



LAND SOUTH OF MAIN STREET, PEASMARSH

TRAVEL PLAN STATEMENT

August 2023

Quantum Land & Planning Ltd

**RESIDENTIAL DEVELOPMENT
LAND SOUTH OF MAIN STREET
PEASMARSH**

TRAVEL PLAN STATEMENT

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Adam Ford	July 2023
<i>Checked by:</i>	Kim Hammonds	July 2023
<i>Approved by:</i>	Mark Smith	July 2023

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Quantum Land & Planning Ltd
Kings Parade
Lower Coombe Street
Croydon
Surrey
CR0 1AA

 **paulbasham**
associates
Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

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1. INTRODUCTION

- 1.1 This Travel Plan Statement (TPS) has been prepared by Paul Basham Associates on behalf of Quantum Land & Planning Ltd to support a detailed planning application for a residential development comprising of 41 dwellings at Land to the South of Main Street, Peasmarsch.
- 1.2 Given the scale of the development and that the proposals will not give rise to a significant increase in trip generation on the local highway network, a TPS is being provided rather than a full Travel Plan. The TPS sets out a number of sustainable transport measures which will be implemented at the site but does not include a requirement for monitoring the impact of those measures.
- 1.3 The application site is located to the north of the village of Peasmarsch. The approximate site location is identified within **Figure 1**.



Figure 1: Site Location

- 1.4 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).

- 1.5 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.
- 1.6 In September 2021, an outline planning application (RR/2021/1511/P) was submitted to RDC for the northern half of the allocated site for 29 dwellings. This application was accompanied by a TPS and this application received no objection from ESCC Highways.
- 1.7 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 slight uplift in unit numbers and changes to the internal layout, the travel issues associated with this application are broadly similar to the previous application which attracted no highways objection. Therefore, this TPS will mirror the approach for the withdrawn application as it has been deemed acceptable by ESCC.

Travel Plan Principles

- 1.8 A Travel Plan is a strategy for managing access demands to a development site by ensuring that the travel needs of its users are met by a range of modes of transport in order to:
- Reduce the impact of car travel;
 - Support a reduced need to travel; and
 - Increase sustainable travel practices where appropriate and possible.

Travel Plan Objectives

- 1.9 In pursuit of reducing the impact of car travel, the need to travel by car and increasing sustainable travel practices, this TPS will aim to achieve a number of objectives as set out in **Table 1**.

Number	Objective
1	To support the development as a sustainable community.
2	To facilitate and encourage the use of sustainable travel modes in preference to using a private car.
3	To promote and improve awareness of the Travel Plan process to residents at the site.

Table 1: Travel Plan Objectives

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- East Sussex Local Transport Plan 3 (2011 – 2026); and
- Rother District Council Development and Site Allocations Local Plan.

National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is ‘a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed’ and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the TPS:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be addressed;*
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- 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*
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

(NPPF Para.104)

The planning system should actively manage patterns of growth in support these objectives. 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 congestions 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.

(NPPF Para.105)

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.

(NPPF Para. 113)

Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

(NPPF Para.186)

East Sussex Local Transport Plan 3 (2011 – 2026)

2.3 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.

2.4 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

2.5 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 and if met development will be permitted:

- 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, Peasmarsch and the land currently comprises of 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 Hawkurst 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)
- The A268 Main Road approximately 50m east of the proposed site access (within 30mph speed limit)

3.6 The results of these ATCs are shown by **Table 2** with full ATC results attached in **Appendix A**. Whilst these results were collected two years ago they are considered to reflect the current operation of Main Road.

ATC Location	Eastbound		Westbound	
	Mean	85 th %ile	Mean	85 th %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 2: Automatic Traffic Count Results

Collision data

- 3.7 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 (2018-2023).
- 3.8 A plot of the collisions which have occurred on the highway network in the vicinity of the site are shown by **Figure 2**.

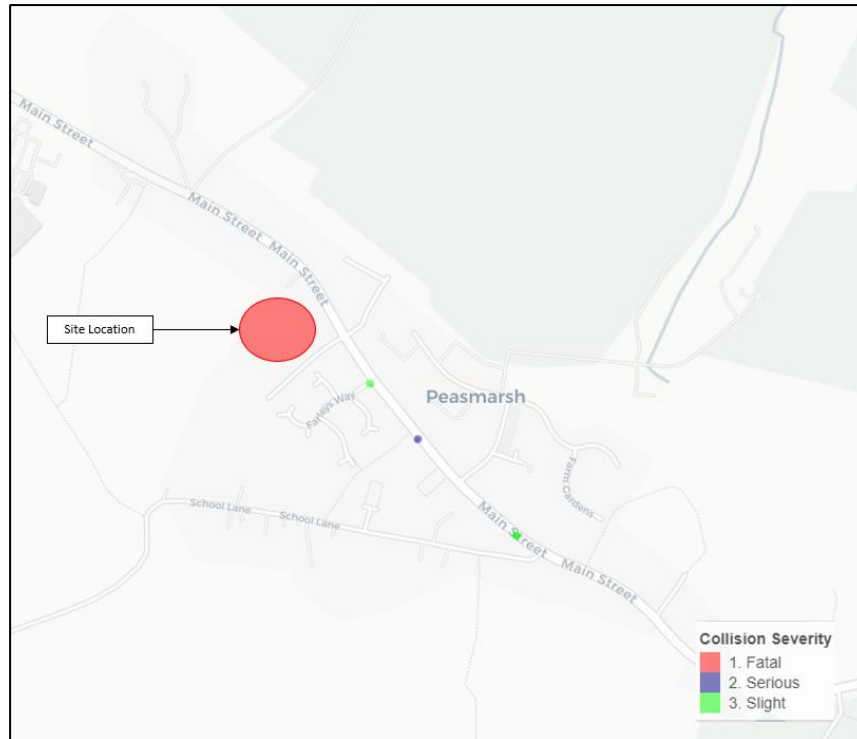


Figure 2: Plot of Collisions (Source: Sussex Safer Partnership)

- 3.9 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.
- 3.10 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 north eastern 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 3**.

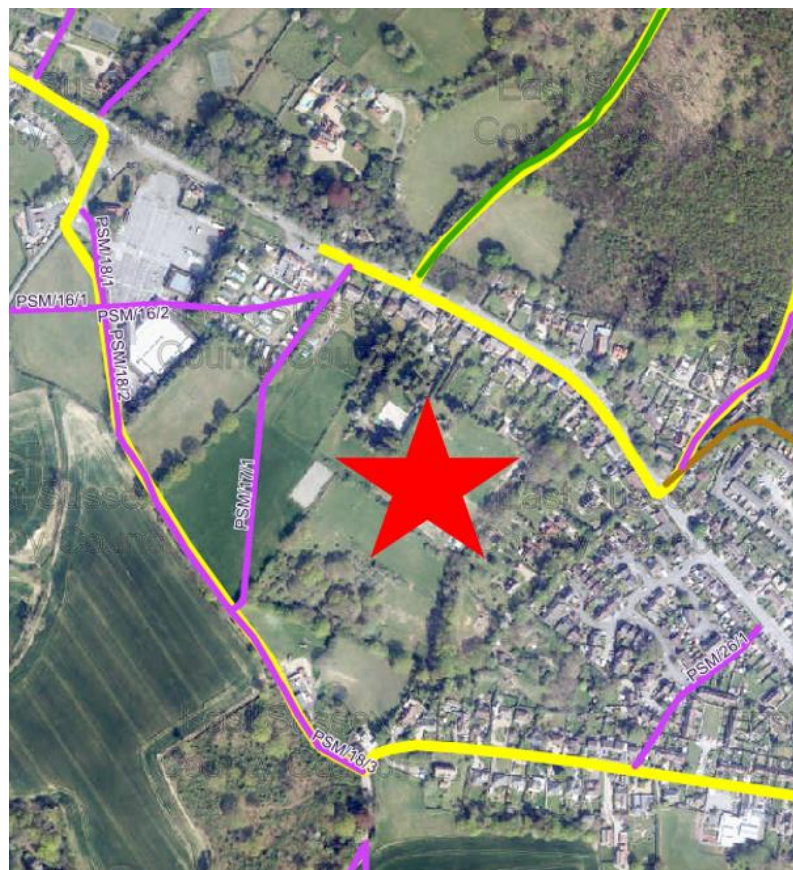


Figure 3: East Sussex Public Rights of Way Network

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 amenities from the proposed development site is shown by **Table 3**. 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	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 3: Distance to Local Facilities including Walking and Cycling Times

- 4.7 Despite the 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 is 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 4**.

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

Table 4: 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 from the proposed development site.

Modal Split

- 4.12 The 2011 Census (at the time of writing this Travel Plan the 2021 census data not yet been released) 'WP703EW – Method of Travel to Work' data has been analysed to provide the modal split of existing residents living in the 'Rother 002' Mid-Layer Super Output Area (MSOA), which includes Peasmarsch. The modal split results are shown by **Table 5**.

Mode of Travel	2011 Mid-Layer Super Output Area: Rother 002			
	People	Percentage	Adjusted	Percentage
Works mainly at or from home	581	28.1%	Discounted	-
Underground, metro, light rail or tram	2	0.1%	2	0.1%
Train	2	1.1%	2	1.5%
Bus, minibus or coach	36	1.7%	36	2.4%
Taxi or minicab	3	0.1%	3	0.2%
Motorcycle, scooter or moped	6	0.3%	6	0.4%
Driving a car or van	1,173	56.7%	1,173	78.9%
Passenger in a car or van	77	3.7%	77	5.2%
Bicycle	25	1.2%	25	1.7%
On foot	135	6.5%	135	9.1%

Other	7	0.3%	7	0.5%
TOTAL	2,067	100.0%	1,486	100.0%

Table 5: Method of Travel to Work

- 4.13 The 2011 Census suggests that those that live in the Rother 002 MSOA, 78.9% travel to work by private car, with 10.9% travelling on foot or by bicycle and 4.0% travel on public transport.
- 4.14 It should be noted that the 2011 Census data was collected approximately ten years ago and does not take into account changes to the transport network or changes to travel behaviours that have occurred since.

Key Travel Resources

- 4.15 Sustainable travel opportunities are supported locally. **Table 6** provides a summary of key travel resources.

Resource	Description	Website
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Cycle Street	Online cycling journey planner	www.cyclestreets.co.uk
Fix my Transport	Online facility for resolving local transport infrastructure problems	www.fixmytransport.com
Sustrans	The national sustainable transport charity.	www.sustrans.org.uk
Traveline	Online journey planner	www.traveline.info

Table 6: Key Travel Resources

Summary

- 4.16 The proposed development is located within the village of Peasmarsch 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. 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 therefore not need to rely on the private car for travel.

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 The proposed site layout is included in **Appendix B**.

Vehicle Access

5.3 Vehicular access to the site will be provided via a simple priority junction located in the north of the site. Alongside the site access road footways will be provided either side for the initial 10m, after which a shared surface arrangement will be provided leading into the site.

Pedestrian Access

5.4 In addition to the main vehicular access, pedestrians will also be able to access the site via a separate pedestrian access located to 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 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 A28 Main Street.

Improvements

5.5 As a condition of the previous application, a pedestrian crossing point equipped with dropped kerbs and tactile paving is being proposed with this application within the vicinity of the pedestrian access and the east bound bus stop along the A268.

Parking

5.6 In accordance with the car parking standards the proposed development will provide a total of 82 car parking spaces including 10 visitor parking spaces, which reflects ESCC's parking standards.

5.7 In accordance with ESCC's cycle parking standards, two cycle parking spaces (per unit) will either be provided within the proposed garages or within a secure shed located to the rear of each property.

6. TRAVEL PLAN STRATEGY

Travel Plan Coordinator

- 6.1 The TPS will be managed and delivered by a Travel Plan Coordinator (TPC) who will be appointed by the developer prior to the first occupation.
- 6.2 The TPC will be responsible for implementing the measures set out in the TPS.
- 6.3 The TPC will also be available to residents to address any issues or queries as they arise in relation to sustainable travel to and from the site.

Key Stages: Five Years Following Occupation of 50% of the Development

- 6.4 It is proposed that the TPS period would become fully active upon occupation of the 50% of the development and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and ESCC have signed off the TP, ownership would pass to the local community.
- 6.5 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site and local authorities. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in **Table 7**.

Action	Timescale
Travel Plan Management	
Appoint TPC	Prior to opening
Ensure physical/hard measures have been implemented	Prior to opening
Walking and Cycling	
Maintain on-site walking and cycling facilities	Ongoing
Provide information on relevant smartphone apps	Ongoing
Regular review of local travel infrastructure	Ongoing
Public Transport	
Promotion of local bus services as attractive means of access	Ongoing
Provide assistance with purchasing tickets through the relevant app	Ongoing
Car Sharing	
Assist in organisation and matching of drivers	Ongoing
Provide links to relevant websites such as JoinMyJourney	Ongoing

Table 7: Action Plan

7. TRAVEL PLAN MEASURES

7.1 In order to meet the objectives of the TPS, a number of hard and soft measures will be implemented that are relevant to the site. This will encourage habitual sustainable travel practices for all site users.

7.2 The measures detailed in this Travel Plan are categorised as follows:

- Walking and cycling measures;
- Public transport measures;
- Car sharing measures; and
- Marketing and communication.

7.3 The specific measures within each category are shown in each section below.

Walking and Cycling Measures

7.4 Walking and cycling will be promoted to residents of the proposed development through a combination of:

- Provision and maintenance of pedestrian and cycle access points from the A268 Main Street;
- Provision of on-site cycle parking;
- Providing information on smartphone and tablet application such as 'Map My Ride', 'Walk4Life' and 'Bike It!';
- Promotion of walking and cycling events throughout the year; and
- Review of local infrastructure.

Public Transport Measures

7.5 Public transport will be promoted to residents through a combination of:

- Promotion of local bus services as an attractive access option;
- Provision of information on tickets including assistance with purchasing tickets on the relevant app;
- Provide incentives for new residents to adopt using the local bus services. This will include a free resident bus pass for one month after occupation and then a discounted rate for the following three months; and
- Regular review of any changes to timetables, routes or fares.

Car Sharing Measures

7.6 Car sharing will be promoted to residents through a combination of :

- Making residents aware of relevant car sharing webpages; and
- Co-ordination of TPC to match drivers.

Marketing and Communication - Travel Plan Website/Newsletters/Posters

- 7.7 To ensure the ongoing promotion of the Travel Plan to residents, over its life a number of marketing and communication elements would be implemented.
- 7.8 A dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.
- 7.9 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

8. IMPLEMENTATION AND MONITORING.

Implementation

- 8.1 The Travel Plan would be secured through a planning condition, which would confirm the proposed measures as well as any monitoring costs, required by ESCC.

- 8.2 The TPS will be managed and implemented by the TPC who will be responsible for the implementation of the TPS, in accordance with the Action Plan.

Monitoring

- 8.3 The TPS will be monitored informally by the TPC who will respond proactively to any issues that may arise with regard to travel to and from the site.

9. SUMMARY AND CONCLUSIONS

- 9.1 This TPS has been prepared by Paul Basham Associates on behalf of Quantum Land & Planning Ltd to support a detailed planning application for a residential development comprising of 41 dwellings at Land to the South of Main Street, Peasmarsh.
- 9.2 Given the scale of the development and that the proposals will not give rise to a significant increase in trip generation on the local highway network, a TPS is being provided rather than a full Travel Plan. The TPS sets out a number of sustainable transport measures which will be implemented at the site but does not include a requirement for monitoring the impact of those measures.
- 9.3 The primary aim of the TPS is to encourage a sustainable development by promoting more sustainable travel practices and decreasing the number of single occupancy vehicle trips. Residents will be encouraged to use sustainable modes of transport such as walking, cycling and public transport with this ambition supported by a number of sustainable transport measures.
- 9.4 The TP will be managed and delivered by a TPC who will be appointed by the developer. The TPC will be responsible for the day-to-day implementation of the TPS, in accordance with the Action Plan.

Appendix A















Land South of Main Street, Peasmarsh
Travel Plan Statement

Paul Basham Associates Ltd
Report No 193.0001A/TPS



2 ATCs: A268 Main St, Peasmarsh

















Class	Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate	
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & 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	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & 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.

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

	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.

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

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



SITE: Peasmarsh Main St (West Site)

LOCATION: attached to telegraph pole

GRID REFERENCE: 50.975179, 0.685384

DIRECTION: EASTBOUND

Hour	Thu 06-May	Fri 07-May	Sat 08-May	Sun 09-May	Mon 10-May	Tue 11-May	Wed 12-May
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
<hr/>	
2632	2424.6
2870.8	2643.6
2898	2668.7
2922.6	2690.9

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

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





SITE: Peasmarsh Main St (West Site)

LOCATION: attached to telegraph pole

GRID REFERENCE: 50.975179, 0.685384

DIRECTION: WESTBOUND

Hour	Thu 06-May	Fri 07-May	Sat 08-May	Sun 09-May	Mon 10-May	Tue 11-May	Wed 12-May
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 228	1000 231	1000 218	1100 152	800 266	1100 217	800 219
PM Peak	1400 224	1500 277	1600 210	1600 273	1400 231	1400 259	1400 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
<hr/>	
2475.4	2345
2743	2596
2765.4	2616.7
2825.6	2667.1

Appendix B

Land South of Main Street, Peasmarsh
Travel Plan Statement

Paul Basham Associates Ltd
Report No 193.0001A/TPS





Key

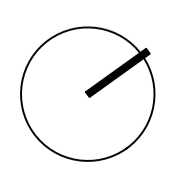
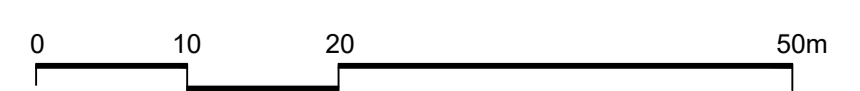
- 5 Bed x 1
- 4 Bed x 8
- 3 Bed x 17
- 2 Bed x 5
- 1 Bed x 10

Total Units 41

Site Boundary

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Notes:



STATUS: Planning	DRAWING NO: 01020-PL-150
SCALE: 1:500 @ A1	TITLE: Proposed Site Plan_Rev G
DATE: 03/05/2022	PROJECT: Land south of Main Street, Peasmarsh



RX Architects Limited
 Rye Creative Centre, New Road, Rye,
 East Sussex TN31 7LS
 t 01797 217220 www.rxarchitects.com
 e studio@rxarchitects.com