

## BELLWAY HOMES LIMITED (STRATEGIC)

## BOXTED CROSS, COLCHESTER

## TRANSPORT SCOPING NOTE

**REPORT REF.  
2101443-R02**

**May 2025**

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## **1. Introduction**

- 1.1. This Transport Scoping Note (TSN) has been prepared by Ardent Consulting Engineers (ACE) on behalf of Bellway Homes Limited (Strategic) in respect of a potential residential development of circa 200 dwellings on land to the north of Boxted Straight Road, Boxted Cross, Colchester.
- 1.2. Essex County Council (ECC) are the local highway authority and Colchester City Council (CCC) are the local planning authority.
- 1.3. The site is located circa 4km from A12, which is part of the strategic road network and is managed by National Highways (NH). Whilst it is anticipated that the highway impacts on this Trunk Road are unlikely to be significant, this report will also be submitted to NH to ensure any future Transport Assessment takes into account their initial feedback if/where required.

### **Scope of Report**

- 1.4. This TSN document defines the proposed scope of highways assessment that would be required to support a future planning application, with the aim to agree the background information and scope for the Transport Assessment (TA), that will address the effects of the proposed development upon the surrounding transport network, and detail the proposed access arrangements for the development.

### **Policy and Guidance**

- 1.5. The relevant policy and guidance documents that inform this TSN and that will also inform a subsequent TA are as follows:
  - National Planning Policy Framework [NPPF] (MHCLG, December 2024);
  - National Planning Practice Guidance [NPPG] (DCLG, 2014);
  - Manual for Streets [MfS] (DfT, 2007);
  - Manual for Streets 2 [MfS2] – Wider Application of Principles (CIHT, 2010);
  - Essex Transport Strategy: the Local Transport Plan for Essex (2011);
  - The Essex Design Guide (2025);

- Essex Parking Guidance (2024);
- Colchester City Local Plan (2021); and
- Colchester City Council Core Strategy Local Development Framework (2014).

### **Report Structure**

1.6. Following this introduction, the remainder of this report is structured as follows:

- **Section 2.0** provides a description of the existing site conditions;
- **Section 3.0** provides a description of the existing accessibility to sustainable modes of travel;
- **Section 4.0** describes the proposed development and the proposed access arrangement;
- **Section 5.0** considers the parking and servicing arrangements;
- **Section 6.0** considers the trip forecasts for the proposed development and the extent of proposed highway capacity assessments; and
- **Section 7.0** provides a summary and highlights areas for agreement.

## **2. Existing Situation**

### **Site Location**

2.1. The site is located to the north of Boxted Straight Road in Colchester, Essex. The site measures approximately 6.08 hectares and comprises undeveloped land. **Figure 2.1** below shows the indicative extent of the site boundary and surrounding highway network. The site is bound by Boxted Straight Road along the southern boundary, agricultural land along the western and northern boundary and a residential development along the eastern boundary accessed via Caters Hill to the east. Furthermore, the site is located at the northwest of Boxted Cross, approximately 7.5 km northeast of Colchester Town Centre.



**Figure 2.1:** Aerial View of the Site (Source: Google Maps)

### **Surrounding Highway Network**

#### *Existing Site Access*

2.2. The site includes an existing field access in the south-western corner of the site onto Boxted Straight Road, comprising a break in the hedgerow. Based on a desktop review, there appears to be no hard surfacing between the field and the carriageway,

however there are tread marks on the verge which suggests this has been used for vehicular access to the site by agricultural vehicles.

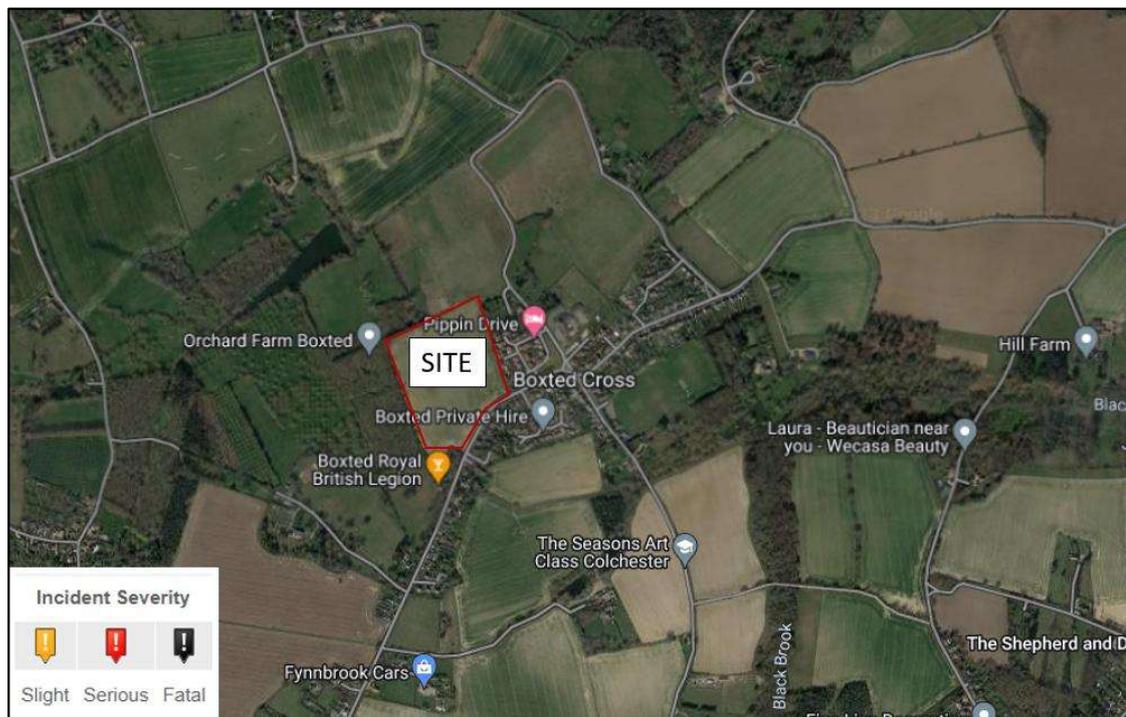
*Boxted Straight Road*

- 2.3. Boxted Straight Road is a single lane carriageway which extends along the southern boundary of the site in a west/east direction leading towards Straight Road to the west and Dedham Road to the east towards Boxted Cross Centre. Straight Road provides vehicular access towards Colchester Town Centre to the south. Boxted Straight Road is subject to a 30mph speed limit, measuring approximately 5 metres wide and primarily accessed by residential properties. There is an existing circa two-metre-wide footway which extends along the entirety of the southern boundary of the carriageway, with dropped kerb crossing at junctions. Approximately 85 metres from the site there is a circa two-metre-wide footway along the northern edge, accessed via a dropped kerb tactile paved crossing which extends towards Carters Hill to the east.
- 2.4. As shown in **Appendix A** the footway, carriageway and verge of Boxted Straight Road along the site frontage is located within Essex maintained land.
- 2.5. As shown in **Appendix B** a seven day automatic traffic count survey was undertaken on Boxted Straight Road in April 2025 which shows recorded 85<sup>th</sup> percentile speeds of 38.1 mph in a eastbound direction and 35.3mph in a westbound direction.

**Highway Safety**

- 2.6. Paragraph 015 within 'Travel plans, transport assessments and statements in decision-taking' advises that 'an analysis of the injury records on the public highway on the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area'.
- 2.7. In accordance with the above, the 'Crashmap' website has been examined ([www.crashmap.co.uk](http://www.crashmap.co.uk)) for any details of recorded Personal Injury Accidents within the past five years. This identified that there have been no recorded accidents (including vehicles, pedestrians or cyclists) on Boxted Straight Road within the vicinity of the site or within the surrounding area between 2019 and 2023 (most recent five year period). As shown in **Figure 2.2** below extracted from the CrashMap

website which shows the locations for the accidents during the recorded period above.



**Figure 2.2:** Crashmap extract

2.8. The above extract shows no recorded accidents during this period, and so it can be concluded that there are no existing highway safety issues in close proximity to the site and therefore no further detailed safety assessment or amends to the existing highway layout should be necessary. Nonetheless, as part of the TA, a full review of highway safety will be undertaken, obtaining personal injury data from Essex and consider the impact of the proposed development on the surrounding highway network.

### **Committed Development**

2.9. A review of the Colchester Borough Council database confirms that there are no committed developments which should be considered within close proximity of the site.

### **3. Access by Sustainable Modes**

3.1. The site is located within a village which is adjacent to a well-established residential area near to educational facilities, employment opportunities, local amenities and public buses. Therefore, significant pedestrian infrastructure already exists in the surrounding area.

3.2. The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Guidelines for providing for journeys on foot' [2000] suggests acceptable walking distances which are relevant to a variety of journey purposes. These are reproduced in the following table.

<b>CIHT Classification</b>	<b>Town Centres (m)</b>	<b>Commuting/School/Sightseeing (m)</b>	<b>Elsewhere/Local Services (m)</b>
<b>Desirable</b>	200	500	400
<b>Acceptable</b>	400	1,000	800
<b>Preferred Maximum</b>	800	2,000	1,200

3.3. **Figure 3.1** shows the indicative 800m walk catchment of the site. Within this catchment there are bus stops, Boxted Village Hall, Boxted St Peters VC Primary School, King George Playing fields and Harpers Café. These services can be accessed via the existing footway network and crossing facilities.

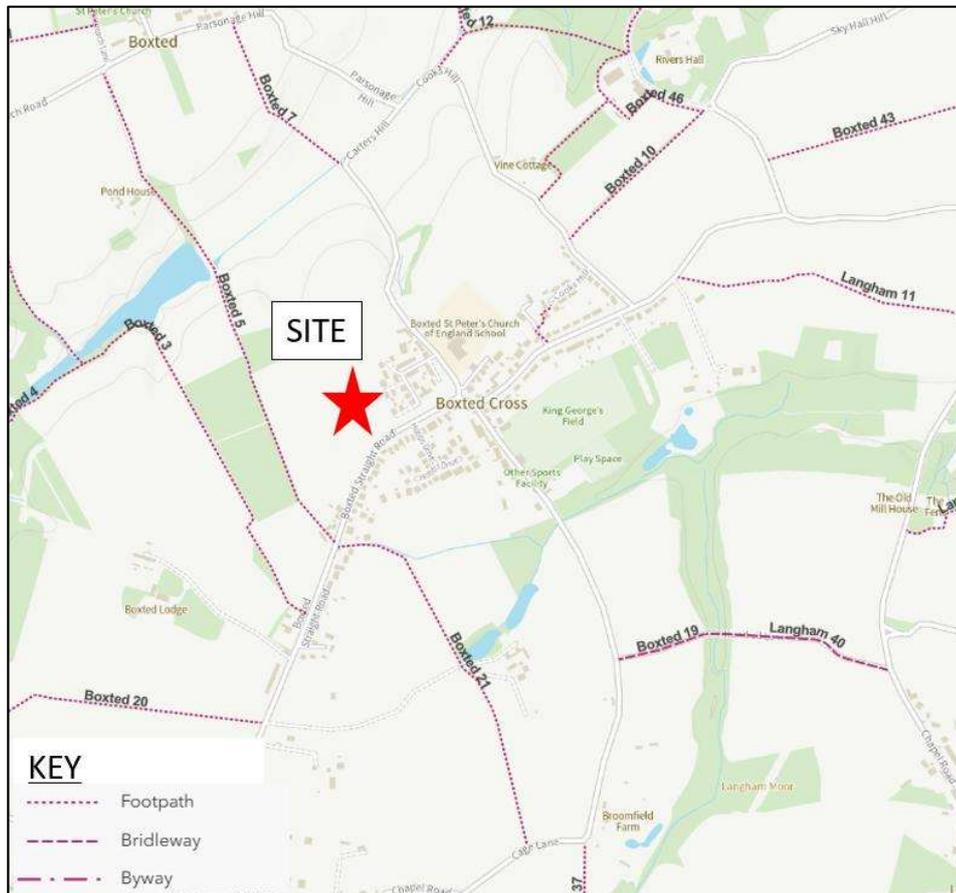


**Figure 3.1-** Indicative 800m walk catchment from the site

- 3.4. Along the site frontage there is a footway along the southern edge of Boxted Straight Road and dropped kerb crossing facilities to access the wider pedestrian network towards the bus stop and primary school.
- 3.5. It should also be noted that no Personal Injury Accidents involving pedestrians have been recorded within the past five years in the immediate vicinity of the site and so it is concluded that there are no current pedestrian safety issues close to the site that would warrant further attention.
- 3.6. Overall, it is considered that, subject to the provision of suitable connections from the site itself as part of the proposed development, the level of pedestrian infrastructure and amenities within Boxted Cross is sufficient and would provide a realistic travel option for future residents.

**Public Rights of Way (PRoW)**

3.7. **Figure 3.2** shows the site in relation to the wider PRoW network, showing that there is an extensive network available from the site, providing good potential for leisure walking trips to be undertaken directly from the site.



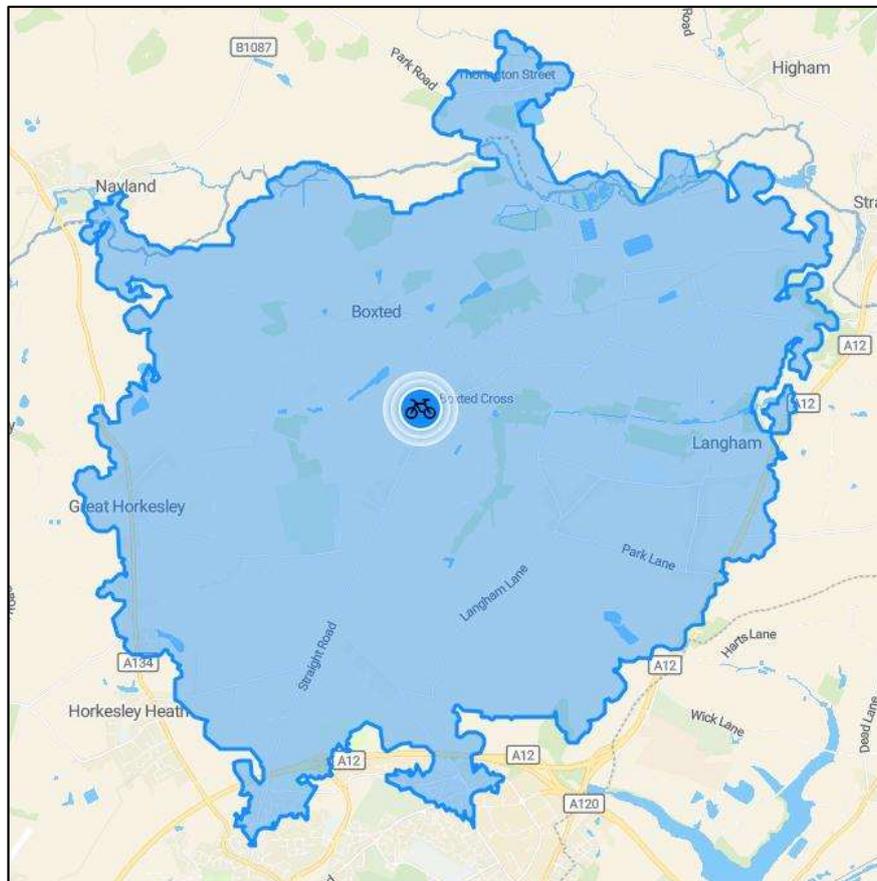
**Figure 3.2-** Extract from Essex County Council's interactive map

**Cycling**

3.8. Local Transport Note 1/20 – Cycle Infrastructure Design (Department for Transport (DfT), July 2020) states that:

*"Two out of every three personal trips are less than five miles in length –an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For schoolchildren the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school".*

3.9. **Figure 3.3** from traveltimemap.com illustrates a 15-minute cycle distance isochrone from the centre of the site. All of Boxted Cross (including the Primary School), Boxted, Langham, Great Horkesley and the north of Colchester are within this cycling catchment.



**Figure 3.3:** Cycling Distance from Traveltimemap.com

3.10. Colchester Town Centre is located within a 25-minute cycle (circa 7.5km) from the site, which could be an option for confident cyclists, with cyclists expected to cycle on the carriageway. National Cycle Route 1 can be accessed within less than 2km (5 minutes) southeast of the site on Moor Road. This is primarily accessed via lightly trafficked routes and a bridleway, with cyclists safely able to use the carriageway. National Cycle route 1 provides access to Colchester to the south and Ipswich to the north, connecting through villages on lightly trafficked routes.

#### **Accessibility by Public Bus**

3.11. Essex Highway Design Guide states that new residential development should be located within a 400m (5 minutes) walk of a bus stop, however it is recognised that people are willing to walk further, particularly for access to high frequency bus

services. It is noted that in Manual for Streets (MfS) 'Walkable Neighbourhoods' are typically characterised by having a range of additional facilities within 10 minutes (up to 800m) walking distance of residential area which residents may access comfortably on foot.

- 3.12. The closest bus stops to the site are located on Boxted Straight Road, approximately 60 metres east from the potential site access location. These bus stops provide access to bus routes 80, 80A and 694 which provide services at an average frequency of one bus every two hours to Colchester and surrounding villages to access leisure, education and employment areas.

### **Accessibility by Rail**

- 3.13. Colchester Railway Station is the closest rail station to the site within approximately 6.5km (circa 22-minute cycle from the site). Colchester Railway Station is managed by Greater Anglia and has 576 cycle parking spaces within a sheltered secure location. There is also step free access to all platforms at the station.

- 3.14. The station provides services to London Liverpool Street, Norwich, Ipswich and Walton-on-the-Naze. Trains to London Liverpool Street (particularly for daily commuters) depart at a frequency of every 15 minutes at a journey time of approximately 1 hour 15 minutes.

- 3.15. This station therefore offers extensive opportunity for modal interchange possibilities, which access to major commuting destinations such as London and would be a realistic option of travel for development residents for both commuting and leisure purposes.

### **Accessibility Conclusion**

- 3.16. In conclusion, the site is accessible by a variety of sustainable modes of transport and it is considered that it can be considered a sustainable location in transport terms, with the local amenities available providing for a range of everyday needs and with good public transport connectivity. The TA will provide a further detail in relation to the sustainable transport and accessibility credentials of the site.

#### **4. Proposed Development and Access Strategy**

- 4.1. The proposed development would comprise total of up to 200 residential dwellings. An illustrative site layout is currently in development and shall be provided within the TA.
- 4.2. It is proposed that the site would be accessed via Boxted Straight Road. The proposed access arrangement is shown in **ACE Drawing Number 2101443-SK01B**.
- 4.3. The site access has been designed in accordance with the Essex Highway Design Guide, which states that for 200 units in a cul-de-sac formation a type 'E' access road should be designed. The access road has been designed with 5.5m wide with 2 metres wide footways. The footway extends to the east and west of the site access with a proposed dropped kerbed crossings to access the exiting footway along the southern edge of Boxted Straight Road (noting that there is insufficient highway land to continue the footway along the northern edge beyond the site frontage).
- 4.4. A seven-day Automatic Traffic Count (ATC) survey was undertaken on Boxted Straight Road, as contained in **Appendix B**. This was used to calculate precise visibility splays using the measured 85<sup>th</sup> percentile speeds and current best practice guidance in MfS, which recommends within Paragraph 1.3.2 'as a starting point for any scheme affecting non-trunk roads, designers should start with MfS'. Paragraph 10.1.13 of MfS2 provides a detailed formula for calculating visibility splays, taking into account the percentage of HGV movements and vehicle speeds.
- 4.5. During the 7 day ATC survey, it was noted that more than 5% of vehicles were HGV's and 85<sup>th</sup> percentile speeds were below 60kph travelling in a westbound direction and above 60kph travelling in an eastbound direction. Hence, for the westbound traffic the splay requirements have been calculated by adopting a 0.375g deceleration rate and a 1.5s perception reaction time for speeds below 60kph, as per table 10.1 in MfS2. For the eastbound traffic DMRB standards were applied for speeds of 60kph adopting a 0.375g deceleration rate and a 2s perception reaction time.
- 4.6. The tables contained in **Appendix B** show that by adopting this approach visibility splays of 60 metres east of the junction and 76 metres west of the junction would be required. **ACE Drawing Number 2101443-SK01B** shows how these splays can be achieved without conflict and are located within publicly maintained highway land.

- 4.7. Furthermore, 60m forward visibility on the bend opposite the site access on Boxted Straight Road can be achieved and splays to the tangent of the bend. This demonstrates that all works relating to the access and visibility would be within either publicly maintained highway land or land that is under the ownership of the client.
- 4.8. **ACE Drawing Number 2101443-SK01A** also shows that an Essex refuse vehicle is able to access and egress the potential site access without conflict with vehicles waiting at the site access and travelling southbound on Boxted Straight Road.

## **5. Parking and Servicing**

### **On-site Car Parking**

5.1. The details of the internal site layout will not be for determination at the outline planning application stage, however it is noted that the ECC 'Essex parking guidance 2024 Part 1 and Part 2' document provides the relevant car parking standards in table 4.1 for low connectivity areas that should apply to the development, which are as follows.

#### Residential dwellings

- 1 bedroom dwelling - 1 car parking space per unit;
- 2 -3 bedroom dwellings - 2 car parking spaces per unit;
- 4+ bedroom dwellings - 3 car parking spaces per unit; and
- 0.25 visitor spaces per dwelling (unallocated).

5.2. Car parking should be provided in accordance with the above standards. In addition to this, one fast charging Electrical Vehicle Charging Point should be provided per flat or house within allocated and unallocated spaces. The charging point will be in line with the requirement of the 'Essex parking guidance 2024 Part 1' document.

### **Cycle Parking**

5.3. The development will look to provide long and short stay cycle parking in accordance with the parking standards outlined within 2024 Essex Parking Guidance. The cycle parking minimum standards are as follows:

- 1 space per bedroom for long-stay spaces.
- 1 space per 40 dwellings for short-stay spaces.
- A minimum of 10% of the total cycle parking spaces are required to be designed with non-standard bicycles in mind.

5.4. Cycle parking should be located within an accessible, secure and covered location such as a garage or shed. The layout will be designed to enable storage facilities to be provided within the curtilage of each dwelling in either secure sheds or garages.

For blocks of flats / cycle parking will be located within the buildings, close to the building entrance and secure.

### **Servicing Arrangements**

- 5.5. In line with the recommendations contained in the Essex Highway Design Guidance, the finalised site layout will be designed to accommodate a refuse collection vehicle manoeuvring to within 25 metres drag distance for refuse workers of all designated collection points and within 30 metres for residents. Collection of communal bins should be located within 10 metres from the refuse vehicle.
  
- 5.6. It is anticipated that the site layout will be developed in sufficient detail to enable an understanding of the principles of servicing that will apply to the scheme.

## **6. Trip Forecasting and Traffic Assessments**

6.1 This section sets out the proposed approach to trip forecasting and traffic assessments to support the development proposals. It is proposed that the following principles will apply:

- A multi-modal trip forecasting exercise will be undertaken based on a total person trip forecast generated by the TRICS database;
- Census travel to work data will be used to establish a modal share for the peak hour trip forecasts;
- A vehicle trip distribution will be established using Census Travel to Work Origin-Destination data;
- All trips forecast will be considered as being new to the network;
- Baseline traffic flows on the surrounding highway network will be established through traffic surveys undertaken during a suitable neutral period. These will confirm the relevant morning and evening peak hours for assessment;
- Junctions that are forecast to experience an increase in 30 or more two-way peak hour trips as a result of the proposed development will be considered in further detail with respect to whether any detailed capacity assessments are required;
- Future year traffic assessments will be undertaken for 2030 (assuming an application is submitted in 2025), with appropriate background traffic taken into account along with any relevant committed development traffic and infrastructure schemes.

### **Proposed Trip Forecasting**

6.2 To help inform the pre-application process, a trip forecasting exercise has been undertaken for the proposed development, and it is proposed that this forms the basis of any assessments.

- 6.3 The category 'Residential- Houses Privately Owned' was searched within TRICS, specifying all available weekday multi-modal surveys ranging from the minimum and the maximum number of dwellings available to maximise the number of comparable sites with regards to location. The search excluded sites in Greater London, Wales, Scotland, Ireland and Northern Ireland, selecting sites in 'Neighbourhood Centre' location only. The number of dwellings within the sites was selected at between 100 to 400 units.
- 6.4 This search resulted in 10 surveys taken from 10 sites. Site surveys undertaken during the COVID pandemic were excluded from the sample due to the potential distorting effects of the pandemic upon trip patterns.
- 6.5 Following a review of the available sites, none of the sites were considered to be noticeably more comparable than the others and so the average trip rates from all sites were extracted in this instance. The resulting person trip rates (per dwelling) and commensurate person trip generation for the proposed 200-unit scheme are shown in **Table 6.1**, with the full output data contained within **Appendix C**.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
<b>Person Trip Rates (per dwelling)</b>	<b>0.126</b>	<b>0.639</b>	<b>-</b>	<b>0.434</b>	<b>0.204</b>	<b>-</b>	<b>3.108</b>	<b>3.179</b>	<b>-</b>
Person Trip Generation (200 dwellings)	35	128	163	87	41	128	622	636	1258

**Table 6.1** – Proposed Total Person Trip Generation (subject to rounding of numbers).

- 6.6 The mode of travel for the proposed development has been determined from the 'Method of Travel to Work' (residential population) dataset provided within the 2021 specification Census database for the 'Colchester 001' ward. The dataset was used to identify a suitable modal split for the proposed residential use, and **Table 6.2** shows this modal split along with the resulting peak hour person trips by each mode (any discrepancies in the table are due to rounding).

Mode	Adjusted Share	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00- 18:00)			Weekday 12-hour (07:00-19:00)		
		Arri	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Train	3.56%	1	5	6	3	1	5	22	23	45
Bus	2.21%	1	3	4	2	1	3	14	14	28
Taxi	0.45%	0	1	1	0	0	1	3	3	6
Motorcycle	0.40%	0	1	1	0	0	1	2	3	5
<b>Car Driver</b>	<b>82.31%</b>	<b>29</b>	<b>105</b>	<b>134</b>	<b>72</b>	<b>34</b>	<b>105</b>	<b>512</b>	<b>523</b>	<b>1035</b>
Car Passenger	4.31%	2	6	7	4	2	6	27	27	54
Bicycle	2.01%	1	3	3	2	1	3	12	13	25
On Foot	4.76%	2	6	8	4	2	6	30	30	60
<b>Total</b>	<b>100.00%</b>	<b>35</b>	<b>128</b>	<b>163</b>	<b>87</b>	<b>41</b>	<b>128</b>	<b>622</b>	<b>636</b>	<b>1,258</b>

**Table 6.2** – Forecast Trip Generation by Mode (subject to rounding)

6.7 Based on the above calculations, **Table 6.2** shows that there could be expected to be 134 two-way car driver trips during the morning peak hour and 105 two-way trips during the evening peak hour generated by the proposed development.

### **Proposed Traffic Distribution**

6.8 With respect to traffic distribution, 2011 Census Travel to Work Origin-Destination (O-D) data for the existing resident population of the surrounding area available on the Official Labour Market Statistics website ([www.nomisweb.co.uk](http://www.nomisweb.co.uk)) has been used to estimate the proportion of vehicle trips that could travel along each particular key route to/from the site. This is the most recent census data available for this dataset. The following methodology was applied, with further details included at **Appendix D**:

- The 'Query Data' function on the NOMIS website was used to identify an appropriate dataset to create a suitable distribution model for the site.
- 2011 Census Dataset WU03UK 'Location of usual residence and place of work by method of travel to work' was selected.

- The 'Usual Residence' was set at Middle Super Output Area (MSOA) 'Colchester 001'.
- All other MSOAs in Colchester, as well as all other local authority districts, were selected as the 'Place of Work'.
- The data was used to calculate the relative proportion of car trips to work to each of the surrounding areas. For simplicity, any areas with 3 or fewer car trips were omitted from the calculations as they were considered statistically insignificant.
- The likely vehicle route (or routes) to each area were identified using Google Maps route planning tools, and the proportion of car trips using each key route was subsequently calculated using the data.

6.9 The above details were used to create an indicative traffic distribution model for the site, which is shown within **Appended Figure 1**. A summary of the routes and census distribution is also provided below in **Table 6.3**.

<b>Cordon Point</b>		<b>Routing</b>	<b>Census Dist</b>
<b>A</b>	Horkesley Road	Boxted Straight Road (Southwest) – Horkesley Road	9.7%
<b>B</b>	Dedham Road	Boxted Straight Road (East)- Dedham Road	12.7%
<b>C</b>	A12	Boxted Straight Road (Southwest)- Langham Road- Axial Way- Via Urbis Romance- A12	41.5%
<b>D</b>	A134 (Northern Approach Road)	Boxted Straight Road (Southwest)- A134	36.1%
<b>Total</b>			<b>100%</b>

**Table 6.3:** Summary of the routes and census distribution

6.10 The residential peak hour vehicle trips rates shown in **Table 6.2** were assigned to the network based on this model, and the results are shown in **Appended Figure 2** (AM) and **Appended Figure 3** (PM).

6.11 For further detailed assessment, an increase of 30 two-way peak hour vehicular movements is a general starting point for determining where a significant impact could occur. However, it is common that higher hourly increases of 45 to 60 vehicles could be satisfactorily accommodated where capacity and highway safety issues do not exist. The following details use an appropriate distribution model to indicate the maximum number of peak hour two-way traffic movements that would occur at key junctions within the surrounding highway network.

6.12 Taking into account the above, the following details indicate the expected number of peak hour two-way traffic movements that would occur at key junctions within the surrounding highway network based on the above distribution and routing:

- Proposed Site Access / Boxted Straight Road priority-controlled junction – 131 AM two-way movements and 106 PM two-way movements.
- Junction 1: Straight Road / Langham Road / Peppers Lane priority controlled crossroads - 118 AM two-way movements and 93 PM two-way movements.
- Junction 2: Severalls Lane / Axial Way three-armed priority-controlled roundabout – 56 AM two-way movements and 44 PM two-way movements
- Junction 3: Axial Way / United Way / Via Urbis Romanae priority controlled four armed roundabout - 56 AM two-way movements and 44 PM two-way movements
- Junction 4: Straight Road / Horkesley Road priority-controlled T-junction – 62 AM two-way movements and 49 PM two-way movements
- Junction 5: Boxted Road / A134 / Nayland Road / Wildeve Road priority controlled four-armed roundabout - 48 AM two-way movements and 38 PM two-way movement

Proposed Site Access / Boxted Straight Road priority-controlled junction

6.13 As part of any future assessment, a capacity assessment of the Site Access / Boxted Straight Road junction will be undertaken. As part of the TA, junction capacity modelling will be undertaken to identify whether the proposed junction will operate

satisfactorily in terms of capacity. In addition, an updated review of the highway safety data in the local area will be undertaken to determine if a safe and suitable access can be achieved, as per Paragraph 115 of the NPPF.

Junction 1: Straight Road / Langham Road / Peppers Lane priority controlled crossroads

- 6.14 As above, a capacity assessment of the Straight Road / Langham Road / Peppers Lane priority controlled crossroads will be undertaken. As part of the TA, junction capacity modelling will be undertaken to identify whether the proposed junction will operate satisfactorily in terms of capacity.

Junction 2: Severalls Lane / Axial Way three-armed priority-controlled roundabout

- 6.15 As above, a capacity assessment of the Severalls Lane / Axial Way three-armed priority-controlled roundabout will be undertaken. As part of the TA, junction capacity modelling will be undertaken to identify whether the proposed junction will operate satisfactorily in terms of capacity.

Junction 3: Axial Way / United Way / Via Urbis Romanae priority controlled four armed roundabout

- 6.16 As above, a capacity assessment of the Axial Way / United Way / Via Urbis Romanae priority controlled four armed roundabout will be undertaken. As part of the TA, junction capacity modelling will be undertaken to identify whether the proposed junction will operate satisfactorily in terms of capacity.

- 6.17 All of the traffic at the junction is expected to travel onto Via Urbis Romanae and disperse onto the A12 to travel east or west. In the morning peak hour 56 two-way movements are expected to enter and exit the A12 and in the evening peak hour 44 two-way movements are expected to enter and exit the A12. This equates to an average of one vehicle every minute which is considered to be a negligible increase, therefore no assessment beyond junction 3 is considered to be required.

Junction 4: Straight Road / Horkesley Road priority-controlled T-junction

6.18 Whilst junction 4 is expected to generate 62 AM two-way movements and 49 PM two-way movements, the majority of these proposed movements are straight on at the junction. In the morning peak hour 3 vehicles are expected to turn left from Horkesley Road onto Straight Road and 10 vehicles turning right from Straight Road onto Horkesley Road. In the evening peak hour 7 vehicles are expected to turn left from Horkesley Road onto Straight Road and 3 vehicles turning right from Straight Road onto Horkesley Road. A maximum of 1 vehicle every 6 minutes is expected to turn at the junction which is considered to not have an impact on the junction and therefore should not be assessed within the TA.

Junction 5: Boxted Road / A134 / Nayland Road / Wildeve Road priority controlled four-armed roundabout

6.19 As above, a capacity assessment of the Boxted Road / A134 / Nayland Road / Wildeve Road priority controlled four-armed roundabout will be undertaken. As part of the TA, junction capacity modelling will be undertaken to identify whether the proposed junction will operate satisfactorily in terms of capacity.

Conclusions

6.20 As noted above, beyond these junctions, the level of traffic disperses onto various local roads or larger regional distributor routes, and impact would be negligible.

6.21 In light of the above information, it is considered that the study area for further detailed assessment within the upcoming TA should comprise the below junctions. Where junctions are identified to be affected to a severe level, mitigation measures will be proposed.

1. Proposed Site Access / Boxted Straight Road priority-controlled junction
2. Junction 1: Straight Road / Langham Road / Peppers Lane priority controlled crossroads
3. Junction 2: Severalls Lane / Axial Way three-armed priority-controlled roundabout

4. Junction 3: Axial Way / United Way / Via Urbis Romanae priority controlled four armed roundabout
5. Junction 5: Boxted Road / A134 / Nayland Road / Wildeve Road priority controlled four-armed roundabout

### **Baseline Traffic Flows**

6.22 Baseline traffic flows for the local highway network will be established through traffic count surveys on the existing junctions and a 7- day automatic traffic count survey on Boxted Straight Road at the proposed site access location, with the results to be presented in the TA.

### **Future Year Assessment**

6.23 Paragraph 4.47 of Guidance on Transport Assessment suggests that the impact of the proposed traffic increases on the local road network should be considered at a Design Year of at least five years after the planning application is registered. Assuming an application is submitted in 2025, this would result in an assessment year of 2030.

6.24 To establish future year baseline traffic flows, it is proposed that a review of forecast background traffic growth is undertaken via reference to the TEMPro v8.1 dataset for the core Colchester area, along with a consideration of any committed developments and infrastructure schemes that are identified by ECC.

## **7. Summary and Proposed Way Forward**

7.1. This TSN has been produced in advance of a potential planning application for a residential development on land to the north of Boxted Straight Road. It seeks to establish the required scope of further detailed analysis that should be provided as part of the Transport Assessment that will be included with an upcoming planning application. At this stage, it is intended that the following key principles can be agreed:

- Principles of site access strategy;
- That the site is suitably located to support sustainable living;
- The proposed study area for the accident analysis;
- The approach to trip forecasting;
- The extent of junction assessments;
- The future year assessment scenarios; and
- The baseline traffic data that will be used to inform the assessments.

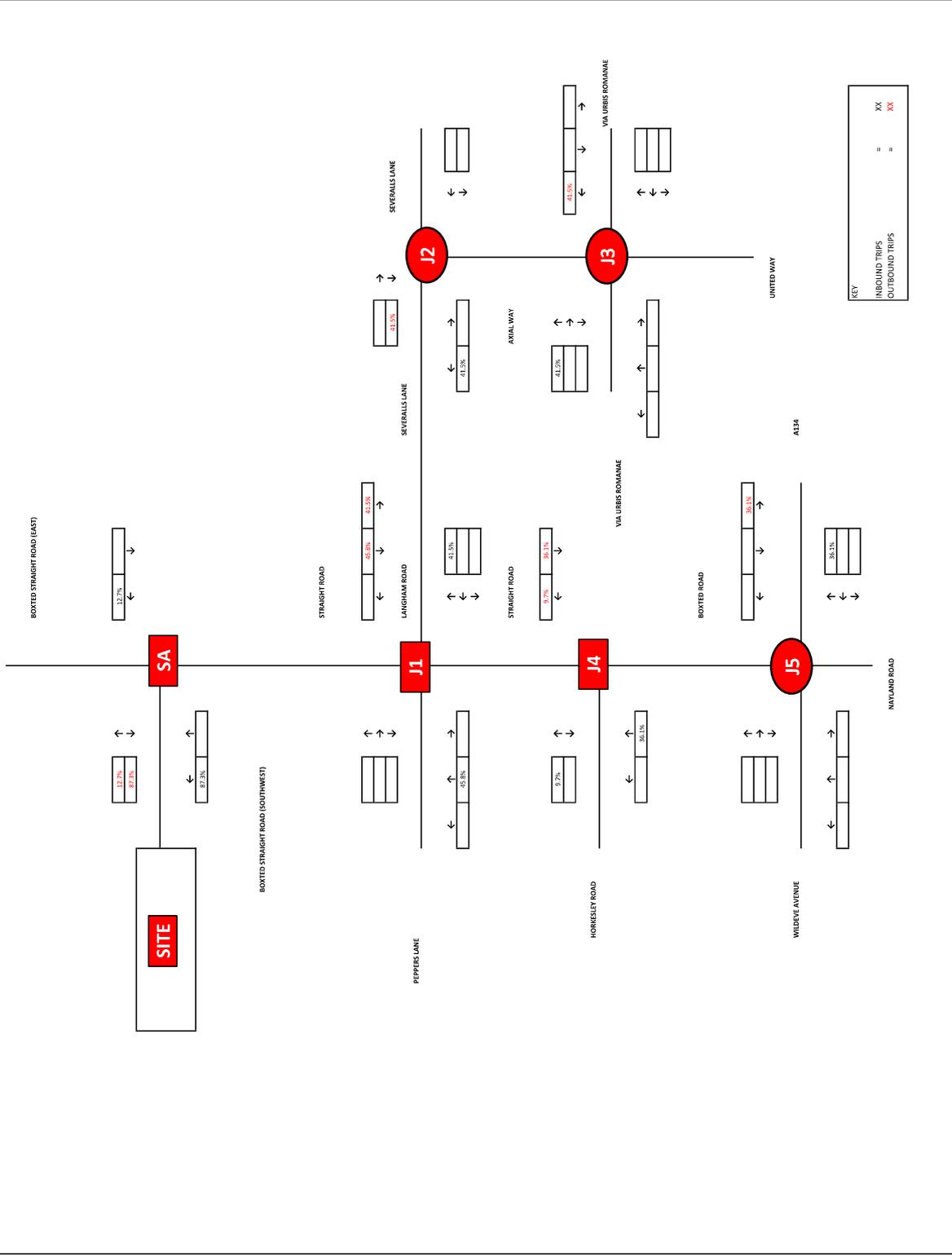
7.2. As part of the Transport Assessment the following information will be provided:

- Provide further details of the existing active travel and public transport infrastructure available within close proximity of the site;
- Provide finalised site access arrangements;
- A review of national and local transport planning policy and guidance relevant to the proposals;
- Baseline traffic information based on survey data from April/May 2025; and
- Junction modelling will be presented as per the principles set out in this TSN.

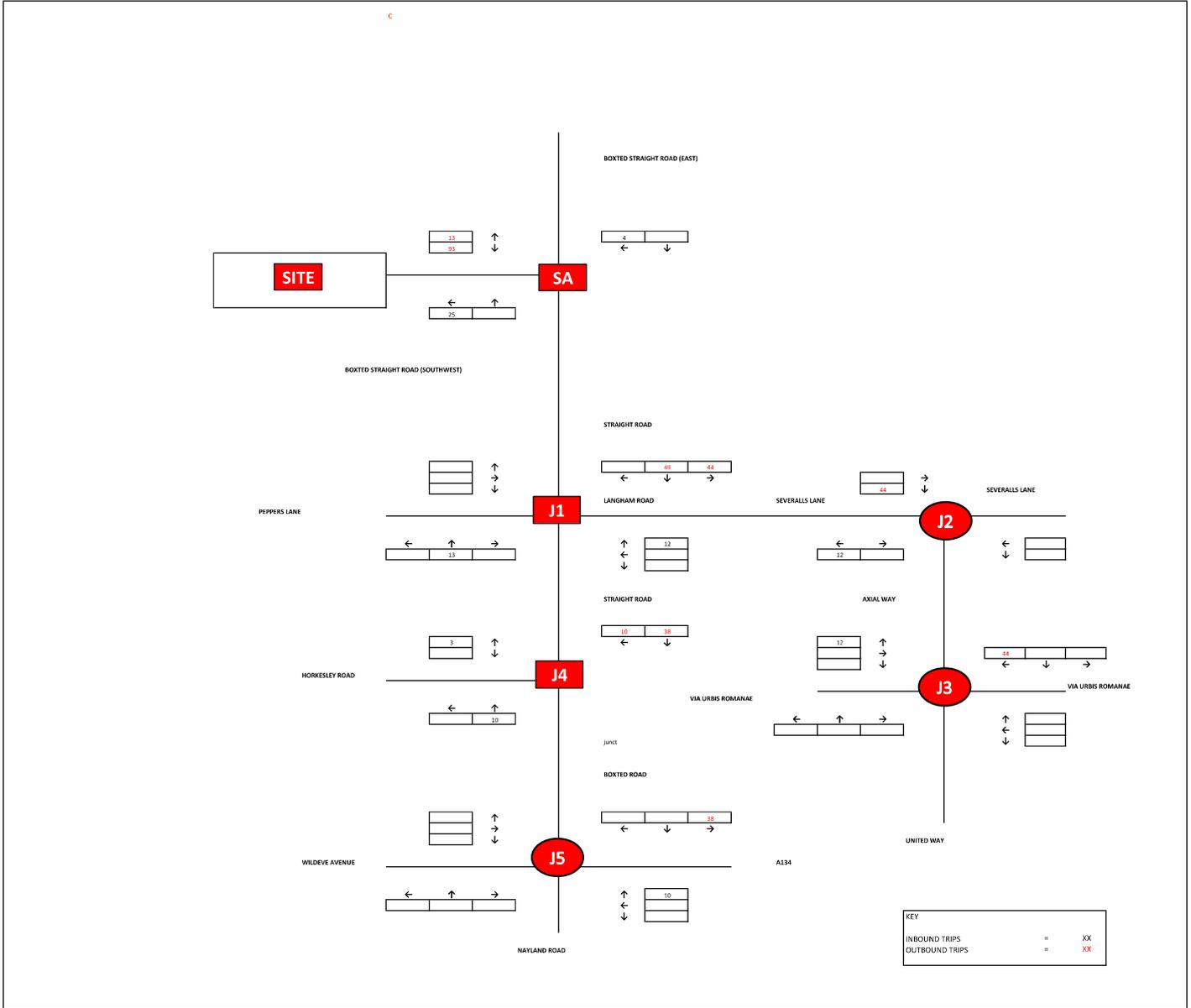
7.3. ACE would request that ECC Highways identify any committed development and infrastructure schemes that would need to be considered within future year traffic assessments.

7.4. Further to the above, it should be noted that a Residential Travel Plan is to be produced and submitted alongside the Transport Assessment in support of a planning application at the site. This will be a 'live' document and shall highlight to residents the existing sustainable travel options that are available within close proximity of the site and provide incentives to discourage the use of the private car for travel where possible.

## Figures



**FIGURE 1**  
 TOTAL DISTRIBUTION (AM AND PM PEAK PERIODS)  
 JOB NUMBER: 2101443  
 DRAWN BY: GL



**FIGURE 2**  
TOTAL DEVELOPMENT AM PEAK HOUR  
JOB NUMBER: 2101443  
DRAWN BY:GL



**Drawings**

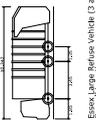
**NOTES**

- POTENTIAL ACCESS OPTION DESIGNED AS AN STREET TYPE 'E' ACCESS ROAD IN ACCORDANCE WITH THE ESSEX HIGHWAY DESIGN GUIDE AND MANUAL FOR STREETS.
- 10M KERB RADIUS HAS BEEN PROPOSED IN ORDER TO ACCOMMODATE REFUSE VEHICLE MANOEUVRES IN AND OUT OF THE SITE.
- POTENTIAL ACCESS OPTION SUBJECT TO , CAPACITY AND LEVELS ASSESSMENTS, SUBJECT TO REVIEW OF TREE SURVEY, DETAILED REVIEW OF LAND BOUNDARIES IS REQUIRED.
- VISIBILITY SPLAYS IN ACCORDANCE WITH RECORDED SPEEDS FROM AN AUTOMATIC TRAFFIC COUNT SURVEY IN MAY 2025.

**KEY**

- VISIBILITY TAKEN TO TANGENT
- 60M FORWARD VISIBILITY
- SITE BOUNDARY
- HIGHWAY BOUNDARY

VEHICLES USED:



**WORK IN PROGRESS**

REV	DESCRIPTION	DATE	CHKD	APPD
B	ATC RESULTS	CL	RS	AC
A	10.00M	CL	RS	AC

**ARDENT CONSULTING ENGINEERS**

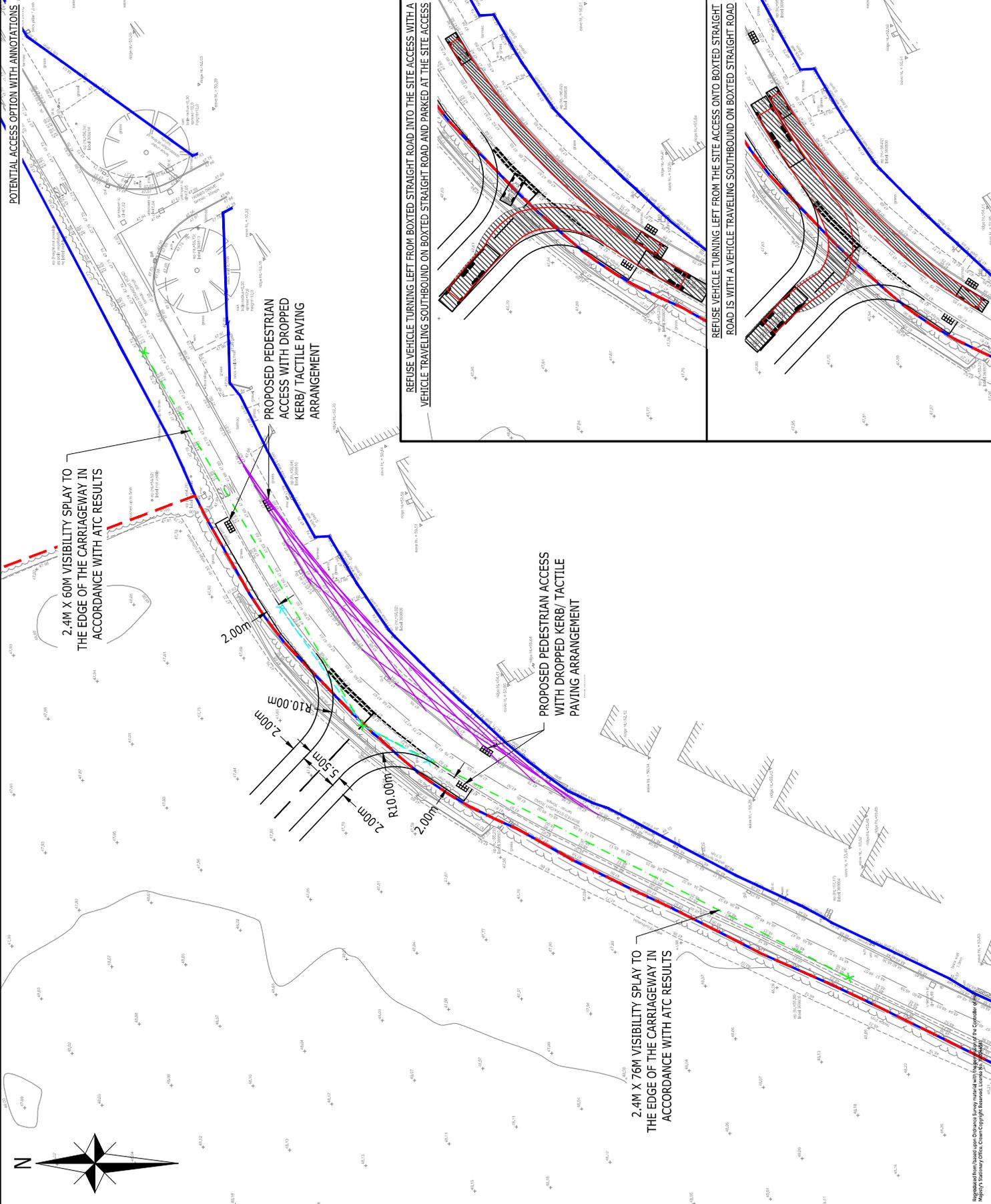
Third Floor  
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EC3M 51E  
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Web: www.ardent-ec.co.uk  
E-mail: enquiries@ardent-ec.co.uk

Client  
**BELLWAY HOMES LIMITED (STRATEGIC)**

Project Title  
**BOXTED CROSS, COLCHESTER**

Drawing Title  
**POTENTIAL SITE ACCESS**

AS Scale	AS SHOWN	Designed by	RDS
Drawn by	RDS	Checked by	ATB
Drawing Number	2101443-SK01		Rev
			<b>B</b>



REFUSE VEHICLE TURNING LEFT FROM BOXED STRAIGHT ROAD INTO THE SITE ACCESS WITH A VEHICLE TRAVELING SOUTHBOUND ON BOXED STRAIGHT ROAD AND PARKED AT THE SITE ACCESS

REFUSE VEHICLE TURNING LEFT FROM THE SITE ACCESS ONTO BOXED STRAIGHT ROAD IS WITH A VEHICLE TRAVELING SOUTHBOUND ON BOXED STRAIGHT ROAD

2.4M X 60M VISIBILITY SPLAY TO THE EDGE OF THE CARRIAGEWAY IN ACCORDANCE WITH ATC RESULTS

PROPOSED PEDESTRIAN ACCESS WITH DROPPED KERB/ TACTILE PAVING ARRANGEMENT

PROPOSED PEDESTRIAN ACCESS WITH DROPPED KERB/ TACTILE PAVING ARRANGEMENT

2.4M X 76M VISIBILITY SPLAY TO THE EDGE OF THE CARRIAGEWAY IN ACCORDANCE WITH ATC RESULTS

**Appendix A**  
**Highway Boundary**



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DRAWING TITLE  
**STRAIGHT ROAD  
 BOXTED**

**Map Showing Public Rights of Way**

- Footpaths
- Bridleways
- Restricted Byways
- Byways

Please note: This map is for general reference purposes only. It cannot be used to prove or disprove the existence or alignment of a public path. In the event of any dispute or query, and for all legal purposes, always refer to the statutory Definitive Map of Public Rights of Way.

DRAWN	INQUIRY NO.	ENQUIRY NO.	
DATE	FILE REF.	FILE REF.	
DRAWING STATUS	FINAL		
DRAWING UNITS (UNITS)	DIMENSIONS IN MILLIMETRES LEVELS IN METRES		SCALE AT A3 (297x420mm) 1:1500

**Appendix B**  
**Automatic Traffic Count Survey**

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Thursday 02/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	15	1	0	0	0	0	0	0	0	0	0	1	0	17
8	36	23	1	0	0	0	0	0	0	0	0	0	0	60
9	142	32	0	0	1	0	0	0	0	0	0	1	0	176
10	59	21	0	0	0	0	0	0	1	0	0	0	0	81
11	54	15	0	0	0	0	0	0	0	0	0	1	0	70
12	56	16	0	0	0	0	0	0	0	0	0	2	0	74
13	58	12	0	0	0	0	0	0	0	0	0	0	0	70
14	41	12	0	1	0	0	0	0	0	0	0	0	0	54
15	76	19	0	0	0	0	0	0	0	0	0	2	0	97
16	100	40	0	0	0	0	0	0	0	0	0	0	0	140
17	69	24	0	0	1	0	0	0	0	0	0	0	0	94
18	59	17	0	0	0	0	0	0	0	0	0	1	0	77
19	39	13	0	0	0	0	0	0	0	0	0	1	0	53
20	32	16	0	0	0	0	0	0	0	0	0	0	0	48
21	29	6	0	0	0	0	0	0	0	0	0	0	0	35
22	16	6	0	0	0	0	0	0	0	0	0	0	0	22
23	10	6	0	0	0	0	0	0	0	0	0	0	0	16
24	4	2	0	0	0	0	0	0	0	0	0	0	0	6
7-19	789	244	1	1	2	0	0	0	1	0	0	8	0	1046
6-22	881	273	1	1	2	0	0	0	1	0	0	9	0	1168
6-24	895	281	1	1	2	0	0	0	1	0	0	9	0	1190
0-24	902	285	1	1	2	0	0	0	1	0	0	9	0	1201

Direction : WESTBOUND

Thursday 02/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	9	1	0	0	0	0	0	0	0	0	0	0	0	10
7	31	4	0	0	0	0	0	0	0	0	0	0	0	35
8	49	15	0	0	0	0	0	0	0	0	0	0	0	64
9	155	20	0	0	0	0	0	0	0	0	0	0	0	175
10	52	11	0	0	0	0	0	0	0	0	0	0	0	63
11	67	14	1	0	0	0	0	0	0	0	0	0	0	82
12	46	10	1	0	0	0	0	0	0	0	0	1	0	58
13	74	10	0	1	0	0	0	0	0	0	0	0	0	85
14	52	13	0	0	0	0	0	0	0	0	0	0	0	65
15	55	11	0	0	0	0	0	0	0	0	0	0	0	66
16	142	18	0	0	0	0	0	0	0	0	0	0	0	160
17	76	12	0	0	0	0	0	0	0	0	0	1	0	89
18	60	9	0	0	0	0	0	0	0	0	0	0	0	69
19	38	15	0	0	0	0	0	0	0	0	0	0	0	53
20	29	9	0	0	0	0	0	0	0	0	0	0	0	38
21	13	3	0	0	0	0	0	0	0	0	0	0	0	16
22	15	7	0	0	0	0	0	0	0	0	0	0	0	22
23	5	3	0	0	0	0	0	0	0	0	0	0	0	8
24	5	1	0	0	0	0	0	0	0	0	0	0	0	6
7-19	866	158	2	1	0	0	0	0	0	0	0	2	0	1029
6-22	954	181	2	1	0	0	0	0	0	0	0	2	0	1140
6-24	964	185	2	1	0	0	0	0	0	0	0	2	0	1154
0-24	977	187	2	1	0	0	0	0	0	0	0	2	0	1169

survey and presentation by **trafficsense** Ltd.

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Thursday 02/05/2024	VEHICLE SPEED (MPH)												TOTAL
	Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	
1	0	0	0	1	1	0	0	0	0	0	0	0	2
2	0	0	2	0	0	1	0	0	0	0	0	0	3
3	0	0	0	1	1	0	0	0	0	0	0	0	2
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	0	2	0	0	0	0	0	0	0	0	2
7	0	4	3	3	6	0	1	0	0	0	0	0	17
8	0	5	18	18	14	4	1	0	0	0	0	0	60
9	6	5	68	82	13	2	0	0	0	0	0	0	176
10	0	6	23	40	9	3	0	0	0	0	0	0	81
11	0	3	26	34	5	2	0	0	0	0	0	0	70
12	0	2	30	34	8	0	0	0	0	0	0	0	74
13	0	1	21	37	11	0	0	0	0	0	0	0	70
14	0	4	18	17	10	5	0	0	0	0	0	0	54
15	0	0	32	52	12	1	0	0	0	0	0	0	97
16	0	3	44	68	21	4	0	0	0	0	0	0	140
17	0	1	21	47	20	4	1	0	0	0	0	0	94
18	0	4	17	37	16	3	0	0	0	0	0	0	77
19	0	1	15	22	12	3	0	0	0	0	0	0	53
20	0	5	16	17	6	4	0	0	0	0	0	0	48
21	0	0	7	18	8	2	0	0	0	0	0	0	35
22	0	1	5	9	5	2	0	0	0	0	0	0	22
23	0	0	3	8	3	2	0	0	0	0	0	0	16
24	0	0	1	4	0	1	0	0	0	0	0	0	6

7-19	6	35	333	488	151	31	2	0	0	0	0	0	1046
6-22	6	45	364	535	176	39	3	0	0	0	0	0	1168
6-24	6	45	368	547	179	42	3	0	0	0	0	0	1190
0-24	6	45	370	552	182	43	3	0	0	0	0	0	1201

Direction : WESTBOUND

Thursday 02/05/2024	VEHICLE SPEED (MPH)												TOTAL
	Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	1	0	0	0	0	0	1
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	1	0	1	0	0	0	0	0	2
6	0	0	3	3	2	2	0	0	0	0	0	0	10
7	0	4	11	16	3	1	0	0	0	0	0	0	35
8	0	4	28	23	9	0	0	0	0	0	0	0	64
9	0	9	108	54	4	0	0	0	0	0	0	0	175
10	0	2	34	23	4	0	0	0	0	0	0	0	63
11	2	17	48	12	3	0	0	0	0	0	0	0	82
12	0	2	29	23	2	2	0	0	0	0	0	0	58
13	1	7	41	32	4	0	0	0	0	0	0	0	85
14	1	4	39	18	2	1	0	0	0	0	0	0	65
15	0	4	39	19	4	0	0	0	0	0	0	0	66
16	0	1	115	38	5	1	0	0	0	0	0	0	160
17	0	3	40	34	10	2	0	0	0	0	0	0	89
18	0	3	20	36	9	0	1	0	0	0	0	0	69
19	0	7	27	17	2	0	0	0	0	0	0	0	53
20	2	3	19	11	2	1	0	0	0	0	0	0	38
21	0	1	6	8	1	0	0	0	0	0	0	0	16
22	0	0	8	10	3	1	0	0	0	0	0	0	22
23	0	0	3	4	1	0	0	0	0	0	0	0	8
24	0	0	2	2	1	1	0	0	0	0	0	0	6

7-19	4	63	568	329	58	6	1	0	0	0	0	0	1029
6-22	6	71	612	374	67	9	1	0	0	0	0	0	1140
6-24	6	71	617	380	69	10	1	0	0	0	0	0	1154
0-24	6	71	620	384	73	13	2	0	0	0	0	0	1169

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Friday 03/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	4	3	0	0	0	0	0	0	0	0	0	0	0	7
8	13	7	0	0	0	0	0	0	0	0	0	0	0	20
9	53	9	0	0	0	0	0	0	0	0	0	3	0	65
10	54	7	0	0	1	0	0	0	0	0	0	0	0	62
11	58	15	0	0	0	0	0	0	0	0	0	1	0	74
12	57	17	0	0	0	0	0	0	0	0	0	1	0	75
13	72	19	0	0	0	0	0	0	0	0	0	0	0	91
14	64	16	0	1	0	0	0	0	0	0	0	1	0	82
15	47	14	0	0	0	0	0	0	0	0	0	1	0	62
16	48	11	0	0	0	0	0	0	0	0	0	1	0	60
17	39	13	0	0	1	0	0	0	0	0	0	0	0	53
18	27	13	0	0	0	0	0	0	0	0	0	0	0	40
19	33	12	0	0	0	0	0	0	0	0	0	0	0	45
20	26	5	0	0	0	0	0	0	0	0	0	0	0	31
21	13	4	0	0	0	0	0	0	0	0	0	0	0	17
22	20	6	0	0	0	0	0	0	0	0	0	0	0	26
23	8	3	0	0	0	0	1	0	0	0	0	0	0	12
24	9	4	0	0	0	0	0	0	0	0	0	0	0	13
7-19	565	153	0	1	2	0	0	0	0	0	0	8	0	729
6-22	628	171	0	1	2	0	0	0	0	0	0	8	0	810
6-24	645	178	0	1	2	0	1	0	0	0	0	8	0	835
0-24	651	179	0	1	2	0	1	0	0	0	0	8	0	842

Direction : WESTBOUND

Friday 03/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	1	0	0	0	0	0	0	0	0	0	0	0	4
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	19	2	0	0	0	0	0	0	0	0	0	0	0	21
8	18	11	0	0	0	0	0	0	0	0	0	0	0	29
9	47	11	0	0	1	0	0	0	0	0	0	0	0	59
10	57	14	0	0	0	0	0	0	0	0	0	1	0	72
11	69	6	0	0	0	0	0	0	0	0	0	0	0	75
12	78	12	0	0	0	0	0	0	0	0	0	1	0	91
13	53	12	1	0	0	0	0	0	0	0	0	0	0	66
14	56	11	0	0	0	0	0	0	0	0	0	1	0	68
15	56	5	0	0	0	0	0	0	0	0	0	0	0	61
16	74	4	0	0	0	0	0	0	0	0	0	1	0	79
17	48	8	0	0	0	0	0	0	0	0	0	0	0	56
18	49	3	0	1	0	0	0	0	0	0	0	1	0	54
19	32	12	0	0	0	0	0	0	0	0	0	0	0	44
20	20	4	0	0	0	0	0	0	0	0	0	0	0	24
21	11	2	0	0	0	0	0	0	0	0	0	0	0	13
22	9	1	0	0	0	0	0	0	0	0	0	0	0	10
23	9	1	0	0	0	0	0	0	0	0	0	0	0	10
24	10	1	0	0	0	0	0	0	0	0	0	0	0	11
7-19	637	109	1	1	1	0	0	0	0	0	0	5	0	754
6-22	696	118	1	1	1	0	0	0	0	0	0	5	0	822
6-24	715	120	1	1	1	0	0	0	0	0	0	5	0	843
0-24	725	121	1	1	1	0	0	0	0	0	0	5	0	854

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# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Friday 03/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	2	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	1	0	0	1	1	0	0	0	0	0	0	3
7	0	1	0	3	1	2	0	0	0	0	0	0	7
8	0	1	6	9	4	0	0	0	0	0	0	0	20
9	0	3	17	33	8	4	0	0	0	0	0	0	65
10	0	7	25	17	12	1	0	0	0	0	0	0	62
11	0	4	21	38	9	2	0	0	0	0	0	0	74
12	0	5	23	35	9	3	0	0	0	0	0	0	75
13	0	1	23	41	23	3	0	0	0	0	0	0	91
14	0	4	13	45	15	5	0	0	0	0	0	0	82
15	0	1	12	33	12	4	0	0	0	0	0	0	62
16	0	1	17	29	12	0	1	0	0	0	0	0	60
17	0	2	15	26	10	0	0	0	0	0	0	0	53
18	0	3	5	24	6	2	0	0	0	0	0	0	40
19	0	2	9	19	12	3	0	0	0	0	0	0	45
20	0	0	4	16	6	3	2	0	0	0	0	0	31
21	0	0	6	8	3	0	0	0	0	0	0	0	17
22	0	1	5	11	6	2	1	0	0	0	0	0	26
23	0	0	3	7	2	0	0	0	0	0	0	0	12
24	0	0	3	3	5	1	1	0	0	0	0	0	13

7-19	0	34	186	349	132	27	1	0	0	0	0	0	729
6-22	0	36	201	387	148	34	4	0	0	0	0	0	810
6-24	0	36	207	397	155	35	5	0	0	0	0	0	835
0-24	0	37	209	399	156	36	5	0	0	0	0	0	842

Direction : WESTBOUND

Friday 03/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	2	0	2	0	0	0	0	0	0	0	4
6	0	0	1	1	1	1	0	0	0	0	0	0	4
7	0	3	6	7	4	1	0	0	0	0	0	0	21
8	0	0	16	8	4	1	0	0	0	0	0	0	29
9	0	1	21	30	6	1	0	0	0	0	0	0	59
10	0	5	38	27	2	0	0	0	0	0	0	0	72
11	0	8	29	30	8	0	0	0	0	0	0	0	75
12	0	7	44	27	12	1	0	0	0	0	0	0	91
13	0	3	33	25	5	0	0	0	0	0	0	0	66
14	1	4	30	24	8	1	0	0	0	0	0	0	68
15	0	1	28	25	6	1	0	0	0	0	0	0	61
16	2	5	27	31	10	3	1	0	0	0	0	0	79
17	0	3	33	17	3	0	0	0	0	0	0	0	56
18	0	3	27	19	4	1	0	0	0	0	0	0	54
19	0	0	19	20	4	1	0	0	0	0	0	0	44
20	0	0	11	9	4	0	0	0	0	0	0	0	24
21	0	0	7	4	2	0	0	0	0	0	0	0	13
22	0	0	6	1	1	2	0	0	0	0	0	0	10
23	0	0	4	4	1	1	0	0	0	0	0	0	10
24	0	0	4	3	4	0	0	0	0	0	0	0	11

7-19	3	40	345	283	72	10	1	0	0	0	0	0	754
6-22	3	43	375	304	83	13	1	0	0	0	0	0	822
6-24	3	43	383	311	88	14	1	0	0	0	0	0	843
0-24	3	43	387	312	93	15	1	0	0	0	0	0	854

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Saturday 04/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	23	4	0	0	0	0	0	0	0	0	0	0	0	27
9	31	4	0	0	0	0	0	0	0	0	0	1	0	36
10	62	11	0	0	0	0	0	0	0	0	0	1	0	74
11	52	10	0	0	0	0	0	0	0	0	0	0	0	62
12	64	21	0	1	0	0	0	0	0	0	0	0	0	86
13	54	11	0	0	0	0	0	0	0	0	0	0	0	65
14	48	15	0	0	0	0	0	0	0	0	0	0	0	63
15	46	11	0	0	0	0	0	0	0	0	0	1	0	58
16	37	8	0	0	0	0	0	0	0	0	0	0	0	45
17	30	10	0	0	0	0	0	0	0	0	0	1	0	41
18	29	6	0	0	0	0	0	0	0	0	0	0	0	35
19	30	10	0	0	0	0	0	0	0	0	0	2	0	42
20	16	8	0	0	0	0	0	0	0	0	0	0	0	24
21	17	1	0	0	0	0	0	0	0	0	0	0	0	18
22	11	3	0	0	0	0	0	0	0	0	0	0	0	14
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	506	121	0	1	0	0	0	0	0	0	0	6	0	634
6-22	555	134	0	1	0	0	0	0	0	0	0	6	0	696
6-24	567	135	0	1	0	0	0	0	0	0	0	6	0	709
0-24	579	139	0	1	0	0	0	0	0	0	0	6	0	725

Direction : WESTBOUND

Saturday 04/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7	8	1	0	0	0	0	0	0	0	0	0	0	0	9
8	4	0	0	0	0	0	0	0	0	0	0	0	0	4
9	21	6	0	0	0	0	0	0	0	0	0	0	0	27
10	59	4	0	0	0	0	0	0	0	0	0	0	0	63
11	46	7	0	0	0	0	0	0	0	0	0	0	0	53
12	90	11	0	0	0	0	0	0	0	0	0	0	0	101
13	57	1	0	0	0	0	0	0	0	0	0	0	0	58
14	80	9	0	0	0	0	0	0	0	0	0	0	0	89
15	51	1	0	0	0	0	0	0	0	0	0	1	0	53
16	42	8	0	0	0	0	0	0	0	0	0	0	0	50
17	36	4	0	0	0	0	0	0	0	0	0	0	0	40
18	30	6	0	0	0	0	0	0	0	0	0	0	0	36
19	27	5	0	0	0	0	0	0	0	0	0	1	0	33
20	19	3	0	0	0	0	0	0	0	0	0	0	0	22
21	7	0	0	0	0	0	0	0	0	0	0	0	0	7
22	7	2	0	0	0	0	0	0	0	0	0	0	0	9
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	543	62	0	0	0	0	0	0	0	0	0	2	0	607
6-22	584	68	0	0	0	0	0	0	0	0	0	2	0	654
6-24	595	68	0	0	0	0	0	0	0	0	0	2	0	665
0-24	609	71	0	0	0	0	0	0	0	0	0	2	0	682

survey and presentation by **trafficsense** Ltd.

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Saturday 04/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	3	3	1	0	0	0	0	0	0	9
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	2	0	1	0	0	0	0	0	0	3
4	0	0	0	0	0	1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	1	0	0	0	0	0	0	0	0	0	2
7	0	2	1	2	1	0	0	0	0	0	0	0	6
8	0	2	9	13	1	2	0	0	0	0	0	0	27
9	1	10	4	18	3	0	0	0	0	0	0	0	36
10	1	4	27	30	10	2	0	0	0	0	0	0	74
11	0	0	16	38	7	1	0	0	0	0	0	0	62
12	0	1	30	42	9	4	0	0	0	0	0	0	86
13	0	1	22	29	12	1	0	0	0	0	0	0	65
14	0	5	20	27	11	0	0	0	0	0	0	0	63
15	0	3	17	20	16	2	0	0	0	0	0	0	58
16	0	2	12	20	10	1	0	0	0	0	0	0	45
17	0	0	12	18	9	1	1	0	0	0	0	0	41
18	0	2	16	14	2	1	0	0	0	0	0	0	35
19	0	0	11	18	10	1	2	0	0	0	0	0	42
20	0	0	3	12	6	3	0	0	0	0	0	0	24
21	0	0	8	9	1	0	0	0	0	0	0	0	18
22	0	0	6	5	3	0	0	0	0	0	0	0	14
23	0	0	3	5	1	2	0	0	0	0	0	0	11
24	0	0	0	1	1	0	0	0	0	0	0	0	2

7-19	2	30	196	287	100	16	3	0	0	0	0	0	634
6-22	2	32	214	315	111	19	3	0	0	0	0	0	696
6-24	2	32	217	321	113	21	3	0	0	0	0	0	709
0-24	2	33	220	326	117	24	3	0	0	0	0	0	725

Direction : WESTBOUND

Saturday 04/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	6	2	0	0	0	0	0	0	0	9
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	2	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	0	2	1	1	1	0	0	0	0	0	0	5
7	0	2	1	6	0	0	0	0	0	0	0	0	9
8	0	1	2	1	0	0	0	0	0	0	0	0	4
9	0	4	8	14	1	0	0	0	0	0	0	0	27
10	0	4	37	19	3	0	0	0	0	0	0	0	63
11	0	4	31	15	3	0	0	0	0	0	0	0	53
12	0	6	63	25	6	1	0	0	0	0	0	0	101
13	0	2	33	16	6	1	0	0	0	0	0	0	58
14	2	5	60	18	3	1	0	0	0	0	0	0	89
15	0	4	26	20	3	0	0	0	0	0	0	0	53
16	1	3	26	18	2	0	0	0	0	0	0	0	50
17	0	0	21	15	4	0	0	0	0	0	0	0	40
18	0	2	22	9	2	1	0	0	0	0	0	0	36
19	0	0	13	18	2	0	0	0	0	0	0	0	33
20	0	2	11	6	3	0	0	0	0	0	0	0	22
21	0	0	3	2	2	0	0	0	0	0	0	0	7
22	0	0	7	1	1	0	0	0	0	0	0	0	9
23	0	0	7	0	1	1	0	0	0	0	0	0	9
24	0	0	0	1	1	0	0	0	0	0	0	0	2

7-19	3	35	342	188	35	4	0	0	0	0	0	0	607
6-22	3	39	364	203	41	4	0	0	0	0	0	0	654
6-24	3	39	371	204	43	5	0	0	0	0	0	0	665
0-24	3	39	376	211	47	6	0	0	0	0	0	0	682

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Sunday 05/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0	0	0	0	0	0	3
8	11	2	0	0	0	0	0	0	0	0	0	0	0	13
9	14	9	0	0	0	0	0	0	0	0	0	0	0	23
10	23	4	0	0	0	0	0	0	0	0	0	0	0	27
11	29	10	0	0	0	0	0	0	0	0	0	0	0	39
12	45	12	0	0	0	0	0	0	0	0	0	0	0	57
13	38	13	0	0	0	0	0	0	0	0	0	1	0	52
14	49	13	0	0	0	0	0	0	0	0	0	0	0	62
15	42	11	0	0	0	0	0	0	0	0	0	1	0	54
16	53	11	0	0	0	0	0	0	0	0	0	0	0	64
17	22	11	0	0	0	0	0	0	0	0	0	0	0	33
18	32	3	0	0	0	0	0	0	0	0	0	0	0	35
19	28	8	0	0	0	0	0	0	0	0	0	0	0	36
20	15	3	0	0	0	0	0	0	0	0	0	0	0	18
21	11	5	0	0	0	0	0	0	0	0	0	1	0	17
22	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	386	107	0	0	0	0	0	0	0	0	0	2	0	495
6-22	419	117	0	0	0	0	0	0	0	0	0	3	0	539
6-24	423	117	0	0	0	0	0	0	0	0	0	3	0	543
0-24	427	119	0	0	0	0	0	0	0	0	0	3	0	549

Direction : WESTBOUND

Sunday 05/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7	17	1	0	0	0	0	0	0	0	0	0	0	0	18
8	4	0	0	0	0	0	0	0	0	0	0	0	0	4
9	21	6	0	0	0	0	0	0	0	0	0	0	0	27
10	32	7	0	0	0	0	0	0	0	0	0	0	0	39
11	40	6	0	0	0	0	0	0	0	0	0	0	0	46
12	59	5	0	0	0	0	0	0	0	0	0	0	0	64
13	44	11	0	0	0	0	0	0	0	0	0	0	0	55
14	48	8	0	0	0	0	0	0	0	0	0	0	0	56
15	44	6	0	0	0	0	0	0	0	0	0	0	0	50
16	33	11	1	0	0	0	0	0	0	0	0	0	0	45
17	37	5	0	0	0	0	0	0	0	0	0	0	0	42
18	31	4	0	0	0	0	0	0	0	0	0	0	0	35
19	21	2	0	0	0	0	0	0	0	0	0	0	0	23
20	15	4	0	0	0	0	0	0	0	0	0	0	0	19
21	16	4	0	0	0	0	0	0	0	0	0	0	0	20
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	414	71	1	0	0	0	0	0	0	0	0	0	0	486
6-22	467	80	1	0	0	0	0	0	0	0	0	0	0	548
6-24	471	80	1	0	0	0	0	0	0	0	0	0	0	552
0-24	477	82	1	0	0	0	0	0	0	0	0	0	0	560

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# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Sunday 05/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	2	0	0	0	0	0	0	0	4
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	1	1	0	0	0	0	0	0	0	0	3
8	0	1	1	4	6	1	0	0	0	0	0	0	13
9	0	3	6	9	4	1	0	0	0	0	0	0	23
10	0	3	8	11	5	0	0	0	0	0	0	0	27
11	0	0	11	24	4	0	0	0	0	0	0	0	39
12	0	0	20	23	9	5	0	0	0	0	0	0	57
13	0	2	9	30	9	2	0	0	0	0	0	0	52
14	2	4	16	30	9	1	0	0	0	0	0	0	62
15	0	2	11	30	7	3	1	0	0	0	0	0	54
16	0	1	18	30	12	3	0	0	0	0	0	0	64
17	0	2	5	13	9	4	0	0	0	0	0	0	33
18	0	1	2	20	9	2	1	0	0	0	0	0	35
19	0	4	3	20	7	1	1	0	0	0	0	0	36
20	0	0	2	12	4	0	0	0	0	0	0	0	18
21	0	0	4	8	4	1	0	0	0	0	0	0	17
22	0	0	2	3	1	0	0	0	0	0	0	0	6
23	0	0	0	1	0	0	0	0	0	0	0	0	1
24	0	0	1	2	0	0	0	0	0	0	0	0	3

7-19	2	23	110	244	90	23	3	0	0	0	0	0	495
6-22	2	24	119	268	99	24	3	0	0	0	0	0	539
6-24	2	24	120	270	100	24	3	0	0	0	0	0	543
0-24	2	24	122	271	103	24	3	0	0	0	0	0	549

Direction : WESTBOUND

Sunday 05/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	1	0	0	0	0	0	0	0	0	2
6	0	0	0	2	0	0	1	0	0	0	0	0	3
7	0	1	8	5	4	0	0	0	0	0	0	0	18
8	0	1	1	2	0	0	0	0	0	0	0	0	4
9	0	2	14	6	5	0	0	0	0	0	0	0	27
10	0	0	23	13	3	0	0	0	0	0	0	0	39
11	0	2	24	18	2	0	0	0	0	0	0	0	46
12	0	2	39	19	4	0	0	0	0	0	0	0	64
13	0	2	22	25	6	0	0	0	0	0	0	0	55
14	1	4	31	16	3	1	0	0	0	0	0	0	56
15	1	0	24	23	2	0	0	0	0	0	0	0	50
16	0	1	17	24	3	0	0	0	0	0	0	0	45
17	0	0	21	17	3	1	0	0	0	0	0	0	42
18	0	1	18	11	4	1	0	0	0	0	0	0	35
19	0	0	13	9	1	0	0	0	0	0	0	0	23
20	0	0	11	6	2	0	0	0	0	0	0	0	19
21	0	0	11	9	0	0	0	0	0	0	0	0	20
22	0	0	3	2	0	0	0	0	0	0	0	0	5
23	0	0	2	1	0	0	0	0	0	0	0	0	3
24	0	1	0	0	0	0	0	0	0	0	0	0	1

7-19	2	15	247	183	36	3	0	0	0	0	0	0	486
6-22	2	16	280	205	42	3	0	0	0	0	0	0	548
6-24	2	17	282	206	42	3	0	0	0	0	0	0	552
0-24	2	17	285	209	43	3	1	0	0	0	0	0	560

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Monday 06/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7	10	2	0	0	0	0	0	0	0	0	0	1	0	13
8	38	19	0	0	0	0	0	0	0	0	0	0	0	57
9	132	26	2	0	2	0	0	0	0	0	0	1	0	163
10	45	20	0	0	0	0	0	0	0	0	0	1	0	66
11	41	12	0	0	2	0	0	0	0	0	0	0	0	55
12	52	15	0	0	0	0	0	0	0	0	0	1	0	68
13	50	9	0	0	0	0	0	0	0	0	0	0	0	59
14	49	14	0	0	0	0	0	0	0	0	0	2	0	65
15	62	18	0	0	0	0	0	0	0	0	0	0	0	80
16	110	35	0	0	0	0	0	0	0	0	0	1	0	146
17	68	18	0	0	1	0	0	0	0	0	0	1	0	88
18	69	20	0	0	0	0	0	0	0	0	0	2	0	91
19	41	13	0	0	1	0	0	0	0	0	0	0	0	55
20	26	13	0	0	0	0	0	0	0	0	0	0	0	39
21	19	3	0	0	0	0	0	0	0	0	0	0	0	22
22	17	3	0	0	0	0	0	0	0	0	0	0	0	20
23	6	1	0	0	0	0	0	0	0	0	0	0	0	7
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1

7-19	757	219	2	0	6	0	0	0	0	0	0	9	0	993
6-22	829	240	2	0	6	0	0	0	0	0	0	10	0	1087
6-24	836	241	2	0	6	0	0	0	0	0	0	10	0	1095
0-24	845	242	2	0	6	0	0	0	0	0	0	10	0	1105

Direction : WESTBOUND

Monday 06/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	11	2	0	0	0	0	0	0	0	0	0	0	0	13
7	35	6	0	0	0	0	0	0	0	0	0	0	0	41
8	61	14	0	0	0	0	0	0	0	0	0	0	0	75
9	141	18	2	0	0	0	0	0	0	0	0	1	0	162
10	69	8	0	0	2	0	0	0	0	0	0	1	0	80
11	38	9	0	0	2	0	0	0	0	0	0	0	0	49
12	45	10	0	0	0	0	0	0	0	0	0	1	0	56
13	52	6	1	0	0	0	0	0	0	0	0	0	0	59
14	58	13	0	0	0	0	0	0	0	0	0	0	0	71
15	54	9	0	0	1	0	0	0	0	0	0	0	0	64
16	143	19	1	0	0	0	0	0	0	0	0	1	0	164
17	69	18	0	0	0	0	0	0	0	0	0	1	0	88
18	58	5	0	0	0	0	0	0	0	0	0	2	0	65
19	46	3	0	0	0	0	0	1	0	0	0	1	0	51
20	32	2	0	0	1	0	0	0	0	0	0	0	0	35
21	17	2	0	0	0	0	0	0	0	0	0	0	0	19
22	14	1	0	0	0	0	0	0	0	0	0	0	0	15
23	2	1	0	0	1	0	0	0	0	0	0	0	0	4
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1

7-19	834	132	4	0	5	0	0	1	0	0	0	8	0	984
6-22	932	143	4	0	6	0	0	1	0	0	0	8	0	1094
6-24	935	144	4	0	7	0	0	1	0	0	0	8	0	1099
0-24	953	148	4	0	7	0	0	1	0	0	0	8	0	1121

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# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Monday 06/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	0	1	0	1	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	1	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	0	1	2	0	0	0	0	0	0	5
7	0	1	3	5	4	0	0	0	0	0	0	0	13
8	0	1	8	29	16	3	0	0	0	0	0	0	57
9	0	0	43	98	19	3	0	0	0	0	0	0	163
10	0	2	19	32	9	3	1	0	0	0	0	0	66
11	0	2	16	29	6	1	1	0	0	0	0	0	55
12	0	2	21	34	9	2	0	0	0	0	0	0	68
13	0	2	25	21	10	1	0	0	0	0	0	0	59
14	0	1	13	32	17	2	0	0	0	0	0	0	65
15	0	4	20	40	13	2	1	0	0	0	0	0	80
16	0	2	52	71	18	3	0	0	0	0	0	0	146
17	0	1	28	43	14	1	1	0	0	0	0	0	88
18	0	0	19	50	17	3	2	0	0	0	0	0	91
19	0	2	6	32	15	0	0	0	0	0	0	0	55
20	0	2	8	20	6	2	0	1	0	0	0	0	39
21	0	0	4	12	5	1	0	0	0	0	0	0	22
22	0	2	3	9	5	1	0	0	0	0	0	0	20
23	0	0	1	2	3	1	0	0	0	0	0	0	7
24	0	0	1	0	0	0	0	0	0	0	0	0	1

7-19	0	19	270	511	163	24	6	0	0	0	0	0	993
6-22	0	24	288	557	183	28	6	1	0	0	0	0	1087
6-24	0	24	290	559	186	29	6	1	0	0	0	0	1095
0-24	0	25	293	559	187	32	6	3	0	0	0	0	1105

Direction : WESTBOUND

Monday 06/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	2	0	1	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	2	1	0	0	0	0	0	0	3
5	0	0	0	1	0	0	1	0	0	0	0	0	2
6	0	1	4	4	4	0	0	0	0	0	0	0	13
7	0	2	17	15	7	0	0	0	0	0	0	0	41
8	0	5	27	32	9	2	0	0	0	0	0	0	75
9	2	0	100	56	4	0	0	0	0	0	0	0	162
10	0	6	41	27	5	1	0	0	0	0	0	0	80
11	0	4	29	16	0	0	0	0	0	0	0	0	49
12	0	0	34	19	2	1	0	0	0	0	0	0	56
13	0	5	28	22	4	0	0	0	0	0	0	0	59
14	0	3	39	26	3	0	0	0	0	0	0	0	71
15	0	2	40	18	3	0	1	0	0	0	0	0	64
16	0	3	107	51	2	1	0	0	0	0	0	0	164
17	0	5	40	37	6	0	0	0	0	0	0	0	88
18	0	0	28	31	5	1	0	0	0	0	0	0	65
19	0	4	23	22	2	0	0	0	0	0	0	0	51
20	0	0	19	14	2	0	0	0	0	0	0	0	35
21	0	1	13	3	1	0	1	0	0	0	0	0	19
22	0	0	6	7	2	0	0	0	0	0	0	0	15
23	0	0	2	1	0	0	1	0	0	0	0	0	4
24	0	0	1	0	0	0	0	0	0	0	0	0	1

7-19	2	37	536	357	45	6	1	0	0	0	0	0	984
6-22	2	40	591	396	57	6	2	0	0	0	0	0	1094
6-24	2	40	594	397	57	6	3	0	0	0	0	0	1099
0-24	2	41	598	404	64	8	4	0	0	0	0	0	1121

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Tuesday 07/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	8	1	0	0	0	0	0	0	0	0	0	1	0	10
8	43	24	0	0	1	0	0	0	0	0	0	0	0	68
9	141	37	0	0	0	0	0	0	0	0	0	1	0	179
10	55	15	0	0	0	0	0	0	0	0	0	2	0	72
11	41	11	1	0	0	0	0	0	0	0	0	0	0	53
12	36	5	0	0	0	0	0	0	0	0	0	1	0	42
13	49	13	0	0	0	0	0	0	0	0	0	0	0	62
14	53	8	1	0	1	0	0	0	0	0	0	4	0	67
15	82	18	0	1	0	0	0	0	0	0	0	0	0	101
16	93	31	0	0	0	0	0	0	0	0	0	1	0	125
17	52	10	0	0	0	0	0	0	1	0	0	1	0	64
18	76	19	0	0	0	0	0	0	0	0	0	0	0	95
19	63	21	0	0	0	0	0	0	0	0	0	1	0	85
20	31	7	0	0	0	0	0	0	0	0	0	1	0	39
21	37	7	0	0	0	0	0	0	0	0	0	0	0	44
22	14	3	0	0	0	0	0	0	0	0	0	0	0	17
23	12	0	0	0	0	0	0	0	0	0	0	0	0	12
24	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7-19	784	212	2	1	2	0	0	0	1	0	0	11	0	1013
6-22	874	230	2	1	2	0	0	0	1	0	0	13	0	1123
6-24	888	231	2	1	2	0	0	0	1	0	0	13	0	1138
0-24	891	232	2	1	2	0	0	0	1	0	0	13	0	1142

Direction : WESTBOUND

Tuesday 07/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	1	0	0	0	0	0	0	0	0	0	0	0	3
6	8	2	0	0	0	0	0	0	0	0	0	0	0	10
7	29	7	0	0	0	0	0	0	0	0	0	0	0	36
8	54	10	0	0	0	0	0	0	0	0	0	0	0	64
9	154	23	0	0	0	0	0	0	0	0	0	1	0	178
10	61	9	0	0	0	0	0	0	0	0	0	1	0	71
11	57	11	0	0	0	0	0	0	0	0	0	1	0	69
12	44	7	0	0	0	0	0	0	0	0	0	2	0	53
13	52	11	0	0	0	0	0	0	0	0	0	0	0	63
14	47	8	0	0	0	0	0	0	0	0	0	1	0	56
15	33	9	0	0	0	0	0	0	0	0	0	0	0	42
16	147	17	0	0	0	0	0	0	0	0	0	1	0	165
17	74	12	0	0	1	0	0	0	0	0	0	1	0	88
18	78	8	0	0	0	0	0	0	0	0	0	1	0	87
19	36	7	0	0	0	0	0	0	0	0	0	0	0	43
20	42	5	0	0	0	0	0	0	0	0	0	0	0	47
21	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22	36	3	0	0	0	0	0	0	0	0	0	0	0	39
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	837	132	0	0	1	0	0	0	0	0	0	9	0	979
6-22	965	148	0	0	1	0	0	0	0	0	0	9	0	1123
6-24	973	148	0	0	1	0	0	0	0	0	0	9	0	1131
0-24	984	152	0	0	1	0	0	0	0	0	0	9	0	1146

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# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Tuesday 07/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	1	1	0	0	0	0	0	0	3
7	0	0	3	6	1	0	0	0	0	0	0	0	10
8	0	3	10	30	20	5	0	0	0	0	0	0	68
9	1	1	49	101	25	2	0	0	0	0	0	0	179
10	0	2	25	34	9	2	0	0	0	0	0	0	72
11	0	0	19	23	9	1	0	1	0	0	0	0	53
12	0	2	15	21	3	1	0	0	0	0	0	0	42
13	0	3	22	24	10	3	0	0	0	0	0	0	62
14	0	3	16	28	15	5	0	0	0	0	0	0	67
15	0	3	28	43	22	5	0	0	0	0	0	0	101
16	0	3	45	55	17	5	0	0	0	0	0	0	125
17	0	1	16	26	16	4	1	0	0	0	0	0	64
18	0	0	20	50	20	5	0	0	0	0	0	0	95
19	0	0	19	48	17	1	0	0	0	0	0	0	85
20	0	0	10	17	9	3	0	0	0	0	0	0	39
21	0	2	8	20	12	2	0	0	0	0	0	0	44
22	0	0	6	5	3	2	0	1	0	0	0	0	17
23	0	0	1	5	5	1	0	0	0	0	0	0	12
24	0	0	1	1	1	0	0	0	0	0	0	0	3

7-19	1	21	284	483	183	39	1	1	0	0	0	0	1013
6-22	1	23	311	531	208	46	1	2	0	0	0	0	1123
6-24	1	23	313	537	214	47	1	2	0	0	0	0	1138
0-24	1	23	313	538	216	48	1	2	0	0	0	0	1142

Direction : WESTBOUND

Tuesday 07/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	1	1	0	0	0	0	0	0	3
6	0	0	2	6	2	0	0	0	0	0	0	0	10
7	0	1	14	15	6	0	0	0	0	0	0	0	36
8	0	2	23	27	11	1	0	0	0	0	0	0	64
9	1	5	100	64	8	0	0	0	0	0	0	0	178
10	0	1	36	29	4	1	0	0	0	0	0	0	71
11	0	5	38	21	4	1	0	0	0	0	0	0	69
12	0	3	31	15	3	1	0	0	0	0	0	0	53
13	0	2	34	23	4	0	0	0	0	0	0	0	63
14	1	1	37	11	6	0	0	0	0	0	0	0	56
15	0	2	15	17	8	0	0	0	0	0	0	0	42
16	1	3	116	41	4	0	0	0	0	0	0	0	165
17	0	2	50	33	2	1	0	0	0	0	0	0	88
18	0	5	43	30	6	3	0	0	0	0	0	0	87
19	0	1	12	28	2	0	0	0	0	0	0	0	43
20	0	2	24	16	4	1	0	0	0	0	0	0	47
21	0	0	15	4	2	1	0	0	0	0	0	0	22
22	0	1	24	12	2	0	0	0	0	0	0	0	39
23	0	0	0	3	1	0	0	0	0	0	0	0	4
24	0	0	0	2	1	0	1	0	0	0	0	0	4

7-19	3	32	535	339	62	8	0	0	0	0	0	0	979
6-22	3	36	612	386	76	10	0	0	0	0	0	0	1123
6-24	3	36	612	391	78	10	1	0	0	0	0	0	1131
0-24	3	36	615	399	81	11	1	0	0	0	0	0	1146

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Wednesday 08/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	12	2	0	0	0	0	0	0	0	0	0	0	0	14
8	51	16	0	1	1	0	0	0	0	0	0	0	0	69
9	151	39	0	0	1	0	1	0	0	0	0	2	0	194
10	43	16	0	0	0	0	0	0	0	0	0	1	0	60
11	44	12	1	1	0	0	0	0	0	0	0	2	0	60
12	42	12	0	0	0	0	0	0	0	0	0	0	0	54
13	34	8	0	0	1	0	0	0	0	0	0	0	0	43
14	32	17	0	0	0	0	0	0	0	0	0	2	0	51
15	66	23	0	0	0	0	0	0	0	0	0	0	0	89
16	112	35	0	0	0	0	0	0	0	0	0	1	0	148
17	68	20	0	0	0	0	0	0	0	0	0	1	0	89
18	83	22	0	1	0	0	0	0	0	0	0	1	0	107
19	92	24	0	1	0	0	0	0	0	0	0	0	0	117
20	38	16	0	0	0	0	0	0	0	0	0	0	0	54
21	28	9	0	0	0	0	0	0	0	0	0	0	0	37
22	17	7	0	0	0	0	0	0	0	0	0	0	0	24
23	10	0	0	0	0	0	0	0	0	0	0	0	0	10
24	5	1	0	0	0	0	0	0	0	0	0	0	0	6
7-19	818	244	1	4	3	0	1	0	0	0	0	10	0	1081
6-22	913	278	1	4	3	0	1	0	0	0	0	10	0	1210
6-24	928	279	1	4	3	0	1	0	0	0	0	10	0	1226
0-24	933	283	1	4	3	0	1	0	0	0	0	10	0	1235

Direction : WESTBOUND

Wednesday 08/05/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6	6	2	0	0	0	0	0	0	0	0	0	0	0	8
7	35	5	0	0	0	0	0	0	0	0	0	1	0	41
8	58	12	0	0	0	0	0	0	0	0	0	0	0	70
9	160	9	0	0	0	0	0	0	0	0	0	1	0	170
10	62	10	0	0	0	0	0	0	0	0	0	2	0	74
11	62	9	0	0	0	0	0	0	0	0	0	2	0	73
12	44	11	0	0	0	0	0	0	0	0	0	3	0	58
13	49	14	1	0	1	0	0	0	0	0	0	0	0	65
14	36	16	0	0	1	0	0	0	0	0	0	0	0	53
15	35	11	1	0	1	0	0	0	0	0	0	0	0	48
16	137	19	0	0	1	0	0	0	0	0	0	0	0	157
17	93	18	0	0	0	0	0	0	1	0	0	1	0	113
18	80	9	0	0	0	0	0	0	0	0	0	0	0	89
19	65	7	0	0	0	0	0	0	0	0	0	0	0	72
20	57	10	0	0	0	0	0	0	0	0	0	0	0	67
21	46	7	0	0	0	0	0	0	0	0	0	0	0	53
22	24	7	0	0	0	0	0	0	0	0	0	0	0	31
23	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24	2	2	0	0	0	0	0	0	0	0	0	0	0	4
7-19	881	145	2	0	4	0	0	0	1	0	0	9	0	1042
6-22	1043	174	2	0	4	0	0	0	1	0	0	10	0	1234
6-24	1056	177	2	0	4	0	0	0	1	0	0	10	0	1250
0-24	1065	181	2	0	4	0	0	0	1	0	0	10	0	1263

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# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

Wednesday 08/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	0	0	1	0	0	0	0	2
2	0	0	0	0	1	1	0	0	0	0	0	0	2
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	2	0	0	0	0	0	0	2
6	0	0	0	0	2	0	0	0	0	0	0	0	2
7	0	3	5	5	1	0	0	0	0	0	0	0	14
8	0	2	16	29	20	2	0	0	0	0	0	0	69
9	0	0	57	118	19	0	0	0	0	0	0	0	194
10	0	1	18	27	11	3	0	0	0	0	0	0	60
11	1	4	17	29	8	1	0	0	0	0	0	0	60
12	0	1	15	26	6	6	0	0	0	0	0	0	54
13	1	1	13	18	9	1	0	0	0	0	0	0	43
14	0	1	18	25	5	2	0	0	0	0	0	0	51
15	0	3	35	32	17	2	0	0	0	0	0	0	89
16	1	3	45	81	16	2	0	0	0	0	0	0	148
17	0	0	25	43	18	3	0	0	0	0	0	0	89
18	0	0	23	53	24	6	1	0	0	0	0	0	107
19	0	5	23	64	18	6	1	0	0	0	0	0	117
20	0	1	16	19	15	2	1	0	0	0	0	0	54
21	0	0	4	18	12	2	1	0	0	0	0	0	37
22	0	0	4	14	4	2	0	0	0	0	0	0	24
23	0	0	4	2	4	0	0	0	0	0	0	0	10
24	0	0	1	1	2	1	1	0	0	0	0	0	6

7-19	3	21	305	545	171	34	2	0	0	0	0	0	1081
6-22	3	25	334	601	203	40	4	0	0	0	0	0	1210
6-24	3	25	339	604	209	41	5	0	0	0	0	0	1226
0-24	3	25	339	605	213	44	5	1	0	0	0	0	1235

Direction : WESTBOUND

Wednesday 08/05/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	1	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	2	0	0	0	0	0	0	0	2
6	0	1	2	4	0	1	0	0	0	0	0	0	8
7	0	4	14	16	6	1	0	0	0	0	0	0	41
8	0	1	27	31	8	3	0	0	0	0	0	0	70
9	0	5	94	63	7	1	0	0	0	0	0	0	170
10	0	1	35	31	7	0	0	0	0	0	0	0	74
11	0	5	37	25	5	1	0	0	0	0	0	0	73
12	0	5	26	23	4	0	0	0	0	0	0	0	58
13	2	0	33	23	6	1	0	0	0	0	0	0	65
14	1	3	25	22	2	0	0	0	0	0	0	0	53
15	0	1	33	13	1	0	0	0	0	0	0	0	48
16	1	4	100	46	4	2	0	0	0	0	0	0	157
17	0	1	62	41	7	2	0	0	0	0	0	0	113
18	0	5	46	25	12	1	0	0	0	0	0	0	89
19	0	1	32	29	9	1	0	0	0	0	0	0	72
20	0	1	37	24	5	0	0	0	0	0	0	0	67
21	0	1	33	17	2	0	0	0	0	0	0	0	53
22	0	0	19	11	1	0	0	0	0	0	0	0	31
23	0	0	4	5	2	1	0	0	0	0	0	0	12
24	0	0	0	2	2	0	0	0	0	0	0	0	4

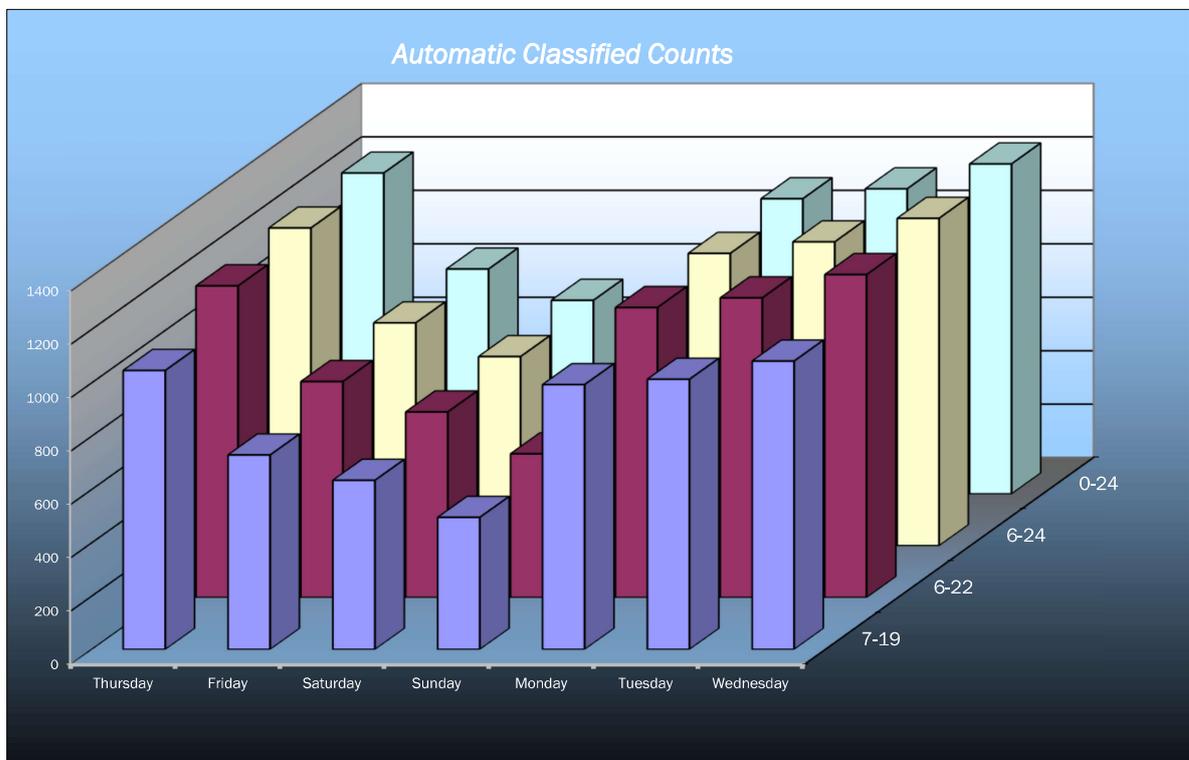
7-19	4	32	550	372	72	12	0	0	0	0	0	0	1042
6-22	4	38	653	440	86	13	0	0	0	0	0	0	1234
6-24	4	38	657	447	90	14	0	0	0	0	0	0	1250
0-24	4	39	659	452	94	15	0	0	0	0	0	0	1263

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

VEHICLE FLOWS									
Hr Ending	Thursday 2-May-24	Friday 3-May-24	Saturday 4-May-24	Sunday 5-May-24	Monday 6-May-24	Tuesday 7-May-24	Wednesday 8-May-24	WEEKDAY AVERAGE	WEEK AVERAGE
1	2	3	9	4	4	1	2	2	4
2	3	0	1	1	0	0	2	1	1
3	2	0	3	1	0	0	1	1	1
4	1	0	1	0	1	0	0	0	0
5	1	1	0	0	0	0	2	1	1
6	2	3	2	0	5	3	2	3	2
7	17	7	6	3	13	10	14	12	10
8	60	20	27	13	57	68	69	55	45
9	176	65	36	23	163	179	194	155	119
10	81	62	74	27	66	72	60	68	63
11	70	74	62	39	55	53	60	62	59
12	74	75	86	57	68	42	54	63	65
13	70	91	65	52	59	62	43	65	63
14	54	82	63	62	65	67	51	64	63
15	97	62	58	54	80	101	89	86	77
16	140	60	45	64	146	125	148	124	104
17	94	53	41	33	88	64	89	78	66
18	77	40	35	35	91	95	107	82	69
19	53	45	42	36	55	85	117	71	62
20	48	31	24	18	39	39	54	42	36
21	35	17	18	17	22	44	37	31	27
22	22	26	14	6	20	17	24	22	18
23	16	12	11	1	7	12	10	11	10
24	6	13	2	3	1	3	6	6	5
7-19	1046	729	634	495	993	1013	1081	972	856
6-22	1168	810	696	539	1087	1123	1210	1080	948
6-24	1190	835	709	543	1095	1138	1226	1097	962
0-24	1201	842	725	549	1105	1142	1235	1105	971



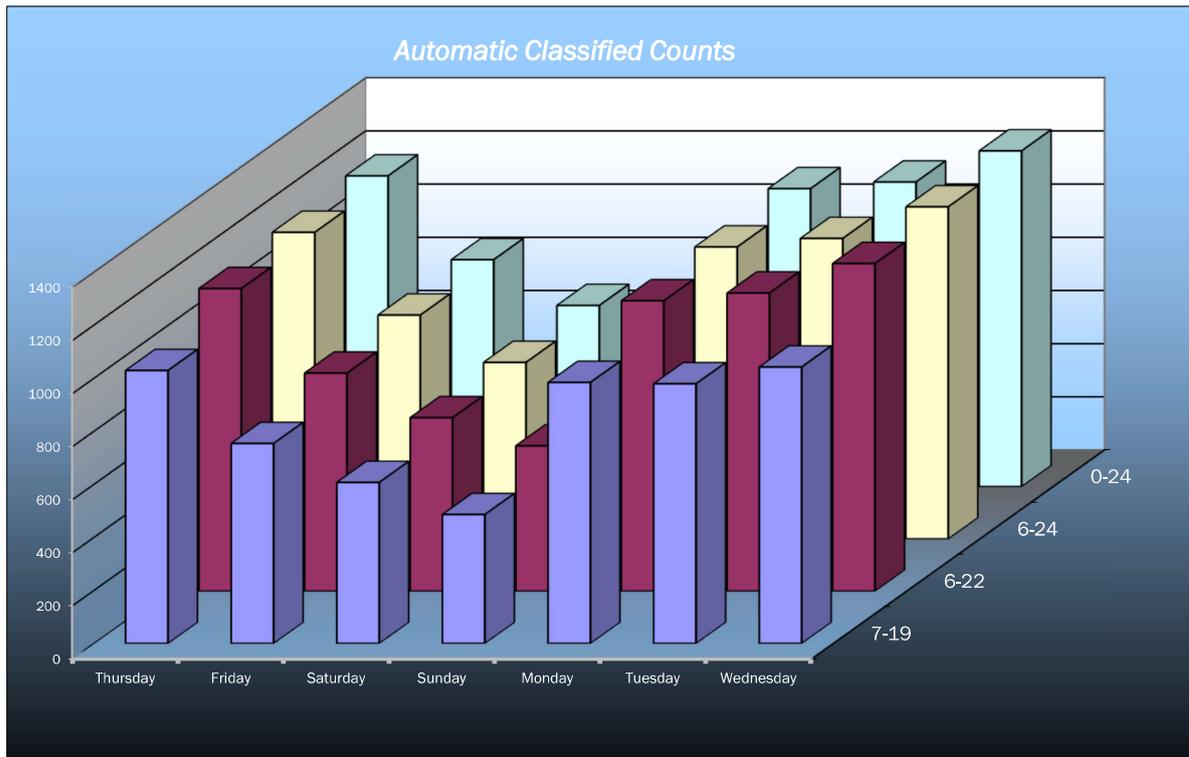
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# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : WESTBOUND

WESTBOUND									
Hr Ending	Thursday 2-May-24	Friday 3-May-24	Saturday 4-May-24	Sunday 5-May-24	Monday 6-May-24	Tuesday 7-May-24	Wednesday 8-May-24	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	2	9	0	3	1	2	2	2
2	1	0	0	2	0	0	0	0	0
3	1	1	0	1	1	1	1	1	1
4	1	0	2	0	3	0	0	1	1
5	2	4	1	2	2	3	2	3	2
6	10	4	5	3	13	10	8	9	8
7	35	21	9	18	41	36	41	35	29
8	64	29	4	4	75	64	70	60	44
9	175	59	27	27	162	178	170	149	114
10	63	72	63	39	80	71	74	72	66
11	82	75	53	46	49	69	73	70	64
12	58	91	101	64	56	53	58	63	69
13	85	66	58	55	59	63	65	68	64
14	65	68	89	56	71	56	53	63	65
15	66	61	53	50	64	42	48	56	55
16	160	79	50	45	164	165	157	145	117
17	89	56	40	42	88	88	113	87	74
18	69	54	36	35	65	87	89	73	62
19	53	44	33	23	51	43	72	53	46
20	38	24	22	19	35	47	67	42	36
21	16	13	7	20	19	22	53	25	21
22	22	10	9	5	15	39	31	23	19
23	8	10	9	3	4	4	12	8	7
24	6	11	2	1	1	4	4	5	4
7-19	1029	754	607	486	984	979	1042	958	840
6-22	1140	822	654	548	1094	1123	1234	1083	945
6-24	1154	843	665	552	1099	1131	1250	1095	956
0-24	1169	854	682	560	1121	1146	1263	1111	971



# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 2-May-24	Friday 3-May-24	Saturday 4-May-24	Sunday 5-May-24	Monday 6-May-24	Tuesday 7-May-24	Wednesday 8-May-24
1	35.5	30.5	34.1	33.6	34.3	38.0	45.5
2	31.3	-	38.0	25.5	-	-	40.5
3	35.5	-	36.3	38.0	-	-	33.0
4	38.0	-	43.0	-	53.0	-	-
5	33.0	25.5	-	-	-	-	43.0
6	33.0	32.2	20.5	-	35.0	38.0	38.0
7	30.2	34.1	26.8	24.7	31.5	31.3	26.9
8	31.4	30.9	30.1	34.2	33.6	33.3	32.5
9	29.2	31.5	27.0	30.1	31.8	31.5	31.3
10	30.5	29.1	29.9	29.8	31.7	30.8	31.9
11	30.1	30.8	31.8	31.4	31.2	31.7	30.1
12	30.0	30.5	31.2	32.0	31.1	30.1	32.3
13	31.3	32.5	31.3	32.3	30.2	30.8	31.0
14	31.1	32.5	30.1	29.9	32.8	32.3	30.9
15	31.2	32.9	31.6	32.3	31.5	32.0	30.6
16	31.3	31.8	31.6	32.0	30.9	31.0	30.9
17	32.8	31.2	32.5	33.4	31.5	33.0	32.2
18	31.9	32.0	29.1	34.4	33.0	33.0	33.2
19	32.2	32.7	33.2	32.1	32.9	32.4	32.2
20	30.1	34.9	34.6	33.3	32.4	33.0	32.5
21	33.2	31.2	29.9	33.0	33.2	32.7	34.8
22	32.5	33.4	30.9	31.3	31.9	33.6	33.4
23	33.8	32.0	33.2	38.0	35.5	35.3	32.0
24	33.4	35.1	35.5	30.5	25.5	32.2	37.6
10-12	30.1	30.7	31.5	31.7	31.2	30.9	31.2
14-16	31.3	32.4	31.6	32.2	31.2	31.5	30.7
0-24	32.2	31.8	31.8	32.0	33.1	32.8	33.7

85TH PERCENTILE							
Hr Ending	Thursday 2-May-24	Friday 3-May-24	Saturday 4-May-24	Sunday 5-May-24	Monday 6-May-24	Tuesday 7-May-24	Wednesday 8-May-24
1	39.0	34.8	40.0	39.5	51.1	-	56.1
2	41.4	-	-	-	-	-	44.0
3	39.0	-	42.1	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	43.0
6	33.0	46.8	27.6	-	43.9	43.0	38.0
7	40.3	43.4	36.3	33.4	38.2	35.5	34.3
8	38.9	36.7	36.7	41.2	38.6	39.4	38.2
9	35.8	37.5	35.9	37.6	36.1	36.4	35.3
10	36.8	36.2	36.5	36.6	37.6	36.3	37.4
11	35.7	36.6	36.0	35.4	37.0	37.5	36.9
12	35.1	36.8	36.4	37.7	36.6	35.7	38.2
13	36.0	37.7	36.5	37.7	36.0	37.1	37.8
14	38.3	38.4	36.3	37.4	37.9	38.6	36.2
15	35.7	38.1	38.1	38.3	37.6	37.9	36.5
16	36.6	37.2	37.5	37.5	35.9	36.5	36.2
17	38.1	36.6	38.0	40.3	36.7	38.9	37.1
18	37.9	38.2	34.9	39.8	38.0	37.8	38.3
19	38.0	39.0	39.1	39.4	37.9	36.8	38.1
20	37.6	40.7	39.5	36.8	39.2	38.3	38.6
21	38.0	36.0	34.2	38.2	37.9	38.7	39.6
22	39.1	40.2	36.0	36.2	39.1	41.5	38.2
23	39.2	36.3	39.5	-	41.1	39.7	37.9
24	39.0	42.0	39.0	34.8	-	38.5	45.4
10-12	35.4	36.7	36.2	36.6	36.8	36.6	37.5
14-16	36.2	37.7	37.8	37.9	36.8	37.2	36.3
0-24	37.7	38.5	37.0	37.7	38.8	38.1	39.1

7 DAY AVERAGE SPEED	32.5
7 DAY AVERAGE 85th PERCENTILE	38.1
5 DAY OFF PEAK AVERAGE SPEED	31.1
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	36.7

survey and presentation by **trafficsense** Ltd.

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : WESTBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 2-May-24	Friday 3-May-24	Saturday 4-May-24	Sunday 5-May-24	Monday 6-May-24	Tuesday 7-May-24	Wednesday 8-May-24
1	-	38,0	33,3	-	36,3	33,0	35,5
2	43,0	-	-	25,5	-	-	-
3	38,0	25,5	-	38,0	38,0	25,5	38,0
4	33,0	-	25,5	-	39,7	-	-
5	43,0	31,8	38,0	29,3	40,5	38,0	38,0
6	33,8	34,9	33,0	38,0	30,9	32,5	30,2
7	29,4	29,8	28,3	29,8	29,9	30,4	29,7
8	29,3	29,9	24,9	26,8	30,0	30,8	30,9
9	27,6	30,7	28,4	28,7	28,2	28,4	28,6
10	28,7	28,0	27,7	29,0	28,3	29,4	29,7
11	24,5	28,8	27,6	28,5	27,1	28,0	28,5
12	29,2	28,8	27,7	28,2	28,8	28,1	28,5
13	27,9	28,8	28,8	29,9	28,3	28,7	29,0
14	27,3	29,0	26,6	27,6	28,4	27,8	28,1
15	27,8	29,9	28,3	29,1	28,2	30,4	27,6
16	27,7	29,8	27,7	30,1	27,9	27,4	27,9
17	29,8	27,9	29,6	29,8	28,9	28,6	29,2
18	30,9	28,8	28,0	29,5	30,3	29,0	28,9
19	27,1	30,4	30,3	29,0	28,4	30,7	30,2
20	26,9	30,4	28,3	29,2	29,2	29,1	29,0
21	29,4	29,7	31,2	28,9	28,0	28,8	28,2
22	31,4	31,0	27,7	28,5	30,7	28,2	28,6
23	30,8	31,5	28,8	28,0	33,0	34,3	32,2
24	33,0	32,1	35,5	15,5	25,5	38,0	35,5
10-12	26,8	28,8	27,6	28,4	28,0	28,1	28,5
14-16	27,8	29,9	28,0	29,6	28,1	28,9	27,7
0-24	30,8	30,3	29,3	28,9	30,6	30,2	30,5

85TH PERCENTILE							
Hr Ending	Thursday 2-May-24	Friday 3-May-24	Saturday 4-May-24	Sunday 5-May-24	Monday 6-May-24	Tuesday 7-May-24	Wednesday 8-May-24
1	-	38,0	36,9	-	42,1	-	39,0
2	-	-	-	25,5	-	-	-
3	-	-	-	-	-	-	-
4	-	-	25,5	-	42,6	-	-
5	50,1	39,0	-	34,6	51,1	43,0	38,0
6	40,5	42,3	40,7	46,7	37,8	36,7	38,3
7	36,1	37,7	35,9	36,1	35,7	35,8	36,4
8	35,2	35,3	32,1	35,0	36,2	36,4	36,2
9	32,3	35,7	34,9	35,1	32,8	33,3	33,3
10	33,6	33,1	32,8	33,4	34,0	34,2	34,4
11	31,1	35,1	32,9	33,5	32,1	33,7	34,2
12	34,5	35,0	32,9	33,0	33,2	33,6	34,3
13	33,9	34,0	34,3	35,1	34,0	33,6	35,3
14	33,2	35,5	32,4	33,9	33,2	33,4	34,2
15	33,0	35,0	33,8	34,3	33,4	36,2	31,7
16	31,7	37,5	33,7	34,8	32,1	31,7	32,8
17	35,4	33,0	34,1	34,6	34,3	33,2	34,0
18	36,6	34,5	33,6	35,2	34,9	34,9	34,8
19	33,0	35,2	34,5	33,2	33,9	35,1	35,3
20	34,8	35,3	34,6	33,9	33,5	34,6	33,6
21	35,0	34,8	36,9	32,7	34,7	34,2	32,5
22	36,6	38,6	32,3	32,6	35,3	32,8	32,6
23	35,5	37,5	35,6	32,3	43,6	36,8	37,9
24	39,9	37,7	39,0	-	-	45,1	38,4
10-12	32,8	35,0	32,9	33,2	32,6	33,6	34,2
14-16	32,4	36,2	33,8	34,6	32,8	34,0	32,2
0-24	35,6	36,2	34,3	34,3	36,2	35,4	35,1

7 DAY AVERAGE SPEED	30,1
7 DAY AVERAGE 85th PERCENTILE	35,3

5 DAY OFF PEAK AVERAGE SPEED	28,2
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	33,6

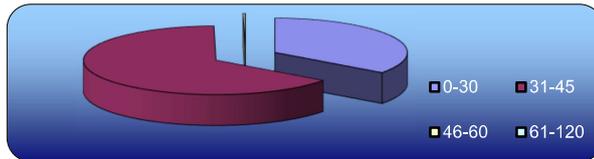
# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

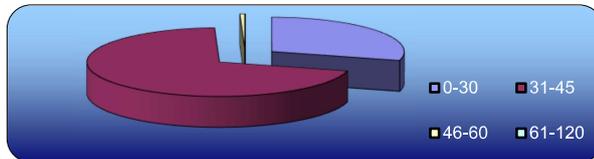
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 2-May-24	Friday 3-May-24	Saturday 4-May-24	Sunday 5-May-24	Monday 6-May-24	Tuesday 7-May-24	Wednesday 8-May-24
0-30	421	246	255	148	318	337	367
31-45	777	591	467	398	778	802	862
46-60	3	5	3	3	9	3	6
61-120	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1201</b>	<b>842</b>	<b>725</b>	<b>549</b>	<b>1105</b>	<b>1142</b>	<b>1235</b>

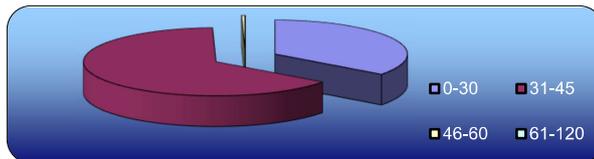
Thursday  
2-May-24



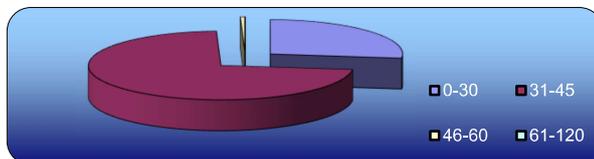
Friday  
3-May-24



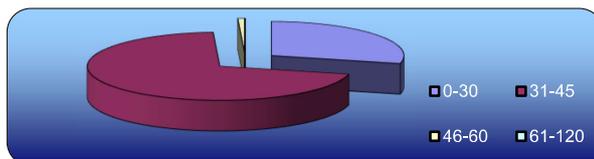
Saturday  
4-May-24



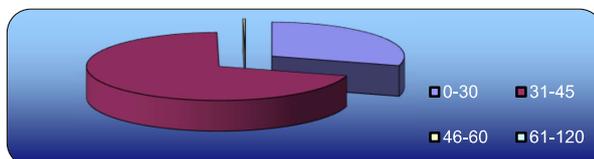
Sunday  
5-May-24



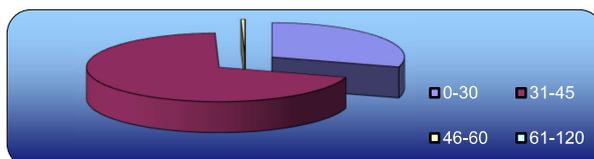
Monday  
6-May-24



Tuesday  
7-May-24



Wednesday  
8-May-24



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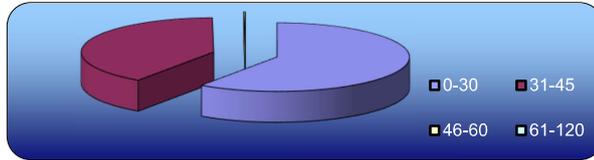
# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

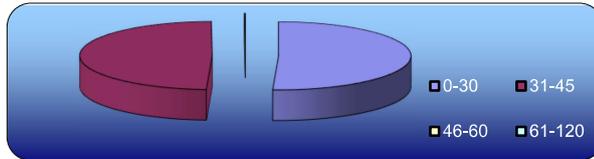
Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 2-May-24	Friday 3-May-24	Saturday 4-May-24	Sunday 5-May-24	Monday 6-May-24	Tuesday 7-May-24	Wednesday 8-May-24
0-30	697	433	418	304	641	654	702
31-45	470	420	264	255	476	491	561
46-60	2	1	0	1	4	1	0
61-120	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1169</b>	<b>854</b>	<b>682</b>	<b>560</b>	<b>1121</b>	<b>1146</b>	<b>1263</b>

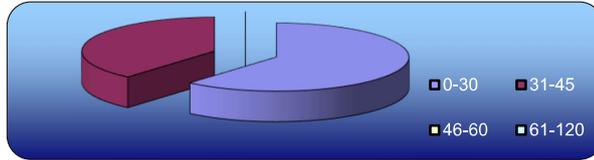
Thursday  
2-May-24



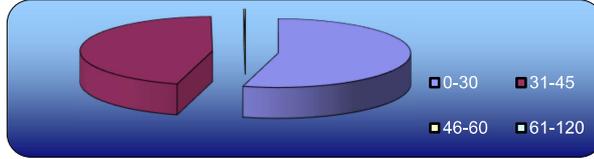
Friday  
3-May-24



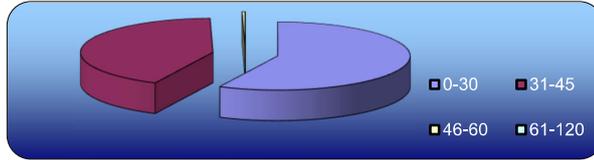
Saturday  
4-May-24



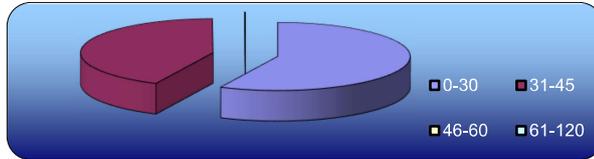
Sunday  
5-May-24



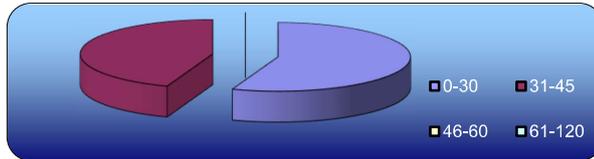
Monday  
6-May-24



Tuesday  
7-May-24



Wednesday  
8-May-24

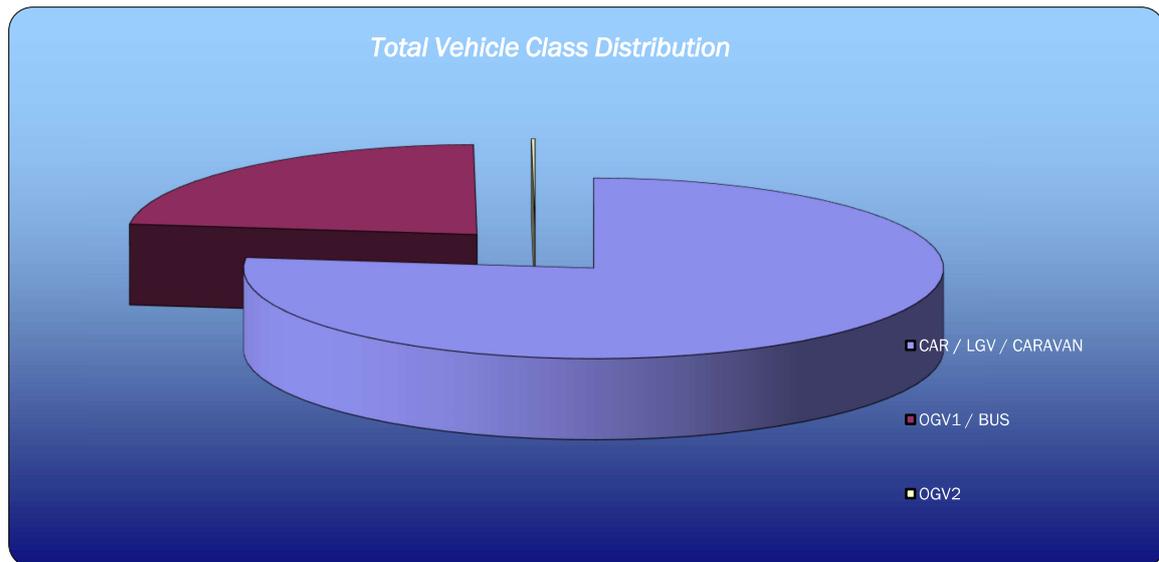


# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
<b>2-May-24</b>				
7-19	789	255	2	1046
6-22	881	285	2	1168
6-24	895	293	2	1190
0-24	902	297	2	1201
<b>3-May-24</b>				
7-19	565	163	1	729
6-22	628	181	1	810
6-24	645	189	1	835
0-24	651	190	1	842
<b>4-May-24</b>				
7-19	506	127	1	634
6-22	555	140	1	696
6-24	567	141	1	709
0-24	579	145	1	725
<b>5-May-24</b>				
7-19	386	109	0	495
6-22	419	120	0	539
6-24	423	120	0	543
0-24	427	122	0	549
<b>6-May-24</b>				
7-19	757	236	0	993
6-22	829	258	0	1087
6-24	836	259	0	1095
0-24	845	260	0	1105
<b>7-May-24</b>				
7-19	784	227	2	1013
6-22	874	247	2	1123
6-24	888	248	2	1138
0-24	891	249	2	1142
<b>8-May-24</b>				
7-19	818	259	4	1081
6-22	913	293	4	1210
6-24	928	294	4	1226
0-24	933	298	4	1235
<b>AVERAGE</b>				
7-19	658	197	1	856
6-22	728	218	1	948
6-24	740	221	1	962
0-24	747	223	1	971



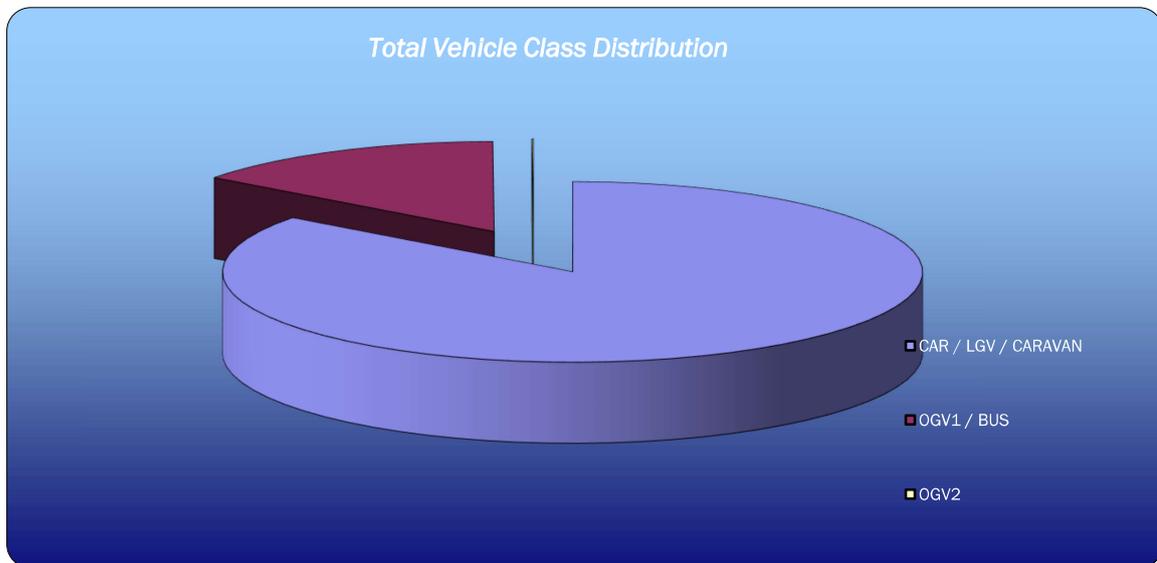
survey and presentation by **trafficsense** Ltd.

# Automatic Classified Counts

LOCATION: BOXTED STRAIGHT ROAD

Direction : WESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
<b>2-May-24</b>				
7-19	866	162	1	1029
6-22	954	185	1	1140
6-24	964	189	1	1154
0-24	977	191	1	1169
<b>3-May-24</b>				
7-19	637	116	1	754
6-22	696	125	1	822
6-24	715	127	1	843
0-24	725	128	1	854
<b>4-May-24</b>				
7-19	543	64	0	607
6-22	584	70	0	654
6-24	595	70	0	665
0-24	609	73	0	682
<b>5-May-24</b>				
7-19	414	72	0	486
6-22	467	81	0	548
6-24	471	81	0	552
0-24	477	83	0	560
<b>6-May-24</b>				
7-19	834	149	1	984
6-22	932	161	1	1094
6-24	935	163	1	1099
0-24	953	167	1	1121
<b>7-May-24</b>				
7-19	837	142	0	979
6-22	965	158	0	1123
6-24	973	158	0	1131
0-24	984	162	0	1146
<b>8-May-24</b>				
7-19	881	160	1	1042
6-22	1043	190	1	1234
6-24	1056	193	1	1250
0-24	1065	197	1	1263
<b>AVERAGE</b>				
7-19	716	124	1	840
6-22	806	139	1	945
6-24	816	140	1	956
0-24	827	143	1	971



**Appendix C**  
**TRICs Output Data**

Calculation Reference: AUDIT-437201-250415-0423

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED

**MULTI-MODAL TOTAL PEOPLE**

Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
<b>04</b>	<b>EAST ANGLIA</b>	
	NF NORFOLK	1 days
<b>09</b>	<b>NORTH</b>	
	DH DURHAM	1 days
	IM ISLE OF MAN	1 days

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

**Primary Filtering selection:**

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

Parameter: No of Dwellings  
Actual Range: 105 to 380 (units: )  
Range Selected by User: 100 to 400 (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 28/06/24

*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:**

Monday	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	2 days

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

**Selected survey types:**

Manual count	10 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 undertaken using machines.*

**Selected Locations:**

Neighbourhood Centre (PPS6 Local Centre)	10
--	----

*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:**

Residential Zone	2
Village	8

*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	1 days - Selected
Servicing vehicles Excluded	10 days - Selected

**Secondary Filtering selection:****Use Class:**

C3	10 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	6 days
5,001 to 10,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	5 days
75,001 to 100,000	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:

0.6 to 1.0	2 days
1.1 to 1.5	5 days
1.6 to 2.0	3 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	7 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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>DH-03-A-02</b>	<b>MIXED HOUSES</b>	<b>DURHAM</b>
	LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17		Survey Type: MANUAL
<b>2</b>	<b>ES-03-A-11</b>	<b>MIXED HOUSES</b>	<b>EAST SUSSEX</b>
	BISHOPS LANE RINGMER  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 105 Survey date: THURSDAY 28/09/23		Survey Type: MANUAL
<b>3</b>	<b>ES-03-A-12</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>EAST SUSSEX</b>
	HOREBEECH LANE HORAM  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 123 Survey date: TUESDAY 03/10/23		Survey Type: MANUAL
<b>4</b>	<b>HC-03-A-32</b>	<b>MIXED HOUSES &amp; FLATS</b>	<b>HAMPSHIRE</b>
	GREEN LANE FARNHAM WEYBOURNE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 105 Survey date: THURSDAY 29/06/23		Survey Type: MANUAL
<b>5</b>	<b>IM-03-A-03</b>	<b>MIXED HOUSES</b>	<b>ISLE OF MAN</b>
	MAIN ROAD COLBY  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 111 Survey date: TUESDAY 21/05/24		Survey Type: MANUAL
<b>6</b>	<b>KC-03-A-08</b>	<b>MIXED HOUSES</b>	<b>KENT</b>
	MAIDSTONE ROAD CHARING  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 Survey date: TUESDAY 22/05/18		Survey Type: MANUAL
<b>7</b>	<b>NF-03-A-43</b>	<b>MIXED HOUSES</b>	<b>NORFOLK</b>
	MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 Survey date: WEDNESDAY 15/09/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<b>8</b>	<b>SC-03-A-09</b> AMLETS LANE CRANLEIGH	<b>MIXED HOUSES &amp; FLATS</b>	<b>SURREY</b>
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	136	
	Survey date: <i>TUESDAY</i>	24/05/22	<i>Survey Type: MANUAL</i>
<b>9</b>	<b>WS-03-A-15</b> HILLAND ROAD BILLINGSHURST	<b>MIXED HOUSES</b>	<b>WEST SUSSEX</b>
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	380	
	Survey date: <i>TUESDAY</i>	23/11/21	<i>Survey Type: MANUAL</i>
<b>10</b>	<b>WS-03-A-18</b> LONDON ROAD HASSOCKS	<b>MIXED HOUSES &amp; FLATS</b>	<b>WEST SUSSEX</b>
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	156	
	Survey date: <i>MONDAY</i>	15/05/23	<i>Survey Type: MANUAL</i>

*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 PEOPLE**

**Calculation factor: 1 DWELLS**

**BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.78

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	10	153	0.084	10	153	0.380	10	153	0.464
08:00 - 09:00	10	153	0.175	<b>10</b>	<b>153</b>	<b>0.639</b>	<b>10</b>	<b>153</b>	<b>0.814</b>
09:00 - 10:00	10	153	0.178	10	153	0.247	10	153	0.425
10:00 - 11:00	10	153	0.179	10	153	0.218	10	153	0.397
11:00 - 12:00	10	153	0.190	10	153	0.201	10	153	0.391
12:00 - 13:00	10	153	0.214	10	153	0.191	10	153	0.405
13:00 - 14:00	10	153	0.217	10	153	0.196	10	153	0.413
14:00 - 15:00	10	153	0.201	10	153	0.227	10	153	0.428
15:00 - 16:00	<b>10</b>	<b>153</b>	<b>0.496</b>	10	153	0.233	10	153	0.729
16:00 - 17:00	10	153	0.370	10	153	0.247	10	153	0.617
17:00 - 18:00	10	153	0.434	10	153	0.204	10	153	0.638
18:00 - 19:00	10	153	0.370	10	153	0.196	10	153	0.566
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>3.108</b>			<b>3.179</b>			<b>6.287</b>

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.

**Appendix D**

**Traffic Distribution Modal**

