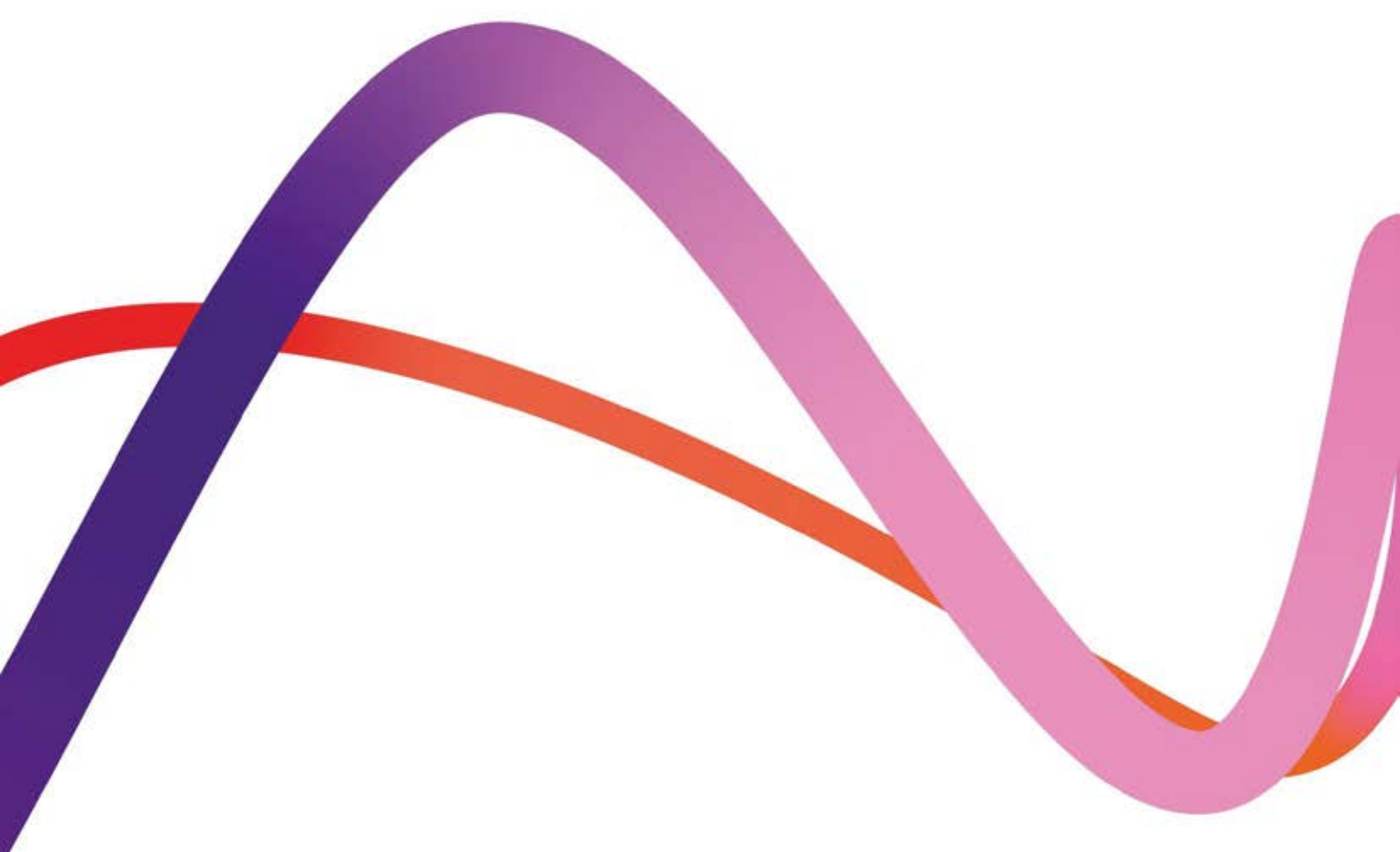


Medworth Energy from Waste Combined Heat and Power Facility



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Environmental Statement Chapter 6 Appendix 6B Transport Assessment

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Planning (Applications: Prescribed Forms
and Procedure) Regulations 2009
Regulation 5(2)(a)

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Executive Summary

An assessment of traffic and transport effects on the public road network associated with Proposed Development has been undertaken.

Construction and operational access would be taken via two new accesses. The existing Algores Way access would be redesigned and relocated south of the existing access to accommodate staff and visitors and it has been designed to DMRB standards.

To facilitate a new access for HGVs, Access Improvements are proposed from a reopened section of New Bridge Lane east of Salters Way and the currently closed crossing of the disused March to Wisbech Railway. The improvements would include road widening, a new footway on north side of carriageway, a road crossing of the disused March to Wisbech Railway and a new bellmouth site entrance off New Bridge Lane. The road would be widened to 7.3m to allow for a two-lane carriageway with centre lines.

The transport assessment considers the impacts during the construction and operational phase of the Proposed Development. For construction it focuses upon the peak month when volumes of traffic generation are anticipated to be at their greatest due to the delivery of equipment and construction materials. For the operational phase, it considers a period when the Proposed Development would be at full capacity. This Transport Assessment has been developed in line with CCC Transport Assessment Requirements, NCC Safe, Sustainable Development guidelines.

An accident assessment of local junctions that may be affected by an increase in traffic flows has been undertaken and detailed assessment indicates that there is not a significant accident record.

The assessment concludes out that it is only in the operational phase that agreed thresholds would be passed requiring the need for detailed assessment. The assessment was required at two junctions. Detailed junction capacity assessment concluded that both junctions would continue to operate below capacity limits and have no significant effects on the operation of the junctions.

The Proposed Development will provide a benefit to the local highways network with an improvement scheme to New Bridge Lane including the extension of the existing pedestrian footpath network. The development proposals include for a new HGV access off New Bridge Lane which will reduce the need for HGVs to route along Cromwell Road and Weasenham Lane in Wisbech thereby reducing the potential for traffic-related effects upon the sensitive Receptors along these highways.



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1. Introduction

1.1 Background

- 1.1.1 Medworth CHP Limited (the Applicant) is applying to the Secretary of State for a Development Consent Order (DCO) to construct operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Water Connections, and Temporary Construction Compound (TCC), these works are the Proposed Development.
- 1.1.2 The Proposed Development would recover useful energy in the form of electricity and steam from over half a million tonnes of non-recyclable (residual), non-hazardous municipal, commercial and industrial waste each year. The Proposed Development has a generating capacity of over 50 megawatts and the electricity would be exported to the grid. The Proposed Development would also have the capability to export steam and electricity to users on the surrounding industrial estate.
- 1.1.3 The Proposed Development is a Nationally Significant Infrastructure Project (NSIP) under Part 3 Section 14 of the Planning Act 2008 (2008 Act) by virtue of the fact that the generating station is located in England and has a generating capacity of over 50 megawatts (section 15(2) of the 2008 Act). It, therefore, requires an application for a DCO to be submitted to the Planning Inspectorate (PINS) under the 2008 Act. PINS will examine the application for the Proposed Development and make a recommendation to the Secretary of State (SoS) for Business, Energy and Industrial Strategy (BEIS) to grant or refuse consent. On receipt of the report and recommendation from PINS, the SoS will then make the final decision on whether to grant the Medworth EfW CHP Facility DCO.

1.2 The Applicant and the project team

- 1.2.1 The Applicant is a wholly owned subsidiary of MVV Environment Limited (MVV). MVV is part of the MVV Energie AG group of companies. MVV Energie AG is one of Germany's leading energy companies, employing approx. 6,500 people with assets of around €5 billion and annual sales of around €4.1 billion. The Proposed Development represents an investment of approximately £450m.
- 1.2.2 The company has over 50-years' experience in constructing, operating, and maintaining EfW CHP facilities in Germany and the UK. MVV Energie's portfolio includes a 700,000 tonnes per annum residual EfW CHP facility in Mannheim, Germany.
- 1.2.3 MVV Energie has a growth strategy to be carbon neutral by 2040 and thereafter carbon negative, i.e., climate positive. Specifically, MVV Energie intends to:
- reduce its direct carbon dioxide (CO₂) emissions by over 80% by 2030 compared to 2018;
 - reduce its indirect CO₂ emissions by 82% compared to 2018;



- be climate neutral by 2040; and
- be climate positive from 2040.

1.2.4 MVV's UK business retains the overall group ethos of 'belonging' to the communities it serves whilst benefitting from over 50 years' experience gained by its German sister companies.

1.2.5 MVV's largest project in the UK is the Devonport EfW CHP Facility in Plymouth. Since 2015, this modern and efficient facility has been using around 265,000 tonnes of municipal, commercial and industrial residual waste per year to generate electricity and heat, notably for Her Majesty's Naval Base Devonport in Plymouth, and exporting electricity to the grid.

1.2.6 In Dundee, MVV has taken over the existing Baldovie EfW Facility and has developed a new, modern facility alongside the existing facility. Operating from 2021, it uses up to 220,000 tonnes of municipal, commercial and industrial waste each year as fuel for the generation of usable energy.

1.2.7 Biomass is another key focus of MVV's activities in the UK market. The biomass power plant at Ridham Dock, Kent, uses up to 195,000 tonnes of waste and non-recyclable wood per year to generate green electricity and is capable of exporting heat.

1.2.8 To prepare the ES for the Proposed Development, the Applicant has engaged Wood Group UK Limited (Wood). Wood is registered with the Institute of Environmental Management and Assessment (IEMA)'s Environmental Impact Assessment (EIA) Quality Mark scheme. The scheme allows organisations that lead the co-ordination of EIAs in the UK to make a commitment to excellence in their EIA activities and have this commitment independently reviewed.

1.3 Purpose of this Document

1.3.1 To suitably address potential impacts associated with the Proposed Development a Transport Assessment (TA) is required to understand the potential effects arising from traffic generated by the Proposed Development in the Construction and Operational Phases. This TA is appended to a wider environmental assessment which is presented in **Chapter 6: Traffic and Transport (Volume 6.2)**. The TA is also needed under the requirements for traffic and transport in NPS-EN1 where a project is likely to have significant transport impacts.

1.3.2 This TA has been informed by consultation with highways officers of Cambridge County Council (CCC), Norfolk County Council (NCC) and National Highways (NH) (previously the Highways Agency). Details of this consultation are provided in in **Appendix 6D (Volume 6.4)**. The scope of the TA has also been informed by relevant planning policy which is set out in **ES Chapter 5: Legislation and Policy (Volume 6.2)**.

1.4 Structure of this Transport Assessment

1.4.1 The remainder of the TA is structured as follows:



- Section 2 – the Proposed Development;
- Section 3 – summarises the policy and technical guidance relevant to a TA;
- Section 4 – details of consultation with key stakeholders;
- Section 5 – summary of the current conditions within the defined Study Area and a review of the transport network;
- Section 6 – Proposed Development traffic generation and distribution;
- Section 7 – assessment scenarios;
- Section 8 – details of the baseline validation of the junction models used in the assessment;
- Section 9 – the traffic impact assessment including junction assessments;
- Section 10 – details on the access arrangements; and
- Section 11 – conclusions.



2. The Proposed Development

2.1.1 The Proposed Development comprises the following key elements:

- The EfW CHP Facility;
- CHP Connection;
- Temporary Construction Compound (TCC);
- Access Improvements;
- Water Connections; and
- Grid Connection.

2.1.2 A summary description of each Proposed Development element is provided below. A more detailed description is provided in **ES Chapter 3: Description of the Proposed Development (Volume 6.2)** of the ES. A list of terms and abbreviations can be found in **Chapter 1 Introduction, Appendix 1F Terms and Abbreviations (Volume 6.4)**.

- **EfW CHP Facility Site:** A site of approximately 5.3ha located south-west of Wisbech, located within the administrative areas of Fenland District Council and Cambridgeshire County Council. The main buildings of the EfW CHP Facility would be located in the area to the north of the Hundred of Wisbech Internal Drainage Board (HWIDB) drain bisecting the site and would house many development elements including the tipping hall, waste bunkers, boiler house, turbine hall, air cooled condenser, air pollution control building, chimneys and administration building. The gatehouse, weighbridges, 132kV switching compound and laydown maintenance area would be located in the southern section of the EfW CHP Facility site.
- **CHP Connection:** The EfW CHP Facility would be designed to allow the export of steam and electricity from the facility to surrounding business users via dedicated pipelines and private wire cables located along the disused March to Wisbech railway. The pipeline and cables would be located on a raised, steel structure.
- **TCC:** Located adjacent to the EfW CHP Facility Site, the compound would be used to support the construction of the Proposed Development. The compound would be in place for the duration of construction.
- **Access Improvements:** includes access improvements on New Bridge Lane (road widening and site access) and Algores Way (relocation of site access 20m to the south).
- **Water Connections:** A new water main connecting the EfW CHP Facility into the local network will run underground from the EfW CHP Facility Site along New Bridge Lane before crossing underneath the A47 (open cut trenching or horizontal directional drilling (HDD)) to join an existing Anglian Water main. An additional foul sewer connection is required to an existing pumping station



operated by Anglian Water located to the northeast of the Algores Way site entrance and into the EfW CHP Facility Site.

- Grid Connection: This comprises a 132kV electrical connection using underground cables. The Grid Connection route begins at the 132kV switching compound in the EfW CHP Facility Site and runs underneath New Bridge Lane, before heading north within the verge of the A47 to the Walsoken Substation on Broadend Road. From this point the cable would be connected underground to the Walsoken DNO Substation.

2.1.3 The Proposed Development components are illustrated in **Figure 2.1 Proposed Development Components** to this TA. **Figure 2.2 Proposed Development in the Operational Period** illustrates the Proposed Development when in operation.

2.1.4 The EfW CHP Facility Site is located within the administrative boundary of CCC and Fenland District Council (FDC). The Grid Connection shown on **Figure 2.3 Proposed Grid Connection** would cross into the administrative boundary of Kings Lynn West Norfolk (KLWN) and NCC.

2.1.5 **Figure 2.4 Proposed CHP Connection** illustrates the CHP Connection.

2.1.6 It is anticipated that the construction of the Proposed Development will take place over a three year period with the operational lifetime assumed to be a minimum of 40 years. The decommissioning process is anticipated to last for one year.



3. Technical Guidance

3.1 Introduction

3.1.1 This section identifies the technical guidance relevant to the preparation of a TA. It has informed the assessment scope.

3.1.2 There is no legislation specifically relevant to the preparation of the TA.

Planning policy context

3.1.3 There are a number of policies at the national and local level that will be relevant to the Proposed Development. The overarching national policy statements, which provide the primary policy basis for the consideration of Nationally Significant Infrastructure Projects (NSIPs), are provided in **Table 6B.1 Planning policy context for traffic and transportation: National Policy Statements**. The policies which have been identified are also considered within **Chapter 6: Traffic and Transportation**.

Table 6B.1 Planning policy context for traffic and transportation: National Policy Statements

Policy reference	Implications	Section addressed
The Overarching National Policy Statement for Energy (EN-1)	<p>Paragraph 5.13.2 states “<i>The consideration and mitigation of transport impacts is an essential part of Government’s wider policy objectives for sustainable development as set out in section 2.2 of NPS EN-1</i>”.</p> <p>Paragraph 5.13.3 states “<i>If a project is likely to have significant transport implications, the applicant’s ES should include a Transport Assessment, using the NATA/WebTAG methodology stipulated in Department for Transport (DfT) guidance, or any successor to such methodology. Applicants should consult the Highways Agency and Highways Authorities as appropriate on the assessment and mitigation</i>”.</p> <p>Paragraph 5.13.4 states “<i>Where appropriate the applicant should prepare a Travel Plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce</i></p>	<p>The TA identifies possible transport impacts on the local and strategic highways network and ways to mitigate. The mitigation of these impacts is embedded into the Proposed Development.</p> <p>This TA has been provided to understand any ‘potentially significant transport implications’ caused by the Proposed Development. This TA is appended to Chapter 6: Traffic and Transport (Volume 6.2) as Appendix 6B, which is also supported by:</p> <ul style="list-style-type: none"> • Construction Traffic Management Plan (‘Outline CTMP’) (Appendix 6A, Volume 6.4); • Outline Operational Travel Plan (TP) (Appendix 6C Volume 6.4). • Outline Construction Environmental Management Plan (CEMP) (Volume 7.12); includes objectives for a construction workers travel plan. <p>These documents have been developed through discussions with the relevant highway authorities.</p>



Policy reference	Implications	Section addressed
<p data-bbox="161 1839 347 2047">National Policy Statement for Renewable Energy Infrastructure (EN-3)</p>	<p data-bbox="373 320 879 421"><i>the need for parking associated with the proposal and to mitigate transport impacts.”</i></p> <p data-bbox="373 456 879 1032">Paragraph 5.13.6 states “A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the Infrastructure Planning Commission [now, Secretary of State] should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the Secretary of State should consider requirements to mitigate adverse impacts on transport networks arising from the development, as set out below. Applicants may also be willing to enter into planning obligations for funding infrastructure and otherwise mitigating adverse impacts”.</p> <p data-bbox="373 1068 879 1189">Paragraph 5.13.11 states “The IPC [now Secretary of State] may attach requirements to a consent where there is likely to be substantial HGV traffic that:</p> <ul data-bbox="373 1225 879 1771" style="list-style-type: none"> • Control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements; • Make sufficient provision for HGV parking, either on the site or at dedicated facilities elsewhere, to avoid ‘overspill’ parking on public roads, prolonged queuing on approach roads and uncontrolled onstreet HGV parking in normal operating conditions; and • Ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force”. <p data-bbox="373 1839 879 1960">Paragraph 2.5.24 identifies that Biomass or EfW generating stations are likely to generate considerable transport movements.</p> <p data-bbox="373 1991 879 2020">Paragraph 2.5.25 states that:</p>	<p data-bbox="906 320 1444 577">An Outline Operational Travel Plan has been provided as Appendix 6C (Volume 6.4) to the ES. The TP includes details of how to reduce single car occupancy for staff in the construction and operational phase of the Proposed Development. The Outline Operational Travel Plan focuses upon the EfW CHP Facility.</p> <p data-bbox="906 640 1444 819">This document identifies possible junction impacts resulting from the operational phases of development and ensures mitigation measures (where relevant/necessary) are incorporated into the scheme.</p> <p data-bbox="906 1406 1444 1709">Construction HGV routes are identified and restrictions on HGV timing are proposed to avoid adverse impact on sensitive Receptors, particularly schools, as set out in the Outline CTMP (Appendix 6A, Volume 6.4). The design of the construction works will avoid the risk of HGV parking on surrounding highways and relevant parking will be made available for HGVs at the TCC and EfW CHP Facility Site.</p> <p data-bbox="906 1839 1444 1960">The Proposed Development provides for land which can be made available to accommodate a future rail siding as part of the operational EfW CHP Facility Site.</p>



Policy reference	Implications	Section addressed
	<ul style="list-style-type: none"> Multi-modal transport is encouraged and that the Secretary of State expects materials (fuel and residues) to be transported by water or rail where possible. Applicants should locate new biomass or waste combustion generating stations in the vicinity of existing transport routes wherever possible. 	<p>The powers to install a rail siding however are not included in this DCO and a separate planning application would be required. For the purpose of robust assessment, to assume a reasonable “worst-case” and given that there is currently no rail access, all waste transport to and from EfW CHP Facility Site has been assumed to be road based.</p> <p>The EfW CHP Facility, TCC, CHP Connection, Water Connections and New Bridge Lane element of the Access Improvements are located within close proximity to the SRN (A47) with access via the B198 Cromwell Road. The Grid Connection runs alongside the SRN (A47) with direct access to it for construction.</p>

3.1.4 National Policy Statement for Electricity Networks Infrastructure (EN-5) does not reference Traffic and Transport as a technology-specific matter for assessment.

3.1.5 In September 2021 The Department of Business, Energy and Industrial Strategy consulted upon a review of energy National Policy Statements with consultation closing on 29 November 2021. The energy NPS were reviewed to reflect the policies and broader strategic approach set out in the Energy White Paper: Powering out Net Zero Future and ensure a planning framework was in place to support the infrastructure requirement for the transition to net zero. There are no material changes in national policy as described within the draft NPSs relating to the Proposed development and in relation to traffic and transport.

3.1.6 Other national and local policies, which may provide additional guidance and can be considered material to the consideration of an NSIP, are detailed in **Table 6B.2 Planning policy context for traffic and transport: national and local planning policies**, below which are also presented in **Chapter 6: Traffic and Transportation (Volume 6.4)**.

Table 6B.2 Planning policy context for traffic and transport: national and local planning policies

Policy reference	Implications	Section addressed
National Policy		
National Planning Policy Framework (NPPF): (February 2021)	Paragraph 111 of the NPPF states that “ <i>development should only be prevented or refused on highways grounds if there would be an</i>	The assessment provides an assessment of the impacts on highways safety.



Policy reference	Implications	Section addressed
	<p><i>unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”</i></p> <p>Paragraph 113 of the NPPF states that <i>“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”</i></p> <p>Paragraph 108 of the NPPF sets out that the TA/should set out:</p> <p>The opportunities for sustainable transport modes can be or have been taken up depending on the nature and location of the site; Safe and suitable access to the site can be achieved for all people; and any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</p>	<p>This TA has been provided to understand any potential traffic-related significant impacts arising from the construction or operation of the Proposed Development.</p> <p>This TA is appended to Chapter 6 Traffic and Transport (Volume 6.2) as Appendix 6B and is also supported by an Outline Construction Traffic Management Plan (‘Outline CTMP’) (Appendix 6A, Volume 6.4) and Outline Operational Travel Plan (Appendix 6C, Volume 6.4). These documents have been developed in discussion with Cambridgeshire County Council, Norfolk County Council, hereafter referred to as CCC and NCC respectively and NH, the relevant highway authorities</p> <p>This TA has assessed the NPPF criteria, the opportunities for sustainable transport, access and road safety, and the need for any transportation or highways improvements. The TA is supported by an Outline Operational Travel Plan (Appendix 6C, Volume 6.4).</p> <p>The TA presents a capacity-based assessment informed by new traffic data.</p>
Local Policy		
Cambridgeshire County Council and Peterborough City Council Minerals and Waste Local Plan 2036 (2021)	<p>Policy 23, Transport, Highways and Rights of Way of the draft Cambridge and Peterborough Waste Plan states that development will only be permitted where:</p> <p>appropriate opportunities to promote sustainable transport modes can be or have been taken up to the degree reasonably</p>	<p>The Proposed Development provides for land which can be made available to accommodate a future rail siding as part of the operational EfW CHP Facility Site. The powers to install a rail siding however are not included in this DCO and a separate planning application would be required. For the purpose of robust assessment,</p>



Policy reference	Implications	Section addressed
	<p>available given the type of development and its location. If at the point of application, commercially available electric Heavy Commercial Vehicles (HCVs) are reasonably available, and the development would increase HCV movements, the applicant should provide appropriate electrical vehicle charging infrastructure.</p> <p>safe and suitable access to the site can be achieved for all users of the subsequent development.</p> <p>any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety can be cost effectively mitigated to an acceptable degree.</p> <p>any associated increase in traffic or highway improvements would not cause unacceptable harm to the environment, road safety or residential amenity; and</p> <p>binding agreements covering lorry backloading, routing arrangements and Heavy Commercial Vehicle (HCV) signage for mineral and waste traffic are agreed, if any such agreements are necessary and reasonable to make a development acceptable.</p> <p>Policy 23 also requires identification and enforcement of HGV routes for vehicles accessing and leaving the site to the Strategic Route Network ('SRN').</p> <p>Policy 23 also covers PRow and identifies that minerals and waste developments will only be permitted where any permanently affected PRow has an acceptable alternative route which is of equivalent convenience, quality and interest.</p>	<p>to assume a reasonable "worst-case" and given that there is currently no rail access, all waste transport to and from EfW CHP Facility Site has been assumed to be road based.</p> <p>The Applicant has included for the provision of electric car charging. Electrically operated HCVs are not considered to be reasonably available at this time.</p> <p>The TA has been prepared to provide evidence that the highway network serving the Proposed Development is suitable and that mitigation can be accommodated to an acceptable degree.</p> <p>The binding arrangements for mitigating the impacts of construction and operational traffic are secured by the draft DCO which will require compliance with the Outline CTMP (Appendix 6A Volume 6.4) and Outline Operational Travel Plan (Appendix 6C Volume 6.4). It is noted in the Cambridgeshire Advisory Freight Map that two routes into Wisbech are included. Cromwell Road is a HGV "Local Route" and Elm High Road/Churchill Road a "Strategic Route". The A47 is also included as a "Strategic Route"</p> <p>The Outline CTMP has been prepared setting out the HGV access strategy for the construction phase of the Proposed Development (Appendix 6A Volume 6.4).</p> <p>This TA provides the proposed HGV routing for the operational phase. This is based on discussions with CCC and the identification of Cromwell Road for access to both the Algores Way and New Bridge Lane entrances.</p>



Policy reference	Implications	Section addressed
<p>Fenland Local Plan (Adopted) (2014)</p>	<p>Policy LP8 identifies South Wisbech and the area around the access to the proposed development as a location for industrial/commercial growth with the possibility of the inclusion of 100 residential dwellings. The policy identifies that the site location has access issues and improvements to the road network would be required.</p> <p>Policy LP15 – Facilitating the creation of a more sustainable transport network in Fenland. This policy sets out the transport aspirations of Fenland district council regarding strategic transport infrastructure, public and community transport and walking and cycling. The policy also sets out criteria for which development proposals for these elements should be based.</p> <p>Strategic policies included in LP15 include, reopening Wisbech to March railway line when it is viable to do so and to increase the proportion of freight carried by rail and waterways making use of Wisbech port and a potentially reopened rail line.</p> <p>Walking and cycling policies included within LP15 state that developments should contribute to robust walking and cycling networks, and these should where possible be integrated into the wider transport network.</p>	<p>At PEIR a Preliminary Public Rights of Way Management Plan was prepared, however the revised design of the Grid Connection now running under the A47, New Bridge Lane and Broadend Road removes all direct PRow interactions on the project and as such no PRowMP has been prepared for this DCO Submission.</p> <p>The use of TEMPro Growth rates has been agreed with CCC and NH, and these include local plan growth and growth arising from the proposals for South Wisbech, as part of ‘background traffic’. CCC has provided details of other proposals which it wishes to be considered and these have also been incorporated.</p> <p>Chapter 6: Traffic and Transport (Volume 6.4) includes an assessment of the potential implications of reopening the disused March to Wisbech Railway Line on the proposed access arrangements and highways design, as set out in Section 10.</p> <p>The Proposed Development includes for improvements to New Bridge Lane and incorporates pedestrian access improvements, as set out in Section 10.</p> <p>The Proposed Development includes a new access design onto Algores Way, and improvements to New Bridge Lane.</p>



Policy reference	Implications	Section addressed
	<p>LP15 states out that developments should demonstrate the following;</p> <p>1)Development should be located and designed so that it can maximise accessibility and help to increase the use of non-car modes.</p> <p>2)Proposals which include new public highway should ensure such new highway complements and enhances the character of the area, possibly through the preparation of a public realm strategy for larger development schemes.</p> <p>3)If the proposal is likely to result in significant transport implications, a Transport Assessment and Travel Plan should be prepared.</p> <p>5)Development schemes should provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors including habitat connectivity (linking to existing routes where opportunities exist) that give easy access and permeability to adjacent areas.</p> <p>6) Development schemes should provide car and cycle parking appropriate to the development proposed, subject to the Council's defined parking standards.</p>	<p>The proposals for New Bridge Lane incorporate pedestrian access improvements. Assuming a robust 'worse-case' approach no discounts for successful car share/TP measures have been included to enable a robust assessment. An Outline Operational Travel Plan has been prepared (Appendix 6C Volume 6.4).</p> <p>The Access Improvements have considered the potential Wisbech Access Strategy (WAS) designs proposed by CCC and FDC and include pedestrian infrastructure which would enhance the local area. The Access Improvements to New Bridge Lane would assist the implementation of the WAS (SAR 1¹) and enable allocated development land to be accessed with reduced connection infrastructure requirements.</p> <p>This TA (Appendix 6B Volume 6.4) and Outline Operational Travel Plan (Appendix 6C Volume 6.4) has been prepared and is submitted as part of the DCO application.</p> <p>The EfW CHP Facility Site layout drawing shown on Figure 2.2 indicates pedestrian connectivity, including how access can be obtained from both Algores Way and New Bridge Lane.</p> <p>The EfW CHP Facility Site layout drawing shown on Figure 2.2 illustrates the appropriate level of car parking and cycle parking arrangements for the Proposed Development; a sui generis land use².</p>



Policy reference	Implications	Section addressed
<p>Norfolk Core Strategy and Minerals and Waste Development Management Policies DPD (2011)</p>	<p>Policy CS15 Transport requires all applications for minerals and waste development to consider positively the potential for non-HGV transportation. Proposals are considered satisfactory providing that they do not give unacceptable risks to the safety of road users and pedestrians, unacceptable impacts on highway capacity, air quality, the natural or historic environment or physical damage to the highway network,</p>	<p>The EfW CHP Facility Site is located adjacent to a disused railway line with plans for its reopening being promoted by Cambridgeshire and Peterborough Combined Authority (CPCA). The Applicant has set aside land within the EfW CHP Facility Site to accommodate a future rail siding should the railway be built. The assessment reported within this document considers the potential effects on both road users and highway capacity. The wider environmental effects arising from the Proposed Development are considered within the appropriate environmental chapters of the Environmental Statement (ES).</p>
<p>King's Lynn and West Norfolk Local Development Framework Core Strategy (2011)</p>	<p>CS11 – Transport. Policy CS11 sets the Strategic polices and criteria for development.</p> <p>Strategic CS11 policies include, improving strategic networks serving passengers and freight movements, maximise the use of alternative modes of freight by rail and via water and to provide safe routes for pedestrians and cyclists.</p> <p>CS11 states the developments should reduce the need to travel, promote sustainable transport appropriate to the development location and provide safe and convenient access for all modes.</p>	<p>The EfW CHP Facility Site, CHP Connection, TCC, Water Connections Access Improvements are located to the south of Wisbech town and have good connections to local residential areas and the public transport network. The location of the Proposed Development allows staff to access the EfW CHP Facility Site in sustainable ways. In this assessment no discounts for successful car share/TP measures have been included to enable a robust assessment. An Outline Operational Travel Plan (Appendix 6C Volume 6.4) has been included in the DCO submission</p> <p>The EfW CHP Facility Site layout shown on Figure 2.2 illustrates the proposed pedestrian connectivity to New Bridge Lane and Algores Way.</p>
<p>King's Lynn and West Norfolk Local Development Framework Site Allocations and development Management Policies (2016)</p>	<p>Policy DM12 Strategic Transport. This policy defines the strategic road network within the borough as A10, A17, A47, A134, A148, A149, A1101 & A1122. The policy highlights that development will not be permitted if access is taken on</p>	<p>The Proposed Development will not take access direct from the roads identified.</p> <p>This TA considers the potential for the Proposed Development to affect the national and strategic</p>



Policy reference	Implications	Section addressed
	<p>these roads where the development is not a plan allocation site.</p> <p>Also, DM12 states development served by a side road which connects to a road forming part of the Strategic Road</p> <p>Network will be permitted provided that any resulting increase in traffic would not have a significant adverse effect on:</p> <ol style="list-style-type: none"> 1)The route's national and strategic role as a road for long distance traffic 2) Highway safety 3)The route's traffic capacity 4) The amenity and access of any adjoining occupiers. 	<p>role of the SRN, highway safety, and route traffic capacity. The amenity of adjoining occupiers is considered within the relevant chapters of the ES.</p>

Technical guidance

3.1.7 Technical guidance of relevance to the assessment is set out below.

The Strategic Road Network and the Delivery of Sustainable Development Guidance

3.1.8 The Department for Transport (DfT) Circular 02/2013 'The Strategic Road Network (SRN) and the Delivery of Sustainable Development' outlines the methods by which NH will engage with developers and communities to deliver sustainable development and economic growth, whilst safeguarding the primary function and purpose of the SRN.

3.1.9 Circular 02/2013 outlines under 'Environmental Impact':

"...developers must ensure all environmental implications associated with their proposals, are adequately assessed and reported so as to ensure that the mitigation of any impact is compliant with prevailing policies and standards. This requirement applies in respect of the environmental impacts arising from the temporary construction works and the permanent transport solution associated with the development, as well as the environmental impact of the existing trunk road upon the development itself".

3.1.10 Within the Chapter 6: Traffic and Transport Study Area, the SRN managed by NH includes the A47. The requirements of Circular 02/2013 are therefore addressed further within this TA.



Cambridge County Council Transport Assessment Requirements

3.1.11 Chapter 5 of the CCC Transport Assessment Requirements (2019) sets out the requirements of a TA. The following list identifies where this TA provides the information required by these requirements;

- Background – Provide a basic background to the project (**Section 1.1**).
- Description of the Development – including site location plan, details of existing land use, description of the proposed development including key dates and times and description of the proposed access arrangements (**Section 2**).
- Planning and Transport Policy Context – including National, sub regional and Local planning policy context (**Section 3**).
- Description of the Existing Network – Road, public transport, pedestrian and cycle networks. The section must also set out the study area, indicate local facilities, baseline traffic data, local agreed committed development (infrastructure and local planned development) and accident assessment (**Section 5**).
- Provision of traffic flow diagrams for baseline and future year traffic scenarios (**Section 5.11 and 7.2**).
- Trip and Traffic Generation – Traffic generation (in and outbound) for daily and peak periods totals with detailed methodologies that have informed these numbers (**Section 6**).
- Traffic Distribution and Assignment of Trips – Set out details of the distribution of trips from the development, using census data, turning count data or in this case for the waste stream known waste movement directions (**Section 6**).
- Future Year Assessments – Setting out the impacts of the Proposed Development and how that may change in future years using growth and committed development traffic to develop a future year of assessment scenario. Requirement for traffic flow diagrams and relevant junction modelling. Junction modelling required at all junctions in scope unless it is demonstrated not to be required. (**Sections 7 and 9**).
- Access for Pedestrians and Cyclists – Set out how the proposals will overcome any identified gaps in the pedestrian and cycle provision for the site (**Section 10**).
- Public Transport Accessibility – Set out how proposals will facilitate public transport use and how any existing gaps and barriers will be overcome (**Section 5.5, 5.6 and Section 10**).
- Site Access and the Study Area Road Network – This section should assess the ability of the highways network to accommodate the proposed development. If necessary, this would include any development related mitigation that may be required (**Section 9 and 10**).

The guidance also sets out the requirement for a TP for development's which require a TA. An **Outline Operational Travel Plan** has been prepared to support the DCO as **ES Appendix 6C Volume 6.4**.



Design Manual for Roads and Bridges

- 3.1.12 The Design Manual for Roads and Bridges (DMRB) contains information about the current standards, advice notes and other published documents relating to the assessment and operation of trunk roads. A series of documents within the DMRB will be relevant for design of access proposals such as CD 109 (Highways Link Design), CD 123 (Geometric Design of at-grade priority and signal-controlled junctions) and CD 143 (Designing for walking, cycling and horse-riding).

Norfolk County Council Safe, Sustainable Development

- 3.1.13 The NCC Safe, Sustainable Development document includes guidance notes for TAs, Transport Statements and TPs. An appendix to the document also sets out the development thresholds which require TAs, Transport Statements and TPs to be prepared to support an application.
- 3.1.14 NCC require a TA to be provided based on the following traffic generation thresholds;
- Any development generating 30 or more two-way vehicle trips per hour;
 - Any development generation 100 or more two-way vehicle trips per day; and
 - Any development proposing 100 or more car parking spaces.
- 3.1.15 Should a TA be required the following must be considered within the document;
- Ways in which the need to travel can be minimised, especially by car;
 - How best possible use of the existing transport infrastructure can be made;
 - Address adverse impacts of traffic generated on the transport network to protect the travelling public such as a demonstration of nil detriment;
 - Improvements to sustainable transport choices;
 - Accessibility of the location;
 - Ways of mitigating residual impacts; and
 - Other measures to assist in influencing travel behaviour.
- 3.1.16 A TP is required where it is likely that development proposals will increase accidents or conflicts between pedestrians, cyclists and vehicles.



4. Consultation

- 4.1.1 The TA has been informed by consultation responses and ongoing stakeholder engagement. An overview of the approach to consultation is provided in **Chapter 4: Approach to the EIA (Volume 6.4)**.
- 4.1.2 A summary of the relevant responses received in the EIA Scoping Opinion and Section 42 responses to the statutory consultation as well other engagement with key stakeholders in relation to traffic and transport including the preparation and scoping of the Transport Assessment is presented in **Appendix 6D Volume 6.4** of the ES.



5. Existing Conditions

5.1 Introduction

5.1.1 This section provides a description of the existing local highways network; a review of the existing walking, cycling and public transport facilities in the vicinity of the Proposed Development and access to amenities and a review of local highway safety.

5.2 Site Location

5.2.1 The EfW CHP Facility Site is located to the south of Wisbech on an existing industrial estate, bounded by the disused March to Wisbech Railway to the west, New Bridge Lane to the south and Algores Way to the north-east. Currently, the majority EfW CHP Facility Site is an operational aggregates and waste transfer station (WTS) and is accessed via an existing surfaced access from Algores Way. To reach the WTS site entrance, traffic is required to route along Algores Way from Weasenham Lane. From Weasenham Lane site traffic can access the A47 by either routing east to the A1101 Elm High Road, joining the A47 at the A1101/A47 junction, or by routing west to the B198 Cromwell Road, joining the A47 at the B198/A47 junction. In the CCC response (13 January 2020) to the TA Scoping Note it was confirmed that Algores Way is not an adopted highway for the entire length between the existing site access and Weasenham Lane. The road is only adopted from the junction with Weasenham Lane to the frontage of 19 Algores Way.

5.2.2 The south-east section of the EfW CHP Facility Site is unoccupied scrubland owned by Fenland District Council. It is separated from the existing WTS by an earth bund and trees.

5.2.3 The southern boundary of the EfW CHP Facility Site runs along New Bridge Lane; a single-track road that runs from Cromwell Road to a terminus point near the A47. The road is currently closed (as advised by CCC on 13 January 2020) at the point at which it crosses the disused March to Wisbech Railway Line. The road is at grade across the disused railway line and closed by the placement of stone blocks though non-motorised users can still cross the railway line. New Bridge Lane is the location for the proposed New Bridge Lane element of the Access Improvements (the other being the existing WTS site access from Algores Way), comprising a construction access to the TCC and a permanent access into the south of the site for HGVs. New bridge Lane is also the location for the start of the Grid Connection and potable Water Connection.

5.2.4 The CHP Connection runs north from the EfW CHP Facility Site along the disused March to Wisbech Railway corridor and crosses Weasenham Lane at the site of the former level crossing. It then continues north to Nestle Purina, which is located to the south of Wisbech town centre.

5.2.5 The Grid Connection is proposed to leave the EfW CHP Facility Site and run under New Bridge Lane to the A47. The Grid Connection would then run within the verge of the A47 from New Bridge Lane to the junction with Broadend Road. The Grid



Connection would then follow Broadend Road until it reaches the site frontage of the existing Walsoken DNO Substation. Here it will enter the Applicant's proposed Walsoken Substation.

- 5.2.6 Water Connections involve a new foul sewer connection to an existing pumping station close to the existing site boundary on Algores Way and a new potable water supply piped from an existing Anglian Water pipeline east of the A47. This would require open cut trenching along New Bridge Lane and either open cut or HDD across the A47. **Figure 5.1 Project Components and Local Highways Network** sets out the Proposed Development including all components and the key local roads.

5.3 Existing Highway Network

- 5.3.1 This section provides a review of the key local highway links and junctions which form the Study Area for the Proposed Development.

Key Local Highway Links

Strategic Highways Network

A47

- 5.3.2 The A47 provides a link from the A1 and A1(M) west of Peterborough to Lowestoft on the coast of Norfolk. The A47 routes via numerous towns including Peterborough, Wisbech, Norwich and Great Yarmouth.
- 5.3.3 Within the Study Area the A47 runs north-east/south-west between the A47/A141 junction (Guyhirn Roundabout) and the A47/A17 junction. The A47 is located around the southern and eastern periphery of Wisbech and acts as a bypass for through traffic. The A47 junctions included within this assessment are:
- B198 Cromwell Road;
 - A1101 Elm High Road;
 - Broadend Road;
 - B198 Lynn Road; and
 - A47.
- 5.3.4 The A47 is a single carriageway rural A Road subject to the national speed limit.

Local Highways Network

A1101 Elm High Road

- 5.3.5 Between the A47 and Weasenham Lane, Elm High Road is a single carriageway road which is subject to a 40-mph speed limit. The road is lit, and pedestrian footways are provided on both sides of the carriageway. Numerous residential properties and driveways face onto the carriageway along the length of the road.



Algores Way

- 5.3.6 Algores Way is a single carriageway road which runs into an industrial area from Weasenham Lane. Numerous industrial properties face onto Algores Way and pedestrian footways are provided on both sides of the carriageway. Minor road junctions with Algores Way provide access to premises located in the wider industrial area beyond Algores Way.

B198 Cromwell Road

- 5.3.7 The B198 Cromwell Road forms the principal route into the centre of Wisbech from the south-west. Between New Bridge Lane and Weasenham Lane the B198 is a single carriageway road subject to a 40-mph speed limit. The road is lit and numerous industrial and commercial properties face onto it. A signal-controlled pedestrian crossing is provided adjacent to the Tesco supermarket and pedestrian footways are provided on at least one side of the carriageway.
- 5.3.8 Between New Bridge Lane and the A47 the speed limit of the B198 changes from 40-mph to the national speed limit. A pedestrian footway is provided on the eastern side of the carriageway and a small number of properties face onto the road.
- 5.3.9 Between Weasenham Lane and Wisbech town centre the B198 has a speed limit of 40-mph.

New Bridge Lane

- 5.3.10 New Bridge Lane is a single carriageway road which is subject to the national speed limit. New Bridge Lane connects to the B198 Cromwell Road via a priority junction. A pedestrian footway is provided on the northern side of the carriageway and street lighting is provided. Industrial and residential properties face onto New Bridge Lane whilst Salters Way forms a priority junction with New Bridge Lane providing access to the commercial properties located within the adjacent area.
- 5.3.11 Access to New Bridge Lane east of the disused March to Wisbech Railway from Cromwell Road is currently restricted to traffic by bollards. Access for pedestrians and cyclists along this section of New Bridge Lane has been retained. Vehicular access can only be obtained from New Drove. (See below for a description of New Drove).

Weasenham Lane

- 5.3.12 Weasenham Lane is a single carriageway road which runs between the B198 Cromwell Road and the A1101 Elm High Road. Weasenham Lane is subject to a 30-mph speed limit and street lighting is provided along the length of the road. Pedestrian footways exist on Weasenham Lane on at least one side of the carriageway throughout its route. Residential and industrial properties face onto the road and there are numerous minor roads which lead from it providing access to the industrial and residential areas which exist to the north and south.

A1101 Churchill Road

- 5.3.13 Churchill Road is a dual carriageway which runs between Elm High Road and a roundabout with Cromwell Road/Lynn Road near Wisbech town centre. The road is



subject to a 30-mph speed limit and street lighting is provided along the entire length of the road. Pedestrian footways are provided on both sides of the road and the route passes numerous residential and retail properties on the edge of Wisbech town centre. The road is a key route into Wisbech from the north and south.

A1101 Elm High Road/Church Road

5.3.14 This route is a two-lane carriageway which links the A47 to Emneth and is categorised as the A1101 before the junction with Church Road. The road is subject to a 30-mph speed limit and is provided with street lighting and pedestrian footways in Emneth.

Broadend Road

5.3.15 Broadend Road is a single carriageway road with centre line which links from the A47 to the east into Wisbech before the road becomes Buttergate Road. The Broadend Road/Buttergate Road link eventually routes north into north-east Wisbech. The road is subject to the national speed limit and is not provided with street lighting or pedestrian footways in the Study Area.

Key Local Highway Junctions

A47/A141(March Road) – Guyhirn Roundabout

5.3.16 The A47/A141 (March Road) junction, locally known as the Guyhirn Roundabout, is a junction on the A47 which is undergoing a major upgrade by National Highways.

5.3.17 When the junction upgrade is completed (2022-23) the junction will have been increased in size to ease existing congestion and cope with increasing traffic levels. The junction will still be a three-arm roundabout with two-lane entries for all three-arms and two-lane exit arms on the A47 north and A141 south. The circulator carriageway will also be two-lanes.

A47/B198 Cromwell Road/Redmoor Lane

5.3.18 This junction is a four-arm roundabout junction located on the southern periphery of Wisbech. The A47 east and A47 west arms are single carriageways which flare into two-lanes approaching the give way line at the junction entries, the B198 Cromwell Road and Redmoor Lane arms are single lane approaches. Streetlighting is provided throughout the junction.

5.3.19 A pedestrian footway is provided on the eastern side of the carriageway on the B198 and A47 West arms and around the western side of the roundabout junction. A dropped kerb crossing is provided on the B198 and A47 west arms between the east and west side of the carriageway via the central splitter islands. The dropped kerb crossings connect all sections of footway around the junction and provide a north/south pedestrian route through the junction.



A47/A1101 (Elm High Road)

- 5.3.20 This junction is a four-arm roundabout junction located to the south-east of Wisbech. The junction provides an interchange between the A1101 a primary road between Elm, Emneth and Wisbech, and the A47 a Strategic Road which routes around the eastern periphery of Wisbech.
- 5.3.21 The A1101 north arm is a single lane approach with a flared entry. Streetlighting is provided on the entry and approach on the arm. Pedestrian footways are provided on both sides of the carriageway and a dropped kerb crossing is provided between the footways on approach to the junction.
- 5.3.22 The A47 east arm is a single lane approach with a flared entry. Streetlighting is provided on the entry and approach on the arm. The junction approach is bounded by verge on both sides of the carriageway, a dropped kerb crossing is provided across the eastbound and westbound carriageways via the central splitter island to connect sections of footway routing north/south through the junction.
- 5.3.23 The A1101 southern arm is a two-lane approach where direction arrows indicate the right-hand lane serves vehicles routing northbound into Wisbech and eastbound to the A47 and the left-hand lane serves vehicles turning left onto the A47 westbound. Pedestrian footways are provided on both sides of the carriageway and a long central splitter island separates northbound and southbound traffic entering and exiting the junction respectively.
- 5.3.24 The A47 west arm is a two-lane approach where a signalised pedestrian crossing is provided approximately 27m before the junction entry. Guardrails are provided around the shared pedestrian footways/cycleways on this arm and the central splitter island is surfaced with anti-pedestrian paving pattern. The shared pedestrian footways and cycleways route north/south across the A47 west arm.

A47/Lynn Road

- 5.3.25 This junction is a four-arm roundabout junction located north-east of Wisbech. The junction provides an interchange between the A47 and Lynn Road. Lynn Road provides a connection between the A47 and Wisbech town centre.
- 5.3.26 The A47 north arm is a dual carriageway approach which is bounded by verge. A central reservation and splitter island separate the northbound and southbound traffic and streetlighting is provided around the junction entry.
- 5.3.27 The Lynn Road east and west arms are single lane approaches and the A47 south arm is a single lane approach with a flared entry. The junction is located in a rural setting and the junction arms are bounded by verge and streetlighting is provided at junction entries.

A47/A17

- 5.3.28 This junction is a four-arm uncontrolled gyratory where the A47 is the south and east arms, the A17 is the west arm and Clenchwarton Road is the northern arm. The central junction gyratory consists of a two-lane flow, lane direction arrows are provided around the gyratory lanes to advise traffic.



- 5.3.29 The A47 south and east arms and the A17 arm are two-lane dual carriageway approaches which are lit. Lane direction arrows are provided in advance of the give way at the entry to the junction on these arms to advise traffic.
- 5.3.30 The Clenchwarton Road arm is a single lane approach which flares into a two-lane entry. Lane direction arrows are provided, in advance of the give way where the right-hand lane is for ahead and right turn traffic and the left-hand lane is provided for vehicles turning left onto the A47 eastbound.

A47/Broadend Road

- 5.3.31 This junction is a staggered priority junction where the major arms are the A47 north and the A47 south and the minor arms are Broadend Road west and Broadend road east. Ghost right turning lanes are provided mid junction on the A47 for right turning traffic from the A47 north and south into Broadend Road west and east respectively. The Broadend Road west and east arms are single lane approaches with flared entries, central islands are provided which separate eastbound and westbound traffic.

Cromwell Road/New Bridge Lane

- 5.3.32 This junction is a four-arm priority junction provided in a crossroads arrangement. The junction is in an industrial and commercial area located south of Wisbech town centre. New Bridge Lane provides access to industrial properties within the locality and the B198 Cromwell Road is the primary route from the A47 into Wisbech from the south.
- 5.3.33 The major arms of the junction are the B198 north and B198 south and the minor arms are New Bridge Lane west and New Bridge Lane east. Ghost right turn lanes are provided mid junction on the B198 Cromwell Road for traffic turning right from the B198 north and B198 south into New Bridge Lane west and east respectively.
- 5.3.34 A pedestrian footway is provided on the eastern side of the B198 Cromwell Road throughout the junction. The pedestrian footway crosses the New Bridge Lane east arm via a dropped kerb crossing.
- 5.3.35 The New Bridge Lane west and east arms are single lane approaches which are flared at the junction entry.

Cromwell Road/Weasenham Lane

- 5.3.36 This junction is a four-arm signal-controlled junction located south of Wisbech town centre, industrial land uses are located east of the junction and a residential area is located west of the junction. The B198 Cromwell Road forms the north and south arms of the junction and Weasenham Lane forms the east and west arms. Right turning bays are provided mid junction as a refuge for vehicles from the B198 south and north arms waiting to turn right into Weasenham Lane east and west respectively.
- 5.3.37 Pedestrian footways are provided on all arms and approaches to the junction except for the western side of the carriageway on the B198 south arm approach. Signal-controlled pedestrian crossings are provided across the Weasenham Lane east arm



and the B198 south arm and provide route into the residential areas west of the junction.

- 5.3.38 The Weasenham Lane east arm is a single lane approach which flares into two-lanes approximately 50m from the stop line at the signals. Lane direction arrows are provided to advise traffic to use the right-hand lane for ahead and right turn manoeuvre and the left-hand lane is for left turns onto the B198 south arm only.
- 5.3.39 The B198 south arm is a two-lane approach where a pedestrian crossing is provided ahead of the stop line at the traffic signals. The pedestrian crossing is signal-controlled, and a refuge is provided in the centre of the carriageway between northbound and southbound traffic. Lane direction arrows are provided in advance of the signals to advise traffic to use the right-hand lane for movements to Weasenham Lane east, and the left lane for movements to Weasenham lane west and B198 north.
- 5.3.40 The Weasenham Lane west arm is a single lane approach. An uncontrolled pedestrian crossing is provided ahead of the signals and stop line, the crossing is provided with dropped kerbs and tactile paving.
- 5.3.41 The B198 north arm is single lane approach which flares into three lanes approximately 100m before the junction entry. Lane direction markings are provided to advise traffic to use the left land for left turn movements to Weasenham Lane, the central lane for ahead movements to B198 south and the right lane for right turn movements to Weasenham Lane west.

Weasenham Lane/Algores Way

- 5.3.42 This junction is a simple priority junction where the major arms are Weasenham Lane east and Weasenham Lane west and the minor arm is Algores Way. The junction is located in a predominantly industrial area south-east of Wisbech town centre. Pedestrian footways are provided on all sides of the carriageway except for the southern side of the carriageway on the Weasenham Lane west arm. A private driveway takes access from Weasenham lane mid junction.

Weasenham Lane/A1101 (Elm High Road/Churchill Road)

- 5.3.43 This junction is a signalised junction located south-east of Wisbech town centre. The junction lies in a residential area where the north arm is the A1101 Churchill Road, the south arm is the A1101 Elm High Road, the west arm is Weasenham Lane and the east arm is Ramnoth Road. The west and east arms are provided in a staggered arrangement, and both join the A1101 via signalised entries with uncontrolled left turn lanes onto the A1101. Streetlighting is provided throughout the junction and numerous pedestrian footways and crossings provide pedestrian routes through the junction.
- 5.3.44 The A1101 Churchill Road north arm is dual carriageway which flares into a three-lane approach to the junction. Lane direction markings are provided in advance of the signals and stop line which advise traffic the left-hand lane provides a left turn manoeuvre to Ramnoth Road, the central lane provides an ahead movement to A1101 Elm High Road and the right-hand lane provides a right turn movement to Weasenham Lane. A central reservation is provided between the northbound and



southbound carriageways and a signal-controlled pedestrian crossing with dropped kerbs and tactile paving is provided across the arm ahead of the signals.

5.3.45 The Ramnoth Road arm is a single lane carriageway which flares into two-lanes at the approach to the junction. An uncontrolled left turn lane is provided from the left-hand lane to the A1101 Elm High Road. An ahead only and right turn lane meet the A1011 mid junction and are signal-controlled. The ahead lane provides a movement to Weasenham Lane and the right turn lane provides a movement to A1101 Churchill Road.

5.3.46 The A1101 Elm High Road is a single carriageway which flares into a three-lane approach to the junction. Lane markings are provided which advise traffic the right-hand lane is provided for right turn movements to Ramnoth Road, the central lane is for ahead traffic to A1101 Churchill Road and the left-hand lane provides a left turn to Weasenham Lane.

5.3.47 The Weasenham Lane arm is a single lane carriageway which flares into a two-lanes at the approach to the junction. An uncontrolled left turn lane is provided from the left-hand lane to the A1101 Churchill Road. An ahead only and right turn lane meet the A1011 mid junction and are signal-controlled. The ahead lane provides a movement to Ramnoth Road and the right turn lane provides a movement to A1101 Elm High Road.

A1101/Church Road

5.3.48 This junction is a simple priority junction located in the village of Emneth south-east of Wisbech. The major arms are the A1101 north and south and the minor arm is Church Road.

5.3.49 The A1101 is a principal road from the town of Wisbech and through this junction the A1101 forms a bend in the road and the minor arm, Church Road, is located on the outside of the bend.

5.3.50 Residential properties front onto Church Road and the eastern side of the carriageway on the A1101. Pedestrian footways are provided on both sides of the carriageway on the Church Road arm and on the eastern side of the carriageway on the A1101 south arm.

5.4 Existing Site Access from the Local Highway Network

5.4.1 The existing site access is located at the southern periphery of Algores Way. The access which is provided is a formal access into an industrial site where the access is surfaced with tarmac and junction radii are provided to accommodate large vehicles. Pedestrian footways are provided on both sides of the access and gates are provided at the rear of the footways to provide security to the site. A dropped kerb pedestrian crossing is located across the front of the access point. A streetlighting column is located on the footway at the access to ensure safe visibility through the access during hours of darkness. **Figure 5.2 Existing Algores Way Access Location** indicates the location of the existing access to the site from Algores Way.



5.5 Existing Pedestrian Infrastructure

- 5.5.1 The Chartered Institute of Highways and Transportation (CIHT) guidance document '*Providing for Journeys on Foot*' (2000) provides details on acceptable walking distances between homes and employment, services and facilities. For commuting, the guidelines state that a distance of up to 500m is considered to be desirable, whilst 1km and 2km are considered to be acceptable and preferred maximum walking distances respectively. These distances have been used when assessing pedestrian infrastructure in the vicinity of the site.
- 5.5.2 Locally to the EfW CHP Facility Site there is adequate pedestrian provision adjacent to the Algores Way access and limited pedestrian provision along New Bridge Lane.
- 5.5.3 On Algores Way pedestrian footways are provided on both sides of the carriageway for the entirety of the road from the junction with Weasenham Lane to its termination point south of the existing site access. The pedestrian footways are curtailed at numerous points along Algores Way where access to industrial sites is provided. Generally, dropped kerbs are provided for pedestrians to cross these site access points.
- 5.5.4 On New Bridge Lane there is provision of a pedestrian footway on the northern side of the carriageway from the junction with the B198 Cromwell Road and a residential property adjacent to the disused March to Wisbech Railway. A section of pedestrian footway is provided on the southern side of New Bridge Lane between commercial properties over approximately 170m.
- 5.5.5 In the wider area, signalised pedestrian crossing facilities are provided on the B198 Cromwell Road which provides a connection between New Bridge Lane and retail provision located on the western side of the B198 Cromwell Road. Footways located on the eastern side of the B198 Cromwell Road also provide a pedestrian connection towards the centre of Wisbech to the north and outer lying areas of Wisbech to the south.
- 5.5.6 **Figure 5.3 Local Pedestrian Infrastructure** shows the sections of footway noted above and the crossings in the vicinity of the site along with walking isochrones for 2km from the centre of the site.

5.6 Existing Cycling Infrastructure

- 5.6.1 The Department for Transport (DfT) Local Transport Note 2/08 '*Cycling Infrastructure Design*' states that many utility cycle trips are less than three miles (4.8km), but for commuter journeys a distance of over five miles (8km) is not uncommon. Distances of up to 8km have been used to define the Study Area for cycle infrastructure.
- 5.6.2 The proposed traffic and transport Study Area includes an area which would cross the National Cycle Network (NCN) NCR (National Cycle Route) Route 63. NCR 63 runs between Wisbech and Peterborough and crosses through Study Area as it routes from Wisbech to the south running as a route adjacent to the A1101 using Elm Road, Corporation Road, Elm Low Road before crossing over the A47 south of Wisbech via a signalised crossing. South of the A47 the route runs onto Elm Low Road.



- 5.6.3 Wisbech is also on another part of the NCN, Route 1. NCN Route 1 is a long distance Cycle Route which runs along the East Coast of England linking Dover to Scotland. In Wisbech the route enters the town from the north on Walton Road and then passes through the town centre before leaving to the north-west on Harecroft Road and the B1169.
- 5.6.4 Local promoted cycle tourist routes include the apple and Ales Trail, Tramway Trail, Breakspear's Trail and Nine Taylors Loop. These are short distance trails connecting local villages and avoid Wisbech and the main road network.
- 5.6.5 **Figure 5.4 National Cycle Network** sets out the NCN routes in relation to the Proposed Development.
- 5.6.6 No formal cycling facilities are provided locally to EfW CHP Facility Site either on Alorges Way or New Bridge Lane. In the Study Area a shared cycleway/footway is provided on the northern side of the carriageway on Weasenham Lane. The shared cycleway/footway is provided over the full length of Weasenham Lane between the B198 Cromwell Road and the A1101.

5.7 Access to Bus based Public Transport

- 5.7.1 Bus services are in operation between Wisbech and local smaller and major settlements including March, Peterborough, Kings Lynn, Norwich, Three Holes and Long Sutton. The following bus services operate along A roads within the Study Area:
- A47 – Service 68,60,56, A, B and C;
 - A1101 Elm High Road – Service 56 and 60;
 - B198 Cromwell Road – Service 68, A, B and C; and
 - Weasenham Lane – Service 68.
- 5.7.2 It should be noted that during 2021/22 and the COVID-19 pandemic the services listed above were suspended or run with lower frequency during this period and some of these services are still not back the pre-pandemic frequency levels.
- 5.7.3 The key roads above and the bus services operating along them are set out in **Figure 5.5 Local Bus Services**.
- 5.7.4 There are two bus stops within reasonable proximity to the EfW CHP Facility Site;

Cromwell Road

- 5.7.5 On Cromwell Road there are bus stops on both sides of the road 160m north of the Cromwell Road/New Bridge Lane junction. The bus stop on the western side of the road has an off carriageway layby with a bus shelters and bus service route timetable information. On the eastern side of the road the bus stop just has a small bench and bus stop flag sign.
- 5.7.6 From the New Bridge Lane frontage of the EfW CHP Facility Site the bus stop is a 690m walk along New Bridge Lane and then north on Cromwell Road.



5.7.7 **Table 6B.3 2022 Bus services, frequencies and routes to Cromwell Road bus stops** sets out the frequency of bus services to the bus stops on Cromwell Road.

Table 6B.3 2022 Bus services, frequencies and routes to Cromwell Road bus stops

Service	Destinations	Weekday Frequency Per Day Outbound	Weekday Frequency Per Day Inbound	First/Last Bus Outbound	First/Last Bus Inbound
A	Peterborough – Wisbech – Kings Lynn – Norwich	12	16	17:25/23:22	06:14/22:06
B	Peterborough – Wisbech – Kings Lynn – Norwich	24	24	07:45/18:58	06:39/17:34
C	Peterborough – Wisbech – Kings Lynn – Norwich	18	14	08:10/16:25	11:09/17:09
68	Wisbech town centre – Weasenham Lane – Queens Road – The Brink – Cromwell Road (Loop back to town centre)	5	5	09:31/12:51	10:16/13:36
EXCEL	Norwich – Dereham – Swaffham – King Lynn – Wisbech – Peterborough	27	28	07:43/23:22	06:10/22:06

5.7.8 The routes A, B and C that run between Peterborough and Norwich pass through Wisbech from the A47 along the B198 (Cromwell Road and The Brink) to Wisbech town centre. From the town centre the route continues north on the B198 through the north-east of Wisbech to rejoin the A47 near Lynn Road.

Weasenham Lane

5.7.9 On Weasenham Lane there are bus stops on both sides of the road although they are separated by 140m. The bus stop on the north side of the road is an informal location with no facilities. It is approximately 210m east of the Weasenham Lane/Algores Way junction. The bus stop on the south side of the road is also informal and is 350m east of the Weasenham Lane/Algores Way junction.

5.7.10 From the proposed Algores Way access to the north bus stop is 989m routing initially on Algores Way then cutting through the industrial estate to Bolness Road and north to Weasenham Lane. To the bus stop on the south side of the carriageway it is 1003m using the same route.

5.7.11 **Table 6B.4 Bus services, frequencies and routes to Weasenham Lane bus stops** sets out the bus services, frequencies and routes to Weasenham Lane bus stops.



Table 6B.4 2022 Bus services, frequencies and routes to Weasenham Lane bus stops

Service	Destinations	Weekday Frequency Per Day Outbound	Weekday Frequency Per Day Inbound	First/Last Bus Outbound	First/Last Bus Inbound
68	Wisbech town centre – Weasenham Lane – Queens Road – The Brink – Cromwell Road (Loop back to town centre)	5	5	10:05/13:25	09:47/12:57

5.7.12 The local bus services set out above are currently scheduled for service frequency to allow for staff to arrive and depart employment areas along Cromwell Lane as well as providing a service for the residents of Wisbech to access the town centre from areas further out of town. The services also all for local residents and workers to travel to and from Wisbech from other key local towns.

5.8 Access to Rail based Public Transport

5.8.1 The closest railway station to the Proposed Development is located in the town of March, approximately 14km south of Wisbech.

5.8.2 March Station is located on a section of railway line which runs between Peterborough and Ely. From March, services can be taken to Peterborough, Cambridge, Ipswich, and a long-distance service operates to Birmingham New Street Station.

5.8.3 From Peterborough and Ely stations, services can be taken to various areas of the country including London, the Midlands, and the North.

5.9 Access to Amenities

5.9.1 Access to local amenities has been considered by reference to the number of services and facilities available within walking, cycling and driving distance of the site. As set out in **Section 5.5** above, a maximum walking distance to access an amenity is up to 2km. An acceptable cycling distance is considered to be up to 5km.

5.9.2 **Figure 5.6 Local Amenities** to this Appendix identifies the amenities and facilities in the local area and **Table 6B.5 Access to Local Amenities** below summarises the distance between the EfW CHP Facility Site and local facilities and demonstrates that whilst limited amenities are available within walking distance of the EfW CHP Facility Site a range of facilities are within cycling distance.



Table 6B.5 Access to Local Amenities

Facility	Distance (Km)	Walking (mins)	Time	Cycling (mins)	Time
Convenience Store	0.65	8		3	
Public House	2.4	31		8	
Supermarket - Tesco's	0.65	8		3	
Shopping Centre	3.1	45		10	
Doctor	2.6	32		8	
Leisure Centre	3.3	42		12	
Dentist	2.6	32		8	
Hospital	2.9	37		10	

5.10 Accident Analysis

5.10.1 Accident data has been provided to the Applicant by both highway authorities (NCC and CCC) to inform the accident analysis. Personal Injury Accident (PIA) data has been obtained from both NCC and CCC for the following dates;

- CCC – 2016-2021; and
- NCC – 2015-2021.

5.10.2 The extent of the Study Area is illustrated in **Figure 5.7 Accident Assessment Area**. The data provided by CCC and NCC is included as Annex C to this TA.

5.10.3 The purpose of assessing recorded PIAs is to determine whether there is a history of accidents on the traffic routes within the Study Area and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents could indicate that improvements are required to enable the Proposed Development to proceed as additional traffic generated during the construction phase may exacerbate existing safety issues. Further consideration has been given to those accidents involving vulnerable road users (cyclists/pedestrians) in this assessment.

5.10.4 The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- Fatal: any death that occurs within 30-days from causes arising out of the accident;
- Serious: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality; and



- Slight: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

5.10.5 The detail assessment of accidents has been split between a link based assessment to inform the environmental assessment within **Chapter 6: Traffic and Transport (Volume 6.2)** of the ES and a junction based assessment within this TA.

5.10.6 The results of the link based assessment identify two links which have an accident record above that which may be expected for a road of that type:

- Weasenham Lane; and
- Crowell Road (New Bridge Lane to Weasenham Road).

5.10.7 **Table 6B.6 Summary of Accident Record** sets out the assessment of the junctions on the local highways network based on the data provided by NCC and CCC.

Table 6B.6 Summary of Accident Record

Junction	Total	Fatal	Serious	Slight	Rate Per Annum
A47/A141 March Road (Guyhirn roundabout)	2	0	1	1	0.4
A47/B198 Cromwell Road/Redmoor Lane	2	0	0	2	0.4
B198 Cromwell Road/Tesco Access	2	0	0	2	0.4
B198 Cromwell Road/Sandown Road	1	0	0	1	0.2
B198 Cromwell Road/Weasenham Lane	2	0	1	1	0.4
B198 Cromwell Road/New Bridge Lane	0	0	0	0	0
South Brink/Coal Wharf Road	2	0	1	1	0.4
A1101 Churchill Road/B198 Lynn Road	5	0	1	4	1
A1101 Churchill Road/Stermyn Street	4	0	2	2	0.8
A1101 Churchill Road/Norwich Road	3	0	1	2	0.6
A1101 Churchill Road/Elm Road	5	0	2	3	1
A1101 Churchill Road/A1101 Elm High Road/Ramnoth Road	6	0	2	4	1.2
Weasenham Lane/New Drove	1	0	0	1	0.2
Weasenham Lane/Boleness Road	1	0	0	1	0.2
Weasenham Lane/Algores Way	3	0	1	2	0.6



Junction	Total	Fatal	Serious	Slight	Rate Per Annum
Weasenham Lane/Sandall Road	1	0	0	1	0.2
A47/A1101 Elm High Road	12	0	1	11	2.4
A1101 Elm High Road/Church Road	2	0	1	1	0.2
A47/Broadend Road	3	1	0	2	0.6
A47/Lynn Road	2	0	0	2	0.2
A47/A17	33	0	4	29	6.6

5.10.8 Three of the twenty junctions exceeded the typical accident threshold of one accident per annum. These are;

- A1101 Churchill Road/A1101 Elm High Road/Ramnoth Road;
- A47/A1101 Elm High Road; and
- A47/A17.

5.10.9 The vast majority of accidents recorded at these three junctions were classed as slight accidents. No fatal accidents were recorded, and serious accidents accounted for only 7 accidents (14% of the total accidents). Consideration of the traffic and transport impact of the Proposed Development at these three junctions is provided later in this TA.

Detailed Junction Safety Assessment

5.10.10 In addition to the three junctions referred to above it is considered appropriate to undertake a detailed analysis of a further two junctions based on proposed traffic generation impacts of the Proposed Development set out in **Section 6**, which are:

- B198 Cromwell Road/New Bridge Lane; and
- A47/B198 Cromwell Road/Redmoor Lane.

5.10.11 The following section sets out the details of the accident record at these junctions.

B198 Cromwell Road/New Bridge Lane.

5.10.12 No accidents have been recorded at this junction over the five-year accident assessment period (2016-2021).

A47/B198 Cromwell Road/Redmoor Lane

5.10.13 Two accidents were recorded at this junction during the assessment timeframe and **Table 6B.7 Summary of Accident Record – A47/B198 Cromwell Road/Redmoor Lane** provides the details of these accidents.


Table 6B.7 Summary of Accident Record – A47/B198 Cromwell Road/Redmoor Lane

Accident Ref	Date	Time	Severity	Type	Category
17228443	07/09/2017	21:15	Slight	Car	N/A
19875987	08/08/2019	11:39	Slight	Car	N/A

5.10.14 The two accidents recorded were both slight accidents involving a car. Due to the lack of detail recorded in the accident data provided by CCC it is not possible to detail the factors which may have been potential causes of the accidents, however, it is assumed that a combination of poor weather and darkness are contributory factors to one accident. Overall, this would be judged to be a small number of accidents for a principal junction on the Strategic Road Network.

5.10.15 Based on the details set out above, it is considered that the existing accident record is not high and therefore not one of concern at these two key junctions.

5.11 Base Traffic Flow Data

5.11.1 The PEIR submitted as part of statutory consultation did not include traffic survey data due to the difficulty of obtaining representative information during the COVID-19 pandemic. It had been agreed with the relevant highway authorities (NH, CCC and NCC) that baseline traffic flows could be derived from existing historic traffic counts, most of which were taken from either permanent count locations maintained by DfT, traffic data used to inform the Wisbech Access Strategy (from CCC), or planning applications.

5.11.2 It was also agreed that all Receptor locations included in the preliminary assessment would be surveyed to inform the assessments presented at the DCO submission. This section sets out the details arising from the new data set which was obtained using traffic surveys. It is this data which is used within this assessment.

5.11.3 In addition to the agreements referred to above, statutory consultation responses (**Appendix 6D Volume 6.4**) resulted in the inclusion of additional junctions at;

- A47/Lynn Road; and
- A47/A17.

5.11.4 The classified junction traffic surveys were undertaken on the 12 of October 2021. The surveys were undertaken for the time period 07:00 – 19:00 This date and the methodology of the counts were agreed with the relevant highways authorities to avoid local holidays and ongoing roads closures and diversions. The following junctions were surveyed:

- A47/B198 Cromwell Road/Redmoor Lane;
- A1101 Elm High Road/A47;



- A47/Broadend Road;
- A47/Lynn Road/St Pauls Road;
- A47/A17/Clenchwarton Road;
- B198 Cromwell Road/New Bridge Lane;
- B198 Cromwell Road/Weasenham Lane;
- Weasenham Lane/Algores Way; and
- A1101 Churchill Road/A1101 Elm High Road/Weasenham Lane/Ramnoth Road.

5.11.5 The junction turning count data was supplemented by ATCs placed within the Study Area to better understand the wider network traffic flows.

5.11.6 A traffic survey was proposed for the A47/A141 Guyhirn Roundabout during the same timeframe as set out above however ongoing improvement works at the junction required significant traffic management and a survey would not have been representative.

5.11.7 **Table 6B.8 2021 Baseline Traffic Data (AM and PM Peak)** sets out the AM and PM peak flows for total vehicles and HGVs for the date of survey and is the current baseline (2021) for the relevant highway links and assessment in this section.

Table 6B.8 2021 Baseline Traffic Data (AM and PM Peak)

Highways Link	2021 Base			
	AM – Total Vehicles	AM - HGVs	PM- Total Vehicles	PM - HGVs
1 Algores Way	242	35	240	13
2 New Bridge Lane	49	14	120	5
3 Cromwell Road (A47 to New Bridge Lane)	1085	105	1280	57
4 Weasenham Lane (Algores Way to Elm High Road)	1036	83	878	34
5 A1101 Elm High Road	1410	129	1402	73
6 A47 N (Cromwell Road to Elm High Road)	1130	245	1282	133
7 A47 N (Elm High Road to Lynn Road)	1233	184	1437	115
8 A47 S (Cromwell R to Guyhirn Roundabout)	1583	315	1625	178



Highways Link	2021 Base			
	AM – Total Vehicles	AM - HGVs	PM- Total Vehicles	PM - HGVs
9 Cromwell Road (Weasenham Lane to Wisbech town centre)	1014	66	1017	23
10 Churchill Road	1189	111	1138	63
11 Weasenham Lane (Cromwell Road to Algores Way)	683	63	698	32
12 A47 (Lynn Road to A17)	1790	189	1651	123
13 Cromwell Road (New Bridge Lane to Weasenham Lane)	1039	93	1224	63
14 A1101 Elm High Road (S of A47)	1482	135	1677	75
15 Church Lane (E of A1101)	205	8	239	6
16 Broadend Road (E of A47)	160	5	147	3
17 Broadend Road (W of A47)	180	4	208	3
18 A1101 (S of Church Lane)	726	66	916	33

5.11.8 In addition to the AM and PM Peak link flows set out in **Table 6B.8 2021 Baseline Traffic Data (AM and PM Peak) Figures 5.8 AM Peak – 2021 Baseline Traffic Counts Network Plot** and **Figure 5.9 – PM Peak – 2021 Baseline Traffic Counts Network Plot** set out the AM and PM Peak turning flows for the local junctions considered in this assessment. Full details of the traffic counts are provided as **Annex A** to this TA to this assessment.

5.11.9 The locations of the relevant traffic counts at junctions and links are included in **Figure 5.10 Traffic Count Location Plan** to this TA.

5.12 Summary

5.12.1 This section has presented a review of the existing transport conditions in the vicinity of the Proposed Development. The existing access is via Algores Way and is available for vehicles and pedestrians. Wider access is obtained from the Strategic Road Network (the A47) via existing routes along Cromwell Road or the A1101 Elm



High Road. The A47 provides connections to the other principal locations such as Kings Lynn and Norwich to the east and Peterborough and the wider Strategic Road Network to the west.

- 5.12.2 A number of bus services which serve the principal settlements route via the B198 Cromwell Road west of the EfW CHP Facility Site. Bus stops which serve these services are located an approximate 8-minute walk from the EfW site.
- 5.12.3 A review of amenities identified a number within reasonable cycling or public transport distances.
- 5.12.4 A review of the accident record indicates that while collisions have occurred across the Study Area, many junctions have an accident rate below the expected rate of 1 accident per year. Three junctions have a record higher than the national average and these are considered in further detail in this TA.
- 5.12.5 An assessment of the two junctions which would experience the highest levels of change in traffic flow (A47/B198 Cromwell Road and B198/New Bridge Lane) identified two accidents over the assessed time period. This suggests there are no safety issues with the current junction designs.



6. Traffic Generation and Distribution

6.1 Introduction

- 6.1.1 The traffic and transport generation and distribution presented in this section has been undertaken for two scenarios, one during the peak of the construction phase and the second during the operational phase. A specific decommissioning phase assessment has been scoped out of the assessment as explained in **Chapter 6: Traffic and Transport (Volume 6.2)**.
- 6.1.2 This section details the nature of the Proposed Development, the traffic generation and distribution associated with the Proposed Development and the construction and operational scenarios that are considered within this TA.
- 6.1.3 This section also describes the permanent and construction access arrangements for the Proposed Development. Further detail on access construction arrangements, access routing and access locations is set out in **Appendix 6A Outline CTMP (Volume 6.4)**. The proposed New Bridge Lane Access Improvements as well as the proposed change to the existing access from Algores Way are also described.
- 6.1.4 This section should be read in conjunction with the description of the Proposed Development provided in **Chapter 3: Description of the Proposed Development**.

6.2 Construction Phase Proposed Development Details

- 6.2.1 There are several elements of the Proposed Development that will generate construction traffic during the proposed anticipated 36-month programme which is projected to extend from 2023 to 2026. This section sets out how construction traffic generation has been calculated for each element starting first with consideration of the overall programme and construction elements which will overlap
- 6.2.2 The elements that are considered for construction traffic generation are as follows:
- The EfW CHP Facility, including TCC;
 - Water Connections;
 - The Grid Connection;
 - The CHP Connection; and
 - Access Improvements.

Construction Phase Programme

- 6.2.3 A proposed construction programme has been developed for all the works required to deliver the Proposed Development. This programme is a robust estimate of the works required for the differing elements of the Proposed Development informed by the Applicant and based upon MVA's previous experience. This programme provides a robust set of traffic calculations to base the assessment upon.



6.2.4 The construction programme is proposed over 36 months or 157 weeks. Week 1 of the construction programme has been defined for the purpose of the traffic calculations in this section, estimated based on initial programme considerations as 4 September 2023.

6.2.5 The construction programme is provided as **Figure 6.1 Construction Programme** to this TA, however the following presents some of the key dates for elements of the project;

- EfW CHP Facility, including TCC and Water Connections – Week 1 to 157:
 - ▶ Mobilisation and Site Set up – Week 1 to 13;
 - ▶ Demolition Works – Week 1 to 13;
 - ▶ Cut and Fill Works – Week 1 to 157;
 - ▶ Civils Works, including Water Connections – Week 6 to 157;
 - ▶ Mechanical and Electrical (M+E) – Week 49 to 130;
 - ▶ Plant Installation – Week 36-143; and
 - ▶ Commissioning and Testing – Week 118 to 157.
- The Grid Connection – Week 62 – 91:
 - ▶ Mobilisation and Site Set up – Week 62 – 65;
 - ▶ Construction of the Underground Cable – Week 66 to 91; and
 - ▶ Commission and Testing – Week 92 – 96 (and Week 144 to 157).
- The CHP Connection – Week 105 to 139:
 - ▶ Mobilisation and Site Set up – Week 105 – 109;
 - ▶ Construction of the CHP Connection – Week 110 to 135; and
 - ▶ Commission and Testing – Week 136 to 139 (and Week 144 to 157);
- New Bridge Lane component of the Access Improvements – Week 5 to 30.

6.2.6 Following analysis of the details of the traffic generation set out in **Chapter 6: Traffic and Transport (Volume 6.2)**, the peak month of vehicle movements during the construction phase has been identified as Month 14. During Month 14 the only elements of the Proposed Development under construction are the EfW CHP Facility, including cut and fill operations and Water Connections. As such peak traffic from construction activities during Month 14 have been taken forward for assessment of the peak impacts of the construction phase of the project. As the Grid Connection, CHP Connection and New Bridge Lane component of the Access Improvements phases lie outside the peak construction period, traffic generated by these activities have not been included in the assessment. A summary of the traffic generation and distribution is provided for all construction elements of the project that are ongoing in Month 14. For further details on wider daily traffic generation across the proposed construction programme refer to **Chapter 6: Traffic and Transport (Volume 6.2)**.



EfW CHP Facility, TCC, Water Connections Construction Traffic Generation and Distribution

EfW CHP Facility, TCC, Water Connections Construction Traffic Generation

- 6.2.7 The Applicant is a subsidiary of MVV Environment Limited who has constructed EfW CHP facilities similar to the Proposed Development across Europe including at a site in Devonport, Plymouth which also included a CHP Connection. During the construction of the Devonport facility a detailed record was made of the traffic and staff into and out of the site. In addition to Devonport, the Applicant, has sourced details of the construction traffic for other EfW sites across the UK including Shrewsbury, Oxford, Wilton and Avonmouth. It has used an average of the traffic predictions to define proposed daily traffic generation per month across the construction programme.
- 6.2.8 For cars, no discount has been applied for any construction TP measures and it has been assumed that all staff arrive at the site via private cars, but with a car occupancy rate of between 1 and 2. The calculations result in the following daily traffic flows per month for HGVs and LVs (Light Vehicles) as set out in **Table 6B.9 Daily Traffic Flows Per Month**.

Table 6B.9 EfW CHP Facility, TCC and Water Connections Daily Traffic Flows Per Month (Two-Way)

Month	HGV	LV	Total	Month	HGV	LV	Total
1	20	20	40	19	146	390	536
2	20	46	66	20	114	430	544
3	24	70	94	21	102	496	598
4	46	164	210	22	108	482	590
5	46	176	222	23	94	452	546
6	84	270	354	24	80	478	558
7	82	312	394	25	56	430	486
8	136	306	442	26	40	384	424
9	156	340	496	27	36	440	476
10	198	398	596	28	34	382	416
11	186	438	624	29	32	314	346
12	146	438	584	30	28	230	258
13	144	478	622	31	28	230	258
14	174	456	630	32	24	188	212



Month	HGV	LV	Total	Month	HGV	LV	Total
15	162	446	608	33	10	138	148
16	156	446	602	34	10	84	94
17	156	470	626	35	6	84	90
18	136	378	514	36	0	74	74

6.2.9 **Table 6B.9 EfW CHP Facility, TCC and Water Connections Daily Traffic Flows Per Month (Two-Way)** sets out in Month 14 there would be 174 two-way HGV movements and 446 two-way LV movements per day relative to the EfW CHP Facility construction.

6.2.10 In addition to the traffic generation set out in **Table 6B.9 EfW CHP Facility, TCC and Water Connections Daily Traffic Flows Per Month** for the construction phase, the HGV traffic generation for the cut and fill balance requires consideration. These figures are set out in **Table 6B.10 EfW Cut and Fill and Demolition Daily Traffic Flows Per Month**.

Table 6B.10 EfW CHP Facility Cut and Fill and Demolition Daily Traffic Flows Per Month (Two-Way)

Month	HGV	Month	HGV
1	30	19	11
2	28	20	11
3	23	21	11
4	26	22	12
5	35	23	11
6	14	24	11
7	13	25	11
8	13	26	11
9	13	27	11
10	14	28	
11	13	29	
12	13	30	
13	14	31	
14	13	32	



Month	HGV	Month	HGV
15	12	33	
16	11	34	
17	11	35	
18	11	36	

6.2.11 **Table 6B.10 EfW CHP Facility Cut and Fill and Demolition Daily Traffic Flows Per Month (Two-Way)** sets out in Month 14 there would be 13 two-way HGV movements per day relative to the cut and fill operations.

6.2.12 **Table 6B.11 TOTAL Daily Traffic Flows Per Month** sets out the total construction phase traffic generation for the EfW CHP Facility, cut and fill works and the Water Connections.

Table 6B.11 TOTAL Daily Traffic Flows Per Month (Two-Way)

Month	HGV	LV	Total	Month	HGV	LV	Total
1	50	20	70	19	157	390	547
2	48	46	94	20	125	430	555
3	47	70	117	21	113	496	609
4	72	164	236	22	120	482	602
5	81	176	257	23	105	452	557
6	98	270	368	24	91	478	569
7	95	312	407	25	67	430	497
8	149	306	455	26	51	384	435
9	169	340	509	27	47	440	487
10	212	398	610	28	34	382	416
11	199	438	637	29	32	314	346
12	159	438	597	30	28	230	258
13	158	478	636	31	28	230	258
14	187	456	643	32	24	188	212
15	174	446	620	33	10	138	148
16	167	446	613	34	10	84	94
17	167	470	637	35	6	84	90



Month	HGV	LV	Total	Month	HGV	LV	Total
18	147	378	525	36	0	74	74

6.2.13 **Table 6B.11 TOTAL Daily Traffic Flows Per Month** indicates that the predicted peak month will be Month 14 when there will be 643 two-way vehicle movements per day of which 167 will be HGVs and 446 Light Vehicles. This is the peak construction impact of the Proposed Development. As such traffic generation from this month forms the construction phase assessment.

6.2.14 To understand the impact of peak construction traffic on the network in the AM (0800-0900) and PM peaks (1700-1800) HGV and LV flows have been reviewed across the day based on the 24-hour flows presented in **Table 6B.11 TOTAL Daily Traffic Flows Per Month**. Light vehicles related to staff are required to enter and exit the site at the start and end of working day. In the construction phase the working day is proposed between 7am and 7pm. Staff will be required to enter the site before 7am and after 7pm and as such all staff LV traffic falls outside of the network AM and PM Peak, and is not considered further.

6.2.15 To understand the impact of peak construction HGV traffic on the network in the AM and PM peaks the daily traffic flows for Month 14 have been divided by the 12 working hours per day. This has been applied to the 167 two-way HGVs movements. This results in two-way traffic flows in the peak hours as a result of the development as set out in **Table 6B.12 Construction Phase Peak AM and PM Traffic Flows (Month 14)**.

Table 6B.12 Construction Phase Peak AM and PM Traffic Flows (Month 14) (Two-Way)

Peak	HGV	LV	Total
0800-0900 (AM)	14	N/A	14
1700-1800 (PM)	14	N/A	14

EfW CHP Facility, Water Connections Construction Traffic Distribution

6.2.16 Flows derived for the AM and PM peak (**Table 6B.12 Construction Phase Peak AM and PM Traffic Flows (Month 14)**) have been distributed around the network model to understand the impact of the construction peak on individual junctions and links in the scope of assessment.

6.2.17 Wider HGV traffic distribution has been based on a split of 25% of HGVs routing out of the Study Area north along the A47 and 75% of HGVs routing out of the Study Area south along the A47.

6.2.18 During Month 14 HGV construction vehicles will be required to access the site from both Algores Way and New Bridge Lane. The Applicant has predicted (based on **Table 6B.10 EfW CHP Facility Cut and Fill and Demolition Daily Traffic Flows**



Per Month (Two-Way) to Table 6B.12 Construction Phase Peak AM and PM Traffic Flows (Month 14) that in Month 14, 30 HGVs would route into Algores Way per day (60 two-way vehicle movements) and 63 to New Bridge Lane (126 two-way vehicle movements). HGV traffic to both these accesses would result in 187 (rounded) two-way HGV movements. The same proportions have been applied for the peak hours resulting in 5 two-way HGV movements to Algores Way and 10 two-way movements to New Bridge Lane. The single HGVs in the peak hours for cut and fill operations is assumed to route onto the A47 South from New Bridge Lane.

6.2.19 **Figure 6.2 AM and PM Peak – Month 14 Construction Phase Traffic** to this TA sets out the network plot for the proposed peak Month 14 construction phase traffic for the AM and PM Peak.

EfW CHP Facility, TCC, Water Connections Construction Traffic Generation and Distribution Summary

6.2.20 Following consultation with CCC and NCC it was agreed that detailed junction assessment would only be required at junctions where an increase in 30 two-way vehicle movements in the construction phase would be experienced. As set out in **Table 6B.1 Construction Phase Peak AM and PM Traffic Flows (Month 14)** the peak AM and PM traffic flows during the construction phase of the project would only generate 14 two-way HGV movements and do not therefore reach the threshold where further detailed assessment is required. No LVs would be included during the network peak hours as staff are expected to arrive onsite outside the network peak hours.

6.2.21 As the peak construction phase traffic generation does not reach the threshold for assessment, further detailed assessment of the construction phase has not been included in this TA.

6.3 Operational Phase Proposed Development Details

Proposed Development

6.3.1 During the operational period the Proposed Development will only generate traffic in the context of the EfW CHP Facility. The EfW CHP Facility will be located south of Wisbech within the administrative areas of FDC and CCC. CCC is the relevant local Highways Authority.

6.3.2 The existing site entrance is located off Algores Way. It is gated with a standard bell mouth access. Algores Way is an unadopted highway at the point at which it provides access to the existing site.

6.3.3 The EfW CHP Facility would be designed to handle 523,500 (nominal) tonnes of residual (non-recyclable) waste per annum at 10.9MJ/kg (approximately 625,600 per annum at 9.8MJ/kg). Under low CV and high availability conditions the mechanical throughput could be as high as 625,600 tonnes of waste per annum. For the purpose of this assessment a worst-case assessment of the 625,600 tonnes of waste per annum at 9.8MJ/kg has been used.



Operational Phase Proposed Traffic Generation

6.3.4 The Applicant has developed traffic generation predictions based on the maximum 625,600 tonnes of waste throughput per year which has drawn on the wider company experience in managing the operation of other EfW CHP facilities within the UK and in Germany. This section presents the details of the traffic generation assumptions for the operational phase of the Proposed Development for HGVs and LVs.

6.3.5 The following general assumptions have been made regarding the operation of the EfW CHP Facility:

- HGVs will have an operating weight exceeding 3.5 tonnes. This includes Walking Floors, Refuse Collection Vehicles (RCVs) and residual/consumable vehicles;
- Light Vehicles (LVs) will have an operating weight not exceeding 3.5 tonnes. This includes transit vans and pick-up trucks; and
- Except for a small number of staff vehicles or for emergency maintenance (see **Chapter 3: Description of the Proposed Development Volume 6.2**), HGVs and LVs will only access the site between 07:00 – 20:00:
 - ▶ There may be some occasions when waste deliveries are accepted outside the normal opening hours, for example in the case of an emergency or to accommodate the delivery of waste where vehicles have been unavoidably delayed, or in other similar circumstances. It is therefore proposed that the EfW CHP Facility be able to accept waste outside the operating hours stated above in these exceptional circumstances.
- Chain skip vehicles will not be accepted.

Operational Phase HGV Traffic Generation

6.3.6 The waste fuel stream to the EfW CHP Facility includes the following movements to and from the site:

- deliveries of residual waste for combustion in the EfW process;
- deliveries of consumables for use in the EfW process; and
- export of residues from the EfW process.

6.3.7 These imports and exports are broken down to the following elements and vehicle types.

- Required deliveries to Site:
 - ▶ Walking floor HGVs (approx. average net weight 23t) will deliver 90% of residual waste materials to input into the EfW process;
 - ▶ RCVs (approx. average net weight 8t) will deliver 10% of residual waste materials to input into the EfW process;
 - ▶ Consumable – Lime – delivered by HGV (approx. average net weight 20t) tankers;



- ▶ Consumable – Urea – delivered by HGV (approx. average net weight 27t) tankers;
- ▶ Consumable – Activated Carbon (AC) – delivered by HGV (approx. average net weight 15t) tankers; and
- ▶ Consumable – Diesel – delivered by fuel tankers (circa 36,000 litres).
- Required exports from Site:
 - ▶ Residue - Incinerator Bottom Ash (IBA) – exported by HGV (approx. average net weight 28t); and
 - ▶ Residue - Air Pollution Control residues (APCr) – exported by HGV (approx. average net weight 27t) tanker.

6.3.8 It is assumed that 90% of residual waste deliveries will take place between Monday to Friday (18% per day) and 10% will be delivered over the weekend on Saturday and Sunday (5% per day). This has been calculated based on the experience at operational EfW CHP facilities and assumptions for the Proposed Development.

6.3.9 The following section sets out a breakdown of HGV movements across the processes employed by the EfW CHP Facility.

Residual Waste Deliveries

6.3.10 The maximum residual waste tonnage throughput per annum for the purpose of this assessment is 625,600. 90% of this will be delivered by walking floor HGVs and 10% by RCV.

6.3.11 For the Walking Floor HGVs, the total tonnage per annum will be 563,040. This equates to a weekly tonnage of 10,828. Of that weekly tonnage, it is anticipated that each weekday would accommodate 18% and each day of the weekend would accommodate 5%. This would result in a daily tonnage of 1,949 per week day and 541 per weekend day. Based on an average net weight of 23 tonnes per Walking Floor HGV, this would result in the need for 85 deliveries of waste on a weekday (170 two-way movements) and 24 deliveries of waste on a weekend day (48 two-way movements). Based on MNV's operational experience, the weekday daily traffic has been split across the proposed operational hours; this provides an AM peak (0800-0900) generation of 15 HGVs and a PM peak (1700-1800) generation of 10 HGVs.

6.3.12 For the RCVs the total tonnage per annum will be 62,560. This equates to a weekly tonnage of 1,203. Of that weekly tonnage, it is anticipated that each weekday would accommodate 18% and each day of the weekend would accommodate 5%. This would result in a daily tonnage of 241 per week day and 60 per weekend day. Based on an average net weight of 8 tonnes per RCV, this would result in the need for 27 deliveries of waste on a weekday (54 two-way movements) and 8 deliveries of waste on a weekend day (16 two-way movements). Based on MNV's operational experience, the weekday daily traffic has been split across the proposed operational hours; this provides an AM peak (0800-0900) generation of 6 RCVs and a PM peak (1700-1800) generation of 0 RCVs.



Residues/Consumables

1. Lime (import)

6.3.13 Based on the maximum throughput of 625,600 tonnes, it is anticipated there will be a requirement for 204.52 tonnes of lime to be imported to the site each week. These imports would only occur during the five weekdays. This results in 41 tonnes to be imported every weekday. Based on an average net payload capacity of a barrel tanker (20 tonnes), this results in 2 vehicles to import the material every weekday (or 4 two-way movements per weekday).

2. Urea (import)

6.3.14 Based on the maximum throughput of 625,600 tonnes, it is anticipated there will be a requirement for 36.09 tonnes of urea to be imported to the site each week. Based on the average net payload capacity a tanker (27 tonnes) and pro rata per day (five-day week), this results in approximately 0.27 vehicles to import the material every weekday.

3. Activated Carbon (AC) (import)

6.3.15 Based on the maximum throughput of 625,600 tonnes, it is anticipated there will be a requirement for a maximum of three deliveries of 36.09 tonnes of AC to be imported to the site each month. These imports have been extrapolated to weekdays and based on the average net payload capacity of a tanker (15 tonnes), and pro rata per day (five-day week), this results in approximately 0.05 vehicles to import the material every weekday.

4. Diesel (import)

6.3.16 Based on the maximum throughput of 625,600 tonnes, it is anticipated there would be a requirement for 161,613 litres of diesel to be imported to the site each month. These imports would only occur during the five weekdays. Based on the average net capacity of a tanker (36,000 litres), and pro rata per day (five-day week), this results in approximately 0.22 vehicles to import the material every weekday.

5. IBA (export)

6.3.17 There is a requirement to remove IBA from the EfW CHP Facility every weekday. Based on the maximum annual throughput of 625,600 tonnes, the amount of IBA produced is 26.50% by weight of the waste input which is 165,600 tonnes to be exported every year. This this results in 3,188 tonnes of IBA to be exported every week. The IBA would only be exported during the five weekdays. This results in 638 tonnes to be exported each weekday. Based on an average net capacity of a bulk tipper (28 tonnes), this results in 23 vehicles to export the material every weekday (or 46 two-way movements per weekday).

6. APCr (export)

6.3.18 There is a requirement to remove APCr from the EfW CHP Facility every day. Based on the annual throughput of 625,600, the amount of APCr produced is equivalent to 5% by weight of the waste input. This equates to 31,280 tonnes to be exported every year. This results in 602 tonnes to be exported every week. The APCr would only be exported during the five weekdays. This results in 120 tonnes to be exported every weekday. Based on an average net weight of a barrel tanker (27 tonnes), this



results in 4 vehicles to export the material every weekday (or 8 two-way movements per day).

6.3.19 In total, residues and consumables amount to 29.82 HGVs for importing or exporting materials per day which has been rounded up to 30 HGVs or 60 two-way HGV movements per weekday.

6.3.20 Combined with the residual waste delivery HGVs, the EfW CHP Facility is predicted to generate 142 HGV movements per weekday, resulting in 284 two-way HGVs per weekday.

6.3.21 The weekday daily traffic has been split across the operational hours of the site based on other MVV EfW site operations, this provides an AM peak (0800-0900) generation of 6 HGVs and a PM peak (1700-1800) generation of 0 HGVs.

Operational Phase Light Vehicle Traffic Generation

EfW CHP Maintenance Trip Generation

6.3.22 In addition to the vehicles associated with the residual waste deliveries and residues/consumables, there will be a requirement for maintenance vehicles to access the EfW CHP Facility 7-days a week. The trip generation of these LVs is based on MVV's experience of operating EfW CHP facilities elsewhere in the UK. These trips are required to deliver parts and carry out maintenance and would be undertaken by LVs. These trips are proposed to be 8 arrivals at the site resulting in 16 two-way vehicle movements per weekday. On weekend's these trips are 4 arrivals resulting in 8 two-way vehicle movements.

Staff Vehicle Movements.

6.3.23 During the weekday, the 31 staff arriving and departing will do so as follows:

- 06:00 – 07:00 – 8 staff cars arrive;
- 07:00 – 08:00 – 10 staff cars arrive;
- 08:00 – 09:00 – 11 staff cars arrive;
- 09:00 – 10:00 – 2 staff cars arrive;
- 15:00 – 16:00 – 2 staff cars depart;
- 16:00 – 17:00 – 3 staff cars depart;
- 17:00 – 18:00 – 12 staff cars depart;
- 18:00 – 19:00 – 5 staff cars depart; and
- 19:00 – 20:00 – 9 staff cars depart.

6.3.24 On each of the weekend days the 12 staff will arrive 06:00 – 09:00 and depart 17:00 – 20:00.



Total Operational EfW CHP Traffic Generation

6.3.25 Based on the above details and calculations **Table 6B.13 Weekday EfW Traffic Generation (Two-Way Trips)** and **Table 6B.14 Weekend EfW Traffic Generation (Two-Way Trips)** set out the anticipated trips to the EfW CHP Facility during the operational phase.

Table 6B.13 Weekday EfW CHP Facility Traffic Generation (Two-Way Trips)

Time	HGV			Other		Total
	Walking Floor	RCV	Residues/Consumables	LV Maintenance	Staff Cars	
06:00-07:00	0	0	0	0	8	8
07:00-08:00	13	6	6	4	10	39
08:00-09:00	15	6	6	4	11	42
09:00-10:00	15	6	8	0	2	31
10:00-11:00	15	6	6	2	0	29
11:00-12:00	15	6	7	0	0	28
12:00-13:00	15	6	7	2	0	30
13:00-14:00	15	6	8	0	0	29
14:00-15:00	15	6	6	4	0	31
15:00-16:00	15	6	6	0	2	29
16:00-17:00	15	0	0	0	3	18
17:00-18:00	10	0	0	0	12	22
18:00-19:00	8	0	0	0	5	13
19:00-20:00	4	0	0	0	9	13
Total	170	54	60	16	62	362

Table 6B.14 Weekend EfW CHP Facility Traffic Generation (Two-Way Trips)

Time	HGV			Other		Total
	Walking Floor	RCV	Residues/Consumables	LV Maintenance	Staff Cars	
06:00-07:00	0	0	0	0	6	6
07:00-08:00	4	0	0	0	3	7
08:00-09:00	4	4	0	2	3	13



Time	HGV			Other		Total
	Walking Floor	RCV	Residues/Consumables	LV Maintenance	Staff Cars	
09:00-10:00	4	4	0	2	0	10
10:00-11:00	4	4	0	0	0	8
11:00-12:00	4	4	0	0	0	8
12:00-13:00	4	0	0	0	0	4
13:00-14:00	4	0	0	0	0	4
14:00-15:00	4	0	0	0	0	4
15:00-16:00	4	0	0	0	0	4
16:00-17:00	4	0	0	2	0	6
17:00-18:00	4	0	0	2	3	9
18:00-19:00	4	0	0	0	6	10
19:00-20:00	0	0	0	0	3	3
Total	48	16	0	8	24	96

6.3.26 The traffic generation over the weekend period is significantly less than the weekday period and therefore this section has considered the weekday period only. The weekend period is scoped out.

Operational Phase Traffic Distribution

Waste Stream

6.3.27 Based on a review of the strategic and local highway network and the Applicant's experience and knowledge of the waste market; calculations to inform the traffic distribution pattern have been developed.

6.3.28 To minimise potential impacts on the local community, the Applicant will not route HGVs through the town of Wisbech or along the A1101 Elm High Road. This route restriction was suggested by CCC during the consultation process and is an agreed approach. Route restrictions for any HGVs other than any local collection RCVs would therefore be implemented in relation to:

- A1101 north of A47 Elm Road roundabout;
- Churchill Road (north of Elm High Road); and
- Weasenham Lane (between Algores Way and Elm High Road).

6.3.29 The route restriction requirements will be enforced by the Applicant.



- 6.3.30 Feedback received during Non-Statutory and statutory consultation indicated the local community and business (Royal Mail) is concerned about traffic congestion in and around Wisbech. The Applicant's proposals to implement the route restrictions described above would minimise potential impacts to the residents of Wisbech. The only HGV traffic that would need to route into and out of Wisbech would be RCVs should a contract be in place for the town's waste collection service to deliver to the EfW CHP Facility.
- 6.3.31 Taking into consideration trip distribution patterns and route restrictions, five routes have been identified to transport waste and residues/consumables to and from the EfW CHP Facility in the Study Area.
- 6.3.32 The proposed HGV routes are as follows (set out in **Figure 6.3 Operational HGV Access Strategy** to this TA):
- Route 1 – New Bridge Lane – B198 Cromwell Road (South), A47 (West), A1 (M);
 - Route 2 – New Bridge Lane - B198 Cromwell Road (South), A47 (South) A141 (South);
 - Route 3 – New Bridge Lane – B198 Cromwell Road (South), A47 (East) A1101 (East), A1122, A10;
 - Route 4 – New Bridge Lane – B198 Cromwell Road (South), A47 (East); and
 - Route 5 – New Bridge Lane - 50% route to north on B198 Cromwell Road into Wisbech and 50% routing north on Churchill Road to Wisbech). This is contrary to the route restrictions set out above (as traffic would use the Elm High Road/Churchill Road corridor) but as set out in **Table 6B.15 EfW CHP Facility Traffic Distribution** this only relates to an assumption for any local RCV that may be contracted to collect waste from Wisbech itself.
- 6.3.33 **Table 6B.15 EfW CHP Facility Traffic Distribution** sets out the anticipated traffic distribution for the various waste streams, consumables and maintenance vehicles across the five proposed routes and identifies those subject to routing restrictions.

Table 6B.15 EfW CHP Facility Traffic Distribution

Element	Route 1	Route 2	Route 3	Route 4	Route 5
Walking Floors	60%	25%	5%	10%	RR
RCVs	20%	20%	20%	20%	20%
Air Pollution Control Residues (APCr)	100%	-	-	-	RR
Incinerator Bottom Ash (IBA)	100%	-	-	-	RR
Lime	100%	-	-	-	RR
Urea	-	-	100%	-	RR
Activated Carbon (AC)	100%	-	-	-	RR



Element	Route 1	Route 2	Route 3	Route 4	Route 5
Diesel	Sourced Locally within Wisbech 100%				
LV Maintenance and Parts Vehicles					
LVs	20%	20%	20%	20%	20%
RR = subject to Routing Restriction					

6.3.34 As set out in **Table 6B.15 EfW CHP Facility Traffic Distribution** the majority of the HGV traffic associated with the operational EfW CHP Facility will follow Route 1, routing south from New Bridge Lane to B198 Cromwell Road and onto the Cromwell Road/A47 junction. This provides the focus of the operational assessment.

Staff Distribution

6.3.35 Staff distribution has been based on journey to work data from the 2011 UK Census³ as based on the area of E01033111 (Fenland 003H). This area includes the existing New Bridge Lane industrial area and was considered to be a suitable location to understanding existing staff commuter patterns to industrial type developments in Wisbech.

6.3.36 Due to the nature of staff travel to and from a wider range of destinations, a more comprehensive set of distribution locations on the local highways network were developed and these are shown in **Figure 6.4 Operational Staff Travel Distribution Plan** to this TA.

6.3.37 It is not proposed to place any route restrictions on staff vehicles due to the low numbers of staff that would be employed at the site. The staff routes to the destination points set out in **Figure 6.4 Operational Staff Travel Distribution Plan** have been understood using journey planning software from the proposed Algores Way site entrance.

6.3.38 **Figures 6.5 AM Peak – Operational Development Traffic Network Plot and 6.6 PM Peak – Operational Development Traffic Network Plot** to this TA provide the AM and PM peak traffic generation network plots for the Operational phase based on the methodology set out above.

Operational Phase Traffic Generation and Distribution Summary

6.3.39 The Operational phase assessment includes weekday traffic generation only as weekend operational traffic generation is significantly lower and has been scoped out of further assessment.

6.3.40 The traffic distribution methodology set out above has been applied to the weekday traffic generation for the AM and PM network peak and the results have been plotted onto a network model for assessment (**Figures 6.5 AM Peak – Operational**

³ <https://www.ons.gov.uk/census/2011census> (accessed March 2021)



Development Traffic Network Plot and 6.6 PM Peak – Operational Development Traffic Network Plot).

6.3.41 Following consultation with CCC and NCC it was agreed that detailed junction assessment, which would include the need to undertake junction capacity assessments would only be required at junctions where an increase in 30 two-way vehicle movements arising from the Proposed Development in the operational phase would be experienced. The need for further assessment in this phase is required as two junctions exceed this threshold in the AM Peak as follows;

- Increase of 34 vehicles on the Cromwell Road/New Bridge Lane Junction in the AM Peak; and
- Increase of 33 vehicles on the A47/Cromwell Road Junction in the AM Peak;

6.3.42 Detailed assessment of these junctions in the future year with the Proposed Development traffic have been presented in **Section 9**. No detailed assessment of the PM Peak is required in the operational phase as the increased traffic from the Proposed Development does not meet the 30 vehicle threshold.

6.4 Traffic Generation at Accident Sensitive Junctions

6.4.1 There are three junctions locally which had accident records which needed further consideration as follows;

- A1101 Churchill Road/A1101 Elm High Road/Ramnoth Road;
- A47/A1101 Elm High Road; and
- A47/A17.

6.4.2 With the details of AM and PM peak traffic generation set out in this section the impacts of traffic generated by the Proposed Development at these junctions can be assessed. The traffic generation and distribution calculations set out on **Section 6** detailed in **Figure 6.2 AM and PM Peak – Month 14 Construction Phase Traffic** and **Figures 6.5 and 6.6** (Operational) indicates the following;

Construction Phase

A1101 Churchill Road/A1101 Elm High Road/Ramnoth Road

6.4.3 No construction traffic is proposed to route through the junction in the AM or PM Peak Hour.

A47/A1101 Elm High Road

6.4.4 4 HGVs are assessed as routing through the junction in the AM and PM Peak hours.

A47/A17

6.4.5 4 HGVs are assessed as routing through the junction in the AM and PM Peak hours.



6.4.6 In summary it is not considered the AM and PM Peak construction phase traffic generation would have an impact on the accident record of the three junctions due to the low volume of vehicles involved.

Operational Phase

A1101 Churchill Road/A1101 Elm High Road/Ramnoth Road

6.4.7 3 total vehicles (1 HGVs) are assessed as routing through the junction in the AM Peak and 3 total vehicles (0 HGVs) are assessed as routing through the junction in the PM Peak.

A47/A1101 Elm High Road

6.4.8 8 total vehicles (5 HGVs) are assessed as routing the junction in the AM Peak and 5 total vehicles (2 HGVs) are assessed as routing the junction in the PM Peak.

A47/A17

6.4.1 4 total vehicles (3 HGVs) are assessed as routing the junction in the AM Peak and 3 total vehicles (2 HGVs) are assessed as routing the junction in the PM Peak.

6.4.2 In summary it is not considered the AM and PM Peak operational phase traffic generation would have an impact on the accident record of the three junctions given the low volume of vehicles involved.



7. Assessment Scenarios

7.1 Introduction

7.1.1 Following further consultation with CCC and NCC it has been agreed that only the junctions which experience an increase in traffic flows above 30 two-way movements require detailed capacity assessment. The assessment requires the junctions to be modelled and assessed for their capacity.

7.1.2 Two junctions exceeded the threshold for assessment and require detailed assessment. The junctions are as follows:

- B198 Cromwell Road/New Bridge Lane; and
- A47/B198 Cromwell Road/Redmoor Lane.

7.1.3 The two junctions have been modelled in 'Junctions 9 software'. To inform this assessment a series of assessment scenarios have been developed to establish the baseline line existing operation, the future baseline and a future baseline with development traffic for comparison. This section of the TA sets out the details of how the following three assessment scenarios have been developed:

- Baseline 2021;
- Future year baseline (2027); and
- Future year 2027 + Development.

7.2 Assessment Scenarios

Baseline 2021

7.2.1 The baseline 2021 scenario has been developed from raw traffic data taken from Manual Classified Counts (MCC's) commissioned by Wood in October 2021. The MCC's were undertaken at both the B198 Cromwell Road/New Bridge Lane and the A47/B198 Cromwell Road junction over a 12-hour period between 0700 and 1900 on Tuesday 12 October 2021.

7.2.2 **Figure 5.8 AM Peak – 2021 Baseline Traffic Counts Network Plot** and **Figure 5.9 – PM Peak – 2021 Baseline Traffic Counts Network Plot** set out the network plot of the AM and PM 2021 Baseline traffic Scenario used to validate the junction models.

Future Year Baseline 2027

7.2.3 The future year baseline 2027 scenario has been developed by multiplying the baseline 2021 scenario by a growth factors derived from TEMPro 7.2 software for light vehicles and a factor from the National Transport Model (NTM) for HGVs. This methodology for growth rates was discussed and agreed with all three highways authorities. Using the Fenland 003 area classification the following growth rates have been used for light vehicles;



- 2021 – 2027 AM – 1.0599; and
- 2021 – 2027 PM – 1.0606.

7.2.4 The HGV growth rates derived from the NTM within TEMPro are:

- 2021 – 2027 AM – 1.0946; and
- 2021 – 2027 PM – 1.0953.

7.2.5 **Appendix 6F (Volume 6.4)** of the ES Chapter has details of the TEMPRO interrogation to indicate the derivation of the figures above.

7.2.6 Discussions undertaken with CCC and NCC identified that traffic generated by some committed developments should be captured within the Future Year Baseline 2027 scenario. The two committed developments requested by CCC, and have been included are;

- F/YR20/0420/F - Land north-east of 25 Cromwell Road Wisbech Cambridgeshire – An existing Warehouse/Office which is being expanded and moving from Weasenham Lane to Cromwell Road New Warehouse; and
- F/YR16/0996/F – A new business park and service station off the A47/Cromwell Road Junction.

7.2.7 The committed developments are assumed to be built before the start of the operational phase such that the changes to traffic levels within the Study Area would be present in the future year assessments. **Appendix 6E (Volume 6.4)** of the ES Chapter sets out the details related to the calculations of the committed development traffic.

7.2.8 To calculate the committed development flows data has been derived from respective committed development TA's. The total Committed Development AM and PM peak flows (**Figure 7.1 AM Peak – Committed Development Traffic Network Plot**), **Figure 7.2 PM Peak – Committed Development Traffic Network Plot**) have been added to the Future year 2027 TEMPro growth to provide a Future Year Baseline 2027 scenario for the AM and PM peaks **Figure 7.3 AM Peak – Future Year Baseline (2027) Scenario Network Plot and Figure 7.4 PM Peak - Future Year Baseline (2027) Scenario Network Plot** provide a network plot of this scenario.

Future Year 2027 + Development Traffic

7.2.9 The future year 2027 with development scenario has been developed by adding the projected traffic generation in the AM and the PM Peak (**Figure 6.5 AM Peak – Operational Development Traffic Network Plot and Figure 6.6 PM Peak – Operational Development Traffic Network Plot**) to the future year baseline 2027 scenario. The resulting scenario provides AM and PM peak projected future traffic flows where committed developments, background traffic growth and operational traffic from the EfW CHP Facility at full operational throughput (625,00 tonnes per annum) are captured.

6B60



7.2.10 This scenario is presented in **Figure 7.5 AM Peak – Future Year 2027 + Development Traffic Scenario Network Plot** and **Figure 7.6 PM Peak – Future Year 2027 + Development Traffic Scenario Network Plot**.



8. Junction Assessments – Baseline Validation

8.1.1 A junction assessment is required at two junctions:

- A47/B198 Cromwell Road/Redmoor Lane; and
- B198 Cromwell Road/Newbridge Lane.

8.1.2 The Cambridge County Council Transport Assessment Requirements (2019) document states that “CCC recommends that junction models are validated against queue length observations to demonstrate their robustness.”

8.1.3 The two junctions within the scope of the detailed assessment have been modelled using standard industry software for undertaking capacity assessments of priority junctions as agreed with the local highways authorities.

8.1.4 Geometric data measured for each junction has been inputted into the junction models to provide accurate junction parameters for assessment. The geometric data has been measured from OS master mapping of each junction which has been validated against aerial imagery taking account of white lines and other road layout issues.

8.1.5 Once this had been undertaken the operation of the models requires validation to current existing baseline conditions, particularly existing queuing in the peak hours.

8.1.6 The baseline 2021 scenario traffic flows have been used to inform the junction model assessment. The base junction model outputs are provided within **Annex B** to this TA.

8.1.7 To validate the initial run of the models with the baseline 2021 traffic and existing geometric parameters, observed mean max queues (MMQ) have been compared to modelled queues. The observed queuing has been taken from a video survey of the junction on the day of the baseline traffic counts showing all arms on approach to the junction. Detailed observations of the level of queuing have been recorded in 5-minute intervals. In summary, both junctions operated with minimal queuing in the peak hours but further detail on this is provided below.

8.1.8 Observed MMQ is the mean number of vehicles which have added onto the back of the queue up to the time when the queue finally clears. This can be directly compared to the Junctions 9 modelled average, which is provided as number of vehicles.

8.1.9 **Table 6B.16 A47/B198 Cromwell Road/Redmoor Lane – Queue Comparison** and **Table 6B.17 B198 Cromwell Road/New Bridge Lane – Queue Comparison** present the observed and modelled queues at the two junctions requiring detailed assessment.



Table 6B.16 A47/B198 Cromwell Road/Redmoor Lane – Queue Comparison

Arm	2021 Base			
	AM – Observed MMQ	AM – Modelled Queue	PM – Observed MMQ	PM – Modelled Queue
1 A47 East	0.3	1.0	0.0	1.0
2 Redmoor Lane	0.8	0.6	0.4	0.3
3 A47 South	0.4	1.6	0.0	1.2
4 B198 Cromwell Road	1.1	0.5	1.1	1.2

8.1.10 The A47/B198 junction generally performs well during the AM and PM peak hour and only minor queueing is experienced on all arms of the junction throughout the network peak hours. The differences between observed and modelled queues are very minor and generally the base model validates well.

Table 6B.17 B198 Cromwell Road/New Bridge Lane – Queue Comparison

Movement	2021 Base			
	AM Observed MMQ	AM Modelled Queue	PM Observed MMQ	PM Modelled Queue
1 New Bridge Lane East - all movements	0.2	0.0	0.4	0.0
2 B198 Cromwell Road North – all movements	0.0	0.0	0.0	0.0
3 New Bridge Lane West – all movements	0.1	0.0	0.2	0.0
4 B198 Cromwell Road South – all movements	0.0	0.0	0.0	0.0

8.1.11 The B198 Cromwell Road/New Bridge Lane junction performs well and limited, or no queuing is experienced throughout the arms of the junction in the network peak hours. The differences between observed and modelled queues are very minor and the base model validates well.



8.2 Summary

- 8.2.1 A comparison of the existing network performance from recorded data in 2021 has provided this assessment with validated junction models that represent the existing baseline conditions. These validated baseline models will be used as a basis for all future year testing.



9. Junction Assessment – Detailed Assessment

- 9.1.1 The traffic flows from the baseline 2021, future year baseline 2027 and future year 2027 + development scenarios have been modelled in Junctions 9 software for the two junctions requiring detailed assessment.
- 9.1.2 These models have been run for the local network AM peak hours (0800-0900) as this is the only time period in the operational phase which triggers the threshold for assessment.
- 9.1.3 The CCC Transport Assessment Requirements (2019) document states that CCC expects all junctions modelled with committed development and development flows to operate within theoretical capacity. This is assumed to occur when the ratio of flow to capacity (RFC) is less than or equal to 0.85 for uncontrolled junctions and 0.90 for signal-controlled junctions.
- 9.1.4 It should be noted that these two junctions already have had the accident record reviewed in **Section 5.10** and no existing accident record was noted.

9.2 B198 Cromwell Road/New Bridge Lane

- 9.2.1 **Table 6B.18 B198 Cromwell Road/New Bridge Lane Baseline 2021 AM peak to Table 6B.20 B198 Cromwell Road/New Bridge Lane Future Year Baseline 2027 + Development AM peak** present the results from the B198 Cromwell Road/New Bridge Lane junction model. Results are presented for the baseline 2021, future year 2027 and future year 2027 + development scenarios.

Baseline 2021 AM peak

Table 6B.18 B198 Cromwell Road/New Bridge Lane Baseline 2021 AM peak

Stream	Queue (Veh)	Delay (s)	RFC	LOS
New Bridge Lane East, Ahead and Left (Stream B-CD)	0.0	9.31	0.04	A
New Bridge Lane East, Ahead and Right (Stream B-AD)	0.0	11.41	0.01	B
Cromwell Road North, All Movements (Stream A-BCD)	0.0	6.38	0.01	A
New Bridge Lane West, Ahead and Left (Stream D- AB)	0.0	8.26	0.03	A



Stream	Queue (Veh)	Delay (s)	RFC	LOS
New Bridge Lane West, Ahead and Right (Stream D-BC)	0.0	14.36	0.04	B
Cromwell Road South, All Movements (Stream C-ABD)	0.1	7.18	0.05	A

Future Year Baseline 2027 AM peak

Table 6B.19 B198 Cromwell Road/New Bridge Lane Future Year Baseline 2027 AM peak

Stream	Queue (Veh)	Delay (s)	RFC	LOS
New Bridge Lane East, Ahead and Left (Stream B-CD)	0.0	9.83	0.04	A
New Bridge Lane East, Ahead and Right (Stream B-AD)	0.0	12.81	0.01	B
Cromwell Road North, All Movements (Stream A-BCD)	0.0	6.65	0.01	A
New Bridge Lane West, Ahead and Left (Stream D- AB)	0.0	8.70	0.03	A
New Bridge Lane West, Ahead and Right (Stream D-BC)	0.0	16.31	0.04	C
Cromwell Road South, All Movements (Stream C-ABD)	0.1	7.61	0.06	A

Future Year 2027 + Development AM peak

Table 6B.20 B198 Cromwell Road/New Bridge Lane Future Year Baseline 2027 + Development AM peak

Stream	Queue (Veh)	Delay (s)	RFC	LOS
New Bridge Lane East, Ahead and Left (Stream B-CD)	0.1	11.97	0.11	B
New Bridge Lane East, Ahead and Right (Stream B-AD)	0.0	16.93	0.02	C



Stream	Queue (Veh)	Delay (s)	RFC	LOS
Cromwell Road North, All Movements (Stream A-BCD)	0.0	6.77	0.01	A
New Bridge Lane West, Ahead and Left (Stream D- AB)	0.0	8.75	0.03	A
New Bridge Lane West, Ahead and Right (Stream D-BC)	0.0	17.22	0.05	C
Cromwell Road South, All Movements (Stream C-ABD)	0.1	9.07	0.10	A

9.2.2 The junction modelling set out above indicates that the junction would operate well below the theoretical capacity threshold of 0.85 RFC in three scenarios and the development traffic would have a minimal effect on the operation of the junction.

A47/B198 Cromwell Road/Redmoor Lane

9.2.3 **Table 6B.21 A47/B198 Cromwell Road/Redmoor Lane Baseline 2021 AM peak to Table 9.6 A47/B198 Cromwell Road/Redmoor Lane Future Year Baseline 2027 PM peak** presents the results from the B198 Cromwell Road/New Bridge Lane junction model. Results are presented by AM and PM peak for the baseline 2021, future year 2027 and future year 2027 + development scenarios.

Baseline 2021 AM peak

Table 6B.21 A47/B198 Cromwell Road/Redmoor Lane Baseline 2021 AM peak

Arm	Queue (Veh)	Delay (s)	RFC	LOS
A47 East	1.0	5.33	0.49	A
Redmoor Lane	0.6	6.94	0.39	A
A47 West	1.6	6.00	0.60	A
Cromwell Road	0.5	4.50	0.33	A

Future Year Baseline 2027 AM peak

Table 6B.22 A47/B198 Cromwell Road/Redmoor Lane Future Year Baseline 2027 PM peak

Arm	Queue (Veh)	Delay (s)	RFC	LOS
A47 East	1.3	6.32	0.56	A



Arm	Queue (Veh)	Delay (s)	RFC	LOS
Redmoor Lane	0.8	8.70	0.46	A
A47 West	2.3	7.96	0.70	A
Cromwell Road	0.7	5.03	0.40	A

Future Year 2027 + Development AM peak

Table 6B.23 A47/B198 Cromwell Road/Redmoor Lane Future Year Baseline 2027 PM peak

Arm	Queue (Veh)	Delay (s)	RFC	LOS
A47 East	1.3	6.54	0.57	A
Redmoor Lane	0.9	9.18	0.47	A
A47 West	2.4	8.35	0.71	A
Cromwell Road	0.7	5.42	0.43	A

9.2.4 The junction modelling set out above indicates that the junction would operate well below the theoretical capacity threshold of 0.85 RFC in three scenarios and the development traffic would have a minimal effect on the operation of the junction.

Junction Modelling Summary

9.2.5 Both the B198 Cromwell Road/New Bridge Lane junction and the A47/B198 Cromwell Road roundabout junction have been modelled in Junctions 9 software. For priority and roundabout junctions, a Ratio of Flow to Capacity (RFC) value less than 0.85 indicates that a junction operates within practical capacity. i.e., 85% of the theoretical capacity is the maximum flow rate. Queues generally develop, and significant delays occur for RFC values greater than 0.85 and an RFC value greater than 1.00 indicates that a junction operates above theoretical capacity.

9.2.6 The junction modelling results show that all arms of both the B198 Cromwell Road/New Bridge Lane junction and the A47/B198 Cromwell Road roundabout junction operate within practical capacity (0.85) in the AM peak for the baseline 2021, future year baseline 2027 and the future year 2027 + development scenarios. In summary, the junction capacity assessments undertaken as part of the detailed assessment indicate that there are no junction capacity issues anticipated and that the operational phase traffic would have no significant effect on the operation of the junctions.



10. Access Arrangements

10.1.1 This section sets out the details of the proposed permanent accesses required for the operational phase of the development.

Proposed Operational Site Access

10.1.2 That part of the Proposed Development Site which recently operated as a waste transfer station required that all vehicles, including HGVs, access from an existing access off Algores Way.

10.1.3 This assessment has taken into account highways schemes in the WAS. In addition, the assessment has considered the reopening of the disused March to Wisbech Railway and comments received from CCC such that it results in two access locations proposed to the operational EfW CHP Facility:

- Proposed New Access from New Bridge Lane, at grade over the disused March to Wisbech Railway; and
- Revised Access Location from Algores Way.

10.1.4 These accesses represent the operational design case.

Operational Access - New Bridge Lane:

10.1.5 The operational design case is the design for which development consent will be sought. This design is reflected in **Chapter 3: Description of the Proposed Development (Volume 6.2)**.

10.1.6 Operational access for waste vehicles would be from the A47 along B198 Cromwell Road and via a reopened New Bridge Lane over the disused March to Wisbech Railway to a new site entrance off New Bridge Lane.

10.1.7 In the operational design case, it is assumed that the disused railway is not reopened, or if reopened, it would terminate south of the EfW CHP Facility Site, for example, south of the A47 via a parkway station.

10.1.8 The operational design case is the proposed access option for operational traffic. Access to the EfW CHP Facility Site for waste vehicles would be via a new surface access bellmouth on New Bridge Lane.

10.1.9 To facilitate the operational access via New Bridge Lane, Access Improvements are proposed along a section of New Bridge Lane between east of Salters Way and the proposed site access location. The section of highway subject to Access Improvements is illustrated on **Figure 10.1 New Bridge Lane Access Design** to this TA.

10.1.10 These improvement works are described in **Chapter 3: Description of the Proposed Development (Volume 6.2)**, but in summary include:

- New Bridge Lane - Road widening;
- New footway on north side of carriageway;



- A road crossing over the discussed railway line; and
- Bellmouth site entrance off New Bridge Lane.

- 10.1.11 The New Bridge Lane component of the Access Improvements would widen the road from just east of the junction with Salters Lane to the proposed site access over a distance of 172m. The road would be widened to 7.3m to allow for a two-lane carriageway with centre lines. The alignment of the road has been based on the initial proposals for the WAS Southern Access Road (SAR) 1 scheme which provided an at grade crossing of the disused March to Wisbech Railway. This scheme provided for a 6m wide carriageway however due to the proposed HGV use a widened carriageway of 7.3m would be more appropriate for access. SAR 1 also provides for footways on both sides of the carriageway, however the proposed New Bridge Lane scheme design in **Figure 10.1 New Bridge Lane Access Design** to this TA provides for a footway on the north side of the road. The current speed limit on New Bridge Lane is subject to the national speed limit, but it is considered that to allow access along New Bridge Lane to the Proposed Development, the speed limit along this section of road should be reduced to 30mph.
- 10.1.12 **Figure 10.1 New Bridge Lane Access Design** also illustrates the design of the proposed bellmouth access into New Bridge Lane. This also includes the internal layout of the site and the access arrangements for the weighbridge and potential future rail siding. The bellmouth access has been provided with a visibility splay for a 30mph road (70m). The access radius has been designed to accommodate the largest design vehicle and for these vehicles to enter and exit from the west on New Bridge Lane only. The proposed junction kerb radius is 15m.
- 10.1.13 The end of the widened section of New Bridge Lane would end with a chicane section where access to the east and onto New Drove could be made by cars but not HGVs. This is to maintain the access that is currently provided for 10 New Bridge Lane but restrict any HGV movements and discourage locals from using New Drove and New Bridge Lane as a rat run.
- 10.1.14 The road widening and access arrangements have been designed to the relevant Design Manual of Roads and Bridges (DMRB) design standards.
- 10.1.15 It should be noted that the Order limits includes for the inclusion of the entirety of New Bridge Lane to the west and the junction with Cromwell Road. It is considered the remaining section of New Bridge Lane would not need to be improved to facilitate the Proposed Development as it is a two-lane carriageway. Work within this TA has not indicated a need for an improvement scheme to the junction as a result of the operational impact.

Operational Access - Algores Way:

- 10.1.16 A new vehicle entrance for staff and visitors will be created from Algores Way, replacing the existing access to the site from Algores Way.
- 10.1.17 **Figure 10.2 Algores Way Operational Access Design** to this TA has been prepared to illustrate how the existing site access off Algores Way would be redesigned to accommodate the requirements of the EfW CHP Facility. The EfW CHP Facility Site's access would be located slightly to the south of the existing access off Algores Way and would be designed to DMRB standards.



New Bridge Lane – Alternative Access:

- 10.1.18 To take account of the potential reopening of the disused March to Wisbech Railway an alternative access scenario has been accommodated whereby operational access would be maintained from Cromwell Road along New Bridge Lane via a new railway bridge if this was considered to be necessary. This would replace the road crossing installed as part of the operational design case should the reopening of the railway come forward. In this scenario, it is assumed that a new railway bridge along New Bridge Lane in the location of the road crossing would be constructed.
- 10.1.19 Limited design details for the proposed reopening of the railway are available at this stage, and no information has been provided by the CPCA or Network Rail regarding proposals for maintaining vehicular access on New Bridge Lane, including the railway crossing.
- 10.1.20 The construction of a railway bridge does not form part of the Proposed Development. However, this alternative to the crossing of the disused March to Wisbech Railway by a reopened New Bridge Lane has been accommodated to provide key stakeholders with the confidence that the Proposed Development will not compromise their proposals and that sufficient land within the site of the Proposed Development has been set aside to enable the construction of the necessary embankment for a new railway bridge should this be deemed to be the most appropriate means of crossing.
- 10.1.21 Land has therefore been reserved in the EfW CHP Facility Site should it be required to accommodate any bridge abutments as part of a railway bridge.
- 10.1.22 Based on the programme reported in the GRIP3 study, it is assumed that the EfW CHP Facility would be operational before any railway line reopening works take place. During the construction period for a railway bridge, operational access for all EfW CHP Facility vehicles would have to be via A47/B198 Cromwell Road/Weasenham Lane/Algores Way for a temporary period.
- 10.1.23 For the avoidance of doubt, the Applicant's DCO application is for access to the EfW CHP Facility as per the Operational Design Case described above.

10.2 Site Access Junction Assessment

- 10.2.1 Both the proposed New Bridge Lane access and Algores Way access are located at the end of the highways network and as such traffic passing the proposed access is currently zero in the case of New Bridge Lane and very low in the case of Algores Way. The design of the proposed site access junctions are consistent with DMRB design standards and are appropriate for the types of traffic that will be using them during the operational lifetime of the Proposed Development.
- 10.2.2 Whilst junction modelling of new junctions is normally required, given the current baseline condition of no or very little existing traffic it is considered that such modelling would not identify any queuing or delay on the local highways network and as such it has not been included in this assessment.

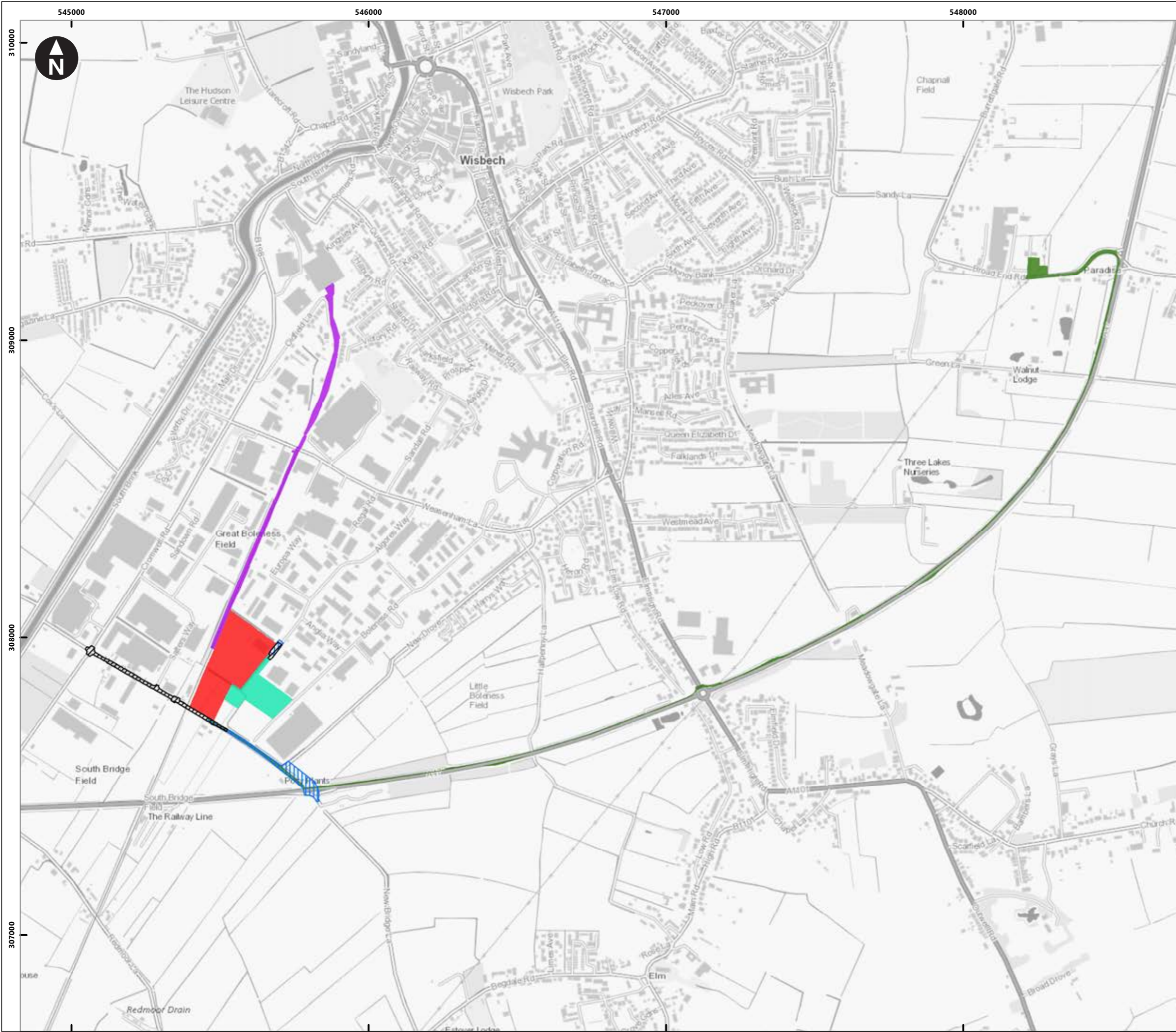


11. Conclusion

- 11.1.1 This TA has explained those components of the Proposed Development which are designed to provide safe and suitable access to the site during both the construction and operational phases. The traffic modelling work which is reported within this document and which is also referred to in **Chapter 6 Traffic and Transport (Volume 6.2)**, combined with the various appendices to that document (such as the **Outline CTMP and Outline Operational Travel Plan (Both Volume 6.4)**), demonstrate that the traffic generated by the Proposed Development in the construction and operational phases would be within the current capacity of the local and strategic highways network. Detailed accident assessment also indicates that the Proposed Development traffic would not have a significant effect on the local and strategic highways network.
- 11.1.2 The Proposed Development will provide a benefit to the local highways network with an improvement scheme to New Bridge Lane including the extension of the existing pedestrian footpath network.
- 11.1.3 The Proposed Development includes for a new HGV access off New Bridge Lane which will reduce the need for HGVs to route along Cromwell Road and Weasenham Lane in Wisbech thereby reducing the potential for traffic-related effects upon the sensitive Receptors along these highways.



Figures

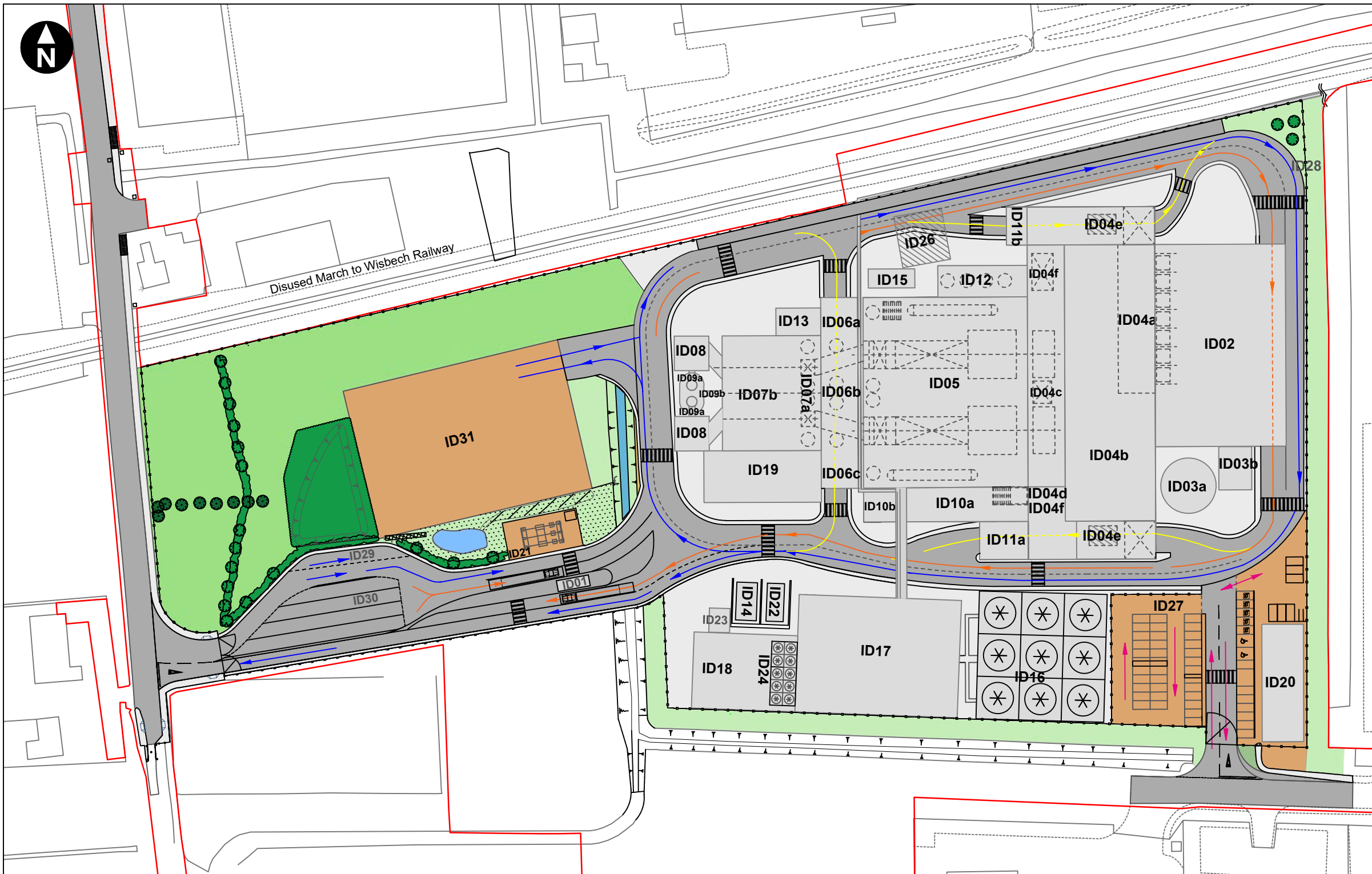


- Key
- EFW CHP Facility Site
 - CHP Connection
 - Temporary Construction Compound
 - Grid Connection
 - Access Improvements
 - Water Connections

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Figure 2.1
Proposed Development Components



- Key
- ID01: Gatehouse/weighbridge
 - ID02: Tipping hall
 - ID03: Fire water tank & fire water pump cabin
 - (ID03a): Fire water tank
 - (ID03b): Fire water pump
 - ID04: Waste bunker building
 - (ID04a): Tipping bunker
 - (ID04b): Main waste bunker
 - (ID04c): Main waste chute
 - (ID04d): Control room
 - (ID04e): Crane maintenance area
 - (ID04f): IBA storage bunker and loading areas
 - ID05: Boiler house building
 - ID06: Air pollution control storage area
 - (ID06a): Loading area
 - (ID06b): APCr silos
 - (ID06c): Loading area
 - ID07: Air pollution control building
 - (ID07a): APC plant, silos and reactors
 - (ID07b): Bag filter houses
 - ID08: Induced draft fans cabins
 - ID09: Chimneys & continuous emission monitoring systems (CEMS)
 - (ID09a): 2x chimneys
 - (ID09b): CEMS platform
 - ID10: Switch gear building
 - (ID10a): Switch gear building north
 - (ID10b): Switch gear building south
 - ID11: IDB loading enclosures
 - (ID11a): IDB loading enclosures east
 - (ID11b): IDB loading enclosures west
 - ID12: Diesel tanks and urea tanks building
 - ID13: Compressed air station
 - ID14: Main transformer
 - ID15: Emergency diesel generator
 - ID16: Air cooled condenser
 - ID17: Turbine hall
 - ID18: Water treatment plant
 - ID19: Workshop and stores
 - ID20: Administration building
 - ID21: 132kV Switching compound
 - ID22: Private wire transfer
 - ID23: Private wire switchgear compound
 - ID24: Water re-cooling system
 - ID25: Steam and condensate plates
 - (ID25a): Steam and condensate pipelines to/from boiler house building
 - (ID25b): Steam and condensate pipelines to/from CHP connection
 - ID26: Mobile crane slab
 - ID27: Parking area
 - ID28: Fence/gates line
 - ID29: Layby
 - ID30: Vehicle queuing area
 - ID31: Laydown maintenance area



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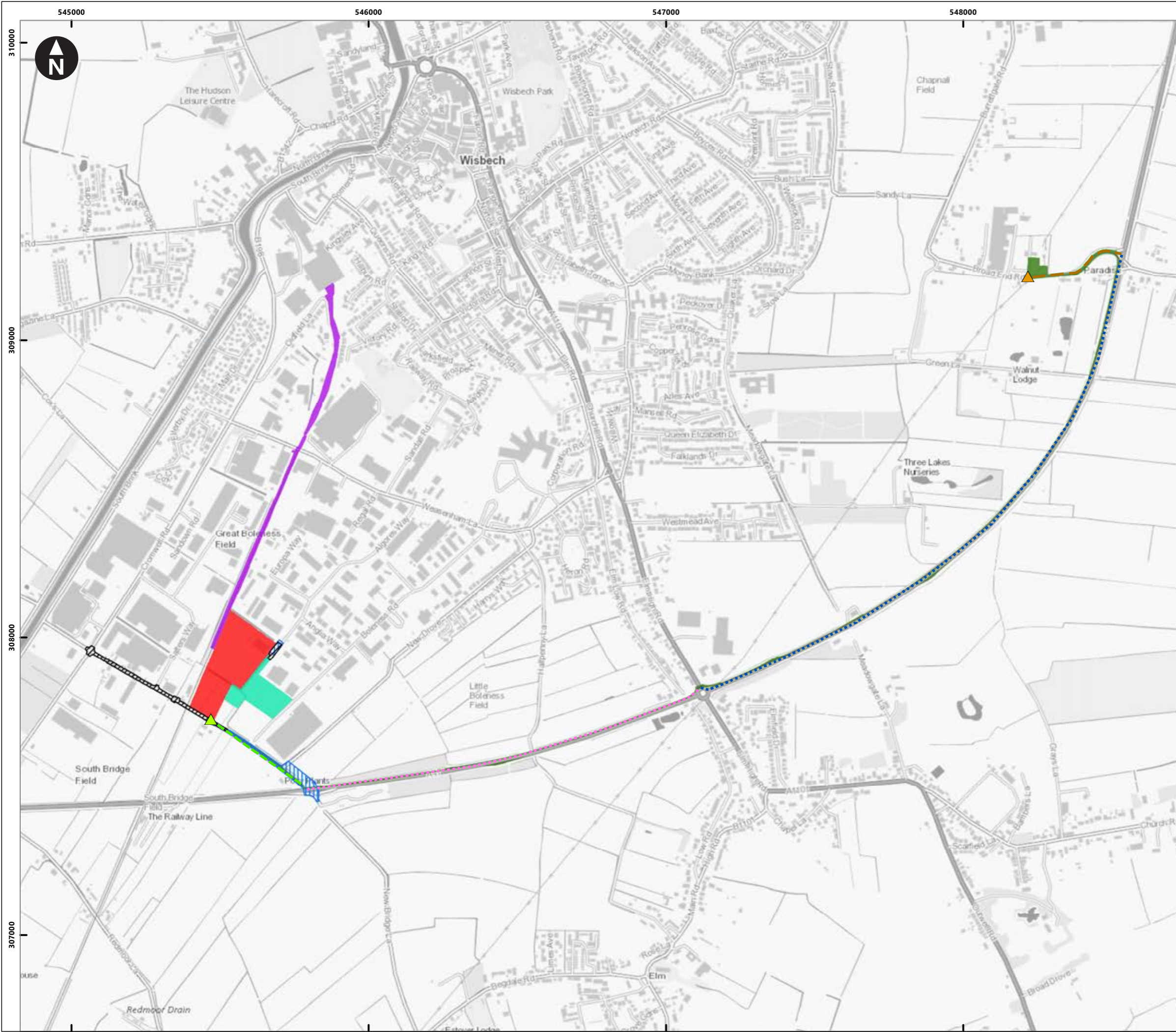
- Notes:**
- 1) For outline surface water drainage details, see figures 4.2 Outline Drainage Strategy for Operational Phase
 - 2) For outline landscaping details, see Figure 3.14 Outline Landscaping and Ecology Strategy Landscaping

- Key:**
- Order limits
 - Vehicle Circulation:
 - Vehicle movements over weighbridge
 - Waste deliveries IBA, APCr and consumables
 - Vehicle movements bypassing weighbridge
 - Staff and visitors



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Figure 2.2
Proposed Development in the operational period



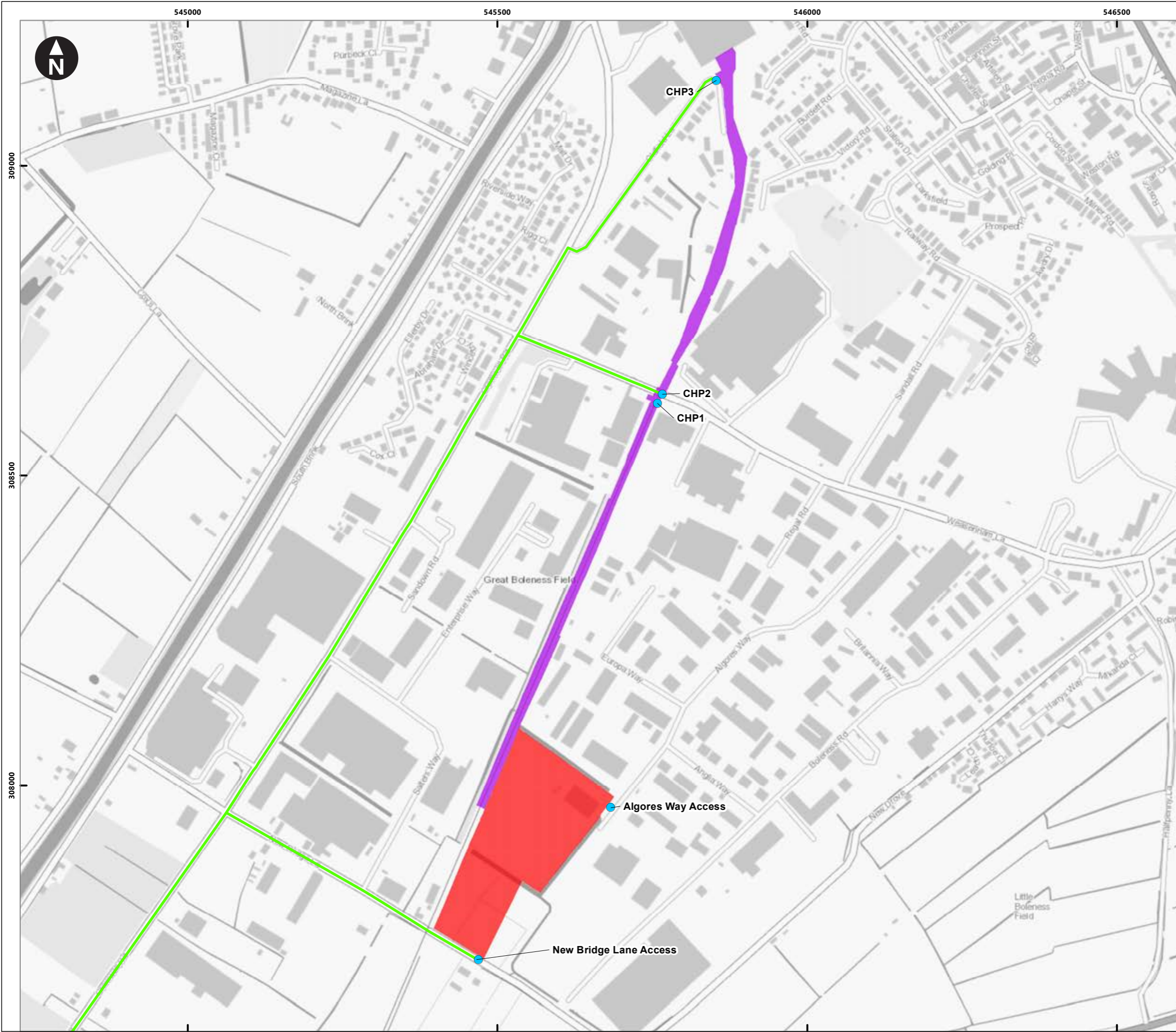
- Key
- EfW CHP Facility Site
 - CHP Connection
 - Temporary Construction Compound
 - Grid Connection
 - Access Improvements
 - Water Connections
 - A47 Section 1
 - A47 Section 2
 - Broadend Road
 - New Bridge Lane Cable Section
 - New Bridge Lane Access
 - Walsoken Substation Access

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Figure 2.3
Proposed Grid Connection



Key

- EFW CHP Facility Site
- CHP Connection
- Proposed Access Routes
- CHP Connection Construction Accesses

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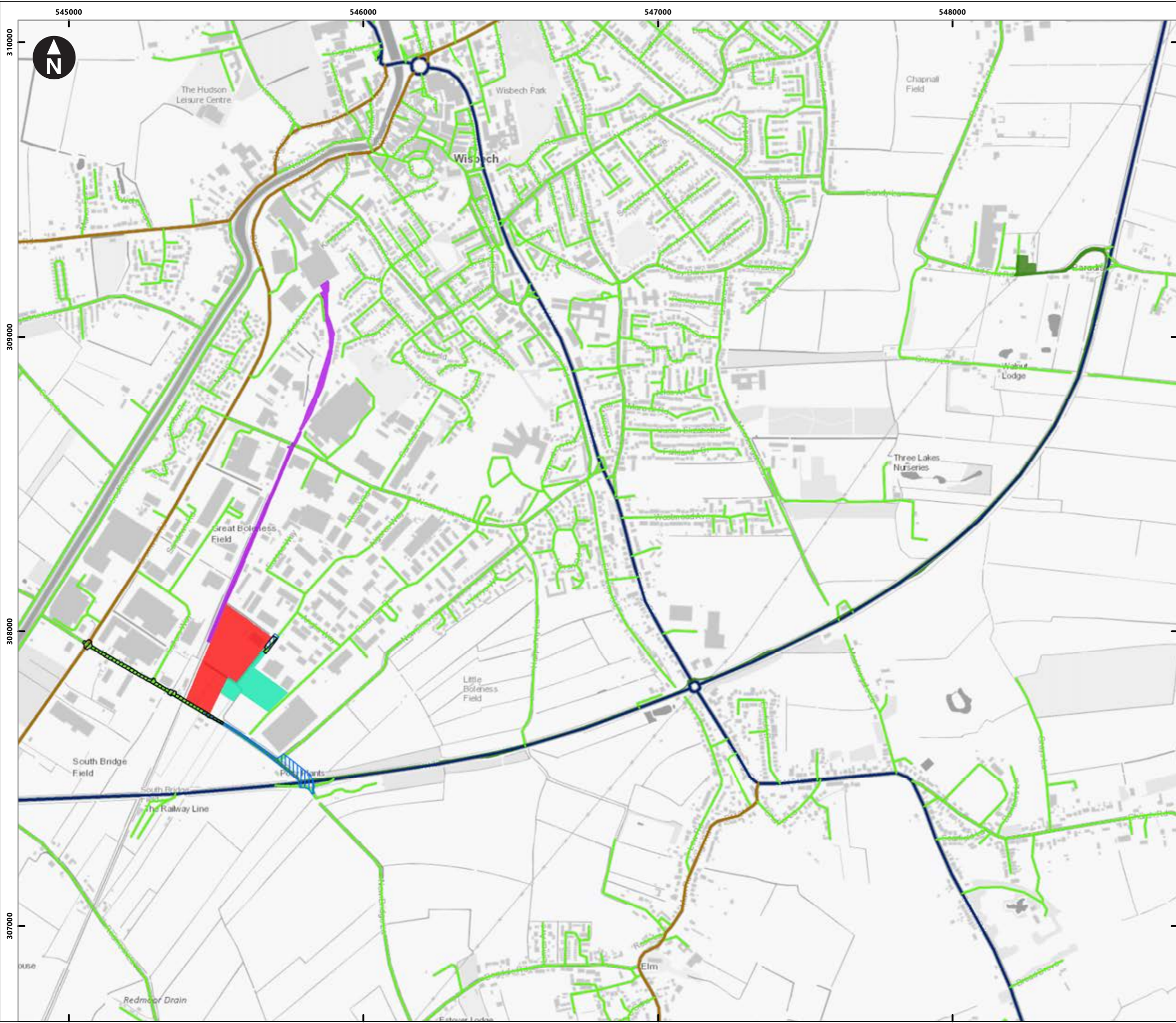
Client



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Figure 2.4
Proposed CHP Connection

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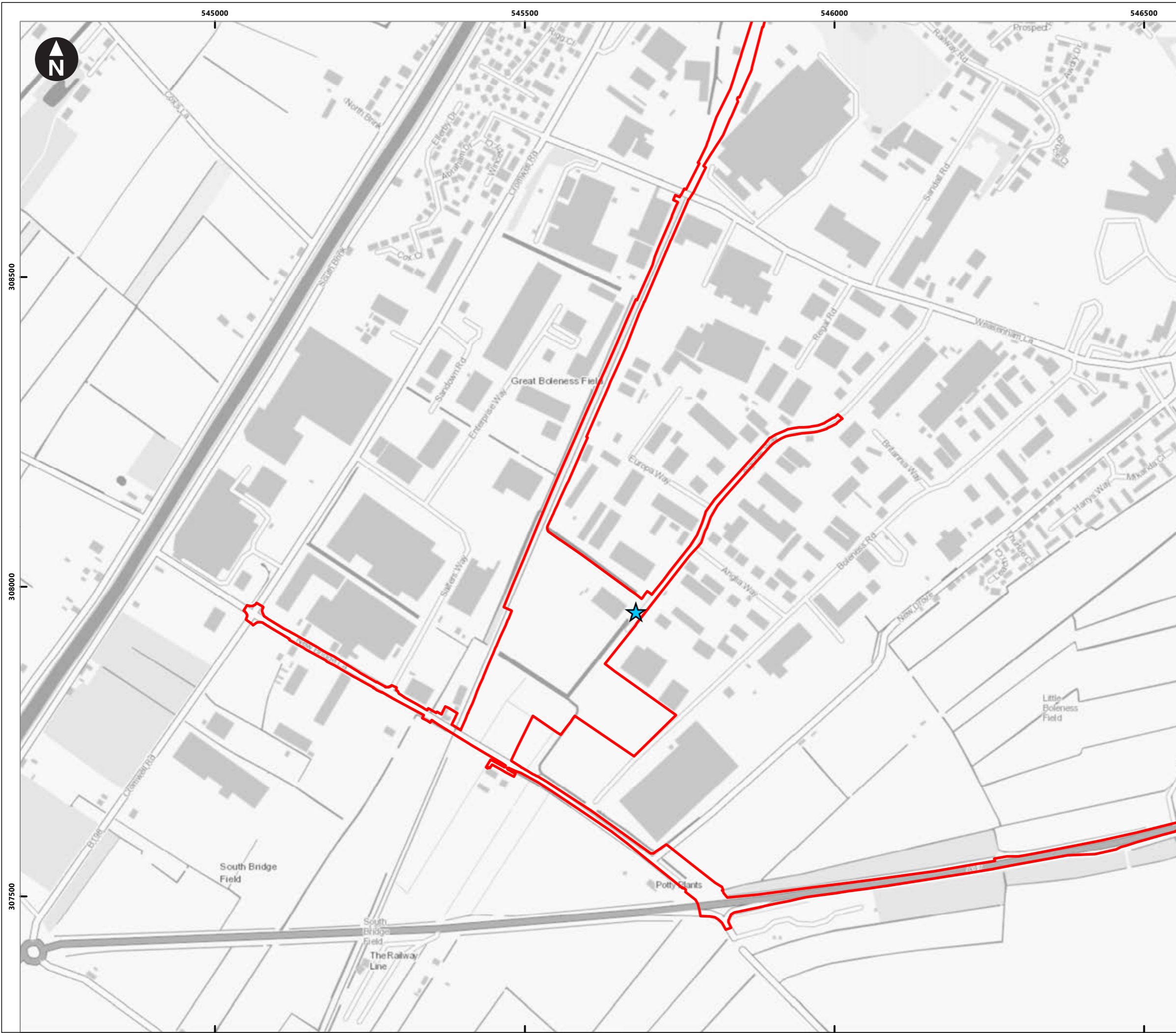
- Key
- EFW CHP Facility Site
 - CHP Connection
 - Temporary Construction Compound
 - Grid Connection
 - Access Improvements
 - Water Connections
- Local Road Network**
- A Road
 - B Road
 - Other Adopted Roads

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Figure 5.1
Project Components and Local Highways Network



Key

- Order limits
- ★ Existing Algores Way access location

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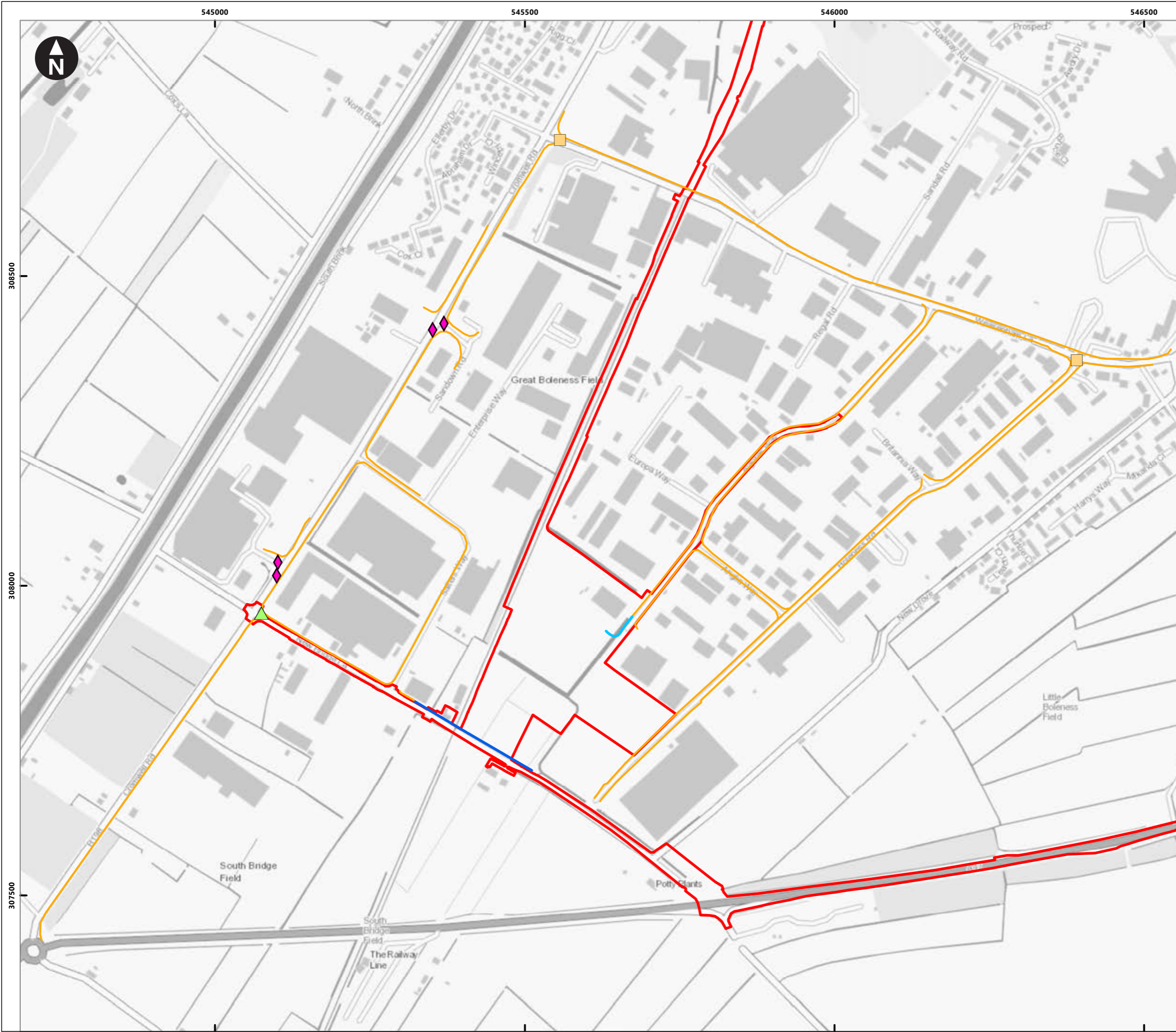


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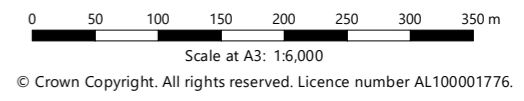
Figure 5.2
Existing Algores Way Access Location

June 2022





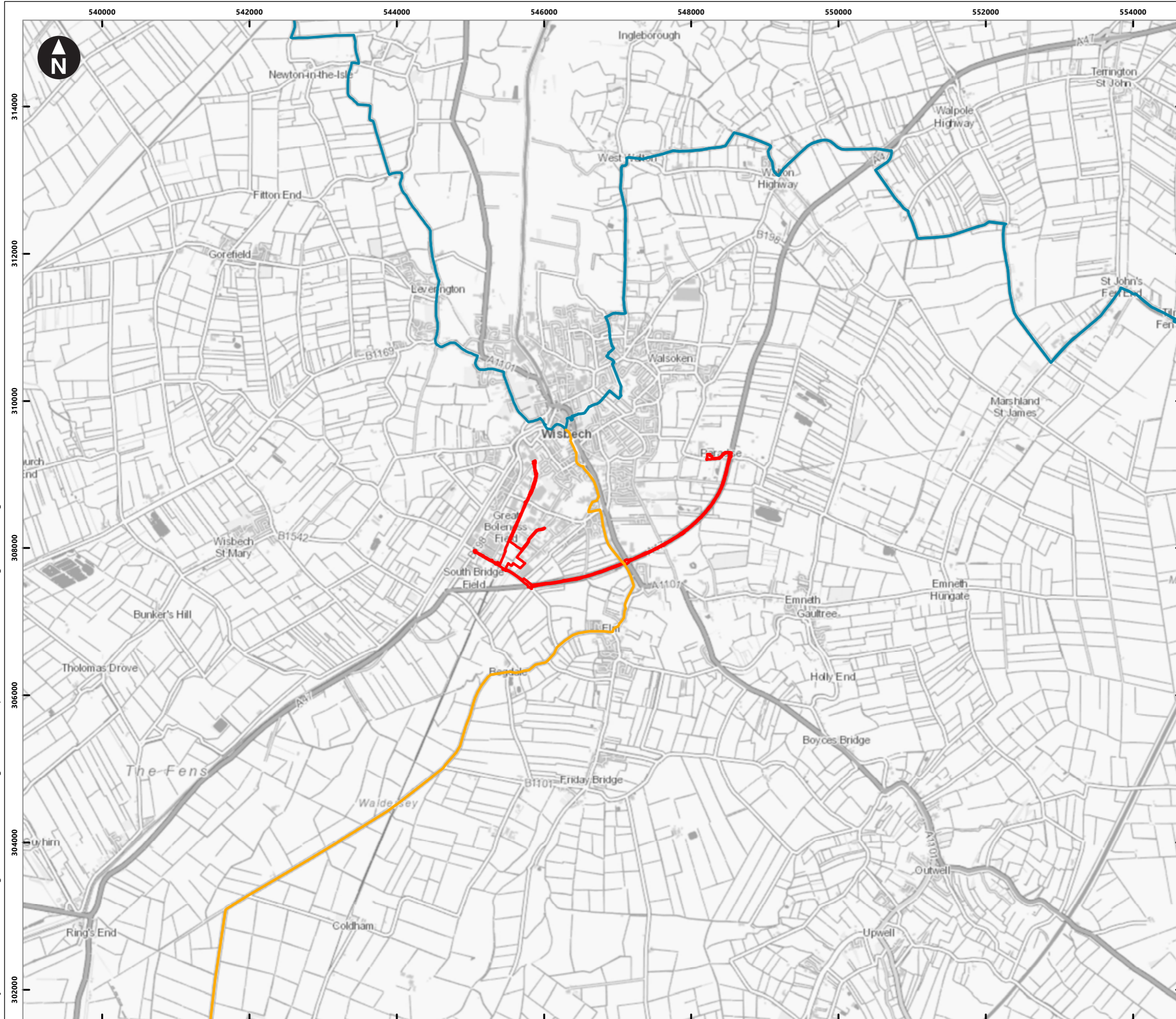
- Key
- Order limits
 - Existing footway
 - Footway connection from Algores Way access
 - New Bridge Lane new footway
 - Existing dropped crossing
 - New dropped crossing of New Bridge Lane
 - Signalised crossing



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Figure 5.3
Local Pedestrian Infrastructure

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Key

- Order limits
- National Cycle Route**
- NCN Route 1
- NCN Route 63

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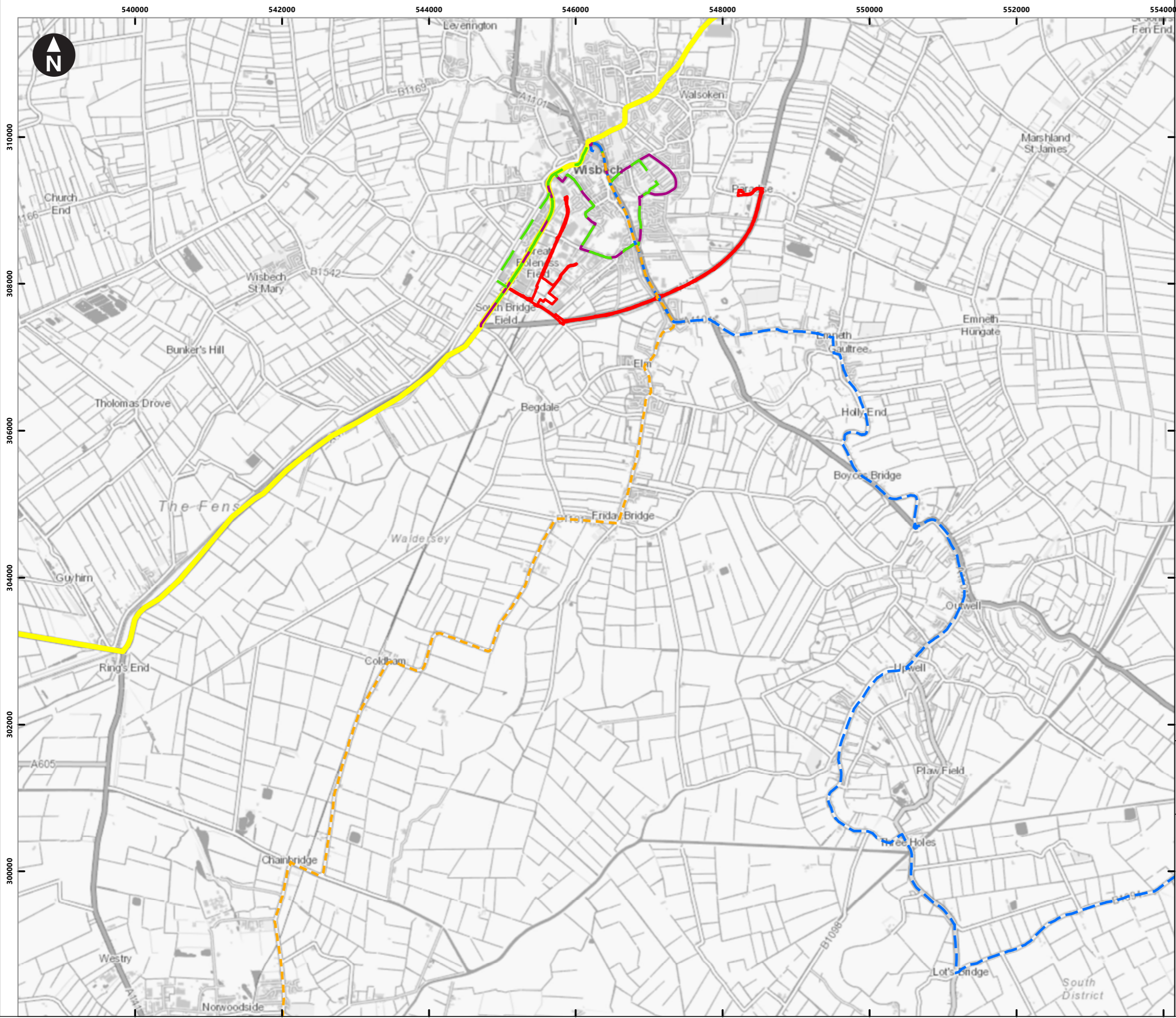
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Figure 5.4
National Cycle Network

H:\Projects\41310 Wisbech\Design_Technical - GIS\Drawings\ArcGIS\Workspaces\41310-Shr493.mxd Originator: simon.green2



Key

- Order limits
- Route 56 (A, B, C)
- Route 60
- Route 68
- Route 68 (A, B, C)
- The Excel

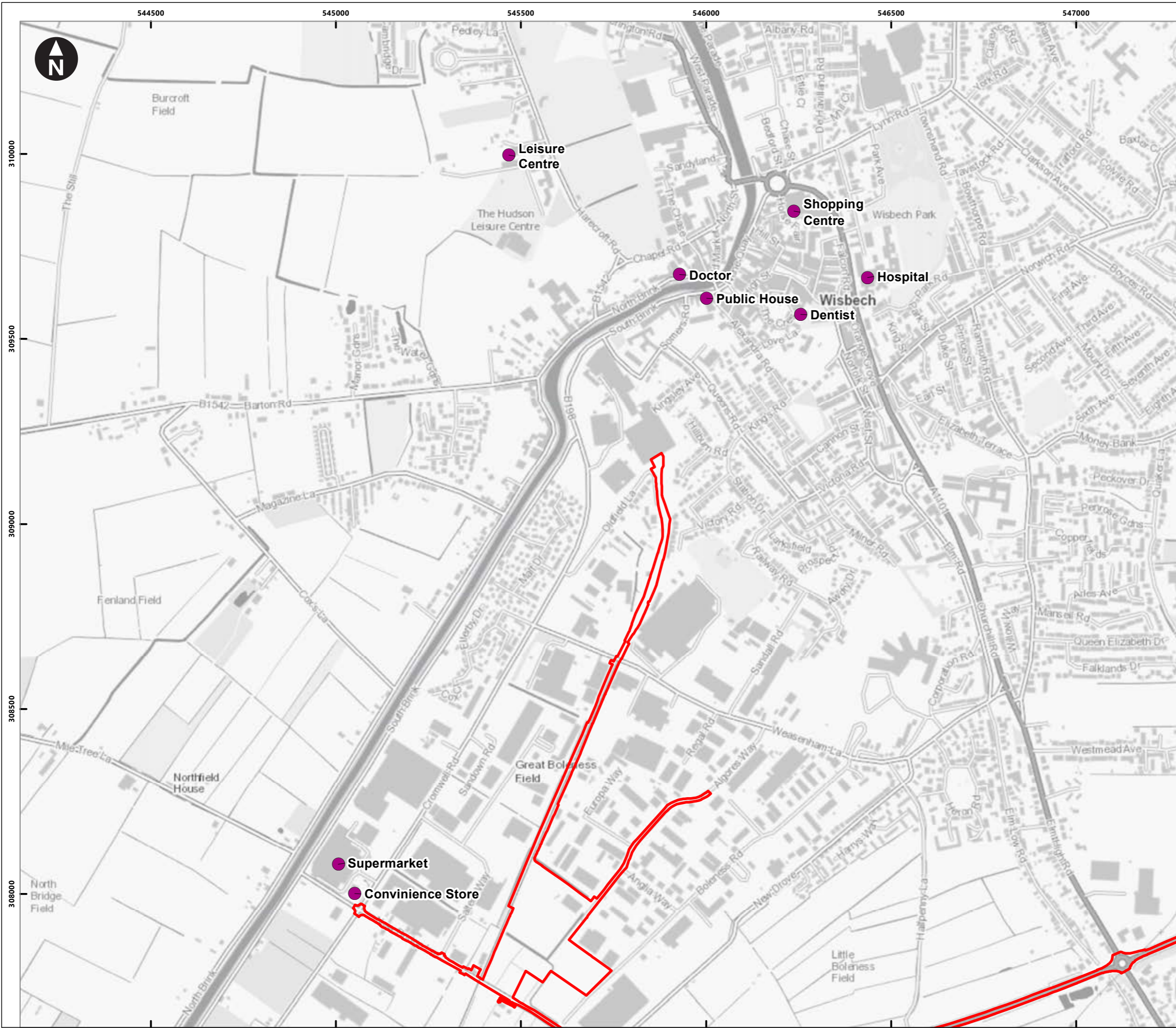
0 500 1,000 1,500 2,000 2,500 3,000m
Scale at A3: 1:50,000
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Figure 5.5
Bus Services

June 2022



Key

- Order limits
- Local Amenities

0 100 200 300 400 500 600 m

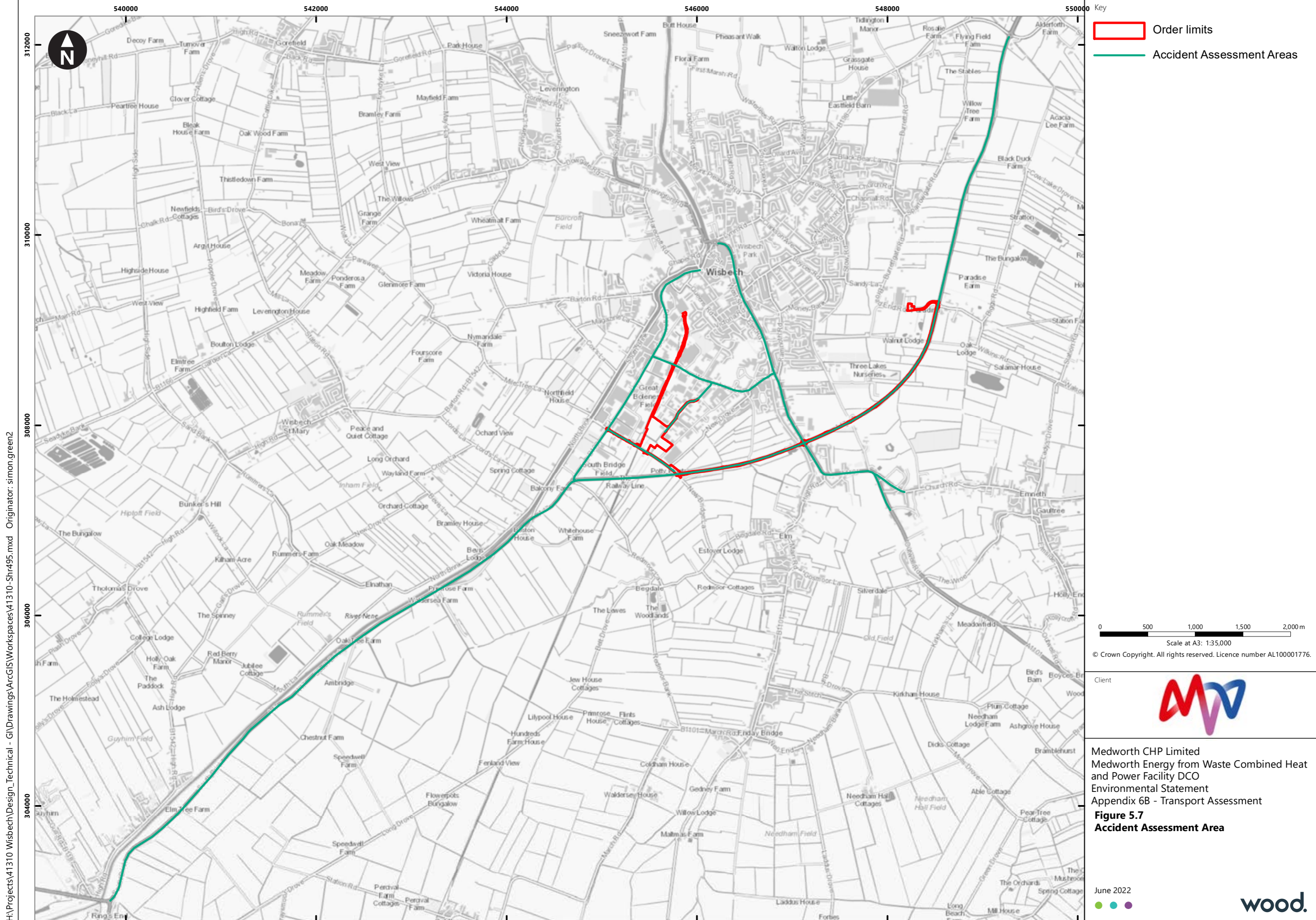
Scale at A3: 1:10,000

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Figure 5.6
Local Amenities



Key
 Order limits
 Accident Assessment Areas

0 500 1,000 1,500 2,000 m
 Scale at A3: 1:35,000
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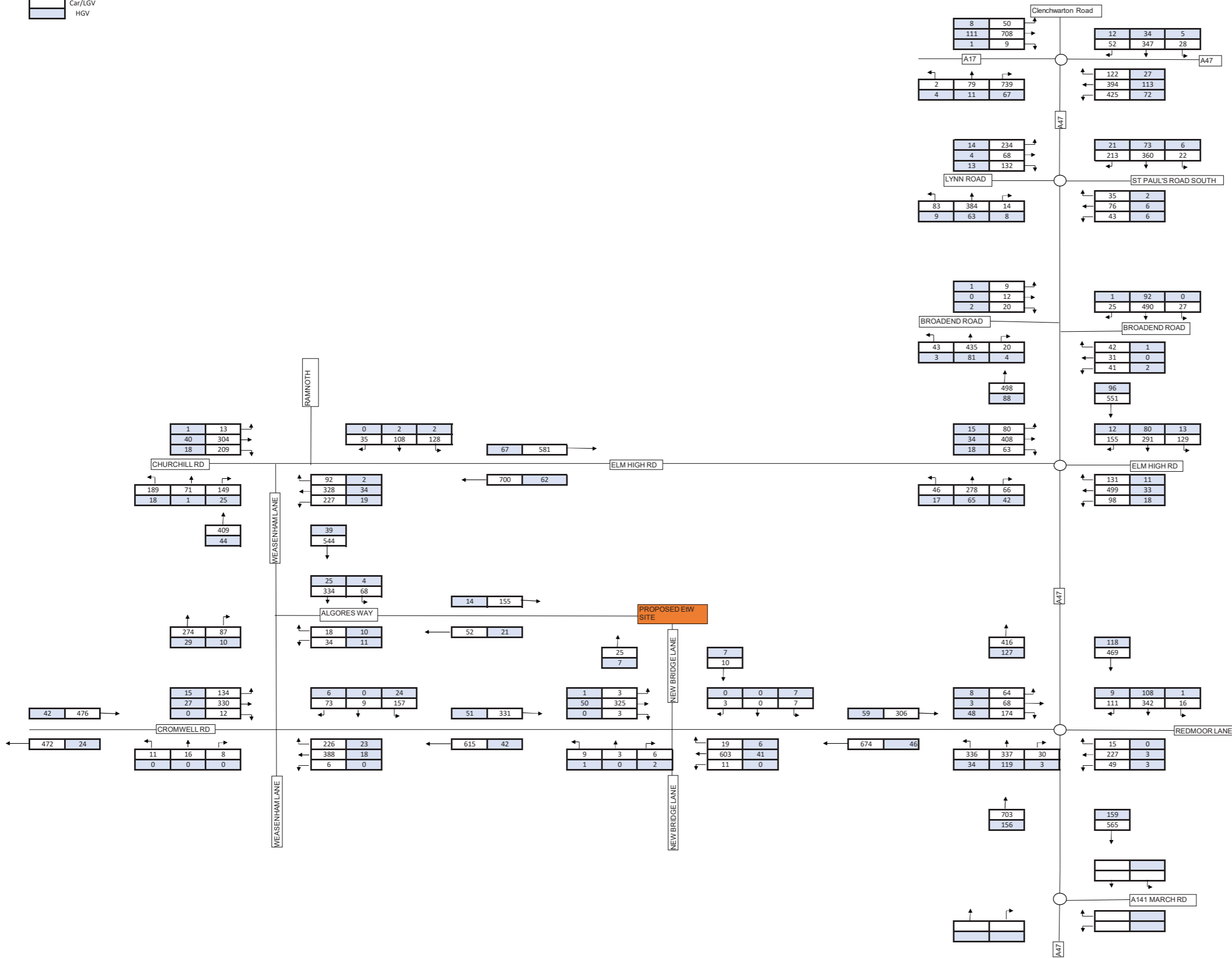
Figure 5.7
Accident Assessment Area

June 2022
 wood.

H:\Projects\41310 Wisbech\Design_Technical - G:\Drawings\ArcGIS\Workspaces\41310-Shr495.mxd Originator: simon.green2

Base - AM Peak 2021


Car/LGV
HG



Originator: Neil Patton

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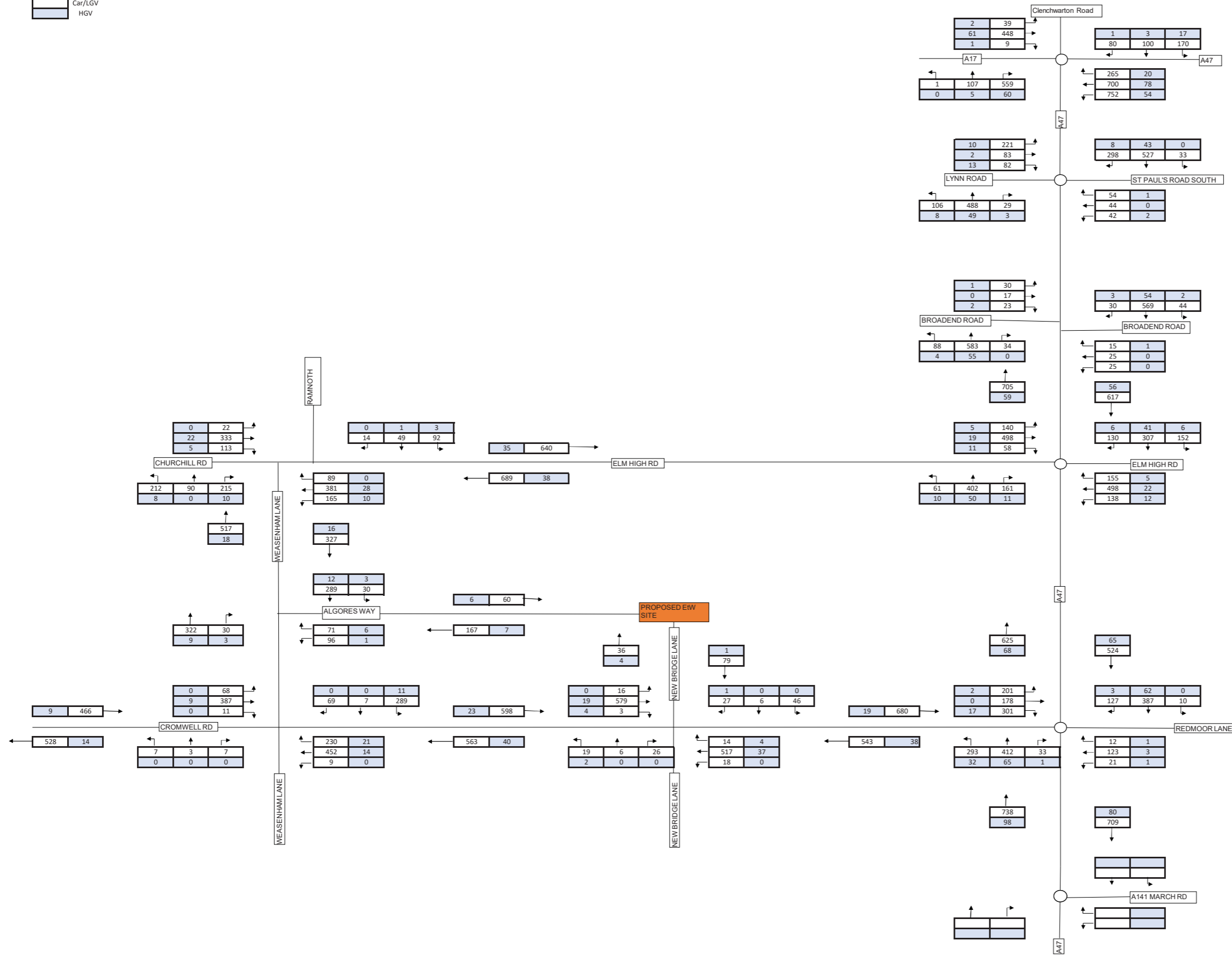
Figure 5.8
AM Peak - 2021 Baseline Traffic Counts
Network Plot

June 2022




Base - PM peak 2021

Car/LGV
HG



Originator: Neil Patton
\\woodplc.net\Wood\UK\SAL\SAL-FS12-SHARED\Projects\41310-Wisbech\Design_Technical - GI\Drawings\InDesign\41310-Shr497.incd


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Figure 5.9
PM Peak - 2021 Baseline Traffic Counts
Network Plot

June 2022





Key

- Order limits
- ✱ Junction Turning Count survey locations

0 1,000 2,000 3,000 4,000 m

Scale at A3: 1:75,000

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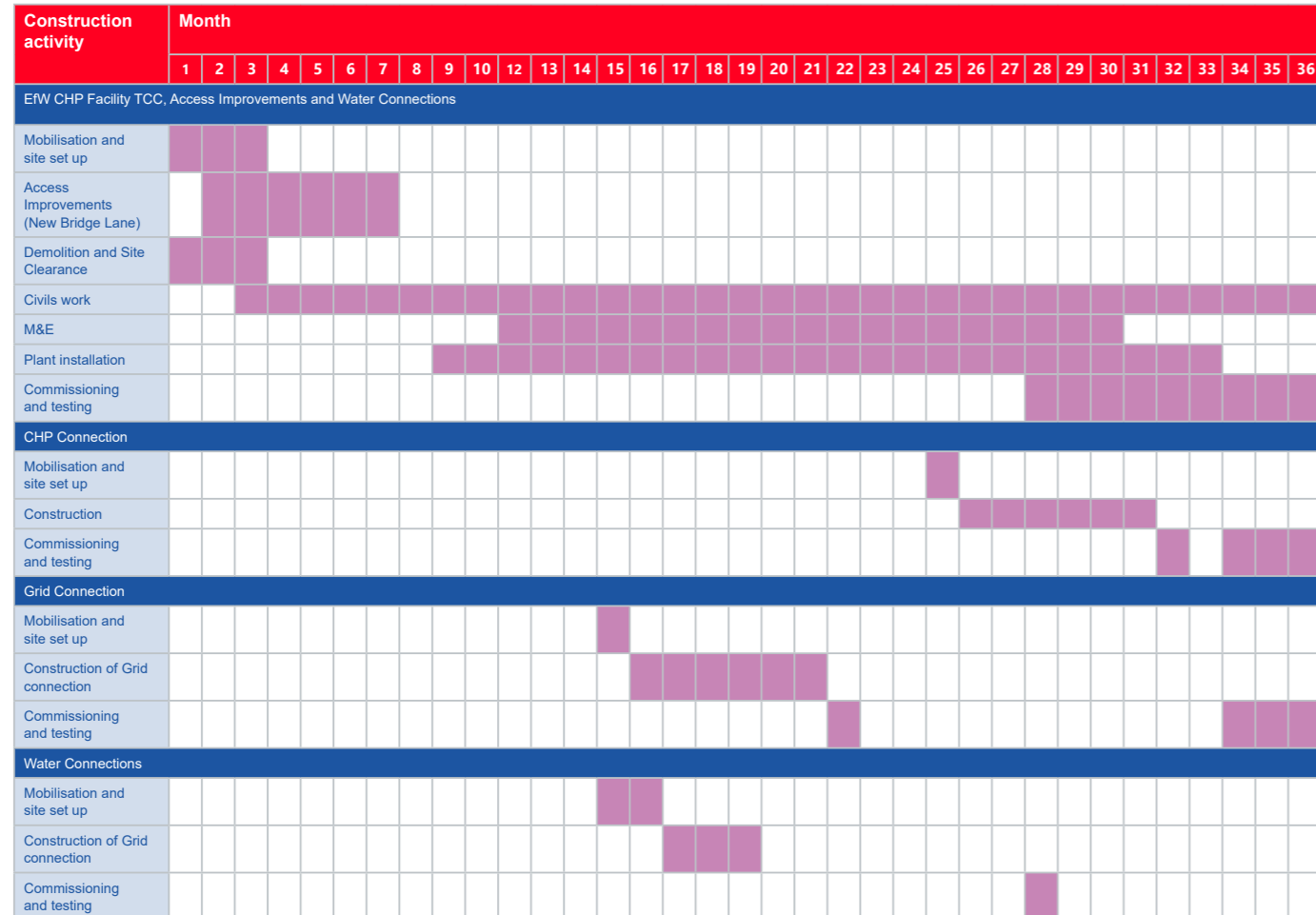
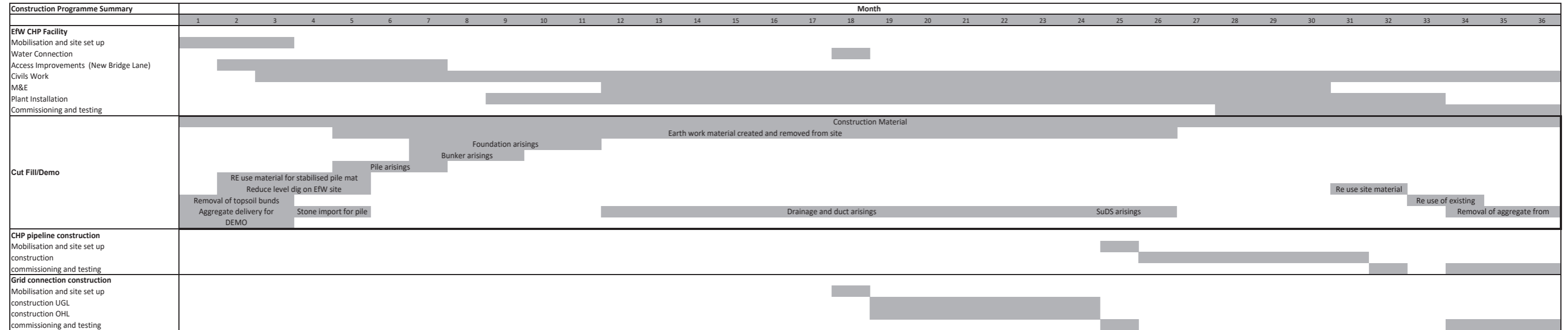


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Figure 5.10
Traffic Count Location Plan

June 2022

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Figure 6.1
Construction programme

June 2022



Month 14 - Operational Traffic (AM and PM Peak)

Car/LGV
HGV

Arrivals		Departures	
HGV Daily movements within Peak Month			
Algores Way	3	3	
A47 N (25%)	1	1	
A47 S (75%)	2	2	
New Bridge Lane	5	5	
A47 N (25%)	1	1	
A47 S (75%)	4	3	

WORK DAY 7AM to 7PM Each Week Day
Wdaily total evenly Divided by 12 Hours of Day

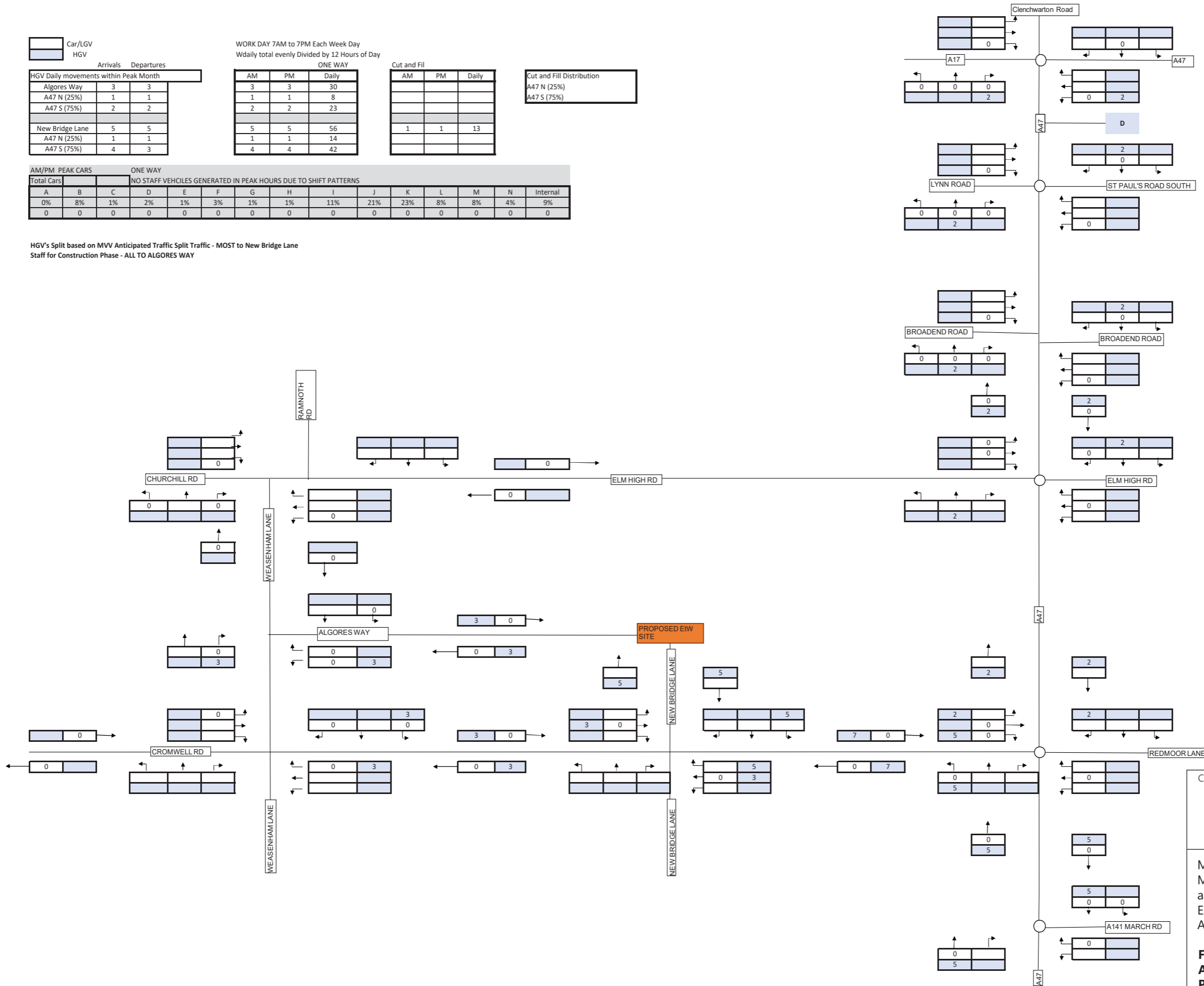
ONE WAY		
AM	PM	Daily
3	3	30
1	1	8
2	2	23
5	5	56
1	1	14
4	4	42

Cut and Fill		
AM	PM	Daily
1	1	13

Cut and Fill Distribution
A47 N (25%)
A47 S (75%)

AM/PM PEAK CARS		ONE WAY													
Total Cars		NO STAFF VEHICLES GENERATED IN PEAK HOURS DUE TO SHIFT PATTERNS													
A	B	C	D	E	F	G	H	I	J	K	L	M	N	Internal	
0%	8%	1%	2%	1%	3%	1%	1%	11%	21%	23%	8%	8%	4%	9%	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

HGV's Split based on MVV Anticipated Traffic Split Traffic - MOST to New Bridge Lane
Staff for Construction Phase - ALL TO ALGORES WAY



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Appendix 6B - Transport Assessment

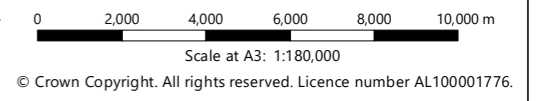
Figure 6.2
AM and PM Peak – Month 14 Construction Phase Traffic

June 2022



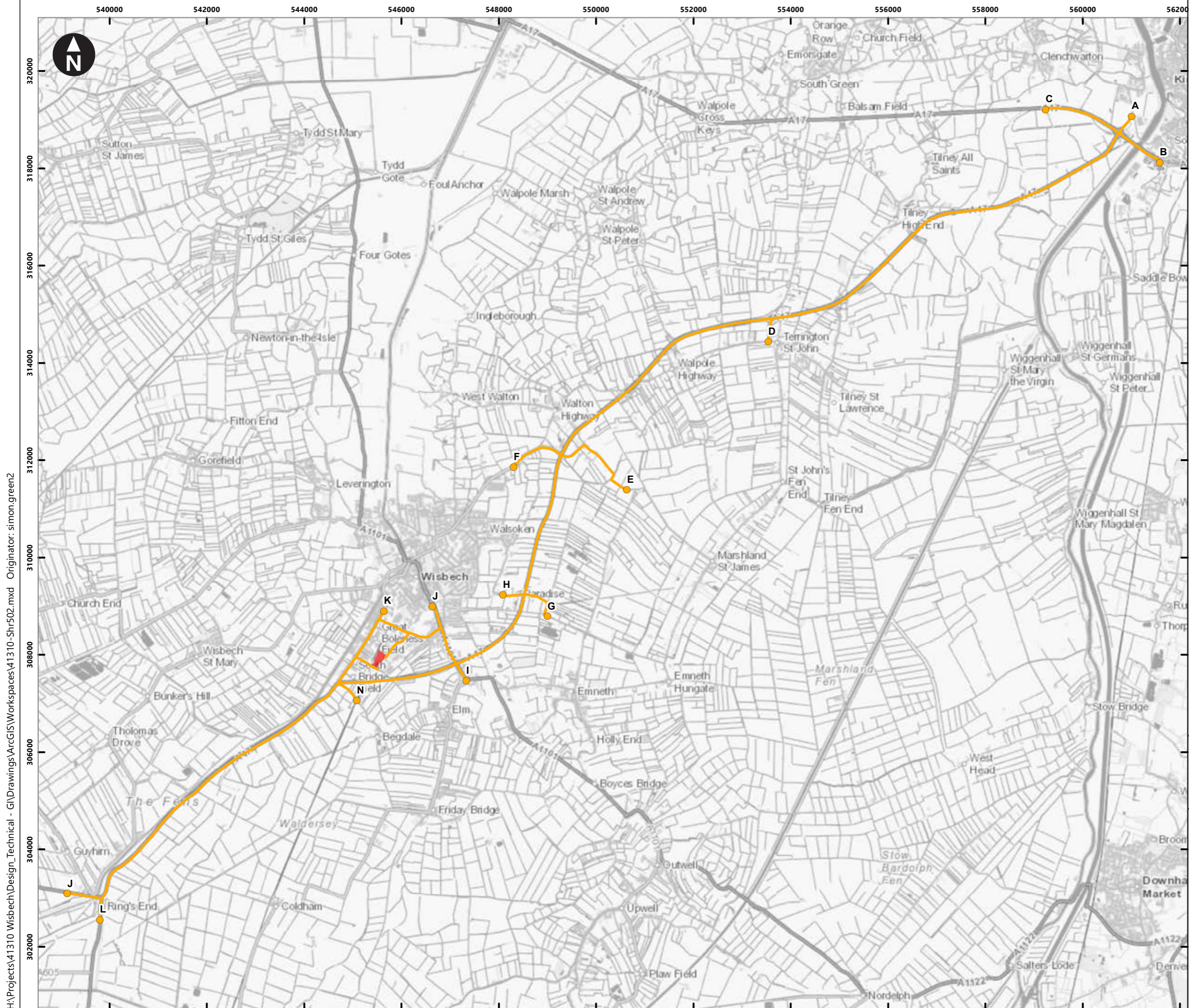


- Key
- EFW CHP Facility Site
 - Route 1 – from either access to – B198 Cromwell Road (South), A47 (West), A1 (M)
 - Route 2 – from either access to – B198 Cromwell Road (South), A47 (South) A141 (South)
 - Route 3 – from either access to – B198 Cromwell Road (South), A47 (East) A1101 (East), A1122, A10
 - Route 4 – from either access to – B198 Cromwell Road (South), A47 (East)
 - Route 5 - local Routes - local roads in and around Wisbech used by RCVs



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Figure 6.3
Operational HGV Access Strategy



- Key
- EFW CHP Facility Site
 - Staff Travel Distribution Network
 - Destination point

0 1,000 2,000 3,000 4,000 m
 Scale at A3: 1:75,000
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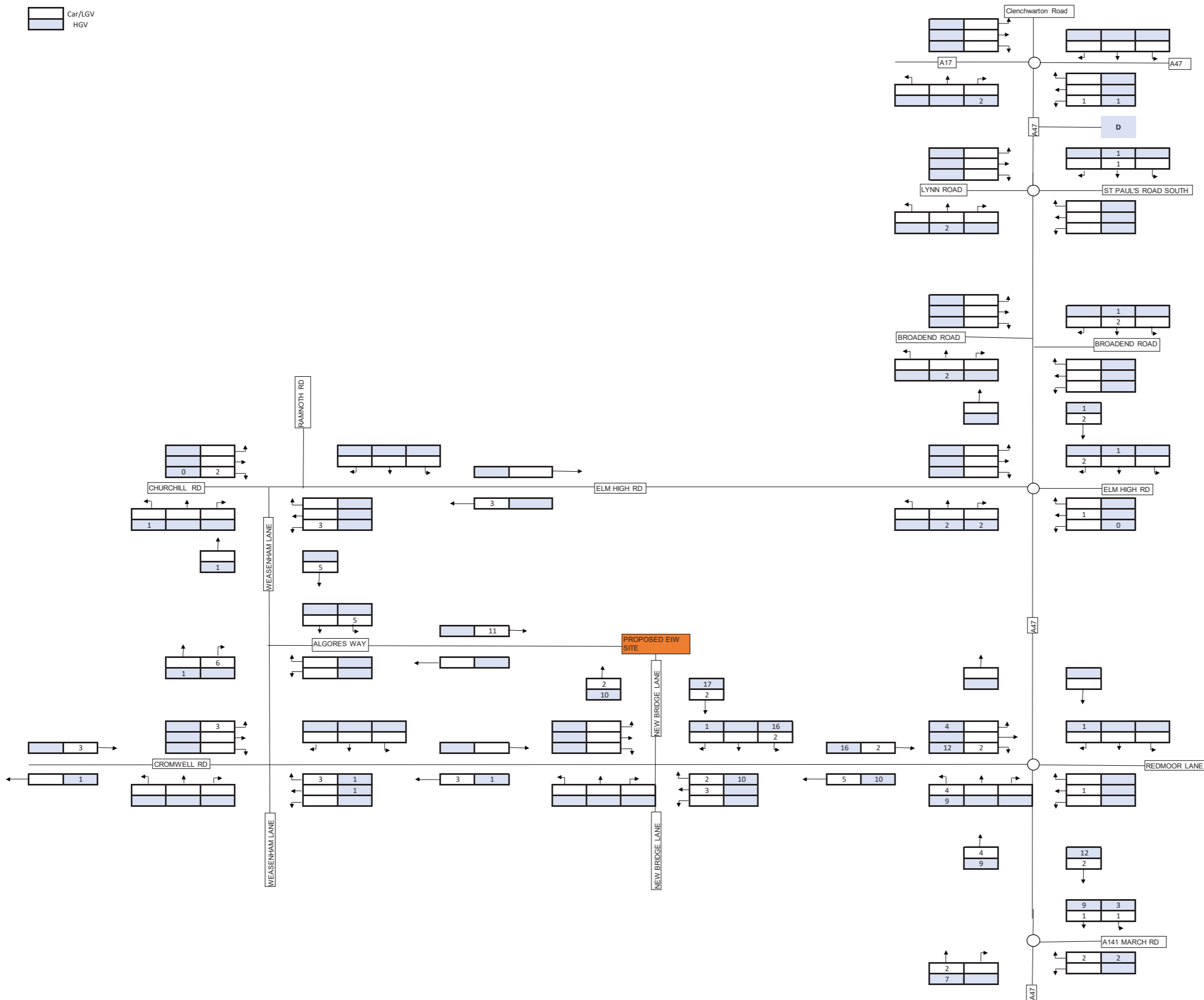


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Figure 6.4
Operational Staff Travel Distribution Plan

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Operational Phase - Scenario 2 via New Bridge Lane - AM peak



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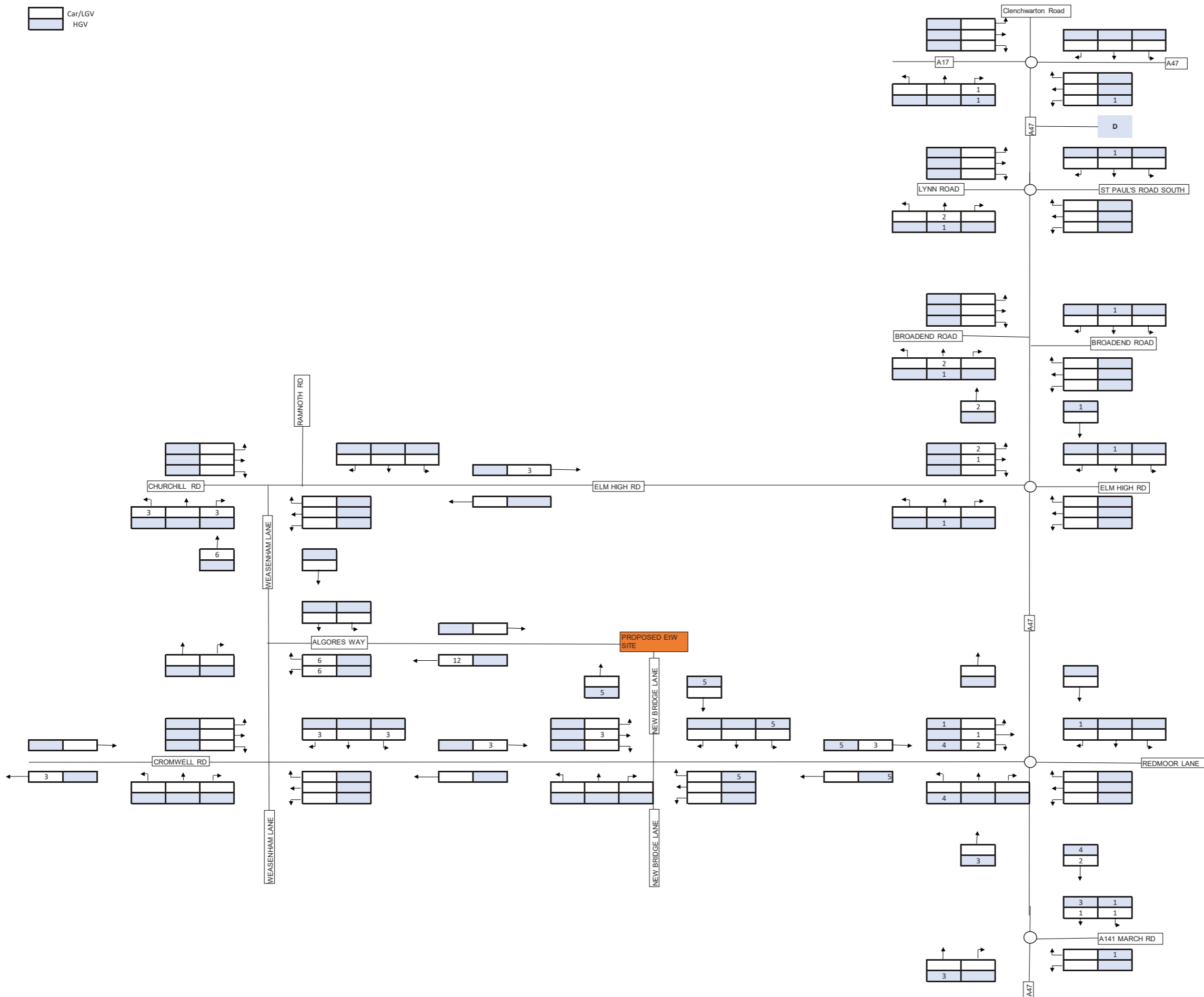
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Figure 6.5
AM Peak – Operational Development
Traffic Network Plot


June 2022

Operational Phase - Scenario 2 via New Bridge Lane - PM peak



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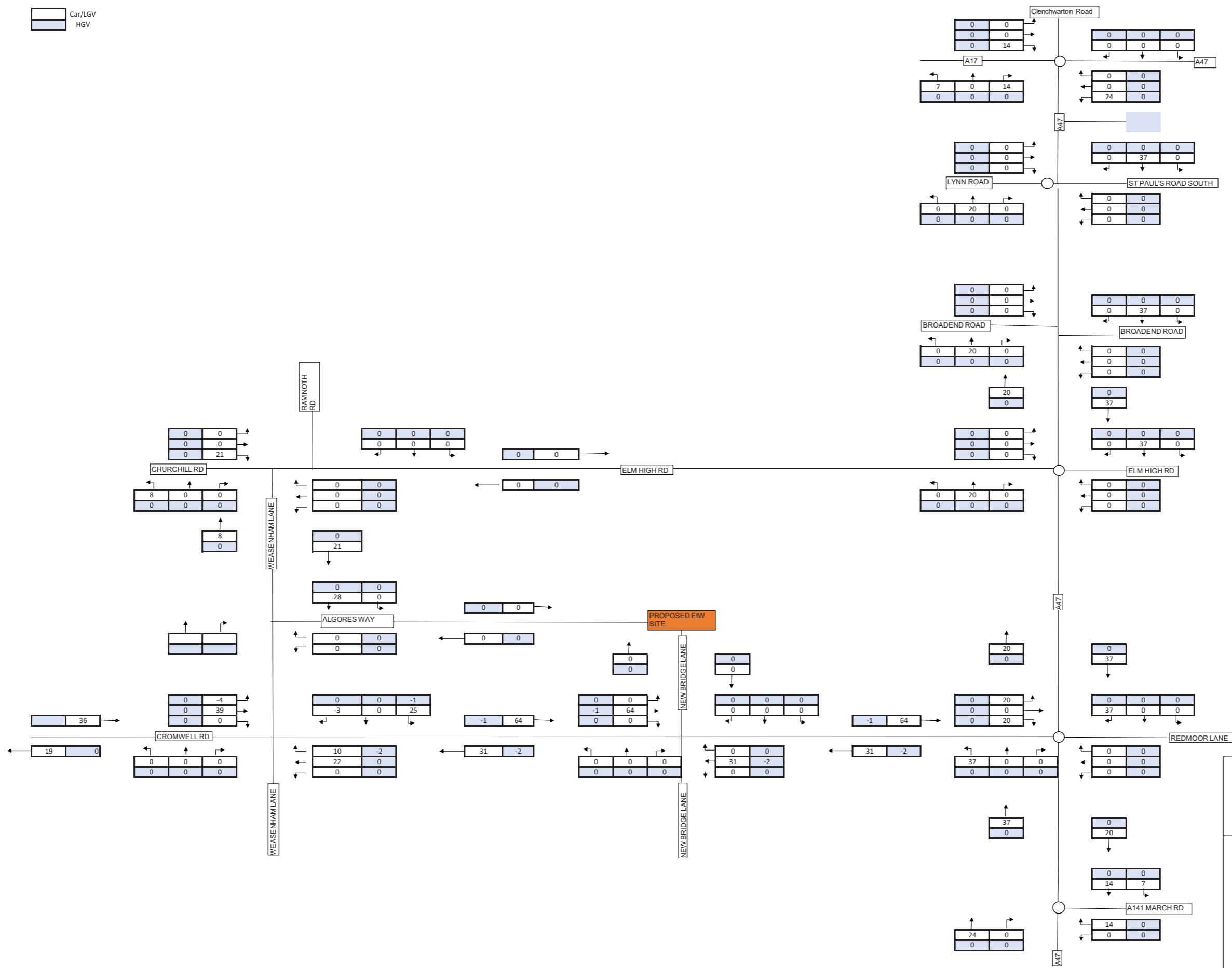
Figure 6.6
PM Peak – Operational Development
Traffic Network Plot

June 2022



Committed Development Traffic - AM Peak

Car/LGV
HG



Originator: Neil Patton

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Figure 7.1
AM Peak – Committed Development
Traffic Network Plot

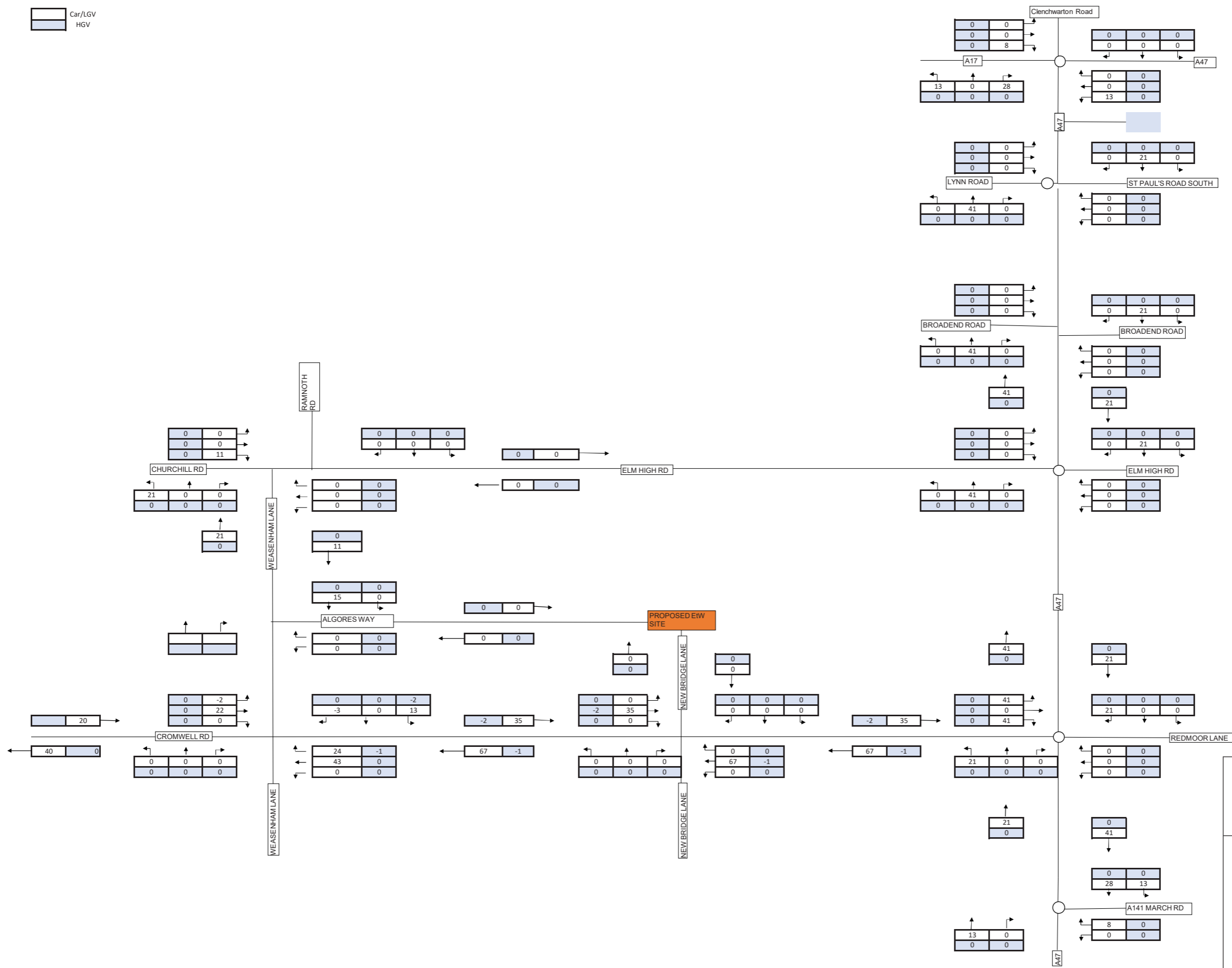
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Committed Development Traffic - PM Peak

Car/LGV
HG



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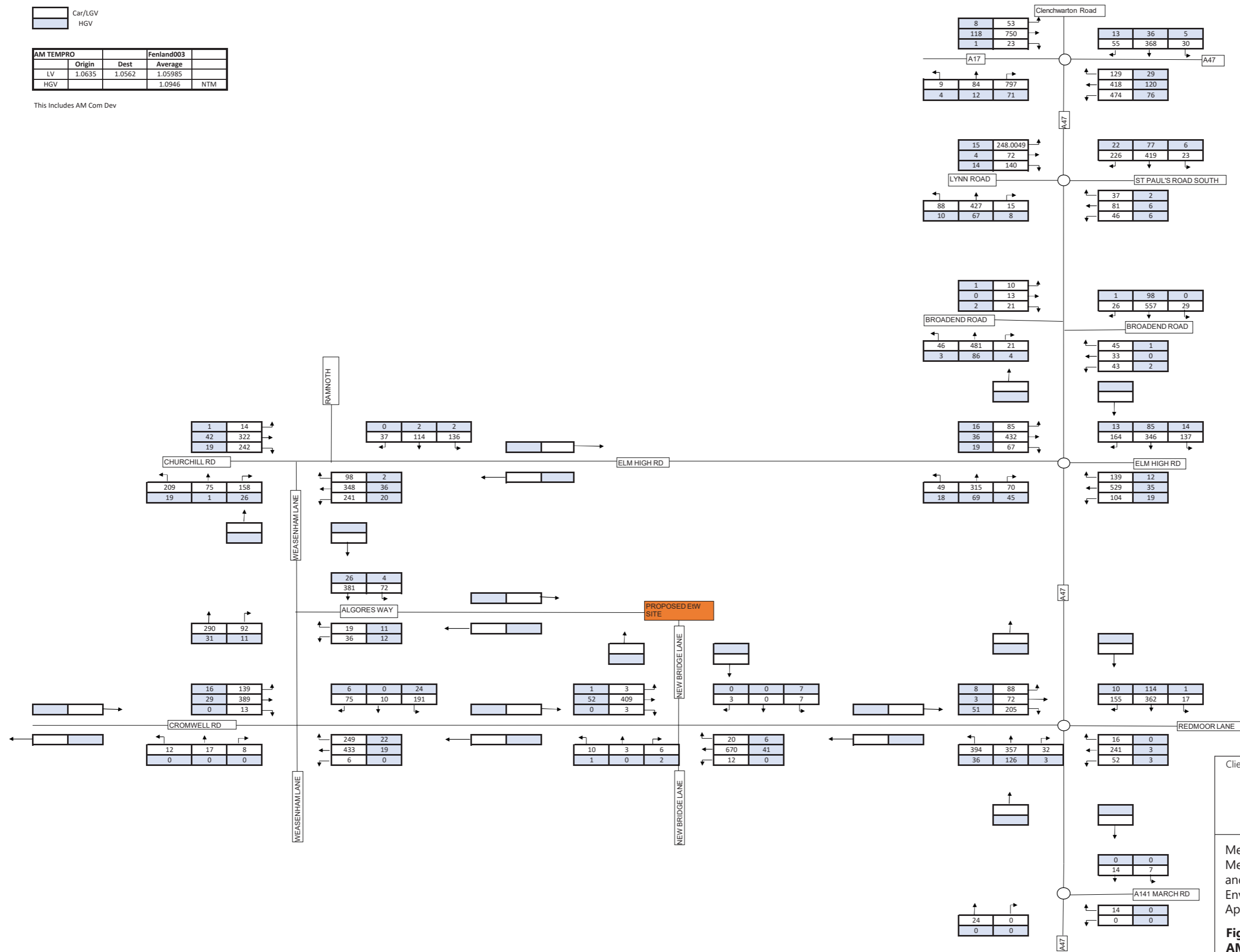
Figure 7.2
PM Peak – Committed Development
Traffic Network Plot

Base - AM peak 2027

	Car/LGV
	HGV

AM TEMPRO	Origin	Dest	Fenland003	Average
LV	1.0635	1.0562	1.05985	
HGV			1.0946	NTM

This Includes AM Com Dev



Originator: Neil Patton

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Figure 7.3
AM Peak – Future Year Baseline (2027)
Scenario Network Plot

June 2022

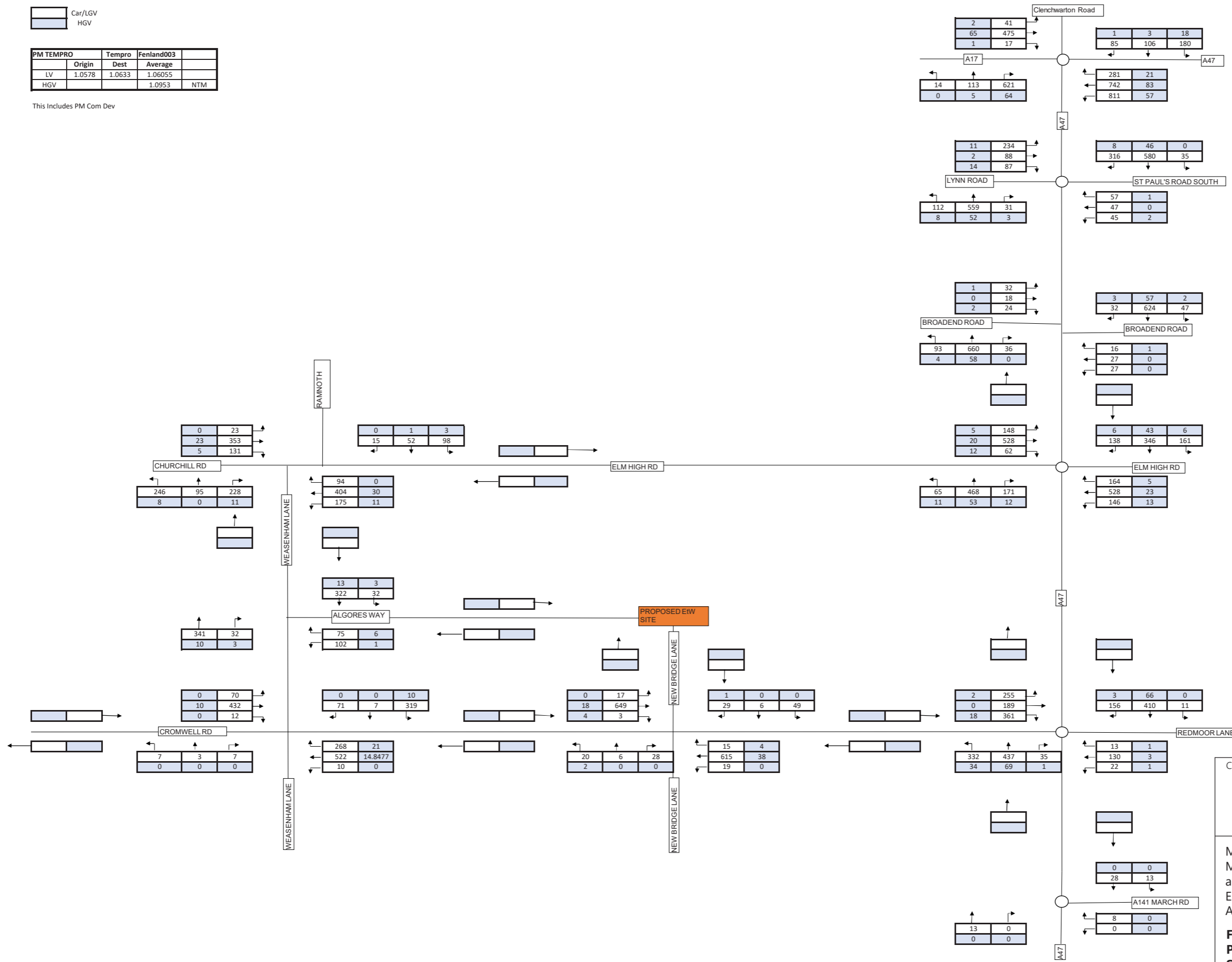


Base - AM peak 2027

	Car/LGV
	HGV

PM TEMPRO	Origin	Dest	Fenland003	Average
LV	1.0578	1.0633	1.06055	
HGV			1.0953	NTM

This Includes PM Com Dev



Client



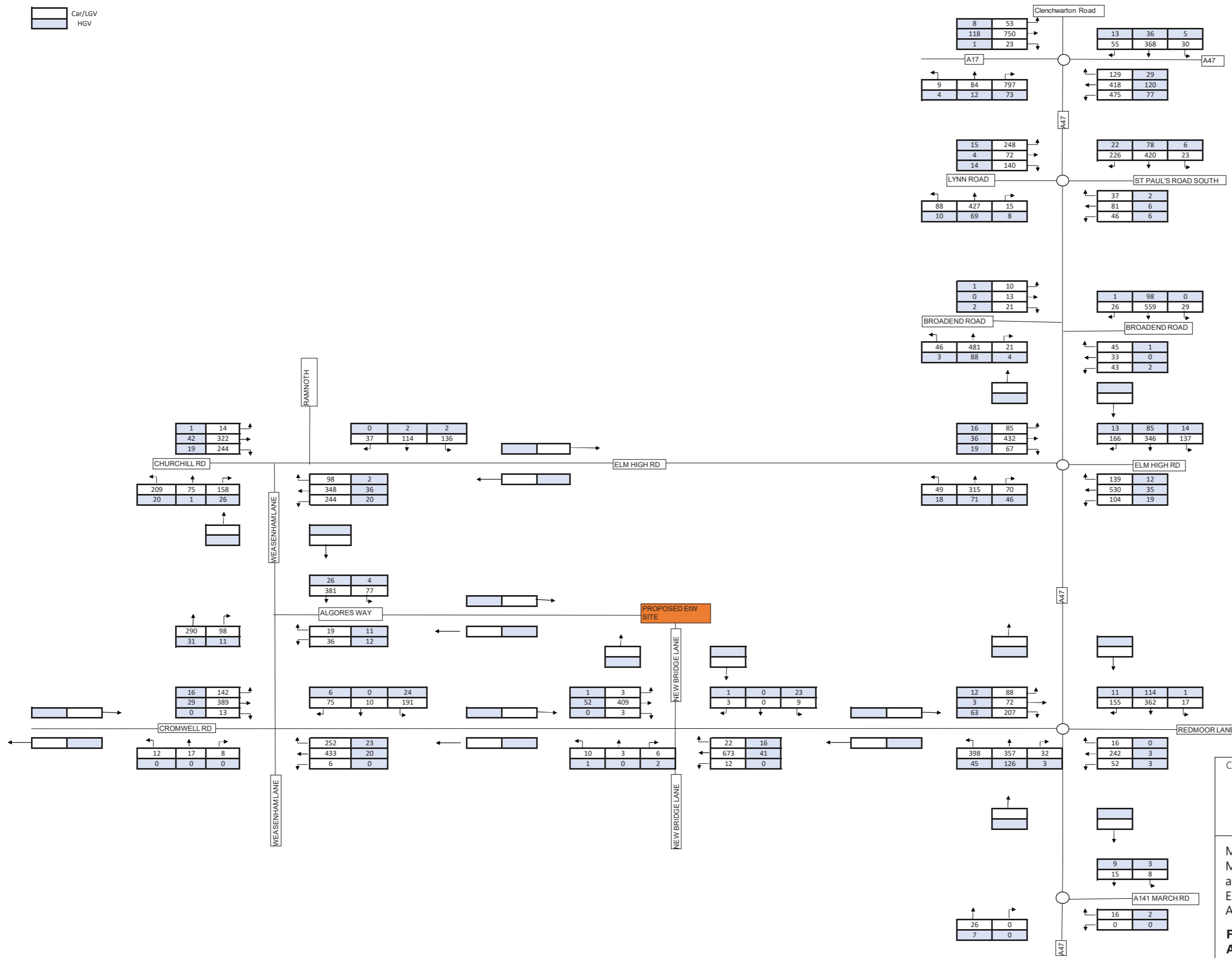
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Figure 7.4
PM Peak – Future Year Baseline (2027)
Scenario Network Plot

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AM peak 2027 + Operational Traffic

Car/LGV
HG



Originator: Neil Patton
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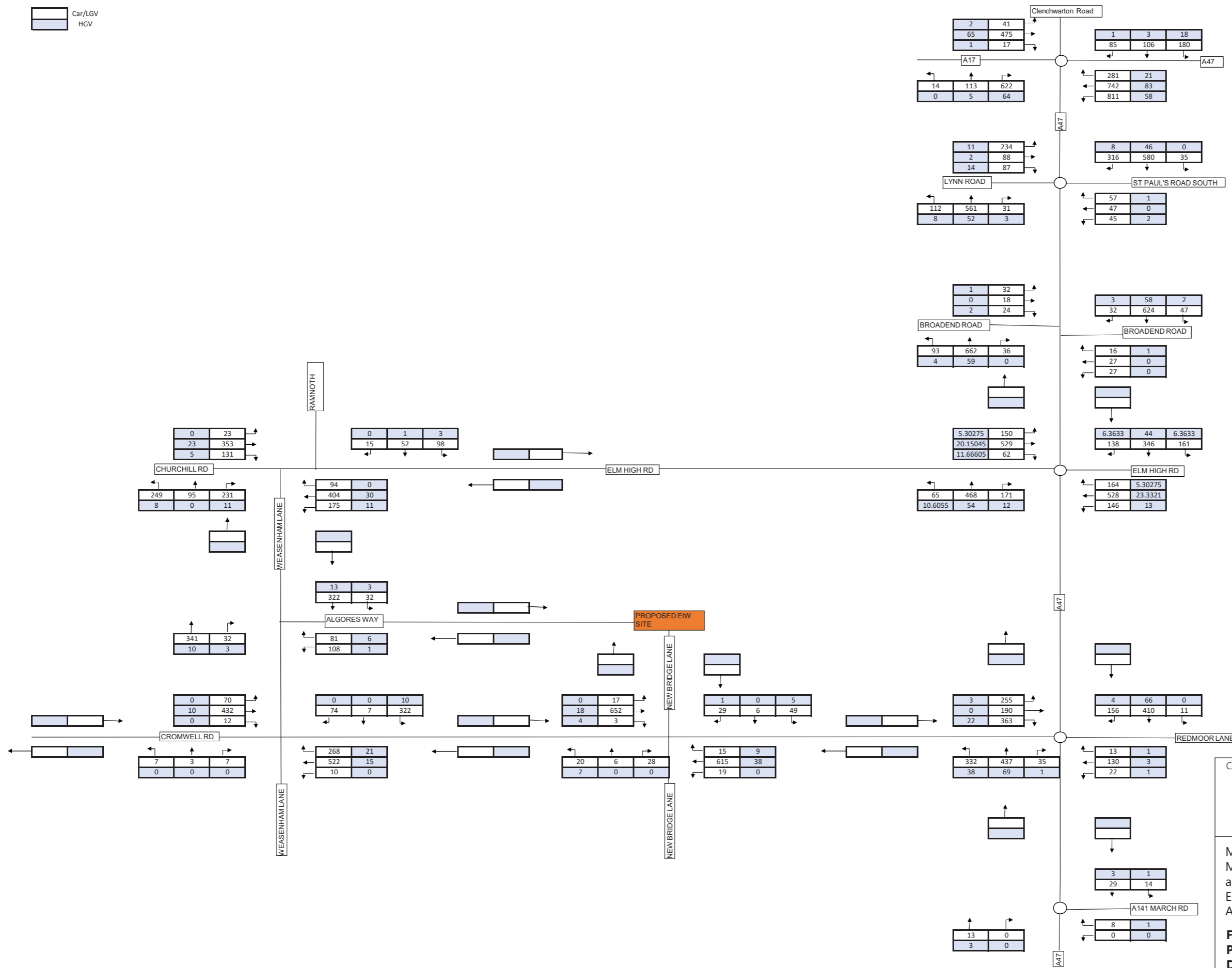
Figure 7.5
AM Peak – Future Year 2027 +
Development Traffic Scenario Network
Plot

June 2022



PM peak 2027 + Operational Traffic

	Car/LGV
	HGV



Originator: Neil Patton

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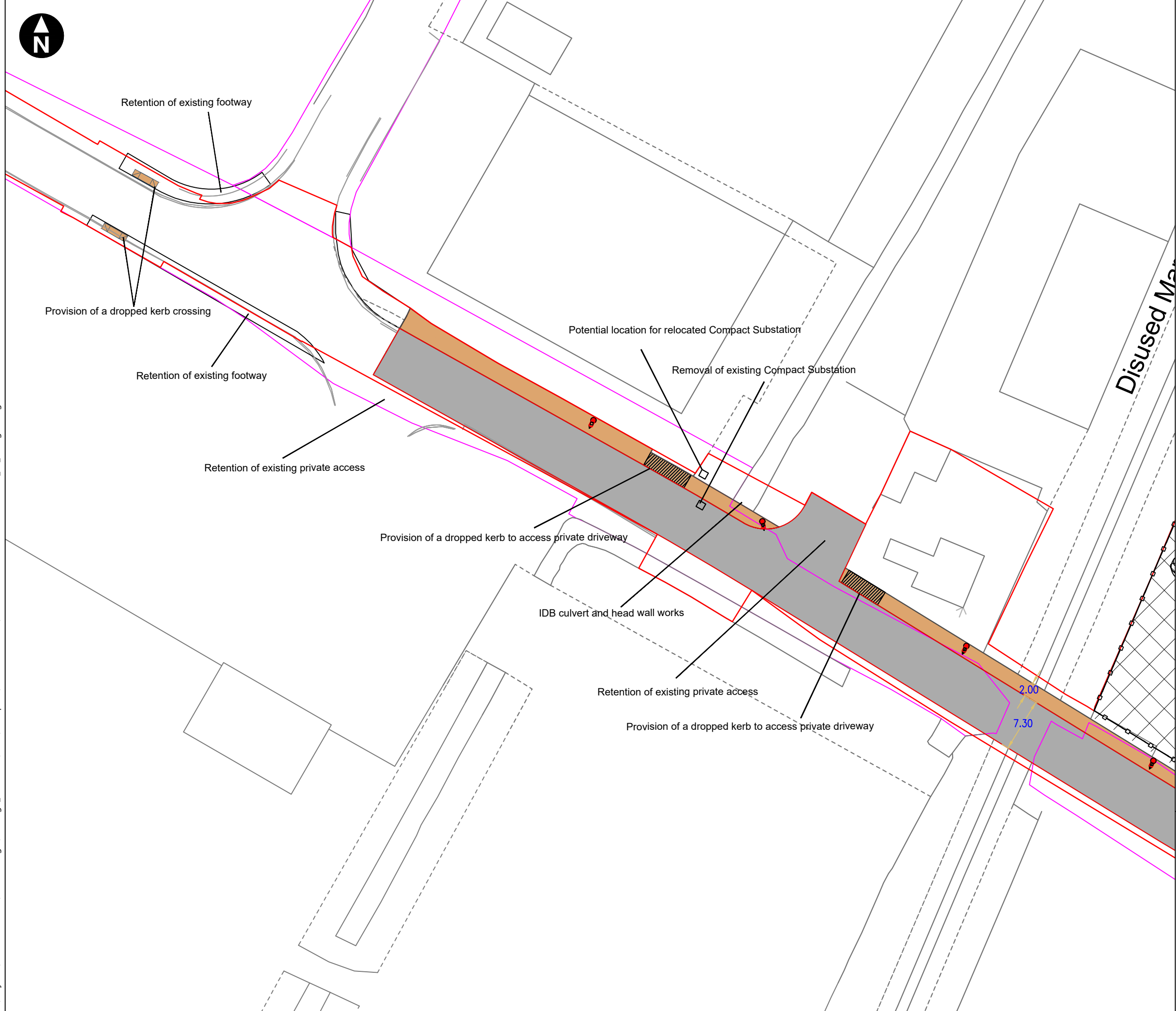
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Figure 7.6
PM Peak – Future Year 2027 +
Development Traffic Scenario Network
Plot

June 2022



H:\Projects\41310 Wisbech\Deliver Stage\Design\Technical\Data\Transport\Access schemes\41310-WOOD-XX-XX-DR-OT-0016_S0_4.dwg Originator: ADAM.GUY



Key

- Order limits
- Proposed access scheme
- Highways boundary
- Indicative new street lighting

- Notes:
1. New street lighting has been provided on an indicative basis (at 30m intervals and at conflict areas) and will require detailed design and assessment.
 2. Compact substation to be relocated within Order limits.
 3. Works to IDB drain either to a) replace culvert/headwall; or b) extend existing culvert and provide new headwall. See Figure 3.18 for general arrangements.



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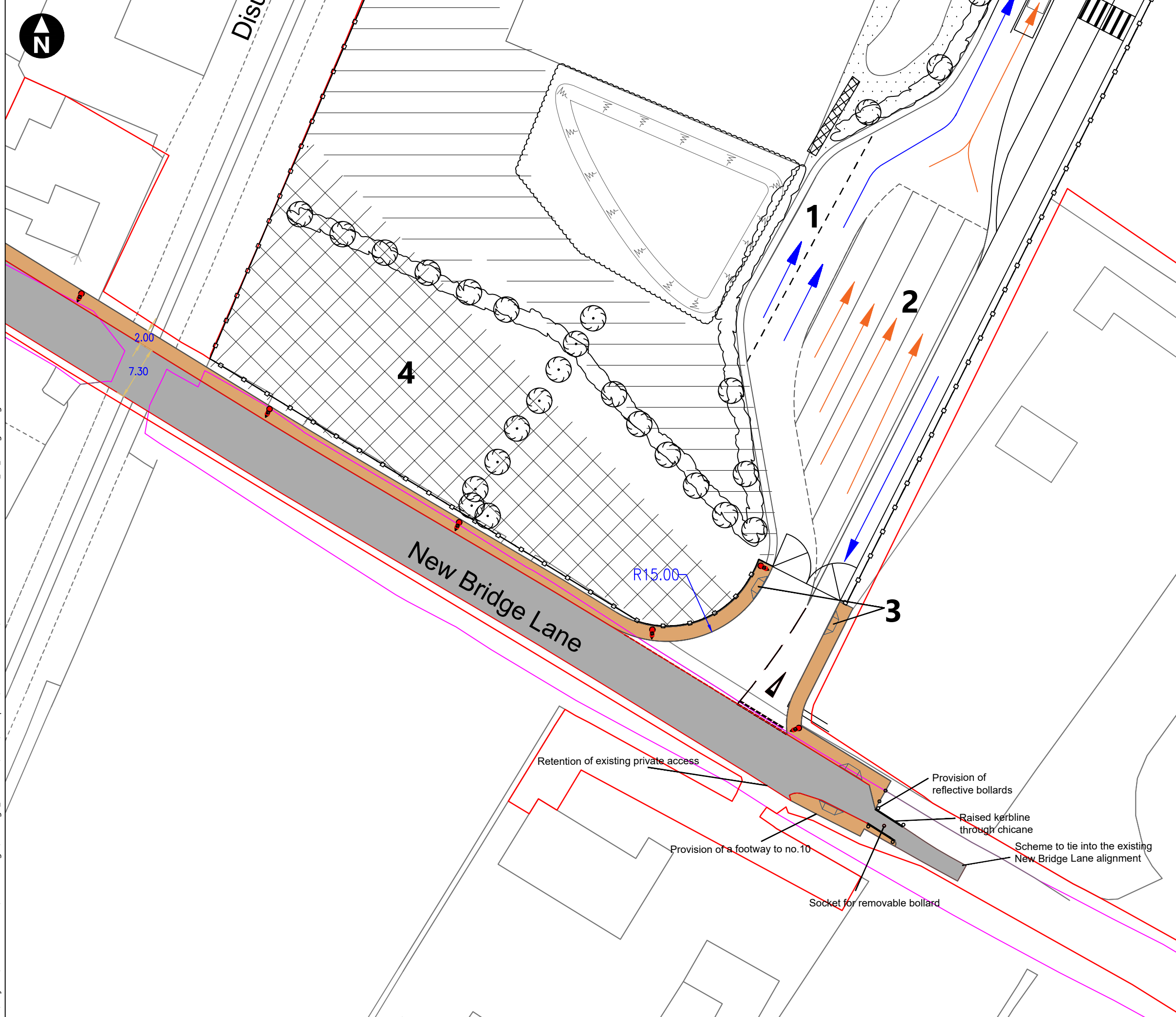
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 Heat and Power Facility DCO
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Figure 10.1i
New Bridge Lane access design

June 2022



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Key

- Order limits
- Proposed access scheme
- Highways boundary
- Indicative new street lighting
- Layby
- Vehicle queuing area
- Dropped kerb crossing
- Rail embankment (by others) reservation area

- Notes:**
1. Proposed visibility based on New Bridge Lane being subject to a revised 30mph speed limit.
 2. Visibility requirements 2.4m x 70m, desirable minimum.
 3. New street lighting has been provided on an indicative basis (at 30m intervals and at conflict areas) and will require detailed design and assessment.
 4. Access for No.10 New Bridge Lane through a chicane; subject to the agreement of the Highways Authority. Socket for removable bollard provided and if experienced, a bollard may be installed by the highways authority to prevent through traffic.

0 m 30 m
 Scale 1:500 @ A3

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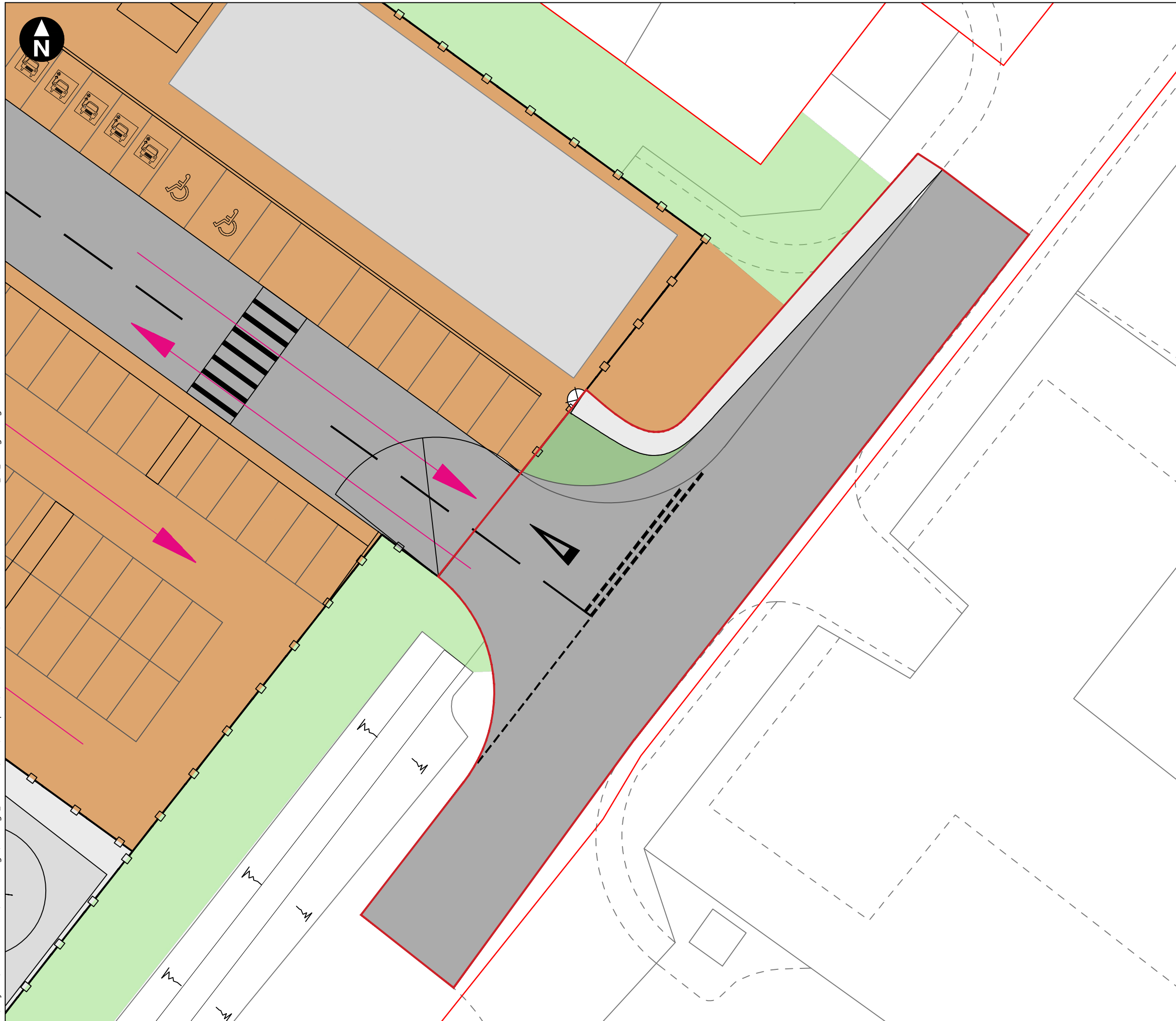
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Figure 10.1ii
New Bridge Lane access design



June 2022

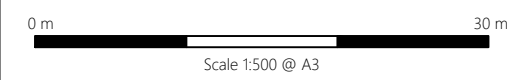


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Key

-  Proposed access scheme
-  Proposed road markings



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Figure 10.2
Algores Way operational access design

June 2022





Annex A

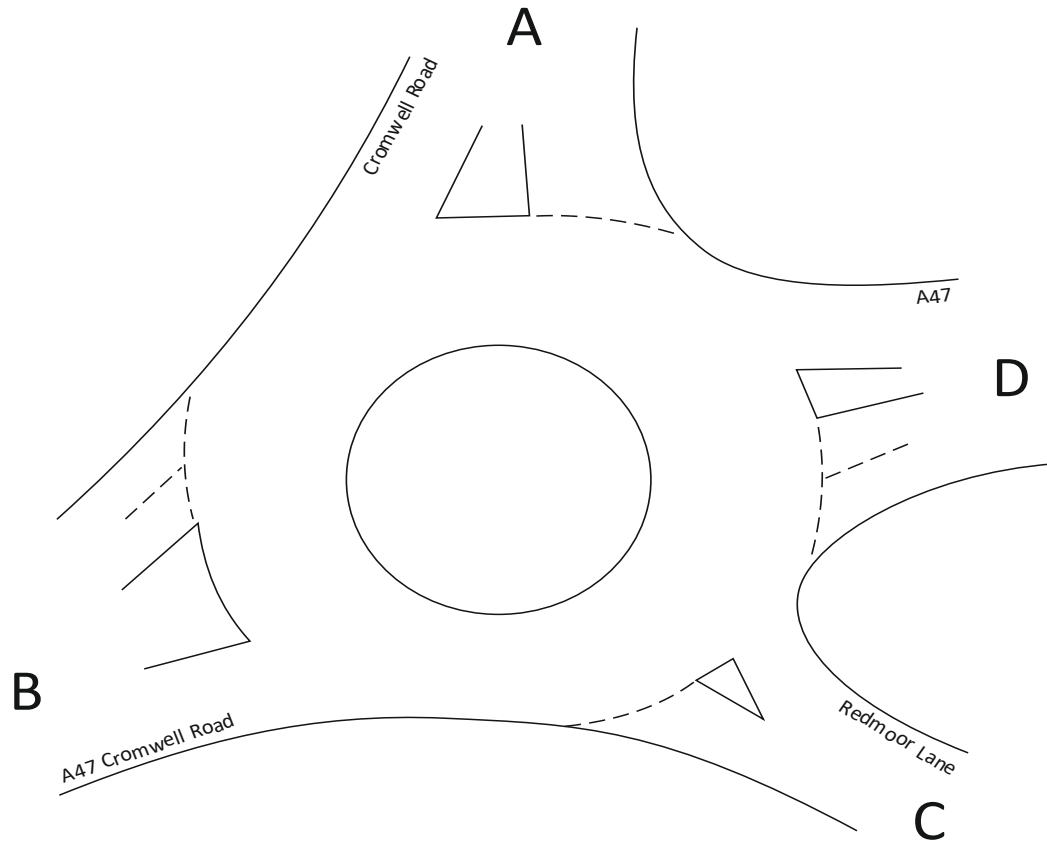
Traffic Counts



For and on behalf of:

WISBECH
Tuesday 12 October 2021
0700-1900

Drawing N°: 27104 - 02
Site: 2
Location: Cromwell Road /
A47 Cromwell Road /
Redmoor Lane /
A47





For and on behalf of:



WISBECH

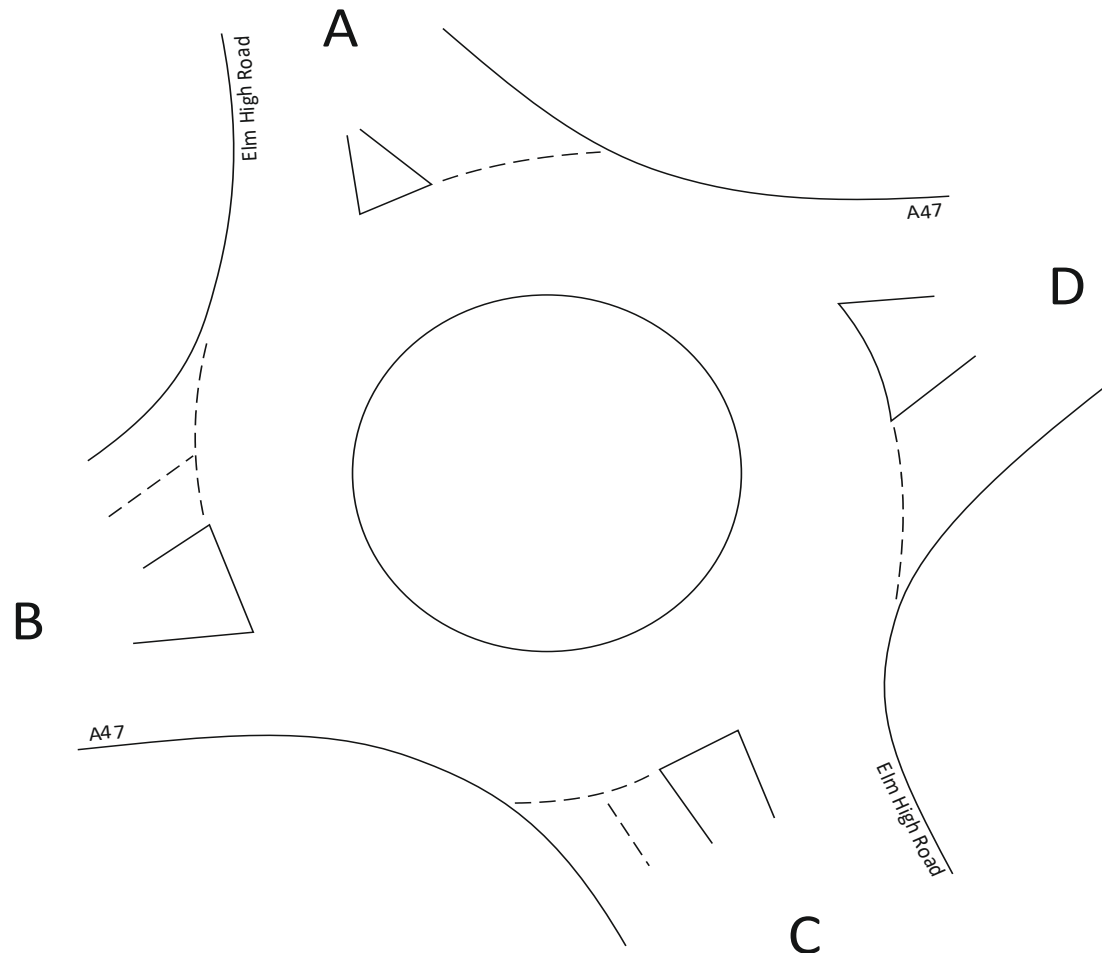
Tues day 12 October 2021

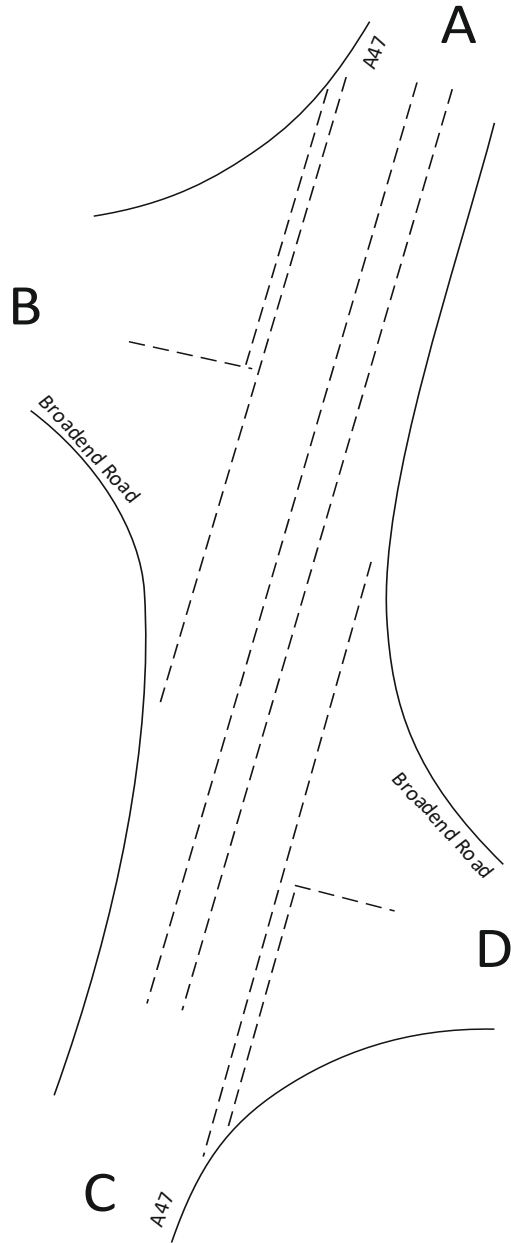
0700-1900

Drawing N^o: 27104 - 03

Site: 3

Location: Elm High Road /
A47





For and on behalf of:

wood.

WISBECH

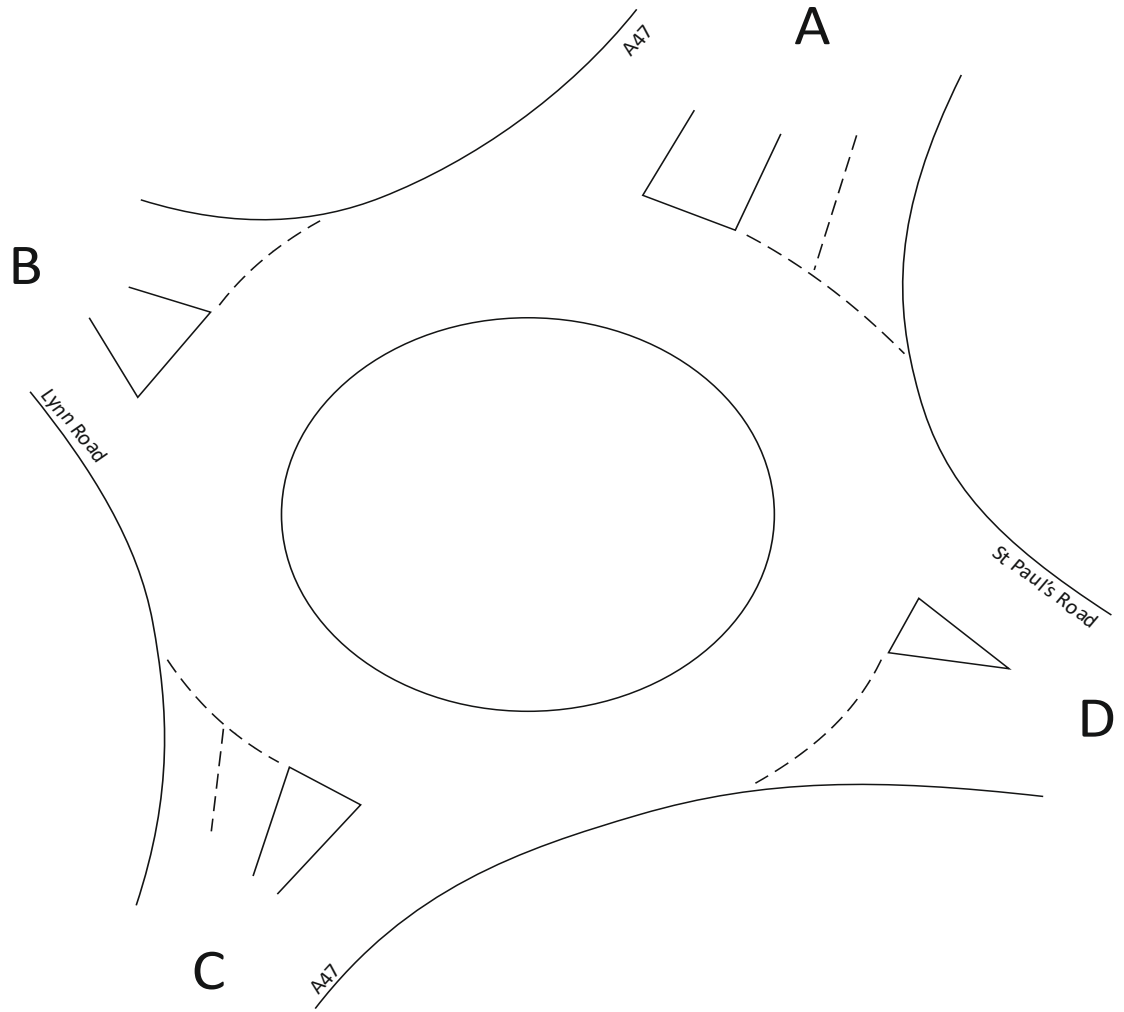
Tuesday 12 October 2021

0700-1900

Drawing N^o: 27104 - 04

Site: 4

Location: A47 /
Broadend Road



For and on behalf of:



WISBECH

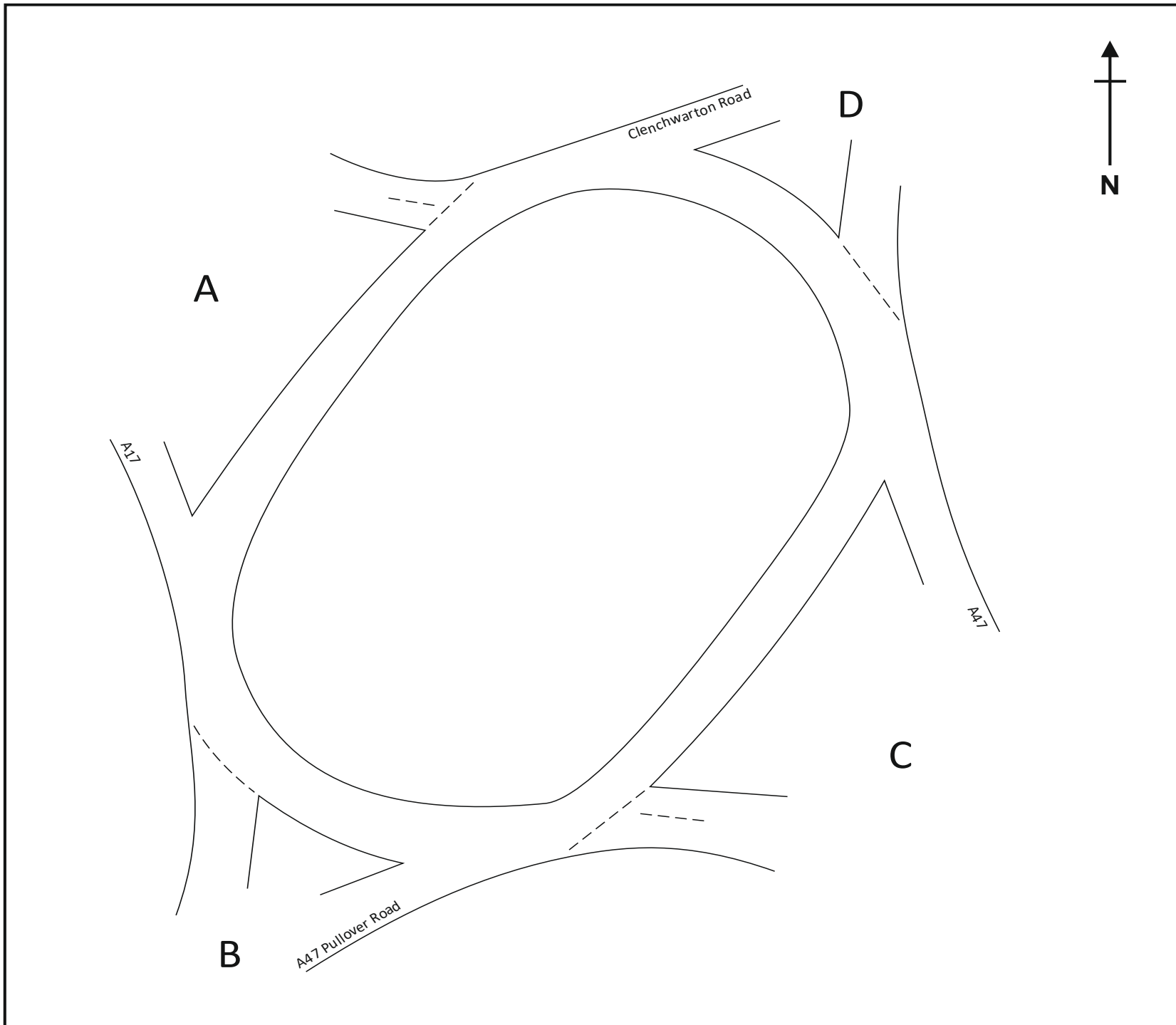
Tuesday 12 October 2021

0700-1900

Drawing N^o: 27104 - 05

Site: 5

Location: A47 /
Lynn Road /
St Paul's Road

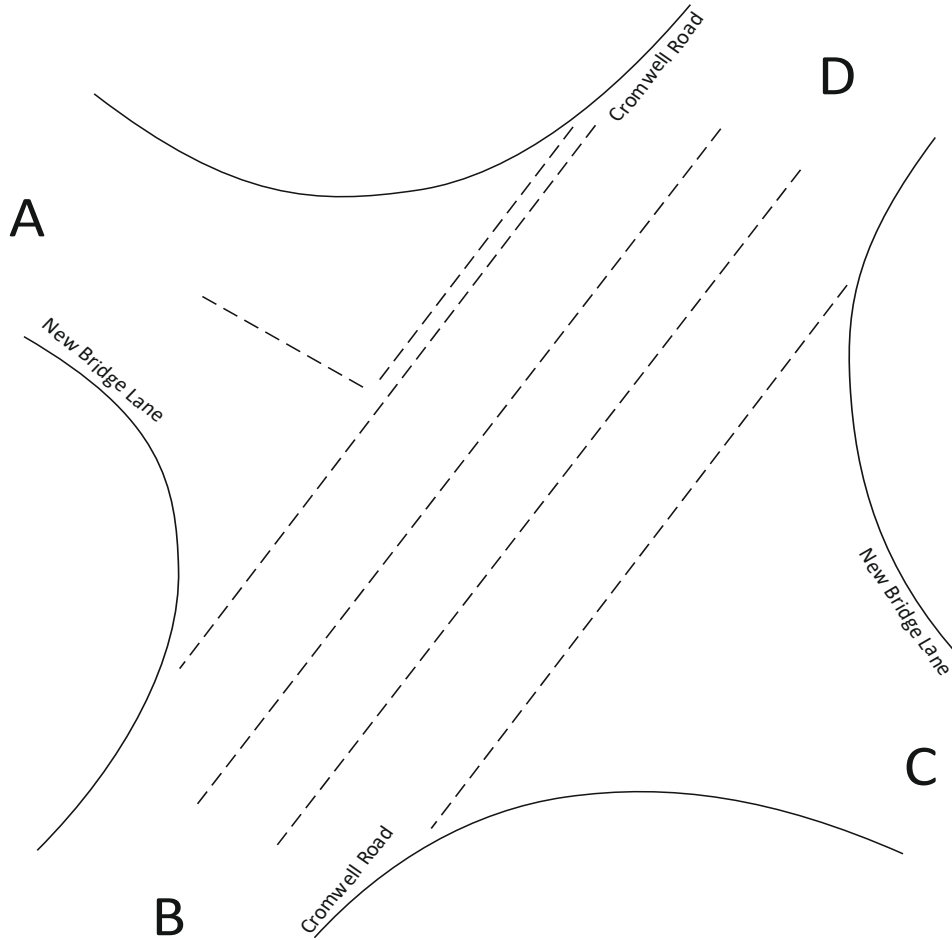


For and on behalf of:

wood.

WISBECH
Tuesday 12 October 2021
0700-1900

Drawing N°: 27104 - 06
Site: 6
Location: A47 /
A47 Pullover Road /
Clenchwarton Road



For and on behalf of:



WISBECH

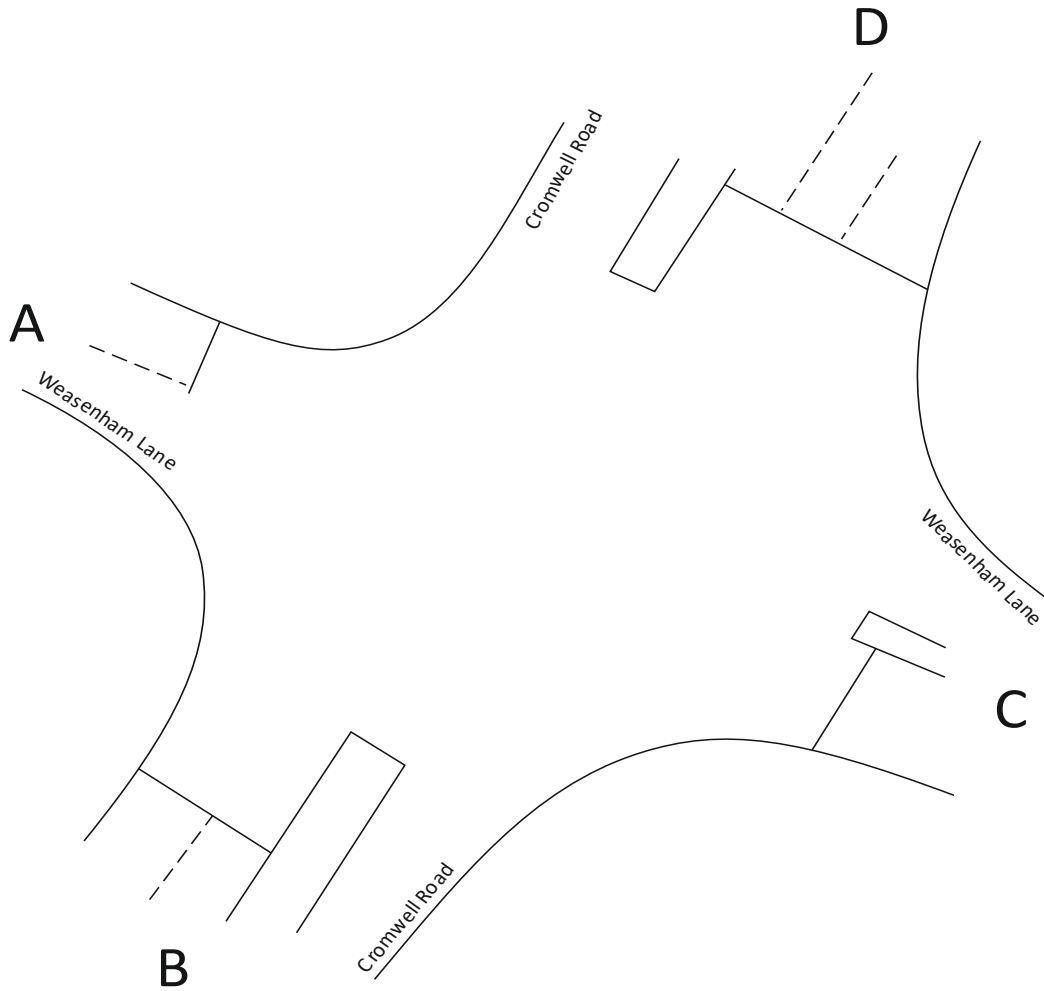
Tuesday 12 October 2021

0700-1900

Drawing N^o: 27104 - 07

Site: 7

Location: New Bridge Lane /
Cromwell Road



For and on behalf of:



WISBECH

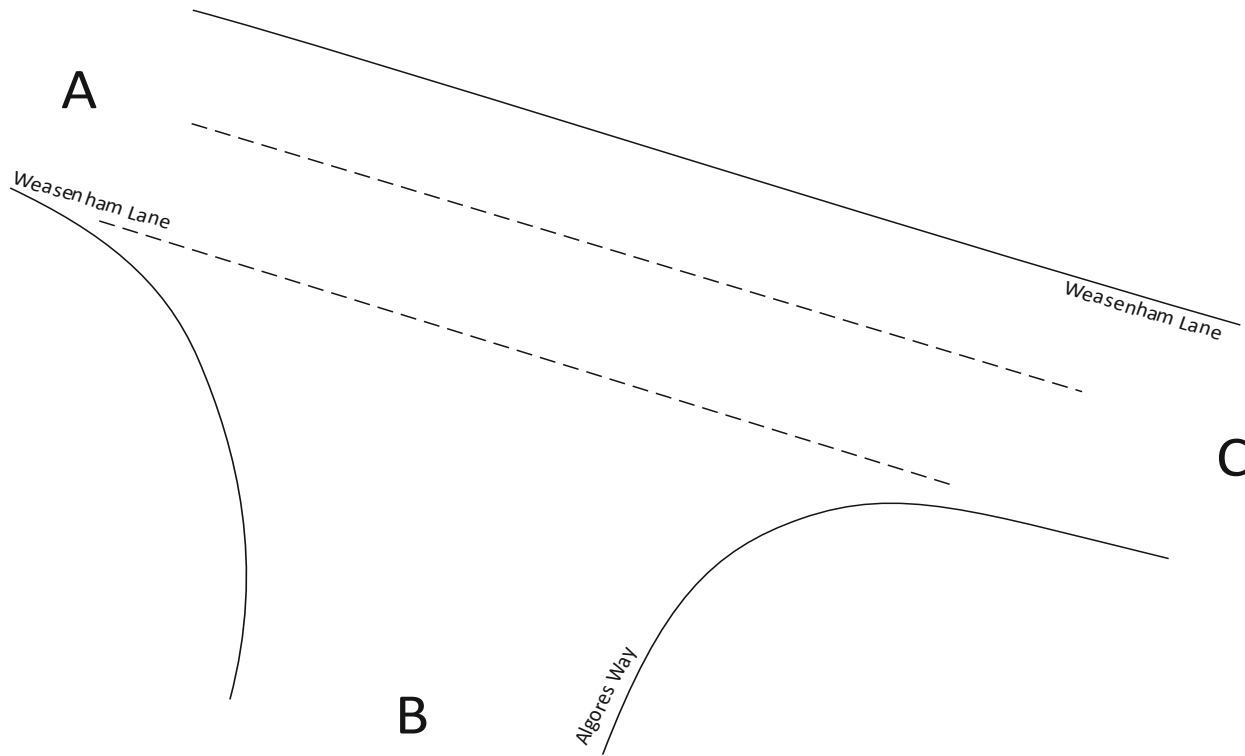
Tuesday 12 October 2021

0700-1900

Drawing N^o: 27104 - 08

Site: 8

Location: Weasenham Lane /
Cromwell Road



For and on behalf of:



WISBECH

Tuesday 12 October 2021

0700-1900

Drawing N°: 27104 - 09

Site: 9

Location: Weasenham Lane /
Algores Way



For and on behalf of:

wood.

WISBECH

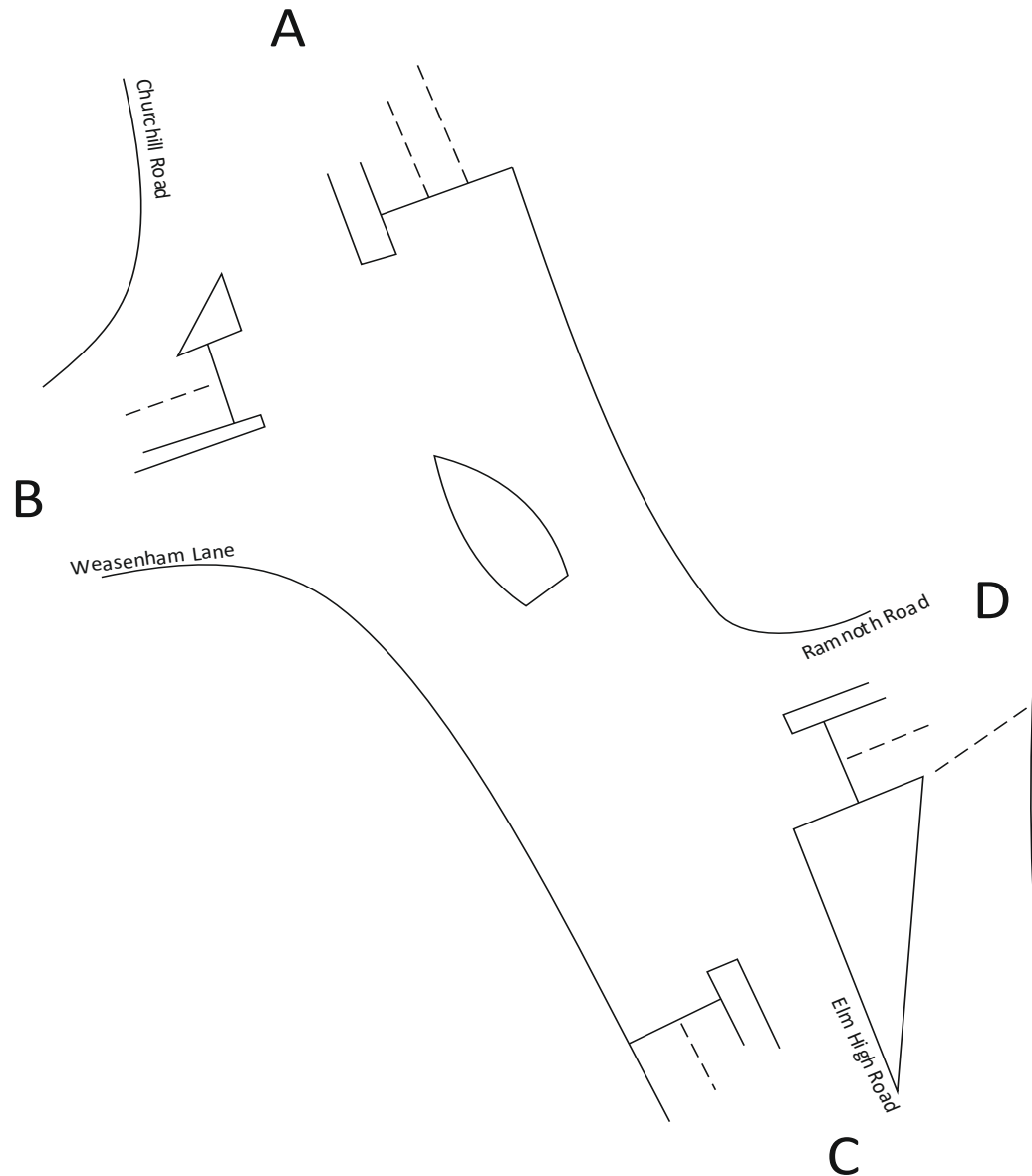
Tuesday 12 October 2021

0700-1900

Drawing N^o: 27104 - 10

Site: 10

Location: Churchill Road /
Weasenhams Lane /
Ramnoth Road /
Elm High Road



MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - D FROM CROMWELL ROAD TO A47								A - C FROM CROMWELL ROAD TO REDMOOR LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	6	0	0	0	0	0	19	10	2	0	0	0	0	0	12
07:15	9	2	1	2	0	0	0	14	13	3	0	0	0	0	0	16
07:30	6	1	0	1	0	0	0	8	8	4	1	0	0	0	0	13
07:45	4	1	1	1	0	0	0	7	20	4	1	0	0	0	0	25
H/TOT	32	10	2	4	0	0	0	48	51	13	2	0	0	0	0	66
08:00	6	4	2	1	0	0	0	13	12	3	0	0	0	0	0	15
08:15	7	8	0	0	0	0	0	15	14	3	0	0	0	0	0	17
08:30	8	11	1	0	0	0	0	20	17	2	1	0	1	0	0	21
08:45	12	8	4	0	0	0	0	24	13	4	1	0	0	0	0	18
H/TOT	33	31	7	1	0	0	0	72	56	12	2	0	1	0	0	71
09:00	9	2	1	0	0	0	0	12	14	5	0	0	0	0	0	19
09:15	9	0	1	4	0	0	0	14	7	2	1	0	0	0	0	10
09:30	14	1	1	2	0	0	0	18	10	2	3	0	0	0	0	15
09:45	20	5	0	1	0	0	0	26	10	3	1	1	0	0	0	15
H/TOT	52	8	3	7	0	0	0	70	41	12	5	1	0	0	0	59
10:00	25	4	1	4	0	0	0	34	15	1	1	0	0	0	0	17
10:15	27	7	1	1	0	1	0	37	12	3	0	0	0	0	0	15
10:30	21	8	0	1	0	0	0	30	16	3	1	0	0	0	0	20
10:45	34	4	0	0	0	0	0	38	15	1	0	0	0	0	0	16
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11:30	26	7	2	0	0	0	0	35	18	1	0	1	0	0	0	20
11:45	32	2	1	1	0	0	0	36	17	2	0	0	0	0	0	19
H/TOT	111	17	3	2	0	0	0	133	69	10	1	1	0	1	0	82
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12:15	36	4	1	0	0	0	0	41	25	4	0	0	0	0	0	29
12:30	34	1	0	0	0	0	0	35	18	4	1	0	0	0	0	23
12:45	29	2	2	2	0	0	0	35	24	3	1	0	0	0	0	28
H/TOT	139	10	4	6	0	0	0	159	89	15	2	0	0	0	2	108
13:00	31	8	1	2	0	0	0	42	16	4	1	0	0	0	0	21
13:15	27	3	2	2	0	0	0	34	22	4	0	0	0	0	0	26
13:30	28	5	3	2	0	0	0	38	31	4	0	0	0	1	0	36
13:45	28	2	1	1	0	0	0	32	25	4	0	0	0	0	0	29
H/TOT	114	18	7	7	0	0	0	146	94	16	1	0	0	1	0	112
14:00	28	5	1	1	0	0	0	35	21	3	0	0	0	0	0	24
14:15	43	3	0	1	0	1	0	48	19	0	0	0	0	0	0	19
14:30	42	5	4	0	0	0	0	51	20	1	0	0	0	0	0	21
14:45	39	3	2	3	0	0	0	47	22	1	0	0	0	0	0	23
H/TOT	152	16	7	5	0	1	0	181	82	5	0	0	0	0	0	87
15:00	31	7	1	0	0	0	0	39	29	3	0	0	0	0	0	32
15:15	37	1	0	1	0	1	0	40	29	3	0	0	0	0	0	32
15:30	45	8	0	0	0	2	0	55	30	5	0	0	0	0	0	35
15:45	19	7	0	1	1	0	0	28	20	5	0	0	0	0	0	25
H/TOT	132	23	1	2	1	3	0	162	108	16	0	0	0	0	0	124
16:00	36	9	0	0	0	0	0	45	26	7	0	0	0	0	1	34
16:15	16	3	0	0	0	0	0	19	37	8	0	0	0	0	0	45
16:30	39	4	0	1	0	0	0	44	37	9	0	0	0	0	0	46
16:45	25	4	1	1	0	0	0	31	35	10	1	0	0	1	0	47
H/TOT	116	20	1	2	0	0	0	139	135	34	1	0	0	1	1	172
17:00	64	5	1	1	0	0	0	71	53	6	0	0	0	0	0	59
17:15	35	6	0	0	0	0	0	41	48	6	0	0	0	1	0	55
17:30	38	9	0	0	0	0	0	47	28	4	0	0	0	0	0	32
17:45	40	4	0	0	0	0	0	44	27	6	0	0	0	0	0	33
H/TOT	177	24	1	1	0	0	0	203	156	22	0	0	0	1	1	179
18:00	26	3	1	0	0	0	0	30	21	4	0	0	0	0	0	25
18:15	23	6	1	0	0	1	0	31	23	1	0	0	0	0	0	24
18:30	25	5	0	0	0	1	0	31	10	2	0	0	0	0	0	12
18:45	23	4	0	0	0	0	0	27	17	2	0	0	0	0	0	19
H/TOT	97	18	2	0	0	2	0	119	71	9	0	0	0	0	0	80
P/TOT	1262	218	40	43	1	7	0	1571	1010	172	16	2	1	4	3	1208

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47

DATE: 12/10/2021

DAY: TUESDAY

TIME	A - B FROM CROMWELL ROAD TO A47 CROMWELL ROAD								A - A FROM CROMWELL ROAD TO CROMWELL ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	45	19	6	1	1	0	0	72	0	0	0	0	0	0	0	0
07:15	31	19	7	8	1	0	0	66	0	0	0	0	0	0	0	0
07:30	39	19	3	5	1	1	0	68	0	0	0	0	0	0	0	0
07:45	32	8	2	2	0	0	0	44	0	0	0	0	0	0	0	0
H/TOT	147	65	18	16	3	1	0	250	0	0	0	0	0	0	0	0
08:00	43	7	7	5	0	0	0	62	0	0	0	0	0	0	0	0
08:15	36	15	8	9	1	0	0	69	0	0	0	0	0	0	0	0
08:30	22	18	4	1	2	0	0	47	0	0	0	0	0	0	0	0
08:45	26	7	6	5	0	0	0	44	0	0	0	0	0	0	0	0
H/TOT	127	47	25	20	3	0	0	222	0	0	0	0	0	0	0	0
09:00	24	14	3	8	0	0	0	49	0	0	0	0	0	0	0	0
09:15	30	16	17	2	1	1	0	67	0	0	0	0	0	0	0	0
09:30	27	13	3	5	1	0	0	49	0	0	0	0	0	0	0	0
09:45	26	14	3	2	0	1	0	47	0	1	0	0	0	0	0	1
H/TOT	107	57	26	18	2	2	0	212	0	1	0	0	0	0	0	1
10:00	38	14	4	5	1	0	0	62	0	0	0	0	0	0	0	0
10:15	34	12	9	3	0	0	0	58	2	0	0	0	0	0	0	2
10:30	31	7	3	5	1	0	0	47	0	0	0	0	0	0	0	0
10:45	42	11	5	3	0	0	0	61	0	0	0	0	0	0	0	0
H/TOT	145	44	21	16	2	0	0	228	2	0	0	0	0	0	0	2
11:00	37	5	5	4	1	0	0	52	0	0	0	0	0	0	0	0
11:15	36	8	4	8	0	0	0	56	0	0	0	0	0	0	0	0
11:30	33	13	3	6	1	0	0	56	0	0	0	0	0	0	0	0
11:45	37	5	7	4	0	2	0	55	0	1	0	0	1	0	0	2
H/TOT	143	31	19	22	2	2	0	219	0	1	0	0	1	0	0	2
12:00	55	11	3	3	0	0	0	72	1	0	0	0	0	0	0	1
12:15	44	13	2	6	1	1	0	67	0	0	0	0	0	0	0	0
12:30	28	8	3	8	1	0	0	48	0	0	0	0	0	0	0	0
12:45	45	8	5	6	0	0	0	64	0	0	0	0	0	0	0	0
H/TOT	172	40	13	23	2	1	0	251	1	0	0	0	0	0	0	1
13:00	40	12	4	11	1	1	0	69	0	1	0	0	0	0	0	1
13:15	45	13	3	5	0	1	0	67	0	0	0	0	0	0	0	0
13:30	41	14	5	5	2	0	0	67	0	0	0	0	0	0	0	0
13:45	39	10	4	5	0	0	0	58	0	0	0	0	0	0	0	0
H/TOT	165	49	16	26	3	2	0	261	0	1	0	0	0	0	0	1
14:00	34	11	7	3	1	0	0	56	0	0	0	0	0	0	0	0
14:15	40	12	5	3	0	1	0	61	0	0	0	1	0	0	0	1
14:30	50	9	5	5	1	0	0	70	0	0	0	0	0	0	0	0
14:45	32	12	1	3	0	0	0	48	0	0	0	0	0	0	0	0
H/TOT	156	44	18	14	2	1	0	235	0	0	0	0	1	0	0	1
15:00	47	11	2	5	1	0	0	66	0	0	0	0	0	0	0	0
15:15	50	9	5	7	0	0	0	71	0	0	0	0	0	0	0	0
15:30	65	15	1	8	1	0	0	90	0	0	0	0	0	0	0	0
15:45	47	23	3	7	0	0	0	80	0	0	0	0	0	0	0	0
H/TOT	209	58	11	27	2	0	0	307	0	0	0	0	0	0	0	0
16:00	64	15	8	4	0	1	0	92	1	0	0	0	0	0	0	1
16:15	51	10	1	5	1	0	0	68	0	0	0	0	0	0	0	0
16:30	63	15	4	1	1	1	0	85	0	0	0	0	0	0	0	0
16:45	71	15	2	4	0	0	0	92	0	0	0	0	0	0	0	0
H/TOT	249	55	15	14	2	2	0	337	1	0	0	0	0	0	0	1
17:00	66	8	1	1	0	6	0	82	0	0	0	0	0	0	0	0
17:15	75	10	2	3	1	3	0	94	0	0	0	0	0	0	0	0
17:30	68	4	2	2	1	0	0	77	0	0	0	0	0	0	0	0
17:45	63	7	1	2	1	0	0	74	0	0	1	0	0	0	0	1
H/TOT	272	29	6	8	3	9	0	327	0	0	1	0	0	0	0	1
18:00	58	5	4	2	0	1	0	70	0	0	0	0	0	0	0	0
18:15	46	10	1	0	0	0	0	57	0	0	0	0	0	0	0	0
18:30	48	4	3	6	0	0	0	61	0	0	0	0	0	0	0	0
18:45	30	8	0	4	1	0	0	43	0	0	0	0	0	0	0	0
H/TOT	182	27	8	12	1	1	0	231	0	0	0	0	0	0	0	0
P/TOT	2074	546	156	216	27	21	0	3080	4	3	1	0	2	0	0	10

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	B - A FROM A47 CROMWELL ROAD TO CROMWELL ROAD								B - D FROM A47 CROMWELL ROAD TO A47							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	12	1	7	0	0	0	54	39	28	19	16	0	0	0	102
07:15	35	10	5	4	0	0	0	54	58	32	6	12	1	0	0	109
07:30	80	15	4	5	1	0	0	105	63	41	5	20	0	0	0	129
07:45	73	14	4	2	0	1	0	94	53	22	12	9	0	0	0	96
H/TOT	222	51	14	18	1	1	0	307	213	123	42	57	1	0	0	436
08:00	68	11	5	1	0	0	0	85	45	25	5	20	0	0	0	95
08:15	66	20	4	3	1	0	0	94	61	31	10	20	0	0	0	122
08:30	72	15	9	4	0	0	0	100	51	34	9	17	0	1	0	112
08:45	62	22	3	3	1	0	0	91	59	31	14	24	0	0	0	128
H/TOT	268	68	21	11	2	0	0	370	216	121	38	81	0	1	0	457
09:00	50	12	4	7	0	0	0	73	65	25	11	18	0	0	0	119
09:15	31	9	3	4	1	0	0	48	66	21	8	28	0	0	0	123
09:30	41	12	4	9	0	1	0	67	49	20	13	19	0	0	0	101
09:45	51	18	7	7	1	0	0	84	65	19	12	14	0	0	0	110
H/TOT	173	51	18	27	2	1	0	272	245	85	44	79	0	0	0	453
10:00	40	12	8	3	0	0	0	63	58	23	9	12	1	0	0	103
10:15	40	10	7	10	1	0	0	68	75	20	8	16	1	0	0	120
10:30	43	13	4	4	0	0	0	64	67	22	7	14	1	3	0	114
10:45	38	18	8	8	1	1	0	74	67	23	16	17	0	0	0	123
H/TOT	161	53	27	25	2	1	0	269	267	88	40	59	3	3	0	460
11:00	51	11	11	6	0	1	0	80	61	31	4	22	0	1	0	119
11:15	34	10	1	7	1	0	0	53	58	21	8	14	0	0	0	101
11:30	28	8	2	9	0	0	0	47	46	38	8	12	0	0	0	104
11:45	53	7	6	6	1	0	0	73	56	23	7	8	0	0	0	94
H/TOT	166	36	20	28	2	1	0	253	221	113	27	56	0	1	0	418
12:00	29	12	7	10	0	0	0	58	59	16	9	12	0	0	0	96
12:15	39	10	7	6	1	0	0	63	68	19	6	13	0	0	0	106
12:30	37	9	5	4	0	0	0	55	50	12	9	14	0	0	0	85
12:45	39	16	3	4	1	0	0	63	52	23	11	20	0	3	0	109
H/TOT	144	47	22	24	2	0	0	239	229	70	35	59	0	3	0	386
13:00	36	11	5	8	0	0	0	60	44	26	6	25	0	0	0	101
13:15	38	12	4	1	1	0	0	56	43	17	9	18	0	0	0	87
13:30	34	15	5	7	0	0	0	61	56	24	9	11	0	1	0	101
13:45	52	6	4	2	1	0	0	65	62	15	6	23	0	0	0	106
H/TOT	160	44	18	18	2	0	0	242	205	82	30	77	0	1	0	395
14:00	36	9	3	2	0	0	0	50	38	23	3	10	0	0	0	74
14:15	49	13	5	9	1	1	0	78	55	18	7	15	0	1	0	96
14:30	41	18	7	7	0	0	0	73	46	25	9	13	0	0	0	93
14:45	35	16	3	3	1	0	0	58	84	28	10	15	0	0	0	137
H/TOT	161	56	18	21	2	1	0	259	223	94	29	53	0	1	0	400
15:00	40	18	5	13	0	0	0	76	61	27	11	27	1	1	0	128
15:15	31	16	7	13	1	0	0	68	57	25	12	19	0	0	0	113
15:30	50	14	6	4	0	0	0	74	54	16	9	13	0	0	0	92
15:45	45	20	4	6	1	1	0	77	62	24	3	18	0	0	0	107
H/TOT	166	68	22	36	2	1	0	295	234	92	35	77	1	1	0	440
16:00	42	14	4	7	0	0	0	67	64	25	5	17	0	0	0	111
16:15	36	14	4	3	1	3	0	61	66	31	5	20	0	0	0	122
16:30	48	21	4	3	0	3	0	79	84	39	5	14	0	0	0	142
16:45	49	17	8	3	1	0	0	78	79	38	10	9	0	0	0	136
H/TOT	175	66	20	16	2	6	0	285	293	133	25	60	0	0	0	511
17:00	54	16	5	5	0	0	0	80	75	37	4	15	1	2	0	134
17:15	62	11	1	5	1	0	0	80	76	29	4	12	0	4	0	125
17:30	67	14	3	3	0	0	0	87	83	18	4	10	0	0	0	115
17:45	51	18	3	5	1	0	0	78	75	19	8	7	0	0	0	109
H/TOT	234	59	12	18	2	0	0	325	309	103	20	44	1	6	0	483
18:00	74	11	3	4	0	0	0	92	86	23	6	12	1	0	0	128
18:15	67	3	5	6	1	1	0	83	80	11	2	9	0	1	0	103
18:30	78	6	4	2	0	0	0	90	68	8	2	7	0	0	0	85
18:45	63	7	2	5	1	1	0	79	76	13	4	12	1	1	0	107
H/TOT	282	27	14	17	2	2	0	344	310	55	14	40	2	2	0	423
P/TOT	2312	626	226	259	23	14	0	3460	2965	1159	379	742	8	19	0	5272

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	B - C FROM A47 CROMWELL ROAD TO REDMOOR LANE							B - B FROM A47 CROMWELL ROAD TO A47 CROMWELL ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
07:30	8	7	0	0	0	0	0	15	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
H/TOT	14	10	0	0	0	1	0	25	0	0	0	0	0	0	0	0
08:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:15	1	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0
08:30	8	3	1	0	0	0	0	12	0	0	0	0	0	0	0	0
08:45	5	0	1	1	0	0	0	7	0	0	0	1	0	0	0	1
H/TOT	21	9	2	1	0	0	0	33	0	0	0	1	0	0	0	1
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	4	1	0	1	0	0	0	6	0	0	0	0	0	0	0	0
09:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	9	3	0	1	0	0	0	13	0	0	0	0	0	0	0	0
10:00	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
10:15	1	3	1	0	0	0	0	5	0	0	0	0	0	0	0	0
10:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:45	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	4	6	2	0	0	0	0	12	1	0	0	0	0	0	0	1
11:00	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0
11:15	2	2	1	0	0	0	0	5	0	1	0	0	0	0	0	1
11:30	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0
11:45	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	5	3	1	0	0	0	15	0	1	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
12:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	0	5	1	1	0	1	0	0	0	3
13:00	4	2	0	0	0	0	0	6	0	0	0	1	0	0	0	1
13:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	9	3	1	0	0	0	0	13	0	0	0	1	0	0	0	1
14:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:00	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:15	3	1	1	0	0	0	0	5	1	0	0	0	0	0	0	1
15:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:45	3	1	0	1	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	11	5	1	1	0	0	0	18	1	0	0	0	0	0	0	1
16:00	4	2	2	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0
16:30	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0
16:45	3	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	17	10	4	0	0	0	0	31	0	0	0	0	0	0	0	0
17:00	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
17:15	6	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30	9	3	0	0	0	0	0	12	1	0	0	0	0	0	0	1
17:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	26	7	1	0	0	0	0	34	1	0	0	0	0	0	0	1
18:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	14	2	0	0	0	0	0	16	0	0	0	0	0	0	0	0
P/TOT	143	62	14	4	0	1	0	224	4	2	0	3	0	0	0	9

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	C - B FROM REDMOOR LANE TO A47 CROMWELL ROAD							TOT	C - A FROM REDMOOR LANE TO CROMWELL ROAD							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	4	2	0	0	0	0	0	6	15	4	0	0	0	0	0	19
07:15	11	2	0	0	0	0	0	13	20	4	1	0	0	1	0	26
07:30	3	4	0	0	0	0	0	7	19	11	0	0	0	0	0	30
07:45	10	1	0	0	0	0	0	11	42	14	0	1	0	0	0	57
H/TOT	28	9	0	0	0	0	0	37	96	33	1	1	0	1	0	132
08:00	13	4	1	0	0	0	0	18	64	12	1	0	0	0	0	77
08:15	16	1	0	0	0	0	0	17	59	6	2	0	0	0	0	67
08:30	8	0	1	0	0	0	0	9	36	6	0	0	0	0	0	42
08:45	5	2	1	0	0	0	0	8	38	6	0	0	0	0	0	44
H/TOT	42	7	3	0	0	0	0	52	197	30	3	0	0	0	0	230
09:00	9	0	0	0	0	0	0	9	15	2	0	0	0	1	0	18
09:15	2	2	1	0	0	0	0	5	16	3	1	0	0	1	0	21
09:30	2	2	2	0	0	0	0	6	10	4	1	0	0	1	0	16
09:45	0	2	0	0	0	0	0	2	16	1	1	0	0	0	0	18
H/TOT	13	6	3	0	0	0	0	22	57	10	3	0	0	3	0	73
10:00	1	0	0	0	0	0	0	1	8	2	0	0	0	0	0	10
10:15	2	0	0	1	0	0	0	3	19	6	0	0	0	0	0	25
10:30	1	1	0	0	0	0	0	2	20	1	0	0	0	0	0	21
10:45	1	1	1	0	0	0	0	3	21	3	1	0	0	0	0	25
H/TOT	5	2	1	1	0	0	0	9	68	12	1	0	0	0	0	81
11:00	3	0	0	0	0	0	0	3	14	5	0	0	0	1	0	20
11:15	4	0	0	0	0	0	0	4	12	3	0	0	0	0	0	15
11:30	2	1	1	0	0	0	0	4	18	2	0	0	0	0	0	20
11:45	2	1	0	0	0	0	0	3	20	4	0	0	0	0	0	24
H/TOT	11	2	1	0	0	0	0	14	64	14	0	0	0	1	0	79
12:00	3	1	0	0	0	0	0	4	7	2	1	0	0	0	0	10
12:15	2	0	1	0	0	0	0	3	14	2	1	0	0	0	0	17
12:30	2	1	0	0	0	0	0	3	17	3	0	0	0	0	0	20
12:45	2	1	0	0	0	0	0	3	20	4	0	0	0	0	0	24
H/TOT	9	3	1	0	0	0	0	13	58	11	2	0	0	0	0	71
13:00	1	0	1	0	0	0	0	2	14	2	0	0	0	0	0	16
13:15	2	0	1	0	0	0	0	3	14	4	0	0	0	0	0	18
13:30	3	2	0	0	0	0	0	5	10	2	0	0	0	0	0	12
13:45	2	0	0	0	0	0	0	2	15	1	2	0	0	0	0	18
H/TOT	8	2	2	0	0	0	0	12	53	9	2	0	0	0	0	64
14:00	2	1	0	0	0	0	0	3	13	3	0	0	0	0	0	16
14:15	1	1	0	0	0	0	0	2	15	3	0	0	0	0	0	18
14:30	2	1	0	0	0	0	0	3	21	5	0	0	0	0	0	26
14:45	4	0	0	0	0	0	0	4	15	3	0	0	0	0	0	18
H/TOT	9	3	0	0	0	0	0	12	64	14	0	0	0	0	0	78
15:00	2	2	0	0	0	0	0	4	9	4	0	0	0	0	0	13
15:15	3	2	0	0	0	0	0	5	16	8	0	0	0	0	0	24
15:30	3	4	0	0	0	0	0	7	14	3	0	0	0	0	0	17
15:45	1	2	0	0	0	0	0	3	18	3	0	1	0	0	0	22
H/TOT	9	10	0	0	0	0	0	19	57	18	0	1	0	0	0	76
16:00	3	0	0	0	0	0	0	3	21	7	0	0	0	0	0	28
16:15	1	1	1	0	0	0	0	3	17	2	1	0	0	1	0	21
16:30	2	0	0	0	0	0	0	2	17	4	1	0	0	0	0	22
16:45	1	1	0	0	0	0	0	2	27	6	0	0	0	0	0	33
H/TOT	7	2	1	0	0	0	0	10	82	19	2	0	0	1	0	104
17:00	5	2	1	0	0	0	0	8	36	7	2	0	0	0	0	45
17:15	4	1	0	0	0	0	0	5	23	8	0	0	0	0	0	31
17:30	6	2	0	0	0	0	0	8	19	4	0	0	0	0	0	23
17:45	0	1	0	0	0	0	0	1	21	5	1	0	0	0	0	27
H/TOT	15	6	1	0	0	0	0	22	99	24	3	0	0	0	0	126
18:00	5	1	1	0	0	0	0	7	12	4	0	0	0	0	0	16
18:15	3	0	0	0	0	0	0	3	12	0	0	0	0	0	0	12
18:30	1	1	0	0	0	0	0	2	19	2	0	0	0	0	0	21
18:45	2	0	0	0	0	0	0	2	19	1	0	0	0	0	0	20
H/TOT	11	2	1	0	0	0	0	14	62	7	0	0	0	0	0	69
P/TOT	167	54	14	1	0	0	0	236	957	201	17	2	0	6	0	1183

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	D - C FROM A47 TO REDMOOR LANE								D - B FROM A47 TO A47 CROMWELL ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	97	39	9	19	0	1	0	165
07:15	2	2	0	0	0	0	0	4	73	36	16	14	0	3	0	142
07:30	8	3	0	0	0	0	0	11	73	35	6	16	0	1	0	131
07:45	5	1	0	1	0	0	0	7	80	26	9	11	0	1	0	127
H/TOT	16	6	0	1	0	0	0	23	323	136	40	60	0	6	0	565
08:00	3	0	0	0	0	0	0	3	71	26	9	23	0	2	0	131
08:15	2	2	0	0	0	0	0	4	64	26	15	11	0	0	0	116
08:30	1	0	0	0	0	0	0	1	60	17	8	21	0	1	0	107
08:45	7	1	0	1	0	0	0	9	56	22	8	13	0	1	0	100
H/TOT	13	3	0	1	0	0	0	17	251	91	40	68	0	4	0	454
09:00	1	0	0	0	0	0	0	1	55	23	6	13	0	0	0	97
09:15	4	1	0	0	0	0	0	5	56	15	9	21	0	0	0	101
09:30	2	0	0	0	0	0	0	2	36	26	10	19	0	0	0	91
09:45	0	1	0	0	0	0	0	1	52	24	10	19	0	0	0	105
H/TOT	7	2	0	0	0	0	0	9	199	88	35	72	0	0	0	394
10:00	0	0	0	0	0	0	0	0	55	13	9	27	0	0	0	104
10:15	0	0	0	0	0	0	0	0	62	27	8	13	0	0	0	110
10:30	2	1	0	0	0	0	0	3	73	17	9	17	0	0	0	116
10:45	1	0	0	1	0	0	0	2	64	17	8	13	0	0	0	102
H/TOT	3	1	0	1	0	0	0	5	254	74	34	70	0	0	0	432
11:00	2	0	0	0	0	0	0	2	52	20	7	19	0	2	0	100
11:15	0	1	0	0	0	0	0	1	57	17	16	21	0	0	0	111
11:30	1	0	0	0	0	0	0	1	63	20	10	16	0	0	0	109
11:45	4	0	1	0	0	0	0	5	58	19	10	19	0	0	0	106
H/TOT	7	1	1	0	0	0	0	9	230	76	43	75	0	2	0	426
12:00	1	0	0	0	0	0	0	1	53	22	13	18	0	1	0	107
12:15	0	0	0	0	0	0	0	0	52	22	4	17	0	0	0	95
12:30	1	0	0	0	0	1	0	2	59	17	11	17	0	0	0	104
12:45	1	0	0	0	0	0	0	1	66	24	7	12	0	1	0	110
H/TOT	3	0	0	0	0	1	0	4	230	85	35	64	0	2	0	416
13:00	1	0	1	1	0	0	0	3	71	26	11	16	0	3	0	127
13:15	0	0	1	0	0	0	0	1	59	25	10	18	0	0	0	112
13:30	1	1	0	0	0	0	0	2	60	15	9	13	0	0	0	97
13:45	3	1	0	0	0	0	0	4	80	23	8	18	0	0	0	129
H/TOT	5	2	2	1	0	0	0	10	270	89	38	65	0	3	0	465
14:00	1	0	0	0	0	0	0	1	53	27	5	16	0	0	0	101
14:15	1	1	0	0	0	0	0	2	68	26	16	15	0	0	0	125
14:30	3	0	0	0	0	0	0	3	68	33	11	10	0	0	0	122
14:45	2	0	0	0	0	0	0	2	55	39	13	21	1	1	0	130
H/TOT	7	1	0	0	0	0	0	8	244	125	45	62	1	1	0	478
15:00	3	2	0	0	0	0	0	5	68	35	11	10	0	0	0	124
15:15	2	0	0	0	0	0	0	2	60	26	6	12	0	0	0	104
15:30	0	0	0	0	0	0	0	0	69	21	5	10	0	0	0	105
15:45	2	2	0	0	0	0	0	4	88	32	8	18	0	1	0	147
H/TOT	7	4	0	0	0	0	0	11	285	114	30	50	0	1	0	480
16:00	1	0	0	0	0	0	0	1	87	28	6	14	0	0	0	135
16:15	2	1	0	1	0	0	0	4	71	36	5	9	0	1	0	122
16:30	2	0	1	0	0	0	0	3	70	41	6	10	0	1	0	128
16:45	5	2	0	0	0	0	0	7	88	27	8	12	0	0	0	135
H/TOT	10	3	1	1	0	0	0	15	316	132	25	45	0	2	0	520
17:00	4	0	0	0	0	0	0	4	83	28	1	8	0	0	0	120
17:15	1	0	0	0	0	0	0	1	66	22	9	15	1	0	0	113
17:30	2	2	0	0	0	0	0	4	100	21	7	8	0	0	0	136
17:45	1	0	0	0	0	0	0	1	56	11	4	9	0	1	0	81
H/TOT	8	2	0	0	0	0	0	10	305	82	21	40	1	1	0	450
18:00	2	0	0	0	0	0	0	2	88	17	2	10	0	0	0	117
18:15	2	1	0	0	0	0	0	3	54	15	1	6	0	0	0	76
18:30	3	0	0	0	0	0	0	3	60	14	4	3	0	0	0	81
18:45	0	0	0	0	0	0	0	0	42	6	0	11	0	0	0	59
H/TOT	7	1	0	0	0	0	0	8	244	52	7	30	0	0	0	333
P/TOT	93	26	4	5	0	1	0	129	3151	1144	393	701	2	22	0	5413

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	D - A FROM A47 TO CROMWELL ROAD							D - D FROM A47 TO A47								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	4	0	1	0	0	0	17	0	0	0	0	0	0	0	0
07:15	14	4	0	1	0	0	0	19	1	0	0	0	0	0	0	1
07:30	25	5	1	1	0	0	0	32	0	2	0	0	0	0	0	2
07:45	20	3	0	2	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	71	16	1	5	0	0	0	93	1	2	0	0	0	0	0	3
08:00	19	7	1	1	0	0	0	28	0	0	1	0	0	0	0	1
08:15	21	6	1	0	2	0	0	30	0	0	1	0	0	0	0	1
08:30	28	3	1	2	0	0	0	34	0	0	0	0	0	0	0	0
08:45	23	4	0	1	0	0	0	28	0	0	0	0	0	0	0	0
H/TOT	91	20	3	4	2	0	0	120	0	0	2	0	0	0	0	2
09:00	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0	0
09:15	19	5	1	1	0	0	0	26	0	0	0	0	0	0	0	0
09:30	29	5	0	4	0	0	0	38	0	0	0	0	0	0	0	0
09:45	32	5	1	1	0	0	0	39	0	0	0	0	0	0	0	0
H/TOT	103	18	2	6	0	0	0	129	0	0	0	0	0	0	0	0
10:00	22	1	2	2	0	0	0	27	0	0	0	0	0	0	0	0
10:15	30	4	1	1	0	0	0	36	0	0	0	0	0	0	0	0
10:30	35	3	0	1	0	0	0	39	0	0	0	0	0	0	0	0
10:45	37	10	2	2	0	0	0	51	0	0	0	0	0	0	0	0
H/TOT	124	18	5	6	0	0	0	153	0	0	0	0	0	0	0	0
11:00	24	5	1	3	0	0	0	33	0	0	0	0	0	0	0	0
11:15	36	2	4	1	0	0	0	43	0	0	0	0	0	0	0	0
11:30	36	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0
11:45	22	2	0	1	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	118	11	5	5	0	0	0	139	0	0	0	0	0	0	0	0
12:00	37	7	2	2	0	0	0	48	0	0	0	0	0	0	0	0
12:15	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0
12:30	17	0	2	1	0	0	0	20	1	0	0	0	0	0	0	1
12:45	34	4	0	0	0	1	0	39	0	0	0	0	0	0	0	0
H/TOT	113	11	4	3	0	1	0	132	1	0	0	0	0	0	0	1
13:00	31	2	2	0	0	0	0	35	0	0	0	0	0	0	0	0
13:15	27	5	1	0	0	0	0	33	0	0	0	0	0	0	0	0
13:30	29	3	1	0	0	0	0	33	0	0	0	0	0	0	0	0
13:45	28	3	2	3	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	115	13	6	3	0	0	0	137	0	0	0	0	0	0	0	0
14:00	29	6	1	1	0	0	0	37	0	0	0	0	0	0	0	0
14:15	21	2	1	1	0	1	0	26	0	0	0	0	0	0	0	0
14:30	24	5	3	1	0	0	0	33	0	0	0	0	0	0	0	0
14:45	26	2	1	1	0	0	0	30	0	0	0	0	0	0	0	0
H/TOT	100	15	6	4	0	1	0	126	0	0	0	0	0	0	0	0
15:00	18	6	1	0	0	0	0	25	0	0	0	0	0	0	0	0
15:15	22	2	2	0	0	0	0	26	0	0	0	0	0	0	0	0
15:30	24	3	1	0	0	0	0	28	0	0	0	0	0	0	0	0
15:45	18	4	1	0	1	0	0	24	0	0	0	0	0	0	0	0
H/TOT	82	15	5	0	1	0	0	103	0	0	0	0	0	0	0	0
16:00	21	6	1	0	0	0	0	28	0	0	0	0	0	0	0	0
16:15	29	5	1	0	0	3	0	38	0	0	0	0	0	0	0	0
16:30	15	2	1	2	0	0	0	20	0	0	0	0	0	0	0	0
16:45	23	2	1	1	0	1	0	28	0	0	0	0	0	0	0	0
H/TOT	88	15	4	3	0	4	0	114	0	0	0	0	0	0	0	0
17:00	28	5	1	0	0	0	0	34	0	0	0	0	0	0	0	0
17:15	23	3	0	0	0	0	0	26	0	0	0	0	0	0	0	0
17:30	24	6	0	2	0	0	0	32	0	0	0	0	0	0	0	0
17:45	31	7	0	0	0	1	0	39	0	0	0	0	0	0	0	0
H/TOT	106	21	1	2	0	1	0	131	0	0	0	0	0	0	0	0
18:00	22	5	0	1	0	0	0	28	0	0	0	0	0	0	0	0
18:15	20	4	3	0	0	0	0	27	0	0	0	0	0	0	0	0
18:30	31	4	0	1	0	0	0	36	0	0	0	0	0	0	0	0
18:45	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0
H/TOT	93	16	3	2	0	0	0	114	0	0	0	0	0	0	0	0
P/TOT	1204	189	45	43	3	7	0	1491	2	2	2	0	0	0	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM A CROMWELL ROAD								FROM ARM A CROMWELL ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	61	20	1	8	0	0	0	90	68	27	6	1	1	0	0	103
07:15	69	18	6	5	0	1	0	99	53	24	8	10	1	0	0	96
07:30	124	31	5	6	1	0	0	167	53	24	4	6	1	1	0	89
07:45	135	31	4	5	0	1	0	176	56	13	4	3	0	0	0	76
H/TOT	389	100	16	24	1	2	0	532	230	88	22	20	3	1	0	364
08:00	151	30	7	2	0	0	0	190	61	14	9	6	0	0	0	90
08:15	146	32	7	3	3	0	0	191	57	26	8	9	1	0	0	101
08:30	136	24	10	6	0	0	0	176	47	31	6	1	3	0	0	88
08:45	123	32	3	4	1	0	0	163	51	19	11	5	0	0	0	86
H/TOT	556	118	27	15	4	0	0	720	216	90	34	21	4	0	0	365
09:00	88	17	4	7	0	1	0	117	47	21	4	8	0	0	0	80
09:15	66	17	5	5	1	1	0	95	46	18	19	6	1	1	0	91
09:30	80	21	5	13	0	2	0	121	51	16	7	7	1	0	0	82
09:45	99	25	9	8	1	0	0	142	56	23	4	5	0	1	0	89
H/TOT	333	80	23	33	2	4	0	475	200	78	34	26	2	2	0	342
10:00	70	15	10	5	0	0	0	100	78	19	6	9	1	0	0	113
10:15	91	20	8	11	1	0	0	131	75	22	10	4	0	1	0	112
10:30	98	17	4	5	0	0	0	124	68	18	4	6	1	0	0	97
10:45	96	31	11	10	1	1	0	150	91	16	5	3	0	0	0	115
H/TOT	355	83	33	31	2	1	0	505	312	75	25	22	2	1	0	437
11:00	89	21	12	9	0	2	0	133	86	15	6	4	1	1	0	113
11:15	82	15	5	8	1	0	0	111	74	13	4	9	0	0	0	100
11:30	82	12	2	9	0	0	0	105	77	21	5	7	1	0	0	111
11:45	95	14	6	7	2	0	0	124	86	10	8	5	1	2	0	112
H/TOT	348	62	25	33	3	2	0	473	323	59	23	25	3	3	0	436
12:00	74	21	10	12	0	0	0	117	118	18	4	7	0	0	2	149
12:15	78	12	8	6	1	0	0	105	105	21	3	6	1	1	0	137
12:30	71	12	7	5	0	0	0	95	80	13	4	8	1	0	0	106
12:45	93	24	3	4	1	1	0	126	98	13	8	8	0	0	0	127
H/TOT	316	69	28	27	2	1	0	443	401	65	19	29	2	1	2	519
13:00	81	16	7	8	0	0	0	112	87	25	6	13	1	1	0	133
13:15	79	21	5	1	1	0	0	107	94	20	5	7	0	1	0	127
13:30	73	20	6	7	0	0	0	106	100	23	8	7	2	1	0	141
13:45	95	10	8	5	1	0	0	119	92	16	5	6	0	0	0	119
H/TOT	328	67	26	21	2	0	0	444	373	84	24	33	3	3	0	520
14:00	78	18	4	3	0	0	0	103	83	19	8	4	1	0	0	115
14:15	85	18	6	10	2	2	0	123	102	15	5	4	1	2	0	129
14:30	86	28	10	8	0	0	0	132	112	15	9	5	1	0	0	142
14:45	76	21	4	4	1	0	0	106	93	16	3	6	0	0	0	118
H/TOT	325	85	24	25	3	2	0	464	390	65	25	19	3	2	0	504
15:00	67	28	6	13	0	0	0	114	107	21	3	5	1	0	0	137
15:15	69	26	9	13	1	0	0	118	116	13	5	8	0	1	0	143
15:30	88	20	7	4	0	0	0	119	140	28	1	8	1	2	0	180
15:45	81	27	5	7	2	1	0	123	86	35	3	8	1	0	0	133
H/TOT	305	101	27	37	3	1	0	474	449	97	12	29	3	3	0	593
16:00	85	27	5	7	0	0	0	124	127	31	8	4	0	1	1	172
16:15	82	21	6	3	1	7	0	120	104	21	1	5	1	0	0	132
16:30	80	27	6	5	0	3	0	121	139	28	4	2	1	1	0	175
16:45	99	25	9	4	1	1	0	139	131	29	4	5	0	1	0	170
H/TOT	346	100	26	19	2	11	0	504	501	109	17	16	2	3	1	649
17:00	118	28	8	5	0	0	0	159	183	19	2	2	0	6	0	212
17:15	108	22	1	5	1	0	0	137	158	22	2	3	1	4	0	190
17:30	110	24	3	5	0	0	0	142	134	17	2	2	1	0	0	156
17:45	103	30	5	5	1	1	0	145	130	17	2	2	1	0	0	152
H/TOT	439	104	17	20	2	1	0	583	605	75	8	9	3	10	0	710
18:00	108	20	3	5	0	0	0	136	105	12	5	2	0	1	0	125
18:15	99	7	8	6	1	1	0	122	92	17	2	0	0	1	0	112
18:30	128	12	4	3	0	0	0	147	83	11	3	6	0	1	0	104
18:45	102	11	2	5	1	1	0	122	70	14	0	4	1	0	0	89
H/TOT	437	50	17	19	2	2	0	527	350	54	10	12	1	3	0	430
P/TOT	4477	1019	289	304	28	27	0	6144	4350	939	253	261	31	32	3	5869

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM C REDMOOR LANE							FROM ARM C REDMOOR LANE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	12	3	0	0	0	0	0	15	19	6	0	0	0	0	0	25
07:15	19	7	0	0	0	0	0	26	33	6	1	0	0	1	0	41
07:30	24	14	1	0	0	0	0	39	24	15	0	0	0	0	0	39
07:45	26	6	1	1	0	1	0	35	56	17	0	2	0	0	0	75
H/TOT	81	30	2	1	0	1	0	115	132	44	1	2	0	1	0	180
08:00	22	4	0	0	0	0	0	26	78	18	2	0	0	0	0	98
08:15	17	10	0	0	0	0	0	27	77	8	2	0	0	0	0	87
08:30	26	5	2	0	1	0	0	34	48	8	1	0	0	0	0	57
08:45	25	5	2	2	0	0	0	34	46	8	1	0	0	0	0	55
H/TOT	90	24	4	2	1	0	0	121	249	42	6	0	0	0	0	297
09:00	16	5	0	0	0	0	0	21	25	2	0	0	0	1	0	28
09:15	15	5	1	1	0	0	0	22	19	6	2	0	0	1	0	28
09:30	14	3	3	0	0	0	0	20	14	6	3	0	0	1	0	24
09:45	13	5	1	1	0	0	0	20	17	3	2	0	0	0	0	22
H/TOT	58	18	5	2	0	0	0	83	75	17	7	0	0	3	0	102
10:00	16	2	1	0	0	0	0	19	10	3	0	0	0	0	0	13
10:15	13	6	1	0	0	0	0	20	21	6	0	1	0	0	0	28
10:30	20	5	1	0	0	0	0	26	21	2	0	0	0	0	0	23
10:45	16	2	1	1	0	0	0	20	22	5	3	0	0	0	0	30
H/TOT	65	15	4	1	0	0	0	85	74	16	3	1	0	0	0	94
11:00	27	5	2	0	0	1	0	35	18	5	0	0	0	1	0	24
11:15	14	6	1	0	0	0	0	21	18	3	0	0	0	0	0	21
11:30	19	3	1	1	0	0	0	24	21	3	2	0	0	0	0	26
11:45	22	2	1	1	0	0	0	26	26	5	0	2	0	0	0	33
H/TOT	82	16	5	2	0	1	0	106	83	16	2	2	0	1	0	104
12:00	23	4	0	0	0	0	2	29	10	4	1	1	0	0	0	16
12:15	26	5	0	0	0	0	0	31	17	2	2	0	0	0	0	21
12:30	20	4	1	0	0	1	0	26	19	5	0	0	0	0	0	24
12:45	27	3	1	0	0	0	0	31	24	7	0	0	0	0	0	31
H/TOT	96	16	2	0	0	1	2	117	70	18	3	1	0	0	0	92
13:00	21	6	2	1	0	0	0	30	16	3	1	0	0	0	0	20
13:15	23	5	1	0	0	0	0	29	16	4	2	0	0	0	0	22
13:30	33	5	0	0	0	1	0	39	16	4	0	0	0	0	0	20
13:45	31	5	1	0	0	0	0	37	19	1	3	0	0	0	0	23
H/TOT	108	21	4	1	0	1	0	135	67	12	6	0	0	0	0	85
14:00	25	3	0	0	0	0	0	28	17	5	0	0	0	0	0	22
14:15	22	2	0	0	0	0	0	24	17	4	0	0	0	0	0	21
14:30	26	1	0	0	0	0	0	27	28	6	0	1	0	0	0	35
14:45	24	1	0	0	0	0	0	25	19	3	0	0	0	0	0	22
H/TOT	97	7	0	0	0	0	0	104	81	18	0	1	0	0	0	100
15:00	33	7	0	0	0	0	0	40	12	6	0	0	0	0	0	18
15:15	34	4	1	0	0	0	0	39	20	10	2	0	0	0	0	32
15:30	34	6	0	0	0	0	0	40	19	7	0	0	0	0	0	26
15:45	25	8	0	1	0	0	0	34	20	5	0	1	0	0	0	26
H/TOT	126	25	1	1	0	0	0	153	71	28	2	1	0	0	0	102
16:00	31	9	2	0	0	0	1	43	26	9	0	0	0	0	0	35
16:15	41	12	1	1	0	0	0	55	18	3	2	0	0	1	0	24
16:30	47	10	2	0	0	0	0	59	22	4	1	0	0	0	0	27
16:45	43	16	1	0	0	1	0	61	30	7	1	0	0	0	0	38
H/TOT	162	47	6	1	0	1	1	218	96	23	4	0	0	1	0	124
17:00	64	9	0	0	0	0	0	73	43	11	3	0	0	0	0	57
17:15	55	6	1	0	0	1	0	63	30	11	0	1	0	0	0	42
17:30	39	9	0	0	0	0	0	48	26	6	0	0	0	0	0	32
17:45	32	7	0	0	0	0	0	39	22	7	1	0	0	0	0	30
H/TOT	190	31	1	0	0	1	0	223	121	35	4	1	0	0	0	161
18:00	27	5	0	0	0	0	0	32	18	6	1	0	0	0	0	25
18:15	27	3	0	0	0	0	0	30	19	0	0	0	0	0	0	19
18:30	17	2	0	0	0	0	0	19	20	4	0	0	0	0	0	24
18:45	21	2	0	0	0	0	0	23	23	2	0	0	0	0	0	25
H/TOT	92	12	0	0	0	0	0	104	80	12	1	0	0	0	0	93
P/TOT	1247	262	34	11	1	6	3	1584	1199	281	39	9	0	6	0	1534

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 2

LOCATION: CROMWELL ROAD / A47 CROMWELL ROAD / REDMOOR LANE / A47

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM D A47								FROM ARM D A47							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	52	34	19	16	0	0	0	121	110	43	9	20	0	1	0	183
07:15	70	34	7	14	1	0	0	126	90	42	16	15	0	3	0	166
07:30	71	44	5	21	0	0	0	141	106	45	7	17	0	1	0	176
07:45	61	24	13	11	0	0	0	109	105	30	9	14	0	1	0	159
H/TOT	254	136	44	62	1	0	0	497	411	160	41	66	0	6	0	684
08:00	52	31	8	21	0	0	0	112	93	33	11	24	0	2	0	163
08:15	70	40	11	20	0	0	0	141	87	34	17	11	2	0	0	151
08:30	63	47	10	17	0	1	0	138	89	20	9	23	0	1	0	142
08:45	74	39	18	24	0	0	0	155	86	27	8	15	0	1	0	137
H/TOT	259	157	47	82	0	1	0	546	355	114	45	73	2	4	0	593
09:00	75	27	12	18	0	0	0	132	79	26	6	13	0	0	0	124
09:15	76	21	9	32	0	0	0	138	79	21	10	22	0	0	0	132
09:30	64	21	14	21	0	0	0	120	67	31	10	23	0	0	0	131
09:45	86	24	13	15	0	0	0	138	84	30	11	20	0	0	0	145
H/TOT	301	93	48	86	0	0	0	528	309	108	37	78	0	0	0	532
10:00	84	28	10	16	1	0	0	139	77	14	11	29	0	0	0	131
10:15	102	27	9	17	1	1	0	157	92	31	9	14	0	0	0	146
10:30	88	30	7	15	1	3	0	144	110	21	9	18	0	0	0	158
10:45	101	28	17	17	0	0	0	163	102	27	10	16	0	0	0	155
H/TOT	375	113	43	65	3	4	0	603	381	93	39	77	0	0	0	590
11:00	89	37	4	22	0	1	0	153	78	25	8	22	0	2	0	135
11:15	86	23	8	15	0	0	0	132	93	20	20	22	0	0	0	155
11:30	73	45	11	12	0	0	0	141	100	22	10	16	0	0	0	148
11:45	92	25	8	11	0	0	0	136	84	21	11	20	0	0	0	136
H/TOT	340	130	31	60	0	1	0	562	355	88	49	80	0	2	0	574
12:00	99	20	10	17	0	0	0	146	91	29	15	20	0	1	0	156
12:15	105	23	7	13	0	0	0	148	77	22	4	17	0	0	0	120
12:30	85	14	9	14	0	0	0	122	78	17	13	18	0	1	0	127
12:45	83	27	13	22	0	3	0	148	101	28	7	12	0	2	0	150
H/TOT	372	84	39	66	0	3	0	564	347	96	39	67	0	4	0	553
13:00	76	35	7	27	0	0	0	145	103	28	14	17	0	3	0	165
13:15	70	20	12	20	0	0	0	122	86	30	12	18	0	0	0	146
13:30	87	29	12	13	0	1	0	142	90	19	10	13	0	0	0	132
13:45	92	17	8	24	0	0	0	141	111	27	10	21	0	0	0	169
H/TOT	325	101	39	84	0	1	0	550	390	104	46	69	0	3	0	612
14:00	68	29	4	11	0	0	0	112	83	33	6	17	0	0	0	139
14:15	99	21	7	16	0	2	0	145	90	29	17	16	0	1	0	153
14:30	93	30	13	14	0	0	0	150	95	38	14	11	0	0	0	158
14:45	123	31	12	18	0	0	0	184	83	41	14	22	1	1	0	162
H/TOT	383	111	36	59	0	2	0	591	351	141	51	66	1	2	0	612
15:00	93	34	12	27	1	1	0	168	89	43	12	10	0	0	0	154
15:15	95	26	14	20	0	1	0	156	84	28	8	12	0	0	0	132
15:30	101	24	9	13	0	2	0	149	93	24	6	10	0	0	0	133
15:45	82	31	3	19	1	0	0	136	108	38	9	18	1	1	0	175
H/TOT	371	115	38	79	2	4	0	609	374	133	35	50	1	1	0	594
16:00	102	36	5	17	0	0	0	160	109	34	7	14	0	0	0	164
16:15	82	34	5	20	0	0	0	141	102	42	6	10	0	4	0	164
16:30	126	43	5	15	0	0	0	189	87	43	8	12	0	1	0	151
16:45	106	42	12	10	0	0	0	170	116	31	9	13	0	1	0	170
H/TOT	416	155	27	62	0	0	0	660	414	150	30	49	0	6	0	649
17:00	141	44	5	16	1	2	0	209	115	33	2	8	0	0	0	158
17:15	114	37	4	13	0	4	0	172	90	25	9	15	1	0	0	140
17:30	122	27	4	10	0	0	0	163	126	29	7	10	0	0	0	172
17:45	116	24	8	7	0	0	0	155	88	18	4	9	0	2	0	121
H/TOT	403	132	21	46	1	6	0	699	419	105	22	42	1	2	0	591
18:00	113	27	7	12	1	0	0	160	112	22	2	11	0	0	0	147
18:15	107	17	3	9	0	2	0	138	76	20	4	6	0	0	0	106
18:30	93	14	2	7	0	1	0	117	94	18	4	4	0	0	0	120
18:45	101	18	4	12	1	1	0	137	62	9	0	11	0	0	0	82
H/TOT	414	76	16	40	2	4	0	552	344	69	10	32	0	0	0	455
P/TOT	4303	1403	429	791	9	26	0	6981	4450	1361	444	749	5	30	0	7039

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 3

LOCATION: ELM HIGH ROAD / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - D FROM ELM HIGH ROAD [N] TO A47 [E]							TOT	A - C FROM ELM HIGH ROAD [N] TO ELM HIGH ROAD [S]							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	11	1	0	1	0	0	0	13	43	22	3	2	0	1	0	71
07:15	16	4	0	1	0	0	0	21	47	33	4	4	1	1	0	90
07:30	17	7	0	3	0	0	0	27	61	37	4	1	0	1	0	104
07:45	20	6	0	2	1	0	0	29	66	36	10	3	0	2	2	119
H/TOT	64	18	0	7	1	0	0	90	217	128	21	10	1	5	2	384
08:00	17	3	0	4	0	1	0	25	71	30	4	4	1	0	0	110
08:15	15	3	1	2	0	0	0	21	88	24	2	4	0	1	0	119
08:30	19	4	2	3	0	0	0	28	79	24	6	3	0	0	0	112
08:45	14	5	3	0	0	0	0	22	75	17	7	2	1	0	0	102
H/TOT	65	15	6	9	0	1	0	96	313	95	19	13	2	1	0	443
09:00	26	7	4	1	0	0	0	38	64	27	3	3	0	0	0	97
09:15	20	12	1	0	0	0	0	33	67	22	6	4	0	0	0	99
09:30	11	7	1	3	0	0	0	22	53	12	4	0	1	0	0	70
09:45	25	8	2	0	0	1	0	36	74	11	5	8	1	0	0	99
H/TOT	82	34	8	4	0	1	0	129	258	72	18	15	2	0	0	365
10:00	23	3	5	0	0	0	0	31	75	20	1	3	0	1	1	101
10:15	22	3	3	3	0	0	0	31	74	13	3	2	0	1	0	93
10:30	21	4	1	2	0	0	0	28	70	11	8	3	1	1	0	94
10:45	21	2	1	2	0	0	0	26	70	20	5	1	0	1	0	97
H/TOT	87	12	10	7	0	0	0	116	289	64	17	9	1	4	1	385
11:00	30	5	0	4	0	0	0	39	61	10	4	1	1	0	1	78
11:15	17	5	2	1	0	0	0	25	70	26	9	2	0	0	0	107
11:30	27	9	3	3	0	0	0	42	59	21	6	4	1	0	0	91
11:45	28	3	2	2	0	0	0	35	67	22	5	3	0	2	0	99
H/TOT	102	22	7	10	0	0	0	141	257	79	24	10	2	2	1	375
12:00	21	4	2	3	0	0	0	30	68	17	7	4	1	1	0	96
12:15	28	5	1	0	0	0	0	34	79	12	2	3	0	0	0	96
12:30	23	3	0	1	0	1	0	28	102	16	7	2	2	3	0	132
12:45	23	3	2	3	0	0	0	31	95	15	3	4	0	1	0	118
H/TOT	95	15	5	7	0	1	0	123	344	60	19	13	3	5	0	444
13:00	22	8	0	1	0	0	0	31	79	20	4	1	1	0	0	105
13:15	26	3	2	4	0	0	0	35	69	17	5	3	0	0	0	94
13:30	19	7	1	1	0	0	0	28	79	18	2	4	1	0	0	104
13:45	19	7	2	0	0	0	0	28	79	13	3	4	0	0	0	99
H/TOT	86	25	5	6	0	0	0	122	306	68	14	12	2	0	0	402
14:00	38	7	4	3	0	0	0	52	70	20	3	2	1	2	0	98
14:15	22	7	2	0	0	0	0	31	70	25	5	1	0	1	0	102
14:30	20	6	3	1	0	0	0	30	74	18	3	3	1	3	0	102
14:45	19	5	1	1	0	0	0	26	81	17	3	4	0	0	0	105
H/TOT	99	25	10	5	0	0	0	139	295	80	14	10	2	6	0	407
15:00	31	11	1	0	0	0	0	43	110	22	4	3	0	0	0	139
15:15	30	6	4	1	0	0	0	41	87	20	1	2	0	0	0	110
15:30	29	10	3	1	0	0	0	43	87	18	4	4	0	0	0	113
15:45	22	6	1	4	0	0	0	33	99	25	4	4	2	2	0	136
H/TOT	112	33	9	6	0	0	0	160	383	85	13	13	2	2	0	498
16:00	31	5	1	0	1	0	0	38	101	20	4	1	1	0	0	127
16:15	32	3	1	0	0	0	0	36	99	26	3	4	2	2	0	136
16:30	29	5	1	1	0	1	0	37	100	30	2	2	3	3	0	140
16:45	30	6	1	6	0	0	0	43	82	11	1	5	0	0	0	99
H/TOT	122	19	4	7	1	1	0	154	382	87	10	12	6	5	0	502
17:00	28	5	0	1	0	1	0	35	103	28	1	1	0	2	0	135
17:15	31	3	0	2	0	1	0	37	96	18	1	2	1	1	1	120
17:30	26	10	1	1	0	0	0	38	103	26	2	2	0	1	0	134
17:45	34	3	0	0	0	1	0	38	101	23	5	3	1	4	0	137
H/TOT	119	21	1	4	0	3	0	148	403	95	9	8	2	8	1	526
18:00	49	5	0	1	0	0	0	55	118	15	1	1	0	1	0	136
18:15	21	5	1	1	0	0	0	28	72	12	0	2	0	2	0	88
18:30	24	3	0	0	0	0	0	27	66	11	0	1	0	0	0	78
18:45	18	1	0	0	0	0	0	19	83	11	2	1	0	0	0	97
H/TOT	112	14	1	2	0	0	0	129	339	49	3	5	0	3	0	399
P/TOT	1145	253	66	74	2	7	0	1547	3786	962	181	130	25	41	5	5130

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 3

LOCATION: ELM HIGH ROAD / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - B FROM ELM HIGH ROAD (N) TO A47 (W)							A - A FROM ELM HIGH ROAD (N) TO ELM HIGH ROAD (N)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	5	2	2	0	2	0	27	0	2	0	1	0	0	0	3
07:15	17	5	4	4	0	0	0	30	0	0	0	0	0	0	0	0
07:30	16	6	1	2	0	0	0	25	2	0	0	0	0	0	0	2
07:45	10	3	0	3	0	0	0	16	2	0	0	0	1	0	0	3
H/TOT	59	19	7	11	0	2	0	98	4	2	0	1	1	0	0	8
08:00	13	3	2	3	0	1	0	22	3	0	0	0	0	0	0	3
08:15	13	1	6	3	0	0	0	23	3	1	0	0	0	0	0	4
08:30	10	1	0	3	0	0	0	14	2	0	2	0	0	0	0	4
08:45	17	5	0	1	0	0	0	23	3	1	0	0	0	0	0	4
H/TOT	53	10	8	10	0	1	0	82	11	2	2	0	0	0	0	15
09:00	31	4	0	3	0	0	0	38	4	1	0	0	0	0	0	5
09:15	20	3	1	5	0	0	0	29	4	0	0	0	0	0	0	4
09:30	9	4	1	4	0	0	0	18	7	0	2	0	0	0	0	9
09:45	8	4	1	5	0	0	0	18	3	0	0	0	0	0	0	3
H/TOT	68	15	3	17	0	0	0	103	18	1	2	0	0	0	0	21
10:00	6	4	2	9	0	0	0	21	6	1	0	0	0	0	0	7
10:15	17	5	1	0	0	0	0	23	4	0	0	0	0	0	0	4
10:30	13	2	1	2	0	0	0	18	4	2	1	0	0	0	0	7
10:45	16	5	2	4	0	0	0	27	7	0	0	0	0	0	0	7
H/TOT	52	16	6	15	0	0	0	89	21	3	1	0	0	0	0	25
11:00	8	3	3	2	0	0	0	16	6	1	0	0	0	0	0	7
11:15	11	0	1	3	0	0	0	15	6	0	0	0	0	0	0	6
11:30	14	3	2	4	0	0	0	23	6	1	0	0	0	0	0	7
11:45	11	1	4	4	0	0	0	20	6	2	0	0	0	0	0	8
H/TOT	44	7	10	13	0	0	0	74	24	4	0	0	0	0	0	28
12:00	7	2	1	4	0	1	0	15	3	0	0	0	0	0	0	3
12:15	16	1	0	7	0	0	0	24	8	1	0	0	0	0	0	9
12:30	16	3	2	1	0	1	0	23	6	3	0	0	0	0	0	9
12:45	15	3	2	3	0	0	0	23	2	2	1	0	0	0	0	5
H/TOT	54	9	5	15	0	2	0	85	19	6	1	0	0	0	0	26
13:00	16	5	1	2	0	1	0	25	7	2	0	0	0	0	0	9
13:15	11	4	2	2	0	0	0	19	4	1	0	0	0	0	0	5
13:30	18	2	0	4	0	0	0	24	5	0	0	0	0	1	0	6
13:45	17	3	0	2	0	0	0	22	5	0	0	0	0	0	0	5
H/TOT	62	14	3	10	0	1	0	90	21	3	0	0	0	1	0	25
14:00	10	0	2	4	0	0	0	16	3	1	0	0	0	0	0	4
14:15	19	2	3	3	0	0	0	27	7	0	0	0	0	0	0	7
14:30	12	6	1	3	0	0	0	22	5	0	0	0	0	1	0	6
14:45	12	1	4	4	0	0	0	21	1	2	0	0	0	0	0	3
H/TOT	53	9	10	14	0	0	0	86	16	3	0	0	0	1	0	20
15:00	20	5	1	2	0	0	0	28	2	0	0	0	0	0	0	2
15:15	15	6	3	4	0	0	0	28	4	0	0	0	0	0	0	4
15:30	12	5	2	0	0	0	0	19	4	1	0	0	0	0	0	5
15:45	13	3	2	1	0	0	0	19	1	0	0	1	0	0	0	2
H/TOT	60	19	8	7	0	0	0	94	11	1	0	1	0	0	0	13
16:00	14	0	0	7	0	0	0	21	6	0	0	0	0	0	0	6
16:15	9	3	1	1	0	0	0	14	0	1	0	0	0	0	0	1
16:30	17	0	0	4	0	0	0	21	1	1	0	0	0	0	0	2
16:45	19	0	0	3	0	0	0	22	2	0	0	0	0	0	0	2
H/TOT	59	3	1	15	0	0	0	78	9	2	0	0	0	0	0	11
17:00	14	3	1	2	0	0	0	20	6	0	0	0	1	0	0	7
17:15	8	3	1	1	0	0	0	13	3	0	0	0	0	0	0	3
17:30	18	0	0	3	0	0	0	21	6	0	0	0	0	0	0	6
17:45	12	0	2	0	1	0	0	15	0	0	0	0	0	0	0	0
H/TOT	52	6	4	6	1	0	0	69	15	0	0	0	1	0	0	16
18:00	15	3	0	2	0	0	0	20	8	1	0	0	0	0	0	9
18:15	10	3	0	0	0	0	0	13	6	0	0	0	0	0	0	6
18:30	12	2	1	1	0	0	0	16	2	0	0	0	0	1	0	3
18:45	6	1	0	2	0	0	0	9	3	0	0	1	0	1	0	5
H/TOT	43	9	1	5	0	0	0	58	19	1	0	1	0	2	0	23
P/TOT	659	136	66	138	1	6	0	1006	188	28	6	3	2	4	0	231

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 3

LOCATION: ELM HIGH ROAD / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	B - A FROM A47 (W) TO ELM HIGH ROAD (N)								B - D FROM A47 (W) TO A47 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	5	0	0	0	10	24	22	16	12	0	0	0	74
07:15	14	2	1	1	0	0	0	18	49	18	4	12	1	0	0	84
07:30	12	1	1	6	0	0	0	20	39	29	4	8	0	0	0	80
07:45	13	2	0	3	0	0	0	18	47	23	6	4	0	0	0	80
H/TOT	43	6	2	15	0	0	0	66	159	92	30	36	1	0	0	318
08:00	6	0	0	4	0	0	0	10	40	26	4	6	0	0	0	76
08:15	9	3	2	4	0	0	0	18	46	22	6	9	0	0	0	83
08:30	7	4	1	1	0	0	0	13	45	29	6	11	0	1	0	92
08:45	12	5	1	4	0	0	0	22	42	28	14	9	0	0	0	93
H/TOT	34	12	4	13	0	0	0	63	173	105	30	35	0	1	0	344
09:00	11	7	3	5	0	0	0	26	67	21	13	12	0	0	0	113
09:15	11	1	3	7	0	0	0	22	41	9	4	17	0	0	0	71
09:30	10	2	1	0	0	0	0	13	56	18	5	14	0	0	0	93
09:45	10	4	1	5	0	0	0	20	57	15	12	10	0	0	0	94
H/TOT	42	14	8	17	0	0	0	81	221	63	34	53	0	0	0	371
10:00	8	1	3	3	0	0	0	15	50	24	8	13	0	0	0	95
10:15	5	3	2	2	0	0	0	12	77	18	5	9	2	0	0	111
10:30	11	3	2	3	0	0	0	19	58	21	4	9	1	3	0	96
10:45	15	3	0	3	0	0	0	21	59	20	8	4	0	0	0	91
H/TOT	39	10	7	11	0	0	0	67	244	83	25	35	3	3	0	393
11:00	7	1	1	2	0	0	0	11	67	25	9	18	0	0	0	119
11:15	4	2	0	1	0	0	0	7	59	21	7	10	0	0	0	97
11:30	10	4	0	0	0	0	0	14	51	30	6	15	0	0	0	102
11:45	13	0	0	2	0	0	0	15	58	25	8	9	0	0	0	100
H/TOT	34	7	1	5	0	0	0	47	235	101	30	52	0	0	0	418
12:00	11	5	3	3	0	0	0	22	64	11	10	8	0	0	0	93
12:15	12	2	1	6	0	0	0	21	70	14	5	4	0	0	0	93
12:30	10	2	1	3	0	0	0	16	55	11	5	7	0	0	0	78
12:45	13	3	1	6	0	0	0	23	65	14	8	15	0	3	0	105
H/TOT	46	12	6	18	0	0	0	82	254	50	28	34	0	3	0	369
13:00	12	2	1	7	0	0	0	22	41	23	6	6	0	0	0	76
13:15	13	4	0	1	0	0	0	18	47	21	2	20	0	0	0	90
13:30	11	4	3	1	0	0	0	19	47	19	5	10	0	0	0	81
13:45	10	1	1	3	0	0	0	15	59	5	6	15	0	0	0	85
H/TOT	46	11	5	12	0	0	0	74	194	68	19	51	0	0	0	332
14:00	10	2	0	3	0	0	0	15	44	17	4	7	0	0	0	72
14:15	12	1	2	2	0	0	0	17	50	12	4	5	0	1	0	72
14:30	14	7	1	2	0	0	0	24	60	17	8	12	0	0	0	97
14:45	12	1	2	2	0	0	0	17	63	20	6	7	0	0	0	96
H/TOT	48	11	5	9	0	0	0	73	217	66	22	31	0	1	0	337
15:00	12	9	2	4	0	0	0	27	53	17	3	13	1	0	0	87
15:15	15	4	3	6	0	0	0	28	42	15	6	14	0	0	0	77
15:30	16	3	2	2	0	0	0	23	71	22	13	5	0	1	0	112
15:45	9	0	0	2	0	0	0	11	63	18	4	11	0	0	0	96
H/TOT	52	16	7	14	0	0	0	89	229	72	26	43	1	1	0	372
16:00	9	1	1	0	0	0	0	11	77	21	1	11	0	0	0	110
16:15	7	2	0	7	0	0	0	16	58	24	6	12	1	0	0	101
16:30	14	3	0	3	0	0	0	20	68	34	4	9	0	0	0	115
16:45	12	5	1	2	0	0	0	20	73	31	6	10	0	0	0	120
H/TOT	42	11	2	12	0	0	0	67	276	110	17	42	1	0	0	446
17:00	10	5	0	0	0	0	0	15	74	15	7	6	0	0	0	102
17:15	13	3	0	3	0	0	0	19	85	26	2	14	0	2	0	129
17:30	15	3	1	3	0	0	0	22	75	22	3	11	0	0	0	111
17:45	10	2	1	2	0	0	0	15	93	12	2	5	0	0	0	112
H/TOT	48	13	2	8	0	0	0	71	327	75	14	36	0	2	2	454
18:00	13	3	0	1	0	0	0	17	52	20	6	9	0	0	0	87
18:15	13	0	0	2	0	0	0	15	63	14	2	6	0	1	0	86
18:30	10	0	0	3	0	0	0	13	70	8	3	3	0	1	0	85
18:45	19	2	0	4	1	0	0	26	59	7	3	7	0	1	0	77
H/TOT	55	5	0	10	1	0	0	71	244	49	14	25	0	3	0	335
P/TOT	529	128	49	144	1	0	0	851	2773	934	289	473	6	14	0	4489

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 3

LOCATION: ELM HIGH ROAD / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	B - C								B - B							
	FROM A47 (W) TO ELM HIGH ROAD (S)								FROM A47 (W) TO A47 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	7	1	3	0	0	0	27	0	0	0	0	0	0	0	0
07:15	7	10	1	1	0	0	0	19	0	0	0	0	0	0	0	0
07:30	14	7	2	6	0	0	0	29	1	1	0	0	0	0	0	2
07:45	9	7	2	5	0	0	0	23	0	0	0	0	0	0	0	0
H/TOT	46	31	6	15	0	0	0	98	1	1	0	0	0	0	0	2
08:00	9	4	4	7	0	0	0	24	0	0	0	0	0	0	0	0
08:15	9	6	2	6	0	0	0	23	0	0	0	0	0	0	0	0
08:30	7	11	3	8	0	0	0	29	0	1	0	0	0	0	0	1
08:45	14	6	2	10	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	39	27	11	31	0	0	0	108	0	1	0	0	0	0	0	1
09:00	12	9	0	6	0	0	0	27	0	0	0	0	0	0	0	0
09:15	10	3	1	6	0	0	0	20	0	0	0	0	0	0	0	0
09:30	10	2	5	3	0	0	0	20	0	0	0	1	0	0	0	1
09:45	13	6	1	2	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	55	20	7	17	0	0	0	99	0	0	0	1	0	0	0	1
10:00	14	4	2	2	0	0	0	22	1	0	0	0	0	0	0	1
10:15	12	6	0	4	0	1	0	23	0	0	0	0	0	0	0	0
10:30	21	8	3	6	0	0	0	38	0	0	0	0	0	0	0	0
10:45	16	3	2	3	0	0	0	24	0	0	0	0	0	0	0	0
H/TOT	63	21	7	15	0	1	0	107	1	0	0	0	0	0	0	1
11:00	24	11	1	3	0	0	0	39	0	0	0	1	0	0	0	1
11:15	24	4	1	3	0	0	0	32	1	0	0	0	0	0	0	1
11:30	10	5	1	1	0	0	0	17	1	0	0	0	0	0	0	1
11:45	20	4	1	1	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	78	24	4	8	0	0	0	114	2	0	0	1	0	0	0	3
12:00	27	2	0	6	0	0	0	35	0	0	0	0	0	0	0	0
12:15	31	5	0	2	0	0	0	38	1	1	0	0	0	0	0	1
12:30	20	2	2	3	0	0	0	27	0	0	0	0	0	0	0	0
12:45	11	7	5	3	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	89	16	7	14	0	0	0	126	1	0	0	0	0	0	0	1
13:00	17	2	2	8	0	0	0	29	0	0	0	0	0	0	0	0
13:15	20	3	5	8	0	0	0	36	0	0	0	0	0	0	0	0
13:30	25	5	4	2	0	0	0	36	0	0	0	0	0	0	0	0
13:45	20	8	3	4	0	1	0	36	0	0	0	0	0	0	0	0
H/TOT	82	18	14	22	0	1	0	137	0	0	0	0	0	0	0	0
14:00	23	9	2	3	0	0	0	37	0	0	0	1	0	0	0	1
14:15	21	3	0	5	0	0	0	29	0	0	0	0	0	0	0	0
14:30	32	4	4	1	0	0	0	41	0	1	0	0	0	0	0	1
14:45	19	5	4	5	0	0	0	33	1	0	0	0	0	0	0	1
H/TOT	95	21	10	14	0	0	0	140	1	1	0	1	0	0	0	3
15:00	28	5	5	3	0	1	0	42	0	1	0	0	0	0	0	1
15:15	20	5	0	4	0	1	0	30	0	0	0	0	0	0	0	0
15:30	30	7	4	6	0	1	0	48	0	0	0	0	0	0	0	0
15:45	25	11	2	6	0	0	0	44	0	0	0	0	1	0	0	1
H/TOT	103	28	11	19	0	3	0	164	0	1	0	0	1	0	0	2
16:00	20	6	0	5	0	0	0	31	0	0	0	0	0	0	0	0
16:15	20	7	0	1	0	0	0	28	0	0	0	0	0	0	0	0
16:30	32	8	1	3	0	0	0	44	0	0	0	0	0	0	0	0
16:45	19	10	4	1	0	0	0	34	0	0	0	0	0	0	0	0
H/TOT	91	31	5	10	0	0	0	137	0	0	0	0	0	0	0	0
17:00	24	9	1	0	0	2	0	36	0	0	0	0	0	0	0	0
17:15	41	9	0	1	1	1	0	53	0	0	0	0	0	0	0	0
17:30	31	9	1	1	0	1	0	43	0	0	0	0	0	0	0	0
17:45	30	8	3	3	0	0	0	44	0	0	0	0	0	0	0	0
H/TOT	126	35	5	5	1	4	0	176	0	0	0	0	0	0	0	0
18:00	28	6	1	0	1	0	0	36	0	0	0	0	0	0	0	0
18:15	39	6	2	2	0	1	0	50	0	0	0	0	0	0	0	0
18:30	26	6	0	1	0	0	0	33	0	0	0	0	0	0	0	0
18:45	20	10	0	2	0	0	0	32	0	0	0	0	0	0	0	0
H/TOT	113	28	3	5	1	1	0	151	0	0	0	0	0	0	0	0
P/TOT	980	300	90	175	2	10	0	1557	6	4	0	3	1	0	0	14

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 3

LOCATION: ELM HIGH ROAD / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	D - C								D - B							
	FROM A47 (E) TO ELM HIGH ROAD (S)								FROM A47 (E) TO A47 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	18	5	3	1	0	0	0	27	56	33	5	19	0	2	0	115
07:15	20	10	0	1	0	0	1	32	64	23	10	10	0	0	0	107
07:30	18	12	0	0	0	1	0	31	61	29	6	4	0	0	0	100
07:45	16	12	2	0	0	0	0	30	74	20	6	12	0	1	0	113
H/TOT	72	39	5	2	0	1	1	120	255	105	27	45	0	3	0	435
08:00	17	12	3	2	0	0	0	34	61	23	7	15	0	0	0	106
08:15	26	3	3	0	0	0	0	32	53	20	10	7	2	0	0	92
08:30	32	6	1	0	1	0	0	40	55	19	5	18	0	0	0	97
08:45	26	7	2	0	1	0	0	36	44	16	9	7	0	0	0	76
H/TOT	101	28	9	2	2	0	0	142	213	78	31	47	2	0	0	371
09:00	16	6	3	0	0	0	0	25	38	17	6	10	0	0	0	71
09:15	15	5	0	0	0	0	0	20	32	17	7	9	1	0	0	66
09:30	8	4	0	4	0	0	0	16	39	16	8	15	0	0	0	78
09:45	9	4	1	0	0	0	0	14	60	14	9	11	0	0	0	94
H/TOT	48	19	4	4	0	0	0	75	169	64	30	45	1	0	0	309
10:00	7	7	2	2	0	1	0	19	42	10	8	13	0	0	1	74
10:15	19	5	0	0	0	2	0	26	63	16	7	13	0	0	0	99
10:30	13	1	0	0	0	0	0	14	65	13	7	7	0	0	0	92
10:45	22	3	2	1	0	0	0	28	61	15	8	9	0	0	0	93
H/TOT	61	16	4	3	0	3	0	87	231	54	30	42	0	0	1	358
11:00	12	3	4	1	0	0	0	20	43	19	9	13	0	0	0	84
11:15	16	6	3	0	0	0	0	25	60	13	12	8	0	1	0	94
11:30	14	4	2	1	0	0	0	21	73	16	9	13	0	0	0	111
11:45	11	2	3	1	0	0	0	17	40	17	7	14	0	0	0	78
H/TOT	53	15	12	3	0	0	0	83	216	65	37	48	0	1	0	367
12:00	14	4	0	1	0	0	0	19	55	23	9	13	0	0	0	100
12:15	12	1	2	2	0	0	0	17	37	15	6	9	0	0	0	67
12:30	17	0	4	1	0	0	0	22	46	13	7	7	0	0	0	73
12:45	18	2	1	1	0	0	0	22	72	17	9	13	0	1	0	112
H/TOT	61	7	7	5	0	0	0	80	210	68	31	42	0	1	0	352
13:00	16	4	0	0	0	0	0	20	55	19	11	9	0	1	0	95
13:15	16	1	1	0	0	0	0	18	58	15	8	13	0	0	0	94
13:30	21	4	3	1	0	0	0	29	58	15	7	8	0	0	0	88
13:45	18	6	2	1	0	0	0	27	60	19	6	10	0	0	0	95
H/TOT	71	15	6	2	0	0	0	94	231	68	32	40	0	1	0	372
14:00	23	2	0	2	0	0	0	27	60	21	5	12	0	0	0	98
14:15	14	1	3	0	0	1	0	19	41	19	10	6	0	0	0	76
14:30	26	6	2	2	1	0	0	37	58	27	6	7	0	1	0	99
14:45	19	8	1	1	0	1	0	30	44	21	8	5	1	0	0	79
H/TOT	82	17	6	5	1	2	0	113	203	88	29	30	1	1	0	352
15:00	15	5	0	2	0	0	0	22	63	21	9	7	0	0	0	100
15:15	18	8	0	0	0	1	0	27	57	24	3	5	0	0	0	89
15:30	38	7	1	3	0	0	0	49	63	16	4	7	0	0	0	90
15:45	29	4	1	1	1	0	0	36	69	23	6	8	0	1	0	107
H/TOT	100	24	2	6	1	1	0	134	252	84	22	27	0	1	0	386
16:00	27	9	3	1	0	0	0	40	70	28	4	7	0	0	0	109
16:15	31	12	1	0	0	0	0	44	57	30	4	10	0	3	0	104
16:30	29	10	0	1	0	0	0	40	63	32	8	5	0	1	0	109
16:45	28	7	0	0	0	0	0	35	76	25	5	10	0	0	0	116
H/TOT	115	38	4	2	0	0	0	159	266	115	21	32	0	4	0	438
17:00	29	11	0	0	0	2	0	42	51	20	0	6	0	0	0	77
17:15	41	8	1	1	1	0	0	52	73	16	9	8	1	0	0	107
17:30	32	8	0	0	0	0	0	40	78	13	4	7	0	0	0	102
17:45	17	6	1	2	0	0	0	26	43	13	1	5	0	0	0	62
H/TOT	119	33	2	3	1	2	0	160	245	62	14	26	1	0	0	348
18:00	23	7	0	0	0	0	0	30	68	14	3	8	0	0	0	93
18:15	22	7	0	0	0	0	0	29	58	10	3	2	0	0	0	73
18:30	14	3	0	0	0	0	0	17	49	5	3	4	0	0	0	61
18:45	13	1	0	1	0	0	0	15	34	4	0	9	0	0	0	47
H/TOT	72	18	0	1	0	0	0	91	209	33	9	23	0	0	0	274
P/TOT	955	269	61	38	5	9	1	1338	2700	884	313	447	5	12	1	4362

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 3

LOCATION: ELM HIGH ROAD / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	D - A								D - D							
	FROM A47 (E) TO ELM HIGH ROAD (N)								FROM A47 (E) TO A47 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	8	2	1	0	0	0	22	0	0	0	0	0	0	0	0
07:15	26	7	1	4	0	0	0	38	0	0	0	0	0	0	0	0
07:30	40	7	0	0	0	1	0	48	0	0	0	0	0	0	0	0
07:45	43	8	4	1	0	0	0	56	0	0	0	0	0	0	0	0
H/TOT	120	30	7	6	0	1	0	164	0	0	0	0	0	0	0	0
08:00	37	3	2	1	0	1	0	44	2	0	0	0	0	0	0	2
08:15	23	4	0	1	0	0	0	28	0	0	0	0	0	0	0	0
08:30	22	3	5	1	0	0	0	31	0	0	0	0	0	0	0	0
08:45	54	9	2	0	0	0	0	65	0	0	0	0	0	0	0	0
H/TOT	136	19	9	3	0	1	0	168	2	0	0	0	0	0	0	2
09:00	22	5	1	1	0	0	0	29	1	0	0	0	0	0	0	1
09:15	20	6	3	2	0	0	0	31	0	0	0	0	0	0	0	0
09:30	12	15	2	2	0	0	0	31	0	0	0	0	0	0	0	0
09:45	28	6	1	1	0	0	0	36	0	0	0	0	0	0	0	0
H/TOT	82	32	7	6	0	0	0	127	1	0	0	0	0	0	0	1
10:00	17	8	5	0	0	0	0	30	0	0	0	0	0	0	0	0
10:15	15	4	3	3	0	0	0	25	0	0	0	0	0	0	0	0
10:30	22	3	3	3	0	0	0	31	0	0	0	0	0	0	0	0
10:45	19	4	1	2	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	73	19	12	8	0	0	0	112	0	0	0	0	0	0	0	0
11:00	23	8	3	0	0	0	0	34	0	0	0	0	0	0	0	0
11:15	19	5	5	1	0	0	0	30	0	0	0	0	0	0	0	0
11:30	25	3	1	1	0	1	0	31	0	0	0	0	0	0	0	0
11:45	18	4	3	1	0	0	0	26	1	0	0	0	0	0	0	1
H/TOT	85	20	12	3	0	1	0	121	1	0	0	0	0	0	0	1
12:00	14	6	2	1	0	0	0	23	0	0	0	1	0	0	0	0
12:15	26	3	2	2	0	0	0	33	0	0	0	1	0	0	0	1
12:30	17	9	1	5	0	0	0	32	0	0	0	1	0	0	0	1
12:45	23	8	2	3	0	2	0	38	1	0	0	0	0	1	0	2
H/TOT	80	26	7	11	0	2	0	126	1	0	0	2	0	1	0	4
13:00	21	0	4	1	0	0	0	26	0	0	0	0	0	0	0	0
13:15	18	2	0	4	0	0	0	24	0	0	0	0	0	0	0	0
13:30	23	5	2	2	0	0	0	32	0	0	0	0	0	0	0	0
13:45	16	2	3	0	0	0	0	21	0	0	0	0	0	0	0	0
H/TOT	78	9	9	7	0	0	0	103	0	0	0	0	0	0	0	0
14:00	17	2	1	3	0	1	0	24	0	0	0	0	0	0	0	0
14:15	17	5	0	0	0	0	0	22	0	0	0	0	0	0	0	0
14:30	17	4	1	2	0	0	0	24	0	0	0	0	0	0	0	0
14:45	27	8	5	0	0	0	0	40	0	0	0	0	0	0	0	0
H/TOT	78	19	7	5	0	1	0	110	0	0	0	0	0	0	0	0
15:00	21	10	0	1	0	0	0	32	0	0	0	0	0	0	0	0
15:15	19	10	1	0	0	0	0	30	0	0	0	0	0	0	0	0
15:30	16	8	3	0	0	0	0	27	0	0	0	0	0	0	0	0
15:45	29	12	2	0	0	0	0	43	0	0	0	0	0	0	0	0
H/TOT	85	40	6	1	0	0	0	132	0	0	0	0	0	0	0	0
16:00	18	5	4	2	1	1	0	31	0	0	0	0	0	0	0	0
16:15	17	2	1	1	0	0	0	21	0	0	0	0	0	0	0	0
16:30	21	7	1	2	0	1	0	32	0	0	0	0	0	0	0	0
16:45	32	8	3	2	0	0	0	45	0	0	0	0	0	0	0	0
H/TOT	88	22	9	7	1	2	0	129	0	0	0	0	0	0	0	0
17:00	36	8	1	1	0	0	0	46	0	0	0	0	0	0	0	0
17:15	24	1	0	1	0	0	0	26	0	1	0	0	0	0	0	1
17:30	34	4	0	0	0	0	0	38	0	0	0	0	0	0	0	0
17:45	21	2	1	2	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	115	15	2	4	0	0	0	136	0	1	0	0	0	0	0	1
18:00	20	0	2	0	0	0	0	22	0	0	0	0	0	0	0	0
18:15	11	5	0	0	0	0	0	16	1	0	0	0	0	0	0	1
18:30	21	4	1	1	0	0	0	27	0	0	0	0	0	0	0	0
18:45	22	2	1	0	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	74	11	4	1	0	0	0	90	1	0	0	0	0	0	0	1
P/TOT	1094	262	91	62	1	8	0	1518	6	1	0	2	0	1	0	10

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 3

LOCATION: ELM HIGH ROAD / A47



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM B A47 (W)								FROM ARM B A47 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	109	45	7	24	0	4	0	189	44	30	17	20	0	0	0	111
07:15	100	35	16	15	0	0	0	166	70	30	6	14	1	0	0	121
07:30	97	44	8	13	0	1	0	163	66	38	7	20	0	0	0	131
07:45	105	28	8	17	0	1	0	159	69	32	8	12	0	0	0	121
H/TOT	411	152	39	69	0	6	0	677	249	130	38	66	1	0	0	484
08:00	95	33	11	21	0	1	0	161	55	30	8	17	0	0	0	110
08:15	81	27	18	11	2	0	0	139	64	31	10	19	0	0	0	124
08:30	87	26	7	22	0	1	0	143	59	45	10	20	0	1	0	135
08:45	80	24	9	15	0	1	0	129	68	39	17	23	0	0	0	147
H/TOT	343	110	45	69	2	3	0	572	246	145	45	79	0	1	0	516
09:00	90	28	7	15	0	0	0	140	90	37	16	23	0	0	0	166
09:15	70	26	9	19	1	0	0	125	62	13	8	30	0	0	0	113
09:30	72	25	12	26	0	0	0	135	76	22	11	18	0	0	0	127
09:45	94	25	11	19	0	0	0	149	90	25	14	17	0	0	0	146
H/TOT	326	104	39	79	1	0	0	549	318	97	49	88	0	0	0	552
10:00	71	19	11	28	0	0	1	130	73	29	13	18	0	0	0	133
10:15	101	23	8	16	0	0	0	148	94	27	7	15	2	1	0	146
10:30	101	17	8	12	0	0	0	138	90	32	9	18	1	3	0	153
10:45	100	27	12	18	0	0	0	157	90	26	10	10	0	0	0	136
H/TOT	373	86	39	74	0	0	1	573	347	114	39	61	3	4	0	568
11:00	75	27	14	25	0	2	0	143	98	37	11	24	0	0	0	170
11:15	93	20	16	17	0	1	0	147	88	27	8	14	0	0	0	137
11:30	111	21	12	21	0	0	0	165	72	39	7	16	0	0	0	134
11:45	69	23	12	21	0	0	0	125	91	29	9	12	0	0	0	141
H/TOT	348	91	54	84	0	3	0	580	349	132	35	66	0	0	0	582
12:00	91	31	13	19	0	1	0	155	102	18	13	17	0	0	0	150
12:15	71	19	6	18	0	0	0	114	114	21	6	12	0	0	0	153
12:30	81	20	12	13	0	1	0	127	85	15	8	13	0	0	0	121
12:45	106	24	12	19	0	1	0	162	89	24	14	24	0	3	0	154
H/TOT	349	94	43	69	0	3	0	558	390	78	41	66	0	3	0	578
13:00	94	29	16	15	0	2	0	156	70	27	9	21	0	0	0	127
13:15	93	25	13	16	0	0	0	147	80	28	7	29	0	0	0	144
13:30	97	23	8	15	0	0	0	143	83	28	12	13	0	0	0	136
13:45	95	27	9	17	0	0	0	148	89	14	10	22	0	1	0	136
H/TOT	379	104	46	63	0	2	0	594	322	97	38	85	0	1	0	543
14:00	85	29	10	20	0	0	0	144	77	28	6	14	0	0	0	125
14:15	85	28	15	13	0	0	0	141	83	16	6	12	0	1	0	118
14:30	93	43	11	18	0	1	0	166	106	29	13	15	0	0	0	163
14:45	71	35	15	16	1	0	0	138	95	26	12	14	0	0	0	147
H/TOT	334	135	51	67	1	1	0	589	361	99	37	55	0	1	0	553
15:00	94	34	12	12	0	0	0	152	93	32	10	20	1	1	0	157
15:15	91	31	7	10	0	0	0	139	77	24	9	24	0	1	0	135
15:30	101	28	7	11	0	0	0	147	117	32	19	13	0	2	0	183
15:45	100	33	11	14	1	1	0	160	97	29	6	19	1	0	0	152
H/TOT	386	126	37	47	1	1	0	598	384	117	44	76	2	4	0	627
16:00	107	34	5	16	0	0	0	162	106	28	2	16	0	0	0	152
16:15	96	45	7	12	0	4	0	164	85	33	6	20	1	0	0	145
16:30	93	43	11	10	0	1	0	158	114	45	5	15	0	0	0	179
16:45	117	30	6	13	0	1	0	167	104	46	11	13	0	0	0	174
H/TOT	413	152	29	51	0	6	0	651	409	152	24	64	1	0	0	650
17:00	97	32	2	8	0	0	0	139	108	29	8	6	0	2	0	153
17:15	100	24	12	15	1	0	0	152	139	38	2	18	1	3	0	201
17:30	118	27	4	10	0	0	0	159	121	34	5	15	0	1	0	176
17:45	86	19	3	8	1	2	0	119	133	22	6	10	0	0	0	171
H/TOT	401	102	21	41	2	2	0	569	501	123	21	49	1	6	0	701
18:00	101	23	3	11	0	0	0	138	93	29	7	10	1	0	0	140
18:15	97	20	4	4	0	0	0	125	115	20	4	10	0	2	0	151
18:30	85	15	4	5	0	0	0	109	106	14	3	7	0	1	0	131
18:45	64	10	0	12	0	0	0	86	98	19	3	13	1	1	0	135
H/TOT	347	68	11	32	0	0	0	458	412	82	17	40	2	4	0	557
P/TOT	4410	1324	454	745	7	27	1	6988	4288	1366	428	795	10	24	0	6911

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - D							A - C								
	FROM A47 (N) TO BROADEND ROAD (E)							FROM A47 (N) TO A47 (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	73	38	18	7	0	2	0	138
07:15	2	1	0	0	0	0	0	3	101	39	10	11	0	0	0	161
07:30	7	1	0	0	0	0	0	8	113	36	7	6	0	2	0	164
07:45	8	0	0	0	0	0	0	8	117	42	15	15	0	1	0	190
H/TOT	19	2	0	0	0	0	0	21	404	155	50	39	0	5	0	653
08:00	2	1	0	0	0	0	0	3	92	30	9	16	0	1	0	148
08:15	3	0	0	0	0	0	0	3	84	27	12	9	2	0	0	134
08:30	7	1	0	0	0	0	0	8	97	27	10	16	1	0	0	151
08:45	11	2	0	0	0	0	0	13	103	30	10	6	1	0	0	150
H/TOT	23	4	0	0	0	0	0	27	376	114	41	47	4	1	0	583
09:00	7	2	0	0	0	0	0	9	72	25	9	13	0	0	0	119
09:15	3	2	0	0	0	0	0	5	54	31	9	14	1	0	0	109
09:30	1	1	0	0	0	0	0	2	62	30	7	15	0	0	0	114
09:45	4	1	0	0	0	0	0	5	78	16	12	10	0	0	0	116
H/TOT	15	6	0	0	0	0	0	21	266	102	37	52	1	0	0	458
10:00	2	1	0	0	0	0	0	3	77	26	14	17	0	2	0	136
10:15	2	0	0	0	0	0	0	2	78	20	9	13	0	0	0	120
10:30	0	2	0	0	0	0	0	2	91	16	9	12	0	0	0	128
10:45	2	0	0	0	0	0	0	2	82	21	9	13	0	0	0	125
H/TOT	6	3	0	0	0	0	0	9	328	83	41	55	0	2	0	509
11:00	4	3	1	0	0	0	0	8	86	31	17	14	1	0	0	149
11:15	3	0	1	0	0	0	0	4	84	21	20	10	0	2	0	137
11:30	1	1	0	0	0	0	0	2	97	17	9	11	0	0	0	134
11:45	3	0	0	0	0	0	0	3	68	26	11	14	0	0	0	119
H/TOT	11	4	2	0	0	0	0	17	335	95	57	49	1	2	0	530
12:00	6	3	0	0	0	0	0	9	72	28	8	15	0	0	0	123
12:15	4	1	0	0	0	0	0	5	67	17	11	12	1	0	0	108
12:30	1	1	1	0	0	0	0	3	86	19	9	13	0	0	0	127
12:45	5	1	0	0	0	0	0	6	94	25	9	17	0	4	0	149
H/TOT	16	6	1	0	0	0	0	23	319	89	37	57	1	4	0	507
13:00	2	1	0	0	0	0	0	3	91	26	13	10	0	1	0	141
13:15	4	2	0	0	0	0	0	6	80	18	6	14	0	0	0	118
13:30	1	1	1	0	0	0	0	3	85	21	15	11	0	0	0	132
13:45	1	1	0	0	0	0	0	2	95	24	8	11	0	0	0	138
H/TOT	8	5	1	0	0	0	0	14	351	89	42	46	0	1	0	529
14:00	7	1	1	0	0	0	0	9	86	25	7	14	0	2	0	134
14:15	1	0	0	0	0	0	0	1	61	22	12	4	0	0	0	99
14:30	2	0	0	0	0	0	0	2	94	40	11	10	1	2	0	158
14:45	7	4	0	0	0	0	0	11	80	42	10	6	1	0	0	139
H/TOT	17	5	1	0	0	0	0	23	321	129	40	34	2	4	0	530
15:00	5	3	0	0	0	0	0	8	85	33	10	8	0	0	0	136
15:15	11	0	0	0	0	0	0	11	91	39	3	7	0	1	0	141
15:30	7	0	0	0	0	0	0	7	126	31	7	12	0	0	0	176
15:45	5	4	0	0	0	0	0	9	120	34	9	8	0	1	0	172
H/TOT	28	7	0	0	0	0	0	35	422	137	29	35	0	2	0	625
16:00	1	1	0	0	0	0	0	2	84	39	9	11	0	1	0	144
16:15	5	1	0	0	0	0	0	6	100	43	7	9	0	3	0	162
16:30	9	1	0	0	0	0	0	10	110	41	5	9	0	2	0	167
16:45	12	1	1	0	0	0	0	14	123	36	7	10	0	0	0	176
H/TOT	27	4	1	0	0	0	0	32	417	159	28	39	0	6	0	649
17:00	7	3	1	0	0	0	0	11	115	45	3	10	1	2	0	176
17:15	13	2	0	0	0	0	0	15	137	25	8	6	1	0	0	177
17:30	9	1	0	0	0	1	0	11	107	21	4	8	0	0	0	140
17:45	7	2	0	1	0	0	0	10	98	21	3	10	0	0	0	132
H/TOT	36	8	1	1	0	1	0	47	457	112	18	34	2	2	0	625
18:00	5	2	0	0	0	0	0	7	88	16	5	6	0	0	0	115
18:15	8	1	0	0	0	0	0	9	80	15	1	3	0	0	0	99
18:30	4	1	0	0	0	0	0	5	74	10	3	5	0	0	0	92
18:45	6	0	0	0	0	0	0	6	76	2	0	10	0	0	0	88
H/TOT	23	4	0	0	0	0	0	27	318	43	9	24	0	0	0	394
P/TOT	229	58	7	1	0	1	0	296	4314	1307	429	511	11	29	0	6601

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - B								B - A							
	FROM A47 (N) TO BROADEND ROAD (W)								FROM BROADEND ROAD (W) TO A47 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	3	1	1	0	0	0	0	5	4	0	0	0	0	0	0	4
07:45	6	0	1	0	0	0	0	7	1	1	0	0	0	0	0	2
H/TOT	9	3	2	0	0	0	0	14	9	1	0	0	0	0	0	10
08:00	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	5
08:15	5	3	1	0	0	0	0	9	0	1	0	0	0	0	0	1
08:30	6	3	0	0	0	0	0	9	1	1	0	1	0	0	0	3
08:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	18	7	1	0	0	0	0	26	6	3	0	1	0	0	0	10
09:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
09:15	2	0	0	0	0	0	0	2	2	0	0	0	0	1	0	3
09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:45	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
H/TOT	3	0	0	0	0	0	0	3	13	3	0	0	0	1	0	17
10:00	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
10:15	4	0	2	0	0	0	0	6	5	0	0	0	0	0	0	5
10:30	2	0	0	0	0	0	0	2	4	0	1	0	0	0	0	5
10:45	3	0	0	0	0	0	0	3	3	1	0	1	0	0	0	5
H/TOT	9	0	2	0	0	0	0	11	17	3	1	1	0	0	0	22
11:00	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
11:15	1	2	0	1	0	0	0	4	1	1	1	0	0	0	0	3
11:30	1	0	0	0	0	0	0	1	3	2	1	0	0	0	0	6
11:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	6	3	0	1	0	0	0	10	6	3	2	0	0	0	0	11
12:00	1	0	1	0	0	0	0	2	4	0	1	0	0	0	0	5
12:15	2	0	0	1	0	0	0	3	2	1	0	0	0	0	0	3
12:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45	2	1	1	0	0	0	0	4	2	1	0	0	0	0	0	3
H/TOT	6	2	2	1	0	0	0	11	8	2	1	0	0	0	0	11
13:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
13:15	2	3	0	0	0	0	0	5	2	0	0	0	0	0	0	2
13:30	4	0	1	0	0	0	0	5	2	1	0	0	0	0	0	3
13:45	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
H/TOT	10	3	1	0	0	0	0	14	9	2	0	0	0	0	0	11
14:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:15	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
14:30	4	2	0	0	0	0	0	6	2	0	0	0	0	0	0	2
14:45	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5
H/TOT	15	3	0	0	0	0	0	18	10	0	0	0	0	0	0	10
15:00	6	2	0	0	0	0	0	8	3	2	0	0	0	0	0	5
15:15	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
15:30	5	0	0	0	0	0	0	5	3	2	0	0	0	0	0	5
15:45	5	1	0	0	0	0	0	6	4	1	0	0	0	0	0	5
H/TOT	18	3	0	0	0	0	0	21	14	6	0	0	0	0	0	20
16:00	2	2	1	0	0	0	0	5	3	2	0	0	0	0	0	5
16:15	4	1	0	0	0	0	0	5	9	0	0	0	0	0	0	9
16:30	5	0	0	0	0	0	0	5	4	2	0	0	0	0	0	6
16:45	2	2	0	0	0	0	0	4	6	0	0	0	0	0	0	6
H/TOT	13	5	1	0	0	0	0	19	22	4	0	0	0	0	0	26
17:00	3	7	0	1	0	0	0	11	10	3	1	0	0	0	0	14
17:15	3	1	1	0	0	0	0	5	4	2	0	0	0	0	0	6
17:30	4	1	0	1	0	0	0	6	2	4	0	0	0	0	0	6
17:45	10	1	0	0	0	0	0	11	5	0	0	0	0	0	0	5
H/TOT	20	10	1	2	0	0	0	33	21	9	1	0	0	0	0	31
18:00	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1
18:15	1	1	0	1	0	0	0	3	1	0	0	0	0	0	0	1
18:30	1	1	1	0	0	0	0	3	2	1	1	0	0	0	0	4
18:45	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
H/TOT	9	2	1	1	0	0	0	13	4	3	1	0	0	0	0	8
P/TOT	136	41	11	5	0	0	0	193	139	39	6	2	0	1	0	187

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	B - D FROM BROADEND ROAD (W) TO BROADEND ROAD (E)							B - C FROM BROADEND ROAD (W) TO A47 (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	11
07:15	0	0	0	0	0	0	0	0	8	3	1	2	0	0	0	14
07:30	2	1	0	0	0	0	0	3	8	0	0	0	0	0	0	8
07:45	3	2	0	0	0	0	0	5	6	4	0	0	0	0	0	10
H/TOT	5	3	0	0	0	0	0	8	28	12	1	2	0	0	0	43
08:00	3	1	0	0	0	0	0	4	3	3	0	0	0	0	0	6
08:15	3	0	0	0	0	0	0	3	5	1	1	0	0	0	0	7
08:30	1	0	0	0	0	0	0	1	6	2	1	0	0	0	0	9
08:45	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	9	3	0	0	0	0	0	12	14	6	2	0	0	0	0	22
09:00	3	0	0	0	0	0	1	4	5	1	0	0	0	0	0	6
09:15	3	0	0	0	0	0	0	3	2	2	2	1	0	0	0	7
09:30	1	0	0	0	0	0	0	1	2	1	0	1	0	0	0	4
09:45	0	0	0	0	0	0	0	0	3	2	0	1	0	0	0	6
H/TOT	7	0	0	0	0	0	1	8	12	6	2	3	0	0	0	23
10:00	2	1	0	0	0	0	0	3	4	2	0	0	0	1	0	7
10:15	0	2	0	0	0	0	0	2	1	2	0	0	0	0	0	3
10:30	1	0	0	0	0	0	0	1	5	0	0	2	0	0	0	7
10:45	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
H/TOT	5	3	0	0	0	0	0	8	18	5	0	2	0	1	0	26
11:00	4	0	0	0	0	0	0	4	2	1	1	0	0	0	0	4
11:15	1	0	0	0	0	0	0	1	5	0	1	1	0	0	0	7
11:30	1	0	0	0	0	0	0	1	3	0	0	1	0	0	0	4
11:45	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
H/TOT	10	0	0	0	0	0	0	10	13	2	2	2	0	0	0	19
12:00	2	0	0	0	0	0	0	2	2	3	0	1	0	0	0	6
12:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
12:30	1	1	0	0	0	0	0	2	2	2	0	1	0	0	0	5
12:45	3	0	0	0	0	0	0	3	7	1	1	1	0	0	0	10
H/TOT	8	1	0	0	0	0	0	9	14	6	1	3	0	0	0	24
13:00	0	0	1	0	0	0	0	1	4	1	0	1	0	0	0	6
13:15	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
13:30	0	1	0	0	0	0	0	1	4	2	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6
H/TOT	2	1	1	0	0	0	0	4	14	6	1	1	0	0	0	22
14:00	1	1	0	0	0	0	0	2	9	0	0	0	0	0	0	9
14:15	3	1	0	0	0	0	0	4	7	0	1	0	0	0	0	8
14:30	1	0	0	0	0	0	0	1	5	1	1	1	0	0	0	8
14:45	6	0	0	0	0	0	1	7	5	1	0	0	0	0	0	6
H/TOT	11	2	0	0	0	0	1	14	26	2	2	1	0	0	0	31
15:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
15:15	3	1	1	0	0	0	0	5	6	1	0	0	0	0	0	7
15:30	2	3	0	0	0	0	0	5	4	2	0	0	1	0	0	7
15:45	2	2	0	0	0	0	0	4	5	3	0	0	0	0	0	8
H/TOT	8	6	1	0	0	0	0	15	19	6	0	0	1	0	0	26
16:00	4	0	0	0	0	0	0	4	8	3	0	1	0	0	0	12
16:15	4	1	0	0	0	0	0	5	5	2	2	1	0	0	0	10
16:30	3	2	0	0	0	0	0	5	2	1	0	0	0	0	0	3
16:45	4	1	0	0	0	0	0	5	5	0	1	0	0	0	0	6
H/TOT	15	4	0	0	0	0	0	19	20	6	3	2	0	0	0	31
17:00	4	2	0	0	0	0	0	6	8	2	0	0	0	0	0	10
17:15	5	1	0	0	0	0	0	6	2	1	0	0	0	0	0	3
17:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
17:45	2	1	0	0	0	0	0	3	7	0	0	2	0	0	0	9
H/TOT	13	4	0	0	0	0	0	17	19	4	0	2	0	0	0	25
18:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
18:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
18:30	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
18:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
H/TOT	8	1	0	0	0	0	0	9	12	1	0	0	0	0	0	13
P/TOT	101	28	2	0	0	0	2	133	209	62	14	18	1	1	0	305

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	C - B FROM A47 (S) TO BROADEND ROAD (W)							C - A FROM A47 (S) TO A47 (N)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	64	28	21	10	0	0	0	123
07:15	8	0	0	0	0	0	0	8	75	38	10	13	0	0	0	136
07:30	6	1	0	1	0	0	0	8	92	41	4	9	1	0	0	147
07:45	7	5	0	0	0	1	0	13	70	39	6	9	0	0	0	124
H/TOT	25	6	0	1	0	1	0	33	301	146	41	41	1	0	0	530
08:00	12	0	0	0	0	0	0	12	89	32	4	11	1	0	0	137
08:15	8	3	0	1	1	0	0	13	76	29	8	8	0	1	0	122
08:30	9	1	1	0	0	0	0	11	82	34	10	12	0	1	0	139
08:45	10	0	0	0	0	0	0	10	67	26	19	8	0	0	0	120
H/TOT	39	4	1	1	1	0	0	46	314	121	41	39	1	2	0	518
09:00	6	2	0	1	0	0	0	9	96	33	18	12	0	0	0	159
09:15	5	3	0	0	0	0	0	8	68	21	8	17	1	0	0	115
09:30	9	3	1	2	0	0	0	15	89	26	4	14	0	0	0	133
09:45	13	6	0	0	0	2	0	21	76	24	17	12	0	0	0	129
H/TOT	33	14	1	3	0	2	0	53	329	104	47	55	1	0	0	536
10:00	6	2	3	0	0	0	0	11	86	28	10	15	0	0	0	139
10:15	11	0	0	0	0	0	0	11	96	21	11	11	2	0	0	141
10:30	13	1	1	1	0	0	0	16	92	25	8	7	0	3	0	135
10:45	3	0	0	0	0	0	0	3	98	23	9	7	0	0	0	137
H/TOT	33	3	4	1	0	0	0	41	372	97	38	40	2	3	0	552
11:00	7	1	0	0	0	0	0	8	98	31	9	24	0	1	0	163
11:15	9	4	2	1	0	0	0	16	79	29	6	14	0	0	0	128
11:30	12	4	1	0	0	0	0	17	85	37	7	19	0	0	0	148
11:45	8	5	1	0	0	0	0	14	83	26	9	11	0	0	0	129
H/TOT	36	14	4	1	0	0	0	55	345	133	31	68	0	1	0	568
12:00	7	1	1	2	0	0	0	11	100	15	14	10	0	0	0	139
12:15	13	1	0	0	0	0	0	14	104	20	8	6	0	0	0	138
12:30	4	2	0	0	0	0	0	6	83	17	7	10	0	2	0	119
12:45	10	3	1	0	0	0	0	14	93	18	9	15	0	1	0	136
H/TOT	34	7	2	2	0	0	0	45	380	70	38	41	0	3	0	532
13:00	7	3	0	0	0	1	0	11	73	24	5	10	0	0	0	112
13:15	9	4	0	1	0	0	0	14	77	26	10	16	0	0	0	129
13:30	2	0	0	0	0	0	0	2	67	29	2	12	0	0	0	110
13:45	10	4	0	0	0	0	0	14	82	16	12	16	0	0	0	126
H/TOT	28	11	0	1	0	1	0	41	299	95	29	54	0	0	0	477
14:00	12	2	1	0	0	0	0	15	83	22	8	9	0	0	0	122
14:15	9	4	0	0	0	0	0	13	76	20	4	7	0	2	0	109
14:30	22	3	0	1	0	0	0	26	74	26	9	12	4	0	0	125
14:45	16	4	0	1	0	0	0	21	92	20	6	9	0	0	0	127
H/TOT	59	13	1	2	0	0	0	75	325	88	27	37	4	2	0	483
15:00	13	3	1	0	0	0	0	17	87	31	3	14	0	0	0	135
15:15	20	1	0	0	0	0	0	21	69	27	13	19	1	0	0	129
15:30	10	5	1	0	0	0	0	16	109	31	17	9	0	1	0	167
15:45	17	2	0	1	0	0	0	20	94	30	4	11	0	0	0	139
H/TOT	60	11	2	1	0	0	0	74	359	119	37	53	1	1	0	570
16:00	12	4	1	1	0	0	0	18	111	36	3	10	1	0	0	161
16:15	22	4	1	2	0	0	0	29	103	32	9	11	0	0	0	155
16:30	15	4	1	0	0	1	0	21	90	41	5	11	0	1	0	148
16:45	12	6	1	0	0	0	0	19	109	45	7	17	0	0	0	178
H/TOT	61	18	4	3	0	1	0	87	413	154	24	49	1	1	0	642
17:00	9	3	0	0	0	0	0	12	121	28	6	10	0	2	0	167
17:15	19	9	1	1	0	0	0	30	118	33	2	14	0	2	0	169
17:30	22	3	1	1	0	0	0	27	99	30	6	9	0	1	0	145
17:45	20	3	0	0	0	0	0	23	129	25	2	6	0	1	0	163
H/TOT	70	18	2	2	0	0	0	92	467	116	16	39	0	6	0	644
18:00	18	4	0	0	0	0	0	22	95	18	5	8	0	0	0	126
18:15	13	1	0	0	0	0	0	14	88	21	4	9	0	1	0	123
18:30	13	4	0	0	0	0	0	17	102	10	2	3	0	1	0	118
18:45	8	0	0	1	0	0	0	9	95	3	0	6	0	0	0	104
H/TOT	52	9	0	1	0	0	0	62	380	53	11	26	0	2	0	471
P/TOT	530	128	21	19	1	5	0	704	4284	1285	380	542	11	21	0	6523

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	C - D							D - C								
	FROM A47 (S) TO BROADEND ROAD (E)							FROM BROADEND ROAD (E) TO A47 (S)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	2	4	1	1	0	0	0	8
07:15	1	0	0	0	0	0	0	1	7	1	1	0	0	0	0	9
07:30	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
07:45	3	2	0	0	1	0	0	6	7	2	0	0	0	0	0	9
H/TOT	5	2	0	0	1	0	0	8	31	9	2	1	0	0	0	43
08:00	3	1	1	0	0	0	0	5	11	0	0	0	0	0	0	11
08:15	5	1	1	0	0	0	0	7	9	1	0	2	0	0	0	12
08:30	2	3	0	0	0	0	0	5	7	0	0	0	0	0	0	7
08:45	3	2	1	1	0	0	0	7	12	1	0	0	0	0	0	13
H/TOT	13	7	3	1	0	0	0	24	39	2	0	2	0	0	0	43
09:00	5	2	0	0	0	0	0	7	3	1	0	0	0	0	0	4
09:15	2	2	1	1	0	0	0	6	3	1	0	0	0	0	0	4
09:30	1	2	1	2	0	0	0	6	3	1	1	2	0	0	0	7
09:45	1	1	0	0	0	0	0	2	6	2	0	1	0	0	0	9
H/TOT	9	7	2	3	0	0	0	21	15	5	1	3	0	0	0	24
10:00	4	0	0	0	0	0	0	4	3	3	0	0	0	0	0	6
10:15	4	0	1	0	0	0	0	5	6	1	0	1	0	0	0	8
10:30	3	2	0	0	1	0	0	6	6	1	0	0	0	0	0	7
10:45	4	0	0	1	0	0	0	5	6	0	0	0	0	0	0	6
H/TOT	15	2	1	1	1	0	0	20	21	5	0	1	0	0	0	27
11:00	6	0	0	0	0	0	0	6	1	2	0	0	0	0	0	3
11:15	2	3	0	1	0	0	0	6	4	2	0	0	0	0	0	6
11:30	3	2	2	0	0	0	0	7	5	2	1	0	0	0	0	9
11:45	5	1	1	0	0	0	0	7	6	0	0	1	0	0	0	7
H/TOT	16	6	3	1	0	0	0	26	17	6	1	1	0	0	0	25
12:00	1	1	0	0	0	0	0	2	2	0	1	0	0	0	0	3
12:15	5	2	0	0	0	0	0	7	5	1	0	0	0	0	0	6
12:30	5	1	0	0	0	0	0	6	2	1	1	0	0	0	0	4
12:45	4	1	0	0	0	1	0	6	4	1	0	0	0	0	0	5
H/TOT	15	5	0	0	0	1	0	21	13	3	2	0	0	0	0	18
13:00	0	2	1	0	0	0	0	3	1	2	1	0	0	0	0	4
13:15	6	1	0	2	0	0	0	9	5	0	0	0	0	0	0	5
13:30	5	0	1	0	0	0	0	6	6	1	0	0	0	0	0	7
13:45	4	1	0	0	0	0	0	5	3	1	0	0	0	0	0	4
H/TOT	15	4	2	2	0	0	0	23	15	4	1	0	0	0	0	20
14:00	5	1	0	0	0	0	0	6	6	1	0	1	0	0	0	8
14:15	6	2	2	1	0	0	0	11	4	0	0	0	0	0	0	4
14:30	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
14:45	2	2	1	0	0	0	0	5	4	2	0	0	0	0	0	6
H/TOT	17	5	3	1	0	0	0	26	19	3	0	1	0	0	0	23
15:00	6	1	0	0	0	0	0	7	7	1	0	0	0	0	0	8
15:15	7	4	1	0	0	0	0	12	1	3	0	0	0	0	0	4
15:30	5	2	1	0	0	0	0	8	3	0	0	0	0	0	0	3
15:45	3	0	0	2	0	0	0	5	6	4	0	0	1	0	0	11
H/TOT	21	7	2	2	0	0	0	32	17	8	0	0	1	0	0	26
16:00	2	0	0	0	0	0	0	2	3	0	1	0	0	0	0	4
16:15	5	1	0	1	0	0	0	7	3	4	0	0	0	0	0	7
16:30	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
16:45	7	1	0	0	0	0	0	8	7	0	0	0	0	0	0	7
H/TOT	16	2	0	1	0	0	0	19	20	4	1	0	0	0	0	25
17:00	5	2	0	0	0	0	0	7	9	0	0	0	0	0	0	9
17:15	9	0	0	0	0	0	0	9	6	0	0	0	0	0	0	6
17:30	9	2	0	0	0	0	0	11	5	0	0	0	0	0	0	5
17:45	6	1	0	0	0	1	0	8	2	3	0	0	0	1	0	6
H/TOT	29	5	0	0	0	1	0	35	22	3	0	0	0	1	0	26
18:00	10	5	0	0	0	0	0	15	1	0	0	0	0	0	0	1
18:15	6	1	1	0	0	0	0	8	1	1	0	0	0	0	0	2
18:30	3	0	0	0	0	0	0	3	2	1	0	1	0	0	0	4
18:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	23	6	1	0	0	0	0	30	6	2	0	1	0	0	0	9
P/TOT	194	58	17	12	2	2	0	285	235	54	8	10	1	1	0	309

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	D - B FROM BROADEND ROAD (E) TO BROADEND ROAD (W)							D - A FROM BROADEND ROAD (E) TO A47 (N)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:15	3	0	0	0	0	0	0	3	1	2	0	0	0	0	0	3
07:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
07:45	8	1	1	0	0	0	0	10	6	2	2	0	0	0	0	10
H/TOT	14	2	1	0	0	0	0	17	10	5	2	0	0	0	0	17
08:00	9	1	0	0	0	0	0	10	8	1	1	0	0	0	0	10
08:15	3	3	0	0	0	0	0	6	11	2	0	0	0	0	0	13
08:30	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9
08:45	7	3	0	0	0	0	0	10	11	0	0	0	0	0	0	11
H/TOT	24	7	0	0	0	0	0	31	39	3	1	0	0	0	0	43
09:00	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
09:15	4	0	0	0	0	0	1	5	4	3	0	0	0	0	0	7
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	2	3	0	0	0	0	0	5	0	2	0	0	0	0	0	2
H/TOT	8	3	0	0	0	0	1	12	7	6	0	0	0	0	0	13
10:00	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4
10:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
10:30	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3
10:45	1	0	0	0	0	0	1	2	2	0	0	0	0	1	0	3
H/TOT	6	1	0	0	0	0	1	8	11	1	0	0	0	1	0	13
11:00	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
11:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
11:30	1	1	0	0	0	0	0	2	0	2	0	0	0	0	0	2
11:45	1	1	0	0	0	2	0	4	0	0	0	0	0	0	0	0
H/TOT	5	4	0	0	0	2	0	11	3	2	0	0	0	0	0	5
12:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
12:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
12:30	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
12:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	3	1	0	0	0	0	0	4
13:00	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
13:15	0	0	1	0	0	0	0	1	2	1	0	0	0	0	0	3
13:30	3	0	1	0	0	0	0	4	2	1	0	0	0	0	0	3
13:45	1	0	0	0	0	0	0	1	5	0	1	0	0	0	0	6
H/TOT	4	0	2	0	0	0	0	6	12	2	2	0	0	0	0	16
14:00	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
14:15	2	2	0	0	0	0	0	4	3	2	1	0	0	0	0	6
14:30	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
14:45	2	0	0	0	0	0	0	2	3	0	1	0	0	0	0	4
H/TOT	12	3	0	0	0	0	0	15	11	2	2	0	0	0	0	15
15:00	1	2	0	0	0	0	0	3	3	2	0	0	0	0	0	5
15:15	4	4	0	0	0	0	0	8	3	1	0	0	0	0	0	4
15:30	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
15:45	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	10	8	0	0	0	0	0	18	12	3	0	0	0	0	0	15
16:00	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6
16:15	3	0	0	0	0	0	0	3	3	0	1	0	0	0	0	4
16:30	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
16:45	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	11	2	0	0	0	0	0	13	13	1	1	0	0	0	0	15
17:00	5	1	0	0	0	0	0	6	4	1	0	0	0	0	0	5
17:15	4	0	0	0	0	0	0	4	3	0	0	1	0	0	0	4
17:30	7	3	0	0	0	0	0	10	1	3	0	0	0	0	0	4
17:45	3	2	0	0	0	0	0	5	3	0	0	0	0	0	0	3
H/TOT	19	6	0	0	0	0	0	25	11	4	0	1	0	0	0	16
18:00	3	0	0	0	0	0	0	3	1	1	0	0	0	0	0	2
18:15	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:30	3	1	0	0	0	0	0	4	6	0	0	0	0	0	0	6
18:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	11	2	0	0	0	0	0	13	11	1	0	0	0	0	0	12
P/TOT	130	39	3	0	0	2	2	176	143	31	8	1	0	1	0	184

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD

DATE: 12/10/2021

DAY: TUESDAY

Table with columns for TIME, TO ARM A A47 (N) (CAR, LGV, OGV1, OGV2, PSV, MCL, PCL, TOT), and FROM ARM A A47 (N) (CAR, LGV, OGV1, OGV2, PSV, MCL, PCL, TOT). Rows represent time intervals from 07:00 to 18:45, including hourly and half-hourly totals (H/TOT) and a grand total (P/TOT).

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM B BROADEND ROAD (W)							FROM ARM B BROADEND ROAD (W)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	0	0	0	0	5	9	5	0	0	0	0	0	14
07:15	11	1	0	0	0	0	0	12	9	3	1	2	0	0	0	15
07:30	12	3	1	1	0	0	0	17	14	1	0	0	0	0	0	15
07:45	21	6	2	0	0	1	0	30	10	7	0	0	0	0	0	17
H/TOT	48	11	3	1	0	1	0	64	42	16	1	2	0	0	0	61
08:00	24	2	0	0	0	0	0	26	10	5	0	0	0	0	0	15
08:15	16	9	1	1	1	0	0	28	8	2	1	0	0	0	0	11
08:30	20	4	1	0	0	0	0	25	8	3	1	1	0	0	0	13
08:45	21	3	0	0	0	0	0	24	3	2	0	0	0	0	0	5
H/TOT	81	18	2	1	1	0	0	103	29	12	2	1	0	0	0	44
09:00	7	2	0	1	0	0	0	10	11	3	0	0	0	0	1	15
09:15	11	3	0	0	0	0	1	15	7	2	2	1	0	1	0	13
09:30	10	3	1	2	0	0	0	16	6	1	0	1	0	0	0	8
09:45	16	9	0	0	0	2	0	27	8	3	0	1	0	0	0	12
H/TOT	44	17	1	3	0	2	1	68	32	9	2	3	0	1	1	48
10:00	8	3	3	0	0	0	0	14	11	5	0	0	0	1	0	17
10:15	16	0	2	0	0	0	0	18	6	4	0	0	0	0	0	10
10:30	17	1	1	1	0	0	0	20	10	0	1	2	0	0	0	13
10:45	7	0	0	0	0	0	1	8	13	2	0	1	0	0	0	16
H/TOT	48	4	6	1	0	0	1	60	40	11	1	3	0	1	0	56
11:00	11	4	0	0	0	0	0	15	7	1	1	0	0	0	0	9
11:15	12	6	2	2	0	0	0	22	7	1	2	1	0	0	0	11
11:30	14	5	1	0	0	0	0	20	7	2	1	1	0	0	0	11
11:45	10	6	1	0	0	2	0	19	8	1	0	0	0	0	0	9
H/TOT	47	21	4	2	0	2	0	76	29	5	4	2	0	0	0	40
12:00	10	1	2	2	0	0	0	15	8	3	1	1	0	0	0	13
12:15	17	1	0	1	0	0	0	19	7	1	0	0	0	0	0	8
12:30	6	4	0	0	0	0	0	10	3	3	0	1	0	0	0	7
12:45	13	4	2	0	0	0	0	19	12	2	1	1	0	0	0	16
H/TOT	46	10	4	3	0	0	0	63	30	9	2	3	0	0	0	44
13:00	9	3	0	0	0	1	0	13	8	1	1	1	0	0	0	11
13:15	11	7	1	1	0	0	0	20	7	1	0	0	0	0	0	8
13:30	9	0	2	0	0	0	0	11	6	4	0	0	0	0	0	10
13:45	13	4	0	0	0	0	0	17	4	3	1	0	0	0	0	8
H/TOT	42	14	3	1	0	1	0	61	25	9	2	1	0	0	0	37
14:00	17	2	1	0	0	0	0	20	11	1	0	0	0	0	0	12
14:15	18	6	0	0	0	0	0	24	12	1	1	0	0	0	0	14
14:30	30	6	0	1	0	0	0	37	8	1	1	1	0	0	0	11
14:45	21	5	0	1	0	0	0	27	16	1	0	0	0	0	1	18
H/TOT	86	19	1	2	0	0	0	108	47	4	2	1	0	0	1	55
15:00	20	7	1	0	0	0	0	28	8	2	0	0	0	0	0	10
15:15	26	5	0	0	0	0	0	31	13	3	1	0	0	0	0	17
15:30	18	6	1	0	0	0	0	25	9	7	0	0	1	0	0	17
15:45	24	4	0	1	0	0	0	29	11	6	0	0	0	0	0	17
H/TOT	88	22	2	1	0	0	0	113	41	18	1	0	1	0	0	61
16:00	16	6	2	1	0	0	0	25	15	5	0	1	0	0	0	21
16:15	29	5	1	2	0	0	0	37	18	3	2	1	0	0	0	24
16:30	23	4	1	0	0	1	0	29	9	5	0	0	0	0	0	14
16:45	17	10	1	0	0	0	0	28	15	1	1	0	0	0	0	17
H/TOT	85	25	5	3	0	1	0	119	57	14	3	2	0	0	0	76
17:00	17	11	0	1	0	0	0	29	22	7	1	0	0	0	0	30
17:15	26	10	2	1	0	0	0	39	11	4	0	0	0	0	0	15
17:30	33	7	1	2	0	0	0	43	6	5	0	0	0	0	0	11
17:45	33	6	0	0	0	0	0	39	14	1	0	2	0	0	0	17
H/TOT	109	34	3	4	0	0	0	150	53	17	1	2	0	0	0	73
18:00	25	4	0	0	0	0	0	29	6	1	0	0	0	0	0	7
18:15	16	3	0	1	0	0	0	20	7	0	0	0	0	0	0	7
18:30	17	6	1	0	0	0	0	24	6	3	1	0	0	0	0	10
18:45	14	0	0	1	0	0	0	15	5	1	0	0	0	0	0	6
H/TOT	72	13	1	2	0	0	0	88	24	5	1	0	0	0	0	30
P/TOT	796	208	35	24	1	7	2	1073	449	129	22	20	1	2	2	625

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM C A47 (S)							TOT	FROM ARM C A47 (S)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	81	47	19	8	0	2	0	157	69	28	21	10	0	0	0	128
07:15	116	43	12	13	0	0	0	184	84	38	10	13	0	0	0	145
07:30	136	38	7	6	0	2	0	189	98	42	4	10	1	0	0	155
07:45	130	48	15	15	0	1	0	209	80	46	6	9	1	1	0	143
H/TOT	463	176	53	42	0	5	0	739	321	154	41	42	2	1	0	571
08:00	106	33	9	16	0	1	0	165	104	33	5	11	1	0	0	154
08:15	98	29	13	11	2	0	0	153	89	33	9	9	1	1	0	142
08:30	110	29	11	16	1	0	0	167	93	38	11	12	0	1	0	155
08:45	115	31	10	6	1	0	0	163	80	28	20	9	0	0	0	137
H/TOT	429	122	43	49	4	1	0	648	366	132	45	41	2	2	0	588
09:00	80	27	9	13	0	0	0	129	107	37	18	13	0	0	0	175
09:15	59	34	11	15	1	0	0	120	75	26	9	18	1	0	0	129
09:30	67	32	8	18	0	0	0	125	99	31	6	18	0	0	0	154
09:45	87	20	12	12	0	0	0	131	90	31	17	12	0	2	0	152
H/TOT	293	113	40	58	1	0	0	505	371	125	50	61	1	2	0	610
10:00	84	31	14	17	0	3	0	149	96	30	13	15	0	0	0	154
10:15	85	23	9	14	0	0	0	131	111	21	12	11	2	0	0	157
10:30	102	17	9	14	0	0	0	142	108	28	9	8	1	3	0	157
10:45	96	22	9	13	0	0	0	140	105	23	9	8	0	0	0	145
H/TOT	367	93	41	58	0	3	0	562	420	102	43	42	3	3	0	613
11:00	89	34	18	14	1	0	0	156	111	32	9	24	0	1	0	177
11:15	93	23	21	11	0	2	0	150	80	36	8	16	0	0	0	150
11:30	106	19	10	12	0	0	0	147	100	43	10	19	0	0	0	172
11:45	77	27	11	15	0	0	0	130	96	32	11	11	0	0	0	150
H/TOT	365	103	60	52	1	2	0	583	397	143	38	70	0	1	0	640
12:00	76	31	9	16	0	0	0	132	108	17	15	12	0	0	0	152
12:15	75	18	11	12	1	0	0	117	122	23	8	6	0	0	0	159
12:30	90	22	10	14	0	0	0	136	92	20	7	10	0	2	0	131
12:45	105	27	10	18	0	4	0	164	107	22	10	15	0	2	0	156
H/TOT	346	98	40	60	1	4	0	549	429	82	40	43	0	4	0	598
13:00	96	29	14	11	0	1	0	151	80	29	6	10	0	1	0	126
13:15	88	19	6	14	0	0	0	127	92	31	10	19	0	0	0	152
13:30	95	24	15	11	0	0	0	145	74	29	3	12	0	0	0	118
13:45	101	27	9	11	0	0	0	148	96	21	12	16	0	0	0	145
H/TOT	380	99	44	47	0	1	0	571	342	110	31	57	0	1	0	541
14:00	101	26	7	15	0	2	0	151	100	25	9	9	0	0	0	143
14:15	72	22	13	4	0	0	0	111	91	26	6	8	0	2	0	133
14:30	104	41	12	11	1	2	0	171	100	29	9	13	4	0	0	155
14:45	89	45	10	6	1	0	0	151	110	26	7	10	0	0	0	153
H/TOT	366	134	42	36	2	4	0	584	401	106	31	40	4	2	0	584
15:00	96	34	10	8	0	0	0	148	106	35	4	14	0	0	0	159
15:15	98	43	3	7	0	1	0	152	96	32	14	19	1	0	0	162
15:30	133	33	7	12	1	0	0	186	124	38	19	9	0	1	0	191
15:45	131	41	9	8	1	1	0	191	114	32	4	14	0	0	0	164
H/TOT	458	151	29	35	2	2	0	677	440	137	41	56	1	1	0	676
16:00	95	42	10	12	0	1	0	160	125	40	4	11	1	0	0	181
16:15	108	49	9	10	0	3	0	179	130	37	10	14	0	0	0	191
16:30	119	42	5	9	0	2	0	177	107	45	6	11	0	2	0	171
16:45	135	36	8	10	0	0	0	189	128	52	8	17	0	0	0	205
H/TOT	457	169	32	41	0	6	0	705	490	174	28	53	1	2	0	748
17:00	132	47	3	10	1	2	0	195	135	33	6	10	0	2	0	186
17:15	145	26	8	6	1	0	0	186	146	42	3	15	0	2	0	208
17:30	114	22	4	8	0	0	0	148	130	35	7	10	0	1	0	183
17:45	107	24	3	12	0	1	0	147	155	29	2	6	0	2	0	194
H/TOT	498	119	18	36	2	3	0	676	566	139	18	41	0	7	0	771
18:00	92	16	5	6	0	0	0	119	123	27	5	8	0	0	0	163
18:15	86	16	1	3	0	0	0	106	107	23	5	9	0	1	0	145
18:30	78	12	3	6	0	0	0	99	118	14	2	3	0	1	0	138
18:45	80	2	0	10	0	0	0	92	107	3	0	7	0	0	0	117
H/TOT	336	46	9	25	0	0	0	416	455	67	12	27	0	2	0	563
P/TOT	4758	1423	451	539	13	31	0	7215	5008	1471	418	573	14	28	0	7512

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 4

LOCATION: A47 / BROADEND ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM D BROADEND ROAD (E)							FROM ARM D BROADEND ROAD (E)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	5	5	1	1	0	0	0	12
07:15	3	1	0	0	0	0	0	4	11	3	1	0	0	0	0	15
07:30	9	2	0	0	0	0	0	11	18	3	0	0	0	0	0	21
07:45	14	4	0	0	1	0	0	19	21	5	3	0	0	0	0	29
H/TOT	29	7	0	0	1	0	0	37	55	16	5	1	0	0	0	77
08:00	8	3	1	0	0	0	0	12	28	2	1	0	0	0	0	31
08:15	11	1	1	0	0	0	0	13	23	6	0	2	0	0	0	31
08:30	10	4	0	0	0	0	0	14	21	0	0	0	0	0	0	21
08:45	16	6	1	1	0	0	0	24	30	4	0	0	0	0	0	34
H/TOT	45	14	3	1	0	0	0	63	102	12	1	2	0	0	0	117
09:00	15	4	0	0	0	0	1	20	7	2	0	0	0	0	0	9
09:15	8	4	1	1	0	0	0	14	11	4	0	0	0	0	1	16
09:30	3	3	1	2	0	0	0	9	4	1	1	2	0	0	0	8
09:45	5	2	0	0	0	0	0	7	8	7	0	1	0	0	0	16
H/TOT	31	13	2	3	0	0	1	50	30	14	1	3	0	0	1	49
10:00	8	2	0	0	0	0	0	10	9	4	0	0	0	0	0	13
10:15	6	2	1	0	0	0	0	9	10	1	0	1	0	0	0	12
10:30	4	4	0	0	1	0	0	9	10	2	0	0	0	0	0	12
10:45	8	0	0	1	0	0	0	9	9	0	0	0	0	1	1	11
H/TOT	26	8	1	1	1	0	0	37	38	7	0	1	0	1	1	48
11:00	14	3	1	0	0	0	0	18	3	4	0	0	0	0	0	7
11:15	6	3	1	1	0	0	0	11	8	2	0	0	0	0	0	10
11:30	5	3	2	0	0	0	0	10	7	5	1	0	0	0	0	13
11:45	12	1	1	0	0	0	0	14	7	1	0	1	0	2	0	11
H/TOT	37	10	5	1	0	0	0	53	25	12	1	1	0	2	0	41
12:00	9	4	0	0	0	0	0	13	5	0	1	0	0	0	0	6
12:15	11	3	0	0	0	0	0	14	8	1	0	0	0	0	0	9
12:30	7	3	1	0	0	0	0	11	4	3	1	0	0	0	0	8
12:45	12	2	0	0	0	1	0	15	5	1	0	0	0	0	0	6
H/TOT	39	12	1	0	0	1	0	53	22	5	2	0	0	0	0	29
13:00	2	3	2	0	0	0	0	7	4	2	2	0	0	0	0	8
13:15	12	3	0	2	0	0	0	17	7	1	1	0	0	0	0	9
13:30	6	2	2	0	0	0	0	10	11	2	1	0	0	0	0	14
13:45	5	2	0	0	0	0	0	7	9	1	1	0	0	0	0	11
H/TOT	25	10	4	2	0	0	0	41	31	6	5	0	0	0	0	42
14:00	13	3	1	0	0	0	0	17	13	1	0	1	0	0	0	15
14:15	10	3	2	1	0	0	0	16	9	4	1	0	0	0	0	14
14:30	7	0	0	0	0	0	0	7	11	1	0	0	0	0	0	12
14:45	15	6	1	0	0	0	1	23	9	2	1	0	0	0	0	12
H/TOT	45	12	4	1	0	0	1	63	42	8	2	1	0	0	0	53
15:00	12	4	0	0	0	0	0	16	11	5	0	0	0	0	0	16
15:15	21	5	2	0	0	0	0	28	8	8	0	0	0	0	0	16
15:30	14	5	1	0	0	0	0	20	10	1	0	0	0	0	0	11
15:45	10	6	0	2	0	0	0	18	10	5	0	0	1	0	0	16
H/TOT	57	20	3	2	0	0	0	82	39	19	0	0	1	0	0	59
16:00	7	1	0	0	0	0	0	8	11	0	1	0	0	0	0	12
16:15	14	3	0	1	0	0	0	18	9	4	1	0	0	0	0	14
16:30	14	3	0	0	0	0	0	17	12	1	0	0	0	0	0	13
16:45	23	3	1	0	0	0	0	27	12	2	0	0	0	0	0	14
H/TOT	58	10	1	1	0	0	0	70	44	7	2	0	0	0	0	53
17:00	16	7	1	0	0	0	0	24	18	2	0	0	0	0	0	20
17:15	27	3	0	0	0	0	0	30	13	0	0	1	0	0	0	14
17:30	20	3	0	0	0	1	0	24	13	6	0	0	0	0	0	19
17:45	15	4	0	1	0	1	0	21	8	5	0	0	0	1	0	14
H/TOT	78	17	1	1	0	2	0	99	52	13	0	1	0	1	0	67
18:00	18	7	0	0	0	0	0	25	5	1	0	0	0	0	0	6
18:15	15	2	1	0	0	0	0	18	5	2	0	0	0	0	0	7
18:30	9	2	0	0	0	0	0	11	11	2	0	1	0	0	0	14
18:45	12	0	0	0	0	0	0	12	7	0	0	0	0	0	0	7
H/TOT	54	11	1	0	0	0	0	66	28	5	0	1	0	0	0	34
P/TOT	524	144	26	13	2	3	2	714	508	124	19	11	1	4	2	669

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	A - D FROM A47 (N) TO ST PAUL'S ROAD								A - C FROM A47 (N) TO A47 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	1	3	0	0	0	14	62	32	6	14	0	2	0	116
07:15	4	1	1	0	0	0	0	6	84	24	8	5	0	0	0	121
07:30	3	1	1	0	0	0	0	5	102	27	9	5	0	1	0	144
07:45	5	4	1	0	0	0	0	10	98	24	11	12	0	0	0	145
H/TOT	20	8	4	3	0	0	0	35	346	107	34	36	0	3	0	526
08:00	4	1	1	0	0	0	0	6	69	28	10	15	0	1	0	123
08:15	3	5	0	0	1	0	0	9	72	20	13	9	1	0	0	115
08:30	1	4	1	1	0	0	0	7	75	17	6	7	0	0	0	105
08:45	3	1	0	2	0	0	0	6	57	22	7	5	0	0	0	91
H/TOT	11	11	2	3	1	0	0	28	273	87	36	36	1	1	0	434
09:00	6	4	1	0	0	0	0	11	61	18	8	11	0	0	0	98
09:15	2	2	1	1	0	0	0	6	45	29	6	9	0	0	0	89
09:30	4	1	0	1	0	0	0	6	56	21	5	10	0	0	0	92
09:45	3	2	2	0	0	0	0	7	64	13	12	8	0	0	0	97
H/TOT	15	9	4	2	0	0	0	30	226	81	31	38	0	0	0	376
10:00	6	4	1	3	0	0	0	14	57	18	11	10	0	2	0	98
10:15	4	2	0	0	0	0	0	6	64	11	10	9	0	0	0	94
10:30	3	0	0	0	0	0	0	3	63	16	9	16	0	0	0	104
10:45	2	3	1	1	0	0	0	7	62	20	7	9	0	0	0	98
H/TOT	15	9	2	4	0	0	0	30	246	65	37	44	0	2	0	394
11:00	8	2	0	1	0	1	0	12	69	18	15	8	1	0	0	111
11:15	6	1	0	1	0	0	0	8	71	15	16	10	0	1	0	113
11:30	1	0	2	0	0	0	0	3	74	16	3	6	0	0	0	99
11:45	6	2	0	0	0	0	0	8	47	21	15	11	0	0	0	94
H/TOT	21	5	2	2	0	1	0	31	261	70	49	35	1	1	0	417
12:00	3	0	0	1	0	0	0	4	61	20	8	7	0	0	0	96
12:15	1	1	0	3	1	0	0	6	66	18	6	10	1	0	0	101
12:30	3	1	0	2	0	0	0	6	78	15	11	8	0	0	0	112
12:45	6	0	0	0	0	1	0	7	77	21	9	11	0	1	0	119
H/TOT	13	2	0	6	1	1	0	23	282	74	34	36	1	1	0	428

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	A - D FROM A47 (N) TO ST PAUL'S ROAD								A - C FROM A47 (N) TO A47 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	5	2	0	0	0	0	0	7	69	21	8	7	0	0	0	105
13:15	7	3	1	1	0	0	0	12	66	18	6	10	0	0	0	100
13:30	7	2	1	0	0	0	0	10	59	13	11	9	0	0	0	92
13:45	3	1	2	0	0	0	0	6	84	26	5	8	0	0	0	123
H/TOT	22	8	4	1	0	0	0	35	278	78	30	34	0	0	0	420
14:00	5	3	1	1	0	0	0	10	71	21	7	13	0	1	0	113
14:15	4	1	0	0	0	0	0	5	48	18	12	2	0	0	0	80
14:30	7	1	2	0	0	0	0	10	82	35	8	4	0	2	0	131
14:45	2	1	0	0	0	0	0	3	59	29	8	9	1	0	0	106
H/TOT	18	6	3	1	0	0	0	28	260	103	35	28	1	3	0	430
15:00	4	0	0	1	0	0	0	5	85	28	8	4	0	0	0	125
15:15	5	0	0	0	0	0	0	5	85	28	4	5	0	1	0	123
15:30	1	3	0	0	0	0	0	4	83	34	6	11	0	0	0	134
15:45	5	1	0	0	0	0	0	6	97	25	8	5	0	1	0	136
H/TOT	15	4	0	1	0	0	0	20	350	115	26	25	0	2	0	518
16:00	3	4	0	0	0	0	0	7	64	32	9	7	0	4	0	116
16:15	3	0	0	0	0	0	0	3	76	38	6	6	0	0	0	126
16:30	8	2	0	0	0	0	0	10	93	40	6	9	0	2	0	150
16:45	5	0	0	0	0	0	0	5	101	29	4	9	0	0	0	143
H/TOT	19	6	0	0	0	0	0	25	334	139	25	31	0	6	0	535
17:00	11	3	0	0	0	0	0	14	122	41	3	7	1	2	0	176
17:15	4	1	0	0	0	0	0	5	121	22	6	6	0	1	0	156
17:30	4	1	0	0	0	0	0	5	86	18	2	8	0	0	0	114
17:45	7	2	0	0	0	0	0	9	100	17	3	7	0	0	0	127
H/TOT	26	7	0	0	0	0	0	33	429	98	14	28	1	3	0	573
18:00	2	3	1	0	0	0	0	6	74	17	4	4	0	0	0	99
18:15	6	0	0	0	0	0	0	6	69	18	2	4	0	0	0	93
18:30	2	0	0	0	0	0	0	2	52	8	2	6	0	0	0	68
18:45	5	0	0	0	0	0	0	5	61	4	1	8	0	0	0	74
H/TOT	15	3	1	0	0	0	0	19	256	47	9	22	0	0	0	334
P/TOT	210	78	22	23	2	2	0	337	3541	1064	360	393	5	22	0	5385

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	A - B FROM A47 (N) TO LYNN ROAD								A - A FROM A47 (N) TO A47 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	4	0	0	0	1	0	16	1	0	0	0	0	0	0	1
07:15	37	10	1	1	2	0	0	51	0	0	0	0	0	0	0	0
07:30	35	15	4	1	0	0	0	55	0	0	0	0	0	0	0	0
07:45	44	6	3	2	0	0	0	55	0	0	0	0	0	0	0	0
H/TOT	127	35	8	4	2	1	0	177	1	0	0	0	0	0	0	1
08:00	56	14	3	1	2	0	0	76	0	0	0	0	0	0	0	0
08:15	48	13	3	1	1	0	0	66	0	0	0	0	0	0	0	0
08:30	35	8	3	1	1	0	0	48	0	0	0	0	0	0	0	0
08:45	35	4	5	0	0	0	0	44	0	0	0	0	0	0	0	0
H/TOT	174	39	14	3	4	0	0	234	0	0	0	0	0	0	0	0
09:00	28	12	2	1	0	0	0	43	0	0	0	0	0	0	0	0
09:15	22	11	3	1	1	0	0	38	0	0	0	0	0	0	0	0
09:30	30	5	2	2	0	0	0	39	0	0	0	0	0	0	0	0
09:45	28	7	1	4	0	0	0	40	0	0	0	0	0	0	0	0
H/TOT	108	35	8	8	1	0	0	160	0	0	0	0	0	0	0	0
10:00	29	5	1	0	0	0	0	35	0	0	0	0	0	0	0	0
10:15	27	8	1	1	1	0	0	38	0	0	0	0	0	0	0	0
10:30	33	8	4	1	0	0	0	46	0	0	0	0	0	0	0	0
10:45	29	3	4	1	0	0	0	37	1	0	0	0	0	0	0	1
H/TOT	118	24	10	3	1	0	0	156	1	0	0	0	0	0	0	1
11:00	26	11	4	2	0	0	0	43	1	0	0	0	0	0	0	1
11:15	28	9	1	3	2	0	0	43	2	0	0	0	0	0	0	2
11:30	30	6	4	3	0	0	0	43	1	0	0	1	0	0	0	2
11:45	32	4	2	5	1	0	0	44	0	0	0	0	0	0	0	0
H/TOT	116	30	11	13	3	0	0	173	4	0	0	1	0	0	0	5
12:00	25	6	2	3	0	0	0	36	0	0	1	0	0	0	0	1
12:15	36	5	1	1	1	0	0	44	0	0	0	0	0	0	0	0
12:30	28	12	4	3	0	1	0	48	0	0	0	0	0	0	0	0
12:45	42	6	4	1	0	0	0	53	0	0	0	0	0	0	0	0
H/TOT	131	29	11	8	1	1	0	181	0	0	1	0	0	0	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	A - B FROM A47 (N) TO LYNN ROAD								A - A FROM A47 (N) TO A47 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	33	7	2	2	0	0	0	44	0	0	0	0	0	0	0	0
13:15	36	10	3	1	1	0	0	51	0	0	0	0	0	0	0	0
13:30	36	2	2	0	0	0	0	40	0	0	0	0	0	0	0	0
13:45	37	6	1	1	0	0	0	45	0	0	0	0	0	0	0	0
H/TOT	142	25	8	4	1	0	0	180	0	0	0	0	0	0	0	0
14:00	41	9	1	3	0	0	0	54	0	0	0	0	0	0	0	0
14:15	42	11	4	1	1	0	0	59	1	1	0	0	0	0	0	2
14:30	56	11	1	2	0	0	0	70	0	0	0	0	0	0	0	0
14:45	41	9	5	2	0	0	0	57	0	0	0	0	0	0	0	0
H/TOT	180	40	11	8	1	0	0	240	1	1	0	0	0	0	0	2
15:00	43	16	0	1	0	0	0	60	2	0	0	0	0	0	0	2
15:15	39	3	2	0	0	0	0	44	0	0	0	0	1	0	0	1
15:30	52	8	2	1	0	2	0	65	0	0	0	0	0	0	0	0
15:45	37	13	1	0	3	1	0	55	0	0	0	0	0	0	0	0
H/TOT	171	40	5	2	3	3	0	224	2	0	0	0	1	0	0	3
16:00	59	11	0	0	0	0	0	70	2	0	0	0	0	0	0	2
16:15	63	13	3	3	1	1	0	84	0	0	0	0	0	0	0	0
16:30	51	8	2	0	0	0	0	61	0	0	0	0	0	0	0	0
16:45	44	11	0	1	0	0	0	56	0	0	0	0	0	0	0	0
H/TOT	217	43	5	4	1	1	0	271	2	0	0	0	0	0	0	2
17:00	76	11	4	1	0	0	0	92	0	0	0	0	0	0	0	0
17:15	72	10	0	0	1	1	0	84	0	0	0	0	0	0	0	0
17:30	56	15	0	0	1	0	0	72	0	0	0	0	0	0	0	0
17:45	54	4	0	1	0	1	0	60	0	0	0	0	0	0	0	0
H/TOT	258	40	4	2	2	2	0	308	0	0	0	0	0	0	0	0
18:00	47	5	1	0	0	0	0	53	0	0	0	0	0	0	0	0
18:15	51	3	1	0	0	0	0	55	1	0	0	0	0	0	0	1
18:30	36	3	2	1	0	1	0	43	0	0	0	0	0	0	0	0
18:45	31	4	1	1	0	0	0	37	0	0	0	0	0	0	0	0
H/TOT	165	15	5	2	0	1	0	188	1	0	0	0	0	0	0	1
P/TOT	1907	395	100	61	20	9	0	2492	12	1	1	1	1	0	0	16

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	B - A FROM LYNN ROAD TO A47 (N)								B - D FROM LYNN ROAD TO ST PAUL'S ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	33	14	2	0	0	0	0	49	2	6	0	0	0	1	0	9
07:15	50	16	1	0	0	1	0	68	12	3	0	0	0	0	0	15
07:30	58	13	1	0	0	0	0	72	11	4	1	0	0	0	0	16
07:45	59	13	3	1	0	0	0	76	9	7	2	1	0	0	0	19
H/TOT	200	56	7	1	0	1	0	265	34	20	3	1	0	1	0	59
08:00	50	12	2	2	1	0	0	67	8	2	0	0	0	0	1	11
08:15	56	9	0	0	0	0	0	65	10	4	1	1	0	0	0	16
08:30	56	5	2	1	2	0	0	66	25	4	1	0	0	0	0	30
08:45	40	6	3	1	0	0	0	50	11	4	0	0	1	0	0	16
H/TOT	202	32	7	4	3	0	0	248	54	14	2	1	1	0	1	73
09:00	39	13	5	0	1	0	0	58	8	1	1	1	0	0	0	11
09:15	32	9	3	3	0	0	0	47	11	3	0	1	0	0	0	15
09:30	32	8	1	4	0	1	0	46	7	3	0	1	0	0	0	11
09:45	31	9	5	0	0	0	0	45	9	3	1	1	0	0	0	14
H/TOT	134	39	14	7	1	1	0	196	35	10	2	4	0	0	0	51
10:00	31	10	3	0	1	0	0	45	14	3	1	1	0	0	0	19
10:15	30	7	3	0	0	0	0	40	9	3	0	0	0	0	0	12
10:30	33	6	1	3	0	1	0	44	13	2	0	0	0	0	0	15
10:45	39	4	5	2	0	0	0	50	7	3	0	0	0	1	0	11
H/TOT	133	27	12	5	1	1	0	179	43	11	1	1	0	1	0	57
11:00	30	9	4	0	1	0	0	44	11	2	1	0	0	0	0	14
11:15	32	4	3	1	0	0	0	40	6	1	1	0	0	0	0	8
11:30	30	6	2	0	0	0	0	38	14	2	1	0	0	0	0	17
11:45	30	8	0	3	1	0	0	42	9	0	0	1	0	0	0	10
H/TOT	122	27	9	4	2	0	0	164	40	5	3	1	0	0	0	49
12:00	25	0	1	2	1	0	0	29	7	1	1	1	0	0	0	10
12:15	40	3	3	1	0	0	0	47	14	2	1	1	0	0	0	18
12:30	33	5	1	1	0	0	0	40	18	1	2	0	0	0	0	21
12:45	22	2	1	0	0	0	0	25	12	4	0	0	0	0	0	16
H/TOT	120	10	6	4	1	0	0	141	51	8	4	2	0	0	0	65

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	B - A FROM LYNN ROAD TO A47 (N)								B - D FROM LYNN ROAD TO ST PAUL'S ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	32	2	3	1	1	1	0	40	11	1	0	0	0	0	0	12
13:15	38	4	5	1	0	0	0	48	14	3	0	0	0	0	0	17
13:30	31	8	3	3	0	0	0	45	8	6	1	0	0	0	0	15
13:45	37	5	2	1	0	1	0	46	7	6	2	1	0	0	0	16
H/TOT	138	19	13	6	1	2	0	179	40	16	3	1	0	0	0	60
14:00	36	8	1	1	1	0	0	47	16	2	1	1	0	0	0	20
14:15	38	4	1	1	0	1	0	45	14	3	1	0	0	0	0	18
14:30	20	7	2	1	0	1	0	31	7	3	1	0	0	0	0	11
14:45	32	10	2	3	0	0	0	47	10	3	0	2	0	0	0	15
H/TOT	126	29	6	6	1	2	0	170	47	11	3	3	0	0	0	64
15:00	31	11	1	0	1	0	0	44	12	1	0	0	0	0	0	13
15:15	36	8	1	3	0	0	0	48	21	1	0	0	0	0	0	22
15:30	44	4	5	2	0	0	0	55	22	1	0	1	1	0	0	25
15:45	40	5	1	1	0	0	0	47	12	0	0	0	0	0	0	12
H/TOT	151	28	8	6	1	0	0	194	67	3	0	1	1	0	0	72
16:00	43	7	4	4	1	0	0	59	13	2	0	0	0	0	0	15
16:15	42	12	2	0	0	0	0	56	19	2	1	0	0	0	0	22
16:30	51	11	3	3	2	0	0	70	18	5	0	0	0	0	0	23
16:45	53	7	0	0	0	0	0	60	11	6	0	0	0	0	0	17
H/TOT	189	37	9	7	3	0	0	245	61	15	1	0	0	0	0	77
17:00	53	10	0	2	0	0	0	65	17	2	1	0	0	0	0	20
17:15	45	7	4	0	1	0	0	57	14	4	0	0	0	0	0	18
17:30	56	3	3	0	0	0	0	62	20	3	0	0	0	0	0	23
17:45	43	4	0	0	0	0	0	47	16	7	0	1	0	0	0	24
H/TOT	197	24	7	2	1	0	0	231	67	16	1	1	0	0	0	85
18:00	34	5	2	0	2	0	0	43	7	2	1	0	0	0	0	10
18:15	34	6	0	0	2	0	0	42	11	0	0	0	0	0	0	11
18:30	36	6	0	0	0	0	0	42	19	0	0	0	0	0	0	19
18:45	16	1	0	0	0	0	0	17	12	2	0	0	0	0	0	14
H/TOT	120	18	2	0	4	0	0	144	49	4	1	0	0	0	0	54
P/TOT	1832	346	100	52	19	7	0	2356	588	133	24	16	2	2	1	766

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	C - B FROM A47 (S) TO LYNN ROAD								C - A FROM A47 (S) TO A47 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	3	0	0	0	0	0	6	56	33	11	13	0	0	0	113
07:15	10	4	1	1	0	0	0	16	61	30	10	12	0	0	0	113
07:30	10	7	0	3	0	0	0	20	81	33	5	9	1	0	0	129
07:45	10	8	1	1	0	0	0	20	71	37	9	0	0	0	0	117
H/TOT	33	22	2	5	0	0	0	62	269	133	35	34	1	0	0	472
08:00	18	4	0	3	0	0	0	25	74	27	4	7	1	0	0	113
08:15	20	4	0	1	0	0	0	25	52	26	7	4	0	1	0	90
08:30	22	2	1	2	0	0	0	27	80	32	8	11	0	1	0	132
08:45	12	1	2	0	0	0	0	15	68	25	16	5	0	0	0	114
H/TOT	72	11	3	6	0	0	0	92	274	110	35	27	1	2	0	449
09:00	10	7	0	2	0	0	0	19	84	28	20	12	0	0	0	144
09:15	9	5	1	3	0	0	0	18	50	15	6	11	1	1	0	84
09:30	16	1	1	4	0	0	0	22	78	21	2	10	0	0	0	111
09:45	12	4	1	2	0	0	0	19	54	23	12	10	0	0	0	99
H/TOT	47	17	3	11	0	0	0	78	266	87	40	43	1	1	0	438
10:00	8	4	1	2	0	0	0	15	68	23	10	10	0	0	0	111
10:15	15	3	2	2	0	0	0	22	90	17	12	8	1	0	0	128
10:30	16	3	0	0	0	0	0	19	76	21	10	8	0	0	0	115
10:45	13	2	1	0	0	0	0	16	81	20	6	7	0	4	0	118
H/TOT	52	12	4	4	0	0	0	72	315	81	38	33	1	4	0	472
11:00	17	3	1	5	0	0	0	26	87	23	8	19	0	1	0	138
11:15	16	6	1	1	0	0	0	24	61	26	7	15	0	0	0	109
11:30	16	9	1	3	0	0	0	29	67	31	9	11	0	0	0	118
11:45	20	4	1	1	0	0	0	26	52	20	7	8	0	0	0	87
H/TOT	69	22	4	10	0	0	0	105	267	100	31	53	0	1	0	452
12:00	17	1	2	3	0	0	0	23	62	11	9	8	0	0	0	90
12:15	21	2	0	2	0	0	0	25	88	11	7	6	0	0	0	112
12:30	19	3	3	5	0	0	0	30	62	17	4	4	0	0	0	87
12:45	20	2	2	1	0	0	0	25	71	13	6	10	0	2	0	102
H/TOT	77	8	7	11	0	0	0	103	283	52	26	28	0	2	0	391

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	C - B FROM A47 (S) TO LYNN ROAD								C - A FROM A47 (S) TO A47 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	19	2	0	1	0	0	0	22	63	19	7	9	0	1	0	99
13:15	17	3	1	3	0	0	0	24	44	24	8	16	0	0	0	92
13:30	16	3	0	1	0	0	0	20	53	23	3	9	0	0	0	88
13:45	17	1	3	3	0	0	0	24	67	18	9	10	0	0	0	104
H/TOT	69	9	4	8	0	0	0	90	227	84	27	44	0	1	0	383
14:00	22	3	1	1	0	0	0	27	65	19	6	0	0	0	0	90
14:15	16	3	2	2	0	0	0	23	61	14	6	4	0	2	0	87
14:30	21	6	0	2	2	0	0	31	49	20	9	9	0	0	0	87
14:45	19	3	0	3	1	0	0	26	74	15	5	6	0	0	0	100
H/TOT	78	15	3	8	3	0	0	107	249	68	26	19	0	2	0	364
15:00	20	1	1	5	0	0	0	27	70	28	5	9	0	0	0	112
15:15	16	6	2	4	0	0	0	28	68	18	10	8	0	0	0	104
15:30	33	2	3	3	0	0	0	41	74	28	12	10	0	0	0	124
15:45	24	3	1	0	0	0	0	28	75	27	4	10	0	1	0	117
H/TOT	93	12	7	12	0	0	0	124	287	101	31	37	0	1	0	457
16:00	21	7	1	1	0	0	0	30	88	30	2	9	0	0	0	129
16:15	20	10	1	2	0	0	0	33	91	24	5	5	0	0	0	125
16:30	14	4	4	5	0	0	0	27	79	33	5	11	0	1	0	129
16:45	20	11	2	4	0	0	0	37	86	36	3	11	0	0	0	136
H/TOT	75	32	8	12	0	0	0	127	344	123	15	36	0	1	0	519
17:00	24	6	2	2	0	0	0	34	102	23	4	8	0	1	0	138
17:15	26	6	0	1	0	0	0	33	99	26	3	12	0	3	0	143
17:30	20	2	0	3	0	0	0	25	91	30	7	9	0	1	0	138
17:45	17	5	0	0	0	0	0	22	101	16	2	4	0	1	0	124
H/TOT	87	19	2	6	0	0	0	114	393	95	16	33	0	6	0	543
18:00	23	2	0	1	0	0	0	26	78	12	1	6	0	0	0	97
18:15	18	2	1	2	0	1	0	24	75	19	4	6	0	0	0	104
18:30	21	3	0	1	0	0	0	25	78	15	2	2	0	0	0	97
18:45	19	3	0	2	0	0	0	24	75	6	3	5	0	3	0	92
H/TOT	81	10	1	6	0	1	0	99	306	52	10	19	0	3	0	390
P/TOT	833	189	48	99	3	1	0	1173	3480	1086	330	406	4	24	0	5330

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	D - C FROM ST PAUL'S ROAD TO A47 (S)								D - B FROM ST PAUL'S ROAD TO LYNN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	5	0	0	0	0	0	8	11	3	0	1	0	0	0	15
07:15	5	2	1	1	0	0	0	9	7	2	0	2	0	0	0	11
07:30	4	2	2	1	0	1	0	10	9	2	0	0	0	0	0	11
07:45	7	7	1	2	0	0	0	17	15	3	0	0	0	0	0	18
H/TOT	19	16	4	4	0	1	0	44	42	10	0	3	0	0	0	55
08:00	7	1	0	0	0	0	0	8	14	1	1	0	0	0	0	16
08:15	6	1	0	0	1	0	0	8	22	5	1	1	1	0	0	30
08:30	7	1	3	1	0	0	0	12	12	2	0	1	0	0	0	15
08:45	16	4	0	1	0	0	0	21	18	2	1	0	0	0	0	21
H/TOT	36	7	3	2	1	0	0	49	66	10	3	2	1	0	0	82
09:00	3	4	1	0	0	0	0	8	11	2	2	0	0	0	0	15
09:15	1	3	1	2	0	0	0	7	13	1	1	0	0	0	0	15
09:30	5	4	0	3	0	0	0	12	8	2	2	0	0	0	0	12
09:45	5	3	0	1	0	0	0	9	4	1	1	0	0	0	0	6
H/TOT	14	14	2	6	0	0	0	36	36	6	6	0	0	0	0	48
10:00	10	3	3	2	0	0	0	18	8	2	0	0	0	0	0	10
10:15	6	1	1	2	0	0	0	10	3	2	0	0	0	0	0	5
10:30	7	1	0	0	0	0	0	8	4	2	0	0	0	0	0	6
10:45	4	1	0	2	0	0	0	7	5	3	0	0	0	0	0	8
H/TOT	27	6	4	6	0	0	0	43	20	9	0	0	0	0	0	29
11:00	7	4	2	0	0	0	0	13	6	2	0	0	0	0	0	8
11:15	11	3	2	2	0	1	0	19	6	0	0	0	0	0	0	6
11:30	9	1	1	1	0	0	0	12	4	3	0	0	0	0	0	7
11:45	7	1	0	0	0	0	0	8	11	1	0	0	0	0	0	12
H/TOT	34	9	5	3	0	1	0	52	27	6	0	0	0	0	0	33
12:00	6	2	1	1	0	0	0	10	6	1	0	0	0	0	0	7
12:15	5	0	0	3	0	0	0	8	5	0	1	1	0	0	0	7
12:30	4	1	0	1	0	0	0	6	8	2	0	0	0	0	0	10
12:45	8	2	0	2	0	2	0	14	5	2	0	0	0	0	0	7
H/TOT	23	5	1	7	0	2	0	38	24	5	1	1	0	0	0	31

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	D - C FROM ST PAUL'S ROAD TO A47 (S)								D - B FROM ST PAUL'S ROAD TO LYNN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	4	2	1	1	0	1	0	9	6	2	1	0	0	0	0	9
13:15	8	0	0	1	0	0	0	9	11	1	0	1	0	0	0	13
13:30	4	2	2	0	0	0	0	8	8	3	1	0	0	1	0	13
13:45	9	1	1	0	0	0	0	11	9	4	0	1	0	0	0	14
H/TOT	25	5	4	2	0	1	0	37	34	10	2	2	0	1	0	49
14:00	2	3	1	2	0	0	0	8	10	1	1	0	0	0	0	12
14:15	7	3	0	0	0	0	0	10	12	5	0	0	0	0	1	18
14:30	9	1	3	1	1	0	0	15	12	2	1	0	0	0	0	15
14:45	5	2	0	0	0	0	0	7	13	1	0	0	0	0	0	14
H/TOT	23	9	4	3	1	0	0	40	47	9	2	0	0	0	1	59
15:00	4	2	0	1	0	0	0	7	7	1	2	0	0	0	0	10
15:15	5	1	0	0	0	0	0	6	12	3	0	0	0	0	0	15
15:30	4	1	0	0	0	0	0	5	5	5	0	0	0	0	0	10
15:45	9	1	1	0	0	0	0	11	10	4	1	0	0	0	0	15
H/TOT	22	5	1	1	0	0	0	29	34	13	3	0	0	0	0	50
16:00	3	4	0	1	0	0	0	8	15	3	0	0	0	0	0	18
16:15	7	1	0	0	0	0	0	8	7	4	0	0	0	0	0	11
16:30	5	1	0	1	0	0	0	7	11	7	2	0	0	0	0	20
16:45	8	3	0	0	0	0	0	11	7	4	0	0	0	0	0	11
H/TOT	23	9	0	2	0	0	0	34	40	18	2	0	0	0	0	60
17:00	9	4	0	2	0	0	0	15	9	2	0	0	0	0	0	11
17:15	9	1	0	0	0	0	0	10	8	5	0	0	0	0	0	13
17:30	10	3	0	0	0	0	0	13	8	2	0	0	0	0	0	10
17:45	6	0	0	0	0	0	0	6	9	1	0	0	0	0	0	10
H/TOT	34	8	0	2	0	0	0	44	34	10	0	0	0	0	0	44
18:00	4	2	0	0	0	0	0	6	8	4	0	0	0	0	0	12
18:15	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10
18:30	6	0	1	1	0	0	0	8	12	3	0	0	0	0	0	15
18:45	2	1	0	0	0	0	0	3	13	1	0	0	0	0	0	14
H/TOT	18	3	1	1	0	0	0	23	43	8	0	0	0	0	0	51
P/TOT	298	96	29	39	2	5	0	469	447	114	19	8	1	1	1	591

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM A A47 (N)								FROM ARM A A47 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	94	49	14	14	0	0	0	171	82	38	7	17	0	3	0	147
07:15	112	51	12	12	0	1	0	188	125	35	10	6	2	0	0	178
07:30	144	47	7	10	1	0	0	209	140	43	14	6	0	1	0	204
07:45	140	52	12	1	0	0	0	205	147	34	15	14	0	0	0	210
H/TOT	490	199	45	37	1	1	0	773	494	150	46	43	2	4	0	739
08:00	132	39	7	9	2	0	0	189	129	43	14	16	2	1	0	205
08:15	111	39	7	5	0	1	0	163	123	38	16	10	3	0	0	190
08:30	147	39	10	12	2	1	0	211	111	29	10	9	1	0	0	160
08:45	114	32	19	6	0	0	0	171	95	27	12	7	0	0	0	141
H/TOT	504	149	43	32	4	2	0	734	458	137	52	42	6	1	0	696
09:00	133	44	26	13	1	0	0	217	95	34	11	12	0	0	0	152
09:15	86	27	9	15	2	1	0	140	69	42	10	11	1	0	0	133
09:30	120	32	4	14	0	1	0	171	90	27	7	13	0	0	0	137
09:45	94	34	17	11	0	0	0	156	95	22	15	12	0	0	0	144
H/TOT	433	137	56	53	3	2	0	684	349	125	43	48	1	0	0	566
10:00	111	36	15	10	1	0	0	173	92	27	13	13	0	2	0	147
10:15	138	28	15	9	1	0	0	191	95	21	11	10	1	0	0	138
10:30	119	28	11	12	0	1	0	171	99	24	13	17	0	0	0	153
10:45	135	30	12	9	0	4	0	190	94	26	12	11	0	0	0	143
H/TOT	503	122	53	40	2	5	0	725	380	98	49	51	1	2	0	581
11:00	130	32	12	19	1	1	0	195	104	31	19	11	1	1	0	167
11:15	100	32	10	16	0	0	0	158	107	25	17	14	2	1	0	166
11:30	111	40	11	13	0	0	0	175	106	22	9	10	0	0	0	147
11:45	88	29	7	11	1	0	0	136	85	27	17	16	1	0	0	146
H/TOT	429	133	40	59	2	1	0	664	402	105	62	51	4	2	0	626
12:00	99	11	14	11	1	0	0	136	89	26	11	11	0	0	0	137
12:15	136	17	12	7	0	0	0	172	103	24	7	14	3	0	0	151
12:30	107	23	5	5	0	0	0	140	109	28	15	13	0	1	0	166
12:45	104	17	7	10	0	2	0	140	125	27	13	12	0	2	0	179
H/TOT	446	68	38	33	1	2	0	588	426	105	46	50	3	3	0	633

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM A A47 (N)								FROM ARM A A47 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	106	23	10	14	1	2	0	156	107	30	10	9	0	0	0	156
13:15	92	31	14	17	0	0	0	154	109	31	10	12	1	0	0	163
13:30	94	32	6	12	0	0	0	144	102	17	14	9	0	0	0	142
13:45	110	25	11	12	0	1	0	159	124	33	8	9	0	0	0	174
H/TOT	402	111	41	55	1	3	0	613	442	111	42	39	1	0	0	635
14:00	106	28	7	1	1	0	0	143	117	33	9	17	0	1	0	177
14:15	102	20	7	5	0	3	0	137	95	31	16	3	1	0	0	146
14:30	76	27	11	10	0	1	0	125	145	47	11	6	0	2	0	211
14:45	114	25	7	10	0	0	0	156	102	39	13	11	1	0	0	166
H/TOT	398	100	32	26	1	4	0	561	459	150	49	37	2	3	0	700
15:00	108	41	7	9	1	0	0	166	134	44	8	6	0	0	0	192
15:15	110	30	11	13	1	0	0	165	129	31	6	5	1	1	0	173
15:30	126	34	18	14	0	0	0	192	136	45	8	12	0	2	0	203
15:45	119	34	6	11	0	1	0	171	139	39	9	5	3	2	0	197
H/TOT	463	139	42	47	2	1	0	694	538	159	31	28	4	5	0	765
16:00	146	39	6	13	1	0	0	205	128	47	9	7	0	4	0	195
16:15	141	41	7	5	0	0	0	194	142	51	9	9	1	1	0	213
16:30	137	45	9	14	2	1	0	208	152	50	8	9	0	2	0	221
16:45	146	47	3	12	0	0	0	208	150	40	4	10	0	0	0	204
H/TOT	570	172	25	44	3	1	0	815	572	188	30	35	1	7	0	833
17:00	166	39	4	11	0	1	0	221	209	55	7	8	1	2	0	282
17:15	156	34	7	12	1	3	0	213	197	33	6	6	1	2	0	245
17:30	162	36	10	9	0	2	0	219	146	34	2	8	1	0	0	191
17:45	150	20	2	4	0	1	0	177	161	23	3	8	0	1	0	196
H/TOT	634	129	23	36	1	7	0	830	713	145	18	30	3	5	0	914
18:00	117	20	5	8	2	0	0	152	123	25	6	4	0	0	0	158
18:15	115	26	4	6	2	0	0	153	127	21	3	4	0	0	0	155
18:30	117	21	2	2	0	0	0	142	90	11	4	7	0	1	0	113
18:45	95	8	3	5	0	3	0	114	97	8	2	9	0	0	0	116
H/TOT	444	75	14	21	4	3	0	561	437	65	15	24	0	1	0	542
P/TOT	5716	1534	452	483	25	32	0	8242	5670	1538	483	478	28	33	0	8230

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM B LYNN ROAD								FROM ARM B LYNN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	10	0	1	0	1	0	37	44	27	2	3	0	1	0	77
07:15	54	16	2	4	2	0	0	78	77	27	1	2	0	1	0	108
07:30	54	24	4	4	0	0	0	86	94	26	2	1	0	0	0	123
07:45	69	17	4	3	0	0	0	93	91	28	7	6	0	1	0	133
H/TOT	202	67	10	12	2	1	0	294	306	108	12	12	0	3	0	441
08:00	88	19	4	4	2	0	0	117	80	18	2	4	1	0	1	106
08:15	90	22	4	3	2	0	0	121	86	16	1	3	0	0	0	106
08:30	69	12	4	4	1	0	0	90	120	17	5	3	5	0	0	150
08:45	65	7	8	0	0	0	0	80	84	13	5	1	1	0	0	104
H/TOT	312	60	20	11	5	0	0	408	370	64	13	11	7	0	1	466
09:00	49	21	4	3	0	0	0	77	59	21	7	2	1	0	0	90
09:15	44	17	5	4	1	0	0	71	52	15	3	8	0	0	0	78
09:30	54	8	5	6	0	0	0	73	49	17	3	6	0	1	0	76
09:45	44	12	3	6	0	0	0	65	51	15	7	2	0	0	0	75
H/TOT	191	58	17	19	1	0	0	286	211	68	20	18	1	1	0	319
10:00	45	11	2	2	0	0	0	60	61	16	5	3	1	0	0	86
10:15	45	13	3	3	1	0	0	65	56	12	4	2	0	0	0	74
10:30	53	13	4	1	0	0	0	71	71	11	1	3	0	1	0	87
10:45	47	8	5	1	0	0	0	61	67	9	6	4	0	1	0	87
H/TOT	190	45	14	7	1	0	0	257	255	48	16	12	1	2	0	334
11:00	49	16	5	7	0	0	0	77	56	16	8	3	1	0	0	84
11:15	50	15	2	4	2	0	0	73	56	12	7	4	0	0	0	79
11:30	50	18	5	6	0	0	0	79	56	8	4	3	0	0	0	71
11:45	63	9	3	6	1	0	0	82	53	12	0	7	1	0	0	73
H/TOT	212	58	15	23	3	0	0	311	221	48	19	17	2	0	0	307
12:00	48	8	4	6	0	0	0	66	43	5	3	5	1	0	0	57
12:15	62	7	2	4	1	0	0	76	65	5	8	5	0	0	0	83
12:30	55	17	7	8	0	1	0	88	64	7	4	5	0	0	0	80
12:45	67	10	6	2	0	0	0	85	54	7	5	1	0	1	0	68
H/TOT	232	42	19	20	1	1	0	315	226	24	20	16	1	1	0	288

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM B LYNN ROAD								FROM ARM B LYNN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	58	11	3	3	0	0	0	75	56	9	5	6	1	1	0	78
13:15	64	14	4	5	1	0	0	88	73	11	5	3	0	0	0	92
13:30	60	8	3	1	0	1	0	73	56	16	7	4	0	0	0	83
13:45	63	11	4	5	0	0	0	83	61	14	6	4	0	2	0	87
H/TOT	245	44	14	14	1	1	0	319	246	50	23	17	1	3	0	340
14:00	73	13	3	4	0	0	0	93	67	10	3	2	1	0	0	83
14:15	70	19	6	3	1	0	1	100	64	13	3	1	0	1	0	82
14:30	89	19	2	4	2	0	0	116	45	16	4	6	0	1	0	72
14:45	73	13	5	5	1	0	0	97	64	21	2	5	0	0	0	92
H/TOT	305	64	16	16	4	0	1	406	240	60	12	14	1	2	0	329
15:00	70	18	3	6	0	0	0	97	60	18	1	2	1	0	0	82
15:15	67	12	4	4	0	0	0	87	85	16	2	4	0	0	0	107
15:30	90	15	5	4	0	2	0	116	102	10	6	4	1	0	0	123
15:45	71	20	3	0	3	1	0	98	78	10	1	3	0	0	0	92
H/TOT	298	65	15	14	3	3	0	398	325	54	10	13	2	0	0	404
16:00	95	21	1	1	0	0	0	118	83	21	4	6	1	0	0	115
16:15	90	27	4	5	1	1	0	128	84	17	3	3	0	0	0	107
16:30	76	19	8	5	0	0	0	108	98	21	5	5	2	0	0	131
16:45	71	26	2	5	0	0	0	104	84	17	1	0	0	0	0	102
H/TOT	332	93	15	16	1	1	0	458	349	76	13	14	3	0	0	455
17:00	109	19	6	3	0	0	0	137	85	17	2	5	0	0	0	109
17:15	106	21	0	1	1	1	0	130	79	15	6	0	2	0	0	102
17:30	84	19	0	3	1	0	0	107	94	8	5	1	0	0	0	108
17:45	80	10	0	1	0	1	0	92	75	13	0	4	0	0	1	93
H/TOT	379	69	6	8	2	2	0	466	333	53	13	10	2	0	1	412
18:00	78	11	1	1	0	0	0	91	57	10	4	1	2	0	0	74
18:15	79	5	2	2	0	1	0	89	55	8	0	1	2	0	0	66
18:30	69	9	2	2	0	1	0	83	74	8	0	0	0	0	0	82
18:45	63	8	1	3	0	0	0	75	37	4	0	1	0	0	0	42
H/TOT	289	33	6	8	0	2	0	338	223	30	4	3	4	0	0	264
P/TOT	3187	698	167	168	24	11	1	4256	3305	683	175	157	25	12	2	4359

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM C A47 (S)								FROM ARM C A47 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	74	44	6	17	0	2	0	143	62	37	12	14	0	0	0	125
07:15	104	34	9	8	0	0	0	155	74	38	11	14	0	0	0	137
07:30	131	38	11	7	0	2	0	189	97	42	5	12	1	0	0	157
07:45	128	39	14	18	0	1	0	200	82	45	11	1	0	0	0	139
H/TOT	437	155	40	50	0	5	0	687	315	162	39	41	1	0	0	558
08:00	98	33	10	17	0	1	0	159	94	31	5	11	1	0	0	142
08:15	98	24	13	11	2	0	0	148	73	33	7	8	0	1	0	122
08:30	121	26	11	10	3	0	0	171	108	34	10	13	0	1	0	166
08:45	106	29	9	6	0	0	0	150	81	27	19	6	0	0	0	133
H/TOT	423	112	43	44	5	1	0	628	356	125	41	38	1	2	0	563
09:00	76	29	10	12	0	0	0	127	99	38	20	14	0	0	0	171
09:15	55	35	7	15	0	0	0	112	66	23	8	15	1	1	0	114
09:30	71	31	7	14	0	0	0	123	99	23	3	15	0	0	0	140
09:45	80	19	13	10	0	0	0	122	76	32	14	12	0	0	0	134
H/TOT	282	114	37	51	0	0	0	484	340	116	45	56	1	1	0	559
10:00	83	24	15	14	0	2	0	138	82	29	11	15	0	0	0	137
10:15	87	14	12	13	0	0	0	126	118	22	14	11	1	0	0	166
10:30	95	20	9	16	0	0	0	140	98	27	11	8	0	0	0	144
10:45	87	23	8	13	0	0	0	131	101	23	7	7	0	4	0	142
H/TOT	352	81	44	56	0	2	0	535	399	101	43	41	1	4	0	589
11:00	91	27	20	11	1	0	0	150	110	26	9	24	0	1	0	170
11:15	100	25	21	15	0	2	0	163	80	34	8	16	0	0	0	138
11:30	95	17	5	10	0	0	0	127	87	41	10	16	0	0	0	154
11:45	68	26	15	14	0	0	0	123	80	25	8	9	0	0	0	122
H/TOT	354	95	61	50	1	2	0	563	357	126	35	65	0	1	0	584
12:00	78	26	10	10	0	0	0	124	95	13	12	11	0	0	0	131
12:15	82	18	10	16	1	0	0	127	122	13	9	10	0	0	0	154
12:30	95	17	12	13	0	0	0	137	91	23	7	9	0	1	0	131
12:45	105	24	13	14	0	4	0	160	100	18	8	12	0	2	0	140
H/TOT	360	85	45	53	1	4	0	548	408	67	36	42	0	3	0	556

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM C A47 (S)								FROM ARM C A47 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	86	29	11	13	0	1	0	140	85	23	8	12	0	1	0	129
13:15	95	22	6	13	0	0	0	136	71	28	9	19	0	0	0	127
13:30	80	17	16	10	0	0	0	123	75	27	3	11	0	0	0	116
13:45	110	30	8	10	0	1	0	159	85	21	13	14	0	0	0	133
H/TOT	371	98	41	46	0	2	0	558	316	99	33	56	0	1	0	505
14:00	88	24	9	15	0	1	0	137	98	23	7	2	0	0	0	130
14:15	67	27	13	2	0	0	0	109	81	18	8	7	0	2	0	116
14:30	109	42	12	10	1	2	0	176	74	30	9	12	2	0	0	127
14:45	86	39	8	9	1	0	0	143	96	18	5	10	1	0	0	130
H/TOT	350	132	42	36	2	3	0	565	349	89	29	31	3	2	0	503
15:00	106	36	8	7	0	0	0	157	95	33	6	15	0	0	0	149
15:15	118	36	5	6	0	1	0	166	88	25	13	13	0	0	0	139
15:30	123	40	7	12	0	0	0	182	112	33	19	13	0	0	0	177
15:45	132	31	9	7	0	1	0	180	103	30	5	10	0	1	0	149
H/TOT	479	143	29	32	0	2	0	685	398	121	43	51	0	1	0	614
16:00	94	48	9	10	0	4	0	165	110	39	4	10	0	0	0	163
16:15	106	42	6	9	0	0	0	163	114	35	7	8	0	0	0	164
16:30	127	46	8	12	0	2	0	195	100	37	9	16	0	1	0	163
16:45	129	36	5	9	0	0	0	179	112	49	5	17	0	0	0	183
H/TOT	456	172	28	40	0	6	0	702	436	160	25	51	0	1	0	673
17:00	146	50	4	12	1	2	0	215	132	32	7	10	0	1	0	182
17:15	150	27	8	6	1	1	0	193	131	33	3	13	0	3	0	183
17:30	114	23	4	9	0	0	0	150	113	32	7	12	0	1	0	165
17:45	122	19	3	10	0	0	1	155	127	23	3	5	0	1	0	159
H/TOT	532	119	19	37	2	3	1	713	503	120	20	40	0	6	0	689
18:00	94	22	5	5	0	0	0	126	104	16	3	8	0	0	0	131
18:15	85	20	2	5	0	0	0	112	97	21	5	8	0	1	0	132
18:30	77	10	3	7	0	0	0	97	102	18	2	3	0	0	0	125
18:45	72	6	1	9	0	0	0	88	97	9	3	7	0	3	0	119
H/TOT	328	58	11	26	0	0	0	423	400	64	13	26	0	4	0	507
P/TOT	4724	1364	440	521	11	30	1	7091	4577	1350	402	538	7	26	0	6900

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM D ST PAUL'S ROAD								FROM ARM D ST PAUL'S ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	9	2	4	0	1	0	29	18	10	1	2	0	0	0	31
07:15	19	8	1	1	0	0	0	29	13	9	2	3	0	0	0	27
07:30	20	7	2	0	0	0	0	29	18	5	3	2	0	1	0	29
07:45	15	11	4	1	0	0	0	31	32	12	1	2	0	0	0	47
H/TOT	67	35	9	6	0	1	0	118	81	36	7	9	0	1	0	134
08:00	14	3	2	1	0	0	1	21	29	2	2	0	0	0	0	33
08:15	14	12	1	4	1	0	0	32	31	10	1	2	2	0	0	46
08:30	32	8	3	1	0	0	0	44	30	5	3	2	0	0	0	40
08:45	15	6	1	3	1	0	0	26	40	7	1	1	0	0	0	49
H/TOT	75	29	7	9	2	0	1	123	130	24	7	5	2	0	0	168
09:00	19	8	2	1	0	0	0	30	24	9	4	1	0	0	0	38
09:15	20	8	2	3	0	0	0	33	18	7	2	3	1	0	0	31
09:30	16	5	0	3	0	0	0	24	23	9	3	3	0	0	0	38
09:45	22	10	4	1	0	0	0	37	18	6	1	2	0	0	0	27
H/TOT	77	31	8	8	0	0	0	124	83	31	10	9	1	0	0	134
10:00	26	9	2	7	0	0	0	44	30	8	5	2	0	0	0	45
10:15	26	7	0	1	0	0	0	34	27	7	1	3	0	0	0	38
10:30	22	5	1	0	0	0	0	28	21	4	0	1	0	0	0	26
10:45	16	7	1	1	0	1	0	26	23	10	1	2	0	0	0	36
H/TOT	90	28	4	9	0	1	0	132	101	29	7	8	0	0	0	145
11:00	25	4	1	1	0	1	0	32	25	6	2	0	0	0	0	33
11:15	15	4	1	1	0	0	0	21	22	5	2	2	0	1	0	32
11:30	19	3	3	2	0	0	0	27	26	7	1	2	0	0	0	36
11:45	23	3	0	1	0	0	0	27	24	3	0	0	0	0	0	27
H/TOT	82	14	5	5	0	1	0	107	97	21	5	4	0	1	0	128
12:00	26	2	2	2	0	0	0	32	24	3	4	2	0	0	0	33
12:15	28	3	3	6	1	0	0	41	18	3	3	4	0	0	0	28
12:30	31	5	2	2	0	1	0	41	24	4	0	1	0	0	0	29
12:45	27	7	0	1	0	1	0	36	24	6	0	2	0	2	0	34
H/TOT	112	17	7	11	1	2	0	150	90	16	7	9	0	2	0	124

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 5

LOCATION: A47 / LYNN ROAD / ST PAUL'S ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM D ST PAUL'S ROAD								FROM ARM D ST PAUL'S ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	19	5	1	2	0	0	0	27	21	6	2	5	0	1	0	35
13:15	31	7	1	1	0	0	0	40	29	4	1	2	0	0	0	36
13:30	21	9	2	1	0	0	0	33	22	6	3	0	0	1	0	32
13:45	11	9	5	2	0	0	0	27	24	7	1	2	0	0	0	34
H/TOT	82	30	9	6	0	0	0	127	96	23	7	9	0	2	0	137
14:00	32	6	2	3	0	0	0	43	17	5	2	2	0	0	0	26
14:15	22	5	1	1	0	0	0	29	21	9	0	0	0	0	1	31
14:30	18	8	3	1	0	0	0	30	28	3	4	1	1	0	0	37
14:45	15	4	0	3	0	0	0	22	26	3	0	1	0	0	0	30
H/TOT	87	23	6	8	0	0	0	124	92	20	6	4	1	0	1	124
15:00	21	5	0	2	0	0	0	28	16	5	3	1	0	0	0	25
15:15	30	2	1	1	0	0	0	34	23	8	0	2	0	0	0	33
15:30	28	7	4	1	1	0	0	41	17	8	1	2	0	0	0	28
15:45	21	1	0	0	0	0	0	22	23	7	3	0	0	0	0	33
H/TOT	100	15	5	4	1	0	0	125	79	28	7	5	0	0	0	119
16:00	17	8	1	0	0	0	0	26	31	9	0	1	0	0	0	41
16:15	25	3	2	1	0	0	0	31	22	10	0	0	0	0	0	32
16:30	33	7	0	0	0	0	0	40	23	9	3	1	0	0	0	36
16:45	22	8	0	2	0	0	0	32	22	11	0	1	0	0	0	34
H/TOT	97	26	3	3	0	0	0	129	98	39	3	3	0	0	0	143
17:00	34	8	2	0	0	0	0	44	29	12	0	3	0	0	0	44
17:15	24	6	0	0	0	0	0	30	29	7	0	0	0	0	0	36
17:30	26	4	0	0	0	0	0	30	33	8	0	0	0	1	0	42
17:45	32	11	1	2	0	0	0	46	21	1	0	0	0	0	0	22
H/TOT	116	29	3	2	0	0	0	150	112	28	0	3	0	1	0	144
18:00	12	7	4	1	0	0	0	24	17	9	2	2	0	0	0	30
18:15	21	0	0	0	0	0	0	21	21	1	0	0	0	0	0	22
18:30	24	0	0	0	0	0	0	24	21	3	1	1	0	0	0	26
18:45	20	2	0	0	0	0	0	22	19	3	0	0	0	0	0	22
H/TOT	77	9	4	1	0	0	0	91	78	16	3	3	0	0	0	100
P/TOT	1062	286	70	72	4	5	1	1500	1137	311	69	71	4	7	1	1600

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 6

LOCATION: A17 / A47 PULLOVER ROAD / A47 / CLENCHWARTON ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	A - D FROM A17 TO CLENCHWARTON ROAD								A - C FROM A17 TO A47							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	2	0	0	0	7	96	49	13	36	0	0	0	194
07:15	10	4	0	2	0	0	0	16	98	52	12	18	0	0	0	180
07:30	11	12	0	2	0	0	0	25	135	32	3	27	0	0	0	197
07:45	12	8	3	0	0	0	0	23	153	40	11	25	0	1	0	230
H/TOT	37	25	3	6	0	0	0	71	482	173	39	106	0	1	0	801
08:00	13	3	1	0	0	0	0	17	190	49	11	27	0	1	0	278
08:15	10	4	2	1	0	0	0	17	138	42	11	13	0	0	0	204
08:30	8	0	1	1	0	0	0	10	112	32	9	14	0	0	0	167
08:45	10	2	0	2	0	0	0	14	116	29	5	20	1	0	0	171
H/TOT	41	9	4	4	0	0	0	58	556	152	36	74	1	1	0	820
09:00	11	3	0	0	0	0	0	14	100	26	12	26	0	0	0	164
09:15	7	2	0	1	0	0	0	10	86	25	6	22	0	0	0	139
09:30	10	4	0	0	0	0	0	14	109	26	10	25	0	1	0	171
09:45	10	1	0	1	0	0	0	12	104	30	11	31	0	0	0	176
H/TOT	38	10	0	2	0	0	0	50	399	107	39	104	0	1	0	650
10:00	9	1	0	1	0	0	0	11	83	25	12	18	0	0	0	138
10:15	10	2	1	4	0	0	0	17	99	22	3	18	1	1	0	144
10:30	10	5	1	1	0	0	0	17	84	27	14	23	0	0	0	148
10:45	7	5	3	1	0	0	0	16	82	20	7	17	0	0	0	126
H/TOT	36	13	5	7	0	0	0	61	348	94	36	76	1	1	0	556
11:00	6	0	2	2	0	0	0	10	86	21	7	23	0	0	0	137
11:15	11	3	1	1	0	0	0	16	94	29	9	23	0	1	0	156
11:30	10	3	2	1	0	0	0	16	87	21	6	21	0	0	0	135
11:45	12	4	2	0	0	0	0	18	85	17	8	19	0	1	0	130
H/TOT	39	10	7	4	0	0	0	60	352	88	30	86	0	2	0	558
12:00	7	2	0	3	0	0	0	12	86	19	7	29	0	0	0	141
12:15	7	2	1	0	0	1	0	11	82	27	4	16	0	0	0	129
12:30	9	2	0	2	0	0	0	13	59	15	8	26	0	0	0	108
12:45	5	2	2	2	2	0	0	13	88	23	7	20	0	2	0	140
H/TOT	28	8	3	7	2	1	0	49	315	84	26	91	0	2	0	518
13:00	5	0	0	0	0	0	0	5	82	25	9	23	0	0	0	139
13:15	7	5	5	2	0	0	0	19	76	23	7	25	0	0	0	131
13:30	8	5	0	1	0	0	0	14	79	21	7	17	0	0	0	124
13:45	6	3	0	0	1	0	0	10	84	31	7	24	0	0	0	146
H/TOT	26	13	5	3	1	0	0	48	321	100	30	89	0	0	0	540
14:00	13	0	0	1	0	0	0	14	75	16	9	19	0	0	0	119
14:15	8	3	2	4	0	0	0	17	82	19	7	20	0	0	0	128
14:30	10	5	2	0	0	0	0	17	96	22	6	15	0	1	0	140
14:45	9	1	1	1	0	0	0	12	77	31	2	14	0	0	0	124
H/TOT	40	9	5	6	0	0	0	60	330	88	24	68	0	1	0	511
15:00	7	3	3	0	0	0	0	13	75	17	8	19	0	0	0	119
15:15	4	2	0	0	0	0	0	6	76	34	8	8	0	0	0	126
15:30	8	2	0	1	0	0	0	11	86	28	5	20	0	1	0	140
15:45	3	4	0	1	0	0	0	8	81	45	8	21	1	0	0	156
H/TOT	22	11	3	2	0	0	0	38	318	124	29	68	1	1	0	541
16:00	14	2	0	0	0	1	0	17	81	26	6	12	1	0	0	126
16:15	5	4	0	0	0	0	0	9	88	28	1	23	0	1	0	141
16:30	5	3	0	0	0	0	0	8	81	24	6	15	0	0	0	126
16:45	12	5	0	1	0	0	0	18	110	30	4	15	0	0	0	159
H/TOT	36	14	0	1	0	1	0	52	360	108	17	65	1	1	0	552
17:00	11	3	0	0	0	0	0	14	83	17	6	16	0	0	0	122
17:15	8	2	1	1	0	0	0	12	93	32	4	11	0	0	0	140
17:30	8	0	0	0	0	0	0	8	108	26	1	8	0	0	0	143
17:45	7	0	0	0	0	0	0	7	70	19	3	11	1	1	0	105
H/TOT	34	5	1	1	0	0	0	41	354	94	14	46	1	1	0	510
18:00	14	2	0	0	0	0	0	16	93	27	3	16	0	1	0	140
18:15	17	1	1	0	0	0	0	19	77	15	0	9	0	1	0	102
18:30	6	1	1	0	0	0	0	8	83	11	2	9	0	0	0	105
18:45	4	0	0	1	0	0	0	5	68	19	3	7	0	0	0	97
H/TOT	41	4	2	1	0	0	0	48	321	72	8	41	0	2	0	444
P/TOT	418	131	38	44	3	2	0	636	4456	1284	328	914	5	14	0	7001

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 6

LOCATION: A17 / A47 PULLOVER ROAD / A47 / CLENCHWARTON ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	B - A FROM A47 PULLOVER ROAD TO A17							B - D FROM A47 PULLOVER ROAD TO CLENCHWARTON ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	9	8	2	3	0	0	0	22
07:15	0	0	0	0	0	0	0	0	10	6	1	0	0	0	0	17
07:30	0	0	1	1	0	0	0	2	14	10	4	1	0	0	0	29
07:45	0	0	0	2	0	0	0	2	8	12	3	0	0	0	0	23
H/TOT	1	1	1	3	0	0	0	6	41	36	10	4	0	0	0	91
08:00	0	0	0	1	0	0	0	1	18	5	3	3	0	0	0	29
08:15	1	0	0	2	0	0	0	3	8	12	0	0	0	0	0	20
08:30	0	0	0	0	0	0	0	0	12	5	1	2	0	0	0	20
08:45	0	1	0	1	0	0	0	2	12	7	1	1	0	0	0	21
H/TOT	1	1	0	4	0	0	0	6	50	29	5	6	0	0	0	90
09:00	2	0	0	0	0	0	0	2	15	9	3	2	0	0	0	29
09:15	0	0	1	0	0	0	0	1	10	9	4	1	0	0	0	24
09:30	1	0	0	2	0	0	0	3	9	0	1	2	0	0	0	12
09:45	1	0	0	0	0	0	0	1	8	7	1	1	0	0	0	17
H/TOT	4	0	1	2	0	0	0	7	42	25	9	6	0	0	0	82
10:00	0	0	0	1	0	0	0	1	7	1	3	4	0	0	0	15
10:15	1	1	0	0	0	0	0	2	12	7	1	1	0	0	0	21
10:30	0	0	1	0	0	0	0	1	29	1	0	0	1	0	0	31
10:45	0	2	0	0	0	0	0	2	18	7	0	1	0	1	0	27
H/TOT	1	3	1	1	0	0	0	6	66	16	4	6	1	1	0	94
11:00	3	0	0	0	0	0	0	3	16	5	2	0	0	0	0	23
11:15	0	0	0	1	0	0	0	1	19	5	3	2	0	0	0	29
11:30	1	0	0	0	0	0	0	1	17	8	1	0	0	1	0	27
11:45	2	0	0	1	0	0	0	3	17	8	0	2	0	0	0	27
H/TOT	6	0	0	2	0	0	0	8	69	26	6	4	0	1	0	106
12:00	0	0	0	0	0	0	0	0	11	1	1	3	0	0	0	16
12:15	0	0	0	0	0	0	0	0	15	4	2	0	0	0	0	21
12:30	1	1	0	0	0	0	0	2	5	3	4	2	0	0	0	14
12:45	0	0	0	1	0	0	0	1	16	5	2	1	0	0	0	24
H/TOT	1	1	0	1	0	0	0	3	47	13	9	6	0	0	0	75
13:00	0	1	1	0	0	0	0	2	18	5	3	1	0	0	0	27
13:15	1	0	0	0	0	0	0	1	11	7	1	1	0	0	0	20
13:30	0	0	0	1	0	0	0	1	11	5	3	1	0	0	0	20
13:45	0	1	0	1	0	0	0	2	13	3	2	0	0	0	0	18
H/TOT	1	2	1	2	0	0	0	6	53	20	9	3	0	0	0	85
14:00	2	1	0	2	0	0	0	5	15	13	3	1	0	0	0	32
14:15	0	0	0	1	0	0	0	1	8	5	2	0	0	0	0	15
14:30	0	0	0	0	0	0	0	0	13	2	0	0	0	2	0	17
14:45	1	1	0	0	0	0	0	2	9	4	1	0	0	0	0	14
H/TOT	3	2	0	3	0	0	0	8	45	24	6	1	0	2	0	78
15:00	0	0	0	0	0	0	0	0	11	7	2	1	0	0	0	21
15:15	1	0	0	1	0	0	0	2	17	8	3	0	0	0	0	28
15:30	1	0	0	0	0	0	0	1	22	4	1	1	0	0	0	28
15:45	0	0	0	1	0	0	0	1	20	8	4	0	0	0	0	32
H/TOT	2	0	0	2	0	0	0	4	70	27	10	2	0	0	0	109
16:00	0	0	0	1	0	0	0	1	15	10	0	2	0	0	0	27
16:15	1	0	0	0	0	0	0	1	10	8	4	1	0	0	0	23
16:30	1	0	1	0	0	0	0	2	16	6	3	3	0	0	0	28
16:45	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22
H/TOT	2	0	1	1	0	0	0	4	59	28	7	6	0	0	0	100
17:00	0	0	0	0	0	0	0	0	17	7	0	1	0	0	0	25
17:15	0	0	0	0	0	0	0	0	14	13	0	1	0	1	0	29
17:30	1	0	0	0	0	0	0	1	27	8	1	0	0	1	0	37
17:45	0	0	0	0	0	0	0	0	16	5	1	1	0	0	0	23
H/TOT	1	0	0	0	0	0	0	1	74	33	2	3	0	2	0	114
18:00	0	0	0	0	0	0	0	0	29	2	0	0	0	1	0	32
18:15	0	0	0	0	0	0	0	0	25	2	0	1	0	0	0	28
18:30	1	0	0	1	0	0	0	2	23	4	2	0	0	0	0	29
18:45	0	0	0	0	0	0	0	0	12	0	0	0	1	1	0	14
H/TOT	1	0	0	1	0	0	0	2	89	8	2	1	1	2	0	103
P/TOT	24	10	5	22	0	0	0	61	705	285	79	48	2	8	0	1127

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 6

LOCATION: A17 / A47 PULLOVER ROAD / A47 / CLENCHWARTON ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	C-B							C-A								
	FROM A47 TO A47 PULLOVER ROAD							FROM A47 TO A17								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	82	30	10	11	2	0	0	135	57	21	2	17	0	1	0	98
07:15	101	33	12	6	0	0	0	152	67	32	14	19	0	0	0	132
07:30	102	33	12	14	1	0	0	162	56	44	4	18	0	1	0	123
07:45	86	36	10	8	2	1	0	143	67	39	9	22	1	0	0	138
H/TOT	371	132	44	39	5	1	0	592	247	136	29	76	1	2	0	491
08:00	88	32	12	9	2	0	0	143	66	26	2	12	0	0	0	106
08:15	90	27	7	11	0	0	0	135	82	18	9	21	0	0	0	130
08:30	74	32	11	5	1	0	0	123	83	36	11	30	0	0	0	160
08:45	52	30	9	5	0	0	0	96	60	23	13	15	0	0	0	111
H/TOT	304	121	39	30	3	0	0	497	291	103	35	78	0	0	0	507
09:00	52	30	10	16	1	0	0	109	70	29	7	25	0	0	0	131
09:15	51	31	6	9	0	0	0	97	47	22	9	18	0	0	0	96
09:30	82	28	14	11	1	0	0	136	62	17	6	21	0	0	0	106
09:45	83	21	12	14	0	0	0	130	79	26	12	32	0	0	0	149
H/TOT	268	110	42	50	2	0	0	472	258	94	34	96	0	0	0	482
10:00	75	24	11	9	1	0	0	120	73	12	6	26	1	0	0	118
10:15	87	19	11	11	0	0	0	128	73	26	7	21	0	1	0	128
10:30	83	23	8	11	1	0	0	126	82	28	11	21	0	1	0	143
10:45	80	25	19	9	1	1	0	135	96	19	6	29	1	1	0	152
H/TOT	325	91	49	40	3	1	0	509	324	85	30	97	2	3	0	541
11:00	92	23	14	14	2	1	0	146	83	26	9	21	0	2	0	141
11:15	99	19	13	11	0	0	0	142	93	20	10	29	0	0	0	152
11:30	86	25	11	14	0	0	0	136	85	24	5	15	0	0	0	129
11:45	82	25	10	13	1	0	0	131	85	18	5	16	0	0	0	124
H/TOT	359	92	48	52	3	1	0	555	346	88	29	81	0	2	0	546
12:00	73	28	10	14	4	0	0	129	78	30	11	20	0	1	0	140
12:15	93	19	12	12	0	0	0	136	77	25	8	16	0	4	0	130
12:30	111	27	13	10	1	1	0	163	73	21	7	27	1	0	0	129
12:45	112	27	11	5	0	1	0	156	98	28	9	28	0	0	0	163
H/TOT	389	101	46	41	5	2	0	584	376	104	35	91	1	5	0	562
13:00	89	24	9	11	0	0	0	133	100	24	9	23	1	0	0	157
13:15	110	27	8	6	0	1	0	152	106	25	8	22	0	2	0	163
13:30	87	29	11	11	1	0	0	139	76	20	5	28	0	0	0	129
13:45	93	24	9	12	0	0	0	138	89	26	10	13	0	0	0	138
H/TOT	379	104	37	40	1	1	0	562	371	95	32	86	1	2	0	587
14:00	101	30	7	5	1	2	0	146	109	29	10	19	0	0	0	167
14:15	117	36	12	8	0	0	0	173	105	33	11	25	1	0	0	175
14:30	122	38	8	7	2	1	0	178	116	32	5	29	0	1	0	183
14:45	126	42	9	7	0	0	0	184	106	27	15	10	0	0	0	158
H/TOT	466	146	36	27	3	3	0	681	436	121	41	83	1	1	0	683
15:00	110	34	10	7	1	1	0	163	130	37	13	19	0	0	0	199
15:15	119	30	8	6	0	0	0	163	103	35	8	31	0	1	0	178
15:30	142	42	7	6	1	2	0	200	110	34	10	19	0	0	0	173
15:45	110	33	9	6	1	2	0	161	125	42	8	23	0	0	0	198
H/TOT	481	139	34	25	3	5	0	687	468	148	39	92	0	1	0	748
16:00	134	49	10	10	1	5	0	209	130	51	4	14	0	1	0	200
16:15	140	41	9	6	0	1	0	197	140	48	7	22	0	1	0	218
16:30	144	54	7	13	1	1	0	220	155	48	5	17	0	1	0	226
16:45	150	52	4	7	0	0	0	213	142	44	7	16	0	1	0	210
H/TOT	568	196	30	36	2	7	0	839	567	191	23	69	0	4	0	854
17:00	188	37	9	9	2	2	0	247	154	45	2	19	0	1	0	221
17:15	173	26	4	6	1	0	0	210	158	32	5	17	1	0	0	213
17:30	134	24	1	10	1	1	0	171	146	36	5	16	1	0	0	204
17:45	145	25	5	6	0	0	0	181	108	21	1	11	0	0	0	141
H/TOT	640	112	19	31	4	3	0	809	566	134	13	68	2	1	0	779
18:00	132	21	1	3	0	0	0	157	125	30	5	15	0	1	0	176
18:15	94	17	4	4	0	1	0	120	81	13	1	11	0	0	0	106
18:30	76	9	3	9	1	0	0	98	81	13	2	10	0	0	0	106
18:45	82	9	2	3	0	0	0	96	76	3	4	16	0	0	0	99
H/TOT	384	56	10	19	1	1	0	471	363	59	12	52	0	1	0	487
P/TOT	4934	1400	434	430	35	25	0	7258	4563	1358	352	964	8	22	0	7267

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 6

LOCATION: A17 / A47 PULLOVER ROAD / A47 / CLENCHWARTON ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	C - D FROM A47 TO CLENCHWARTON ROAD								C - C FROM A47 TO A47							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	14	6	3	1	0	0	0	24	0	0	0	0	0	0	0	0
07:15	14	7	1	3	0	0	0	25	0	0	0	0	0	0	0	0
07:30	28	19	4	3	0	0	0	54	0	0	0	0	0	0	0	0
07:45	31	16	5	7	0	0	0	59	0	0	0	0	0	0	0	0
H/TOT	87	48	13	14	0	0	0	162	0	0	0	0	0	0	0	0
08:00	15	10	4	3	1	1	0	34	0	0	0	0	0	0	0	0
08:15	25	12	2	3	0	0	0	42	0	0	0	0	0	0	0	0
08:30	22	4	5	1	1	0	0	33	0	0	0	0	0	0	0	0
08:45	25	9	5	2	0	0	0	41	1	0	0	0	0	0	0	1
H/TOT	87	35	16	9	2	1	0	150	1	0	0	0	0	0	0	1
09:00	26	14	5	1	0	2	0	48	0	0	0	0	0	0	0	0
09:15	19	11	2	4	0	0	0	36	0	0	0	0	0	0	0	0
09:30	26	6	4	4	0	0	0	40	0	0	0	0	0	0	0	0
09:45	24	5	3	6	0	0	0	38	0	0	0	0	0	0	0	0
H/TOT	95	36	14	15	0	2	0	162	0	0	0	0	0	0	0	0
10:00	29	8	4	3	0	0	0	44	0	0	0	0	0	0	0	0
10:15	20	10	4	3	0	1	0	38	0	0	0	0	0	0	0	0
10:30	25	6	5	1	0	0	0	37	0	0	0	0	0	0	0	0
10:45	23	10	2	5	0	0	0	40	0	0	0	0	0	0	0	0
H/TOT	97	34	15	12	0	1	0	159	0	0	0	0	0	0	0	0
11:00	30	7	2	4	0	0	0	43	0	0	0	0	0	0	0	0
11:15	20	9	2	3	0	0	0	34	0	0	0	0	0	0	0	0
11:30	25	10	4	2	0	0	0	41	0	0	0	0	0	0	0	0
11:45	33	10	5	4	0	0	0	52	0	0	0	0	0	0	0	0
H/TOT	108	36	13	13	0	0	0	170	0	0	0	0	0	0	0	0
12:00	44	12	3	4	0	1	0	64	0	0	0	0	0	0	0	0
12:15	29	7	2	5	0	0	0	43	0	0	0	0	0	0	0	0
12:30	26	13	3	5	0	1	0	48	0	0	0	0	0	0	0	0
12:45	37	10	2	3	0	0	0	52	0	0	0	0	0	0	0	0
H/TOT	136	42	10	17	0	2	0	207	0	0	0	0	0	0	0	0
13:00	39	13	2	2	2	0	0	58	0	0	0	0	0	0	0	0
13:15	29	12	5	3	0	0	0	49	0	0	0	0	0	0	0	0
13:30	33	7	1	3	1	1	0	46	0	0	0	0	0	0	0	0
13:45	35	6	1	4	0	0	0	46	0	0	0	0	0	0	0	0
H/TOT	136	38	9	12	3	1	0	199	0	0	0	0	0	0	0	0
14:00	24	4	6	8	0	1	0	43	0	0	0	0	0	0	0	0
14:15	39	9	2	7	0	0	0	57	0	0	0	0	0	0	0	0
14:30	41	9	1	3	2	0	0	56	0	0	0	0	0	0	0	0
14:45	32	12	2	0	0	0	0	46	0	0	0	0	0	0	0	0
H/TOT	136	34	11	18	2	1	0	202	0	0	0	0	0	0	0	0
15:00	28	19	4	1	0	0	0	52	0	0	0	0	0	0	0	0
15:15	34	11	2	8	0	0	0	55	0	0	0	0	0	0	0	0
15:30	41	19	3	3	0	0	0	66	0	0	0	0	0	0	0	0
15:45	49	12	0	3	2	1	0	67	0	0	0	0	0	0	0	0
H/TOT	152	61	9	15	2	1	0	240	0	0	0	0	0	0	0	0
16:00	57	17	2	2	0	1	0	79	0	0	0	0	0	0	0	0
16:15	46	13	3	3	2	0	0	67	0	0	0	0	0	0	0	0
16:30	74	14	0	2	0	2	0	92	0	0	0	0	0	0	0	0
16:45	54	18	1	6	0	0	0	79	0	0	0	0	0	0	0	0
H/TOT	231	62	6	13	2	3	0	317	0	0	0	0	0	0	0	0
17:00	59	14	0	5	0	0	0	78	0	0	0	0	0	0	0	0
17:15	71	14	1	4	0	1	0	91	0	0	0	0	0	0	0	0
17:30	47	11	1	5	1	0	0	65	0	0	0	0	0	0	0	0
17:45	38	11	1	2	0	3	0	55	0	0	0	0	0	0	0	0
H/TOT	215	50	3	16	1	4	0	289	0	0	0	0	0	0	0	0
18:00	39	7	2	3	0	0	0	51	0	0	0	0	0	0	0	0
18:15	39	7	1	6	0	1	0	54	0	0	0	0	0	0	0	0
18:30	45	9	0	1	1	0	0	56	0	0	0	0	0	0	0	0
18:45	35	2	0	3	0	0	0	40	0	0	0	0	0	0	0	0
H/TOT	158	25	3	13	1	1	0	201	0	0	0	0	0	0	0	0
P/TOT	1638	501	122	167	13	17	0	2458	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 6

LOCATION: A17 / A47 PULLOVER ROAD / A47 / CLENCHWARTON ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM A								FROM ARM A							
	A17								A17							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	64	26	4	21	0	1	0	116	100	50	13	38	0	0	0	201
07:15	72	39	15	21	0	0	0	147	110	56	12	21	0	0	0	199
07:30	61	48	7	20	0	1	0	137	146	44	3	30	0	0	0	223
07:45	82	45	12	26	1	1	0	167	166	48	14	25	0	1	0	254
H/TOT	279	158	38	88	1	3	0	567	522	198	42	134	0	1	0	877
08:00	70	28	2	14	0	0	0	114	203	54	12	27	0	1	0	297
08:15	86	19	11	23	0	0	0	139	150	47	13	14	0	0	0	224
08:30	93	39	12	30	0	0	0	174	121	33	10	15	0	0	0	179
08:45	64	25	14	16	0	0	0	119	128	31	5	23	1	0	0	188
H/TOT	313	111	39	83	0	0	0	546	602	165	40	79	1	1	0	888
09:00	79	32	7	26	0	0	0	144	112	29	12	26	0	0	0	179
09:15	52	23	14	18	0	0	0	107	94	27	7	24	0	0	0	152
09:30	67	21	7	26	0	0	0	121	120	32	10	26	0	1	0	189
09:45	87	30	12	33	0	0	0	162	119	31	11	33	0	0	0	194
H/TOT	285	106	40	103	0	0	0	534	445	119	40	109	0	1	0	714
10:00	82	15	7	28	1	0	0	133	93	27	12	19	0	0	0	151
10:15	86	32	7	21	0	2	0	148	111	25	5	22	1	1	0	165
10:30	88	29	12	23	0	1	0	153	96	32	16	24	0	0	0	168
10:45	106	23	8	29	1	1	0	168	91	26	10	18	0	0	0	145
H/TOT	362	99	34	101	2	4	0	602	391	110	43	83	1	1	0	629
11:00	96	27	12	21	0	2	0	158	92	22	9	25	0	0	0	148
11:15	109	22	10	32	0	0	0	173	106	32	10	24	0	1	0	173
11:30	93	29	7	17	0	0	0	146	98	24	8	22	0	0	0	152
11:45	96	19	8	19	0	0	0	142	100	22	10	19	0	1	0	152
H/TOT	394	97	37	89	0	2	0	619	396	100	37	90	0	2	0	625
12:00	93	34	13	20	0	1	0	161	96	21	7	32	0	0	0	156
12:15	91	31	9	16	0	4	0	151	91	29	5	18	0	1	0	144
12:30	85	24	8	29	1	0	0	147	71	17	9	29	0	0	0	126
12:45	108	30	10	29	0	0	0	177	95	25	9	22	2	2	0	155
H/TOT	377	119	40	94	1	5	0	636	353	92	30	101	2	3	0	581
13:00	115	29	10	24	1	0	0	179	87	25	9	23	0	0	0	144
13:15	115	28	8	22	0	2	0	175	84	28	12	28	0	0	0	152
13:30	87	23	8	30	0	0	0	148	88	27	7	18	0	0	0	140
13:45	101	31	10	16	0	0	0	158	93	34	8	24	1	0	0	160
H/TOT	418	111	36	92	1	2	0	660	352	114	36	93	1	0	0	596
14:00	125	34	10	24	0	0	0	193	88	16	9	20	0	0	0	133
14:15	117	34	11	27	1	1	0	191	91	22	9	24	0	0	0	146
14:30	134	37	6	32	0	1	0	210	108	27	8	15	0	1	0	159
14:45	118	35	18	11	0	0	0	182	87	32	3	15	0	0	0	137
H/TOT	494	140	45	94	1	2	0	726	374	97	29	74	0	1	0	575
15:00	139	39	15	21	0	0	0	214	84	21	11	19	0	0	0	135
15:15	116	39	8	32	0	1	0	196	82	36	8	8	0	0	0	134
15:30	124	38	10	19	0	0	0	191	94	30	5	22	0	1	0	152
15:45	139	43	8	24	0	0	0	214	86	49	8	22	1	0	0	166
H/TOT	518	159	41	96	0	1	0	815	346	136	32	71	1	1	0	587
16:00	150	60	5	15	0	1	0	231	97	29	6	12	1	1	0	146
16:15	156	54	7	24	0	1	0	242	95	32	1	23	0	1	0	152
16:30	176	54	6	17	0	1	0	254	87	27	6	15	0	0	0	135
16:45	155	49	7	17	0	1	0	229	123	35	4	16	0	0	0	178
H/TOT	637	217	25	73	0	4	0	956	402	123	17	66	1	2	0	611
17:00	173	50	2	19	0	1	0	245	98	20	6	16	0	0	0	140
17:15	174	36	5	18	1	0	0	234	102	34	5	12	0	0	0	153
17:30	160	36	5	16	1	0	0	218	118	26	1	8	0	0	0	153
17:45	138	24	1	13	0	0	0	164	78	20	3	12	1	1	0	115
H/TOT	685	146	13	64	2	1	0	861	396	100	15	48	1	1	0	561
18:00	139	34	5	16	0	2	0	196	109	29	3	16	0	1	0	158
18:15	92	14	4	13	0	0	0	123	97	16	2	9	0	1	0	125
18:30	94	16	3	13	0	0	0	126	90	12	4	9	0	0	0	115
18:45	84	3	5	18	0	0	0	110	72	19	3	8	0	0	0	102
H/TOT	409	67	17	60	0	2	0	555	368	76	12	42	0	2	0	500
P/TOT	5121	1530	405	1037	8	26	0	8127	4947	1430	373	970	8	16	0	7744

MANUAL CLASSIFIED COUNTS

JOB REF: 27104



JOB NAME: WISBECH

SITE: 6

DATE: 12/10/2021

LOCATION: A17 / A47 PULLOVER ROAD / A47 / CLENCHWARTON ROAD

DAY: TUESDAY

TIME	TO ARM B A47 PULLOVER ROAD							FROM ARM B A47 PULLOVER ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	89	45	10	12	2	1	0	159	75	49	18	12	0	1	0	155
07:15	118	35	13	7	0	0	0	173	131	62	15	11	0	0	0	219
07:30	122	37	14	16	1	0	0	190	164	56	11	16	2	1	0	250
07:45	95	36	10	8	2	1	0	152	157	56	11	12	0	0	0	236
H/TOT	424	153	47	43	5	2	0	674	527	223	55	51	2	2	0	860
08:00	98	41	15	9	2	0	0	165	168	52	12	11	2	0	0	245
08:15	98	31	9	13	0	0	0	151	171	48	9	7	0	0	0	235
08:30	87	36	11	8	1	0	0	143	157	34	10	9	1	0	0	211
08:45	65	30	11	6	0	0	0	112	147	43	7	13	1	1	0	212
H/TOT	348	138	46	36	3	0	0	571	643	177	38	40	4	1	0	903
09:00	66	33	15	16	1	1	0	132	124	47	21	10	1	1	0	204
09:15	61	37	7	12	0	0	0	117	136	44	24	11	1	0	0	216
09:30	89	30	17	12	1	0	0	149	113	32	8	15	2	2	0	172
09:45	95	26	14	16	0	0	0	151	105	37	9	16	1	1	0	169
H/TOT	311	126	53	56	2	1	0	549	478	160	62	52	5	4	0	761
10:00	87	28	14	11	1	0	0	141	112	27	16	12	0	0	0	167
10:15	99	23	12	13	0	0	0	147	109	33	13	9	2	0	0	166
10:30	95	26	10	13	1	0	0	145	150	25	14	18	2	1	0	210
10:45	91	30	19	11	1	1	0	153	126	33	9	7	1	4	0	180
H/TOT	372	107	55	48	3	1	0	586	497	118	52	46	5	5	0	723
11:00	100	28	15	15	2	1	0	161	119	24	12	11	0	0	0	166
11:15	109	22	14	11	0	0	0	156	128	36	13	18	1	1	0	197
11:30	91	29	11	14	0	0	0	145	111	31	14	9	0	1	0	166
11:45	95	30	11	13	1	0	0	150	96	40	9	13	1	0	0	159
H/TOT	395	109	51	53	3	1	0	612	454	131	48	51	2	2	0	688
12:00	90	33	12	14	4	0	0	153	113	27	8	14	1	0	0	163
12:15	108	20	12	14	0	0	0	154	119	20	11	5	1	0	0	156
12:30	128	34	18	12	1	2	0	195	98	20	10	6	0	1	0	135
12:45	131	28	11	5	0	1	0	176	102	21	6	10	1	0	0	140
H/TOT	457	115	53	45	5	3	0	678	432	88	35	35	3	1	0	594
13:00	105	25	12	13	0	0	0	155	94	27	15	11	0	2	0	149
13:15	133	32	8	8	0	2	0	183	110	34	11	13	1	1	0	170
13:30	108	32	12	11	1	0	0	164	102	30	12	19	0	0	0	163
13:45	114	26	10	13	0	0	0	163	103	28	9	9	1	0	0	150
H/TOT	460	115	42	45	1	2	0	665	409	119	47	52	2	3	0	632
14:00	120	31	13	5	1	3	0	173	106	32	12	16	0	1	0	167
14:15	134	44	15	10	0	0	0	203	100	25	8	8	1	0	0	142
14:30	141	43	10	8	2	1	0	205	101	18	4	3	0	4	0	130
14:45	149	49	10	8	0	0	0	216	73	30	12	10	1	0	0	126
H/TOT	544	167	48	31	3	4	0	797	380	105	36	37	2	5	0	565
15:00	129	39	11	7	1	1	0	188	112	27	8	7	0	0	0	154
15:15	134	35	10	7	0	1	0	187	99	37	11	11	1	0	0	159
15:30	159	47	8	9	2	3	0	228	92	24	14	12	0	1	0	143
15:45	130	42	9	7	1	3	0	192	131	35	14	7	1	1	0	189
H/TOT	552	163	38	30	4	8	0	795	434	123	47	37	2	2	0	645
16:00	158	54	10	10	1	5	0	238	97	42	5	11	0	0	0	155
16:15	165	50	11	7	0	1	0	234	126	45	6	10	2	0	0	189
16:30	172	56	7	14	1	1	0	251	118	31	12	10	0	0	0	171
16:45	174	61	5	7	0	1	0	248	142	43	6	5	2	0	0	198
H/TOT	669	221	33	38	2	8	0	971	483	161	29	36	4	0	0	713
17:00	216	42	10	10	2	2	0	282	110	35	5	12	1	1	0	164
17:15	200	28	4	6	1	1	0	240	152	37	3	7	0	1	0	200
17:30	157	31	1	10	1	1	0	201	152	27	5	11	1	3	0	199
17:45	161	26	6	7	0	1	0	201	125	29	6	13	1	0	0	174
H/TOT	734	127	21	33	4	5	0	924	530	128	19	48	3	5	0	727
18:00	144	27	2	3	0	0	0	176	139	31	1	4	2	1	0	178
18:15	112	21	5	4	0	1	0	143	110	15	8	9	1	0	0	143
18:30	93	11	4	10	1	0	0	119	97	19	4	4	2	0	0	126
18:45	92	13	2	4	0	0	0	111	86	11	2	3	1	2	0	105
H/TOT	441	72	13	21	1	1	0	549	432	76	15	20	6	3	0	552
P/TOT	5707	1613	500	479	36	36	0	8371	5708	1609	483	500	40	33	0	8373

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 7

LOCATION: NEW BRIDGE LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - D							A - C								
	FROM NEW BRIDGE LANE (NW) TO CROMWELL ROAD (NE)							FROM NEW BRIDGE LANE (NW) TO NEW BRIDGE LANE (SE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	3	0	1	0	0	0	0	4	1	0	0	0	0	0	0	1
08:00	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	9	0	1	0	0	0	0	10	2	1	0	0	0	0	0	3
09:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0
09:45	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1
H/TOT	6	3	2	0	0	0	0	11	0	1	0	0	0	0	0	1
10:00	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1
10:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	7	1	1	0	0	0	0	9	0	0	0	1	0	0	0	1
11:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
11:30	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
11:45	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	16	2	1	0	0	0	0	19	1	0	0	0	0	0	0	1
12:00	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
12:15	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
12:30	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:45	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	12	6	0	0	0	0	0	18	0	0	0	0	0	0	0	0
13:00	3	1	4	0	0	0	0	8	0	0	0	0	0	0	0	0
13:15	2	1	1	0	0	0	0	4	1	0	0	0	0	0	0	1
13:30	3	0	1	0	0	0	0	4	1	0	0	0	0	0	0	1
13:45	1	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	9	2	8	0	0	0	0	19	2	0	0	0	0	0	0	2
14:00	5	0	3	0	0	0	0	8	0	0	0	0	0	0	0	0
14:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30	7	0	0	0	0	1	0	8	0	0	0	0	0	0	0	0
14:45	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	15	2	3	0	0	1	0	21	0	0	0	0	0	0	0	0
15:00	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	8	1	2	0	0	0	0	11	0	0	0	0	0	0	0	0
16:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0
17:00	2	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0
17:15	8	2	0	0	0	0	0	10	1	0	0	0	0	0	0	1
17:30	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
17:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	16	3	2	0	0	0	0	21	5	1	0	0	0	0	0	6
18:00	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	8	1	1	0	0	0	0	10	1	0	0	0	0	0	0	1
P/TOT	120	23	22	0	0	1	0	166	12	3	0	1	0	0	0	16

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 7

LOCATION: NEW BRIDGE LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - B							B - A								
	FROM NEW BRIDGE LANE (NW) TO CROMWELL ROAD (SW)							FROM CROMWELL ROAD (SW) TO NEW BRIDGE LANE (NW)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	2
07:45	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	3
H/TOT	3	2	3	0	0	0	0	8	6	0	0	0	0	0	0	6
08:00	1	0	2	0	0	0	0	3	1	2	0	0	0	0	0	3
08:15	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
H/TOT	5	1	2	0	0	0	0	8	7	4	0	0	0	0	0	11
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	5	0	0	0	0	5	1	1	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	5	0	0	0	0	5	3	3	0	0	0	0	0	6
10:00	0	0	0	2	0	0	0	2	1	0	1	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:30	2	1	0	0	0	0	0	3	1	1	1	1	0	0	0	4
10:45	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
H/TOT	2	1	0	2	0	0	0	5	5	2	3	1	0	0	0	11
11:00	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:45	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	3	1	1	0	0	0	0	5	2	1	2	0	0	0	0	5
12:00	1	1	0	0	0	0	0	2	2	1	4	0	0	0	0	7
12:15	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	4
12:30	0	1	0	0	0	0	0	1	1	0	1	1	0	0	0	3
12:45	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
H/TOT	3	2	0	0	0	0	0	5	5	3	8	1	0	0	0	17
13:00	1	0	0	0	0	0	0	1	1	0	2	1	0	0	0	4
13:15	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	1	0	0	0	4	4	0	2	1	0	0	0	7
14:00	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	3
14:15	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1
14:30	0	0	1	1	0	0	0	2	3	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
H/TOT	1	0	4	1	0	0	0	6	6	0	2	0	0	0	0	8
15:00	2	0	1	0	0	0	0	3	0	1	0	0	0	0	0	1
15:15	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
15:45	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3
H/TOT	3	0	2	0	0	0	0	5	5	2	1	0	0	0	0	8
16:00	2	1	1	0	0	0	0	4	2	0	0	0	0	0	0	2
16:15	2	0	0	0	0	0	0	2	1	2	0	1	0	0	0	4
16:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:45	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	14	2	1	0	0	0	0	17	7	2	0	1	0	0	0	10
17:00	8	0	0	0	0	0	0	8	4	1	0	0	0	0	0	5
17:15	6	4	0	0	0	0	0	10	4	1	0	0	0	0	0	5
17:30	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	21	5	0	0	0	0	0	26	16	2	0	0	0	0	0	18
18:00	0	0	3	0	0	0	0	3	1	1	0	0	0	0	0	2
18:15	0	0	1	0	0	0	0	1	2	0	1	0	0	0	0	3
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	3	1	0	0	0	0	0	4
H/TOT	3	0	4	0	0	0	0	7	6	2	1	0	0	0	0	9
P/TOT	61	14	22	4	0	0	0	101	72	21	19	4	0	0	0	116

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 7

LOCATION: NEW BRIDGE LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	C - B							C - A								
	FROM NEW BRIDGE LANE (SE) TO CROMWELL ROAD (SW)							FROM NEW BRIDGE LANE (SE) TO NEW BRIDGE LANE (NW)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0
08:00	0	1	1	3	0	0	0	2	0	0	0	0	0	0	0	0
08:15	1	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0
08:30	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:45	1	1	1	2	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	2	5	4	3	0	0	0	14	0	0	0	0	0	0	0	0
09:00	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
09:15	1	1	1	3	0	0	0	6	0	0	0	0	0	0	0	0
09:30	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0
09:45	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	1	3	4	7	0	0	0	15	0	0	0	0	0	0	0	0
10:00	1	1	3	3	0	0	0	8	0	0	0	0	0	0	0	0
10:15	1	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0
10:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
10:45	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	2	5	6	4	0	0	0	17	0	1	0	0	0	0	0	1
11:00	1	2	1	1	0	0	0	5	0	0	0	0	0	0	0	0
11:15	1	1	0	3	0	0	0	5	0	0	0	0	0	0	0	0
11:30	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0
11:45	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	2	5	2	6	0	0	0	15	0	0	0	0	0	0	0	0
12:00	2	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0
12:15	0	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0
12:30	1	1	0	1	0	0	0	3	1	1	0	0	0	0	0	2
12:45	2	0	3	1	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	5	2	5	6	0	0	0	18	1	1	0	0	0	0	0	2
13:00	2	1	0	1	0	0	0	4	1	0	1	0	0	0	0	2
13:15	1	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0
13:30	4	1	1	2	0	0	0	8	0	0	0	0	0	0	0	0
13:45	0	2	1	1	0	0	1	5	0	0	0	0	0	0	0	0
H/TOT	7	5	4	4	0	0	1	21	1	0	1	0	0	0	0	2
14:00	4	1	1	1	0	0	0	7	0	0	0	0	0	0	0	0
14:15	1	0	1	2	1	0	0	5	0	0	0	0	0	0	0	0
14:30	2	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	7	2	4	3	1	0	0	17	0	0	0	0	0	0	0	0
15:00	1	4	0	2	0	0	0	7	0	0	0	0	0	0	0	0
15:15	2	0	0	1	0	0	0	3	0	1	0	0	0	0	0	1
15:30	3	1	0	0	0	1	0	5	2	1	0	0	0	0	0	3
15:45	1	2	0	0	0	1	0	4	0	0	0	0	0	0	0	0
H/TOT	7	7	0	3	0	2	0	19	2	2	0	0	0	0	0	4
16:00	5	1	0	1	0	0	0	7	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	2	0	1	1	0	0	0	4	0	0	0	0	0	0	0	0
16:45	1	0	0	2	0	0	0	3	1	1	0	0	0	0	0	2
H/TOT	8	2	1	4	0	0	0	15	1	1	0	0	0	0	0	2
17:00	25	1	0	0	0	0	0	26	3	0	0	0	0	0	0	3
17:15	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2
17:45	13	0	0	0	0	0	1	14	1	0	0	0	0	0	0	1
H/TOT	42	4	0	0	0	0	1	47	6	0	0	0	0	0	0	6
18:00	4	1	0	1	0	0	0	6	0	1	0	0	0	0	0	1
18:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	10	1	0	3	0	0	0	14	0	1	0	0	0	0	0	1
P/TOT	93	41	31	46	1	2	2	216	11	6	1	0	0	0	0	18

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 7

LOCATION: NEW BRIDGE LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	C - D							D - C								
	FROM NEW BRIDGE LANE (SE) TO CROMWELL ROAD (NE)							FROM CROMWELL ROAD (NE) TO NEW BRIDGE LANE (SE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	4
07:15	1	0	0	0	0	0	0	1	2	0	0	1	0	0	0	3
07:30	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6
H/TOT	3	0	0	0	0	0	0	3	8	4	1	2	0	0	0	15
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	0	0	1	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	3	2	1	1	0	0	0	0	4
09:00	1	1	0	0	0	0	0	2	0	0	1	0	0	0	0	1
09:15	1	1	0	0	0	0	0	2	1	0	0	1	0	0	0	2
09:30	0	0	1	0	0	0	0	1	4	1	0	0	0	0	0	5
09:45	1	0	0	0	0	0	0	1	2	1	1	0	0	0	0	4
H/TOT	3	2	1	0	0	0	0	6	7	2	2	1	0	0	0	12
10:00	1	2	0	0	0	0	0	3	2	0	0	0	0	0	0	2
10:15	3	2	0	0	0	0	0	5	1	1	0	0	0	0	0	2
10:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
10:45	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
H/TOT	6	5	0	0	0	0	0	11	4	4	0	0	0	0	0	8
11:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15	1	2	0	0	0	0	0	3	1	2	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
11:45	1	1	1	0	0	0	0	3	1	2	0	0	0	0	0	3
H/TOT	2	4	1	0	0	0	0	7	3	4	2	0	0	0	0	9
12:00	0	2	0	0	0	0	0	2	0	2	1	0	0	0	0	3
12:15	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:30	0	1	1	0	0	0	0	2	0	0	0	1	0	0	0	1
12:45	0	2	0	0	0	0	1	3	0	2	2	0	0	0	0	4
H/TOT	1	7	1	0	0	0	1	10	0	4	3	1	0	0	0	8
13:00	1	0	0	0	0	0	0	1	5	0	0	1	0	1	0	7
13:15	2	0	1	0	0	0	0	3	1	1	0	0	0	0	0	2
13:30	2	0	0	0	0	0	1	3	0	1	1	0	0	0	0	2
13:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2
H/TOT	6	0	1	0	0	0	1	8	7	2	1	1	0	1	1	13
14:00	4	0	1	1	0	0	0	6	0	0	1	1	0	0	0	2
14:15	4	0	1	1	0	0	0	6	2	0	0	0	0	0	0	2
14:30	2	1	1	0	0	1	0	5	1	0	0	1	1	0	0	3
14:45	3	1	0	0	0	0	0	4	2	0	0	0	0	1	0	3
H/TOT	13	2	3	2	0	1	0	21	5	0	1	2	1	1	0	10
15:00	1	0	0	1	0	0	0	2	2	1	0	0	0	0	0	3
15:15	1	1	0	0	0	0	0	2	3	1	0	0	0	0	0	4
15:30	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45	1	0	1	0	0	0	0	2	3	1	0	0	0	0	0	4
H/TOT	4	3	1	1	0	0	0	9	8	3	0	0	0	0	0	11
16:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
16:15	1	0	3	0	0	0	0	4	1	1	0	1	0	0	0	3
16:30	1	3	1	0	0	0	0	5	1	1	0	0	0	0	0	2
16:45	5	5	2	0	0	0	0	12	2	1	0	0	0	0	0	3
H/TOT	7	8	7	0	0	0	0	22	4	3	1	1	0	0	0	9
17:00	6	1	0	1	0	0	0	8	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6
17:45	16	1	0	0	0	0	0	17	8	0	0	0	0	0	0	8
H/TOT	25	2	0	1	0	0	0	28	16	0	0	0	0	0	0	16
18:00	8	0	0	0	0	0	0	8	0	1	0	0	0	0	0	1
18:15	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1
18:30	1	1	1	1	0	0	0	4	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	10	2	1	1	0	0	0	14	1	2	0	0	0	0	0	3
P/TOT	82	36	16	5	0	1	2	142	65	29	12	8	1	2	1	118

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 7

LOCATION: NEW BRIDGE LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	D - B FROM CROMWELL ROAD (NE) TO CROMWELL ROAD (SW)							D - A FROM CROMWELL ROAD (NE) TO NEW BRIDGE LANE (NW)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	65	21	5	1	1	0	0	93	0	0	0	0	0	0	0	0
07:15	54	25	7	10	1	0	0	97	0	0	1	0	0	0	0	1
07:30	57	20	3	4	1	1	0	86	0	0	0	1	0	0	0	1
07:45	65	13	3	1	0	0	0	82	0	0	0	0	0	0	0	0
H/TOT	241	79	18	16	3	1	0	358	0	0	1	1	0	0	0	2
08:00	63	15	6	5	0	0	0	89	0	0	0	0	0	0	0	0
08:15	65	25	6	8	1	0	0	105	0	0	0	0	0	0	0	0
08:30	56	27	6	1	3	0	0	93	1	1	0	0	0	0	0	2
08:45	55	19	10	4	0	0	0	88	1	0	0	0	0	0	0	1
H/TOT	239	86	28	18	4	0	0	375	2	1	0	0	0	0	0	3
09:00	47	22	3	5	0	0	0	77	0	0	0	0	0	0	0	0
09:15	45	19	13	2	1	1	0	81	1	0	0	0	0	0	0	1
09:30	52	14	6	5	1	0	0	78	0	0	0	0	0	0	0	0
09:45	61	20	3	4	0	1	0	89	0	1	1	0	0	0	0	2
H/TOT	205	75	25	16	2	2	0	325	1	1	1	0	0	0	0	3
10:00	75	20	3	4	1	0	0	103	0	1	0	0	0	0	0	1
10:15	78	19	6	4	0	1	0	108	0	0	0	0	0	0	0	0
10:30	66	18	4	6	1	0	0	95	2	0	0	0	0	0	0	2
10:45	93	13	4	2	0	0	0	112	0	0	1	0	0	0	0	1
H/TOT	312	70	17	16	2	1	0	418	2	1	1	0	0	0	0	4
11:00	82	16	4	3	1	1	0	107	2	0	1	0	0	0	0	3
11:15	70	10	4	4	0	0	0	88	1	0	1	0	0	0	0	2
11:30	77	19	4	6	1	0	0	107	0	0	0	0	0	0	0	0
11:45	80	10	7	5	1	2	0	105	2	0	0	0	0	0	0	2
H/TOT	309	55	19	18	3	3	0	407	5	0	2	0	0	0	0	7
12:00	115	19	4	3	0	0	0	141	1	0	0	0	0	0	0	1
12:15	106	18	1	4	1	1	0	131	3	0	0	0	0	0	0	3
12:30	80	13	5	6	1	0	0	105	1	0	0	0	0	0	0	1
12:45	94	12	6	5	0	0	0	117	3	0	0	0	0	0	0	3
H/TOT	395	62	16	18	2	1	0	494	8	0	0	0	0	0	0	8
13:00	88	22	6	13	1	1	0	131	3	0	0	0	0	0	0	3
13:15	96	16	3	7	0	1	0	123	0	0	0	0	0	0	0	0
13:30	99	22	7	3	1	1	0	133	0	1	0	0	0	0	0	1
13:45	100	15	4	4	0	0	0	123	1	0	0	0	0	0	0	1
H/TOT	383	75	20	27	2	3	0	510	4	1	0	0	0	0	0	5
14:00	79	17	5	3	1	0	0	105	0	0	1	0	0	0	0	1
14:15	104	14	4	2	0	2	0	126	0	0	0	0	0	0	0	0
14:30	107	16	5	4	1	0	0	133	0	0	0	0	0	0	0	0
14:45	95	15	3	6	0	1	0	120	2	0	0	0	0	0	0	2
H/TOT	385	62	17	15	2	3	0	484	2	0	1	0	0	0	0	3
15:00	107	17	2	2	1	0	0	129	3	0	0	0	0	0	0	3
15:15	117	11	5	7	0	1	0	141	0	0	1	0	0	0	0	1
15:30	131	29	1	7	1	1	0	170	0	0	0	0	0	0	0	0
15:45	84	32	4	7	0	0	0	127	1	0	1	0	0	1	0	3
H/TOT	439	89	12	23	2	2	0	567	4	0	2	0	0	1	0	7
16:00	114	27	6	3	0	1	0	151	2	0	0	0	0	1	0	3
16:15	101	21	1	6	1	0	0	130	1	0	0	0	0	0	0	1
16:30	120	28	3	1	1	1	0	154	2	0	2	0	0	0	0	4
16:45	123	28	4	2	0	1	0	158	0	0	1	0	0	0	0	1
H/TOT	458	104	14	12	2	3	0	593	5	0	3	0	0	1	0	9
17:00	129	15	2	2	0	6	0	154	1	0	3	0	0	0	0	4
17:15	143	14	2	3	1	4	0	167	1	1	1	0	0	0	0	3
17:30	119	14	1	2	1	0	0	137	0	0	0	0	0	0	0	0
17:45	129	16	2	2	1	0	0	150	0	0	0	0	0	0	0	0
H/TOT	520	59	7	9	3	10	0	608	2	2	4	0	0	0	0	7
18:00	90	10	1	1	0	1	0	103	2	0	2	0	0	0	0	4
18:15	94	16	1	0	0	1	0	112	0	0	3	0	0	0	0	3
18:30	80	10	4	5	0	1	0	100	2	0	1	0	0	0	0	3
18:45	67	12	1	2	1	0	0	83	0	1	0	0	0	0	0	1
H/TOT	331	48	7	9	1	3	0	398	4	1	6	0	0	0	0	11
P/TOT	4217	864	200	196	28	32	0	5537	39	6	21	1	0	2	0	69

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 7

LOCATION: NEW BRIDGE LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM A NEW BRIDGE LANE (NW)							FROM ARM A NEW BRIDGE LANE (NW)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:15	1	0	1	0	0	0	0	2	1	0	1	0	0	0	0	2
07:30	2	0	0	1	0	0	0	3	1	1	2	0	0	0	0	4
07:45	3	0	0	0	0	0	0	3	3	0	1	0	0	0	0	4
H/TOT	6	0	1	1	0	0	0	8	7	2	4	0	0	0	0	13
08:00	1	2	0	0	0	0	0	3	1	1	3	0	0	0	0	5
08:15	4	1	0	0	0	0	0	5	6	0	0	0	0	0	0	6
08:30	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
08:45	1	1	0	0	0	0	0	2	6	1	0	0	0	0	0	7
H/TOT	9	5	0	0	0	0	0	14	16	2	3	0	0	0	0	21
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:15	2	1	0	0	0	0	0	3	0	1	6	0	0	0	0	7
09:30	1	1	0	0	0	0	0	2	0	2	1	0	0	0	0	3
09:45	1	2	1	0	0	0	0	4	3	1	0	0	0	0	0	4
H/TOT	4	4	1	0	0	0	0	9	6	4	7	0	0	0	0	17
10:00	1	1	1	0	0	0	0	3	3	0	1	2	0	0	0	6
10:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
10:30	3	2	1	1	0	0	0	7	3	1	0	1	0	0	0	5
10:45	1	1	2	0	0	0	0	4	2	1	0	0	0	0	0	3
H/TOT	7	4	4	1	0	0	0	16	9	2	1	3	0	0	0	15
11:00	3	1	3	0	0	0	0	7	2	0	0	0	0	0	0	2
11:15	1	0	1	0	0	0	0	2	4	2	0	0	0	0	0	6
11:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
11:45	3	0	0	0	0	0	0	3	6	0	2	0	0	0	0	8
H/TOT	7	1	4	0	0	0	0	12	20	3	2	0	0	0	0	25
12:00	3	1	4	0	0	0	0	8	4	3	0	0	0	0	0	7
12:15	4	0	3	0	0	0	0	7	7	1	0	0	0	0	0	8
12:30	3	1	1	1	0	0	0	6	2	2	0	0	0	0	0	4
12:45	4	2	0	0	0	0	0	6	2	2	0	0	0	0	0	4
H/TOT	14	4	8	1	0	0	0	27	15	8	0	0	0	0	0	23
13:00	5	0	3	1	0	0	0	9	4	1	4	0	0	0	0	9
13:15	0	0	0	0	0	0	0	0	5	1	1	1	0	0	0	8
13:30	3	1	0	0	0	0	0	4	4	0	1	0	0	0	0	5
13:45	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	3
H/TOT	9	1	3	1	0	0	0	14	14	2	8	1	0	0	0	25
14:00	3	0	1	0	0	0	0	4	5	0	5	0	0	0	0	10
14:15	0	0	1	0	0	0	0	1	3	0	1	0	0	0	0	4
14:30	3	0	0	0	0	0	0	3	7	0	1	1	0	1	0	10
14:45	2	0	1	0	0	0	0	3	1	2	0	0	0	0	0	3
H/TOT	8	0	3	0	0	0	0	11	16	2	7	1	0	1	0	27
15:00	3	1	0	0	0	0	0	4	6	1	1	0	0	0	0	8
15:15	2	1	1	0	0	0	0	4	0	0	2	0	0	0	0	2
15:30	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1
15:45	3	0	2	0	0	1	0	6	4	0	1	0	0	0	0	5
H/TOT	11	4	3	0	0	1	0	19	11	1	4	0	0	0	0	16
16:00	4	0	0	0	0	1	0	5	5	1	1	0	0	0	0	7
16:15	2	2	0	1	0	0	0	5	6	0	0	0	0	0	0	6
16:30	2	0	2	0	0	0	0	4	6	2	0	0	0	0	0	8
16:45	5	1	1	0	0	0	0	7	8	1	0	0	0	0	0	9
H/TOT	13	3	3	1	0	1	0	21	25	4	1	0	0	0	0	30
17:00	8	1	3	0	0	0	0	12	10	0	2	0	0	0	0	12
17:15	5	2	1	0	0	0	0	8	15	6	0	0	0	0	0	21
17:30	7	0	0	0	0	0	0	7	11	3	0	0	0	0	0	14
17:45	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
H/TOT	24	3	4	0	0	0	0	31	42	9	2	0	0	0	0	53
18:00	3	2	2	0	0	0	0	7	1	1	4	0	0	0	0	6
18:15	2	0	4	0	0	0	0	6	4	0	1	0	0	0	0	5
18:30	2	0	1	0	0	0	0	3	2	0	0	0	0	0	0	2
18:45	3	2	0	0	0	0	0	5	5	0	0	0	0	0	0	5
H/TOT	10	4	7	0	0	0	0	21	12	1	5	0	0	0	0	18
P/TOT	122	33	41	5	0	2	0	203	193	40	44	5	0	1	0	283

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 7

LOCATION: NEW BRIDGE LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM B CROMWELL ROAD (SW)							FROM ARM B CROMWELL ROAD (SW)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	22	5	1	1	0	0	96	63	14	2	6	0	0	0	85
07:15	54	25	8	10	1	0	0	98	64	19	6	5	0	1	0	95
07:30	57	21	5	6	1	1	0	91	119	25	5	6	0	0	0	155
07:45	66	13	4	2	0	0	0	85	131	31	3	4	1	1	0	171
H/TOT	244	81	22	19	3	1	0	370	377	89	16	21	1	2	0	506
08:00	64	16	9	5	0	0	0	94	131	27	7	1	0	0	0	166
08:15	68	25	8	9	1	0	0	111	143	27	7	3	3	0	0	183
08:30	56	30	6	1	3	0	0	96	120	24	11	6	0	1	0	162
08:45	58	21	11	6	0	0	0	96	124	37	3	5	1	0	0	170
H/TOT	246	92	34	21	4	0	0	397	518	115	28	15	4	1	0	681
09:00	47	22	4	7	0	0	0	80	86	15	3	7	0	0	0	111
09:15	46	20	19	5	1	1	0	92	78	19	6	2	1	2	0	108
09:30	52	14	7	7	1	0	0	81	69	19	3	11	0	2	0	104
09:45	61	22	4	4	0	1	0	92	97	23	9	8	1	0	0	138
H/TOT	206	78	34	23	2	2	0	345	330	76	21	28	2	4	0	461
10:00	76	21	6	9	1	0	0	113	71	18	9	4	0	0	0	102
10:15	79	19	8	5	0	1	0	112	90	23	6	12	1	0	0	132
10:30	68	20	4	6	1	0	0	99	103	17	5	3	0	0	0	128
10:45	93	16	5	2	0	0	0	116	92	33	10	10	1	2	0	148
H/TOT	316	76	23	22	2	1	0	440	356	91	30	29	2	2	0	510
11:00	83	18	5	4	1	1	0	112	95	19	14	6	0	1	0	135
11:15	72	11	4	7	0	0	0	94	86	18	4	8	1	2	0	119
11:30	77	21	5	7	1	0	0	111	84	10	3	8	0	0	0	105
11:45	82	11	8	6	1	2	0	110	99	14	6	8	2	0	0	129
H/TOT	314	61	22	24	3	3	0	427	364	61	27	30	3	3	0	488
12:00	118	20	4	6	0	0	0	148	82	21	10	11	0	0	0	124
12:15	108	19	3	5	1	1	0	137	71	13	9	3	1	0	0	97
12:30	81	15	5	7	1	0	0	109	74	14	7	8	0	1	0	104
12:45	96	12	9	6	0	0	0	123	100	25	3	4	1	1	0	134
H/TOT	403	66	21	24	2	1	0	517	327	73	29	26	2	2	0	459
13:00	91	23	6	14	1	1	0	136	87	18	5	9	0	0	0	119
13:15	99	17	5	8	0	1	0	130	79	20	6	1	1	0	0	107
13:30	103	23	8	5	1	1	0	141	76	23	7	6	0	0	0	112
13:45	100	17	5	5	0	0	1	128	87	8	5	4	1	0	0	105
H/TOT	393	80	24	32	2	3	1	535	329	69	23	20	2	0	0	443
14:00	83	18	8	4	1	0	0	114	81	21	6	4	0	0	0	112
14:15	106	14	6	4	1	2	0	133	93	17	7	8	2	1	0	128
14:30	109	16	8	5	1	0	0	139	93	21	7	10	1	0	0	132
14:45	95	16	3	6	0	1	0	121	85	19	6	4	1	0	0	115
H/TOT	393	64	25	19	3	3	0	507	352	78	26	26	4	1	0	487
15:00	110	21	3	4	1	0	0	139	66	29	6	10	0	0	0	111
15:15	119	11	6	8	0	1	0	145	82	26	6	11	1	0	0	126
15:30	134	30	1	7	1	2	0	175	83	18	9	6	0	0	0	116
15:45	86	34	4	7	0	1	0	132	93	23	6	6	2	1	0	131
H/TOT	449	96	14	26	2	4	0	591	324	96	27	33	3	1	0	484
16:00	121	29	7	4	0	1	0	162	93	24	5	6	0	0	0	128
16:15	103	22	1	6	1	0	0	133	77	24	6	4	1	6	0	118
16:30	128	28	4	2	1	1	0	164	85	22	6	5	0	2	0	120
16:45	128	29	4	4	0	1	0	166	102	24	7	3	1	2	0	139
H/TOT	480	108	16	16	2	3	0	625	357	94	24	18	2	10	0	505
17:00	162	16	2	2	0	6	0	188	121	27	9	6	0	0	0	163
17:15	151	20	2	3	1	4	0	181	115	23	1	6	1	0	0	146
17:30	128	16	1	2	1	0	0	148	114	27	3	4	0	0	0	148
17:45	142	16	2	2	1	0	1	164	98	24	4	6	1	1	0	134
H/TOT	583	68	7	9	3	10	1	681	448	101	17	22	2	1	0	591
18:00	94	11	4	2	0	1	0	112	128	23	3	5	0	0	0	159
18:15	97	16	2	0	0	1	0	116	102	6	8	4	1	1	0	122
18:30	83	10	4	5	0	1	0	103	130	8	2	5	0	1	0	146
18:45	70	12	1	4	1	0	0	88	105	11	4	4	1	1	0	126
H/TOT	344	49	11	11	1	3	0	419	465	48	17	18	2	3	0	553
P/TOT	4371	919	253	246	29	34	2	5854	4547	991	285	286	29	30	0	6168

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 7

LOCATION: NEW BRIDGE LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM C NEW BRIDGE LANE (SE)							FROM ARM C NEW BRIDGE LANE (SE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	4	0	0	0	0	0	8	1	0	0	0	0	0	0	1
07:15	7	0	0	2	0	0	0	9	1	0	0	0	0	0	0	1
07:30	15	0	1	0	0	0	0	16	1	0	1	2	0	0	0	4
07:45	13	3	1	2	0	0	0	19	0	0	0	1	0	0	0	1
H/TOT	39	7	2	4	0	0	0	52	3	0	1	3	0	0	0	7
08:00	4	3	0	0	0	0	0	7	0	1	1	0	0	0	0	2
08:15	7	2	0	1	1	0	0	11	1	1	2	1	0	0	0	5
08:30	3	2	1	2	0	0	0	8	0	3	0	0	0	0	0	3
08:45	3	1	1	1	0	0	0	6	3	1	1	2	0	0	0	7
H/TOT	17	8	2	4	1	0	0	32	4	6	4	3	0	0	0	17
09:00	0	1	1	1	0	0	0	3	1	1	1	2	0	0	0	5
09:15	1	1	1	2	0	0	0	5	2	2	1	3	0	0	0	8
09:30	5	3	2	3	0	0	0	13	0	0	2	2	0	0	0	4
09:45	4	3	2	1	0	0	0	10	1	2	1	0	0	0	0	4
H/TOT	10	8	6	7	0	0	0	31	4	5	5	7	0	0	0	21
10:00	2	1	0	0	0	0	0	3	2	3	3	3	0	0	0	11
10:15	1	4	0	2	0	0	0	7	4	2	2	1	0	0	0	9
10:30	1	5	1	1	0	0	0	8	0	2	0	0	0	0	0	2
10:45	2	3	0	2	0	0	0	7	2	4	1	0	0	0	0	7
H/TOT	6	13	1	5	0	0	0	25	8	11	6	4	0	0	0	29
11:00	4	1	1	2	0	0	0	8	1	3	1	1	0	0	0	6
11:15	1	3	2	2	0	0	0	8	2	3	0	3	0	0	0	8
11:30	0	0	3	4	0	0	0	7	0	1	1	1	0	0	0	3
11:45	1	3	0	0	0	0	0	4	1	2	1	1	0	0	0	5
H/TOT	6	7	6	8	0	0	0	27	4	9	3	6	0	0	0	22
12:00	2	4	2	2	0	0	0	10	2	2	0	3	0	0	0	7
12:15	0	0	0	1	0	0	0	1	1	3	2	1	0	0	0	7
12:30	0	0	3	2	0	0	0	5	2	3	1	1	0	0	0	7
12:45	1	2	3	1	0	0	0	7	2	2	3	1	0	0	1	9
H/TOT	3	6	8	6	0	0	0	23	7	10	6	6	0	0	1	30
13:00	8	0	0	2	0	1	0	11	4	1	1	1	0	0	0	7
13:15	2	1	2	0	0	0	0	5	3	1	3	0	0	0	0	7
13:30	3	2	1	0	0	0	0	6	6	1	1	2	0	0	1	11
13:45	4	0	2	0	0	0	1	7	1	2	1	1	0	0	1	6
H/TOT	17	3	5	2	0	1	1	29	14	5	6	4	0	0	2	31
14:00	1	0	3	3	0	0	0	7	8	1	2	2	0	0	0	13
14:15	3	0	0	1	1	0	0	5	5	0	2	3	1	0	0	11
14:30	1	1	0	2	2	0	0	6	4	1	3	0	0	1	0	9
14:45	3	0	0	0	0	1	0	4	3	2	0	0	0	0	0	5
H/TOT	8	1	3	6	3	1	0	22	20	4	7	5	1	1	0	38
15:00	2	2	1	0	0	0	0	5	2	4	0	3	0	0	0	9
15:15	4	1	2	1	0	0	0	8	3	2	0	1	0	0	0	6
15:30	0	0	4	1	0	0	0	5	6	4	0	0	0	1	0	11
15:45	4	2	2	0	1	0	0	9	2	2	1	0	0	1	0	6
H/TOT	10	5	9	2	1	0	0	27	13	12	1	4	0	2	0	32
16:00	0	3	3	1	0	0	0	7	5	1	1	1	0	0	0	8
16:15	2	1	1	2	0	0	0	6	1	1	3	0	0	0	0	5
16:30	1	1	0	0	0	0	0	2	3	3	2	1	0	0	0	9
16:45	2	1	0	0	0	0	0	3	7	6	2	2	0	0	0	17
H/TOT	5	6	4	3	0	0	0	18	16	11	8	4	0	0	0	39
17:00	4	1	0	1	0	0	0	6	34	2	0	1	0	0	0	37
17:15	3	0	0	0	0	0	0	3	2	2	0	0	0	0	0	4
17:30	12	1	0	2	0	0	0	15	7	1	0	0	0	0	0	8
17:45	13	2	0	1	0	0	0	16	30	1	0	0	0	0	1	32
H/TOT	32	4	0	4	0	0	0	40	73	6	0	1	0	0	1	81
18:00	0	1	0	3	0	0	0	4	12	2	0	1	0	0	0	15
18:15	0	1	0	1	0	0	0	2	4	1	0	0	0	0	0	5
18:30	3	0	0	1	0	0	0	4	3	1	1	1	0	0	0	6
18:45	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	3
H/TOT	3	2	0	6	0	0	0	11	20	4	1	4	0	0	0	29
P/TOT	156	70	46	57	5	2	1	337	186	83	48	51	1	3	4	376

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 7

LOCATION: NEW BRIDGE LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM D CROMWELL ROAD (NE)							FROM ARM D CROMWELL ROAD (NE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	61	13	2	6	0	0	0	82	66	24	5	1	1	0	0	97
07:15	60	19	6	4	0	1	0	90	56	25	8	11	1	0	0	101
07:30	105	25	6	6	0	0	0	142	58	20	4	5	1	1	0	89
07:45	121	29	2	3	1	1	0	157	69	14	3	2	0	0	0	88
H/TOT	347	86	16	19	1	2	0	471	249	83	20	19	3	1	0	375
08:00	127	23	8	1	0	0	0	159	64	15	6	5	0	0	0	90
08:15	137	26	7	2	2	0	0	174	66	26	6	8	1	0	0	107
08:30	118	22	10	4	0	1	0	155	57	28	6	1	3	0	0	95
08:45	127	35	3	4	1	0	0	170	56	19	11	4	0	0	0	90
H/TOT	509	106	28	11	3	1	0	658	243	88	29	18	4	0	0	382
09:00	90	15	3	6	0	0	0	114	47	22	4	5	0	0	0	78
09:15	78	19	6	1	1	2	0	107	47	19	13	3	1	1	0	84
09:30	67	18	3	8	0	2	0	98	56	15	6	5	1	0	0	83
09:45	98	21	8	7	1	0	0	135	63	22	5	4	0	1	0	95
H/TOT	333	73	20	22	2	4	0	454	213	78	28	17	2	2	0	340
10:00	74	19	9	4	0	0	0	106	77	21	3	4	1	0	0	106
10:15	92	22	6	10	1	0	0	131	79	20	6	4	0	1	0	110
10:30	102	13	3	2	0	0	0	120	68	20	4	6	1	0	0	99
10:45	94	32	9	8	1	2	0	146	94	14	5	2	0	0	0	115
H/TOT	362	86	27	24	2	2	0	503	318	75	18	16	2	1	0	430
11:00	93	18	11	4	0	1	0	127	85	16	5	3	1	1	0	111
11:15	90	21	2	6	1	2	0	122	72	12	5	4	0	0	0	93
11:30	92	10	3	4	0	0	0	108	77	19	6	6	1	0	0	109
11:45	103	14	8	8	2	0	0	135	83	12	7	5	1	2	0	110
H/TOT	378	63	23	22	3	3	0	492	317	59	23	18	3	3	0	423
12:00	81	22	5	9	0	0	0	117	116	21	5	3	0	0	0	145
12:15	76	16	6	2	1	0	0	101	109	18	1	4	1	1	0	134
12:30	75	16	4	6	0	1	0	102	81	13	5	7	1	0	0	107
12:45	100	27	2	3	1	1	1	135	97	14	8	5	0	0	0	124
H/TOT	332	81	17	20	2	2	1	455	403	66	19	19	2	1	0	510
13:00	87	19	7	7	0	0	0	120	96	22	6	14	1	2	0	141
13:15	83	21	6	1	1	0	0	112	97	17	3	7	0	1	0	125
13:30	76	22	8	6	0	0	1	113	99	24	8	3	1	1	0	136
13:45	86	8	5	4	1	0	0	104	102	15	4	4	0	0	1	126
H/TOT	332	70	26	18	2	0	1	449	394	78	21	28	2	4	1	528
14:00	86	21	8	3	0	0	0	118	79	17	7	4	1	0	0	108
14:15	98	17	7	8	1	1	0	132	106	14	4	2	0	2	0	128
14:30	99	21	8	9	0	2	0	139	108	16	5	5	2	0	0	136
14:45	88	22	5	4	1	0	0	120	99	15	3	6	0	2	0	125
H/TOT	371	81	28	24	2	3	0	509	392	62	19	17	3	4	0	497
15:00	71	28	5	11	0	0	0	115	112	18	2	2	1	0	0	135
15:15	80	27	5	10	1	0	0	123	120	12	6	7	0	1	0	146
15:30	84	19	5	6	0	0	0	113	131	29	1	7	1	1	0	170
15:45	94	22	5	6	1	1	0	129	88	33	5	7	0	1	0	134
H/TOT	329	96	20	32	2	1	0	480	451	92	14	23	2	3	0	585
16:00	94	21	4	5	0	0	0	124	116	27	7	3	0	2	0	155
16:15	80	22	8	2	1	6	0	119	103	22	1	7	1	0	0	134
16:30	86	27	7	5	0	2	0	127	123	29	5	1	1	1	0	160
16:45	107	29	9	3	1	2	0	151	125	29	5	2	0	1	0	162
H/TOT	367	99	28	15	2	10	0	521	467	107	18	13	2	4	0	611
17:00	122	26	11	6	0	0	0	165	131	15	5	2	0	6	0	159
17:15	118	24	1	6	1	0	0	150	145	15	3	3	1	4	0	171
17:30	110	28	3	2	0	0	0	143	125	14	1	2	1	0	0	143
17:45	112	23	4	5	1	1	0	146	137	16	2	2	1	0	0	158
H/TOT	462	101	19	19	2	1	0	604	538	60	11	9	3	10	0	631
18:00	136	23	4	2	0	0	0	165	92	11	3	1	0	1	0	108
18:15	105	7	7	3	1	1	0	124	94	17	4	0	0	1	0	116
18:30	130	9	3	5	0	1	0	148	83	10	5	5	0	1	0	104
18:45	105	10	4	3	1	1	0	124	67	13	1	2	1	0	0	84
H/TOT	476	49	18	13	2	3	0	561	326	51	13	8	1	3	0	412
P/TOT	4598	991	270	239	25	32	2	6157	4321	899	233	205	29	36	1	5724

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 8

LOCATION: WEASENHAM LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - D							A - C								
	FROM WEASENHAM LANE (NW) TO CROMWELL ROAD (NE)							FROM WEASENHAM LANE (NW) TO WEASENHAM LANE (SE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45	2	1	0	0	0	0	0	3	4	0	0	0	0	0	0	4
H/TOT	4	1	0	0	0	0	0	5	9	0	0	0	0	0	0	9
08:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
08:15	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
08:30	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	10	1	0	0	0	0	0	11	14	2	0	0	0	0	0	16
09:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	2	1	0	0	0	0	1	4
H/TOT	4	1	0	0	0	0	0	5	3	1	0	0	0	0	1	5
10:00	2	1	0	0	0	0	0	3	0	2	0	0	0	0	0	2
10:15	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	5	2	0	0	0	0	0	7	2	3	0	0	0	0	0	5
11:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
11:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
11:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
12:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
12:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
13:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
13:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	10	0	0	0	0	0	0	10	4	0	0	0	0	0	0	4
14:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
14:15	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
14:30	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
14:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
H/TOT	9	2	0	0	0	0	0	11	10	0	0	0	0	0	0	10
15:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
15:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	1	2
15:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
15:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	7	1	0	0	0	0	0	8	4	0	0	0	0	0	1	5
16:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	6
16:45	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	0	0	7	10	0	0	0	0	1	0	11
17:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	7	0	0	0	0	0	0	7	2	1	0	0	0	0	0	3
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
P/TOT	75	9	0	0	0	0	0	84	70	7	0	0	0	1	2	80

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 8

LOCATION: WEASENHAM LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - B FROM WEASENHAM LANE (NW) TO CROMWELL ROAD (SW)							B - A FROM CROMWELL ROAD (SW) TO WEASENHAM LANE (NW)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
H/TOT	8	0	0	0	0	0	0	8	4	2	0	0	0	0	0	6
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
H/TOT	3	0	0	0	0	0	0	3	1	4	0	0	0	0	0	5
10:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
11:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
11:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
12:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
12:15	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:45	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	4	3	0	0	0	1	0	8	5	0	0	0	0	0	0	5
13:00	0	0	0	0	0	1	0	1	2	1	0	0	0	0	0	3
13:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
13:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
13:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	1	0	6	5	1	0	0	0	0	0	6
14:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
14:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
H/TOT	6	1	0	0	0	0	0	7	4	1	0	0	0	0	0	5
15:00	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1
15:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	4	2	0	0	0	0	0	6	5	1	0	0	0	0	0	6
16:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	2	0	0	0	0	0	0	2	7	0	0	0	0	1	0	8
17:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
17:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:30	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
H/TOT	6	1	0	0	0	0	0	7	8	1	0	0	0	0	0	9
18:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	4	10	0	0	0	0	0	0	10
P/TOT	51	8	0	0	0	2	0	61	58	10	0	0	0	1	0	69

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 8

LOCATION: WEASENHAM LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	B - D FROM CROMWELL ROAD (SW) TO CROMWELL ROAD (NE)							B - C FROM CROMWELL ROAD (SW) TO WEASENHAM LANE (SE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	17	2	3	0	0	0	62	15	5	2	4	0	0	0	26
07:15	35	12	3	0	0	1	0	51	16	8	1	2	0	0	0	27
07:30	61	17	1	1	0	0	0	80	36	7	6	7	0	0	0	56
07:45	51	23	1	0	1	0	0	76	59	16	1	3	0	1	0	80
H/TOT	187	69	7	4	1	1	0	269	176	36	10	16	0	1	0	189
08:00	67	11	3	0	0	1	0	82	55	9	6	1	0	0	0	71
08:15	94	29	3	0	1	1	0	128	35	16	3	1	0	0	0	55
08:30	69	15	3	2	0	2	0	91	45	9	5	2	0	0	0	61
08:45	78	25	4	1	1	0	0	109	35	22	2	3	0	0	0	62
H/TOT	308	80	13	3	2	4	0	410	170	56	16	7	0	0	0	249
09:00	69	6	3	1	0	0	0	79	26	14	5	5	0	0	0	50
09:15	75	15	1	0	1	0	0	92	31	14	4	3	0	0	0	52
09:30	60	14	2	0	0	0	0	76	22	3	2	4	0	0	0	31
09:45	82	20	4	1	1	0	0	108	39	14	2	1	0	0	0	56
H/TOT	286	55	10	2	2	0	0	355	118	45	13	13	0	0	0	189
10:00	77	10	3	1	0	0	0	91	27	14	6	6	0	0	0	53
10:15	79	14	5	1	2	0	0	101	34	2	5	5	0	0	0	46
10:30	108	11	2	1	0	0	0	122	43	3	2	3	0	0	0	51
10:45	75	15	3	2	1	0	0	96	35	7	6	2	0	0	0	50
H/TOT	339	50	13	5	3	0	0	410	139	26	19	16	0	0	0	200
11:00	107	13	5	0	0	2	0	127	36	7	6	5	0	0	0	54
11:15	82	11	2	0	1	0	0	96	47	12	2	5	0	0	0	66
11:30	81	8	1	0	0	0	0	90	47	9	0	4	0	0	0	60
11:45	76	7	2	0	1	0	0	86	47	7	3	6	1	1	0	65
H/TOT	346	39	10	0	2	2	0	399	177	35	11	20	1	1	0	245
12:00	87	13	2	3	1	0	0	106	42	4	4	9	0	0	0	59
12:15	109	13	9	0	1	0	0	132	40	11	1	4	0	0	0	56
12:30	92	14	2	0	0	2	0	110	41	8	4	3	0	0	0	56
12:45	91	12	4	1	2	1	0	111	41	15	1	3	0	0	0	60
H/TOT	379	52	17	4	4	3	0	459	164	38	10	19	0	0	0	231
13:00	87	14	4	0	0	0	0	105	44	15	2	4	1	0	0	66
13:15	90	16	3	0	1	1	0	111	42	10	4	3	0	0	0	59
13:30	74	19	5	0	0	0	0	98	43	5	2	3	0	0	0	53
13:45	97	11	4	1	1	1	0	115	38	9	3	2	0	0	0	52
H/TOT	348	60	16	1	2	2	0	429	167	39	11	12	1	0	0	230
14:00	97	11	3	1	0	1	0	113	51	8	2	2	0	0	0	63
14:15	95	11	4	1	1	1	0	113	37	4	6	5	0	1	0	53
14:30	98	21	5	1	0	0	1	126	49	10	2	4	0	0	0	65
14:45	90	12	5	1	1	0	0	109	54	11	2	2	0	0	0	69
H/TOT	380	55	17	4	2	2	1	463	191	33	12	13	0	1	0	250
15:00	70	14	2	3	0	0	0	89	43	11	3	6	0	0	0	63
15:15	100	18	0	0	1	0	0	119	37	13	2	6	0	0	0	58
15:30	101	20	2	1	0	0	0	124	48	3	5	6	0	0	0	62
15:45	103	15	2	0	1	1	0	122	40	6	3	7	0	0	0	56
H/TOT	374	67	6	4	2	1	0	454	168	33	13	25	0	0	0	239
16:00	98	15	2	1	0	2	0	118	44	8	3	3	0	0	0	58
16:15	81	13	2	1	1	1	1	100	39	11	2	0	0	1	0	53
16:30	94	16	5	0	0	0	0	115	38	10	2	5	0	2	0	57
16:45	97	21	5	0	0	1	0	124	39	12	2	3	0	1	0	57
H/TOT	370	65	14	2	1	4	1	457	160	41	9	11	0	4	0	225
17:00	108	20	6	1	1	1	0	137	46	5	2	3	1	0	0	57
17:15	95	10	0	1	1	0	0	107	43	8	1	6	0	0	0	58
17:30	106	13	2	1	0	1	0	123	52	12	1	3	0	0	0	68
17:45	85	15	1	0	0	1	1	103	55	9	1	3	0	0	0	68
H/TOT	394	58	9	3	2	3	1	470	196	34	5	15	1	0	0	251
18:00	118	16	2	0	0	1	0	137	46	4	1	0	0	2	0	53
18:15	102	10	4	1	1	2	0	120	41	4	2	3	0	0	0	50
18:30	95	4	3	1	0	0	0	103	43	3	0	2	0	0	0	48
18:45	89	9	3	2	1	1	0	105	47	4	1	2	0	0	0	54
H/TOT	404	39	12	4	2	4	0	465	177	15	4	7	0	2	0	205
P/TOT	4115	689	144	36	25	26	3	5038	1953	431	133	174	3	9	0	2708

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 8

LOCATION: WEASENHAM LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	C - D FROM WEASENHAM LANE (SE) TO CROMWELL ROAD (NE)							D - C FROM CROMWELL ROAD (NE) TO WEASENHAM LANE (SE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	8	5	1	0	0	0	30	14	2	0	0	0	0	0	16
07:15	1	2	0	0	0	0	0	3	18	10	0	0	0	0	0	28
07:30	4	4	1	0	0	0	0	9	20	7	1	0	0	0	0	28
07:45	4	3	2	0	0	0	0	9	34	10	1	0	0	1	0	46
H/TOT	25	17	8	1	0	0	0	51	86	29	2	0	0	1	0	118
08:00	11	4	0	0	2	0	0	17	44	11	1	0	2	1	1	60
08:15	25	6	1	0	0	0	0	32	23	8	6	0	0	0	1	38
08:30	8	6	0	0	0	0	0	14	12	6	3	0	0	1	0	22
08:45	6	7	3	0	0	0	0	16	22	8	1	2	0	0	0	33
H/TOT	50	23	4	0	2	0	0	79	101	33	11	2	2	2	2	153
09:00	7	6	1	0	0	0	0	14	18	8	6	0	0	0	0	32
09:15	3	6	2	0	0	0	0	11	15	7	1	1	0	0	0	24
09:30	8	3	4	0	0	0	0	15	8	3	0	0	0	0	0	11
09:45	10	3	0	1	0	0	0	14	19	6	1	0	0	0	0	26
H/TOT	28	18	7	1	0	0	0	54	60	24	8	1	0	0	0	93
10:00	11	6	1	0	0	0	0	18	8	6	1	0	0	0	0	15
10:15	10	6	1	0	0	0	0	17	13	6	3	2	0	0	0	24
10:30	5	4	5	0	0	0	0	14	10	4	2	0	0	0	0	16
10:45	6	2	2	0	0	0	0	10	11	7	4	0	0	0	0	22
H/TOT	32	18	9	0	0	0	0	59	42	23	10	2	0	0	0	77
11:00	3	3	2	0	0	0	0	8	12	3	1	0	0	0	0	16
11:15	8	7	1	0	0	0	0	16	16	2	0	0	0	0	0	18
11:30	4	3	1	0	0	0	0	8	7	4	1	1	0	0	0	13
11:45	10	3	0	1	0	0	0	14	6	5	0	1	0	0	0	12
H/TOT	25	16	4	1	0	0	0	46	41	14	2	2	0	0	0	59
12:00	5	3	1	0	0	0	0	9	14	6	3	0	0	0	0	23
12:15	14	7	2	1	0	0	0	24	7	4	0	1	0	0	0	12
12:30	7	6	0	0	0	1	0	14	11	9	1	0	0	1	0	22
12:45	6	4	0	1	0	0	0	11	12	6	1	0	0	0	0	19
H/TOT	32	20	3	2	0	1	0	58	44	25	5	1	0	1	0	76
13:00	5	4	0	0	0	0	0	9	12	2	1	1	0	0	0	16
13:15	10	5	2	0	0	0	0	17	8	10	3	0	0	0	0	21
13:30	2	3	2	0	0	0	0	7	11	6	2	0	0	0	0	19
13:45	6	5	3	0	0	0	0	14	11	5	2	0	0	0	0	18
H/TOT	23	17	7	0	0	0	0	47	42	23	8	1	0	0	0	74
14:00	13	11	1	0	0	0	0	25	12	7	2	1	0	0	0	22
14:15	10	0	1	1	0	0	0	12	16	4	3	1	0	0	0	24
14:30	10	8	2	0	0	0	0	20	16	6	0	1	0	0	0	23
14:45	13	5	1	0	0	0	0	19	23	4	3	0	1	0	0	31
H/TOT	46	24	5	1	0	0	0	76	67	21	8	3	1	0	0	100
15:00	25	6	2	0	0	0	0	33	14	6	1	1	1	0	0	23
15:15	15	2	1	0	0	0	0	18	23	6	0	0	0	0	0	29
15:30	11	3	0	0	0	0	0	14	23	7	1	0	0	0	0	31
15:45	9	2	0	0	0	1	0	12	14	3	1	0	0	0	0	18
H/TOT	60	13	3	0	0	1	0	77	74	22	3	1	1	0	0	101
16:00	21	3	0	0	0	0	0	24	12	7	0	0	0	0	0	19
16:15	8	2	3	0	0	0	0	13	8	3	1	1	0	0	0	13
16:30	11	1	4	0	0	0	0	16	15	0	1	0	0	0	0	16
16:45	19	3	1	1	0	0	0	24	13	3	0	0	0	0	0	16
H/TOT	59	9	8	1	0	0	0	77	48	13	2	1	0	0	0	64
17:00	21	4	0	0	0	1	0	26	11	2	0	0	0	0	0	13
17:15	16	0	0	0	0	0	0	16	10	3	0	0	0	0	0	13
17:30	12	2	0	0	0	0	0	14	23	1	0	0	0	0	0	24
17:45	13	1	0	0	0	1	0	15	17	1	0	0	0	1	0	19
H/TOT	62	7	0	0	0	2	0	71	61	7	0	0	0	1	0	69
18:00	14	0	1	0	0	1	1	17	18	1	0	0	0	0	0	19
18:15	7	2	0	0	0	0	0	9	13	0	0	0	0	0	0	13
18:30	10	0	0	1	0	0	0	11	14	0	0	0	1	0	0	15
18:45	3	0	0	0	0	0	0	3	10	1	0	0	0	0	0	11
H/TOT	34	2	1	1	0	1	1	40	55	2	0	0	1	0	0	58
P/TOT	476	184	59	8	2	5	1	735	721	236	59	14	5	5	2	1042

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 8

LOCATION: WEASENHAM LANE / CROMWELL ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM A WEASENHAM LANE (NW)							FROM ARM A WEASENHAM LANE (NW)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:45	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
H/TOT	4	0	0	0	0	0	0	4	15	1	0	0	0	0	0	16
08:00	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
08:15	7	1	0	0	0	0	0	8	11	1	0	0	0	0	0	12
08:30	4	0	0	0	0	0	0	4	11	1	0	0	0	0	0	12
08:45	10	1	0	0	0	0	0	11	2	1	0	0	0	0	0	3
H/TOT	25	2	0	0	0	0	0	27	32	3	0	0	0	0	0	35
09:00	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
09:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:30	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	3
09:45	0	4	0	0	0	0	0	4	4	1	0	0	0	0	1	6
H/TOT	3	6	0	0	0	0	0	9	10	2	0	0	0	0	1	13
10:00	1	0	0	0	0	0	0	1	2	4	0	0	0	0	0	6
10:15	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
10:30	2	2	0	0	0	0	0	4	2	1	0	0	0	0	0	3
10:45	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
H/TOT	9	2	0	0	0	0	0	11	10	6	0	0	0	0	0	16
11:00	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	6
11:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
11:30	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
11:45	5	1	0	0	0	0	0	6	1	0	0	0	0	0	0	1
H/TOT	14	1	0	0	0	0	0	15	15	0	0	0	0	0	0	15
12:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	4
12:30	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
12:45	3	1	0	0	0	0	0	4	6	2	0	0	0	0	0	8
H/TOT	8	1	0	0	0	0	0	9	11	3	0	0	0	1	0	15
13:00	5	1	0	0	0	0	0	6	4	0	0	0	0	1	0	5
13:15	4	0	0	0	0	1	0	5	6	0	0	0	0	0	0	6
13:30	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
13:45	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
H/TOT	18	2	0	0	0	1	0	21	19	0	0	0	0	1	0	20
14:00	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4
14:15	4	1	0	0	0	0	0	5	8	0	0	0	0	0	0	8
14:30	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7
14:45	3	1	0	0	0	0	0	4	8	1	0	0	0	0	0	9
H/TOT	13	2	0	0	0	0	0	15	25	3	0	0	0	0	0	28
15:00	7	0	0	0	0	0	0	7	5	1	0	0	0	0	0	6
15:15	11	0	0	0	0	0	0	11	4	1	0	0	0	0	1	6
15:30	8	2	0	0	0	0	0	10	4	0	0	0	0	0	0	4
15:45	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3
H/TOT	30	2	0	0	0	0	0	32	15	3	0	0	0	0	1	19
16:00	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
16:15	5	0	0	0	0	1	0	6	6	0	0	0	0	0	0	6
16:30	2	1	0	0	0	0	0	3	5	0	0	0	0	1	0	6
16:45	6	0	0	0	0	1	0	7	2	1	0	0	0	0	0	3
H/TOT	19	1	0	0	0	2	0	22	18	1	0	0	0	1	0	20
17:00	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5
17:15	3	0	0	0	0	0	1	4	6	0	0	0	0	0	0	6
17:30	8	3	0	0	0	0	0	11	2	2	0	0	0	0	0	4
17:45	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
H/TOT	23	4	0	0	0	0	1	28	15	2	0	0	0	0	0	17
18:00	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5
18:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
18:30	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
18:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	24	0	0	0	0	0	0	24	11	0	0	0	0	0	0	11
P/TOT	190	23	0	0	0	3	1	217	196	24	0	0	0	3	2	225

MANUAL CLASSIFIED COUNTS

JOB REF: 27104
 JOB NAME: WISBECH
 SITE: 8
 LOCATION: WEASENHAM LANE / CROMWELL ROAD



DATE: 12/10/2021
 DAY: TUESDAY

TIME	TO ARM B CROMWELL ROAD (SW)							FROM ARM B CROMWELL ROAD (SW)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	64	27	1	1	2	0	0	95	55	22	4	7	0	0	0	88
07:15	78	21	7	9	0	0	0	115	51	20	4	2	0	1	0	78
07:30	67	21	1	3	0	0	0	92	97	24	7	8	0	0	0	136
07:45	104	20	5	3	0	1	0	133	110	39	2	3	1	1	0	156
H/TOT	233	89	14	16	2	1	0	435	312	105	17	20	1	2	0	458
08:00	86	16	7	5	1	0	0	115	122	20	9	1	0	1	0	153
08:15	106	33	8	4	0	0	0	151	129	46	6	1	1	1	0	184
08:30	93	20	8	2	2	0	0	125	114	24	8	4	0	2	0	152
08:45	121	20	9	5	0	0	0	155	117	48	6	4	1	0	0	176
H/TOT	406	89	32	16	3	0	0	546	482	138	29	10	2	4	0	665
09:00	145	41	6	4	2	0	0	198	95	20	8	6	0	0	0	129
09:15	98	25	9	4	0	1	0	137	106	29	5	3	1	0	0	144
09:30	103	26	7	5	1	1	0	143	83	17	4	4	0	0	0	108
09:45	135	23	6	2	0	0	0	166	121	38	6	2	1	0	0	168
H/TOT	481	115	28	15	3	2	0	644	405	104	23	15	2	0	0	549
10:00	139	27	4	5	2	1	0	178	104	24	9	7	0	0	0	144
10:15	133	20	5	3	0	1	0	162	114	16	10	6	2	0	0	148
10:30	147	24	6	5	1	0	0	183	151	14	4	4	0	0	0	173
10:45	155	15	4	2	0	1	0	177	112	22	9	4	1	0	0	148
H/TOT	574	86	19	15	3	3	0	700	481	76	32	21	3	0	0	613
11:00	140	18	6	3	2	0	0	169	144	20	11	5	0	2	0	182
11:15	136	12	5	5	0	0	0	158	131	23	4	5	1	0	0	164
11:30	121	39	6	3	1	1	0	171	129	17	1	4	0	0	0	151
11:45	158	19	5	2	1	2	0	187	125	14	5	6	2	1	0	153
H/TOT	555	88	22	13	4	3	0	685	529	74	21	20	3	3	0	650
12:00	137	22	6	3	0	0	0	168	130	17	6	12	1	0	0	166
12:15	154	19	3	5	1	1	0	183	149	24	10	4	1	0	0	188
12:30	126	22	9	5	2	0	0	164	135	22	6	3	0	2	0	168
12:45	127	29	8	6	0	0	0	170	134	27	5	4	2	1	0	173
H/TOT	544	92	26	19	3	1	0	685	548	90	27	23	4	3	0	695
13:00	135	27	3	13	1	2	0	181	133	30	6	4	1	0	0	174
13:15	158	25	10	1	0	3	1	198	133	26	7	3	1	1	0	171
13:30	146	24	7	2	2	0	0	181	119	24	7	3	0	0	0	153
13:45	128	20	4	5	0	0	0	157	135	20	7	3	1	1	0	167
H/TOT	567	96	24	21	3	5	1	717	520	100	27	13	3	2	0	665
14:00	119	28	3	1	1	0	0	152	151	19	5	3	0	1	0	179
14:15	126	27	8	2	0	4	0	167	133	15	10	6	1	2	0	167
14:30	111	16	2	3	1	0	0	133	147	31	7	5	0	0	1	191
14:45	121	16	3	2	0	0	1	143	144	24	7	3	1	0	0	179
H/TOT	477	87	16	8	2	4	1	595	575	89	29	17	2	3	1	716
15:00	162	26	5	3	1	0	0	197	114	25	5	9	0	0	0	153
15:15	119	20	1	4	0	1	0	145	137	31	2	6	1	0	0	177
15:30	133	30	1	5	1	0	1	171	151	24	7	7	0	0	0	189
15:45	114	30	7	3	0	2	1	157	145	21	5	7	1	1	0	180
H/TOT	528	106	14	15	2	3	2	670	547	101	19	29	2	1	0	699
16:00	154	20	7	3	1	3	0	188	144	23	5	4	0	2	0	178
16:15	128	24	4	4	0	0	0	160	121	24	4	1	1	3	1	155
16:30	144	32	4	0	1	1	0	182	133	26	7	5	0	2	0	173
16:45	161	29	5	3	0	1	0	199	139	33	7	3	0	2	0	184
H/TOT	587	105	20	10	2	5	0	729	537	106	23	13	1	9	1	690
17:00	154	16	3	2	0	5	0	180	157	25	8	4	2	1	0	197
17:15	151	14	3	2	1	2	1	174	140	18	1	7	1	0	0	167
17:30	171	19	2	3	2	0	0	197	160	25	3	4	0	1	0	193
17:45	141	17	0	2	0	4	0	164	141	25	2	3	0	1	1	173
H/TOT	617	66	8	9	3	11	1	715	598	93	14	18	3	3	1	730
18:00	123	14	1	1	0	0	0	139	167	20	3	0	0	3	0	193
18:15	111	11	5	3	0	2	0	132	147	14	6	4	1	2	0	174
18:30	98	3	1	3	0	0	0	105	140	7	3	3	0	0	0	155
18:45	88	9	0	4	1	1	0	103	137	13	4	4	1	1	0	160
H/TOT	420	37	7	11	1	3	0	479	591	54	16	11	2	6	0	680
P/TOT	6069	1056	120	168	31	41	5	7600	6126	1130	217	210	28	36	3	7810

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 8

DATE: 12/10/2021

LOCATION: WEASENHAM LANE / CROMWELL ROAD

DAY: TUESDAY

TIME	TO ARM D CROMWELL ROAD (NE)							FROM ARM D CROMWELL ROAD (NE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	56	25	7	4	0	0	0	92	62	21	1	1	2	0	0	87
07:15	37	14	3	0	0	1	0	55	85	20	3	0	0	0	0	108
07:30	66	21	2	1	0	0	0	90	70	17	1	1	0	0	0	89
07:45	57	27	3	0	1	0	0	88	110	24	3	2	0	2	0	141
H/TOT	216	87	15	5	1	1	0	325	327	82	8	4	2	2	0	425
08:00	80	15	3	0	2	1	0	101	110	17	7	1	3	1	1	140
08:15	121	35	4	0	1	1	0	162	89	30	11	0	0	0	1	131
08:30	83	22	3	2	0	2	0	112	82	19	7	1	2	1	0	112
08:45	84	32	7	1	1	0	0	125	112	17	5	5	0	0	0	139
H/TOT	368	104	17	3	4	4	0	500	393	83	30	7	5	2	2	522
09:00	77	13	4	1	0	0	0	95	126	33	11	2	2	0	0	174
09:15	78	21	3	0	1	0	0	103	79	22	6	1	0	1	0	109
09:30	69	17	6	0	0	0	0	92	72	16	2	2	1	1	0	94
09:45	94	23	4	2	1	0	0	124	118	19	2	0	0	0	0	139
H/TOT	318	74	17	3	2	0	0	414	395	90	21	5	3	2	0	516
10:00	90	17	4	1	0	0	0	112	118	19	3	0	2	1	0	143
10:15	90	21	6	1	2	0	0	120	109	19	6	3	0	1	0	138
10:30	113	15	7	1	0	0	0	136	112	18	5	0	1	0	0	136
10:45	83	17	5	2	1	0	0	108	129	19	5	0	0	1	0	154
H/TOT	376	70	22	5	3	0	0	476	468	75	19	3	3	3	0	571
11:00	111	16	7	0	0	2	0	136	113	13	4	0	2	0	0	132
11:15	91	18	3	0	1	0	0	113	110	8	4	1	0	0	0	123
11:30	86	11	2	0	0	0	0	99	79	21	3	2	1	0	0	116
11:45	87	10	2	1	1	0	0	101	111	13	4	1	1	2	0	132
H/TOT	375	55	14	1	2	2	0	449	413	65	15	4	4	2	0	503
12:00	93	16	3	3	1	0	0	116	105	18	7	1	0	0	0	131
12:15	124	20	11	1	1	0	0	157	107	18	2	3	1	0	0	131
12:30	100	20	2	0	0	3	0	125	95	26	6	0	2	1	0	130
12:45	99	16	4	2	2	1	0	124	106	22	3	1	0	0	0	132
H/TOT	416	72	20	6	4	4	0	522	413	84	18	5	3	1	0	524
13:00	94	18	4	0	0	0	0	116	90	20	3	4	1	0	0	118
13:15	104	21	5	0	1	1	0	132	118	27	7	0	0	1	1	154
13:30	76	22	7	0	0	0	0	105	110	24	4	0	2	0	0	140
13:45	107	16	7	1	1	1	0	133	105	18	5	1	0	0	0	129
H/TOT	381	77	23	1	2	2	0	486	423	89	19	5	3	1	1	541
14:00	112	23	4	1	0	1	0	141	88	21	3	1	1	0	0	114
14:15	106	11	5	2	1	1	0	126	99	22	7	1	0	4	0	133
14:30	111	30	7	1	0	0	1	150	87	13	1	1	1	0	0	103
14:45	106	17	6	1	1	0	0	131	116	12	5	0	1	0	1	135
H/TOT	435	81	22	5	2	2	1	548	390	68	16	3	3	4	1	485
15:00	96	20	4	3	0	0	0	123	102	18	4	2	2	0	0	128
15:15	117	20	1	0	1	0	0	139	99	19	1	0	0	1	0	120
15:30	114	23	2	1	0	0	0	140	107	24	2	0	1	0	0	134
15:45	114	18	2	0	1	2	0	137	84	23	6	1	0	1	0	115
H/TOT	441	81	9	4	2	2	0	539	392	84	13	3	3	2	0	497
16:00	120	18	2	1	0	2	0	143	95	17	5	2	1	2	0	122
16:15	93	15	5	1	1	1	1	117	85	19	3	1	0	0	0	108
16:30	105	17	9	0	0	0	0	131	105	18	2	0	1	1	0	127
16:45	117	25	6	1	0	1	0	150	111	21	2	0	0	1	0	135
H/TOT	435	75	22	3	1	4	1	541	396	75	12	3	2	4	0	492
17:00	130	24	6	1	1	2	0	164	86	10	1	0	0	2	0	99
17:15	115	10	0	1	1	0	0	127	88	8	1	1	1	1	1	101
17:30	120	15	2	1	0	1	0	139	132	12	2	1	1	0	0	148
17:45	98	16	1	0	0	2	1	118	116	14	0	1	0	5	0	136
H/TOT	463	65	9	3	2	5	1	548	422	44	4	3	2	8	1	484
18:00	134	16	3	0	0	2	1	156	107	11	0	0	0	0	0	118
18:15	109	12	4	1	1	2	0	129	82	10	3	0	0	1	0	96
18:30	105	4	3	2	0	0	0	114	80	3	1	1	1	0	0	86
18:45	94	9	3	2	1	1	0	110	74	8	0	0	1	1	0	84
H/TOT	442	41	13	5	2	5	1	509	343	32	4	1	2	2	0	384
P/TOT	4666	882	203	44	27	31	4	5857	4775	871	179	46	35	33	5	5944

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 9

LOCATION: WEASENHAM LANE / ALGORES WAY

DATE: 12/10/2021

DAY: TUESDAY

TIME	B - A FROM ALGORES WAY TO WEASENHAM LANE (W)								B - C FROM ALGORES WAY TO WEASENHAM LANE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	1	0	0	0	0	5	1	1	1	1	0	0	0	4
07:15	1	1	5	4	0	0	0	11	3	0	0	2	0	0	0	5
07:30	2	2	2	1	0	0	0	7	0	1	0	0	0	0	0	1
07:45	0	2	2	0	0	0	0	4	2	4	1	1	0	0	0	8
H/TOT	6	6	10	5	0	0	0	27	6	6	2	4	0	0	0	18
08:00	3	1	1	1	0	0	0	6	3	2	0	1	0	0	0	6
08:15	2	3	2	0	0	0	0	7	1	4	1	1	0	0	0	7
08:30	1	5	2	0	0	1	0	9	2	1	3	2	0	0	0	8
08:45	8	11	2	3	0	0	0	24	0	5	2	0	0	0	0	7
H/TOT	14	20	7	4	0	1	0	46	6	12	6	4	0	0	0	28
09:00	11	4	4	0	0	0	0	19	9	2	0	0	0	0	0	11
09:15	4	4	3	2	0	0	1	14	4	4	0	0	0	1	0	9
09:30	3	6	3	2	0	0	0	14	2	3	2	0	0	0	0	7
09:45	2	6	3	1	0	0	0	12	10	2	2	1	0	0	0	15
H/TOT	20	20	13	5	0	1	1	59	25	11	4	1	0	1	0	42
10:00	8	4	1	1	0	0	0	14	5	5	2	0	0	0	0	12
10:15	7	3	3	0	0	0	0	13	8	2	1	0	0	0	0	11
10:30	5	1	4	1	0	0	0	11	5	2	2	1	0	0	1	11
10:45	7	0	1	0	0	0	0	8	5	1	3	1	0	0	0	10
H/TOT	27	8	9	2	0	0	0	46	23	10	8	2	0	0	1	44
11:00	6	7	1	1	0	0	0	15	11	3	4	2	0	0	0	20
11:15	5	1	1	0	0	0	0	7	7	4	2	2	0	0	0	15
11:30	9	2	3	0	0	1	0	15	13	1	2	2	0	0	0	18
11:45	4	6	2	0	1	0	0	13	6	7	1	0	0	0	0	14
H/TOT	24	16	7	1	1	1	0	50	37	15	9	6	0	0	0	67
12:00	6	1	0	0	0	0	0	7	13	0	2	0	0	1	0	16
12:15	8	1	2	1	0	0	0	12	3	3	2	2	0	0	0	10
12:30	7	3	1	1	0	0	0	12	4	5	0	0	0	0	0	9
12:45	5	3	2	1	0	0	0	11	1	4	5	1	0	0	1	12
H/TOT	26	8	5	3	0	0	0	42	21	12	9	3	0	1	1	47
13:00	9	3	0	2	0	0	0	14	5	3	1	1	0	0	0	10
13:15	9	6	4	0	0	0	0	19	9	3	3	1	0	0	0	16
13:30	6	5	5	1	0	0	0	17	3	3	0	1	0	0	0	7
13:45	5	2	1	1	0	0	0	9	3	1	1	1	0	0	0	6
H/TOT	29	16	10	4	0	0	0	59	20	10	5	4	0	0	0	39
14:00	8	4	3	0	0	0	0	15	9	4	1	0	0	0	1	15
14:15	4	6	2	0	0	0	0	12	4	4	2	0	0	0	1	11
14:30	7	6	4	0	0	0	0	17	6	3	0	0	0	1	0	10
14:45	3	5	1	1	0	0	0	10	9	3	2	0	0	0	0	14
H/TOT	22	21	10	1	0	0	0	54	28	14	5	0	0	1	2	50
15:00	21	9	1	4	0	0	1	36	14	0	1	0	0	0	0	15
15:15	11	4	2	0	0	0	0	17	7	2	4	1	0	0	0	14
15:30	28	6	0	1	0	0	2	37	23	9	0	2	0	0	0	34
15:45	17	4	0	0	0	1	1	23	12	3	1	0	0	2	0	18
H/TOT	77	23	3	5	0	1	4	113	56	14	6	3	0	2	0	81
16:00	29	4	0	0	0	0	0	33	24	4	1	0	0	0	0	29
16:15	12	4	3	1	0	0	2	22	10	2	0	1	0	0	0	13
16:30	20	5	2	0	0	0	2	29	17	4	0	0	0	1	0	22
16:45	19	6	2	1	0	0	5	33	9	5	0	0	0	0	1	15
H/TOT	80	19	7	2	0	0	9	117	60	15	1	1	0	1	1	79
17:00	55	8	0	0	0	1	4	68	35	5	1	1	0	0	0	42
17:15	15	2	1	0	0	1	0	19	6	4	3	0	0	0	0	13
17:30	6	2	0	0	0	0	4	12	8	1	1	0	0	0	0	10
17:45	6	2	0	0	0	0	8	8	11	1	0	0	0	2	0	14
H/TOT	82	14	1	0	0	2	8	107	60	11	5	2	0	2	0	79
18:00	20	1	0	0	1	0	2	22	12	4	0	0	0	0	0	16
18:15	3	1	0	0	0	0	0	4	4	0	0	1	0	0	0	5
18:30	5	0	0	0	0	1	0	6	6	2	0	1	0	0	0	9
18:45	2	1	0	0	0	0	1	4	6	0	0	0	0	0	0	6
H/TOT	30	3	0	0	0	2	1	36	28	6	0	2	0	0	0	36
P/TOT	437	174	82	32	1	7	23	756	370	136	60	31	0	8	5	610

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 9

LOCATION: WEASHAM LANE / ALGORES WAY

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM A WEASHAM LANE (W)							FROM ARM A WEASHAM LANE (W)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	8	4	1	0	0	1	39	21	7	2	6	0	0	3	39
07:15	23	13	7	8	0	0	1	52	32	13	2	5	0	0	0	52
07:30	37	14	3	2	0	0	3	59	47	19	7	5	0	0	1	79
07:45	55	15	4	2	0	0	1	77	77	25	2	5	0	2	0	111
H/TOT	140	50	18	13	0	0	6	227	177	64	13	21	0	2	4	281
08:00	77	17	2	6	2	0	1	105	111	22	6	3	2	1	0	145
08:15	95	20	6	3	0	2	0	126	67	19	8	2	0	0	1	97
08:30	63	15	5	1	0	1	1	86	46	13	6	2	0	0	0	67
08:45	61	20	6	5	0	0	0	92	62	21	4	6	0	0	0	93
H/TOT	296	72	19	15	2	3	2	409	286	75	24	13	2	1	1	402
09:00	69	18	5	2	0	0	1	95	44	23	12	5	0	0	0	84
09:15	55	14	4	5	0	0	1	79	53	22	6	4	0	0	0	85
09:30	50	28	8	4	0	0	0	90	42	10	3	4	1	0	2	62
09:45	58	11	7	2	0	0	0	78	68	21	4	3	0	0	0	96
H/TOT	232	71	24	13	0	0	2	342	207	76	25	16	1	0	2	322
10:00	45	16	4	7	1	0	0	73	47	19	6	3	0	0	2	77
10:15	47	11	4	2	0	0	0	64	46	11	8	9	1	0	0	75
10:30	54	17	9	3	0	0	0	83	50	9	4	3	0	0	1	67
10:45	53	7	5	4	1	1	1	72	61	16	8	2	0	0	0	87
H/TOT	199	51	22	16	2	1	1	292	204	55	26	17	1	0	3	306
11:00	56	21	4	3	0	0	1	85	57	11	9	4	0	0	0	81
11:15	40	21	5	3	0	0	0	69	67	13	4	5	1	0	1	91
11:30	55	15	4	4	1	1	0	80	47	18	2	4	0	0	1	72
11:45	68	13	2	3	1	0	0	87	63	10	3	6	1	1	0	84
H/TOT	219	70	15	13	2	1	1	321	234	52	18	19	2	1	2	328
12:00	48	16	3	3	0	0	0	70	59	12	7	7	1	0	1	87
12:15	70	10	6	3	0	0	0	89	53	14	3	7	0	0	0	77
12:30	47	15	2	3	1	0	0	68	59	15	7	2	0	2	0	85
12:45	44	17	4	2	0	0	1	68	56	17	3	6	1	0	0	83
H/TOT	209	58	15	11	1	0	1	295	227	58	20	22	2	2	1	332
13:00	59	12	1	9	0	2	0	83	73	18	5	2	0	1	0	99
13:15	73	15	9	4	1	3	0	105	66	17	6	1	0	0	0	90
13:30	57	9	9	2	0	0	0	77	51	13	3	3	0	0	0	70
13:45	60	17	4	4	0	0	0	85	52	14	5	4	0	0	1	76
H/TOT	249	53	23	19	1	5	0	350	242	62	19	10	0	1	1	335
14:00	54	16	7	2	0	0	1	80	79	14	7	4	1	0	0	105
14:15	50	12	3	4	0	0	0	69	61	10	10	3	1	1	0	86
14:30	53	21	5	3	0	0	0	82	72	16	3	6	1	0	0	98
14:45	48	15	4	4	0	0	0	71	83	14	3	5	1	0	1	107
H/TOT	205	64	19	13	0	0	1	302	295	54	23	18	4	1	1	396
15:00	139	21	1	8	3	0	1	173	60	16	4	5	1	0	1	87
15:15	69	12	2	6	0	0	0	89	59	19	3	4	0	0	0	85
15:30	67	19	1	2	0	0	2	91	82	20	4	4	0	0	0	110
15:45	58	13	1	5	0	2	1	80	56	7	3	4	0	0	1	71
H/TOT	333	65	5	21	3	2	4	433	257	62	14	17	1	0	2	353
16:00	109	17	2	3	0	0	0	131	67	17	3	7	0	0	1	95
16:15	68	11	4	2	0	0	3	88	60	17	2	3	0	1	0	83
16:30	65	17	5	1	0	0	2	90	63	14	5	5	0	2	2	91
16:45	87	18	2	4	0	0	5	116	63	17	2	6	0	1	1	90
H/TOT	329	63	13	10	0	0	10	425	253	65	12	21	0	4	4	359
17:00	148	13	1	1	0	3	5	171	73	10	0	2	0	1	1	87
17:15	86	10	3	1	0	1	0	101	65	7	0	3	0	0	0	75
17:30	66	10	0	4	1	0	5	86	87	12	0	4	0	0	1	104
17:45	45	7	0	2	0	0	0	54	92	6	1	2	0	1	1	103
H/TOT	345	40	4	8	1	4	10	412	317	35	1	11	0	2	3	369
18:00	62	2	2	1	0	1	2	70	72	4	0	1	0	0	0	77
18:15	40	4	0	4	0	0	1	49	54	4	3	4	0	2	1	68
18:30	37	1	0	4	0	2	1	45	56	2	0	2	1	0	0	61
18:45	32	5	0	4	0	0	1	42	58	2	0	3	0	0	0	63
H/TOT	171	12	2	13	0	3	5	206	240	12	3	10	1	2	1	269
P/TOT	2927	669	179	165	12	19	43	4014	2939	670	198	195	14	16	25	4057

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 9

LOCATION: WEASENHAM LANE / ALGORES WAY

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM B ALGORES WAY							FROM ARM B ALGORES WAY								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	MCL	PCL	TOT	
07:00	16	3	1	5	0	1	3	29	4	2	2	1	0	0	9	
07:15	30	6	3	1	0	0	0	40	4	1	5	6	0	0	16	
07:30	29	7	4	3	0	0	2	45	2	3	2	1	0	0	8	
07:45	50	8	1	1	0	1	0	61	2	6	3	1	0	0	12	
H/TOT	125	24	9	10	0	2	5	175	12	12	12	9	0	0	45	
08:00	38	10	4	1	0	1	0	54	6	3	1	2	0	0	12	
08:15	21	7	3	1	0	0	1	33	3	7	3	1	0	0	14	
08:30	15	7	1	0	0	0	0	23	3	6	5	2	0	1	17	
08:45	43	14	3	1	0	1	1	63	8	16	4	3	0	0	31	
H/TOT	117	38	11	3	0	2	2	173	20	32	13	8	0	1	74	
09:00	16	7	8	3	0	0	0	34	20	6	4	0	0	0	30	
09:15	17	10	2	4	0	1	2	36	8	8	3	2	0	1	23	
09:30	9	8	5	1	0	0	0	23	5	9	5	2	0	0	21	
09:45	18	13	1	0	0	0	1	33	12	8	5	2	0	0	27	
H/TOT	60	38	16	8	0	1	3	126	45	31	17	6	0	1	101	
10:00	9	9	7	2	0	0	1	28	13	9	3	1	0	0	26	
10:15	10	7	6	2	0	0	0	25	15	5	4	0	0	0	24	
10:30	13	5	6	3	0	0	0	27	10	3	6	2	0	0	22	
10:45	12	9	8	1	0	0	0	30	12	1	4	1	0	0	18	
H/TOT	44	30	27	8	0	0	1	110	50	18	17	4	0	0	90	
11:00	13	4	4	2	0	0	0	23	17	10	5	3	0	0	35	
11:15	10	5	7	0	0	0	0	22	12	5	3	2	0	0	22	
11:30	5	8	0	0	0	0	0	13	22	3	5	2	0	1	33	
11:45	12	4	3	2	1	1	0	23	10	13	3	0	1	0	27	
H/TOT	40	21	14	4	1	1	0	81	61	31	16	7	1	1	117	
12:00	12	1	2	1	0	1	0	17	19	1	2	0	0	1	23	
12:15	16	1	3	2	0	0	0	22	11	4	4	3	0	0	22	
12:30	9	7	7	0	0	0	0	23	11	8	1	1	0	0	21	
12:45	12	9	3	4	0	0	0	28	6	7	7	2	0	0	23	
H/TOT	49	18	15	7	0	1	0	90	47	20	14	6	0	1	89	
13:00	10	11	2	3	0	0	0	26	14	6	1	3	0	0	24	
13:15	13	12	3	3	0	0	0	31	18	9	7	1	0	0	35	
13:30	8	7	2	2	0	0	0	19	9	8	5	2	0	0	24	
13:45	15	8	5	3	0	0	0	31	8	3	2	2	0	0	15	
H/TOT	46	38	12	11	0	0	0	107	49	26	15	8	0	0	98	
14:00	7	4	2	0	0	0	0	13	17	8	4	0	0	0	30	
14:15	10	12	6	1	0	0	0	29	8	10	4	0	0	1	23	
14:30	10	9	2	4	1	0	0	26	13	9	4	0	0	1	27	
14:45	19	7	4	2	0	1	0	33	12	8	3	1	0	0	24	
H/TOT	46	32	14	7	1	1	0	101	50	35	15	1	0	1	104	
15:00	8	4	4	2	0	0	0	18	35	9	2	4	0	0	51	
15:15	12	10	0	2	0	0	0	24	18	6	6	1	0	0	31	
15:30	16	7	1	0	0	0	0	24	51	15	0	3	0	0	71	
15:45	21	2	2	1	0	0	0	26	29	7	1	0	0	3	41	
H/TOT	57	23	7	5	0	0	0	92	133	37	9	8	0	3	194	
16:00	14	2	9	1	0	0	0	26	53	8	1	0	0	0	62	
16:15	8	4	6	0	0	0	0	18	22	6	3	2	0	0	35	
16:30	10	4	3	2	0	1	0	20	37	9	2	0	0	1	51	
16:45	18	6	1	1	0	0	0	26	28	11	2	1	0	0	48	
H/TOT	50	16	19	4	0	1	0	90	140	34	8	3	0	1	196	
17:00	12	7	1	2	0	0	0	22	90	13	1	1	0	1	110	
17:15	10	1	0	1	0	0	0	12	21	6	4	0	0	1	32	
17:30	11	3	0	0	0	0	0	14	14	3	1	0	0	0	22	
17:45	15	1	1	1	0	0	0	18	17	3	0	0	0	2	22	
H/TOT	48	12	2	4	0	0	0	66	142	25	6	1	0	4	186	
18:00	10	0	0	1	0	0	0	11	32	5	0	0	0	1	38	
18:15	7	2	1	1	0	0	0	11	7	1	0	1	0	0	9	
18:30	4	1	0	0	1	0	0	6	11	2	0	1	0	0	15	
18:45	12	1	0	0	0	0	0	13	8	1	0	0	0	0	10	
H/TOT	33	4	1	2	1	0	0	41	58	9	0	2	0	2	72	
P/TOT	715	294	147	73	3	9	11	1252	807	310	142	63	1	15	28	1366

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 9

LOCATION: WEASHAM LANE / ALGORES WAY



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM C WEASHAM LANE (E)							FROM ARM C WEASHAM LANE (E)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	MCL	PCL	TOT	
07:00	13	8	2	5	0	0	0	28	29	10	3	4	0	1	1	48
07:15	20	9	0	7	0	0	0	36	37	14	3	5	0	0	1	60
07:30	33	18	3	4	0	0	0	58	50	17	1	3	0	0	4	75
07:45	57	24	2	5	0	1	0	89	83	16	2	2	0	0	1	104
H/TOT	123	59	7	21	0	1	0	211	199	57	9	14	0	1	7	287
08:00	89	17	2	4	2	0	0	114	87	19	1	6	2	0	1	116
08:15	57	20	7	3	0	0	0	87	103	21	5	4	0	2	0	135
08:30	40	10	8	4	0	0	0	62	69	13	3	1	0	0	1	87
08:45	40	19	4	5	0	0	0	68	74	16	5	2	0	1	1	99
H/TOT	226	66	21	16	2	0	0	331	333	69	14	13	2	3	3	437
09:00	44	20	8	3	0	0	0	75	65	16	5	3	0	0	1	90
09:15	52	20	4	3	0	1	0	80	63	14	1	6	0	1	2	87
09:30	39	7	3	4	1	0	2	56	51	24	8	3	0	0	0	86
09:45	69	15	6	4	0	0	0	94	65	10	5	1	0	0	1	82
H/TOT	204	62	21	14	1	1	2	305	244	64	19	13	0	1	4	345
10:00	50	19	5	2	0	0	1	77	44	16	7	7	1	0	0	75
10:15	49	13	6	7	1	0	0	76	45	15	4	2	0	0	0	66
10:30	49	7	5	2	0	0	2	65	56	17	10	3	0	0	0	86
10:45	60	13	6	2	0	0	0	81	52	12	7	4	1	1	1	78
H/TOT	208	52	22	13	1	0	3	299	197	60	28	16	2	1	1	305
11:00	60	12	10	5	0	0	0	87	55	16	4	3	0	0	1	79
11:15	70	15	5	7	1	0	1	99	41	23	10	3	0	0	0	77
11:30	58	14	4	6	0	0	1	83	49	16	1	4	1	0	0	71
11:45	61	15	2	4	0	0	0	82	68	9	1	3	0	0	0	81
H/TOT	249	56	21	22	1	0	2	351	213	64	16	13	1	0	1	308
12:00	65	12	7	6	1	1	1	93	47	16	3	3	0	1	0	70
12:15	50	16	4	8	0	0	0	78	72	9	6	3	0	0	0	90
12:30	58	16	4	2	0	2	0	82	44	15	5	2	1	0	0	67
12:45	49	15	7	5	1	0	1	78	43	17	4	3	0	0	1	68
H/TOT	222	59	22	21	2	3	2	331	206	57	18	11	1	1	1	295
13:00	76	16	5	2	0	1	0	100	58	15	2	9	0	2	0	86
13:15	64	11	6	1	0	0	0	82	66	12	5	6	1	3	0	93
13:30	50	9	1	4	0	0	0	64	55	4	4	3	0	0	0	66
13:45	50	10	4	5	0	0	1	70	65	18	6	6	0	0	0	95
H/TOT	240	46	16	12	0	1	1	316	244	49	17	24	1	5	0	340
14:00	84	16	7	4	1	0	1	113	49	14	5	2	0	0	1	71
14:15	58	10	8	2	1	1	1	81	49	14	3	4	0	0	0	70
14:30	71	13	2	4	0	1	0	91	49	18	2	5	0	0	0	74
14:45	82	12	5	4	1	0	1	105	54	12	7	4	0	1	0	78
H/TOT	295	51	22	14	3	2	3	390	201	58	17	15	0	1	1	293
15:00	70	14	2	3	1	0	1	91	122	14	1	4	3	0	0	144
15:15	60	15	7	4	0	0	0	86	64	12	0	7	0	0	0	83
15:30	94	26	3	6	0	0	0	129	44	17	1	1	0	0	0	63
15:45	59	9	3	3	0	2	1	77	53	10	2	5	0	1	0	71
H/TOT	283	64	15	16	1	2	2	383	283	53	4	17	3	1	0	361
16:00	78	19	1	6	0	0	1	105	81	13	8	3	0	0	0	105
16:15	67	16	1	4	0	1	0	89	61	8	6	1	0	0	1	77
16:30	78	16	4	5	0	2	2	107	53	14	5	3	0	0	0	75
16:45	63	19	2	6	0	1	2	93	77	15	1	4	0	0	0	97
H/TOT	286	70	8	21	0	4	5	394	272	50	20	11	0	0	1	354
17:00	104	13	1	2	0	1	1	122	101	10	2	2	0	2	1	118
17:15	65	10	3	2	0	0	0	80	75	8	2	1	0	0	0	86
17:30	87	10	1	4	0	0	1	103	63	8	0	4	1	0	1	77
17:45	98	6	0	2	0	3	1	110	49	5	0	3	0	0	0	57
H/TOT	354	39	5	10	0	4	3	415	288	31	4	10	1	2	2	318
18:00	78	8	0	0	0	0	0	86	46	1	2	1	0	0	2	52
18:15	55	4	2	4	0	2	1	68	41	5	0	4	0	0	1	51
18:30	58	4	0	3	0	0	0	65	32	2	0	4	0	1	1	40
18:45	60	1	0	3	0	0	0	64	38	4	0	4	0	0	0	46
H/TOT	251	17	2	10	0	2	1	283	157	12	2	13	0	1	4	189
P/TOT	2941	641	182	190	11	20	24	4009	2837	624	168	170	11	17	25	3852

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 10

LOCATION: CHURCHILL ROAD / WEASENHAM LANE / ELM HIGH ROAD / RAMNOTH ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - D FROM CHURCHILL ROAD TO RAMNOTH ROAD							A - C FROM CHURCHILL ROAD TO ELM HIGH ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	46	17	5	2	0	2	0	72
07:15	1	0	0	0	0	0	0	1	42	30	4	3	1	0	0	80
07:30	1	0	0	0	0	0	0	1	48	31	4	2	1	0	0	86
07:45	2	0	0	0	0	0	0	2	63	15	6	4	0	1	0	89
H/TOT	6	0	0	0	0	0	0	6	199	93	19	11	2	3	0	327
08:00	0	0	1	0	0	0	0	1	56	19	3	7	1	0	0	86
08:15	2	0	0	0	0	0	0	2	64	17	4	4	0	0	0	89
08:30	3	0	0	0	0	0	0	3	53	12	4	6	0	0	0	75
08:45	8	0	0	0	0	0	0	8	68	15	6	4	1	0	0	94
H/TOT	13	0	1	0	0	0	0	14	241	63	17	21	2	0	0	344
09:00	5	2	0	0	0	0	0	7	57	11	3	4	0	0	0	75
09:15	2	0	0	0	0	0	0	2	61	16	3	7	0	0	0	87
09:30	3	0	0	0	0	0	0	3	50	9	4	5	1	0	0	69
09:45	5	1	0	0	0	0	0	6	62	8	6	9	1	0	0	86
H/TOT	15	3	0	0	0	0	0	18	230	44	16	25	2	0	0	317
10:00	0	0	0	0	1	0	0	1	61	13	6	11	0	0	0	91
10:15	1	0	0	0	0	0	0	1	77	7	2	2	0	0	0	88
10:30	3	1	1	0	0	0	0	5	56	8	5	6	1	0	0	76
10:45	3	0	0	0	0	0	0	3	72	10	6	2	1	0	0	91
H/TOT	7	1	1	0	1	0	0	10	266	38	19	21	2	0	0	346
11:00	1	0	0	0	0	0	0	1	49	10	3	3	0	0	0	65
11:15	2	0	0	0	0	0	0	2	57	15	8	4	0	0	0	84
11:30	1	0	0	1	0	0	0	2	70	10	4	5	2	0	1	92
11:45	3	0	0	0	0	0	0	3	72	10	4	6	0	1	0	93
H/TOT	7	0	0	1	0	0	0	8	248	45	19	18	2	1	1	334
12:00	5	0	0	0	0	0	0	5	78	11	6	9	1	1	0	106
12:15	4	1	0	0	0	0	0	5	63	10	2	6	1	1	0	83
12:30	4	0	0	0	0	0	0	4	81	4	4	3	1	3	0	96
12:45	5	1	0	0	0	0	0	6	67	9	4	6	0	0	0	86
H/TOT	18	2	0	0	0	0	0	20	289	34	16	24	3	5	0	371
13:00	6	1	0	0	0	0	0	7	81	14	2	5	1	0	0	103
13:15	6	1	0	0	0	0	0	7	43	19	6	5	0	0	0	73
13:30	6	1	0	0	0	0	0	7	57	11	1	7	1	0	0	77
13:45	3	0	0	0	0	0	0	3	59	9	3	6	0	0	0	77
H/TOT	21	3	0	0	0	0	0	24	240	53	12	23	2	0	0	330
14:00	1	1	0	0	0	0	0	2	75	11	1	5	1	0	0	93
14:15	2	1	0	0	0	0	0	3	53	20	6	5	0	1	0	85
14:30	3	0	1	0	0	0	0	4	58	9	4	4	1	0	0	76
14:45	4	1	0	0	0	0	0	5	74	14	8	8	0	0	0	104
H/TOT	10	3	1	0	0	0	0	14	260	54	19	22	2	1	0	358
15:00	6	0	1	0	0	0	0	7	81	12	3	4	0	0	0	100
15:15	1	0	0	0	0	0	0	1	66	11	5	7	0	0	0	89
15:30	3	1	0	0	0	0	0	4	67	11	3	4	0	0	0	85
15:45	4	1	0	0	0	0	0	5	80	12	6	6	2	0	0	106
H/TOT	14	2	1	0	0	0	0	17	294	46	17	21	2	0	0	380
16:00	6	1	0	0	0	0	0	7	79	18	3	6	0	2	0	108
16:15	2	0	0	0	0	0	0	2	80	15	3	2	1	0	0	101
16:30	2	1	0	0	0	0	0	3	56	13	1	5	1	0	0	76
16:45	0	0	0	0	0	0	0	0	75	13	1	8	1	0	0	98
H/TOT	10	2	0	0	0	0	0	12	290	59	8	21	3	2	0	383
17:00	1	0	0	0	0	0	0	1	87	9	0	4	0	1	0	101
17:15	4	0	0	0	0	0	0	4	55	16	1	2	0	0	0	74
17:30	8	1	0	0	0	0	0	9	70	12	1	3	0	0	0	86
17:45	8	0	0	0	0	0	0	8	69	15	7	3	1	1	0	96
H/TOT	21	1	0	0	0	0	0	22	281	52	9	12	1	2	0	357
18:00	5	0	0	0	0	0	0	5	81	6	0	5	0	0	0	92
18:15	1	0	0	0	0	0	0	1	49	9	0	0	0	0	0	58
18:30	2	0	0	0	0	0	0	2	75	7	3	2	0	0	0	87
18:45	6	0	0	0	0	0	0	6	59	4	1	4	0	0	0	68
H/TOT	14	0	0	0	0	0	0	14	264	26	4	11	0	0	0	305
P/TOT	156	17	4	0	2	0	0	179	3102	607	175	230	23	14	1	4152

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 10

LOCATION: CHURCHILL ROAD / WEASENHAM LANE / ELM HIGH ROAD / RAMNOTH ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	A - B FROM CHURCHILL ROAD TO WEASENHAM LANE							B - A FROM WEASENHAM LANE TO CHURCHILL ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	3	1	3	0	0	0	18	9	1	0	3	0	0	0	13
07:15	17	2	1	2	0	0	0	22	9	6	0	3	0	0	0	18
07:30	32	7	1	2	0	0	0	42	9	4	2	3	0	0	0	18
07:45	57	8	0	1	0	0	0	66	19	5	0	1	0	0	0	25
H/TOT	117	20	3	8	0	0	0	148	46	16	2	10	0	0	0	74
08:00	71	6	0	3	1	0	0	81	57	5	2	1	1	0	0	67
08:15	63	3	3	3	0	0	0	72	70	6	1	1	0	0	0	78
08:30	29	4	2	2	0	0	0	37	19	5	4	2	0	0	0	30
08:45	27	6	1	3	0	0	0	37	16	10	3	3	0	0	0	32
H/TOT	190	19	6	11	1	0	0	227	162	27	10	7	1	0	0	207
09:00	39	5	4	0	0	0	0	48	21	2	1	3	0	0	0	27
09:15	19	7	1	2	0	0	0	29	15	5	5	0	0	0	0	25
09:30	22	2	3	2	0	0	0	29	11	4	2	2	0	0	0	19
09:45	22	3	4	1	0	0	0	30	25	7	4	3	0	1	0	40
H/TOT	102	17	12	5	0	0	0	136	72	18	12	8	0	1	0	111
10:00	25	5	0	3	0	0	0	33	16	7	1	2	0	0	0	26
10:15	25	7	1	2	0	0	0	35	26	4	1	2	0	0	0	33
10:30	24	3	4	0	0	0	0	31	15	4	4	2	0	0	0	25
10:45	16	3	3	3	0	0	0	25	26	5	0	4	0	0	0	35
H/TOT	90	18	8	8	0	0	0	124	83	20	6	10	0	0	0	119
11:00	23	11	2	1	0	0	0	37	24	4	3	3	0	0	0	34
11:15	22	6	3	1	0	0	0	32	24	8	3	2	0	0	0	47
11:30	17	4	0	4	0	0	0	25	26	4	0	4	0	0	0	34
11:45	26	3	1	1	0	0	0	31	21	6	2	1	0	0	0	30
H/TOT	88	24	6	7	0	0	0	125	105	22	8	10	0	0	0	145
12:00	21	1	1	3	0	0	0	26	29	5	5	2	0	0	0	41
12:15	32	4	4	3	0	0	0	43	25	9	1	5	0	0	0	40
12:30	22	5	3	1	0	0	0	31	15	9	1	0	0	0	0	25
12:45	17	6	4	2	0	0	0	29	21	10	2	4	0	1	0	38
H/TOT	92	16	12	9	0	0	0	129	90	33	9	11	0	1	0	144
13:00	24	4	1	1	0	0	0	30	17	1	3	3	0	0	0	24
13:15	26	4	3	2	0	1	0	36	26	10	5	3	0	0	0	44
13:30	20	9	3	5	0	0	0	37	31	4	1	3	0	0	0	39
13:45	25	5	1	4	0	0	0	35	22	6	2	3	0	0	0	33
H/TOT	95	22	8	12	0	1	0	138	96	21	11	12	0	0	0	140
14:00	21	1	0	2	0	0	0	24	30	3	2	2	0	0	0	37
14:15	37	4	1	2	0	0	0	44	18	6	4	1	0	0	0	29
14:30	50	3	2	3	0	0	0	58	35	3	1	4	0	1	0	44
14:45	46	6	3	3	0	0	0	58	35	2	1	3	0	0	0	41
H/TOT	154	14	6	10	0	0	0	184	118	14	8	10	0	1	0	151
15:00	24	5	1	3	0	0	0	33	70	4	0	2	0	1	0	77
15:15	30	3	0	4	0	0	0	37	32	8	2	2	0	0	0	44
15:30	28	3	2	2	0	0	0	35	43	9	2	3	0	0	0	57
15:45	20	3	1	2	0	0	0	26	41	4	2	3	0	0	0	50
H/TOT	102	14	4	11	0	0	0	131	186	25	6	10	0	1	0	228
16:00	29	2	1	3	0	0	0	35	36	6	0	1	0	0	0	43
16:15	28	4	2	1	0	0	0	35	41	9	3	2	0	2	0	57
16:30	17	2	3	1	0	0	0	23	48	6	2	5	0	1	0	62
16:45	28	3	0	1	0	1	0	33	34	7	2	1	0	1	0	45
H/TOT	102	11	6	6	0	1	0	126	159	28	7	9	0	4	0	207
17:00	28	5	0	1	0	0	0	34	68	4	2	1	0	1	0	76
17:15	23	1	1	0	0	0	0	25	46	5	1	1	0	1	0	54
17:30	21	3	0	2	0	0	0	26	41	1	0	3	0	0	0	45
17:45	30	2	0	1	0	1	0	34	45	2	0	0	0	1	0	48
H/TOT	102	11	1	4	0	1	0	119	200	12	3	5	0	3	0	223
18:00	18	0	2	1	0	0	0	21	35	6	0	2	0	1	0	44
18:15	22	1	0	3	0	0	1	27	26	1	0	2	0	0	0	29
18:30	16	0	0	3	0	0	0	19	30	0	1	4	0	0	0	35
18:45	20	2	0	1	0	0	0	23	25	4	0	3	0	0	0	32
H/TOT	76	3	2	8	0	0	1	90	115	11	1	11	0	1	0	140
P/TOT	1310	189	74	99	1	3	1	1677	1433	247	83	113	1	12	0	1889

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 10

LOCATION: CHURCHILL ROAD / WEASENHAM LANE / ELM HIGH ROAD / RAMNOTH ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	B - D								B - C							
	FROM WEASENHAM LANE TO RAMNOTH ROAD								FROM WEASENHAM LANE TO ELM HIGH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	15	4	0	3	0	0	0	22
07:15	1	2	1	0	0	0	0	4	16	5	0	6	0	0	0	27
07:30	2	0	0	0	0	0	0	2	20	14	2	3	0	0	0	39
07:45	3	0	0	0	0	0	0	3	18	13	0	5	0	0	0	36
H/TOT	7	2	1	0	0	0	0	10	69	36	2	17	0	0	0	124
08:00	10	4	0	0	0	0	0	14	28	11	2	4	0	0	0	45
08:15	16	0	1	0	0	0	0	17	42	9	2	2	0	0	0	55
08:30	26	5	0	0	0	0	0	31	28	7	8	3	0	0	0	46
08:45	5	5	0	0	0	0	0	10	16	8	3	1	0	0	0	28
H/TOT	57	14	1	0	0	0	0	72	114	35	15	10	0	0	0	174
09:00	9	1	0	0	0	0	0	10	41	16	5	3	0	0	1	66
09:15	9	0	0	0	0	0	0	9	34	15	3	1	0	0	0	53
09:30	6	0	0	0	1	0	2	9	21	9	2	0	0	0	0	32
09:45	10	2	1	0	0	0	0	13	41	12	4	3	0	0	0	60
H/TOT	34	3	1	0	1	0	2	41	137	52	14	7	0	0	1	211
10:00	12	2	0	0	0	0	1	15	34	7	1	2	0	0	0	44
10:15	11	3	1	0	1	0	0	16	24	9	3	4	0	0	0	40
10:30	10	3	0	0	0	0	1	14	42	3	4	1	0	0	0	50
10:45	7	1	0	0	0	1	0	9	22	8	2	4	0	0	0	36
H/TOT	40	9	1	0	1	1	2	54	122	27	10	11	0	0	0	170
11:00	11	2	0	0	0	0	0	13	35	9	4	4	0	0	0	52
11:15	9	3	0	0	1	0	0	13	43	17	4	2	0	0	0	66
11:30	13	2	1	0	0	0	0	16	27	6	5	7	0	0	0	45
11:45	10	0	0	0	0	0	0	10	27	14	6	2	0	0	0	49
H/TOT	43	7	1	0	1	0	0	52	132	46	19	15	0	0	0	212
12:00	10	4	0	0	1	0	1	16	31	6	5	2	0	1	0	45
12:15	21	1	1	0	0	0	1	24	31	10	1	3	0	0	0	45
12:30	8	2	0	0	0	0	0	10	25	6	4	1	0	0	0	36
12:45	13	4	1	0	1	0	0	19	33	11	5	2	0	0	0	51
H/TOT	52	11	2	0	2	0	2	69	120	33	15	8	0	1	0	177
13:00	15	2	0	0	0	1	0	18	41	14	2	1	0	0	0	58
13:15	14	0	0	0	0	0	0	14	42	6	2	3	0	0	0	53
13:30	13	0	0	0	0	1	0	14	31	6	2	1	0	0	0	40
13:45	13	2	0	0	0	0	0	15	28	9	3	0	0	1	0	41
H/TOT	55	4	0	0	0	2	0	61	142	35	9	5	0	1	0	192
14:00	22	2	2	0	0	0	0	26	40	9	6	4	0	0	0	59
14:15	18	1	1	0	0	1	0	21	31	6	3	0	0	0	0	40
14:30	21	0	0	0	0	0	0	21	27	9	3	3	0	1	0	43
14:45	20	2	1	0	0	0	0	23	30	10	0	2	0	0	0	42
H/TOT	81	5	4	0	0	1	0	91	128	34	12	9	0	1	0	184
15:00	18	2	0	0	0	1	0	21	67	10	1	0	0	0	0	78
15:15	21	5	1	0	0	0	0	27	41	11	5	2	0	0	0	59
15:30	11	3	0	0	0	0	0	14	42	14	1	3	0	0	0	60
15:45	20	0	0	0	0	0	0	20	20	8	2	3	0	0	0	33
H/TOT	70	10	1	0	0	1	0	82	170	43	9	8	0	0	0	230
16:00	27	4	0	0	0	1	0	32	48	13	2	2	0	0	0	65
16:15	21	2	0	0	0	0	0	23	40	8	0	0	0	1	0	49
16:30	14	2	0	0	0	1	0	17	50	11	1	4	0	3	0	69
16:45	13	5	1	0	0	1	0	20	31	8	1	7	0	1	0	48
H/TOT	75	13	1	0	0	3	0	92	169	40	4	13	0	5	0	231
17:00	23	3	0	0	0	1	0	27	50	11	0	1	0	1	0	63
17:15	18	2	0	0	0	0	0	20	50	7	4	1	0	1	0	63
17:30	23	5	0	0	0	0	0	28	46	4	0	2	0	1	0	53
17:45	14	2	0	0	0	0	0	16	44	3	1	1	0	3	0	52
H/TOT	78	12	0	0	0	1	0	91	190	25	5	5	0	6	0	231
18:00	18	1	0	0	0	0	0	19	49	7	0	1	0	0	0	57
18:15	13	0	0	0	0	0	0	13	29	4	0	1	0	1	0	35
18:30	9	1	2	0	0	0	0	12	21	2	0	0	0	0	0	23
18:45	13	3	0	0	0	0	0	16	42	1	0	0	0	0	0	43
H/TOT	53	5	2	0	0	0	0	60	141	14	0	2	0	1	0	158
P/TOT	645	95	15	0	5	9	6	775	1634	420	114	110	0	15	1	2294

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 10

LOCATION: CHURCHILL ROAD / WEASENHAM LANE / ELM HIGH ROAD / RAMNOTH ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	C - B FROM ELM HIGH ROAD TO WEASENHAM LANE							C - A FROM ELM HIGH ROAD TO CHURCHILL ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	10	1	3	0	0	0	36	35	14	1	6	0	2	0	58
07:15	35	15	0	3	0	1	0	54	60	11	2	8	0	1	0	82
07:30	60	8	0	2	0	1	0	71	65	11	4	5	2	0	0	87
07:45	75	11	2	2	0	1	0	91	73	16	1	3	3	1	0	97
H/TOT	192	44	3	10	0	3	0	252	223	52	8	22	5	4	0	324
08:00	59	4	0	4	0	0	0	67	72	14	3	2	0	0	0	91
08:15	36	14	5	2	0	1	0	58	59	21	5	5	0	0	0	90
08:30	35	9	2	2	0	0	0	48	75	12	7	2	0	0	0	96
08:45	61	9	2	2	0	0	0	74	65	10	4	6	0	0	0	85
H/TOT	191	36	9	10	0	1	0	247	271	57	19	15	0	0	0	362
09:00	33	7	3	4	0	0	0	47	85	15	5	8	0	0	0	113
09:15	35	8	1	5	0	0	0	49	65	11	7	10	1	1	0	95
09:30	32	20	4	2	0	0	0	58	66	15	6	4	1	0	0	92
09:45	37	6	2	4	0	0	0	49	84	4	5	8	0	0	0	101
H/TOT	137	41	10	15	0	0	0	203	300	45	23	30	2	1	0	401
10:00	30	14	4	4	0	0	1	53	63	7	6	2	0	0	0	78
10:15	27	10	2	4	0	0	0	43	55	6	6	5	1	0	0	73
10:30	32	14	6	1	0	1	0	54	76	12	7	10	1	0	0	106
10:45	31	9	2	1	0	1	0	44	71	9	2	6	0	0	0	88
H/TOT	120	47	14	10	0	2	1	194	265	34	21	23	2	0	0	345
11:00	31	10	3	2	0	0	0	46	75	12	6	4	0	1	0	98
11:15	31	10	9	1	0	0	0	51	58	10	3	2	1	0	0	75
11:30	29	6	3	1	0	0	0	39	67	9	4	3	0	0	0	84
11:45	25	11	3	0	0	1	0	40	71	14	4	5	1	0	0	95
H/TOT	116	37	18	4	0	1	0	176	272	45	17	13	2	3	0	352
12:00	20	9	0	1	0	0	0	30	62	11	8	3	0	0	0	84
12:15	35	7	7	2	0	0	0	51	56	9	2	6	1	0	0	74
12:30	32	13	1	4	0	0	0	50	59	8	3	4	0	1	0	75
12:45	23	14	1	4	0	0	0	42	61	19	1	7	1	2	0	91
H/TOT	110	43	9	11	0	0	0	173	238	47	14	20	2	3	0	324
13:00	28	9	3	3	0	0	0	43	63	9	5	5	0	0	0	82
13:15	37	8	1	5	0	0	0	51	58	5	3	3	1	1	0	71
13:30	38	7	3	1	0	0	0	49	68	18	4	7	0	1	0	98
13:45	33	7	5	5	0	0	0	50	70	9	2	4	1	0	0	86
H/TOT	136	31	12	14	0	0	0	193	259	41	14	19	2	2	0	337
14:00	32	9	3	4	0	1	0	49	52	13	2	4	0	1	0	72
14:15	22	12	1	1	0	0	0	36	65	12	3	5	1	0	0	86
14:30	28	17	1	2	1	0	0	49	65	8	2	4	0	0	0	79
14:45	40	10	6	0	0	0	0	56	71	11	6	6	0	1	0	95
H/TOT	122	48	11	7	1	1	0	190	253	44	13	19	1	2	0	332
15:00	37	6	0	2	0	0	0	45	74	16	5	11	1	0	0	104
15:15	29	12	0	2	0	0	0	43	58	20	9	8	1	0	0	96
15:30	14	14	0	1	0	0	0	29	71	14	8	3	0	0	0	96
15:45	40	7	4	0	0	0	0	51	65	9	3	4	0	0	0	81
H/TOT	120	39	4	5	0	0	0	168	265	59	25	26	2	0	0	377
16:00	34	9	5	3	0	2	0	53	67	15	5	1	1	0	0	89
16:15	15	9	5	0	0	0	0	29	67	15	3	5	0	1	0	91
16:30	29	10	1	4	0	0	0	44	62	23	1	4	0	0	0	90
16:45	22	11	2	6	0	1	0	42	68	21	2	0	0	0	0	91
H/TOT	100	39	13	13	0	3	0	168	264	74	11	10	1	1	0	361
17:00	29	9	3	1	0	1	1	44	86	20	3	2	1	1	0	113
17:15	31	5	0	2	0	0	0	38	80	17	3	4	1	0	0	105
17:30	44	12	1	1	0	0	0	58	84	20	3	3	1	0	0	111
17:45	33	2	0	2	0	0	0	37	55	19	2	5	0	0	0	81
H/TOT	137	28	4	6	0	1	1	177	305	76	11	14	3	1	0	410
18:00	28	4	1	1	0	0	0	34	74	15	4	3	1	0	0	97
18:15	24	2	1	0	0	0	0	27	83	10	0	3	0	0	0	96
18:30	34	3	1	1	0	0	0	39	75	8	0	5	1	1	0	90
18:45	35	5	0	2	0	0	0	42	65	9	0	3	1	0	0	78
H/TOT	121	14	3	4	0	0	0	142	297	42	4	14	3	1	0	361
P/TOT	1602	447	110	109	1	12	2	2283	3222	616	180	225	25	18	0	4286

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 10

DATE: 12/10/2021

LOCATION: CHURCHILL ROAD / WEASENHAM LANE / ELM HIGH ROAD / RAMNOTH ROAD

DAY: TUESDAY

TIME	C - D							D - C								
	FROM ELM HIGH ROAD TO RAMNOTH ROAD							FROM RAMNOTH ROAD TO ELM HIGH ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	0	0	0	0	0	5	17	3	0	0	0	0	0	20
07:15	7	0	0	0	0	0	0	7	20	5	1	0	0	1	0	27
07:30	11	0	0	0	0	0	0	11	29	5	0	0	0	0	0	34
07:45	15	4	0	0	0	1	0	20	23	4	1	0	0	0	0	28
H/TOT	38	4	0	0	0	1	0	43	89	17	2	0	0	1	0	109
08:00	15	3	1	0	0	0	0	19	22	6	0	0	0	1	0	29
08:15	16	4	0	0	0	0	0	20	19	0	1	0	0	0	0	20
08:30	23	8	0	0	0	0	0	31	25	1	0	0	0	0	0	26
08:45	19	4	1	0	0	0	0	24	47	8	1	0	0	0	0	56
H/TOT	73	19	2	0	0	0	0	94	113	15	2	0	0	1	0	131
09:00	22	3	0	0	0	0	0	25	28	6	1	0	0	0	0	35
09:15	9	4	0	0	1	0	0	14	25	2	1	0	0	0	1	29
09:30	6	1	0	0	0	0	0	7	19	2	2	0	0	0	0	23
09:45	15	2	1	4	0	0	0	22	14	3	0	0	0	0	1	18
H/TOT	52	10	1	4	1	0	0	68	86	13	4	0	0	0	2	105
10:00	8	3	0	0	0	0	0	11	17	4	0	0	0	0	0	21
10:15	6	0	0	0	0	0	0	6	23	6	2	0	0	1	0	32
10:30	18	6	0	0	0	0	0	24	9	2	0	0	0	0	1	12
10:45	20	4	0	0	0	0	0	24	19	3	0	0	0	0	0	22
H/TOT	52	13	0	0	0	0	0	65	68	15	2	0	0	1	1	87
11:00	11	1	0	0	0	1	0	13	12	3	0	0	0	0	0	15
11:15	8	2	0	0	0	0	0	10	16	0	0	0	0	0	0	16
11:30	14	4	0	0	0	0	0	18	16	5	0	0	0	1	0	22
11:45	21	0	0	0	0	0	0	21	15	3	0	0	0	0	0	18
H/TOT	54	7	0	0	0	1	0	62	59	11	0	0	0	1	0	71
12:00	13	0	0	0	0	0	0	13	16	5	1	0	0	1	0	23
12:15	18	5	0	0	0	0	0	23	19	3	1	0	0	0	0	23
12:30	8	2	0	0	0	0	0	10	18	5	1	0	0	1	0	25
12:45	16	0	0	0	0	0	0	16	21	4	0	0	0	0	0	25
H/TOT	55	7	0	0	0	0	0	62	74	17	3	0	0	2	0	96
13:00	12	2	0	0	0	0	0	14	13	3	0	0	0	0	0	16
13:15	23	0	1	0	0	0	0	24	16	2	0	0	0	0	1	19
13:30	9	2	0	0	0	1	0	12	15	2	0	0	0	0	0	17
13:45	16	1	0	0	0	0	0	17	18	1	0	0	0	0	0	19
H/TOT	60	5	1	0	0	1	0	67	62	8	0	0	0	0	1	71
14:00	17	0	0	0	0	0	0	17	16	6	0	0	0	1	0	23
14:15	17	3	0	0	0	0	0	20	27	5	1	0	0	0	0	33
14:30	23	4	0	0	0	2	0	29	23	3	0	0	0	0	0	26
14:45	14	4	0	0	0	0	0	18	23	4	0	0	0	0	0	27
H/TOT	71	11	0	0	0	2	0	84	89	18	1	0	0	1	0	109
15:00	18	4	0	0	0	0	0	22	24	12	1	0	0	0	0	37
15:15	16	2	0	0	0	0	0	18	15	5	0	0	0	0	0	20
15:30	22	5	2	0	0	0	0	29	19	1	1	0	0	0	0	21
15:45	17	0	0	0	0	0	0	17	19	2	0	0	0	1	0	22
H/TOT	73	11	2	0	0	0	0	86	77	20	2	0	0	1	0	100
16:00	16	3	2	0	0	0	0	21	23	0	1	0	0	0	1	25
16:15	16	3	0	0	0	0	0	19	24	4	0	0	0	0	0	28
16:30	16	0	0	0	0	0	0	16	35	2	0	0	0	0	0	37
16:45	15	1	0	0	0	0	0	16	19	7	0	0	0	0	0	26
H/TOT	63	7	2	0	0	0	0	72	101	13	1	0	0	0	1	116
17:00	11	5	0	0	0	0	0	16	30	7	1	0	0	0	1	39
17:15	20	9	0	0	0	0	0	29	12	1	1	0	0	0	1	15
17:30	23	4	0	0	0	0	0	27	18	5	1	0	0	0	0	24
17:45	11	6	0	0	0	1	0	18	19	0	0	0	0	1	1	21
H/TOT	65	24	0	0	0	1	0	90	79	13	3	0	0	1	3	99
18:00	14	2	0	0	0	1	0	17	28	4	0	0	0	0	0	32
18:15	12	2	0	0	0	0	0	14	20	1	0	0	0	0	0	21
18:30	16	1	0	0	0	0	0	17	17	5	0	0	0	0	0	22
18:45	15	1	0	0	0	0	0	16	20	0	1	0	0	0	0	21
H/TOT	57	6	0	0	0	1	0	64	85	10	1	0	0	0	0	96
P/TOT	713	124	8	4	1	7	0	857	962	170	21	0	0	9	8	1190

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 10

LOCATION: CHURCHILL ROAD / WEASENHAM LANE / ELM HIGH ROAD / RAMNOTH ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM A CHURCHILL ROAD							FROM ARM A CHURCHILL ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	46	16	1	9	0	2	0	74	59	20	6	5	0	2	0	92
07:15	71	17	3	11	0	1	0	103	60	32	5	5	1	0	0	103
07:30	76	16	6	8	2	0	0	108	81	38	5	4	1	0	0	129
07:45	97	21	1	4	3	1	0	127	122	23	6	5	0	1	0	157
H/TOT	290	70	11	32	5	4	0	412	322	113	22	19	2	3	0	481
08:00	137	20	5	3	1	0	0	166	127	25	4	10	2	0	0	168
08:15	134	27	6	6	0	0	0	173	129	20	7	7	0	0	0	163
08:30	107	17	11	4	0	0	0	139	85	16	6	8	0	0	0	115
08:45	90	20	7	9	0	1	0	127	103	21	7	7	1	0	0	139
H/TOT	468	84	29	22	1	1	0	605	444	82	24	32	3	0	0	585
09:00	111	18	6	11	0	0	0	146	101	18	7	4	0	0	0	130
09:15	83	16	12	10	1	1	0	123	82	23	4	9	0	0	0	118
09:30	78	19	8	6	1	0	0	112	75	11	7	7	1	0	0	101
09:45	113	11	10	11	0	1	0	146	89	12	10	10	1	0	0	122
H/TOT	385	64	36	38	2	2	0	527	347	64	28	30	2	0	0	471
10:00	83	14	7	4	0	0	0	108	86	18	6	14	1	0	0	125
10:15	86	12	7	7	1	0	0	113	103	14	3	4	0	0	0	124
10:30	95	16	11	12	1	0	0	135	83	12	10	6	1	0	0	112
10:45	99	14	2	10	0	0	0	125	91	13	9	5	1	0	0	119
H/TOT	363	56	27	33	2	0	0	481	363	57	28	29	3	0	0	480
11:00	101	16	9	7	0	1	0	134	73	21	5	4	0	0	0	103
11:15	98	18	6	4	1	1	0	128	81	21	11	5	0	0	0	118
11:30	99	13	4	6	0	2	0	124	88	14	4	9	3	0	1	119
11:45	98	20	6	6	1	0	0	131	101	13	5	7	0	1	0	127
H/TOT	396	67	25	23	2	4	0	517	343	69	25	25	3	1	1	467
12:00	95	17	13	5	0	0	0	130	104	12	7	12	1	1	0	137
12:15	85	18	3	11	1	0	0	118	99	15	6	9	1	1	0	131
12:30	76	18	4	4	0	1	0	103	107	9	7	4	1	3	0	131
12:45	84	30	3	11	1	3	0	132	89	16	8	8	0	0	0	121
H/TOT	340	83	23	31	2	4	0	483	399	52	28	33	3	5	0	520
13:00	85	10	8	8	0	0	0	111	111	19	3	6	1	0	0	140
13:15	86	15	8	6	1	1	0	117	75	24	9	7	0	1	0	116
13:30	104	22	5	10	0	1	0	142	83	21	4	12	1	0	0	121
13:45	97	15	4	7	1	0	0	124	87	14	4	10	0	0	0	115
H/TOT	372	62	25	31	2	2	0	494	356	78	20	35	2	1	0	492
14:00	88	16	4	6	0	1	0	115	97	13	1	7	1	0	0	119
14:15	86	20	7	6	1	0	0	120	92	25	7	7	0	1	0	132
14:30	105	11	3	8	0	2	0	129	111	12	7	7	1	0	0	138
14:45	110	13	7	9	0	1	0	140	124	21	11	11	0	0	0	167
H/TOT	389	60	21	29	1	4	0	504	424	71	26	32	2	1	0	556
15:00	145	20	5	13	1	1	0	185	111	17	5	7	0	0	0	140
15:15	95	28	11	10	1	0	0	145	97	14	5	11	0	0	0	127
15:30	121	24	10	6	0	0	0	161	98	15	5	6	0	0	0	124
15:45	111	13	5	7	0	0	0	136	104	16	7	8	2	0	0	137
H/TOT	472	85	31	36	2	1	0	627	410	62	22	32	2	0	0	528
16:00	105	21	5	2	1	0	0	134	114	21	4	9	0	2	0	150
16:15	115	26	6	7	0	3	0	157	110	19	5	3	1	0	0	138
16:30	112	29	3	9	0	1	0	154	75	16	4	6	1	0	0	102
16:45	103	28	4	1	0	1	0	137	103	16	1	9	1	1	0	131
H/TOT	435	104	18	19	1	5	0	582	402	72	14	27	3	3	0	521
17:00	157	24	5	3	1	2	0	192	116	14	0	5	0	1	0	136
17:15	132	22	4	5	1	1	0	165	82	17	2	2	0	0	0	103
17:30	130	21	3	6	1	0	0	161	99	16	1	5	0	0	0	121
17:45	100	21	2	5	0	2	0	130	107	17	7	4	1	2	0	138
H/TOT	519	88	14	19	3	5	0	648	404	64	10	16	1	3	0	498
18:00	111	22	4	5	1	2	0	145	104	6	2	6	0	0	0	118
18:15	110	11	0	5	0	0	0	126	72	10	0	3	0	0	1	86
18:30	114	8	1	9	1	2	0	135	93	7	3	5	0	0	0	108
18:45	94	13	0	6	1	0	0	114	85	6	1	5	0	0	0	97
H/TOT	429	54	5	25	3	4	0	520	344	29	6	19	0	0	1	409
P/TOT	4858	877	265	338	26	36	0	6400	4568	813	253	329	26	17	2	6008

MANUAL CLASSIFIED COUNTS

JOB REF: 27104

JOB NAME: WISBECH

SITE: 10

LOCATION: CHURCHILL ROAD / WEASENHAM LANE / ELM HIGH ROAD / RAMNOTH ROAD



DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM B WEASENHAM LANE							FROM ARM B WEASENHAM LANE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	36	17	2	6	0	0	0	61	25	5	0	6	0	0	0	36
07:15	58	19	2	5	0	1	0	85	26	13	1	9	0	0	0	49
07:30	111	20	1	4	0	3	1	140	31	18	4	6	0	0	0	59
07:45	172	23	2	3	0	1	0	201	40	18	0	6	0	0	0	64
H/TOT	377	79	7	18	0	5	1	487	122	54	5	27	0	0	0	208
08:00	153	15	0	7	1	0	0	176	95	21	4	5	1	0	0	126
08:15	128	22	9	5	0	1	0	165	128	15	4	3	0	0	0	150
08:30	77	13	4	4	0	0	0	98	73	17	12	5	0	0	0	107
08:45	120	16	4	5	0	1	0	146	37	23	6	4	0	0	0	70
H/TOT	478	66	17	21	1	2	0	585	333	76	26	17	1	0	0	453
09:00	92	13	8	4	0	0	0	117	71	19	6	6	0	0	1	103
09:15	70	16	2	7	0	0	0	95	58	20	8	1	0	0	0	87
09:30	71	22	7	4	0	0	0	104	38	13	4	2	1	0	2	60
09:45	67	10	6	5	0	0	0	88	76	21	9	6	0	1	0	113
H/TOT	300	61	23	20	0	0	0	404	243	73	27	15	1	1	3	363
10:00	66	22	4	7	1	0	1	101	62	16	2	4	0	0	1	85
10:15	60	18	4	6	0	0	0	88	61	16	5	6	1	0	0	89
10:30	61	19	11	1	0	1	0	93	67	10	8	3	0	0	1	89
10:45	54	14	5	4	1	1	0	79	55	14	2	8	0	1	0	80
H/TOT	241	73	24	18	2	2	1	361	245	56	17	21	1	1	2	343
11:00	67	23	6	3	0	0	0	99	70	15	7	7	0	0	0	99
11:15	60	19	12	2	0	0	0	93	86	28	7	4	1	0	0	126
11:30	59	11	3	5	1	1	0	80	66	12	6	11	0	0	0	95
11:45	64	18	5	1	0	1	0	89	58	20	8	3	0	0	0	89
H/TOT	250	71	26	11	1	2	0	361	280	75	28	25	1	0	0	409
12:00	51	11	2	4	0	0	0	68	70	15	10	4	1	1	1	102
12:15	81	13	11	5	0	0	0	110	77	20	3	8	0	0	1	109
12:30	70	21	5	5	1	0	0	102	48	17	5	1	0	0	0	71
12:45	50	25	5	6	0	1	0	87	67	25	8	6	1	1	0	108
H/TOT	252	70	23	20	1	1	0	367	262	77	26	19	2	2	2	390
13:00	66	15	4	4	0	1	0	90	73	17	5	4	0	1	0	100
13:15	79	14	4	7	1	1	0	106	82	16	7	6	0	0	0	111
13:30	68	18	6	6	0	0	0	98	75	10	3	4	0	1	0	93
13:45	81	16	6	9	0	0	0	112	63	17	5	3	0	1	0	89
H/TOT	294	63	20	26	1	2	0	406	293	60	20	17	0	3	0	393
14:00	63	11	3	6	0	1	0	84	92	14	10	6	0	0	0	122
14:15	72	20	2	3	0	1	0	98	67	13	8	1	0	1	0	90
14:30	94	23	3	5	1	0	0	126	83	12	4	7	0	2	0	106
14:45	103	16	9	3	0	0	0	131	85	14	2	5	0	0	0	106
H/TOT	332	70	17	17	1	2	0	439	327	53	24	19	0	3	0	426
15:00	72	13	1	5	0	0	0	91	155	16	1	2	0	2	0	176
15:15	86	18	0	6	0	0	0	110	94	24	8	4	0	0	0	130
15:30	56	18	2	3	0	0	0	79	96	26	3	6	0	0	0	131
15:45	72	10	5	2	0	0	0	89	81	12	4	6	0	0	0	103
H/TOT	286	59	8	16	0	0	0	369	426	78	16	18	0	2	0	540
16:00	74	12	6	6	0	2	0	100	111	23	2	3	0	1	0	140
16:15	57	14	8	1	0	0	0	80	102	19	3	2	0	3	0	129
16:30	65	13	5	5	0	0	0	88	112	19	3	9	0	5	0	148
16:45	59	16	2	7	0	2	0	86	78	20	4	8	0	3	0	113
H/TOT	255	55	21	19	0	4	0	354	403	81	12	22	0	12	0	530
17:00	67	14	3	2	0	2	1	89	141	18	2	2	0	3	0	166
17:15	65	7	1	2	0	0	0	75	114	14	5	2	0	2	0	137
17:30	79	15	1	3	0	0	0	98	110	10	0	5	0	1	0	126
17:45	76	4	1	3	0	1	0	85	103	7	1	1	0	4	0	116
H/TOT	287	40	6	10	0	3	1	347	468	49	8	10	0	10	0	545
18:00	50	4	3	2	0	0	0	59	102	14	0	3	0	1	0	120
18:15	55	5	1	3	0	0	1	65	68	5	0	3	0	1	0	77
18:30	54	3	1	4	0	0	0	62	60	3	3	4	0	0	0	70
18:45	64	7	0	3	0	0	0	74	80	8	0	3	0	0	0	91
H/TOT	223	19	5	12	0	0	1	260	310	30	3	13	0	2	0	358
P/TOT	3575	726	197	208	7	23	4	4740	3712	762	212	223	6	36	7	4958

MANUAL CLASSIFIED COUNTS



JOB REF: 27104

JOB NAME: WISBECH

SITE: 10

LOCATION: CHURCHILL ROAD / WEASENHAM LANE / ELM HIGH ROAD / RAMNOTH ROAD

DATE: 12/10/2021

DAY: TUESDAY

TIME	TO ARM D RAMNOTH ROAD							FROM ARM D RAMNOTH ROAD								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	0	0	0	0	0	0	8	22	8	0	0	0	0	0	30
07:15	9	2	1	0	0	0	0	12	28	7	3	0	0	1	0	39
07:30	14	0	0	0	0	0	0	14	50	11	0	0	0	2	1	64
07:45	20	4	0	0	0	1	0	25	69	8	1	0	0	0	0	77
H/TOT	51	6	1	0	0	1	0	59	168	34	4	0	0	3	1	210
08:00	25	7	2	0	0	0	0	34	53	11	0	0	0	1	0	65
08:15	34	4	1	0	0	0	0	39	53	5	2	0	0	0	0	60
08:30	52	13	0	0	0	0	0	65	51	1	0	0	0	0	0	52
08:45	32	9	1	0	0	0	0	42	88	9	2	0	0	2	0	101
H/TOT	143	33	4	0	0	0	0	180	245	26	4	0	0	3	0	278
09:00	36	6	0	0	0	0	0	42	53	8	2	0	0	0	0	63
09:15	20	4	0	0	1	0	0	25	44	3	1	0	0	0	1	49
09:30	15	1	0	0	1	0	2	19	37	2	2	0	0	0	0	41
09:45	30	5	2	4	0	0	0	41	26	4	1	0	0	0	1	32
H/TOT	101	16	2	4	2	0	2	127	160	17	6	0	0	0	2	185
10:00	20	5	0	0	1	0	1	27	32	7	0	0	1	0	0	40
10:15	18	3	1	0	1	0	0	23	36	9	3	0	0	1	0	49
10:30	31	10	1	0	0	0	1	43	18	4	1	0	0	0	1	24
10:45	30	5	0	0	0	1	0	36	28	5	0	0	1	0	0	34
H/TOT	99	23	2	0	2	1	2	129	114	25	4	0	2	1	1	147
11:00	23	3	0	0	0	1	0	27	27	5	1	0	0	0	0	33
11:15	19	5	0	0	1	0	0	25	28	3	0	0	0	1	0	32
11:30	28	6	1	0	1	0	0	36	35	6	0	0	1	2	0	44
11:45	34	0	0	0	0	0	0	34	34	7	1	0	0	0	0	42
H/TOT	104	14	1	0	2	1	0	122	124	21	2	0	1	3	0	151
12:00	28	4	0	0	1	0	1	34	30	7	2	0	0	1	0	40
12:15	43	7	1	0	0	0	1	52	37	5	1	0	0	0	0	43
12:30	20	4	0	0	0	0	0	24	36	9	2	0	1	1	0	49
12:45	34	5	1	0	1	0	0	41	33	10	0	0	0	1	0	44
H/TOT	125	20	2	0	2	0	2	151	136	31	5	0	1	3	0	176
13:00	33	5	0	0	0	1	0	39	32	5	0	0	0	1	0	38
13:15	43	1	1	0	0	0	0	45	34	4	0	0	1	0	1	40
13:30	28	3	0	0	0	2	0	33	30	4	0	0	0	0	0	34
13:45	32	3	0	0	0	0	0	35	46	5	0	0	0	0	0	51
H/TOT	136	12	1	0	0	3	0	152	142	18	0	0	1	1	1	163
14:00	40	3	2	0	0	0	0	45	32	7	0	0	0	1	0	40
14:15	37	5	1	0	0	1	0	44	43	11	1	0	0	1	0	56
14:30	47	4	1	0	0	2	0	54	44	6	0	0	0	1	0	51
14:45	38	7	1	0	0	0	0	46	44	4	0	0	0	0	0	48
H/TOT	162	19	5	0	0	3	0	189	163	28	1	0	0	3	0	195
15:00	42	6	1	0	0	1	0	50	39	14	1	0	0	0	0	54
15:15	38	7	1	0	0	0	0	46	47	8	0	0	0	0	0	55
15:30	36	9	2	0	0	0	0	47	40	3	1	0	0	0	0	44
15:45	41	1	0	0	0	0	0	42	36	2	0	0	0	1	0	39
H/TOT	157	23	4	0	0	1	0	185	162	27	2	0	0	1	0	192
16:00	49	8	2	0	0	1	0	60	36	1	1	0	0	0	1	39
16:15	39	5	0	0	0	0	0	44	45	7	1	0	0	0	0	53
16:30	32	3	0	0	0	1	0	36	56	3	1	0	0	0	0	60
16:45	28	6	1	0	0	1	0	36	29	9	0	0	0	0	0	38
H/TOT	148	22	3	0	0	3	0	176	166	20	3	0	0	0	1	190
17:00	35	8	0	0	0	1	0	44	43	7	1	0	0	1	1	53
17:15	42	11	0	0	0	0	0	53	29	2	1	0	0	0	1	33
17:30	54	10	0	0	0	0	0	64	37	5	1	0	0	0	0	43
17:45	33	8	0	0	0	1	0	42	32	0	1	0	0	2	1	36
H/TOT	164	37	0	0	0	2	0	203	141	14	4	0	0	3	3	165
18:00	37	3	0	0	0	1	0	41	34	5	0	0	0	1	0	40
18:15	26	2	0	0	0	0	0	28	30	3	0	0	0	0	0	33
18:30	27	2	2	0	0	0	0	31	30	5	0	0	0	1	0	36
18:45	34	4	0	0	0	0	0	38	33	0	1	0	0	0	0	34
H/TOT	124	11	2	0	0	1	0	138	127	13	1	0	0	2	0	143
P/TOT	1514	236	27	4	8	16	6	1811	1848	274	36	0	5	23	9	2195



Annex B

Junction Model Outputs

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: A47_CromwellRoad-V2.j9

Path: H:\SAL-FS12-SHARED\Projects\41310 Wisbech\Deliver Stage\D Design_Technical\Data\Transport\Junction Modelling\A47_CromwellRoad

Report generation date: 07/03/2022 11:33:31

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + op traffic scenario 2 , AM
- »2027 + op traffic scenario 2, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2021 Base										
Arm 1	1.0	5.33	0.49	A	43 % [Arm 2]	1.0	5.33	0.49	A	44 % [Arm 4]
Arm 2	0.6	6.94	0.39	A		0.3	5.57	0.22	A	
Arm 3	1.6	6.00	0.61	A		1.2	4.60	0.54	A	
Arm 4	0.5	4.50	0.33	A		1.2	5.84	0.56	A	
2027 Base										
Arm 1	1.3	6.32	0.56	A	27 % [Arm 3]	1.3	6.37	0.56	A	27 % [Arm 4]
Arm 2	0.8	8.70	0.46	A		0.3	6.54	0.25	A	
Arm 3	2.3	7.96	0.70	A		1.5	5.35	0.60	A	
Arm 4	0.7	5.03	0.40	A		2.0	8.01	0.67	A	
2027 + op traffic scenario 2										
Arm 1	1.3	6.54	0.57	A	25 % [Arm 3]	1.3	6.49	0.56	A	25 % [Arm 4]
Arm 2	0.9	9.18	0.47	A		0.3	6.64	0.26	A	
Arm 3	2.4	8.35	0.71	A		1.5	5.45	0.60	A	
Arm 4	0.7	5.42	0.43	A		2.1	8.28	0.68	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	21/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\elliott.place
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15
D5	2027 Base	AM	ONE HOUR	07:45	09:15	15
D6	2027 Base	PM	ONE HOUR	16:45	18:15	15
D7	2027 + op traffic scenario 2	AM	ONE HOUR	07:45	09:15	15
D8	2027 + op traffic scenario 2	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	43	Arm 2

Arms

Arms

Arm	Name	Description
1	A47 E	
2	Redmoor Lane	
3	A47 S	
4	Cromwell Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.47	7.45	30.0	8.5	42.0	36.5	
2	4.40	4.70	8.7	40.0	41.0	15.0	
3	4.00	7.40	30.0	60.0	42.0	15.0	
4	4.25	7.54	16.7	12.0	41.0	27.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.642	1858
2	0.627	1523
3	0.748	2135
4	0.663	1854

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	587	100.000
2		✓	297	100.000
3		✓	859	100.000
4		✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
	1	2	3	4
1	0	17	450	120
2	15	0	52	230
3	456	33	0	370
4	72	71	222	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1	2	3	4
1	0	6	24	8
2	0	0	6	1
3	26	9	0	9
4	11	4	22	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.49	5.33	1.0	A
2	0.39	6.94	0.6	A
3	0.61	6.00	1.6	A
4	0.33	4.50	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	442	244	1393	0.317	440	0.5	3.771	A
2	224	594	1053	0.212	223	0.3	4.328	A
3	647	274	1630	0.397	644	0.7	3.644	A
4	275	378	1326	0.207	274	0.3	3.417	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	528	293	1363	0.387	527	0.6	4.302	A
2	267	711	966	0.276	267	0.4	5.145	A
3	772	328	1594	0.484	771	0.9	4.369	A
4	328	452	1274	0.258	328	0.3	3.806	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	646	358	1322	0.489	645	0.9	5.306	A
2	327	870	847	0.386	326	0.6	6.897	A
3	946	401	1546	0.612	943	1.5	5.946	A
4	402	553	1202	0.334	401	0.5	4.492	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	646	359	1322	0.489	646	1.0	5.328	A
2	327	872	846	0.387	327	0.6	6.937	A
3	946	402	1546	0.612	946	1.6	6.001	A
4	402	555	1201	0.335	402	0.5	4.503	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	528	294	1363	0.387	529	0.6	4.324	A
2	267	714	964	0.277	268	0.4	5.180	A
3	772	329	1593	0.485	775	0.9	4.413	A
4	328	455	1272	0.258	329	0.3	3.820	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	442	246	1392	0.317	443	0.5	3.795	A
2	224	597	1051	0.213	224	0.3	4.358	A
3	647	275	1628	0.397	648	0.7	3.677	A
4	275	380	1325	0.207	275	0.3	3.432	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.22	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	44	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	589	100.000
2		✓	161	100.000
3		✓	836	100.000
4		✓	699	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	10	449	130
	2	13	0	22	126
	3	477	34	0	325
	4	203	178	318	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	14	2
	2	8	0	5	2
	3	14	3	0	10
	4	1	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.49	5.33	1.0	A
2	0.22	5.57	0.3	A
3	0.54	4.60	1.2	A
4	0.56	5.84	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	397	1435	0.309	442	0.4	3.617	A
2	121	673	1033	0.117	121	0.1	3.944	A
3	629	202	1768	0.356	627	0.5	3.150	A
4	526	393	1520	0.346	524	0.5	3.607	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	529	476	1389	0.381	529	0.6	4.181	A
2	145	805	945	0.153	145	0.2	4.496	A
3	752	242	1741	0.432	751	0.8	3.632	A
4	628	471	1463	0.429	628	0.7	4.302	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	648	582	1325	0.489	647	0.9	5.298	A
2	177	985	825	0.215	177	0.3	5.551	A
3	920	296	1704	0.540	919	1.2	4.576	A
4	770	576	1386	0.555	768	1.2	5.800	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	648	584	1324	0.490	648	1.0	5.325	A
2	177	988	824	0.215	177	0.3	5.568	A
3	920	296	1704	0.540	920	1.2	4.596	A
4	770	577	1386	0.555	770	1.2	5.844	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	529	478	1387	0.382	531	0.6	4.209	A
2	145	809	943	0.154	145	0.2	4.516	A
3	752	242	1740	0.432	753	0.8	3.652	A
4	628	472	1462	0.430	630	0.8	4.337	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	400	1434	0.309	444	0.5	3.641	A
2	121	676	1031	0.118	121	0.1	3.961	A
3	629	203	1767	0.356	630	0.6	3.170	A
4	526	395	1519	0.347	527	0.5	3.636	A

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	27	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	664	100.000
2		✓	315	100.000
3		✓	953	100.000
4		✓	429	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	18	481	165
	2	16	0	55	244
	3	487	35	0	431
	4	97	75	257	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	25	6
	2	0	0	6	1
	3	27	9	0	9
	4	9	4	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.56	6.32	1.3	A
2	0.46	8.70	0.8	A
3	0.70	7.96	2.3	A
4	0.40	5.03	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	500	275	1381	0.362	498	0.6	4.067	A
2	237	677	995	0.238	236	0.3	4.734	A
3	717	318	1599	0.449	714	0.8	4.056	A
4	323	403	1325	0.244	322	0.3	3.584	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	597	330	1347	0.443	596	0.8	4.787	A
2	283	811	896	0.316	283	0.5	5.863	A
3	857	381	1557	0.550	855	1.2	5.114	A
4	386	483	1267	0.304	385	0.4	4.080	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	731	403	1301	0.562	729	1.3	6.269	A
2	347	992	762	0.455	345	0.8	8.610	A
3	1049	466	1502	0.699	1045	2.3	7.804	A
4	472	590	1190	0.397	471	0.7	5.005	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	731	404	1301	0.562	731	1.3	6.317	A
2	347	994	760	0.456	347	0.8	8.703	A
3	1049	468	1501	0.699	1049	2.3	7.959	A
4	472	592	1188	0.398	472	0.7	5.029	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	597	331	1346	0.443	599	0.8	4.827	A
2	283	814	894	0.317	285	0.5	5.924	A
3	857	384	1556	0.551	861	1.2	5.209	A
4	386	486	1265	0.305	387	0.4	4.104	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	500	277	1380	0.362	501	0.6	4.099	A
2	237	681	992	0.239	238	0.3	4.777	A
3	717	321	1597	0.449	719	0.8	4.109	A
4	323	406	1323	0.244	323	0.3	3.606	A

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.51	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	27	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	648	100.000
2		✓	171	100.000
3		✓	911	100.000
4		✓	825	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	11	478	159
	2	14	0	23	134
	3	508	36	0	367
	4	257	189	379	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	14	2
	2	8	0	5	2
	3	14	3	0	10
	4	1	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.56	6.37	1.3	A
2	0.25	6.54	0.3	A
3	0.60	5.35	1.5	A
4	0.67	8.01	2.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	488	453	1406	0.347	486	0.5	3.904	A
2	129	762	975	0.132	128	0.2	4.246	A
3	686	230	1749	0.392	683	0.6	3.368	A
4	621	419	1501	0.414	618	0.7	4.066	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	583	542	1352	0.431	582	0.8	4.667	A
2	154	912	876	0.176	153	0.2	4.983	A
3	819	276	1718	0.477	818	0.9	3.992	A
4	742	501	1440	0.515	740	1.0	5.131	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	713	662	1280	0.557	712	1.2	6.308	A
2	188	1115	741	0.254	188	0.3	6.502	A
3	1003	337	1676	0.598	1001	1.5	5.311	A
4	908	613	1359	0.669	905	2.0	7.867	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	713	665	1279	0.558	713	1.3	6.367	A
2	188	1119	739	0.255	188	0.3	6.539	A
3	1003	338	1676	0.599	1003	1.5	5.351	A
4	908	614	1358	0.669	908	2.0	8.006	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	583	546	1350	0.431	584	0.8	4.714	A
2	154	917	872	0.176	154	0.2	5.015	A
3	819	277	1717	0.477	821	0.9	4.026	A
4	742	503	1439	0.515	745	1.1	5.216	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	488	456	1404	0.348	489	0.5	3.939	A
2	129	766	972	0.132	129	0.2	4.272	A
3	686	232	1748	0.392	687	0.6	3.396	A
4	621	421	1499	0.414	623	0.7	4.113	A

2027 + op traffic scenario 2 , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 + op traffic scenario 2	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	665	100.000
2		✓	316	100.000
3		✓	966	100.000
4		✓	447	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	18	481	166
	2	16	0	55	245
	3	487	35	0	444
	4	101	75	271	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	6	25	7
	2	0	0	6	1
	3	27	9	0	10
	4	12	4	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.57	6.54	1.3	A
2	0.47	9.18	0.9	A
3	0.71	8.35	2.4	A
4	0.43	5.42	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	501	286	1367	0.366	498	0.6	4.133	A
2	238	688	981	0.242	237	0.3	4.827	A
3	727	320	1592	0.457	724	0.8	4.130	A
4	337	403	1289	0.261	335	0.4	3.771	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	598	342	1331	0.449	597	0.8	4.896	A
2	284	824	879	0.323	283	0.5	6.034	A
3	868	383	1551	0.560	867	1.3	5.248	A
4	402	483	1233	0.326	401	0.5	4.327	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	732	419	1283	0.571	730	1.3	6.492	A
2	348	1008	742	0.469	346	0.9	9.071	A
3	1064	468	1495	0.711	1059	2.4	8.165	A
4	492	590	1157	0.425	491	0.7	5.396	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	732	419	1282	0.571	732	1.3	6.545	A
2	348	1011	740	0.470	348	0.9	9.182	A
3	1064	470	1494	0.712	1063	2.4	8.346	A
4	492	592	1156	0.426	492	0.7	5.425	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	598	343	1330	0.449	600	0.8	4.942	A
2	284	828	877	0.324	286	0.5	6.107	A
3	868	386	1549	0.561	873	1.3	5.359	A
4	402	486	1230	0.327	403	0.5	4.356	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	501	287	1366	0.367	502	0.6	4.170	A
2	238	692	978	0.243	239	0.3	4.874	A
3	727	322	1591	0.457	729	0.8	4.187	A
4	337	406	1287	0.262	337	0.4	3.792	A

2027 + op traffic scenario 2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	25	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 + op traffic scenario 2	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	649	100.000
2		✓	171	100.000
3		✓	915	100.000
4		✓	833	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	11	478	160
	2	14	0	23	134
	3	508	36	0	371
	4	258	190	385	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	14	3
	2	8	0	5	2
	3	14	3	0	11
	4	1	0	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.56	6.49	1.3	A
2	0.26	6.64	0.3	A
3	0.60	5.45	1.5	A
4	0.68	8.28	2.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	489	458	1398	0.350	486	0.5	3.941	A
2	129	767	970	0.133	128	0.2	4.275	A
3	689	231	1742	0.395	686	0.7	3.401	A
4	627	418	1494	0.420	624	0.7	4.127	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	583	548	1344	0.434	583	0.8	4.723	A
2	154	918	869	0.177	153	0.2	5.032	A
3	823	276	1711	0.481	821	0.9	4.043	A
4	749	501	1434	0.522	747	1.1	5.234	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	715	670	1271	0.562	713	1.3	6.427	A
2	188	1123	733	0.257	188	0.3	6.603	A
3	1007	338	1668	0.604	1005	1.5	5.407	A
4	917	613	1352	0.678	913	2.1	8.127	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	715	673	1269	0.563	715	1.3	6.492	A
2	188	1126	730	0.258	188	0.3	6.643	A
3	1007	339	1668	0.604	1007	1.5	5.451	A
4	917	614	1351	0.679	917	2.1	8.282	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	583	552	1341	0.435	585	0.8	4.775	A
2	154	923	865	0.178	154	0.2	5.068	A
3	823	278	1710	0.481	825	0.9	4.078	A
4	749	503	1432	0.523	753	1.1	5.328	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	489	461	1396	0.350	490	0.5	3.976	A
2	129	772	966	0.133	129	0.2	4.300	A
3	689	232	1741	0.396	690	0.7	3.431	A
4	627	421	1492	0.420	629	0.7	4.175	A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: NewBridgeLane_CromwellRoad.j9
Path: H:\SAL-FS12-SHARED\Projects\41310 Wisbech\Deliver Stage\D Design_Technical\Data\Transport\Junction Modelling\NewBridgeLane_CromwellRoad
Report generation date: 04/03/2022 10:22:17

- »2021 Base, AM
- »2021 Base, PM
- »2027 Base, AM
- »2027 Base, PM
- »2027 + op traffic scenario 2, AM
- »2027 + op traffic scenario 2, PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2021 Base										
Stream B-CD	0.0	9.31	0.04	A	68 % [Stream D-BC]	0.1	8.16	0.11	A	51 % [Stream B-AD]
Stream B-AD	0.0	11.41	0.01	B		0.1	14.22	0.12	B	
Stream A-BCD	0.0	6.38	0.01	A		0.0	9.69	0.02	A	
Stream D-AB	0.0	8.26	0.03	A		0.1	8.46	0.06	A	
Stream D-BC	0.0	14.36	0.04	B		0.1	13.58	0.11	B	
Stream C-ABD	0.1	7.18	0.05	A		0.0	7.71	0.04	A	
2027 Base										
Stream B-CD	0.0	9.83	0.04	A	48 % [Stream D-BC]	0.1	8.71	0.12	A	35 % [Stream B-AD]
Stream B-AD	0.0	12.81	0.01	B		0.2	16.59	0.14	C	
Stream A-BCD	0.0	6.65	0.01	A		0.0	10.29	0.02	B	
Stream D-AB	0.0	8.70	0.03	A		0.1	9.16	0.07	A	
Stream D-BC	0.0	16.31	0.04	C		0.1	16.02	0.13	C	
Stream C-ABD	0.1	7.61	0.06	A		0.0	8.10	0.04	A	
2027 + op traffic scenario 2										
Stream B-CD	0.1	11.97	0.11	B	42 % [Stream D-BC]	0.2	9.58	0.14	A	33 % [Stream B-AD]
Stream B-AD	0.0	16.93	0.02	C		0.2	17.04	0.15	C	
Stream A-BCD	0.0	6.77	0.01	A		0.0	10.31	0.02	B	
Stream D-AB	0.0	8.75	0.03	A		0.1	9.17	0.07	A	
Stream D-BC	0.0	17.22	0.05	C		0.2	16.28	0.13	C	
Stream C-ABD	0.1	9.07	0.10	A		0.1	9.22	0.05	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	21/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	GLOBAL\elliott.place
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15
D3	2027 Base	AM	ONE HOUR	07:45	09:15	15
D4	2027 Base	PM	ONE HOUR	16:45	18:15	15
D5	2027 + op traffic scenario 2	AM	ONE HOUR	07:45	09:15	15
D6	2027 + op traffic scenario 2	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	68	Stream D-BC

Arms

Arms

Arm	Name	Description	Arm type
A	Cromwell Road N		Major
B	New Bridge Lane E		Minor
C	Cromwell Road S		Major
D	New Bridge Lane West		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	9.00		✓	3.00	250.0	✓	9.00
C	9.00		✓	3.00	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.75	3.53	2.98	2.83	✓	1.00	35	58
D	One lane plus flare	10.00	6.50	4.34	3.98	3.71	✓	1.00	63	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	781	-	-	-	-	-	-	0.263	0.376	0.263	-	-	-
1	B-A	537	0.085	0.215	0.215	-	-	-	0.135	0.307	-	0.215	0.215	0.107
1	B-C	718	0.096	0.242	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	562	0.089	0.225	0.225	-	-	-	0.142	0.322	0.142	-	-	-
1	B-D, offside lane	537	0.085	0.215	0.215	-	-	-	0.135	0.307	0.135	-	-	-
1	C-B	781	0.263	0.263	0.376	-	-	-	-	-	-	-	-	-
1	D-A	715	-	-	-	-	-	-	0.241	-	0.095	-	-	-
1	D-B, nearside lane	570	0.144	0.144	0.326	-	-	-	0.228	0.228	0.090	-	-	-
1	D-B, offside lane	570	0.144	0.144	0.326	-	-	-	0.228	0.228	0.090	-	-	-
1	D-C	570	-	0.144	0.326	0.114	0.228	0.228	0.228	0.228	0.090	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	382	100.000
B		✓	17	100.000
C		✓	680	100.000
D		✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		A	B	C	D	
From	A	0	4	375	3	
	B	3	0	14	0	
	C	644	25	0	11	
	D	10	3	8	0	

Vehicle Mix

Heavy Vehicle Percentages

		To				
		A	B	C	D	
From	A	0	25	13	0	
	B	0	0	50	0	
	C	6	24	0	0	
	D	10	0	25	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.04	9.31	0.0	A
B-AD	0.01	11.41	0.0	B
A-BCD	0.01	6.38	0.0	A
A-B				
A-C				
D-AB	0.03	8.26	0.0	A
D-BC	0.04	14.36	0.0	B
C-ABD	0.05	7.18	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	426	0.025	10	0.0	8.655	A
B-AD	2	388	0.006	2	0.0	9.337	A
A-BCD	2	635	0.004	2	0.0	5.688	A
A-B	3			3			
A-C	282			282			
D-AB	9	510	0.017	9	0.0	7.173	A
D-BC	7	328	0.022	7	0.0	11.229	B
C-ABD	19	561	0.034	19	0.0	6.637	A
C-D	8			8			
C-A	485			485			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	13	416	0.030	13	0.0	8.921	A
B-AD	3	359	0.008	3	0.0	10.109	B
A-BCD	3	607	0.004	3	0.0	5.960	A
A-B	4			4			
A-C	337			337			
D-AB	10	485	0.021	10	0.0	7.587	A
D-BC	9	300	0.028	8	0.0	12.362	B
C-ABD	22	547	0.041	22	0.0	6.856	A
C-D	10			10			
C-A	579			579			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	15	402	0.038	15	0.0	9.313	A
B-AD	3	319	0.010	3	0.0	11.413	B
A-BCD	3	567	0.006	3	0.0	6.381	A
A-B	4			4			
A-C	413			413			
D-AB	13	449	0.028	13	0.0	8.259	A
D-BC	10	261	0.040	10	0.0	14.346	B
C-ABD	28	529	0.052	27	0.1	7.179	A
C-D	12			12			
C-A	709			709			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	15	402	0.038	15	0.0	9.313	A
B-AD	3	319	0.010	3	0.0	11.414	B
A-BCD	3	567	0.006	3	0.0	6.381	A
A-B	4			4			
A-C	413			413			
D-AB	13	449	0.028	13	0.0	8.259	A
D-BC	10	261	0.040	10	0.0	14.356	B
C-ABD	28	529	0.052	28	0.1	7.179	A
C-D	12			12			
C-A	709			709			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	13	416	0.030	13	0.0	8.923	A
B-AD	3	359	0.008	3	0.0	10.112	B
A-BCD	3	607	0.004	3	0.0	5.962	A
A-B	4			4			
A-C	337			337			
D-AB	10	485	0.021	10	0.0	7.590	A
D-BC	9	300	0.028	9	0.0	12.371	B
C-ABD	22	547	0.041	23	0.0	6.860	A
C-D	10			10			
C-A	579			579			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	426	0.025	11	0.0	8.662	A
B-AD	2	388	0.006	2	0.0	9.341	A
A-BCD	2	635	0.004	2	0.0	5.691	A
A-B	3			3			
A-C	282			282			
D-AB	9	510	0.017	9	0.0	7.177	A
D-BC	7	327	0.022	7	0.0	11.240	B
C-ABD	19	561	0.034	19	0.0	6.643	A
C-D	8			8			
C-A	485			485			

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.24	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	51	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	621	100.000
B		✓	80	100.000
C		✓	590	100.000
D		✓	53	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	16	598	7
	B	28	0	46	6
	C	554	18	0	18
	D	21	6	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	57
	B	4	0	0	0
	C	7	22	0	0
	D	10	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.11	8.16	0.1	A
B-AD	0.12	14.22	0.1	B
A-BCD	0.02	9.69	0.0	A
A-B				
A-C				
D-AB	0.06	8.46	0.1	A
D-BC	0.11	13.58	0.1	B
C-ABD	0.04	7.71	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	561	0.066	37	0.1	6.859	A
B-AD	23	370	0.063	23	0.1	10.377	B
A-BCD	5	417	0.013	5	0.0	8.749	A
A-B	12			12			
A-C	450			450			
D-AB	18	516	0.035	18	0.0	7.230	A
D-BC	22	383	0.057	21	0.1	9.940	A
C-ABD	14	535	0.025	13	0.0	6.897	A
C-D	14			14			
C-A	417			417			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	44	534	0.083	44	0.1	7.343	A
B-AD	28	335	0.083	28	0.1	11.706	B
A-BCD	6	401	0.016	6	0.0	9.123	A
A-B	14			14			
A-C	538			538			
D-AB	22	490	0.044	22	0.0	7.689	A
D-BC	26	347	0.075	26	0.1	11.205	B
C-ABD	16	515	0.031	16	0.0	7.219	A
C-D	16			16			
C-A	498			498			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	54	496	0.110	54	0.1	8.153	A
B-AD	34	287	0.118	34	0.1	14.199	B
A-BCD	8	379	0.020	8	0.0	9.693	A
A-B	18			18			
A-C	658			658			
D-AB	27	452	0.059	27	0.1	8.458	A
D-BC	32	297	0.107	31	0.1	13.564	B
C-ABD	20	487	0.041	20	0.0	7.712	A
C-D	20			20			
C-A	610			610			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	54	495	0.110	54	0.1	8.160	A
B-AD	34	287	0.118	34	0.1	14.217	B
A-BCD	8	379	0.020	8	0.0	9.693	A
A-B	18			18			
A-C	658			658			
D-AB	27	452	0.059	27	0.1	8.460	A
D-BC	32	297	0.107	32	0.1	13.579	B
C-ABD	20	487	0.041	20	0.0	7.713	A
C-D	20			20			
C-A	610			610			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	44	534	0.083	44	0.1	7.350	A
B-AD	28	335	0.083	28	0.1	11.726	B
A-BCD	6	401	0.016	6	0.0	9.126	A
A-B	14			14			
A-C	538			538			
D-AB	22	490	0.044	22	0.0	7.692	A
D-BC	26	347	0.075	26	0.1	11.226	B
C-ABD	16	515	0.031	16	0.0	7.223	A
C-D	16			16			
C-A	498			498			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	37	561	0.066	37	0.1	6.873	A
B-AD	23	370	0.063	23	0.1	10.397	B
A-BCD	5	417	0.013	5	0.0	8.754	A
A-B	12			12			
A-C	450			450			
D-AB	18	516	0.035	18	0.0	7.239	A
D-BC	22	383	0.057	22	0.1	9.962	A
C-ABD	14	535	0.025	14	0.0	6.903	A
C-D	14			14			
C-A	417			417			

2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	48	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	469	100.000
B		✓	18	100.000
C		✓	752	100.000
D		✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	4	462	3
	B	3	0	15	0
	C	713	27	0	12
	D	11	3	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	26	12	0
	B	0	0	51	0
	C	6	25	0	0
	D	10	0	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.04	9.83	0.0	A
B-AD	0.01	12.81	0.0	B
A-BCD	0.01	6.65	0.0	A
A-B				
A-C				
D-AB	0.03	8.70	0.0	A
D-BC	0.04	16.31	0.0	C
C-ABD	0.06	7.61	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	412	0.027	11	0.0	8.977	A
B-AD	2	364	0.006	2	0.0	9.941	A
A-BCD	2	620	0.004	2	0.0	5.830	A
A-B	3			3			
A-C	348			348			
D-AB	9	498	0.019	9	0.0	7.374	A
D-BC	7	306	0.023	7	0.0	12.036	B
C-ABD	20	542	0.038	20	0.0	6.903	A
C-D	9			9			
C-A	537			537			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	13	400	0.034	13	0.0	9.318	A
B-AD	3	331	0.008	3	0.0	10.972	B
A-BCD	3	588	0.005	3	0.0	6.148	A
A-B	4			4			
A-C	415			415			
D-AB	11	469	0.024	11	0.0	7.868	A
D-BC	9	275	0.031	8	0.0	13.525	B
C-ABD	24	525	0.046	24	0.0	7.183	A
C-D	11			11			
C-A	641			641			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	383	0.043	16	0.0	9.829	A
B-AD	3	284	0.012	3	0.0	12.805	B
A-BCD	3	545	0.006	3	0.0	6.648	A
A-B	4			4			
A-C	509			509			
D-AB	14	428	0.032	14	0.0	8.695	A
D-BC	10	231	0.045	10	0.0	16.295	C
C-ABD	30	503	0.059	30	0.1	7.606	A
C-D	13			13			
C-A	785			785			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	17	383	0.043	17	0.0	9.831	A
B-AD	3	284	0.012	3	0.0	12.807	B
A-BCD	3	545	0.006	3	0.0	6.648	A
A-B	4			4			
A-C	509			509			
D-AB	14	428	0.032	14	0.0	8.695	A
D-BC	10	231	0.045	10	0.0	16.308	C
C-ABD	30	503	0.059	30	0.1	7.606	A
C-D	13			13			
C-A	785			785			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	13	400	0.034	14	0.0	9.322	A
B-AD	3	331	0.008	3	0.0	10.975	B
A-BCD	3	588	0.005	3	0.0	6.151	A
A-B	4			4			
A-C	415			415			
D-AB	11	469	0.024	11	0.0	7.871	A
D-BC	9	275	0.031	9	0.0	13.540	B
C-ABD	24	525	0.046	24	0.0	7.188	A
C-D	11			11			
C-A	641			641			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	11	412	0.027	11	0.0	8.982	A
B-AD	2	364	0.006	2	0.0	9.945	A
A-BCD	2	620	0.004	2	0.0	5.833	A
A-B	3			3			
A-C	348			348			
D-AB	9	497	0.019	9	0.0	7.379	A
D-BC	7	306	0.023	7	0.0	12.053	B
C-ABD	20	542	0.038	20	0.0	6.907	A
C-D	9			9			
C-A	537			537			

2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	35	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	692	100.000
B		✓	85	100.000
C		✓	692	100.000
D		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	668	7
	B	30	0	49	6
	C	654	19	0	19
	D	22	6	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	58
	B	4	0	0	0
	C	6	23	0	0
	D	10	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.12	8.71	0.1	A
B-AD	0.14	16.59	0.2	C
A-BCD	0.02	10.29	0.0	B
A-B				
A-C				
D-AB	0.07	9.16	0.1	A
D-BC	0.13	16.02	0.1	C
C-ABD	0.04	8.10	0.0	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	547	0.072	39	0.1	7.084	A
B-AD	25	346	0.071	24	0.1	11.174	B
A-BCD	5	401	0.013	5	0.0	9.095	A
A-B	13			13			
A-C	503			503			
D-AB	19	497	0.038	19	0.0	7.529	A
D-BC	23	357	0.065	23	0.1	10.757	B
C-ABD	14	519	0.028	14	0.0	7.128	A
C-D	14			14			
C-A	492			492			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	47	516	0.091	47	0.1	7.669	A
B-AD	29	307	0.096	29	0.1	12.952	B
A-BCD	6	383	0.016	6	0.0	9.560	A
A-B	15			15			
A-C	601			601			
D-AB	23	466	0.049	23	0.1	8.112	A
D-BC	28	316	0.088	28	0.1	12.484	B
C-ABD	17	497	0.034	17	0.0	7.507	A
C-D	17			17			
C-A	588			588			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	58	471	0.122	58	0.1	8.707	A
B-AD	36	253	0.142	36	0.2	16.552	C
A-BCD	8	358	0.022	8	0.0	10.285	B
A-B	19			19			
A-C	735			735			
D-AB	28	421	0.066	28	0.1	9.149	A
D-BC	34	259	0.130	34	0.1	15.985	C
C-ABD	21	465	0.045	21	0.0	8.098	A
C-D	21			21			
C-A	720			720			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	58	471	0.123	58	0.1	8.714	A
B-AD	36	253	0.142	36	0.2	16.589	C
A-BCD	8	358	0.022	8	0.0	10.285	B
A-B	19			19			
A-C	735			735			
D-AB	28	421	0.066	28	0.1	9.156	A
D-BC	34	258	0.131	34	0.1	16.019	C
C-ABD	21	465	0.045	21	0.0	8.100	A
C-D	21			21			
C-A	720			720			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	47	516	0.091	47	0.1	7.684	A
B-AD	29	307	0.096	30	0.1	12.983	B
A-BCD	6	383	0.016	6	0.0	9.562	A
A-B	15			15			
A-C	601			601			
D-AB	23	466	0.049	23	0.1	8.119	A
D-BC	28	316	0.088	28	0.1	12.518	B
C-ABD	17	497	0.034	17	0.0	7.509	A
C-D	17			17			
C-A	588			588			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	39	546	0.072	39	0.1	7.102	A
B-AD	25	346	0.071	25	0.1	11.205	B
A-BCD	5	401	0.013	5	0.0	9.098	A
A-B	13			13			
A-C	503			503			
D-AB	19	497	0.038	19	0.0	7.535	A
D-BC	23	357	0.065	23	0.1	10.789	B
C-ABD	14	519	0.028	14	0.0	7.132	A
C-D	14			14			
C-A	492			492			

2027 + op traffic scenario 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.12	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	42	Stream D-BC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 + op traffic scenario 2	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	469	100.000
B		✓	37	100.000
C		✓	767	100.000
D		✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	4	462	3
	B	4	0	33	0
	C	716	39	0	12
	D	11	3	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	26	12	0
	B	27	0	71	0
	C	6	43	0	0
	D	10	0	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.11	11.97	0.1	B
B-AD	0.02	16.93	0.0	C
A-BCD	0.01	6.77	0.0	A
A-B				
A-C				
D-AB	0.03	8.75	0.0	A
D-BC	0.05	17.22	0.0	C
C-ABD	0.10	9.07	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	363	0.068	25	0.1	10.613	B
B-AD	3	282	0.011	3	0.0	12.882	B
A-BCD	2	613	0.004	2	0.0	5.896	A
A-B	3			3			
A-C	348			348			
D-AB	9	496	0.019	9	0.0	7.396	A
D-BC	7	298	0.024	7	0.0	12.361	B
C-ABD	29	473	0.062	29	0.1	8.100	A
C-D	9			9			
C-A	539			539			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	352	0.084	30	0.1	11.147	B
B-AD	4	255	0.014	4	0.0	14.322	B
A-BCD	3	580	0.005	3	0.0	6.236	A
A-B	4			4			
A-C	415			415			
D-AB	11	467	0.024	11	0.0	7.901	A
D-BC	9	265	0.032	8	0.0	14.025	B
C-ABD	35	459	0.076	35	0.1	8.485	A
C-D	11			11			
C-A	644			644			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	36	337	0.108	36	0.1	11.965	B
B-AD	4	217	0.020	4	0.0	16.926	C
A-BCD	3	535	0.006	3	0.0	6.774	A
A-B	4			4			
A-C	509			509			
D-AB	14	425	0.033	14	0.0	8.752	A
D-BC	10	220	0.047	10	0.0	17.200	C
C-ABD	43	440	0.098	43	0.1	9.070	A
C-D	13			13			
C-A	788			788			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	36	337	0.108	36	0.1	11.969	B
B-AD	4	217	0.020	4	0.0	16.934	C
A-BCD	3	535	0.006	3	0.0	6.775	A
A-B	4			4			
A-C	509			509			
D-AB	14	425	0.033	14	0.0	8.753	A
D-BC	10	219	0.047	10	0.0	17.219	C
C-ABD	43	440	0.098	43	0.1	9.074	A
C-D	13			13			
C-A	788			788			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	30	352	0.084	30	0.1	11.162	B
B-AD	4	255	0.014	4	0.0	14.333	B
A-BCD	3	580	0.005	3	0.0	6.237	A
A-B	4			4			
A-C	415			415			
D-AB	11	467	0.024	11	0.0	7.904	A
D-BC	9	265	0.032	9	0.0	14.047	B
C-ABD	35	459	0.076	35	0.1	8.492	A
C-D	11			11			
C-A	644			644			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	363	0.068	25	0.1	10.635	B
B-AD	3	282	0.011	3	0.0	12.896	B
A-BCD	2	613	0.004	2	0.0	5.900	A
A-B	3			3			
A-C	348			348			
D-AB	9	496	0.019	9	0.0	7.398	A
D-BC	7	298	0.024	7	0.0	12.384	B
C-ABD	29	473	0.062	29	0.1	8.111	A
C-D	9			9			
C-A	539			539			

2027 + op traffic scenario 2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	Stream B-AD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 + op traffic scenario 2	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	695	100.000
B		✓	90	100.000
C		✓	692	100.000
D		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	17	671	7
	B	30	0	54	6
	C	654	19	0	19
	D	22	6	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	3	58
	B	4	0	9	0
	C	6	39	0	0
	D	10	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-CD	0.14	9.58	0.2	A
B-AD	0.15	17.04	0.2	C
A-BCD	0.02	10.31	0.0	B
A-B				
A-C				
D-AB	0.07	9.17	0.1	A
D-BC	0.13	16.28	0.2	C
C-ABD	0.05	9.22	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	43	509	0.085	43	0.1	7.720	A
B-AD	25	340	0.073	24	0.1	11.389	B
A-BCD	5	400	0.013	5	0.0	9.107	A
A-B	13			13			
A-C	505			505			
D-AB	19	497	0.038	19	0.0	7.533	A
D-BC	23	355	0.065	23	0.1	10.835	B
C-ABD	14	459	0.031	14	0.0	8.093	A
C-D	14			14			
C-A	492			492			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	51	481	0.107	51	0.1	8.383	A
B-AD	29	301	0.098	29	0.1	13.232	B
A-BCD	6	382	0.016	6	0.0	9.577	A
A-B	15			15			
A-C	603			603			
D-AB	23	466	0.049	23	0.1	8.119	A
D-BC	28	313	0.088	28	0.1	12.611	B
C-ABD	17	439	0.039	17	0.0	8.535	A
C-D	17			17			
C-A	588			588			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	63	439	0.144	63	0.2	9.569	A
B-AD	36	247	0.145	36	0.2	16.997	C
A-BCD	8	357	0.022	8	0.0	10.309	B
A-B	19			19			
A-C	739			739			
D-AB	28	421	0.066	28	0.1	9.166	A
D-BC	34	255	0.132	34	0.1	16.241	C
C-ABD	21	411	0.051	21	0.1	9.223	A
C-D	21			21			
C-A	720			720			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	63	439	0.144	63	0.2	9.583	A
B-AD	36	247	0.145	36	0.2	17.037	C
A-BCD	8	357	0.022	8	0.0	10.309	B
A-B	19			19			
A-C	739			739			
D-AB	28	420	0.066	28	0.1	9.173	A
D-BC	34	255	0.132	34	0.2	16.279	C
C-ABD	21	411	0.051	21	0.1	9.225	A
C-D	21			21			
C-A	720			720			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	51	480	0.107	52	0.1	8.399	A
B-AD	29	301	0.098	30	0.1	13.269	B
A-BCD	6	382	0.016	6	0.0	9.579	A
A-B	15			15			
A-C	603			603			
D-AB	23	466	0.049	23	0.1	8.125	A
D-BC	28	313	0.088	28	0.1	12.644	B
C-ABD	17	439	0.039	17	0.0	8.539	A
C-D	17			17			
C-A	588			588			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	43	509	0.085	43	0.1	7.734	A
B-AD	25	340	0.073	25	0.1	11.420	B
A-BCD	5	400	0.013	5	0.0	9.111	A
A-B	13			13			
A-C	505			505			
D-AB	19	496	0.038	19	0.0	7.543	A
D-BC	23	355	0.065	23	0.1	10.869	B
C-ABD	14	459	0.031	14	0.0	8.100	A
C-D	14			14			
C-A	492			492			



Annex C

Accident Data

Full Details Report Summary -

Accidents Found Date Range: 09/01/2017 - 28/10/2021

Grid Coordinate Range: 547103,307777-560988,318836

Accident Severity

	2017	2018	2019	2020	2021	Total
Fatal	1	1	1	0	0	3
Serious	2	3	5	2	5	17
Slight	14	20	19	10	10	73
Total	17	24	25	12	15	93

Casualty Severity

	2017	2018	2019	2020	2021	Total
Fatal	1	1	1	0	0	3
Serious	2	5	6	2	5	20
Slight	21	26	34	16	16	113
Total	24	32	41	18	21	136

Casualty KSI

	2017	2018	2019	2020	2021	Total
Adult KSI	3	6	6	2	5	22
Child KSI	0	0	1	0	0	1
Slight	21	26	34	16	16	113
Total	24	32	41	18	21	136



1.3 Accident Reference:1000137 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH ELM HIGH ROAD (A47) Accident 1 of 93

1.7 Date & 1.9 Time.....Thursday 29/10/2020 14:39	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547133/307777	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A1101	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47	1.24 Special conditions..None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V002 WAS TRAVELLING ALONG A47 APPROACHING ELM HALL. V001 HAS HIT THE BACK OF V002. DRIVER OF V001 BLEW 116 UGS AT THE ROADSIDE AND WAS ARRESTED. SLIGHT INJURY TO F/S PASSENGER OF V002.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....38
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Positive
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....38
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....20	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1010753 Slight A47 Accident 2 of 93

1.7 Date & 1.9 Time.....Saturday 05/12/2020 13:27
1.11 Grid co-ordinates.....547480/307972
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V2 CAME TO A STANDSTILL IN A LINE OF TRAFFIC, V1 TRAVELLING IN THE SAME DIRECTION HAS COLLIDED WITH REAR OF STATIONARY V2.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...North west South east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....27
2.24 Hit and Run.....No
2.23 Breath test.....Positive
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...North west South east
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....22
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....22
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:1017360 Slight A47 Accident 3 of 93

1.7 Date & 1.9 Time.....Thursday 21/01/2021 12:25
1.11 Grid co-ordinates.....547339/307901
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 HAS STOPPED FOR STATIONARY TRAFFIC QUEUING FOR THE ROUNDABOUT. V1 TRAVELLING BEHIND HAS FAILED TO SLOW SUFFICIENTLY & COLLIDED WITH THE REAR OF V2. DRIVER OF V2 HAS GOT OUT & APPROACHED V1. DRIVER OF V1 HAS STATED WILL GO TO SUPERMARKET CAR PARK BUT DRIVER OF V2 SAID "NO". V1 THEN LEAVES THE SCENE. NO DETAILS EXCHANGED.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North east South west
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....44
2.24 Hit and Run.....Non-stop vehicle, not hit
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Other

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North east South west
2.7 Manoeuvres.....Waiting to go ahead but held up
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....32
2.24 Hit and Run.....No
2.23 Breath test.....Not provided
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....32
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:1021581 Slight LYNN ROAD NEAR JUNCTION WITH A47 Accident 4 of 93

1.7 Date & 1.9 Time.....Wednesday 27/01/2021 08:42 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....550576/313420 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V2 HAS PULLED OUT IN FRONT OF V1 WHO HAS TRIED TO SWERVE TO AVOID V2 BUT HAS COLLIDED.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West East 2.22 Driver age.....78
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Cleared junction or parked at junc 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....North east South west 2.22 Driver age.....58
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....8 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:1043701 Slight A47 Accident 5 of 93

1.7 Date & 1.9 Time.....Monday 22/03/2021 10:25
1.11 Grid co-ordinates.....547607/308036
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V001 has gone to turn right into a turning which was not present at the last minute. V002 has attempted to stop but was unable to do so causing the collision. The driver of V001 appears elderly.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...North east South west
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....88
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Goods > 7.5t
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...North east South west
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....Articulated veh.
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....67
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....88
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Friday 04/06/2021 06:39	1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....551306/314108	1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V001 has been driving along the A47 from the SHOREBOAT ROUNDABOUT towards WISBECH. Just after the TERRINGTON ST JOHN slip road, V001 has hit the nearside curb, going up and onto the grass verge and the driver has fallen off. Driver had stated he had fallen asleep upon driving, believed this to be the main contributing factor to the RTC.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle 50 - 125cc	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North east South west	2.22 Driver age.....24
2.7 Manoeuvres.....Going ahead left hand bend	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....24	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1065156 Serious PULLOVER ROAD (A47) - 61 METRES FROM JUNCTION WITH Accident 7 of 93

A47

1.7 Date & 1.9 Time.....Wednesday 19/05/2021 16:15 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....560675/318628 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions...None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...4
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

All vehicles travelling towards roundabout on dual carriageway. V004 has braked for slowing traffic ahead, V003 immediately behind has braked in time making no contact with V004. V003 then has been struck from behind at speed by V001 causing V003 to be shunted into rear of V004. V002 has also not seen the accident ahead of them, failed to stop in time colliding into the rear of V001.

4 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....31
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....25
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....3 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....24
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....4 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South west North 2.22 Driver age.....33
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not requested
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown



1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....25	3.13 School pupil.....Other (3.19 School)
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1066047 Slight PULLOVER ROAD

Accident 8 of 93

1.7 Date & 1.9 Time.....Friday 02/07/2021 11:30	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560678/318685	1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V001 HAS BEEN STATIONARY AWAITING TO TO ONTO ROUNDABOUT WHEN V002 HAS STRUCK V001 FROM BEHIND.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....56
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....61
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....61	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1067170 Slight A47 NEAR JUNCTION WITH BROAD END ROAD Accident 9 of 93

1.7 Date & 1.9 Time.....Saturday 17/07/2021 16:30 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....548532/309245 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 PULLED OUT OF JUNCTION INTO PATHWAY OF ONCOMING V2 AND V1 COLLIDING WITH V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...South east North 2.22 Driver age.....25
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North South 2.22 Driver age.....56
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Worn but not independently
3.8 Age.....25 3.13 Is a school pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Worn but not independently
3.8 Age.....54 3.13 Is a school pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:1068007 Slight ELM HIGH ROAD (A47) AT JUNCTION WITH WISBECH BYPASS Accident 10 of 93
 (A47)
 1.7 Date & 1.9 Time.....Friday 16/07/2021 15:15 1.15 Speed limit.....40 Mph
 1.11 Grid co-ordinates.....547116/307797 1.14 Road type.....Roundabout
 1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
 1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A47 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Unknown=0

Did a police officer attend?
 No - reported over the counter

Accident Description

Collision occurred on boundary of Norfolk and Cambridgeshire. Control room have advised injured party to attend Peterborough...Cambs. It would be very unfair to send in injured rider back to Kings Lynn for a mistake by operator.
 Rider of motorcycle negotiating A47 roundabout. Rider slowly negotiating traffic, hit to rear by following vehicle. Rider thrown from motorcycle and sustained injury. Attended minor injuries with pain to lower back. Motorcycle damaged...possible write off.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to....North west West 2.22 Driver age.....65
 2.7 Manoeuvres.....Turning right
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Not applicable
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Back
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....M/cycle 50 - 125cc 2.14 Hit object off c'way.None
 2.10 Junction location...Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to....North west West 2.22 Driver age.....18
 2.7 Manoeuvres.....Stopping
 2.11 Skidding.....Overturned
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Not applicable
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
 3.8 Age.....18 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:1081114 Slight ELM HIGH ROAD (A1101) AT JUNCTION WITH ELM HIGH ROAD (A47) Accident 11 of 93

1.7 Date & 1.9 Time.....Monday 09/08/2021 20:30	1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547142/307800	1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A1101	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/unknown	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 HAS STOPPED AT ROUNDABOUT & LOOKED RIGHT & SEEN THAT ITS CLEAR. V1 HAS COME FROM THE RIGHT AT SPEED, HIT V2 & MADE OFF.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North west South east	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North east South	2.22 Driver age.....18
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....18	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Friday 06/08/2021 17:55
1.11 Grid co-ordinates.....552656/314761
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....70 Mph
1.14 Road type.....Dual c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.3
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 BROKE DOWN & WAS COASTING TO THE SIDE OF THE ROAD. V1 DID NOT SEE IT SLOWING DOWN & DROVE INTO THE REAR OF V2 AT SPEED, MOVING IT OVER 100 FT DOWN THE ROAD. V1 HAS THEN FLIPPED ON THE DUAL CARRIAGEWAY.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...East West
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....Overturned
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..Parked vehicle unlit
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....26
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...East West
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....61
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

3 Casualties

3.5 Cas ref no.....1
3.6 Casualty class.....Passenger
3.7 Gender.....Male
3.8 Age.....27
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....Front
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other (3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

3.5 Cas ref no.....2
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....61
3.9 Severity.....Serious
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other (3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

3.5 Cas ref no.....3
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....26
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other (3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Friday 13/08/2021 13:01 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547427/307946 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

Vehicle 1 (V001) has been travelling East on A47. Vehicle 2 (V002) has been travelling West. V002 has a trailer. As V002 has approached V001 the trailer has become detached from V002 and collided with the driver's side of V001.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West North east 2.22 Driver age.....32
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....75
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....Single Trailer 2.23 Breath test.....Not provided
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....32 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:1095893 Slight A47 Accident 14 of 93

1.7 Date & 1.9 Time.....Friday 13/08/2021 14:09 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....560988/318543 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit 1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.4
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

Vehicle 001 had been travelling in lane 1, has had to do an emergency stop, couldn't stop in time and has swerved over into lane 2 which has hit into vehicle 002. Vehicle 003 has been driving in lane 1, has had to brake suddenly and has been hit in the rear also by vehicle 001.

3 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South east North west 2.22 Driver age.....19
2.7 Manoeuvres.....Stopping 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Pupil riding to/from school
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

2.4 Veh ref no.....2 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South east North west 2.22 Driver age.....35
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

2.4 Veh ref no.....3 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North west 2.22 Driver age.....65
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign



4 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....19	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....35	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....4	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....4	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....19	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1096351 Slight A47 Accident 15 of 93

1.7 Date & 1.9 Time.....Saturday 14/08/2021 13:26
1.11 Grid co-ordinates.....560842/318683
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....70 Mph
1.14 Road type.....Roundabout
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...1
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

The motorcyclist has come around the roundabout onto lane 2 of the A47 heading towards Hardwick, coming round too fast and hit the kerb causing him to flip the bike.

1 Vehicle

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....M/cycle > 500cc
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...North west South east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....Overturned
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....52
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....52
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Not applicable
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:1098430 Serious A47 NEAR JUNCTION WITH CLENCHWARTON ROAD Accident 16 of 93

1.7 Date & 1.9 Time.....Friday 24/09/2021 12:01	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560798/318778	1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

HGV has come onto roundabout A47 towards Kings Lynn. He has moved over lanes, checked mirrors and seen his rear trailer wheels lift. He has corrected this and (unit and trailer) have flipped over. This is due to insecure load of 26 tonnes.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods > 7.5t	2.14 Hit object off c'way.None
2.10 Junction location..Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North west South east	2.22 Driver age.....27
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Overturned	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....Articulated veh.	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....27	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1105666 Slight A47 PULLOVER ROUNDABOUT Accident 17 of 93

1.7 Date & 1.9 Time.....Thursday 28/10/2021 20:15 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....560762/318664 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 WAS DRIVING ALONG IN LANE 2 STOPPING FOR ONCOMING TRAFFIC AT THE ROUNDABOUT. V1 WAS DRIVING CLOSELY BEHIND V2, BUT DID NOT SLOW DOWN QUICK ENOUGH, RESULTING IN V1 HITTING INTO THE REAR OF V2. THE FORCE CAUSED V2 TO BE PUSHED ONTO THE ROUNDABOUT.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North west 2.22 Driver age.....18
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South east North west 2.22 Driver age.....42
2.7 Manoeuvres.....Stopping 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....42 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:148107 Slight CLENCHWARTON ROAD C80 PULLOVER ROUNDABOUT A47 Accident 18 of 93

1.7 Date & 1.9 Time.....Monday 09/01/2017 08:00 1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....560814/318794 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..C80 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions...None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

VEHICLE 1 WAS WAITING TO TAKE THE FIRST EXIT OF THE PULLOVER ROUNDABOUT ONTO THE A47. VEHICLE 2 WAS TRAVELLING BEHIND AND ANTICIPATED THAT VEHICLE 1 HAD ENOUGH TIME TO PULL OUT SO MOVED FORWARDS AND HIT THE BUMPER OF VEHICLE 1 WHEN THEY DID NOT MOVE. DRIVER ERROR; VEHICLE 2 AT FAULT

VEHICLE 1 DRIVER, THEN ADMITTED TO DRIVING WITHOUT A LICENCE AND VEHICLE 1 WAS SEIZED SEC 165 RTA

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west South east 2.22 Driver age.....61
2.7 Manoeuvres.....Starting
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west South east 2.22 Driver age.....54
2.7 Manoeuvres.....Starting
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Not applicable
3.8 Age.....31 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:152360 Slight ELM HILL ROUNDABOUT A47 Accident 19 of 93

1.7 Date & 1.9 Time.....Tuesday 17/01/2017 17:09 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547164/307822 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine Wind 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 WAS DRIVING FROM ELM HIGH ROAD AND PLANNED TO GO STRAIGHT OVER ELM HALL ROUNDABOUT IN THE DIRECTION OF DOWNHAM MARKET. V2 HAS JOINED THE ROUNDABOUT FROM THE A47 WISBECH SIDE. V1 HAS MISJUDGED V2 AND HAS PULLED ONTO THE ROUNDABOUT INTO THE F/N/S OF V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....North South 2.22 Driver age.....70
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West East 2.22 Driver age.....53
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....53 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:164062 Slight TERRINGTON ST JOHN A47 Accident 20 of 93

1.7 Date & 1.9 Time.....Monday 20/02/2017 16:22 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....553710/314930 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

Location is a dual carriageway with a 70mph limit located west of King's Lynn town. (A47). V002 has been heading west in lane 1 travelling at approximately 30mph. V002 has been heading in the same direction at approximately 50-60mph in lane 1. It appears V001 has only attempted to overtake V002 at the last moment during which V001 N/S passenger mirror has hit the rider of vehicle causing him to fall off. V001 stopped a short distance away. V002 rider has sustained only slight wounds but damage to his vehicle.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....32
2.7 Manoeuvres.....O/T moving vehicle on its O/S
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle <= 50cc 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....16
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....Overtuned
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Taking pupil to/from school

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....16 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:164604 Slight PULLOVER ROUNDABOUT A47 RIVER OUSE BRIDGE Accident 21 of 93

1.7 Date & 1.9 Time.....Saturday 18/02/2017 20:35 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....560772/318662 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit 1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

DRIVER OF V1 TRAVELLING FROM PULLOVER ROUNDABOUT TOWARDS HARDWICK ROUNDABOUT, KING'S LYNN. V1 TRAVELLING ON INSIDE LANE OF DUAL CARRIDGEWAY, AS DRIVER OF V1 ACCELERATED, VEHICLE LOST CONTROL SPINNING INTO THE GRASS VERGE AREA ON THE REAR SIDE OF CARRIDGEWAY. NO OTHER VEHICLES INVOLVED, SLIGHT INJURY TO DRIVER - CUT ON NOSE MINOR BLEEDING.

1 Vehicle

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way..None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West East 2.22 Driver age.....23
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
3.8 Age.....23 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Thursday 30/03/2017 21:20 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....559599/317805 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions...None
1.22 Weather.....Unknown 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit 1.5 Number of vehicles...4
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V001 has gone into the rear of 3 vehicles whilst they were waiting at temporary road works. No initial point of impact on the road surface - damage to V002 would indicate this was a relatively high speed collision with little or no attempt at braking. Driver of V001 has run from the scene, dog unit and helicopter called, suspect became a high risk missing person.

4 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....East West 2.22 Driver age.....24
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....East West 2.22 Driver age.....40
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

2.4 Veh ref no.....3 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....East West 2.22 Driver age.....40
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

2.4 Veh ref no.....4 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....East West 2.22 Driver age.....36
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign



3 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....40	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....40	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....3	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....36	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....4	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:177209 Serious WALTON HIGHWAY A47 Accident 23 of 93

1.7 Date & 1.9 Time.....Tuesday 11/04/2017 07:04 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....553162/314851 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 HAS BEEN HEADING EAST. FOR UNKNOWN REASON V1 HAS GONE FROM LANE 1, ACROSS LANE 2 AND THAN STRAIGHT INTO THE CENTRAL BARRIER (WIRED TYPE) CASUING DAMAGE TO BARRIER AND V1.

1 Vehicle

2.4 Veh ref no.....1 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way..None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location..On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...South west North east 2.22 Driver age.....41
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not provided
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....41 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:177341 Slight WALTON HIGHWAY A47 Accident 24 of 93

1.7 Date & 1.9 Time.....Tuesday 11/04/2017 08:44 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....549240/311999 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

Vehicle 1 has not stopped in time and hit into vehicle 2 in a line of slow moving traffic.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....East West 2.22 Driver age.....24
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....East West 2.22 Driver age.....70
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not requested
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Not applicable
3.8 Age.....60 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Friday 05/05/2017 10:20
1.11 Grid co-ordinates.....547395/307910
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...4
1.6 Number of casualties.3
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

Veh001 was being driven on a single carriageway, slowed to a stop whilst vehicle ahead was indicating to turn right into a layby on their offside. Veh002 also slowed as did Veh003. Veh004 failed to slow in time colliding with the rear of Veh003 pushing that into rear of Veh002 which in turn was pushed into rear of Veh001.

4 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....West East
2.7 Manoeuvres.....Waiting to go ahead but held up
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....84
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....West East
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....40
2.24 Hit and Run.....No
2.23 Breath test.....Not provided
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....3
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....West East
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....25
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....4
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....West East
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....32
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Unknown



3 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....40	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....25	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....3	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....32	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....4	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:193360 Slight CLENCHWARTON ROAD C80 AT JN WITH PULLOVER ROAD A47 Accident 26 of 93

1.7 Date & 1.9 Time.....Wednesday 31/05/2017 08:10 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560808/318784 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..C80 1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical)....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V002 IN FRONT OF V001 AT ROUNDABOUT. V002 WAITING TO GO AHEAD BUT HELD UP. V002 STARTED MOVING FORWARD AND V001 HAS FOLLOWED. V002 HAS STOPPED SUDDENLY AND V001 HAS HAD SLOW SPEED COLLISION WITH THE BACK OF V002

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....72
2.7 Manoeuvres.....Starting 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....North east South west 2.22 Driver age.....44
2.7 Manoeuvres.....Starting 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Not applicable
3.8 Age.....44 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:204718 Slight TERRINGTON ST JOHN A47 Accident 27 of 93

1.7 Date & 1.9 Time.....Thursday 15/06/2017 22:06 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....551121/313880 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V001 HAS BEEN DRIVEN INTO A BRIDGE / ARMCO AS D001 HAD TRIED TO TAKE THIER OWN LIFE.
THIS HAS CAUSED V001 TO OVERTURN AND LEAVE THE CARRIAGEWAY.
D001 HAS THEN LEFT THE VEHICLE AND STEPPED IN FRONT OF ONCOMING TRAFFIC IN A FURTHER ATTEMPT ON THEIR LIFE. THIS HAS RESULTED IN D001 BEING STRUCK BY V002
DRIVER OF V002 HAS TAKEN D001 TO HOSPITAL FOR MEDICAL TREATMENT.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.Nearside/offside crash
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West East 2.22 Driver age.....31
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....Overturned
2.13 Left c'way.....Left c'way near-side 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West East 2.22 Driver age.....35
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....31 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:211908 Slight PULLOVER ROAD A47 AT JN WITH MAIN ROAD Accident 28 of 93

1.7 Date & 1.9 Time.....Saturday 29/07/2017 07:30 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....557328/317096 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions...None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

My initial opinion is V1 has either misjudged its speed into the roundabout or been unaware of the road layout and entered the roundabout at speed causing it to go over the roundabout at into the bushes opposite. The vehicle may have not been able to brake as effectively due to damp road conditions.
Damage caused to kerb and trees on far side of roundabout.

1 Vehicle

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Entering roundabout
2.9 Restricted location.On main carriageway
2.8 Movement from/to...West East
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....Yes
2.13 Left c'way.....Left c'way straight ahead at junction
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.Entered ditch
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....35
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1
3.6 Casualty class.....Passenger
3.7 Gender.....Male
3.8 Age.....29
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....Rear
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other (3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No
3.5 Cas ref no.....2
3.6 Casualty class.....Passenger
3.7 Gender.....Male
3.8 Age.....31
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....Front
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other (3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:213740 Slight CLENCHWARTON ROAD C80 AT JN WITH PULLOVER ROAD A47 Accident 29 of 93

1.7 Date & 1.9 Time.....Thursday 03/08/2017 07:55 1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....560707/318796 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..C80 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V2 at junction of roundabout waiting to join roundabout. V1 believed V2 about to pull away and so begins to do the same resulting in V2 being impacted on rear bumper.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....48
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....46
2.7 Manoeuvres.....Waiting to go ahead but held up
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....46 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Saturday 23/09/2017 11:17	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....548523/309220	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical)....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V2 TRAVELLING ON A47 TOWARDS WISBECH APPROACHING JUNCTION WITH BROADEND ROAD EAST. V2 OVERTAKES TRAFFIC. V1 ENTERS A47 FROM BROADEND ROAD. V2 THEN OVERTAKES V1 AND COLLIDES WITH V3 TRAVELLING IN OPPOSITE DIRECTION.

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Entering main road	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east South west	2.22 Driver age.....62
2.7 Manoeuvres.....Turning left	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle > 500cc	2.14 Hit object off c'way.Other permanent object
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North east South west	2.22 Driver age.....32
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....Overturnd	2.24 Hit and Run.....No
2.13 Left c'way.....Left c'way near-side	2.23 Breath test.....Not requested
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....27
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....32	3.13 School pupil.....Other (3.19 School
	3.10 Pedestrian location..Not a pedestrian
3.9 Severity.....Fatal	3.11 Pedestrian movement..Not a pedestrian
3.4 Vehicle no.....2	3.19 Roadworker injured...No
3.12 Ped Direction.....Not a pedestrian	



1.3 Accident Reference:227237 Slight PULLOVER ROAD A47 AT JN WITH A17 Accident 31 of 93

1.7 Date & 1.9 Time.....Tuesday 12/09/2017 14:54 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560682/318667 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A17 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 has progressed forward at the give way on the roundabout and collided into the rear of V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South west North east 2.22 Driver age.....21
2.7 Manoeuvres.....Starting 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South west North east 2.22 Driver age.....52
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....47 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:233410 Serious PULLOVER ROAD A47 AT JN WITH SHORE BOAT ROUNDABOUT Accident 32 of 93

1.7 Date & 1.9 Time.....Sunday 17/09/2017 06:01 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....557416/317100 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Unknown 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

IT APPEARS V1 & V2 WERE TRAVELLING IN THE OPPOSITE DIRECTIONS. V1 APPARENTLY ENTERED THE ROUNDABOUT & WHEN IT EXITED THE ROUNDABOUT IT HAS DRIVEN INTO THE PATH OF V2, AS IT WAS APPROACHING THE ROUNDABOUT. V2 WAS WITHIN ITS OWN LANE. HEAVY FOG AT TIME OF RTC.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Leaving roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....27
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not requested
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods > 7.5t 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....61
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....Single Trailer 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

3 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
3.8 Age.....27 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
3.8 Age.....61 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....3 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
3.8 Age.....23 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:250030 Slight DMG TIMBER PULLOVER ROAD A47 Accident 33 of 93

1.7 Date & 1.9 Time.....Saturday 25/11/2017 00:29	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....559510/317750	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Ice

Did a police officer attend?
Yes

Accident Description

VEHICLES 1 AND 2 TRAVELLING ON CARRIAGEWAY IN SAME DIRECTION WHEN VEHICLE 2 HAS SLOWED DOWN FOR A VEHICLE IN FRONT MAKING A MANOEUVRE VEHICLE 1 HAS FILED TO SEE VEHICLE 2 BRAKING AND HAS COLLIDED WITH THE REAR OF VEHICLE 2.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....51
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....Single Trailer	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods > 7.5t	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....42
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....Single Trailer	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....51	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:251485 Slight PULLOVER ROAD A17 AT JN WITH A47 Accident 34 of 93

1.7 Date & 1.9 Time.....Tuesday 05/12/2017 09:21 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....560721/318788 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A17 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend? Yes

Accident Description

V002 STATIONARY AT ROUNDABOUT APPROACH. V001 IS STATIONARY BEHIND V002. V002 STARTS TO MOVE OFF, BUT THEN STOPS. V001 DOES NOT ANTICIPATE THIS AND COLLIDES WITH REAR OF V002.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West East 2.22 Driver age.....54
2.7 Manoeuvres.....Starting 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....West East 2.22 Driver age.....49
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....49 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:263676 Fatal A47 Accident 35 of 93

1.7 Date & 1.9 Time.....Sunday 28/01/2018 09:33 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....556496/316609 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend? Yes

Accident Description

V2 STATIONARY IN LANE 1 ON A47 DUAL CARRIAGEWAY (WISBECH BOUND), UNDER THE OVERBRIDGE OF WIGGENHALL ROAD. V1 HAS BEEN TRAVELLING ALONG A47 TOWARDS WISBECH AND COLLIDED WITH REAR OF V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods > 7.5t 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....49
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....Articulated veh. 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....Parked Parked 2.22 Driver age.....59
2.7 Manoeuvres.....Parked
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not requested
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not worn
3.8 Age.....59 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Fatal 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:266586 Slight A47 Accident 36 of 93

1.7 Date & 1.9 Time.....Sunday 21/01/2018 00:11 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....551091/313908 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Ice

Did a police officer attend?
Yes

Accident Description

V1 has been travelling along a dual carriageway road. V1 has gone to pass a vehicle in lane one and, due to accelerating in a small rear wheel car on icy roads, V1 has lost control and spun hitting the central barrier and then hitting the rear of V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.Entered ditch
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west East 2.22 Driver age.....61
2.7 Manoeuvres.....O/T moving vehicle on its O/S
2.11 Skidding.....Yes
2.13 Left c'way.....Left c'way near-side 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west East 2.22 Driver age.....26
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....61 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:266590 Slight A47 NEAR JN WITH C625 Accident 37 of 93

1.7 Date & 1.9 Time.....Sunday 21/01/2018 21:35	1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....557299/317073	1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V1 travelling along dual carriageway loses control and enters the nearside verge/ditch and overturns for unknown reasons.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Entered ditch
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....East West	2.22 Driver age.....23
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes & Overturned	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....23	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No
3.5 Cas ref no.....2	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....21	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:270201 Slight MAIN ROAD A47

Accident 38 of 93

1.7 Date & 1.9 Time.....Tuesday 23/01/2018 09:00	1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....557856/317166	1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

D001 HAS SUFFERED A DIABETIC INCIDENT WHEN OVERTAKING AN UNRELATED V002. THIS HAS CAUSED THE DRIVER TO LOSE CONSCIOUSNESS AND TO FAIL TO NEGOTIATE A ROUNDABOUT ON A DUAL CARRIAGEWAY SECTION OF A-CLASS ROAD.

V001 CONTINUES OVER TRAFFIC ISLAND BEFORE COMING TO REST ON FAR SIDE OF JUNCTION.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Road sign or signal
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....57
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way offside onto central	2.29 Journey purpose.....Other
2.6 Towed.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....57	3.13 School pupil.....Other
	(3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:286640 Slight PULLOVER ROAD A47 AT JN WITH A17 Accident 39 of 93

1.7 Date & 1.9 Time.....Friday 06/04/2018 15:30 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560371/318247 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A17 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V1 PULLED UP BEHIND V2 WHICH WAS IN A LINE OF QUEUING TRAFFIC AND COLLIDED WITH REAR CAUSING MINOR DAMAGE.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West East 2.22 Driver age.....-1
2.7 Manoeuvres.....Stopping
2.11 Skidding.....Yes
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....West East 2.22 Driver age.....29
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....29 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:286939 Slight ELM HIGH ROAD AT JN WITH A47 Accident 40 of 93

1.7 Date & 1.9 Time.....Friday 06/04/2018 11:10 1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....547121/307831 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..U 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V2 STATIONARY IN TRAFFIC, V1 FAILED TO BRAKE I TIME AND COLLIDED WITH V2 REAR.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Cleared junction or parked at junc 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North west 2.22 Driver age.....17
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Leaving roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North west 2.22 Driver age.....49
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....Yes 2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....Single Trailer

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....49 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:291175 Slight TILNEY ALL SAINTS A47 AT JN WITH MAIN ROAD Accident 41 of 93

1.7 Date & 1.9 Time.....Monday 23/04/2018 10:52 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....557329/317102 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 HAS FAILED TO CHECK HIS OFFSIDE & TURNED ONTO LANE 2 OF ROUNDABOUT & COLLIDED WITH V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods > 7.5t 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...East West 2.22 Driver age.....63
2.7 Manoeuvres.....Changing lane to right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....Single Trailer 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...East West 2.22 Driver age.....35
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

3 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
3.8 Age.....35 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
3.8 Age.....27 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....3 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
3.8 Age.....33 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Saturday 30/06/2018 08:45
1.11 Grid co-ordinates.....547112/307849
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..U
1.18/1.19 2nd road identity..A47
1.22 Weather.....Unknown
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....Central Refuge only
1.15 Speed limit.....40 Mph
1.14 Road type.....Roundabout
1.16 Junction detail.....Roundabout
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V2 STOPPED AT ROUNDABOUT JUNCTION, V1 HAS FAILED TO SLOW IN TIME AND COLLIDED WITH THE REAR OF V2. BOTH PATIES HAVE GOT OUT OF VEHICLES AND AGREED TO PULL OVER THE OTHER SIDE OF ROUNDABOUT TO EXCHANGE DETAILS. V1 HAS THEN LEFT THE SCENE WITHOUT PROVIDING DETAILS.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....-1
2.24 Hit and Run.....Non-stop vehicle, not hit
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....78
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....78
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other (3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:313055 Slight PULLOVER ROAD A47 Accident 43 of 93

1.7 Date & 1.9 Time.....Monday 16/07/2018 08:05 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560772/318662 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity...A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions...None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...4
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 LOST CONTROL AND HAS COLLIDED WITH V2 TRAVELLING IN OPPOSITE DIRECTION. V1 CONTINUES AND THEN COLLIDES WITH F/O/S OF V3 ALSO TRAVELLING IN THE OPPOSITE DIRECTION. V4 TRAVELLING BEHIND V3 COLLIDES WITH THE REAR OF V3. V1 THEN SPINS AND ENDS UP FACING THE OPPOSITE DIRECTION IN THE ORIGINAL LANE.

4 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....North South 2.22 Driver age.....36
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....Yes
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign 2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South North 2.22 Driver age.....26
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign 2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....3 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....30
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign 2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....4 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....17
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign 2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....17 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....4 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:315299 Slight PULLOVER ROAD A47 Accident 44 of 93

1.7 Date & 1.9 Time.....Friday 06/07/2018 16:03 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....559315/317632 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

APPARENTLY TRAFFIC FLOW SLOWED ON THE CARRIAGEWAY CAUSING VEHICLE 3 AND VEHICLE 2 TO SLOW AND STOP. VEHICLE 1 DID NOT SLOW IN TIME COLLIDING WITH THE REAR OF VEHICLE 2 PUSHING VEHICLE 2 INTO THE REAR OF VEHICLE 3 CAUSING DAMAGE AND MINOR INJURY TO DRIVER OF VEHICLE 3.

3 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to...North east South west 2.22 Driver age.....49
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North east South west 2.22 Driver age.....41
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....3 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North east South west 2.22 Driver age.....32
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
3.8 Age.....32 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....3 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:317733 Slight BROADEND LANE

Accident 45 of 93

1.7 Date & 1.9 Time.....Sunday 15/07/2018 19:05	1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....548435/309282	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

VEHICLE 1 HAS MISJUDGED THE BEND AND ENTERED INTO IT TOO QUICKLY RESULTING IN THE VEHICLE COLLIDING WITH THE CRASH BARRIER NO OTHER VEHICLE INVOLVED.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Nearside/offside crash
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South North west	2.22 Driver age.....34
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

3 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....34	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No
3.5 Cas ref no.....2	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....27	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No
3.5 Cas ref no.....3	3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....17	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Saturday 04/08/2018 11:10	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....559944/317987	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 and V2 were behind V3 which had a car in tow. There was a stationary vehicle on the nearside of the road. As a passenger has enlightened the stationary vehicle. V1 and V2 have swerved to pass. At the same time, V3 has come to a stop in traffic. V1 and V2 have been unable to react to this second hazard and have both collided with V3 in tow.

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle > 500cc	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South west North east	2.22 Driver age.....46
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes & Overturned	2.23 Breath test.....Not provided
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle > 500cc	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....52
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes & Overturned	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....63
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....Other tow	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....46	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....52	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:334248 Slight PULLOVER ROUNDABOUT A17 AT JN WITH CLENCHWARTON ROAD Accident 47 of 93

1.7 Date & 1.9 Time.....Wednesday 01/08/2018 10:18 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560606/318827 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A17 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 WAS WAITING AT A ROUNDABOUT BEHIND V2. DRIVER BELIEVED THAT V2 HAD MOVED OFF & THEN MOVED FORWARD, RESULTING IN A REAR END COLLISION WITH V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....44
2.7 Manoeuvres.....Starting 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North east South west 2.22 Driver age.....42
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
3.8 Age.....42 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Friday 19/10/2018 11:12	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560655/318751	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A17	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

All 3 vehicles travelling East to West. As the traffic has slowed to a stop V1 (at the back) has failed to react in time. V1 has collided with the rear of V2 pushing it off the road to the nearside where it has overturned. V1 has continued past V3 on its offside and collided lightly with the front driver side as V1 has returned to its own Sutton bound lane before stopping.

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Other:	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....70
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Entered ditch
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....57
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....East West	2.22 Driver age.....28
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....57	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:341704 Slight PULLOVER ROAD A47 NEAR JN WITH A17 Accident 49 of 93

1.7 Date & 1.9 Time.....Friday 12/10/2018 17:11 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560687/318638 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A17 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 HAS SWERVED INTO V1's LANE & STRUCK V1 IN THE REAR OFFSIDE . V2 APPEARED TO BE TRYING TO CUT LANES & HAS NOT LOOKED & UNDERTAKEN A HGV.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South west North east 2.22 Driver age.....34
2.7 Manoeuvres.....Starting
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west South east 2.22 Driver age.....21
2.7 Manoeuvres.....Changing lane to left
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
3.8 Age.....34 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:342278 Slight A47 AT JN WITH ST PAULS ROAD SOUTH Accident 50 of 93

1.7 Date & 1.9 Time.....Thursday 01/11/2018 06:54 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....549314/312101 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Rain 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend? No - reported over the counter

Accident Description

VEHICLE 2 IS ON A ROUNDABOUT WHEN VEHICLE 1 HAS APPROACHED FROM BEHIND AND COLLIDED WITH VEHICLE 2 CAUSING IT TO SKID AND FALL OVER AND RIDER OF VEHICLE 2 HAS FALLEN OFF AND SLID FOR SEVERAL FEET. DETAILS ONLY PARTLY EXCHANGED.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....40
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle 50 - 125cc 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....18
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....Yes 2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....18 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:345060

Slight

Accident 51 of 93

1.7 Date & 1.9 Time.....Wednesday 14/11/2018 12:10	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560745/318719	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A17	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Unknown	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V2 was at the roundabout when V1 collided into the rear of them. V2 got out, no details were exchanged. There are no details to V1.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Other:	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to....Unknown Unknown	2.22 Driver age.....16
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....Unknown Unknown	2.22 Driver age.....39
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....39	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:348405 Slight SHELL PETROL STATION WEST WALTON A47 Accident 52 of 93

1.7 Date & 1.9 Time.....Saturday 10/11/2018 08:23	1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....549273/312060	1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V1 (MOPED) WAS TRAVELLING ALONG THE CARRIAGEWAY. THE ROAD WAS WET AND V1 LOST CONTROL, HIT THE KERB AND D1 FELL OFF.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle <= 50cc	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North South	2.22 Driver age.....16
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....16	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:348908 Slight Accident 53 of 93

1.7 Date & 1.9 Time.....Thursday 01/11/2018 18:50
1.11 Grid co-ordinates.....558217/317193
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Dark/lights lit
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....70 Mph
1.14 Road type.....Dual c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND WAS OVERTAKEN BY V2 AT SPEED. THEN V2 BRAKED AND V1 COLLIDED WITH THE REAR OF V2. V2 DID NOT EXCHANGE DETAILS.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....0.00
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...North South
2.7 Manoeuvres.....Overtaking on nearside
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....-1
2.24 Hit and Run.....Non-stop vehicle, not hit
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....0.00
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...North South
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....28
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....28
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:348986 Slight Accident 54 of 93

1.7 Date & 1.9 Time.....Saturday 15/09/2018 17:42
1.11 Grid co-ordinates.....547172/307829
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...3
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND DRIFTED ONTO THE OTHER SIDE INTO THE PATH OF ONCOMING VEHICLES. V1 COLLIDED WITH V3 AND THEN COLLIDED WITH V2.

3 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...West East
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....27
2.24 Hit and Run.....No
2.23 Breath test.....Positive
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...East West
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Offside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....54
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

2.4 Veh ref no.....3
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...East West
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....61
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....61
3.9 Severity.....Slight
3.4 Vehicle no.....3
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:351595 Slight Accident 55 of 93

1.7 Date & 1.9 Time.....Tuesday 18/12/2018 21:40
1.11 Grid co-ordinates.....560687/318638
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Rain
1.21 Light conditions.....Dark/no lights
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....70 Mph
1.14 Road type.....Dual c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Wet

Did a police officer attend?
No - reported over the counter

Accident Description

V1 was traveling in heavy rain with standing water when they aquaplaned across the carriageway into the rear of V2. V2 FTS.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....0.00
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....East West
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....29
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Goods unknown weight
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....East West
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....Articulated veh.
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....61
2.24 Hit and Run.....Non-stop vehicle, not hit
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....29
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:352968 Slight PULLOVER ROUNDABOUT A47 AT JN WITH A17 Accident 56 of 93

1.7 Date & 1.9 Time.....Sunday 02/12/2018 16:31 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560687/318638 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A17 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 was stationary at a roundabout waiting to join. V2 began to move off but decided to stop and not proceed onto the roundabout. V1 was behind V2, saw it move off and began to move off as well. V1 collided with the rear of V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....41
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....23
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
3.8 Age.....21 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:353218 Slight PULLOVER ROAD A47 AT JN WITH A17 Accident 57 of 93

1.7 Date & 1.9 Time.....Sunday 30/12/2018 16:29 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560772/318662 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A17 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 and V2 were both negotiating the roundabout. V1 had indicated to turn right when there was a collision with V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle > 500cc 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North west 2.22 Driver age.....33
2.7 Manoeuvres.....Waiting to turn right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North east 2.22 Driver age.....32
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....33 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:810273 Serious LYNN ROAD (B198) - 39 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD Accident 58 of 93

1.7 Date & 1.9 Time.....Tuesday 23/10/2018 14:23	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....549184/312177	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..B198	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 was travelling along the carriageway and had to brake sharply due to an obstruction in the road. V1 moved to the offside directly into the path of oncoming V2 and they collided head on.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North west	2.22 Driver age.....57
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North west South east	2.22 Driver age.....75
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not provided
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

3 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....57	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....75	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....71	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:818814 Serious LYNN ROAD (A17) - 38 METRES FROM JUNCTION WITH A47 Accident 59 of 93

1.7 Date & 1.9 Time.....Saturday 23/02/2019 09:40 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560665/318739 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A17 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 has got too close to V2, catching the offside footpeg in the nearside rear wheel trim causing the rider to be thrown from the motorcycle.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North west 2.22 Driver age.....28
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Positive
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle > 500cc 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North west 2.22 Driver age.....63
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....63 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:825530 Slight A47 - 53 METRES FROM JUNCTION WITH A47 Accident 60 of 93

1.7 Date & 1.9 Time.....Wednesday 06/03/2019 15:45 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547220/307852 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine Wind 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 was attempting to overtake V2 on leaving the roundabout. During the manoeuvre the wind caught the side of V2 causing V1 to roll into a ditch.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....59
2.7 Manoeuvres.....O/T moving vehicle on its O/S
2.11 Skidding.....Overturned
2.13 Left c'way.....Left c'way near-side 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....54
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
3.8 Age.....59 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
3.8 Age.....38 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:828638 Slight A47 PULLOVER ROUNDABOUT Accident 61 of 93

1.7 Date & 1.9 Time.....Friday 29/03/2019 22:55	1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....560747/318661	1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A17	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 TRAVELLING TOWARDS ROUNDABOUT. V1 HAS NOT MADE ANY ATTEMPT TO BRAKE OR STOP AND HAS DRIVEN INTO THE ROUNDABOUT SIGNAGE.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..Central island of roundabout
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Road sign or signal
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North west	2.22 Driver age.....35
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Positive
2.13 Left c'way.....Left c'way straight ahead at junction	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....35	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:837140 Serious A47 AT JUNCTION WITH LYNN ROAD Accident 62 of 93

1.7 Date & 1.9 Time.....Tuesday 23/04/2019 19:14 1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....550556/313417 1.14 Road type.....Slip road
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend? Yes

Accident Description

V2, pedal cycle, has been involved in a time trial and has been waved out of the junction into the path of V1, motorcycle, where they have collided.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....East West 2.22 Driver age.....63
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....East West 2.22 Driver age.....19
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....63 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....19 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:846887 Slight CLENCHWARTON ROAD NEAR JUNCTION WITH A47 Accident 63 of 93

1.7 Date & 1.9 Time.....Friday 24/05/2019 13:43 1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....560805/318781 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..U 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 approached the roundabout and stopped to give way. V1 wrongly anticipated V2 moving off and collided with the rear of V2 causing D2 to fall off.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North South 2.22 Driver age.....22
2.7 Manoeuvres.....Starting 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....M/Cycle Unknown cc 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North South 2.22 Driver age.....31
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....31 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:848888 Slight CLENCHWARTON ROAD AT JUNCTION WITH A47 Accident 64 of 93

1.7 Date & 1.9 Time.....Tuesday 28/05/2019 08:45 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560805/318783 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..U 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V2 pulled up to the roundabout and stopped to check the way ahead was clear. V2 was then hit from behind by V1 and pulled off the road to exchange details. V1 failed to stop.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North South 2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....Non-stop vehicle, not hit
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to...North South 2.22 Driver age.....31
2.7 Manoeuvres.....Waiting to go ahead but held up
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
3.8 Age.....31 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:851884 Serious A47 - 37 METRES FROM JUNCTION WITH A47 Accident 65 of 93

1.7 Date & 1.9 Time.....Wednesday 29/05/2019 12:53 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547206/307844 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 HAS BEEN TRAVELLING ALONG IN A QUEUE OF TRAFFIC, D1 HAS ATTEMPTED TO OVER TAKE THE QUEUE TOWARDS THE ROUNDABOUT AND IN DOING SO HAS HIT V2 HEAD ON. V1 HAS ENTERED THE DITCH HEAD ON, HE HAD THEN LEFT THE SCENE AND RUN OFF ON FOOT.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....East West 2.22 Driver age.....-1
2.7 Manoeuvres.....O/T moving vehicle on its O/S
2.11 Skidding.....No
2.13 Left c'way.....Left c'way near-side 2.24 Hit and Run.....Non-stop vehicle, not hit
2.6 Towing.....No 2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West East 2.22 Driver age.....63
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....66 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....5 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:854064 Slight A47 AT JUNCTION WITH A47 Accident 66 of 93

1.7 Date & 1.9 Time.....Monday 03/06/2019 07:44 1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....560799/318778 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 and V2 were travelling in the same direction along the carriageway. V2 stopped at the roundabout and V1 (motorcycle) collided with the rear of V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....M/Cycle Unknown cc 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North South 2.22 Driver age.....48
2.7 Manoeuvres.....Starting 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to...North South 2.22 Driver age.....31
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....48 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:854242 Slight ELM HIGH ROAD (A47) AT JUNCTION WITH ELM HIGH ROAD Accident 67 of 93
 (A1101)
 1.7 Date & 1.9 Time.....Wednesday 05/06/2019 19:35 1.15 Speed limit.....40 Mph
 1.11 Grid co-ordinates.....547138/307804 1.14 Road type.....Roundabout
 1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
 1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A1101 1.24 Special conditions..None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
 Yes

Accident Description

V2 (motorcycle) was travelling around the roundabout when V1 entered the roundabout into the path of V2. V2 could not avoid colliding with V1. D2 fell off.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Offside
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to...North West 2.22 Driver age.....27
 2.7 Manoeuvres.....Going ahead other
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Offside
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....M/Cycle Unknown cc 2.14 Hit object off c'way.None
 2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to...North west West 2.22 Driver age.....27
 2.7 Manoeuvres.....Going ahead other
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
 3.8 Age.....27 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
 3.8 Age.....27 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:854261 Slight PULLOVER ROUNDABOUT (A47) Accident 68 of 93

1.7 Date & 1.9 Time.....Wednesday 05/06/2019 18:00 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....560683/318664 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 APPROACHED ROUNDABOUT AND STOPPED TO GIVE WAY. V1 APPROACHED THE ROUNDABOUT BEHIND V2. V1 MISJUDGED HOW V2 WOULD MERGE ONTO THE ROUNDABOUT AND COLLIDED WITH THE REAR OF V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South West 2.22 Driver age.....27
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South West 2.22 Driver age.....58
2.7 Manoeuvres.....Starting
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not requested
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....27 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....58 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:854310 Slight A47 Accident 69 of 93

1.7 Date & 1.9 Time.....Thursday 06/06/2019 11:35 1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....560682/318640 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 & V2 both driving along dual carriageway approaching roundabout in outside lane. V1 travelling immediately behind V2. Both vehicles slowed for the roundabout. V2 stopped at giveway lines at the roundabout but V1 collided with rear of V2 causing slight injury to driver & F/N/S passenger of V2. Damage to both vehicles.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....East West 2.22 Driver age.....58
2.7 Manoeuvres.....Stopping 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....East West 2.22 Driver age.....28
2.7 Manoeuvres.....Stopping 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....28 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....51 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:858455 Slight PULLOVER ROAD (A47) AT JUNCTION WITH UNCLASSIFIED ROAD Accident 70 of 93

1.7 Date & 1.9 Time.....Tuesday 07/05/2019 13:57 1.15 Speed limit.....60 Mph
 1.11 Grid co-ordinates.....558026/317165 1.14 Road type.....Single c'way
 1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
 1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..U 1.24 Special conditions..None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...3
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V3 (Police car) was travelling along the carriageway when V1 appeared to react to the presence of V3 and sped off, overtaking several vehicles. V2 was indicating to turn left at home residence when V1 collided with V2 causing V2 to leave the carriageway, collide with a lamp post and overturn. V1 failed to stop and then crashed nearby. D1 fled the scene.

3 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to...East West 2.22 Driver age.....26
 2.7 Manoeuvres.....Going ahead other
 2.11 Skidding.....No
 2.13 Left c'way.....Left c'way near-side 2.24 Hit and Run.....Non-stop vehicle, not hit
 2.6 Towing.....No 2.23 Breath test.....Not contacted
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Back
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to...East South 2.22 Driver age.....79
 2.7 Manoeuvres.....Turning left
 2.11 Skidding.....Overturned
 2.13 Left c'way.....Left c'way near-side 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....3 2.16 First impact.....Did not impact
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to...East West 2.22 Driver age.....30
 2.7 Manoeuvres.....Going ahead other
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
 3.8 Age.....79 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:860308 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH ELM HIGH Accident 71 of 93
 ROAD (A47)
 1.7 Date & 1.9 Time.....Wednesday 19/06/2019 11:55 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....547129/307786 1.14 Road type.....Roundabout
 1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
 1.12/1.13 1st road identity..A1101 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...3
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
 Yes

Accident Description

V1, V2 and V3 were travelling along the carriageway in the same direction. They all slowed on the approach to the roundabout. V1 was distracted by something outside the vehicle and collided with the rear of V2 which was then shunted into the rear of V3.

3 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
 2.8 Movement from/to....South east North west 2.22 Driver age.....35
 2.7 Manoeuvres.....Going ahead other
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Back
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to....South east North west 2.22 Driver age.....69
 2.7 Manoeuvres.....Stopping
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....3 2.16 First impact.....Back
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to....South east North west 2.22 Driver age.....70
 2.7 Manoeuvres.....Stopping
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....Rear
 3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
 3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
 3.8 Age.....61 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Front
 3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
 3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
 3.8 Age.....69 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....3 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:864938 Slight A47 Accident 72 of 93

1.7 Date & 1.9 Time.....Wednesday 26/06/2019 16:25
1.11 Grid co-ordinates.....560762/318663
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..A17
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....70 Mph
1.14 Road type.....Roundabout
1.16 Junction detail.....Roundabout
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.2
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 and V2 were travelling in the same direction along the carriageway. V2 stopped at the roundabout to give way. V2 then started to move off but stopped and V1 collided with the rear of V2.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Goods unknown weight
2.10 Junction location..Mid junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...East South west
2.7 Manoeuvres.....Starting
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....Single Trailer
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....35
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location..Mid junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to...East West
2.7 Manoeuvres.....Waiting to go ahead but held up
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....53
2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....53
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

3.5 Cas ref no.....2
3.6 Casualty class.....Passenger
3.7 Gender.....Female
3.8 Age.....49
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....Front
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:874580 Slight LYNN ROAD (A17) - 116 METRES FROM JUNCTION WITH A47 Accident 73 of 93

1.7 Date & 1.9 Time.....Thursday 27/06/2019 17:50 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560626/318836 1.14 Road type.....Slip road
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A17 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 and V2 were travelling along the carriageway in the same direction. V2 braked for queueing traffic. V1 failed to brake in time and collided with the rear of V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....North west South east 2.22 Driver age.....38
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North west South east 2.22 Driver age.....27
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
3.8 Age.....38 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
3.8 Age.....27 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:875657 Serious A47 - 159 METRES FROM JUNCTION WITH BROADEND ROAD Accident 74 of 93

1.7 Date & 1.9 Time.....Wednesday 17/07/2019 16:51 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....548486/309075 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 and V2 were travelling along the carriageway in the same direction. V2 stopped due to traffic build up. V1 failed to stop in time and collided with the rear of V2. V2 was pushed across the carriageway into the path of oncoming V3. V2 collided head on with V3 which then rolled several times.

3 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....54
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South North 2.22 Driver age.....30
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....3 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North South 2.22 Driver age.....41
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....Overturnd
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work



3 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....54	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....30	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....41	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....3	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:894875 Fatal A47 Accident 75 of 93

1.7 Date & 1.9 Time.....Sunday 03/11/2019 19:30
1.11 Grid co-ordinates.....549131/311409
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fog Mist
1.21 Light conditions.....Dark/no lights
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...3
1.6 Number of casualties.1
1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V1 has drifted into oncoming traffic and hit V2 head on. V3 has been struck by the debris.

3 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North east South west
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....53
2.24 Hit and Run.....No
2.23 Breath test.....Not provided
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Goods > 7.5t
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west North east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....56
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....3
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North east South west
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....28
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....53
3.9 Severity.....Fatal
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Worn but not independently
3.13 Pedal pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:896154 Slight A47 - 33 METRES FROM JUNCTION WITH CLENCHWARTON ROAD Accident 76 of 93

1.7 Date & 1.9 Time.....Tuesday 13/08/2019 16:20	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560778/318797	1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

This recordable RTC involved one vehicle and one driver (impaired by alcohol) who failed to stop at the scene of the RTC collision involving road furniture. After hitting a lamp post at the pullover roundabout, Kings Lynn, the driver then proceeded to drive gesticulating at other drivers and swerving in and out of traffic to the Dersingham bypass. He then failed a roadside breath test.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West North	2.22 Driver age.....61
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Positive
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....61	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:910105 Slight PULLOVER ROAD (A47) - 70 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD Accident 77 of 93

1.7 Date & 1.9 Time.....Tuesday 29/10/2019 10:40	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....559938/317986	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

All vehicles were travelling on the same direction. V03 and V02 came to a natural stop due to traffic congestion. V01 fails to recognise vehicles in front and continue to drive at normal road speed failing to slow down and collapses into the rear of V02 forcing V02 into V03.

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North	2.22 Driver age.....63
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North	2.22 Driver age.....86
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North	2.22 Driver age.....66
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	



3 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....63	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....86	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....66	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....3	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:912033 Slight CLENCHWARTON ROAD NEAR JUNCTION WITH A47 Accident 78 of 93

1.7 Date & 1.9 Time.....Sunday 08/09/2019 17:30 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560805/318784 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..U 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V002 was waiting stationary on Clenchwarton Road at the Pullover roundabout to join the A47 into Kings Lynn when V001, which was approaching on the same road, didn't stop and ran into the back of V002.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North South east 2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead left hand bend
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not requested
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to...North South east 2.22 Driver age.....37
2.7 Manoeuvres.....Waiting to turn left
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not requested
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....37 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....10 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:912770 Slight PULLOVER ROAD (A47) Accident 79 of 93

1.7 Date & 1.9 Time.....Friday 04/10/2019 22:19 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....560062/318054 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V001 HAS BEEN TRAVELLING. V002 HAS BEEN TRAVELLING. FOR REASONS UNKNOWN AT THIS TIME, VEHICLES HAVE COLLIDED OFFSIDE TO OFFSIDE, V001 HAS FAILED TO STOP AT THE SCENE AND DRIVER HAS FLED FROM THE CAR FUTHER DOWN THE ROAD. V002 SPUN OFF OF THE ROAD AND ENDED UP BACKWARD IN THE VERGE.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....22
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Positive
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....North South 2.22 Driver age.....63
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not provided
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
3.8 Age.....59 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:915050 Serious A47 - 97 METRES FROM JUNCTION WITH A47 Accident 80 of 93

1.7 Date & 1.9 Time.....Monday 23/12/2019 10:58 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....557514/317107 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Other 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 WAS TRAVELLING ALONG WHEN FOR REASONS UNKNOWN THE VEHICLE HAS DRIFTED ACROSS INTO THE OPPOSITE CARRIAGEWAY. V2 WAS TRAVELLING IN THE OPPOSITE DIRECTION AS V1 DRIFT ACROSS RESULTING IN BOTH VEHICLES COLLIDING. V1 WAS THEN FORCED BACK OVER ITS ORIGINAL CARRIAGEWAY BEFORE COMING TO REST ON SOFT VERGE DUE TO FORCE OF IMPACT, THE BATTERY FROM V1 HAS CATAPULTED FROM THE VEHICLE STRIKING THE BUMPER OF V3 CAUSING MINOR DAMAGE.

3 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way..None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location..On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North South 2.22 Driver age.....77
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not provided
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t 2.14 Hit object off c'way..None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location..On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...South North 2.22 Driver age.....30
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No

2.4 Veh ref no.....3 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way..None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location..On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...South North 2.22 Driver age.....32
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....77 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....30 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:916288 Slight A47 - 101 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD Accident 81 of 93

1.7 Date & 1.9 Time.....Monday 21/10/2019 06:42 1.15 Speed limit.....60 Mph
 1.11 Grid co-ordinates.....555903/316008 1.14 Road type.....Dual c'way
 1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
 1.12/1.13 1st road identity..A47 1.17 Junction control.....
 1.18/1.19 2nd road identity.. 1.24 Special conditions..None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Dark/no lights 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
 No - reported over the counter

Accident Description

Vehicle 1 and vehicle 2 where travelling in lane one. Vehicle 1 has seen a deer of the the corner of her eye and has swerved into lane two. Driver 1 has over-corrected and has collided with vehicle 2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
 2.8 Movement from/to...West East 2.22 Driver age.....23
 2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
 2.11 Skidding.....No 2.23 Breath test.....Negative
 2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Commuting to/from work
 2.6 Towing.....No
 2.28 Foreign vehicle.....Not foreign

2.4 Veh ref no.....2 2.16 First impact.....Back
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
 2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to...West East 2.22 Driver age.....68
 2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
 2.11 Skidding.....No 2.23 Breath test.....Negative
 2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Commuting to/from work
 2.6 Towing.....No
 2.28 Foreign vehicle.....Not foreign

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Female 3.14 Seat belt usage.....
 3.8 Age.....23 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.7 Date & 1.9 Time.....Sunday 27/10/2019 13:46	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547874/308197	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

It appears that V01 has encountered stationary traffic and not stopped in time colliding with the rear of V02. V02 has been pushed into the R/O/S corner of V03 and across the road onto the verge.

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....31
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....42
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way Offside	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....54
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....31	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....42	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:922103 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH ELM HIGH ROAD (A47) Accident 83 of 93

1.7 Date & 1.9 Time.....Monday 04/11/2019 10:15	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547103/307824	1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A1101	1.17 Junction control....Automatic traffic signal
1.18/1.19 2nd road identity..A47	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Ped phase at signals	1.23 Surface.....Wet

Did a police officer attend?
No - reported over the counter

Accident Description

Loss of control on the roundabout, V01 has crashed into railings - possible understeer.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Wall or fence
2.10 Junction location...Leaving roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....31
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Taking pupil to/from school
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....31	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:935706 Slight A47 Accident 84 of 93

1.7 Date & 1.9 Time.....Monday 20/01/2020 10:00
1.11 Grid co-ordinates.....560775/318664
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Roundabout
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

Vehicle one has hit stationary vehicle two at roundabout nudging it forward very slightly.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....North South
2.7 Manoeuvres.....Starting
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Not known
2.22 Driver age.....-1
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown
2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west North east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....18
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Pupil riding to/from school

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....18
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:940850 Slight PULLOVER ROAD (A47) - 95 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD Accident 85 of 93

1.7 Date & 1.9 Time.....Sunday 09/02/2020 20:39	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....557869/317149	1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine Wind	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

Very high winds across the road. Driver does not know what caused the RTC. He remembers a car overtaking, he then starts to spin and then end up in the dike and tree.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Entered ditch
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...East West	2.22 Driver age.....51
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....45	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:943759 Slight A47 Accident 86 of 93

1.7 Date & 1.9 Time.....Friday 06/03/2020 07:20
1.11 Grid co-ordinates.....556556/316689
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Dual c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...3
1.6 Number of casualties.1
1.23 Surface.....Wet

Did a police officer attend?
No - reported over the counter

Accident Description

An unknown vehicle (van) has slammed-on their brakes causing vehicles 1, 2 and 3 to collide behind it.

3 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....30
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Van/Goods < 3.5t
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North east
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....35
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....3
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....60
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Passenger
3.7 Gender.....Female
3.8 Age.....28
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....Front
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:957537 Serious ELM HIGH ROAD (A47) AT JUNCTION WITH A47 Accident 87 of 93

1.7 Date & 1.9 Time.....Monday 08/06/2020 16:40 1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547108/307816 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Rain 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
No - reported over the counter

Accident Description

Vehicle 1 has entered a roundabout, whilst crossing, vehicle 2 has entered the roundabout and a collision has occurred.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....West North 2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....37
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....37 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....32 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:957983 Serious A47 NEAR JUNCTION WITH UNCLASSIFIED ROAD Accident 88 of 93

1.7 Date & 1.9 Time.....Monday 25/05/2020 12:09 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547630/308048 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Other Junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend? No - reported over the counter

Accident Description

Vehicle's 2 and 3 have been in a queue, indicating to turn right, when vehicle 1 has approached from the rear and has hit vehicle 2. Vehicle 2 been pushed into the rear of vehicle 3 from the impact.

3 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to...North east South west 2.22 Driver age.....36
2.7 Manoeuvres.....Starting 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to...North east South west 2.22 Driver age.....87
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No

2.4 Veh ref no.....3 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...North east South west 2.22 Driver age.....55
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
2.6 Towing.....No

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....36 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....87 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:972459 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH ELM HIGH ROAD (A47) Accident 89 of 93

1.7 Date & 1.9 Time.....Saturday 01/08/2020 19:15	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....547134/307779	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A1101	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47	1.24 Special conditions..None
1.22 Weather.....Unknown	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/unknown	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

RTC occurred where R/P believes other party was drunk, D001 exchanged name and address but D002 (R/P) only obtained half a registration plate.

Officers have then later been round to D001s address and found an index linked to address.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North west	2.22 Driver age.....51
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....20
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....20	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:981649 Slight A47 Accident 90 of 93

1.7 Date & 1.9 Time.....Friday 04/09/2020 17:27
1.11 Grid co-ordinates.....554994/315262
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....70 Mph
1.14 Road type.....Dual c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V002 WAS STATIONARY ON A47 PARTIALLY BLOCKING LANE 1 OF THE DUAL CARRIAGEWAY, WITH A FLAT TYRE, WAITING FOR RECOVERY. V001 HAS APPROACHED THE STATIONARY VEHICLE (V002) AND SWERVED TO AVOID, UPON CORRECTING STEERING, HAS VEERED ACROSS LANE 1, IMPACTING WITH TREES ON THE VERGE.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South west North east
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Offside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....43
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....West East
2.7 Manoeuvres.....Parked
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Did not impact
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....25
2.24 Hit and Run.....No
2.23 Breath test.....Not requested
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Male
3.8 Age.....43
3.9 Severity.....Slight
3.4 Vehicle no.....1
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:982845 Slight A47 EAST, TILNEY ALL SAINTS Accident 91 of 93

1.7 Date & 1.9 Time.....Thursday 03/09/2020 22:08 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....559591/317792 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.4
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V001 APPEARED TO OF FAILED TO SEE TEMPORARY TRAFFIC LIGHTS AND BROKE TOO LATE SO COLLIDED INTO THE REAR OF V002.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way..None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....76
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way..None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North east 2.22 Driver age.....63
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other



4 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....76	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....76	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....63	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....4	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....63	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:983988 Slight LYNN ROAD Accident 92 of 93

1.7 Date & 1.9 Time.....Thursday 10/09/2020 07:20
1.11 Grid co-ordinates.....550634/313407
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..U
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....40 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.2
1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

Vehicle 1 has come to an endslip from carriageway and has pulled into the path of vehicle 2.

Vehicle 1 had collided into vehicle 2, causing v2 to spin off the road and into the hedge

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South East
2.7 Manoeuvres.....Starting
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....50
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....East West
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Left c'way near-side
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.Tree
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....20
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Commuting to/from work

2 Casualties

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....20
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other (3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No

3.5 Cas ref no.....2
3.6 Casualty class.....Passenger
3.7 Gender.....Male
3.8 Age.....21
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....Front
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other (3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:995858 Slight BROADEND ROAD AT JUNCTION WITH A47 Accident 93 of 93

1.7 Date & 1.9 Time.....Wednesday 14/10/2020 15:55 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....548530/309231 1.14 Road type.....Dual c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Crossroads
1.12/1.13 1st road identity..U 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V1 AND V2 WERE TRAVELLING ALONG A ROAD, AS THEY APPROACHED THE JUNCTION V1 FAILED TO LOOK PROPERLY AND CRASHED INTO THE BACK OF V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...East South 2.22 Driver age.....28
2.7 Manoeuvres.....Waiting to turn left
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to...East South 2.22 Driver age.....28
2.7 Manoeuvres.....Waiting to turn left
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....28 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

Full Details Report Summary -

Accidents Found Date Range: 17/01/2017 - 23/12/2021

Grid Coordinate Range: 546929,307488 - 547864,308193

Accident Severity

	2017	2018	2019	2020	2021	Total
Serious	0	0	1	1	1	3
Slight	2	5	6	6	4	23
Total	2	5	7	7	5	26

Casualty Severity

	2017	2018	2019	2020	2021	Total
Serious	0	0	1	1	2	4
Slight	3	5	10	8	5	31
Total	3	5	11	9	7	35

Casualty KSI

	2017	2018	2019	2020	2021	Total
Adult KSI	0	0	1	1	2	4
Slight	3	5	10	8	5	31
Total	3	5	11	9	7	35



1.3 Accident Reference:1000137 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH ELM HIGH ROAD (A47) Accident 1 of 26

1.7 Date & 1.9 Time.....Thursday 29/10/2020 14:39	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547133/307777	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A1101	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47	1.24 Special conditions..None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V002 WAS TRAVELLING ALONG A47 APPROACHING ELM HALL. V001 HAS HIT THE BACK OF V002. DRIVER OF V001 BLEW 116 UGS AT THE ROADSIDE AND WAS ARRESTED. SLIGHT INJURY TO F/S PASSENGER OF V002.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....38
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Positive
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....38
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....20	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1023886 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH MEADOWGATE Accident 2 of 26

1.7 Date & 1.9 Time.....Sunday 13/09/2020 13:24 1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547816/307516 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A1101 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V001 has slowed for traffic ahead, V002 has not seen or reacted till too late and collided with the rear of V002. No damage caused to either vehicles.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South east West 2.22 Driver age.....45
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not provided
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east West 2.22 Driver age.....39
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not provided
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
3.8 Age.....45 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:1046070 Slight ELM HIGH ROAD (A1101) Accident 3 of 26

1.7 Date & 1.9 Time.....Thursday 22/04/2021 08:15 1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547645/307506 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A1101 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 WAS STATIONARY IN TRAFFIC AND V2 HAS FAILED TO NOTICE THE STATIONARY VEHICLE AND COLLIDED WITH V1 CAUSING FRONT END DAMAGE TO V2

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....33
2.7 Manoeuvres.....Waiting to go ahead but held up
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South North 2.22 Driver age.....25
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Commuting to/from work

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....33 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:1058251 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH UNCLASSIFIED ROAD Accident 4 of 26

1.7 Date & 1.9 Time.....Wednesday 16/06/2021 10:00	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....546929/308193	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A1101	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine Wind	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

Two cycles were cycling along on the pavement, and veh 1 was in a layby waiting to pull out onto the road. Veh 1 has pulled out as veh 2 (pedal cycle) was moving past veh 1 knocking the female rider of veh 2 off her cycle. Veh 3 (also a cycle) has dismounted her cycle to avoid a further collision and has rider ha injured herself in the process.

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location..Leaving lay-by	2.21 Driver gender.....Female
2.8 Movement from/to...North South	2.22 Driver age.....50
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location..Footway	2.21 Driver gender.....Female
2.8 Movement from/to...North South	2.22 Driver age.....64
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location..Footway	2.21 Driver gender.....Female
2.8 Movement from/to...North South	2.22 Driver age.....46
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....64	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....46	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....3	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1068007 Slight ELM HIGH ROAD (A47) AT JUNCTION WITH WISBECH BYPASS Accident 5 of 26
 (A47)
 1.7 Date & 1.9 Time.....Friday 16/07/2021 15:15 1.15 Speed limit.....40 Mph
 1.11 Grid co-ordinates.....547116/307797 1.14 Road type.....Roundabout
 1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
 1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A47 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Unknown=0

Did a police officer attend?
 No - reported over the counter

Accident Description

Collision occurred on boundary of Norfolk and Cambridgeshire. Control room have advised injured party to attend Peterborough...Cambs. It would be very unfair to send in injured rider back to Kings Lynn for a mistake by operator.
 Rider of motorcycle negotiating A47 roundabout. Rider slowly negotiating traffic, hit to rear by following vehicle. Rider thrown from motorcycle and sustained injury. Attended minor injuries with pain to lower back. Motorcycle damaged...possible write off.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to....North west West 2.22 Driver age.....65
 2.7 Manoeuvres.....Turning right
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Not applicable
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Back
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....M/cycle 50 - 125cc 2.14 Hit object off c'way.None
 2.10 Junction location...Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to....North west West 2.22 Driver age.....18
 2.7 Manoeuvres.....Stopping
 2.11 Skidding.....Overturnd
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Not applicable
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
 3.8 Age.....18 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:1081114 Slight ELM HIGH ROAD (A1101) AT JUNCTION WITH ELM HIGH ROAD (A47) Accident 6 of 26

1.7 Date & 1.9 Time.....Monday 09/08/2021 20:30	1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547142/307800	1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A1101	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/unknown	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 HAS STOPPED AT ROUNDABOUT & LOOKED RIGHT & SEEN THAT ITS CLEAR. V1 HAS COME FROM THE RIGHT AT SPEED, HIT V2 & MADE OFF.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North west South east	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North east South	2.22 Driver age.....18
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....18	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1125972 Serious ELM HIGH ROAD (A1101) - 26 METRES FROM JUNCTION Accident 7 of 26
WITH NETHERBY DRIVE

1.7 Date & 1.9 Time.....Thursday 23/12/2021 19:08	1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547515/307492	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A1101	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V001 travelling Outwell Road towards Elm. V001 has overtaken another vehicle on a blind left hand bend and accelerated onto Elm High Road where it has hit V002 head on. V002 has left the road into the driveway of 129 Elm High Road. V001 has flipped end over end several times down the road before coming to rest outside 124 Elm High Road landing on V003.

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Other permanent object
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location..On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...East West	2.22 Driver age.....22
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes & Overturned	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location..On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...West East	2.22 Driver age.....34
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes	2.23 Breath test.....Not provided
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location..Footway	2.21 Driver gender.....Not known
2.8 Movement from/to...East East	2.22 Driver age.....-1
2.7 Manoeuvres.....Parked	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....34	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....22	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:152360 Slight ELM HILL ROUNDABOUT A47 Accident 8 of 26

1.7 Date & 1.9 Time.....Tuesday 17/01/2017 17:09 1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547164/307822 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A47 1.17 Junction control.....
1.18/1.19 2nd road identity.. 1.24 Special conditions..None
1.22 Weather.....Fine Wind 1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 WAS DRIVING FROM ELM HIGH ROAD AND PLANNED TO GO STRAIGHT OVER ELM HALL ROUNDABOUT IN THE DIRECTION OF DOWNHAM MARKET. V2 HAS JOINED THE ROUNDABOUT FROM THE A47 WISBECH SIDE. V1 HAS MISJUDGED V2 AND HAS PULLED ONTO THE ROUNDABOUT INTO THE F/N/S OF V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....North South 2.22 Driver age.....70
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight 2.14 Hit object off c'way.None
2.10 Junction location...Not at junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West East 2.22 Driver age.....53
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....53 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:228727 Slight ELM HIGH ROAD A1101 AT JN WITH EXIT FROM MORRISONS Accident 9 of 26

1.7 Date & 1.9 Time.....Saturday 16/09/2017 15:45 1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....547016/307964 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A1101 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Rain Wind 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
Yes

Accident Description

V001 HAS PULLED OUT AT THE JUNCTION IN TO THE PATHWAY OF V002.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Offside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to...East West 2.22 Driver age.....39
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to...North South 2.22 Driver age.....74
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....74 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....39 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:278008 Slight ELM HIGH ROAD

Accident 10 of 26

1.7 Date & 1.9 Time.....Tuesday 13/03/2018 17:52	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....547040/307983	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 AND V2 TRAVELLING IN THE SAME DIRECTION - V2 STOPPED WITH THE REST OF THE TRAFFIC - V1 DID NOT STOP AND COLLIDED WITH THE REAR OF V2 AT LOW SPEED

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....28
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....53
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....53	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:286939 Slight ELM HIGH ROAD AT JN WITH A47 Accident 11 of 26

1.7 Date & 1.9 Time.....Friday 06/04/2018 11:10 1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....547121/307831 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..U 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V2 STATIONARY IN TRAFFIC, V1 FAILED TO BRAKE I TIME AND COLLIDED WITH V2 REAR.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Cleared junction or parked at junc 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North west 2.22 Driver age.....17
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Leaving roundabout 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South east North west 2.22 Driver age.....49
2.7 Manoeuvres.....Waiting to go ahead but held up 2.24 Hit and Run.....No
2.11 Skidding.....Yes 2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
2.6 Towing.....Single Trailer

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....49 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:306000 Slight ELMFIELD HIGH ROAD A1101 AT JN WITH ELMFIELD DRIVE Accident 12 of 26

1.7 Date & 1.9 Time.....Thursday 07/06/2018 18:12 1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....547409/307495 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A1101 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

VEHICLE 1 HAS NOT SEEN VEHICLE 2 TURN LEFT AND COLLIDED WITH THEM CAUSING VEHICLE 1 TO FALL OFF ONTO ROAD.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle 50 - 125cc 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....18
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Back
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle 50 - 125cc 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....22
2.7 Manoeuvres.....Going ahead other 2.24 Hit and Run.....No
2.11 Skidding.....No 2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
3.8 Age.....18 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:308887 Slight Accident 13 of 26

1.7 Date & 1.9 Time.....Saturday 30/06/2018 08:45
1.11 Grid co-ordinates.....547112/307849
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..U
1.18/1.19 2nd road identity..A47
1.22 Weather.....Unknown
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....Central Refuge only
1.15 Speed limit.....40 Mph
1.14 Road type.....Roundabout
1.16 Junction detail.....Roundabout
1.17 Junction control.....Give way sign or uncontrolled
1.24 Special conditions...None
1.25 Carriageway hazards..None
1.5 Number of vehicles...2
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

V2 STOPPED AT ROUNDABOUT JUNCTION, V1 HAS FAILED TO SLOW IN TIME AND COLLIDED WITH THE REAR OF V2. BOTH PATIES HAVE GOT OUT OF VEHICLES AND AGREED TO PULL OVER THE OTHER SIDE OF ROUNDABOUT TO EXCHANGE DETAILS. V1 HAS THEN LEFT THE SCENE WITHOUT PROVIDING DETAILS.

2 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....-1
2.24 Hit and Run.....Non-stop vehicle, not hit
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Approaching or parked on approach
2.9 Restricted location.On main carriageway
2.8 Movement from/to....South North
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Back
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....78
2.24 Hit and Run.....No
2.23 Breath test.....Not contacted
2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....78
3.9 Severity.....Slight
3.4 Vehicle no.....2
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....
3.13 School pupil.....Other (3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:348986 Slight Accident 14 of 26

1.7 Date & 1.9 Time.....Saturday 15/09/2018 17:42
1.11 Grid co-ordinates.....547172/307829
1.10 Local Authority.....King's Lynn and West Norfolk
1.12/1.13 1st road identity..A47
1.18/1.19 2nd road identity..
1.22 Weather.....Fine
1.21 Light conditions.....Daylight
1.20a Crossing(human).....No Human control within 50m
1.20b Crossing(physical).....No crossing facility within 5
1.15 Speed limit.....60 Mph
1.14 Road type.....Single c'way
1.16 Junction detail.....Not at or within 20m of junction
1.17 Junction control.....
1.24 Special conditions..None
1.25 Carriageway hazards..None
1.5 Number of vehicles...3
1.6 Number of casualties.1
1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND DRIFTED ONTO THE OTHER SIDE INTO THE PATH OF ONCOMING VEHICLES. V1 COLLIDED WITH V3 AND THEN COLLIDED WITH V2.

3 Vehicles

2.4 Veh ref no.....1
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....West East
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....27
2.24 Hit and Run.....No
2.23 Breath test.....Positive
2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....East West
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Offside
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Male
2.22 Driver age.....54
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

2.4 Veh ref no.....3
2.17 Other vehicle.....0
2.5 Vehicle class.....Car
2.10 Junction location...Not at junction
2.9 Restricted location.On main carriageway
2.8 Movement from/to....East West
2.7 Manoeuvres.....Stopping
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way
2.6 Towing.....No
2.28 Foreign vehicle.....Not foreign
2.16 First impact.....Front
2.12 Hit object in c'way..None
2.14 Hit object off c'way.None
2.18 Parts damaged..... / /
2.21 Driver gender.....Female
2.22 Driver age.....61
2.24 Hit and Run.....No
2.23 Breath test.....Negative
2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
3.6 Casualty class.....Driver or Rider
3.7 Gender.....Female
3.8 Age.....61
3.9 Severity.....Slight
3.4 Vehicle no.....3
3.12 Ped Direction.....Not a pedestrian
3.15 Car passenger.....No
3.16 PSV passenger.....No
3.14 Seat belt usage.....Unknown
3.13 School pupil.....Other
(3.19 School)
3.10 Pedestrian location..Not a pedestrian
3.11 Pedestrian movement..Not a pedestrian
3.19 Roadworker injured...No



1.3 Accident Reference:846365 Serious OUTWELL ROAD (A1101) AT JUNCTION WITH ELM HIGH ROAD Accident 15 of 26
 (A1101)
 1.7 Date & 1.9 Time.....Thursday 06/06/2019 17:10 1.15 Speed limit.....40 Mph
 1.11 Grid co-ordinates.....547864/307488 1.14 Road type.....Single c'way
 1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
 1.12/1.13 1st road identity..A1101 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A1101 1.24 Special conditions..None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
 Yes

Accident Description

V1 and V2 pull out of junction into the path of V3 whereby V1 has collided with V3 and failed to stop travelling with V3 trapped under the front. V3 has later been found dumped at a different location.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Other: 2.14 Hit object off c'way.None
 2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Not known
 2.8 Movement from/to....South west North east 2.22 Driver age.....-1
 2.7 Manoeuvres.....Turning right 2.24 Hit and Run.....Yes
 2.11 Skidding.....No 2.23 Breath test.....Not contacted
 2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown
 2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Front
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....M/cycle > 500cc 2.14 Hit object off c'way.None
 2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to....North east West 2.22 Driver age.....55
 2.7 Manoeuvres.....Going ahead right hand bend 2.24 Hit and Run.....No
 2.11 Skidding.....No 2.23 Breath test.....Not contacted
 2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Other
 2.6 Towing.....No

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
 3.8 Age.....55 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:854242 Slight ELM HIGH ROAD (A47) AT JUNCTION WITH ELM HIGH ROAD Accident 16 of 26
 (A1101)
 1.7 Date & 1.9 Time.....Wednesday 05/06/2019 19:35 1.15 Speed limit.....40 Mph
 1.11 Grid co-ordinates.....547138/307804 1.14 Road type.....Roundabout
 1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
 1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A1101 1.24 Special conditions..None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
 Yes

Accident Description

V2 (motorcycle) was travelling around the roundabout when V1 entered the roundabout into the path of V2. V2 could not avoid colliding with V1. D2 fell off.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Offside
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to...North West 2.22 Driver age.....27
 2.7 Manoeuvres.....Going ahead other
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Offside
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....M/Cycle Unknown cc 2.14 Hit object off c'way.None
 2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to...North west West 2.22 Driver age.....27
 2.7 Manoeuvres.....Going ahead other
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Male 3.14 Seat belt usage.....Unknown
 3.8 Age.....27 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
 3.7 Gender.....Male 3.14 Seat belt usage.....Not applicable
 3.8 Age.....27 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:860308 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH ELM HIGH ROAD (A47) Accident 17 of 26

1.7 Date & 1.9 Time.....Wednesday 19/06/2019 11:55 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....547129/307786 1.14 Road type.....Roundabout
 1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
 1.12/1.13 1st road identity..A1101 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...3
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1, V2 and V3 were travelling along the carriageway in the same direction. They all slowed on the approach to the roundabout. V1 was distracted by something outside the vehicle and collided with the rear of V2 which was then shunted into the rear of V3.

3 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
 2.8 Movement from/to....South east North west 2.22 Driver age.....35
 2.7 Manoeuvres.....Going ahead other
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Back
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to....South east North west 2.22 Driver age.....69
 2.7 Manoeuvres.....Stopping
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....3 2.16 First impact.....Back
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
 2.8 Movement from/to....South east North west 2.22 Driver age.....70
 2.7 Manoeuvres.....Stopping
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
 2.6 Towing.....No 2.23 Breath test.....Negative
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....Rear
 3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
 3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
 3.8 Age.....61 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Front
 3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
 3.7 Gender.....Female 3.14 Seat belt usage.....Unknown
 3.8 Age.....69 3.13 School pupil.....Other
 (3.19 School)
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
 3.4 Vehicle no.....3 3.11 Pedestrian movement..Not a pedestrian
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:870703 Slight ELM HIGH ROAD (A1101) - 73 METRES FROM JUNCTION Accident 18 of 26
WITH CHAPEL LANE

1.7 Date & 1.9 Time.....Saturday 06/07/2019 12:14	1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547623/307502	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A1101	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 was travelling along the carriageway in front of V1. V2 stopped to turn right into a residential property. V1 failed to stop in time and collided with the rear of V2.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...West East	2.22 Driver age.....18
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...West South	2.22 Driver age.....31
2.7 Manoeuvres.....Waiting to turn right	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....18	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....31	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:878561 Slight MORRISONS CAR PARK, ELM HIGH ROAD Accident 19 of 26

1.7 Date & 1.9 Time.....Monday 22/07/2019 12:24	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....547028/307938	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

Pedestrian was walking across the car park when V1 reversed and collided with her. Pedestrian fell to the floor.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...South east North	2.22 Driver age.....27
2.7 Manoeuvres.....Reversing	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....77	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Unknown or other
3.4 Vehicle no.....1	3.11 Pedestrian movement..Crossing from drivers nearside
3.12 Ped Direction.....North east	3.19 Roadworker injured...No



1.3 Accident Reference:890403 Slight ELM HIGH ROAD (A1101) O/S MORRISONS PETROL STATION Accident 20 of 26

1.7 Date & 1.9 Time.....Sunday 02/06/2019 15:53 1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547004/308007 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Other Junction
1.12/1.13 1st road identity..A1101 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 TRAVELLING NORTH ALONG ELM HIGH ROAD. V2 CROSSED PATH OF V1 CAUSING COLLISION. V2 WAS TURNING RIGHT INTO PETROL STATION AND DV2 ADMITTED FAULT.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....North west South west 2.22 Driver age.....60
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South west North west 2.22 Driver age.....38
2.7 Manoeuvres.....Turning right
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....15 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....15 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:922103 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH ELM HIGH ROAD (A47) Accident 21 of 26

1.7 Date & 1.9 Time.....Monday 04/11/2019 10:15	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....547103/307824	1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A1101	1.17 Junction control....Automatic traffic signal
1.18/1.19 2nd road identity..A47	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Ped phase at signals	1.23 Surface.....Wet

Did a police officer attend?
No - reported over the counter

Accident Description

Loss of control on the roundabout, V01 has crashed into railings - possible understeer.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Wall or fence
2.10 Junction location...Leaving roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....31
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Taking pupil to/from school
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....31	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:957537 Serious ELM HIGH ROAD (A47) AT JUNCTION WITH A47 Accident 22 of 26

1.7 Date & 1.9 Time.....Monday 08/06/2020 16:40 1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547108/307816 1.14 Road type.....Roundabout
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A47 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47 1.24 Special conditions..None
1.22 Weather.....Rain 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Wet

Did a police officer attend?
No - reported over the counter

Accident Description

Vehicle 1 has entered a roundabout, whilst crossing, vehicle 2 has entered the roundabout and a collision has occurred.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....West North 2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2 2.16 First impact.....Nearside
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location..Mid junction 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....South North 2.22 Driver age.....37
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Unknown

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Male 3.14 Seat belt usage.....
3.8 Age.....37 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....Front
3.6 Casualty class.....Passenger 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....
3.8 Age.....32 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Serious 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:972459 Slight ELM HIGH ROAD (A1101) NEAR JUNCTION WITH ELM HIGH ROAD (A47) Accident 23 of 26

1.7 Date & 1.9 Time.....Saturday 01/08/2020 19:15	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....547134/307779	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A1101	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A47	1.24 Special conditions..None
1.22 Weather.....Unknown	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/unknown	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
No - reported over the counter

Accident Description

RTC occurred where R/P believes other party was drunk, D001 exchanged name and address but D002 (R/P) only obtained half a registration plate.

Officers have then later been round to D001s address and found an index linked to address.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North west	2.22 Driver age.....51
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....20
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....20	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:974942 Slight ELM HIGH ROAD (A1101) MORRISONS Accident 24 of 26

1.7 Date & 1.9 Time.....Saturday 22/08/2020 09:52 1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....546997/308014 1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk 1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A1101 1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U 1.24 Special conditions..None
1.22 Weather.....Fine 1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 HAS BEEN TURNING LEFT, V2 (CYCLE) HAS BEEN CYCLING OVER THE ROAD. V1 HAS PULLED OUT AND COLLIDED WITH V2.

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Car 2.14 Hit object off c'way.None
2.10 Junction location...Entering main road 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male
2.8 Movement from/to....West North east 2.22 Driver age.....84
2.7 Manoeuvres.....Turning left
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

2.4 Veh ref no.....2 2.16 First impact.....Front
2.17 Other vehicle.....0 2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle 2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female
2.8 Movement from/to....South North west 2.22 Driver age.....57
2.7 Manoeuvres.....Going ahead other
2.11 Skidding.....No
2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No
2.6 Towing.....No 2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1 3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No
3.7 Gender.....Female 3.14 Seat belt usage.....Not applicable
3.8 Age.....57 3.13 School pupil.....Other
(3.19 School)
3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



1.3 Accident Reference:995613 Slight ELM HIGH ROAD (A1101) AT JUNCTION WITH UNCLASSIFIED ROAD Accident 25 of 26

1.7 Date & 1.9 Time.....Monday 12/10/2020 12:55	1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....547023/307981	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A1101	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...4
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V2 was stationary and waiting to turn right into a retail park. V1 was waiting to exit from the retail park and has pulled out. V4 has been traveling towards the junction and has collided with V2 + V1 after taking action to not "T bone" V1 because it pulled out from the junction. As a result of the collision V2 has been pushed back and hit V3 who was behind them.

V1 alleges V4 was speeding.
OIC suggests V1 failed to look properly.

PLEASE NOTE V1 and V4 swapped from CR1 books

4 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...East North west	2.22 Driver age.....32
2.7 Manoeuvres.....Turning right	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...South east Parked	2.22 Driver age.....44
2.7 Manoeuvres.....Waiting to turn right	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...South east North west	2.22 Driver age.....73
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....4	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...North west South east	2.22 Driver age.....56
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	



1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....44	3.13 School pupil.....Other (3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:995896 Slight ELM HIGH ROAD (A1101) AT JUNCTION WITH MEADOWGATE LANE Accident 26 of 26

1.7 Date & 1.9 Time.....Thursday 10/09/2020 15:33	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....547806/307522	1.14 Road type.....Single c'way
1.10 Local Authority.....King's Lynn and West Norfolk	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A1101	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Did a police officer attend?
Yes

Accident Description

V1 PULLED OUT OF JUNCTION AND INTO CORRECT LANE ON ROAD, V2 TRAVELLING IN OPPOSITE DIRECTION. AS V1 WAS AT THE NEARSIDE BEND THEY CROSSED THE BROKEN WHITE LINE AND WENT INTO THE OTHER CARRIAGEWAY. V1 COLLIDED WITH V2 HITTING THE OFFSIDE OF THE VEHICLE.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....75
2.7 Manoeuvres.....Going ahead left hand bend	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....56
2.7 Manoeuvres.....Going ahead right hand bend	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....75	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....56	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

