TRANSPORT NOTE

To:	**Rachel McKeown – Essex County Council**
From:	**Iceni Projects (Transport)**
Date:	**20th March 2024**
Title:	**Response to Highway Officer Comments**

a. Introduction

1. Iceni Projects have been appointed by Baya Group (the Applicant) to provide transportation advice regarding their development proposals on Land to the west of Clatterbury Lane, Clavering (the site). A planning application was submitted to Essex County Council (ECC) under the application reference S62A/2023/0030 for the following:

   Outline application with all matters reserved except access for up to 28 dwellings (class C3) including public open space, sustainable drainage systems, landscaping and associated infrastructure.

2. Following the submission of this application, ECC highways have provided consultee comments, set out within a letter dated 13th February 2024. The full consultation response is included at **Appendix A1.**

3. A response note was produced dated 23rd February 2024, which is included at **Appendix A2**. A follow-up meeting took place with Rachel McKeown, Clive Burbridge and Aidan Pearce to discuss the comments and the response in detail and agree a strategy going forward.

4. This response note will act as an addendum to the previous note and will provide further updated comments following the meeting referenced above.

5. As per the formatting of the previous note, extracts from the highway officer response are provided in blue *italics*, followed by Iceni Projects' comments from the originally submitted note in normal text.

6. The Transport Note should be read in conjunction with the following Appendices:

   - **Appendix A1** – ECC Consultation Response
   - **Appendix A2** – Previous Iceni Response
   - **Appendix A3** – Stickling Green Traffic Survey Data
   - **Appendix A4** – Updated Access Arrangement with Visibility Assessment
   - **Appendix A5** – Updated Pedestrian Crossing Visibility Assessment (Clatterbury Lane)
   - **Appendix A6** – Update Pedestrian Crossing Visibility Assessment (Stickling Green)
   - **Appendix A7** – ECC Accident Data Correspondence

b. Response to comments

Site Sustainability

It is important to note that the bus services available within the vicinity of the site are essentially school services – running once in the morning and once in the afternoon during term-time only. As such, we consider that given the location of the site, for the majority of journeys the only practical option will be the car as access to key facilities, public transport, employment and leisure opportunities is limited.

7. It is noted that the bus services available within the local area only run once in the AM and once in the PM, which are limited to school days only. The service is not restricted to school children and can be used by the general public during these times. This is not a site specific limitation, being the situation across the wider village and not uncommon in rural areas.

8. The site is located on the outskirts of the existing residential area, which is circa 1.3km away from the centre of Clavering. Although this exceeds the recommended distance for walking, it's expected that some residents of the site would walk to the village centre, which would take circa 12-minutes along existing footways. In addition, it's worth highlighting that a new footway provision and improved crossing facilities are being provided as part of this development from the site access, along Stickling Green and around the Stickling Green/Clatterbury Lane junction.

9. Clavering centre, Newport, Audley End railway station and Saffron Walden are all within a reasonable cycle distance so future residents with a bicycle could choose this as a viable alternative to a private car. To further encourage this method of transport and as part of the Residential Travel Packs, the developer will offer a £1,000 bicycle voucher per dwelling so that new residents can purchase either a standard bike or an e-bike to travel within the area more sustainably. Cycle parking will be provided for each dwelling in accordance with standards. This would form part of the Conditions and secured within the S106 agreement.

10. It is recognised that some residents would choose to use a private car. As detailed within the previous TS and further within this note, the number of vehicles that are likely to be generated from this development would be minimal and fall within daily fluctuations of the highway network meaning that any future residents travelling via private car would have a negligible impact on the surrounding highway network. In addition, car parking is provided in accordance with ECC standards so there would be no overspill of car parking on the surrounding highway network.

11. It's important to remember that the area surrounding the site is predominately rural in nature so access to sustainable transport is not as high as sites located within an urban area. The NPPF provides a chapter titled 'Rural Housing', which recognised that planning policies and decisions should respond to local circumstances to support housing developments that reflect local needs.

12. Paragraph 83 states *'to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.'* The site is located on the outskirts of the residential area, with a handful of existing residential dwellings provided to the north and west meaning that it will be encompassed within the residential area and not be isolated from the village.

13. In fact, a section within paragraph 109 states *'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'*

14. Further, there are a number of recent planning decisions within the wider village, where access to public transport / reliance on vehicles has been found to be acceptable. Irrespective of the specific location, the availability of buses and their regularity is common for all sites that have been, or that are to be considered.

Access Arrangement Proposals – Visibility, Manual for Streets and Speed Surveys

Visibility splays of 40m are achievable in both directions at the proposed vehicular access. We do not accept the applicant's reasoning that this is acceptable due to the proximity of the change to a 30mph speed limit, the access is within a 40mph area and should be designed accordingly.

15. Following the meeting dated 27th February 2024, it was agreed that an ATC speed survey is completed to determine the 85th %ile speeds along Stickling Green and that the access visibility splays are amended to suit the results of the speed survey.

16. The speed survey was conducted between 28th February 2024 and 5th March 2024, and it showed an 85th %ile speed of 34.6mph and 36.4mph in an eastern and western direction respectively, which equates to a side road visibility distance of 50.3m and 54.4m respectively. The access arrangement plan has been updated to reflect this and it shows that visibility is achievable in both directions, with the western visibility splay taken to 1m off the kerb edge, which is in accordance with draft Manual for Streets standards.

17. Justification for showing the visibility at 1m off the kerb can be found within the draft Manual for Streets standard which states that the '*Y distance measured from the giveway line at the centre of the minor street to a point on the outside of the likely track of a vehicle travelling along the major road. This should normally be taken as 1m out from the kerb, or the edge of the vehicle track if there is no kerb (for example where there are longitudinal parking bays along the edge of the vehicle track).'*

18. However, due to inconsistencies with various county design guides, it was removed from the final release of MfS in which paragraph 7.7.3 states *"'The Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment. For* ***simplicity,*** *it is measured along the nearside kerb line of the main arm, although* ***vehicles will normally be travelling a distance from the kerb****" (Iceni underlining/bold)*

19. As such, it is clearly stated within the evolution of Manual for Streets that 1m off the kerb edge is an accepted point for the Y measurement supported by the research to produce Manual for Streets.

20. Full outputs of the traffic survey data can be found within **Appendix A3,** with the updated drawing found within **Appendix A4.**

We also do not accept that it is necessarily appropriate to use Manual for Street and request justification from the applicant as to why they feel it is appropriate in this context.

21. It was agreed in the meeting given Iceni's previous response that Manual for Streets was the appropriate standard to use subject to this being supported by the speed survey data. The speed data as expected shows speeds consistent with Manual for Streets standards.

We request that a speed survey is undertaken so that the actual speed of vehicles travelling along Stickling Green is known and can be used to inform the necessary visibility splays.

22. Further details relating to this section can be found within paragraphs 15 and 16 of this response note.

Pedestrian Crossings

Pedestrian visibility splays on B1038 are shown based on 85th percentile speeds – we would welcome submission of that traffic survey data.

23. The traffic survey data regarding the pedestrian visibility splays in this area have been provided as part of the previous note. However, following on from the meeting dated 27th February 2024, the visibility splays have been increased as the previous splays applied a reduction of 2.5mph due to the surveys taking place in dry conditions. The visibility splays remain entirely within highway land and are still acceptable.

24. The updated drawing can be found within **Appendix A5.**

Pedestrian visibility splays are shown based on 'road speed of 30mph' however, not all of the pedestrian crossing points shown are within the signed 30mph limit.

25. Following receipt of the 85th %ile speeds, the pedestrian visibility splays on Stickling Green have been updated to the actual speed of the road which was also used for the access visibility splays. The pedestrian visibility splays are also shown to 1m off from the carriageway.

26. The updated drawing can be found within **Appendix A6.**

Stage One Road Safety Audit

We requested that a Stage 1 Road Safety Audit be undertaken and included as part of the submission. No Stage 1 road safety audit has been provided; we request this be submitted along with the designers' response to the issue raised.

27. It is requested that a combined Stage 1 and Stage 2 Road Safety Audit is conditioned as part of the planning application and is undertaken at detailed design stage, which is not unusual for minimal access arrangement and pedestrian crossing proposals such as this, especially as the road does not form part of the strategic road network.

Accident Data

The applicant has obtained personal injury accident data from Crashmap – ECC do not accept Crashmap data. Current accident data can be obtained from: casualtydata@essexhighways.org

28. Accident data from Essex Highways has been obtained for the study area and the data showed that no accidents have occurred in the previous 5 years between 1st February 2024 and 31st January 2024 (the most up to date complete data on record). Details of this correspondence can be found within **Appendix A7.**

Trip Rates

The applicant confirms that they have used previously agreed trip rates from planning application UTT/20/2639/OP. It does not seem entirely reasonable to use trip rates from that planning application as it was directly adjacent to the primary school, and the latest survey data was undertaken in 2017, however, any difference is likely to be small in the context.

29. In the meeting dated 27th February 2024, it was agreed that the discrepancy between the trip rates used from a local application vs the trip rates obtained with TRICs would likely be minimal and would have no significant increase in traffic on the surrounding network.

c. Conclusion

30. This Transport Note has been prepared as an addendum to the previous note that was produced to respond to the matters raised within the Highways Consultation Response dated 13th February 2024.

31. A meeting to discuss the comments took place between Rachel McKeown, Clive Burbridge and Aidan Pearce dated 27th February 2024. A strategy to address these comments was agreed and has been detailed within the updated note.

32. As before, the intention is that these matters can and have been addressed fully such that no objection from ECC regarding the development is expected.

A1. HIGHWAY COMMENTS

Your Ref: S62A/2023/0030
Our Ref: HT/SD/RMc/10499
Date: 13/02/2024

Essex County Council

Highways and Transportation
County Hall
Chelmsford
Essex
CM1 1QH

CC (by email): [redacted]
Essex Highways Development Management
Uttlesford District Council

To: Inquiries and Major Casework Team
The Planning Inspectorate
3rd Floor
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

Consultation response

Application No.	S62A/2023/0030
Applicant	BAYA Group
Site Location	Land to the west of Clatterbury Lane, Clavering, Essex
Proposal	Description of proposed development: Outline application with all matters reserved except access for up to 28 dwellings (class C3) including public open space, sustainable drainage systems, landscaping and associated infrastructure

The assessment of this S62A application, including its Transport Statement, was undertaken with reference to the National Planning Policy Framework 2023, in particular, paragraphs 114-116, the following were considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

The highway authority is not currently in a position to support this application and requests further information on a number of matters to assist our assessment. We welcome further discussion with the applicant and their transport consultant ahead of any hearing in order to resolve these matters and are happy to review additional submissions if provided (and accepted by PINS).

At paragraph 2.5 of the Planning Statement, it is noted “the site is in a highly sustainable location due to its proximity to the bus route”, this is repeated at section 2.02 of the Design and Access Statement which notes “the no. 306 and 446 bus service connect the site to Saffron Walden, Bishops Stortford and Newport…” – it is important to note that the bus services available within the vicinity of the site are essentially school services – running once in the morning and once in the afternoon during term-time only. As such, we consider that given the location of the site, for the majority of journeys, the only practical option will be the car as access to key facilities, public transport, employment and leisure opportunities is limited. This should be taken into consideration by the Inspector when assessing the overall sustainability and acceptability of the site.

Paragraph 4.5 of the Transport Statement sets out that visibility splays of 40m are achievable in both directions at the proposed vehicular access. We do not accept the applicant’s reasoning that this is acceptable due to the proximity of the change to a 30mph speed limit, the access is within a 40mph area and should be designed accordingly. We also do not accept that it is necessarily appropriate to use Manual for Streets and request justification from the applicant as to why they feel it is appropriate in this context. We request that a speed survey is undertaken so that the actual speed of vehicles travelling along Stickling Green is known and can be used to inform the necessary visibility splays. Without such information being provided, splays should be provided in line with the signed speed limit.

At Appendix A4 of the Transport Statement, on drawing no. 23-T011-05 Rev D, pedestrian visibility splays on B1038 are shown based on 85th percentile speeds – we would welcome submission of that traffic survey data. Furthermore, on drawing no. 23-T011-06 Rev B at Appendix A4, pedestrian visibility splays are shown based on "road speed of 30mph" however, not all of the pedestrian crossing points shown are within the signed 30mph limit.

During pre-application discussions, we requested that a Stage 1 Road Safety Audit be undertaken and included as part of the submission. No Stage 1 road safety audit has been provided; we request this be submitted along with the designers' response to the issues raised. Furthermore, the applicant has obtained personal injury accident data from Crashmap – ECC do not accept CrashMap data. Current accident data can be obtained from: casualtydata@essexhighways.org

At paragraph 5.3 of the Transport Statement, the applicant confirms that they have used previously agreed trip rates from planning application UTT/20/2639/OP. It does not seem entirely reasonable to use trip rates from that planning application as it was directly adjacent to the primary school, and the latest survey data used was undertaken in 2017, however, any difference is likely to be small in the context.

Should this information not be forthcoming, then the highway authority would recommend refusal on the grounds of insufficient information to demonstrate that the proposal would be acceptable in terms of highway safety and accessibility.

[redacted]

pp. Director for Highways and Transportation
Enquiries to Rachel McKeown
Internet: www.essex.gov.uk
Email: [redacted]

A2. PREVIOUS ICENI PROJECTS RESPONSE

TRANSPORT NOTE

To:	**Rachel McKeown – Essex County Council**
From:	**Iceni Projects (Transport)**
Date:	**February 2024**
Title:	**Response to Highway Officer Comments**

a. Introduction

1. Iceni Projects have been appointed by Baya Group (the Applicant) to provide transportation advice regarding their development proposals on Land to the west of Clatterbury Lane, Clavering (the site). A planning application was submitted to Essex County Council (ECC) under the application reference S62A/2023/0030 for the following:

   Outline application with all matters reserved except access for up to 28 dwellings (class C3) including public open space, sustainable drainage systems, landscaping and associated infrastructure.

2. Following the submission of this application, ECC highways have provided consultee comments, set out within a letter dated 13th February 2024. The full consultation response is included at **Appendix A1.**

3. This Transport Note has therefore been prepared to respond to the matters raised.

4. Extracts from the highway officer response are provided in blue *italics*, followed by Iceni Projects' comments in normal text. For ease, the responses are set out in the same order that comments were provided within the letter.

5. The Transport Note should be read in conjunction with the following Appendices:

   - **Appendix A1** – ECC Consultation Response
   - **Appendix A2** – B1038 Speed Data
   - **Appendix A3** – TRICS Outputs

b. Response to comments

Site Sustainability

It is important to note that the bus services available within the vicinity of the site are essentially school services – running once in the morning and once in the afternoon during term-time only. As such, we consider that given the location of the site, for the majority of journeys the only practical option will be the car as access to key facilities, public transport, employment and leisure opportunities is limited.

6. It is noted that the bus services available within the local area only run once in the AM and once in the PM. However, the bus timetables show that the services run Monday to Friday, but the services continue to run regardless of the school term times i.e.) the services continue to operate during the half-term/summer term times.

7. Further to the above, the bus timetables do not specify that these services are restricted to school children only so it is reasonable to assume that those commuting to the local towns/train station would use the local bus services to access areas further afield.

8. Lastly, as detailed further within the TS and this note. The number of vehicles that are likely to be generated from this development would be minimal and fall within daily fluctuations of the highway network meaning that any future residents travelling via private car would have a negligible impact on the surrounding highway network. In addition, car parking is provided in accordance with ECC standards so there would be no overspill of car parking on the surrounding highway network.

9. There are a number of recent planning decisions within the wider village, where access to public transport / reliance on vehicles has been found to be acceptable. Irrespective of the specific location, the availability of buses and their regularity is common for all sites that have been, or that are to be considered.

Access Arrangement Proposals – Visibility, Manual for Streets and Speed Surveys

Visibility splays of 40m are achievable in both directions at the proposed vehicular access. We do not accept the applicant's reasoning that this is acceptable due to the promixity of the change to a 30mph speed limit, the access is within a 40mph area and should be designed accordingly.

10. As detailed further within the highways response and this note. Speed surveys can be undertaken to determine the existing 85th percentile speed within the vicinity of the site access.

11. However, it is worth highlighting that the change of speed limit is located circa 50m from the proposed access arrangement, with the physical junction of Stickling Green/Clatterbury Lane located circa 75m from the proposed access arrangement. Given these distances it's unlikely that a car would be travelling from slow turning speeds when entering Stickling Green and accelerate up to 40mph within this short distance. It's believed that 30mph is more realistic of

what the actual speed of vehicles would be in this area. Indeed this is expected to be robust as you only need look at the other ATC attached taken a similar distance from the bend on B1038.

12. The same can be said for vehicles approaching the Stickling Green/Clatterbury Lane junction from the west. Vehicles could be travelling faster than 30mph, but the streetscape changes to the west of the site from a rural setting to an urban setting which would naturally slow vehicles down, this is further assisted due to the various access arrangements that take access from Stickling Green. Lastly, vehicles would be approaching the junction and would need to slow to a stop in order to give way to the major arm traffic on Clatterbury Lane, meaning that sensible drivers would be travelling past the access at circa 30mph speeds.

We also do not accept that it is necessarily appropriate to use Manual for Street and request justification from the applicant as to why they feel it is appropriate in this context.

13. Manual for Streets (MfS) states that it focuses on lightly-trafficked residential streets, but many of its key principles may be applicable to other type of street for example high streets and lightly trafficked lanes in rural areas.

14. Some trunk roads could be described as streets within the definition given in MfS, but their strategic nature means that traffic movement is their primary function. These would then fall under the category of a trunk road, meaning that the design standards Design Manual for Roads and Bridges (DMRB) would be applicable. MfS goes on to state that the DMRB is not an appropriate design standard for most streets, particularly those in lightly-trafficked residential and mixed-use areas. Indeed, at the launch of the draft MfS it was made clear that all the supporting research had been undertaken for roads up to and including 40mph.

15. The following paragraph from section 2.2 of MfS clearly defines the difference between a street and a road.

'There is a clear distinction between streets and roads. Roads are essentially highway who main function is accommodating the motor of motor traffic. Streets are typically lined with buildings and public spaces, and while movement is still a key function, there are several other, of which the place function is the most important.'…

'A sense of place encompasses a number of aspects, most notably the streets local distinctiveness, visual quality and propensity to encourage social activity.'

16. Further to this, MfS 2 which is a companion document for MfS 1 at table 1.1 within the document shows the various speed limit parameters in relation to whether they are in accordance with MfS advise or subject to local context. The table shows that a frontage access within a 40mph zone should still follow the advise within MfS. Paragraph 1.3.2 goes on to state that *'It is therefore recommended that as a starting point for any schemes affecting non-trunk roads, designers should start with MfS'.* Please note the table details speeds up to and including 50mph in making this statement.

17. It is agreed that the area located to the west of the site, after the new development from Eldridge Close could be considered a rural road, as it has little to no sense of place and it's main use is to carry traffic through Stickling Green towards various towns in the west. Nevertheless, even in this instance it would still be applicable to use MfS as a lightly trafficked rural area. However, when travelling to the east towards Clatterbury Lane, there is a clear sense of place and understanding of entering the village as a result of the existing development (from Eldridge Close) to the north creating a the clearly legible residential environment. with footways and accesses before reaching the junction with Clatterbury Lane, which again reinforces a sense of place.

18. Below is a quote from the PINS Inspectors Training Manual 26th Jan 2024 which we feel also clearly supports the use of Manual for Streets as the starting position (Iceni highlighting):

"While the DMRB is sometimes used to inform guidance adopted by highway authorities for roads where the speed limit is 40mph or above, MfS2 makes clear that the strict application of DMRB standards to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume. Inspectors should be aware that the DMRB standards are significantly higher than MfS as they have been specifically developed for the Strategic Road Network (SRN) and represent NH policy rather than government standards. Moreover, the Stopping Sight Distances do not reflect significant improvements in vehicle braking systems over the last 30 years. 18. The application of the advice in MfS and DMRB is ultimately a matter of judgement which should be based on the evidence presented by the parties. However, as a general rule, DMRB standards will be appropriate for motorways and all-purpose trunk roads whereas MfS should be the starting point on all other roads regardless of speed limit"

We request that a speed survey is undertaken so that the actual speed of vehicles travelling along Stickling Green is known and can be used to inform the necessary visibility splays.

19. Unfortunately, this cannot be achieved before the deadline for responses and is therefore suggested that an ATC forms part of the detailed design and is a condition of the application.

Pedestrian Crossings

Pedestrian visibility splays on B1038 are shown based on 85th percentile speeds – we would welcome submission of that traffic survey data.

20. This was previously agreed with ECC. The survey data used to determine the 85th percentile can be found within **Appendix A2.**

Pedestrian visibility splays are shown based on 'road speed of 30mph' however, not all of the pedestrian crossing points shown are within the signed 30mph limit.

21. The justification and text used within paragraph 10 and 11 of this notes applies to this comment regarding the pedestrian visibility splays being based on a road speed of 30mph.

Stage One Road Safety Audit

We requested that a Stage 1 Road Safety Audit be undertaken and included as part of the submission. No Stage 1 road safety audit has been provided; we request this be submitted along with the designers' response to the issue raised.

22. A stage One Road Safety Audit undertaken by a licensed auditor can be instructed to assess any safety implications that may arise from the proposed access arrangement, improvements to the Clatterbury Lane and the pedestrian crossing points. However, the design accords with standards and as such any matters raised could be dealt with at detailed design. Indeed, a Stage 1 & 2 audit could be commissioned at the detailed design stage, which is not unusual for such a simplistic junction. This could be conditioned.

Accident Data

The applicant has obtained personal injury accident data from Crashmap – ECC do not accept Crashmap data. Current accident data can be obtained from: casualtydata@essexhighways.org

23. None of this can be undertaken before the due date of the response and importantly ECC have accepted crashmap data historically on other sites throughout Essex. Further, we would not expect a discrepancy between the data, and certainly nothing which would change the conclusions that this is a safe environment.

Trip Rates

The applicant confirms that they have used previously agreed trip rates from planning application UTT/20/2639/OP. It does not seem entirely reasonable to use trip rates from that planning application as it was directly adjacent to the primary school, and the latest survey data was undertaken in 2017, however, any difference is likely to be small in the context.

24. This is noted. However, the use of these trip rates was agreed upon as part of the previous discussions on this site, hence why they have been used for this new application. Given the size of the development, the number of vehicle trips that could be produced by the site would be minimal and would likely fall within daily fluctuations of the network.

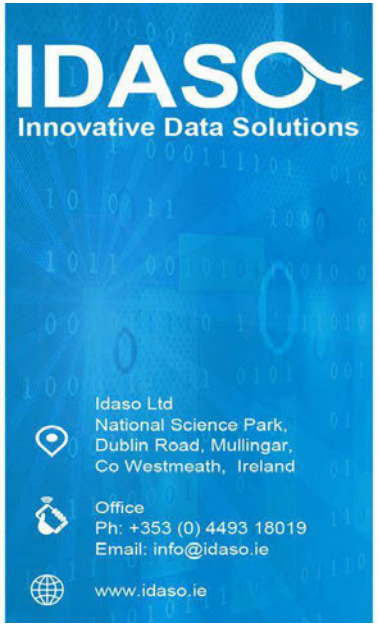
25. However, an assessment has been conducted to obtain new trip rates from TRICs which shows that the trip rates used in the TS were higher/robust when compared to those now found in TRICS at **Appendix A3.** TRICS suggest in the AM peak there would be 13 two-way movements and in the PM peak there would be 14 two-way movements.

c. Conclusion

26. This Transport Note has been prepared to respond to the matters raised within the Highways Consultation Response dated 13th February 2024.

27. The intention is that these matters can be addressed fully so that there is no objection from ECC regarding the development. The requested surveys and additional work can be dealt with by condition if deem absolutely necessary.

A3. STICKLING GREEN TRAFFIC SURVEY DATA



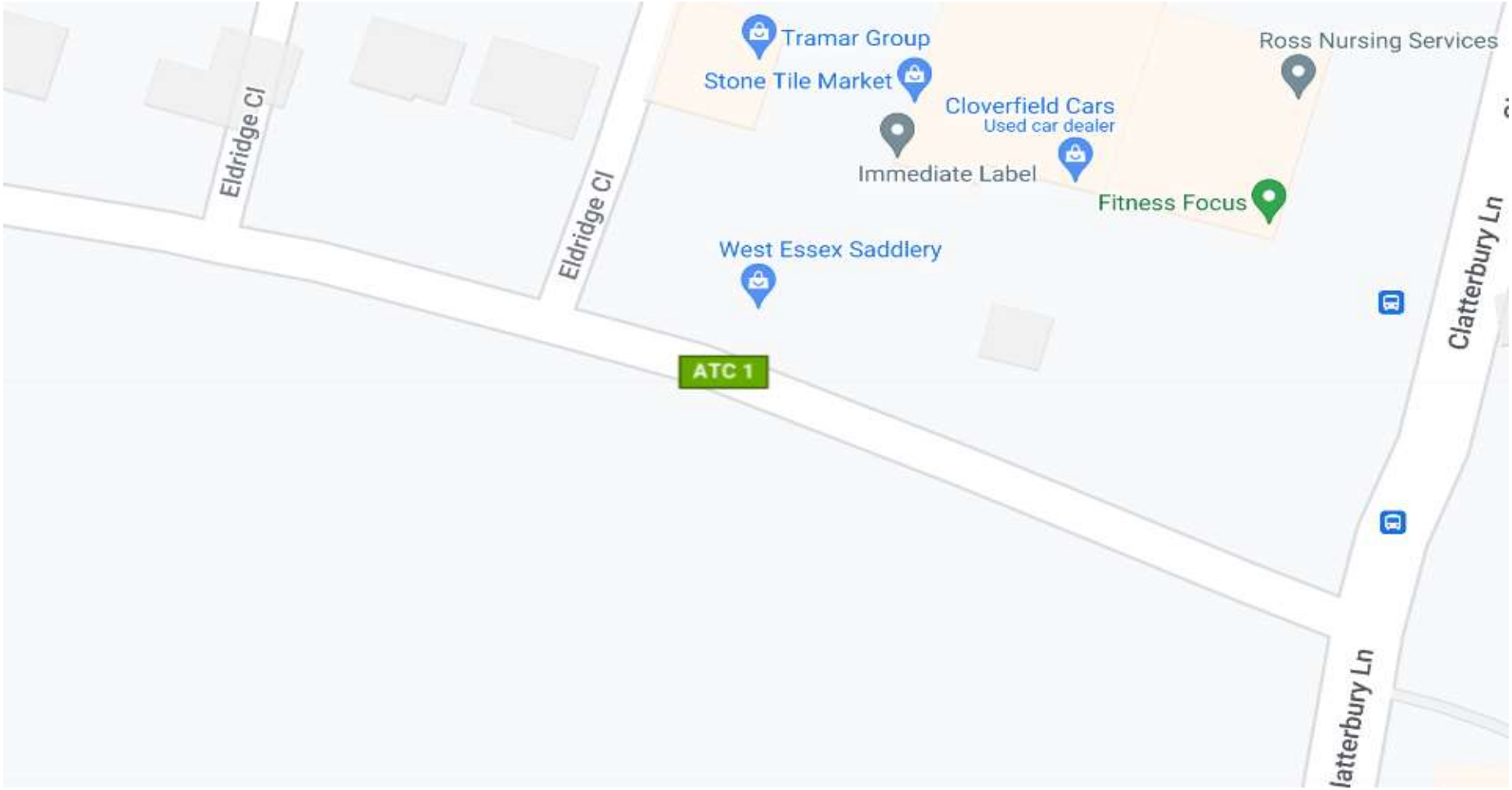
Data Analysis Services
Traffic-Transportation- Commercial-Innovation

24116 - Clavering ATC

with compliments

IDASO

Survey Name: 24116 - Clavering ATC
Date: Wed 28 Feb 2024 — Tue 05 Mar 2024



IDASO

Survey Name: 24116 - Clavering ATC
Date: Wed 28 Feb 2024 — Tue 05 Mar 2024

Class Number	Type	IDASO Name in Report
2	Motorcycle	M/C
3	CAR	CAR
4	Light Goods Vehicle	LGV
5	Rigid Truck 2 Axles	OGV1
6	Rigid Truck 3 Axles	OGV1
7	Rigid Truck 4 Axles	OGV1
8	Articulated Truck 3 Axles	OGV2
9	Articulated Truck 4 Axles	OGV2
10	Articulated Truck 5+ Axles	OGV2
11	BUS	PSV

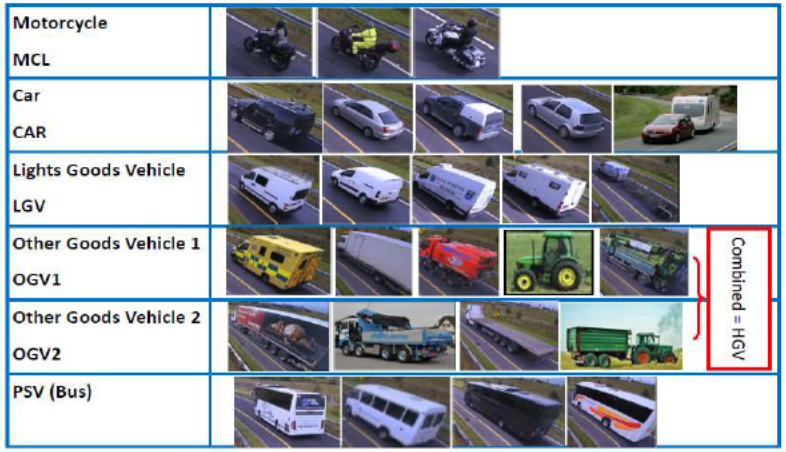
DfT-UK

GB DTp National Core Census.

- **Units:** Metric (m)
- **Car class:** 3
- **Unclassifiable vehicle class:** 12

Class	Type	Axles	SP1	SP2	SP3	SP4	SP5
1	C	2	0.00 - 1.06				
2	O	2	1.06 - 1.70				
3	CAR	2	1.70 - 2.64				
		3	1.89 - 2.95	1.90 - 4.00			
		3	1.89 - 2.95	3.50 - 6.00			
		4	1.89 - 2.95	1.90 - 6.00	0.50 - 1.30		
4	LGV	2	2.64 - 3.75				
5	R2	2	3.75 - 6.00				
6	R3	3	2.00 - 6.00	1.00 - 1.90			
		3	1.00 - 1.88	2.00 - 12.00			
7	R4	4	1.00 - 1.90	2.00 - 12.00	1.00 - 1.90		
		4	3.00 - 9.00	1.00 - 2.50	1.00 - 2.50		
8	A3	3	2.95 - 9.20	1.90 - 4.00			
		3	1.89 - 3.99	3.50 - 15.00			
		4	2.95 - 12.00	2.00 - 12.00	2.50 - 12.00		
		4	2.95 - 9.20	2.50 - 9.00	0.50 - 2.50		
		4	1.89 - 3.99	3.50 - 15.00	1.05 - 2.50		
		4	1.89 - 2.95	3.50 - 6.00	1.05 - 1.30		
9	A4	4	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00		
		4	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00		
10	A5+	5	2.00 - 12.00	1.00 - 12.00	2.00 - 12.00	1.00 - 1.90	
		5	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.50 - 12.00	
		5	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 2.50	
		5	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00	1.00 - 2.50	
		5	2.00 - 12.00	2.00 - 15.00	0.70 - 1.80	0.70 - 1.80	
		6	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.00 - 12.00	1.00 - 1.90
		6	1.90 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 1.90	1.00 - 1.90
		7 - 20					
11	BUS	2	6.00 - 12.00				
		3	6.00 - 12.00	1.00 - 1.90			

VehicleClassifictaions



IDASO

Survey Name: 24116 - Clavering ATC
Site: ATC 1
Location: Stickling Green
Date: Wed 28-Feb-2024

***Please note data missing from 08:45 to 09:15 on 28/02/2024 due to a vehicle being parked on the tubes**

IDASO

Survey Name: 24116 - Clavering ATC
Site: ATC 1
Location: Stickling Green
Date: Thu 29-Feb-2024

IDASO

Survey Name: 24116 - Clavering ATC
Site: ATC 1
Location: Stickling Green
Date: Fri 01-Mar-2024

IDASO

Survey Name: 24116 - Clavering ATC
Site: ATC 1
Location: Stickling Green
Date: Sat 02-Mar-2024

Westbound (A >> B)												Eastbound (B >> A)											
TIME	M/C	CAR	LGV	ODV1	ODV2	PSV	TOT	PCU	Mean Speed (MPH)	85% Speed (MPH)	TIME	M/C	CAR	LGV	ODV1	ODV2	PSV	TOT	PCU	Mean Speed (MPH)	85% Speed (MPH)
00:00	0	0	0	0	0	0	0	0	0.0	0.0	00:00	0	0	1	0	0	0	1	1	36.8	36.8
00:15	0	1	0	0	0	0	1	1	31.0	31.0	00:15	0	1	0	0	0	0	1	1	34.0	34.0
00:30	0	0	0	0	0	0	0	0	0.0	0.0	00:30	0	0	0	0	0	0	0	0	0.0	0.0
00:45	0	0	0	0	0	0	0	0	0.0	0.0	00:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	0	0	0	0	1	1	31	31	H/TOT	0	1	0	0	0	0	1	1	34	34
01:00	0	0	0	0	0	0	0	0	0.0	0.0	01:00	0	0	0	0	0	0	0	0	0.0	0.0
01:15	0	0	0	0	0	0	0	0	0.0	0.0	01:15	0	0	0	0	0	0	0	0	0.0	0.0
01:30	0	0	0	0	0	0	0	0	0.0	0.0	01:30	0	0	0	0	0	0	0	0	0.0	0.0
01:45	0	0	0	0	0	0	0	0	0.0	0.0	01:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	1	1	26.2	26.2	02:00	0	0	0	0	0	0	0	0	0.0	0.0
02:15	0	0	0	0	0	0	0	0	0.0	0.0	02:15	0	0	0	0	0	0	0	0	0.0	0.0
02:30	0	0	0	0	0	0	0	0	0.0	0.0	02:30	0	0	0	0	0	0	0	0	0.0	0.0
02:45	0	0	0	0	0	0	0	0	0.0	0.0	02:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	0	0	0	0	1	1	26.2	26.2	H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0.0	0.0	03:00	0	0	0	0	0	0	0	0	0.0	0.0
03:15	0	0	0	0	0	0	0	0	0.0	0.0	03:15	0	0	0	0	0	0	0	0	0.0	0.0
03:30	0	0	0	0	0	0	0	0	0.0	0.0	03:30	0	0	0	0	0	0	0	0	0.0	0.0
03:45	0	0	0	0	0	0	0	0	0.0	0.0	03:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0.0	0.0	04:00	0	0	0	0	0	0	0	0	0.0	0.0
04:15	0	0	0	0	0	0	0	0	0.0	0.0	04:15	0	0	0	0	0	0	0	0	0.0	0.0
04:30	0	0	0	0	0	0	0	0	0.0	0.0	04:30	0	1	0	0	0	0	1	1	22.1	22.1
04:45	0	1	0	0	0	0	1	2	27.8	27.8	04:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	0	0	0	0	1	2	27.8	27.8	H/TOT	0	1	0	0	0	0	1	1	22.1	22.1
05:00	0	0	1	0	0	0	1	1	28.9	28.9	05:00	0	0	0	0	0	0	0	0	0.0	0.0
05:15	0	0	0	0	0	0	0	0	0.0	0.0	05:15	0	0	0	0	0	0	0	0	0.0	0.0
05:30	0	0	1	0	0	0	1	1	26.2	26.2	05:30	0	0	0	0	0	0	0	0	0.0	0.0
05:45	0	0	0	0	0	0	0	0	0.0	0.0	05:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	2	0	0	0	2	2	27.5	27.7	H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	1	1.3	34.7	34.7	06:00	0	0	0	0	0	0	0	0	0.0	0.0
06:15	0	3	1	0	0	0	4	4	29.4	33.7	06:15	0	4	1	0	0	0	5	5	31.0	33.3
06:30	0	2	0	0	0	0	2	2	31.4	31.7	06:30	0	1	0	0	0	0	1	1	36.9	36.9
06:45	0	2	0	0	0	0	2	2	32.3	32.3	06:45	0	4	1	0	0	0	5	5	31.8	32.8
H/TOT	0	7	1	1	0	0	9	9.3	31.1	33.2	H/TOT	0	9	2	0	0	0	11	11	31.8	33.6
07:00	0	7	1	1	0	0	9	11	33.4	37.7	07:00	0	9	2	0	0	0	11	11	29.9	32.6
07:15	0	5	1	0	0	0	6	6	27.2	30.8	07:15	0	2	1	0	0	0	3	3	31.9	32.8
07:30	0	3	1	0	0	0	4	6.3	33.1	32.8	07:30	0	3	1	0	0	0	4	5	31.2	31.3
07:45	0	2	0	0	0	0	2	2	28.2	31.8	07:45	0	2	1	0	0	0	3	3	28.2	31.1
H/TOT	0	20	4	1	0	0	25	26.3	30.6	33.3	H/TOT	0	16	4	0	0	0	21	24	29.8	32.1
08:00	0	5	4	0	0	0	9	9	29.8	33.8	08:00	0	9	1	0	0	0	10	10	28.3	31.7
08:15	0	6	5	0	0	0	11	11	31.8	33.6	08:15	0	7	1	0	0	0	8	8	29.7	33.3
08:30	0	8	3	0	0	0	11	11	28.9	31.8	08:30	0	8	2	0	0	0	10	10	29.7	32.8
08:45	0	7	3	0	0	0	10	10	32.2	32.8	08:45	0	7	2	0	0	0	9	9	29.7	32.8
H/TOT	0	26	15	0	0	0	41	41	30.2	32.8	H/TOT	0	31	6	0	0	0	37	37	29.4	32.8
09:00	0	8	3	0	0	0	11	11	30.0	37.2	09:00	0	8	1	0	0	0	9	9	30.0	32.8
09:15	0	3	2	0	0	0	5	5	16.1	28.7	09:15	0	5	1	0	0	0	6	6	29.3	34.8
09:30	0	5	2	0	0	0	7	7	22.0	24.8	09:30	0	2	1	0	0	0	3	3	31.4	36.6
09:45	0	6	0	0	0	0	6	6	19.7	26.2	09:45	0	1	3	1	0	0	5	6	30.7	32.8
H/TOT	0	11	3	0	0	0	14	14	19	24.7	H/TOT	0	14	6	2	0	0	24	24	30.3	33.7
10:00	0	4	2	0	0	0	6	6.5	30.0	34.2	10:00	0	2	2	0	0	0	4	4	29.4	34.3
10:15	0	1	4	0	0	0	5	5	28.2	32.1	10:15	0	5	1	0	0	0	6	6	29.3	31.2
10:30	0	6	4	0	0	0	10	10	28.2	37.6	10:30	0	2	4	1	0	0	7	7	27.7	33.6
10:45	0	8	3	0	0	0	11	11.3	30.6	34.7	10:45	0	2	4	1	0	0	7	7	28.3	34.1
H/TOT	0	19	13	0	0	0	32	32.8	29.5	35.9	H/TOT	0	11	17	3	0	0	31	32.5	27.1	34.1
11:00	0	3	0	0	0	0	3	3	29.4	30.0	11:00	0	2	0	1	0	0	3	3.8	28.1	29.7
11:15	0	4	4	0	0	0	8	8	28.4	28.2	11:15	0	1	1	1	0	0	3	3.3	30.2	32.7
11:30	0	4	1	0	0	0	5	5	31.6	33.6	11:30	0	4	3	1	0	0	8	8.8	29.8	35.1
11:45	0	4	3	1	0	0	8	10.8	24.8	30.0	11:45	0	3	1	0	0	0	4	4	26.7	28.8
H/TOT	0	15	8	1	0	0	24	26.8	27.9	31.1	H/TOT	0	10	5	2	0	0	17	17.9	28.8	31.2
12:00	0	5	3	2	0	0	10	11	25.9	31.0	12:00	0	6	4	0	0	0	10	10	31.9	36.7
12:15	0	5	1	4	0	0	10	11	28.4	32.2	12:15	0	7	2	1	0	0	10	11	29.2	33.0
12:30	0	6	4	2	0	0	12	13.3	29.2	33.3	12:30	0	6	4	0	0	0	10	10	27.3	33.0
12:45	1	3	1	0	0	0	5	6.4	30.8	35.7	12:45	0	2	3	1	0	0	6	6.8	29.7	34.8
H/TOT	1	12	7	6	0	0	26	28.4	27.9	34	H/TOT	0	21	13	1	0	0	35	37.7	29.8	33.9
13:00	0	6	4	2	0	0	12	13.2	28.4	33.3	13:00	0	4	4	0	0	0	8	8	30.7	35.6
13:15	0	5	2	1	0	0	8	8.8	26.5	33.1	13:15	0	1	4	1	0	0	6	6.8	31.2	34.5
13:30	0	4	0	1	0	0	5	6.3	28.2	29.8	13:30	0	4	1	1	0	0	6	6.8	26.1	27.7
13:45	0	8	3	1	0	0	12	13.3	28.1	34.2	13:45	0	6	2	0	0	0	8	8.2	30.2	34.7
H/TOT	1	18	8	1	1	0	29	32.2	27.8	31.7	H/TOT	0	16	9	2	0	0	27	28	29.7	34.6
14:00	0	6	3	0	0	0	9	9	28.4	33.8	14:00	0	3	0	0	0	0	3	3	29.2	32.4
14:15	0	4	3	0	0	0	7	7	28.3	30.1	14:15	0	3	1	0	0	0	4	4	30.3	32.6
14:30	0	4	2	1	1	0	8	9.8	29.4	30.1	14:30	0	3	3	0	0	0	6	6	32.0	33.3
14:45	0	7	2	0	0	0	9	9	24.7	32.0	14:45	0	3	1	1	0	0	5	5	29.4	33.3
H/TOT	0	21	10	1	1	0	33	34.8	27.8	33.1	H/TOT	0	12	5	1	0	0	18	18	30.2	33.2
15:00	0	7	3	0	0	0	10	10	27.7	32.0	15:00	0	3	0	1	0	0	4	4.8	27.4	30.2
15:15	0	5	3	0	0	0	8	8	28.2	33.8	15:15	0	3	0	1	0	0	4	4.8	29.8	34.8
15:30	0	5	2	0	0	0	7	7	28.3	29.8	15:30	0	4	1	0	0	0	5	5	30.7	30.7
15:45	0	9	3	0	0	0	11	11	28.4	33.0	15:45	0	3	3	0	0	0	6	6	31.4	38.7
H/TOT	0	26	11	0	0	0	36	36	28.1	33.8	H/TOT	0	13	4	2	0	0	19	19.6	27.8	34.8
16:00	0	4	2	0	0	0	7	7.5	30.0	36.1	16:00	0	7	2	0	0	0	9	9	28.9	34.2
16:15	0	10	2	0	0	0	12	12	32.3	36.9	16:15	0	1	1	0	1	0	3	3	32.1	35.8
16:30	0	7	1	0	0	0	8	8	27.4	36.1	16:30	0	2	1	0	0	0	3	3	26.4	34.3
16:45	0	9	2	0	0	0	11	11	30.0	34.3	16:45	0	4	1	0	0	0	5	5	31.8	35.9
H/TOT	0	30	7	0	0	0	42	43.5	30.9	35.7	H/TOT	0	14	5	0	1	0	20	20	29.8	35.1
17:00	0	9	3	0	0	0	12	13	26.6	34.6	17:00	0	4	1	0	0	0	5	5	30.8	35.4
17:15	0	5	3	0	1	0	10	10.7	26.4	33.9	17:15	0	7	3	0	0	0	10	10	27.3	37.3
17:30	0	10	1	0	0	0	11	11	27.2	30.9	17:30	0	2	1	0	0	0	3	3.3	29.2	29.8
17:45	0	7	3	0	0	0	10	10	30.4	34.2	17:45	0	2	1	0	0	0	3	3.3	28.2	32.8
H/TOT	1	31	10	0	1	0	43	44.7	28.7	32.6	H/TOT	0	15	6	0	0	0	21	21.3	29.1	33.1
18:00	0	3	3	0	0	0	6	6	27.8	31.4	18:00	0	4	0	0	0	0	4	4	32.5	36.0
18:15	0	5	3	0	0	0	8	8	30.2	33.2	18:15	0	2	0	0	0	0	2	2	31.7	34.6
18:30	0	2	2	0	0	0	4	4	33.2	34.8	18:30	0	1	2	0	0	0	3	3	29.3	29.8
18:45	0	4	5	0	0	0	9	9	33.7	37.5	18:45	0	1	2	0	0	0	3	3	30.0	30.2
H/TOT	0	14	13	0	0	0	27	27	31.4	35.7	H/TOT	0	8	4	0	0	0	12	12	31.2	33.4
19:00	0	4	3	0	0	0	7	7	29.8	33.9	19:00	0	7	0	0	0	0	7	7	30.3	35.8
19:15	0	2	0	0	0	0	2	2	36.7	37.0	19:15	0	12	4	0	0	0	16	16	30.0	36.4
19:30	0	1	0	0	0	0	1	1	34.8	34.8	19:30	0	2	0	0	0	0	2	2	27.7	31.6
19:45	0	1	2	0	0	0	3	3	33.8	34.6	19:45	0	1	2	0	0	0	3	3	34.8	35.9
H/TOT	0	8	5	0	0	0	13	13	33.6	35.3	H/TOT	0	22	6	0	0	0	28	28	30.2	35.9
20:00	0	3	2	0	0	0	5	5	31.4	37.6	20:00	0	2	0	0	0	0	2	2	30.0	30.2
20:15	0	1	1	0	0	0	2	2	34.8	36.6	20:15	0	1	1	0	0	0	2	2	31.7	31.8
20:30	0	5	3	0	0	0	8	8	30.1	37.8	20:30	0	2	0	0	0	0	2	2	24.0	24.4
20:45	0	1	1	0	0	0	2	2	36.0	36.2	20:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	9	5	0	0	0	14	14.5	32.1	36.1	H/TOT	0	5	1	0	0	0	6	6	28.2	31.2
21:00	0	1	3	0	0	0	4	4	30.0	33.9	21:00	0	1	0	0	0	0	1	1	27.9	27.9
21:15	0	2	1	0	0	0	3	3	31.7	31.8	21:15	0	1	1	0	0	0	2	2	29.8	30.2
21:30	0	1	1	0	0	0	2	2	24.6	25.0	21:30	0	0	0	0	0	0	0	0	0.0	0.0
21:45	0	1	2	0	0	0	3	3	31.7	33.3	21:45	0	2	1	0	0	0	3	3	31.8	33.9
H/TOT	0	5	7	0	0	0	12	12	29.5	31.1	H/TOT	0	4	2	0	0	0	6	6	29.6	30.2
22:00	0	1	0	0	0	0	1	1	31.8	31.8	22:00	0	1	0	0	0	0	1	1	20.8	20.8
22:15	0	2	0	0	0	0	2	2	35.0	35.0	22:15	0	0	1	0	0	0	1	1.3	28.2	28.2
22:30	0	2	2	0	0	0	4	4	26.4	26.4	22:30	0	0	0	0	0	0	0	0	0.0	0.0
22:45	0	0	0	0	0	0	0	0	0.0	0.0	22:45	0	1	0	0	0	0	1	1	31.8	31.8
H/TOT	0	5	2	0	0	0	7	7	31.1	31.8	H/TOT	0	2	1	0	0	0	3	3	24	25
23:00	0	0	0	0	0	0	0	0	0.0	0.0	23:00	0	0	0	0	0	0	0	0	0.0	0.0
23:15	0	0	0	0	0	0	0	0	0.0	0.0	23:15	0	0	0	0	0	0	0	0	0.0	0.0
23:30	0	3	1	0	0	0	4	4	33.1	34.2	23:30	0	0	0	0	0	0	0	0	0.0	0.0
23:45	0	0	0	0	0	0	0	0	0.0	0.0	23:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	4	2	0	0	0	6	6	32.6	37.2	H/TOT	0	0	1	0	0	0	1	1	37.1	37.1
24 TOT	4	294	118	19	4	1	402	417.8	28.9	34.7	**24 TOT**	1	243	144	24	1	0	413	410.3	30.1	34.9

Eastbound (B >> A)											
TIME	M/C	CAR	LGV	ODV1	ODV2	PSV	TOT	PCU	Mean Speed (MPH)	85% Speed (MPH)
00:00	0	0	0	0	0	0	0	0	0.0	0.0
00:15	0	0	0	0	0	0	0	0	0.0	0.0
00:30	0	0	0	0	0	0	0	0	0.0	0.0
00:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0.0	0.0
01:15	0	0	0	0	0	0	0	0	0.0	0.0
01:30	0	0	0	0	0	0	0	0	0.0	0.0
01:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0.0	0.0
02:15	0	0	0	0	0	0	0	0	0.0	0.0
02:30	0	0	0	0	0	0	0	0	0.0	0.0
02:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0.0	0.0
03:15	0	0	0	0	0	0	0	0	0.0	0.0
03:30	0	0	0	0	0	0	0	0	0.0	0.0
03:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0.0	0.0
04:15	0	0	0	0	0	0	0	0	0.0	0.0
04:30	0	0	0	0	0	0	0	0	0.0	0.0
04:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0.0	0.0
05:15	0	0	0	0	0	0	0	0	0.0	0.0
05:30	0	0	0	0	0	0	0	0	0.0	0.0
05:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0.0	0.0
06:15	0	0	0	0	0	0	0	0	0.0	0.0
06:30	0	0	0	0	0	0	0	0	0.0	0.0
06:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0.0	0.0
07:15	0	0	0	0	0	0	0	0	0.0	0.0
07:30	0	0	0	0	0	0	0	0	0.0	0.0
07:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0.0	0.0
08:15	0	0	0	0	0	0	0	0	0.0	0.0
08:30	0	0	0	0	0	0	0	0	0.0	0.0
08:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0.0	0.0
09:15	0	0	0	0	0	0	0	0	0.0	0.0
09:30	0	0	0	0	0	0	0	0	0.0	0.0
09:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0.0	0.0
10:15	0	0	0	0	0	0	0	0	0.0	0.0
10:30	0	0	0	0	0	0	0	0	0.0	0.0
10:45	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 24116 – Clavering ATC
Site: ATC 1
Location: Stickling Green
Date: Sun 03-Mar-2024

IDASO

Survey Name: 24116 – Clavering ATC
Site: ATC 1
Location: Stickling Green
Date: Mon 04-Mar-2024

IDASO

Survey Name: 24116 – Clavering ATC
Site: ATC 1
Location: Stickling Green
Date: Tue 05-Mar-2024

Westbound (A => B)											Eastbound (B => A)											Westbound (A => B)											Eastbound (B => A)										
PCU	Mean Speed (MPH)	85% Speed (MPH)	TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	Mean Speed (MPH)	85% Speed (MPH)	TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	Mean Speed (MPH)	85% Speed (MPH)	TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	Mean Speed (MPH)	85% Speed (MPH)	TIME	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	Mean Speed (MPH)	85% Speed (MPH)
0	0.0	0.0	00:00	0	0	0	0	0	0	0	0	0.0	0.0	00:00	0	0	0	0	0	0	0	1	47.5	47.5	00:00	0	0	0	0	0	0	0	0	0.0	0.0	00:00	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	00:15	0	1	0	0	0	0	1	1	43.3	43.3	00:15	0	0	0	0	0	0	0	0	0.0	0.0	00:15	0	0	0	0	0	0	0	0	0.0	0.0	00:15	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	00:30	0	0	0	0	0	0	0	0	0.0	0.0	00:30	0	0	0	0	0	0	0	0	0.0	0.0	00:30	0	0	0	0	0	0	0	0	0.0	0.0	00:30	0	0	0	0	0	0	0	0	0.0	0.0
1	27.7	27.7	00:45	0	0	0	0	0	0	0	0	0.0	0.0	00:45	0	1	0	0	0	0	1	1	31.8	31.8	00:45	0	0	0	0	0	0	0	0	0.0	0.0	00:45	0	0	0	0	0	0	0	0	0.0	0.0
1	27.7	27.7	H/TOT	0	2	0	0	0	0	2	2	39.6	40.2	H/TOT	0	2	0	0	0	0	2	2	39.6	40.3	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0
0	0.0	0.0	01:00	0	0	0	0	0	0	0	0	0.0	0.0	01:00	0	0	0	0	0	0	0	0	0.0	0.0	01:00	0	0	0	0	0	0	0	0	0.0	0.0	01:00	0	0	0	0	0	0	1	1	29.0	29.0
0	0.0	0.0	01:15	0	0	0	0	0	0	0	0	0.0	0.0	01:15	0	0	0	0	0	0	0	0	0.0	0.0	01:15	0	0	1	0	0	0	1	1	38.8	38.8	01:15	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	01:30	0	0	0	0	0	0	0	0	0.0	0.0	01:30	0	0	0	0	0	0	0	0	0.0	0.0	01:30	0	0	0	0	0	0	0	0	0.0	0.0	01:30	0	0	0	0	0	0	0	0	0.0	0.0
1	30.7	30.7	01:45	0	0	0	0	0	0	0	0	0.0	0.0	01:45	0	0	0	0	0	0	0	0	0.0	0.0	01:45	0	0	0	0	0	0	0	0	0.0	0.0	01:45	0	0	0	0	0	0	0	0	0.0	0.0
1	30.7	30.7	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	2	0	0	0	2	2	34.1	34.6	H/TOT	0	0	0	0	0	0	0	0	0	0
0	0.0	0.0	02:00	0	0	0	0	0	0	0	0	0.0	0.0	02:00	0	0	0	0	0	0	0	0	0.0	0.0	02:00	0	0	0	0	0	0	0	0	0.0	0.0	02:00	0	1	0	0	0	0	1	1	27.1	27.1
0	0.0	0.0	02:15	0	0	0	0	0	0	0	0	0.0	0.0	02:15	0	0	0	0	0	0	0	0	0.0	0.0	02:15	0	0	0	0	0	0	0	0	0.0	0.0	02:15	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	02:30	0	0	0	0	0	0	0	0	0.0	0.0	02:30	0	2	0	0	0	0	2	2	38.8	39.2	02:30	0	0	0	0	0	0	0	0	0.0	0.0	02:30	0	1	0	0	0	0	1	1	22.1	22.1
0	0.0	0.0	02:45	0	0	0	0	0	0	0	0	0.0	0.0	02:45	0	0	0	0	0	0	0	0	0.0	0.0	02:45	0	0	0	0	0	0	0	0	0.0	0.0	02:45	0	0	0	0	0	0	0	0	0.0	0.0
1	30.7	30.7	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	2	0	0	0	0	2	2	38.8	39	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	1	0	0	0	0	1	1	24.6	24.6
0	0.0	0.0	03:00	0	0	0	0	0	0	0	0	0.0	0.0	03:00	0	0	0	0	0	0	0	0	0.0	0.0	03:00	0	0	0	0	0	0	0	0	0.0	0.0	03:00	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	03:15	0	0	0	0	0	0	0	0	0.0	0.0	03:15	0	0	0	0	0	0	0	0	0.0	0.0	03:15	0	0	1	0	0	0	1	1	10.2	10.2	03:15	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	03:30	0	0	0	0	0	0	0	0	0.0	0.0	03:30	0	0	0	0	0	0	0	0	0.0	0.0	03:30	0	0	0	0	0	0	0	0	0.0	0.0	03:30	0	0	0	0	0	0	1	1	25.8	25.8
0	0.0	0.0	03:45	0	0	0	0	0	0	0	0	0.0	0.0	03:45	0	0	0	0	0	0	0	0	0.0	0.0	03:45	0	0	0	0	0	0	0	0	0.0	0.0	03:45	0	0	0	0	0	0	0	0	0.0	0.0
0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	1	0	0	0	1	1	10.2	10.2	H/TOT	0	0	1	0	0	0	1	1	25.8	25.8
1	20.9	20.9	04:00	0	0	0	0	0	0	0	0	0.0	0.0	04:00	0	0	0	0	0	0	0	0	0.0	0.0	04:00	0	0	0	0	0	0	0	0	0.0	0.0	04:00	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	04:15	0	0	0	0	0	0	0	0	0.0	0.0	04:15	0	0	0	0	0	0	0	0	0.0	0.0	04:15	0	0	0	0	0	0	0	0	0.0	0.0	04:15	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	04:30	0	0	0	0	0	0	0	0	0.0	0.0	04:30	0	0	0	0	0	0	0	0	0.0	0.0	04:30	0	0	0	0	0	0	0	0	0.0	0.0	04:30	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	04:45	0	0	0	0	0	0	0	0	0.0	0.0	04:45	0	0	0	0	0	0	0	0	0.0	0.0	04:45	0	0	0	0	0	0	0	0	0.0	0.0	04:45	0	0	0	0	0	0	0	0	0.0	0.0
1	20.9	20.9	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	0	1	0	0	0	1	1	10.2	20.2	H/TOT	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	05:00	0	0	0	0	0	0	0	0	0.0	0.0	05:00	0	2	0	0	0	0	2	2	28.2	28.3	05:00	0	0	0	0	0	0	0	0	0.0	0.0	05:00	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	05:15	0	0	0	0	0	0	0	0	0.0	0.0	05:15	0	0	0	0	0	0	0	0	0.0	0.0	05:15	0	0	0	0	0	0	0	0	0.0	0.0	05:15	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	05:30	0	1	0	0	0	0	1	1	30.3	30.3	05:30	0	0	0	0	0	0	0	0	0.0	0.0	05:30	0	0	0	0	0	0	0	0	0.0	0.0	05:30	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	05:45	0	0	1	0	0	0	1	1	30.3	30.3	05:45	0	0	0	0	0	0	0	0	0.0	0.0	05:45	0	0	0	0	0	0	0	0	0.0	0.0	05:45	0	0	0	0	0	0	0	0	0.0	0.0
1	24.7	24.7	H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	H/TOT	0	2	0	0	0	0	2	2	28.2	28.3	H/TOT	0	0	1	0	0	0	1	1	30.3	30.3	H/TOT	0	0	0	0	0	0	0	0	0.0	0.0
2	29.8	30.3	H/TOT	0	0	0	0	0	0	0	0	0	0	H/TOT	0	2	0	0	0	0	2	2	28.2	28.3	H/TOT	0	0	1	0	0	0	1	1	40.5	50.8	H/TOT	0	0	2	0	0	0	2	2	34.7	36.1
2	42.4	43.0	06:00	0	0	0	0	0	0	0	0	0.0	0.0	06:00	0	0	1	0	0	0	1	1	32.7	32.7	06:00	0	0	0	0	0	0	0	0	0.0	0.0	06:00	0	0	2	0	0	0	2	2	34.1	34.6
1	38.8	38.8	06:15	0	1	0	0	0	0	1	1	30.8	30.8	06:15	0	0	0	0	0	0	0	0	0.0	0.0	06:15	0	0	0	0	0	0	0	0	0.0	0.0	06:15	0	0	0	0	0	0	0	0	0.0	0.0
1	39.0	39.0	06:30	0	0	0	0	0	0	0	0	0.0	0.0	06:30	0	0	0	0	0	0	0	0	0.0	0.0	06:30	0	0	0	0	0	0	0	0	0.0	0.0	06:30	0	0	0	0	0	0	0	0	0.0	0.0
0	0.0	0.0	06:45	0	0	0	0	0	0	0	0	0.0	0.0	06:45	0	0	0	0	0	0	0	0	0.0	0.0	06:45	0	0	0	0	0	0	0	0	0.0	0.0	06:45	0	0	0	0	0	0	0	0	0.0	0.0
4	39.6	41.2	H/TOT	0	1	0	0	0	0	1	1	30.8	30.8	H/TOT	0	1	1	0	0	0	2	2	32.5	33.4	H/TOT	0	3	0	0	0	0	3	3	34.0	34.0	H/TOT	0	7	3	1	0	0	11	11.8	31.6	34.0	1	5	4	0	0	0	10	9.4	31.2	37.9
3	26.3	29.2	07:00	0	1	0	0	0	0	1	1	27.3	27.3	07:00	0	2	0	0	0	0	2	2	28.7	30.1	07:00	0	1	0	0	0	0	1	1	27.3	27.3	07:00	0	4	1	0	0	0	5	6.4	29.8	35.5	07:00	0	1	2	0	0	0	3	3.3	31.5	34.4	1	5	0	0	0	0	6	4.8	33.1	36.2
4	36.7	39.1	07:15	0	0	0	0	0	0	0	0	0.0	0.0	07:15	0	2	0	0	0	0	2	2	36.4	36.4	07:15	0	6	4	1	0	0	11	11.8	32.0	36.2	07:15	0	9	5	0	0	0	14	14	31.8	35.5	07:15	0	1	2	0	0	0	3	3	33.5	34.4	0	6	4	0	0	0	10	10	31.5	36.6
3	32.7	33.1	07:30	0	1	0	0	0	0	1	1	36.0	36.0	07:30	0	1	1	0	0	0	2	2.0	41.1	41.4	07:30	0	7	2	0	0	0	9	9	32.4	36.9	07:30	0	3	4	0	0	0	7	7	32.2	36.0	07:30	0	3	4	0	0	0	7	7.0	33.1	40.0	0	7	3	0	0	0	10	9.4	31.2	37.9
1	32.4	32.4	07:45	1	0	0	0	0	0	1	1	32.1	32.1	07:45	0	2	0	0	0	0	2	2	29.8	29.8	07:45	0	4	1	0	0	0	5	5	32.8	32.8	07:45	0	1	2	0	0	0	3	3	29.2	32.7	07:45	0	4	1	0	0	0	5	5	32.8	32.8	0	7	3	0	0	0	10	9.4	31.4	37.6
11	32.2	34.1	H/TOT	3	3	0	0	0	0	3	3	31.7	31.7	H/TOT	0	6	1	1	0	0	8	8.8	34.3	42.1	H/TOT	0	17	8	1	0	0	26	26.8	32	36.5	1	21	19	0	2	0	39	41	31.4	36.4	H/TOT	0	9	5	1	0	0	15	14.3	31.8	35.3	0	21	16	1	0	0	38	38.8	32.5	37.9
6	31.7	39.1	08:00	0	1	0	0	0	0	1	1	31.4	31.4	08:00	0	0	2	0	0	0	2	2	29.2	29.4	08:00	0	4	3	1	0	0	8	8.8	28.3	31.2	08:00	0	4	2	2	0	0	8	9	29.4	34.4	08:00	0	4	2	2	0	0	8	9	26.3	29.7	0	8	5	0	0	0	13	13	32.4	36.8
7	32.3	34.8	08:15	1	1	0	0	0	0	2	2	33.8	33.8	08:15	1	2	0	0	0	0	3	3	38.2	38.6	08:15	0	5	4	1	0	0	10	11.0	34.8	39.9	08:15	0	5	2	0	0	0	7	7	32.0	41.2	08:15	0	5	2	0	0	0	7	7	32.0	41.2	0	11	12.3	34.1	37.3
7	32.8	40.2	08:30	0	1	1	0	0	2	2.8	2.8	28.2	28.2	08:30	0	4	2	0	0	0	6	6	32.7	40.1	08:30	0	5	1	0	0	0	6	6	31.0	35.6	08:30	0	10	6	0	0	0	16	16	30.1	37.3	08:30	0	6	4	0	0	0	10	10	33.5	37.7	0	6	6	1	0	0	13	13.8	32.4	39.8
8.5	31.4	38.3	08:45	1	0	0	0	0	0	1	1	0.4	14.0	08:45	0	5	0	0	0	0	5	5	29.8	36.6	08:45	0	7	1	0	0	0	8	8	28.0	34.0	08:45	0	7	3	0	0	0	10	10	31.1	33.6	0	7	5	0	0	0	11	11.3	32.8	39.7
28.5	32.6	36.8	H/TOT	1	2	1	0	0	0	3	3	31.4	31.4	H/TOT	0	13	4	1	0	0	18	19	31.1	34.7	H/TOT	0	26	19	1	0	0	46	46.5	32.9	36.7	H/TOT	0	33	16	2	0	0	51	53.1	32.4	36	H/TOT	0	22	12	2	0	0	36	36	33.6	38
9	30.7	38.7	09:00	0	1	2	1	0	0	4	4.8	37.8	40.4	09:00	0	2	2	1	0	0	5	5.8	31.4	34.3	09:00	0	4	1	0	0	0	5	5	31.2	32.9	09:00	0	3	2	0	0	0	5	7.3	35.0	52.1	09:00	0	4	2	0	0	0	6	7.3	35.0	52.1	0	4	0	0	0	0	4	4	29.1	32.8
7	29.9	39.1	09:15	0	1	0	0	0	0	1	1	33.0	33.0	09:15	0	2	1	0	0	0	3	3	34.9	36.4	09:15	0	4	4	0	1	0	9	10.3	27.9	32.8	09:15	0	6	4	1	1	0	12	14	29.8	36.0	09:15	0	8	6	1	1	0	16	17.8	27.7	33.0	0	8	3	0	0	0	11	9.8	27.1	31.0
7.5	26.3	30.0	09:30	0	2	0	0	0	0	2	2	37.3	37.3	09:30	0	3	3	0	0	0	6	6	35.7	36.9	09:30	0	6	3	0	0	0	9	9	24.7	27.6	09:30	0	6	3	0	0	0	9	10	30.3	33.8	09:30	0	6	3	0	0	0	9	10	30.3	33.8	0	6	3	0	0	0	9	10	33.6	36.6
7.5	31.7	41.4	09:45	0	2	0	0	0	2	2	2.8	28.2	28.4	09:45	0	5	1	0	0	0	6	6	30.7	36.6	09:45	0	6	2	0	0	0	8	8	25.0	31.8	09:45	0	2	2	0	0	0	4	4	24.0	30.4	09:45	0	3	0	0	0	0	3	3	28.6	29.8	0	3	1	1	0	0	5	3.8	32.8	31.2
27.5	33.0	39.5	H/TOT	0	11	5	1	0	0	17	17.5	31.7	37.7	H/TOT	0	18	8	0	1	0	27	28.7	27.6	32.5	1	12	10	2	0	0	25	23.4	28.7	33.9	H/TOT	0	18	11	3	2	0	34	36.1	28.8	34	0	13	7	1	0	0	21	21.5	29.9	33.6
13	33.9	36.8	10:00	0	4	2	1	0	0	7	7.3	33.7	36.3	10:00	0	3	1	0	0	0	4	4	29.8	34.2	10:00	0	5	1	0	0	0	6	6	30.8	33.8	10:00	0	5	3	1	0	0	9	9.8	33.8	37.7	10:00	0	5	3	1	0	0	9	9.8	33.8	37.7	0	4	1	0	0	0	5	4	32.1	35.7	0	1	2	0	0	0	3	2.5	28.3	29.8
4	36.4	37.2	10:15	0	4	3	1	0	0	8	8.8	28.6	33.2	10:15	0	7	2	1	0	0	10	10.5	26.7	31.9	10:15	0	6	2	0	0	0	8	8	29.4	32.1	10:15	0	4	1	2	0	0	7	8	29.4	28.6	10:15	0	7	0	1	0	0	8	8.8	27.8	33.6	0	5	0	1	0	0	6	6.3	30.0	36.7
8	34.0	41.3	10:30	0	4	3	0	0	0	7	7	26.8	32.6	10:30	0	1	2	1	0	0	4	4.8	24.9	31.4	10:30	0	5	3	0	0	0	8	8	29.8	32.6	10:30	0	9	2	1	0	0	12	13.2	28.2	32.6	10:30	0	9	2	1	0	0	12	13.2	28.2	32.6	0	7	2	0	0	0	9	7	29.0	33.4	0	7	2	0	0	0	9	7	29.0	33.4
5	30.4	32.1	10:45	1	2	0	0	0	0	3	3	30.6	30.6	10:45	0	1	2	0	0	0	3	3	29.8	30.6	10:45	0	4	2	0	0	0	6	6	24.7	28.9	10:45	0	4	0	0	0	0	4	4	30.5	32.4	10:45	0	4	0	0	0	0	4	4	30.5	32.4	0	6	3	0	0	0	9	6	31.0	35.8
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5.5	34.0	38.2	11:00	0	5	4	0	0	0	9	9	26.7	31.8	11:00	0	4	6	0	0	0	10	10	30.8	37.1	11:00	0	2	3	0	0	0	5	5	26.3	29.9	11:00	0	2	3	0	0	0	5	5	30.7	32.6	11:00	0	2	0	0	0	0	2	2	30.1	35.1	0	2	1	0	0	0	3	3	32.3	34.0
10.4	28.7	35.6	11:15	1	4	4	0	0	0	9	9.4	32.7	32.7	11:15	0	4	4	0	0	0	8	8	30.7	37.8	11:15	0	4	3	0	0	0	7	7	30.1	34.1	11:15	0	4	1	0	0	0	5	5	32.8	32.1	11:15	0	4	1	0	0	0	5	5	32.8	32.1	0	7	3	0	0	0	10	9.4	29.3	34.1
8	28.9	34.4	11:30	0	2	1	0	0	0	3	3	32.7	35.2	11:30	1	2	2	0	0	0	5	6.4	31.9	34.7	11:30	0	2	2	0	0	0	4	4	26.3	32.6	11:30	0	3	1	0	0	0	4	4	30.0	34.7	11:30	0	6	3	2	0	0	11	12	27.4	36.6	0	2	2	0	0	0	4	2	30.7	30.8
5.5	24.9	33.5	11:45	1	4	2	0	0	0	7	6.4	26.7	33.6	11:45

IDASO

Survey Name: 24116 - Clavering ATC
Site: ATC 1
Location: Stickling Green
Date: Wed 28 Feb 2024 — Tue 05 Mar 2024

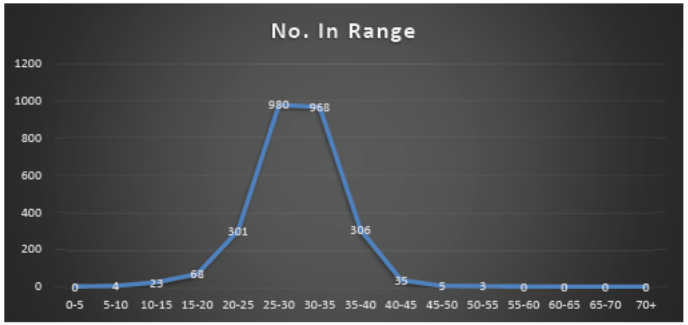
Speed Survey

Cummulative 85% Speed	35.5 MPH
Cummulative Minimum Speed	6.2 MPH
Cummulative Maximum Speed	52.8 MPH
Cummulative Average Speed	30.0 MPH

Westbound (A => B)

No. of Vehicles	2693
85% Speed	34.6 MPH
Minimum Speed	6.4 MPH
Maximum Speed	52.8 MPH
Average Speed	29.7 MPH

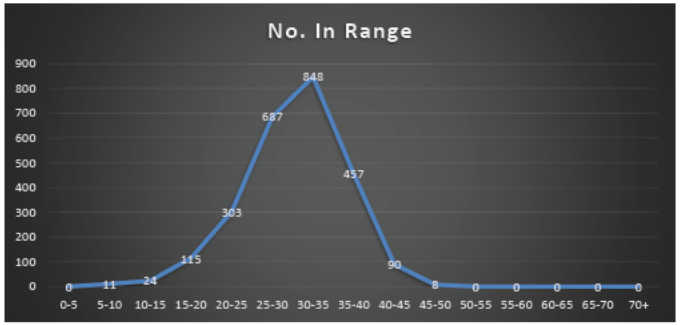
Speed MPH	No. In Range
0-5	0
5-10	4
10-15	23
15-20	68
20-25	301
25-30	980
30-35	968
35-40	306
40-45	35
45-50	5
50-55	3
55-60	0
60-65	0
65-70	0
70+	0



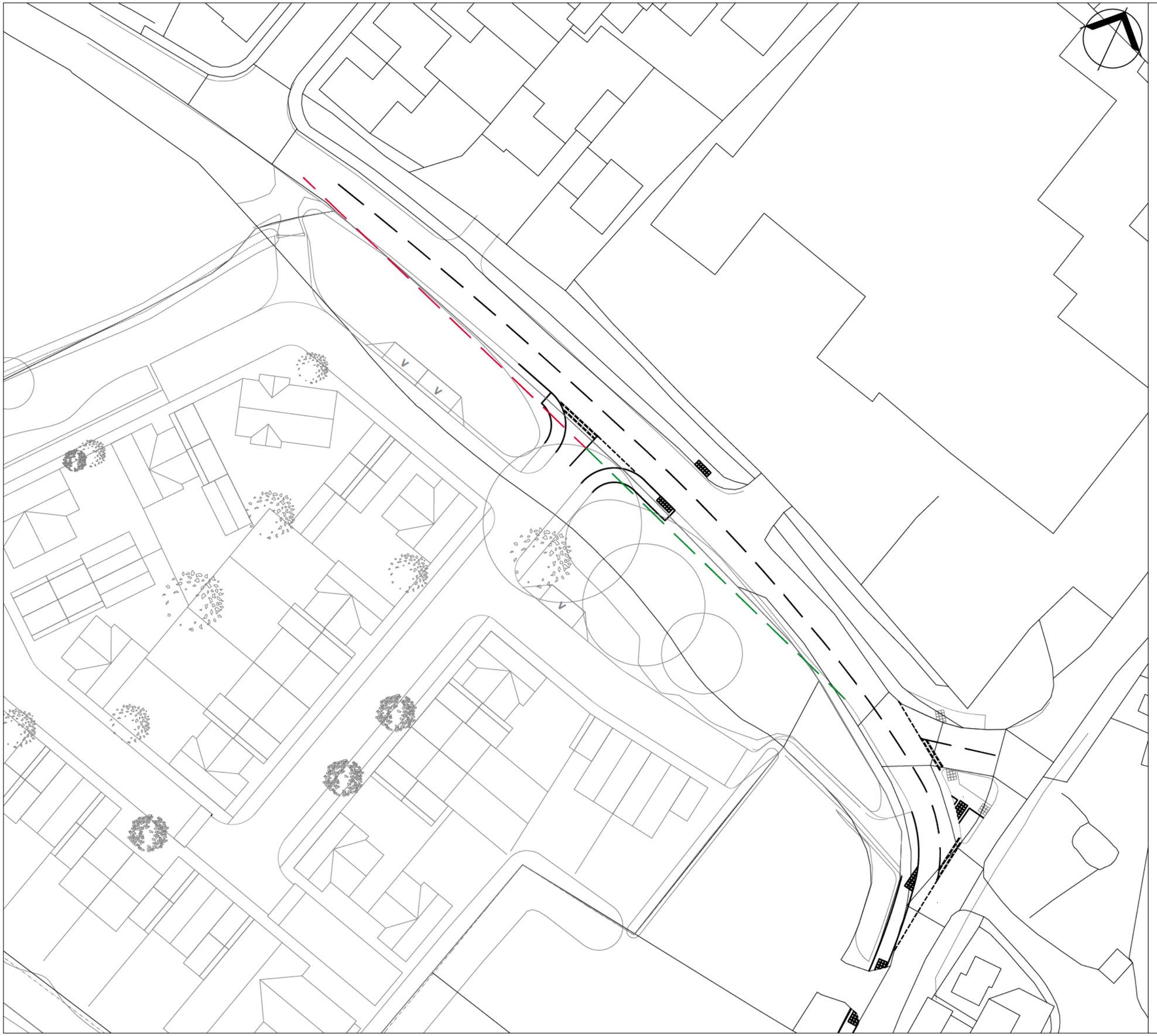
Eastbound (B => A)

No. of Vehicles	2543
85% Speed	36.4 MPH
Minimum Speed	6.2 MPH
Maximum Speed	48.5 MPH
Average Speed	30.3 MPH

Speed MPH	No. In Range
0-5	0
5-10	11
10-15	24
15-20	115
20-25	303
25-30	687
30-35	848
35-40	457
40-45	90
45-50	8
50-55	0
55-60	0
60-65	0
65-70	0
70+	0



A4. UPDATED ACCESS ARRANGEMENT WITH VISIBILITY ASSESSMENT



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KEY:

2.4M X 50.3M JUNCTION VISIBILITY SPLAY
(BASED ON AN 85th %ILE ROAD SPEED OF 34.6MPH)

2.4M X 54.4M JUNCTION VISIBILITY SPLAY
(BASED ON AN 85TH %ILE ROAD SPEED OF 36.4MPH)
(1M OFFSET FROM KERB EDGE)

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
E	19.03.2024	AMENDMENTS TO VISIBILITY SPLAYS AND ACCESS ARRANGEMENT	AP	CB	CB
D	29.11.2023	REVISED LAYOUT	AP	CB	CB
C	17.11.2023	REVISED LAYOUT	AP	CB	CB
B	13.11.2023	REVISED LAYOUT	AP	CB	CB
A	10.11.2023	REVISED LAYOUT	AP	CB	CB

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CLIENT

BAYA GROUP

PROJECT

CLATTERBURY LANE

TITLE

INITIAL SITE LAYOUT REVIEW

(ACCESS ARRANGEMENT AND VISIBILITY ASSESSMENT)

DRAWN BY	CHECKED BY	APPROVED BY
AP	CB 02.11.2023	CB 02.11.2023

SCALE @ A3	DATE	
1 : 500	02.11.2023	
PROJECT NO.	**DRAWING NO.**	**REV.**
23-T011	02	E

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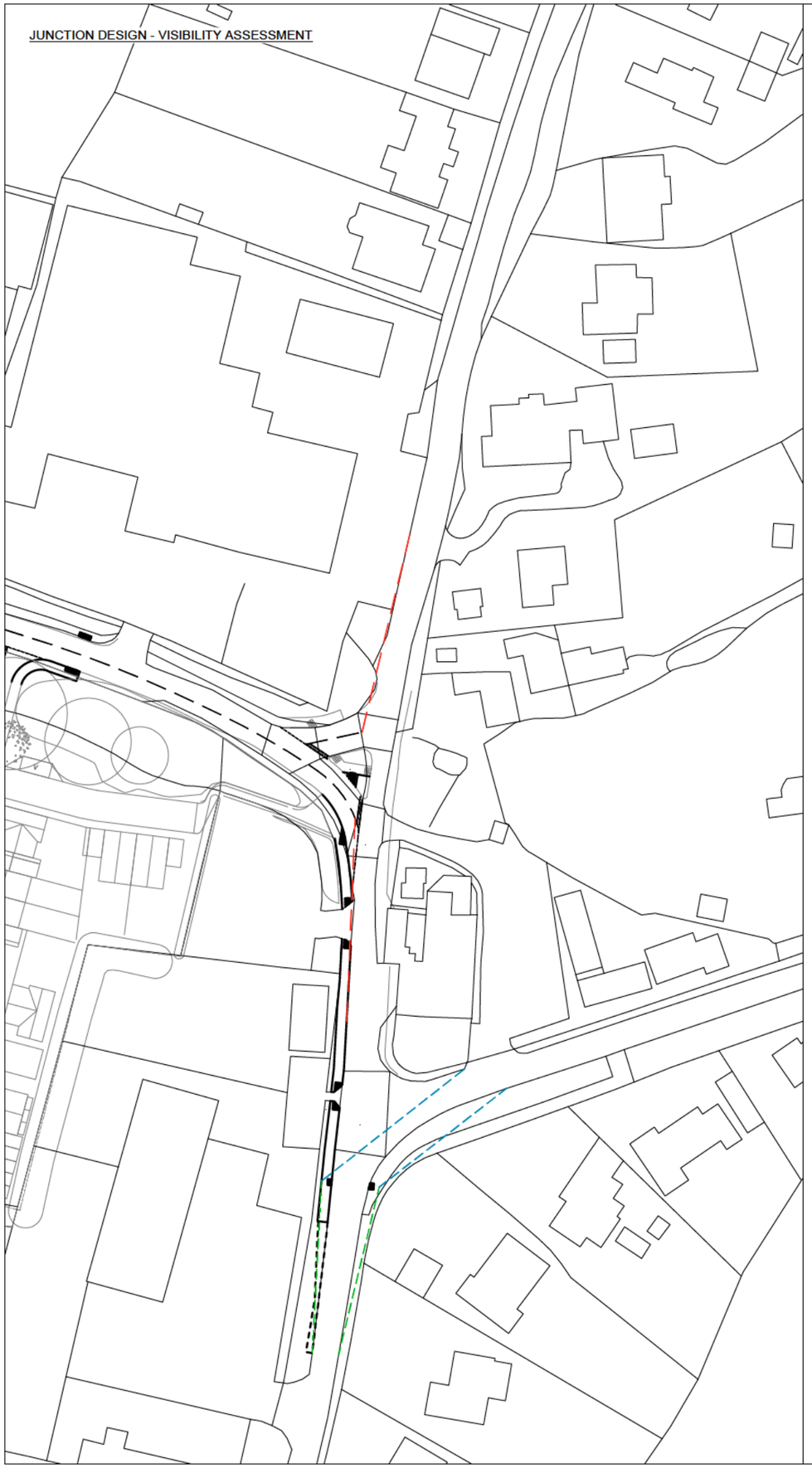
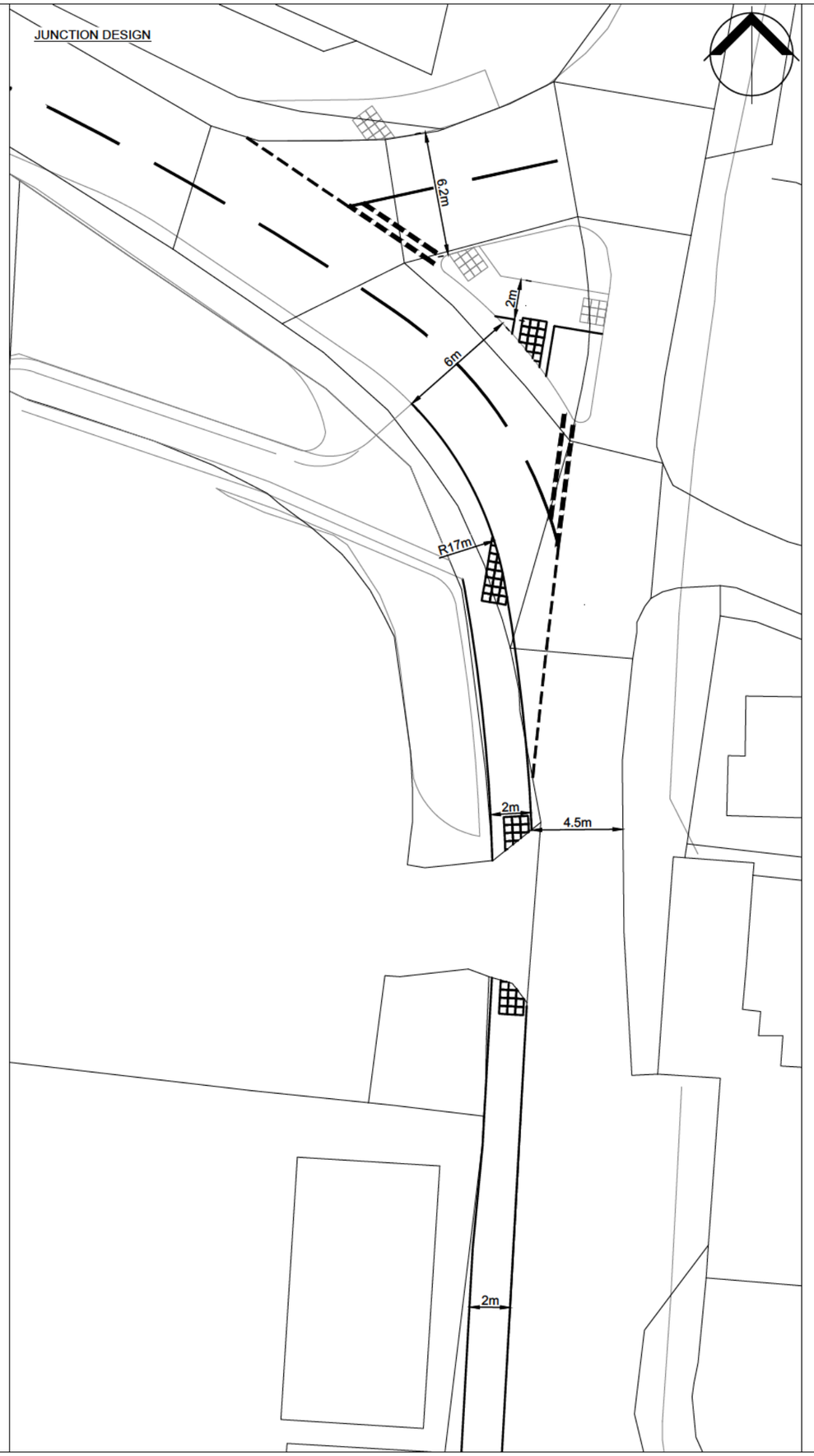
A5. UPDATED PEDESTRIAN CROSSING VISIBILITY ASSESSMENT (CLATTERBURY LANE)

JUNCTION DESIGN - VISIBILITY ASSESSMENT



JUNCTION DESIGN



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KEY:

2M X 33.7M PEDESTRIAN VISIBILITY SPLAY LOOKING SOUTH
(BASED ON AN 85TH %ILE SPEED OF 25.2MPH)

2M X 34.4M PEDESTRIAN VISIBILITY SPLAY LOOKING EAST
(BASED ON AN 85TH %ILE SPEED OF 25.6MPH)

2.4M X 40M DRIVER VISIBILITY SPLAY
(BASED ON 30MPH AS PER MFS STANDARDS)

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
E	19.02.2024	AMENDMENTS TO VISIBILITY SPLAYS	AP	CB	CB
D	29.11.2023	REVISED LAYOUT	AP	CB	CB
C	17.11.2023	REVISED LAYOUT	AP	CB	CB
B	13.11.2023	REVISED LAYOUT	AP	CB	CB
A	10.11.2023	REVISED LAYOUT	AP	CB	CB

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CLIENT

BAYA GROUP

PROJECT

CLATTERBURY LANE

TITLE

INITIAL SITE LAYOUT REVIEW

(IMPROVEMENTS TO CLATTERBURY LANE JUNCTION)

DRAWN BY	CHECKED BY	APPROVED BY
AP	CB 02.11.2023	CB 02.11.2023

SCALE @ A3	DATE
1 : 500	02.11.2023

PROJECT NO.	DRAWING NO.	REV.
23-T011	05	E

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A6. UPDATED PEDESTRIAN CROSSING VISIBILITY ASSESSMENT (STICKLING GREEN)

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2. THIS DRAWING IS BASED UPON DRAWING NUMBER BH002_SP.01 SUPPLIED BY BAYA GROUP AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

KEY:

1.5M X 40M PEDESTRIAN VISIBILITY SPLAY WITH 1M OFFSET
(BASED ON A ROAD SPEED OF 30MPH AS PER MFS STANDARDS AND TRAFFIC SIGNS MANUAL CHAPTER 6 STANDARDS)

2.4M X 50.3M JUNCTION VISIBILITY SPLAY WITH 1M OFFSET
(BASED ON AN 85th %ILE ROAD SPEED OF 34.6MPH)

2.4M X 54.4M JUNCTION VISIBILITY SPLAY WITH 1M OFFSET
(BASED ON AN 85TH %ILE ROAD SPEED OF 36.4MPH)

2.4M X 54.4M JUNCTION VISIBILITY SPLAY TO CENTRE LINE
(BASED ON AN 85TH %ILE ROAD SPEED OF 36.4MPH)

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	19.03.2024	MINOR AMENDMENTS TO ACCESS ARRANGEMENT	AP	CB	CB
C	15.03.2024	AMENDED VISIBILITY SPLAYS	AP	CB	CB
B	29.11.2023	REVISED LAYOUT	AP	CB	CB
A	17.11.2023	REVISED LAYOUT	AP	CB	CB

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CLIENT

BAYA GROUP

PROJECT

CLATTERBURY LANE

TITLE

INITIAL SITE LAYOUT REVIEW

(PEDESTRIAN VISIBILITY ASSESSMENT)

DRAWN BY	CHECKED BY	APPROVED BY
AP	CB 13.11.2023	CB 13.11.2023

SCALE @ A3	DATE	
1 : 500	13.11.2023	
PROJECT NO.	DRAWING NO.	REV.
23-T011	06	D

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A7. ECC ACCIDENT DATA CORRESPONDENCE

Aidan Pearce

From: Accident Data <AccidentData@essexhighways.org>
Sent: 12 March 2024 11:20
To: Aidan Pearce
Subject: RE: PIA Data Request (OUR REF: Clavering)

You don't often get email from accidentdata@essexhighways.org. Learn why this is important

Good morning,

PROVISION OF PERSONAL INJURY ACCIDENT DATA – 2170

We have no record of any personal injury road traffic collisions in the area required for the 5-year period from 01st February 2019 to 31st January 2024 (most recent complete 5 year period available). As there is no data, you will only be charged the £31.77 + VAT fee for the work and administration required in conducting this search. An invoice will follow.

If you have any questions or require any further information, please feel free to contact me.

Many Thanks

Belinda Wheelwright
Assistant Road Safety Strategy Analyst | Essex Highways
[redacted]
www.essex.gov.uk/highways

#extraeyes
SAFERESSEX roads partnership

From: Aidan Pearce <[redacted]
Sent: Monday, March 11, 2024 12:25 PM
To: Accident Data <AccidentData@essexhighways.org>
Cc: [redacted]
Subject: RE: PIA Data Request (OUR REF: Clavering)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Belinda,

I hope you're well.

We would like to go ahead with this survey as per the below email. Please find the requested information below.

PO Number – 23-T011

Billing Address – [redacted]
Map of Area – Already Provided.

Please let me know if you need anything else as we're keen to obtain this information within the 3 working days deadline.

Thanks,
Aidan

Aidan Pearce
Engineer, Transport

[redacted]

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From: Aidan Pearce [redacted]
Sent: Wednesday, February 28, 2024 3:14 PM
To: Accident Data <AccidentData@essexhighways.org>
Cc: Clive Burbridge [redacted]
Subject: RE: PIA Data Request (OUR REF: Clavering)

Thanks for your quick response, Belinda.

We'll forward that onto our client and come back to you with an instruction shortly.

Thanks,
Aidan

Aidan Pearce
Engineer, Transport

[redacted]

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From: Accident Data <AccidentData@essexhighways.org>
Sent: Wednesday, February 28, 2024 2:54 PM
To: Aidan Pearce [redacted]
Subject: RE: PIA Data Request (OUR REF: Clavering)

You don't often get email from accidentdata@essexhighways.org. Learn why this is important

Dear Aidan,

Thank you for your email requesting personal injury accident data at Clavering.

There will be a cost of £102.49+VAT per site for the accident report and an additional cost of £52.27+VAT per site if a plot showing the accidents is required.

In this instance, the total cost will be £154.76+VAT, can you please confirm that you are happy with these costs.

If the area concerned does not contain any personal injury accident data, there will be a £31.77+VAT administration fee for conducting the search.

Once the data has been provided you will be invoiced directly by Essex County Council. If you would like to proceed with the request, please kindly reply to AccidentData@essexhighways.org with a Purchase Order Number, full company billing address and a map of the area required if this has not already been provided. Once this has been received, you should receive the data within 3 working days.

Many Thanks

Belinda Wheelwright
Assistant Road Safety Strategy Analyst | Essex Highways
[redacted]
www.essex.gov.uk/highways

From: Aidan Pearce <[redacted]
Sent: Wednesday, February 28, 2024 2:39 PM
To: Accident Data <AccidentData@essexhighways.org>
Cc: [redacted]
Subject: PIA Data Request (OUR REF: Clavering)

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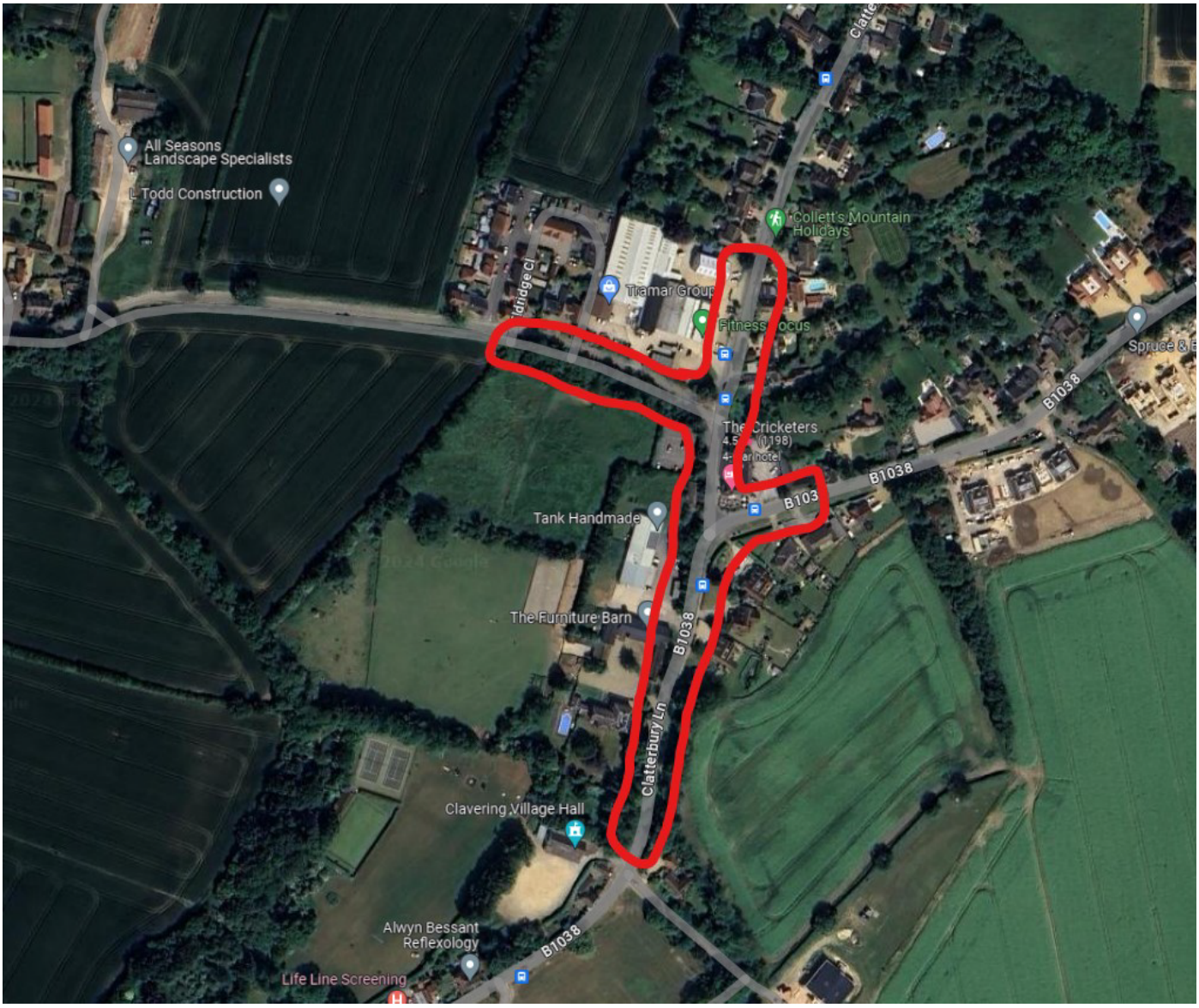
Good Afternoon,

I hope you're well!

I was wondering if you'd be able to provide me with a quote to obtain the accident data for the last 5 years' worth of information for the area outlined in red below. I've also provided a link to the area on Google Maps – [redacted].



If you could also advise on turnaround time from payment of this information to receipt then that would be appreciated.

Kind Regards,
Aidan

Aidan Pearce
Engineer, Transport

[redacted]

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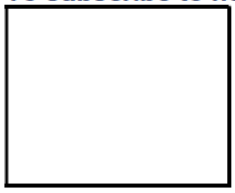

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