

Transport Technical Note

October 2023

EAS

Lower Farm

Hillesden, Buckinghamshire MK18 4BY

Faccenda Farms Ltd

Document History

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The content of this report is based on information available as of October 2023, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

- 1.1 This Transport Technical Note has been prepared by EAS in support of an application by Faccenda Farms Ltd for the redevelopment of agricultural buildings at Lower Farm, Lower Farm Lane, Hillesden, Buckinghamshire MK18 4BY.
- 1.2 A location plan is contained at **Appendix A**.
- 1.3 The existing barns are proposed to be redeveloped into three dwellings, formed of 3 x three-bedroom terraced houses.
- 1.4 A plan of the proposed site is contained at **Appendix B**.

Aims of this Report

- 1.5 This Transport Technical Note, having been prepared in line with best practice guidance, aims to demonstrate that the proposal conforms to relevant transport policy and should not be refused on transport or highways grounds.
- 1.6 The contents of this Transport Technical Note are:
 - Section 2 – sets the national and local policy context;
 - Section 3 – describes the existing site conditions;
 - Section 4 – describes the proposed development and its potential impact to the local highway network; and
 - Section 5 – concludes the report.

2 Policy

Introduction

2.1 With the application being minor in planning terms the key policy documents that have been reviewed are:

- National Planning Policy Framework (NPPF) (2021);
- Buckinghamshire parking guidance for new developments (2022).

National Planning Policy Framework (NPPF) (2021)

2.2 The revised National Planning Policy Framework was published in 2021 and sets out the government's planning policies for England and how these are expected to be applied.

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

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

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

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

2.6 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 104 and 105:

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

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

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

2.7 Paragraph 107, in relation to parking standards, states that the following should be taken into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.8 Paragraph 108 adds that:

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.9 Paragraphs 110 and 111 state that in assessing applications for development it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

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

2.10 Within that context, paragraphs 112 and 113 state that applications for development should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

Buckinghamshire Parking standards for new developments (2022)

- 2.11 The adopted parking standards for Buckinghamshire are provided on the Council's website.
- 2.12 For residential development of up to 10 dwellings, in Accessibility Zone C, are 3 spaces per unit for 3-bedroom dwellings.
- 2.13 Cycle parking requirements are of storage for 2 cycles per unit for 3-bedroom dwellings.

3 Existing Site Assessment

Site Location

- 3.1 The site is located at the north of a small cluster of existing buildings on Hillesden Bridleway 8, which also functions as a private access road for these buildings.
- 3.2 The site is circa 1.1km north-east of Hillesden.

Local Facilities

- 3.3 The village of Padbury, which contains a village hall, pub, butchers, pre-school and bus stops can be reached in a circa 2.8km journey from the site (circa 10-minute drive or 9-minute cycle).
- 3.4 The village of Preston Bissett, which contains a shop/café, pre-school, pub and bus stops can be reached in a circa 4.3km journey from the site (circa 8-minute drive or 13-minute cycle).
- 3.5 The village of Steeple Clayton, which contains a pub, café, doctor's surgery, post office, recreation ground, convenience store and church can be reached in a circa 3.5km journey from the site (circa 12-minute drive or 22-minute cycle).
- 3.6 The town of Buckingham, which contains further facilities such as large supermarkets, secondary schools, leisure centres and a hospital, can be reached in a circa 5.4km journey from the site (circa 13-minute drive or 20-minute cycle).
- 3.7 There are no footways or cycleways on the roads in the vicinity of the site, though it is likely that many roads in the vicinity would have very low traffic flows, which along with nearby public rights of way facilitate access on foot and by cycle to these settlements. In fact, public rights of way provide shorter journeys to some villages compared to the route taken by road (e.g. circa 2.8km to Padbury vs 5.1km by road).
- 3.8 The 133 bus, which can be accessed in Preston Bissett, has one service in each direction on Tuesdays to Buckingham and villages west of the site.
- 3.9 The 18 bus can also be accessed in Steeple Claydon, with five services per day to both Buckingham and Bicester.
- 3.10 The 16 bus, which can be accessed in Steeple Claydon, and provides 7 or 8 daily services to and from Aylesbury.

Site Access

- 3.11 The site is located on Hillesden Bridleway 8, which as noted above also functions as a private road, with the terminus of public highway for vehicles on Lower Farm Lane located where Lower Farm Lane becomes Hillesden Bridleway 8 circa 400m south of the site.
- 3.12 Both Hillesden Bridleway 8 and Lower Farm Lane are circa 3m to 3.5m in width. However, very few vehicles would use these, with the only vehicles that would pass, turn at, or otherwise interact with the access to the site would be those associated with the application site and agricultural vehicles passing, which as per Table 3.1 would be extremely limited.

- 3.13 Clearly, therefore, vehicle speeds and flows in the vicinity of the site access would be low, and hence visibility is not considered to be an issue here.

Baseline Traffic Flow on Manor Farm Road

- 3.14 An ATC survey was undertaken on Lower Farm Lane to record the level of existing vehicle movements. The ATC was positioned circa 340m east of the Hillesden Road/Lower Farm Lane junction, and thus would have recorded all vehicle movements on Lower Farm Lane beyond Orchard View Stable (which is located circa 150m east of the junction).
- 3.15 Table 3.1 below summarises total vehicle movements, HGV movements, and non-HGV movements during the network peak hours and per weekday; HGV movements are assumed to be agricultural vehicles; and non-HGV movements are assumed to be those associated with the existing premises in the vicinity of the site. The full ATC dataset is included at **Appendix C**.

Table 3.1 – Recorded baseline vehicle movements on Lower Farm Lane

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Day (07:00-19:00)		
	East-bound	West-bound	Total	East-bound	West-bound	Total	East-bound	West-bound	Total
Weekday average total vehicle movements	5	1	7	1	3	4	27	26	54
Weekday average HGVs, i.e. assumed agricultural vehicle movements	1	0	1	0	0	0	4	4	8
Assumed residential vehicle movements	5	1	6	1	3	4	23	22	45

- 3.16 It can be seen above that Lower Farm Lane currently experiences an average of 7 and 4 total vehicle movements in the respective AM and PM peak hours, with 6 and 4 of these assumed to be generated by the existing non-agricultural premises in the vicinity of the site.
- 3.17 Whilst there is a low traffic flow on Lower Farm Lane, and a limited increase as a result of the proposal (as discussed in Section 4), additional passing places are proposed on Lower Farm Lane, utilising highway land and land owned by the applicant, to ensure that the proposal can be suitably accommodated on the local highway network.

Census Car Ownership data

- 3.18 Car ownership data from the 2021 Census has been obtained for the site's LSOA, Aylesbury Vale 004B. The extent of the LSOA and the location of the site within it are illustrated in Figure 3.1 below.
- 3.19 Of the 908 dwellings in the LSOA it is assumed there are 1,751 cars, equating to a car ownership rate of 1.93 cars or vans per household.
- 3.20 This calculation assumes that dwellings who had '3 or more cars or vans in household' had 3 cars, and includes all dwellings, including flats. Further data is available for the 2011 Census which can be used to account for these elements.

- 3.21 The site's LSOA during the 2011 Census, Aylesbury Vale 004B, included 3 flats out of its 826 dwellings, equating to 0.36% of dwellings, which would be inconsequential for the car ownership rate for houses.
- 3.22 Also, the 2011 Census recorded that 3.9% of dwellings in the site's LSOA had '4 or more cars or vans', and averaged 4.4 cars or vans per household. Assuming the same figures the 2021 Census data would include 35 houses of the site's LSOA having '4 or more cars or vans', whose residents would together own 154 (35 x 4.4) vehicles rather than 105 (35 x 3), increasing total car ownership across the LSOA by 49 vehicles to 1,800, giving an actual car ownership rate of 1.98 cars or vans per household.
- 3.23 The full census datasheets are contained at **Appendix D**.

Figure 3.1 – Extent of LSOA Buckinghamshire 004B. Arrow shows location of the site



Traffic Collisions

- 3.24 The record of personal injury traffic collisions occurring in the vicinity of the site was reviewed using the Crashmap database for the most recent five-year period available: 2017 to 2021 inclusive.

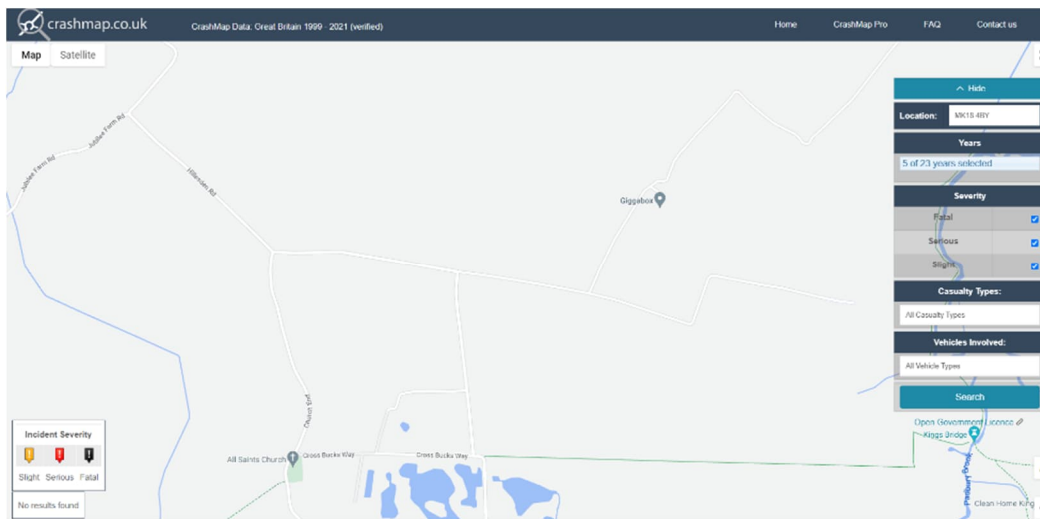


Figure 3.2 – CrashMap output (via <https://www.crashmap.co.uk/Search>)

3.25 As displayed in figure 3.2 above there have been no recorded incidents at the site access, along Lower Farm Lane, or at the Lower Farm Lane/Hillesden Road Junction. Therefore, highway safety is not considered to be a notable issue associated with the proposal.

4 Development Proposal and Potential Highways Impact

Development Proposal

- 4.1 The proposal is for the redevelopment of existing agricultural buildings into 3 houses, formed of 3 x three-bedroom units.
- 4.2 A plan of the proposed site is included at **Appendix B**.

Site Access

- 4.3 Access to the site by vehicles would be to join Lower Farm Lane from Hillesden Road circa 1km south-west of the site, then travelling via Lower Farm Lane until it becomes Hillesden Bridleway 8, which also functions as a private road serving the site and the neighbouring premises, and comprises the rest of the route to the site.
- 4.4 As described in Section 3, only vehicles associated with the proposed dwellings would access the site and only agricultural vehicles are permitted to pass the site. As such vehicles speeds and flows would be low, and hence visibility is not a concern.
- 4.5 Pedestrians and cyclists would also access the site via the vehicular route described above, yet as explained in Section 3 there are further public rights of way in the vicinity which facilitate access between the site and nearby villages where key facilities are available.
- 4.6 There are 7 points along the access road between the site and Hillesden Road where there is space for two cars to pass, with a maximum interval between these of circa 350m, and forward visibility between these passing places along the entire length of the access road.
- 4.7 The plan contained at **Appendix E** illustrates the position of these passing places and visibility between them. This is deemed to be sufficient to accommodate the relatively minor increase in vehicle movements on top of the limited existing vehicle movements along the access road.

Car and Cycle Parking

- 4.8 As per the adopted parking standards, as noted in Section 2, the 3 proposed dwellings each require 3 parking spaces, equating to a total of 9 required spaces. This will be provided in curtilage of each unit.
- 4.9 Cycle parking requirements are of storage for 2 cycles for 3-bedroom units, giving a total requirement of 6 spaces.

Deliveries and Servicing

- 4.10 Delivery and servicing vehicles would access the site via Hillesden Bridleway 8 and Lower Farm Lane, as occurs for the existing structures on the site. It is also understood that large agricultural vehicles (as demonstrated through the ATC data) utilise this route sporadically, meaning this is clearly feasible for the proposed dwellings.
- 4.11 The wide hardstanding area within the site is clearly sufficient for servicing vehicles to be able to turn, access and egress in a forward gear.

Development Impact

4.12 The TRICS database was interrogated to find surveys of sites that met the following criteria:

- Privately owned houses (03/A);
- Located in England outside of Greater London;
- Situated in 'Edge of town' or 'Free standing' locations;
- Population within 1 mile of up to 5,000 and within 5 miles of up to 50,000;

4.13 8 surveys were found that met these criteria, from which trip rates per unit were drawn and converted into trip numbers for the proposed 3 units, as summarised in Table 4.1. The TRICS datasheet is included at **Appendix F**.

Table 4.1 – Estimated trip generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Day (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle trip rate (per unit)	0.124	0.296	0.420	0.311	0.173	0.484	2.015	2.089	4.104
Vehicle trip numbers (3 units)	0	1	1	1	1	2	6	6	12

4.14 It can be seen above that the proposed use would be expected to generate 1 and 2 vehicle movements in the respective AM and PM peak hours.

4.15 These expected vehicle movements would not have a perceptible impact on the wider highway network, and the existing passing places along the access road, are considered to be sufficient to accommodate this small increase in vehicle movements.

5 Summary and Conclusions

Summary

- 5.1 This Transport Technical Note has been prepared by EAS in support of an application by Faccenda Farms Ltd for the redevelopment of agricultural buildings at Lower Farm, Lower Farm Lane, Hillesden, Buckinghamshire MK18 4BY.
- 5.2 The existing barns are proposed to be redeveloped into three dwellings, formed of 3 x three-bedroom terraced houses.
- 5.3 The site is located at the north of a small cluster of buildings on Hillesden Bridleway 8, circa 1.1km north-east of Hillesden. Hillesden Bridleway 8 also functions as a private access road for the site and existing neighbouring premises. Hillesden Bridleway 8 meets Lower Farm Lane circa 380m south of the site, where the full public highway for vehicles commences.
- 5.4 An ATC survey recorded weekday average vehicle movements of just 7 and 4 respectively on Lower Farm Lane in the respective AM and PM network peak hours.
- 5.5 There are 7 points along the access road between the site and Hillesden Road where there is space for two cars to pass, and this is considered sufficient to facilitate the minor increase in vehicle movements that would be expected to occur through the proposal.
- 5.6 This increase would likely be expected just 1 and 2 vehicle movements in the respective AM and PM network peak hours, which on top of the 7 and 4 existing recorded vehicle movements would not be problematic given the proposed passing places.
- 5.7 No personal injury traffic collisions are identified as having occurred at the site access, along Lower Farm Lane, or at the Lower Farm Lane/Hillesden Road Junction. Therefore, highway safety is not considered to be a notable issue associated with the proposal.
- 5.8 The 2021 Census recorded car ownership rates of 1.98 vehicles per household, though the adopted parking standards require 3 parking spaces per dwelling. 9 car parking spaces are thus proposed. Policy-compliant cycle parking is also proposed.
- 5.9 Delivery and servicing vehicles are able to turn at the site, allowing routing in a forward gear to and from the site. Such vehicles already serve the existing dwellings adjacent to the proposed site.

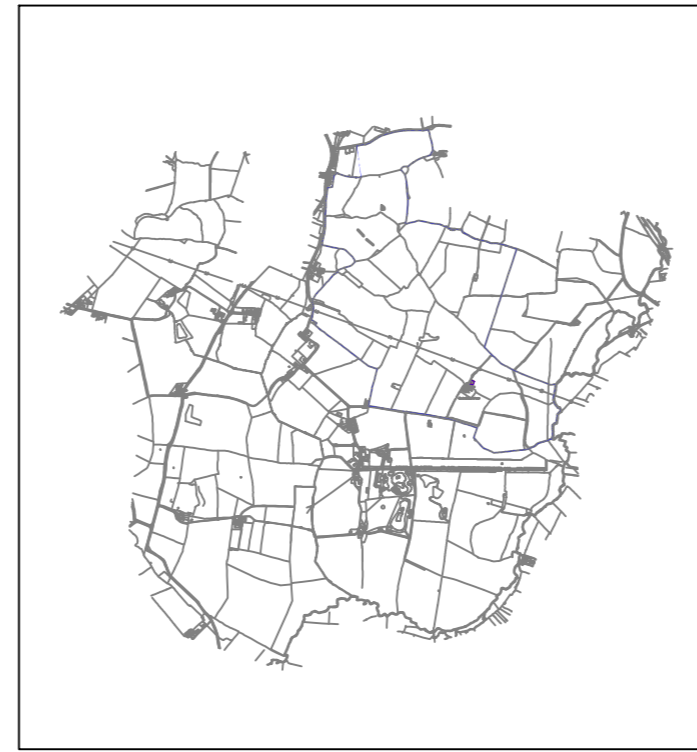
Conclusion

- 5.10 The proposals are not expected to cause a perceptible negative impact to the safe and efficient functioning of the local highway and should therefore not be refused on transport or highways grounds.

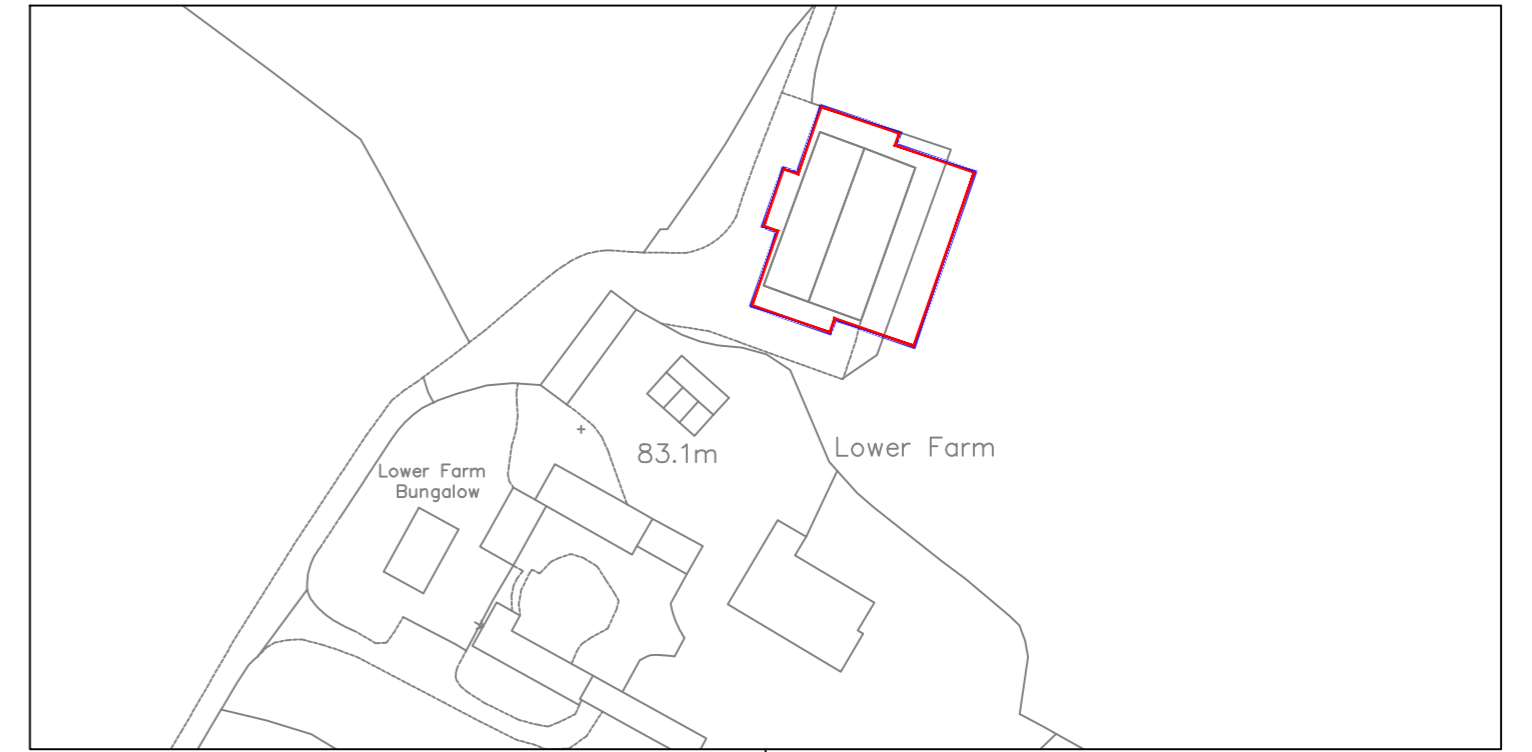
6 Appendices

- Appendix: A – Location Plan
- Appendix: B – Proposed Site Plan
- Appendix: C – Lower Farm Lane ATC Dataset
- Appendix: D – Census Datasheets
- Appendix: E – Proposed Passing Places
- Appendix: F – TRICS Datasheet

Appendix: A – Location Plan

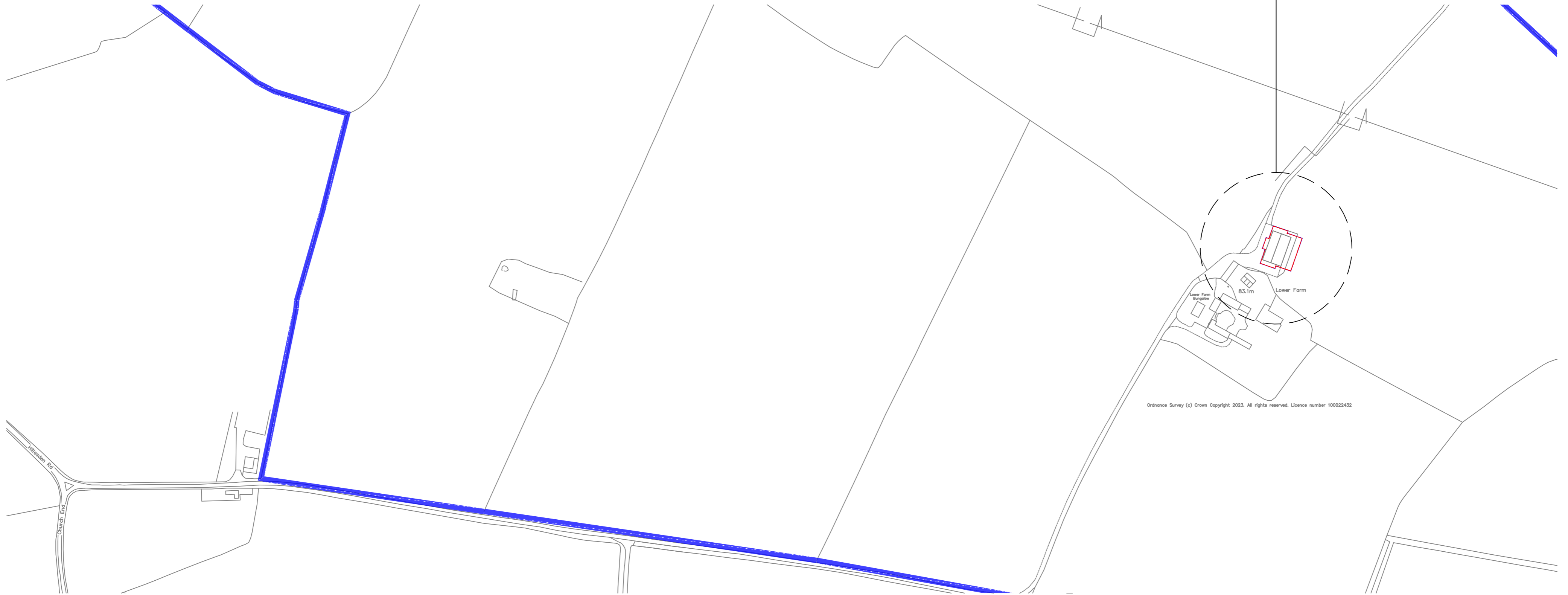


(Above) - Site location plan in wider context (NTS)



(Above) - Site location plan @ 1:1250 Scale

1:1250 0 25 50 60m



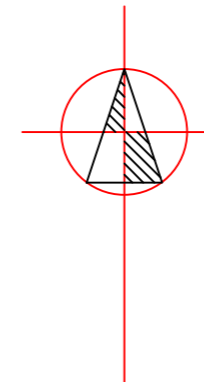
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revision	B	05.10.23	Adjusted to clients comments
	A	08.08.23	Blueline boundary updated

client	Alison Gulliver			date	08.23	
project	Lower Farm, Hillesden			scale	Indicated @ A2	
title	site location plan			drawn	JWR	
dwg no.	0080	SUR	001	B	check	CMR

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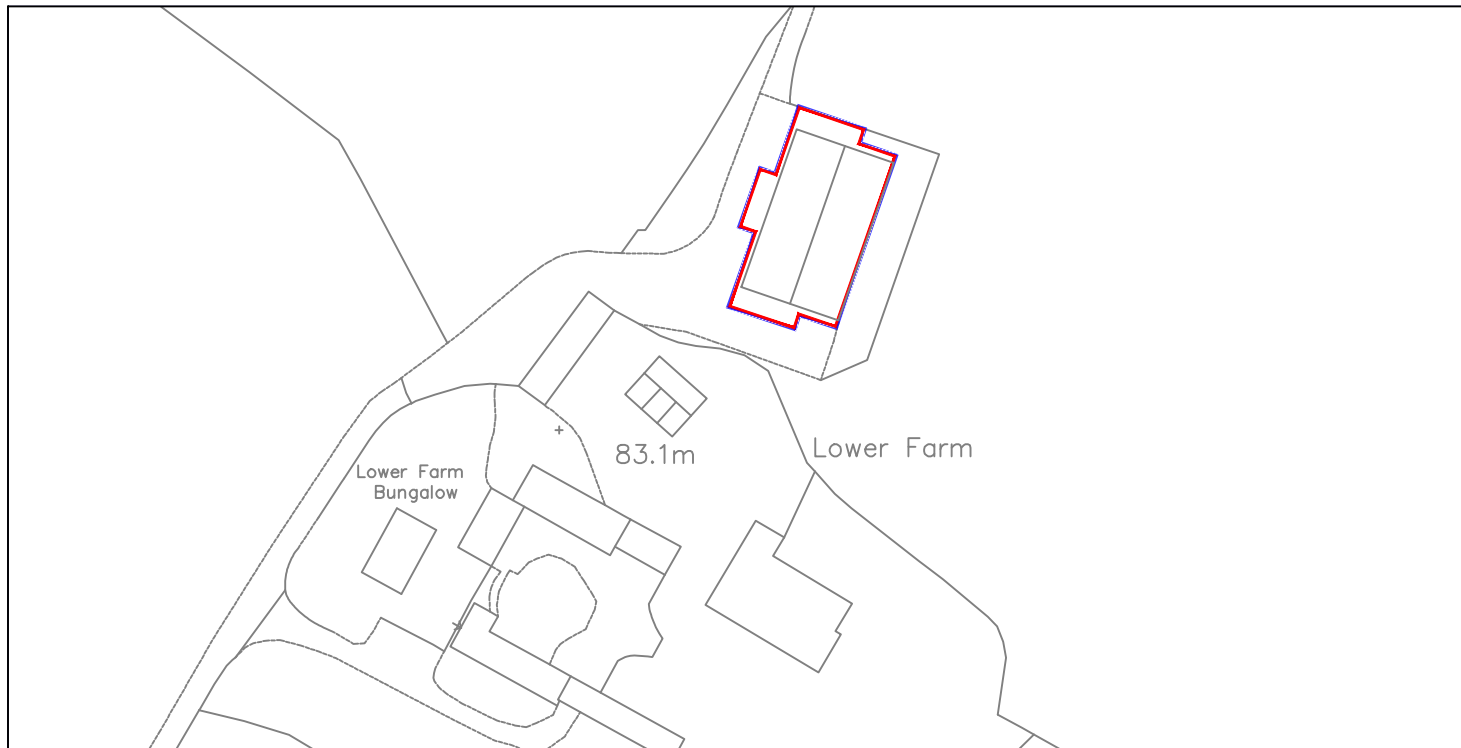


e: info@brinkarchitects.co.uk | t: 01280 850757
www.brinkarchitects.co.uk
the studio, friday's barn, crowfield, northants, nn13 5tw

1:2500 0 50 100 120m



Appendix: B – Proposed Site Plan



(Above) - Site location plan @ 1:1250 Scale



revision	B	13.11.23	Boundary amended
	A	31.10.23	Boundary amended

client

date

project

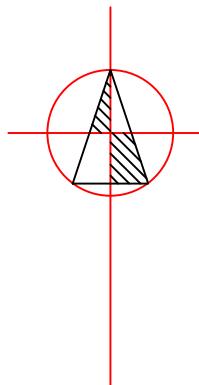
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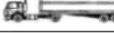




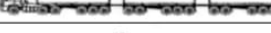


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Appendix: C – Lower Farm Lane ATC Dataset

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

K&M TRAFFIC SURVEYS

SITE: UNNAMED ROAD, HILLESDEN

LOCATION: Attached to bushes

GRID REFERENCE: 51.958040, -0.999549

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

29 June 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0800	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	18.1	-
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	-
1100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1300	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	17.7	-
1400	7	6	0	0	0	0	0	0	0	1	0	0	0	0	0	19.8	-
1500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	4	2	0	1	0	0	0	0	0	0	0	0	0	0	1	20.4	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	34	26	0	4	0	0	0	0	0	1	0	0	0	1	2	20.5	28.9
06-22	35	27	0	4	0	0	0	0	0	1	0	0	0	1	2	20.6	28.5
06-00	35	27	0	4	0	0	0	0	0	1	0	0	0	1	2	20.6	28.5
00-00	35	27	0	4	0	0	0	0	0	1	0	0	0	1	2	20.6	28.5

30 June 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7 -	
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5 -	
0700	7	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	14.1 -	
0800	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8 -	
0900	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19 -	
1000	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9 -	
1100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1 -	
1200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25 -	
1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4 -	
1400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7 -	
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
1600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4 -	
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26 -	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
07-19	33	27	2	3	0	1	0	0	0	0	0	0	0	0	0	0	19.9	25.9
06-22	35	29	2	3	0	1	0	0	0	0	0	0	0	0	0	0	19.9	25.9
06-00	35	29	2	3	0	1	0	0	0	0	0	0	0	0	0	0	19.9	25.9
00-00	36	29	2	3	1	1	0	0	0	0	0	0	0	0	0	0	19.9	25.9

01 July 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1
1000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8.7
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3
1500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.9
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	20.5
06-22	12	10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	21.1
06-00	12	10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	27.6
00-00	12	10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	27.6

02 July 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3
1000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11.4
1100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15.3
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.6
1500	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20.3
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	9	5	0	1	0	0	0	0	0	0	0	0	0	0	1	2	18.5
06-22	9	5	0	1	0	0	0	0	0	0	0	0	0	0	1	2	18.5
06-00	9	5	0	1	0	0	0	0	0	0	0	0	0	0	1	2	18.5
00-00	9	5	0	1	0	0	0	0	0	0	0	0	0	0	1	2	18.5

03 July 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0700	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	
0800	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	24.8	
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	
1000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.5	
1100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.6	
1200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5	
1300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.2	
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	
1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	
1700	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.2	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19	36	28	0	8	0	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3
06-22	37	29	0	8	0	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3
06-00	37	29	0	8	0	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3
00-00	37	29	0	8	0	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3

04 July 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
0900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1100	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.1	
1200	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21.2	
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	
1500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22	28.1
06-22	35	31	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22	27.7
06-00	35	31	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22	27.7
00-00	36	32	0	4	0	0	0	0	0	0	0	0	0	0	0	0	21.9	27.6

05 July 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	
0800	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6	
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	
1000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.3	
1100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.3	
1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	
1300	5	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	21.4	
1400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.3	
1500	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.6	
1600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19	29	20	1	7	0	0	0	0	0	0	0	0	0	0	1	0	21.1	27.6
06-22	29	20	1	7	0	0	0	0	0	0	0	0	0	0	1	0	21.1	27.6
06-00	29	20	1	7	0	0	0	0	0	0	0	0	0	0	1	0	21.1	27.6
00-00	30	21	1	7	0	0	0	0	0	0	0	0	0	0	1	0	20.9	27.5

K&M TRAFFIC SURVEYS

SITE: UNNAMED ROAD, HILLESDEN

LOCATION: Attached to bushes

GRID REFERENCE: 51.958040, -0.999549

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

29 June 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0800	8	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	18.1	
0900	4	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6	
1000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	27.5	
1100	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.6	
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.7	
1400	7	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	
1500	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	
1600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1800	4	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	20.4	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19	34	3	12	10	6	3	0	0	0	0	0	0	0	0	0	0	0	20.5	28.9
06-22	35	3	12	11	6	3	0	0	0	0	0	0	0	0	0	0	0	20.6	28.5
06-00	35	3	12	11	6	3	0	0	0	0	0	0	0	0	0	0	0	20.6	28.5
00-00	35	3	12	11	6	3	0	0	0	0	0	0	0	0	0	0	0	20.6	28.5

30 June 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0700	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
0800	7	2	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0900	4	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	19	-
1000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	25	-
1300	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	33	7	5	13	7	1	0	0	0	0	0	0	0	0	0	0	0	19.9	25.9
06-22	35	7	5	15	7	1	0	0	0	0	0	0	0	0	0	0	0	19.9	25.9
06-00	35	7	5	15	7	1	0	0	0	0	0	0	0	0	0	0	0	19.9	25.9
00-00	36	7	5	16	7	1	0	0	0	0	0	0	0	0	0	0	0	19.9	25.9

02 July 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
0900	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-
1100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	9	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
06-22	9	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
06-00	9	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
00-00	9	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-

03 July 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0800	9	0	1	5	1	2	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0900	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
1100	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1200	5	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1300	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
1500	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1700	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	36	1	7	17	9	2	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3
06-22	37	1	7	18	9	2	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3
06-00	37	1	7	18	9	2	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3
00-00	37	1	7	18	9	2	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3

04 July 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0800	6	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0900	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1200	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
1300	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
1400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
1500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
1700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
1900	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	33	1	8	12	12	0	0	0	0	0	0	0	0	0	0	0	0	22	28.1
06-22	35	1	8	14	12	0	0	0	0	0	0	0	0	0	0	0	0	22	27.7
06-00	35	1	8	14	12	0	0	0	0	0	0	0	0	0	0	0	0	22	27.7
00-00	36	1	8	15	12	0	0	0	0	0	0	0	0	0	0	0	0	21.9	27.6

05 July 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-
0800	6	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
0900	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
1100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
1200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
1300	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1400	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1500	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
1600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-
07-19	29	0	10	12	7	0	0	0	0	0	0	0	0	0	0	0	0	21.1	27.6
06-22	29	0	10	12	7	0	0	0	0	0	0	0	0	0	0	0	0	21.1	27.6
06-00	29	0	10	12	7	0	0	0	0	0	0	0	0	0	0	0	0	21.1	27.6
00-00	30	0	11	12	7	0	0	0	0	0	0	0	0	0	0	0	0	20.9	27.5

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	195	14	49	83	42	7	0	0	0	0	0	0	0	0	0	0	21	26.3

K&M TRAFFIC SURVEYS

SITE: UNNAMED ROAD, HILLESDEN

LOCATION: Attached to bushes

GRID REFERENCE: 51.958040, -0.999549

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

Hour	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages		
	29-Jun	30-Jun	01-Jul	02-Jul	03-Jul	04-Jul	05-Jul	1-5.	1-7.	
0000-0100	0	0	0	0	0	0	0	0	0	
0100-0200	0	0	0	0	0	0	0	0	0	
0200-0300	0	0	0	0	0	0	0	0	0	
0300-0400	0	0	0	0	0	0	0	0	0	
0400-0500	0	0	0	0	0	0	0	0	0	
0500-0600	0	1	0	0	0	0	1	1	0.6	0.4
0600-0700	0	2	0	0	0	0	0	0	0.4	0.3
0700-0800	0	7	0	0	4	4	2	2	3.4	2.4
0800-0900	8	7	1	1	9	6	6	6	7.2	5.4
0900-1000	4	4	3	2	4	5	2	2	3.8	3.4
1000-1100	2	2	1	1	1	0	2	2	1.4	1.3
1100-1200	2	1	0	1	4	5	2	2	2.8	2.1
1200-1300	0	2	0	0	5	4	1	1	2.4	1.7
1300-1400	3	3	1	0	3	4	5	5	3.6	2.7
1400-1500	7	1	1	1	1	1	5	5	3	2.4
1500-1600	3	0	1	2	2	1	2	2	1.6	1.6
1600-1700	1	5	0	0	1	1	1	1	1.8	1.3
1700-1800	0	1	0	1	2	1	1	1	1	0.9
1800-1900	4	0	2	0	0	1	0	0	1	1
1900-2000	0	0	2	0	1	1	0	0	0.4	0.6
2000-2100	1	0	0	0	0	1	0	0	0.4	0.3
2100-2200	0	0	0	0	0	0	0	0	0	0
2200-2300	0	0	0	0	0	0	0	0	0	0
2300-2400	0	0	0	0	0	0	0	0	0	0
Totals										
0700-1900	34	33	10	9	36	33	29		33	26.3
0600-2200	35	35	12	9	37	35	29		34.2	27.4
0600-0000	35	35	12	9	37	35	29		34.2	27.4
0000-0000	35	36	12	9	37	36	30		34.8	27.9
AM Peak	800	800	900	900	800	800	800			
	8	7	3	2	9	6	6			
PM Peak	1400	1600	1900	1500	1200	1300	1400			
	7	5	2	2	5	4	5			

K&M TRAFFIC SURVEYS

SITE: UNNAMED ROAD, HILLESDEN

LOCATION: Attached to bushes

GRID REFERENCE: 51.958040, -0.999549

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

29 June 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	
1000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.5	
1100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	
1200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	
1300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.6	
1400	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15.6	
1500	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	15.5	
1600	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	
1800	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17.8	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19	35	28	0	4	0	1	0	0	0	0	0	0	0	0	0	2	17.8	22.2
06-22	36	29	0	4	0	1	0	0	0	0	0	0	0	0	0	2	17.8	22.1
06-00	36	29	0	4	0	1	0	0	0	0	0	0	0	0	0	2	17.8	22.1
00-00	36	29	0	4	0	1	0	0	0	0	0	0	0	0	0	2	17.8	22.1

30 June 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
0800	4	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	19.6
0900	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21
1000	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16.3
1100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7.1
1200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8
1300	4	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	13.5
1400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.8
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	33	24	1	3	2	0	0	0	0	1	0	0	0	0	2	19.1	22.9
06-22	34	25	1	3	2	0	0	0	0	1	0	0	0	0	2	19.1	22.8
06-00	34	25	1	3	2	0	0	0	0	1	0	0	0	0	2	19.1	22.8
00-00	34	25	1	3	2	0	0	0	0	1	0	0	0	0	2	19.1	22.8

02 July 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8.9
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6
1300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7.5
1400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.2
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	2	15.5
06-22	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	2	15.5
06-00	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	2	15.5
00-00	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	2	15.5

03 July 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1000	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
1200	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
1400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
1500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1700	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	30	23	0	6	1	0	0	0	0	0	0	0	0	0	0	0	20.1	25.4	
06-22	31	24	0	6	1	0	0	0	0	0	0	0	0	0	0	0	20	25.3	
06-00	31	24	0	6	1	0	0	0	0	0	0	0	0	0	0	0	20	25.3	
00-00	31	24	0	6	1	0	0	0	0	0	0	0	0	0	0	0	20	25.3	

04 July 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
0900	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
1100	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	29	25	0	4	0	0	0	0	0	0	0	0	0	0	0	0	23	27.4	
06-22	31	27	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22.7	27.3	
06-00	31	27	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22.7	27.3	
00-00	31	27	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22.7	27.3	

05 July 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	
1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	
1400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.1	
1500	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.4	
1600	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19	28	23	2	3	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.3
06-22	28	23	2	3	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.3
06-00	28	23	2	3	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.3
00-00	28	23	2	3	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.3

K&M TRAFFIC SURVEYS

SITE: UNNAMED ROAD, HILLESDEN

LOCATION: Attached to bushes

GRID REFERENCE: 51.958040, -0.999549

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

29 June 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	
0900	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	
1000	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	
1100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.2	
1200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	
1400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	
1600	6	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	20.7	
1700	5	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	
1800	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19	35	3	20	8	4	0	0	0	0	0	0	0	0	0	0	0	0	17.8	22.2
06-22	36	3	20	9	4	0	0	0	0	0	0	0	0	0	0	0	0	17.8	22.1
06-00	36	3	20	9	4	0	0	0	0	0	0	0	0	0	0	0	0	17.8	22.1
00-00	36	3	20	9	4	0	0	0	0	0	0	0	0	0	0	0	0	17.8	22.1

30 June 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0700	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
0800	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
0900	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
1100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1	-
1200	5	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
1300	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
1400	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	33	5	4	22	1	1	0	0	0	0	0	0	0	0	0	0	0	19.1	22.9
06-22	34	5	4	23	1	1	0	0	0	0	0	0	0	0	0	0	0	19.1	22.8
06-00	34	5	4	23	1	1	0	0	0	0	0	0	0	0	0	0	0	19.1	22.8
00-00	34	5	4	23	1	1	0	0	0	0	0	0	0	0	0	0	0	19.1	22.8

03 July 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
0900	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1000	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
1200	4	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
1500	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
1600	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1700	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	30	1	10	13	6	0	0	0	0	0	0	0	0	0	0	0	0	20.1	25.4
06-22	31	1	11	13	6	0	0	0	0	0	0	0	0	0	0	0	0	20	25.3
06-00	31	1	11	13	6	0	0	0	0	0	0	0	0	0	0	0	0	20	25.3
00-00	31	1	11	13	6	0	0	0	0	0	0	0	0	0	0	0	0	20	25.3

04 July 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0800	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
0900	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
1100	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
1300	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1600	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1700	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1800	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-
1900	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	29	0	7	11	9	2	0	0	0	0	0	0	0	0	0	0	0	23	27.4
06-22	31	0	8	12	9	2	0	0	0	0	0	0	0	0	0	0	0	22.7	27.3
06-00	31	0	8	12	9	2	0	0	0	0	0	0	0	0	0	0	0	22.7	27.3
00-00	31	0	8	12	9	2	0	0	0	0	0	0	0	0	0	0	0	22.7	27.3

05 July 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0900	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1100	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	-
1400	6	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
1500	7	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1700	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-
07-19	28	3	10	13	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.3
06-22	28	3	10	13	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.3
06-00	28	3	10	13	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.3
00-00	28	3	10	13	2	0	0	0	0	0	0	0	0	0	0	0	0	19.2	24.3

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
--	180	17	57	80	23	3	0	0	0	0	0	0	0	0	0	0	0	19.5	24.8

Totals									
0700-1900	35	33	8	8	30	29	28	31	24.4
0600-2200	36	34	11	9	31	31	28	32	25.7
0600-0000	36	34	11	9	31	31	28	32	25.7
0000-0000	36	34	11	9	31	31	28	32	25.7
AM Peak	1000	700	900	1000	1000	900	1100		
	5	5	3	2	4	4	3		
PM Peak	1600	1200	2000	2000	1700	1300	1500		
	6	5	2	1	7	4	7		

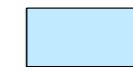
Appendix: D – Census Datasheets

Lower layer Super Output Areas Code	Lower layer Super Output Areas	Car or van availability (5 categories) Code	Car or van availability (5 categories)	Observation
E01017694	Buckinghamshire 004B	-8	Does not apply	0
E01017694	Buckinghamshire 004B	0	No cars or vans in household	36
E01017694	Buckinghamshire 004B	1	1 car or van in household	295
E01017694	Buckinghamshire 004B	2	2 cars or vans in household	383
E01017694	Buckinghamshire 004B	3	3 or more cars or vans in household	230

Appendix: E – Proposed Passing Places



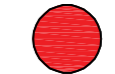
KEY:



- HIGHWAY MAINTAINABLE AT PUBLIC EXPENSE



- INTERVISIBILITY SPLAYS BETWEEN PASSING POINTS



- PROPOSED PASSING PLACE



REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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1st Floor Millers House, Raydon Road,
 Stanstead Abbots, Hertfordshire, SG12 8HN
 Tel: 01920 871777
 www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:
 LOWER FARM, HILLESDEN,
 BUCKINGHAMSHIRE UA

TITLE:
 PASSING POINTS AND INTERVISIBILITY

SCALE: A2: 1:2500	DESIGN-DRAWN: TS	DATE: 20/10/2023
----------------------	---------------------	---------------------

PROJECT No: 4614	DRAWING No: SK02 REV C
---------------------	---------------------------

Appendix: F – TRICS Datasheet

Calculation Reference: AUDIT-743101-230324-0358

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: 17 to 212 (units:)
 Range Selected by User: 6 to 4334 (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: 24/03/12 to 14/10/22

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

Selected survey days:

Tuesday	2 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	3 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:

Edge of Town	8
--------------	---

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	7
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	22 days - Selected
Servicing vehicles Excluded	86 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 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

Population within 1 mile:

1,000 or Less 1 days

1,001 to 5,000 7 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 6 days

25,001 to 50,000 2 days

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

Car ownership within 5 miles:

1.1 to 1.5 8 days

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

Travel Plan:

Yes 5 days

No 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 8 days

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

LIST OF SITES relevant to selection parameters

1	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
2	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
3	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	138	
	Survey date: TUESDAY	20/10/15	Survey Type: DIRECTIONAL ATC COUNT
4	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	164	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT
5	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	143	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
6	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:	75	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
7	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
8	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	8	113	0.063	8	113	0.242	8	113	0.305
08:00 - 09:00	8	113	0.124	8	113	0.296	8	113	0.420
09:00 - 10:00	8	113	0.127	8	113	0.157	8	113	0.284
10:00 - 11:00	8	113	0.125	8	113	0.152	8	113	0.277
11:00 - 12:00	8	113	0.130	8	113	0.139	8	113	0.269
12:00 - 13:00	8	113	0.121	8	113	0.119	8	113	0.240
13:00 - 14:00	8	113	0.157	8	113	0.148	8	113	0.305
14:00 - 15:00	8	113	0.164	8	113	0.163	8	113	0.327
15:00 - 16:00	8	113	0.210	8	113	0.161	8	113	0.371
16:00 - 17:00	8	113	0.245	8	113	0.179	8	113	0.424
17:00 - 18:00	8	113	0.311	8	113	0.173	8	113	0.484
18:00 - 19:00	8	113	0.238	8	113	0.160	8	113	0.398
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.015			2.089			4.104

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

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

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Parameter summary

Trip rate parameter range selected:	17 - 212 (units:)
Survey date range:	24/03/12 - 14/10/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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