LAND SOUTH OF MAIN STREET, PEASMARSH

Transport Statement

August 2023

Quantum Land & Planning Ltd

RESIDENTIAL DEVELOPMENT
LAND SOUTH OF MAIN STREET
PEASMARSH

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT
LAND SOUTH OF MAIN STREET
PEASMARSH

TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Quantum Land & Planning Ltd to support a planning application for residential development comprising of 41 dwellings at Land to the South of Main Street, Peasmarsh.

1.2 The application site is located to the north of the village. The approximate site location has been identified within **Figure 1** with a site layout attached within **Appendix A.**

Figure 1: Site Location

1.3 The site is located in the district of Rother and in the county of East Sussex. Consequently, the Local Planning Authority is Rother District Council (RDC), and the Local Highway Authority is East Sussex County Council (ESCC).

1.4 The site is allocated by RDC's 'Development and Site Allocations Local Plan' (DSALP) (December 2019) under Policy PEA1 for the development of 45 dwellings with access from Main Street. This application is prepared in accordance with the requirements of the policy.

1.5 Paul Basham Associates have prepared a Travel Plan Statement (TPS) which should be read in conjunction with this TS.

Previous Application

1.6 In September 2021, an outline planning application (RR/2021/1511/P) was submitted to RDC for the northern half of the allocated site for:

> *Demolition of existing building and the erection of 29 dwellings (4 x 1 bedroom, 5 x 2 bedroom, 16 x 3 bedroom and 4 x 4 bedroom), together with 41% affordable housing provision, 7% self-build plots, attenuation basin, public amenity space and associated access, car parking and landscaping. All matters to be reserved with the exception of access, landscaping and layout.*

1.7 The application attracted two formal ESCC Highways responses. The latest response stated that ESCC would not object to the proposed development, subject to the following obligations and conditions:

> *- The provision of new vehicular access into the site. This will require the building out of the southern side of the A268 carriageway as detailed above;*
> *- The provision of footways leading into the site on both sides of the new access. Dropped kerbs and tactile paving either side of the site access are also required;*
> *- The provision of a separate pedestrian access into the site;*
> *- The provision of pedestrian crossing point on the A268 in close proximity of the pedestrian access into the site and the east bound bus stop. The crossing points should be in the form of dropped kerbs and tactile paving;*
> *- The possible extension of the overtaking ban on the A268. Details to be agreed with the ESCC Road Safety team; and*
> *- Possible provision of a new west bound bus stop close to the pedestrian access into the site; however, this will require further investigation and discussion with the ESCC Passenger Transport Team.*

1.8 The following financial contribution was identified should the extension of the overtaking ban be deemed to be required:

> *- A Traffic Regulation Order (TRO) will be needed to extend the overtaking ban on the A268. A fee of £5000 will be required to cover ESCC costs for implementing the TRO.*

1.9 A full copy of the Highways response has been included at **Appendix B**.

1.10 This application was subsequently withdrawn for reasons not relating to Highways.

1.11 The previous application was for the northern half of the site whereas this application is for the whole of the allocated site. However, aside from the uplift in unit numbers and changes to the internal layout, the highway issues associated with this application are broadly similar to the previous application which attracted no highways objection.

2. PLANNING POLICY

National Planning Policy Framework (NPPF)

2.1 The NPPF was adopted in July 2021 and acts as the central guidance for development planning, replacing all national planning policy guidance. The following NPPF paragraphs are relevant to this TA:

2.2 NPPF Paragraph 104 states the following with regards to Transport issues:

> *Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> a) *The potential impacts of development on transport networks can be addressed;*
> *b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised.*
> *c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
> *d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
> *e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.*

2.3 NPPF Paragraph 105 concerns development being focused on locations that are deemed or can be made sustainable and states:

> *Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

2.4 NPPF Paragraph 111 concerns refusal of development and states:

> *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

2.5 NPPF Paragraph 113 concerns the documents required to support a planning application and states:

> *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

East Sussex Local Transport Plan 3 (2011 – 2026)

2.6 The East Sussex Local Transport Plan 3 (2011 – 2026) sets out the vision and objectives for transport across the county. The high-level objectives set out in the plan are:

- Improve economic competitiveness and growth;
- Improve safety, health and security;
- Tackle climate change;

- Improve accessibility and enhance social inclusion; and
- Improve quality of life.

2.7 In relation to the Rother district the key priorities are to:

- Work with the district council to identify improvements to transport infrastructure to support sustainable development in Battle and Rye and the villages of rural Rother;
- Focus on improvements on safe, coherent walking and cycling routes on key routes/corridors in Battle and Rye;
- Focus on improvements to public transport on key routes and corridors in Battle and Rye;
- Focus on reducing traffic congestion in Battle and Rye town centres through careful siting of new development and improving access to rail stations;
- Improve access to and integration at local rail stations; and
- Work with partners, including public transport providers, Job Centres and GP consortia, to improve access to key services in the area, particularly focusing on the provision of transport and travel information.

Rother District Council Development and Site Allocations Local Plan

2.8 The proposed development site is allocated within the Rother District Council Development and Site Allocations Plan under Policy PEA1. Under the policy the following requirements are set out:

- Vehicle access is to Main Street to the satisfaction of the Highway Authority; and
- Additional pedestrian access is provided as shown on the Detail Map, to the north-east of the site, connecting down the length of the eastern boundary via a green corridor; and connecting southwards connecting to the footpath network.

3. EXISTING CONDITIONS

Existing Site

3.1 The site is located to the south of Main Street, Peasmarsh and the land currently comprises paddocks and an orchard at the rear of the existing properties on Main Street. The site currently benefits from no direct vehicle access from Main Street.

Local Road Network

3.2 The A268 Main Street is a single carriageway road which is subject to a 30mph speed limit in the immediate vicinity of the site. The speed limit increases to 40mph approximately 90m to the west of the site. Approximately 50m west of the site, a signpost indicates to drivers that an overtaking ban for all vehicles is coming into force at the speed limit change.

3.3 A continuous footway is provided along the southern side of the carriageway. To the north of the carriageway, a footway commences outside the Millstones property and continues eastwards.

3.4 To the west the A268 Main Street provides a route to Four Oaks and Hawkhurst and to the east it provides a connection to Rye.

Automatic Traffic Counts

3.5 Automatic Traffic Count surveys were undertaken as part of the previous application, either side of the site access from Thursday 6th May 2021 to Wednesday 12th May 2021. The purpose of the surveys was primarily to record vehicle speeds however, data was also collected on the volume and class of the traffic on the A268 Main Road. The surveys were placed at the following locations:

- The A268 Main Road approximately 50m west of the proposed site access (within 30mph speed limit); and
- The A268 Main Road approximately 50m east of the proposed site access (within 30mph speed limit).

3.6 The results of these ATCs are summarised in **Table 1** with full ATC results attached in **Appendix C.** Whilst these results were collected two years ago, they are considered to reflect the current operation of Main Road.

ATC Location	Eastbound		Westbound	
	Mean	85th %ile	Mean	85th %ile
A268 Main Road West of Site	33.5mph	38.5mph	32.9mph	37.5mph
A268 Main Road East of Site	32.1mph	36.6mph	32.6mph	37.3mph

Table 1: Automatic Traffic Count Results

3.7 It is evident from the data collected that drivers are not adhering to the posted 30mph speed limit which is likely due to the proximity of the 40mph speed limit change, ample forward visibility and the width of the road which measures around 7.3m in the vicinity of the proposed site access.

3.8 The relationship between road width and vehicle speeds is considered in Figure 7.16 of Manual for Streets, which is summarised below in **Figure 2**.

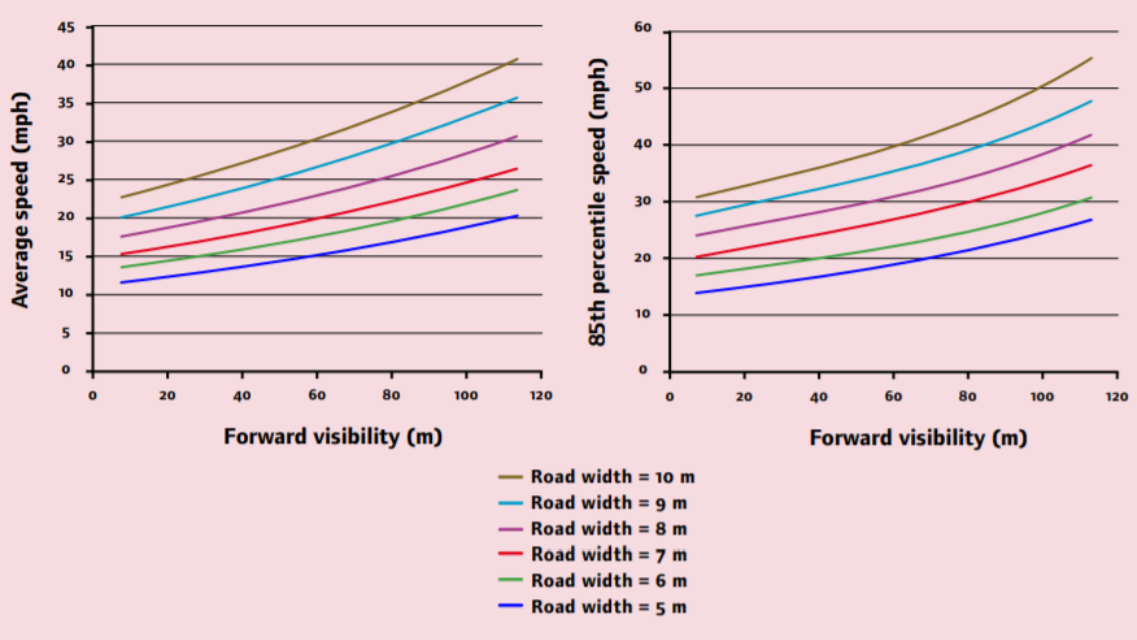

Figure 2: Influence of Geometry on Speeds (Source: Manual for Streets)

3.9 The A268 Main Street benefits from good forward visibility and from the observed average and 85th percentile speeds, these are in general accordance with what would be expected for a road of this geometry from the evidence compiled in Manual for Streets. From the graphs it also evident as the road width reduces so will the speed of vehicles.

Collision data

3.10 A review of the Personal Injury Accident (PIA) data available from Sussex Safer Roads Partnership has been undertaken for the most recent five-year period (May 2018 – May 2023).

3.11 A plot of the collisions which have occurred on the highway network in the vicinity of the site are shown by **Figure 3**.

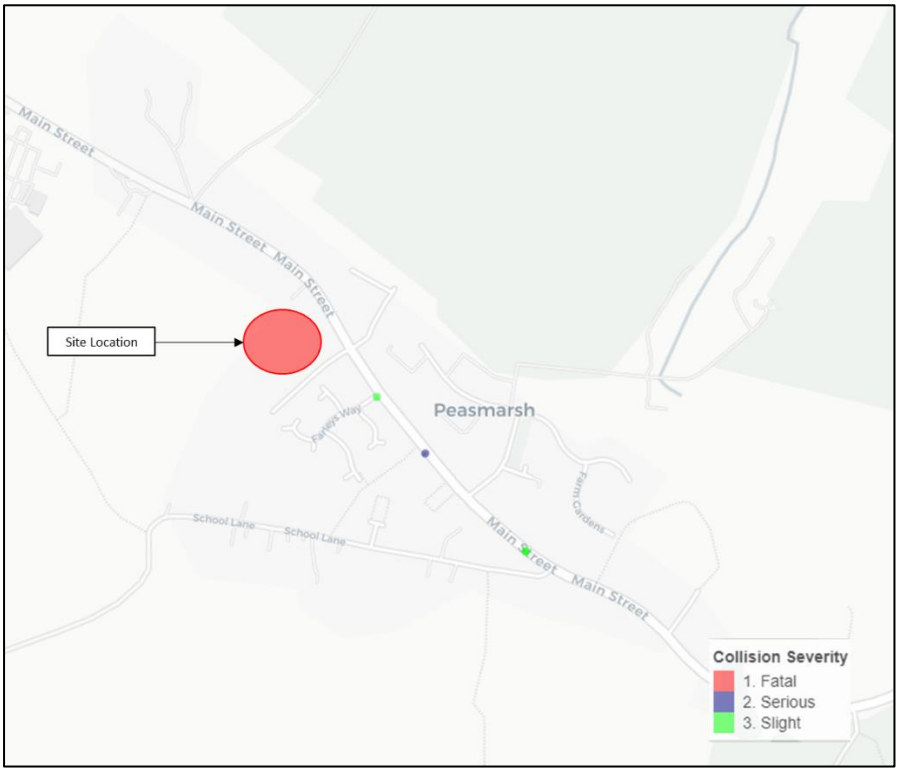

Figure 3: Plot of Collisions (Source: Sussex Safer Partnership)

3.12 It is identified that there have been two slight incidents which has occurred within the vicinity of the site in the most recent five-year period. One slight accident occurred at the junction of the A268 Main Street and Farleys Way and involved a pedal cycle. The other slight incident occurred further east of the site on Main Street and involved two cars. There was also a serious accident which occurred further east on the A268 Main Street which involved a motorcycle.

3.13 The recorded accidents do not identify an inherent safety issue with the highway near to the site. This is pertinent as there are a number of direct frontage driveway accesses along the A268 Main Street and despite vehicle speeds exceeding the posted 30mph speed limit this has not led to an identified safety issue.

4. SITE ACCESSIBILITY

Pedestrian Infrastructure

4.1 As noted earlier, to the north of the site a footway is provided along the southern side of the A268 Main Street which provides a continuous pedestrian route to the east and west of the site. To the north of the carriageway a footway commences outside the Millstones property and continues eastwards.

4.2 There are no formal crossing points between the northern and southern footways in the immediate vicinity of the site, however, a pedestrian refuge island is provided approximately 350m to the east of the site near to junction between the A268 Main Road and The Maltings.

4.3 Within the vicinity of the site there is a network of public rights of way comprising footpaths, bridleways and a byway. These routes provide the opportunity for leisure walks and cycle rides to be undertaken from the site. As identified in Policy PEA1 a connection from the A268 Main Street will be provided from the northeastern pedestrian access to the public right of way network to the south of the site. The public rights of way near to the site are illustrated in **Figure 4** .

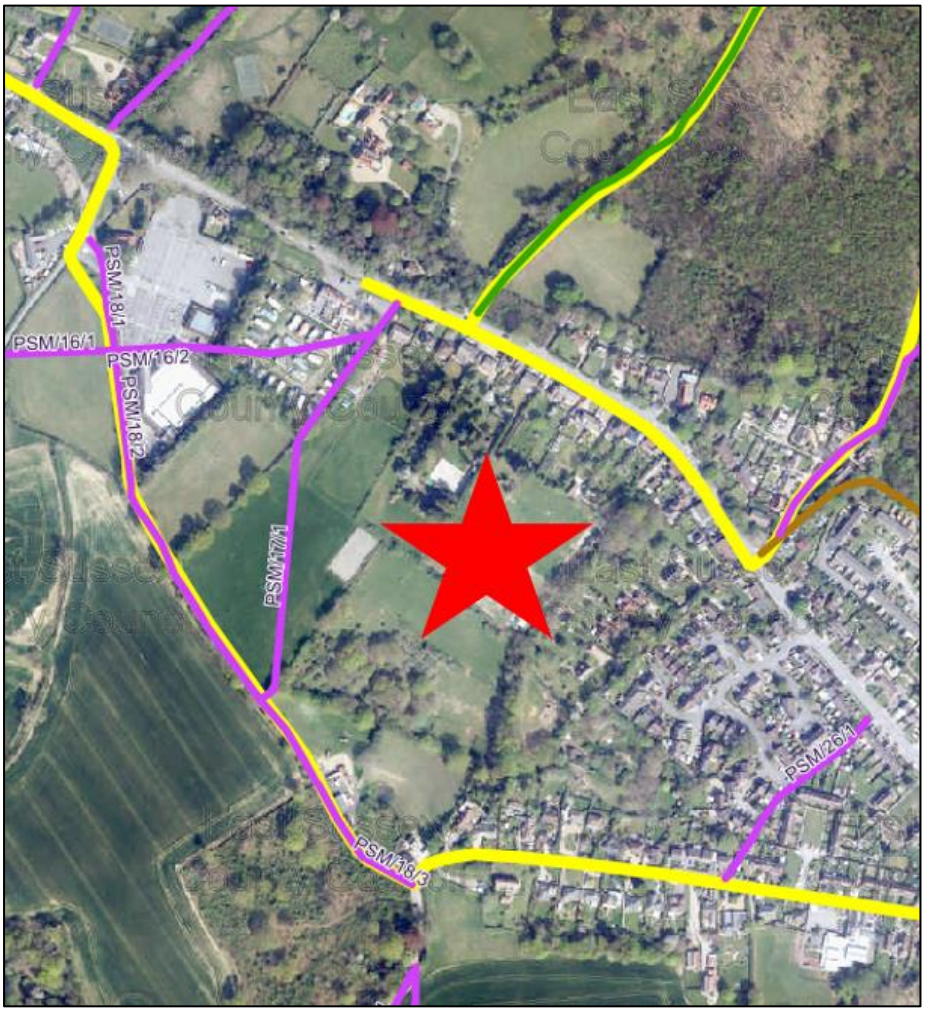

Figure 4: East Sussex Public Rights of Way Network

Cycle Infrastructure

4.4 No dedicated cycle facilities exist within the vicinity of the site, with cyclists required to use the carriageway of local roads. However, the 30mph speed limit and the relatively flat topography provides a reasonably attractive environment for cyclists.

Walking and Cycling Distances

4.5 The site is located within the main settlement of Peasmarsh, which is a village benefitting from a range of services and facilities. The provision of the facilities close to the site, will enable residents of the proposed development to undertake travel without reliance on the private car.

4.6 A summary of the proximity of local services and amenities from the proposed development site is shown by Table 2. An estimate of the walking travel time based on a walk speed of 1.4m/s and the cycle time based on a speed of 16kph is also included.

Facility	Distance (metres)	Walking Time (minutes)	Cycling Time (minutes)
Public Transport			
Bus Stops: 'Farleys Way'	150	2	1
Rye Rail Station	5,900	-	22
Education			
Peasmarsh Church of England Primary School	800	10	3
Leisure			
The Cock Inn	300	4	1
The Horse and Cart Inn	600	7	2
Flackley Ash Hotel & Restaurant	850	11	3
Shopping			
Jempson's Supermarket including Post Office	600	7	2
Health			
Jempson's Pharmacy	600	7	2
Rye Medical Centre	3,400	40	13
Rye Dental Surgery Partnership	4,150	49	16

Table 2: Distance to Local Facilities including Walking and Cycling Times

4.7 Despite the relatively small size of the village, it is demonstrated that there are a range of everyday services and facilities within a comfortable walking and cycling distance of the site. Furthermore, the allocation of the site under Policy PEA1 implies the principle of residential development in this location is accepted.

Bus Services

4.8 The nearest stops to the site are the Farleys Way bus stops which are approximately 150m northeast of the site (eastbound) and 450m southeast of the site (westbound). The eastbound stop comprises a bus layby with a shelter and a flag whereas the westbound stop is characterised by a flagpole with bus timetable. The stops are serviced by the 313, 294, 361 and 342 bus services.

4.9 The 294 service is a school bus service providing a connection to Homewood School, the 361 service is for students at Bexhill College, and the 342 bus provides a daily return service between Northiam and Westfield. A summary of the 313 bus service operating from this stop can be seen below by **Table 3**.

Service	Route	Operator	Approximate Frequency
			Monday - Saturday
313	Rye Harbour – Rye Railway Station – Peasmarsh – Four Oaks – Northiam	Stagecoach South East	Every 2 Hours

Table 3: Summary of Local Bus Services

4.10 It is demonstrated that some journeys from the site can be undertaken by bus, with school buses available and a regular bus service providing access to Northiam and Rye.

Rail Services

4.11 The nearest rail station to the site is Rye, which is located approximately 6km to the south of the site. The station is located on the Marshlink Line which routes between Hastings and Ashford International, with one service per hour provided to each of these destinations. At the station there is cycle parking and it is also accessible by the 313 bus service, thus providing sustainable access opportunities from the proposed development site.

Summary

4.12 The proposed development is located within the village of Peasmarsh and therefore affords a good level of accessibility with a number of services and facilities within a walking and cycling distance of the site. The bus stops on the A268 Main Street are within 150m of the site and provide access to services routing to Rye, Northiam and the local schools and colleges. Rye Railway Station is located approximately 6km south of the site and can be accessed via the 313 bus service. Therefore, residents of the proposed development will not necessarily rely on private car travel.

4.13 Indeed, the ESCC Highways response for the previous application stated that:

> *Taking the above observations into account the site is not well located from an accessibility perspective; however, with a store, post office, pharmacy and a public house in relatively close proximity a development in this location could not be refused on accessibility grounds.*

4.14 There has been no fundamental change to the accessibility of the site since this previous application therefore this conclusion should not change.

5. PROPOSED DEVELOPMENT

Schedule and Layout

5.1 The proposed development comprises 41 dwellings with the following mix:

- 10 x 1-bed dwellings;
- 5 x 2-bed dwellings;
- 17 x 3-bed dwellings,
- 8 x 4-bed dwellings; and
- 1 x 5-bed dwelling.

5.2 No objections regarding the access proposals for the previous application were made by ESCC's Highways department and therefore, this application will mirror what has already been agreed albeit for 12 more dwellings.

5.3 In addition to this, some of the obligations and conditions which the ESCC Highways response outlined are discussed and addressed later in this section.

Vehicular Access

5.4 Vehicular access to the site is proposed via the existing 'Pippins' house which has direct access to Main Street. The Pippins will be demolished to provide a simple priority junction with Main Street and it is identified that visibility splays of 2.4m x 62m to the west and 2.4m x 59m to the east are achievable, which is commensurate to the observed vehicle speeds on the A268 Main Street in accordance with guidance in Manual for Streets. The proposed site access arrangements are illustrated on drawing number 193.0001.001A included at Appendix D.

5.5 In order to achieve the visibility splays to the nearside kerbline, it is proposed to build-out the site access by approximately 0.8m into the carriageway of the A268 Main Street. As previously identified, the road in this location measures 7.3m and therefore even with the proposed build-out a width of 6.5m will remain within the vicinity of the site access. The width of the A268 Main Street is in excess of the minimum 5.5m that is required for two large vehicles to pass and therefore the proposed access arrangement will not impact upon the operation of the A268.

5.6 As identified earlier, the width of the A268 Main Street and the ample forward visibility are likely to be contributory factors to vehicles currently exceeding the 30mph speed limit. As a result of narrowing the carriageway width, this could assist in reducing vehicle speeds in the vicinity of the proposed site access.

5.7 The proposed access road comprises of a shared surface arrangement which starts 10 metres to the south of the junction with the A268 Main Street. A footway will be provided on either side of the road for the initial 10m at which point the proposed surface will change to highlight to drivers and

pedestrians that they are entering a shared surface. In response to the comments raised in the Stage 1 Road Safety Audit (**Appendix E**), it is proposed to include signage to highlight the shared surface arrangement. The form and location of signage will be agreed as part of the Section 278 design process.

Road Safety Audit

5.8 The proposed site access arrangements have been subject to a Stage 1 Road Safety Audit. A copy of the audit and the Designer's Response are included in **Appendix E**. The Designers Response has addressed each comment raised by the RSA it is considered that there are no outstanding safety concerns with the proposed access arrangements.

5.9 These access proposals were accepted during the previous application and therefore, should still be considered acceptable to ESCC.

Pedestrian Access Arrangements

5.10 In addition to the main vehicular access, pedestrians will also be able to access the site via a separate pedestrian-only access located in the northeast of the site. This is an existing access arrangement, and it is proposed to provide a metalled surface to ensure that the path is accessible year-round. The access will provide a direct link towards the services and facilities located to the east of the site, including the eastbound bus stop located on the A268 Main Street.

5.11 The pedestrian access will also provide an onward connection to the south of the site and the wider public rights of way network, in accordance with the aspirations of Policy PEA1.

5.12 These access proposals were accepted during the previous application and therefore, should still be considered acceptable to ESCC.

Parking

Car Parking

5.13 Car parking for the proposed development will be provided in accordance with ESCC's Parking Standards. The standards are calculated using car ownership data for the ward within which the site is located. The unit type, tenure and number of bedrooms are then entered to provide the total allocated and unallocated parking for both residents and visitors.

5.14 Based on ESCC's Parking Standards and the number of parking spaces allocated to residents, the proposed development has a total parking demand of 78.26 or 79 whole spaces, 8-9 of which should be unallocated for visitors whilst the remaining allocated for residents.

5.15 In accordance with the parking standards, the proposed development will provide 82 parking spaces are provided on site in total with 10 spaces for visitors.

Cycle Parking

5.16 Cycle parking for the proposed development will be provided with ESCC's standards, which are set out in **Table 4** below.

	Number of Bedrooms	Cycle Provision per Unit
House	1 – 3+	2 spaces

Table 4: ESCC Cycle Parking Standards

5.17 Cycle parking spaces will either be provided within the proposed garages or within a secure shed located to the rear of each property.

Servicing

5.18 It is proposed that refuse collection will take place on-site and it has been demonstrated that the required vehicle can enter the site, turn and exit in forward gear. Where the vehicle is required to reverse this is within the recommended maximum distance outlined within Manual for Streets guidance. Swept path analysis of this navigation of the site is shown within **Appendix F**.

5.19 Bin collection points are proposed were required and shown in **Appendix A**.

5.20 It is also demonstrated that a fire tender can access the site and drive within 45m of all properties and that it is able to turn and exit in forward gear. Where reversing is required, this is also within the maximum distances outline in Manual for Streets guidance. Fire tender swept path analysis is shown within **Appendix G**.

Proposed Improvements to the Local Area

5.21 As discussed, within the Highways response to the previous application (**Appendix B**), the acceptability of the proposed development was agreed subject to a number of obligations and conditions. In order to address these issues, the following are proposed as part of this application.

Proposed Pedestrian Improvements

5.22 Within the conditions of the highway's response to the previous application, it was requested by ESCC that a pedestrian crossing facility was provided within the vicinity of the pedestrian access and the eastbound bus stop, along the A268. It is therefore proposed that a pedestrian crossing point equipped with dropped kerbs and tactile paving will be created within the vicinity of these locations with the details of the exact location to be established following discussions with ESCC at the detailed design

stage.

Potential Extension of the Overtaking Ban

5.23 As discussed, an overtaking ban for all vehicles comes into force approximately 100m west of the site. The ESCC highways response from the previous application asked that consideration should be given to the extension of the overtaking ban across the site frontage. Discussions with ESCC's Road Safety Team will be held at the detailed design stage to establish whether this extension is necessary, and if necessary, the cost of the TRO required to extend the overtaking ban will be covered.

New Westbound Bus Stop

5.24 Currently, the closest westbound bus stop to the site is approximately 450m southeast of the site. As required by a condition in the ESCC highways response to the previous application, a new westbound bus stop characterised by a flagpole with raised kerbs will be proposed within the vicinity of the site as part of this application. The exact location of the bus stop will be established following discussions with ESCC at the detailed design stage.

6. TRAFFIC IMPACT

6.1 To assess the multi-modal traffic impact of the proposed development, trip rates have been obtained from the TRICS database, using the following criteria:

- Land-use class 'Residential' and sub-class 'houses privately owned';
- Range of 16 to 71 dwellings;
- Sites in England (Excluding Greater London and Ireland);
- Surveys completed on Weekdays only; and
- Sites in Suburban Areas, Edge of Town and Neighbourhood Centre locations.

6.2 It is proposed to develop the site for 41 residential dwellings. The trip rates and associated trip generation are summarised in **Table 5** below, with the full TRICS outputs included in **Appendix H.** These are the same trip rates as the previous application and were agreed with ESCC.

	AM Peak (08:00-09:00)			PM Peak (1700-1800)			Daily
	Arr.	Dep.	Total	Arr.	Dep.	Total	
Vehicles							
Trip Rate	0.136	0.350	0.486	0.331	0.115	0.446	4.349
Trip Generation (41 dwellings)	6	14	20	14	5	18	178
Cycling							
Trip Rate	0.005	0.030	0.035	0.018	0.015	0.033	0.238
Trip Generation (41 dwellings)	0	0	1	1	0	0	10
Walking							
Trip Rate	0.080	0.219	0.299	0.106	0.046	0.152	1.862
Trip Generation (41 dwellings)	3	9	12	4	2	6	76
Public Transport							
Trip Rate	0.001	0.051	0.052	0.031	0.008	0.039	0.312
Trip Generation (41 dwellings)	0	2	2	0	0	1	13

Table 5: Multi-Modal Trip Rates and Trip Generation for Proposed Development

6.3 It is demonstrated that the proposed development will result in a maximum increase of 20 vehicle trips during the peak hours, which is equivalent to approximately one additional trip every three minutes.

6.4 The proposed development will also result in moderate increases in walking, cycling and public transport trips. It is considered that the proposed pedestrian access to the northeast of the site will adequately accommodate this expected increase in demand, and the existing facilities within Peasmarsh will provide suitable routes for sustainable travel.

7. SUMMARY AND CONCLUSIONS

7.1 This TS has been prepared by Paul Basham Associates on behalf of Quantum Land & Planning Ltd to support a planning application for a residential development comprising of 41 dwellings at land to the south of Main Street, Peasmarsh

7.2 The site is allocated within the RDC's 'Development and Site Allocations Local Plan' (December 2019) under Policy PEA1 for the development of 45 dwellings with access from Main Street. In accordance with the requirements of the policy it is proposed to provide vehicular access via The Pippins and also to provide a pedestrian access to the northeast of the site.

7.3 Prior to this planning application, a previous application was submitted to ESCC on the northern part of this site for 29 dwelling but was later withdrawn. Before the application was withdrawn, the application received no objection from ESCC Highways and therefore, given that the proposed number of dwellings is not materially greater than previously proposed and is in line with the allocation policy, this application should be looked at favourably from ESCC Highways as there is no material change to the previously accepted proposals with the exception of the internal layout.

7.4 The proposed development is located within the village of Peasmarsh and therefore affords a good level of accessibility with a number of services and facilities within a walking and cycling distance of the site. The bus stops on the A268 Main Street are within 150m of the site and provide access to services routing to Rye, Northiam and local schools and colleges. Residents of the proposed development will therefore not necessarily be required to rely on private car travel.

7.5 Access to the development is proposed via a simple priority junction. It is demonstrated that by building out the site access it is possible to achieve visibility splays of 2.4m x 62m to the west and 2.4m x 59m to the east, which is commensurate to the observed vehicle speeds on the A268 Main Street in accordance with guidance in Manual for Streets. As a result of narrowing the carriageway width, this could assist in reducing vehicle speeds in the vicinity of the proposed site access.

7.6 Car and cycle parking for the proposed development is provided in accordance with ESCC's Parking Standards. Cycle parking will be provided in a communal storage area for the proposed flats and in either garages or sheds for the houses.

7.7 It is identified that the proposed development will result in a maximum increase of 20 vehicle trips during the peak hours, which is equivalent to approximately one additional trip every three minutes and will therefore not result in a material impact upon the operation of the highway network. There will also be a moderate increase in trips on foot, by bicycle and by public transport from the site.

7.8 Within this TS, it has been demonstrated that the site provides safe and suitable access for all modes, residents will be able to access everyday services and facilities using sustainable modes and there will not be a severe impact upon the operation of the local highway network in accordance with paragraph 111 of the NPPF. It is therefore considered there are no transport or highways reasons why the proposed development should not be permitted.

Appendix A

Key

5 Bed	x 1	
4 Bed	x 8	
3 Bed	x 17	
2 Bed	x 5	
1 Bed	x 10	
Total Units	**41**	

Site Boundary

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Notes:
-

0 10 20 50m

STATUS: Planning
SCALE: 1:500 @ A1
DATE: 03/05/2022

DRAWING NO: 01020-PL-150
TITLE: Proposed Site Plan_Rev G
PROJECT: **Land south of Main Street, Peasmarsh**

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Appendix B

Communities Economy and Transport

Rupert Clubb

BEng(Hons) CEng MICE

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To: Head of Planning
Strategy & Planning Service
Rother District Council
Town Hall, Bexhill on Sea
TN39 3JX

FAO: Matthew Worsley

Date: 29/11/21

Ref: RR/2021/1511/P

Location: Pippins - Land to the rear of, Main Street, Peasmarsh, TN31 6YA

Development: Outline: Demolition of existing building and the erection of 29 dwellings (4 x 1 bedroom, 5 x 2 bedroom, 16 x 3 bedroom and 4 x 4 bedroom), together with 41% affordable housing provision, 7% self-build plots, attenuation basin, public amenity space and associated access, car parking and landscaping. All matters to be reserved with the exception of access, landscaping and layout.

Road Name or Number		**Consultation Date**	10 September 2021
National Grid Reference	588644122899	**Contact Officer Details:**	Ben Lenton 01273 336114ben.lenton@eastsussex.gov.uk

Recommendation:

No objection		**Objection**	
No objection subject to the imposition of conditions	X	**Objection due to insufficient information**	

Executive Summary
This response follows the receipt of additional information and plans required to address the concerns previously raised regarding the proposed access arrangement.

I am satisfied that the submitted information addresses my concerns and therefore my objection is withdrawn; however, I recommend that any grant of consent is subject to the comments, obligations and planning conditions recommended in the following report.

Response

The Site Location
The site is located to the south of Main Street, Peasmarsh and the land currently comprises of paddocks and a traditional orchard at the rear of the existing properties on Main Street.

The site is allocated in Rother District Council's (RDC) 'Development and Site Allocations Local Plan' (December 2019) under Policy PEA1 for the development of 45 dwellings access from Main Street.

Accessibility

Pedestrian/Cycle - To the north of the site a footway is provided along the southern side of the A268 Main Street which provides a continuous pedestrian route to the east and west of the site. To the north of the carriageway a footway commences outside the Millstones property and continues eastwards.

There are no formal crossing points between the northern and southern footways in the immediate vicinity of the site, however, a pedestrian refuge island is provided approximately 350m to the east of the site near to junction between the A268 Main Road and The Maltings.

Within the vicinity of the site there is a network of public rights of way comprising footpaths, bridleways and a byway.

As identified in Policy PEA1 a connection from the A268 Main Street will be provided from the north eastern pedestrian access to the public right of way network to the south of the site.

No dedicated cycle facilities exist within the vicinity of the site, with cyclists required to use the carriageway of local roads.

The site is located on the edge of Peasmarsh, and the village does offer some services and facilities with a shop, pharmacy, primary school and pubs within walking distance.

Bus - The nearest stop to the site is the east bound Farleys Way bus stop which is approximately 150m north east of the main site access and close to the pedestrian access into the site. This stop comprises a bus layby with a shelter and a flag. The west bound Farleys Way bus stop, however, is located approximately 300m further to the east of the site.

The stop is serviced by the 313, 294, 361 and 342 bus services. The 294 service is a school bus service providing a connection to Homewood School, the 361 service is for students at Bexhill College and the 342 bus provides a daily return service between Northiam and Westfield. The 313 provides seven services a day to Rye Harbour and Northiam.

The bus services available are infrequent and limited in terms of the destinations offered and therefore do not offer a viable alternative means of travel to the private car. Nonetheless, in order to improve access to the bus stops I would wish for a pedestrian crossing consisting of dropped kerbs and tactile paving to be provided on the A268 close to the pedestrian access to the site.

It would also be beneficial to provide a westbound bus stop closer to the site; however, this will require further investigation with the ESCC Passenger Transport team.

Rail Services - The nearest rail station to the site is Rye, which is located approximately 6km to the south of the site. The station is located on the Marshlink Line which routes between Hastings and Ashford International, with on service per hour provided to each of these destinations. At the station there is cycle parking and it is also accessible by the 313-bus service.

Summary - Taking the above observations into account the site is not well located from an accessibility perspective; however, with a store, post office, pharmacy and a public house in relatively close proximity a development in this location could not be refused on accessibility grounds.

Development Proposal
The proposed development comprises 29 dwellings with the following mix:

- 4 x 1-bed dwellings – all affordable
- 5 x 2-bed dwellings – including 2 affordable dwellings
- 16 x 3-bed dwellings – including 6 affordable dwellings
- 4 x 4-bed dwellings

As part of the development 17 dwellings will be privately owned and 12 dwellings will be affordable properties.

Site Access
Vehicular access to the site is proposed via the ‘Pippins’ house which has direct access off the A268, Main Street. The Pippins will be demolished to provide a simple priority junction with Main Street.

The new access onto Main Street will have a width of 5.5m with 6m radii.

A 2.0m wide footway will be provided on either side of the access and these will continue for a distance into the site at which point the proposed surface will change to highlight to drivers and pedestrians that they are entering a shared surface.

Dropped kerbs and tactile paving will also be required either side of the access for the benefit of pedestrians walking on the south side of Main Street.

The road serving the site is subject to a 30mph speed limit; however, the speed limit increases to 40mph approximately 90m to the west of the proposed access.

In response to my previous highway objection the speed survey data has been reviewed and recalculated using only the off-peak periods. This indicates that the 85th%tiles are now lower than 37mph; however, as the speed data for the whole day provides the highest 85th%tile speed it is now considered appropriate for this to be used to determine the visibility splay requirements, as per guidance provided in CA185 which states that 'Where there is a difference in the 85th percentile speeds derived from the individual speed measurements periods, the higher value shall be used in the subsequent design.'

Given that the 85th%tile speeds for the whole day exceed 37mph and as the access is onto an A road it is appropriate for visibility requirements to be based on Design Manual for Roads and Bridges guidance rather than Manual for Street's; however, as the road doesn't share all of the characteristic of a trunk road visibility requirements at one step below the desirable minimum would be acceptable. With this in mind the visibility splay requirements are 2.4m x 75m to the west of the access and 2.4m x 65m to the east of the access rather than the 62m and 59m previously proposed.

In response the access arrangement has been revised to provide visibility splays in accordance with the above requirements. In order to achieve this the kerb buildout has been increased slightly; however, a 6.0m carriageway width on the A268 is retained (Drawing No. 193.0001.001 B).

The increased build alters the alignment of the road quite significantly; however, the long lead ins provided ensure that the road width does not change abruptly. Nonetheless, the exit taper, to the west of the access, would benefit from being extended slightly over a longer distance.

Tracking drawings have been provided and this demonstrates that refuse/ larger vehicles would have to cross to the opposing carriageway to exit the access road. This is less than ideal; however, as the forward visibility on this stretch of road is good and considering the manoeuvre would occur infrequently this isn't considered to be a major concern.

The footways provided alongside the site access have also been extended further into the site, to minimise the length of shared surface used by pedestrians. This pedestrian route into the site remains less than ideal, especially as the long run up to the main road is likely to lead to vehicles gaining speed over the access road. With this in mind measures should be put in place to encourage lower vehicle speeds and reduce the risk of conflict with pedestrians.

The revised access arrangement has been subject to a Road Safety Audit, which included a second site visit from the auditors. The RSA identifies one issue, which is an

existing deformation of the carriageway, and recommends rectifying it. The developer has confirmed their commitment to rectifying this defect as part of the access works.

The ESCC Road Safety Team have also been consulted on the proposed access arrangement and comment that the signed overtaking ban is present here due to the restricted road width to the west, (otherwise a double white line system would be in place). The ban ends to the immediate west of the build out, eastbound drivers (observing the ban) may be looking to overtake at this point where road is proposed to be narrowed. With this in mind it would be beneficial to extend the overtaking ban beyond the site access; however, this can be considered at the detailed design stage and in the RSA Stage 2 if planning approval is granted.

Should the overtaking ban require extending a TRO will be required and in order to process this a financial contribution of £5k will be required to cover the cost. The fee will need to be collected through the s278 legal agreement.

The proposed access arrangement is now considered to be acceptable in principle; however, this is subject to the points raised above and any issues being raised during the s278 process and subsequent Stage 2 and 3 Road Safety Audits being addressed in a satisfactory manner.

Pedestrian Access Arrangements - In addition to the main vehicular access, pedestrians will also be able to access the site via a separate pedestrian only access located in the north east of the site. This is an existing access arrangement, and it is proposed to provide a metalled surface to ensure that the path is accessible all year round. The access will provide a direct link towards the services and facilities located to the east of the site, including the eastbound bus stop located on the A268 Main Street.

The pedestrian access will also provide an onward connection to the south of the site and the wider public rights of way network, in accordance with the aspirations of Policy PEA1.Internal Layout

Internal Layout

Although this is an Outline application the layout of the site is a matter for determination as part of this planning application. The layout as submitted would not be suitable for adoption; however, it is generally acceptable from a planning perspective. Nonetheless, I would like to raise the following points:

- A 6m manoeuvring space is generally required behind all sparking spaces to enable vehicles to manoeuvre in and out of position in a safe and convenient manner. The appropriate distance does not appear to have been provided behind all of the parking spaces. Also, most parking spaces are at a slight angle to the carriageway and so are unlikely to be as easy to use as any at right angles.
- A minimum width of 5.5m is generally required for the main ‘spine road’.
- A minimum width of 4.8m is required for the secondary roads.

- With regards to waste collection, it should be noted that residents should not be required to carry waste more than 30m whilst waste collection vehicles should be able to get within 25m of the storage point.
- The Highway Authority would wish to see the roads within the site that are not to be offered for adoption laid out and constructed to standards at, or at least close to, adoption standards.
- Tracking drawings have been provided to demonstrate that the largest refuse vehicles likely to serve the development can manoeuvre and turn within the site; however, the turn area is very restrictive. This is far from ideal and whilst it is noted that this is only a temporary arrangement, this cannot be guaranteed. With this in mind the RDC waste team should be consulted to ensure that they are satisfied that their vehicle can move within the site in a safe and convenient manner.
- Steps are provided to link to the footway to the east. A ramp should also be provided to ensure access for all.
- A section of footway should be provided at the back of the parking space located to the rear of Plot 10 to enable drivers/passengers to enter and leave the vehicle without having to cross the grass verge.
- Considerations should be given to how electric vehicle charging points (including passively if demand is not currently there) will be accommodated particularly for on-road visitor parking or allocated parking away from properties.
- We would not wish to adopt the car parking areas.
- Further information would be required regarding the surfacing, drainage and lighting within the site.
- ESCC Flood Risk Management Team will need to assess and approve the overall drainage strategy for the site.
- Measures should be put in place to encourage lower vehicle speeds on the shared surface access route leading into the site.

Should the internal layout be made suitable for adoption this would be secured though a s38 agreement. The extent of the highway adoption would have to be agreed and would depend on the emerging layout. A full safety audit on the internal road layout should also be completed along with agreed lighting and highway drainage proposals.

Car Parking
The number of car parking spaces provided should be in accordance with the ESCC Parking Demand Calculator. It is generally expected that the calculation will be based on larger dwellings (3 bed+) being allocated a minimum of 2 parking spaces and smaller dwellings and flats 1 space.

Based on ESCC's Parking Standards the proposed development is required to provide the following parking provision:

- 54 allocated parking spaces for residents.
- 3 unallocated parking spaces for residents; and
- 6 parking spaces for visitors.

The site layout plan identifies provision for 61 parking spaces and 9 garage parking spaces on-site. The proposed provision therefore meets with ESCC's requirements; however, I have some concern that there are a lack of unallocated/visitor spaces distributed across the site.

Parking spaces would also need to meet the required minimum dimensions to be counted towards the overall provision. The minimum sizes are as follows:

- Parking Space – 5m x 2.5m (A minimum additional 0.5m will need to be added to either or both dimensions where the space is adjacent to a wall(s) or fence(s). Spaces in front of garages must be a minimum of 6m long to maintain access to the garage)
- Disabled Parking Space - 5m x 3.6m
- Car Ports - 5m x 2.8m
- Garages - 3m x 6m or 3m x 7m if cycle storage is included.

Regardless of size garages remain less likely to be used for parking and therefore a garage only counts as 1/3 of a parking space.

Electric Vehicle Provision - ESCC encourage developers to include charging facilities for electric vehicles at all properties with off-street parking. Details on the provision of electric charging infrastructure are not currently known. It is encouraged however, that passive electric vehicle charging provision is made to enable future residents of the site to activate such charging points at a time convenient to them.

Cycle Parking
Safe, secure and covered cycle parking facilities need to be provided at new developments and are equally important as car parking, as cycling has the potential to replace shorter car journeys. The level of cycle parking will need to meet the requirements of the East Sussex County Council standards which are 1 space per unit for one- & two-bedroom dwellings and 2 spaces per dwelling with three bedrooms or more.

Cycle parking for the proposed flats will be provided in a secure and covered communal store on the ground floor. The cycle parking spaces for the houses will either be provided within the proposed garages or within a secure shed located to the rear of each property.

Traffic Generation and Highway Impact
Data obtained from the TRICS database has suggested that the proposed development will generate approximately 14 two-way trips during the AM and PM peak hour periods with approximately 26 trips per day.

I am satisfied that the methodology used to calculate trip rates provides an accurate description of the vehicle movements likely to be associated with the proposed development.

The site access junction on to the A268 has not been tested for capacity; however, taking into account the relatively low level of traffic likely to be generated by the development I am satisfied that the access will function without risk of congestion.

No assessments of other junctions in the vicinity of the site have been undertaken as part of the proposal; however, taking into account the level of traffic likely to be generated by the development and relatively low number of additional trips likely to head towards Peasmarsh during the peak periods I am satisfied that any impact will be negligible.

Travel Plan
A Travel Plan Statement has been provided as part of the proposal and this covers the main points required; however, the full Travel Plan Statement which should include specific measures and targets for reducing travel by car and encouraging other means of travel will therefore be agreed at a later date.

The Travel Plan Statement will be secured via a condition. The condition will, amongst other measures, need to secure the following:

- The agreement of a “measures” approach which; a) specifies targets / outcomes; and, b) identifies specific measures designed to achieve the agreed targets / outcomes and c) identifies the remedies and/or sanctions that shall be applied if the targets / outcomes are not achieved.
- The appointment of a Travel Plan Coordinator to coordinate implementation of the TP and take responsibility for achieving targets including handover arrangements from the developer to a management or residents’ group.
- The completion of the appropriate monitoring reports, including multi-modal travel surveys to be carried out for five years following occupation/operation of the Development based on the standard survey requirement in East Sussex, i.e. a Level 2 TRICS survey (known in this context as SAM: Standard Assessment Methodology).
- The site travel plan should also provide for incentives for new residents to adopt bus use as a sustainable travel mode. This should include free resident bus travel for one month, followed by 3 months reduced travel.

Construction Traffic
Should consent be granted then careful consideration would need to be given to how the site can be built in a safe manner minimising disruption as much as possible. This has been covered briefly in the transport assessment; however, a full construction management plan would need to be submitted and agreed prior to commencement of development.

Conclusion
I do not wish to object to the development proposal; however, this is subject to the above comments and recommendations being taken into account. I also require that the following obligations and conditions form part of any consent.

The off-site works and financial contribution that I wish to secure as part of this development via a S106/278 agreement are:

- The provision of new vehicular access into the site. This will require the building out of the southern side of the A268 carriageway as detailed above.
- The provision of footways leading into the site on both sides of the new access. Dropped kerbs and tactile paving either side of the site access are also required.
- The provision of a separate pedestrian access into the site.
- The provision of pedestrian crossing point on the A268 in close proximity of the pedestrian access into the site and the east bound bus stop. The crossing points should be in the form of dropped kerbs and tactile paving.
- The possible extension of the overtaking ban on the A268. Details to be agreed with the ESCC Road Safety team.
- Possible provision of a new west bound bus stop close to the pedestrian access into the site; however, this will require further investigation and discussion with the ESCC Passenger Transport Team.
-

Financial Contribution

- A Traffic Regulation Order (TRO) will be needed to extend the overtaking ban on the A268. A fee of £5000 will be required to cover ESCC costs for implementing the TRO.

These improvements are necessary to ensure the development site complies with government policy for accessible developments by non-car modes of travel.

The offsite works and financial contribution will need to be secured by a Section 106/278 Legal Agreement.

Recommendation:

Subject to the agreement of the points raised above, the completion of a legal agreement for off-site works and the following conditions I do not wish to restrict grant of consent.

1. No development shall be occupied until the vehicular access serving the development has been constructed in accordance with the approved drawing and as amended as part of the s278 agreement and detailed design.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway.

2. The access shall not be used until visibility splays measuring 2.4m x 75m to the north and 2.4m x 65m to the south have been provided and maintained thereafter.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

3. The development shall not be occupied until parking area have been provided in accordance with the approved plans which has been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of motor vehicles.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

4. The proposed parking spaces shall measure at least 2.5m by 5m (add an extra 50cm where spaces abut walls).

Reason: To provide adequate space for the parking of vehicles and to ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

5. The development shall not be occupied until cycle parking areas have been provided in accordance with the details which have been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the areas shall thereafter be retained for that use and shall not be used other than for the parking of cycles

Reason: In order that the development site is accessible by non-car modes and to meet the objectives of sustainable development

6. The development shall not be occupied until a turning space for vehicles has been provided and constructed in accordance with the approved plan which has been submitted to and approved in writing by the Planning Authority in consultation with the Highway Authority and the turning space shall thereafter be retained for that use and shall not be used for any other purpose.

Reason: To ensure the safety of persons and vehicles entering and leaving the access and proceeding along the highway

7. The new estate roads shall be designed and constructed to a standard approved by the Planning Authority in accordance with Highway Authority’s standards with a view to their subsequent adoption as publicly maintained highway

Reason: In the interest of highway safety and for this benefit and convenience of the public at large

8. Prior to the commencement of development on site, detailed drawings, including levels, sections and constructional details of the proposed roads surface water drainage, outfall disposal and street lighting to be provided, shall be submitted to the Planning Authority and be subject to its approval, in consultation with the Highway Authority

Reason: In the interests of highway safety and for the benefit and convenience of the public at large

9. No development shall take place, including any ground works or works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to in full throughout the entire construction period. The Plan shall provide details as appropriate but not be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and egress and routeing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision and utilisation of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Informative

This Authority's requirements associated with this development proposal will need to be secured through a Section (106/184/171/278) Legal Agreement between the applicant and East Sussex County Council The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Section 38 Agreement of the Highways Act, 1980 – Provision of Adoptable Highway
The applicant is advised to enter into a Section 38 legal agreement with East Sussex County Council, as Highway Authority, for the proposed adoptable on-site highway works. The applicant is requested to contact the Transport Development Control Team (01273 482254) to commence this process. The applicant is advised that any works commenced prior to the Sec 38 agreement being in place are undertaken at their own risk.

In the event that roads are not offered for adoption, the Highway Authority would wish to see the roads within the site laid out and constructed to standards at, or at least close to, adoption standards.

The applicant is advised to contact the Transport Development Control Team (01273 482254) to commence the process associated with the proposed Traffic Regulation Order. The applicant would be responsible for meeting all costs associated with this process which is a minimum of £5000. The applicant should note that the outcome of this process cannot be guaranteed as it is open to public objection.

On behalf of the Highway Authority
For Director of Communities, Economy and Transport (sent by email)

HT401

THE AREA HIGHWAY MANAGER WILL REQUIRE NOTICE OF COMMENCEMENT OF WORKS ON OR ADJACENT TO THE HIGHWAY. SEE NOTE m) OVERLEAF.

Notes to be read in conjunction with attached highway comments and conditions
(a) In urban areas the treatment of the radii shall be accordance with the requirements of the Highway Construction Engineer.

(b) Any existing ditch shall be cleaned out to even fall and piped to a size to accept the maximum flow of water likely to arise (internal diameter 300mm or as agreed with the Highway Construction Engineer).

(c) Where an existing access is to be stopped up the applicant is required to raise the existing dropped kerb and make good the footway/verge and kerb.

(d) Any existing footway shall be made good with similar construction and surfacing.

(e) Where the edge of the carriageway is already defined by Continental Channel, dropped Continental Channel sections (if available) or concrete channel blocks shall be used instead of dropped kerbs and if necessary the transition between the constructions made in in-situ concrete to the satisfaction of the Highway Construction Engineer.

(f) Any gates are to be set back a minimum distance of 5 metres (11 metres for farm or industrial accesses) from the edge of the carriageway and are to open away from the highway.

(g) The applicant's attention is drawn to the necessity to ensure that no surface water is allowed to flow from the development onto the highway and similarly no surface water from the highway should be allowed to flow into the site. The provision (by the applicant) of positive drainage measures may be required to collect any flow of surface water.

(h) Any necessary alterations to the property or services of, any statutory authority or undertaker shall be carried out at the expense of the applicant and under the supervision of such authority or undertaker to their satisfaction.

(i) If the requirements outlined in these details and/or notes conflict with the requirements of the Fire Officer then the Fire Officer's requirements shall prevail.

j) Reference to Sub-Base (Type 1) in the access section diagram refers to graded granular sub base complying with Clause 803 Specification for highway works (SHW), Amendment – February 2016.

(k) The County Council charges a fee for works on or adjacent to the highway and will expect you to obtain a licence/ enter into a Private Works Agreement prior to the commencement of works. For crossovers (and minor access works) please call 0345 6080193 or email customer@eastsussexhighways.com For other highway works please call Transport Development Control on 01273 482254 or email TDC at developmentcontrol.transport@eastsussex.gov.uk. The Highway Inspectors require at least 15 days notice of your intention to commence works under a PWA in order that the necessary utility service checks may be completed before works commence. Three months notice is required for major schemes

(l)You must ensure that the contractor has ten million pounds public liability insurance and one of their employees holds a current Supervisors New Roads and Street Works Act Certificate and at least one operative on site should hold an Operators Certificate. A list of contractors with the required certificates is available from East Sussex Highways and the Transport Development Control (TDC) team.
For crossovers (and minor access works) please call 0345 6080193 or email customer@estsussexhighways.com For other highway works please call TDC on 01273 482254 or email TDC at developmentcontrol.transport@eastsussex.gov.uk
(If you decide to use one that is not on the list, you must ensure that copies of the certificates are supplied by the contractor to East Sussex Highways or the Transport Development Control Team).(m) Your attention is drawn to the fact that your contractor will have to book road space under the Traffic Management Act 2004. Please ask them to contact the Network Co-ordination Team on 0845 60 80 193 who will need at least 21 days notice of the commencement of works.

HT 407(2)

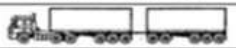
Appendix C

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

2 ATCs: A268 Main St, Peasmarsh

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Peasmarsh Main St (East Site) (50.974632, 0.686895)

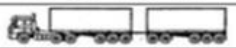
Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound	
Total	18851	18694	
Mean Speed	32.1	32.6	*
85%	36.6	37.3	*

***Mean speed and VPP 85% are not lower than the signed road speed.**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Peasmarsh Main St (West Site) (50.975179, 0.685384)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound	
Total	18836	18670	
Mean Speed	33.5	32.9	*
85%	38.5	37.5	*

***Mean speed and VPP 85% are not lower than the signed road speed.**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Peasmarsh Main St (West Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 50.975179, 0.685384 DIRECTION: EASTBOUND SPEED LIMIT: 30

06 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	41.7	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	35.8	-	
0300	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	41.3	-	
0400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	43.5	-	
0500	12	6	0	4	0	0	0	2	0	0	0	0	0	0	0	34.6	42.7	
0600	59	43	2	13	0	0	0	0	1	0	0	0	0	0	0	36.2	42.8	
0700	134	116	1	14	1	0	0	1	1	0	0	0	0	0	0	33.1	38.3	
0800	228	202	1	19	2	1	0	2	1	0	0	0	0	0	0	33	37.2	
0900	199	176	4	16	1	0	0	1	0	1	0	0	0	0	0	32.8	38.4	
1000	204	172	0	25	0	0	0	1	0	1	0	0	0	4	1	31.5	36.2	
1100	219	194	2	19	1	0	0	1	0	1	0	0	0	1	0	30.4	34.5	
1200	194	172	0	18	1	1	0	0	1	0	0	0	0	1	0	32.6	38.1	
1300	169	155	0	11	1	0	1	0	0	0	0	0	0	1	0	32.5	38.3	
1400	212	181	1	21	3	0	0	2	1	0	0	0	0	2	1	31.7	36.1	
1500	216	195	1	15	1	0	0	0	0	0	0	0	0	2	2	32.9	37.9	
1600	247	219	4	20	0	0	0	1	0	1	0	0	0	2	0	32.1	36.9	
1700	237	217	1	18	0	0	0	0	0	0	0	0	0	1	0	33.1	38.2	
1800	162	151	0	9	1	0	0	0	0	0	0	0	0	1	0	33.8	38.8	
1900	85	80	0	5	0	0	0	0	0	0	0	0	0	0	0	34.8	40.3	
2000	59	54	0	3	2	0	0	0	0	0	0	0	0	0	0	35.2	42.3	
2100	41	38	0	1	0	0	0	0	0	0	0	0	0	1	1	35	41.8	
2200	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	48.4	
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-	
07-19	**2421**	**2150**	**15**	**205**	**12**	**2**	**1**	**9**	**4**	**4**	**0**	**0**	**0**	**15**	**4**	**32.4**	**37.2**	
06-22	**2665**	**2365**	**17**	**227**	**14**	**2**	**1**	**9**	**5**	**4**	**0**	**0**	**0**	**16**	**5**	**32.7**	**37.7**	
06-00	**2690**	**2390**	**17**	**227**	**14**	**2**	**1**	**9**	**5**	**4**	**0**	**0**	**0**	**16**	**5**	**32.7**	**37.9**	
00-00	**2716**	**2403**	**17**	**238**	**14**	**2**	**1**	**11**	**5**	**4**	**0**	**0**	**0**	**16**	**5**	**32.8**	**38**	

07 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	37.3	-	
0300	3	2	0	0	0	0	0	0	0	1	0	0	0	0	0	40.3	-	
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	42.8	-	
0500	15	10	0	2	2	0	0	0	0	1	0	0	0	0	0	36.9	46.2	
0600	42	28	0	10	2	0	0	0	2	0	0	0	0	0	0	35.5	40.5	
0700	113	97	2	12	0	0	0	0	0	0	0	0	0	2	0	35.3	41.3	
0800	205	176	0	24	1	1	0	2	0	1	0	0	0	0	0	33.6	37.9	
0900	210	182	1	23	1	1	0	0	1	0	0	0	0	1	0	32.8	36.9	
1000	269	241	2	22	0	0	0	0	0	0	0	0	0	2	2	32.7	36.4	
1100	237	208	1	19	1	0	0	0	1	0	0	0	0	6	1	32.8	37.1	
1200	280	246	4	24	2	0	0	0	0	2	0	0	0	1	1	32.2	36.7	
1300	253	218	2	27	0	0	0	0	0	0	0	0	0	6	0	33.7	38.3	
1400	277	251	0	21	1	0	0	0	0	0	0	0	0	4	0	32.5	36.5	
1500	291	258	3	19	1	1	0	1	1	0	0	0	0	5	2	33.4	38.1	
1600	290	267	1	18	0	1	0	0	0	0	0	0	0	2	1	33.7	37.6	
1700	283	262	2	14	0	0	0	2	0	0	0	0	0	3	0	33.8	38.1	
1800	201	179	5	13	0	0	0	0	1	0	0	0	0	2	1	35.9	41.9	
1900	143	133	0	8	0	0	0	0	0	0	0	0	0	2	0	35.7	41.7	
2000	79	74	0	4	0	0	0	0	0	0	0	0	0	1	0	34.7	40.8	
2100	43	40	0	3	0	0	0	0	0	0	0	0	0	0	0	37.3	42.6	
2200	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	39	49.5	
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-	
07-19	**2909**	**2585**	**23**	**236**	**7**	**4**	**0**	**5**	**4**	**3**	**0**	**0**	**0**	**34**	**8**	**33.4**	**37.7**	
06-22	**3216**	**2860**	**23**	**261**	**9**	**4**	**0**	**5**	**6**	**3**	**0**	**0**	**0**	**37**	**8**	**33.6**	**38.1**	
06-00	**3256**	**2899**	**23**	**262**	**9**	**4**	**0**	**5**	**6**	**3**	**0**	**0**	**0**	**37**	**8**	**33.7**	**38.3**	
00-00	**3284**	**2917**	**23**	**268**	**11**	**4**	**0**	**5**	**6**	**5**	**0**	**0**	**0**	**37**	**8**	**33.7**	**38.3**	

08 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	
0200	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	39.3	-	
0300	3	1	0	1	0	0	0	0	0	1	0	0	0	0	0	45.8	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	
0500	9	6	0	1	0	0	0	0	0	2	0	0	0	0	0	35.2	-	
0600	17	13	1	3	0	0	0	0	0	0	0	0	0	0	0	37.1	44.5	
0700	47	35	0	10	0	0	0	0	0	0	0	0	0	0	2	35.3	43.9	
0800	116	103	0	9	3	0	0	0	0	1	0	0	0	0	0	33.6	38.8	
0900	160	148	0	10	1	0	0	0	0	1	0	0	0	0	0	32.7	37.2	
1000	180	167	1	10	0	0	0	0	1	0	0	0	0	0	1	32.7	36.5	
1100	226	208	1	16	1	0	0	0	0	0	0	0	0	0	0	31.7	35.9	
1200	218	200	0	13	0	2	1	0	0	0	0	0	0	2	0	33.7	38.2	
1300	219	204	2	12	0	0	1	0	0	0	0	0	0	0	0	33.7	38.5	
1400	220	201	1	14	1	1	1	0	0	0	0	0	0	1	0	32.6	37.6	
1500	206	191	1	8	1	0	0	0	0	0	0	0	0	3	2	33	38.7	
1600	183	166	2	11	2	0	0	0	0	0	0	0	0	1	1	33.3	38.5	
1700	174	153	4	12	2	0	1	1	0	0	0	0	0	1	0	34.8	39.9	
1800	126	115	0	8	0	0	1	0	0	0	0	0	0	2	0	35.8	41.2	
1900	90	82	0	6	0	0	0	1	0	0	0	0	0	1	0	34.4	40.2	
2000	56	49	1	3	1	0	0	0	0	0	0	0	0	2	0	37.2	44.8	
2100	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	35.4	40.6	
2200	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	37	46.4	
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	
07-19	**2075**	**1891**	**12**	**133**	**11**	**3**	**5**	**1**	**1**	**2**	**0**	**0**	**0**	**10**	**6**	**33.3**	**38.3**	
06-22	**2269**	**2064**	**14**	**147**	**12**	**3**	**5**	**2**	**1**	**2**	**0**	**0**	**0**	**13**	**6**	**33.5**	**38.6**	
06-00	**2292**	**2087**	**14**	**147**	**12**	**3**	**5**	**2**	**1**	**2**	**0**	**0**	**0**	**13**	**6**	**33.6**	**38.6**	
00-00	**2315**	**2102**	**14**	**152**	**12**	**3**	**5**	**2**	**1**	**5**	**0**	**0**	**0**	**13**	**6**	**33.6**	**38.7**	

09 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-	
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	
0600	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	37.3	44.8	
0700	49	39	1	7	0	0	1	1	0	0	0	0	0	0	0	37.2	42.9	
0800	102	65	2	31	0	0	0	0	0	0	0	0	0	3	1	36.3	41.3	
0900	159	127	0	11	1	1	0	0	0	0	0	0	0	11	8	32.9	38.4	
1000	231	200	2	9	0	1	0	1	0	0	0	0	0	17	1	32.8	36.8	
1100	220	185	3	12	0	0	0	0	0	1	0	0	0	14	5	32.2	37	
1200	238	212	1	7	0	1	0	0	0	1	0	0	0	14	2	33	37.6	
1300	189	178	2	5	0	0	0	0	0	0	0	0	0	3	1	34.9	39.9	
1400	154	140	1	5	0	1	0	0	0	0	0	0	0	6	1	33.4	37.9	
1500	115	105	0	7	0	0	0	0	0	0	0	0	0	3	0	33.3	37.5	
1600	102	90	0	4	0	0	0	1	0	0	0	0	0	6	1	33.8	38.3	
1700	99	95	0	4	0	0	0	0	0	0	0	0	0	0	0	36.2	42.1	
1800	79	71	0	4	0	0	0	0	0	0	0	0	0	2	2	34.8	40.5	
1900	56	55	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9	41.9	
2000	41	38	0	3	0	0	0	0	0	0	0	0	0	0	0	37.4	44.9	
2100	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	38.2	42.7	
2200	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	38.4	-	
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	41.4	-	
07-19	**1737**	**1507**	**12**	**106**	**1**	**4**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**79**	**22**	**33.8**	**38.9**	
06-22	**1882**	**1644**	**12**	**114**	**1**	**4**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**79**	**22**	**34**	**39.3**	
06-00	**1899**	**1659**	**12**	**116**	**1**	**4**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**79**	**22**	**34.1**	**39.4**	
00-00	**1908**	**1668**	**12**	**116**	**1**	**4**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**79**	**22**	**34.1**	**39.4**	

10 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	40.2	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	
0400	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	40.1	-	
0500	6	3	0	1	0	0	0	0	1	1	0	0	0	0	0	32.1	-	
0600	40	34	0	4	1	1	0	0	0	0	0	0	0	0	0	36.9	45.5	
0700	241	188	2	44	3	1	0	0	0	0	0	1	0	1	1	34.6	39.1	
0800	279	242	1	32	0	1	0	2	0	0	0	0	0	1	0	34.4	39.5	
0900	217	189	3	23	1	1	0	0	0	0	0	0	0	0	0	33.3	37.6	
1000	200	172	3	21	0	3	0	1	0	0	0	0	0	0	0	33	37.3	
1100	207	179	4	15	2	2	0	2	2	0	0	0	0	1	0	31.3	36.2	
1200	227	205	1	19	0	1	0	0	0	0	0	1	0	0	0	32.6	36.4	
1300	196	168	0	22	0	1	0	2	1	0	0	0	0	1	1	33.3	37.6	
1400	208	188	1	16	0	0	1	0	1	0	0	0	0	1	0	32.9	37.5	
1500	247	225	1	16	0	1	0	0	0	0	0	0	0	4	0	33.9	38.4	
1600	229	204	1	19	0	0	0	1	1	0	0	1	0	1	1	33.5	37.7	
1700	215	199	4	9	0	0	0	2	0	0	0	0	0	0	1	34.7	39.3	
1800	160	145	2	13	0	0	0	0	0	0	0	0	0	0	0	34.9	39.6	
1900	90	83	0	5	0	0	0	0	0	0	0	0	0	2	0	35.6	41.6	
2000	46	41	3	1	0	0	0	0	0	0	0	0	0	1	0	35.4	43.4	
2100	28	24	0	3	0	0	0	0	0	0	0	0	0	1	0	36.8	42.5	
2200	11	10	0	0	0	0	0	0	0	1	0	0	0	0	0	39.5	47	
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-	
07-19	**2626**	**2304**	**23**	**249**	**6**	**11**	**1**	**10**	**5**	**0**	**0**	**3**	**0**	**10**	**4**	**33.6**	**38.1**	
06-22	**2830**	**2486**	**26**	**262**	**7**	**12**	**1**	**10**	**5**	**0**	**0**	**3**	**0**	**14**	**4**	**33.7**	**38.4**	
06-00	**2849**	**2504**	**26**	**262**	**7**	**12**	**1**	**10**	**5**	**1**	**0**	**3**	**0**	**14**	**4**	**33.8**	**38.5**	
00-00	**2866**	**2514**	**26**	**267**	**7**	**12**	**1**	**10**	**6**	**2**	**0**	**3**	**0**	**14**	**4**	**33.8**	**38.5**	

11 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	38.3	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-	
0200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	41.2	-	
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	11	8	0	2	0	0	0	0	1	0	0	0	0	0	0	37.4	51	
0600	50	37	1	7	2	0	0	0	2	1	0	0	0	0	0	36	45.1	
0700	125	89	0	28	1	0	2	1	2	0	0	0	0	0	2	33.3	38.8	
0800	221	190	2	24	1	0	1	1	1	0	0	0	0	0	1	33.7	38.4	
0900	223	195	1	23	0	0	0	2	1	0	0	0	0	1	0	33	37	
1000	231	192	1	29	4	0	0	0	0	1	0	0	0	4	0	32	35.6	
1100	216	184	2	22	1	1	0	0	0	0	0	0	0	5	1	31.7	35.8	
1200	237	211	2	16	1	0	0	1	0	0	0	0	0	4	2	32.9	37.2	
1300	234	194	2	23	0	1	0	0	1	1	1	0	0	8	3	32.9	37.2	
1400	202	175	1	18	2	0	0	0	1	1	0	0	0	4	0	32.2	36.9	
1500	254	226	4	16	0	0	0	0	0	1	0	0	0	6	1	33.9	38.5	
1600	284	256	1	22	0	0	0	2	1	0	0	0	0	1	1	33.2	38.8	
1700	229	210	1	13	0	0	0	0	0	1	0	0	0	4	0	34.3	39.9	
1800	163	149	1	9	0	0	0	1	0	0	0	0	0	2	1	34.6	40.5	
1900	89	76	0	9	1	0	1	0	0	0	0	0	0	2	0	35.1	41.8	
2000	51	47	0	2	0	0	0	0	0	0	0	0	0	2	0	36.3	42.5	
2100	33	28	0	3	0	0	0	0	0	0	0	0	0	2	0	39.9	47	
2200	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	38.6	44.8	
2300	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	38.7	-	
07-19	**2619**	**2271**	**18**	**243**	**10**	**2**	**3**	**8**	**7**	**5**	**1**	**0**	**0**	**39**	**12**	**33.1**	**37.9**	
06-22	**2842**	**2459**	**19**	**264**	**13**	**2**	**4**	**8**	**9**	**6**	**1**	**0**	**0**	**45**	**12**	**33.4**	**38.4**	
06-00	**2869**	**2482**	**19**	**267**	**13**	**2**	**4**	**8**	**9**	**6**	**1**	**0**	**0**	**46**	**12**	**33.4**	**38.4**	
00-00	**2891**	**2496**	**19**	**274**	**13**	**2**	**4**	**8**	**10**	**6**	**1**	**0**	**0**	**46**	**12**	**33.4**	**38.5**	

12 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	43.8	-	
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	-	
0200	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	42.7	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	
0400	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	34.4	-	
0500	11	9	0	1	0	0	0	0	0	1	0	0	0	0	0	36.8	45.3	
0600	50	37	0	10	1	1	0	0	1	0	0	0	0	0	0	37.5	44.1	
0700	134	102	3	22	2	0	0	3	1	0	0	0	0	0	1	34.3	38.3	
0800	194	157	1	31	2	3	0	0	0	0	0	0	0	0	0	32.4	37.8	
0900	229	197	3	25	0	0	0	0	2	0	0	0	0	2	0	31.8	36.5	
1000	259	227	1	25	1	1	0	0	1	0	0	0	0	3	0	31.7	35.5	
1100	234	197	1	25	2	2	0	0	0	0	0	0	0	5	2	31.7	36.3	
1200	248	214	0	28	0	0	1	2	0	0	0	0	0	2	1	32.7	36.9	
1300	204	179	2	17	0	2	0	0	0	0	0	0	0	4	0	33.5	38.5	
1400	208	181	1	15	1	0	0	1	1	1	0	0	0	7	0	32.9	36.9	
1500	246	222	1	14	0	1	0	2	2	1	0	0	0	2	1	32.9	38	
1600	260	227	3	23	1	0	0	2	0	0	0	0	0	3	1	33.4	38.4	
1700	210	189	0	19	0	0	0	1	1	0	0	0	0	0	0	33.8	39	
1800	159	137	0	20	0	0	0	0	0	0	0	0	0	1	1	33.4	38.9	
1900	91	77	0	10	0	1	0	1	0	0	0	0	0	2	0	33.8	39.3	
2000	55	54	0	1	0	0	0	0	0	0	0	0	0	0	0	35.5	46.2	
2100	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	35	43	
2200	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	45.4	
2300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	44	-	
07-19	**2585**	**2229**	**16**	**264**	**9**	**9**	**1**	**11**	**8**	**2**	**0**	**0**	**0**	**29**	**7**	**32.8**	**37.6**	
06-22	**2801**	**2417**	**16**	**285**	**10**	**11**	**1**	**12**	**9**	**2**	**0**	**0**	**0**	**31**	**7**	**33**	**37.9**	
06-00	**2826**	**2441**	**16**	**286**	**10**	**11**	**1**	**12**	**9**	**2**	**0**	**0**	**0**	**31**	**7**	**33**	**38**	
00-00	**2856**	**2462**	**16**	**292**	**10**	**11**	**1**	**12**	**10**	**3**	**0**	**0**	**0**	**32**	**7**	**33.1**	**38.1**	

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Peasmarsh Main St (West Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 50.975179, 0.685384 DIRECTION: EASTBOUND SPEED LIMIT: 30

06 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	41.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	35.8	-
0300	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	41.3	-
0400	4	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	43.5	-
0500	12	0	0	0	2	7	2	1	0	0	0	0	0	0	0	0	34.6	42.7
0600	59	0	0	1	10	27	13	7	1	0	0	0	0	0	0	0	36.2	42.8
0700	134	0	0	5	39	65	19	6	0	0	0	0	0	0	0	0	33.1	38.3
0800	228	0	0	3	77	114	27	6	1	0	0	0	0	0	0	0	33	37.2
0900	199	0	0	3	81	79	32	4	0	0	0	0	0	0	0	0	32.8	38.4
1000	204	1	5	7	81	91	18	1	0	0	0	0	0	0	0	0	31.5	36.2
1100	219	0	7	11	107	84	6	4	0	0	0	0	0	0	0	0	30.4	34.5
1200	194	1	1	5	68	84	29	6	0	0	0	0	0	0	0	0	32.6	38.1
1300	169	0	1	9	55	75	24	5	0	0	0	0	0	0	0	0	32.5	38.3
1400	212	1	2	3	96	93	15	2	0	0	0	0	0	0	0	0	31.7	36.1
1500	216	1	1	5	71	99	32	7	0	0	0	0	0	0	0	0	32.9	37.9
1600	247	1	5	8	88	110	30	2	3	0	0	0	0	0	0	0	32.1	36.9
1700	237	0	2	5	76	112	36	6	0	0	0	0	0	0	0	0	33.1	38.2
1800	162	0	1	2	38	88	29	4	0	0	0	0	0	0	0	0	33.8	38.8
1900	85	0	0	0	23	37	23	1	1	0	0	0	0	0	0	0	34.8	40.3
2000	59	1	0	0	17	20	15	4	2	0	0	0	0	0	0	0	35.2	42.3
2100	41	1	0	2	5	18	12	3	0	0	0	0	0	0	0	0	35	41.8
2200	19	0	0	0	3	5	4	6	1	0	0	0	0	0	0	0	39.4	48.4
2300	6	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	38.9	-
07-19	**2421**	**5**	**25**	**66**	**877**	**1094**	**297**	**53**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**37.2**
06-22	**2665**	**7**	**25**	**69**	**932**	**1196**	**360**	**68**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.7**
06-00	**2690**	**7**	**25**	**69**	**936**	**1203**	**365**	**75**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.9**
00-00	**2716**	**7**	**25**	**69**	**938**	**1214**	**373**	**78**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**38**

07 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	33.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	37.3	-
0300	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	40.3	-
0400	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	42.8	-
0500	15	0	0	0	2	8	2	2	1	0	0	0	0	0	0	0	36.9	46.2
0600	42	0	0	0	7	20	12	3	0	0	0	0	0	0	0	0	35.5	40.5
0700	113	0	0	0	25	54	25	6	3	0	0	0	0	0	0	0	35.3	41.3
0800	205	0	1	5	50	110	34	4	1	0	0	0	0	0	0	0	33.6	37.9
0900	210	0	1	4	68	109	26	2	0	0	0	0	0	0	0	0	32.8	36.9
1000	269	0	5	5	73	159	21	6	0	0	0	0	0	0	0	0	32.7	36.4
1100	237	0	2	4	76	121	29	5	0	0	0	0	0	0	0	0	32.8	37.1
1200	280	0	6	10	90	141	31	1	1	0	0	0	0	0	0	0	32.2	36.7
1300	253	0	0	3	72	125	46	7	0	0	0	0	0	0	0	0	33.7	38.3
1400	277	1	3	5	94	138	32	3	1	0	0	0	0	0	0	0	32.5	36.5
1500	291	3	3	2	70	156	51	6	0	0	0	0	0	0	0	0	33.4	38.1
1600	290	1	2	1	63	173	45	5	0	0	0	0	0	0	0	0	33.7	37.6
1700	283	0	1	3	73	156	42	8	0	0	0	0	0	0	0	0	33.8	38.1
1800	201	1	0	2	28	104	50	13	3	0	0	0	0	0	0	0	35.9	41.9
1900	143	0	0	2	26	62	40	11	0	2	0	0	0	0	0	0	35.7	41.7
2000	79	0	0	0	14	47	12	5	1	0	0	0	0	0	0	0	34.7	40.8
2100	43	0	0	0	5	15	20	2	1	0	0	0	0	0	0	0	37.3	42.6
2200	30	0	0	0	4	8	12	2	3	1	0	0	0	0	0	0	39	49.5
2300	10	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	38.1	-
07-19	**2909**	**6**	**24**	**44**	**782**	**1546**	**432**	**66**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.4**	**37.7**
06-22	**3216**	**6**	**24**	**46**	**834**	**1690**	**516**	**87**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**33.6**	**38.1**
06-00	**3256**	**6**	**24**	**46**	**839**	**1702**	**531**	**91**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38.3**
00-00	**3284**	**6**	**24**	**46**	**843**	**1717**	**534**	**94**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38.3**

08 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	34.8	-
0100	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	33.9	-
0200	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	39.3	-
0300	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	45.8	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.6	-
0500	9	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	35.2	-
0600	17	0	0	0	3	6	5	3	0	0	0	0	0	0	0	0	37.1	44.5
0700	47	0	2	0	10	16	12	7	0	0	0	0	0	0	0	0	35.3	43.9
0800	116	0	0	0	44	47	20	4	1	0	0	0	0	0	0	0	33.6	38.8
0900	160	0	1	2	55	79	22	1	0	0	0	0	0	0	0	0	32.7	37.2
1000	180	0	1	0	65	92	19	3	0	0	0	0	0	0	0	0	32.7	36.5
1100	226	0	2	3	99	101	20	1	0	0	0	0	0	0	0	0	31.7	35.9
1200	218	0	0	1	62	114	40	1	0	0	0	0	0	0	0	0	33.7	38.2
1300	219	0	1	2	55	121	35	5	0	0	0	0	0	0	0	0	33.7	38.5
1400	220	0	4	9	64	105	35	2	1	0	0	0	0	0	0	0	32.6	37.6
1500	206	3	0	0	75	87	39	2	0	0	0	0	0	0	0	0	33	38.7
1600	183	0	0	4	64	80	28	7	0	0	0	0	0	0	0	0	33.3	38.5
1700	174	1	0	3	34	85	42	9	0	0	0	0	0	0	0	0	34.8	39.9
1800	126	0	1	0	19	63	34	6	2	1	0	0	0	0	0	0	35.8	41.2
1900	90	0	0	3	28	37	17	3	1	1	0	0	0	0	0	0	34.4	40.2
2000	56	0	0	1	9	20	16	7	3	0	0	0	0	0	0	0	37.2	44.8
2100	31	0	0	0	8	11	9	3	0	0	0	0	0	0	0	0	35.4	40.6
2200	13	0	0	0	4	4	2	2	0	1	0	0	0	0	0	0	37	46.4
2300	10	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	36.9	-
07-19	**2075**	**4**	**12**	**24**	**646**	**990**	**346**	**48**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.3**	**38.3**
06-22	**2269**	**4**	**12**	**28**	**694**	**1064**	**393**	**64**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**33.5**	**38.6**
06-00	**2292**	**4**	**12**	**28**	**698**	**1074**	**399**	**66**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**33.6**	**38.6**
00-00	**2315**	**4**	**12**	**28**	**702**	**1084**	**405**	**68**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**33.6**	**38.7**

09 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	37.8	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	42.8	-
0500	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	32.8	-
0600	19	0	0	1	2	7	6	2	1	0	0	0	0	0	0	0	37.3	44.8
0700	49	0	0	0	11	13	19	3	3	0	0	0	0	0	0	0	37.2	42.9
0800	102	0	0	2	15	42	35	7	1	0	0	0	0	0	0	0	36.3	41.3
0900	159	1	8	4	27	93	22	3	1	0	0	0	0	0	0	0	32.9	38.4
1000	231	0	2	2	69	132	23	3	0	0	0	0	0	0	0	0	32.8	36.8
1100	220	1	6	9	63	113	26	2	0	0	0	0	0	0	0	0	32.2	37
1200	238	7	2	3	58	126	38	2	1	1	0	0	0	0	0	0	33	37.6
1300	189	0	1	1	39	95	46	6	1	0	0	0	0	0	0	0	34.9	39.9
1400	154	0	3	0	36	89	24	2	0	0	0	0	0	0	0	0	33.4	37.9
1500	115	0	0	0	36	60	18	1	0	0	0	0	0	0	0	0	33.3	37.5
1600	102	1	1	2	22	58	14	4	0	0	0	0	0	0	0	0	33.8	38.3
1700	99	0	0	1	20	39	27	9	2	1	0	0	0	0	0	0	36.2	42.1
1800	79	1	1	2	12	40	19	4	0	0	0	0	0	0	0	0	34.8	40.5
1900	56	0	0	2	9	21	19	5	0	0	0	0	0	0	0	0	35.9	41.9
2000	41	0	0	0	8	11	14	8	0	0	0	0	0	0	0	0	37.4	44.9
2100	29	0	0	0	3	11	12	1	1	1	0	0	0	0	0	0	38.2	42.7
2200	10	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	38.4	-
2300	7	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	41.4	-
07-19	**1737**	**11**	**24**	**26**	**408**	**900**	**311**	**46**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**33.8**	**38.9**
06-22	**1882**	**11**	**24**	**29**	**430**	**950**	**362**	**62**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**39.3**
06-00	**1899**	**11**	**24**	**29**	**433**	**954**	**368**	**65**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**34.1**	**39.4**
00-00	**1908**	**11**	**24**	**29**	**435**	**957**	**370**	**65**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**34.1**	**39.4**

10 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	40.2	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.4	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.2	-
0300	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	31.3	-
0400	4	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	40.1	-
0500	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	32.1	-
0600	40	0	0	0	7	16	9	8	0	0	0	0	0	0	0	0	36.9	45.5
0700	241	0	1	5	48	126	53	8	0	0	0	0	0	0	0	0	34.6	39.1
0800	279	0	0	1	67	146	56	9	0	0	0	0	0	0	0	0	34.4	39.5
0900	217	0	1	2	58	121	33	2	0	0	0	0	0	0	0	0	33.3	37.6
1000	200	0	1	0	64	105	29	1	0	0	0	0	0	0	0	0	33	37.3
1100	207	1	1	13	86	87	19	0	0	0	0	0	0	0	0	0	31.3	36.2
1200	227	0	1	3	85	113	21	4	0	0	0	0	0	0	0	0	32.6	36.4
1300	196	1	2	0	55	106	31	1	0	0	0	0	0	0	0	0	33.3	37.6
1400	208	1	3	5	57	109	29	4	0	0	0	0	0	0	0	0	32.9	37.5
1500	247	0	3	2	58	134	42	8	0	0	0	0	0	0	0	0	33.9	38.4
1600	229	0	6	3	43	136	39	1	1	0	0	0	0	0	0	0	33.5	37.7
1700	215	0	2	2	43	110	47	10	1	0	0	0	0	0	0	0	34.7	39.3
1800	160	0	1	4	24	76	46	9	0	0	0	0	0	0	0	0	34.9	39.6
1900	90	0	1	1	19	37	22	8	2	0	0	0	0	0	0	0	35.6	41.6
2000	46	0	1	1	12	10	17	4	1	0	0	0	0	0	0	0	35.4	43.4
2100	28	0	0	1	3	13	9	2	0	0	0	0	0	0	0	0	36.8	42.5
2200	11	0	0	0	0	6	1	4	0	0	0	0	0	0	0	0	39.5	47
2300	8	0	0	0	2	1	3	2	0	0	0	0	0	0	0	0	39.6	-
07-19	**2626**	**3**	**22**	**40**	**688**	**1369**	**445**	**57**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.6**	**38.1**
06-22	**2830**	**3**	**24**	**43**	**729**	**1445**	**502**	**79**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38.4**
06-00	**2849**	**3**	**24**	**43**	**731**	**1452**	**506**	**85**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.8**	**38.5**
00-00	**2866**	**3**	**24**	**43**	**734**	**1460**	**511**	**85**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.8**	**38.5**

11 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	38.3	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.9	-
0200	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	41.2	-
0300	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	32.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	11	0	0	1	3	2	2	1	2	0	0	0	0	0	0	0	37.4	51
0600	50	0	1	0	11	23	7	4	3	0	1	0	0	0	0	0	36	45.1
0700	125	0	3	1	39	55	21	6	0	0	0	0	0	0	0	0	33.3	38.8
0800	221	0	2	1	65	105	40	7	1	0	0	0	0	0	0	0	33.7	38.4
0900	223	0	1	3	75	117	24	3	0	0	0	0	0	0	0	0	33	37
1000	231	0	2	3	95	110	19	2	0	0	0	0	0	0	0	0	32	35.6
1100	216	0	2	10	88	97	19	0	0	0	0	0	0	0	0	0	31.7	35.8
1200	237	0	4	2	65	131	33	1	1	0	0	0	0	0	0	0	32.9	37.2
1300	234	0	4	1	68	127	31	2	1	0	0	0	0	0	0	0	32.9	37.2
1400	202	2	6	3	63	103	22	3	0	0	0	0	0	0	0	0	32.2	36.9
1500	254	0	3	1	59	138	48	5	0	0	0	0	0	0	0	0	33.9	38.5
1600	284	1	6	2	86	128	58	3	0	0	0	0	0	0	0	0	33.2	38.8
1700	229	0	0	6	55	101	60	7	0	0	0	0	0	0	0	0	34.3	39.9
1800	163	0	1	7	26	84	33	11	1	0	0	0	0	0	0	0	34.6	40.5
1900	89	0	0	6	14	36	28	3	2	0	0	0	0	0	0	0	35.1	41.8
2000	51	0	0	1	8	25	12	3	1	0	0	0	1	0	0	0	36.3	42.5
2100	33	0	0	0	3	10	14	2	3	0	1	0	0	0	0	0	39.9	47
2200	17	0	0	0	1	9	4	2	0	1	0	0	0	0	0	0	38.6	44.8
2300	10	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	38.7	-
07-19	**2619**	**3**	**34**	**40**	**784**	**1296**	**408**	**50**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.1**	**37.9**
06-22	**2842**	**3**	**35**	**47**	**820**	**1390**	**469**	**62**	**13**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**33.4**	**38.4**
06-00	**2869**	**3**	**35**	**47**	**821**	**1403**	**478**	**65**	**13**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**33.4**	**38.4**
00-00	**2891**	**3**	**35**	**48**	**825**	**1409**	**485**	**66**	**16**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**33.4**	**38.5**

12 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	0	1	2	2	0	1	0	0	0	0	0	0	43.8	-
0100	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	45.4	-
0200	6	0	0	0	0	2	1	1	2	0	0	0	0	0	0	0	42.7	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.8	-
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.4	-
0500	11	0	0	1	1	3	4	2	0	0	0	0	0	0	0	0	36.8	45.3
0600	50	0	2	1	2	17	20	7	0	1	0	0	0	0	0	0	37.5	44.1
0700	134	0	1	3	29	67	30	2	2	0	0	0	0	0	0	0	34.3	38.3
0800	194	0	1	10	68	82	30	2	1	0	0	0	0	0	0	0	32.4	37.8
0900	229	0	0	12	103	86	23	5	0	0	0	0	0	0	0	0	31.8	36.5
1000	259	0	6	3	93	134	22	1	0	0	0	0	0	0	0	0	31.7	35.5
1100	234	4	3	5	86	111	19	6	0	0	0	0	0	0	0	0	31.7	36.3
1200	248	1	3	1	78	133	28	4	0	0	0	0	0	0	0	0	32.7	36.9
1300	204	0	0	4	56	101	40	3	0	0	0	0	0	0	0	0	33.5	38.5
1400	208	1	1	3	61	116	21	5	0	0	0	0	0	0	0	0	32.9	36.9
1500	246	1	3	7	70	126	33	5	1	0	0	0	0	0	0	0	32.9	38
1600	260	1	3	3	70	132	43	7	1	0	0	0	0	0	0	0	33.4	38.4
1700	210	0	3	1	58	98	40	9	1	0	0	0	0	0	0	0	33.8	39
1800	159	1	2	3	48	71	29	5	0	0	0	0	0	0	0	0	33.4	38.9
1900	91	0	0	8	20	41	17	3	1	1	0	0	0	0	0	0	33.8	39.3
2000	55	0	0	1	18	19	5	10	2	0	0	0	0	0	0	0	35.5	46.2
2100	20	0	0	0	7	6	5	2	0	0	0	0	0	0	0	0	35	43
2200	17	0	0	0	3	6	5	3	0	0	0	0	0	0	0	0	37.5	45.4
2300	8	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	44	-
07-19	**2585**	**9**	**26**	**55**	**820**	**1257**	**358**	**54**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.6**
06-22	**2801**	**9**	**28**	**65**	**867**	**1340**	**405**	**76**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**37.9**
06-00	**2826**	**9**	**28**	**65**	**870**	**1348**	**412**	**81**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**38**
00-00	**2856**	**9**	**28**	**66**	**872**	**1357**	**420**	**88**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**33.1**	**38.1**

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	18836	43	172	329	5349	9198	3098	544	86	14	2	0	1	0	0	0	33.5	38.5

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Peasmarsh Main St (West Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 50.975179, 0.685384 DIRECTION: EASTBOUND

	Thu	Fri	Sat	Sun	Mon	Tue	Wed
	06-May	07-May	08-May	09-May	10-May	11-May	12-May
Hour							
0000-0100	4	3	5	3	2	4	6
0100-0200	0	0	2	1	1	1	3
0200-0300	3	4	3	0	1	3	6
0300-0400	3	3	3	0	3	3	2
0400-0500	4	3	1	3	4	0	2
0500-0600	12	15	9	2	6	11	11
0600-0700	59	42	17	19	40	50	50
0700-0800	134	113	47	49	241	125	134
0800-0900	**228**	205	116	102	**279**	221	194
0900-1000	199	210	160	159	217	223	229
1000-1100	204	**269**	180	**231**	200	**231**	**259**
1100-1200	219	237	**226**	220	207	216	234
1200-1300	194	280	218	**238**	227	237	248
1300-1400	169	253	219	189	196	234	204
1400-1500	212	277	**220**	154	208	202	208
1500-1600	216	**291**	206	115	**247**	254	246
1600-1700	**247**	290	183	102	229	**284**	**260**
1700-1800	237	283	174	99	215	229	210
1800-1900	162	201	126	79	160	163	159
1900-2000	85	143	90	56	90	89	91
2000-2100	59	79	56	41	46	51	55
2100-2200	41	43	31	29	28	33	20
2200-2300	19	30	13	10	11	17	17
2300-2400	6	10	10	7	8	10	8
Totals							
0700-1900	2421	2909	2075	1737	2626	2619	2585
0600-2200	2665	3216	2269	1882	2830	2842	2801
0600-0000	2690	3256	2292	1899	2849	2869	2826
0000-0000	2716	3284	2315	1908	2866	2891	2856
AM Peak	800	1000	1100	1000	800	1000	1000
	228	269	226	231	279	231	259
PM Peak	1600	1500	1400	1200	1500	1600	1600
	247	291	220	238	247	284	260

SPEED LIMIT: 30

Averages

1-5.	1-7.
3.8	3.9
1	1.1
3.4	2.9
2.8	2.4
2.6	2.4
11	9.4
48.2	39.6
149.4	120.4
225.4	192.1
215.6	199.6
232.6	224.9
222.6	222.7
237.2	234.6
211.2	209.1
221.4	211.6
250.8	225
262	227.9
234.8	206.7
169	150
99.6	92
58	55.3
33	32.1
18.8	16.7
8.4	8.4
2632	2424.6
2870.8	2643.6
2898	2668.7
2922.6	2690.9

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Peasmarsh Main St (West Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 50.975179, 0.685384 DIRECTION: WESTBOUND SPEED LIMIT: 30

06 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	42.8	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-	
0200	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	34	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-	
0400	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	42.1	50	
0500	33	27	1	4	0	0	0	1	0	0	0	0	0	0	0	38.2	46	
0600	68	60	0	6	0	0	0	1	0	1	0	0	0	0	0	36.1	41.4	
0700	198	164	1	25	5	1	0	0	0	1	0	0	0	1	0	32.4	37.7	
0800	217	195	1	18	2	0	0	0	0	0	0	0	0	1	0	31.8	36.1	
0900	193	170	3	15	0	1	0	1	1	1	0	0	0	1	0	31.7	36	
1000	208	185	2	17	2	0	0	1	0	0	0	0	0	1	0	30.7	33.6	
1100	228	202	0	22	1	0	0	1	1	0	0	0	0	1	0	30.6	33.9	
1200	208	183	2	19	1	0	0	0	0	0	0	0	0	2	1	31.7	36.9	
1300	184	157	3	19	1	0	0	0	0	0	0	0	0	2	2	30.6	35.3	
1400	224	200	1	21	0	0	1	0	0	0	0	0	0	1	0	31.4	35.9	
1500	197	175	1	13	2	2	0	0	0	1	1	0	0	1	1	31.7	37.4	
1600	213	196	0	14	1	0	0	1	0	0	0	0	0	1	0	32	36.6	
1700	198	182	2	12	0	0	0	1	0	0	0	0	0	0	1	31.5	36.1	
1800	114	106	1	5	0	0	0	0	2	0	0	0	0	0	0	33.7	38	
1900	78	70	0	6	1	0	0	0	0	0	0	0	0	0	1	34.9	40.6	
2000	70	66	0	3	1	0	0	0	0	0	0	0	0	0	0	33.9	40.9	
2100	42	39	0	3	0	0	0	0	0	0	0	0	0	0	0	38.9	45.2	
2200	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	46.1	
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-	
07-19	**2382**	**2115**	**17**	**200**	**15**	**4**	**1**	**5**	**4**	**3**	**1**	**0**	**0**	**12**	**5**	**31.6**	**36.1**	
06-22	**2640**	**2350**	**17**	**218**	**17**	**4**	**1**	**6**	**4**	**4**	**1**	**0**	**0**	**12**	**6**	**32**	**36.7**	
06-00	**2665**	**2375**	**17**	**218**	**17**	**4**	**1**	**6**	**4**	**4**	**1**	**0**	**0**	**12**	**6**	**32**	**36.9**	
00-00	**2723**	**2423**	**18**	**226**	**17**	**4**	**1**	**7**	**4**	**4**	**1**	**0**	**0**	**12**	**6**	**32.2**	**37.2**	

07 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	43.5	-	
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43	-	
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-	
0400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-	
0500	29	22	1	3	0	0	0	0	1	1	0	0	0	1	0	38.6	45	
0600	89	68	0	20	1	0	0	0	0	0	0	0	0	0	0	36.6	41.6	
0700	182	151	2	22	3	1	0	0	1	0	0	0	0	2	0	35	40.2	
0800	225	209	1	10	1	0	0	0	2	0	0	0	0	2	0	33.9	38.1	
0900	205	182	3	13	4	1	0	1	0	0	0	0	0	1	0	31.8	36	
1000	231	198	0	27	3	0	0	1	1	0	0	0	0	1	0	32.2	36	
1100	205	184	0	16	0	0	0	0	0	0	0	0	0	3	2	31.5	35.4	
1200	239	211	1	22	0	0	0	0	0	2	0	0	0	3	0	31.9	35.5	
1300	202	174	0	19	0	1	0	0	0	0	0	0	0	8	0	32.4	36.4	
1400	248	228	2	17	0	0	0	0	0	0	0	0	0	0	1	30.9	35.1	
1500	277	244	4	21	0	1	0	1	0	0	0	0	0	6	0	33.2	37.2	
1600	270	231	2	30	1	0	0	0	0	1	0	0	0	4	1	32.6	37	
1700	209	198	3	8	0	0	0	0	0	0	0	0	0	0	0	31.9	36.4	
1800	137	122	2	6	0	0	0	0	3	0	0	0	0	2	2	33.2	38.2	
1900	106	97	0	6	0	0	0	0	0	0	0	0	0	3	0	34.3	39.8	
2000	66	63	0	3	0	0	0	0	0	0	0	0	0	0	0	35.9	40.5	
2100	41	37	0	3	0	0	0	0	0	0	0	0	0	1	0	36.9	42.7	
2200	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	49.5	
2300	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	40.5	46.6	
07-19	**2630**	**2332**	**20**	**211**	**12**	**4**	**0**	**3**	**7**	**3**	**0**	**0**	**0**	**32**	**6**	**32.5**	**36.9**	
06-22	**2932**	**2597**	**20**	**243**	**13**	**4**	**0**	**3**	**7**	**3**	**0**	**0**	**0**	**36**	**6**	**32.8**	**37.4**	
06-00	**2963**	**2625**	**20**	**246**	**13**	**4**	**0**	**3**	**7**	**3**	**0**	**0**	**0**	**36**	**6**	**32.9**	**37.5**	
00-00	**3014**	**2666**	**21**	**252**	**13**	**4**	**0**	**3**	**8**	**4**	**0**	**0**	**0**	**37**	**6**	**33**	**37.7**	

08 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-	
0100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	40.4	-	
0200	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	36.3	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	-	
0500	17	14	0	2	0	0	0	0	0	0	0	0	0	1	0	39	47.4	
0600	40	35	0	4	0	0	0	1	0	0	0	0	0	0	0	34.3	40.8	
0700	62	54	1	7	0	0	0	0	0	0	0	0	0	0	0	34.8	39.3	
0800	121	113	1	7	0	0	0	0	0	0	0	0	0	0	0	32.9	38.1	
0900	157	148	2	6	1	0	0	0	0	0	0	0	0	0	0	33.2	37.9	
1000	218	207	0	10	0	1	0	0	0	0	0	0	0	0	0	31.2	35.1	
1100	181	165	2	10	2	0	0	0	0	2	0	0	0	0	0	31.8	36.1	
1200	203	193	2	8	0	0	0	0	0	0	0	0	0	0	0	32.1	35.9	
1300	183	178	0	5	0	0	0	0	0	0	0	0	0	0	0	32.9	36.7	
1400	171	155	0	11	0	0	0	0	0	0	0	0	0	2	3	31.4	35.8	
1500	191	184	0	7	0	0	0	0	0	0	0	0	0	0	0	31.5	36	
1600	210	195	1	12	0	0	0	0	0	0	0	0	0	1	1	32.3	36	
1700	207	194	0	10	0	0	0	0	0	0	0	0	0	3	0	32.9	36.9	
1800	125	117	1	5	0	0	0	0	0	0	0	0	0	2	0	35	40	
1900	82	77	0	4	0	0	0	0	0	0	0	0	0	1	0	33.6	37.8	
2000	63	61	0	2	0	0	0	0	0	0	0	0	0	0	0	34.6	40.4	
2100	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	38	43.7	
2200	16	15	0	0	0	0	0	0	0	0	0	0	0	1	0	39.8	48.4	
2300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-	
07-19	**2029**	**1903**	**10**	**98**	**3**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**8**	**4**	**32.4**	**36.8**	
06-22	**2251**	**2111**	**10**	**110**	**3**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**9**	**4**	**32.7**	**37.1**	
06-00	**2273**	**2131**	**10**	**111**	**3**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**10**	**4**	**32.7**	**37.2**	
00-00	**2307**	**2158**	**10**	**117**	**3**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**11**	**4**	**32.8**	**37.5**	

09 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	45.4	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	52.6	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-	
0500	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	39.8	-	
0600	15	12	0	3	0	0	0	0	0	0	0	0	0	0	0	37.2	45.7	
0700	25	22	0	2	1	0	0	0	0	0	0	0	0	0	0	34.7	39.6	
0800	50	47	0	1	0	0	0	1	0	0	0	0	0	1	0	34.6	39.2	
0900	109	100	0	7	0	0	0	0	0	0	0	0	0	1	1	33.8	39.3	
1000	143	128	1	8	0	0	0	0	0	0	0	0	0	6	0	32.8	37	
1100	152	137	0	8	0	0	0	0	0	0	0	0	0	7	0	32.6	36.1	
1200	180	155	1	8	1	0	0	0	0	1	0	0	0	9	5	31.4	35.8	
1300	180	164	0	6	0	0	0	0	1	1	0	0	0	8	0	32.4	36.1	
1400	219	196	1	6	0	0	0	0	0	0	0	0	0	16	0	32.5	36	
1500	252	230	1	11	0	0	1	0	0	0	0	0	0	8	1	32.5	36.2	
1600	273	244	5	19	0	1	0	0	0	0	0	0	0	4	0	32.6	36.2	
1700	236	192	4	33	4	0	1	1	0	0	0	0	0	1	0	33.3	37.5	
1800	190	176	0	9	0	0	4	0	0	0	0	0	0	1	0	33.9	38.8	
1900	115	111	0	4	0	0	0	0	0	0	0	0	0	0	0	34.5	38.9	
2000	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	35.9	43.8	
2100	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	41.8	
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-	
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-	
07-19	**2009**	**1791**	**13**	**118**	**6**	**1**	**6**	**2**	**1**	**2**	**0**	**0**	**0**	**62**	**7**	**32.8**	**36.9**	
06-22	**2206**	**1977**	**13**	**129**	**6**	**1**	**6**	**2**	**1**	**2**	**0**	**0**	**0**	**62**	**7**	**33**	**37.2**	
06-00	**2217**	**1988**	**13**	**129**	**6**	**1**	**6**	**2**	**1**	**2**	**0**	**0**	**0**	**62**	**7**	**33**	**37.2**	
00-00	**2235**	**2002**	**13**	**133**	**6**	**1**	**6**	**2**	**1**	**2**	**0**	**0**	**0**	**62**	**7**	**33.1**	**37.3**	

10 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	39.4	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-	
0400	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	41.6	48.4	
0500	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	39.6	46.5	
0600	86	75	0	10	0	0	0	0	0	0	0	0	0	1	0	35.4	42.9	
0700	208	184	1	21	1	1	0	0	0	0	0	0	0	0	0	32.4	37.4	
0800	266	239	1	23	0	0	0	0	0	1	0	0	0	2	0	32.8	36.8	
0900	200	178	2	15	2	1	0	0	1	0	0	0	0	1	0	31.5	35.7	
1000	211	180	2	22	0	2	0	1	0	2	0	0	0	1	1	31.6	35.5	
1100	226	198	0	24	1	0	0	1	0	0	0	0	0	2	0	31.7	35.2	
1200	176	153	5	16	1	0	0	0	0	1	0	0	0	0	0	32.2	36.6	
1300	201	175	3	20	0	1	0	0	0	0	0	0	0	2	0	32.9	38.1	
1400	231	205	0	24	0	0	0	0	0	0	0	0	0	2	0	31.7	35.5	
1500	223	203	2	15	0	0	0	0	0	2	0	0	0	1	0	32.3	36.6	
1600	210	187	4	15	1	0	0	1	0	1	0	0	0	1	0	33.7	37.6	
1700	181	169	1	8	1	0	0	0	1	0	0	0	0	1	0	34.3	38.9	
1800	139	122	0	13	0	0	0	1	3	0	0	0	0	0	0	34.5	39.3	
1900	85	77	0	7	0	0	0	0	0	0	0	0	0	1	0	35.3	41.5	
2000	61	58	1	1	0	0	0	0	1	0	0	0	0	0	0	33.9	39.8	
2100	36	26	1	7	1	0	0	0	0	0	0	0	0	1	0	35.9	41.1	
2200	20	16	0	3	0	0	0	0	1	0	0	0	0	0	0	37.1	46.4	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	44	-	
07-19	**2472**	**2193**	**21**	**216**	**7**	**5**	**0**	**4**	**5**	**7**	**0**	**0**	**0**	**13**	**1**	**32.6**	**36.8**	
06-22	**2740**	**2429**	**23**	**241**	**8**	**5**	**0**	**4**	**6**	**7**	**0**	**0**	**0**	**16**	**1**	**32.8**	**37.1**	
06-00	**2764**	**2449**	**23**	**244**	**8**	**5**	**0**	**4**	**7**	**7**	**0**	**0**	**0**	**16**	**1**	**32.9**	**37.2**	
00-00	**2821**	**2500**	**23**	**250**	**8**	**5**	**0**	**4**	**7**	**7**	**0**	**0**	**0**	**16**	**1**	**33**	**37.5**	

11 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	6	5	0	0	0	0	0	0	0	0	1	0	0	0	0	37.2	-	
0100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	35.7	-	
0200	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	44.9	-	
0300	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	39.7	-	
0400	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	43	49.8	
0500	32	27	0	2	0	0	0	0	0	1	0	0	0	2	0	38.2	45.9	
0600	65	56	0	9	0	0	0	0	0	0	0	0	0	0	0	37.3	42.2	
0700	198	164	3	25	2	1	1	0	0	1	0	0	0	0	1	34.4	39.4	
0800	209	191	1	15	1	0	0	0	0	1	0	0	0	0	0	33.3	38	
0900	167	142	0	21	1	0	0	0	0	1	0	0	0	2	0	32.7	37.5	
1000	190	167	3	18	1	0	0	0	0	0	0	0	0	1	0	31.4	35.8	
1100	217	187	2	20	1	1	1	0	0	1	0	0	0	4	0	31.9	36	
1200	187	159	3	17	0	0	1	1	1	0	0	0	0	4	1	32.2	36.1	
1300	198	172	3	18	0	0	1	0	0	0	0	0	0	4	0	32.2	36.1	
1400	259	230	3	23	0	0	0	0	0	0	0	0	0	2	1	32.6	37	
1500	242	218	4	14	1	0	1	0	0	4	0	0	0	0	0	33.3	38	
1600	257	235	2	16	0	0	1	0	0	1	0	0	0	2	0	33.4	37.5	
1700	189	170	2	13	0	1	0	1	0	0	0	0	0	2	0	33.2	37.6	
1800	130	119	1	3	0	0	0	1	3	0	0	0	0	3	0	34.3	39.6	
1900	101	83	0	14	0	0	0	0	0	0	0	0	0	4	0	35.5	40	
2000	71	58	0	9	0	0	0	1	0	0	0	0	0	3	0	34.1	40.4	
2100	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	35.7	42.3	
2200	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	51.2	
2300	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	37.9	-	
07-19	**2443**	**2154**	**27**	**203**	**7**	**3**	**6**	**3**	**4**	**9**	**0**	**0**	**0**	**24**	**3**	**32.9**	**37.4**	
06-22	**2699**	**2368**	**27**	**237**	**7**	**3**	**6**	**4**	**4**	**9**	**0**	**0**	**0**	**31**	**3**	**33.2**	**37.8**	
06-00	**2720**	**2387**	**27**	**239**	**7**	**3**	**6**	**4**	**4**	**9**	**0**	**0**	**0**	**31**	**3**	**33.2**	**37.9**	
00-00	**2787**	**2442**	**27**	**247**	**7**	**3**	**6**	**4**	**4**	**10**	**1**	**0**	**0**	**33**	**3**	**33.4**	**38.1**	

12 May 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	42.9	-	
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	43.6	-	
0200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	37.8	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-	
0400	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	45.7	54.3	
0500	35	30	0	3	0	0	0	1	0	0	0	0	0	1	0	39.2	46.2	
0600	84	71	1	11	1	0	0	0	0	0	0	0	0	0	0	36	41.2	
0700	178	142	3	31	0	0	0	0	0	1	0	0	0	1	0	34.1	39.7	
0800	219	192	2	21	0	3	0	0	0	0	0	0	0	1	0	30.7	33.9	
0900	208	176	2	26	1	0	0	2	0	0	0	0	0	1	0	31.5	35.8	
1000	212	172	1	33	2	1	0	0	0	1	0	0	0	2	0	31.4	35.6	
1100	214	179	0	23	0	2	0	0	0	1	0	0	0	8	1	32.3	36.2	
1200	195	174	1	11	2	1	0	0	0	0	0	0	0	6	0	32.1	35.8	
1300	189	169	1	15	0	2	0	0	0	1	0	0	0	1	0	32.8	36.2	
1400	237	205	1	21	0	2	0	0	2	0	0	0	0	5	1	31	35.4	
1500	214	187	0	19	1	2	0	1	0	0	0	0	0	4	0	32	35.7	
1600	231	210	1	13	0	3	0	0	0	1	0	0	0	2	1	32.9	36.6	
1700	218	195	2	19	0	1	0	1	0	0	0	0	0	0	0	32.1	36.2	
1800	135	123	0	7	0	0	0	0	2	0	0	0	0	3	0	34.4	38.6	
1900	95	86	2	6	0	0	0	0	0	0	0	0	0	1	0	33.4	38.3	
2000	47	40	0	5	0	0	0	0	0	0	0	0	0	0	2	33.1	40.3	
2100	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	44	
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-	
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	
07-19	**2450**	**2124**	**14**	**239**	**6**	**17**	**0**	**4**	**4**	**5**	**0**	**0**	**0**	**34**	**3**	**32.2**	**36.3**	
06-22	**2704**	**2348**	**17**	**262**	**7**	**17**	**0**	**4**	**4**	**5**	**0**	**0**	**0**	**35**	**5**	**32.4**	**36.8**	
06-00	**2715**	**2359**	**17**	**262**	**7**	**17**	**0**	**4**	**4**	**5**	**0**	**0**	**0**	**35**	**5**	**32.4**	**36.8**	
00-00	**2783**	**2418**	**17**	**269**	**7**	**17**	**0**	**5**	**4**	**5**	**0**	**0**	**0**	**36**	**5**	**32.6**	**37**	

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Peasmarsh Main St (West Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 50.975179, 0.685384 DIRECTION: WESTBOUND SPEED LIMIT: 30

06 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	42.8	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36	-
0200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	34	-
0300	3	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	39.4	-
0400	14	0	0	0	1	4	2	5	1	1	0	0	0	0	0	0	42.1	50
0500	33	0	0	0	7	10	7	9	0	0	0	0	0	0	0	0	38.2	46
0600	68	0	0	0	8	33	23	4	0	0	0	0	0	0	0	0	36.1	41.4
0700	198	4	6	9	39	109	31	0	0	0	0	0	0	0	0	0	32.4	37.7
0800	217	1	3	6	87	97	23	0	0	0	0	0	0	0	0	0	31.8	36.1
0900	193	0	2	7	76	86	21	1	0	0	0	0	0	0	0	0	31.7	36
1000	208	0	1	9	104	86	8	0	0	0	0	0	0	0	0	0	30.7	33.6
1100	228	0	1	12	123	78	13	1	0	0	0	0	0	0	0	0	30.6	33.9
1200	208	1	4	7	79	90	27	0	0	0	0	0	0	0	0	0	31.7	36.9
1300	184	5	6	4	83	73	13	0	0	0	0	0	0	0	0	0	30.6	35.3
1400	224	0	0	7	102	103	12	0	0	0	0	0	0	0	0	0	31.4	35.9
1500	197	0	3	5	83	76	27	3	0	0	0	0	0	0	0	0	31.7	37.4
1600	213	0	2	12	80	92	23	4	0	0	0	0	0	0	0	0	32	36.6
1700	198	0	4	7	75	92	18	2	0	0	0	0	0	0	0	0	31.5	36.1
1800	114	0	0	7	18	66	20	3	0	0	0	0	0	0	0	0	33.7	38
1900	78	1	1	0	13	41	16	4	2	0	0	0	0	0	0	0	34.9	40.6
2000	70	0	0	5	18	31	12	3	1	0	0	0	0	0	0	0	33.9	40.9
2100	42	0	0	0	3	12	20	5	2	0	0	0	0	0	0	0	38.9	45.2
2200	18	0	0	0	4	4	5	3	2	0	0	0	0	0	0	0	38.6	46.1
2300	7	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	40.7	-
07-19	**2382**	**11**	**32**	**92**	**949**	**1048**	**236**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.6**	**36.1**
06-22	**2640**	**12**	**33**	**97**	**991**	**1165**	**307**	**30**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**36.7**
06-00	**2665**	**12**	**33**	**97**	**996**	**1170**	**315**	**34**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**36.9**
00-00	**2723**	**12**	**33**	**97**	**1006**	**1188**	**327**	**48**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**37.2**

07 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	43.5	-
0100	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	39.6	-
0200	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	43	-
0300	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	38.5	-
0400	10	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	42.5	-
0500	29	0	0	0	6	6	11	4	2	0	0	0	0	0	0	0	38.6	45
0600	89	0	0	1	8	44	27	8	1	0	0	0	0	0	0	0	36.6	41.6
0700	182	2	0	2	31	93	42	12	0	0	0	0	0	0	0	0	35	40.2
0800	225	0	1	0	58	121	38	6	1	0	0	0	0	0	0	0	33.9	38.1
0900	205	0	6	10	63	108	15	2	1	0	0	0	0	0	0	0	31.8	36
1000	231	0	1	5	81	122	19	3	0	0	0	0	0	0	0	0	32.2	36
1100	205	1	1	7	87	89	17	3	0	0	0	0	0	0	0	0	31.5	35.4
1200	239	0	1	14	76	127	21	0	0	0	0	0	0	0	0	0	31.9	35.5
1300	202	0	0	1	75	104	22	0	0	0	0	0	0	0	0	0	32.4	36.4
1400	248	4	7	8	86	124	17	2	0	0	0	0	0	0	0	0	30.9	35.1
1500	277	0	2	2	79	154	33	5	2	0	0	0	0	0	0	0	33.2	37.2
1600	270	1	4	9	84	140	26	6	0	0	0	0	0	0	0	0	32.6	37
1700	209	0	0	8	91	87	17	6	0	0	0	0	0	0	0	0	31.9	36.4
1800	137	2	1	3	36	67	25	1	2	0	0	0	0	0	0	0	33.2	38.2
1900	106	0	1	3	30	42	24	5	1	0	0	0	0	0	0	0	34.3	39.8
2000	66	0	0	0	9	37	17	1	2	0	0	0	0	0	0	0	35.9	40.5
2100	41	0	0	1	5	14	17	4	0	0	0	0	0	0	0	0	36.9	42.7
2200	15	0	0	1	2	1	5	4	2	0	0	0	0	0	0	0	40.5	49.5
2300	16	0	0	0	0	6	5	5	0	0	0	0	0	0	0	0	40.5	46.6
07-19	**2630**	**10**	**24**	**69**	**847**	**1336**	**292**	**46**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.5**	**36.9**
06-22	**2932**	**10**	**25**	**74**	**899**	**1473**	**377**	**64**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.4**
06-00	**2963**	**10**	**25**	**75**	**901**	**1480**	**387**	**73**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.9**	**37.5**
00-00	**3014**	**10**	**25**	**75**	**908**	**1491**	**407**	**81**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**37.7**

08 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	36.3	-
0100	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	40.4	-
0200	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	36.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	44.5	-
0500	17	0	0	0	1	6	7	2	1	0	0	0	0	0	0	0	39	47.4
0600	40	0	0	1	12	17	9	1	0	0	0	0	0	0	0	0	34.3	40.8
0700	62	0	1	0	10	36	10	4	1	0	0	0	0	0	0	0	34.8	39.3
0800	121	0	1	1	40	58	20	1	0	0	0	0	0	0	0	0	32.9	38.1
0900	157	0	1	4	41	83	27	1	0	0	0	0	0	0	0	0	33.2	37.9
1000	218	0	4	3	101	99	11	0	0	0	0	0	0	0	0	0	31.2	35.1
1100	181	1	1	8	63	91	15	2	0	0	0	0	0	0	0	0	31.8	36.1
1200	203	0	1	4	78	98	22	0	0	0	0	0	0	0	0	0	32.1	35.9
1300	183	0	0	1	64	94	21	3	0	0	0	0	0	0	0	0	32.9	36.7
1400	171	3	0	7	71	74	16	0	0	0	0	0	0	0	0	0	31.4	35.8
1500	191	0	2	4	92	73	17	3	0	0	0	0	0	0	0	0	31.5	36
1600	210	0	1	7	68	117	14	2	1	0	0	0	0	0	0	0	32.3	36
1700	207	0	0	1	76	101	27	2	0	0	0	0	0	0	0	0	32.9	36.9
1800	125	0	0	1	29	56	33	6	0	0	0	0	0	0	0	0	35	40
1900	82	0	1	0	21	46	10	3	1	0	0	0	0	0	0	0	33.6	37.8
2000	63	0	0	3	14	24	18	3	1	0	0	0	0	0	0	0	34.6	40.4
2100	37	0	0	0	5	15	11	2	3	1	0	0	0	0	0	0	38	43.7
2200	16	0	0	0	2	5	4	4	0	1	0	0	0	0	0	0	39.8	48.4
2300	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	36.6	-
07-19	**2029**	**4**	**12**	**41**	**733**	**980**	**233**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.8**
06-22	**2251**	**4**	**13**	**45**	**785**	**1082**	**281**	**33**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.1**
06-00	**2273**	**4**	**13**	**45**	**788**	**1090**	**287**	**37**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.2**
00-00	**2307**	**4**	**13**	**45**	**791**	**1101**	**300**	**43**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.5**

09 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	45.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	52.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.7	-
0500	10	0	0	0	1	3	1	5	0	0	0	0	0	0	0	0	39.8	-
0600	15	0	0	0	1	8	3	3	0	0	0	0	0	0	0	0	37.2	45.7
0700	25	0	0	1	2	16	5	1	0	0	0	0	0	0	0	0	34.7	39.6
0800	50	0	0	0	14	22	11	3	0	0	0	0	0	0	0	0	34.6	39.2
0900	109	0	1	3	23	58	22	2	0	0	0	0	0	0	0	0	33.8	39.3
1000	143	0	0	4	48	74	16	1	0	0	0	0	0	0	0	0	32.8	37
1100	152	0	0	1	55	83	10	3	0	0	0	0	0	0	0	0	32.6	36.1
1200	180	8	1	2	56	101	12	0	0	0	0	0	0	0	0	0	31.4	35.8
1300	180	0	0	2	70	88	19	1	0	0	0	0	0	0	0	0	32.4	36.1
1400	219	0	0	2	88	107	17	2	0	2	1	0	0	0	0	0	32.5	36
1500	252	0	1	6	83	137	25	0	0	0	0	0	0	0	0	0	32.5	36.2
1600	273	0	1	5	83	157	24	3	0	0	0	0	0	0	0	0	32.6	36.2
1700	236	0	0	3	69	122	38	4	0	0	0	0	0	0	0	0	33.3	37.5
1800	190	0	0	1	47	95	44	2	1	0	0	0	0	0	0	0	33.9	38.8
1900	115	0	0	1	24	66	20	2	2	0	0	0	0	0	0	0	34.5	38.9
2000	44	0	0	0	11	18	8	7	0	0	0	0	0	0	0	0	35.9	43.8
2100	23	0	1	0	3	14	5	0	0	0	0	0	0	0	0	0	34.6	41.8
2200	8	0	0	0	0	6	1	1	0	0	0	0	0	0	0	0	35.4	-
2300	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	35.9	-
07-19	**2009**	**8**	**4**	**30**	**638**	**1060**	**243**	**22**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**32.8**	**36.9**
06-22	**2206**	**8**	**5**	**31**	**677**	**1166**	**279**	**34**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**37.2**
06-00	**2217**	**8**	**5**	**31**	**678**	**1173**	**280**	**36**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**37.2**
00-00	**2235**	**8**	**5**	**31**	**679**	**1177**	**284**	**41**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**33.1**	**37.3**

10 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	39.4	-
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	39.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	39.7	-
0400	12	0	0	0	0	3	4	4	1	0	0	0	0	0	0	0	41.6	48.4
0500	33	0	0	0	3	10	10	7	3	0	0	0	0	0	0	0	39.6	46.5
0600	86	0	0	0	22	39	14	11	0	0	0	0	0	0	0	0	35.4	42.9
0700	208	3	1	15	59	98	26	5	1	0	0	0	0	0	0	0	32.4	37.4
0800	266	0	0	3	87	141	34	1	0	0	0	0	0	0	0	0	32.8	36.8
0900	200	2	0	1	84	104	9	0	0	0	0	0	0	0	0	0	31.5	35.7
1000	211	1	3	5	80	105	16	1	0	0	0	0	0	0	0	0	31.6	35.5
1100	226	0	0	6	98	108	11	3	0	0	0	0	0	0	0	0	31.7	35.2
1200	176	0	0	5	66	85	18	2	0	0	0	0	0	0	0	0	32.2	36.6
1300	201	0	3	2	73	85	34	4	0	0	0	0	0	0	0	0	32.9	38.1
1400	231	0	0	8	89	119	13	2	0	0	0	0	0	0	0	0	31.7	35.5
1500	223	0	3	6	68	122	23	1	0	0	0	0	0	0	0	0	32.3	36.6
1600	210	0	0	1	52	120	33	4	0	0	0	0	0	0	0	0	33.7	37.6
1700	181	0	0	2	43	94	39	3	0	0	0	0	0	0	0	0	34.3	38.9
1800	139	0	0	0	29	79	28	3	0	0	0	0	0	0	0	0	34.5	39.3
1900	85	0	0	4	15	34	24	8	0	0	0	0	0	0	0	0	35.3	41.5
2000	61	0	0	2	17	26	15	1	0	0	0	0	0	0	0	0	33.9	39.8
2100	36	0	0	0	4	21	9	1	1	0	0	0	0	0	0	0	35.9	41.1
2200	20	0	0	0	7	2	6	5	0	0	0	0	0	0	0	0	37.1	46.4
2300	4	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	44	-
07-19	**2472**	**6**	**10**	**54**	**828**	**1260**	**284**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**36.8**
06-22	**2740**	**6**	**10**	**60**	**886**	**1380**	**346**	**50**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.1**
06-00	**2764**	**6**	**10**	**60**	**893**	**1383**	**354**	**55**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**32.9**	**37.2**
00-00	**2821**	**6**	**10**	**60**	**896**	**1400**	**373**	**69**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**37.5**

11 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	2	1	2	0	1	0	0	0	0	0	0	0	37.2	-
0100	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	35.7	-
0200	7	0	0	0	1	0	1	3	2	0	0	0	0	0	0	0	44.9	-
0300	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	39.7	-
0400	12	0	0	0	0	4	2	5	0	1	0	0	0	0	0	0	43	49.8
0500	32	0	0	0	8	4	11	8	1	0	0	0	0	0	0	0	38.2	45.9
0600	65	0	0	0	8	28	23	5	1	0	0	0	0	0	0	0	37.3	42.2
0700	198	3	1	4	35	99	49	7	0	0	0	0	0	0	0	0	34.4	39.4
0800	209	0	1	1	58	113	32	4	0	0	0	0	0	0	0	0	33.3	38
0900	167	0	4	4	48	85	21	5	0	0	0	0	0	0	0	0	32.7	37.5
1000	190	0	1	7	83	81	18	0	0	0	0	0	0	0	0	0	31.4	35.8
1100	217	0	2	1	102	90	18	4	0	0	0	0	0	0	0	0	31.9	36
1200	187	1	1	7	63	96	18	1	0	0	0	0	0	0	0	0	32.2	36.1
1300	198	0	1	3	69	107	18	0	0	0	0	0	0	0	0	0	32.2	36.1
1400	259	2	3	3	75	144	26	6	0	0	0	0	0	0	0	0	32.6	37
1500	242	0	2	5	64	126	39	6	0	0	0	0	0	0	0	0	33.3	38
1600	257	0	0	3	66	148	36	3	1	0	0	0	0	0	0	0	33.4	37.5
1700	189	0	1	4	52	102	28	2	0	0	0	0	0	0	0	0	33.2	37.6
1800	130	0	0	2	32	64	27	4	1	0	0	0	0	0	0	0	34.3	39.6
1900	101	0	0	2	18	50	23	6	2	0	0	0	0	0	0	0	35.5	40
2000	71	0	0	0	27	28	13	2	1	0	0	0	0	0	0	0	34.1	40.4
2100	19	0	0	0	4	8	5	2	0	0	0	0	0	0	0	0	35.7	42.3
2200	12	0	0	0	1	1	3	5	1	1	0	0	0	0	0	0	43.7	51.2
2300	9	0	0	0	0	6	1	1	1	0	0	0	0	0	0	0	37.9	-
07-19	**2443**	**6**	**17**	**44**	**747**	**1255**	**330**	**42**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.9**	**37.4**
06-22	**2699**	**6**	**17**	**46**	**804**	**1369**	**394**	**57**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.2**	**37.8**
06-00	**2720**	**6**	**17**	**46**	**805**	**1376**	**398**	**63**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.2**	**37.9**
00-00	**2787**	**6**	**17**	**46**	**817**	**1389**	**417**	**81**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**33.4**	**38.1**

12 May 2021

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	42.9	-
0100	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	43.6	-
0200	4	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	37.8	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37	-
0400	17	0	0	0	0	5	2	4	5	0	1	0	0	0	0	0	45.7	54.3
0500	35	0	0	0	1	14	10	10	0	0	0	0	0	0	0	0	39.2	46.2
0600	84	0	0	2	15	30	34	3	0	0	0	0	0	0	0	0	36	41.2
0700	178	1	1	4	35	96	35	6	0	0	0	0	0	0	0	0	34.1	39.7
0800	219	0	1	4	132	72	6	3	1	0	0	0	0	0	0	0	30.7	33.9
0900	208	0	2	5	92	96	12	1	0	0	0	0	0	0	0	0	31.5	35.8
1000	212	0	2	15	85	93	16	1	0	0	0	0	0	0	0	0	31.4	35.6
1100	214	1	1	1	84	102	22	3	0	0	0	0	0	0	0	0	32.3	36.2
1200	195	0	5	8	59	106	16	1	0	0	0	0	0	0	0	0	32.1	35.8
1300	189	0	1	1	61	107	16	2	1	0	0	0	0	0	0	0	32.8	36.2
1400	237	1	0	13	104	98	19	2	0	0	0	0	0	0	0	0	31	35.4
1500	214	1	7	4	60	121	18	3	0	0	0	0	0	0	0	0	32	35.7
1600	231	0	1	1	80	124	22	2	1	0	0	0	0	0	0	0	32.9	36.6
1700	218	0	1	10	80	104	19	3	1	0	0	0	0	0	0	0	32.1	36.2
1800	135	0	0	2	28	79	21	3	2	0	0	0	0	0	0	0	34.4	38.6
1900	95	0	0	2	24	50	19	0	0	0	0	0	0	0	0	0	33.4	38.3
2000	47	2	0	2	13	17	11	2	0	0	0	0	0	0	0	0	33.1	40.3
2100	28	0	0	0	5	8	11	3	1	0	0	0	0	0	0	0	37.2	44
2200	8	0	0	2	0	2	1	1	2	0	0	0	0	0	0	0	38.2	-
2300	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	33.9	-
07-19	**2450**	**4**	**22**	**68**	**900**	**1198**	**222**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**36.3**
06-22	**2704**	**6**	**22**	**74**	**957**	**1303**	**297**	**38**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.8**
06-00	**2715**	**6**	**22**	**76**	**958**	**1306**	**299**	**39**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.8**
00-00	**2783**	**6**	**22**	**77**	**960**	**1329**	**314**	**57**	**16**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37**

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	18670	52	125	431	6057	9075	2422	420	74	10	4	0	0	0	0	0	32.9	37.5

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Peasmarsh Main St (West Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 50.975179, 0.685384 DIRECTION: WESTBOUND

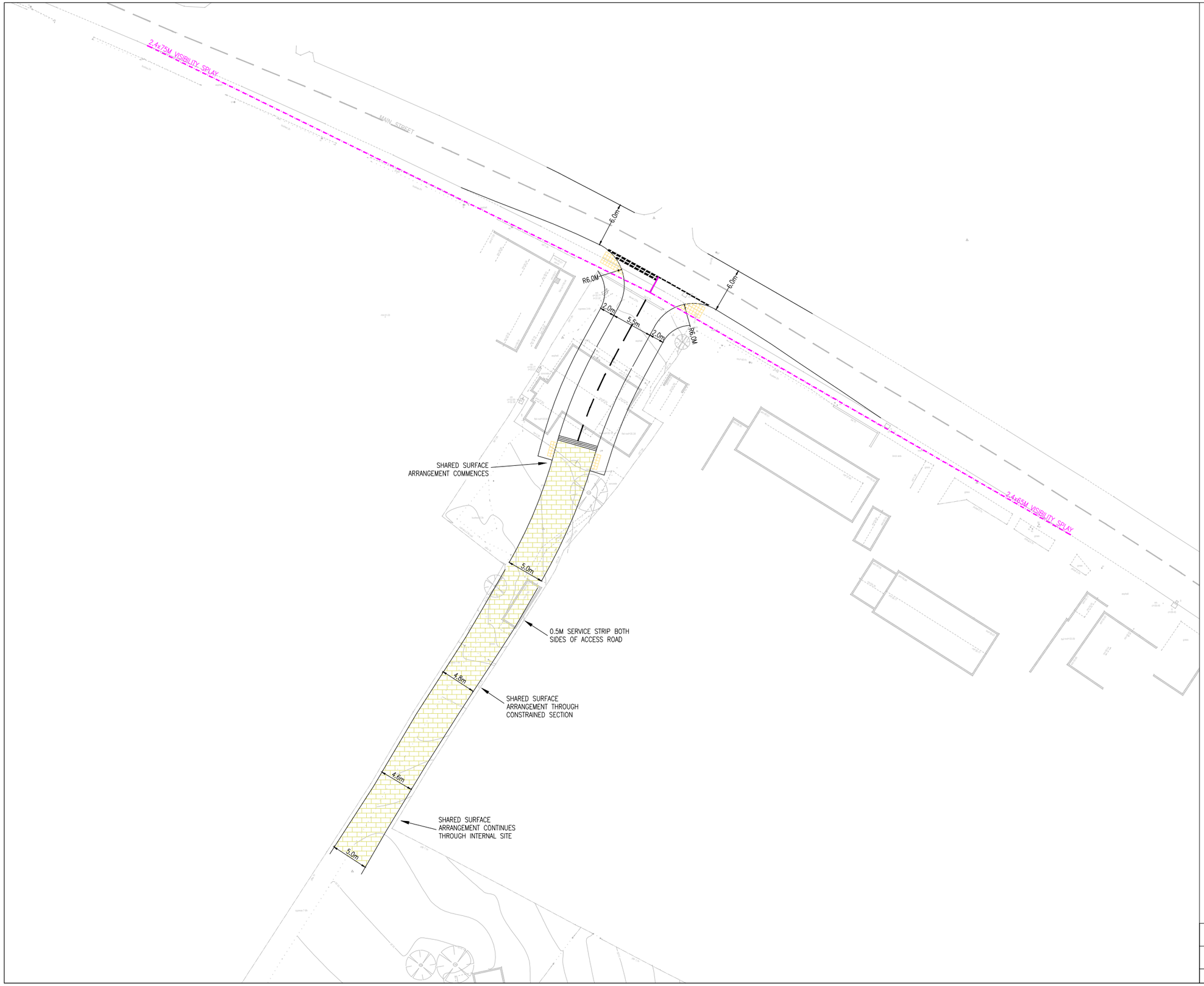
	Thu	Fri	Sat	Sun	Mon	Tue	Wed
	06-May	07-May	08-May	09-May	10-May	11-May	12-May
Hour							
0000-0100	3	3	6	4	6	6	8
0100-0200	2	4	5	0	2	5	3
0200-0300	3	2	3	3	0	7	4
0300-0400	3	3	0	0	4	5	1
0400-0500	14	10	3	1	12	12	17
0500-0600	33	29	17	10	33	32	35
0600-0700	68	89	40	15	86	65	84
0700-0800	198	182	62	25	208	198	178
0800-0900	217	225	121	50	**266**	209	**219**
0900-1000	193	205	157	109	200	167	208
1000-1100	208	**231**	**218**	143	211	190	212
1100-1200	**228**	205	181	**152**	226	**217**	214
1200-1300	208	239	203	180	176	187	195
1300-1400	184	202	183	180	201	198	189
1400-1500	**224**	248	171	219	**231**	**259**	**237**
1500-1600	197	**277**	191	252	223	242	214
1600-1700	213	270	**210**	**273**	210	257	231
1700-1800	198	209	207	236	181	189	218
1800-1900	114	137	125	190	139	130	135
1900-2000	78	106	82	115	85	101	95
2000-2100	70	66	63	44	61	71	47
2100-2200	42	41	37	23	36	19	28
2200-2300	18	15	16	8	20	12	8
2300-2400	7	16	6	3	4	9	3
Totals							
0700-1900	2382	2630	2029	2009	2472	2443	2450
0600-2200	2640	2932	2251	2206	2740	2699	2704
0600-0000	2665	2963	2273	2217	2764	2720	2715
0000-0000	2723	3014	2307	2235	2821	2787	2783
AM Peak	1100	1000	1000	1100	800	1100	800
	228	231	218	152	266	217	219
PM Peak	1400	1500	1600	1600	1400	1400	1400
	224	277	210	273	231	259	237

SPEED LIMIT: 30

Averages

1-5.	1-7.
5.2	5.1
3.2	3
3.2	3.1
3.2	2.3
13	9.9
32.4	27
78.4	63.9
192.8	150.1
227.2	186.7
194.6	177
210.4	201.9
218	203.3
201	198.3
194.8	191
239.8	227
230.6	228
236.2	237.7
199	205.4
131	138.6
93	94.6
63	60.3
33.2	32.3
14.6	13.9
7.8	6.9
2475.4	2345
2743	2596
2765.4	2616.7
2825.6	2667.1

Appendix D



GENERAL NOTES

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Rev	Description	Date	By	Chkd
B	KERBS AND VIS SPLAYS AMENDED	05.10.21	AST	AST
A	KERB BUILDOUT ADDED	25.05.21	AST	RH

Project Name: MAIN STREET PEASMARSH

Project Phase: PRELIMINARY

Title: ACCESS OPTION 1 SHARED SURFACE

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Paul Basham Associates Ltd
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01329 711000
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Client: PRIVATE CLIENT

Checked By	Checked Date	Scale	
RH	23/06/20	1:500	(AT A3 SIZE)

Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
AS	23/06/20	-	193.0001.001	B

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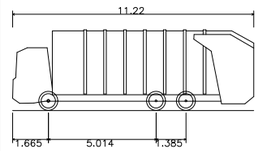
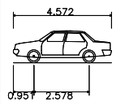
VEHICLE PROFILE



Phoenix 2 Duo Recycler (P2–15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

Rev	Description	Date	By	Chkd
A	REVISED GENERAL ARRANGEMENT	05.10.21	AST	AST

Project Name: LAND SOUTH OF MAIN STREET PEASMARSH	Title: ACCESS SWEPTH PATH ANALYSIS	paulbasham associates	Client: PRIVATE CLIENT	Checked By: RH	Checked Date: 26.05.21
Project Phase: PRELIMINARY				Drawn By: BT	Drawn Date: 25.05.21

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Scale		Client Drawing No.	PBA Drawing No.	Revision
1:250	(AT A3 SIZE)	-	193.0001.005	A

Appendix E

M & S Traffic

Road Safety Audit Stage 1

Proposed Section 278 Works

Main Street

Peasmarsh

East Sussex

Date: 5th May 2021

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Main Street, Peasmarsh

Report Title Road Safety Audit Stage 1

Revision

Status Final

Audit Reference PBA/21/193.0001/1/BS

Record of Issue

Document Ref PBA/21/193.0001/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Bryan Shawyer	Martin Morris		5th May 2021
Designers Response	Alex Stephenson	Rob Hardyman		26th May 2021
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Alex Stephenson	-
Paul Basham Associates	Rob Hardyman	-

CONTENTS

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access at Main Street, Peasmarsh associated with a 45-unit residential development, as detailed below:

- New priority junction access with a pedestrian crossing point from Main Street leading to a shared surface access driveway.

The Audit was requested by the design organisation, Paul Basham Associates, Regus Castlemead, Lower Castle Street, Bristol BS1 3AG on behalf East Sussex County Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in May 2021 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the morning of the 4th May 2021 between 11:15 and 12:15. Weather conditions at the time were overcast and the road surface was dry. Traffic flows were low and free flow speeds were low. There were low pedestrian flows and no cyclist movements were observed during the site visit; however, the audit was undertaken in the Covid-19 period.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction. There have been no personal injury collisions in vicinity of site access within most recent five years for which records are held. The proposed development will result in a maximum increase of 25 vehicle trips in the peak hours.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous Audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 **PROBLEM**

Location: Proposed access.

Summary: Restricted visibility could lead to side impact collisions, rear end shunts or vehicle to pedestrian collisions.

Visibility splays have been proposed at the access, where the north-eastern splay is proposed at 2.4m by 43m with a 2.5m offset. There is concern that should a vehicle be parked on the north-western side of the carriageway, then an overtaking southeast bound vehicle may fall outside the proposed visibility splay. Restricted visibility could lead to side impact collisions or rear end shunts. Further, to the northeast, the visibility is restricted by the neighbouring fence, see figure 1 below. Drivers need to be able to see obstructions to a point 600mm above the carriageway, to ensure small children can be seen. There is concern that the fence could restrict visibility at the egress, which could lead to vehicle to pedestrian collisions.

Figure 1: Fence in northeastern visibility splay could restrict visibility.

RECOMMENDATION

It is recommended that north-eastern visibility splay should be 2.4m by 43m from the kerb line or nearside edge of the vehicle track, as vehicles will normally be travelling at a distance from the kerb line. It is also recommended that the fence should be reduced to a maximum of 600mm in height at the access along the line of the visibility splay.

3.3.2 **PROBLEM**

Location: Proposed access with Main Street.

Summary: Insufficient carriageway space could lead to side swipe collisions or head on collisions.

No swept path information has been provided for assessment, where insufficient turning space may lead to larger vehicles entering the opposing carriageway. This could lead to possible side swipe collisions or head on collisions; however, in CD123 'Geometric design of at-grade priority and signal-controlled junctions' under paragraph 5.2 it is stated that:

Allowance shall be made for the swept turning paths of the worst-case design vehicle, which is expected to use the priority junction, unless:

1. *the design vehicle is expected to form only a very small percentage of the total number of vehicles that will use the junction; and*
2. *any swept path conflicts as a result of the design vehicle encroaching into other lanes will not occur on bends.*

RECOMMENDATION

It is recommended that the junction should be eased to allow access and egress by large vehicles without incursion into opposing lanes by the more frequent usage vehicles; unless in line with CD123, these movements form only a small percentage of vehicle movements.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: Entry point to proposed shared surface.

Summary: Insufficient signing could lead to vehicle to pedestrian collisions.

After the priority access with Main Street the access road is proposed to be a shared surface carriageway, varying in width between 4.6 and 5.0m wide. Traffic from Main Street may be unaware of the change to a shared surface and may not expect pedestrians to share the carriageway surface, which could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that signage indicating road users are entering a shared surface should be provided.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 05/04/2020

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 05/04/2020

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	**Title**
193.0001.001	Access Option 1, Shared Surface
01020-PL-100 E	Proposed Site Block Plan

Supporting Documentation:

- Road Safety Audit Brief, Paul Basham Associates, May 2021.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: DESIGNERS RESPONSE

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Main Street, Peasmarsh

Date Audit Completed: 5th May 2021

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 **Location**: Proposed access. **Summary:** Restricted visibility could lead to side impact collisions, rear end shunts or vehicle to pedestrian collisions. Visibility splays have been proposed at the access, where the north-eastern splay is proposed at 2.4m by 43m with a 2.5m offset. There is concern that should a vehicle be parked on the north-western side of the carriageway, then an overtaking southeast bound vehicle may fall outside the proposed visibility splay. Restricted visibility could lead to side impact collisions or rear end shunts. Further, to the	It is recommended that north-eastern visibility splay should be 2.4m by 43m from the kerb line or nearside edge of the vehicle track, as vehicles will normally be travelling at a distance from the kerb line. It is also recommended that the fence should be reduced to a maximum of 600mm in height at the access along the line of the visibility splay.	This issue has been addressed by building out the proposed access into the main carriageway of the A268 Main Street. This enables unobstructed visibility to be provided in both directions to the nearside kerbline in accordance with the observed vehicle speeds.		

northeast, the visibility is restricted by the neighbouring fence, see figure 1 below. Drivers need to be able to see obstructions to a point 600mm above the carriageway, to ensure small children can be seen. There is concern that the fence could restrict visibility at the egress, which could lead to vehicle to pedestrian collisions.				
3.3.2 **Location**: Proposed access with Main Street. **Summary:** Insufficient carriageway space could lead to side swipe collisions or head on collisions. No swept path information has been provided for assessment, where insufficient turning space may lead to larger vehicles entering the opposing carriageway. This could lead to possible side swipe collisions or head on collisions; however, in CD123 'Geometric design of at-grade priority and signal-controlled junctions' under paragraph 5.2 it is stated that: *Allowance shall be made*	It is recommended that the junction should be eased to allow access and egress by large vehicles without incursion into opposing lanes by the more frequent usage vehicles; unless in line with CD123, these movements form only a small percentage of vehicle movements.	Swept path analysis of the proposed site access arrangement has been undertaken. It is demonstrated that a refuse vehicle can enter and exit the site, and two cars can pass one another at the mouth of the junction. It is identified that the refuse vehicle will encroach over the centreline of the A268 Main Street, assuming that the vehicle will arrive from the east and depart to the west, which is the most onerous turning movement. As the refuse would visit the site a maximum of twice a week, it is not considered that this represents a significant risk in accordance with paragraph 5.2 of CD 123.		

for the swept turning paths of the worst-case design vehicle, which is expected to use the priority junction, unless: 1. *the design vehicle is expected to form only a very small percentage of the total number of vehicles that will use the junction; and* 2. *any swept path conflicts as a result of the design vehicle encroaching into other lanes will not occur on bends.*				
3.5.1 **Location:** Entry point to proposed shared surface. **Summary:** Insufficient signing could lead to vehicle to pedestrian collisions. After the priority access with Main Street the access road is proposed to be a shared surface carriageway, varying in width between 4.6 and 5.0m wide. Traffic from Main Street may be unaware of the change to a shared surface and may not expect pedestrians to share the carriageway surface, which could lead to vehicle to pedestrian collisions.	It is recommended that signage indicating road users are entering a shared surface should be provided.	It is agreed that appropriate signage could be provided to alert drivers to the change to the shared surface arrangement. The required signage and location will be agreed as part of the Section 278 design review with the Highway Authority.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Main Street, Peasmarsh	
On behalf of the Design Organisation I certify that: **1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation**	
Name	
Signed	
Position	
Organisation	**Paul Basham Associates Ltd**
Date	

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Main Street, Peasmarsh	
On behalf of the Overseeing Organisation I certify that: **1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and** **2) The agreed RSA actions will be progressed.**	
Name	
Signed	
Position	
Organisation	
Date	

Appendix F

GENERAL NOTES

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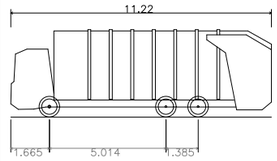
VEHICLE PROFILE



Phoenix 2 Duo Recycler (P2–15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

NORTH

Rev	Description	Date	By	Chkd
B	UPDATED SITE LAYOUT	13.07.23	AJF	MDS
A	UPDATED SITE LAYOUT	19.05.22	DL	AST

Project Name: LAND SOUTH OF MAIN STREET PEASMARSH	Title: REFUSE VEHICLE SWEPTH PATH ANALYSIS	paul basham associates	Client: PRIVATE CLIENT	Checked By: RH	Checked Date: 09.05.22	Scale: 1:1000 (AT A3 SIZE)
Project Phase: PRELIMINARY				Drawn By: AST	Drawn Date: 09.05.22	Client Drawing No.: -	PBA Drawing No.: 193.0001.007	Revision: B

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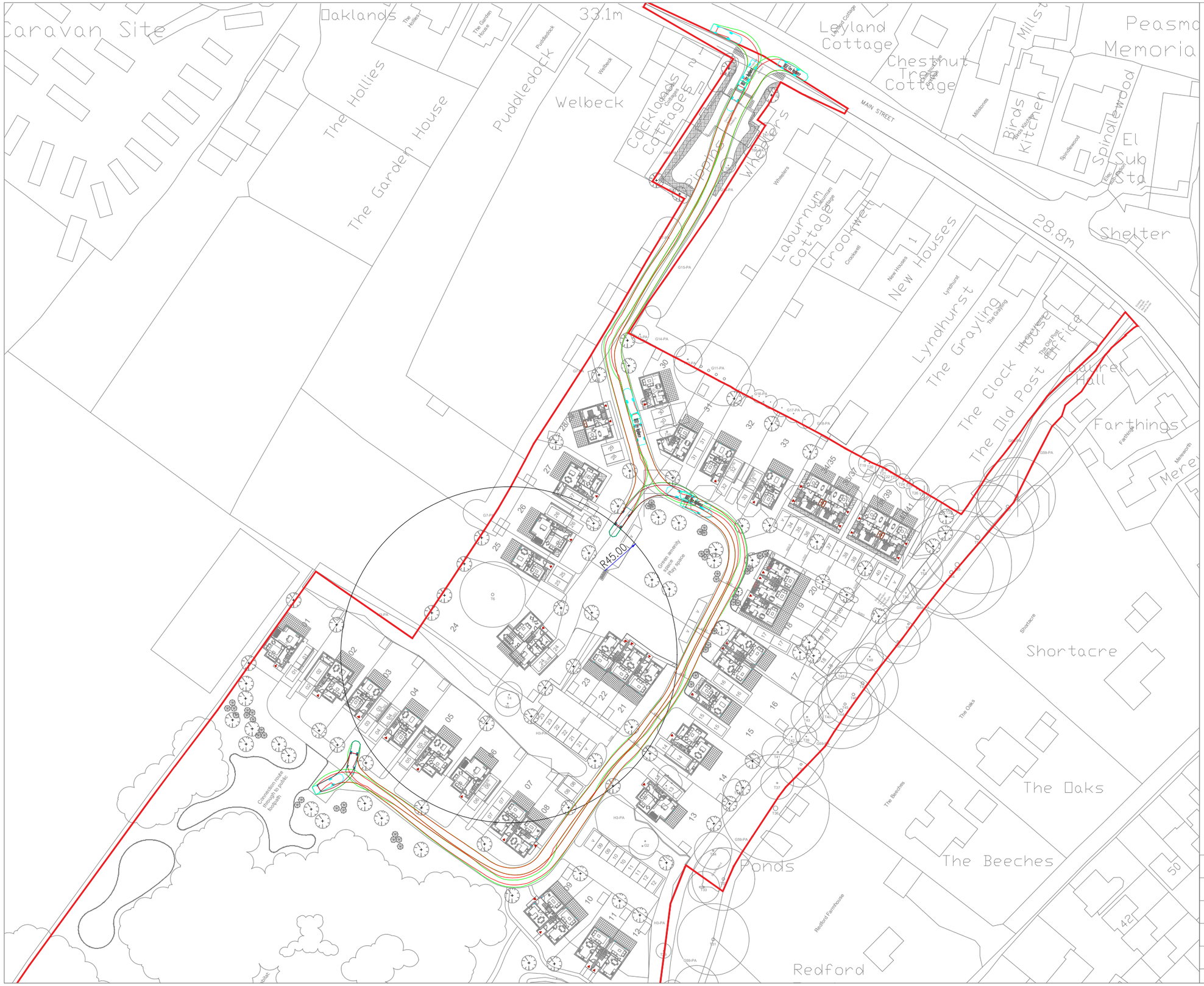
Appendix G



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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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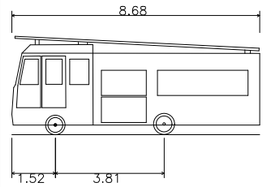
VEHICLE PROFILE



DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

NORTH

Rev	Description	Date	By	Chkd
E	UPDATED SITE LAYOUT	13.07.23	AJF	MDS
D	UPDATED SITE LAYOUT	19.05.22	DL	AST
C	UPDATED SITE LAYOUT	02.06.21	BT	RH
B	UPDATED SITE LAYOUT	10.05.21	BT	RH
A	UPDATED SITE LAYOUT	22.04.21	BT	RH

Project Name: LAND SOUTH OF MAIN STREET PEASMARSH

Project Phase: PRELIMINARY

Title: FIRE TENDER SWEPTH PATH ANALYSIS

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Client: PRIVATE CLIENT

Checked By	Checked Date	Scale	
RH	09.04.21	1:1000	(AT A3 SIZE)

Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
BT	09.04.21	-	193.0001.003	E

Appendix H

Calculation Reference: AUDIT-247601-200624-0652

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 16 to 71 (units:)
Range Selected by User: 15 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	3 days
Thursday	5 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	20 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	7 days
10,001 to 15,000	6 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	8 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	15 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	5 days
No	15 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	20 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

5 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

6 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

7 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

8 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

10 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

11 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

12 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

13 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

14 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

15 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

16 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

17 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18	SM-03-A-02	MIXED HOUSES		SOMERSET
	HYDE LANE			
	NEAR TAUNTON			
	CREECH SAINT MICHAEL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		42	
	Survey date: TUESDAY		*25/09/18*	*Survey Type: MANUAL*
19	SM-03-A-03	MIXED HOUSES		SOMERSET
	HYDE LANE			
	NEAR TAUNTON			
	CREECH ST MICHAEL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		41	
	Survey date: TUESDAY		*25/09/18*	*Survey Type: MANUAL*
20	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		57	
	Survey date: THURSDAY		*19/10/17*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.074	20	42	0.312	20	42	0.386
08:00 - 09:00	20	42	0.136	20	42	0.350	20	42	0.486
09:00 - 10:00	20	42	0.165	20	42	0.194	20	42	0.359
10:00 - 11:00	20	42	0.134	20	42	0.162	20	42	0.296
11:00 - 12:00	20	42	0.139	20	42	0.163	20	42	0.302
12:00 - 13:00	20	42	0.149	20	42	0.146	20	42	0.295
13:00 - 14:00	20	42	0.150	20	42	0.140	20	42	0.290
14:00 - 15:00	20	42	0.156	20	42	0.191	20	42	0.347
15:00 - 16:00	20	42	0.216	20	42	0.156	20	42	0.372
16:00 - 17:00	20	42	0.264	20	42	0.153	20	42	0.417
17:00 - 18:00	20	42	0.331	20	42	0.115	20	42	0.446
18:00 - 19:00	20	42	0.232	20	42	0.121	20	42	0.353
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.146			2.203			4.349

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	16 - 71 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.007	20	42	0.006	20	42	0.013
08:00 - 09:00	20	42	0.002	20	42	0.004	20	42	0.006
09:00 - 10:00	20	42	0.004	20	42	0.002	20	42	0.006
10:00 - 11:00	20	42	0.004	20	42	0.006	20	42	0.010
11:00 - 12:00	20	42	0.004	20	42	0.004	20	42	0.008
12:00 - 13:00	20	42	0.002	20	42	0.002	20	42	0.004
13:00 - 14:00	20	42	0.002	20	42	0.002	20	42	0.004
14:00 - 15:00	20	42	0.002	20	42	0.002	20	42	0.004
15:00 - 16:00	20	42	0.004	20	42	0.004	20	42	0.008
16:00 - 17:00	20	42	0.001	20	42	0.001	20	42	0.002
17:00 - 18:00	20	42	0.004	20	42	0.002	20	42	0.006
18:00 - 19:00	20	42	0.001	20	42	0.001	20	42	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.036			0.073

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.001	20	42	0.000	20	42	0.001
08:00 - 09:00	20	42	0.002	20	42	0.001	20	42	0.003
09:00 - 10:00	20	42	0.006	20	42	0.007	20	42	0.013
10:00 - 11:00	20	42	0.002	20	42	0.002	20	42	0.004
11:00 - 12:00	20	42	0.004	20	42	0.005	20	42	0.009
12:00 - 13:00	20	42	0.000	20	42	0.002	20	42	0.002
13:00 - 14:00	20	42	0.000	20	42	0.000	20	42	0.000
14:00 - 15:00	20	42	0.001	20	42	0.001	20	42	0.002
15:00 - 16:00	20	42	0.004	20	42	0.000	20	42	0.004
16:00 - 17:00	20	42	0.001	20	42	0.004	20	42	0.005
17:00 - 18:00	20	42	0.001	20	42	0.001	20	42	0.002
18:00 - 19:00	20	42	0.001	20	42	0.000	20	42	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.001	20	42	0.001	20	42	0.002
08:00 - 09:00	20	42	0.000	20	42	0.000	20	42	0.000
09:00 - 10:00	20	42	0.000	20	42	0.000	20	42	0.000
10:00 - 11:00	20	42	0.000	20	42	0.000	20	42	0.000
11:00 - 12:00	20	42	0.002	20	42	0.002	20	42	0.004
12:00 - 13:00	20	42	0.000	20	42	0.000	20	42	0.000
13:00 - 14:00	20	42	0.000	20	42	0.000	20	42	0.000
14:00 - 15:00	20	42	0.000	20	42	0.000	20	42	0.000
15:00 - 16:00	20	42	0.001	20	42	0.001	20	42	0.002
16:00 - 17:00	20	42	0.000	20	42	0.000	20	42	0.000
17:00 - 18:00	20	42	0.001	20	42	0.001	20	42	0.002
18:00 - 19:00	20	42	0.000	20	42	0.000	20	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.001	20	42	0.020	20	42	0.021
08:00 - 09:00	20	42	0.005	20	42	0.030	20	42	0.035
09:00 - 10:00	20	42	0.001	20	42	0.015	20	42	0.016
10:00 - 11:00	20	42	0.011	20	42	0.007	20	42	0.018
11:00 - 12:00	20	42	0.001	20	42	0.010	20	42	0.011
12:00 - 13:00	20	42	0.010	20	42	0.002	20	42	0.012
13:00 - 14:00	20	42	0.011	20	42	0.002	20	42	0.013
14:00 - 15:00	20	42	0.010	20	42	0.001	20	42	0.011
15:00 - 16:00	20	42	0.020	20	42	0.005	20	42	0.025
16:00 - 17:00	20	42	0.026	20	42	0.006	20	42	0.032
17:00 - 18:00	20	42	0.018	20	42	0.015	20	42	0.033
18:00 - 19:00	20	42	0.007	20	42	0.004	20	42	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.117			0.238

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.082	20	42	0.427	20	42	0.509
08:00 - 09:00	20	42	0.159	20	42	0.501	20	42	0.660
09:00 - 10:00	20	42	0.194	20	42	0.254	20	42	0.448
10:00 - 11:00	20	42	0.163	20	42	0.218	20	42	0.381
11:00 - 12:00	20	42	0.180	20	42	0.203	20	42	0.383
12:00 - 13:00	20	42	0.189	20	42	0.191	20	42	0.380
13:00 - 14:00	20	42	0.194	20	42	0.172	20	42	0.366
14:00 - 15:00	20	42	0.203	20	42	0.247	20	42	0.450
15:00 - 16:00	20	42	0.333	20	42	0.199	20	42	0.532
16:00 - 17:00	20	42	0.380	20	42	0.228	20	42	0.608
17:00 - 18:00	20	42	0.463	20	42	0.159	20	42	0.622
18:00 - 19:00	20	42	0.303	20	42	0.163	20	42	0.466
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.843			2.962			5.805

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.013	20	42	0.100	20	42	0.113
08:00 - 09:00	20	42	0.080	20	42	0.219	20	42	0.299
09:00 - 10:00	20	42	0.098	20	42	0.082	20	42	0.180
10:00 - 11:00	20	42	0.049	20	42	0.074	20	42	0.123
11:00 - 12:00	20	42	0.057	20	42	0.043	20	42	0.100
12:00 - 13:00	20	42	0.076	20	42	0.052	20	42	0.128
13:00 - 14:00	20	42	0.059	20	42	0.051	20	42	0.110
14:00 - 15:00	20	42	0.059	20	42	0.046	20	42	0.105
15:00 - 16:00	20	42	0.176	20	42	0.117	20	42	0.293
16:00 - 17:00	20	42	0.099	20	42	0.058	20	42	0.157
17:00 - 18:00	20	42	0.106	20	42	0.046	20	42	0.152
18:00 - 19:00	20	42	0.054	20	42	0.048	20	42	0.102
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.926			0.936			1.862

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.000	20	42	0.012	20	42	0.012
08:00 - 09:00	20	42	0.001	20	42	0.026	20	42	0.027
09:00 - 10:00	20	42	0.004	20	42	0.018	20	42	0.022
10:00 - 11:00	20	42	0.007	20	42	0.006	20	42	0.013
11:00 - 12:00	20	42	0.005	20	42	0.000	20	42	0.005
12:00 - 13:00	20	42	0.007	20	42	0.007	20	42	0.014
13:00 - 14:00	20	42	0.001	20	42	0.004	20	42	0.005
14:00 - 15:00	20	42	0.007	20	42	0.008	20	42	0.015
15:00 - 16:00	20	42	0.011	20	42	0.008	20	42	0.019
16:00 - 17:00	20	42	0.013	20	42	0.000	20	42	0.013
17:00 - 18:00	20	42	0.006	20	42	0.004	20	42	0.010
18:00 - 19:00	20	42	0.017	20	42	0.002	20	42	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.095			0.174

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.000	20	42	0.021	20	42	0.021
08:00 - 09:00	20	42	0.000	20	42	0.025	20	42	0.025
09:00 - 10:00	20	42	0.000	20	42	0.005	20	42	0.005
10:00 - 11:00	20	42	0.000	20	42	0.001	20	42	0.001
11:00 - 12:00	20	42	0.001	20	42	0.001	20	42	0.002
12:00 - 13:00	20	42	0.001	20	42	0.001	20	42	0.002
13:00 - 14:00	20	42	0.000	20	42	0.000	20	42	0.000
14:00 - 15:00	20	42	0.002	20	42	0.002	20	42	0.004
15:00 - 16:00	20	42	0.001	20	42	0.000	20	42	0.001
16:00 - 17:00	20	42	0.011	20	42	0.001	20	42	0.012
17:00 - 18:00	20	42	0.020	20	42	0.000	20	42	0.020
18:00 - 19:00	20	42	0.020	20	42	0.002	20	42	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.059			0.115

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.000	20	42	0.001	20	42	0.001
08:00 - 09:00	20	42	0.000	20	42	0.000	20	42	0.000
09:00 - 10:00	20	42	0.000	20	42	0.000	20	42	0.000
10:00 - 11:00	20	42	0.000	20	42	0.000	20	42	0.000
11:00 - 12:00	20	42	0.000	20	42	0.000	20	42	0.000
12:00 - 13:00	20	42	0.000	20	42	0.000	20	42	0.000
13:00 - 14:00	20	42	0.000	20	42	0.000	20	42	0.000
14:00 - 15:00	20	42	0.000	20	42	0.000	20	42	0.000
15:00 - 16:00	20	42	0.005	20	42	0.005	20	42	0.010
16:00 - 17:00	20	42	0.000	20	42	0.000	20	42	0.000
17:00 - 18:00	20	42	0.005	20	42	0.005	20	42	0.010
18:00 - 19:00	20	42	0.000	20	42	0.000	20	42	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.000	20	42	0.034	20	42	0.034
08:00 - 09:00	20	42	0.001	20	42	0.051	20	42	0.052
09:00 - 10:00	20	42	0.004	20	42	0.023	20	42	0.027
10:00 - 11:00	20	42	0.007	20	42	0.007	20	42	0.014
11:00 - 12:00	20	42	0.006	20	42	0.001	20	42	0.007
12:00 - 13:00	20	42	0.008	20	42	0.008	20	42	0.016
13:00 - 14:00	20	42	0.001	20	42	0.004	20	42	0.005
14:00 - 15:00	20	42	0.010	20	42	0.011	20	42	0.021
15:00 - 16:00	20	42	0.017	20	42	0.013	20	42	0.030
16:00 - 17:00	20	42	0.024	20	42	0.001	20	42	0.025
17:00 - 18:00	20	42	0.031	20	42	0.008	20	42	0.039
18:00 - 19:00	20	42	0.037	20	42	0.005	20	42	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.146			0.166			0.312

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	42	0.096	20	42	0.581	20	42	0.677
08:00 - 09:00	20	42	0.245	20	42	0.800	20	42	1.045
09:00 - 10:00	20	42	0.296	20	42	0.375	20	42	0.671
10:00 - 11:00	20	42	0.229	20	42	0.306	20	42	0.535
11:00 - 12:00	20	42	0.244	20	42	0.257	20	42	0.501
12:00 - 13:00	20	42	0.283	20	42	0.254	20	42	0.537
13:00 - 14:00	20	42	0.265	20	42	0.229	20	42	0.494
14:00 - 15:00	20	42	0.282	20	42	0.306	20	42	0.588
15:00 - 16:00	20	42	0.546	20	42	0.333	20	42	0.879
16:00 - 17:00	20	42	0.529	20	42	0.294	20	42	0.823
17:00 - 18:00	20	42	0.617	20	42	0.229	20	42	0.846
18:00 - 19:00	20	42	0.401	20	42	0.219	20	42	0.620
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.033			4.183			8.216

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Light Vehicles (LV)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Rigid Trucks - No Trailer (OGV1)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Trucks Towing Trailers (OGV2)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Buses
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Non-Motorised Vehicles (NMV)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Cycles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Scooters
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL Non-Vehicular People Movements (NVPM)
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*