



**SmarterTravel**  
from Richard Jackson Limited



## YEAR 3 RESIDENTIAL TRAVEL PLAN

### **Wayland Fields, Watton, Norfolk**

Client: Barratt Homes (Anglia)

November 2025

Project No: 80077

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## **Contents:-**

<b>1. FOREWORD .....</b>	<b>2</b>
<b>2. INTRODUCTION .....</b>	<b>4</b>
<b>3. POLICY CONSIDERATION.....</b>	<b>5</b>
<b>4. EXECUTIVE POLICY STATEMENT .....</b>	<b>6</b>
<b>5. LOCAL ACCESSIBILITY AUDIT.....</b>	<b>7</b>
<b>6. ANNUAL SITE AUDIT.....</b>	<b>13</b>
<b>7. OBJECTIVES AND TARGETS.....</b>	<b>14</b>
<b>8. RESIDENTIAL TRAVEL PLAN MEASURES.....</b>	<b>17</b>
<b>9. MANAGEMENT AND MONITORING.....</b>	<b>22</b>
<b>10. MONITORING RESULTS .....</b>	<b>25</b>

### **Figures**

Figure 1 Development Location  
Figure 2 Bus Stop Locations

### **Appendices**

Appendix A – Site Layout  
Appendix B – Bus Timetables  
Appendix C – Year 3 (2025) ATC Data  
Appendix D – Year 3 (2025) Travel Survey Results

## 1. FOREWORD

- 1.1. Smarter Travel Ltd (ST Ltd) has been appointed by the Developer – Barratt Homes (Anglia) – as the Travel Plan Coordinator (TPC) to manage, monitor and promote the residential Travel Plan (TP) for development land off Thetford Road, Watton, Norfolk, known as Wayland Fields. The development scheme is for up to 180 residential dwellings. The site is currently under construction and at the time of writing this TP (November 2025) a total of 167 dwellings were occupied.
- 1.2. The provision of this TP is to oblige Part B of Condition 21 of the planning application Ref: 3PL/2014/1253/O with Breckland District Council (BDC) as well as 'Part One of Schedule Six' of the Section 106 agreement. The layout of the development is included in **Appendix A**.
- 1.3. The Office for National Statistics website has been used to estimate the number of people that could potentially live in the development. The "Key Figures for 2011 Census" for "Breckland 009E" (where the site is located) has given the breakdown of number of people living per dwelling: 1,745 people living in 840 households; using this data it has been forecasted that a development of 180 residential units has the potential to accommodate approximately 374 people.
- 1.4. A Travel Plan is defined as a long term management strategy and package of measures intended to encourage sustainable travel choices for a healthier lifestyle and reduce the reliance on the private car; this effectively requires identification and implementation of a set of interrelated measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.
- 1.5. Barratt Homes (Anglia) are committed to supporting the TPC role and TP implementation and measures which are further set out in **Chapter 8**.
- 1.6. The Travel Plan Coordinator (ST Ltd) will promote, manage and monitor the success of the TP and report to Norfolk County Council (NCC) for the agreed monitoring period from the twelve-month anniversary of first occupation through to two-years after final occupation. The monitoring period is likely to be completed in 2027 with the principal target to have a 10% decrease in vehicle trip rates in comparison to those estimated in the original Transport Assessment that was used to determine the transport related impacts of the development.
- 1.7. The development is situated to the south of Watton town centre, west of Norwich and southeast of Swaffham. Overall, the site is close to numerous local amenities and public transport services with good pedestrian infrastructure to support the promotion of sustainable travel.

### **Definitions**

1.8. The following definitions are used throughout this document:

- i. **“Travel Plan”** means a comprehensive “living” document that includes the sustainable travel objectives, targets and commitments, which is updated, amended and supplemented from time to time under the provisions of the conditions of the planning approval and “Travel Plan Updates” which are obliged to be undertaken by the “Travel Plan Coordinator” on behalf of the Developer.
- ii. **“Travel Plan Coordinator”** shall mean a permanent representative appointed by the Developer with the appropriate skills, budgetary provision and resources to produce and update a “Travel Plan” and manage the continued implementation of the “Travel Plan” including the provision of information to the “Local Authority”.
- iii. **“Travel Survey”** means a standardised travel survey undertaken with manual observations at each access point to identify the modes of travel used by the residents and to determine vehicular generation of the development supplemented by postal / online surveys, where required.
- iv. **“Annual Travel Plan Update”** means a yearly report including the results and analysis of the “Travel survey” indicating how the “Travel Plan” is performing and updating the document as necessary to reflect changes in local area accordingly.
- v. **“Monitoring Period”** means the time period that the Developer is committed to fund and manage the “Travel Plan” and “Travel Plan Coordinator” to review travel behaviour to / from the site with an aim to reduce private car usage in favour of sustainable modes with reporting to the “Local Authority” via the “Annual Travel Plan Review” for approval. The monitoring period commenced within one year of first occupation and is expected to complete two years after final occupation in 2027.
- vi. **“Local Authority”** shall mean the relevant district council or county council required to approve the Travel Plan.

## **2. INTRODUCTION**

2.1. This document provides the basis, from which to refine, expand and develop the TP and promote the objectives within and will up be updated annually throughout the monitoring period, which commenced in 2022. The proposed targets and measures have been set out in accordance with planning conditions.

2.2. A total budget of £95,400 has been agreed for the management, monitoring and promotion of the Travel Plan over the monitoring period.

2.3. All 180 properties are residential dwellings ranging from two-bedroom apartments to five-bedroom houses. 45 of these dwellings are affordable homes.

2.4. The development is wholly residential, therefore the TP is an important tool in helping to grow a sustainable community. This will bring several benefits into the local area, including:

- i) Reducing the need to travel by private car and aim to cut congestion to and from the development.
- ii) Increasing awareness of sustainable travel alternatives to the private car.
- iii) Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for new residents, including those with disabilities, and that existing amenities are accessible.
- iv) Helping to reduce greenhouse gas emissions by accommodating those journeys that *need* to be made by car through information on greener car travel usage. This will aid in addressing the increased emphasis of tackling climate change and reducing impact on the local environment.
- v) Residents can enjoy improved health, less stress and better quality of life through the increased use of walking/wheeling, cycling and public transport use. Financial savings over the ownership and running costs of a private car can also be achieved through providing a greater travel choice.
- vi) Bringing new choices of modes of transport to the wider community with the promotion of a car sharing scheme.

2.5. This TP has been prepared in accordance with NCC Travel Plan guidance (2023) and Department for Transport (DfT) guidance documents "Using the Planning Process to Secure Travel Plans (April 2009)"; "Making Residential Travel Plans Work: Guidelines for New Development" and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).

### 3. POLICY CONSIDERATION

#### **National Policy**

- 3.1. The Department for Transport document "*Smarter Choices – Changing the Way We Travel (2004)*" demonstrates the efficacy of measures such as the use of car clubs, car sharing schemes, personalised travel planning, travel awareness publicity, etc... The document sets out that the reduction nationwide could be of around 11% in traffic with appropriate travel plan measures implemented.
- 3.2. The Government's white paper document "The Future of Transport: a network for 2030 (2004)" sets out the vision for a smarter choice of travel in England. The document has identified that marketing to promote sustainable transport can deliver "reductions in car use of between 7% and 15% in urban areas and 2% to 6% in rural and smaller urban areas".

#### **National Planning Policy Framework (NPPF)**

- 3.3. The latest NPPF (2025) guidance states that all developments that will generate significant amounts of movement should be required to provide a vision-led Transport Statement or Transport Assessment that is used to support a Travel Plan, enabling the likely impacts of the proposal to be assessed and mitigated.

#### **Norfolk County Council Policies**

- 3.4. NCC have set out Travel Plan guidance for Norfolk including "Travel Plan Guidance" (2023) which includes information on "Sustainable Travel Information Packs" within Appendix 3 of the document.
- 3.5. The Travel Plan Guidance document provides a checklist of information to be included in RTPs, such as:
  - Description of development including its locality;
  - Modal split data results;
  - Described objectives, targets and measures including the indicative costs;
  - Timetable of implementation of measures;
  - Described responsibilities and monitoring proposals.

#### 4. EXECUTIVE POLICY STATEMENT

4.1. Barratt Homes (Anglia) has agreed to the TP arrangements that demonstrate the importance of the environmental and health benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. Barratt Homes (Anglia) is committed to developing and funding this programme, with the support of a TPC, and delivery of measures set out herein to achieve the monitoring targets whilst supporting change in travel habits of residents.

4.2. The Developer will be responsible for the ownership of the residential TP for this development for a period of no shorter than two years after final occupation. It is therefore expected that the monitoring period is to end in 2027.

4.3. The appointed TPC can delegate responsibilities to others to assist in the operation and monitoring of the TP. The contact details are set out below. Should the contact details of the TPC change at any time during the monitoring period, the following details will be amended accordingly and advised to BDC and NCC within two months.

<b><i>Acceptance and Commitment to the Role of Travel Plan Coordinator</i></b>	
Name:	Elizabeth Evans
Company:	Smarter Travel Ltd
Telephone:	01603 230240 (Mon – Fri; 0900-1700)
Email:	<a href="mailto:waylandfields@SmarterTravel.uk.com">waylandfields@SmarterTravel.uk.com</a>
Website:	<a href="http://www.SmarterTravel.uk.com/Waylandfields">www.SmarterTravel.uk.com/Waylandfields</a>
Date:	November 2025
On behalf of:	Barratt Homes (Anglia)
<b><i>Developer Representative</i></b>	
Name:	Kian Saedi
Company:	Barratt Homes (Anglia)
<b><i>Local Authority Representative</i></b>	
Name:	Liz Poole
Council:	Norfolk County Council

## 5. LOCAL ACCESSIBILITY AUDIT

### *Location*

5.1. The development is located approximately 20km to the west of Wymondham, and 16.4km to the north of Thetford and has two vehicular accesses off Thetford Road, in the form of a new roundabout access to the south and a priority junction to the north, both of which serve Jessup Road, a through route. Two smaller private drives off Thetford Road also provide access to a small number of dwellings within Wayland Fields.

5.2. In addition to these vehicular access points, there will be a pedestrian connection point to a Public Right of Way on the northeastern boundary of the site, connecting to Abbey Road to the north.

5.3. The A1075 (Thetford Road) links to Dereham and Thetford. The A1075 at Thetford links to the A11 and at Dereham, links to the A47. The A11 provides links to wider areas within East Anglia including Norwich, Cambridge and the Midlands. The A47 provides links to Great Yarmouth, Norwich, Kings Lynn and the Midlands.



**Figure 1 – Wayland Fields Location (Map data ©2022 Google)**

### **Active Travel**

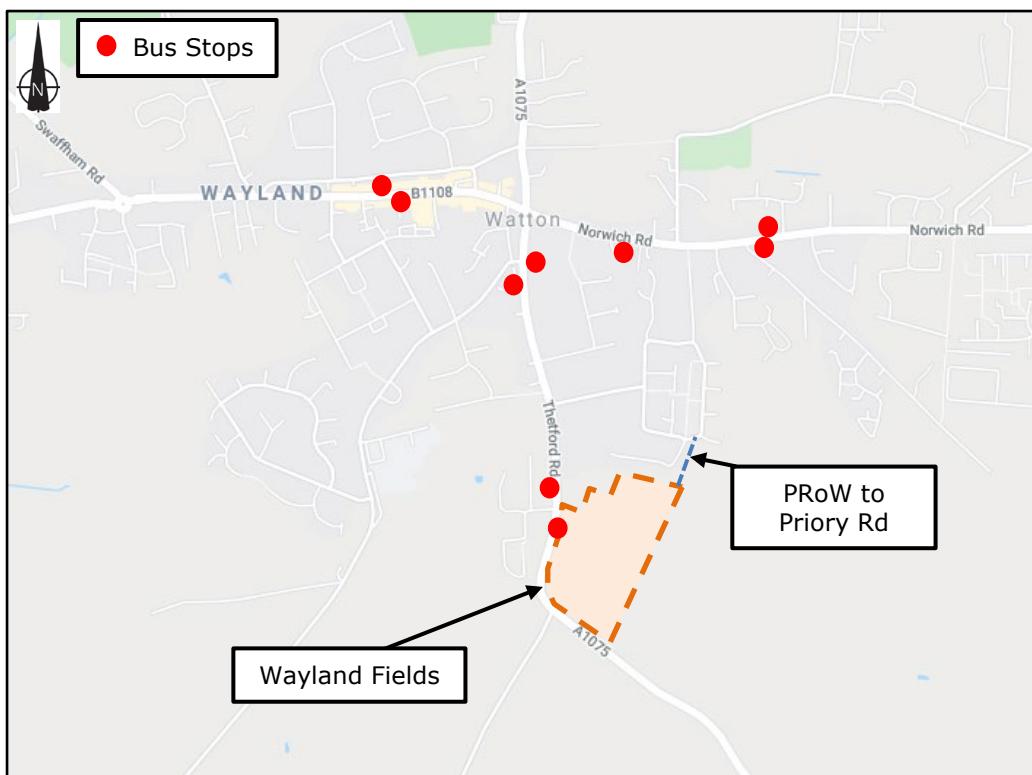
- 5.4. The development has good connectivity for pedestrians and cyclists to the existing area of Watton, providing access to local amenities including schools, shops and employment areas.
- 5.5. Included in the local amenities, areas of employment in the form of local business parks (Breckland and Neaton) are located to the northeast of the site. As well as Industrial Estate locations, with Thetford Road Industrial Estate to the north of the site, and Threxton Road Industrial Estate to the northwest of the site. All locations can be accessed using the development's proposed eastern footway along Thetford Road. There is also a new footway connection on the western side of the A1075 from the Thetford Road/Jessup Road/Watton Road roundabout, which links to an existing footway near Byfords Way.
- 5.6. Tesco's Superstore is the closest supermarket located to the north of the development along Thetford Road, and it is accessible by walking, wheeling and cycling.
- 5.7. Local schools, including Watton Westfield Infant & Nursery School, Wayland Junior Academy and Wayland Academy Norfolk, are located to the northwest of the development. All are accessible via established pedestrian and cycle links within Watton. There is an existing pedestrian crossing to the north of the Thetford Road/Monkhams Drive junction. Wayland Academy Norfolk is also accessible via public footpath FP7, leading from Thetford Road to Merton Road.
- 5.8. National Cycle Route 13 is located to the west of the site following Merton Road, and to the east of the site following the mixed-use public footpath. This National Route is approximately 150 miles long, connecting Tower Bridge, London, with Fakenham, Norfolk. Locally, however, it links with the town of Thetford.
- 5.9. A review of 2011 Census data for this area of Watton showed that cycling for commuting purposes was relatively low, and trips carried out by cycling were likely to be local, with the exception of leisure related journeys.
- 5.10. The local road network within Watton is considered suitable for cycling as most roads have street lighting and are restricted to a 30mph speed limit. Residents can use websites such as [cyclestreets.net](http://cyclestreets.net) to find a suitable cycling route tailored to their level of ability.
- 5.11. Secure and sheltered cycle parking spaces are available for the residents of houses, who can store bicycles in garages or storage provided in gardens.

### Public Transport

5.12. Jessup Road bus stops on Thetford Road are the closest to the development, directly outside the northernmost site access. These stops provide access to Konectbus services between Attleborough and Thetford, primarily served by routes 60, 81 and 82. For up-to-date timetable information, residents can visit the Konectbus website or see **Appendix B** for the current timetables at the time of writing.

[konectbus.co.uk/services](http://konectbus.co.uk/services)

5.13. For additional Konectbus services to Norwich (3, 3B, 3C, 6), Wymondham (6), Dereham (11, 11A) and Swaffham (11), residents can use the Crown bus stops, located on the B1108 (High Street), approximately a 14-minute walk (1km) north of the site via Thetford Road. Alternatively, the Griston Road bus stops on Norwich Road are reachable within a 16-minute walk (1km) via the Public Right of Way and Priory Road to the north of the site at Thetford Road. The locations of the closest stops can be found in **Figure 2**.



**Figure 2 - Bus Stop Locations (Map data ©2022 Google)**

5.14. Bus travel times to Norwich and Wymondham are approximately 60-minutes and 30-minutes respectively. To Thetford, the travel time is approximately 40-minutes. Tickets can be purchased online via websites / bus service provider apps or directly with the bus driver. There are a variety of discounted season tickets available including weekly and monthly options. Additionally, the UKs Bus Fare Scheme has been extended until the end of March 2027, capped at £3 per single fare for journeys outside of London, all of which will be promoted to residents throughout the monitoring period.

### **Park & Ride Services**

5.15. Thickthorn Park and Ride bus service is located approximately 31.5km to the east of the development and offers greater flexibility. This service provides a regular link into Norwich city centre, running up to every 14-minutes. A variety of ticket options are available and can be purchased both online or at the Thickthorn Park and Ride site. Weekly and four-weekly seasons tickets are available.

### **Community Transport**

5.16. Community transport options are also available to residents who may have difficulty accessing regular transport services due to limited mobility, and who need to attend hospital appointments, participate in social activities, or make essential shopping trips, such as to a local supermarket. The Travel Norfolk Car Scheme operates in the area, and trips can be booked up to two weeks in advance. A minimum of 3 days' notice must be given. For more details and to check eligibility, residents can visit:

[norfolk.gov.uk/roads-and-transport/public-transport/travel-norfolk-car-scheme](http://norfolk.gov.uk/roads-and-transport/public-transport/travel-norfolk-car-scheme)

### **Train Services**

5.17. Attleborough Train Station is located approximately 17km away from the development. Although this would be too far for most on a bicycle, it could be used in conjunction with a car for longer, multi-modal trips to London and leisure related trips. Trips by future residents using local train services are expected to be limited, given proximity of the development to the local train station. Thetford station is also located within an accessible distance for residents, by car, roughly 20km away from Wayland Fields. This distance may be too far for most on a bicycle, so car sharing would be advised. Alternatively, the bus routes 81/82 access from Watton to Thetford/Attleborough, Monday to Saturday.

5.18. A review of 2011 Census data for the Watton area showed that the use of the train was very low for commuter purposes.

### **Local Amenities**

5.19. The Institution of Highways and Transportation in its publication "Guidelines for Providing for Journeys on Foot (2000)" suggests that an average walking speed of 1.4 m/s can be assumed. The Department for Transport's document LTN 1/20 "Cycle Infrastructure Design" recommends that a typical cycling speed of 20mph can be assumed.

5.20. **Table 5.2** below presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time, ordered by ascending distance from site.

5.21. The distances provided below are taken from available cycle routes. The walking and cycling speeds shown are consistent with Google Maps and based on averages of 5kph (approx. 3mph) and 16kph (approx. 10mph), respectively.

**Table 5.2 – List of Nearest Local Amenities**

Amenity	Location	Distance From Site*	Walking / Cycling Duration (minutes)
Convenience Store	Londis Wayland Garage, Thetford Road	0.4km	5 / 2
Supermarket	Tesco Superstore	0.8km	10 / 4
Fire Station	Watton Fire Station	0.8km	10 / 4
Leisure Facility	Queens Hall	1.0km	12 / 5
Doctors	Watton Medical Practice	1.0km	12 / 4
Place of Worship	Watton Pentecostal Church	1.1km	14 / 6
Public House	Kings Arms	1.1km	14 / 5
	The Crown Hotel	1.1km	14 / 5
Post Office	Watton Edwards News & Post Office	1.2km	15 / 5
Place of Worship	Watton Methodist Church	1.3km	16 / 5
Secondary Education	Wayland Academy Norfolk	1.3km	16 / 5
Nursery	Watton Westfield Infant & Nursery School	1.3km	16 / 5
Main Bus Stop	Norwich Road	1.3km	16 / 6
Library	Watton Library	1.3km	16 / 5
Employment Areas	Norwich Road Industrial Estate	1.3km	16 / 7
Dentists	Together Dental Watton	1.4km	17 / 5
Place of Worship	St Mary's Parish Church	1.4km	17 / 6
Police Station	Norfolk Constabulary, High Street	1.4km	17 / 5
Leisure Facilities	The Wayland Partnership	1.4km	17 / 5
	Loch Neaton	1.5km	19 / 6
	Watton Sports and Social Club	1.5km	18 / 6
	Watton Youth and Community Centre	1.6km	19 / 7
Primary School	Wayland Junior Academy Watton	1.6km	20 / 6
Village Hall	Watton Youth and Community Centre	1.6km	19 / 7
	Carbrooke Community Centre / Hub	2.9km	36 / 11
Rugby Club	Saham Toney Cricket / Watton RFC	4.2km	15 mins cycle
Rail Station	Attleborough Rail Station	16.7km	57 mins cycle
	Thetford Rail Station	20.1km	68 mins cycle

\*Distance taken from centre of site.

5.22. In conclusion, the development is very well located to a great number of amenities in Watton which are accessible on foot or by bicycle. The excellent

range of amenities provided in the area should influence the residents to use more sustainable modes of transport to travel locally, reducing the impact of unsustainable travel.

### **Barriers to Sustainable Travel and Accessibility**

5.23. The potential issues and barriers to the promotion of sustainable travel in association with the site and its locality have been identified as follows:

- Lack of knowledge about public transport links within the vicinity;
- No local train services;
- The likelihood of residents undertaking shift work or working irregular hours;
- Lack of knowledge of potential car sharing opportunities;
- Perceived cost of public transport compared to driving;
- Perceived accessibility on foot and bicycle to Watton Town Centre; and
- Perceived quality of facilities (shelters / seating etc) at bus stops.

5.24. The measures and initiatives proposed within this TP will seek to address the identified issues and barriers to sustainable travel and will be fully supported by Barratt Homes (Anglia) for the monitoring period.

## **6. ANNUAL SITE AUDIT**

6.1. During the monitoring period, an annual site audit shall be made prior to each survey by the TPC to review the condition of both on-site and off-site local footways, cycleways and public transport infrastructure, to identify and maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can be reported to the relevant department at the Developer / or Local Authority for remediation and be reported in monitoring reports or TP updates.

### ***On-Site***

6.2. As of the latest site audit in August 2025, there were no on-site issues to report.

### ***Off-Site***

6.3. As of the latest site audit in August 2025, there were no off-site issues to report.

6.4. As of 2024, the Jessup Road bus stops on Thetford Road were reported open and in use; therefore, future monitoring needs to include bus stop usage to include public transport modal split, where possible.

## 7. OBJECTIVES AND TARGETS

7.1. The potential vehicular trip rates of the development as estimated in the Transport Assessment that supported the planning application is summarised in **Table 7.1**.

**Table 7.1 – Potential Trip Rates of up to 180 residential units**

	Into Site		Out of Site		Two-Way	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak	0.151	27	0.415	75	0.566	102
PM Peak	0.402	72	0.238	43	0.640	115
12-Hour	2.586	466	2.687	484	5.273	949

7.2. The development would have the potential to generate, without a TP, approximately 102 two-way car movements during AM peak hour, 115 two-way vehicle movements during PM peak hour. Over a 12-hour period, it would be estimated to generate 949 two-way movements.

7.3. Further to this, the 2011 Census Statistics have been used to understand the current travel modes and typical work destination for existing local residents, these have been used to provide an estimate of typical travel modes that would be utilised from the development.

7.4. The April 2011 Census Statistics – Method of Travel to Work – Resident Population for Breckland 009E, which includes the site, is summarised in **Table 7.2**.

**Table 7.2 – Method of Travel to Work - 2011 Census Breckland 009E**

Mode of Transport	Percentage
Train	0.2%
Bus	2.4%
Taxi or minicab	0.3%
Driving a car or van	67.3%
Passenger in a car or van	7.8%
Motorcycle, scooter or moped	1.2%
Bicycle	4.0%
On foot	16.8%
<i>Total Commuting</i>	<i>100%</i>

7.5. **Table 7.2** above demonstrates that from Breckland 009E, 21% of the commuting was undertaken by cycling and walking, and a further 3% of the commuting was undertaken by public transport.

7.6. It is also apparent that most of the residents within the 2011 Census area that commuted by SOV journey were travelling to areas within Watton followed by areas, such as Mundford, Thetford and Attleborough. All these locations are easily accessible by public transport from the development and this will be promoted to residents. The exact locations within these areas would need to be determined from any postal / online residential surveys undertaken to ascertain what are the principle reasons for using a car to a specific destination.

### **Objectives**

7.7. There are a number of objectives that the implementation of a TP is intended to help fulfil. The main objectives of the residential development are to:

- Reduce the use of SOV through raising awareness of alternative travel modes available, including car sharing – especially for those working in Watton, Thetford and Norwich;
- Reduce the traffic generated by the development to a lower level of car trips than would be predicted for the site without the implementation of the Travel Plan;
- Promote healthy lifestyles and sustainable, vibrant local communities;
- Accommodate those journeys that *need* to be made by car, such as those with work vehicles or specific mobility requirements; and
- Assist in addressing specific problems that prevent people from gaining access to key amenities.

### **Targets**

7.8. Targets should be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a TPC by....).

7.9. The "aim type" Travel Plan targets are quantifiable and are given over two timescales: short-term (within one year) and long-term (within three years). The suggested key targets are based on the principle objectives of the TP and are as follows:

- By Year 1 (2023), decrease the AM, PM and 12-hour vehicular trip rates by 5% when compared to the TA data shown in **Table 7.1**.
- By Year 3 (2025), decrease the AM, PM and 12-hour vehicular trip rates by 10% when compared to the TA data shown in **Table 7.1**.
- Retain the 10% vehicular trip rate reduction Year 3 (2025) throughout the remainder of the monitoring period.

- Maintain or increase the modal split in favour of sustainable transport methods when compared to 2011 Census data for the lifetime of this TP as shown in **Table 7.2**.

7.10. Additional “aim-type” targets that are not directly related to travel mode are as follows and be updated each year in the monitoring process:

- At least 10% return rate for postal / online surveys issued to residents.
- 50% of postal / online survey respondents should be aware of the TP and TPC and the services that can be provided.
- 25% of the respondents to the postal / online survey will have obtained a Personal Travel Plan (PTP) provided by the TPC.
- 10% of the dwellings of the development should have used either their bus /train ticket or active travel voucher.

7.11. The “action-type” TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures specified in **Chapter 8** and therefore aid in meeting the “aim-type” targets and the principal objectives of the TP.

#### ***Remedial Measures and Triggers***

7.12. After each travel survey the TPC will assess if the targets are being achieved. Should the targets not be considered to be to the SMART principles then a review of achievable, realistic targets will be undertaken and submitted to the Local Authorities with supporting evidence to be agreed.

7.13. Should the target of 10% reduction in car trip rates not be achieved after Year 3 (2025) monitoring, a promotional event to promote PTPs and host a bicycle surgery (or equivalent vouchers) may be considered to encourage sustainable travel, in order to meet targets.

## 8. RESIDENTIAL TRAVEL PLAN MEASURES

- 8.1. The timescale for the implementation of measures is presented within **Table 10.3** below. The table details when measures are put in place throughout the monitoring period and when implementation is expected.
- 8.2. A Travel Plan Coordinator has been appointed to manage, review and monitor the Travel Plan. The responsibilities and appointment of the Travel Plan Coordinator are detailed in **Chapter 9**.

### ***On-site Accessibility***

- 8.3. It is essential to ensure that pedestrian and cycle routes are safe and accessible. The site layout is designed to respect the permeability for pedestrians and cyclists.
- 8.4. Through direct communication channels from residents to the TPC, as well as personal site visits, any maintenance issues identified with constructed pedestrian / cyclist routes on site will be identified to the Developer or NCC (as applicable) to be rectified.

### ***Public Transport***

- 8.5. An up-to-date schedule of bus and rail services, within the surrounding area of the site, including route information and service frequencies is permanently available to the residents via the travel webpages.
- 8.6. Residents are made aware of the season discounts of fares for the varying 1/3/6/12 monthly bus tickets that are currently available for bus services through promotional links to relevant websites. The TPC will continue to liaise with the main bus operator(s) to ascertain any promotional discounts that can be made available to residents.
- 8.7. Residents are made aware of bus timetables, routes and fares through Travel Information Packs, in addition to the development TP webpage and annual newsletter. The use of smartphone apps and mobile technology is promoted so residents can access up to date bus timetables and go paperless.
- 8.8. Relevant events such as, 'Catch the Bus Week' are promoted to residents throughout the monitoring period.
- 8.9. Each dwelling has and will continue to be provided the opportunity to gain a two-week pass for Konectbus services across the County. In order to claim their voucher, residents must complete the Initial Travel Survey or contact the TPC. This is promoted through the Travel Information Pack that each residential dwelling will receive upon occupation and on the travel webpages.
- 8.10. It is accepted that walking/wheeling distances to some of the local bus stops for mainline services are slightly longer than the recommended 800m distance to some dwellings set out in industry guidance. To overcome this, the health benefits of the walk to and from the key bus stops are heavily promoted and it is highlighted that a slightly shorter walking/wheeling route is available via Priory Road for most key services. For those that request the bus ticket incentive through the Travel Information Packs, a travel umbrella will be provided alongside it.

### ***Walking/Wheeling***

- 8.11. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within the wider Watton area. However, the TPC will liaise with the relevant authority to highlight any maintenance issues, if relevant.
- 8.12. The residents are provided information on pedestrian routes from the site to relevant local amenities within the Travel Information Pack. Branded merchandise can also be considered to be given out to residents to promote walking such as travel umbrellas at the time of any promotional events.
- 8.13. Local walking groups including Norfolk Ramblers are promoted to residents of the development. Additionally, events such as, 'Walk to Work Week' will be promoted through digital and printed marketing material.
- 8.14. Route planning mobile apps and websites are promoted through the Travel Information Packs as well as through the development Travel Plan webpages.
- 8.15. The TPC will (if required) work with local schools in Watton with the aim of encouraging walking to and from the development. The results of working with local schools will be reported in the annual TP monitoring reports, as appropriate.
- 8.16. As an alternative to a two-week public transport pass, each household can claim a £60 active travel voucher. This can be used for active travel equipment including comfortable walking shoes or other walking equipment.

### ***Cycling***

- 8.17. The travel survey provides information about the potential to increase the number of trips made from the development by bicycle, by comparing how many residents currently cycle with how many would consider cycling.
- 8.18. The TPC will (if required) liaise with the relevant authority to ensure that local cycle routes are properly maintained, should residents provide information on issues. The residents are provided with information and advice concerning highway safety and appropriate cycle routes from the site to relevant regular destinations via a PTP, as requested.
- 8.19. The £60 active travel voucher that is available to residents can be spent on cycling equipment, accessories, or as a contribution towards the cost of a new bicycle, redeemable via [decathlon.co.uk](http://decathlon.co.uk) (subject to change).
- 8.20. A mobile mechanic may be organised to attend site for a day and allow pre-bookable services for residents to promote cycling as a primary mode for local journeys. This event will be considered annually in springtime, or where appropriate, if the Travel Plan targets are not being achieved. Alternative promotional activities will also be considered.
- 8.21. Cycling related branded merchandise will also be considered, distributed to residents via promotional activities, such as a high visibility backpack rain covers and lights, among others. In addition to this, BikeRegister kits will be offered to residents free of charge.

### ***Car Sharing***

- 8.22. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents.
- 8.23. The Travel Plan Coordinator will continue to promote the Liftshare public network ([Liftshare.com](http://Liftshare.com)), to provide opportunities to car share with residents from the surrounding areas. Residents are made aware of the car share website and encouraged to make use of the information it contains from the outset.
- 8.24. Residents are made aware of the Liftshare public network via the Travel Information Pack, social media and the development TP webpage.
- 8.25. During any on-site promotional event, car sharing will be heavily promoted to residents with competitions and give-aways for regular car sharers. Additionally, car sharing options will be promoted regularly through the annual newsletters and social media marketing throughout the monitoring period.

#### ***Marketing and Promotion***

- 8.26. Travel Information Packs for the development have been delivered to each dwelling by the Sales Office, for direct engagement with residents to encourage and promote the measures contained within this TP. A draft version of the Travel Information Pack was supplied to NCC and approved three months prior to first occupation.
- 8.27. The TPC has provided training to the sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents. Posters were provided to the Developer so that sales staff can visually show the sustainable travel options available to residents.
- 8.28. It is considered that in order to best promote a change in sustainable travel habits of new residents to an area, it is key to provide information within the first few weeks of moving in. Therefore, each dwelling is provided with a Travel Information Pack that will direct residents to the development Travel Plan webpage and social media for travel related information and contact details of the TPC. A survey of current intended travel habits is also included within the Travel Information Packs to ascertain very early indications of travel behaviour change.
- 8.29. Travel Plan webpages have been created specifically for the development's residents via [www.SmarterTravel.uk.com/Waylandfields](http://www.SmarterTravel.uk.com/Waylandfields) this provides links to this TP, as well as a useful way to contact the TPC for general travel related queries or for a PTP. It also provides information set out below and further links to other useful travel related websites:
  - Information on what a TP is and the benefits of the scheme;
  - Local area map indicating local amenities;
  - Links to the social media pages and news articles;
  - Information on car sharing, eco-conscious driving, travel information and community transport availability;

- PTP requests;
- Public transport information including details of the bus text service (explaining which bus and train services can be taken to access facilities);
- Cycle and pedestrian route maps;
- Details of home shopping services and collection points;
- Details of how to obtain the sustainable travel vouchers and any other measures, including residents' travel surveys;
- Marketing for the Liftshare website and rail discount card application forms; and
- Contact details of the TPC for the resident to be able to discuss any travel related problem or to receive further information for their personalised trips.

8.30. The TPC, through the use of social media and other marketing materials for the development, promotes the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.

8.31. It is recommended that the TPC undertake promotional events at the following times to increase awareness of the Travel Plan. Suggested events are as follows:

- Regular and on-going marketing to highlight TP webpages, social media and bus ticket promotion as well as PTPs and merchandise;
- Postal / online survey with prize incentive for respondents;
- Annual newsletters to be distributed to all occupied households, highlighting any relevant travel information or events happening; and
- General small social media promotional events to engage with residents and provide information directly on sustainable travel.

### **Personal Travel Planning (PTP)**

- 8.32. The TPC will provide a Personal Travel Plan to residents who request the service. The service is promoted within the TP webpages, promotional events and via marketing media issued to them, including the Travel Information Pack. They can also contact the TPC directly through the details given in **Chapter 4** of this TP, which is also promoted within the content listed above.
- 8.33. The above list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC will identify other measures throughout the life of the plan to aid in achieving the set targets and reducing SOV travel.

## **9. MANAGEMENT AND MONITORING**

9.1. A programme of monitoring and review has been designed to generate information by which the success of the scheme can be evaluated. Monitoring and review will be the responsibility of the TPC.

### ***The Travel Plan Coordinator***

9.2. The TPC has been identified and appointed by Barratt Homes (Anglia) with contact details provided in **Chapter 4**. The TPC will be funded by the Developer from appointment and for duration of the monitoring period.

9.3. The TPC will take responsibility for the development and management of the TP and ensure its delivery to completion of the monitoring period. It is important that the TPC makes regular visits to the site and presents the ideals of the TP to the residents and oversees the monitoring and reporting of the TP to the Local Authority.

9.4. The TPC can provide a Personal Travel Plan (PTP) to residents of this development. This service is provided on demand and will aim to be provided within 15 working days of any survey closure or otherwise ad hoc request.

9.5. The TPC ensures that structures for the on-going management of the plan are set up and running effectively, and helps to promote individual measures such as bus tickets, car sharing, etc. This can be undertaken through social media / marketing material, PTP and / or via the development TP webpages.

9.6. The TPC liaises with the public transport operators, highway authority and / or the Developer in order to report any inadequacies in maintenance maximise the potential use of sustainable travel options.

9.7. The TP is reviewed at every completion of the annual travel survey, as part of an on-going monitoring process. The TPC will aim to submit details of each review to NCC within two months of the completion of the surveys.

### ***Automatic Traffic Count (ATC) Surveys***

9.8. A 1-week ATC loop survey will be repeated annually at the main vehicular accesses. This includes the baseline survey (twelve-month anniversary of the first occupation to comply with the S106 agreement) and the five-year monitoring period. The monitoring will be completed two-years after final occupation, as set out in the S106 agreement.

9.9. Whilst the development is under construction, any associated construction/contractor movements will be disregarded, where possible. Due to unfinished road surfaces, the ATC survey was not completed for the baseline survey.

9.10. The vehicular trip rates will then be compared with the Transport Assessment figures to determine the effectiveness of the TP throughout the monitoring period.

### **Manual Monitoring**

- 9.11. At a minimum, on the baseline survey, year one anniversary and biannually thereafter, in accordance with the latest NCC guidance, the ATC surveys will be supplemented with a manual count survey undertaken over a 12-hour period (7am – 7pm) on either a Tuesday, Wednesday or Thursday (also when the show home is not open, where possible, nor during school holidays). This will be undertaken on all entrances to the site by any mode of travel. Joggers and dog walkers can be excluded from the survey.
- 9.12. The determined modal split of travel will then be able to be used to compare the effectiveness of the TP over the monitoring period. Any manual count data collected will be TRICS validated.

### **Postal/Online Surveys**

- 9.13. Postal / online surveys will be undertaken at baseline and annually thereafter. Surveying residents will enable a more direct questioning of their travel habits and identify measures that can assist in changing their travel habits to more sustainable means. To maximise the potential for return of postal / online surveys, a prize draw will be offered, including prizes up to the total value of £350. The result of each postal / online survey are to be issued to the Local Authority via the annual TP updates.
- 9.14. All online / postal surveys are confidential. No names or addresses shall be passed on to any third party (such as a public transport operator) unless consent has been granted by the participant. The only personal information that may be deemed necessary for the purposes of the TP are as follows:
  - Name and address;
  - Age;
  - Telephone number / email address;
  - Whether they are registered disabled;
  - Number and age of any dependants; and
  - Proof of address (if claiming an incentive).

- 9.15. All survey information shall be kept secure by the TPC in accordance with the ST Ltd Data Protection Policy. Hard copies of any surveys that have any personal information on shall be kept on file in a lockable cabinet for a period of no more than two years and shall be securely destroyed thereafter. Electronic copies of surveys that hold any personal information shall be saved securely on the local server and the file shall be password protected. Electronic copies shall not be kept longer than a period of two years and shall be securely deleted thereafter.

### **Additional Monitoring**

- 9.16. To ascertain whether the residents have already changed their mode of travel as a result of moving to this development from another location, a

short survey is provided within the Travel Information Pack that the resident will need to complete to claim the welcome voucher.

- 9.17. Additional measures may also be considered throughout the monitoring period, should the TP not be on track to achieve the principle target. Any additional measures considered by the TPC will be discussed and agreed with the Developer prior to implementation.

***Options for future managing the Residential Travel Plan***

- 9.18. There is a choice of different structures available for the on-going management of the TP beyond the monitoring period, should demand warrant it.
- 9.19. The different options for management exist, are as follows:
  - Management or consultant Companies;
  - Town Council; and
  - Steering groups, created with partnership working between the Local Authority, Developer and local representatives.
- 9.20. Whichever option is chosen then it will be notified to the Local Authority within the final TP update.

***Summary***

- 9.21. Monitoring is to be undertaken at a cost to the Developer and be at a similar time of the year (in spring or autumn) to provide a comparative assessment. It is to be ensured prior to the survey being undertaken that the following circumstances will not affect the outcomes of the surveys:
  - School / public holidays;
  - Highway maintenance;
  - Closures on public transport services; and / or
  - Any publicised strike action.
- 9.22. The results of the survey are issued to NCC as part of the TP update identifying the progress against the original objectives and targets. If the set targets have not been reached the TPC will seek to address and improve use of any mode, which seems to be underrepresented and where greater utilisation could reasonably be achieved and report to NCC.
- 9.23. In addition to the travel surveys noted above, the take-up of additional TP measures will be monitored to demonstrate the impact of the TP on the residential estate, and to understand which measures are successful.

## 10. MONITORING RESULTS

### ***Baseline (2022)***

- 10.1. The baseline monitoring of Wayland Fields was undertaken on Thursday 22<sup>nd</sup> of September 2022. This involved a manual count of all movements in/out of the development at Jessup Road (roundabout access) and both private driveway access points of the development, as the only constructed access points at the time of the survey. At the time of monitoring, 60 dwellings (10 affordable included) were occupied. As there was still construction taking place, any movements associated with this work were discredited where possible.
- 10.2. Due to unfinished road surfaces and on-going construction, it was not deemed suitable to install an ATC in the baseline year.
- 10.3. Additionally, a baseline postal / online survey was carried out with 19 total respondents, indicating a 31.7% response rate for the site.

### ***Year 1 (2023)***

- 10.4. A 1-week ATC was conducted from 2<sup>nd</sup> - 9<sup>th</sup> October 2023, at 2 vehicular access points on Jessup Road, one for the south/north vehicular access and one for the east/west vehicular access. The ATC's captured 102 of the 111 occupied dwellings, as the private drive with direct access to Thetford Road do not use the primary accesses.
- 10.5. Two Manual Count surveys were conducted on 3<sup>rd</sup> October 2023 on Jessup Road, one for the south/north vehicular access and one for the east/west vehicular access. There were showers in the AM period and a dry PM period.

### ***Year 2 (2024)***

- 10.6. A 1-week ATC was conducted from 8<sup>th</sup> - 14<sup>th</sup> October 2024, at the 2 vehicular access points on Jessup Road. The ATCs captured 137 of the 147 dwellings occupied at the time of monitoring, as there are 9 dwellings with private drive accesses off Thetford Road and the ATC placement omitted 1 further dwelling on Jessup Road.
- 10.7. Two Manual Count surveys were conducted on 8<sup>th</sup> October 2024, at the 2 vehicular access points on Jessup Road. There were showers in the AM period and dry conditions in the PM period.

### ***Year 3 (2025)***

- 10.8. The 2025 ATC data included in **Appendix C** covers the period 22<sup>nd</sup> - 28<sup>th</sup> September 2025 and captures trips from 163 of 172 dwellings (with the 9 dwellings accessed off Thetford Road excluded).

### **Trip Rates**

10.9. **Table 10.1** below shows the estimated trip rate and trip generation per dwelling from the original TA, compared to what was observed during each year's monitoring periods to date.

**Table 10.1 – Trip Rate Comparison**

	<b>Time Period (Two-Way Trip Rate)</b>		
<b>Monitoring Period</b>	<b>AM Peak (08:00-09:00)</b>	<b>PM Peak (17:00-18:00)</b>	<b>12-Hour (07:00-19:00)</b>
<b>TA Estimate</b>	0.566	0.640	5.273
<b>Baseline (2022)</b>	0.450	0.233	3.300
<b>Year 1 (2023)</b>	0.524	0.482	5.176
<b>Year 2 (2024)</b>	0.305	0.412	4.111
<b>Year 3 (2025)</b>	0.466	0.584	4.750

10.10. The trip rates observed in the Year 3 (2025) monitoring showed a noticeable increase in peak periods compared to Year 2 (2024) monitoring, but all remain lower than the TA estimate and is therefore not a cause for concern. A small increase is to be expected as the site develops and as it is nearing full occupancy, we may see the figures plateau or start to reduce again once construction is completed.

10.11. The AM Peak was observed 18% lower than the TA and the 12-hour was 10% lower, thereby meeting the 10% trip rate reduction target for Year 3 (2025) set out in **Chapter 7**. On the other hand, the PM Peak remained lower than the TA estimate by 9% and therefore fell just short of the target.

10.12. The noticeable drop in trip rates between Year 1 (2023) and Year 2 (2024) monitoring may be in part due to the new Jessup Road bus stops encouraging more residents to use public transport, which correlates with the modal split findings detailed below in **Table 10.2**, and in part due to the site build being in the final stages of construction and therefore requiring less contractors on-site, as they can be difficult to remove from ATC data. Once the site is fully occupied, future years' monitoring will be able to determine more accurate residential trip rates to compare against.

10.13. The next ATC monitoring will take place in 2026 unless otherwise stated, as per latest NCC guidance.

### **Modal Split**

10.15. **Table 10.2** below shows the modal split from 2011 Census data, compared to what was observed during each on-site manual count monitoring period.

**Table 10.2 – Modal Shift Comparison**

Mode of Travel	Census (2011)	Baseline (2022)	Year 1 (2023)	Year 2 (2024)
<b>Driving car or small van</b>	67.3%	54.3% (40.8% SOV)	59.6% (45.6% SOV)	56.6% (80.4% SOV)
<b>Passenger (car sharing)</b>	7.8%	14.2%	15.0%	15.8%
<b>On Foot</b>	16.8%	17.3%	16.0%	18.7%
<b>Bicycle</b>	4.0%	0.0%	1.2%	1.3%
<b>Motorbike</b>	1.2%	0.0%	1.0%	0.6%
<b>Other</b>	2.9%	14.2%	7.2%	7.0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Notes: Other modes for the 2011 Census data include public transport and taxi. Other modes for the on-site monitoring include public transport, taxi, LGVs and OGVs. Direct comparisons should only be made between on-site monitoring datasets. For on-site monitoring, public transport trips are likely to be in the 'on foot' figure at the site accesses. Multi-modal data is collected biennially from 2024.

- 10.16. **Table 10.2** shows that driving a car or small van declined between Years 1 and 2 and remained lower than that observed in the 2011 Census data, although SOV trips made up a higher proportion of those travelling in a vehicle. Car sharing has grown since in Year 2 and remains significantly higher than the 2011 Census figure.
- 10.17. Active travel modes have also seen a rise in popularity, with cycling showing promising signs of growth and walking once again above the 2011 Census figure. The increase in foot traffic may be influenced by the launch of the Jessup Road bus stops on Thetford Road, as the data showed significantly more footfall at the Jessup Road north access, which leads to the bus stops and further north into Watton.
- 10.18. Overall, the target of maintaining or improving modal split in favour of sustainable travel modes as set out in **Chapter 7** has been achieved in 2025, with a 16% reduction in car/van drivers compared to the 2011 Census, a 103% rise in car sharing and an 11% increase in walking.
- 10.19. The next manual count monitoring will take place in 2026 unless otherwise required, as per latest NCC guidance.

### **Residents' Travel Survey**

10.20. Below is a summary of the findings from each residential travel survey conducted throughout the monitoring period.

#### **Baseline (2022)**

10.21. A proportion of the total 19 respondents of the 2022 survey indicated that they used multiple modes of travel often and therefore selected multiple answers. Respondents to the 2022 survey had an increased modal split in favour of sustainable travel when compared to the 2022 manual count survey results. 46% of respondents drove alone (opposed to 56% in the 2022 manual count) and 25% car shared (opposed to 11% in 2022 manual count).

10.22. The 2022 survey indicated that only 4 (21%) of the total respondents were aware of the TP for Wayland Fields.

10.23. The 2022 survey showed that 4 (21%) of the total respondents requested a Personal Travel Plan, contributing to the overall claims throughout the lifetime of the TP.

10.24. 11 dwellings had claimed/used their travel plan vouchers (of the 60 occupied dwellings in 2022), indicating that the 10% target set out in **Chapter 7** was being achieved.

#### **Year 1 (2023)**

10.25. No postal/online survey was required in 2023.

#### **Year 2 (2024)**

10.26. In September 2024, travel survey invitations were sent to 147 occupied dwellings at the time of monitoring, and reminders were sent two weeks to encourage participation. A prize draw was offered, including 3 prizes; a £100 Decathlon store voucher, a Fitbit Inspire 3 and a £25 shopping voucher.

10.27. Overall, the survey received 14 (10%) responses, which achieved the 10% target set out in **Chapter 7**.

10.28. 0 respondents claimed a PTP from the 2024 survey. The PTP service will continue to be promoted throughout the monitoring period, primarily through the travel surveys and newsletters sent to all occupied households.

10.29. 8 (57%) of respondents claimed to have read the Travel Information Pack and would therefore have an awareness of the TP and TPC services, including PTPs. This achieved the 50% awareness target set out in **Chapter 7**. Of those who had read it, half found it helpful, half did not.

10.30. Participants were asked how often they travelled and which mode(s) they used, to which 79% said they walk for an average 3 days per week, 71% drive alone in a car for an average 4 days per week and 57% car share for an average 4 days per week. On the other hand, 43% said they work from home for an average 3.5 days per week.

- 10.31. Participants were asked which alternative mode they would consider should their main mode become unavailable, the top 3 modes were; car sharing (36%), bus (21%) and walking (21%). Interestingly, only 7% would choose to work from home.
- 10.32. When asked whether they would consider car sharing regularly, 5 (56%) said they already car share regularly and 2 (22%) said they would if they could find someone to share with. Comparatively, 1 (11%) said they couldn't car share because of family / child commitments and 1 (11%) said they prefer using public transport.
- 10.33. Participants were asked what was stopping them from travelling more sustainably, to which 6 (43%) said their regular destination(s) are too far away to walk / cycle, 5 (36%) said the bus times don't suit their needs, 4 (29%) don't believe they have any other options, 4 (29%) claimed to need their vehicle due to family / child care and 4 (29%) perceive the surrounding roads to be unsafe to walk / cycle.
- 10.34. When asked whether the cost-of-living crisis had impacted their daily life and travel arrangements, 43% said no and 7% did not comment, compared to 50% who said yes and provided comments focusing heavily on the cost of fuel, such as: "*I have to do all of my errands at once to limit fuel usage*", "*Sometimes I take a bus rather than drive as it is cheaper*" and "*Yes it's becoming impossible to afford fuel after paying bills and doing food shopping*".
- 10.35. Participants were asked to provide additional feedback, to which 4 comments were provided that focused on local public transport provision; "*More bus services on weekends especially mornings and better return options from destinations such as Dereham, Norwich*", "*More buses to and from Thetford*", "*Would be nice if the bus was to come up to the roundabout and then back down for people who need to get to Norwich*" and "*I wish that Watton had a train station*".

### **Year 3 (2025)**

- 10.36. In September 2025, travel survey invitations were sent to 167 occupied dwellings at the time of monitoring, and reminders were sent two weeks later to encourage participation. A prize draw was offered, including 3 prizes; a £200 Decathlon store voucher, a Closca foldable helmet worth £99 and a £50 Kind Bag shopping voucher.
- 10.37. Overall, the survey received 13 (8%) responses, which did not quite achieve the 10% target set out in **Chapter 7**.
- 10.38. 0 respondents claimed a PTP from the 2025 survey. The PTP service will continue to be promoted throughout the monitoring period, primarily through the travel surveys and newsletters sent to all occupied households.
- 10.39. 8 (62%) of respondents claimed to have read the Travel Information Pack and would therefore have an awareness of the TP and TPC services, including PTPs. This achieved the 50% awareness target set out in **Chapter 7**. Of those who had read it, 5 (63%) found it helpful.

10.40. Participants were asked how often they travelled and which mode(s) they used, to which 11 (85%) said they drive a car (alone) for an average 4.5 days per week, 9 (69%) walk for an average 3 days per week and 57% car share for an average 4 days per week. On the other hand, 7 (54%) said they work from home for an average 3 days per week.

10.41. Participants were asked which alternative mode they would consider should their main mode become unavailable, the top 3 modes were; bus 5 (38%), car (sharing) 3 (23%) and car (alone) 3 (23%).

10.42. When asked whether they would consider car sharing regularly, 4 (31%) said they would if they could find someone to share with and 2 (15%) said they would if they could find someone to share with. Comparatively, 3 (23%) said they couldn't car share because of family / child commitments and 1 (11%) said they prefer using public transport.

10.43. Participants were asked what was stopping them from travelling more sustainably, to which 5 (38%) said that bus times do not suit their needs, 4 (31%) said they don't believe they have any other option, 3 (23%) don't believe said they can't walk or cycle their journey due to it being too far away.

10.44. When asked whether the cost-of-living crisis had impacted their daily life and travel arrangements, 8 (62%) said no and 5 (38%) said it did and provided comments focusing on the cost of fuel, such as: "*More conscious of the trips we make in the car to reduce the amount of fuel we use*" and "*Yes, fuel costs effect the amount of times I see my family*".

10.45. Participants were asked to provide additional feedback, and 1 comment was provided that focused on local public transport infrastructure, which was "*Bus shelters would have been nice for winter or rainy weather*".

10.46. A copy of the 2025 travel survey results can be found in **Appendix D**.

### ***Incentive Claims***

10.47. As of the latest claim made on 23<sup>rd</sup> September 2025, the following incentives had been claimed:

- 12 residents had claimed a PTP.
- 26 households had claimed an active travel voucher.
- 10 households had claimed a bus voucher.
- 30 households had claimed a Smarter Travel umbrella.

**TPC Action Plan**

10.48. Details of the proposed Travel Plan measures to be implemented throughout the monitoring period can be found in **Table 10.3** below.

**Table 10.3 – TPC Action Plan**

Measure	Action	Next Due
Travel Information Pack (TIP)	Each household will receive a TIP when moving in, promoting sustainable travel and incentives available to residents	Until final occupation
Personal Travel Plans (PTPs)	Promotion of PTP service to all residents via marketing channels (TIP, newsletter, social media, travel surveys)	Until monitoring period ends
Webpage and social media	Travel Plan webpages and social media channels will be regularly updated with useful information	Ongoing
Sustainable Travel Promotion	Promote walking, wheeling, cycling, bus, train and car sharing, as appropriate throughout the year	Ongoing (seasonal)
Promotional Events	Vouchers for a mobile mechanic service will be considered and welcome incentives will be further promoted to increase uptake.	Spring 2026
Postal/online survey	An annual travel survey to understand behaviour changes and promote incentives.	Summer 2026
Newsletter	An annual update on travel information, news and incentives.	Autumn 2026
Automatic Traffic Count (ATC)	A 1-week ATC survey at every vehicular access point to monitor trip rates. Required <u>annually</u> as per NCC guidance.	Autumn 2026
Manual Count Survey	A 12-hour manual count of all movement in/out of site to monitor and compare trip rates. Required <u>biennially</u> as per NCC guidance.	Autumn 2026

## Appendices

## Appendix A



Note: Landscaping is indicative - For full landscape details please see landscape drawings submitted as part of the application.

## Appendix B

**NEW**  
NOW SERVES  
THETFORD LEISURE  
CENTRE

81

WATTON ▶ GRISTON ▶ GREAT HOCKHAM ▶ THETFORD

**konekt**bus  
Norfolk —  
Part of GoAhead

Watton ▶ Griston ▶ Great Hockham ▶ Thetford 81 Thetford ▶ Great Hockham ▶ Griston ▶ Watton 81

Monday to Friday except Bank Holidays

	Code	Sch	MF	Sch	TWTh
Watton, High Street, Post office	1000	1135	1305	1510	
Wayland Academy					1450 1550
Griston, Church Rd (for Wayland Prison)	1008	1143	1313		1459 1559
Caston, Green	1012	1147	1317		1503 1603
Great Hockham, Green	1019	1154	1324	1522	1510 1610
East Wretham, A1075	1022	1157	1327	1525	1517 1617
East Wretham, Camp	1023				1519 1619
Croxtton, Church Avenue	1033				
Thetford, Croxtton Rd, Leisure Centre	1036	1206	1336	1534	
Thetford, Bus Interchange	1040	1210	1340	1538	1531 1631
	<b>84</b>	<b>84</b>	<b>84</b>	<b>86</b>	
Thetford, Bus Interchange	1045	1215	1345	1615	
Bury St Edmunds, Bus Station	1125	1247	1417	1647	

Monday to Friday except Bank Holidays

	84	86	84	84	86
Bury St Edmunds, Bus Station	0835	0955	1125	1325	1455
Thetford, Bus Interchange	0905	1030	1155	1355	1530
	<b>Sch</b>				
Thetford, Bus Interchange	0750	0925	1045	1215	1405 1545
Thetford, Croxtton Rd, Leisure Centre		0928	1048	1218	1408 1548
Croxtton, Church Avenue				1223	
East Wretham, Camp	0800			1230	
East Wretham, A1075	0803	0938	1058	1232	1418 1558
Great Hockham, Green	0810	0943	1103	1237	1423 1603
Caston, Green	0817		1109	1244	1429
Griston, Church Rd (for Wayland Prison)	0823		1113	1248	1433
Wayland Academy	0835				
Watton, High Street, Post office	0955	1122	1257	1442	1615

Codes:

**Sch** runs on school days

**SchMF** runs on school days on Monday & Friday

**NSchTWTh** runs on school days on Tuesday, Wednesday & Thursday

Routes 84 & 86 and school journeys are operated by Coach Services of Thetford

Coach Services timetable information was correct at the time of print, please check their website for latest information.

NEW  
RUNS HOURLY  
ALL DAY

82

WATTON ▶ GREAT ELLINGHAM ▶ ATTLEBOROUGH

**konekt**bus  
Norfolk —  
Part of GoAhead

Monday to Saturday except Bank Holidays

	Code	KB60	SchA	NSchSA	NS	TF	TF	0655	0740	0740	0850	0950	1050	1150	1250	1350	1450	1610	1710	
Watton, High Street, Post office					0704	0749	0749	0857	0957	1057	1157	1257	1357	1457	1617	1717				
Griston, Church Rd (for Wayland Prison)					0708	0753	0753	0900	1000	1100	1200	1300	1400	1500	1620	1720				
Caston, Green					0714	0759	0759	0904	1004	1104	1204	1304	1404	1504	1624	1724				
Rockland, village sign					0806															
Great Ellingham, Chequers Lane					0808															
Great Ellingham, bus shelter					0808	0805		0910	1010	1110	1210	1310	1410	1510	1630	1730				
Attleborough, Queens Square					0813	0810		0917	1017	1117	1217	1317	1417	1517	1637	1737				
<b>buses for Norwich</b>		<b>EC13</b>	<b>CS90</b>	<b>CS90</b>	<b>EC13</b>															
Attleborough, Queens Square								0825	0825	0925	1025	1135	1235	1335	1445	1550	1650	1810		
Norwich, City Centre					0807	0919	0919	1019	1119	1219	1319	1419	1529	1620	1720	1854				

**Codes:**

**SchA** runs on school days only serving Great Ellingham, Church Street 0805, Chequers Lane 0806 and continues to Attleborough Academy

**SchB** runs on school days only serving Attleborough Academy 1525 and Great Ellingham Chequers Lane and Church Street

**NSch** runs on school holidays only

**TF** continues to or starts in Toftwood as route 3 via Shipdham

**EC13** operated by Firstbus

**CS90** operated by Coach Service

## Attleborough ➤ Great Ellingham ➤ Watton

82

Monday to Saturday except Bank Holidays

	NS												
buses from Norwich	EC13	EC13	EC13	EC13	EC13	EC13	CS90	EC13	EC13	EC13	ECX13	KB60	
Norwich City Centre	0712	0820	0925	1035	1135	1235	1330	1415	1415	1555	1645	1725	
Attleborough, Edenside Drive	0806	0907	1007	1117	1217	1317	1400	1457	1642	1723	1723		
Sch BNSchS													
Attleborough, Queens Square	0820	0920	1020	1120	1220	1320	1420	1522	1520	1640	1740		
Attleborough, Edenside Drive	0822	0922	1022	1122	1222	1322	1422	1526	1522	1642	1742		
Great Ellingham, Chequers Lane								1532					
Great Ellingham, bus shelter	0827	0927	1027	1127	1227	1327	1427	1535	1527	1647	1747	1810	
Rockland, village sign	0833	0933	1033	1133	1233	1333	1433	1546	1533	1653	1753	1816	
Caston, Green	0837	0937	1037	1137	1237	1337	1437	1551	1537	1657	1757	1822	
Griston, Church Rd (for Wayland Prison)	0840	0940	1040	1140	1240	1340	1440	1556	1540	1700	1800	1826	
Watton, High Street, Post office	0848	0948	1048	1148	1248	1348	1448	1605	1548	1708	1808	1835	
TF													

**Codes:**

**SchA** runs on school days only serving Great Ellingham, Church Street 0805, Chequers Lane 0806 and continues to Attleborough Academy

**SchB** runs on school days only serving Attleborough Academy 1525 and Great Ellingham Chequers Lane and Church Street

**NSch** runs on school holidays only

**TF** continues to or starts in Toftwood as route 3 via Shipdham

**EC13X13** operated by Firstbus

**CS90** operated by Coach Service

## Appendix C

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS	OR CAR- BASED LGV											
<b>Mon 22-Sep-25</b>															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
07:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0
10:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
<b>11:00</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00	8	0	5	2	0	1	0	0	0	0	0	0	0	0	0
13:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
14:00	11	1	3	6	0	0	0	0	0	0	0	1	0	0	0
15:00	11	0	7	4	0	0	0	0	0	0	0	0	0	0	0
16:00	20	0	15	5	0	0	0	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>41</b>	<b>1</b>	<b>27</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00	23	0	19	3	0	1	0	0	0	0	0	0	0	0	0
19:00	12	0	7	5	0	0	0	0	0	0	0	0	0	0	0
20:00	9	0	3	3	0	0	3	0	0	0	0	0	0	0	0
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>150</b>	<b>2</b>	<b>99</b>	<b>42</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>175</b>	<b>2</b>	<b>113</b>	<b>50</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>178</b>	<b>2</b>	<b>116</b>	<b>50</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>179</b>	<b>2</b>	<b>117</b>	<b>50</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								SEVEN OR MORE AXLE ARTIC						
<b>Tue 23-Sep-25</b>														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	6	0	3	2	0	0	0	0	1	0	0	0	0	0
08:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0
<b>09:00</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00	6	0	2	4	0	0	0	0	0	0	0	0	0	0
11:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0
12:00	9	0	4	5	0	0	0	0	0	0	0	0	0	0
13:00	7	0	3	2	0	0	1	0	0	0	1	0	0	0
14:00	9	0	7	1	0	1	0	0	0	0	0	0	0	0
15:00	16	0	8	6	0	1	1	0	0	0	0	0	0	0
16:00	15	0	7	7	0	1	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>28</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00	22	0	17	4	0	0	1	0	0	0	0	0	0	0
19:00	14	0	9	4	0	0	1	0	0	0	0	0	0	0
20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>136</b>	<b>0</b>	<b>83</b>	<b>44</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>155</b>	<b>0</b>	<b>96</b>	<b>48</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>158</b>	<b>0</b>	<b>98</b>	<b>49</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>158</b>	<b>0</b>	<b>98</b>	<b>49</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	FIVE OR LESS AXLE		SEVEN OR MORE AXLE		
			CARS	GOODS VEHICLES								MULTI- TRAILER ARTIC	SIX AXLE ARTIC	MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Wed 24-Sep-25</b>																
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0
<b>09:00</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00	5	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0
12:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
13:00	10	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0
14:00	6	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0
15:00	10	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0
16:00	19	0	13	5	0	1	0	0	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>21</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0
19:00	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
20:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>116</b>	<b>1</b>	<b>79</b>	<b>32</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>128</b>	<b>1</b>	<b>86</b>	<b>37</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>130</b>	<b>1</b>	<b>88</b>	<b>37</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>131</b>	<b>1</b>	<b>89</b>	<b>37</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	FIVE OR LESS AXLE		SIX AXLE		SEVEN OR MORE AXLE	
			CARS	GOODS VEHICLES								MULTI- TRAILER ARTIC	SIX AXLE ARTIC	MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
<b>Thu 25-Sep-25</b>																	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07:00</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00	5	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	10	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00	6	0	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0
14:00	8	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	0
15:00	12	0	5	6	0	0	1	0	0	0	0	0	0	0	0	0	0
<b>16:00</b>	<b>26</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	15	0	9	3	0	1	2	0	0	0	0	0	0	0	0	0	0
18:00	19	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	14	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	14	0	10	3	0	0	1	0	0	0	0	0	0	0	0	0	0
21:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>115</b>	<b>0</b>	<b>76</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>149</b>	<b>0</b>	<b>101</b>	<b>37</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>151</b>	<b>0</b>	<b>102</b>	<b>38</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>152</b>	<b>0</b>	<b>103</b>	<b>38</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS	OR CAR- BASED LGV											
<b>Fri 26-Sep-25</b>															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
07:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0
08:00	13	0	4	6	0	0	3	0	0	0	0	0	0	0	0
09:00	7	0	3	4	0	0	0	0	0	0	0	0	0	0	0
<b>10:00</b>	<b>14</b>	0	10	4	0	0	0	0	0	0	0	0	0	0	0
11:00	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0
12:00	10	0	5	5	0	0	0	0	0	0	0	0	0	0	0
13:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
14:00	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0
15:00	20	0	15	5	0	0	0	0	0	0	0	0	0	0	0
16:00	9	0	6	2	0	1	0	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>21</b>	0	15	5	0	1	0	0	0	0	0	0	0	0	0
18:00	18	0	13	5	0	0	0	0	0	0	0	0	0	0	0
19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
20:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
21:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>140</b>	0	92	42	0	3	3	0	0	0	0	0	0	0	0
<b>16H,6-22</b>	<b>162</b>	0	111	45	0	3	3	0	0	0	0	0	0	0	0
<b>18H,6-24</b>	<b>168</b>	0	113	49	0	3	3	0	0	0	0	0	0	0	0
<b>24H,0-24</b>	<b>169</b>	0	113	50	0	3	3	0	0	0	0	0	0	0	0

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								SEVEN OR MORE AXLE ARTIC						
<b>Sat 27-Sep-25</b>														
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0
08:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
09:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
10:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0
<b>11:00</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
13:00	9	0	4	5	0	0	0	0	0	0	0	0	0	0
<b>14:00</b>	<b>18</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00	12	0	7	3	0	1	1	0	0	0	0	0	0	0
16:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
17:00	13	0	11	1	0	0	1	0	0	0	0	0	0	0
18:00	14	0	11	2	0	0	1	0	0	0	0	0	0	0
19:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
20:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
21:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>110</b>	<b>1</b>	<b>76</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>129</b>	<b>1</b>	<b>92</b>	<b>31</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>131</b>	<b>1</b>	<b>94</b>	<b>31</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>133</b>	<b>1</b>	<b>95</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								THREE AXLE RIGID	FOUR OR LESS AXLE ARTIC					
<b>Sun 28-Sep-25</b>														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	4	0	1	3	0	0	0	0	0	0	0	0	0	0
10:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
<b>11:00</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>12:00</b>	<b>12</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
14:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0
<b>15:00</b>	<b>12</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16:00	7	0	2	4	0	0	1	0	0	0	0	0	0	0
<b>17:00</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
19:00	6	0	3	2	0	0	0	0	0	1	0	0	0	0
20:00	7	0	5	0	0	0	2	0	0	0	0	0	0	0
21:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>75</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>91</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>93</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>93</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

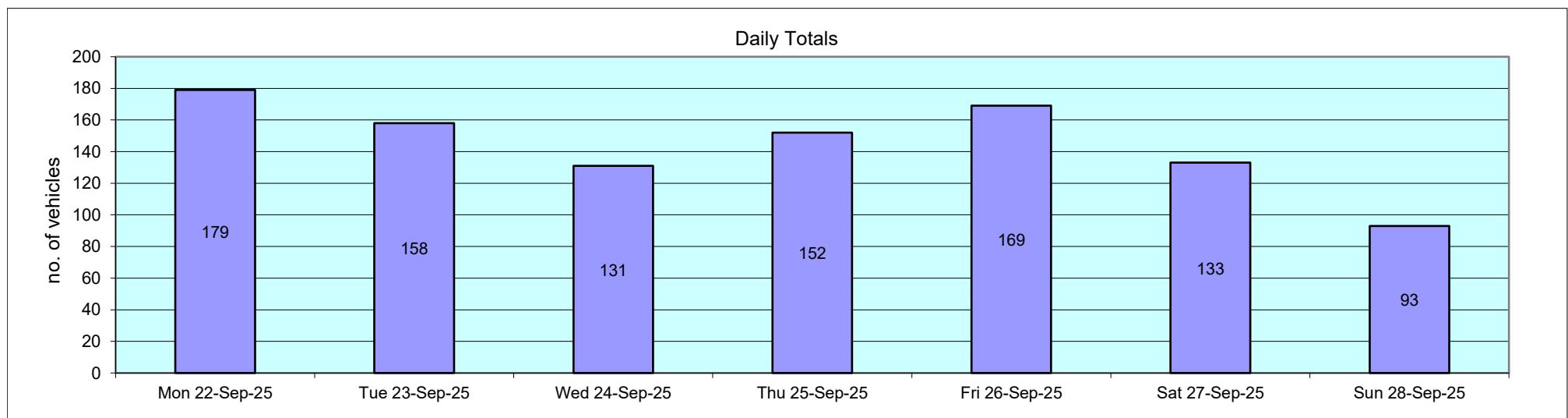
Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER	SIX AXLE MULTI- TRAILER	SEVEN OR MORE AXLE ARTIC
<b>Daily Totals</b>														
Mon 22-Sep-25	179	2	117	50	1	3	5	0	0	0	1	0	0	0
Tue 23-Sep-25	158	0	98	49	0	3	6	0	1	0	1	0	0	0
Wed 24-Sep-25	131	1	89	37	0	3	0	0	0	0	0	1	0	0
Thu 25-Sep-25	152	0	103	38	0	3	7	0	1	0	0	0	0	0
Fri 26-Sep-25	169	0	113	50	0	3	3	0	0	0	0	0	0	0
Sat 27-Sep-25	133	1	95	32	0	2	3	0	0	0	0	0	0	0
Sun 28-Sep-25	93	0	61	28	0	0	3	0	0	1	0	0	0	0
<b>Total Vehicles</b>														
[-]	1015	4	676	284	1	17	27	0	2	1	2	1	0	0



14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								THREE AXLE RIGID	FOUR OR LESS AXLE ARTIC					
<b>Mon 22-Sep-25</b>														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
06:00	15	0	9	3	0	0	3	0	0	0	0	0	0	0
<b>07:00</b>	<b>18</b>	0	15	2	0	0	1	0	0	0	0	0	0	0
<b>08:00</b>	<b>18</b>	0	11	3	0	0	4	0	0	0	0	0	0	0
09:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
10:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
11:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
12:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
13:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
14:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
15:00	12	0	7	3	0	0	2	0	0	0	0	0	0	0
16:00	10	0	8	1	0	1	0	0	0	0	0	0	0	0
17:00	10	0	8	0	0	0	2	0	0	0	0	0	0	0
<b>18:00</b>	<b>19</b>	0	18	0	0	0	1	0	0	0	0	0	0	0
19:00	9	0	7	0	0	0	2	0	0	0	0	0	0	0
20:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>135</b>	0	110	14	0	1	10	0	0	0	0	0	0	0
<b>16H,6-22</b>	<b>168</b>	0	135	17	0	1	15	0	0	0	0	0	0	0
<b>18H,6-24</b>	<b>168</b>	0	135	17	0	1	15	0	0	0	0	0	0	0
<b>24H,0-24</b>	<b>178</b>	0	145	17	0	1	15	0	0	0	0	0	0	0

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER	SIX AXLE MULTI- TRAILER	SEVEN OR MORE AXLE ARTIC
<b>Tue 23-Sep-25</b>														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0
05:00	12	0	9	1	0	0	2	0	0	0	0	0	0	0
06:00	15	0	12	2	0	0	1	0	0	0	0	0	0	0
07:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
<b>08:00</b>	<b>21</b>	0	16	1	0	0	4	0	0	0	0	0	0	0
09:00	11	0	9	1	0	0	1	0	0	0	0	0	0	0
10:00	6	0	4	1	0	0	1	0	0	0	0	0	0	0
11:00	12	0	10	0	0	0	2	0	0	0	0	0	0	0
12:00	10	0	9	0	0	0	1	0	0	0	0	0	0	0
13:00	15	0	11	2	0	1	1	0	0	0	0	0	0	0
14:00	16	0	13	1	0	0	1	0	0	0	0	1	0	0
15:00	6	0	2	0	0	2	2	0	0	0	0	0	0	0
16:00	8	0	4	2	0	0	2	0	0	0	0	0	0	0
<b>17:00</b>	<b>17</b>	0	10	2	0	0	4	0	0	0	0	1	0	0
18:00	7	0	5	0	0	0	2	0	0	0	0	0	0	0
19:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
21:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>141</b>	<b>0</b>	<b>104</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>173</b>	<b>0</b>	<b>132</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>173</b>	<b>0</b>	<b>132</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>191</b>	<b>0</b>	<b>145</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS	OR CAR- BASED LGV											
<b>Wed 24-Sep-25</b>															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	10	0	5	2	0	0	3	0	0	0	0	0	0	0	0
06:00	10	0	6	1	0	0	3	0	0	0	0	0	0	0	0
07:00	15	0	13	1	0	0	1	0	0	0	0	0	0	0	0
<b>08:00</b>	<b>27</b>	0	22	2	0	0	3	0	0	0	0	0	0	0	0
09:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
10:00	8	0	4	3	0	1	0	0	0	0	0	0	0	0	0
11:00	7	0	4	2	0	0	1	0	0	0	0	0	0	0	0
<b>12:00</b>	<b>12</b>	0	8	2	0	0	1	0	0	0	0	0	1	0	0
<b>13:00</b>	<b>12</b>	1	7	3	0	0	1	0	0	0	0	0	0	0	0
<b>14:00</b>	<b>12</b>	0	10	2	0	0	0	0	0	0	0	0	0	0	0
15:00	6	0	4	1	0	1	0	0	0	0	0	0	0	0	0
16:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
17:00	9	1	6	1	0	0	1	0	0	0	0	0	0	0	0
18:00	8	0	6	1	0	0	1	0	0	0	0	0	0	0	0
19:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0
20:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>125</b>	<b>2</b>	<b>91</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>141</b>	<b>2</b>	<b>100</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>141</b>	<b>2</b>	<b>100</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>153</b>	<b>2</b>	<b>107</b>	<b>25</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS	OR CAR- BASED LGV											
<b>Thu 25-Sep-25</b>															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	0	0	0	0	1	0	0	0	0	0	0	0
05:00	9	0	6	2	0	0	0	1	0	0	0	0	0	0	0
06:00	14	0	13	0	0	0	0	1	0	0	0	0	0	0	0
07:00	16	0	14	0	0	0	0	1	0	0	0	0	1	0	0
<b>08:00</b>	<b>21</b>	0	14	2	0	0	5	0	0	0	0	0	0	0	0
09:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
10:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
11:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
12:00	11	0	6	4	0	0	0	1	0	0	0	0	0	0	0
13:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
14:00	12	0	9	2	1	0	0	0	0	0	0	0	0	0	0
15:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
16:00	8	0	5	2	0	0	0	1	0	0	0	0	0	0	0
17:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
<b>18:00</b>	<b>13</b>	0	11	1	0	0	1	0	0	0	0	0	0	0	0
19:00	4	0	3	0	0	0	0	1	0	0	0	0	0	0	0
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>116</b>	0	91	14	1	0	9	0	0	0	1	0	0	0	0
<b>16H,6-22</b>	<b>140</b>	0	113	14	1	0	11	0	0	0	1	0	0	0	0
<b>18H,6-24</b>	<b>140</b>	0	113	14	1	0	11	0	0	0	1	0	0	0	0
<b>24H,0-24</b>	<b>153</b>	0	122	16	1	0	13	0	0	0	1	0	0	0	0

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								SEVEN OR MORE AXLE ARTIC						
<b>Fri 26-Sep-25</b>														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
06:00	12	0	8	2	0	0	2	0	0	0	0	0	0	0
07:00	10	0	9	0	0	0	1	0	0	0	0	0	0	0
<b>08:00</b>	<b>21</b>	1	14	2	0	0	4	0	0	0	0	0	0	0
09:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
10:00	8	0	6	1	0	0	1	0	0	0	0	0	0	0
11:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
12:00	15	0	9	5	0	0	1	0	0	0	0	0	0	0
13:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
<b>14:00</b>	<b>23</b>	0	19	3	0	0	1	0	0	0	0	0	0	0
15:00	11	0	7	2	0	0	2	0	0	0	0	0	0	0
16:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
17:00	12	0	10	0	0	0	2	0	0	0	0	0	0	0
18:00	13	0	11	2	0	0	0	0	0	0	0	0	0	0
19:00	11	0	9	1	0	0	1	0	0	0	0	0	0	0
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>143</b>	1	111	19	0	0	12	0	0	0	0	0	0	0
<b>16H,6-22</b>	<b>169</b>	1	131	22	0	0	15	0	0	0	0	0	0	0
<b>18H,6-24</b>	<b>170</b>	1	132	22	0	0	15	0	0	0	0	0	0	0
<b>24H,0-24</b>	<b>180</b>	1	139	24	0	0	16	0	0	0	0	0	0	0

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS	OR CAR- BASED LGV											
<b>Sat 27-Sep-25</b>															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	6	0	0	0	0	1	0	0	0	0	0	0	0
07:00	7	0	5	1	0	0	0	1	0	0	0	0	0	0	0
08:00	10	0	9	0	0	0	0	1	0	0	0	0	0	0	0
09:00	12	0	10	1	0	0	0	1	0	0	0	0	0	0	0
<b>10:00</b>	<b>17</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00	13	0	8	4	0	0	0	1	0	0	0	0	0	0	0
<b>12:00</b>	<b>17</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
14:00	11	0	8	2	0	0	0	0	0	0	0	0	1	0	0
15:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
16:00	9	1	7	1	0	0	0	0	0	0	0	0	0	0	0
17:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
18:00	10	0	8	1	0	0	0	1	0	0	0	0	0	0	0
19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>137</b>	<b>2</b>	<b>114</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>155</b>	<b>2</b>	<b>131</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>156</b>	<b>2</b>	<b>132</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>159</b>	<b>2</b>	<b>135</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS	GOODS VEHICLES											
<b>Sun 28-Sep-25</b>															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
07:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
08:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
09:00	10	0	5	1	0	0	4	0	0	0	0	0	0	0	0
10:00	7	0	6	0	0	0	0	1	0	0	0	0	0	0	0
<b>11:00</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00	9	0	5	1	0	0	0	3	0	0	0	0	0	0	0
13:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
<b>14:00</b>	<b>12</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00	8	0	7	0	0	0	0	1	0	0	0	0	0	0	0
16:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
17:00	11	0	10	0	0	0	0	1	0	0	0	0	0	0	0
18:00	4	0	2	0	0	0	0	2	0	0	0	0	0	0	0
19:00	3	0	1	1	0	0	0	1	0	0	0	0	0	0	0
20:00	4	0	3	0	0	0	0	1	0	0	0	0	0	0	0
21:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>94</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>106</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>106</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>111</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

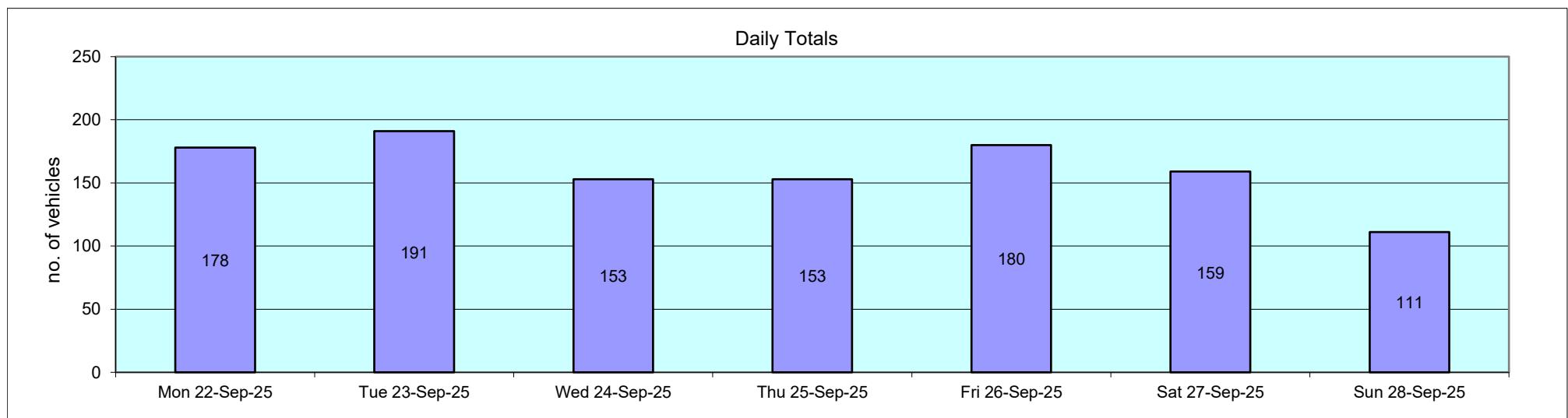
Site No: 14654007

Location Jessup Road, Watton (South of Hugh Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								THREE AXLE RIGID	FOUR OR LESS AXLE ARTIC					
<b>Daily Totals</b>														
Mon 22-Sep-25	178	0	145	17	0	1	15	0	0	0	0	0	0	0
Tue 23-Sep-25	191	0	145	16	0	3	25	0	0	0	0	2	0	0
Wed 24-Sep-25	153	2	107	25	0	2	16	0	0	0	0	1	0	0
Thu 25-Sep-25	153	0	122	16	1	0	13	0	0	0	1	0	0	0
Fri 26-Sep-25	180	1	139	24	0	0	16	0	0	0	0	0	0	0
Sat 27-Sep-25	159	2	135	15	0	0	6	0	0	0	0	1	0	0
Sun 28-Sep-25	111	0	86	11	0	0	14	0	0	0	0	0	0	0
<b>Total Vehicles</b>														
[-]	1125	5	879	124	1	6	105	0	0	0	1	4	0	0



14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								THREE AXLE RIGID	FOUR OR LESS AXLE ARTIC					
<b>Mon 22-Sep-25</b>														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0
<b>08:00</b>	<b>14</b>	0	12	1	0	0	1	0	0	0	0	0	0	0
09:00	9	1	7	1	0	0	0	0	0	0	0	0	0	0
<b>10:00</b>	<b>14</b>	1	13	0	0	0	0	0	0	0	0	0	0	0
11:00	9	2	6	1	0	0	0	0	0	0	0	0	0	0
12:00	13	0	11	0	0	0	1	0	0	0	0	1	0	0
13:00	23	1	21	1	0	0	0	0	0	0	0	0	0	0
14:00	19	1	14	1	0	0	3	0	0	0	0	0	0	0
<b>15:00</b>	<b>33</b>	0	30	1	0	0	2	0	0	0	0	0	0	0
16:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0
17:00	24	1	22	0	0	0	1	0	0	0	0	0	0	0
18:00	24	3	18	0	0	0	3	0	0	0	0	0	0	0
19:00	18	1	15	1	0	0	1	0	0	0	0	0	0	0
20:00	15	1	14	0	0	0	0	0	0	0	0	0	0	0
21:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
22:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>210</b>	<b>10</b>	<b>179</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>254</b>	<b>12</b>	<b>219</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>260</b>	<b>12</b>	<b>225</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>264</b>	<b>12</b>	<b>229</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								THREE AXLE RIGID	FOUR OR LESS AXLE ARTIC					
<b>Tue 23-Sep-25</b>														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0
07:00	12	1	9	2	0	0	0	0	0	0	0	0	0	0
<b>08:00</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	11	1	8	1	0	0	1	0	0	0	0	0	0	0
10:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
11:00	12	1	11	0	0	0	0	0	0	0	0	0	0	0
12:00	18	2	13	2	0	0	1	0	0	0	0	0	0	0
13:00	21	0	16	1	0	0	4	0	0	0	0	0	0	0
14:00	15	1	13	0	0	0	1	0	0	0	0	0	0	0
15:00	35	0	29	1	0	0	5	0	0	0	0	0	0	0
16:00	27	1	22	2	0	0	2	0	0	0	0	0	0	0
<b>17:00</b>	<b>36</b>	<b>2</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00	19	2	14	0	0	0	3	0	0	0	0	0	0	0
19:00	20	1	17	2	0	0	0	0	0	0	0	0	0	0
20:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
21:00	10	2	6	0	0	0	1	0	0	0	1	0	0	0
22:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>230</b>	<b>11</b>	<b>185</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>275</b>	<b>14</b>	<b>222</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>280</b>	<b>14</b>	<b>227</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>283</b>	<b>14</b>	<b>228</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS	OR CAR- BASED LGV											
<b>Wed 24-Sep-25</b>															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0
08:00	16	1	14	0	0	0	0	1	0	0	0	0	0	0	0
<b>09:00</b>	<b>25</b>	1	20	0	0	0	0	4	0	0	0	0	0	0	0
10:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
11:00	10	1	8	0	0	0	0	1	0	0	0	0	0	0	0
12:00	11	1	9	0	0	0	0	1	0	0	0	0	0	0	0
13:00	22	0	21	0	0	0	0	1	0	0	0	0	0	0	0
14:00	13	2	7	0	0	0	0	4	0	0	0	0	0	0	0
15:00	29	1	25	0	0	0	0	3	0	0	0	0	0	0	0
16:00	23	1	19	1	0	0	0	2	0	0	0	0	0	0	0
<b>17:00</b>	<b>38</b>	2	33	1	0	0	0	2	0	0	0	0	0	0	0
18:00	32	0	23	4	0	0	0	4	0	0	0	0	1	0	0
19:00	16	1	13	1	0	0	0	1	0	0	0	0	0	0	0
20:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
21:00	9	0	8	0	0	0	0	1	0	0	0	0	0	0	0
22:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	0	1	0	0	0	0	2	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>237</b>	<b>11</b>	<b>196</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>272</b>	<b>12</b>	<b>227</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>279</b>	<b>12</b>	<b>232</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>280</b>	<b>12</b>	<b>233</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS	GOODS VEHICLES											
<b>Thu 25-Sep-25</b>															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
07:00	6	1	4	1	0	0	0	0	0	0	0	0	0	0	0
08:00	12	0	8	2	0	0	2	0	0	0	0	0	0	0	0
<b>09:00</b>	<b>20</b>	1	16	2	0	0	1	0	0	0	0	0	0	0	0
10:00	8	0	7	0	0	0	1	0	0	0	0	0	0	0	0
11:00	8	0	5	0	0	0	2	0	1	0	0	0	0	0	0
12:00	22	1	18	2	0	0	1	0	0	0	0	0	0	0	0
13:00	14	0	11	0	0	0	3	0	0	0	0	0	0	0	0
14:00	19	1	16	1	0	0	1	0	0	0	0	0	0	0	0
15:00	27	0	25	1	0	0	1	0	0	0	0	0	0	0	0
16:00	25	0	24	1	0	0	0	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>37</b>	2	32	0	0	0	3	0	0	0	0	0	0	0	0
18:00	33	0	31	1	0	0	1	0	0	0	0	0	0	0	0
19:00	16	1	15	0	0	0	0	0	0	0	0	0	0	0	0
20:00	13	0	12	0	0	0	1	0	0	0	0	0	0	0	0
21:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>231</b>	<b>6</b>	<b>197</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>267</b>	<b>7</b>	<b>230</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>271</b>	<b>7</b>	<b>234</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>275</b>	<b>9</b>	<b>236</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								THREE AXLE RIGID	FOUR OR LESS AXLE ARTIC					
<b>Fri 26-Sep-25</b>														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
06:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
07:00	12	1	10	0	0	0	1	0	0	0	0	0	0	0
08:00	18	1	11	2	0	0	3	0	1	0	0	0	0	0
<b>09:00</b>	<b>19</b>	<b>3</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>10:00</b>	<b>19</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>11:00</b>	<b>19</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00	23	1	16	4	0	0	2	0	0	0	0	0	0	0
13:00	18	0	15	1	0	0	2	0	0	0	0	0	0	0
14:00	17	1	13	2	0	0	1	0	0	0	0	0	0	0
15:00	32	3	27	0	0	0	2	0	0	0	0	0	0	0
16:00	24	1	22	0	0	0	1	0	0	0	0	0	0	0
<b>17:00</b>	<b>41</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00	26	1	23	0	0	0	2	0	0	0	0	0	0	0
19:00	20	1	15	3	0	0	1	0	0	0	0	0	0	0
20:00	18	1	15	1	0	0	1	0	0	0	0	0	0	0
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	5	0	3	0	0	0	2	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>268</b>	<b>13</b>	<b>223</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>313</b>	<b>15</b>	<b>259</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>320</b>	<b>15</b>	<b>264</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>324</b>	<b>15</b>	<b>265</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	FIVE OR LESS AXLE		SEVEN OR MORE AXLE		
			CARS	GOODS VEHICLES								MULTI- TRAILER ARTIC	SIX AXLE ARTIC	MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Sat 27-Sep-25</b>																
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	6	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0
09:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>11:00</b>	<b>20</b>	0	14	1	0	0	5	0	0	0	0	0	0	0	0	0
12:00	16	1	12	0	0	0	3	0	0	0	0	0	0	0	0	0
13:00	19	2	14	2	0	0	1	0	0	0	0	0	0	0	0	0
14:00	14	0	12	1	0	0	1	0	0	0	0	0	0	0	0	0
15:00	22	1	20	0	0	0	1	0	0	0	0	0	0	0	0	0
16:00	26	0	18	2	0	0	6	0	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>31</b>	0	24	2	0	0	4	0	1	0	0	0	0	0	0	0
18:00	23	1	19	1	0	0	2	0	0	0	0	0	0	0	0	0
19:00	18	2	13	0	0	0	3	0	0	0	0	0	0	0	0	0
20:00	8	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0
21:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	4	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0
23:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>200</b>	<b>5</b>	<b>161</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>236</b>	<b>7</b>	<b>191</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>244</b>	<b>8</b>	<b>195</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>254</b>	<b>9</b>	<b>204</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								SEVEN OR MORE AXLE ARTIC						
<b>Sun 28-Sep-25</b>														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0
07:00	3	1	1	0	0	0	1	0	0	0	0	0	0	0
08:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
09:00	3	0	1	0	0	0	2	0	0	0	0	0	0	0
10:00	10	0	7	2	0	0	1	0	0	0	0	0	0	0
<b>11:00</b>	<b>16</b>	0	15	1	0	0	0	0	0	0	0	0	0	0
12:00	21	1	18	2	0	0	0	0	0	0	0	0	0	0
<b>13:00</b>	<b>22</b>	1	21	0	0	0	0	0	0	0	0	0	0	0
14:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
15:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0
<b>16:00</b>	<b>22</b>	2	18	1	0	0	1	0	0	0	0	0	0	0
17:00	16	0	15	0	0	0	1	0	0	0	0	0	0	0
18:00	15	0	14	0	0	0	1	0	0	0	0	0	0	0
19:00	12	1	9	1	0	0	1	0	0	0	0	0	0	0
20:00	11	1	8	0	0	0	2	0	0	0	0	0	0	0
21:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0
22:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>164</b>	<b>5</b>	<b>143</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>195</b>	<b>8</b>	<b>166</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>199</b>	<b>8</b>	<b>169</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>201</b>	<b>8</b>	<b>171</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

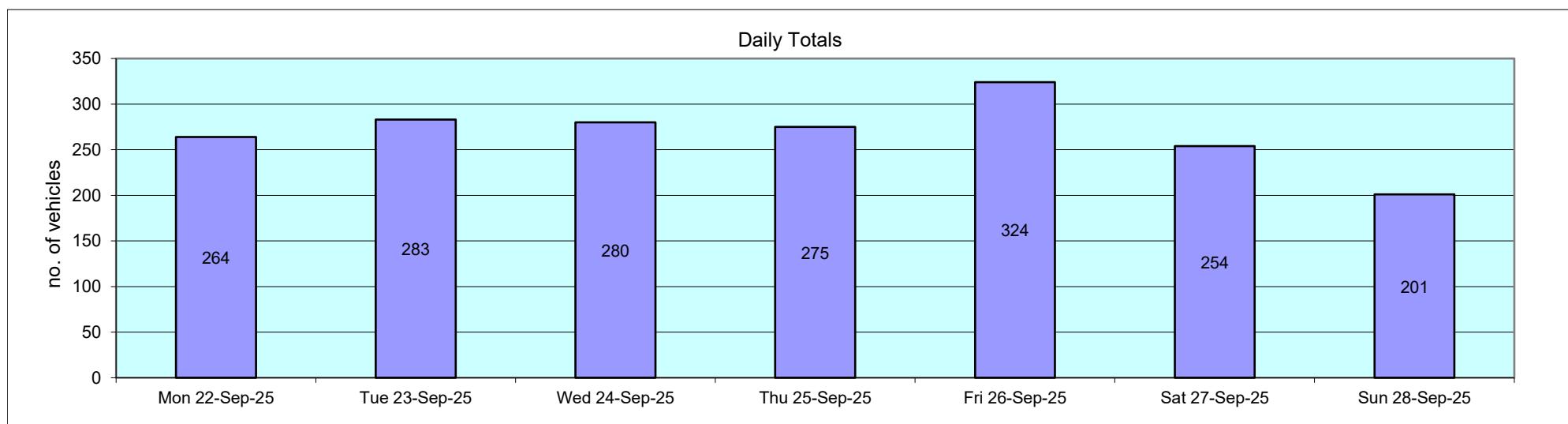
Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								THREE AXLE RIGID	FOUR OR LESS AXLE ARTIC					
<b>Daily Totals</b>														
Mon 22-Sep-25	264	12	229	10	0	0	12	0	0	0	0	1	0	0
Tue 23-Sep-25	283	14	228	16	0	0	24	0	0	0	1	0	0	0
Wed 24-Sep-25	280	12	233	7	0	0	27	0	0	0	0	1	0	0
Thu 25-Sep-25	275	9	236	11	0	0	18	0	1	0	0	0	0	0
Fri 26-Sep-25	324	15	265	16	0	0	26	0	2	0	0	0	0	0
Sat 27-Sep-25	254	9	204	9	0	0	31	0	1	0	0	0	0	0
Sun 28-Sep-25	201	8	171	10	0	0	12	0	0	0	0	0	0	0
<b>Total Vehicles</b>														
[--]	1881	79	1566	79	0	0	150	0	4	0	1	2	0	0



14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	FIVE OR LESS AXLE		SEVEN OR MORE AXLE		
			CARS	GOODS VEHICLES								MULTI- TRAILER ARTIC	SIX AXLE ARTIC	MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Mon 22-Sep-25</b>																
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	13	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	19	2	16	0	0	0	0	1	0	0	0	0	0	0	0	0
07:00	33	5	28	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>08:00</b>	<b>39</b>	<b>2</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	30	2	26	0	0	0	0	1	0	1	0	0	0	0	0	0
10:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	26	0	25	0	0	0	0	1	0	0	0	0	0	0	0	0
12:00	16	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	20	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>14:00</b>	<b>37</b>	<b>7</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00	28	2	26	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	20	6	12	1	0	0	0	1	0	0	0	0	0	0	0	0
17:00	29	8	21	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	23	1	21	0	0	0	0	0	0	1	0	0	0	0	0	0
19:00	18	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>319</b>	<b>39</b>	<b>272</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>375</b>	<b>42</b>	<b>324</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>378</b>	<b>42</b>	<b>327</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>393</b>	<b>43</b>	<b>341</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER	SIX AXLE MULTI- TRAILER	SEVEN OR MORE AXLE ARTIC
<b>Tue 23-Sep-25</b>														
00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00	9	1	8	0	0	0	0	0	0	0	0	0	0	0
06:00	23	2	21	0	0	0	0	0	0	0	0	0	0	0
<b>07:00</b>	<b>43</b>	<b>3</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00	41	2	38	0	0	0	1	0	0	0	0	0	0	0
09:00	23	4	19	0	0	0	0	0	0	0	0	0	0	0
10:00	17	2	15	0	0	0	0	0	0	0	0	0	0	0
11:00	13	1	12	0	0	0	0	0	0	0	0	0	0	0
12:00	17	2	14	1	0	0	0	0	0	0	0	0	0	0
13:00	28	1	25	0	0	0	1	0	1	0	0	0	0	0
14:00	31	2	27	0	0	0	2	0	0	0	0	0	0	0
15:00	20	2	18	0	0	0	0	0	0	0	0	0	0	0
<b>16:00</b>	<b>33</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	30	3	27	0	0	0	0	0	0	0	0	0	0	0
18:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0
19:00	15	2	13	0	0	0	0	0	0	0	0	0	0	0
20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0
21:00	8	1	7	0	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>315</b>	<b>23</b>	<b>285</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>362</b>	<b>29</b>	<b>326</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>368</b>	<b>29</b>	<b>332</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>385</b>	<b>31</b>	<b>347</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								THREE AXLE RIGID	FOUR OR LESS AXLE ARTIC					
<b>Wed 24-Sep-25</b>														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	22	2	20	0	0	0	0	0	0	0	0	0	0	0
07:00	38	4	34	0	0	0	0	0	0	0	0	0	0	0
<b>08:00</b>	<b>49</b>	<b>1</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	14	2	11	0	0	0	1	0	0	0	0	0	0	0
10:00	26	5	21	0	0	0	0	0	0	0	0	0	0	0
11:00	19	1	18	0	0	0	0	0	0	0	0	0	0	0
12:00	18	2	16	0	0	0	0	0	0	0	0	0	0	0
13:00	17	1	16	0	0	0	0	0	0	0	0	0	0	0
<b>14:00</b>	<b>39</b>	<b>7</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00	22	4	18	0	0	0	0	0	0	0	0	0	0	0
16:00	30	4	26	0	0	0	0	0	0	0	0	0	0	0
17:00	33	5	27	0	0	0	0	0	1	0	0	0	0	0
18:00	19	3	14	0	0	0	2	0	0	0	0	0	0	0
19:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0
20:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
21:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>324</b>	<b>39</b>	<b>280</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>366</b>	<b>42</b>	<b>319</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>370</b>	<b>42</b>	<b>323</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>377</b>	<b>42</b>	<b>330</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Thu 25-Sep-25</b>															
00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	2	9	0	0	0	0	0	0	0	0	0	0	0	0
06:00	16	1	13	1	0	0	1	0	0	0	0	0	0	0	0
07:00	38	1	36	0	0	0	0	1	0	0	0	0	0	0	0
<b>08:00</b>	<b>40</b>	<b>7</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	26	6	20	0	0	0	0	0	0	0	0	0	0	0	0
10:00	28	3	25	0	0	0	0	0	0	0	0	0	0	0	0
11:00	17	3	13	0	0	0	0	1	0	0	0	0	0	0	0
12:00	17	3	14	0	0	0	0	0	0	0	0	0	0	0	0
13:00	18	1	17	0	0	0	0	0	0	0	0	0	0	0	0
14:00	24	7	17	0	0	0	0	0	0	0	0	0	0	0	0
15:00	25	1	23	0	0	0	0	0	0	1	0	0	0	0	0
<b>16:00</b>	<b>32</b>	<b>4</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	31	6	25	0	0	0	0	0	0	0	0	0	0	0	0
18:00	29	4	24	0	0	0	1	0	0	0	0	0	0	0	0
19:00	17	1	16	0	0	0	0	0	0	0	0	0	0	0	0
20:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
21:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>325</b>	<b>46</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>374</b>	<b>48</b>	<b>317</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>374</b>	<b>48</b>	<b>317</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>391</b>	<b>51</b>	<b>331</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	FIVE OR LESS AXLE		SEVEN OR MORE AXLE		
			CARS	GOODS VEHICLES								MULTI- TRAILER ARTIC	SIX AXLE ARTIC	MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Fri 26-Sep-25</b>																
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	10	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0
06:00	24	4	20	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	41	4	36	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>08:00</b>	<b>43</b>	<b>4</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	29	1	28	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	34	8	23	0	0	0	0	3	0	0	0	0	0	0	0	0
11:00	19	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	22	4	17	0	0	0	0	1	0	0	0	0	0	0	0	0
13:00	19	4	15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>14:00</b>	<b>27</b>	<b>5</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00	22	1	20	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>16:00</b>	<b>27</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>18:00</b>	<b>27</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
19:00	19	2	16	1	0	0	0	0	0	0	0	0	0	0	0	0
20:00	12	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>336</b>	<b>39</b>	<b>286</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>393</b>	<b>45</b>	<b>335</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>396</b>	<b>45</b>	<b>338</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>411</b>	<b>45</b>	<b>352</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CARS	OR CAR- BASED LGV											
<b>Sat 27-Sep-25</b>															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
07:00	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0
08:00	13	1	12	0	0	0	0	0	0	0	0	0	0	0	0
<b>09:00</b>	<b>40</b>	<b>6</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00	23	7	16	0	0	0	0	0	0	0	0	0	0	0	0
11:00	20	3	16	0	0	0	0	0	0	1	0	0	0	0	0
12:00	16	4	12	0	0	0	0	0	0	0	0	0	0	0	0
13:00	18	2	16	0	0	0	0	0	0	0	0	0	0	0	0
14:00	30	7	23	0	0	0	0	0	0	0	0	0	0	0	0
15:00	18	2	16	0	0	0	0	0	0	0	0	0	0	0	0
16:00	23	5	18	0	0	0	0	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>39</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00	26	1	25	0	0	0	0	0	0	0	0	0	0	0	0
19:00	26	1	25	0	0	0	0	0	0	0	0	0	0	0	0
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
21:00	9	1	7	1	0	0	0	0	0	0	0	0	0	0	0
22:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>272</b>	<b>42</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>319</b>	<b>44</b>	<b>272</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>325</b>	<b>45</b>	<b>277</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>332</b>	<b>46</b>	<b>283</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	FIVE OR LESS AXLE		SEVEN OR MORE AXLE		
			CARS	GOODS VEHICLES								MULTI- TRAILER ARTIC	SIX AXLE ARTIC	MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Sun 28-Sep-25</b>																
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	10	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	20	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>10:00</b>	<b>30</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00	22	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	22	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	15	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>15:00</b>	<b>31</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16:00	16	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	24	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	14	0	13	0	0	0	0	1	0	0	0	0	0	0	0	0
19:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	9	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>232</b>	<b>13</b>	<b>218</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>259</b>	<b>17</b>	<b>241</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>262</b>	<b>17</b>	<b>244</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>269</b>	<b>17</b>	<b>251</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14654

NORFOLK

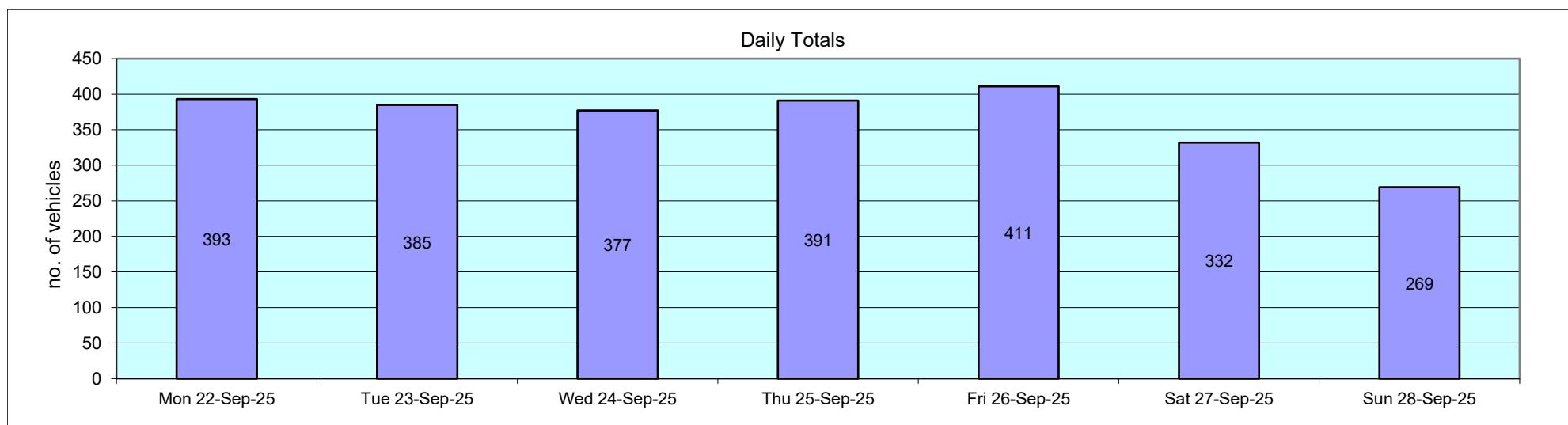
Site No: 14654008

Location Jessup Road, Watton (West of Grey Way)

Mon 22-Sep-25 to Sun 28-Sep-25

Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
								FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC					
<b>Daily Totals</b>														
Mon 22-Sep-25	393	43	341	1	0	0	6	0	2	0	0	0	0	0
Tue 23-Sep-25	385	31	347	1	0	0	5	0	1	0	0	0	0	0
Wed 24-Sep-25	377	42	330	0	0	0	4	0	1	0	0	0	0	0
Thu 25-Sep-25	391	51	331	1	0	0	7	0	1	0	0	0	0	0
Fri 26-Sep-25	411	45	352	1	0	0	8	0	4	0	0	1	0	0
Sat 27-Sep-25	332	46	283	1	0	0	1	0	1	0	0	0	0	0
Sun 28-Sep-25	269	17	251	0	0	0	1	0	0	0	0	0	0	0
<b>Total Vehicles</b>														
[--]	2558	275	2235	5	0	0	32	0	10	0	0	1	0	0



## Appendix D

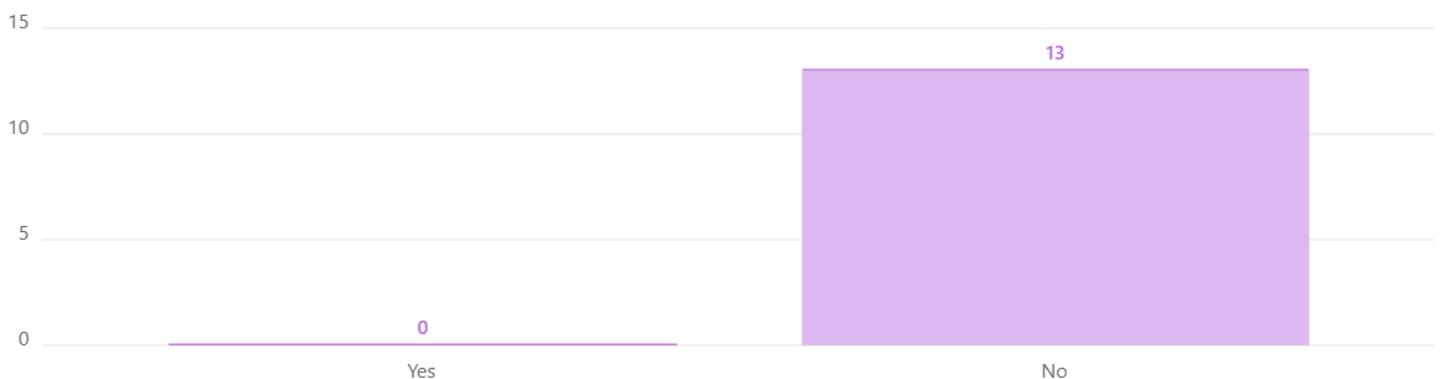


# Wayland Fields Travel Survey Sept 2025

November 18, 2025

Q 3 Would you like a free Personal Travel Plan (PTP)?

13 out of 13 people answered this question.



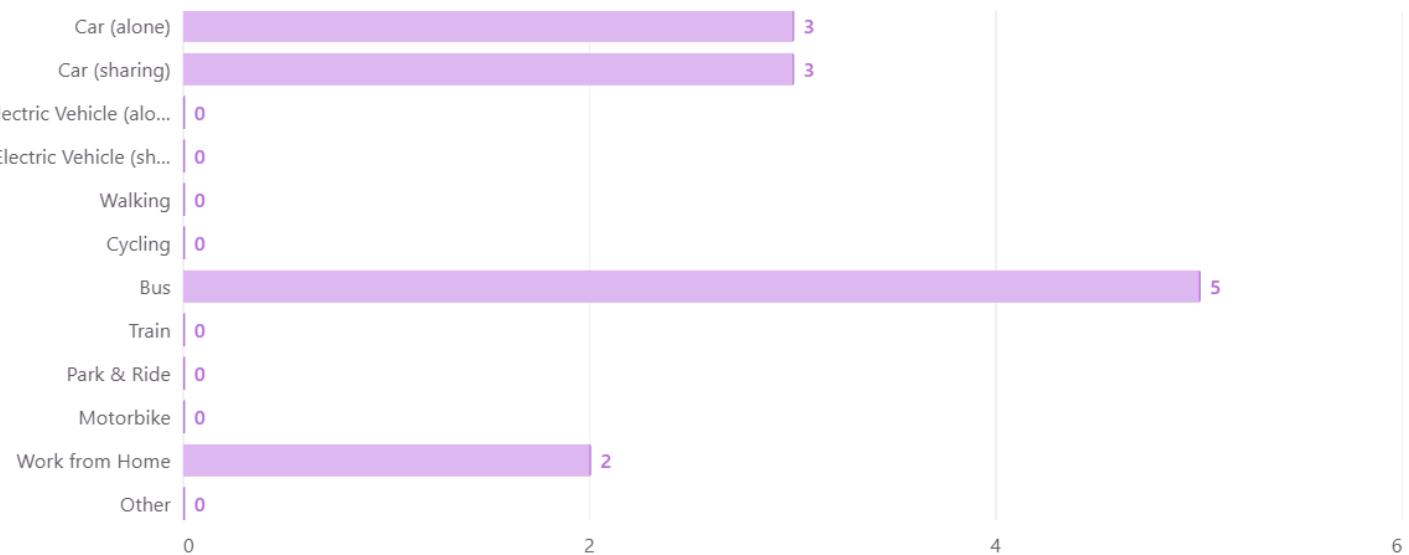
6 How many days of the week do you regularly travel and which mode do you use?

13 out of 13 people answered this question.

	0	1	2	3
Car (alone)	2	0	0	3
Car (sharing)	3	4	2	2
Electric Car (alone)	13	0	0	0
Electric Car (sharing)	13	0	0	0
Walk	4	3	3	0
Cycle	12	1	0	0
Bus	9	2	1	1
Train	11	1	0	1
Motorbike	12	1	0	0
Work from Home	5	0	3	2
Other	13	0	0	0

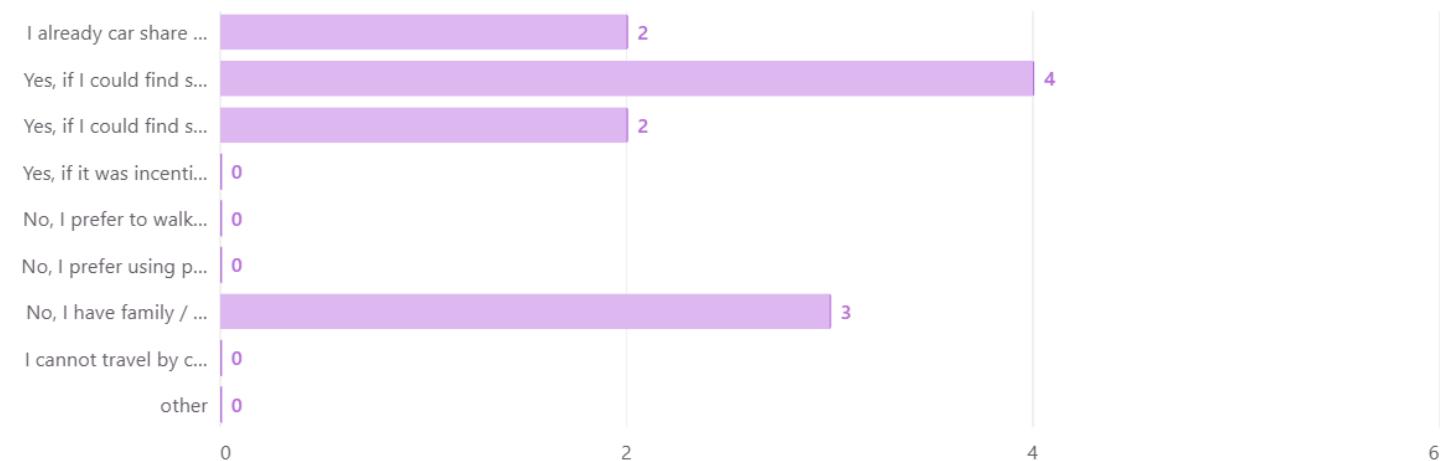
✓ 7 If your main mode of travel was unavailable, how would you get around?

13 out of 13 people answered this question.



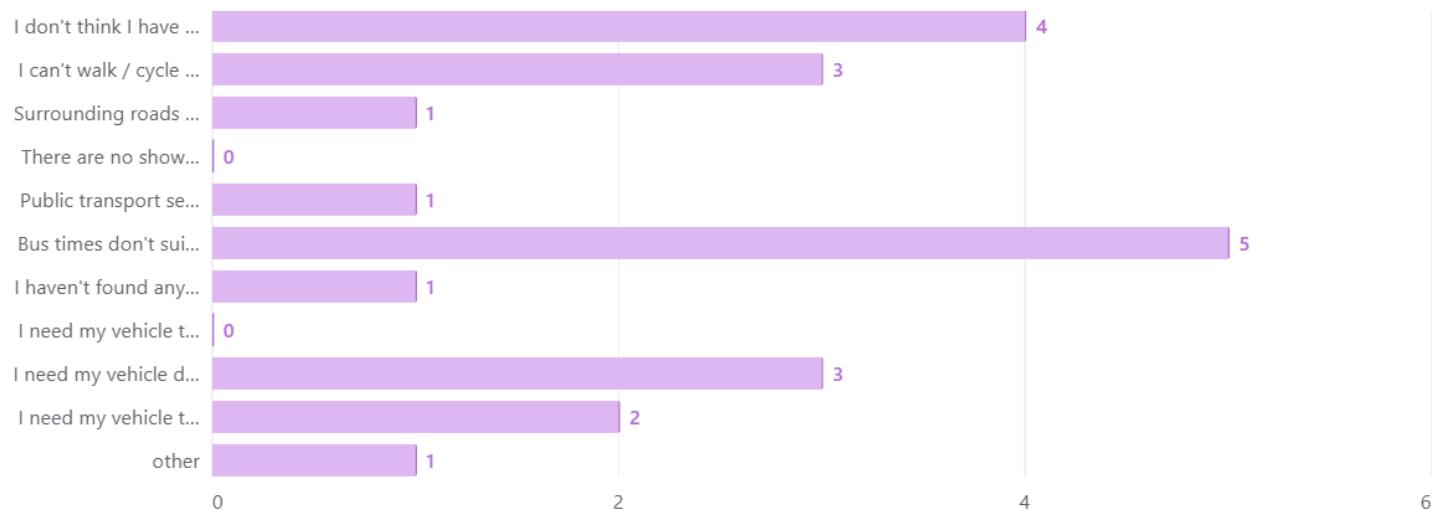
## 8 Would you consider car sharing regularly?

10 out of 13 people answered this question.



## 9 What is stopping you from travelling more sustainably?

13 out of 13 people answered this question.



### Responses for "Other"



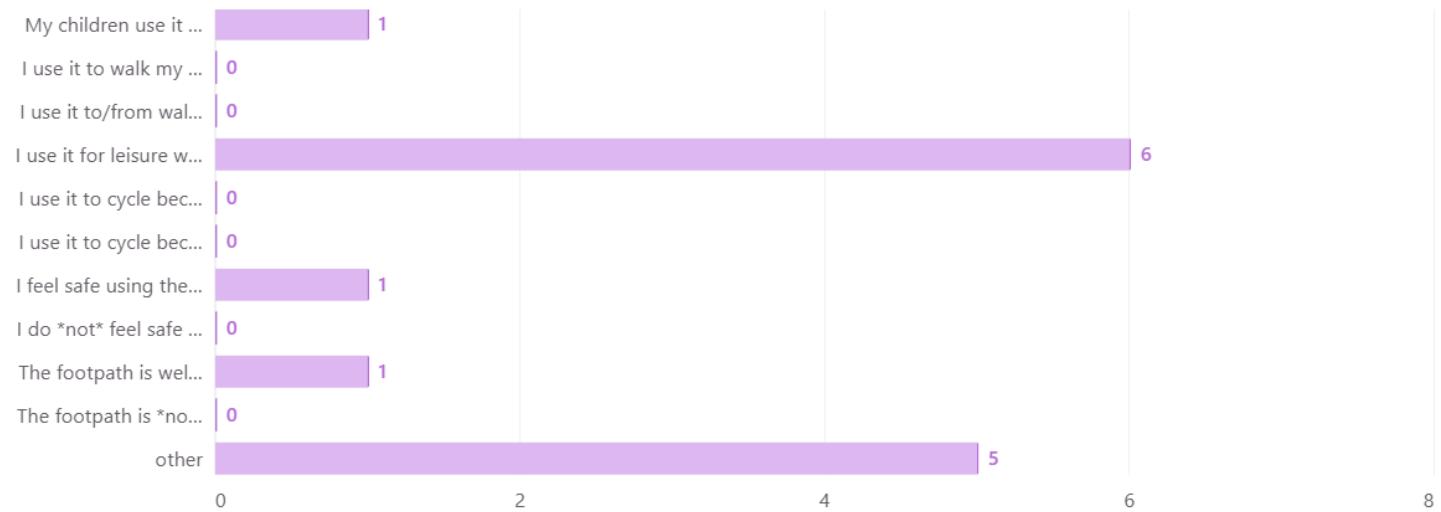
No train station

2 months ago

10

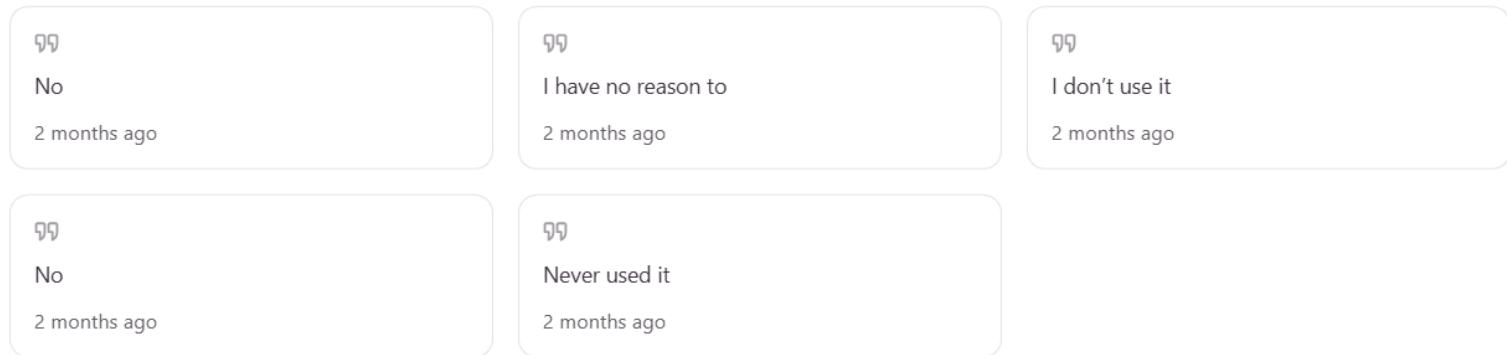
## Does anyone in your household use the public footpath linking from Thetford Road to Wayland Academy?

13 out of 13 people answered this question.



### Responses for "Other"

Search "Other" responses



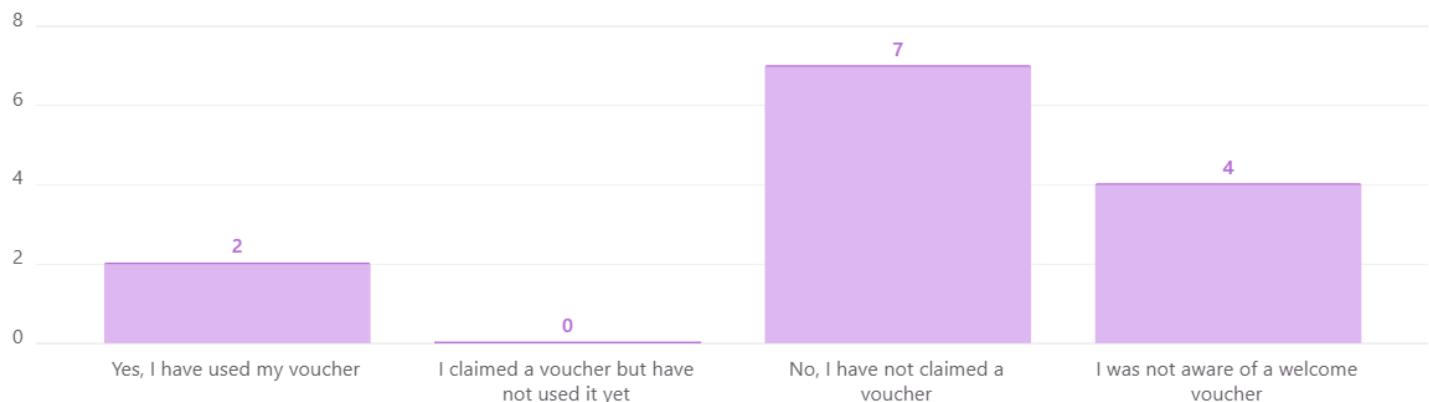
✓ 12 Has the Travel Information Pack helped you make informed decisions about the way you travel?

13 out of 13 people answered this question.



⌄ 13 Have you claimed your welcome voucher yet?

13 out of 13 people answered this question.



 14 Which voucher did you claim?

2 out of 13 people answered this question.

2

1

0

1

1

£60 active travel voucher

2-weeks worth of bus passes for Konectbus services