Transport Statement

November 2024

EAS

Eco Living Park Cottage

Colne Spring Villa, Coursers Road, Colney Heath

Manor Coliving Ltd

Document History

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The content of this report is based on information available as of November 2024, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

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1 Introduction

1.1 This Transport Statement has been prepared by EAS on behalf of Manor Coliving Ltd (hereinafter referred to as the 'applicant') regarding the proposed development at Colne Spring Villa, Coursers Road, Colney Heath (hereinafter, the 'Site').

The Site

1.2 The Site under consideration is located just outside the hamlet of Colney Heath. The full address of the Site is Colne Spring Villa, Coursers Road, Colney Heath, St Albans, AL4 0PB.

1.3 St Albans City and District Council ('SACDC') is the Local Planning Authority ('LPA'), and Hertfordshire County Council ('HCC') is the Local Highway Authority ('LHA').

1.4 A map showing the location of the Site is contained at Appendix A.

The Scheme

1.5 It is proposed to develop the 9 eco-living residential units within a garden setting, all accessible off the existing Site Access from Coursers Road.

1.6 As part of the scheme, it is also proposed to provide parking for 18 cars, as well as 9 long-term cycle parking spaces.

1.7 The proposed Site Plans are contained at Appendix B.

Planning History of the Site and Pre-app discussions

1.8 The part of the Site under consideration is not currently developed and forms part of the existing Colne Spring Villa gardens.

1.9 As such there is no relevant planning history.

1.10 The applicant has sought Highways Pre-application Advice in relation to the preliminary proposals. HCC's feedback noted that:

- the Site's location, and the limited active travel infrastructure around the Site Access does currently impact the ability by residents of the Site to access local sustainable travel networks;
- the local parts of Coursers Road may not be safe for pedestrian traffic;
- any future proposals should include secure cycle parking; and
- servicing should be undertaken using a 11m vehicle.

Aims and Structure of this Report

1.11 The aim of this report is to inform Pre-application discussions with and Advice from HCC Highways.

1.12 This Transport Statement has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (issued in March 2014), as well as to guidance that the regional and local authorities have published on their website.

1.13 The contents of this report are:

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- Section 2 – sets the national, regional, and local policy context;
- Section 3 – describes the existing Site conditions;
- Section 4 – describes the proposed development;
- Section 5 – identifies the likely trip generation and traffic impact; and
- Section 6 – concludes the statement.

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2 Policy Context

2.1 This section sets out the policy context. Development and growth through policy are encouraged at national, regional, and local level. The policy documents reviewed include:

- National Planning Policy Framework ('NPPF');
- the NPPF Consultation
- the HCC's Local Transport Plan;
- Draft Place and Movement guidance;
- St Albans District Local Plan Review;
- the New St Albans Local Plan; and
- St Albans District's Local Cycling and Walking Infrastructure Plan ('LCWIP').

National Planning Policy Framework

2.2 The revised National Planning Policy Framework was most-recently revised in December 2023 and sets out the government's planning policies for England and how these are expected to be applied.

2.3 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be considered in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.5 In respect of that, Paragraph 10 of the NPPF states:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

2.6 Section 9 of the NPPF is focused on Promoting Sustainable Transport, and states in paragraphs 108 and 109:

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

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

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d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

109. The planning system should actively manage patterns of growth in support of 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 congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.7 Paragraphs 114 and 115 state that in assessing applications for development it should be ensured that:

"114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
b) *safe and suitable access to the site can be achieved for all users;*
c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

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

2.8 Furthermore, paragraphs 116 and 117 continue:

"116. Within this context, applications for development should:

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

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117. 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."

National Planning Policy Framework Consultation

2.9 The new UK government has amongst other things, adopted a strong pro-residential development agenda as part of its successful electoral manifesto, seeking to promote residential development in the country, but more importantly in the South-east of the country, where this form of land use remains in very high demand.

2.10 In this regard, the National Planning Policy Framework Consultation ('NPPF Consultation') was issued on the 30th of July 2024, seeking a national discussion upon the revision of the previously adopted NPPF.

2.11 With regard to transport planning, the NPPF Consultation seeks to allow Council and developers to move away from the traditional 'predict and provide' model of assessing transport impacts in a worst case scenario analysis, towards a more 'vision-led' approach, which:

"…focuses on the outcomes desired, and planning for achieving them."

2.12 The NPPF Consultation continues in stating that new residential development should seek to be complemented by ancillary facilities and the other required services, which should also be taken into consideration when new development is proposed.

2.13 Whilst it is expected that this consultation process is further updated in the coming months, it is therefore worth adding that the new government's intention to transform the transport planning analysis from an impact assessment to a future vision-led approach.

Hertfordshire County Council's Local Transport Plan

2.14 Hertfordshire County Council adopted its Local Transport Plan ('LTP') in May 2018, and considering its Climate Emergency declaration (in July 2019) do emphasize the potential to improve sustainable development through active travel and public transport modes as a priority for development sites, particularly for residential sites located within urban centres.

2.15 Policy 1 of the LTP, 'Transport User Hierarchy' states:

"To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- *Opportunities to reduce travel demand the need to travel*
- *Vulnerable road user needs (such as pedestrians and cyclists)*
- *Passenger transport user needs*
- *Powered two-wheeler (mopeds and motorbikes) user needs*
- *Other motor vehicle user needs"*

2.16 LTP Policy 2 'Influencing Land Use Planning' states:

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"The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling."

2.17 Policy 3 'Travel Plans and Behaviour Change' states:

"The county council will encourage the widespread adoption of travel plans through:

a) Working in partnership with large employers, businesses and other organisation to develop travel plans and implement Smarter Choices measures.
b) Seeking the development, implementation and monitoring of travel plans as part of the planning process for new developments
c) Supporting school travel plans, and working closely with parents, pupils, teachers and local resident sot deliver a network or more sustainable transport links to school.

The application of personalised travel planning techniques, marketing and other behavioural change initiatives will be considered when delivering physical transport improvements to maximise the potential to achieve modal shift."

2.18 Policy 4 'Demand Management' states:

"The county council considers greater traffic demand management to be essential in the county's urban areas in the next five years to achieve modal shift and improve sustainable travel provision. This can only currently be achieved efficiently and effectively through parking restrictions and charging applied to on-street, off-street and potentially at workplace parking. The county council will work with the district and borough councils and other key stakeholders to develop locally appropriate strategies."

2.19 Policy 5 'Development Management' states:

"The county council will to work with development promoters and the district and borough councils to:

a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.
b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.
c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.
d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.
e) Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.
f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.
g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads

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and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure

h) Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future."

2.20 Policy 6 'Accessibility' states:

"The county council will seek to increase the ease with which people, particularly disadvantaged groups, can access key services, by:

a) Working in partnership with key stakeholders such as bus and rail operators, community transport operators, the voluntary sector and public service providers.
b) Supporting transport services which could include providing resource for bus and other transport services.
c) Addressing the barriers to accessibility particularly regarding active modes and for people with impaired mobility.
d) Promoting travel options and facilitating accessible travel information provision, including open data initiatives.
e) Improving travel choices and options, including support for the provision of shared mobility initiatives."

2.21 Policy 7 'Active Travel – Walking' states:

"The county council will seek to encourage and promote walking by:

a) Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly town and neighbourhood centres.
b) Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking.
c) Identifying and promoting networks of pedestrian priority routes.
d) Promoting walking as a mode of travel and for recreational enjoyment.
e) Supporting the implementation of the Rights of Way Improvement Plan."

2.22 LTP Policy 8 'Active Travel – Cycling' states:

"The county council aims to deliver a step change in cycling, through:

a) Infrastructure improvements, especially within major urban areas to enable and encourage more cycling.
b) Implementing measures to increase the priority of cyclists relative to motor vehicles.
c) Improved safety for users including delivery of formal and informal cycle training schemes.
d) Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bikeability.
e) Facilitating provision of secure cycle parking"

2.23 Policy 12 'Network Management' states:

"As part of its Network Management Duty the county council will seek to manage, and where feasible reduce traffic congestion, prioritising strategic routes. Activity will focus on making more efficient use of highway network capacity via:

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a) *Use of Intelligent Transport Systems and small scale traffic management interventions.*
b) *Maintaining a Network Management Strategy which will include the county council's road network hierarchy and associated policies.*
c) *Reducing levels of single occupancy car use and encouraging travel by walking, cycling and passenger transport.*
d) *Sharing data (open data) and supporting the use of technology to provide up to date and accessible information for all network users.*
e) *Control of on-street vehicle parking in line with the Network Management Strategy.*
f) *Managing street works and minimising network disruption."*

2.24 Policy 15 'Speed Management' states:

"The county council through its Speed Management Strategy, a joint working strategy with the Police, will seek to manage the network to achieve appropriate speeds in the interests of safety, other road users, and the environment."

2.25 Policy 17 'Road Safety' states:

"The county council will seek to continually improve safety on the county's roads, working towards an ultimate vision of zero fatalities and serious injuries, by:

a) *Working with partners, in particular through the Hertfordshire Road Safety Partnership to deliver targeted, effective and appropriate road safety measures.*
b) *The development of a 'Safe Systems' approach that seeks to co-ordinate a mix of safer roads, safer speeds, safer vehicles, safer road users and post-collision response with a focus on casualty reduction.*
c) *Using latest data analysis and intelligence led techniques to target and evaluate measures."*

2.26 Policy 19 of the LTP 'Emissions Reduction' states:

"The county council will reduce levels of harmful emissions by:

a) *Promoting a change in people's travel behaviour to encourage a modal shift in journeys from cars to walking, cycling and passenger transport.*
b) *Addressing any barriers to and supporting the uptake of ULEVs in the county, particularly where this can positively affect areas with identified poor air quality.*
c) *Reducing emissions from its operations."*

2.27 Policy 21 'Environment' states:

"The county council will seek to:

a) *Ensure the impacts of traffic and transport infrastructure on the natural, built and historic environment are minimised.*
b) *Protect and enhance the quality of public spaces both in urban and rural areas.*
c) *Minimise the visual intrusion of highways infrastructure in order to reduce street clutter.*
d) *Minimise light pollution and conserve energy from street lighting and signage illumination.*
e) *Minimise noise issues arising from transport where practical to do so."*

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2.28 The Roads in Hertfordshire: A Design Guide (3rd Edition, January 2011) is the local highways design manual for Hertfordshire, detailing various aspects of the highway design process within the county's administrative boundaries.

2.29 The design guide is spread over several documents which inform the site layout and detailed design process through various aspects of HCC Highways' policies, linking up with national planning policy and guidance, in particular, for road adoptions processes.

2.30 The Design Guide notes that individual residential access points should theoretically be limited to 300 dwellings for each access.

Draft Place and Movement Planning and Design Guide

2.31 The draft Place and Movement Planning and Design Guidance suite of documents was issued by HCC Highways in March 2023 for consultation. The consultation period is now closed, and the comments received are still being processed.

2.32 The documents are aimed at updating the above discussed 'Roads in Hertfordshire' guidance in line with the LTP4 strategy, and is mostly set out within a similar format, extending guidance to designers from the preliminary design stages to detail design and specification work.

2.33 Part 3 of these documents explain the Pre-Planning Design Requirements for the design of development schemes. Chapter 9 details the recommended planning process for Highway junctions and crossings on streets with low vehicular traffic volumes.

2.34 This policy also recommends the use of vehicular crossovers as the preferred method of access between the highway and respective sites. Whilst this section also states that these should be kept to a minimum, this guidance document continues that this policy is designed to limit footway discomforts.

The St Albans District Local Plan Review

2.35 This currently remains the adopted development plan for St Albans at the local level. In September 2007, the Secretary of State for Communities and Local Government directed those certain policies in the plan be saved pending adoption of a future Local Development Framework or Local Plan.

2.36 Saved Policy 34 on Highways Considerations in Development Control states that development that is likely to generate a significant amount of traffic or which involves the creation or improvement of an access onto the public highway will not normally be permitted unless it is acceptable in terms of the following considerations (only listed where relevant to the proposed development):

- Road safety, particularly adequate visibility, turning radii and provision for pedestrians and cyclists and for disabled people;
- Environmental impact of traffic, particularly in residential areas;
- Road capacity, both present and predicted; and
- Car parking provision, covered below.

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2.37 Saved Policy 39 on Parking Standards states that for land uses covered by Policy 40, which includes residential development, the relevant standards shall normally be complied with although the requirements may be adjusted to reflect the circumstances of individual developments, particularly with respect to Saved Policy 34 and the need to reflect the additional number of spaces required for any new use or extension. It will not normally be necessary to make good any shortfall that may already exist on the site, but full standards must be met if comprehensive redevelopment takes place (which arguably does not apply here).

2.38 The same Policy states that provision for parking bicycles and motorcycles may be required at larger developments and that all spaces must be capable of independent use (i.e., no tandem spaces except there they are for the exclusive use of one dwelling). Policy 50 on disabled parking was to be complied with, but this Policy has not been saved.

2.39 Saved Policy 40 on Residential Development Parking Standards sets minimum standards of provision for residential developments as shown in Table 2.1.

Bedrooms	Maximum car parking spaces standard
1	1.5 unallocated spaces OR 1 allocated and 0.5 unallocated
2	2 unallocated OR 1 allocated and 1 unallocated OR 2 allocated and 0.5 unallocated
3	2 allocated and 0.5 unallocated
4 or more	3 allocated and 0.5 unallocated

Table 2.1: Minimum standards for residential parking spaces.

2.40 The same policy states that each unit should be provided with one long-term cycle parking spaces, as well that allocated spaces must be within the curtilage of individual dwellings where possible and should normally be visible from the dwelling to which they are allocated.

The St Albans New Local Plan

2.41 St Albans City and District Council were instructed in 2017, and then in 2018 and again in 2020 to produce a new, up to date Local Plan. The 2041 Local Plan is currently under development, with previous drafts now having been withdrawn. The Regulation 18 Draft Local Plan ('DLP') was consulted upon over last year.

2.42 The DLP notes HCC's significant policy direction included under the 2018 LTP, which prioritises the development of active and sustainable modes of travel.

2.43 No significant changes are proposed to the car parking standards discussed above within the current adopted Local Plan. In terms of cycle parking, the emerging plan requires the provision of 1 long-term space per unit if no garage or shed provided, as well as 1 short-term space per 3 units, plus 1 long-term space per 5 units.

St Albans District LCWIP

2.44 The St Albans District's Local Cycling and Walking Infrastructure Plan was issued in July 2023, and is set to be revised periodically, reviewing the District's implementation of new active travel infrastructure within the district.

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2.45 In regard to Colney Heath, and most areas outside the urban parts of St Albans, the document clarifies that the current LCWIP is scheduled to be extended to include rural parts of the district, as follows:

> *"In the next iteration of the LCWIP, a major focus will be on areas in the District which were not audited in this iteration. This will help tie together the work in this LCWIP with the rural connectivity work detailed in separate document Appendix A . These areas will include (but are not limited to) for example: outer neighbourhoods in St Albans and Harpenden, and villages/parishes such as Bricket Wood, Chiswell Green, How Wood, London Colney, Park Street/Frogmore, Redbourn, Wheathampstead, Colney Heath and Sandridge. …"*

2.46 The document also highlights that active travel improvements are also in consideration as part of Neighbourhood Plans which are in development in a number of areas including within Colney Heath. This plan remains at a very preliminary stage, and further development is expected over the coming months.

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3 Existing Site Assessment

3.1 The Site and its surrounding areas are reviewed in terms of transport sustainability, and the adequacy of the local highway network.

Site Location and Local Facilities

3.2 Appendix A contains a location plan.

3.3 The Site is south of Colney Heath and east of Coursers Road, from where it gains access.

3.4 Colney Heath is a village outside the main city of St Albans, and to the south-west of Hatfield. Both the larger residential conurbations nearby are accessible via North Orbital Road (classified as the A414), which links the two areas.

3.5 The local centre of Colney Heath, located near the junction of Coursers Road with High Street includes a small number of local facilities, including a combined Convenience Store and Post Office (circa 600 metres from the Site), a Take-away (approximately 580 metres), and a Hairdressers (at around 500 metres). Further to the west, a Public house and other local business are present (at circa 1.0 kilometre from the Site).

3.6 St Albans City Centre is located circa 6 kilometres to the west of the Site and Hatfield Town Centre is set around 3 kilometres north-east of the Site. Both centres offer a complete range of shops, businesses, and facilities serving the day-to-day requirements of local residents. The St Albans Market is also a regionally known destinations which sets up twice weekly.

3.7 Both these major nearby conurbations are major employment destinations in their own right, which when combined with Greater London, offer a large number of employment opportunities.

3.8 The Colney Fields Shopping Park located circa 3.5 kilometre drive south of the Site, near the southern end of Coursers Road, also offers a wide range of commercial options within a short distance from the Site.

Existing Site Function

3.9 The existing Site comprises the gardens of Colne Spring Villa. The gardens lie to the south of the existing dwelling, which fronts the northern part of the parcel frontage.

3.10 The Site is currently accessible from its sole access point off Coursers Road, directly from outside the existing dwelling.

3.11 The Development Site is mostly wooded with low lying trees. A number of existing structures, currently used as ancillary buildings to the dwelling, are also present within this area.

Active Travel

3.12 The immediate pedestrian environment outside the Site is typical of a Hertfordshire village location, with footways and footpaths intermittently present nearby.

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3.13 Public Right of Way ('PRoW') Colney Heath 033 links the immediate area of the Site with Fellowes Lane and the eastern parts of the village. The access to the footpath is set directly to the north of the wider Site boundary, off the eastern side of Coursers Road.

3.14 HCC's Definitive Map and a screengrab of the Rights of Way GIS mapping showing the local PRoWs are contained at Appendix C.

3.15 The local section of the highway network is restricted to 60 miles per hour, which permits cycling by more experienced cyclists.

3.16 High Street, Colney Heath Lane, and Roestock Lane are marked as quiet roads for cyclists on SACDC's Cycling Map, which includes guidance on local cycling but local road users.

3.17 SACDC's Cycling map is contained at Appendix D.

Public Transport - Bus

3.18 There are three existing bus stops located close to the Site, near the junction of Coursers Road with High Street, Tollgate Road and Roestock Lane (one on each road), all circa a 540 metre walk north of the Site. These provide access to 6 different bus services, including route numbers 200, 230, 305, 312, 355, and 356.

3.19 Route 200 is a Monday only service, which runs between Essendon Mill and Colney Fields Retail Park, also stopping at Bell Bar, Brookmans Park, and Welham Green. The outbound service stops locally at 10.23am and returns at 12.40pm.

3.20 Route 230 is a market day service which runs between Welwyn Garden City and St Albans on Wednesdays only, via Hatfield, Welham Green, Colney Heath, Oaklands, and Fleetville. The outbound service stops locally 11.14am and returns at 2.23pm.

3.21 Route 305 runs between Potters Bar or Colney Heath to St Albans or Sandridge, via Smallford, and Tyttenhanger Green. There are 5 buses a day on weekdays and on Saturdays, running every 2 hours.

3.22 Route 312 runs from Bell Bar to Hatfield via Colney Heath, also on Wednesdays only. The outbound service stops locally at 10.03am and returns at 12.24pm.

3.23 Route 355 is a school service which runs during term time on school days from Enfield to Nicholas Breakspear School, in Oaklands, St Albans via Gordon Hill, Potters Bar, Little Heath, Brookmans Park, Welham Green, and Colney Heath. The outbound service stops locally at 8.07am and returns at 3.27pm.

3.24 Route 356 is another school service which runs during term time on school days from Bush Hill Park in Enfield to Nicholas Breakspear School, in Oaklands, St Albans via Enfield Town, Potters Bar, South Mimms, and Colney Heath. The outbound service stops locally at 7.58am and returns at 3.29pm.

3.25 A pair of bus stops known as Fellowes Lane are present a little further east from the Site, and are accessible via footpath Colney Heath 033 (as noted above), which runs directly to the north of the Site. These bus stops are served by the same services discussed above.

3.26 From the above it can therefore be seen that the area has local bus services to local destinations.

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Public Transport - Rail

3.27 Welham Green Train Station is situated a circa 4.3 kilometre (or a 13-minute) cycle to the east of the Site, linking the local area to the East Coast Main Line Network running between Moorgate in Central London and Welwyn Garden City to the north of the Site. Two train services in each direction operate from this station throughout the course of the day.

3.28 The East Coast Main Line naturally offers a much wider variety of train connections, which are therefore available via interchange from Welwyn, including Stevenage, Peterborough, York, and Edinburgh. Trains running on the Cambridge Line to Letchworth and Cambridge are also available from Welwyn Garden City.

3.29 St Albans City Train Station is situated a 6.8 kilometre (or a 23-minute) cycle to the west of the Site. St Albans City Station is on the Thameslink route, with direct services north to Luton Airport Parkway, Luton, Bedford. There are up to ten peak hour services to Luton which is reached within 15 to 20 minutes respectively, and up to 13 peak hour services which is generally reached within 40 minutes.

3.30 There are also direct services south to major Central London stations, and beyond to Brighton, Gatwick Airport, Rainham, Sutton, Three Bridges, and Wimbledon. There are up to 10 direct peak hour services to London St Pancras, London Bridge, and other Central London destinations, which is reached in 23 to 35 minutes.

3.31 St Albans Abbey Train Station is situated an 8.1 kilometre (or a circa 29-minute) cycle to the west of the Site, via the Alban Way cycle route. From this station there are up to two peak hour services to Watford Junction which is reached in around 16-minutes. Watford Junction is a major interchange station with direct links south to London Euston and north to Hemel Hempstead, Milton Keynes and beyond.

3.32 Maps showing the train networks stopping within St Albans and Hatfield is contained at **Appendix E**.

The Local Road Network

3.33 Coursers Road is an unclassified road which runs north to south past the Site Access. This road connects the junction of the same road with High Street, Roestock Lane, and Tollgate Road at its northern end with The Bell Roundabout where the A1081 meets Junction 22 of the M25 Motorway to the south. The A414 runs past the northern end of Colney Heath.

3.34 The local road network therefore offers good access to the trunk road and motorway networks, through neighbouring junctions.

3.35 The local section of Coursers Road where the Site Access is located is unrestricted, i.e. being limited to the speed limit of a single carriageway road of 60 miles per hour).

3.36 Speed and flow data has been obtained via Automated Traffic Surveys ('ATC'). The surveyed data is tabulated in table 3.1:

Travel Direction	Weekday AM Peak Hour Flow	Weekday PM Peak Hour Flow	Weekday Daily Traffic Flows	Average Speed (miles per hour)	85th %ile Speed (miles per hour)
Northbound (to Colney Heath)	384	341	4,390	37.9	42.7
Southbound (to M25 Jct 22)	434	626	5,882	40	45.4

Table 3.1: Surveyed Traffic Flows and Speeds

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3.37 The survey indicates that speeds have, in general, showed 85th percentile speeds of 42.7 miles per hour for vehicles approaching the Site from the north of the access and 45.4 miles per hour for vehicles approaching from the southern side.

3.38 The full survey data is contained at **Appendix F**.

3.39 The internal Site Area also offers plenty of opportunities for parking, should any overspill from the proposed residential development exceed the spaces available, therefore it is unlikely that overspill onto Coursers Road would ever occur.

Highway Safety Record

3.40 A review of the safety record of the local highway has been undertaken covering the most-recent five-year period, extending through all areas within 500 metres of the Site. This review was undertaken through the CollisionPlot website [redacted]).

3.41 Within the study area only two slight injury collisions were noted, both happening solely between motor vehicles on the bend to the north of the Site, as one is entering the main built part of the village, circa 280 metres and 350 metres north of the Site.

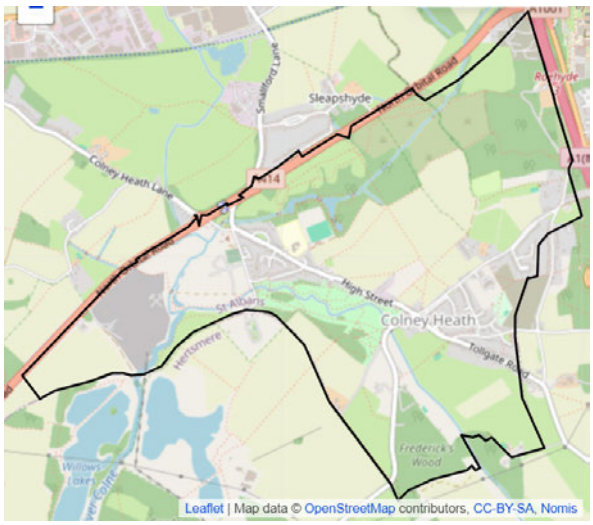
3.42 The low number of collisions highlights the low chance of two road users meeting locally, with the local roads within this study are, being used as access local destinations only.

Population Statistics - General

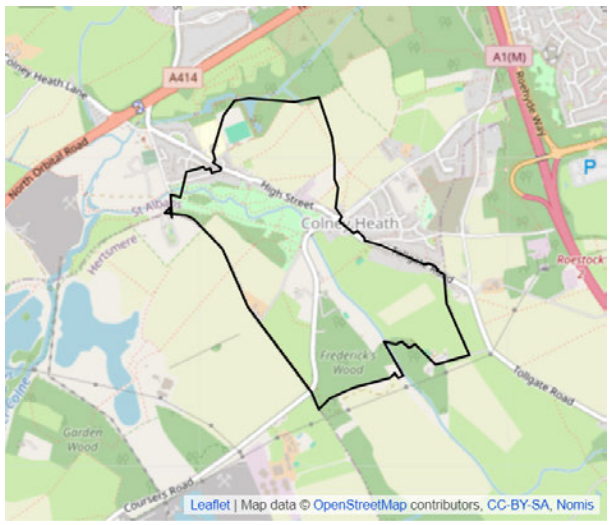
3.43 A review of the 2011 Census statistics has been undertaken to assess the local population characteristics.

3.44 Nevertheless, over the past few months, releases of data from the 2021 Census have been issued, including some Travel Information statistics. The available statistics from the 2021 census, i.e. Method of Travel to Work statistics, are therefore also included for comparison.

3.45 The Site is set within local Lower Super Output Area ('LSOA') St Albans 015C in 2011 Census (which became St Albans 021C in the 20121 Census), and within the smaller Output Area ('OA') E00120250.



St Albans 015C Area



E00120250 Area

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3.46 The local OA includes the mostly unbuilt area of Colney Heath, including the flood plains around River Colne to the south of High Street, undeveloped land to the north of the same road, and Frederick's Wood to the south of the Site. In contrast, the LSOA also extends north and west of the include the full built up area of Colney Heath and further areas to the north (up to the A1(M) Motorway).

3.47 The smaller census Output Area would therefore more accurately reflect the typical characteristics of this Site, being focused on Coursers Road and the undeveloped part of High Street.

Population Statistics - Car Ownership

3.48 Data from the 2011 Census has been used to assess local levels of car ownership for local residents, residing within both the local Lower Super Output Area and the smaller Output Area within which the Site lies.

3.49 The dataset of the local information, as extracted from datasets KS404EW (2011) and TS045 (2021), is also contained at Appendix G and is summarised in table 3.2 shown below:

	E00120250 Output Area				St Albans 015C / 021C LSOA			
	2011		2021		2011		2021	
	Total H'holds	Percentage	Total H'holds	Percentage	Total H'holds	Percentage	Total H'holds	Percentage
No Cars or Vans	7	5%	10	8%	56	9%	58	10%
1 Car or Van	49	37%	52	40%	218	37%	226	38%
2 Cars or Vans	43	33%	42	32%	228	38%	231	39%
3 Cars or Vans	19	15%	27	21%	58	10%	112	19%
4 Cars or Vans or more	13	10%			33	6%		
Total / Average cars	254	1.94	n/a		1,001	1.69	n/a	

Table 3.2: Census Local Car and Van Ownership

3.50 Table 3.2 shows the number of dwellings with access to a car or van within the local Lower Super Output Area, St Albans 015C (2011) and St Albans 021C (2021), and the smaller Census Output Area, E00120250.

3.51 It can be seen from the above data that the average car and van ownership per household in the LSOA was 1.69 in 2011, also that just 9% of households do not own a car or van at all, and that another 37% of households have access to a single vehicle. 54% of all households in the local LSOA owned more than one vehicle.

3.52 In 2021, within the LSOA, the number of households not keeping access to a car increased to 10%, with a further 41% keeping access to a single car. Circa 53% of all households kept access to more than one car.

3.53 Breaking the statistics down further and looking at the smaller E00120250 area around Coursers Road, the average car and van ownership per household in 2011 was 1.94 vehicles, and that just 5% of households do not own a car or van, with circa 37% of households having a single vehicle, and another 38% owning two vehicles. It is worth adding that 16% of all households near Coursers Road kept access to more than two vehicles.

3.54 Within the 2021 Census, the number of local households not keeping access to a vehicle increased to 8%, whereas the percentage retaining access to a single car also increased to

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40%. 32% of residents therefore kept access to two vehicles, whereas 21% had three or more vehicles.

Population Statistics - Journey to Work

3.55 Data from the 2011 and 2021 census have been considered with respect to modal choice of journey to work. In this regard, Census dataset QS701EW was downloaded from Nomis website [redacted] to extrapolate the 2011 dataset, whereas dataset TS061 was used to extract the more recent 2021 dataset.

3.56 It is accepted that the 2021 data is somewhat skewed towards people Working from home, impacting mostly upon those using public transport modes, which over the time of the census data collection exercise was affected by Covid-19 restrictions and more importantly, by user perceptions of being less safe than other modes of travel (which naturally reduces its usage).

3.57 The suitability for comparative use of the more recent census data is still yet to be verified and reviewed, although it is certainly the case that the uptake in working from home and the technology that allows this has been maintained and new patterns of working from home have emerged since CV19.

3.58 It is therefore pointed out that the 2021 data is not considered strictly as the typical local pattern of driving choice behaviour, and that the 2011 Census data may be more relevant in this regard.

3.59 The available 2011 and 2021 census data are also contained at **Appendix G**.

3.60 Table 3.3 summarises the method of journey to work in the local Lower Super Output Area ('LSOA'), St Albans 015C/021C, and the smaller Census Output Area, E00120250. The smaller census area most accurately reflects the characteristics of the Site being focussed on Coursers Road.

	E00120250 Output Area				St Albans 015C / 021C LSOA			
	2011		2021		2011		2021	
	Total	%age	Total	%age	Total	%age	Total	%age
All Residents	247		n/a		1,076		n/a	
Work from home	14		62		47		270	
Underground, Metro, Tram	5	3%	0	0%	12	2%	2	0%
Train	10	6%	1	1%	50	7%	9	2%
Bus	0	0%	3	3%	19	3%	10	2%
Taxi	0	0%	0	0%	3	0%	1	0%
Motorcycle, Scooter, Moped	1	1%	0	0%	5	1%	4	1%
Car driver	133	78%	81	93%	562	77%	387	82%
Car passenger	13	8%	0	0%	44	6%	27	6%
Bicycle	2	1%	0	0%	8	1%	6	1%
Foot	5	3%	2	2%	30	4%	22	5%
Other	1	1%	0	0%	1	0%	3	1%
Not in Employment	63		149		295		741	

Table 3.3: Census Local Journey to Work Data

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3.61 It can be seen from the above data that in 2011, within the larger St Albans 015C area, 3% took the bus to work, 9% use rail or the London Underground, 4% travel on foot, 1% cycle to work, and 77% are car drivers, with 6% being car passengers.

3.62 Breaking the statistics down further and looking at the smaller E00120250 area just around Coursers Road, 9% use rail or the London Underground, 3% travel on foot, 1% cycle, and 78% are car drivers with a further 8% being car passengers. This shows that a number of residents were already using sustainable means, such as walking, cycling or public transport to travel to work.

3.63 Although skewed by the Covid-19 'Work from home where possible' guidance, it is noted that the number of people opting to work from home on census day increased significantly.

Summary

3.64 The Site is located to the south of Colney Heath and to the east of Coursers Road, from where it gains access. Colney Heath is a quiet residential village outside the main city of St Albans, and to the south-west of Hatfield.

3.65 The local centre of Colney Heath, located near the junction of Coursers Road with High Street includes a small number of local facilities. A large number of facilities are available nearby in St Albans City Centre and in Hatfield Town centre.

3.66 The immediate pedestrian environment outside the Site is typical of a Hertfordshire village location with footways and footpaths intermittently present nearby. PRoW Colney Heath 033 links the immediate area of the Site with the eastern parts of the village. The access to the footpath is set directly to the north of the wider Site boundary.

3.67 There are three existing bus stops located close to the Site, providing access to 6 different bus services.

3.68 Welham Green Train Station is situated to the east of the Site, linking the local area to the East Coast Main Line Network running between Moorgate in Central London and Welwyn Garden City to the north of the Site. St Albans City and St Albans Abbey Train Stations are both situated to the west of the Site. St Albans City Station is on the Thameslink route, whereas Abbey Station is the northern terminus of the Abbey Line.

3.69 The local road network offers good access to the trunk road and motorway networks, through neighbouring junctions.

3.70 The survey indicated that speeds have, in general, showed 85th percentile speeds of 42.7 miles per hour for vehicles approaching the Site from the north of the access and 45.4 miles per hour for vehicles approaching from the southern side.

3.71 Census data indicates that a significant percentage of residents do not have access to a car, albeit it is noted that the majority of local residents use their car to commute to their place of work.

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4 The Proposed Development

4.1 The following section reviews the proposals, including the proposed Site Access, parking, as well as servicing.

The Development Proposals

4.2 A Site Plan Layout for the development is contained at Appendix B.

4.3 The proposals are for 9 residential units, comprising of 6 x two-bedroom units and 3 x three-bedroom units.

Site Access

4.4 Access into the Site will be retained in line with the existing arrangements via Coursers Road, with an internal path leading into the development land parcel, located to the north of the application Site.

4.5 The access is designed to be shared between the different modes of travel, albeit it is accepted that the limited number of local facilities will require a significant element of vehicular travel to and from the Site.

Active Travel Facilities

4.6 There will be secure cycle storage available within the development for 9 cycles, i.e. at one cycle parking space per unit.

4.7 Space for cycle storage will be provided within the cycle sheds provided within each unit on Site.

4.8 Due to the poor maintenance status of the existing PRoW Footpath Colney Heath 033, which links the Site to the existing dedicated walking networks in Roestock, Colney Heath, it is proposed to clean this path from the existing vegetation overgrowth. The applicant has recommended that they can ask their garden management team to clean the full length of the PRoW.

Vehicle Access

4.9 Access for vehicles into and out of the Site will be maintained from Coursers Road, as it is at present.

4.10 Junction visibility meets the Design Manual for Roads and Bridges ('DMRB') requirements, for the surveyed 85th percentile speeds of 42.7 miles per hour for vehicles approaching the Site from the north of the access and 45.4 miles per hour for vehicles approaching from the southern side.

4.11 In this regard, a junction visibility y-distance of 114.9 metres to the north of the access and 127.0 metres to the south, both assumed from a set-back x-distance of 2.4 metres.

4.12 A drawing showing these visibility splays is contained at Appendix H.

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4.13 As shown in Section 5 Traffic flows from the development are expected to remain low, and therefore minor intensification the use of the existing access will remain satisfactory.

Car Parking

4.14 The scheme proposes the provision of 18 allocated parking spaces in total on the Site (2 spaces per unit). An additional space for 1 unallocated visitor space is also proposed as part of the scheme. The parking spaces will be 4.8 metres by 2.4 metres in size, as shown on the plans, contained at Appendix B.

4.15 In addition, the electric vehicle charging facilities is being provided with every unit, at a rate of 1 charger per unit. A total of 9 EV car parking spaces are being provided as part of the scheme.

4.16 The remaining spaces including the infrastructure for future conversion with electric vehicle charging.

Waste and Recycling Servicing

4.17 Servicing is proposed to be retained in line with the existing servicing arrangement for Colne Spring Villa, by having the bins being moved near the wider Site Access by the Site management, and then having a refuse vehicle stopping outside the Site.

4.18 Having said so, it is noted that the internal access road is wide enough to cater for a SACDC waste collection vehicle from within the Site should this be required, with ample turning space should this vehicle need to access the Site as per the document *'Waste and Recycling; Storage and Collection Guidance. New Development and Conversions'* (February 2023).

4.19 A separate discussion with St Albans' Waste Team has been initiated by the applicant in advance of submitting this application.

4.20 A Swept Path Analysis exercise showing a fire tender and a waste servicing vehicle turning within the Site is contained at **Appendix I**.

4.21 Servicing of the refuse and recycling bins will be made from the front of the development via the use of a Bin Holding area. The doors to the collection area are around 10 metres from where the refuse collection vehicle will wait.

4.22 In this regard, communal 1,100 litre bins will be stored within Bin Store areas within the Site, and these will be moved out to the Bin Holding Area by Site management on collection day, prior to being moved back to their permanent storage location at the end of the day, after the servicing procedures are completed.

4.23 Refuse is likely to be collected weekly by SACDC including both waste and recycling collections, as currently occurs in the area.

Other Servicing

4.24 It is expected that with around two or three refuse collections a week, all of which would be at known times, and which would usually only take several minutes at most to complete, there will be ample opportunity for servicing. There should hence be sufficient opportunity for any occasional deliveries, such as furniture or white goods, to the units.

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4.25 Furthermore, the applicant is proposing to introduce a 4-times daily shuttle mini-bus service between the Site and London Colney. This service would be operated by the applicant, and maintained on a daily basis in perpetuity.

4.26 This arrangement would provide a shopper service for residents of the Site to shop at Colney Fields Shopping Park.

Summary

4.27 The proposals are for 9 units, comprising of 6 x two-bedroom units and 3 x three-bedroom units.

4.28 Access into the Site will be retained in line with the existing arrangements into the wider Site, via Coursers Road.

4.29 There will be secure cycle storage available within the development for 9 cycles.

4.30 The development will provide 18 allocated and 1 unallocated car parking spaces on Site, which meets SACDC policy requirements.

4.31 Residential waste and recycling will both be collected from outside the Site, in line with current arrangements.

4.32 The applicant proposes the introduction of a shuttle mini-bus service to Colney Field Shopping Park.

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5 Development Impact

5.1 This section discusses the sustainability and predicts transport impacts of the development proposals.

Sustainability Assessment

5.2 The Site is in a relatively sustainable location within relatively close proximity to everyday needs facilities. It is within walking distance of the shops in Colney Heath, to the north, and the larger centres of London Colney, St Albans and Hatfield are within a short bus ride from the Site. Similarly, the Colney Fields Shopping Park is available near the southern end of Coursers Road.

5.3 The local area is connected to local centres via 6 different bus services, which also link the Site to nearby train stations which are served by rail services which link to regional and national destinations.

5.4 A significant percentage of the local population lives without keeping access to a private vehicle.

5.5 The Site is therefore considered to be in a sustainable location and is suitable for those with no access to a car.

Parking

5.6 A total of 18 allocated and 1 unallocated car park spaces are proposed for the scheme, representing a ratio of 2 spaces per unit.

5.7 A number of the parking spaces are located within the covered car ports. Vehicular access to the car parking area is from the existing access onto Coursers Road.

5.8 Furthermore, 9 spaces will be available for use by electric vehicles for charging purposes, with all the remaining spaces including the infrastructure required for future changeover into electric vehicle use.

Trip Generation

5.9 To obtain an estimate of the likely vehicle trips associated with the development a TRICS v7.11.2 assessment has been undertaken for similar types of development within this TRICS database query.

5.10 In this regard, the multi-modal search was also filtered to include:

- land use category – 03-A: Privately Owned Houses;
- set within the South-east of England, but excluding Greater London area;
- sites with up to 80 units only;
- undertaken on weekdays only;
- sites within Town Centre and Edge of Town Centre locations.

5.11 A summary of the TRICS trip rate generation for the proposed units is shown in table 5.1.

5.12 The full TRICS datasheet is contained at Appendix J.

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	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0.117	0.238	0.218	0.105

Table 5.1 TRICS Vehicle Trip Rates

5.13 Based on a development of 9 units for the Site the following trips are predicted to be generated from the proposed development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	1	2	2	1

Table 5.2 Development Traffic Movements from TRICS

5.14 From table 5.2 above, it can be predicted vehicular traffic numbers from the proposed development scheme will not be high, with 3 movements anticipated within each peak hour, being 1 arrival and 2 departures in the AM peak hour and 2 arrivals and 1 departure in the PM peak hour.

Multi-modal Trip Rates

5.15 In accordance with best practice multi-modal trip rates have been considered.

5.16 There are two ways to readily provide information for multi-modal trips, one is to review the TRICS database where multi-modal data has been collected and the other is to look at census data to determine the mode of travel to work. Both methodologies have their own pitfalls.

5.17 The TRICS data is based on surveys of other sites selected because of geographical similarities but there are of course many variables at the detailed level for example proximity to a cycle route or bus route. In contrast, the journey to work census data methodology by definition does not include the multitude of other trip purposes taking place throughout the day.

5.18 Within this assessment, we have only looked at TRICS surveys for consistency with the above trip rate data.

5.19 The actual breakdown of the mode of travel may vary from the figures indicated by TRICS, but the overall amount would be likely to be similar.

5.20 The above-discussed TRICS surveys have therefore been selected that include multi-modal information. The results are:

	All Day Trip Rate (07:00 to 19:00)			All Day Trip Number (9 units)		
	In	Out	Two Way	In	Out	Two Way
Rail and Tube	0.033	0.037	0.07	0	0	1
Bus	0.021	0.017	0.038	0	0	0
Walk	0.326	0.323	0.649	3	3	6
Cyclist	0.02	0.012	0.032	0	0	0
Other	2.53	2.631	5.161	23	24	47
Total	2.93	3.02	5.95	26	27	54

Table 5.3 TRICS based All Day multi-modal trips (Allowing for rounding)

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	AM Peak Trip Rate (08:00 to 09:00)			AM Peak Trip Number (9 units)		
	In	Out	Two Way	In	Out	Two Way
Rail and Tube	0.004	0.004	0.008	0	0	0
Bus	0	0	0	0	0	0
Walk	0.046	0.063	0.109	0	1	1
Cyclist	0	0.008	0.008	0	0	0
Other	0.134	0.385	0.519	2	3	5
Total	0.184	0.46	0.644	2	4	6

Table 5.4 TRICS based AM Peak multi-modal trips (Allowing for rounding)

	PM Peak Trip Rate (17:00 to 18:00)			PM Peak Trip Number (9 units)		
	In	Out	Two Way	In	Out	Two Way
Rail and Tube	0.004	0	0.004	0	0	0
Bus	0	0	0	0	0	0
Walk	0.013	0	0.013	0	0	0
Cyclist	0.004	0.004	0.008	0	0	0
Other	0.314	0.134	0.448	3	1	4
Total	0.335	0.138	0.473	3	1	4

Table 5.5 TRICS based PM Day multi-modal trips (Allowing for rounding)

5.21 Based on the TRICS multi-modal data, shown in tables 5.3 to 5.5 above, it is likely that the residential element of the Site would generate of the order of 7 non-car trips throughout the course of the day, these being mostly walking trips with a smaller number of public transport trips (bus and rail).

Transport Impact

5.22 As can be seen from the figures above overall predicted vehicular traffic numbers are not high, with 3 movements anticipated within each peak hour, being 1 arrival and 2 departures in the AM peak hour and 2 arrivals and 1 departure in the PM peak hour. This level of vehicular traffic generation is likely to be imperceptible on the local highway network.

5.23 It is believed there is sufficient capacity in the local public transport networks (bus and rail), to accommodate the level of additional trips expected from the development.

5.24 The development is expected to produce probably a handful of pedestrian trips during the day.

5.25 The TRICS multi-modal data above indicates that the development is expected to only produce the occasional cycling trip. The data in the 2011 census suggests a similar level of cycle journeys. Again, it is likely that this level of cycle trips can be easily accommodated on the local network.

Summary

5.26 The Site is in a sustainable location with easy access to the necessary day-to-day facilities and has access to local and regional public transport services from nearby bus stops.

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5.27 Overall, the predicted traffic flows from the development are not high with 3 movements anticipated within each peak hour, being 1 arrival and 2 departures in the AM peak hour and 2 arrivals and 1 departure in the PM peak hour.

5.28 The non-car trips are predicted to be low, with most expected to be walking trips, with smaller numbers of bus and rail journeys.

5.29 The above levels of vehicular traffic generation are considered to be imperceptible on the local highway network.

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6 Summary and Conclusions

6.1 This Transport Statement has been prepared by EAS Transport Planning Ltd on behalf of Manor Coliving Ltd regarding the proposed redevelopment of Eco Living Park Cottage, Colne Spring Villa, Coursers Road, Colney Heath.

Summary

6.2 The Site is located to the south of Colney Heath and to the east of Coursers Road, from where it gains access. Colney Heath is a quiet residential village outside the main city of St Albans, and to the south-west of Hatfield.

6.3 The local centre of Colney Heath, located near the junction of Coursers Road with High Street includes a small number of local facilities. A large number of facilities are available nearby in St Albans City Centre and in Hatfield Town centre.

6.4 The immediate pedestrian environment outside the Site is typical of a Hertfordshire village location with footways and footpaths intermittently present nearby. PRoW Colney Heath 033 links the immediate area of the Site with the eastern parts of the village. The access to the footpath is set directly to the north of the wider Site boundary.

6.5 There are three existing bus stops located close to the Site, providing access to 6 different bus services.

6.6 Welham Green Train Station is situated to the east of the Site, linking the local area to the East Coast Main Line Network running between Moorgate in Central London and Welwyn Garden City to the north of the Site. St Albans City and St Albans Abbey Train Stations are both situated to the west of the Site. St Albans City Station is on the Thameslink route, whereas Abbey Station is the northern terminus of the Abbey Line.

6.7 The local road network offers good access to the trunk road and motorway networks, through neighbouring junctions.

6.8 The survey indicated that speeds have, in general, showed 85th percentile speeds of 42.7 miles per hour for vehicles approaching the Site from the north of the access and 45.4 miles per hour for vehicles approaching from the southern side.

6.9 Census data indicates that a significant percentage of residents do not have access to a car, albeit it is noted that the majority of local residents use their car to commute to their place of work.

6.10 The proposals are for 9 units, comprising of 6 x two-bedroom units and 3 x three-bedroom units.

6.11 Access into the Site will be retained in line with the existing arrangements into the wider Site, via Coursers Road.

6.12 There will be secure cycle storage available within the development for 9 cycles.

6.13 The development will provide 18 allocated and 1 unallocated car parking spaces on Site, which meets SACDC policy requirements.

6.14 Residential waste and recycling will both be collected from outside the Site, in line with current arrangements.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

6.15 The applicant proposes the introduction of a shuttle mini-bus service to Colney Field Shopping Park.

6.16 The Site is in a sustainable location with easy access to the necessary day-to-day facilities and has access to local and regional public transport services from nearby bus stops.

6.17 Overall, the predicted traffic flows from the development are not high with 3 movements anticipated within each peak hour, being 1 arrival and 2 departures in the AM peak hour and 2 arrivals and 1 departure in the PM peak hour.

6.18 The non-car trips are predicted to be low, with most expected to be walking trips, with smaller numbers of bus and rail journeys.

6.19 The above levels of vehicular traffic generation are considered to be imperceptible on the local highway network.

Conclusion

6.20 The proposed development is compliant with national and local policies, and supports national planning policy to focus residential development where this is needed and desired.

6.21 The scheme will generate negligible effects on the local highway network, and will support existing local networks and services through increase custom and a higher population density.

6.22 There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
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Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Plans
Appendix: C - PRoW Map
Appendix: D - Cycle Routes
Appendix: E - Public Transport Services
Appendix: F - Traffic Survey Data
Appendix: G - Census Data
Appendix: H - Visibility Splay
Appendix: I - Swept Path Analysis
Appendix: J - TRICS Data

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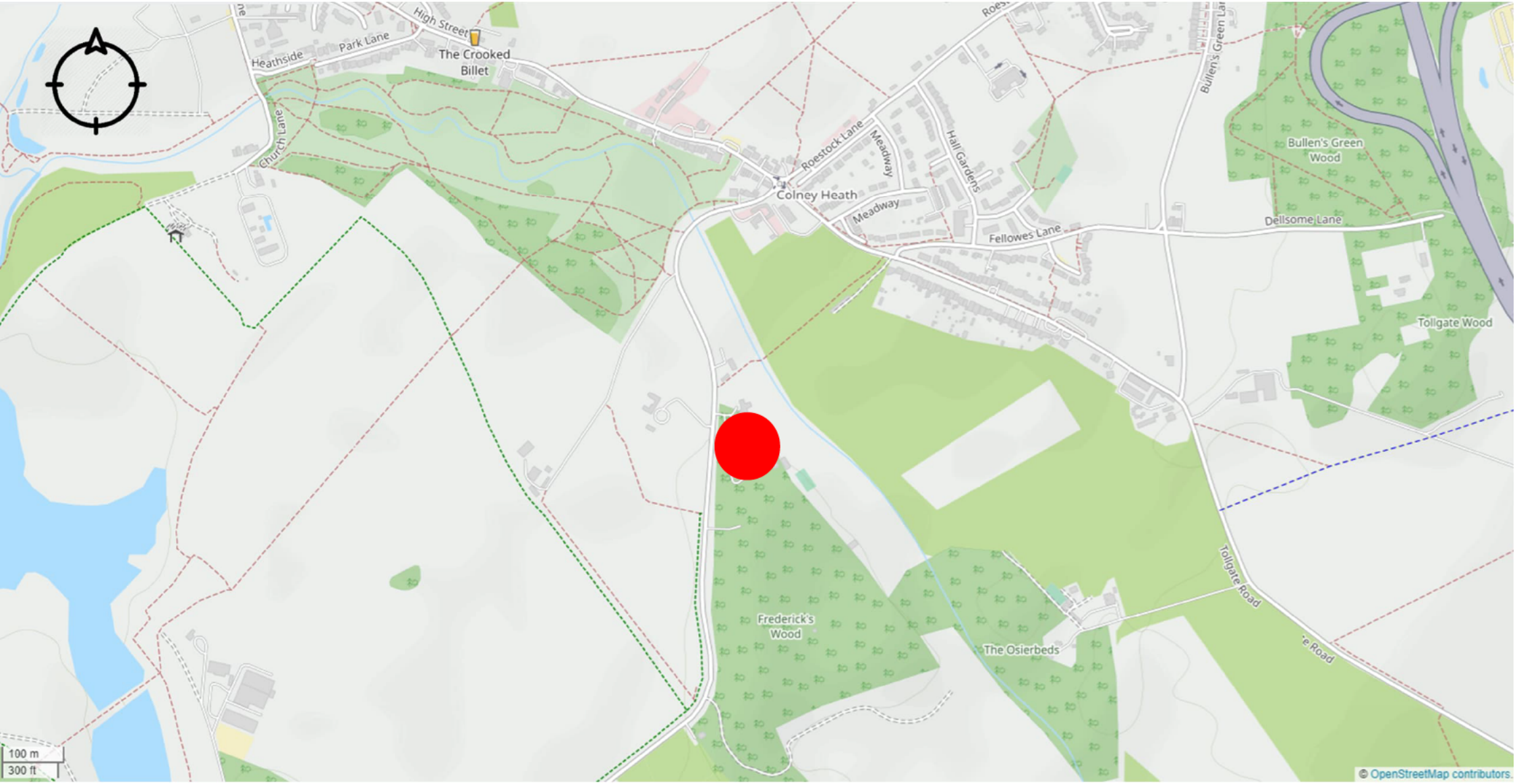
Appendix: A - Location Plan

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk



Location Plan

Site Location

EAS

End User Licence for data products supplied through FIND Mapping Ltd, OS Partner licence no: 100047514

SCALE 1:1250
0 30 60 90

SITE Application Boundary

OWNERSHIP Boundary

Revision	Description	Drawn	Checked	Date
04	FOR PLANNING	BH	BH	25/10/2024
03	FOR PLANNING	BH	BH	22/10/2024
02	FOR PLANNING	BH	BH	25/09/2024
01	FOR PLANNING	BH	BH	24/09/2024

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0267 info@createdesign.org www.createdesign.org

Colne Spring Eco-Living Cottages
AL4 0PB

Client
MANOR COLIVING LTD

<PRJ_STATUS>

SITE LOCATION PLAN

SITE LOCATION PLAN

CDA Ref	Scale(s)	Original Paper Size
#Project Ref	1:1250	A1

Drawing Number

Project	Originator	Volume	Level	Type	Role	Class	Number
775	CDA	ZZ	00	DR	A	00	0100

Revision	Revision Description
04	FOR PLANNING

Appendix: B - Proposed Plans

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Rev	Description	Drawn	Checked	Date
01	FOR PLANNING	BH	BH	10/10/2024

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0267 info@createdesign.org www.createdesign.org

Colne Spring Eco-Living Cottages
AL4 0PB

Client
MANOR COLIVING LTD

<PRJ_STATUS>
PROPOSED PLANNING

PROPOSED ROOF PLAN

CDA Ref	Scale(s)	Original Paper Size
#Project Ref	1:500	A3

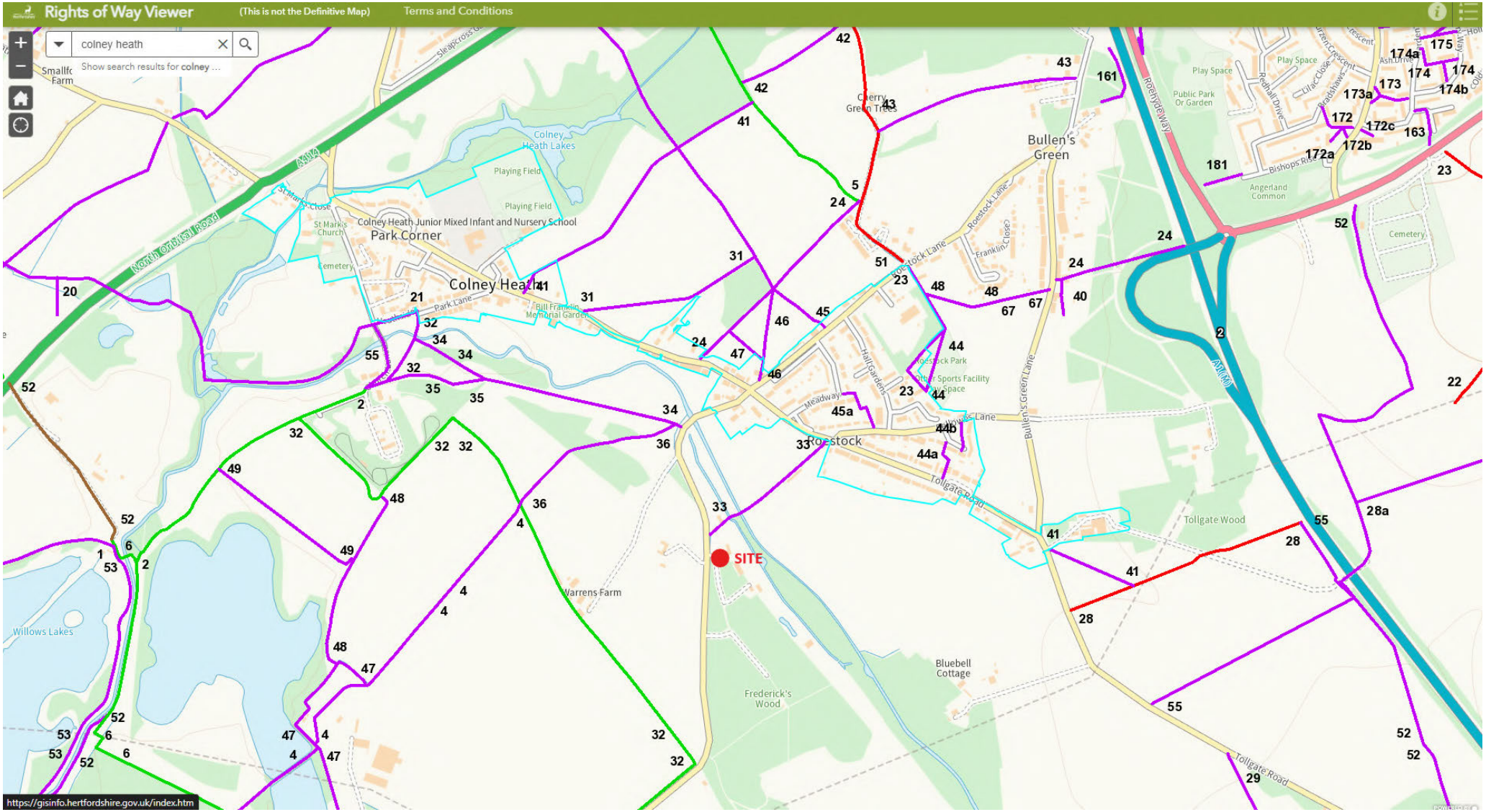
Drawing Number

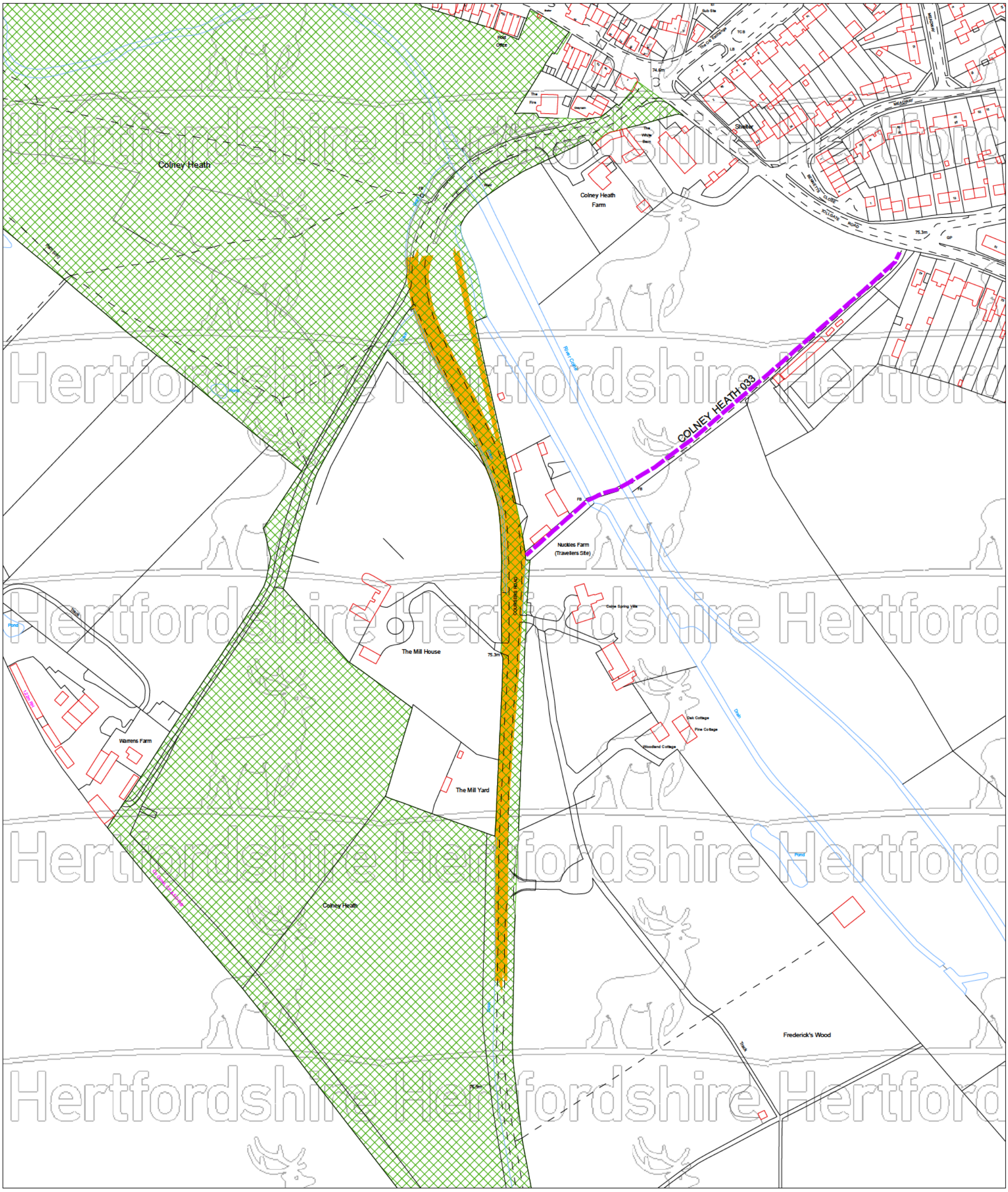
Project	Originator	Volume	Level	Type	Role	Class	Number
775	CDA	ZZ	02	DR	A	05	0102

Revision	Revision Description
01	FOR PLANNING

Appendix: C - PRoW Map

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk


Rights of Way Viewer
(This is not the Definitive Map)
Terms and Conditions
colney heath
Show search results for colney ...
Colney Heath Junior Mixed Infant and Nursery School
Park Corner
Colney Heath
Colney Heath Lakes
Playing Field
Playing Field
St Mark's Church
Cemetery
Park Lane
North Orbital Road
A414
Bullen's Green
Roestock Lane
Franklin Close
Bill Franklin Memorial Garden
Roestock
Roestock Park
Other Sports Facility
Meadway
Half Garden
Bullen's Green Lane
Tollgate Road
Tollgate Wood
Warrens Farm
Willows Lakes
Frederick's Wood
Bluebell Cottage
SITE
A1(M)
Roehyde Way
Play Space
Public Park Or Garden
Angerland Common
Bishops Rise
Redhall Drive
Lilac Close
Broadshaw
Ash Drive
Cemetery
https://gisinfo.hertfordshire.gov.uk/index.htm



Coursers Road, Colney Heath

N
W E
S

Scale at A3

1:2,500

For reference purposes only.
No further copies may be made.
Produced by Highway Boundaries & Land Charges
Hertfordshire County Council
Date: 19/07/2024

The Rights of Way information on this plan is based on information from the Definitive Map of Public Rights of Way. The accuracy of this plan cannot be guaranteed. If in doubt the Definitive Map should be consulted.

Hertfordshire

Appendix: D - Cycle Routes

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
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St Albans City & District Cycling Map

Key

0 500 metres
¼ mile

Traffic free

- Cycle route - away from road — Shared with pedestrians, usually well surfaced
- Route access point - easy access
- Route access point - restricted
- Cycle route - on pavement — Shared with pedestrians, usually well surfaced
- Footpath — Cycling not permitted, dismount and walk w h your cycle

Usually traffic free

May be shared with horse riders and walkers, also residents' and farm vehicles

- Bridleway / track / other — Surfacing varies from tarmacadam to unsealed surface, can be muddy or rough, may only be seasonally cycleable, and not suitable for narrow tyres

On road

- Separate cycle lane on the road

Routes

- St Albans Green Ring — Traffic free / On road
- National Cycle Network 57
- Chiltern Cycle Way C
- Routes suggested by local cyclists — Usually quieter roads, may include busier link sections

Historic Feature · Attraction · Cycle Shop · Toilets
Play Area · Sport or leisure facility · Cafe (rural) · Venue
Sch School · Lib Library · Mus Museum · Extra Care!
Church · Mosque · Synagogue · One Way

Appendix: E - Public Transport Services

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
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SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line so please check the timetable.

	REGULAR SERVICE	LIMITED SERVICE
Gatwick Express	━━	
Great Northern	━━	══
Southern	━━	══
Thameslink	━━	══

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Faygate* – Limited service stations on our network
- Interchange stations
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports
- Ferry service routes
- Hovercraft service routes

Oyster and Contactless area

oyster – Pay as you go with contactless (card or device) in the grey shaded area

Contactless only area

Pay as you go with contactless card or device (not Oyster) in the pink shaded area

ACCESSIBILITY

- **Category 'A' Station:** Step-Free access between the street and all platforms and level access to the train without staff assistance.
- **Category 'A' Station:** Step-Free access between the street and all platforms, and also between platforms.
- **Category 'B' Station:** Step-Free access between the street and all platforms. There may not be step-free access between platforms or entrances.
- **Category 'B' Station:** Step-Free access between the street and some platforms
- **Category 'B' Station:** Step-Free access between the street and platforms but only available for trains in the direction of the arrow.
- **Category 'C' Station:** No step-free access between the street and platforms

Notes:

There may not be step-free access to or between all station areas or facilities. Station entrances may only provide step-free access to certain areas. Access may be unsuitable for unassisted wheelchair users. Please contact us if you need more information.

We want to be able to offer you the best possible assistance, so we ask you to contact us in advance of your journey if possible.

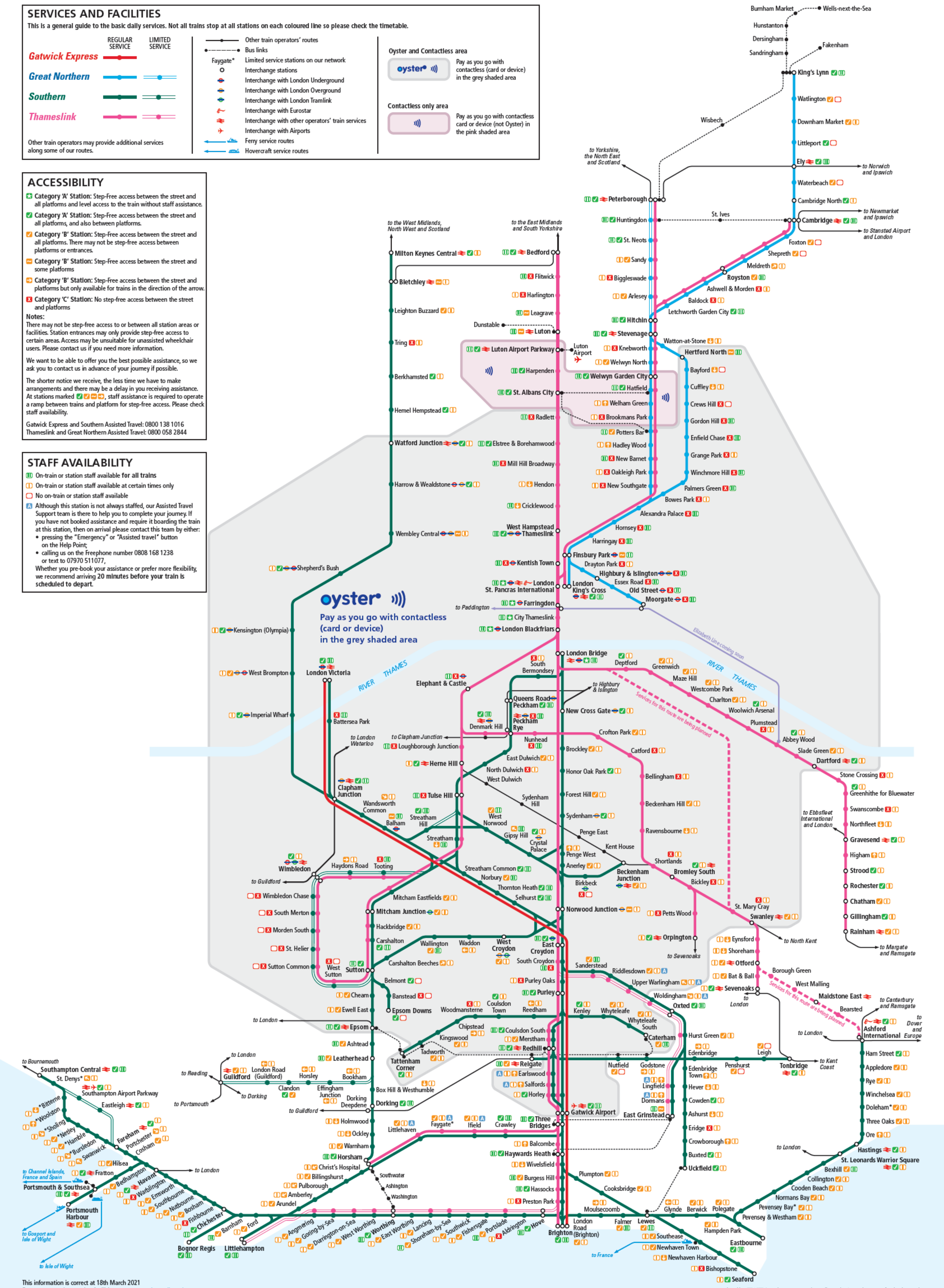
The shorter notice we receive, the less time we have to make arrangements and there may be a delay in you receiving assistance. At stations marked, staff assistance is required to operate a ramp between trains and platform for step-free access. Please check staff availability.

Gatwick Express and Southern Assisted Travel: 0800 138 1016
Thameslink and Great Northern Assisted Travel: 0800 058 2844

STAFF AVAILABILITY

- On-train or station staff available **for all trains**
- On-train or station staff available at certain times only
- No on-train or station staff available
- Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:
  - pressing the "Emergency" or "Assisted travel" button on the Help Point;
  - calling us on the Freephone number 0808 168 1238 or text to 07970 511077,

  Whether you pre-book your assistance or prefer more flexibility, we recommend arriving **20 minutes before your train is scheduled to depart.**

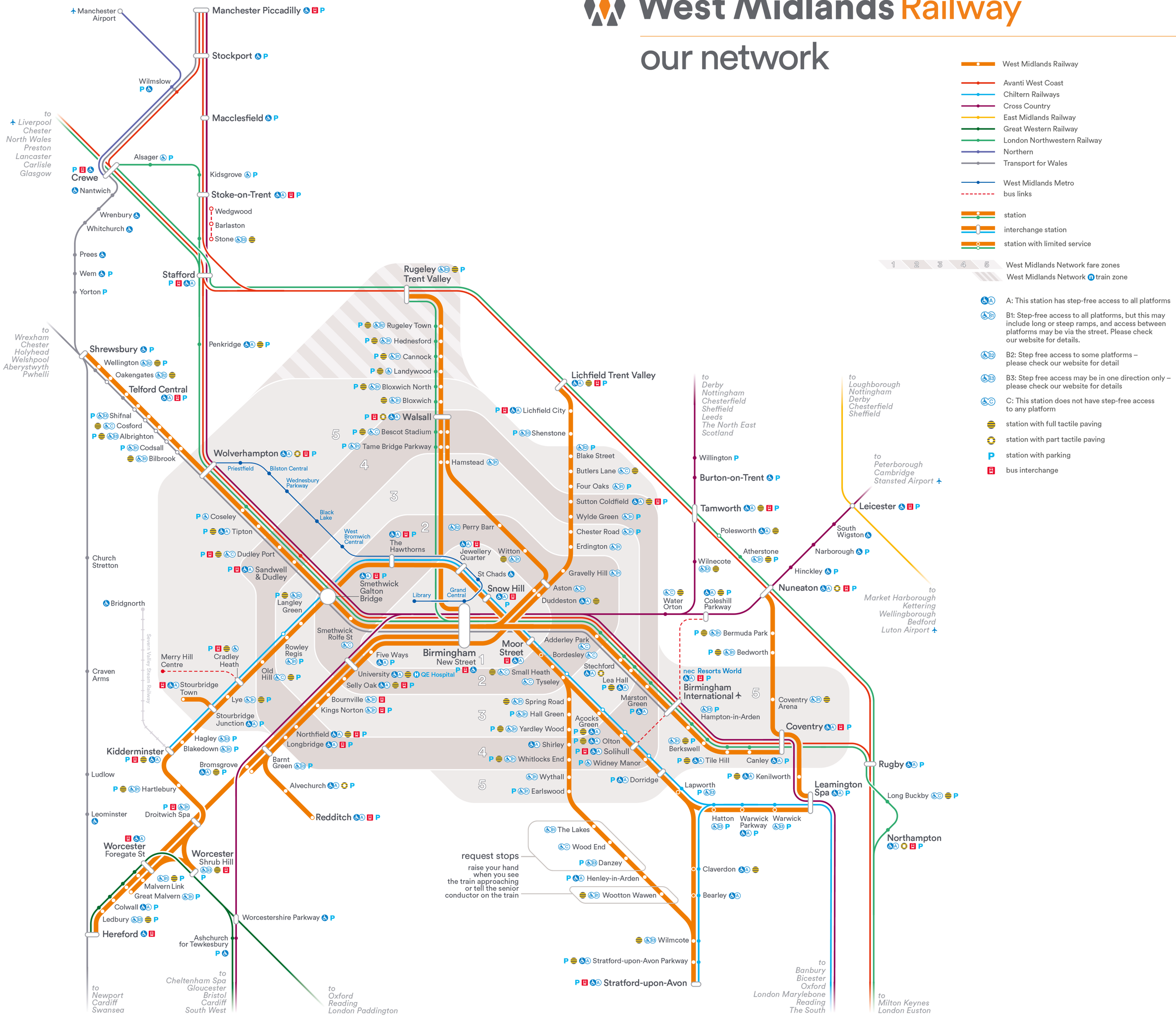


This information is correct at 18th March 2021
For most up-to-date station facilities see: www.nationalrail.co.uk

Produced by FWT London 16.3.2021 (GTR All Brands Diagram) www.fwt-london.co.uk

West Midlands Railway

our network



Centrebus

Essendon Mill – Colney Fields Retail Park 200

MONDAYS ONLY

from 3rd October 2022

Notes:	
Essendon Mill, Low Rd, Millgreen Cottages	0951
Essendon, High Rd, opp War Memorial	0953
Essendon, Glebe Cottages	0955
Wildhill, Woodside Place, The Woodman PH	0958
Bell Bar, Woodside Lane, The Firs	1003
Bell Bar, opp Cock o' The North PH	1004
Brookmans Park, Gt North Rd, Kentish Ln	1006
Brookmans Park, Moffats Lane	1008
Brookmans Pk, Blue Bridge Rd, opp Bradmore Gn ≠	1010
Welham Green, Huggins Lane	1015
Welham Green, Dixons Hill Rd, Stop D	1019
Colney Heath, Hall Gdns, Admirals Cl	1023
Colney Fields Retail Park	1030

Notes:	
Colney Fields Retail Park, Stop B	1235
Colney Heath, High St, Roestock Lane	1240
Colney Heath, Hall Gardens, opp Admirals Cl	1241
Welham Green, Huggins Lane	1249
Welham Green, Dixons Hill Rd, Stop E	1253
Brookmans Park, Blue Bridge Rd, Bradmore Grn ≠	1257
Brookmans Park, Moffats Lane	1259
Brookmans Park, Gt Nth Rd, opp Kentish Ln	1301
Bell Bar, Cock o' The North PH	1303
Bell Bar, Woodside Lane, opp The Firs	1304
Wildhill, Woodside Place, opp The Woodman PH	1309
Essendon, Glebe Cottages	1312
Essendon, High Rd, War Memorial	1314
Essendon Mill, Low Rd, opp Millgreen Cottages	1316

NOTES: ≠ - Near Railway Station

OPERATOR: Centrebus Customer Care: 0116 410 5050

THIS SERVICE OPERATES AS HAIL & RIDE IN SCHOOL LANE, EAST VIEW AND GLEBE COTTAGES, BETWEEN THE WOODMAN AND THE FIRS AND BETWEEN DIXONS HILL ROAD AND HUGGINS LANE

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

This service is operated under contract to Hertfordshire County Council

www.intalink.org.uk

Further Information – traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.

Connect

Intalink Connect tickets are valid on this service.

Centrebus

Welwyn Garden City – St Albans

230

WEDNESDAYS ONLY

from 3rd October 2022

Notes:	
Welwyn Garden City, Bus Station, Stop F ⇌	1032
W G City, Ludwick Way, Verulam Close	1036
Welwyn Garden City, New QEII Hospital, Stop A	1044
Hatfield Railway Station, Stop 2 ⇌	1052
Hatfield, Town Centre, Stop W	1056
Oxlease, Travellers Lane, Oxlease Drive	1058
South Hatfield, Travellers Lane, Millwards	1100
Welham Green Railway Station, Stop B ⇌	1103
Welham Green, Huggins Lane	1105
Welham Green, Dixons Hill Rd, Stop D	1109
Colney Heath, High St, opp Roestock Lane	1114
Oaklands, Nicholas Breakspear School	1120
Oaklands, Hatfield Rd, Colney Heath Lane	1122
Fleetville, Hatfield Rd, Morrisons	1126
St Albans Railway Station, Stop D ⇌	1131
St Albans, St Peter's Street	1137

Notes:	
St Albans, St Peter's Street, Stop 1	1400
St Albans Railway Station, Stop A ⇌	1406
Fleetville, Hatfield Rd, opp Morrisons	1411
Oaklands, opp Nicholas Breakspear School	1417
Colney Heath, High St, Roestock Lane	1423
Welham Green, Huggins Lane	1430
Welham Green, Dixons Hill Rd, Stop C	1434
Welham Green Railway Station, Stop A ⇌	1435
South Hatfield, Travellers Ln, opp Millwards	1438
Oxlease, Travellers Lane, opp Oxlease Drive	1440
Hatfield, Town Centre, Stop V	1442
Hatfield Railway Station, Stop 6 ⇌	1446
Welwyn Garden City, New QEII Hospital, Stop B	1454
Welwyn G C, Ludwick Way, Knella Rd	1500
W G City, Ludwick Way, opp Verulam Close	1501
Welwyn Garden City, Bus Station ⇌	1505

NOTES: ⇌ - Near Railway Station

OPERATOR: Centrebus Customer Care: 0116 410 5050

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Further Information – traveline 0871 200 22 33

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Connect

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Metroline

Potters Bar/Colney Heath – St Albans/Sandridge 305

MONDAYS TO FRIDAYS

from 27th March 2021

Notes:	Sch	NSch							
Potters Bar, High Street, Bus Garage	0714	0721							
Brookmans Pk, opp Bradmore Green ⇌	0721	0728							1632
Welham Green, Dixons Hill Rd, Stop D	0726	0733							1637
Colney Heath, Hall Gardens, Admirals Cl	|	|		1010		1235		1455	|
Colney Heath, High St, opp Roestock Lane	0733	0740		1012		1237		1457	1644
Smallford, Station Rd, opp Wilkin's Grn Lane	0741	0747		1018		1243		1503	1650
Hill End, Hill End Lane, Russet Drive	0749	0754		1024		1249		1509	1656
Tyttenhanger Green, The Plough PH	|	|	0851	|	1111	|	1336	|	|
Fleetville, Hatfield Rd, Morrisons	0755	0759	0858	1028	1118	1253	1343	1513	1701
St Albans City Railway Stn, Stop D ⇌	0806	0809	0903	1033	1123	1258	1348	1518	1706
St Albans, St Peter's Street, Stop 13	0812	0814	0910	1039	1130	1304	1355	1524	1712
St Albans, Sandridge Rd, opp Lancaster Rd	|		0915		1135		1400		
St Albans, Firbank Road, Beech Road	|		|		1138		1403		
New Greens, High Oaks Terminus	0820		|		|		|		
Sandridge, Langley Grove, Lyndon Mead			0923		1147		1412		

SATURDAYS

from 27th March 2021

Notes:								
Potters Bar, High Street, Bus Garage	0737							
Brookmans Pk, opp Bradmore Green ⇌	0744							
Welham Green, Dixons Hill Rd, Stop D	0749							
Colney Heath, Hall Gardens, Admirals Cl	0757		1010		1235		1500	1620
Colney Heath, High St, opp Roestock Lane	0759		1012		1237		1502	1622
Smallford, Station Rd, opp Wilkin's Grn Lane	0805		1018		1243		1508	1628
Hill End, Hill End Lane, Russet Drive	0811		1024		1249		1514	1634
Tyttenhanger Green, The Plough PH	|	0851	|	1111	|	1336	|	|
Fleetville, Hatfield Rd, Morrisons	0815	0858	1028	1118	1253	1343	1518	1638
St Albans City Railway Stn, Stop D ⇌	0820	0903	1033	1123	1258	1348	1523	1643
St Albans, St Peter's Street, Stop 13	0825	0910	1039	1130	1304	1355	1529	1650
St Albans, Sandridge Rd, opp Lancaster Rd		0915		1135		1400		1655
St Albans, Firbank Road, Beech Road		|		1138		1403		1658
Sandridge, Langley Grove, Lyndon Mead		0923		1147		1412		1707

NOTES: ⇌ - Near Railway Station **Sch** - Schooldays only **NSch** - Non Schooldays only

OPERATOR: Metroline Customer Care: 01707 347 700

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

This service is operated with financial assistance from Hertfordshire County Council

www.intalink.org.uk

Intalink

Further Information – traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.

Connect

Intalink Connect tickets are valid on this service.

Metroline

Sandridge/St Albans – Colney Heath/Potters Bar 305

MONDAYS TO FRIDAYS

from 27th March 2021

Notes:						Sch	NSch	
Sandridge, Langley Grove, Lyndon Mead	0923		1147		1412			
Sandridge, nr St Leonard's Church	0925		1149		1414			
New Greens Estate, Townsend School	|		|		|	1540		
St Albans, Firbank Road, Beech Road	0930		1154		|	|		
St Albans, Sandridge Rd, Lancaster Rd	0934		1158		1419	|		
St Albans, St Peter's Street, Stop 1	0940	1045	1205	1310	1425	1550	1550	1720
St Albans City Railway Stn, Stop A ≠	0946	1051	1211	1316	1431	1556	1556	1726
Fleetville, Hatfield Rd, opp Morrisons	0951	1056	1216	1321	1436	1601	1601	1731
Tyttenhanger Green, The Plough PH	|	1104	|	1329	|	|	|	|
Hill End, Hill End Ln, opp Russet Drive	0955		1220		1440	1605	1605	1735
Smallford, Station Rd, Wilkin's Green Lane	1001		1226		1446	1612	1612	1742
Colney Heath, Hall Gardens, Admirals Cl	1008		1233		1455	|	|	|
Colney Heath, High St, Roestock Lane						1617	1617	1747
Welham Green, Dixons Hill Rd, Stop E						1622	1622	1752
Brookmans Park, Bradmore Green ≠						1626	1626	1756
Potters Bar, High Street, Bus Garage								1803

SATURDAYS

from 27th March 2021

Notes:								
Sandridge, Langley Grove, Lyndon Mead		0923		1147		1412		1707
Sandridge, nr St Leonard's Church		0925		1149		1414		1709
St Albans, Firbank Road, Beech Road		0930		1154		1419		|
St Albans, Sandridge Rd, Lancaster Rd		0934		1158		1423		1714
St Albans, St Peter's Street, Stop 1	0830	0940	1045	1205	1310	1425	1550	1720
St Albans City Railway Stn, Stop A ≠	0835	0946	1051	1211	1316	1431	1556	1726
Fleetville, Hatfield Rd, opp Morrisons	0840	0951	1056	1216	1321	1436	1601	1731
Tyttenhanger Green, The Plough PH	0848	|	1104	|	1329	|	|	|
Hill End, Hill End Ln, opp Russet Drive		0955		1220		1440	1605	1735
Smallford, Station Rd, Wilkin's Green Lane		1001		1226		1446	1611	1742
Colney Heath, Hall Gardens, Admirals Cl		1008		1233		1455	1618	|
Colney Heath, High St, Roestock Lane								1747
Welham Green, Dixons Hill Rd, Stop E								1752
Brookmans Park, Bradmore Green ≠								1756
Potters Bar, High Street, Bus Garage								1803

NOTES: ≠ - Near Railway Station **Sch** - Schooldays only **NSch** - Non Schooldays only

OPERATOR: Metroline *Customer Care:* 01707 347 700

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

This service is operated with financial assistance from Hertfordshire County Council

www.intalink.org.uk

Intalink

Further Information – traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.

Connect

Intalink Connect tickets are valid on this service.

Centrebus

Bell Bar – Hatfield

312

WEDNESDAYS ONLY

from 3rd October 2022

Notes:	
Bell Bar, Woodside Lane, The Firs	0945
Welham Green Railway Station, Stop B ⇌	0949
Welham Green, Huggins Lane	0951
Welham Green, Dixons Hill Rd, Stop D	0955
Colney Heath, Hall Gdns, opp Admirals Cl	1001
Colney Heath, High St, opp Roestock Lane	1003
Hatfield, The Galleria, Stop C ⇹	1010
Hatfield, Hillcrest	1014
Hatfield, Town Centre, Stop V	1016
Hatfield, The Ryde, Fawn Court	1018
Hatfield, Great North Rd, Tesco	1021

Notes:	
Hatfield, Great North Rd, Tesco	1205
Hatfield, The Ryde, Fawn Court	1209
Hatfield, Town Centre, Stop U	1212
Hatfield, Hillcrest	1214
Hatfield, The Galleria, Stop B ⇹	1218
Colney Heath, Roestock Ln, High St	1224
Colney Heath, Hall Gardens, Admirals Cl	1226
Welham Green, Huggins Lane	1233
Welham Green, Dixons Hill Rd, Stop C	1237
Welham Green Railway Station, Stop A ⇌	1238
Bell Bar, Woodside Lane, opp The Firs	1242

NOTES: ⇌ - Near Railway Station ⇹ - Interchange with Express Coaches

OPERATOR: Centrebus Customer Care: 0116 410 5050

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

This service is operated under contract to Hertfordshire County Council

www.intalink.org.uk

Further Information – traveline 0871 200 22 33

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Connect

Intalink Connect tickets are valid on this service.

Sullivan Buses

School Service Open To Public

Enfield – Nicholas Breakspear School

355

SCHOOLDAYS ONLY

from 3rd September 2021

Notes:	
Enfield, David Lloyd Centre	0720
Enfield, Forty Hill, Clay Hill, Stop F	0723
Forty Hill, The Hop Poles, Stop P	0727
Clay Hill, Chase Side, Stop R	0730
Gordon Hill Railway Station, Stop A ≠	0732
Enfield, The Ridgeway, Hadley Rd, Stop Q	0734
Botany Bay, The Ridgeway, The Robin Hood	0737
Potters Bar, Southgate Rd, opp Highview Gdns	0745
Potters Bar, High Street, Bus Garage	0748
Little Heath, Hatfield Rd, Church Rd	0751
Swanley Bar, Hawkshead Rd, opp Swanley Cres	0754
Brookmans Pk, Blue Bridge Rd, opp Bradmore Gn	0756
Welham Green, Station Road, opp Bulls Lane	0759
Welham Green, Dixons Hill Rd, Stop D	0800
Colney Heath, Tollgate Rd, opp Fellowes Ln	0805
Colney Heath, High Street, opp Roestock Lane	0807
Colney Heath, High Street, opp Wistle Crescent	0808
Oaklands, Nicholas Breakspear School	0815

Notes:	
Oaklands, opp Nicholas Breakspear School	1520
Smallford, Colney Heath Ln, opp Barley Mow Lane	1522
Colney Heath, High Street, Wistle Cres	1524
Colney Heath, Tollgate Rd, Fellowes Ln	1527
Welham Green, Dixons Hill Rd, Stop E	1530
Welham Green, Station Road, Bulls Lane	1531
Brookmans Pk, Blue Bridge Rd, Bradmore Gn	1534
Swanley Bar, Hawkshead Rd, Swanley Cres	1537
Little Heath, Hatfield Rd, opp Church Rd	1540
Potters Bar, High Street, opp Bus Garage	1544
Potters Bar, Southgate Rd, Highview Gdns	1548
Botany Bay, The Ridgeway, The Robin Hood	1554
Enfield, Chase Farm Hospital, Stop B	1557
Gordon Hill Railway Station, Stop B ≠	1559
Clay Hill, Chase Side, Stop D	1601
Forty Hill, The Hop Poles, Stop G	1604
Enfield, Forty Hill, Clay Hill, Stop J	1608
Enfield, opp David Lloyd Centre	1610

NOTES: ≠ - Near Railway Station ⇹ - Interchange with Express Coaches

OPERATOR: Sullivan Buses Customer Care: 01707 646 803

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

www.intalink.org.uk

Intalink

Further Information – traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.

Connect

Intalink Connect tickets are not valid on this service.

Sullivan Buses

School Service Open To Public

Bush Hill Park – Nicholas Breakspear School

356

SCHOOLDAYS ONLY

from 1st September 2023

	Notes:
Bush Hill Park, Village Road, Stop W	0720
Enfield Town, Cecil Road, Stop X	0727
Enfield Chase Railway Station, Stop CA ≠	0729
Enfield, The Ridgeway, Hadley Rd, Stop Q	0732
Potters Bar, Southgate Road, opp Park Avenue	0739
Potters Bar, Mutton Lane, opp Darkes Lane	0744
South Mimms, St Albans Road, Church Yard	0754
Colney Heath, High Street, opp Roestock Lane	0758
Oaklands, Nicholas Breakspear School	0810

	Notes:
Oaklands, opp Nicholas Breakspear School	1520
Colney Heath, High Street, Roestock Lane	1529
South Mimms, St Albans Road, Church Yard	1535
Potters Bar, Mutton Lane, Darkes Lane	1543
Enfield, Chase Farm Hospital, Stop B	1558
Enfield Chase Railway Station, Stop CC ≠	1604
Enfield Town, Church Street, Stop D	1606
Bush Hill Park, Church Street	1613

NOTES: ≠ - Near Railway Station

OPERATOR: Sullivan Buses Customer Care: 01707 646 803

NO SERVICE ON OTHER DAYS OR PUBLIC HOLIDAYS

www.intalink.org.uk

Intalink

Further Information – traveline 0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge.

Connect

Intalink Connect tickets are not valid on this service.

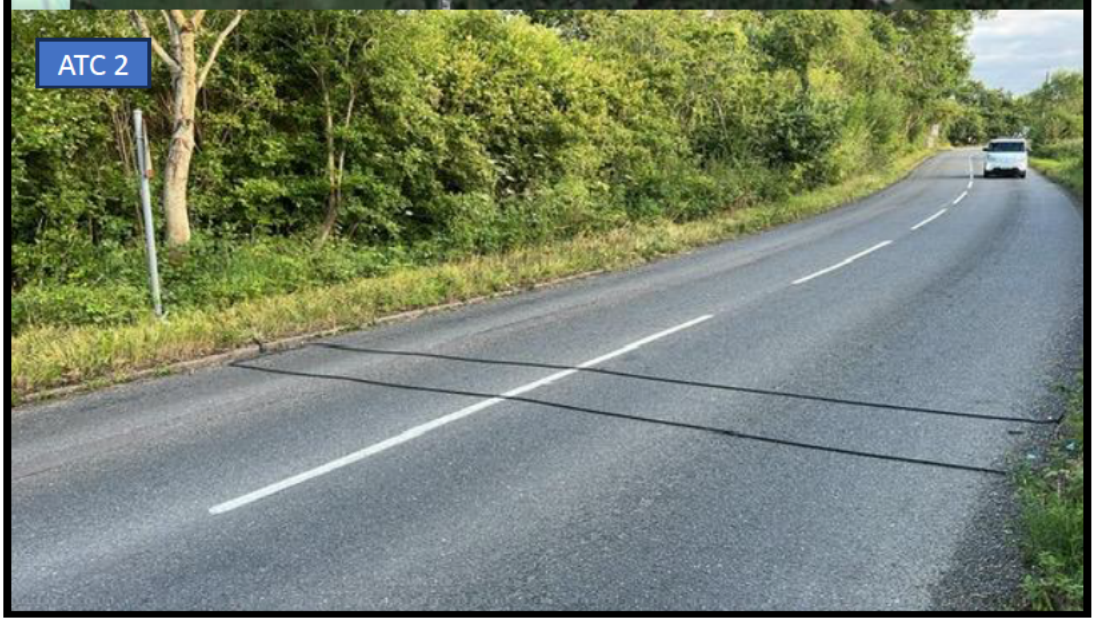
Appendix: F - Traffic Survey Data

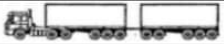
TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk


ATC 2
Courtiers Rd
River Colne
Mill Hill Plant
Colne Spring Villa
Courtiers Rd
Courtiers Rd
ATC 1
River Colne
The Warren


ATC 1
WORKS ACCESS


ATC 2
Coursers Rd
River Colne
Mill Hill Plant
Colne Spring Villa
ATC 1
The Warren


ATC 2

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

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 1 (South Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 51.733163, -0.255582 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

12 July 2024

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	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	52.2
0100	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	45.4	-
0200	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	46.4	55.9
0300	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	46	-
0400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-
0500	21	14	0	6	1	0	0	0	0	0	0	0	0	0	0	44.2	51.6
0600	89	70	0	14	1	1	0	1	0	0	0	0	0	1	1	43.6	49.8
0700	350	271	1	72	3	0	0	0	0	0	0	0	0	1	2	41.6	46.8
0800	348	296	0	46	2	2	1	1	0	0	0	0	0	0	0	40.3	46.5
0900	247	204	0	38	0	0	0	2	0	0	0	0	0	1	2	40.2	46.6
1000	306	253	0	48	0	1	1	1	0	0	0	0	0	2	0	39.7	44.5
1100	306	249	2	49	1	1	0	1	0	0	0	0	0	2	1	39.5	44.1
1200	456	380	1	68	3	1	0	0	0	0	0	0	0	3	0	39	44
1300	557	464	4	79	3	0	1	1	0	0	0	0	0	4	1	39.5	43.7
1400	607	506	0	86	4	3	1	2	0	2	0	0	0	1	2	38.7	44
1500	617	512	3	93	0	1	0	1	0	0	0	0	0	3	4	37.2	43.2
1600	682	606	0	66	0	0	1	3	0	1	0	0	0	5	0	39.9	45
1700	769	671	5	86	0	0	1	0	0	0	0	0	0	6	0	38.4	43
1800	559	516	2	38	0	0	1	1	0	0	0	0	0	1	0	40	44.6
1900	345	318	0	25	1	0	0	1	0	0	0	0	0	0	0	40.8	46
2000	154	144	0	9	0	0	0	0	0	0	0	0	0	1	0	43.1	49.1
2100	94	88	0	3	0	0	0	0	0	0	0	0	0	2	1	43.4	51.1
2200	48	47	0	1	0	0	0	0	0	0	0	0	0	0	0	41.8	48.2
2300	30	26	0	3	0	0	0	0	0	0	0	0	0	0	1	42.3	47.6
07-19	**5804**	**4928**	**18**	**769**	**16**	**9**	**7**	**13**	**0**	**3**	**0**	**0**	**0**	**29**	**12**	**39.3**	**44.5**
06-22	**6486**	**5548**	**18**	**820**	**18**	**10**	**7**	**15**	**0**	**3**	**0**	**0**	**0**	**33**	**14**	**39.6**	**44.9**
06-00	**6564**	**5621**	**18**	**824**	**18**	**10**	**7**	**15**	**0**	**3**	**0**	**0**	**0**	**33**	**15**	**39.6**	**45**
00-00	**6633**	**5678**	**18**	**835**	**19**	**10**	**7**	**15**	**0**	**3**	**0**	**0**	**0**	**33**	**15**	**39.7**	**45**

13 July 2024

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	23	21	0	1	0	0	0	0	0	0	0	0	0	0	1	43.5	51.8
0100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	49.8	-
0200	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	39.3	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0400	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0500	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	47.9
0600	30	20	0	7	1	1	0	0	0	0	0	0	0	1	0	42.7	50.9
0700	77	54	1	19	0	0	0	0	0	0	0	0	0	0	3	43.8	49.7
0800	107	89	0	14	0	1	0	0	0	0	0	0	0	2	1	44	50.3
0900	201	174	1	20	0	1	0	0	0	0	0	0	0	1	4	41.2	46.9
1000	325	300	0	20	2	0	0	0	0	0	0	0	0	2	1	39.3	45.8
1100	307	268	2	30	0	1	0	0	0	0	0	0	0	1	5	39.6	45.7
1200	452	426	0	24	1	0	0	1	0	0	0	0	0	0	0	39.4	43.6
1300	467	432	1	29	0	0	0	0	1	0	0	0	0	4	0	40.1	45.3
1400	428	391	3	26	0	1	0	0	0	0	0	0	0	6	1	39.5	44.6
1500	331	309	1	18	0	0	0	1	0	0	0	0	0	2	0	41.3	46
1600	382	357	1	20	0	0	0	2	0	0	0	0	0	1	1	40.2	45
1700	304	287	1	12	2	0	0	0	0	0	0	0	0	0	2	40.9	45.8
1800	271	257	1	12	0	0	0	0	0	0	0	0	0	1	0	41	47.2
1900	166	160	0	4	0	0	0	0	0	0	0	0	0	2	0	42.2	47.6
2000	127	121	0	3	0	0	0	1	0	0	0	0	0	2	0	42.8	47.9
2100	60	56	0	4	0	0	0	0	0	0	0	0	0	0	0	42.6	48.5
2200	50	44	0	4	0	0	0	0	0	0	0	0	0	0	2	38.8	45.5
2300	40	39	0	1	0	0	0	0	0	0	0	0	0	0	0	39.6	47.7
07-19	**3652**	**3344**	**12**	**244**	**5**	**4**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**20**	**18**	**40.3**	**45.7**
06-22	**4035**	**3701**	**12**	**262**	**6**	**5**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**25**	**18**	**40.5**	**46**
06-00	**4125**	**3784**	**12**	**267**	**6**	**5**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**25**	**20**	**40.5**	**46**
00-00	**4188**	**3840**	**12**	**273**	**6**	**5**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**25**	**21**	**40.5**	**46**

14 July 2024

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	25	23	0	1	0	0	0	0	0	0	0	0	0	0	1	41.3	52
0100	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	43.5	53.5
0200	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	42.6	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0600	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	45.1	54.5
0700	44	34	0	3	0	0	1	1	0	0	0	0	0	4	1	42.7	49.9
0800	67	53	0	8	0	1	0	0	0	0	0	0	0	2	3	41.7	50
0900	116	89	0	6	0	2	0	0	0	1	0	0	0	14	4	42.1	50.5
1000	173	146	0	6	0	0	0	1	0	1	0	0	0	16	3	41.4	47.2
1100	238	219	0	10	0	3	1	0	0	0	0	0	0	3	2	39.6	44.6
1200	378	354	1	14	0	0	0	1	0	0	0	0	0	6	2	40.3	45.1
1300	450	427	1	20	0	0	0	0	0	0	0	0	0	2	0	39.3	44.2
1400	413	388	3	14	0	0	0	1	0	0	0	0	0	5	2	39.5	45.1
1500	337	316	0	20	0	0	0	0	0	0	0	0	0	1	0	41.1	45.3
1600	362	330	1	23	1	0	0	1	0	0	0	0	0	5	1	40.9	45.4
1700	359	343	2	12	0	0	1	0	0	0	0	0	0	1	0	40.4	44.9
1800	251	236	0	14	0	0	0	0	0	0	0	0	0	1	0	42.9	48
1900	191	183	1	7	0	0	0	0	0	0	0	0	0	0	0	42.5	49.1
2000	60	54	0	4	1	0	0	0	0	0	0	0	0	1	0	44.9	52.7
2100	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	44.3	52.3
2200	85	82	0	1	0	0	0	0	0	0	0	0	0	0	2	39.8	46.5
2300	39	35	0	3	0	0	0	0	0	0	0	0	0	1	0	43.3	51.3
07-19	**3188**	**2935**	**8**	**150**	**1**	**6**	**3**	**5**	**0**	**2**	**0**	**0**	**0**	**60**	**18**	**40.6**	**45.6**
06-22	**3483**	**3212**	**9**	**165**	**2**	**6**	**3**	**5**	**0**	**2**	**0**	**0**	**0**	**61**	**18**	**40.8**	**46.1**
06-00	**3607**	**3329**	**9**	**169**	**2**	**6**	**3**	**5**	**0**	**2**	**0**	**0**	**0**	**62**	**20**	**40.8**	**46.2**
00-00	**3668**	**3383**	**9**	**175**	**2**	**6**	**3**	**5**	**0**	**2**	**0**	**0**	**0**	**62**	**21**	**40.8**	**46.2**

15 July 2024

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	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	42.5	52.8
0100	14	11	0	2	0	0	0	0	0	0	0	0	0	0	1	41.3	47.3
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	-
0300	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	45.1	-
0400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-
0500	21	17	0	3	0	0	0	0	0	0	0	0	0	1	0	49.1	59
0600	69	54	1	13	1	0	0	0	0	0	0	0	0	0	0	45.1	52
0700	290	239	0	42	2	0	1	1	0	0	0	0	0	3	2	42.4	47.1
0800	380	320	1	55	1	0	0	2	0	0	0	0	0	0	1	40.9	46.5
0900	267	215	4	47	0	0	0	1	0	0	0	0	0	0	0	40.1	46.4
1000	203	159	1	37	1	1	1	2	0	0	0	0	0	0	1	40.8	45.9
1100	220	183	0	34	0	0	0	0	0	1	0	0	0	1	1	40.7	45.2
1200	254	198	0	52	1	0	0	0	0	1	0	0	0	1	1	38.9	44.4
1300	363	298	1	58	1	0	0	2	1	0	0	0	0	2	0	39.3	43.7
1400	465	373	4	83	1	1	0	3	0	0	0	0	0	0	0	38.6	43.7
1500	508	418	2	76	0	2	0	5	0	0	0	0	0	5	0	40.2	44.9
1600	623	544	3	72	2	0	1	0	0	0	0	0	0	0	1	39.5	44.3
1700	571	515	3	51	1	0	0	0	0	0	0	0	0	1	0	40.7	45.1
1800	324	293	1	27	0	0	0	1	0	0	0	0	0	1	1	40.4	46
1900	186	171	2	12	0	0	0	1	0	0	0	0	0	0	0	39.9	45.4
2000	114	101	0	10	1	0	0	0	0	0	0	0	0	1	1	28.2	34.1
2100	55	49	0	6	0	0	0	0	0	0	0	0	0	0	0	27.6	34
2200	36	33	0	1	1	0	0	0	0	0	0	0	0	0	1	30.5	36.9
2300	18	14	0	3	0	0	0	0	0	0	0	0	0	0	1	28.6	36.2
07-19	**4468**	**3755**	**20**	**634**	**10**	**4**	**3**	**17**	**1**	**2**	**0**	**0**	**0**	**14**	**8**	**40.1**	**45.1**
06-22	**4892**	**4130**	**23**	**675**	**12**	**4**	**3**	**18**	**1**	**2**	**0**	**0**	**0**	**15**	**9**	**39.8**	**45.1**
06-00	**4946**	**4177**	**23**	**679**	**13**	**4**	**3**	**18**	**1**	**2**	**0**	**0**	**0**	**15**	**11**	**39.7**	**45.1**
00-00	**5021**	**4242**	**23**	**687**	**13**	**4**	**3**	**18**	**1**	**2**	**0**	**0**	**0**	**16**	**12**	**39.7**	**45.2**

16 July 2024

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	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
0100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	45.1	-
0200	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	40.3	-
0300	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0400	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	44.8	50.5
0500	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	47.7	53.9
0600	108	91	0	16	1	0	0	0	0	0	0	0	0	0	0	41.6	46.9
0700	501	396	2	92	3	1	1	1	0	2	0	0	0	2	1	39.6	45.6
0800	562	477	0	80	4	0	0	0	0	0	0	0	0	0	1	39.3	43.9
0900	354	299	2	48	0	1	1	0	1	0	0	0	0	2	0	40.5	46.2
1000	243	202	0	39	0	1	0	0	0	0	0	0	0	1	0	40	45.3
1100	241	189	0	50	1	0	0	1	0	0	0	0	0	0	0	40	44.6
1200	284	236	2	43	1	0	0	1	0	0	0	0	0	0	1	39.7	44.5
1300	353	290	1	58	0	0	0	1	1	0	0	0	0	1	1	40	45.4
1400	432	325	3	94	0	4	2	0	0	0	0	0	0	4	0	40.7	45.6
1500	549	460	4	77	1	0	2	2	0	0	0	0	0	1	2	36	43.1
1600	639	545	0	90	0	0	0	2	0	0	0	0	0	2	0	39.3	44
1700	630	566	3	57	0	1	1	0	0	0	0	0	0	1	1	38.6	45
1800	448	415	1	30	0	0	0	0	0	0	0	0	0	2	0	42	47.2
1900	223	208	0	9	0	0	0	0	0	0	0	0	0	4	2	43.5	49.9
2000	139	126	1	8	0	1	0	0	0	0	0	0	0	3	0	43.5	49.9
2100	61	54	0	5	0	0	0	0	0	0	0	0	0	0	2	41.1	48
2200	44	41	0	1	0	0	0	0	0	0	0	0	0	0	2	39.8	46.5
2300	28	24	0	4	0	0	0	0	0	0	0	0	0	0	0	42.2	48.6
07-19	**5236**	**4400**	**18**	**758**	**10**	**8**	**7**	**8**	**2**	**2**	**0**	**0**	**0**	**16**	**7**	**39.4**	**45**
06-22	**5767**	**4879**	**19**	**796**	**11**	**9**	**7**	**8**	**2**	**2**	**0**	**0**	**0**	**23**	**11**	**39.8**	**45.3**
06-00	**5839**	**4944**	**19**	**801**	**11**	**9**	**7**	**8**	**2**	**2**	**0**	**0**	**0**	**23**	**13**	**39.8**	**45.3**
00-00	**5894**	**4988**	**19**	**811**	**11**	**9**	**7**	**8**	**2**	**2**	**0**	**0**	**0**	**24**	**13**	**39.8**	**45.4**

17 July 2024

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	47.6	-
0100	8	4	0	4	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0500	30	26	0	3	0	0	0	0	0	0	0	0	0	1	0	47.1	54.4
0600	84	68	0	12	1	1	0	1	0	0	0	0	0	0	1	44.1	49.7
0700	405	333	0	65	3	0	1	1	0	0	0	0	0	1	1	41.2	46.9
0800	474	409	2	60	1	0	1	1	0	0	0	0	0	0	0	39.2	44.5
0900	276	229	1	41	0	0	0	2	0	0	0	0	0	2	1	40.8	45.7
1000	206	170	0	34	0	0	0	0	0	0	0	0	0	2	0	40.6	45.3
1100	252	194	1	56	0	0	0	0	0	0	0	0	0	1	0	38.7	42.9
1200	295	236	2	49	1	2	0	3	0	0	0	0	0	1	1	40	45.1
1300	298	233	0	53	2	2	0	2	1	0	0	0	0	5	0	39.7	45.1
1400	419	338	1	72	2	2	1	0	0	0	0	0	0	2	1	39.7	44.6
1500	549	452	2	91	0	1	0	0	0	0	0	0	0	1	2	38.6	44.3
1600	632	530	1	87	0	1	0	3	0	0	0	0	0	8	2	38.4	43.6
1700	606	540	1	56	0	0	0	0	0	0	0	0	0	6	3	39.9	44.2
1800	447	411	0	33	0	0	0	0	0	0	0	0	0	3	0	41.7	46.3
1900	352	312	1	32	0	1	0	0	0	0	0	0	0	4	2	41.9	47.9
2000	202	183	0	15	0	0	0	0	0	0	0	0	0	1	3	42.7	47.9
2100	92	87	0	3	0	0	0	0	0	0	0	0	0	1	1	43.2	49.3
2200	45	38	0	2	0	0	1	0	0	0	0	0	0	3	1	41.7	49.8
2300	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	45.1	53.5
07-19	**4859**	**4075**	**11**	**697**	**9**	**8**	**3**	**12**	**1**	**0**	**0**	**0**	**0**	**32**	**11**	**39.8**	**45**
06-22	**5589**	**4725**	**12**	**759**	**10**	**10**	**3**	**13**	**1**	**0**	**0**	**0**	**0**	**38**	**18**	**40.1**	**45.5**
06-00	**5660**	**4786**	**12**	**764**	**10**	**10**	**4**	**13**	**1**	**0**	**0**	**0**	**0**	**41**	**19**	**40.2**	**45.5**
00-00	**5719**	**4835**	**12**	**773**	**10**	**10**	**4**	**13**	**1**	**0**	**0**	**0**	**0**	**42**	**19**	**40.2**	**45.6**

18 July 2024

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	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	39.3	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0200	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	48.9	-
0300	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	46.9	-
0400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	47.3	-
0500	22	16	0	4	0	0	0	0	0	0	0	0	0	2	0	46	50.6
0600	90	77	0	13	0	0	0	0	0	0	0	0	0	0	0	46.5	53.2
0700	431	350	0	77	0	2	0	0	0	0	0	0	0	1	1	41.9	47
0800	408	351	0	54	0	1	1	0	0	1	0	0	0	0	0	40.8	46.3
0900	232	188	0	40	3	0	0	0	0	0	0	0	0	1	0	40	44.9
1000	223	185	1	33	1	0	0	1	0	0	0	0	0	1	1	39.4	45.7
1100	288	246	1	36	0	2	0	0	0	0	0	0	0	1	2	39.6	45.3
1200	360	297	4	51	1	2	1	2	0	0	0	0	0	0	2	38.2	43.7
1300	398	318	1	72	3	0	0	2	0	0	0	0	0	2	0	39.2	44.2
1400	517	410	2	94	1	0	0	3	0	0	0	0	0	5	2	36.8	43.2
1500	605	494	3	93	0	0	4	5	0	0	0	0	0	6	0	38.3	43.1
1600	733	625	1	98	1	0	1	2	0	0	0	0	0	3	2	37.1	43.2
1700	553	509	1	40	0	1	0	1	0	0	0	0	0	1	0	39.7	45.1
1800	580	529	4	41	0	2	1	0	0	0	0	0	0	2	1	40	44.8
1900	315	292	1	18	0	1	0	0	0	0	0	0	0	2	1	41.1	47
2000	158	146	1	7	0	0	0	0	0	0	0	0	0	2	2	43.3	49.8
2100	98	92	0	4	0	0	0	0	0	0	0	0	0	1	1	41.7	49.2
2200	74	72	0	0	0	0	0	0	0	0	0	0	0	0	2	39.4	46.1
2300	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	44.1	53.4
07-19	**5328**	**4502**	**18**	**729**	**10**	**10**	**8**	**16**	**0**	**1**	**0**	**0**	**0**	**23**	**11**	**39.1**	**44.5**
06-22	**5989**	**5109**	**20**	**771**	**10**	**11**	**8**	**16**	**0**	**1**	**0**	**0**	**0**	**28**	**15**	**39.4**	**45.1**
06-00	**6085**	**5202**	**20**	**772**	**10**	**11**	**8**	**16**	**0**	**1**	**0**	**0**	**0**	**28**	**17**	**39.5**	**45.1**
00-00	**6141**	**5246**	**20**	**781**	**11**	**11**	**8**	**16**	**0**	**1**	**0**	**0**	**0**	**30**	**17**	**39.5**	**45.2**

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 1 (South Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 51.733163, -0.255582 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

12 July 2024

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	17	0	0	0	0	3	4	5	4	1	0	0	0	0	0	0	45.4	52.2
0100	5	0	0	0	0	2	0	1	1	1	0	0	0	0	0	0	45.4	-
0200	11	0	0	0	0	1	3	5	1	0	1	0	0	0	0	0	46.4	55.9
0300	8	0	0	0	0	1	2	2	3	0	0	0	0	0	0	0	46	-
0400	7	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	43.8	-
0500	21	0	0	0	0	2	8	7	4	0	0	0	0	0	0	0	44.2	51.6
0600	89	0	0	1	0	13	40	21	10	1	2	0	1	0	0	0	43.6	49.8
0700	350	0	3	1	3	56	161	106	18	2	0	0	0	0	0	0	41.6	46.8
0800	348	0	0	4	22	63	162	83	11	3	0	0	0	0	0	0	40.3	46.5
0900	247	0	1	9	9	57	98	53	16	4	0	0	0	0	0	0	40.2	46.6
1000	306	0	2	1	8	72	156	63	3	1	0	0	0	0	0	0	39.7	44.5
1100	306	0	0	1	7	96	148	39	13	1	1	0	0	0	0	0	39.5	44.1
1200	456	0	0	2	25	135	216	67	10	1	0	0	0	0	0	0	39	44
1300	557	1	1	5	18	134	300	87	7	3	1	0	0	0	0	0	39.5	43.7
1400	607	0	8	20	15	158	297	101	7	1	0	0	0	0	0	0	38.7	44
1500	617	1	14	35	31	183	268	72	12	1	0	0	0	0	0	0	37.2	43.2
1600	682	0	0	3	41	137	342	140	19	0	0	0	0	0	0	0	39.9	45
1700	769	0	0	9	35	261	372	84	7	1	0	0	0	0	0	0	38.4	43
1800	559	0	0	1	13	150	282	95	15	2	0	0	0	1	0	0	40	44.6
1900	345	1	0	0	14	66	165	85	11	1	2	0	0	0	0	0	40.8	46
2000	154	0	0	2	1	22	55	54	15	4	1	0	0	0	0	0	43.1	49.1
2100	94	0	1	0	4	10	33	28	14	4	0	0	0	0	0	0	43.4	51.1
2200	48	0	0	2	0	5	23	14	2	2	0	0	0	0	0	0	41.8	48.2
2300	30	0	1	0	0	6	9	12	1	1	0	0	0	0	0	0	42.3	47.6
07-19	**5804**	**2**	**29**	**91**	**227**	**1502**	**2802**	**990**	**138**	**20**	**2**	**0**	**0**	**1**	**0**	**0**	**39.3**	**44.5**
06-22	**6486**	**3**	**30**	**94**	**246**	**1613**	**3095**	**1178**	**188**	**30**	**7**	**0**	**1**	**1**	**0**	**0**	**39.6**	**44.9**
06-00	**6564**	**3**	**31**	**96**	**246**	**1624**	**3127**	**1204**	**191**	**33**	**7**	**0**	**1**	**1**	**0**	**0**	**39.6**	**45**
00-00	**6633**	**3**	**31**	**96**	**246**	**1633**	**3147**	**1227**	**205**	**35**	**8**	**0**	**1**	**1**	**0**	**0**	**39.7**	**45**

13 July 2024

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	23	0	1	0	0	0	9	9	3	1	0	0	0	0	0	0	43.5	51.8
0100	10	0	0	0	0	0	4	0	4	2	0	0	0	0	0	0	49.8	-
0200	8	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	39.3	-
0300	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	41.8	-
0400	6	0	0	1	0	0	3	1	0	1	0	0	0	0	0	0	41.9	-
0500	12	0	0	0	1	0	4	6	1	0	0	0	0	0	0	0	43.7	47.9
0600	30	0	0	1	0	2	16	5	5	0	1	0	0	0	0	0	42.7	50.9
0700	77	0	0	3	0	7	21	35	9	2	0	0	0	0	0	0	43.8	49.7
0800	107	0	1	1	0	10	45	33	9	6	0	1	1	0	0	0	44	50.3
0900	201	0	3	1	13	25	85	57	12	4	0	1	0	0	0	0	41.2	46.9
1000	325	0	3	9	33	65	133	70	10	1	1	0	0	0	0	0	39.3	45.8
1100	307	0	3	13	14	54	139	71	13	0	0	0	0	0	0	0	39.6	45.7
1200	452	0	0	2	15	129	236	59	11	0	0	0	0	0	0	0	39.4	43.6
1300	467	0	0	1	32	98	217	105	12	2	0	0	0	0	0	0	40.1	45.3
1400	428	0	1	7	21	109	210	65	10	1	1	2	0	0	0	1	39.5	44.6
1500	331	0	0	3	7	56	159	89	14	2	1	0	0	0	0	0	41.3	46
1600	382	1	0	1	11	77	204	79	8	0	1	0	0	0	0	0	40.2	45
1700	304	0	0	4	13	44	147	81	13	2	0	0	0	0	0	0	40.9	45.8
1800	271	0	0	1	15	43	125	72	14	1	0	0	0	0	0	0	41	47.2
1900	166	0	0	0	4	20	80	52	7	1	1	1	0	0	0	0	42.2	47.6
2000	127	0	0	1	1	18	49	45	10	3	0	0	0	0	0	0	42.8	47.9
2100	60	0	0	0	0	12	27	14	4	2	1	0	0	0	0	0	42.6	48.5
2200	50	2	0	0	2	11	24	11	0	0	0	0	0	0	0	0	38.8	45.5
2300	40	1	0	0	2	8	19	6	3	1	0	0	0	0	0	0	39.6	47.7
07-19	**3652**	**1**	**11**	**46**	**174**	**717**	**1721**	**816**	**135**	**21**	**4**	**4**	**1**	**0**	**0**	**1**	**40.3**	**45.7**
06-22	**4035**	**1**	**11**	**48**	**179**	**769**	**1893**	**932**	**161**	**27**	**7**	**5**	**1**	**0**	**0**	**1**	**40.5**	**46**
06-00	**4125**	**4**	**11**	**48**	**183**	**788**	**1936**	**949**	**164**	**28**	**7**	**5**	**1**	**0**	**0**	**1**	**40.5**	**46**
00-00	**4188**	**4**	**12**	**49**	**184**	**793**	**1961**	**967**	**172**	**32**	**7**	**5**	**1**	**0**	**0**	**1**	**40.5**	**46**

14 July 2024

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	25	1	0	0	1	4	10	4	4	1	0	0	0	0	0	0	41.3	52
0100	12	0	0	0	1	1	6	1	3	0	0	0	0	0	0	0	43.5	53.5
0200	10	0	0	1	0	1	3	3	2	0	0	0	0	0	0	0	42.6	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.5	-
0400	3	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	42.2	-
0500	10	0	0	0	0	2	3	4	1	0	0	0	0	0	0	0	42.4	-
0600	15	0	0	0	0	3	3	5	3	1	0	0	0	0	0	0	45.1	54.5
0700	44	1	0	2	0	2	17	15	5	1	1	0	0	0	0	0	42.7	49.9
0800	67	0	2	3	2	7	21	21	10	0	1	0	0	0	0	0	41.7	50
0900	116	0	1	6	2	18	42	27	13	5	1	1	0	0	0	0	42.1	50.5
1000	173	0	1	4	1	28	84	45	8	2	0	0	0	0	0	0	41.4	47.2
1100	238	0	4	3	14	38	129	41	9	0	0	0	0	0	0	0	39.6	44.6
1200	378	0	1	4	7	81	192	79	13	0	1	0	0	0	0	0	40.3	45.1
1300	450	0	0	6	24	118	212	77	10	3	0	0	0	0	0	0	39.3	44.2
1400	413	1	3	3	20	104	186	80	15	0	0	1	0	0	0	0	39.5	45.1
1500	337	0	0	1	9	51	174	91	10	1	0	0	0	0	0	0	41.1	45.3
1600	362	0	0	1	3	92	174	72	14	4	2	0	0	0	0	0	40.9	45.4
1700	359	0	0	0	8	82	187	68	11	2	1	0	0	0	0	0	40.4	44.9
1800	251	0	0	1	1	25	119	84	18	3	0	0	0	0	0	0	42.9	48
1900	191	0	5	2	2	24	74	62	17	3	0	1	1	0	0	0	42.5	49.1
2000	60	0	0	2	1	5	18	23	3	8	0	0	0	0	0	0	44.9	52.7
2100	29	0	0	1	0	3	8	10	7	0	0	0	0	0	0	0	44.3	52.3
2200	85	0	1	2	6	17	35	16	6	2	0	0	0	0	0	0	39.8	46.5
2300	39	0	0	0	3	4	14	10	7	1	0	0	0	0	0	0	43.3	51.3
07-19	**3188**	**2**	**12**	**34**	**91**	**646**	**1537**	**700**	**136**	**21**	**7**	**2**	**0**	**0**	**0**	**0**	**40.6**	**45.6**
06-22	**3483**	**2**	**17**	**39**	**94**	**681**	**1640**	**800**	**166**	**33**	**7**	**3**	**1**	**0**	**0**	**0**	**40.8**	**46.1**
06-00	**3607**	**2**	**18**	**41**	**103**	**702**	**1689**	**826**	**179**	**36**	**7**	**3**	**1**	**0**	**0**	**0**	**40.8**	**46.2**
00-00	**3668**	**3**	**18**	**43**	**105**	**710**	**1711**	**840**	**189**	**38**	**7**	**3**	**1**	**0**	**0**	**0**	**40.8**	**46.2**

15 July 2024

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	21	0	1	1	1	1	4	8	5	0	0	0	0	0	0	0	42.5	52.8
0100	14	0	1	0	1	0	3	9	0	0	0	0	0	0	0	0	41.3	47.3
0200	4	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	48.4	-
0300	6	0	0	0	0	2	0	3	0	1	0	0	0	0	0	0	45.1	-
0400	9	0	0	0	0	3	2	2	2	0	0	0	0	0	0	0	42	-
0500	21	0	0	0	0	2	5	3	6	3	2	0	0	0	0	0	49.1	59
0600	69	0	0	0	0	7	26	21	10	4	1	0	0	0	0	0	45.1	52
0700	290	1	1	3	3	21	153	90	18	0	0	0	0	0	0	0	42.4	47.1
0800	380	0	1	3	12	62	179	108	14	1	0	0	0	0	0	0	40.9	46.5
0900	267	0	1	3	15	62	113	62	10	1	0	0	0	0	0	0	40.1	46.4
1000	203	0	1	3	6	31	103	49	8	2	0	0	0	0	0	0	40.8	45.9
1100	220	0	1	0	3	53	98	56	6	3	0	0	0	0	0	0	40.7	45.2
1200	254	0	1	0	20	79	105	46	3	0	0	0	0	0	0	0	38.9	44.4
1300	363	0	2	2	7	106	189	51	5	1	0	0	0	0	0	0	39.3	43.7
1400	465	0	1	5	28	140	216	65	8	2	0	0	0	0	0	0	38.6	43.7
1500	508	0	1	0	15	117	263	92	16	4	0	0	0	0	0	0	40.2	44.9
1600	623	0	1	14	29	126	331	109	12	1	0	0	0	0	0	0	39.5	44.3
1700	571	0	0	1	5	101	329	119	14	2	0	0	0	0	0	0	40.7	45.1
1800	324	0	1	4	13	51	169	75	11	0	0	0	0	0	0	0	40.4	46
1900	186	0	0	0	10	44	92	34	3	3	0	0	0	0	0	0	39.9	45.4
2000	114	0	7	23	46	33	4	0	1	0	0	0	0	0	0	0	28.2	34.1
2100	55	0	5	14	20	15	1	0	0	0	0	0	0	0	0	0	27.6	34
2200	36	0	3	3	13	12	4	1	0	0	0	0	0	0	0	0	30.5	36.9
2300	18	0	1	2	9	4	2	0	0	0	0	0	0	0	0	0	28.6	36.2
07-19	**4468**	**1**	**12**	**38**	**156**	**949**	**2248**	**922**	**125**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**40.1**	**45.1**
06-22	**4892**	**1**	**24**	**75**	**232**	**1048**	**2371**	**977**	**139**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**39.8**	**45.1**
06-00	**4946**	**1**	**28**	**80**	**254**	**1064**	**2377**	**978**	**139**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**39.7**	**45.1**
00-00	**5021**	**1**	**30**	**81**	**256**	**1072**	**2393**	**1003**	**153**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**39.7**	**45.2**

16 July 2024

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	2	2	1	0	0	0	0	0	0	0	0	0	33.5	-
0100	7	0	0	0	0	1	3	1	1	1	0	0	0	0	0	0	45.1	-
0200	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	40.3	-
0300	9	0	0	0	0	3	3	2	1	0	0	0	0	0	0	0	41.1	-
0400	11	0	0	0	0	1	4	5	1	0	0	0	0	0	0	0	44.8	50.5
0500	19	0	0	0	0	1	4	7	5	1	1	0	0	0	0	0	47.7	53.9
0600	108	0	0	0	2	18	57	24	5	1	1	0	0	0	0	0	41.6	46.9
0700	501	0	14	11	18	90	224	131	12	1	0	0	0	0	0	0	39.6	45.6
0800	562	0	1	1	20	159	282	89	8	2	0	0	0	0	0	0	39.3	43.9
0900	354	0	0	0	6	88	170	66	22	2	0	0	0	0	0	0	40.5	46.2
1000	243	0	0	1	7	72	111	40	9	3	0	0	0	0	0	0	40	45.3
1100	241	0	0	1	6	55	127	44	7	1	0	0	0	0	0	0	40	44.6
1200	284	0	1	1	10	80	130	52	7	3	0	0	0	0	0	0	39.7	44.5
1300	353	1	0	3	12	82	173	67	12	2	1	0	0	0	0	0	40	45.4
1400	432	0	1	2	8	71	250	86	14	0	0	0	0	0	0	0	40.7	45.6
1500	549	4	23	23	56	174	205	57	6	1	0	0	0	0	0	0	36	43.1
1600	639	0	1	9	15	188	314	99	11	2	0	0	0	0	0	0	39.3	44
1700	630	5	13	31	28	126	287	108	27	3	1	1	0	0	0	0	38.6	45
1800	448	0	1	0	5	74	204	134	26	2	2	0	0	0	0	0	42	47.2
1900	223	0	2	1	0	32	80	73	26	7	1	1	0	0	0	0	43.5	49.9
2000	139	0	0	0	0	13	62	42	21	0	1	0	0	0	0	0	43.5	49.9
2100	61	0	1	1	1	11	24	19	3	1	0	0	0	0	0	0	41.1	48
2200	44	1	1	0	1	8	20	10	2	1	0	0	0	0	0	0	39.8	46.5
2300	28	0	0	0	0	4	13	8	2	1	0	0	0	0	0	0	42.2	48.6
07-19	**5236**	**10**	**55**	**83**	**191**	**1259**	**2477**	**973**	**161**	**22**	**4**	**1**	**0**	**0**	**0**	**0**	**39.4**	**45**
06-22	**5767**	**10**	**58**	**85**	**194**	**1333**	**2700**	**1131**	**216**	**31**	**7**	**2**	**0**	**0**	**0**	**0**	**39.8**	**45.3**
06-00	**5839**	**11**	**59**	**85**	**195**	**1345**	**2733**	**1149**	**220**	**33**	**7**	**2**	**0**	**0**	**0**	**0**	**39.8**	**45.3**
00-00	**5894**	**11**	**59**	**85**	**197**	**1355**	**2749**	**1165**	**228**	**35**	**8**	**2**	**0**	**0**	**0**	**0**	**39.8**	**45.4**

17 July 2024

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	0	0	2	2	1	0	0	0	0	0	0	0	47.6	-
0100	8	0	0	0	1	1	1	4	1	0	0	0	0	0	0	0	42.7	-
0200	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	46.3	-
0300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.7	-
0400	9	0	0	0	0	3	3	2	0	0	1	0	0	0	0	0	41.9	-
0500	30	0	0	0	0	0	10	11	6	3	0	0	0	0	0	0	47.1	54.4
0600	84	0	0	1	0	5	39	27	9	1	2	0	0	0	0	0	44.1	49.7
0700	405	0	4	11	16	47	169	139	17	1	1	0	0	0	0	0	41.2	46.9
0800	474	0	0	1	39	116	222	82	11	3	0	0	0	0	0	0	39.2	44.5
0900	276	0	0	1	8	67	117	72	8	2	1	0	0	0	0	0	40.8	45.7
1000	206	0	0	1	4	51	104	34	9	2	1	0	0	0	0	0	40.6	45.3
1100	252	0	2	5	12	57	146	25	4	1	0	0	0	0	0	0	38.7	42.9
1200	295	0	0	1	5	95	123	60	8	3	0	0	0	0	0	0	40	45.1
1300	298	0	0	2	20	64	140	61	8	2	1	0	0	0	0	0	39.7	45.1
1400	419	0	1	2	26	95	216	65	12	2	0	0	0	0	0	0	39.7	44.6
1500	549	0	0	12	36	153	245	99	4	0	0	0	0	0	0	0	38.6	44.3
1600	632	0	1	11	26	236	258	88	10	2	0	0	0	0	0	0	38.4	43.6
1700	606	0	2	11	17	115	347	100	13	1	0	0	0	0	0	0	39.9	44.2
1800	447	0	0	0	0	80	213	125	27	2	0	0	0	0	0	0	41.7	46.3
1900	352	0	1	5	6	55	158	93	30	3	1	0	0	0	0	0	41.9	47.9
2000	202	1	0	1	3	24	89	67	12	4	1	0	0	0	0	0	42.7	47.9
2100	92	0	0	1	1	20	29	30	7	1	2	0	1	0	0	0	43.2	49.3
2200	45	0	1	0	3	5	19	11	3	2	1	0	0	0	0	0	41.7	49.8
2300	26	0	0	0	1	4	9	4	6	1	1	0	0	0	0	0	45.1	53.5
07-19	**4859**	**0**	**10**	**58**	**209**	**1176**	**2300**	**950**	**131**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**39.8**	**45**
06-22	**5589**	**1**	**11**	**66**	**219**	**1280**	**2615**	**1167**	**189**	**30**	**10**	**0**	**1**	**0**	**0**	**0**	**40.1**	**45.5**
06-00	**5660**	**1**	**12**	**66**	**223**	**1289**	**2643**	**1182**	**198**	**33**	**12**	**0**	**1**	**0**	**0**	**0**	**40.2**	**45.5**
00-00	**5719**	**1**	**12**	**66**	**224**	**1294**	**2662**	**1203**	**207**	**36**	**13**	**0**	**1**	**0**	**0**	**0**	**40.2**	**45.6**

18 July 2024

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	10	0	0	0	1	3	3	2	1	0	0	0	0	0	0	0	39.3	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.4	-
0200	6	0	0	0	0	1	1	2	0	1	0	1	0	0	0	0	48.9	-
0300	9	0	0	0	0	1	2	3	3	0	0	0	0	0	0	0	46.9	-
0400	8	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	47.3	-
0500	22	0	0	0	0	2	4	11	4	0	1	0	0	0	0	0	46	50.6
0600	90	0	0	0	0	5	23	40	17	4	0	1	0	0	0	0	46.5	53.2
0700	431	0	0	4	0	53	232	122	18	2	0	0	0	0	0	0	41.9	47
0800	408	0	0	2	11	88	190	95	22	0	0	0	0	0	0	0	40.8	46.3
0900	232	0	0	0	7	56	123	41	5	0	0	0	0	0	0	0	40	44.9
1000	223	0	1	11	5	50	104	45	7	0	0	0	0	0	0	0	39.4	45.7
1100	288	0	4	2	15	68	131	55	10	2	1	0	0	0	0	0	39.6	45.3
1200	360	1	0	2	40	99	160	53	5	0	0	0	0	0	0	0	38.2	43.7
1300	398	0	0	0	14	126	190	59	8	1	0	0	0	0	0	0	39.2	44.2
1400	517	0	9	30	45	148	214	62	7	2	0	0	0	0	0	0	36.8	43.2
1500	605	0	3	9	35	196	285	65	11	0	1	0	0	0	0	0	38.3	43.1
1600	733	0	10	29	56	250	289	89	8	1	1	0	0	0	0	0	37.1	43.2
1700	553	0	0	4	26	128	273	106	13	3	0	0	0	0	0	0	39.7	45.1
1800	580	0	1	0	22	139	288	117	13	0	0	0	0	0	0	0	40	44.8
1900	315	0	1	0	8	67	141	78	17	3	0	0	0	0	0	0	41.1	47
2000	158	0	1	3	2	13	62	52	19	5	1	0	0	0	0	0	43.3	49.8
2100	98	0	2	2	2	19	34	26	10	2	1	0	0	0	0	0	41.7	49.2
2200	74	0	2	1	5	18	26	15	6	1	0	0	0	0	0	0	39.4	46.1
2300	22	0	0	0	0	5	10	2	3	1	0	0	0	1	0	0	44.1	53.4
07-19	**5328**	**1**	**28**	**93**	**276**	**1401**	**2479**	**909**	**127**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**39.1**	**44.5**
06-22	**5989**	**1**	**32**	**98**	**288**	**1505**	**2739**	**1105**	**190**	**25**	**5**	**1**	**0**	**0**	**0**	**0**	**39.4**	**45.1**
06-00	**6085**	**1**	**34**	**99**	**293**	**1528**	**2775**	**1122**	**199**	**27**	**5**	**1**	**0**	**1**	**0**	**0**	**39.5**	**45.1**
00-00	**6141**	**1**	**34**	**99**	**294**	**1536**	**2787**	**1143**	**210**	**28**	**6**	**2**	**0**	**1**	**0**	**0**	**39.5**	**45.2**

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
--	37264	24	196	519	1506	8393	17410	7548	1364	233	52	12	4	2	0	1	40	45.4

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 1 (South Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 51.733163, -0.255582 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Jul	13-Jul	14-Jul	15-Jul	16-Jul	17-Jul	18-Jul	1-5.	1-7.
Hour									
0000-0100	17	23	25	21	5	5	10	11.6	15.1
0100-0200	5	10	12	14	7	8	1	7	8.1
0200-0300	11	8	10	4	4	5	6	6	6.9
0300-0400	8	4	1	6	9	2	9	6.8	5.6
0400-0500	7	6	3	9	11	9	8	8.8	7.6
0500-0600	21	12	10	21	19	30	22	22.6	19.3
0600-0700	89	30	15	69	108	84	90	88	69.3
0700-0800	350	77	44	290	501	405	431	395.4	299.7
0800-0900	348	107	67	380	562	474	408	434.4	335.1
0900-1000	247	201	116	267	354	276	232	275.2	241.9
1000-1100	306	325	173	203	243	206	223	236.2	239.9
1100-1200	306	307	238	220	241	252	288	261.4	264.6
1200-1300	456	452	378	254	284	295	360	329.8	354.1
1300-1400	557	467	450	363	353	298	398	393.8	412.3
1400-1500	607	428	413	465	432	419	517	488	468.7
1500-1600	617	331	337	508	549	549	605	565.6	499.4
1600-1700	682	382	362	623	639	632	733	661.8	579
1700-1800	769	304	359	571	630	606	553	625.8	541.7
1800-1900	559	271	251	324	448	447	580	471.6	411.4
1900-2000	345	166	191	186	223	352	315	284.2	254
2000-2100	154	127	60	114	139	202	158	153.4	136.3
2100-2200	94	60	29	55	61	92	98	80	69.9
2200-2300	48	50	85	36	44	45	74	49.4	54.6
2300-2400	30	40	39	18	28	26	22	24.8	29
Totals									
0700-1900	5804	3652	3188	4468	5236	4859	5328	5139	4647.9
0600-2200	6486	4035	3483	4892	5767	5589	5989	5744.6	5177.3
0600-0000	6564	4125	3607	4946	5839	5660	6085	5818.8	5260.9
0000-0000	6633	4188	3668	5021	5894	5719	6141	5881.6	5323.4
AM Peak	700	1000	1100	800	800	800	700		
	350	325	238	380	562	474	431		
PM Peak	1700	1300	1300	1600	1600	1600	1600		
	769	467	450	623	639	632	733		

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 1 (South Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 51.733163, -0.255582 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

12 July 2024

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	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0300	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0400	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	44.6	55.3
0500	63	46	0	15	0	0	0	0	0	0	0	0	0	1	1	45.4	51.8
0600	282	230	0	45	0	0	2	0	0	0	0	0	0	3	2	42.8	50.1
0700	396	311	3	77	2	1	0	0	0	0	0	0	0	1	1	40.7	46.1
0800	356	300	1	49	0	0	1	2	0	0	0	0	0	1	2	39.8	45.5
0900	306	259	0	40	0	1	0	3	0	1	0	0	0	2	0	39.2	44.8
1000	331	289	3	34	0	1	0	3	0	0	0	0	0	0	1	38	43.3
1100	340	297	1	39	1	1	0	0	0	0	0	0	0	0	1	38.2	43.5
1200	328	290	0	34	1	1	0	1	0	0	0	0	0	0	1	39.2	43.6
1300	230	204	0	24	0	0	0	0	0	0	0	0	0	1	1	38	43.2
1400	243	210	1	27	1	1	0	2	0	0	0	0	0	1	0	39.4	45.2
1500	363	318	3	36	0	2	1	1	0	0	0	0	0	0	2	37.5	42.6
1600	359	315	2	38	0	1	0	0	0	0	0	0	0	2	1	40.1	45.1
1700	356	320	1	30	0	0	0	0	0	0	0	0	0	3	2	38.7	43.9
1800	204	191	0	10	0	0	0	1	0	0	0	0	0	1	1	40.8	47.3
1900	116	109	1	5	0	0	0	0	0	0	0	0	0	0	1	41.7	49
2000	81	72	1	6	0	0	0	0	0	0	0	0	0	0	2	39	46.3
2100	55	54	0	1	0	0	0	0	0	0	0	0	0	0	0	39.3	47.7
2200	43	42	0	0	0	0	0	0	0	0	0	0	0	1	0	40.8	48.7
2300	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	37.4	-
07-19	**3812**	**3304**	**15**	**438**	**5**	**9**	**2**	**13**	**0**	**1**	**0**	**0**	**0**	**12**	**13**	**39.1**	**44.4**
06-22	**4346**	**3769**	**17**	**495**	**5**	**9**	**4**	**13**	**0**	**1**	**0**	**0**	**0**	**15**	**18**	**39.4**	**45.1**
06-00	**4399**	**3818**	**17**	**497**	**5**	**9**	**4**	**13**	**0**	**1**	**0**	**0**	**0**	**17**	**18**	**39.5**	**45.2**
00-00	**4497**	**3891**	**17**	**520**	**5**	**9**	**4**	**13**	**0**	**1**	**0**	**0**	**0**	**18**	**19**	**39.6**	**45.3**

13 July 2024

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	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	48
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	54	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-
0300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0400	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	44.8	-
0500	30	24	0	4	0	0	0	0	0	0	0	0	0	1	1	43.1	51.2
0600	66	49	1	15	0	1	0	0	0	0	0	0	0	0	0	46.2	54.6
0700	108	84	0	19	1	0	0	1	0	0	0	0	0	1	2	43.7	52
0800	137	126	0	9	1	0	0	0	0	0	0	0	0	0	1	41.7	48.3
0900	188	164	2	19	0	0	0	0	0	0	0	0	0	1	2	39.5	45.3
1000	252	230	0	17	0	0	0	0	0	0	0	0	0	0	5	37.6	43.8
1100	269	251	2	10	0	0	0	0	0	0	0	0	0	1	5	38.4	44
1200	334	307	2	23	0	0	0	0	0	1	0	0	0	1	0	38.7	44.5
1300	310	286	0	16	0	0	1	1	0	0	0	0	0	5	1	39	43.8
1400	266	251	0	13	0	0	0	0	0	0	0	0	0	1	1	38.8	43.8
1500	219	210	0	7	0	0	0	0	0	0	0	0	0	1	1	39.5	45.6
1600	187	180	1	5	0	0	0	0	0	0	0	0	0	1	0	38.6	46.4
1700	158	150	1	6	0	0	0	0	0	0	0	0	0	1	0	40.6	47.1
1800	102	96	0	5	0	0	0	0	0	0	0	0	0	0	1	40.3	46
1900	89	86	0	1	0	0	0	0	0	0	0	0	0	2	0	40	47.3
2000	56	51	1	3	0	0	0	0	0	0	0	0	0	1	0	39.2	46.1
2100	32	30	0	1	0	0	0	0	0	0	0	0	0	0	1	38.7	45.2
2200	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	39	48.5
2300	34	31	0	0	0	0	0	0	0	0	0	0	0	3	0	37	47.1
07-19	**2530**	**2335**	**8**	**149**	**2**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**13**	**19**	**39.3**	**45.2**
06-22	**2773**	**2551**	**10**	**169**	**2**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**16**	**20**	**39.5**	**45.6**
06-00	**2841**	**2616**	**10**	**169**	**2**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**19**	**20**	**39.4**	**45.6**
00-00	**2909**	**2676**	**10**	**174**	**2**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**21**	**21**	**39.5**	**45.9**

14 July 2024

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	23	22	0	0	0	0	0	0	0	0	0	0	0	1	0	39.6	45.5
0100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	39	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0300	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	45.7	-
0400	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	43.9	-
0500	20	17	0	2	0	0	0	0	0	0	0	0	0	1	0	43.1	52.3
0600	41	35	0	4	0	0	0	0	0	0	0	0	0	1	1	44.1	51.2
0700	37	35	0	0	0	0	0	1	0	0	0	0	0	0	1	43.8	56.6
0800	65	58	0	3	0	0	0	0	0	0	0	0	0	0	4	40.7	46.7
0900	132	114	0	8	0	0	0	1	0	0	0	0	0	4	5	40.3	47.5
1000	252	229	0	12	0	1	0	0	0	0	0	0	0	3	7	38.3	44.3
1100	251	237	0	8	0	1	0	0	0	1	0	0	0	2	2	39.7	44.4
1200	262	245	4	8	0	1	0	0	0	0	0	0	0	3	1	37.6	43.8
1300	243	231	1	7	0	0	0	0	0	0	0	0	0	4	0	39.9	46.8
1400	245	227	1	11	0	1	0	0	0	0	0	0	0	3	2	39.5	45.3
1500	178	167	0	5	0	0	0	0	0	1	0	0	0	4	1	39	45.9
1600	211	201	0	8	0	0	0	0	0	0	0	0	0	2	0	39.7	45.4
1700	154	143	1	10	0	0	0	0	0	0	0	0	0	0	0	40	46.2
1800	86	82	0	2	1	0	0	0	0	0	0	0	0	0	1	40.8	46.8
1900	75	72	0	2	0	0	0	0	0	0	0	0	0	1	0	42.1	48.8
2000	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	43.3	55.4
2100	22	20	0	1	0	0	0	0	0	0	0	0	0	0	1	42.3	48.5
2200	88	81	0	5	0	0	0	0	0	0	0	0	0	1	1	37	43.6
2300	41	39	0	1	0	0	0	0	0	0	0	0	0	1	0	39.7	47
07-19	**2116**	**1969**	**7**	**82**	**1**	**4**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**25**	**24**	**39.4**	**45.5**
06-22	**2281**	**2121**	**7**	**91**	**1**	**4**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**27**	**26**	**39.7**	**45.9**
06-00	**2410**	**2241**	**7**	**97**	**1**	**4**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**29**	**27**	**39.6**	**46**
00-00	**2483**	**2307**	**7**	**101**	**1**	**4**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**32**	**27**	**39.6**	**46.1**

15 July 2024

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	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	37	47.1
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	45.2	-
0300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	45.1	-
0400	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	59.3
0500	66	51	0	13	0	1	0	0	0	0	0	0	0	0	1	46.5	54.4
0600	273	213	0	58	0	0	0	0	0	0	0	0	0	0	2	42.7	48.8
0700	340	288	1	48	0	0	0	2	0	0	0	0	0	0	1	41.1	46
0800	317	267	1	45	0	1	0	1	0	0	0	0	0	2	0	40.2	45.6
0900	302	261	0	40	0	1	0	0	0	0	0	0	0	0	0	39.4	44.9
1000	281	221	5	48	2	1	0	2	0	0	0	0	0	2	0	38.2	44.6
1100	392	331	0	56	1	0	0	1	0	1	0	0	0	2	0	38.5	43.5
1200	367	298	1	63	1	0	0	0	0	0	0	0	0	2	2	37.5	43.4
1300	259	222	1	33	1	0	0	0	0	0	0	0	0	1	1	38	42.4
1400	280	236	0	41	0	0	0	0	0	1	0	0	0	2	0	38.4	43.7
1500	315	278	1	35	0	0	1	0	0	0	0	0	0	0	0	38.2	43.5
1600	326	286	1	36	1	0	0	1	0	0	0	0	0	1	0	39.7	45.1
1700	306	280	0	23	1	0	0	1	0	0	0	0	0	1	0	40.6	46.4
1800	172	160	2	7	0	1	0	2	0	0	0	0	0	0	0	41.3	47.5
1900	97	87	1	8	0	0	0	0	0	0	0	0	0	0	1	36.7	44.5
2000	57	47	0	8	2	0	0	0	0	0	0	0	0	0	0	30.2	36.4
2100	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	35.9
2200	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	39.5
2300	19	17	0	1	0	0	0	1	0	0	0	0	0	0	0	29.2	39.1
07-19	**3657**	**3128**	**13**	**475**	**7**	**4**	**1**	**10**	**0**	**2**	**0**	**0**	**0**	**13**	**4**	**39.2**	**45**
06-22	**4109**	**3500**	**14**	**549**	**9**	**4**	**1**	**10**	**0**	**2**	**0**	**0**	**0**	**13**	**7**	**39.2**	**45.1**
06-00	**4149**	**3536**	**14**	**552**	**9**	**4**	**1**	**11**	**0**	**2**	**0**	**0**	**0**	**13**	**7**	**39.1**	**45.1**
00-00	**4261**	**3631**	**14**	**567**	**9**	**5**	**1**	**11**	**0**	**2**	**0**	**0**	**0**	**13**	**8**	**39.2**	**45.3**

16 July 2024

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	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	32.3	38.3
0100	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	39	-
0300	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0400	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	42.7	50.2
0500	77	55	0	20	0	0	0	0	0	0	0	0	0	1	1	44.7	51.6
0600	375	308	0	62	0	2	0	0	0	0	0	0	0	0	3	41.4	47.1
0700	409	350	1	56	0	0	0	1	1	0	0	0	0	0	0	40.7	45.3
0800	446	374	3	62	0	0	1	4	0	0	0	0	0	2	0	38.4	43.8
0900	286	243	0	40	0	1	0	1	0	0	0	0	0	1	0	38.7	43.8
1000	210	176	0	30	1	0	1	1	0	0	0	0	0	0	1	39.5	45
1100	194	165	2	25	1	0	0	0	0	0	0	0	0	1	0	38.2	44.3
1200	234	199	1	30	1	0	0	1	0	0	0	0	0	1	1	37.3	44
1300	202	172	2	27	0	0	0	0	1	0	0	0	0	0	0	39	45
1400	212	180	1	28	0	1	0	0	0	0	0	0	0	2	0	39.5	45.7
1500	289	253	0	34	0	0	0	0	0	0	0	0	0	1	1	38.4	45.3
1600	387	355	1	30	0	1	0	0	0	0	0	0	0	0	0	39.8	45.1
1700	395	363	2	25	0	0	0	2	0	0	0	0	0	1	2	39.1	45
1800	205	191	0	11	0	0	0	2	0	0	0	0	0	0	1	40.6	47.3
1900	101	88	0	10	0	0	0	0	0	0	0	0	0	1	2	41.4	49
2000	68	62	0	3	0	0	0	0	0	0	0	0	0	3	0	42	48.2
2100	35	30	0	5	0	0	0	0	0	0	0	0	0	0	0	41.4	46.2
2200	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	43.2
2300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	37.3	-
07-19	**3469**	**3021**	**13**	**398**	**3**	**3**	**2**	**12**	**2**	**0**	**0**	**0**	**0**	**9**	**6**	**39.1**	**44.9**
06-22	**4048**	**3509**	**13**	**478**	**3**	**5**	**2**	**12**	**2**	**0**	**0**	**0**	**0**	**13**	**11**	**39.5**	**45.2**
06-00	**4085**	**3545**	**13**	**479**	**3**	**5**	**2**	**12**	**2**	**0**	**0**	**0**	**0**	**13**	**11**	**39.5**	**45.2**
00-00	**4214**	**3640**	**13**	**510**	**3**	**5**	**2**	**12**	**2**	**0**	**0**	**0**	**0**	**15**	**12**	**39.5**	**45.3**

17 July 2024

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	8	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0100	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	-
0300	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0400	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	43.5	51.1
0500	86	67	1	15	0	0	0	0	0	0	0	0	0	2	1	46.7	54.1
0600	346	264	3	68	0	3	0	1	0	0	0	0	0	3	4	41.2	46.9
0700	472	398	2	68	1	0	0	3	0	0	0	0	0	0	0	39.3	45.2
0800	390	328	2	53	1	0	0	1	1	0	0	0	0	1	3	38.6	43.7
0900	288	242	1	37	1	0	0	1	0	0	0	0	0	5	1	38.8	43.4
1000	290	242	0	45	0	0	0	0	0	0	0	0	0	0	3	38	43.3
1100	222	182	1	33	0	0	0	0	0	0	0	0	0	4	2	37.9	44.7
1200	221	186	1	29	0	2	0	0	0	0	0	0	0	2	1	39.2	44.1
1300	232	193	2	28	0	1	0	0	0	0	0	0	0	5	3	39.3	45.2
1400	274	220	1	48	1	0	1	0	1	0	0	0	0	1	1	39	44.2
1500	322	287	0	33	0	1	0	0	0	0	0	0	0	0	1	37.5	42.8
1600	447	408	1	34	0	0	1	0	0	0	0	0	0	3	0	39.1	44
1700	348	323	2	20	0	0	0	0	0	0	0	0	0	2	1	39.8	45
1800	161	146	1	11	0	0	0	0	0	0	0	0	0	1	2	41.6	47.7
1900	135	123	1	6	1	1	0	0	0	0	0	0	0	1	2	40.7	47.6
2000	66	57	0	4	0	0	0	0	0	0	0	0	0	3	2	43.1	49.7
2100	58	53	0	5	0	0	0	0	0	0	0	0	0	0	0	42.4	50
2200	23	22	0	0	0	0	0	0	0	0	0	0	0	0	1	42.1	51.3
2300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	-
07-19	**3667**	**3155**	**14**	**439**	**4**	**4**	**2**	**5**	**2**	**0**	**0**	**0**	**0**	**24**	**18**	**38.9**	**44.3**
06-22	**4272**	**3652**	**18**	**522**	**5**	**8**	**2**	**6**	**2**	**0**	**0**	**0**	**0**	**31**	**26**	**39.3**	**44.9**
06-00	**4304**	**3683**	**18**	**522**	**5**	**8**	**2**	**6**	**2**	**0**	**0**	**0**	**0**	**31**	**27**	**39.3**	**45**
00-00	**4427**	**3777**	**19**	**547**	**5**	**8**	**2**	**6**	**2**	**0**	**0**	**0**	**0**	**33**	**28**	**39.5**	**45.2**

18 July 2024

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	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	44.9
0100	1	1	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	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0400	18	13	0	5	0	0	0	0	0	0	0	0	0	0	0	43.4	53.3
0500	74	54	1	15	0	0	0	0	0	0	0	0	0	3	1	46.3	54.9
0600	353	269	1	77	0	1	1	2	0	0	0	0	0	1	1	42.1	48.5
0700	454	366	1	80	0	0	2	3	0	0	0	0	0	1	1	40.2	45.6
0800	430	361	1	66	0	0	1	0	0	0	0	0	0	0	1	39.1	44.5
0900	278	244	1	27	2	0	0	1	0	0	0	0	0	0	3	38.5	44
1000	270	224	2	41	0	0	0	0	0	0	0	0	0	2	1	38.7	44.2
1100	224	187	0	34	1	0	0	0	0	0	0	0	0	2	0	39.2	44
1200	240	204	1	31	1	0	0	0	0	0	0	0	0	3	0	39.4	45.2
1300	278	241	0	34	1	0	0	0	0	0	0	0	0	1	1	40.1	45.7
1400	323	276	2	40	0	0	1	1	0	0	0	0	0	3	0	38.8	43.9
1500	425	374	1	49	0	1	0	0	0	0	0	0	0	0	0	37.8	43.1
1600	296	274	1	20	0	0	0	0	0	0	0	0	0	1	0	38.9	44.7
1700	295	274	0	17	0	0	0	1	0	0	0	0	0	1	2	39.3	45.9
1800	185	177	0	6	0	0	0	0	0	0	0	0	0	1	1	40.4	46
1900	132	124	0	6	0	0	0	0	0	0	0	0	0	2	0	41.2	46.9
2000	87	77	1	6	0	0	0	1	0	0	0	0	0	1	1	41.5	47.7
2100	68	64	0	3	0	0	0	0	0	0	0	0	0	1	0	39.6	47.2
2200	69	66	0	1	0	0	1	0	0	0	0	0	0	1	0	36.3	44.8
2300	27	19	0	5	0	0	1	0	1	0	0	0	0	0	1	35.9	40.6
07-19	**3698**	**3202**	**10**	**445**	**5**	**1**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**15**	**10**	**39.1**	**44.6**
06-22	**4338**	**3736**	**12**	**537**	**5**	**2**	**5**	**9**	**0**	**0**	**0**	**0**	**0**	**20**	**12**	**39.5**	**45.3**
06-00	**4434**	**3821**	**12**	**543**	**5**	**2**	**7**	**9**	**1**	**0**	**0**	**0**	**0**	**21**	**13**	**39.4**	**45.3**
00-00	**4545**	**3903**	**13**	**567**	**5**	**2**	**7**	**9**	**1**	**0**	**0**	**0**	**0**	**24**	**14**	**39.5**	**45.5**

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 1 (South Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 51.733163, -0.255582 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

12 July 2024

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	0	3	1	0	1	0	0	0	0	0	0	0	39.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	4	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	38.1	-
0300	10	0	0	0	2	2	3	2	1	0	0	0	0	0	0	0	38.8	-
0400	16	0	0	0	0	3	6	1	4	2	0	0	0	0	0	0	44.6	55.3
0500	63	1	0	0	0	3	22	20	13	4	0	0	0	0	0	0	45.4	51.8
0600	282	2	0	0	13	43	100	79	31	10	3	1	0	0	0	0	42.8	50.1
0700	396	1	1	0	14	75	187	100	15	3	0	0	0	0	0	0	40.7	46.1
0800	356	1	1	2	12	96	159	74	11	0	0	0	0	0	0	0	39.8	45.5
0900	306	0	6	5	11	78	142	48	14	2	0	0	0	0	0	0	39.2	44.8
1000	331	1	0	4	24	127	131	32	7	4	0	0	1	0	0	0	38	43.3
1100	340	0	2	4	13	137	133	43	7	0	1	0	0	0	0	0	38.2	43.5
1200	328	0	1	1	9	99	166	41	7	3	1	0	0	0	0	0	39.2	43.6
1300	230	0	0	2	15	80	102	27	4	0	0	0	0	0	0	0	38	43.2
1400	243	0	1	2	2	82	103	44	8	1	0	0	0	0	0	0	39.4	45.2
1500	363	2	3	4	31	126	160	29	5	3	0	0	0	0	0	0	37.5	42.6
1600	359	1	0	4	11	75	190	61	13	4	0	0	0	0	0	0	40.1	45.1
1700	356	1	1	1	15	129	154	41	9	4	0	0	0	1	0	0	38.7	43.9
1800	204	1	0	2	8	43	89	42	13	6	0	0	0	0	0	0	40.8	47.3
1900	116	0	1	4	4	17	48	27	11	2	2	0	0	0	0	0	41.7	49
2000	81	0	2	1	8	21	24	20	4	1	0	0	0	0	0	0	39	46.3
2100	55	0	0	1	3	22	13	13	1	2	0	0	0	0	0	0	39.3	47.7
2200	43	0	1	1	2	10	13	11	4	1	0	0	0	0	0	0	40.8	48.7
2300	10	0	0	0	2	3	3	2	0	0	0	0	0	0	0	0	37.4	-
07-19	**3812**	**8**	**16**	**31**	**165**	**1147**	**1716**	**582**	**113**	**30**	**2**	**0**	**1**	**1**	**0**	**0**	**39.1**	**44.4**
06-22	**4346**	**10**	**19**	**37**	**193**	**1250**	**1901**	**721**	**160**	**45**	**7**	**1**	**1**	**1**	**0**	**0**	**39.4**	**45.1**
06-00	**4399**	**10**	**20**	**38**	**197**	**1263**	**1917**	**734**	**164**	**46**	**7**	**1**	**1**	**1**	**0**	**0**	**39.5**	**45.2**
00-00	**4497**	**11**	**20**	**38**	**200**	**1275**	**1950**	**757**	**184**	**52**	**7**	**1**	**1**	**1**	**0**	**0**	**39.6**	**45.3**

13 July 2024

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	13	0	0	0	2	2	2	6	1	0	0	0	0	0	0	0	41.4	48
0100	6	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	54	-
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	41.4	-
0300	8	0	0	1	1	0	3	1	2	0	0	0	0	0	0	0	41.1	-
0400	9	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	44.8	-
0500	30	0	1	0	1	3	9	11	5	0	0	0	0	0	0	0	43.1	51.2
0600	66	0	0	0	0	9	12	28	9	5	1	2	0	0	0	0	46.2	54.6
0700	108	1	2	0	1	13	35	36	13	4	3	0	0	0	0	0	43.7	52
0800	137	0	2	1	3	25	61	30	12	2	1	0	0	0	0	0	41.7	48.3
0900	188	1	1	2	6	51	86	34	5	1	1	0	0	0	0	0	39.5	45.3
1000	252	1	1	12	23	75	101	30	7	1	0	1	0	0	0	0	37.6	43.8
1100	269	0	5	1	15	88	114	38	6	1	1	0	0	0	0	0	38.4	44
1200	334	1	2	2	16	115	140	41	14	3	0	0	0	0	0	0	38.7	44.5
1300	310	1	0	0	15	105	139	40	7	3	0	0	0	0	0	0	39	43.8
1400	266	0	1	2	22	71	123	37	10	0	0	0	0	0	0	0	38.8	43.8
1500	219	1	0	0	10	67	87	49	4	1	0	0	0	0	0	0	39.5	45.6
1600	187	0	1	2	21	63	57	31	11	1	0	0	0	0	0	0	38.6	46.4
1700	158	0	0	4	6	35	64	37	9	2	1	0	0	0	0	0	40.6	47.1
1800	102	0	2	1	5	21	38	27	6	2	0	0	0	0	0	0	40.3	46
1900	89	0	0	0	6	33	21	22	5	1	1	0	0	0	0	0	40	47.3
2000	56	0	0	3	3	10	27	12	1	0	0	0	0	0	0	0	39.2	46.1
2100	32	1	0	0	1	12	10	7	0	1	0	0	0	0	0	0	38.7	45.2
2200	34	0	1	0	5	6	13	5	3	1	0	0	0	0	0	0	39	48.5
2300	34	0	1	4	4	5	12	6	1	1	0	0	0	0	0	0	37	47.1
07-19	**2530**	**6**	**17**	**27**	**143**	**729**	**1045**	**430**	**104**	**21**	**7**	**1**	**0**	**0**	**0**	**0**	**39.3**	**45.2**
06-22	**2773**	**7**	**17**	**30**	**153**	**793**	**1115**	**499**	**119**	**28**	**9**	**3**	**0**	**0**	**0**	**0**	**39.5**	**45.6**
06-00	**2841**	**7**	**19**	**34**	**162**	**804**	**1140**	**510**	**123**	**30**	**9**	**3**	**0**	**0**	**0**	**0**	**39.4**	**45.6**
00-00	**2909**	**7**	**20**	**35**	**166**	**810**	**1158**	**533**	**136**	**32**	**9**	**3**	**0**	**0**	**0**	**0**	**39.5**	**45.9**

14 July 2024

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	23	0	0	0	2	10	7	2	0	1	0	1	0	0	0	0	39.6	45.5
0100	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	39	-
0200	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	39.4	-
0300	10	0	0	0	1	0	2	5	1	1	0	0	0	0	0	0	45.7	-
0400	9	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	43.9	-
0500	20	0	0	0	1	4	5	6	3	1	0	0	0	0	0	0	43.1	52.3
0600	41	1	0	0	0	6	9	16	6	2	1	0	0	0	0	0	44.1	51.2
0700	37	0	1	1	0	6	14	4	5	4	2	0	0	0	0	0	43.8	56.6
0800	65	2	2	0	0	10	28	18	3	0	2	0	0	0	0	0	40.7	46.7
0900	132	1	4	3	1	24	54	36	7	2	0	0	0	0	0	0	40.3	47.5
1000	252	3	6	8	12	55	120	43	4	1	0	0	0	0	0	0	38.3	44.3
1100	251	0	8	1	5	45	139	44	4	4	1	0	0	0	0	0	39.7	44.4
1200	262	0	4	11	17	86	98	40	5	1	0	0	0	0	0	0	37.6	43.8
1300	243	0	0	3	15	65	94	49	15	2	0	0	0	0	0	0	39.9	46.8
1400	245	2	1	3	8	70	113	34	6	7	0	1	0	0	0	0	39.5	45.3
1500	178	0	3	3	15	45	73	28	6	4	1	0	0	0	0	0	39	45.9
1600	211	0	0	1	10	65	80	48	6	0	1	0	0	0	0	0	39.7	45.4
1700	154	0	0	2	6	39	67	32	7	1	0	0	0	0	0	0	40	46.2
1800	86	0	1	1	2	21	32	26	1	1	1	0	0	0	0	0	40.8	46.8
1900	75	0	0	1	3	16	27	19	6	2	0	1	0	0	0	0	42.1	48.8
2000	27	0	1	1	0	4	8	7	2	3	1	0	0	0	0	0	43.3	55.4
2100	22	1	0	0	0	3	7	10	1	0	0	0	0	0	0	0	42.3	48.5
2200	88	1	3	0	17	20	33	8	4	2	0	0	0	0	0	0	37	43.6
2300	41	0	0	1	2	15	12	6	4	1	0	0	0	0	0	0	39.7	47
07-19	**2116**	**8**	**30**	**37**	**91**	**531**	**912**	**402**	**69**	**27**	**8**	**1**	**0**	**0**	**0**	**0**	**39.4**	**45.5**
06-22	**2281**	**10**	**31**	**39**	**94**	**560**	**963**	**454**	**84**	**34**	**10**	**2**	**0**	**0**	**0**	**0**	**39.7**	**45.9**
06-00	**2410**	**11**	**34**	**40**	**113**	**595**	**1008**	**468**	**92**	**37**	**10**	**2**	**0**	**0**	**0**	**0**	**39.6**	**46**
00-00	**2483**	**11**	**34**	**40**	**117**	**614**	**1033**	**484**	**97**	**40**	**10**	**3**	**0**	**0**	**0**	**0**	**39.6**	**46.1**

15 July 2024

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	17	0	2	0	2	4	4	4	1	0	0	0	0	0	0	0	37	47.1
0100	4	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	46.8	-
0200	7	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	45.2	-
0300	7	0	0	0	1	0	2	3	0	1	0	0	0	0	0	0	45.1	-
0400	11	0	0	0	3	1	2	3	0	1	1	0	0	0	0	0	42.4	59.3
0500	66	0	1	0	0	6	17	22	12	4	2	2	0	0	0	0	46.5	54.4
0600	273	2	0	6	3	29	115	84	25	8	0	1	0	0	0	0	42.7	48.8
0700	340	1	0	2	4	60	172	81	15	5	0	0	0	0	0	0	41.1	46
0800	317	0	0	0	13	74	156	59	14	0	1	0	0	0	0	0	40.2	45.6
0900	302	0	1	4	16	75	141	55	9	1	0	0	0	0	0	0	39.4	44.9
1000	281	0	1	3	31	86	108	39	8	4	1	0	0	0	0	0	38.2	44.6
1100	392	0	0	1	24	148	160	45	9	3	1	1	0	0	0	0	38.5	43.5
1200	367	1	0	9	22	157	123	44	10	1	0	0	0	0	0	0	37.5	43.4
1300	259	1	1	3	7	105	110	25	6	1	0	0	0	0	0	0	38	42.4
1400	280	0	0	5	10	105	117	35	8	0	0	0	0	0	0	0	38.4	43.7
1500	315	0	0	3	38	94	133	36	9	2	0	0	0	0	0	0	38.2	43.5
1600	326	0	0	10	10	73	157	66	7	3	0	0	0	0	0	0	39.7	45.1
1700	306	0	0	2	12	76	114	86	15	0	1	0	0	0	0	0	40.6	46.4
1800	172	0	0	0	3	40	69	43	16	1	0	0	0	0	0	0	41.3	47.5
1900	97	0	1	4	12	31	31	17	1	0	0	0	0	0	0	0	36.7	44.5
2000	57	0	1	8	24	17	7	0	0	0	0	0	0	0	0	0	30.2	36.4
2100	25	0	0	4	7	12	2	0	0	0	0	0	0	0	0	0	30.9	35.9
2200	21	0	2	2	5	8	3	1	0	0	0	0	0	0	0	0	31.3	39.5
2300	19	0	0	7	4	5	2	1	0	0	0	0	0	0	0	0	29.2	39.1
07-19	**3657**	**3**	**3**	**42**	**190**	**1093**	**1560**	**614**	**126**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**39.2**	**45**
06-22	**4109**	**5**	**5**	**64**	**236**	**1182**	**1715**	**715**	**152**	**29**	**4**	**2**	**0**	**0**	**0**	**0**	**39.2**	**45.1**
06-00	**4149**	**5**	**7**	**73**	**245**	**1195**	**1720**	**717**	**152**	**29**	**4**	**2**	**0**	**0**	**0**	**0**	**39.1**	**45.1**
00-00	**4261**	**5**	**10**	**73**	**251**	**1207**	**1749**	**752**	**167**	**36**	**7**	**4**	**0**	**0**	**0**	**0**	**39.2**	**45.3**

16 July 2024

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	24	0	1	0	8	10	5	0	0	0	0	0	0	0	0	0	32.3	38.3
0100	6	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	42.9	-
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	39	-
0300	9	0	0	0	2	3	2	0	2	0	0	0	0	0	0	0	38.3	-
0400	11	0	0	0	1	2	3	4	1	0	0	0	0	0	0	0	42.7	50.2
0500	77	0	1	0	0	8	20	29	18	1	0	0	0	0	0	0	44.7	51.6
0600	375	2	1	0	3	73	171	99	19	6	1	0	0	0	0	0	41.4	47.1
0700	409	0	0	3	9	83	201	92	15	6	0	0	0	0	0	0	40.7	45.3
0800	446	0	1	1	17	170	186	63	8	0	0	0	0	0	0	0	38.4	43.8
0900	286	0	0	2	20	92	122	42	5	3	0	0	0	0	0	0	38.7	43.8
1000	210	1	0	0	6	60	100	37	5	1	0	0	0	0	0	0	39.5	45
1100	194	0	0	1	21	71	66	26	9	0	0	0	0	0	0	0	38.2	44.3
1200	234	1	7	1	15	102	70	29	5	4	0	0	0	0	0	0	37.3	44
1300	202	0	0	3	13	63	79	33	11	0	0	0	0	0	0	0	39	45
1400	212	0	0	0	6	74	86	37	6	2	1	0	0	0	0	0	39.5	45.7
1500	289	1	5	6	24	83	115	36	15	3	0	1	0	0	0	0	38.4	45.3
1600	387	0	0	4	20	90	190	64	18	1	0	0	0	0	0	0	39.8	45.1
1700	395	1	6	1	25	115	159	71	11	3	2	0	1	0	0	0	39.1	45
1800	205	0	1	2	1	63	77	43	16	1	1	0	0	0	0	0	40.6	47.3
1900	101	0	1	4	3	11	48	20	10	3	1	0	0	0	0	0	41.4	49
2000	68	0	0	2	1	12	30	16	3	3	0	0	1	0	0	0	42	48.2
2100	35	0	0	0	1	6	16	10	1	1	0	0	0	0	0	0	41.4	46.2
2200	27	0	0	1	2	5	16	3	0	0	0	0	0	0	0	0	39.2	43.2
2300	10	0	0	1	2	2	2	2	0	1	0	0	0	0	0	0	37.3	-
07-19	**3469**	**4**	**20**	**24**	**177**	**1066**	**1451**	**573**	**124**	**24**	**4**	**1**	**1**	**0**	**0**	**0**	**39.1**	**44.9**
06-22	**4048**	**6**	**22**	**30**	**185**	**1168**	**1716**	**718**	**157**	**37**	**6**	**1**	**2**	**0**	**0**	**0**	**39.5**	**45.2**
06-00	**4085**	**6**	**22**	**32**	**189**	**1175**	**1734**	**723**	**157**	**38**	**6**	**1**	**2**	**0**	**0**	**0**	**39.5**	**45.2**
00-00	**4214**	**6**	**24**	**32**	**200**	**1200**	**1768**	**756**	**180**	**39**	**6**	**1**	**2**	**0**	**0**	**0**	**39.5**	**45.3**

17 July 2024

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	1	4	0	1	0	0	0	0	0	0	43.5	-
0100	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	44.8	-
0200	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	42.3	-
0300	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	36.2	-
0400	16	0	0	0	0	4	4	5	3	0	0	0	0	0	0	0	43.5	51.1
0500	86	0	1	0	0	6	21	31	20	6	1	0	0	0	0	0	46.7	54.1
0600	346	3	1	2	11	60	153	91	13	7	4	1	0	0	0	0	41.2	46.9
0700	472	1	5	19	22	102	209	88	21	4	1	0	0	0	0	0	39.3	45.2
0800	390	1	2	11	22	103	189	51	7	3	0	1	0	0	0	0	38.6	43.7
0900	288	1	0	2	12	85	147	32	7	2	0	0	0	0	0	0	38.8	43.4
1000	290	1	1	5	14	122	106	29	7	5	0	0	0	0	0	0	38	43.3
1100	222	0	3	5	13	86	75	31	8	0	1	0	0	0	0	0	37.9	44.7
1200	221	0	1	2	10	60	110	28	9	0	1	0	0	0	0	0	39.2	44.1
1300	232	1	2	3	12	65	101	26	17	5	0	0	0	0	0	0	39.3	45.2
1400	274	0	2	2	7	99	113	40	9	2	0	0	0	0	0	0	39	44.2
1500	322	0	1	13	19	117	131	36	5	0	0	0	0	0	0	0	37.5	42.8
1600	447	0	2	0	12	151	205	70	5	2	0	0	0	0	0	0	39.1	44
1700	348	0	1	2	12	97	161	62	10	3	0	0	0	0	0	0	39.8	45
1800	161	0	2	0	1	31	75	33	16	3	0	0	0	0	0	0	41.6	47.7
1900	135	0	1	3	7	27	55	29	9	3	1	0	0	0	0	0	40.7	47.6
2000	66	0	2	1	1	7	29	17	5	2	0	0	0	1	1	0	43.1	49.7
2100	58	0	0	2	1	8	21	17	6	1	2	0	0	0	0	0	42.4	50
2200	23	1	0	0	0	5	5	8	3	1	0	0	0	0	0	0	42.1	51.3
2300	9	0	0	1	0	2	4	1	0	0	1	0	0	0	0	0	40.3	-
07-19	**3667**	**5**	**22**	**64**	**156**	**1118**	**1622**	**526**	**121**	**29**	**3**	**1**	**0**	**0**	**0**	**0**	**38.9**	**44.3**
06-22	**4272**	**8**	**26**	**72**	**176**	**1220**	**1880**	**680**	**154**	**42**	**10**	**2**	**0**	**1**	**1**	**0**	**39.3**	**44.9**
06-00	**4304**	**9**	**26**	**73**	**176**	**1227**	**1889**	**689**	**157**	**43**	**11**	**2**	**0**	**1**	**1**	**0**	**39.3**	**45**
00-00	**4427**	**9**	**27**	**73**	**177**	**1243**	**1918**	**733**	**181**	**50**	**12**	**2**	**0**	**1**	**1**	**0**	**39.5**	**45.2**

18 July 2024

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	11	0	1	1	1	4	2	2	0	0	0	0	0	0	0	0	35.1	44.9
0100	1	0	0	0	0	0	1	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	7	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	43.1	-
0400	18	0	0	0	2	3	4	4	4	0	1	0	0	0	0	0	43.4	53.3
0500	74	0	1	0	0	4	20	31	10	7	1	0	0	0	0	0	46.3	54.9
0600	353	0	1	0	4	77	135	98	28	9	1	0	0	0	0	0	42.1	48.5
0700	454	1	0	7	6	121	200	100	18	1	0	0	0	0	0	0	40.2	45.6
0800	430	1	0	3	33	116	194	67	13	2	1	0	0	0	0	0	39.1	44.5
0900	278	0	4	5	15	81	127	38	6	1	1	0	0	0	0	0	38.5	44
1000	270	1	0	3	13	92	115	38	6	2	0	0	0	0	0	0	38.7	44.2
1100	224	0	0	2	6	72	105	28	9	2	0	0	0	0	0	0	39.2	44
1200	240	0	0	0	9	83	99	36	10	2	1	0	0	0	0	0	39.4	45.2
1300	278	0	1	2	19	58	127	58	10	2	1	0	0	0	0	0	40.1	45.7
1400	323	0	0	4	18	99	150	40	11	0	1	0	0	0	0	0	38.8	43.9
1500	425	0	0	2	36	154	181	41	9	2	0	0	0	0	0	0	37.8	43.1
1600	296	0	0	5	26	88	119	44	11	3	0	0	0	0	0	0	38.9	44.7
1700	295	1	0	12	19	59	139	43	18	4	0	0	0	0	0	0	39.3	45.9
1800	185	0	1	4	6	40	80	40	12	2	0	0	0	0	0	0	40.4	46
1900	132	0	0	0	3	30	57	35	5	2	0	0	0	0	0	0	41.2	46.9
2000	87	0	1	1	3	15	34	26	5	2	0	0	0	0	0	0	41.5	47.7
2100	68	0	0	2	4	21	23	11	5	2	0	0	0	0	0	0	39.6	47.2
2200	69	0	0	1	24	13	18	8	4	1	0	0	0	0	0	0	36.3	44.8
2300	27	1	0	1	1	12	9	1	1	1	0	0	0	0	0	0	35.9	40.6
07-19	**3698**	**4**	**6**	**49**	**206**	**1063**	**1636**	**573**	**133**	**23**	**5**	**0**	**0**	**0**	**0**	**0**	**39.1**	**44.6**
06-22	**4338**	**4**	**8**	**52**	**220**	**1206**	**1885**	**743**	**176**	**38**	**6**	**0**	**0**	**0**	**0**	**0**	**39.5**	**45.3**
06-00	**4434**	**5**	**8**	**54**	**245**	**1231**	**1912**	**752**	**181**	**40**	**6**	**0**	**0**	**0**	**0**	**0**	**39.4**	**45.3**
00-00	**4545**	**5**	**10**	**55**	**249**	**1243**	**1941**	**790**	**196**	**48**	**8**	**0**	**0**	**0**	**0**	**0**	**39.5**	**45.5**

Grand Total

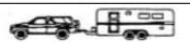
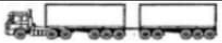
Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	27336	54	145	346	1360	7592	11517	4805	1141	297	59	14	3	2	1	0	39.5	45.4

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 1 (South Site) LOCATION: attached to telegraph pole

GRID REFERENCE: 51.733163, -0.255582 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Jul	13-Jul	14-Jul	15-Jul	16-Jul	17-Jul	18-Jul	1-5.	1-7.
Hour									
0000-0100	5	13	23	17	24	8	11	13	14.4
0100-0200	0	6	7	4	6	4	1	3	4
0200-0300	4	2	4	7	2	3	0	3.2	3.1
0300-0400	10	8	10	7	9	6	7	7.8	8.1
0400-0500	16	9	9	11	11	16	18	14.4	12.9
0500-0600	63	30	20	66	77	86	74	73.2	59.4
0600-0700	282	66	41	273	375	346	353	325.8	248
0700-0800	396	108	37	340	409	472	454	414.2	316.6
0800-0900	356	137	65	317	446	390	430	387.8	305.9
0900-1000	306	188	132	302	286	288	278	292	254.3
1000-1100	331	252	252	281	210	290	270	276.4	269.4
1100-1200	340	269	251	392	194	222	224	274.4	270.3
1200-1300	328	334	262	367	234	221	240	278	283.7
1300-1400	230	310	243	259	202	232	278	240.2	250.6
1400-1500	243	266	245	280	212	274	323	266.4	263.3
1500-1600	363	219	178	315	289	322	425	342.8	301.6
1600-1700	359	187	211	326	387	447	296	363	316.1
1700-1800	356	158	154	306	395	348	295	340	287.4
1800-1900	204	102	86	172	205	161	185	185.4	159.3
1900-2000	116	89	75	97	101	135	132	116.2	106.4
2000-2100	81	56	27	57	68	66	87	71.8	63.1
2100-2200	55	32	22	25	35	58	68	48.2	42.1
2200-2300	43	34	88	21	27	23	69	36.6	43.6
2300-2400	10	34	41	19	10	9	27	15	21.4
Totals									
0700-1900	3812	2530	2116	3657	3469	3667	3698	3660.6	3278.4
0600-2200	4346	2773	2281	4109	4048	4272	4338	4222.6	3738.1
0600-0000	4399	2841	2410	4149	4085	4304	4434	4274.2	3803.1
0000-0000	4497	2909	2483	4261	4214	4427	4545	4388.8	3905.1
AM Peak	700	1100	1000	1100	800	700	700		
	396	269	252	392	446	472	454		
PM Peak	1500	1200	1200	1200	1700	1600	1500		
	363	334	262	367	395	447	425		

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

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 2 (North Site) LOCATION: attached to road sign

GRID REFERENCE: 51.735826, -0.255668 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

12 July 2024

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	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	44.2	52.9
0100	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	43	-
0200	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	44.4	54.1
0300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	43	-
0400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	44	-
0500	21	16	0	5	0	0	0	0	0	0	0	0	0	0	0	42.1	46.7
0600	88	66	0	17	2	1	0	0	0	0	0	0	0	1	1	41.8	46.8
0700	351	256	1	89	2	0	0	0	0	0	0	0	0	1	2	40.5	44.5
0800	345	284	0	56	1	2	2	0	0	0	0	0	0	0	0	39.6	44.5
0900	246	195	0	45	1	0	0	1	0	0	0	0	0	2	2	40.1	44.7
1000	301	244	0	54	0	1	1	1	0	0	0	0	0	0	0	39.5	43.4
1100	305	247	1	52	1	1	0	1	0	0	0	0	0	2	0	38.3	42
1200	454	377	1	72	1	1	0	0	0	0	0	0	0	2	0	39.2	42.9
1300	554	456	2	85	2	0	1	2	0	1	0	0	0	4	1	39.1	42.5
1400	608	490	0	98	3	7	1	5	0	1	0	0	0	1	2	38.5	43.3
1500	615	505	4	98	0	0	0	1	0	0	0	0	0	4	3	38.2	43.1
1600	682	597	1	76	0	0	0	3	0	0	0	0	0	4	1	39.3	43.1
1700	772	667	2	95	0	0	1	0	0	0	0	0	0	6	1	37.2	41.7
1800	561	505	1	51	0	0	2	1	0	0	0	0	0	1	0	39.5	43.6
1900	340	313	0	26	0	0	0	1	0	0	0	0	0	0	0	39.9	43.5
2000	151	138	0	12	0	0	0	0	0	0	0	0	0	1	0	42	47.3
2100	95	89	0	3	0	0	0	0	0	0	0	0	0	2	1	41.7	47.1
2200	46	44	0	2	0	0	0	0	0	0	0	0	0	0	0	41.6	46.3
2300	30	26	0	3	0	0	0	0	0	0	0	0	0	0	1	40.6	45.4
07-19	**5794**	**4823**	**13**	**871**	**11**	**12**	**8**	**15**	**0**	**2**	**0**	**0**	**0**	**27**	**12**	**38.9**	**43.2**
06-22	**6468**	**5429**	**13**	**929**	**13**	**13**	**8**	**16**	**0**	**2**	**0**	**0**	**0**	**31**	**14**	**39.1**	**43.4**
06-00	**6544**	**5499**	**13**	**934**	**13**	**13**	**8**	**16**	**0**	**2**	**0**	**0**	**0**	**31**	**15**	**39.1**	**43.4**
00-00	**6613**	**5557**	**13**	**945**	**13**	**13**	**8**	**16**	**0**	**2**	**0**	**0**	**0**	**31**	**15**	**39.2**	**43.5**

13 July 2024

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	23	21	0	1	0	0	0	0	0	0	0	0	0	0	1	41.8	49.3
0100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	-
0200	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	-
0400	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0500	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	39.6	47.5
0600	29	20	0	7	0	1	0	0	0	0	0	0	0	1	0	41.4	49.3
0700	76	53	1	19	0	1	0	0	0	0	0	0	0	1	1	42.2	46.8
0800	104	85	0	15	0	1	0	0	0	0	0	0	0	2	1	41.4	47
0900	201	176	1	18	0	0	0	0	0	0	0	0	0	2	4	39.7	45.2
1000	316	286	1	25	2	0	0	0	0	0	0	0	0	1	1	39.1	44.7
1100	310	274	1	29	0	0	1	0	0	0	0	0	0	1	4	38.8	43.8
1200	450	423	0	25	0	0	0	1	0	0	0	0	0	0	1	39.1	42.9
1300	465	424	2	32	0	0	0	1	1	0	0	0	0	5	0	39.6	44
1400	427	387	3	32	0	0	0	0	0	0	0	0	0	4	1	39.3	43.7
1500	330	301	2	22	2	0	0	0	0	0	0	0	1	2	0	40.2	44
1600	384	358	1	21	0	0	0	2	0	0	0	0	0	1	1	39.5	43.3
1700	306	288	1	14	1	0	0	0	0	0	0	0	0	0	2	40.1	44.1
1800	270	256	1	12	0	0	0	0	0	0	0	0	0	1	0	40.1	44.4
1900	162	154	0	6	0	0	0	0	0	0	0	0	0	2	0	41.5	45.5
2000	127	122	0	3	0	0	0	0	0	0	0	0	0	2	0	40.6	46.2
2100	59	54	0	5	0	0	0	0	0	0	0	0	0	0	0	40.2	45.9
2200	51	45	0	4	0	0	0	0	0	0	0	0	0	0	2	37.9	42.2
2300	39	38	0	1	0	0	0	0	0	0	0	0	0	0	0	39.7	45.1
07-19	**3639**	**3311**	**14**	**264**	**5**	**2**	**1**	**4**	**1**	**0**	**0**	**0**	**1**	**20**	**16**	**39.6**	**44**
06-22	**4016**	**3661**	**14**	**285**	**5**	**3**	**1**	**4**	**1**	**0**	**0**	**0**	**1**	**25**	**16**	**39.7**	**44.1**
06-00	**4106**	**3744**	**14**	**290**	**5**	**3**	**1**	**4**	**1**	**0**	**0**	**0**	**1**	**25**	**18**	**39.7**	**44.1**
00-00	**4170**	**3800**	**14**	**297**	**5**	**3**	**1**	**4**	**1**	**0**	**0**	**0**	**1**	**25**	**19**	**39.7**	**44.2**

14 July 2024

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	25	23	0	1	0	0	0	0	0	0	0	0	0	0	1	39.7	47.6
0100	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	41.4	46.8
0200	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0500	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	41.2	-
0600	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	40.9	46.2
0700	43	33	0	3	0	0	1	1	0	0	0	0	0	4	1	40.3	45.8
0800	67	53	0	8	0	0	0	0	0	1	0	0	0	2	3	40.1	47.2
0900	113	87	0	7	0	0	0	0	0	1	1	0	0	13	4	39.8	46.6
1000	170	145	0	7	0	2	0	0	0	0	0	0	0	14	2	40.8	45
1100	239	220	0	11	0	2	1	0	0	1	0	0	0	3	1	39.2	43.3
1200	369	344	1	16	0	0	0	0	0	0	0	0	0	6	2	39.5	43.6
1300	453	426	1	24	0	0	0	0	0	0	0	0	0	2	0	38.9	42.8
1400	410	381	4	16	0	0	0	1	0	0	0	0	0	6	2	38.8	43.2
1500	335	313	0	21	1	0	0	0	0	0	0	0	0	0	0	39.9	44
1600	362	331	1	23	0	0	0	0	0	0	0	0	0	5	2	39.8	43.7
1700	356	339	2	13	0	0	1	0	0	0	0	0	0	1	0	39.6	43.7
1800	246	229	1	15	0	0	0	0	0	0	0	0	0	1	0	41.4	45.2
1900	189	180	1	8	0	0	0	0	0	0	0	0	0	0	0	41.2	45.6
2000	57	51	0	5	0	0	0	0	0	0	0	0	0	1	0	43.7	48.5
2100	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	43.2	48.4
2200	87	83	0	2	0	0	0	0	0	0	0	0	0	0	2	39.6	45.3
2300	37	33	0	3	0	0	0	0	0	0	0	0	0	1	0	40.5	47.1
07-19	**3163**	**2901**	**10**	**164**	**1**	**4**	**3**	**2**	**0**	**3**	**1**	**0**	**0**	**57**	**17**	**39.7**	**43.8**
06-22	**3455**	**3175**	**11**	**180**	**1**	**4**	**3**	**2**	**0**	**3**	**1**	**0**	**0**	**58**	**17**	**39.8**	**44.1**
06-00	**3579**	**3291**	**11**	**185**	**1**	**4**	**3**	**2**	**0**	**3**	**1**	**0**	**0**	**59**	**19**	**39.8**	**44.2**
00-00	**3639**	**3343**	**11**	**192**	**1**	**4**	**3**	**2**	**0**	**3**	**1**	**0**	**0**	**59**	**20**	**39.9**	**44.2**

15 July 2024

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	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	43.2	50.9
0100	14	11	0	2	0	0	0	0	0	0	0	0	0	0	1	40.5	46.5
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0300	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-
0500	21	17	0	3	0	0	0	0	0	0	0	0	0	1	0	47.1	53.5
0600	71	56	0	13	2	0	0	0	0	0	0	0	0	0	0	42	47.7
0700	293	238	0	47	1	0	0	1	0	0	0	0	0	3	3	40.7	45
0800	377	310	1	63	0	0	0	2	0	0	0	0	0	0	1	39.3	44.3
0900	269	217	3	48	0	0	0	1	0	0	0	0	0	0	0	39.1	43.9
1000	198	151	1	40	2	0	1	2	0	0	0	0	0	0	1	40.2	44.5
1100	217	175	1	37	1	0	0	0	0	1	0	0	0	1	1	40	43.9
1200	251	191	0	56	1	0	0	0	0	1	0	0	0	1	1	38.2	42.3
1300	360	290	0	61	2	1	0	3	1	0	0	0	0	2	0	38.7	42.2
1400	465	362	4	95	1	0	0	3	0	0	0	0	0	0	0	38.4	42.5
1500	508	419	2	74	1	2	0	6	0	0	0	0	0	4	0	39.2	43.4
1600	620	532	1	81	2	0	0	3	0	0	0	0	0	0	1	39.2	43.2
1700	569	511	2	53	1	0	0	0	0	1	0	0	0	1	0	39.9	43.3
1800	326	293	0	30	0	1	0	1	0	0	0	0	0	0	1	40.1	44.1
1900	191	176	1	11	1	0	0	2	0	0	0	0	0	0	0	39.1	43.4
2000	104	93	0	3	2	4	0	0	0	0	0	0	0	1	1	32.8	37.6
2100	58	55	0	3	0	0	0	0	0	0	0	0	0	0	0	33.2	37.4
2200	35	32	0	2	0	0	0	0	0	0	0	0	0	0	1	36.2	41
2300	17	13	0	3	0	0	0	0	0	0	0	0	0	0	1	33.2	39.3
07-19	**4453**	**3689**	**15**	**685**	**12**	**4**	**1**	**22**	**1**	**3**	**0**	**0**	**0**	**12**	**9**	**39.4**	**43.5**
06-22	**4877**	**4069**	**16**	**715**	**17**	**8**	**1**	**24**	**1**	**3**	**0**	**0**	**0**	**13**	**10**	**39.2**	**43.4**
06-00	**4929**	**4114**	**16**	**720**	**17**	**8**	**1**	**24**	**1**	**3**	**0**	**0**	**0**	**13**	**12**	**39.1**	**43.4**
00-00	**5004**	**4179**	**16**	**728**	**17**	**8**	**1**	**24**	**1**	**3**	**0**	**0**	**0**	**14**	**13**	**39.2**	**43.5**

16 July 2024

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	6	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	42.6	-
0200	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	40.3	-
0300	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	41	-
0400	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	44	49.1
0500	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	44.1	49
0600	107	87	0	19	1	0	0	0	0	0	0	0	0	0	0	40.3	44.3
0700	510	401	2	100	0	0	1	1	0	2	0	0	0	2	1	39.7	44.4
0800	557	456	1	100	0	0	0	0	0	0	0	0	0	0	0	39	42.6
0900	350	289	2	53	1	1	1	0	1	0	0	0	0	2	0	39.8	44.1
1000	244	201	0	39	1	2	0	0	0	0	0	0	0	1	0	38.9	44.1
1100	243	188	0	53	1	0	0	1	0	0	0	0	0	0	0	39.3	42.8
1200	275	228	1	43	2	0	0	1	0	0	0	0	0	0	0	39.1	43.1
1300	355	287	4	60	0	0	0	1	1	0	0	0	0	1	1	39	44.1
1400	433	322	3	99	0	3	2	0	0	0	0	0	0	4	0	39.4	43.5
1500	550	453	3	85	0	1	2	4	0	0	0	0	0	2	0	36.2	41.4
1600	645	542	1	98	0	0	0	1	0	0	0	0	0	3	0	39.2	43.2
1700	625	563	3	57	0	0	0	0	0	0	0	0	0	1	1	38.8	43.2
1800	450	417	2	28	1	0	0	0	0	0	0	0	0	2	0	40.9	45.2
1900	222	202	1	12	0	0	0	0	0	0	0	0	0	5	2	41.6	47.5
2000	139	125	1	9	0	1	0	0	0	0	0	0	0	3	0	41.4	46
2100	61	54	0	5	0	0	0	0	0	0	0	0	0	0	2	39.5	45.2
2200	44	41	0	1	0	0	0	0	0	0	0	0	0	0	2	40.5	46.3
2300	28	24	0	4	0	0	0	0	0	0	0	0	0	0	0	39.5	46.8
07-19	**5237**	**4347**	**22**	**815**	**6**	**7**	**6**	**9**	**2**	**2**	**0**	**0**	**0**	**18**	**3**	**39**	**43.4**
06-22	**5766**	**4815**	**24**	**860**	**7**	**8**	**6**	**9**	**2**	**2**	**0**	**0**	**0**	**26**	**7**	**39.2**	**43.7**
06-00	**5838**	**4880**	**24**	**865**	**7**	**8**	**6**	**9**	**2**	**2**	**0**	**0**	**0**	**26**	**9**	**39.2**	**43.7**
00-00	**5894**	**4925**	**24**	**875**	**7**	**8**	**6**	**9**	**2**	**2**	**0**	**0**	**0**	**27**	**9**	**39.3**	**43.8**

17 July 2024

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	45.1	-
0100	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0500	32	28	0	3	0	0	0	0	0	0	0	0	0	1	0	43.6	49.9
0600	83	65	1	13	1	1	0	0	0	0	0	1	0	0	1	41.8	46.7
0700	401	324	0	71	1	1	1	1	0	0	0	0	0	1	1	40	44
0800	479	407	3	64	2	0	1	1	0	0	0	0	0	0	1	38.4	42.9
0900	277	231	2	39	0	0	0	2	0	0	0	0	0	2	1	39.1	43.7
1000	206	173	0	30	0	1	0	0	0	0	0	0	0	2	0	39.3	43.5
1100	249	192	0	56	0	0	0	0	0	0	0	0	0	1	0	39	42.4
1200	290	226	2	53	2	2	0	3	0	0	0	0	0	1	1	39.5	44
1300	297	232	0	54	0	2	0	4	0	0	0	0	0	5	0	39.7	44
1400	418	339	1	69	3	2	1	0	0	0	0	0	0	2	1	39.4	43.6
1500	548	454	1	89	0	1	0	0	0	0	0	0	0	2	1	38.1	43.7
1600	628	530	1	83	0	0	0	4	0	1	0	0	0	9	0	38.7	42.6
1700	610	537	2	61	1	0	0	0	1	0	0	0	0	5	3	39.4	43.3
1800	447	411	0	34	0	0	0	0	0	0	0	0	0	2	0	40.4	45.1
1900	350	310	1	33	0	0	0	0	0	0	0	0	0	3	3	40.6	45.3
2000	201	182	0	15	0	0	0	0	0	0	0	0	0	1	3	40.7	45.6
2100	92	87	0	3	0	0	0	0	0	0	0	0	0	1	1	41.4	47.1
2200	44	37	0	2	0	0	1	0	0	0	0	0	0	3	1	40.7	46.8
2300	27	24	0	3	0	0	0	0	0	0	0	0	0	0	0	41.8	50.7
07-19	**4850**	**4056**	**12**	**703**	**9**	**9**	**3**	**15**	**1**	**1**	**0**	**0**	**0**	**32**	**9**	**39.2**	**43.6**
06-22	**5576**	**4700**	**14**	**767**	**10**	**10**	**3**	**15**	**1**	**1**	**0**	**1**	**0**	**37**	**17**	**39.4**	**43.8**
06-00	**5647**	**4761**	**14**	**772**	**10**	**10**	**4**	**15**	**1**	**1**	**0**	**1**	**0**	**40**	**18**	**39.4**	**43.8**
00-00	**5709**	**4813**	**14**	**781**	**10**	**10**	**4**	**15**	**1**	**1**	**0**	**1**	**0**	**41**	**18**	**39.5**	**44**

18 July 2024

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	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	40	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	-
0200	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	45.5	-
0300	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	45.1	-
0400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	-
0500	22	16	0	4	0	0	0	0	0	0	0	0	0	2	0	43.4	47
0600	86	74	0	11	1	0	0	0	0	0	0	0	0	0	0	43.3	48.5
0700	431	348	0	78	1	2	0	0	0	1	0	0	0	0	1	40.5	44.4
0800	406	342	1	61	0	1	1	0	0	0	0	0	0	0	0	39.4	44.2
0900	232	185	1	42	3	0	0	0	0	0	0	0	0	1	0	39.2	43.4
1000	218	184	1	30	1	0	0	1	0	0	0	0	0	1	0	39.1	44.4
1100	294	243	1	43	1	2	0	0	0	0	0	0	0	1	3	39.1	43.7
1200	357	302	3	48	0	1	0	2	0	0	0	0	0	0	1	38.3	43.4
1300	398	311	2	78	2	1	0	2	0	0	0	0	0	2	0	38.9	43.2
1400	509	399	2	94	2	0	0	5	0	0	0	0	0	5	2	38.1	42.3
1500	600	485	2	99	0	0	4	4	1	0	0	0	0	5	0	39.1	42.6
1600	736	615	1	110	1	0	1	1	0	1	0	0	0	4	2	38.4	42.7
1700	549	499	2	42	0	1	0	2	0	0	0	0	0	1	2	39.1	43.5
1800	580	527	0	47	0	0	1	0	0	0	0	0	0	2	3	39.6	44
1900	320	293	0	24	0	0	0	0	0	0	0	0	0	2	1	40.4	44.8
2000	155	143	1	7	0	0	0	0	0	0	0	0	0	2	2	42.1	47
2100	96	90	0	4	0	0	0	0	0	0	0	0	0	1	1	41	46.6
2200	72	68	1	1	0	0	0	0	0	0	0	0	0	0	2	38.4	45.1
2300	23	21	0	1	1	0	0	0	0	0	0	0	0	0	0	43.2	51.3
07-19	**5310**	**4440**	**16**	**772**	**11**	**8**	**7**	**17**	**1**	**2**	**0**	**0**	**0**	**22**	**14**	**39**	**43.4**
06-22	**5967**	**5040**	**17**	**818**	**12**	**8**	**7**	**17**	**1**	**2**	**0**	**0**	**0**	**27**	**18**	**39.3**	**43.7**
06-00	**6062**	**5129**	**18**	**820**	**13**	**8**	**7**	**17**	**1**	**2**	**0**	**0**	**0**	**27**	**20**	**39.3**	**43.7**
00-00	**6117**	**5172**	**18**	**830**	**13**	**8**	**7**	**17**	**1**	**2**	**0**	**0**	**0**	**29**	**20**	**39.3**	**43.8**

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 2 (North Site) LOCATION: attached to road sign

GRID REFERENCE: 51.735826, -0.255668 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

12 July 2024

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	17	0	0	0	0	2	6	6	2	1	0	0	0	0	0	0	44.2	52.9
0100	5	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	43	-
0200	11	0	0	0	0	2	3	4	1	1	0	0	0	0	0	0	44.4	54.1
0300	7	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	43	-
0400	8	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	44	-
0500	21	0	0	0	0	2	10	7	2	0	0	0	0	0	0	0	42.1	46.7
0600	88	0	0	1	1	12	53	10	8	3	0	0	0	0	0	0	41.8	46.8
0700	351	0	1	3	1	63	203	76	4	0	0	0	0	0	0	0	40.5	44.5
0800	345	0	0	4	13	79	187	59	3	0	0	0	0	0	0	0	39.6	44.5
0900	246	0	0	3	1	61	127	46	8	0	0	0	0	0	0	0	40.1	44.7
1000	301	0	1	0	1	87	170	40	2	0	0	0	0	0	0	0	39.5	43.4
1100	305	0	1	0	6	115	152	25	6	0	0	0	0	0	0	0	38.3	42
1200	454	0	0	0	5	131	269	45	4	0	0	0	0	0	0	0	39.2	42.9
1300	554	1	5	2	0	146	340	57	3	0	0	0	0	0	0	0	39.1	42.5
1400	608	0	13	13	9	166	323	79	5	0	0	0	0	0	0	0	38.5	43.3
1500	615	0	4	10	25	188	317	68	3	0	0	0	0	0	0	0	38.2	43.1
1600	682	0	0	1	12	161	422	84	2	0	0	0	0	0	0	0	39.3	43.1
1700	772	15	23	4	17	216	439	58	0	0	0	0	0	0	0	0	37.2	41.7
1800	561	0	0	1	5	153	313	87	2	0	0	0	0	0	0	0	39.5	43.6
1900	340	0	0	0	3	92	193	48	4	0	0	0	0	0	0	0	39.9	43.5
2000	151	0	0	1	0	30	65	46	9	0	0	0	0	0	0	0	42	47.3
2100	95	0	0	1	1	15	46	26	5	1	0	0	0	0	0	0	41.7	47.1
2200	46	0	0	1	0	9	22	9	5	0	0	0	0	0	0	0	41.6	46.3
2300	30	0	1	0	0	5	12	12	0	0	0	0	0	0	0	0	40.6	45.4
07-19	**5794**	**16**	**48**	**41**	**95**	**1566**	**3262**	**724**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.9**	**43.2**
06-22	**6468**	**16**	**48**	**44**	**100**	**1715**	**3619**	**854**	**68**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**39.1**	**43.4**
06-00	**6544**	**16**	**49**	**45**	**100**	**1729**	**3653**	**875**	**73**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**39.1**	**43.4**
00-00	**6613**	**16**	**49**	**45**	**100**	**1739**	**3679**	**898**	**81**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**39.2**	**43.5**

13 July 2024

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	23	0	1	0	0	0	15	4	3	0	0	0	0	0	0	0	41.8	49.3
0100	10	0	0	0	0	3	1	3	1	2	0	0	0	0	0	0	45.4	-
0200	8	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	37.6	-
0300	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	44.1	-
0400	6	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	39.1	-
0500	13	0	1	1	0	1	5	5	0	0	0	0	0	0	0	0	39.6	47.5
0600	29	0	0	0	1	5	14	5	4	0	0	0	0	0	0	0	41.4	49.3
0700	76	0	0	2	1	8	31	30	4	0	0	0	0	0	0	0	42.2	46.8
0800	104	0	1	2	0	16	54	25	5	1	0	0	0	0	0	0	41.4	47
0900	201	0	1	6	4	42	106	34	6	2	0	0	0	0	0	0	39.7	45.2
1000	316	0	0	6	12	81	155	58	3	1	0	0	0	0	0	0	39.1	44.7
1100	310	0	1	15	5	73	168	45	3	0	0	0	0	0	0	0	38.8	43.8
1200	450	0	0	1	3	138	258	49	1	0	0	0	0	0	0	0	39.1	42.9
1300	465	0	0	0	7	127	251	76	4	0	0	0	0	0	0	0	39.6	44
1400	427	0	2	0	10	129	217	61	4	3	1	0	0	0	0	0	39.3	43.7
1500	330	0	0	0	6	61	198	62	3	0	0	0	0	0	0	0	40.2	44
1600	384	0	1	1	0	95	235	48	4	0	0	0	0	0	0	0	39.5	43.3
1700	306	0	0	2	2	62	186	50	3	1	0	0	0	0	0	0	40.1	44.1
1800	270	0	0	0	4	62	152	50	2	0	0	0	0	0	0	0	40.1	44.4
1900	162	0	0	0	1	31	85	37	5	3	0	0	0	0	0	0	41.5	45.5
2000	127	0	0	0	0	36	59	28	4	0	0	0	0	0	0	0	40.6	46.2
2100	59	0	0	0	1	17	30	9	1	1	0	0	0	0	0	0	40.2	45.9
2200	51	1	1	0	1	18	24	6	0	0	0	0	0	0	0	0	37.9	42.2
2300	39	0	0	0	0	14	17	8	0	0	0	0	0	0	0	0	39.7	45.1
07-19	**3639**	**0**	**6**	**35**	**54**	**894**	**2011**	**588**	**42**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**39.6**	**44**
06-22	**4016**	**0**	**6**	**35**	**57**	**983**	**2199**	**667**	**56**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**39.7**	**44.1**
06-00	**4106**	**1**	**7**	**35**	**58**	**1015**	**2240**	**681**	**56**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**39.7**	**44.1**
00-00	**4170**	**1**	**9**	**36**	**59**	**1026**	**2266**	**697**	**61**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**39.7**	**44.2**

14 July 2024

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	25	0	1	0	0	9	7	6	2	0	0	0	0	0	0	0	39.7	47.6
0100	12	0	0	0	1	1	6	3	1	0	0	0	0	0	0	0	41.4	46.8
0200	10	0	0	0	1	0	6	2	0	1	0	0	0	0	0	0	42.4	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.8	-
0400	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	41.7	-
0500	9	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	41.2	-
0600	18	0	0	0	1	4	7	4	2	0	0	0	0	0	0	0	40.9	46.2
0700	43	0	1	0	0	10	20	11	0	1	0	0	0	0	0	0	40.3	45.8
0800	67	0	1	3	4	8	30	17	4	0	0	0	0	0	0	0	40.1	47.2
0900	113	0	0	5	7	18	52	26	4	1	0	0	0	0	0	0	39.8	46.6
1000	170	0	1	2	1	23	109	27	6	1	0	0	0	0	0	0	40.8	45
1100	239	0	3	3	2	59	140	32	0	0	0	0	0	0	0	0	39.2	43.3
1200	369	0	1	2	7	88	212	53	5	1	0	0	0	0	0	0	39.5	43.6
1300	453	0	1	0	5	152	246	46	3	0	0	0	0	0	0	0	38.9	42.8
1400	410	1	1	4	14	111	225	49	5	0	0	0	0	0	0	0	38.8	43.2
1500	335	0	1	0	7	63	202	58	4	0	0	0	0	0	0	0	39.9	44
1600	362	0	0	1	4	97	198	59	3	0	0	0	0	0	0	0	39.8	43.7
1700	356	0	0	0	4	100	194	51	7	0	0	0	0	0	0	0	39.6	43.7
1800	246	0	0	0	1	39	129	67	10	0	0	0	0	0	0	0	41.4	45.2
1900	189	0	0	0	1	42	91	44	9	1	1	0	0	0	0	0	41.2	45.6
2000	57	0	0	0	0	7	23	21	5	1	0	0	0	0	0	0	43.7	48.5
2100	28	0	0	0	0	3	13	10	2	0	0	0	0	0	0	0	43.2	48.4
2200	87	0	2	0	3	21	42	16	2	1	0	0	0	0	0	0	39.6	45.3
2300	37	0	1	0	0	10	17	8	1	0	0	0	0	0	0	0	40.5	47.1
07-19	**3163**	**1**	**10**	**20**	**56**	**768**	**1757**	**496**	**51**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**39.7**	**43.8**
06-22	**3455**	**1**	**10**	**20**	**58**	**824**	**1891**	**575**	**69**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**39.8**	**44.1**
06-00	**3579**	**1**	**13**	**20**	**61**	**855**	**1950**	**599**	**72**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**39.8**	**44.2**
00-00	**3639**	**1**	**14**	**20**	**63**	**868**	**1975**	**613**	**76**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**39.9**	**44.2**

15 July 2024

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	21	0	1	0	0	2	6	8	4	0	0	0	0	0	0	0	43.2	50.9
0100	14	0	1	0	0	2	4	7	0	0	0	0	0	0	0	0	40.5	46.5
0200	4	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	46.3	-
0300	6	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	43.1	-
0400	9	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	40.8	-
0500	21	0	0	0	0	3	3	7	7	1	0	0	0	0	0	0	47.1	53.5
0600	71	0	0	0	0	14	29	21	7	0	0	0	0	0	0	0	42	47.7
0700	293	0	2	1	9	37	166	71	7	0	0	0	0	0	0	0	40.7	45
0800	377	0	4	2	15	90	190	71	5	0	0	0	0	0	0	0	39.3	44.3
0900	269	0	0	0	14	76	133	44	2	0	0	0	0	0	0	0	39.1	43.9
1000	198	0	0	2	1	38	116	38	3	0	0	0	0	0	0	0	40.2	44.5
1100	217	0	0	2	2	47	130	33	3	0	0	0	0	0	0	0	40	43.9
1200	251	0	1	0	3	101	121	25	0	0	0	0	0	0	0	0	38.2	42.3
1300	360	0	0	0	5	119	211	23	2	0	0	0	0	0	0	0	38.7	42.2
1400	465	0	0	0	20	156	244	43	2	0	0	0	0	0	0	0	38.4	42.5
1500	508	0	1	3	12	130	288	68	5	1	0	0	0	0	0	0	39.2	43.4
1600	620	0	0	4	16	159	355	77	9	0	0	0	0	0	0	0	39.2	43.2
1700	569	0	0	0	7	110	376	70	6	0	0	0	0	0	0	0	39.9	43.3
1800	326	0	0	1	8	66	188	54	8	0	0	1	0	0	0	0	40.1	44.1
1900	191	0	0	0	6	58	101	23	3	0	0	0	0	0	0	0	39.1	43.4
2000	104	0	0	4	29	54	16	1	0	0	0	0	0	0	0	0	32.8	37.6
2100	58	0	0	3	12	34	9	0	0	0	0	0	0	0	0	0	33.2	37.4
2200	35	0	1	0	2	17	14	1	0	0	0	0	0	0	0	0	36.2	41
2300	17	0	1	0	3	9	3	1	0	0	0	0	0	0	0	0	33.2	39.3
07-19	**4453**	**0**	**8**	**15**	**112**	**1129**	**2518**	**617**	**52**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**39.4**	**43.5**
06-22	**4877**	**0**	**8**	**22**	**159**	**1289**	**2673**	**662**	**62**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**39.2**	**43.4**
06-00	**4929**	**0**	**10**	**22**	**164**	**1315**	**2690**	**664**	**62**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**39.1**	**43.4**
00-00	**5004**	**0**	**12**	**22**	**164**	**1326**	**2711**	**691**	**74**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**39.2**	**43.5**

16 July 2024

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	2	3	0	0	0	0	0	0	0	0	0	36.4	-
0100	7	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	42.6	-
0200	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	40.3	-
0300	9	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	41	-
0400	11	0	0	0	0	1	3	6	1	0	0	0	0	0	0	0	44	49.1
0500	19	0	0	0	0	2	6	9	2	0	0	0	0	0	0	0	44.1	49
0600	107	0	0	0	3	27	52	22	3	0	0	0	0	0	0	0	40.3	44.3
0700	510	0	1	1	28	103	275	98	4	0	0	0	0	0	0	0	39.7	44.4
0800	557	0	0	0	5	174	319	55	4	0	0	0	0	0	0	0	39	42.6
0900	350	0	0	0	10	79	197	57	7	0	0	0	0	0	0	0	39.8	44.1
1000	244	0	0	1	8	86	109	35	5	0	0	0	0	0	0	0	38.9	44.1
1100	243	0	0	0	2	59	157	23	2	0	0	0	0	0	0	0	39.3	42.8
1200	275	0	0	0	10	78	153	30	4	0	0	0	0	0	0	0	39.1	43.1
1300	355	2	2	2	12	89	188	55	4	1	0	0	0	0	0	0	39	44.1
1400	433	0	1	1	8	115	245	62	1	0	0	0	0	0	0	0	39.4	43.5
1500	550	3	12	8	49	204	246	25	3	0	0	0	0	0	0	0	36.2	41.4
1600	645	0	1	0	8	192	363	71	9	1	0	0	0	0	0	0	39.2	43.2
1700	625	1	1	4	19	203	311	75	11	0	0	0	0	0	0	0	38.8	43.2
1800	450	0	0	0	1	86	245	110	7	1	0	0	0	0	0	0	40.9	45.2
1900	222	0	0	2	5	32	115	53	13	2	0	0	0	0	0	0	41.6	47.5
2000	139	0	1	0	0	18	79	34	7	0	0	0	0	0	0	0	41.4	46
2100	61	0	1	0	2	18	25	13	2	0	0	0	0	0	0	0	39.5	45.2
2200	44	1	1	0	0	6	22	13	1	0	0	0	0	0	0	0	40.5	46.3
2300	28	0	0	0	3	6	11	6	2	0	0	0	0	0	0	0	39.5	46.8
07-19	**5237**	**6**	**18**	**17**	**160**	**1468**	**2808**	**696**	**61**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**43.4**
06-22	**5766**	**6**	**20**	**19**	**170**	**1563**	**3079**	**818**	**86**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**39.2**	**43.7**
06-00	**5838**	**7**	**21**	**19**	**173**	**1575**	**3112**	**837**	**89**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**39.2**	**43.7**
00-00	**5894**	**7**	**21**	**19**	**174**	**1584**	**3132**	**859**	**93**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**39.3**	**43.8**

17 July 2024

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	0	0	2	2	1	0	0	0	0	0	0	0	45.1	-
0100	9	0	1	0	1	1	1	5	0	0	0	0	0	0	0	0	38.8	-
0200	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	44.1	-
0300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	39.4	-
0400	9	0	0	0	0	3	3	1	1	1	0	0	0	0	0	0	42.4	-
0500	32	0	0	0	0	1	19	7	5	0	0	0	0	0	0	0	43.6	49.9
0600	83	0	0	1	0	13	41	23	4	1	0	0	0	0	0	0	41.8	46.7
0700	401	0	1	0	19	65	242	73	1	0	0	0	0	0	0	0	40	44
0800	479	0	0	6	7	171	236	58	1	0	0	0	0	0	0	0	38.4	42.9
0900	277	0	1	1	8	82	142	37	6	0	0	0	0	0	0	0	39.1	43.7
1000	206	0	0	0	4	61	110	29	1	1	0	0	0	0	0	0	39.3	43.5
1100	249	0	0	0	5	70	147	25	2	0	0	0	0	0	0	0	39	42.4
1200	290	0	0	3	8	74	151	49	4	1	0	0	0	0	0	0	39.5	44
1300	297	0	0	0	6	72	164	51	4	0	0	0	0	0	0	0	39.7	44
1400	418	0	1	3	14	107	229	58	6	0	0	0	0	0	0	0	39.4	43.6
1500	548	13	7	6	8	165	262	85	2	0	0	0	0	0	0	0	38.1	43.7
1600	628	0	0	1	15	218	326	63	5	0	0	0	0	0	0	0	38.7	42.6
1700	610	0	2	13	9	122	378	80	6	0	0	0	0	0	0	0	39.4	43.3
1800	447	0	0	1	1	97	247	92	9	0	0	0	0	0	0	0	40.4	45.1
1900	350	0	0	7	8	49	193	81	11	1	0	0	0	0	0	0	40.6	45.3
2000	201	0	1	1	4	35	107	45	6	2	0	0	0	0	0	0	40.7	45.6
2100	92	0	1	0	0	21	40	23	5	1	1	0	0	0	0	0	41.4	47.1
2200	44	0	1	0	1	10	18	11	2	1	0	0	0	0	0	0	40.7	46.8
2300	27	0	0	1	0	7	9	5	5	0	0	0	0	0	0	0	41.8	50.7
07-19	**4850**	**13**	**12**	**34**	**104**	**1304**	**2634**	**700**	**47**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**39.2**	**43.6**
06-22	**5576**	**13**	**14**	**43**	**116**	**1422**	**3015**	**872**	**73**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**39.4**	**43.8**
06-00	**5647**	**13**	**15**	**44**	**117**	**1439**	**3042**	**888**	**80**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**39.4**	**43.8**
00-00	**5709**	**13**	**16**	**44**	**118**	**1445**	**3071**	**904**	**88**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**39.5**	**44**

18 July 2024

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	9	0	0	0	0	5	2	1	1	0	0	0	0	0	0	0	40	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.3	-
0200	6	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	45.5	-
0300	9	0	0	0	0	1	2	5	1	0	0	0	0	0	0	0	45.1	-
0400	8	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	45.7	-
0500	22	0	0	0	0	1	10	10	1	0	0	0	0	0	0	0	43.4	47
0600	86	0	0	0	1	4	45	27	8	1	0	0	0	0	0	0	43.3	48.5
0700	431	1	2	0	3	69	270	80	6	0	0	0	0	0	0	0	40.5	44.4
0800	406	0	0	0	8	121	200	69	8	0	0	0	0	0	0	0	39.4	44.2
0900	232	0	0	1	3	72	122	31	3	0	0	0	0	0	0	0	39.2	43.4
1000	218	0	0	5	9	52	112	39	1	0	0	0	0	0	0	0	39.1	44.4
1100	294	0	1	7	8	74	156	43	3	2	0	0	0	0	0	0	39.1	43.7
1200	357	1	0	2	26	114	162	49	3	0	0	0	0	0	0	0	38.3	43.4
1300	398	0	0	0	11	126	207	49	4	1	0	0	0	0	0	0	38.9	43.2
1400	509	0	3	10	22	160	268	40	4	2	0	0	0	0	0	0	38.1	42.3
1500	600	0	0	0	9	179	346	61	4	1	0	0	0	0	0	0	39.1	42.6
1600	736	0	1	3	25	250	371	84	2	0	0	0	0	0	0	0	38.4	42.7
1700	549	1	8	8	9	114	327	78	4	0	0	0	0	0	0	0	39.1	43.5
1800	580	0	0	3	5	157	316	93	6	0	0	0	0	0	0	0	39.6	44
1900	320	0	1	0	0	65	185	59	10	0	0	0	0	0	0	0	40.4	44.8
2000	155	0	1	1	1	19	72	50	10	1	0	0	0	0	0	0	42.1	47
2100	96	0	1	0	2	21	40	26	6	0	0	0	0	0	0	0	41	46.6
2200	72	1	0	2	4	23	24	17	1	0	0	0	0	0	0	0	38.4	45.1
2300	23	0	0	0	0	7	7	5	3	0	0	1	0	0	0	0	43.2	51.3
07-19	**5310**	**3**	**15**	**39**	**138**	**1488**	**2857**	**716**	**48**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**43.4**
06-22	**5967**	**3**	**18**	**40**	**142**	**1597**	**3199**	**878**	**82**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**39.3**	**43.7**
06-00	**6062**	**4**	**18**	**42**	**146**	**1627**	**3230**	**900**	**86**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**39.3**	**43.7**
00-00	**6117**	**4**	**18**	**42**	**146**	**1635**	**3247**	**925**	**91**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**39.3**	**43.8**

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
--	37146	42	139	228	824	9623	20081	5587	564	53	3	2	0	0	0	0	39.4	43.8

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 2 (North Site) LOCATION: attached to road sign

GRID REFERENCE: 51.735826, -0.255668 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Jul	13-Jul	14-Jul	15-Jul	16-Jul	17-Jul	18-Jul	1-5.	1-7.
Hour									
0000-0100	17	23	25	21	6	5	9	11.6	15.1
0100-0200	5	10	12	14	7	9	1	7.2	8.3
0200-0300	11	8	10	4	4	5	6	6	6.9
0300-0400	7	4	1	6	9	2	9	6.6	5.4
0400-0500	8	6	3	9	11	9	8	9	7.7
0500-0600	21	13	9	21	19	32	22	23	19.6
0600-0700	88	29	18	71	107	83	86	87	68.9
0700-0800	351	76	43	293	510	401	431	397.2	300.7
0800-0900	345	104	67	377	557	479	406	432.8	333.6
0900-1000	246	201	113	269	350	277	232	274.8	241.1
1000-1100	301	316	170	198	244	206	218	233.4	236.1
1100-1200	305	310	239	217	243	249	294	261.6	265.3
1200-1300	454	450	369	251	275	290	357	325.4	349.4
1300-1400	554	465	453	360	355	297	398	392.8	411.7
1400-1500	608	427	410	465	433	418	509	486.6	467.1
1500-1600	615	330	335	508	550	548	600	564.2	498
1600-1700	682	384	362	620	645	628	736	662.2	579.6
1700-1800	772	306	356	569	625	610	549	625	541
1800-1900	561	270	246	326	450	447	580	472.8	411.4
1900-2000	340	162	189	191	222	350	320	284.6	253.4
2000-2100	151	127	57	104	139	201	155	150	133.4
2100-2200	95	59	28	58	61	92	96	80.4	69.9
2200-2300	46	51	87	35	44	44	72	48.2	54.1
2300-2400	30	39	37	17	28	27	23	25	28.7
Totals									
0700-1900	5794	3639	3163	4453	5237	4850	5310	5128.8	4635.1
0600-2200	6468	4016	3455	4877	5766	5576	5967	5730.8	5160.7
0600-0000	6544	4106	3579	4929	5838	5647	6062	5804	5243.6
0000-0000	6613	4170	3639	5004	5894	5709	6117	5867.4	5306.6
AM Peak	700	1000	1100	800	800	800	700		
	351	316	239	377	557	479	431		
PM Peak	1700	1300	1300	1600	1600	1600	1600		
	772	465	453	620	645	628	736		

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 2 (North Site) LOCATION: attached to road sign

GRID REFERENCE: 51.735826, -0.255668 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

12 July 2024

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	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0300	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	40.2	-
0400	17	13	0	4	0	0	0	0	0	0	0	0	0	0	0	40.1	48
0500	62	45	0	15	0	0	0	0	0	0	0	0	0	1	1	41.9	47.2
0600	281	229	0	44	0	0	2	1	0	0	0	0	0	3	2	40.7	45.8
0700	393	310	1	77	1	1	0	1	0	0	0	0	0	1	1	39.5	43.7
0800	352	300	0	46	0	0	1	1	0	0	0	0	0	1	3	38.1	42.4
0900	303	254	0	42	0	1	0	3	0	0	0	0	0	2	1	38.1	42.5
1000	325	284	1	36	0	1	0	2	0	0	0	0	0	0	1	37	41
1100	344	300	1	41	1	1	0	0	0	0	0	0	0	0	0	37	40.9
1200	330	288	0	38	1	1	0	1	0	0	0	0	0	0	1	37.6	41.5
1300	236	209	1	23	0	0	0	0	0	0	0	0	0	1	2	36.7	41.2
1400	239	212	1	23	0	0	0	2	0	0	0	0	0	1	0	38.8	43.8
1500	363	317	4	34	0	2	1	1	0	0	0	0	0	1	3	37.1	41.7
1600	366	325	1	37	0	1	0	0	0	0	0	0	0	1	1	38.5	42.3
1700	351	323	0	25	0	0	0	0	0	0	0	0	0	1	2	37.3	41.7
1800	204	194	0	8	0	0	0	0	0	0	0	0	0	1	1	38.8	43.2
1900	115	108	1	6	0	0	0	0	0	0	0	0	0	0	0	39.3	44.4
2000	81	75	1	4	0	0	0	0	0	0	0	0	0	0	1	37.3	43
2100	54	53	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	43.3
2200	42	41	0	0	0	0	0	0	0	0	0	0	0	1	0	38.4	44
2300	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	33.5	-
07-19	**3806**	**3316**	**10**	**430**	**3**	**8**	**2**	**11**	**0**	**0**	**0**	**0**	**0**	**10**	**16**	**37.9**	**42.2**
06-22	**4337**	**3781**	**12**	**485**	**3**	**8**	**4**	**12**	**0**	**0**	**0**	**0**	**0**	**13**	**19**	**38.1**	**42.5**
06-00	**4389**	**3829**	**12**	**487**	**3**	**8**	**4**	**12**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**38.1**	**42.5**
00-00	**4487**	**3902**	**12**	**510**	**3**	**8**	**4**	**12**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**38.1**	**42.6**

13 July 2024

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	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	46.1
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	38.4	-
0400	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	38	-
0500	30	25	0	3	0	0	0	0	0	0	0	0	0	1	1	39.8	46.6
0600	66	50	1	14	0	1	0	0	0	0	0	0	0	0	0	42.1	47.1
0700	109	86	0	19	0	0	0	1	0	0	0	0	0	1	2	40.1	45.6
0800	135	122	1	10	0	1	0	0	0	0	0	0	0	0	1	39.2	44
0900	185	163	1	18	0	0	0	0	0	0	0	0	0	0	3	37.2	42.2
1000	253	229	0	17	0	2	0	0	0	0	0	0	0	0	5	36.1	40.7
1100	272	257	1	9	0	0	0	0	0	0	0	0	0	1	4	37.1	41.7
1200	335	314	1	18	0	0	0	0	0	0	0	0	0	2	0	36.7	41.8
1300	310	283	0	18	0	0	1	1	0	0	0	0	0	6	1	37.3	42.1
1400	275	261	0	12	0	0	0	0	0	0	0	0	0	1	1	37.3	41.9
1500	217	208	0	6	0	0	0	1	0	0	0	0	0	1	1	37.8	42.3
1600	192	185	0	5	0	0	0	0	0	0	0	0	0	1	1	37	42.5
1700	157	148	2	6	0	0	0	0	0	0	0	0	0	1	0	38.4	44.1
1800	101	95	0	5	0	0	0	0	0	0	0	0	0	0	1	38.2	44.6
1900	89	86	0	1	0	0	0	0	0	0	0	0	0	2	0	37	42.7
2000	56	52	0	3	0	0	0	0	0	0	0	0	0	1	0	36.8	41.1
2100	33	31	0	1	0	0	0	0	0	0	0	0	0	0	1	36.6	43.5
2200	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	46.1
2300	30	29	0	0	0	0	0	0	0	0	0	0	0	1	0	36.2	42.7
07-19	**2541**	**2351**	**6**	**143**	**0**	**3**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**20**	**37.4**	**42.4**
06-22	**2785**	**2570**	**7**	**162**	**0**	**4**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**17**	**21**	**37.5**	**42.5**
06-00	**2851**	**2635**	**7**	**162**	**0**	**4**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**18**	**21**	**37.5**	**42.5**
00-00	**2919**	**2696**	**7**	**166**	**0**	**4**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**20**	**22**	**37.5**	**42.6**

14 July 2024

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	23	22	0	0	0	0	0	0	0	0	0	0	0	1	0	35	40.1
0100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0300	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	39.7	-
0400	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0500	20	17	0	2	0	0	0	0	0	0	0	0	0	1	0	40.9	45.5
0600	43	36	0	4	0	0	0	0	0	0	0	0	0	1	2	39.4	46.6
0700	35	33	0	0	0	0	0	1	0	0	0	0	0	0	1	41.6	49.6
0800	64	58	0	3	0	1	0	0	0	0	0	0	0	0	2	38.1	43.1
0900	132	113	2	8	0	0	0	0	0	0	0	0	0	3	6	38.1	43.6
1000	253	232	1	11	0	0	0	0	0	0	0	0	0	3	6	37.1	41.8
1100	252	238	0	8	0	1	0	0	0	0	0	0	0	2	3	38.1	41.8
1200	258	244	4	5	0	1	0	1	0	1	0	0	0	2	0	36.5	41.3
1300	242	231	0	7	0	0	0	0	0	0	0	0	0	4	0	37.8	42.4
1400	246	230	0	9	0	2	0	0	0	0	0	0	0	3	2	37.8	42.8
1500	175	162	0	6	1	1	0	0	0	0	0	0	0	4	1	37.8	43.9
1600	213	205	0	6	0	0	0	0	0	0	0	0	0	2	0	38.1	42.7
1700	153	143	0	9	0	0	0	0	0	1	0	0	0	0	0	38.2	42.7
1800	84	81	0	2	0	0	0	0	0	0	0	0	0	0	1	38.5	42.9
1900	75	71	0	3	0	0	0	0	0	0	0	0	0	1	0	39.9	43.4
2000	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	46.9
2100	23	21	0	1	0	0	0	0	0	0	0	0	0	0	1	37.9	44.8
2200	86	80	0	4	0	0	0	0	0	0	0	0	0	1	1	35.2	40.7
2300	41	39	0	1	0	0	0	0	0	0	0	0	0	1	0	36.5	41.9
07-19	**2107**	**1970**	**7**	**74**	**1**	**6**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**23**	**22**	**37.8**	**42.5**
06-22	**2273**	**2123**	**7**	**82**	**1**	**6**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**25**	**25**	**37.9**	**42.7**
06-00	**2400**	**2242**	**7**	**87**	**1**	**6**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**27**	**26**	**37.8**	**42.7**
00-00	**2473**	**2308**	**7**	**91**	**1**	**6**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**30**	**26**	**37.8**	**42.7**

15 July 2024

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	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	41.9
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-
0300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0400	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	51.9
0500	66	51	0	13	1	0	0	0	0	0	0	0	0	0	1	42.1	48
0600	274	216	0	56	0	0	0	0	0	0	0	0	0	0	2	40.5	45.8
0700	338	282	0	52	0	0	0	3	0	0	0	0	0	0	1	39	43.5
0800	314	269	1	42	0	0	0	1	0	0	0	0	0	1	0	38.8	43.4
0900	302	260	0	40	0	1	0	0	0	0	0	0	0	0	1	37.9	42.2
1000	279	223	3	46	4	1	0	1	0	0	0	0	0	1	0	36.2	40.4
1100	392	330	1	57	2	0	0	1	0	0	0	0	0	1	0	37.4	41.8
1200	363	295	2	62	0	1	0	0	0	0	0	0	0	1	2	36.6	41.3
1300	258	221	0	34	1	0	0	0	0	0	0	0	0	1	1	37.1	41.1
1400	284	243	0	39	0	0	0	0	0	0	0	0	0	2	0	37.3	41.4
1500	324	287	2	34	0	0	1	0	0	0	0	0	0	0	0	36.6	41.2
1600	323	286	1	33	1	0	0	0	0	0	0	0	0	1	1	38.5	42.9
1700	307	286	0	20	0	0	0	1	0	0	0	0	0	0	0	38.8	43.2
1800	172	164	0	6	0	1	0	1	0	0	0	0	0	0	0	38.4	43.5
1900	95	87	1	6	0	0	0	0	0	0	0	0	0	0	1	35.1	40.8
2000	65	55	0	10	0	0	0	0	0	0	0	0	0	0	0	32.2	37.9
2100	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	35.6
2200	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	34.3	39.2
2300	19	17	0	1	0	0	0	1	0	0	0	0	0	0	0	30.5	39.8
07-19	**3656**	**3146**	**10**	**465**	**8**	**4**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**8**	**6**	**37.7**	**42.2**
06-22	**4115**	**3529**	**11**	**537**	**8**	**4**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**8**	**9**	**37.7**	**42.4**
06-00	**4155**	**3565**	**11**	**540**	**8**	**4**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**8**	**9**	**37.7**	**42.4**
00-00	**4265**	**3658**	**11**	**555**	**9**	**4**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**8**	**10**	**37.7**	**42.5**

16 July 2024

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	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	32	37.8
0100	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	40	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0300	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0400	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	39.4	46.6
0500	76	57	0	17	0	0	0	0	0	0	0	0	0	1	1	40.8	45.2
0600	383	317	1	61	0	1	0	0	0	0	0	0	0	0	3	39.2	43.5
0700	407	354	1	48	1	0	0	2	0	0	0	0	0	0	1	39	43.7
0800	438	367	0	62	0	0	0	6	0	0	0	0	0	2	1	38.4	42.4
0900	282	239	0	39	0	1	0	1	0	0	0	0	0	1	1	37.6	41.7
1000	213	176	1	34	0	0	0	0	0	0	0	0	0	1	1	37.2	41.7
1100	196	167	2	25	1	0	0	0	0	0	0	0	0	1	0	37.1	41.5
1200	230	194	0	30	1	0	0	1	0	1	0	0	0	1	2	37	42.1
1300	202	177	1	23	0	0	0	0	1	0	0	0	0	0	0	37.9	42.1
1400	215	187	0	25	0	0	0	0	0	0	0	0	0	3	0	38.3	42.9
1500	295	260	0	32	0	0	1	0	0	0	0	0	0	1	1	37.3	42.8
1600	389	358	1	30	0	0	0	0	0	0	0	0	0	0	0	37.9	41.9
1700	404	374	3	21	0	1	0	2	0	0	0	0	0	1	2	37.9	42.8
1800	207	193	0	12	0	0	0	1	0	0	0	0	0	0	1	39.3	44.2
1900	100	86	0	11	0	0	0	0	0	0	0	0	0	2	1	38.6	43.4
2000	68	62	0	3	0	0	0	0	0	0	0	0	0	3	0	39.9	45.9
2100	36	32	0	4	0	0	0	0	0	0	0	0	0	0	0	38.2	41.1
2200	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	43.1
2300	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	36.5	43
07-19	**3478**	**3046**	**9**	**381**	**3**	**2**	**1**	**13**	**1**	**1**	**0**	**0**	**0**	**11**	**10**	**38**	**42.5**
06-22	**4065**	**3543**	**10**	**460**	**3**	**3**	**1**	**13**	**1**	**1**	**0**	**0**	**0**	**16**	**14**	**38.1**	**42.7**
06-00	**4103**	**3580**	**10**	**461**	**3**	**3**	**1**	**13**	**1**	**1**	**0**	**0**	**0**	**16**	**14**	**38.1**	**42.7**
00-00	**4231**	**3677**	**10**	**489**	**3**	**3**	**1**	**13**	**1**	**1**	**0**	**0**	**0**	**18**	**15**	**38.1**	**42.8**

17 July 2024

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	8	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0100	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	38	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0300	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	32.7	-
0400	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	39.9	46
0500	87	70	0	14	0	0	0	0	0	0	0	0	0	2	1	42.3	46.7
0600	344	262	3	68	0	3	0	1	0	0	0	0	0	3	4	39.5	44.3
0700	468	396	2	66	1	0	0	2	0	0	0	0	0	0	1	38.9	43.2
0800	386	328	0	51	1	0	1	1	0	0	0	0	0	1	3	37.7	42.1
0900	280	240	1	34	1	0	0	1	0	0	0	0	0	3	0	37.2	41
1000	292	242	1	46	0	0	0	0	0	0	0	0	0	0	3	36.7	40.7
1100	215	179	1	29	0	0	0	0	0	0	0	0	0	4	2	37.1	42.6
1200	219	186	1	28	0	2	0	0	0	0	0	0	0	1	1	37.6	41.5
1300	233	195	2	26	0	2	0	0	0	0	0	0	0	6	2	37.9	42.9
1400	270	215	2	46	2	1	0	1	1	0	0	0	0	0	2	37.6	42.1
1500	326	289	0	32	0	2	0	1	0	0	0	0	0	0	2	36.9	41.6
1600	443	405	0	34	0	0	1	0	0	0	0	0	0	3	0	38.3	41.9
1700	346	322	1	20	0	0	0	0	0	0	0	0	0	2	1	38.3	42.5
1800	163	148	1	12	0	0	0	0	0	0	0	0	0	0	2	39.1	43.6
1900	136	125	1	7	1	0	0	0	0	0	0	0	0	1	1	38.9	43.8
2000	65	57	0	3	0	0	0	0	0	0	0	0	0	2	3	39.5	46.5
2100	58	53	0	5	0	0	0	0	0	0	0	0	0	0	0	39.2	43.7
2200	23	22	0	0	0	0	0	0	0	0	0	0	0	0	1	39.6	50.2
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
07-19	**3641**	**3145**	**12**	**424**	**5**	**7**	**2**	**6**	**1**	**0**	**0**	**0**	**0**	**20**	**19**	**37.8**	**42.2**
06-22	**4244**	**3642**	**16**	**507**	**6**	**10**	**2**	**7**	**1**	**0**	**0**	**0**	**0**	**26**	**27**	**38**	**42.5**
06-00	**4277**	**3674**	**16**	**507**	**6**	**10**	**2**	**7**	**1**	**0**	**0**	**0**	**0**	**26**	**28**	**38**	**42.5**
00-00	**4402**	**3773**	**16**	**530**	**6**	**10**	**2**	**7**	**1**	**0**	**0**	**0**	**0**	**28**	**29**	**38.1**	**42.7**

18 July 2024

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	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0400	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	39.1	46.6
0500	74	55	1	14	0	0	0	0	0	0	0	0	0	3	1	42	48.2
0600	358	274	1	74	0	2	1	2	0	0	0	0	0	1	3	39.4	44.4
0700	453	373	0	75	0	0	1	2	0	1	0	0	0	1	0	38.9	43.3
0800	432	363	2	63	2	0	1	0	0	0	0	0	0	0	1	37.2	42.3
0900	274	243	0	25	2	0	0	1	0	0	0	0	0	0	3	37.1	42.1
1000	266	222	2	40	0	1	0	0	0	0	0	0	0	0	1	36.9	41.4
1100	226	190	0	33	1	0	0	0	0	0	0	0	0	2	0	37.4	41.3
1200	246	215	1	26	1	0	0	0	0	0	0	0	0	3	0	37.9	42.1
1300	279	241	0	34	1	0	0	0	0	0	0	0	0	1	2	37.5	42.4
1400	323	279	1	37	0	0	1	1	0	0	0	0	0	3	1	37.4	41.6
1500	430	379	2	47	0	1	0	1	0	0	0	0	0	0	0	37.4	41.2
1600	296	275	0	20	0	0	0	0	0	0	0	0	0	1	0	38	42.6
1700	295	275	0	18	0	0	1	0	0	0	0	0	0	1	0	38	44
1800	189	180	1	6	0	0	0	0	0	0	0	0	0	0	2	38.8	43.6
1900	140	130	0	8	0	0	0	0	0	0	0	0	0	2	0	39.2	43.5
2000	84	75	1	5	0	0	0	1	0	0	0	0	0	1	1	38.6	44.2
2100	67	63	0	3	0	0	0	0	0	0	0	0	0	1	0	38.1	43.9
2200	68	67	0	0	0	0	1	0	0	0	0	0	0	0	0	34.2	40.9
2300	28	20	0	5	0	0	1	0	1	0	0	0	0	0	1	32.5	38.1
07-19	**3709**	**3235**	**9**	**424**	**7**	**2**	**4**	**5**	**0**	**1**	**0**	**0**	**0**	**12**	**10**	**37.7**	**42.3**
06-22	**4358**	**3777**	**11**	**514**	**7**	**4**	**5**	**8**	**0**	**1**	**0**	**0**	**0**	**17**	**14**	**37.9**	**42.6**
06-00	**4454**	**3864**	**11**	**519**	**7**	**4**	**7**	**8**	**1**	**1**	**0**	**0**	**0**	**17**	**15**	**37.8**	**42.6**
00-00	**4565**	**3949**	**12**	**540**	**7**	**4**	**7**	**8**	**1**	**1**	**0**	**0**	**0**	**20**	**16**	**37.9**	**42.8**

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 2 (North Site) LOCATION: attached to road sign

GRID REFERENCE: 51.735826, -0.255668 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

12 July 2024

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	0	3	1	1	0	0	0	0	0	0	0	0	38.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	36.5	-
0300	10	0	0	0	1	2	5	1	0	1	0	0	0	0	0	0	40.2	-
0400	17	0	0	0	1	6	3	5	2	0	0	0	0	0	0	0	40.1	48
0500	62	0	1	0	1	5	30	21	4	0	0	0	0	0	0	0	41.9	47.2
0600	281	2	0	0	3	57	138	70	10	1	0	0	0	0	0	0	40.7	45.8
0700	393	1	0	0	8	111	207	56	10	0	0	0	0	0	0	0	39.5	43.7
0800	352	2	1	0	5	146	161	36	1	0	0	0	0	0	0	0	38.1	42.4
0900	303	0	1	1	11	116	141	30	3	0	0	0	0	0	0	0	38.1	42.5
1000	325	0	1	0	18	159	126	17	3	1	0	0	0	0	0	0	37	41
1100	344	0	1	0	18	167	139	16	3	0	0	0	0	0	0	0	37	40.9
1200	330	0	1	2	14	141	143	25	3	1	0	0	0	0	0	0	37.6	41.5
1300	236	0	0	9	4	112	98	12	1	0	0	0	0	0	0	0	36.7	41.2
1400	239	0	0	0	10	79	113	36	0	1	0	0	0	0	0	0	38.8	43.8
1500	363	1	1	4	19	159	152	23	4	0	0	0	0	0	0	0	37.1	41.7
1600	366	1	0	0	10	127	196	29	3	0	0	0	0	0	0	0	38.5	42.3
1700	351	1	2	1	20	160	139	25	3	0	0	0	0	0	0	0	37.3	41.7
1800	204	0	1	1	5	64	105	22	6	0	0	0	0	0	0	0	38.8	43.2
1900	115	0	0	0	8	36	48	20	2	1	0	0	0	0	0	0	39.3	44.4
2000	81	0	1	0	10	28	31	10	1	0	0	0	0	0	0	0	37.3	43
2100	54	0	0	0	2	28	17	4	3	0	0	0	0	0	0	0	38.1	43.3
2200	42	0	0	0	3	14	19	5	0	1	0	0	0	0	0	0	38.4	44
2300	10	0	0	0	3	3	4	0	0	0	0	0	0	0	0	0	33.5	-
07-19	**3806**	**6**	**9**	**18**	**142**	**1541**	**1720**	**327**	**40**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**37.9**	**42.2**
06-22	**4337**	**8**	**10**	**18**	**165**	**1690**	**1954**	**431**	**56**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.5**
06-00	**4389**	**8**	**10**	**18**	**171**	**1707**	**1977**	**436**	**56**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.5**
00-00	**4487**	**8**	**11**	**18**	**175**	**1724**	**2017**	**465**	**62**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.6**

13 July 2024

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	13	0	0	1	0	3	6	2	1	0	0	0	0	0	0	0	39.3	46.1
0100	6	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	46.3	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37	-
0300	8	0	0	0	2	1	2	3	0	0	0	0	0	0	0	0	38.4	-
0400	9	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	38	-
0500	30	0	1	0	0	7	12	9	1	0	0	0	0	0	0	0	39.8	46.6
0600	66	0	0	1	2	10	27	20	5	1	0	0	0	0	0	0	42.1	47.1
0700	109	1	1	1	3	22	58	17	6	0	0	0	0	0	0	0	40.1	45.6
0800	135	0	1	0	5	45	60	21	2	0	1	0	0	0	0	0	39.2	44
0900	185	1	1	5	5	78	78	15	2	0	0	0	0	0	0	0	37.2	42.2
1000	253	1	2	8	24	117	84	15	1	1	0	0	0	0	0	0	36.1	40.7
1100	272	0	6	2	17	103	127	15	1	1	0	0	0	0	0	0	37.1	41.7
1200	335	1	0	1	31	162	115	23	2	0	0	0	0	0	0	0	36.7	41.8
1300	310	1	0	0	19	140	129	21	0	0	0	0	0	0	0	0	37.3	42.1
1400	275	0	2	3	19	109	123	18	1	0	0	0	0	0	0	0	37.3	41.9
1500	217	1	0	0	13	83	98	21	1	0	0	0	0	0	0	0	37.8	42.3
1600	192	1	0	1	21	78	70	19	2	0	0	0	0	0	0	0	37	42.5
1700	157	0	0	2	10	53	63	26	3	0	0	0	0	0	0	0	38.4	44.1
1800	101	0	1	1	8	40	33	15	2	1	0	0	0	0	0	0	38.2	44.6
1900	89	0	0	1	8	40	29	10	0	1	0	0	0	0	0	0	37	42.7
2000	56	0	0	4	2	20	27	3	0	0	0	0	0	0	0	0	36.8	41.1
2100	33	1	0	1	3	11	12	4	1	0	0	0	0	0	0	0	36.6	43.5
2200	36	0	0	0	8	10	11	4	2	0	1	0	0	0	0	0	37.8	46.1
2300	30	0	0	1	4	11	11	3	0	0	0	0	0	0	0	0	36.2	42.7
07-19	**2541**	**7**	**14**	**24**	**175**	**1030**	**1038**	**226**	**23**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**37.4**	**42.4**
06-22	**2785**	**8**	**14**	**31**	**190**	**1111**	**1133**	**263**	**29**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**37.5**	**42.5**
06-00	**2851**	**8**	**14**	**32**	**202**	**1132**	**1155**	**270**	**31**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**37.5**	**42.5**
00-00	**2919**	**8**	**15**	**33**	**205**	**1146**	**1182**	**290**	**33**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**37.5**	**42.6**

14 July 2024

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	23	0	0	0	9	8	3	1	1	1	0	0	0	0	0	0	35	40.1
0100	7	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	35.4	-
0200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	36.3	-
0300	10	0	0	0	2	0	6	1	1	0	0	0	0	0	0	0	39.7	-
0400	9	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	40.1	-
0500	20	0	0	0	0	8	6	5	1	0	0	0	0	0	0	0	40.9	45.5
0600	43	2	0	0	1	10	19	9	2	0	0	0	0	0	0	0	39.4	46.6
0700	35	0	1	0	1	4	19	6	4	0	0	0	0	0	0	0	41.6	49.6
0800	64	1	2	0	2	20	30	7	1	0	1	0	0	0	0	0	38.1	43.1
0900	132	2	5	1	5	32	67	16	4	0	0	0	0	0	0	0	38.1	43.6
1000	253	4	3	3	13	94	113	19	3	0	1	0	0	0	0	0	37.1	41.8
1100	252	0	6	3	11	67	142	20	0	0	2	1	0	0	0	0	38.1	41.8
1200	258	0	8	2	18	109	103	16	2	0	0	0	0	0	0	0	36.5	41.3
1300	242	0	0	1	19	97	94	27	3	1	0	0	0	0	0	0	37.8	42.4
1400	246	2	2	2	11	90	109	28	2	0	0	0	0	0	0	0	37.8	42.8
1500	175	0	1	1	12	70	63	24	3	1	0	0	0	0	0	0	37.8	43.9
1600	213	0	0	1	13	70	102	26	0	1	0	0	0	0	0	0	38.1	42.7
1700	153	0	1	0	7	56	69	17	3	0	0	0	0	0	0	0	38.2	42.7
1800	84	0	1	0	4	29	40	7	1	2	0	0	0	0	0	0	38.5	42.9
1900	75	0	0	0	0	20	45	7	1	2	0	0	0	0	0	0	39.9	43.4
2000	25	0	0	0	1	7	8	6	2	1	0	0	0	0	0	0	41.4	46.9
2100	23	1	1	0	1	5	10	5	0	0	0	0	0	0	0	0	37.9	44.8
2200	86	1	0	2	17	36	25	2	2	1	0	0	0	0	0	0	35.2	40.7
2300	41	0	0	1	5	17	14	4	0	0	0	0	0	0	0	0	36.5	41.9
07-19	**2107**	**9**	**30**	**14**	**116**	**738**	**951**	**213**	**26**	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**37.8**	**42.5**
06-22	**2273**	**12**	**31**	**14**	**119**	**780**	**1033**	**240**	**31**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**37.9**	**42.7**
06-00	**2400**	**13**	**31**	**17**	**141**	**833**	**1072**	**246**	**33**	**9**	**4**	**1**	**0**	**0**	**0**	**0**	**37.8**	**42.7**
00-00	**2473**	**13**	**31**	**17**	**152**	**859**	**1096**	**254**	**36**	**10**	**4**	**1**	**0**	**0**	**0**	**0**	**37.8**	**42.7**

15 July 2024

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	15	0	0	2	3	4	5	1	0	0	0	0	0	0	0	0	34.6	41.9
0100	4	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	40.9	-
0200	7	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	42	-
0300	7	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	40.9	-
0400	11	0	0	0	3	2	3	1	2	0	0	0	0	0	0	0	37.5	51.9
0500	66	0	1	0	1	10	27	20	6	1	0	0	0	0	0	0	42.1	48
0600	274	1	1	0	7	54	137	64	9	1	0	0	0	0	0	0	40.5	45.8
0700	338	1	0	2	11	101	173	47	3	0	0	0	0	0	0	0	39	43.5
0800	314	0	0	0	8	108	155	41	2	0	0	0	0	0	0	0	38.8	43.4
0900	302	0	1	0	13	122	137	26	2	1	0	0	0	0	0	0	37.9	42.2
1000	279	0	0	5	32	119	107	14	2	0	0	0	0	0	0	0	36.2	40.4
1100	392	0	0	3	16	181	155	34	2	0	1	0	0	0	0	0	37.4	41.8
1200	363	1	0	6	27	165	140	24	0	0	0	0	0	0	0	0	36.6	41.3
1300	258	1	1	0	8	125	109	14	0	0	0	0	0	0	0	0	37.1	41.1
1400	284	0	0	1	10	140	111	20	2	0	0	0	0	0	0	0	37.3	41.4
1500	324	0	0	0	42	142	120	18	2	0	0	0	0	0	0	0	36.6	41.2
1600	323	0	0	2	8	116	157	37	3	0	0	0	0	0	0	0	38.5	42.9
1700	307	0	0	0	17	83	170	35	2	0	0	0	0	0	0	0	38.8	43.2
1800	172	0	0	0	9	68	69	22	4	0	0	0	0	0	0	0	38.4	43.5
1900	95	0	1	3	19	37	32	3	0	0	0	0	0	0	0	0	35.1	40.8
2000	65	0	0	3	25	26	8	3	0	0	0	0	0	0	0	0	32.2	37.9
2100	25	0	0	2	8	15	0	0	0	0	0	0	0	0	0	0	31.4	35.6
2200	21	0	0	3	2	6	9	1	0	0	0	0	0	0	0	0	34.3	39.2
2300	19	0	0	3	10	2	3	1	0	0	0	0	0	0	0	0	30.5	39.8
07-19	**3656**	**3**	**2**	**19**	**201**	**1470**	**1603**	**332**	**24**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**37.7**	**42.2**
06-22	**4115**	**4**	**4**	**27**	**260**	**1602**	**1780**	**402**	**33**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**37.7**	**42.4**
06-00	**4155**	**4**	**4**	**33**	**272**	**1610**	**1792**	**404**	**33**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**37.7**	**42.4**
00-00	**4265**	**4**	**5**	**35**	**280**	**1632**	**1829**	**433**	**43**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**37.7**	**42.5**

16 July 2024

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	24	0	0	2	7	11	4	0	0	0	0	0	0	0	0	0	32	37.8
0100	6	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	40	-
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	36.3	-
0300	9	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	35.7	-
0400	11	0	0	0	1	2	5	3	0	0	0	0	0	0	0	0	39.4	46.6
0500	76	0	1	0	2	17	28	25	3	0	0	0	0	0	0	0	40.8	45.2
0600	383	2	1	2	5	118	198	51	6	0	0	0	0	0	0	0	39.2	43.5
0700	407	1	0	1	14	130	194	64	3	0	0	0	0	0	0	0	39	43.7
0800	438	0	0	0	10	173	207	45	3	0	0	0	0	0	0	0	38.4	42.4
0900	282	1	0	0	13	120	125	20	3	0	0	0	0	0	0	0	37.6	41.7
1000	213	3	2	1	11	79	98	17	2	0	0	0	0	0	0	0	37.2	41.7
1100	196	0	0	0	16	90	71	16	3	0	0	0	0	0	0	0	37.1	41.5
1200	230	1	1	1	13	109	81	21	3	0	0	0	0	0	0	0	37	42.1
1300	202	0	0	0	11	76	99	15	1	0	0	0	0	0	0	0	37.9	42.1
1400	215	0	0	0	8	92	88	23	3	1	0	0	0	0	0	0	38.3	42.9
1500	295	4	3	2	15	120	115	32	3	1	0	0	0	0	0	0	37.3	42.8
1600	389	0	0	4	15	152	187	29	2	0	0	0	0	0	0	0	37.9	41.9
1700	404	2	9	0	18	142	187	38	7	1	0	0	0	0	0	0	37.9	42.8
1800	207	1	0	1	7	60	101	31	6	0	0	0	0	0	0	0	39.3	44.2
1900	100	0	0	3	6	24	53	10	4	0	0	0	0	0	0	0	38.6	43.4
2000	68	0	0	1	1	20	32	10	3	1	0	0	0	0	0	0	39.9	45.9
2100	36	0	0	1	1	8	24	1	1	0	0	0	0	0	0	0	38.2	41.1
2200	26	0	0	0	2	10	11	3	0	0	0	0	0	0	0	0	37.2	43.1
2300	12	0	0	0	2	6	3	0	1	0	0	0	0	0	0	0	36.5	43
07-19	**3478**	**13**	**15**	**10**	**151**	**1343**	**1553**	**351**	**39**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**42.5**
06-22	**4065**	**15**	**16**	**17**	**164**	**1513**	**1860**	**423**	**53**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.7**
06-00	**4103**	**15**	**16**	**17**	**168**	**1529**	**1874**	**426**	**54**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.7**
00-00	**4231**	**15**	**17**	**19**	**180**	**1568**	**1914**	**457**	**57**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.8**

17 July 2024

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	3	3	0	0	0	0	0	0	0	0	40.1	-
0100	5	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	38	-
0200	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	38.3	-
0300	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	32.7	-
0400	16	0	0	0	2	4	5	4	1	0	0	0	0	0	0	0	39.9	46
0500	87	0	1	0	3	9	35	32	5	1	1	0	0	0	0	0	42.3	46.7
0600	344	2	2	1	14	90	167	54	12	2	0	0	0	0	0	0	39.5	44.3
0700	468	1	0	4	19	122	261	53	7	1	0	0	0	0	0	0	38.9	43.2
0800	386	0	5	13	11	125	195	32	3	2	0	0	0	0	0	0	37.7	42.1
0900	280	0	1	0	12	128	124	14	1	0	0	0	0	0	0	0	37.2	41
1000	292	1	2	4	16	143	107	18	1	0	0	0	0	0	0	0	36.7	40.7
1100	215	0	3	1	14	92	82	21	2	0	0	0	0	0	0	0	37.1	42.6
1200	219	0	1	1	9	93	94	18	3	0	0	0	0	0	0	0	37.6	41.5
1300	233	0	4	1	12	93	94	21	8	0	0	0	0	0	0	0	37.9	42.9
1400	270	1	3	1	7	114	119	23	1	1	0	0	0	0	0	0	37.6	42.1
1500	326	4	3	7	18	123	140	26	5	0	0	0	0	0	0	0	36.9	41.6
1600	443	0	0	0	8	177	224	30	4	0	0	0	0	0	0	0	38.3	41.9
1700	346	0	1	6	9	109	187	30	4	0	0	0	0	0	0	0	38.3	42.5
1800	163	0	1	1	4	53	78	20	5	1	0	0	0	0	0	0	39.1	43.6
1900	136	0	1	1	7	41	60	21	5	0	0	0	0	0	0	0	38.9	43.8
2000	65	0	1	3	4	11	31	10	3	0	2	0	0	0	0	0	39.5	46.5
2100	58	0	0	0	4	16	29	7	1	0	1	0	0	0	0	0	39.2	43.7
2200	23	0	1	0	2	7	5	5	3	0	0	0	0	0	0	0	39.6	50.2
2300	10	0	0	1	2	4	1	1	0	1	0	0	0	0	0	0	35.8	-
07-19	**3641**	**7**	**24**	**39**	**139**	**1372**	**1705**	**306**	**44**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**37.8**	**42.2**
06-22	**4244**	**9**	**28**	**44**	**168**	**1530**	**1992**	**398**	**65**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**38**	**42.5**
06-00	**4277**	**9**	**29**	**45**	**172**	**1541**	**1998**	**404**	**68**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**38**	**42.5**
00-00	**4402**	**9**	**30**	**45**	**182**	**1560**	**2044**	**445**	**74**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.7**

18 July 2024

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	10	0	0	1	1	5	3	0	0	0	0	0	0	0	0	0	34.6	-
0100	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	28.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	7	0	0	0	1	1	3	0	2	0	0	0	0	0	0	0	40.9	-
0400	18	0	0	0	3	5	5	4	1	0	0	0	0	0	0	0	39.1	46.6
0500	74	1	0	0	1	10	34	20	8	0	0	0	0	0	0	0	42	48.2
0600	358	1	2	1	15	95	179	56	8	1	0	0	0	0	0	0	39.4	44.4
0700	453	1	0	5	6	135	247	54	5	0	0	0	0	0	0	0	38.9	43.3
0800	432	2	16	5	10	163	204	28	4	0	0	0	0	0	0	0	37.2	42.3
0900	274	1	1	2	19	116	110	23	1	1	0	0	0	0	0	0	37.1	42.1
1000	266	1	2	2	15	119	105	21	1	0	0	0	0	0	0	0	36.9	41.4
1100	226	0	0	0	8	115	84	17	2	0	0	0	0	0	0	0	37.4	41.3
1200	246	0	0	0	10	104	107	23	2	0	0	0	0	0	0	0	37.9	42.1
1300	279	0	7	0	15	111	116	25	5	0	0	0	0	0	0	0	37.5	42.4
1400	323	1	0	0	17	138	142	23	1	1	0	0	0	0	0	0	37.4	41.6
1500	430	0	0	0	23	199	179	25	2	2	0	0	0	0	0	0	37.4	41.2
1600	296	0	0	2	16	113	132	31	2	0	0	0	0	0	0	0	38	42.6
1700	295	2	9	3	12	91	129	41	8	0	0	0	0	0	0	0	38	44
1800	189	1	1	0	3	59	96	24	4	1	0	0	0	0	0	0	38.8	43.6
1900	140	0	0	0	6	36	77	19	2	0	0	0	0	0	0	0	39.2	43.5
2000	84	0	1	1	4	27	37	13	0	1	0	0	0	0	0	0	38.6	44.2
2100	67	0	0	0	7	24	24	9	3	0	0	0	0	0	0	0	38.1	43.9
2200	68	0	0	1	23	26	13	2	3	0	0	0	0	0	0	0	34.2	40.9
2300	28	0	1	1	8	13	3	2	0	0	0	0	0	0	0	0	32.5	38.1
07-19	**3709**	**9**	**36**	**19**	**154**	**1463**	**1651**	**335**	**37**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**37.7**	**42.3**
06-22	**4358**	**10**	**39**	**21**	**186**	**1645**	**1968**	**432**	**50**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**37.9**	**42.6**
06-00	**4454**	**10**	**40**	**23**	**217**	**1684**	**1984**	**436**	**53**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**37.8**	**42.6**
00-00	**4565**	**11**	**40**	**25**	**223**	**1706**	**2029**	**460**	**64**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**37.9**	**42.8**

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
--	27342	68	149	192	1397	10195	12111	2804	369	45	11	1	0	0	0	0	37.9	42.7

K&MTRAFFIC SURVEYS

SITE: COURSERS ROAD 2 (North Site) LOCATION: attached to road sign

GRID REFERENCE: 51.735826, -0.255668 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Jul	13-Jul	14-Jul	15-Jul	16-Jul	17-Jul	18-Jul	1-5.	1-7.
Hour									
0000-0100	5	13	23	15	24	8	10	12.4	14
0100-0200	0	6	7	4	6	5	2	3.4	4.3
0200-0300	4	2	4	7	2	3	0	3.2	3.1
0300-0400	10	8	10	7	9	6	7	7.8	8.1
0400-0500	17	9	9	11	11	16	18	14.6	13
0500-0600	62	30	20	66	76	87	74	73	59.3
0600-0700	281	66	43	274	383	344	358	328	249.9
0700-0800	393	109	35	338	407	468	453	411.8	314.7
0800-0900	352	135	64	314	438	386	432	384.4	303
0900-1000	303	185	132	302	282	280	274	288.2	251.1
1000-1100	325	253	253	279	213	292	266	275	268.7
1100-1200	344	272	252	392	196	215	226	274.6	271
1200-1300	330	335	258	363	230	219	246	277.6	283
1300-1400	236	310	242	258	202	233	279	241.6	251.4
1400-1500	239	275	246	284	215	270	323	266.2	264.6
1500-1600	363	217	175	324	295	326	430	347.6	304.3
1600-1700	366	192	213	323	389	443	296	363.4	317.4
1700-1800	351	157	153	307	404	346	295	340.6	287.6
1800-1900	204	101	84	172	207	163	189	187	160
1900-2000	115	89	75	95	100	136	140	117.2	107.1
2000-2100	81	56	25	65	68	65	84	72.6	63.4
2100-2200	54	33	23	25	36	58	67	48	42.3
2200-2300	42	36	86	21	26	23	68	36	43.1
2300-2400	10	30	41	19	12	10	28	15.8	21.4
Totals									
0700-1900	3806	2541	2107	3656	3478	3641	3709	3658	3276.9
0600-2200	4337	2785	2273	4115	4065	4244	4358	4223.8	3739.6
0600-0000	4389	2851	2400	4155	4103	4277	4454	4275.6	3804.1
0000-0000	4487	2919	2473	4265	4231	4402	4565	4390	3906
AM Peak	700	1100	1000	1100	800	700	700		
	393	272	253	392	438	468	453		
PM Peak	1600	1200	1200	1200	1700	1600	1500		
	366	335	258	363	404	443	430		

Appendix: G - Census Data

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

KS404EW - Car or van availability

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	oa2011: E00120250		lsoa2011: E01023679: St Albans 015C		msoa2011: E02004938: St Albans		ward011qs: E05004788: Colney		ualad09: St Albans		uacounty09: Hertfordshire		gor: East		country: England	
All categories: Car or van availability	131		593		2,282		2,282		56,140		453,817		2,423,035		22,063,368	
No cars or vans in household	7	5%	56	9%	236	10%	236	10%	7,606	14%	76,823	17%	449,358	19%	5,691,251	26%
1 car or van in household	49	37%	218	37%	911	40%	911	40%	24,108	43%	191,349	42%	1,039,677	43%	9,301,776	42%
2 cars or vans in household	43	33%	228	38%	886	39%	886	39%	18,964	34%	140,172	31%	703,968	29%	5,441,593	25%
3 cars or vans in household	19	15%	58	10%	173	8%	173	8%	3,975	7%	32,826	7%	166,426	7%	1,203,865	5%
4 or more cars or vans in household	13	10%	33	6%	76	3%	76	3%	1,487	3%	12,647	3%	63,606	3%	424,883	2%
sum of all cars or vans in the area	254	1.94	1,001	1.69	3,543	1.55	3,543	1.55	80,562	1.44	626,113	1.38	3,231,763	1.33	25,696,833	1.16

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

TS045 - Car or van availability

population	All households
units	Households
date	2021

Number of cars or vans	oa2021: E00120250		lsoa2021: E01035581: St Albans 021C		msoa2021: E02007090: St Albans 021		ward2022: Colney Heath		ladu2023: St Albans		lacu2023: Hertfordshire		gor: East		country: England	
Total: All households	131		627		2,370		1,099		58,990		482,893		2,628,782		23,436,085	
No cars or vans in household	10	8%	58	10%	236	10%	107	5%	7,571	13%	75,455	17%	442,119	18%	5,516,098	25%
1 car or van in household	52	40%	226	38%	932	41%	420	18%	26,007	46%	202,732	45%	1,092,400	45%	9,674,645	44%
2 cars or vans in household	42	32%	231	39%	861	38%	378	17%	19,103	34%	149,357	33%	789,798	33%	6,106,970	28%
3 or more cars or vans in household	27	21%	112	19%	341	15%	194	9%	6,309	11%	55,349	12%	304,465	13%	2,138,372	10%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	oa2011 : E00120250		lsoa2011 : E01023679 : St Albans 015C		msoa2011 : E02004938 : St Albans 015		ward011qs : E05004788 : Colney Heath		ualad09 : St Albans		uacounty09 : Hertfordshire		gor : East		country : England	
All categories : Method of travel to work	247		1,076		4,250		4,250		99,863		806,213		4,245,544		38,881,374	
Work mainly at or from home	14		47		218		218		5,599		34,767		161,428		1,349,568	
Underground, metro, light rail, tram	5	3%	12	2%	32	1%	32	1%	673	1%	13,325	3%	33,110	1%	1,027,625	4%
Train	10	6%	50	7%	451	16%	451	16%	13,489	21%	65,020	12%	205,077	8%	1,343,684	6%
Bus, minibus or coach	0	0%	19	3%	73	3%	73	3%	1,724	3%	18,149	3%	106,303	4%	1,886,539	8%
Taxi	0	0%	3	0%	11	0%	11	0%	186	0%	2,686	1%	13,227	0%	131,465	1%
Motorcycle, scooter or moped	1	1%	5	1%	17	1%	17	1%	449	1%	4,048	1%	22,475	1%	206,550	1%
Driving a car or van	133	78%	562	77%	1,899	67%	1,899	67%	39,425	60%	338,809	64%	1,757,121	65%	14,345,882	60%
Passenger in a car or van	13	8%	44	6%	105	4%	105	4%	2,160	3%	23,237	4%	143,749	5%	1,264,553	5%
Bicycle	2	1%	8	1%	40	1%	40	1%	1,219	2%	9,399	2%	100,651	4%	742,675	3%
On foot	5	3%	30	4%	185	7%	185	7%	6,090	9%	52,671	10%	288,663	11%	2,701,453	11%
Other method of travel to work	1	1%	1	0%	17	1%	17	1%	364	1%	2,921	1%	17,708	1%	162,727	1%
Not in employment	63		295		1,202		1,202		28,485		241,181		1,396,032		13,718,653	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

TS061 - Method used to travel to work

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
date	2021

Method of travel to workplace	oa2021 : E00120250		lsoa2021 : E01035581 : St Albans 021C		msoa2021 : E02007090 : St Albans 021		ward2022 : Colney Heath		ladu2023 : St Albans		lacu2023 : Hertfordshire		gor : East		country : England	
Total : All usual residents aged 16 years a	149		741		3,020		1,341		72,871		598,243		3,028,640		26,405,214	
Work mainly at or from home	62		270		1,419		539		38,594		235,440		966,487		8,321,252	
Underground, metro, light rail, tram	0	0%	2	0%	9	1%	3	0%	243	1%	6,993	2%	18,366	1%	504,716	3%
Train	1	1%	9	2%	71	4%	23	3%	2,464	7%	20,638	6%	69,954	3%	517,902	3%
Bus, minibus or coach	3	3%	10	2%	25	2%	11	1%	732	2%	10,332	3%	61,931	3%	1,129,539	6%
Taxi	0	0%	1	0%	9	1%	4	0%	221	1%	3,032	1%	16,936	1%	192,884	1%
Motorcycle, scooter or moped	0	0%	4	1%	7	0%	4	0%	189	1%	2,233	1%	13,632	1%	124,207	1%
Driving a car or van	81	93%	387	82%	1,186	74%	620	77%	23,272	68%	247,645	68%	1,445,280	70%	11,751,945	65%
Passenger in a car or van	0	0%	27	6%	90	6%	39	5%	1,478	4%	17,831	5%	114,537	6%	1,017,402	6%
Bicycle	0	0%	6	1%	41	3%	12	1%	764	2%	7,271	2%	70,857	3%	554,215	3%
On foot	2	2%	22	5%	142	9%	76	9%	4,371	13%	41,339	11%	219,725	11%	2,016,981	11%
Other method of travel to work	0	0%	3	1%	21	1%	10	1%	543	2%	5,489	2%	30,935	2%	274,171	2%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our https : //www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021.

Appendix: H - Visibility Splay

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

JUNCTION VISIBILITY TO THE NORTH

JUNCTION VISIBILITY TO THE SOUTH

Drain

2.4M X 115M VISIBILITY SPLAY IN LINE
WITH TO DMRB TO SURVEYED SPEEDS

.3m

Nuckies F
(Travellers

TANGENTIAL VISIBILITY

COURSERS ROAD

2.4M X 127M VISIBILITY SPLAY IN LINE
WITH TO DMRB TO SURVEYED SPEEDS

N

REV	DATE	BY	DESCRIPTION	CKD	APP

DRAWING STATUS:
FOR INFORMATION

EAS

1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:
MANOR COLIVING LTD

ARCHITECT:
CREATE DESIGN + ARCHITECTURE

PROJECT:
COLNE SPRING VILLA, COLNEY HEATH

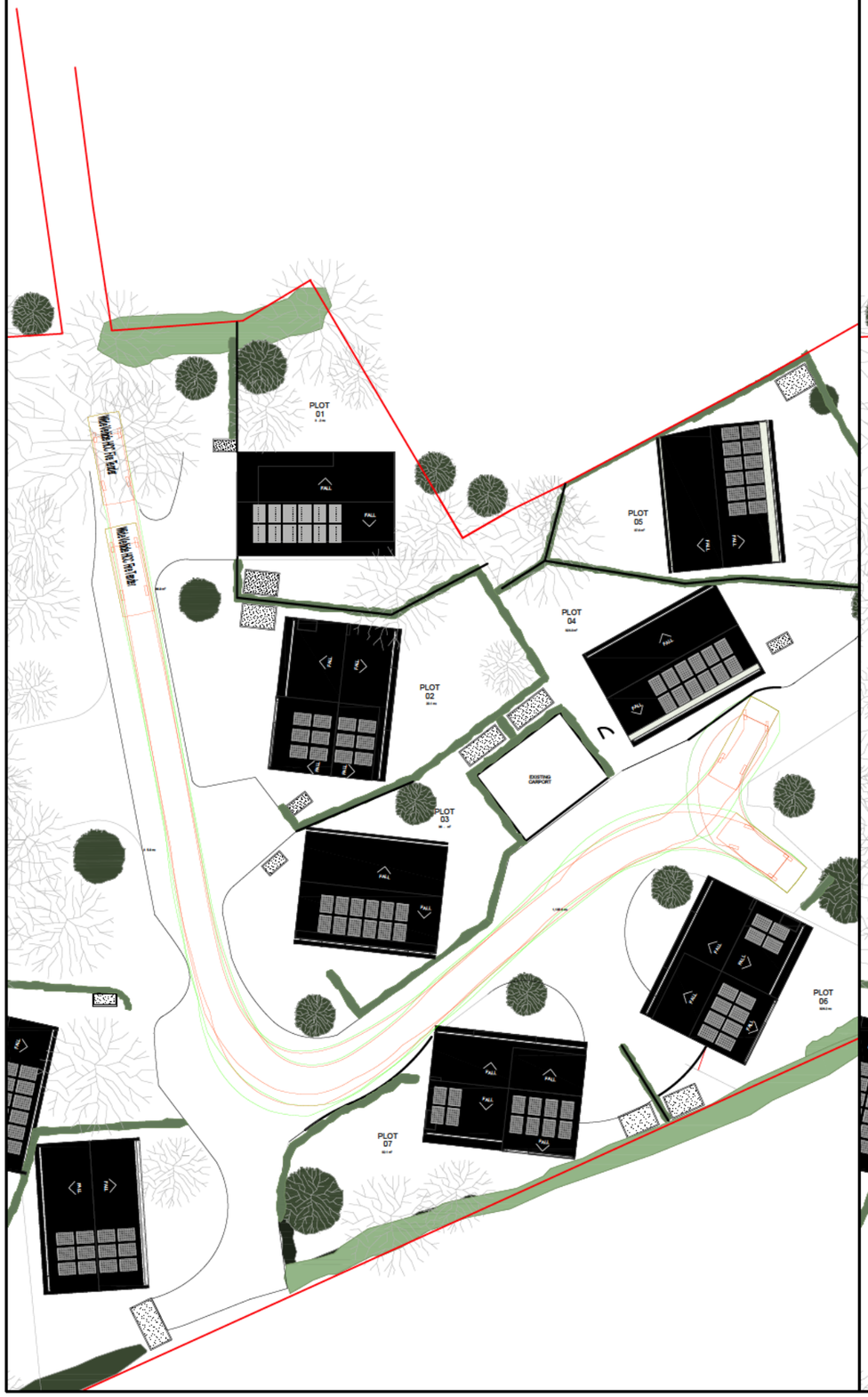
TITLE:
EXISTING ACCESS VISIBILITY SPLAY

SCALE @ A3:	DESIGN-DRAWN:	DATE:
1 : 500	JM	29/07/2024
PROJECT No:	DRAWING No:	
5295	SK02	

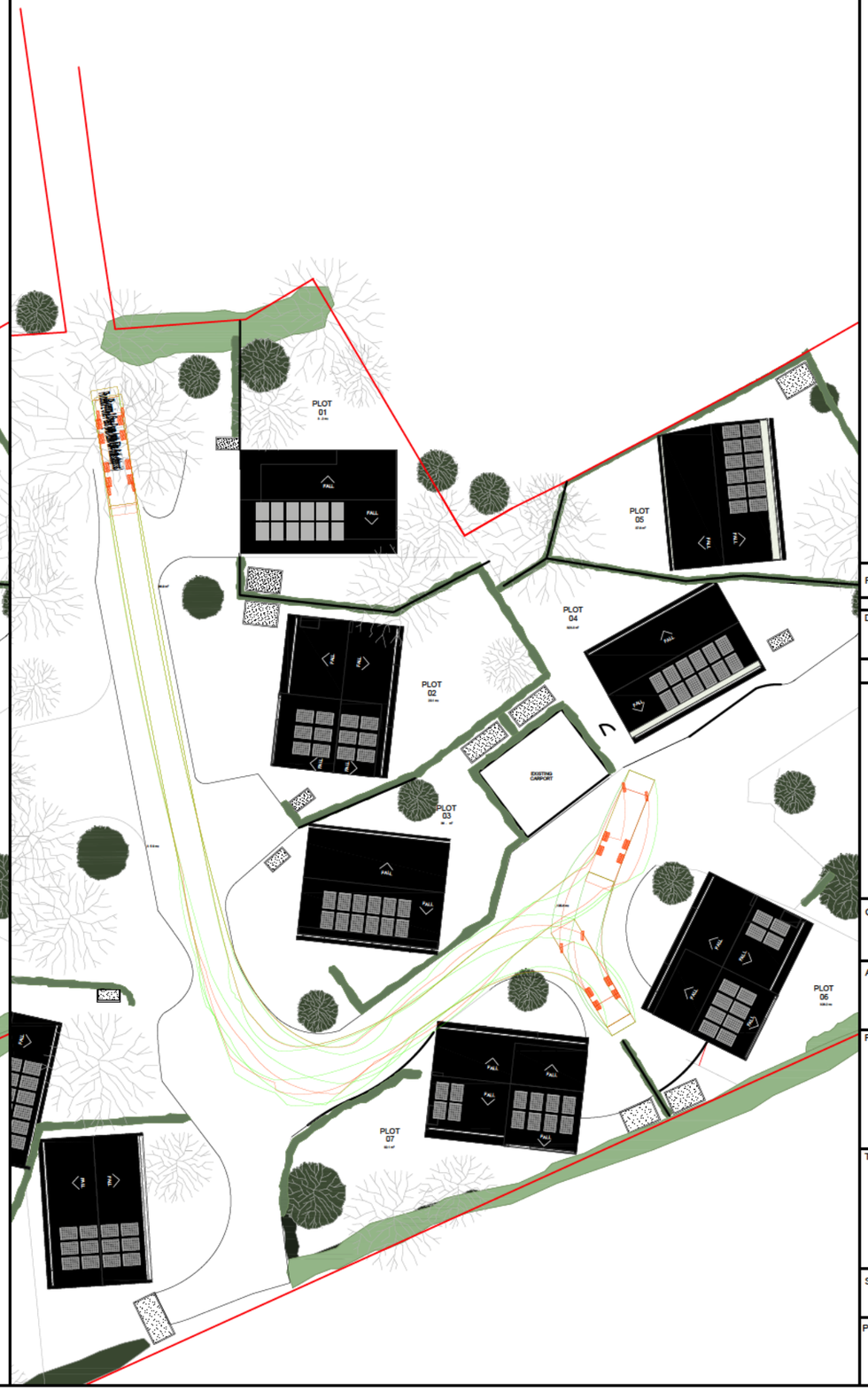
Appendix: I - Swept Path Analysis

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

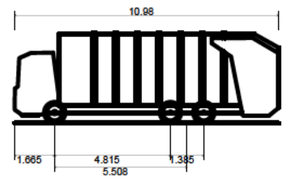
FIRE TENDER TURNING WITHIN THE SITE



REFUSE VEHICLE TURNING WITHIN THE SITE



TRACKING VEHICLE



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	10.980m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.000m

Wide Vehicle HCC Fire Tender

Overall Length	8.300m
Overall Width	2.900m
Overall Body Height	3.541m
Min Body Ground Clearance	0.426m
Track Width	2.550m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.100m

REV	DATE	BY	DESCRIPTION	CKD	APP

DRAWING STATUS:
FOR INFORMATION

EAS

1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:
MANOR COLIVING LTD

ARCHITECT:
CREATE DESIGN + ARCHITECTURE

PROJECT:
COLNE SPRING VILLA, COLNEY HEATH

TITLE:
SWEPT PATH ANALYSIS OF A
FIRE TENDER AND A REFUSE VEHICLE
ACCESSING, TURNING, AND LEAVING THE SITE

SCALE @ A3:	DESIGN-DRAWN:	DATE:
1 : 500	JM	13/08/2024

PROJECT No:	DRAWING No:
5295	SK01 REV C

Appendix: J - TRICS Data

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

EAS Transport Planning Unit 10 The Maltings Stanstead Abbotts Licence No: 743101

Calculation Reference: AUDIT-743101-240729-0703

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	IW	ISLE OF WIGHT	1 days
	MW	MEDWAY	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 72 (units:)
Range Selected by User: 8 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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

Selected survey days:

Tuesday	1 days
Wednesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	5
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Village	5
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	3 days
No	3 days

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

PTAL Rating:

No PTAL Present	6 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 ES-03-A-06 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

2 IW-03-A-01 DETACHED HOUSES ISLE OF WIGHT
MEDHAM FARM LANE
NEAR COWES
MEDHAM
Free Standing (PPS6 Out of Town)
Out of Town
Total No of Dwellings: 72
Survey date: TUESDAY *25/06/19* *Survey Type: MANUAL*

3 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

4 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

5 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY *19/10/17* *Survey Type: MANUAL*

6 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.56

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.050	6	40	0.188	6	40	0.238
08:00 - 09:00	6	40	0.117	6	40	0.238	6	40	0.355
09:00 - 10:00	6	40	0.155	6	40	0.146	6	40	0.301
10:00 - 11:00	6	40	0.159	6	40	0.188	6	40	0.347
11:00 - 12:00	6	40	0.134	6	40	0.197	6	40	0.331
12:00 - 13:00	6	40	0.184	6	40	0.146	6	40	0.330
13:00 - 14:00	6	40	0.184	6	40	0.197	6	40	0.381
14:00 - 15:00	6	40	0.159	6	40	0.163	6	40	0.322
15:00 - 16:00	6	40	0.172	6	40	0.163	6	40	0.335
16:00 - 17:00	6	40	0.218	6	40	0.109	6	40	0.327
17:00 - 18:00	6	40	0.218	6	40	0.105	6	40	0.323
18:00 - 19:00	6	40	0.155	6	40	0.079	6	40	0.234
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.905			1.919			3.824

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

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

Parameter summary

Trip rate parameter range selected:	8 - 72 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.000	6	40	0.000	6	40	0.000
08:00 - 09:00	6	40	0.000	6	40	0.000	6	40	0.000
09:00 - 10:00	6	40	0.004	6	40	0.004	6	40	0.008
10:00 - 11:00	6	40	0.000	6	40	0.000	6	40	0.000
11:00 - 12:00	6	40	0.000	6	40	0.004	6	40	0.004
12:00 - 13:00	6	40	0.004	6	40	0.000	6	40	0.004
13:00 - 14:00	6	40	0.000	6	40	0.000	6	40	0.000
14:00 - 15:00	6	40	0.004	6	40	0.004	6	40	0.008
15:00 - 16:00	6	40	0.004	6	40	0.004	6	40	0.008
16:00 - 17:00	6	40	0.004	6	40	0.008	6	40	0.012
17:00 - 18:00	6	40	0.000	6	40	0.000	6	40	0.000
18:00 - 19:00	6	40	0.000	6	40	0.000	6	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.024			0.044

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.000	6	40	0.000	6	40	0.000
08:00 - 09:00	6	40	0.000	6	40	0.000	6	40	0.000
09:00 - 10:00	6	40	0.004	6	40	0.000	6	40	0.004
10:00 - 11:00	6	40	0.004	6	40	0.004	6	40	0.008
11:00 - 12:00	6	40	0.008	6	40	0.004	6	40	0.012
12:00 - 13:00	6	40	0.000	6	40	0.008	6	40	0.008
13:00 - 14:00	6	40	0.000	6	40	0.000	6	40	0.000
14:00 - 15:00	6	40	0.000	6	40	0.000	6	40	0.000
15:00 - 16:00	6	40	0.000	6	40	0.000	6	40	0.000
16:00 - 17:00	6	40	0.000	6	40	0.000	6	40	0.000
17:00 - 18:00	6	40	0.000	6	40	0.000	6	40	0.000
18:00 - 19:00	6	40	0.000	6	40	0.000	6	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.000	6	40	0.000	6	40	0.000
08:00 - 09:00	6	40	0.000	6	40	0.008	6	40	0.008
09:00 - 10:00	6	40	0.004	6	40	0.000	6	40	0.004
10:00 - 11:00	6	40	0.000	6	40	0.000	6	40	0.000
11:00 - 12:00	6	40	0.000	6	40	0.000	6	40	0.000
12:00 - 13:00	6	40	0.000	6	40	0.000	6	40	0.000
13:00 - 14:00	6	40	0.004	6	40	0.000	6	40	0.004
14:00 - 15:00	6	40	0.004	6	40	0.000	6	40	0.004
15:00 - 16:00	6	40	0.000	6	40	0.000	6	40	0.000
16:00 - 17:00	6	40	0.000	6	40	0.000	6	40	0.000
17:00 - 18:00	6	40	0.004	6	40	0.004	6	40	0.008
18:00 - 19:00	6	40	0.004	6	40	0.000	6	40	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.012			0.032

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.063	6	40	0.251	6	40	0.314
08:00 - 09:00	6	40	0.134	6	40	0.385	6	40	0.519
09:00 - 10:00	6	40	0.184	6	40	0.188	6	40	0.372
10:00 - 11:00	6	40	0.205	6	40	0.259	6	40	0.464
11:00 - 12:00	6	40	0.163	6	40	0.280	6	40	0.443
12:00 - 13:00	6	40	0.259	6	40	0.197	6	40	0.456
13:00 - 14:00	6	40	0.226	6	40	0.272	6	40	0.498
14:00 - 15:00	6	40	0.188	6	40	0.201	6	40	0.389
15:00 - 16:00	6	40	0.247	6	40	0.192	6	40	0.439
16:00 - 17:00	6	40	0.356	6	40	0.151	6	40	0.507
17:00 - 18:00	6	40	0.314	6	40	0.134	6	40	0.448
18:00 - 19:00	6	40	0.188	6	40	0.121	6	40	0.309
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.527			2.631			5.158

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.017	6	40	0.017	6	40	0.034
08:00 - 09:00	6	40	0.046	6	40	0.063	6	40	0.109
09:00 - 10:00	6	40	0.033	6	40	0.021	6	40	0.054
10:00 - 11:00	6	40	0.021	6	40	0.033	6	40	0.054
11:00 - 12:00	6	40	0.017	6	40	0.017	6	40	0.034
12:00 - 13:00	6	40	0.029	6	40	0.013	6	40	0.042
13:00 - 14:00	6	40	0.021	6	40	0.042	6	40	0.063
14:00 - 15:00	6	40	0.025	6	40	0.025	6	40	0.050
15:00 - 16:00	6	40	0.071	6	40	0.046	6	40	0.117
16:00 - 17:00	6	40	0.025	6	40	0.038	6	40	0.063
17:00 - 18:00	6	40	0.013	6	40	0.000	6	40	0.013
18:00 - 19:00	6	40	0.008	6	40	0.008	6	40	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.326			0.323			0.649

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.000	6	40	0.013	6	40	0.013
08:00 - 09:00	6	40	0.000	6	40	0.000	6	40	0.000
09:00 - 10:00	6	40	0.000	6	40	0.004	6	40	0.004
10:00 - 11:00	6	40	0.000	6	40	0.000	6	40	0.000
11:00 - 12:00	6	40	0.000	6	40	0.000	6	40	0.000
12:00 - 13:00	6	40	0.000	6	40	0.000	6	40	0.000
13:00 - 14:00	6	40	0.000	6	40	0.000	6	40	0.000
14:00 - 15:00	6	40	0.000	6	40	0.000	6	40	0.000
15:00 - 16:00	6	40	0.004	6	40	0.000	6	40	0.004
16:00 - 17:00	6	40	0.013	6	40	0.000	6	40	0.013
17:00 - 18:00	6	40	0.000	6	40	0.000	6	40	0.000
18:00 - 19:00	6	40	0.004	6	40	0.000	6	40	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.017			0.038

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.000	6	40	0.004	6	40	0.004
08:00 - 09:00	6	40	0.004	6	40	0.004	6	40	0.008
09:00 - 10:00	6	40	0.000	6	40	0.025	6	40	0.025
10:00 - 11:00	6	40	0.000	6	40	0.000	6	40	0.000
11:00 - 12:00	6	40	0.000	6	40	0.004	6	40	0.004
12:00 - 13:00	6	40	0.000	6	40	0.000	6	40	0.000
13:00 - 14:00	6	40	0.000	6	40	0.000	6	40	0.000
14:00 - 15:00	6	40	0.000	6	40	0.000	6	40	0.000
15:00 - 16:00	6	40	0.000	6	40	0.000	6	40	0.000
16:00 - 17:00	6	40	0.008	6	40	0.000	6	40	0.008
17:00 - 18:00	6	40	0.004	6	40	0.000	6	40	0.004
18:00 - 19:00	6	40	0.017	6	40	0.000	6	40	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.037			0.070

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.000	6	40	0.017	6	40	0.017
08:00 - 09:00	6	40	0.004	6	40	0.004	6	40	0.008
09:00 - 10:00	6	40	0.000	6	40	0.029	6	40	0.029
10:00 - 11:00	6	40	0.000	6	40	0.000	6	40	0.000
11:00 - 12:00	6	40	0.000	6	40	0.004	6	40	0.004
12:00 - 13:00	6	40	0.000	6	40	0.000	6	40	0.000
13:00 - 14:00	6	40	0.000	6	40	0.000	6	40	0.000
14:00 - 15:00	6	40	0.000	6	40	0.000	6	40	0.000
15:00 - 16:00	6	40	0.004	6	40	0.000	6	40	0.004
16:00 - 17:00	6	40	0.021	6	40	0.000	6	40	0.021
17:00 - 18:00	6	40	0.004	6	40	0.000	6	40	0.004
18:00 - 19:00	6	40	0.021	6	40	0.000	6	40	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.054			0.108

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.56

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.079	6	40	0.285	6	40	0.364
08:00 - 09:00	6	40	0.184	6	40	0.460	6	40	0.644
09:00 - 10:00	6	40	0.222	6	40	0.238	6	40	0.460
10:00 - 11:00	6	40	0.226	6	40	0.293	6	40	0.519
11:00 - 12:00	6	40	0.180	6	40	0.301	6	40	0.481
12:00 - 13:00	6	40	0.289	6	40	0.209	6	40	0.498
13:00 - 14:00	6	40	0.251	6	40	0.314	6	40	0.565
14:00 - 15:00	6	40	0.218	6	40	0.226	6	40	0.444
15:00 - 16:00	6	40	0.322	6	40	0.238	6	40	0.560
16:00 - 17:00	6	40	0.402	6	40	0.188	6	40	0.590
17:00 - 18:00	6	40	0.335	6	40	0.138	6	40	0.473
18:00 - 19:00	6	40	0.222	6	40	0.130	6	40	0.352
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.930			3.020			5.950

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.038	6	40	0.172	6	40	0.210
08:00 - 09:00	6	40	0.096	6	40	0.226	6	40	0.322
09:00 - 10:00	6	40	0.113	6	40	0.109	6	40	0.222
10:00 - 11:00	6	40	0.130	6	40	0.167	6	40	0.297
11:00 - 12:00	6	40	0.113	6	40	0.159	6	40	0.272
12:00 - 13:00	6	40	0.172	6	40	0.121	6	40	0.293
13:00 - 14:00	6	40	0.146	6	40	0.172	6	40	0.318
14:00 - 15:00	6	40	0.126	6	40	0.138	6	40	0.264
15:00 - 16:00	6	40	0.130	6	40	0.113	6	40	0.243
16:00 - 17:00	6	40	0.184	6	40	0.075	6	40	0.259
17:00 - 18:00	6	40	0.213	6	40	0.096	6	40	0.309
18:00 - 19:00	6	40	0.146	6	40	0.075	6	40	0.221
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.607			1.623			3.230

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.013	6	40	0.013	6	40	0.026
08:00 - 09:00	6	40	0.021	6	40	0.013	6	40	0.034
09:00 - 10:00	6	40	0.033	6	40	0.029	6	40	0.062
10:00 - 11:00	6	40	0.025	6	40	0.017	6	40	0.042
11:00 - 12:00	6	40	0.013	6	40	0.029	6	40	0.042
12:00 - 13:00	6	40	0.008	6	40	0.017	6	40	0.025
13:00 - 14:00	6	40	0.038	6	40	0.025	6	40	0.063
14:00 - 15:00	6	40	0.029	6	40	0.021	6	40	0.050
15:00 - 16:00	6	40	0.033	6	40	0.046	6	40	0.079
16:00 - 17:00	6	40	0.029	6	40	0.025	6	40	0.054
17:00 - 18:00	6	40	0.004	6	40	0.008	6	40	0.012
18:00 - 19:00	6	40	0.008	6	40	0.004	6	40	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.254			0.247			0.501

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	40	0.000	6	40	0.004	6	40	0.004
08:00 - 09:00	6	40	0.000	6	40	0.000	6	40	0.000
09:00 - 10:00	6	40	0.000	6	40	0.004	6	40	0.004
10:00 - 11:00	6	40	0.000	6	40	0.000	6	40	0.000
11:00 - 12:00	6	40	0.000	6	40	0.000	6	40	0.000
12:00 - 13:00	6	40	0.000	6	40	0.000	6	40	0.000
13:00 - 14:00	6	40	0.000	6	40	0.000	6	40	0.000
14:00 - 15:00	6	40	0.000	6	40	0.000	6	40	0.000
15:00 - 16:00	6	40	0.004	6	40	0.000	6	40	0.004
16:00 - 17:00	6	40	0.000	6	40	0.000	6	40	0.000
17:00 - 18:00	6	40	0.000	6	40	0.000	6	40	0.000
18:00 - 19:00	6	40	0.000	6	40	0.000	6	40	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.008			0.012

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

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