



Access Appraisal

Childerditch Industrial Estate
March 2019

Quality Assurance

Site name: Childerditch Industrial Estate

Client name: Strutt and Parker

Type of report: Access Appraisal

Prepared and Reviewed by: Steve Amann BSc (Hons) MSc (Eng)

Signed

A handwritten signature in black ink, appearing to be 'S. Amann', written over a horizontal line.

Date

March 2019

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1 INTRODUCTION

Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Strutt and Parker to undertake an Access Appraisal to demonstrate that the Regulation 19, Pre-submission Proposed Allocation proposal to expand the Childerditch Industrial Estate can be accommodated in the context of the capacity of the A127 corridor in the vicinity of the site and moreover that the Proposed Allocation is deliverable alongside the other major potential employment allocations.
- 1.2 In addition, this appraisal provides confirmation that, with a number of identified deliverable improvements to accessibility, the site is accessible via means other than the private car and moreover that the allocation site is a suitable location for sustainable development.
- 1.3 The location of the Proposed Allocation Site is illustrated in **Appendix 1**.

Background

- 1.4 This supporting Appraisal provides a summary of investigations at the site, a review of the Brentwood Local Plan transport and modelling evidence base pursuant to demonstrating the Proposed Site Allocation can be accommodated by the current and developing infrastructure.
- 1.5 The appraisal of the allocation site was undertaken in the context of current national and local policy and in particular the National Planning Policy Framework, The Brentwood Infrastructure Delivery Plan, the saved policies held in the Brentwood Replacement Local Plan (2005) and the Regulation 19 Pre-Submission Local Plan.
- 1.6 The following matters are considered in this appraisal:
 - Review of the operation of existing industrial estate and current traffic levels
 - Examination of the A127 baseline traffic and the operation of nearby junctions
 - Review and examination of the Brentwood Council Local Plan Site Allocation transport evidence base
 - Assessment of the level of traffic that could be generated by the proposed allocation
 - Assessment of the traffic Impact on the baseline conditions
 - Review of the Lower Thames Crossing and its relevance to the proposed allocation
 - Assessment of the traffic impact of the proposed allocation alongside other potential allocations in the vicinity having an impact on the A127 corridor

2 Site Assessment

Existing Information

- 2.1 The Childerditch Industrial Estate is sited directly to the north of the A127 and to the south of Brentwood. Access to the Estate is provided by way of a dedicated access road, Childerditch Hall Drive, which has a direct left-in left -out priority junction on to the east bound carriageway of the A127.

Safety Considerations and Accident Analysis

- 2.2 The accident record in the vicinity of the site has been considered and the Essex Highways Database indicates 3 recorded road accidents in the vicinity of the Childerditch Hall Drive in the 5 year period between 2013 and 2018.
- 2.3 All accidents were recorded as slight and only one was located at the junction itself.
- 2.4 In consideration of the above, the highway network in the immediate vicinity of the site has an excellent safety record and as such the Proposed Site Allocation by virtue of its limited scale will not have a material impact on that record.

3 Proposed Site Allocation

Description

- 3.1 The Proposed Site Allocation considers a 4.5 ha extension to the existing B1-B2-B8 uses across the site and includes the area to the south of the existing estate and the area known as the North Range Site.
- 3.2 An illustrative development plan of the site is shown in **Appendix 2** providing a level of detail demonstrating that the site is deliverable in the context of the site constraints.
- 3.3 A traffic survey was commissioned on Childerditch Hall Drive to provide information on the current level of traffic associated with the existing uses on the site. The survey was undertaken between the 7th and 13th of November 2017 providing information on volume, speed and classification of movements both in and out of Childerditch Hall Drive onto the A127 over a full week.
- 3.4 The traffic survey information is held in **Appendix 3**
- 3.5 **Table 3.1** provides a summary of the weekday average vehicle movements in and out of the site during the peak periods and also provides the full 12 hour weekday average flows associated with the site.

Table 3.1 Childerditch Hall Drive Existing Vehicle Movement Summary

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily 07:00-19:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trips	135	75	27	160	1139	1324
Rate per Ha	8.4	4.6	1.7	10	70.9	74.0

- 3.6 **Table 3.1** indicates that the existing industrial park generates during an average weekday, 210 movements in the AM 08:00-09:00 peak and 187 movements in the PM 17:00-18:00 peak. Over an average 12 hour weekday the development generates 2463 movements.
- 3.7 When assessed against the current floorspace, the movements equate to 8.4 arrivals and 4.6 departures per hectare in the AM peak and 1.7 arrivals and 10 departures per hectare in the PM peak.
- 3.8 Given the proposed 4.5 hectare Proposed Site allocation, **Table 3.2** provides a summary of the additional vehicle movements that could be generated.

Table 3.2 Childerditch Hall Drive Proposed Site Allocation Vehicle Movement Summary

	AM Peak (07:00-08:00)		PM Peak (16:00-17:00)		Daily 07:00-19:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate Per Hectare	8.4	4.6	1.7	10	70.9	74
Trips per 4.5Hectares	38	21	8	45	319	333

- 3.9 Table 3.1 indicates that the Proposed Site allocation would generate during an average weekday, 69 movements in the AM 08:00-09:00 peak and 53 movements in the PM 17:00-18:00 peak. Over an average 12 hour weekday the allocation generates 652 movements.
- 3.10 Given the location of the site, trips are likely to be distributed 50% to the east and west on the A127. As the access provides for left-in left-out movements only, trips from the east and to the west will have to U-turn on the A127 via B186 Warley St junction to the west and the A128 junction to the east respectively.
- 3.11 In view of this the additional trips u turning at each of the junctions can be calculated and is set out in Table 3.2 below:

Table 3.2 Childerditch Hall Drive Proposed Site Allocation Vehicle Movement Summary

	A128 Junction		B186 Warley Junction	
	Arrivals	Departures	Arrivals	Departures
AM	-	11	18	-
PM	-	22	4	-

- 3.12 In considering the impact of the allocation on the junction with the A127, as a left-in left-out arrangement, the additional traffic will not have an impact on the A127 at the junction as effectively, due to its access length, vehicles will not be delayed on entry. On exit any queuing will be held on site and as such will not have an impact on local roads or the A127.
- 3.13 With respect to the potential to redevelop the whole site with the proposed allocation, there will be the opportunity to increase the overall density across the site and in so doing, the total trip generation from the site beyond that quoted above. Notwithstanding, the impact on the A127 is likely to be similar and moreover the existing access arrangements would be suitable to

accommodate an increase in traffic significantly beyond that quoted above due to the nature of the connection onto the A127.

Cumulative Impact

- 3.14 In considering the cumulative impact of the wider development allocations for Brentwood on the A127, the Development Options Highway Modelling report by Peter Brett for Brentwood Borough Council which was undertaken to support the Proposed Site allocation process has been reviewed. The addendum to the Modelling report, published in January 2019, identifies areas where further work is required.
- 3.15 The modelling report provides a summary of the capacity tests undertaken for junctions along the A127 corridor and as such provides a base for assessment of the highway impact of the Proposed Site Allocation.
- 3.16 In the context of the Childerditch Proposed Site allocation, the B186 Warley Street Junction and the A128/A127 junction would be likely to be subject to the most significant impacts and as such have been reviewed.
- 3.17 The modelling undertaken was based on a baseline situation including the majority of the proposed housing and employment sites, in addition 4 Options were tested including strategic housing sites as follows:
- Option 1 Baseline plus 200 dwellings
 - Option 2 Baseline Plus West Horndon Extension 2500 dwellings
 - Option 3 Baseline plus North of Brentwood 500 dwellings
 - Option 4 Baseline plus Running Waters 1000 units and Employment at A128 and West Horndon
- 3.18 In the baseline development situation with the Proposed Site Allocation but without the Option developments, the A128 junction operates within capacity, with the additional Proposed Site allocation developments set out in Options 1,2,3 and 4 this junction continues to operate within capacity in the AM peak although during the PM peak it operates beyond capacity during the PM peak with Option 1 and 2.
- 3.19 In view of this, the proposed Proposed Site allocation can be accommodated without having a detrimental impact on this part of the A127 corridor. The junction would also continue to operate within capacity with the cumulative impacts of all employment allocations on the A127 including Codham Hall Farm and the Brentwood Enterprise Park which are included in the Baseline situation.
- 3.20 With respect to the B186 Warley Street/A127 Junctions, in the baseline situation without the Option allocations, both priority junctions from the slips onto the A127 operate in excess of capacity. With the introduction of traffic associated with the development Options, these junctions will operate significantly beyond theoretical capacity with all or any of the development Options tested.

- 3.21 A plan illustrating the junctions in question is shown in **Appendix 4**.
- 3.22 Essex County Council identified in its report 'A127 - Corridor for Growth' March 2014 a scheme for improvements to the Warley St B186 /A127 junction which includes signalisation and lane widening which has been programmed for scheme design in Autumn 2018. Since this report, a in January 2019, the scheme has been put on indefinite hold due to funding and priority issues.
- 3.23 Notwithstanding, Essex County Council have identified the A127 as an Economic Growth Corridor and have commissioned a task force to investigate improvements measures and schemes to reduce congestion along the route, these include the possible route re-trunking in order to access key strategic funding sources.
- 3.24 The report also recognises that all the development scenarios, including the Baseline, will have a significant impact on junction 29 of the M25 and recommends further work will be required.
- 3.25 In conclusion the modelling identifies that the B186 Warley Street/A127 junction and the M25/A127 Junction 29 will require improvements to accommodate any level of local plan development in the vicinity. The allocation at the Childerditch Industrial Estate, alongside other allocations in the vicinity will bring forward the opportunity to provide improvements to these junctions. The modelling also demonstrates that even in the absence Local Plan allocations, these junctions would require improvement.

Implications of the Lower Thames Crossing

- 3.26 The Lower Thames Crossing (LTC) proposals envisage a significant level of improvements at the A127/M25 junction with widening of the M25 through the junction to 5 lanes, widening of the circulatory carriageway from 2 to 3 lanes and the provision of south facing dedicated slips to and from the A127 to the M25 south. The proposal would also see extended and widened slips to the north of the junction.
- 3.27 This level of improvement represents a very significant capacity improvement which is designed to provide capacity in excess of that required for the LTC and as such accommodates an element for forecast development led traffic generation over and above that associated with the forecast LTC increases.
- 3.28 In terms of the allocation site access at the A127, there is the potential to provide improvements to the diverge taper length, improvements to the merge taper are restricted due to the Childerditch Lane diverge lane. Notwithstanding, given the existing good safety record, the proposal would not necessarily require further improvements.
- 3.29 Cycle access could be improved with signage to the existing rural lane infrastructure with pedestrian access encouraged via the PROW network.

Infrastructure Delivery Programme

- 3.30 The Infrastructure delivery programme for Brentwood sets out the range of potential mitigation that could be delivered as a part of any of the strategic proposed allocation sites coming forward.

- 3.31 For the Childerditch allocation, the potential infrastructure includes a new bus route to the development site alongside a segregated cycle route linking into a wider proposed cycle network along the Southern Growth Corridor.
- 3.32 Whilst an allocation on the site could deliver part of the identified cycle infrastructure, it will rely on a number of different landowners to deliver the whole scheme.
- 3.33 In isolation, an allocation at Childerditch will present the opportunity to deliver a cycleway connection between the site and the proposed cycleway network through the provision of cycleway between the site and the existing provision alongside the A127 to connect through to the existing bridge at the B186 providing a connection through to the proposed cycleway to the south of the A127.
- 3.34 Additionally, an allocation can help deliver improved bus connectivity to the site via a bus routed to the site with a suitable turning area to enable a significant proportion of the site to be within 400m of an accessible bus stop.
- 3.35 An allocation on the site will assist in improving both the sustainability of the site and improve connections to the wider area improving the overall sustainable transport provision in borough and along the A1267 corridor.

4 SUMMARY AND CONCLUSIONS

Summary

- 4.1 This Access Appraisal has been provided in support of the Proposed Site Allocation for an extension to the Childerditch Industrial Estate, Brentwood.
- 4.2 The proposed extension contemplates an additional 4.5ha of B1-B2-B8 floorspace across the site with access being taken from Childerditch Hall Drive.
- 4.3 A traffic survey undertaken in November 2017 confirms that the Proposed Site Allocation would generate in the region of 69 additional vehicle movements at its junction with the A127 in AM peak and 53 in the PM peak.
- 4.4 The highway modelling undertaken in connection with the Development Option Testing for the Brentwood Borough Plan identifies that the B186/A127 junction is currently operating beyond its capacity and as such will require improvement to accommodate any local plan allocation sites in the vicinity.
- 4.5 The A127 Economic Growth Corridor Task Force has been put in place to investigate schemes and measures to improve traffic flow on the A127 and consider alternative funding streams including the potential re-trunking of the A127 which would give access to strategic infrastructure funding to improve junctions on the A127 and bring improvement schemes forward.
- 4.6 The modelling also identifies that Local Plan allocations will have an impact M25/A127 Junction 29 which will require further work.
- 4.7 The proposed Lower Thames Crossing identifies that a significant increase in highway network capacity will be delivered by the proposal which will accommodate, alongside improvements to Junction 29 at the A127, a proportion of the forecast traffic that could be associated with an allocation at Childerditch.
- 4.8 With respect to sustainable transport, the Brentwood Infrastructure Delivery Plan identifies that the sustainable transport measures will be required to mitigate the traffic impact of an allocation on the site, in this respect the site is well placed to assist in the delivery of improvements to sustainable transport with the ability to provide the proposed cycle and public transport infrastructure enhancements along the Southern Growth Corridor.
- 4.9 The assessment also confirms that the allocation can be accommodated in conjunction with the employment allocations at Codham Hall and the Brentwood Enterprise Park.

Conclusions

- 4.10 This Access Appraisal demonstrates that the Proposed Site allocation is deliverable in the context to the existing and proposed highway infrastructure and can be accommodated in accordance with the aims and objectives of current national and local policy as it relates to transport and will not have a significant impact on the efficiency or safety of the local transport network.



Appendix 1
Proposed Allocation Site

E12 – Childerditch Industrial Estate



Gross area:	20.64 ha
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Developable area:	20.64 ha
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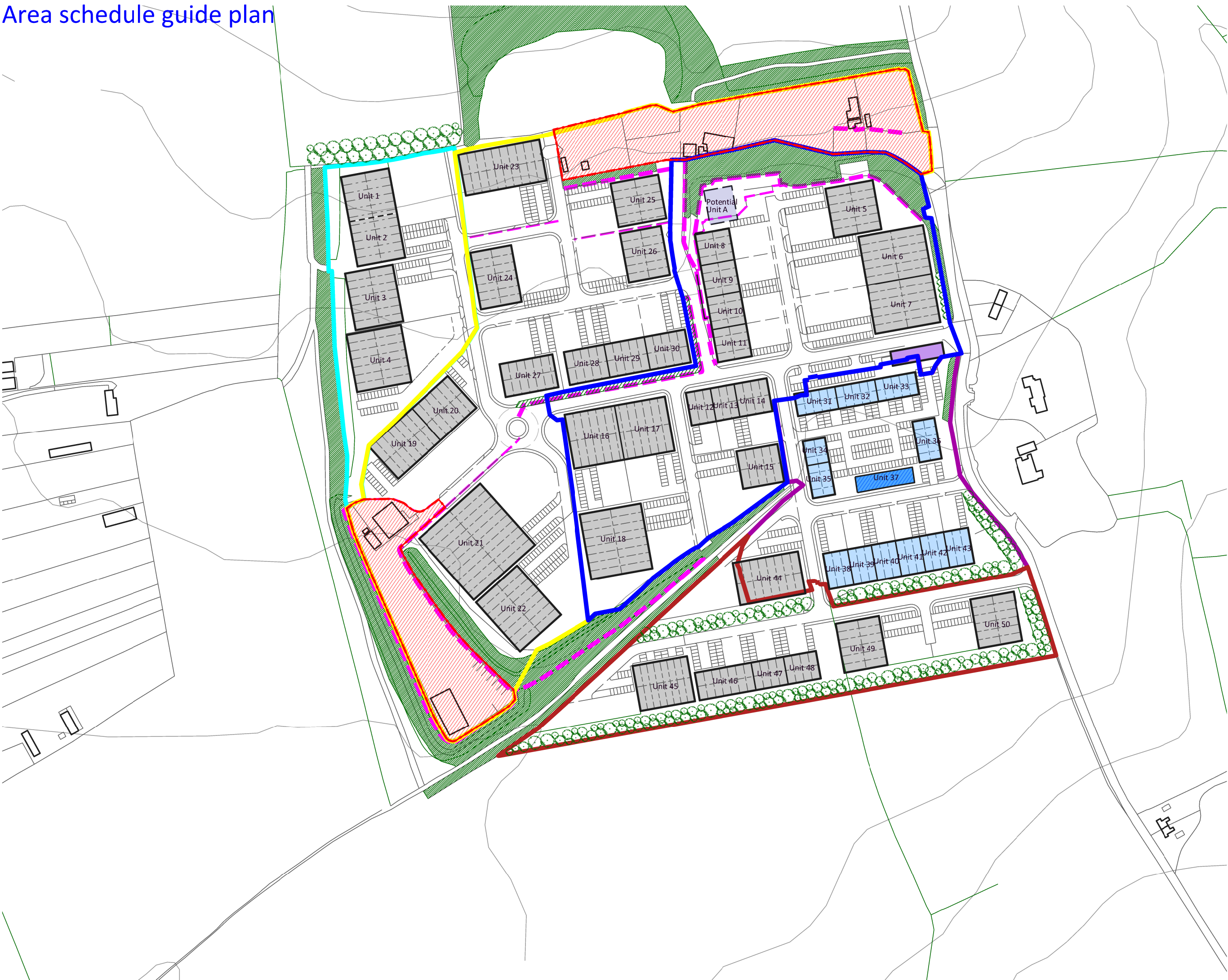
Site access:	A127
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Delivery forecast:	Years 1-10
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Appendix 2
Illustrative Masterplan

Area schedule guide plan



- High density site (12.80ac / 5.18ha)
- Open storage site (17.34ac / 7.02ha)
- North Range site (4.62 ac / 1.87ha)
- Farmyard site (6.77ac / 2.74ha)
- Industrial Park Extension (6.49ac / 2.63ha)
- Site retained as open storage (Due to site constraints - 4.94ac / 2.00ha)

Proposed Total Site Area
(52.96ac / 21.44ha)

Rev p2: Adjustments in units. CS - 05.03.2018
Rev. p1: Preliminary Issue for Comment. MS - 17.04.2017

Drawing Status:
PRELIMINARY ISSUE FOR COMMENT

CMP
Architects

Client:
John Ford

Project:
Childerditch Industrial Park

Title:
Area schedule reference plan

Scale	Drawn	Date
NTS	MS	17.04.2017

Dwg. No.	Revision
B039/ A100	p2

This drawing is copyright. Do not scale from drawing.
Subject to accurate site survey.



Appendix 3
Traffic Survey

												10	15	20	25	30	35	40	45	50	60	70	80	90	100			ACPO	ACPO	DFT	DFT		
0000	2	0	2	0	0	0	0	0	0	0	0	0000	0	0	1	1	0	0	0	0	0	0	0	0	0	19.4	-	1	46.15	0	7.692	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0100	0	1	1	1	0	0	0	0	0	0	0	0	0	17.7	-	1	35.71	0	7.143	0	0
0200	3	0	2	0	0	0	0	0	0	0	0	0200	0	0	3	0	0	0	0	0	0	0	0	0	0	17.9	-	0	0	0	0	0	
0300	4	0	3	0	0	0	0	0	0	0	0	0300	0	0	2	1	0	0	0	0	0	0	0	0	0	19.7	-	1	32	0	0	0	
0400	11	0	11	0	0	0	0	0	0	0	0	0400	0	0	2	7	2	0	0	0	0	0	0	0	0	22.5	25.6	9	82.67	3	26.67	0	0
0500	38	1	36	0	1	0	0	0	0	0	0	0500	0	0	4	27	6	0	0	0	0	0	0	0	0	22.8	25.1	33	87.92	12	31.7	0	0
0600	92	1	83	0	6	1	0	0	0	0	0	0600	0	2	9	69	10	1	0	0	0	0	0	0	0	22.4	24.5	80	87.56	18	19.75	0	0
0700	151	2	141	0	4	2	0	0	0	0	0	0700	0	1	11	118	20	0	0	0	0	0	0	0	0	22.7	24.7	138	91.65	40	26.28	0	0
0800	101	0	97	0	2	1	0	0	0	0	0	0800	0	0	10	78	12	0	0	0	0	0	0	0	0	22.8	24.8	90	89.14	29	28.91	0	0.141
0900	54	0	48	0	4	2	0	0	0	0	0	0900	0	1	15	33	4	0	0	0	0	0	0	0	0	21.5	24.4	38	69.82	10	19.16	0	0
1000	48	1	39	0	4	2	1	0	0	0	0	1000	0	2	16	27	4	0	0	0	0	0	0	0	0	21	23.6	31	64.5	6	13.31	0	0
1100	52	1	41	0	5	3	1	0	0	0	0	1100	0	1	19	28	4	0	0	0	0	0	0	0	0	21	23.8	32	61.81	7	14.29	0	0
1200	50	0	41	0	4	4	1	0	0	0	0	1200	0	1	14	32	3	0	0	0	0	0	0	0	0	21.2	23.7	35	70.09	7	13.11	0	0
1300	56	0	46	0	4	3	2	0	0	0	0	1300	0	1	17	34	3	0	0	0	0	0	0	0	0	21.1	24	37	66.07	9	15.82	0	0
1400	56	1	45	0	5	2	2	0	0	0	0	1400	0	1	18	33	3	0	0	0	0	0	0	0	0	20.9	23.2	36	64.71	5	9.719	0	0
1500	58	1	45	0	4	2	1	0	1	1	1	1500	0	2	17	35	4	0	0	0	0	0	0	0	0	21	24.2	39	67.41	9	16.3	0	0
1600	33	0	29	0	2	1	1	0	0	0	0	1600	0	2	10	20	1	0	0	0	0	0	0	0	0	20.8	23.6	21	63.95	3	10.3	0	0
1700	22	0	19	0	1	1	0	0	0	0	0	1700	0	1	9	9	1	0	0	0	0	0	0	0	0	21	23.9	11	49.67	3	11.92	0	1.325
1800	13	0	12	0	1	0	0	0	0	0	0	1800	0	1	4	7	1	0	0	0	0	0	0	0	0	20.4	23.9	8	60	2	13.33	0	0
1900	11	0	10	0	0	0	0	0	0	0	0	1900	0	0	4	6	1	0	0	0	0	0	0	0	0	21.6	23.9	7	66.22	1	13.51	0	0
2000	6	0	5	0	0	0	0	0	0	0	0	2000	0	1	1	3	0	0	0	0	0	0	0	0	0	19.8	-	3	58.97	0	5.128	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	2100	0	0	2	2	0	0	0	0	0	0	0	0	0	19.5	-	2	41.18	0	5.882	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	2200	0	1	1	1	0	0	0	0	0	0	0	0	0	17.9	-	1	30.43	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	2300	0	0	1	1	0	0	0	0	0	0	0	0	0	19.4	-	0	50	0	0	0	0
07-19	694	8	603	0	41	22	10	2	3	2	3	07-19	1	14	162	454	60	2	0	0	0	0	0	0	0	21.6	24.4	517	74.42	131	18.89	0	0.062
06-22	807	9	706	1	47	23	10	2	4	2	3	06-22	2	18	178	533	72	3	0	0	0	0	0	0	0	21.7	24.4	609	75.5	151	18.75	0	0.053
06-00	812	9	711	1	47	23	10	2	4	2	3	06-00	2	19	180	535	72	3	0	0	0	0	0	0	0	21.7	24.3	611	75.26	151	18.62	0	0.053
00-00	871	10	766	1	48	24	10	2	4	2	3	00-00	2	21	192	572	80	4	0	0	0	0	0	0	0	21.7	24.4	656	75.33	166	19.11	0	0.049

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL 24 ACPO	JSL1% ACPO	JSL2 35 DFT	JSL2% 35 DFT		
Mon	1201	9	1061	1	67	38	12	3	2	4	4	3	Mon	1	17	255	816	105	6	0	0	0	0	0	1	0	0	21.9	24.3	928	77.27	208	17.32	24	208	1	0.083
Tue	1126	13	988	1	62	31	12	5	9	2	3	4	Tue	2	33	235	730	121	5	0	0	0	0	0	0	0	0	21.7	24.6	856	76.02	251	22.29	20	251	0	0
Wed	1126	10	1001	1	64	23	12	2	7	2	4	9	Wed	1	30	244	761	83	5	0	0	0	0	0	2	0	0	21.6	24	851	75.58	184	16.34	2	178	0	0
Thu	1130	15	995	0	50	35	19	1	2	4	9	9	Thu	0	20	222	797	86	5	0	0	0	0	0	0	0	0	21.9	24.3	888	78.58	215	19.03	0	0	0	0
Fri	1112	19	974	1	54	35	15	3	4	4	3	1	Fri	5	36	269	676	123	3	0	0	0	0	0	0	0	0	21.5	24.6	802	72.12	230	20.68	0	0	0	0
ISat	265	4	220	0	31	6	2	0	1	0	1	1	ISat	3	4	67	155	33	3	0	0	0	0	0	0	0	0	21.7	24.8	191	72.08	65	24.53	0	0	0	0
ISun	137	1	125	0	9	0	0	0	2	0	0	0	ISun	0	6	54	69	7	1	0	0	0	0	0	0	0	0	20.7	23.7	77	56.2	12	8.759	0	0	0	0
--	6097	71	5364	4	337	168	72	14	27	16	24	24	--	12	146	1346	4004	558	28	0	0	0	0	0	1	2	0	21.7	24.4	4593	75.33	1165	19.11	3	0.049	3	0.049

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 20	JPSL% 20	JSL 24 ACPO	JSL1% ACPO	JSL2 35 DFT	JSL2% 35 DFT		
--	6097	71	5364	4	337	168	72	14	27	16	24	24	--	12	146	1346	4004	558	28	0	0	0	0	0	1	2	0	21.7	24.4	4593	75.33	1165	19.11	3	0.049	3	0.049

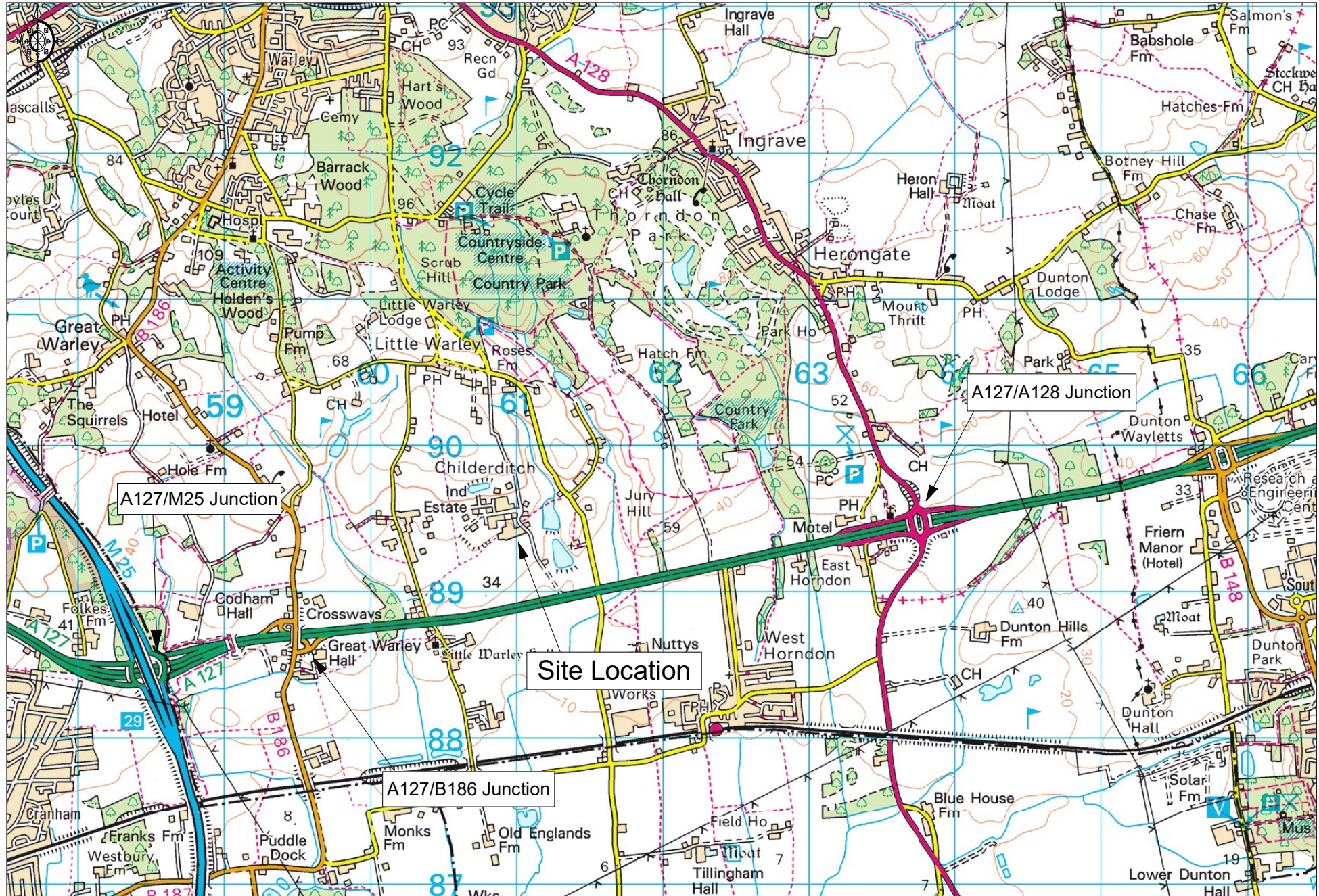
Average Weekday Flows Inbound Arrivals

0000	2
0100	3
0200	3
0300	4
0400	14
0500	50
0600	123
0700	204
0800	135
0900	71
1000	61
1100	67
1200	65
1300	74
1400	74
1500	77
1600	43
1700	27
1800	16
1900	11
2000	7
2100	4
2200	4
2300	3



Appendix 4
A127 Junctions

A127 Junction Locations



Ordnance Survey © Crown Copyright 2018. All rights reserved. Licence number 100022432. Plotted Scale - 1:35000