



**UPPINGHAM SCHOOL
REPLACEMENT BOARDING FACILITIES
MEADHURST, UPPINGHAM SCHOOL,
AYSTON ROAD**

TRANSPORT STATEMENT

JANUARY 2024



the journey is the reward

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TRANSPORT STATEMENT

JANUARY 2024

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**Uppingham School
Replacement Boarding Facilities
Meadhurst, Uppingham School, Ayston Road
Transport Statement**

List of Contents

Sections

1	Introduction	1
2	Planning Policy.....	2
3	Site Description	6
4	Accessibility	10
5	Site Proposals	13
6	Traffic Generation	15
7	Summary and Conclusions	16

Figures

Figure 3.1: Site location (Source: Google Earth)	7
Figure 3.2: Accident mapping (source: crashmap.co.uk)	9

Tables

Table 3.1: Traffic volumes on Ayston Road	8
Table 2.2: Speed survey results on Ayston Road	8
Table 4.1: Bus services stopping near to site	12

Appendices

APPENDIX A: Pre-application Response	
APPENDIX B: Highway Boundary Plan	
APPENDIX C: ATC Survey Data	
APPENDIX D: Site Layout Plan	
APPENDIX E: Pedestrian Visibility and Swept Path Drawings	

1 Introduction

1.1 Mayer Brown Limited has been appointed by Uppingham School to prepare a Transport Statement in support of a planning application for the partial demolition of an existing boarding house and replacement with new purpose-built boarding facilities alongside a new arrival courtyard, landscaping and associated works. The original 3-storey building at Meadhurst is to be retained as part of the proposals and continue to be used as part of the boarding facilities on site.

Site proposals

1.2 Proposals relate to the Meadhurst building which, having originally opened in 1896, is nearing the end of its serviceable life and in need of modernisation. As a result, the school are proposing to improve the quality of the facilities through the replacement and/or refurbishment of the existing buildings.

1.3 Proposals are summarised as follows:

- Demolition of the majority of the later extensions to the original building;
- Retention of the Housemaster's House and later extension which currently accommodates the kitchen; and
- The erection of a new 3 storey townhouse type building to replace the boarding house facilities.

Pre-application response

1.4 A pre-application was made to Rutland County Council (RCC) to present the proposals in September 2023. A subsequent response dated 14th December 2023 is included in **Appendix A** and key points are set out below:

- Requested clarification on whether or not there was an intensification but concluded that its unlikely to have a significant impact;
- One-way system will need to be enforced with signs & physical features;
- Two-way flow for the staff car park required – 5m wide for first 10m;
- Where there is use by larger vehicles, tracking required;
- If there is an intensification, vis splays required including pedestrian visibility;
- Review the highway boundary; and
- Demolition and construction management plan required – could be conditioned.

2 Planning Policy

2.1 This Section sets out the relevant transport policies and guidelines including:

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)
- RCC Core Strategy Development Plan Document (2011)
- Uppingham Neighbourhood Plan (2013-2026)

National Planning Policy Framework (NPPF)

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

2.3 In respect of Transport, Section 9 of the NPPF relates to 'Promoting sustainable transport' and 'Considering development proposals'. In particular, paragraphs 114-117 state:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. (NPPF 2023, Paragraph 114)*

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. (NPPF 2023, paragraph 115)

Within this context, applications for development should:

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

- or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (NPPF 2023, paragraph 116)*

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed". (NPPF 2023, paragraph 117)

- 2.4 It is considered that the proposed development satisfies the relevant policies of the National Planning Policy Framework.

Planning Practice Guidance (PPG)

- 2.5 On 6 March 2014, the Department for Communities and Local Government (DCLG) launched the NPPG as a web-based resource. The PPG replaced the DfT Guidance on Transport Assessments and sets out the key principles that should be taken into account when preparing Travel Plans and TAs:

"Travel Plans, Transport Assessments and Statements should be:

- proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- established at the earliest practicable possible stage of a development proposal;*
- be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel*

Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

In order to make these documents as useful and accessible as possible any information or assumptions should be set out in a clear and publicly accessible form:

- the timeframes over which they are conducted or operate should be appropriate in relation to the nature of developments to which they relate (and planned changes to transport infrastructure and management in the area);*
- Local Planning Authorities should advise qualifying bodies for the purposes of Neighbourhood Planning on whether Travel Plans, Transport Assessments and Statements should be prepared, and the benefits of doing so, as part of the duty to support.*

Local Planning Authorities may wish to consult the relevant bodies on planning applications likely to affect transport infrastructure, such as Rail Network Operators where a development is likely to impact on the operation of level crossings.” (PPG paragraph 007)

Local Policy

[Core Strategy Development Plan Document](#)

- 2.6 The Rutland Core Strategy Development Plan Document (Adopted July 2011) forms part of the statutory Development Plan for Rutland against which this application should be determined.
- 2.7 Policy CS1 states that: (new development should) *‘be located where it minimises the need to travel wherever possible where services and facilities can be accessed safely on foot, by bicycle or public transport.’*
- 2.8 Policy SC2 states that: *‘focusing new development in the most sustainable locations, primarily in the towns and the local service centres away from areas prone to flooding and ensuring that development is accessible by other modes of transport without reliance upon the private car’* (will help create safe and healthy communities and meet the needs of the local economy).
- 2.9 Policy CS7 states that: *‘support will be given to development proposals and activities that protect, retain or enhance the provision, quality or accessibility of existing community, education, leisure and cultural facilities that meet the diverse needs of all members of the community’.*

[Uppingham Neighbourhood Plan](#)

- 2.10 The Uppingham Neighbourhood Plan 2013 – 2026 seeks to protect the heritage of Uppingham with a focus on local interests. With regards to transport, it aims to alleviate the perceived nuisance of heavy traffic and contains the following policies of relevance to the proposals:
- 2.11 Proposal 12 - Transport - Safer Walking and Cycling Routes states that: *'The Town Council should pursue the construction of appropriately signed safer walking and cycling routes in and out of the town centre linking them to the design requirements of new development sites. Such routes should reflect the additional needs of the physically disadvantaged.'*

[Uppingham Neighbourhood Plan Review 2022/2023](#)

- 2.12 The current Uppingham Neighbourhood Plan previously referenced looks forward to 2026. With a new Rutland Local Plan expected in 2025, an updated Neighbourhood Plan has been consulted on between September and November 2023 and has now been passed on to an independent examiner. A new Neighbourhood Plan will ensure the community has control over the location and scale of new development.
- 2.13 Policy TR1: Providing the scope for new/improved road connections states that: *'Proposals which would generate significant additional traffic and/or which would generate additional HGV traffic will require a Transport Assessment or Statement.'*
- 2.14 Policy TR2: Providing safer walking and cycling and public transport states that: *'Development should, where possible, facilitate the provision of safer road crossings and better traffic management to improve the environment for pedestrians and cyclists.'*

3 Site Description

- 3.1 The site is located to the north of the town centre, a short distance from the main High Street.
- 3.2 Forming part of Uppingham School's estate, the site accommodates the existing Meadhurst boarding house and is located adjacent to the 'Farleigh' boarding house and the staff car park. Meadhurst consists of approximately 1,035 sqm of floorspace and accommodates 60 full-time boarders and 4 day boarders.
- 3.3 The site is located immediately to the west of the A6003 Ayston Road and to the north of Uppingham Town Centre. Vehicular access is achieved to the east via a dedicated access/egress on Ayston Road.
- 3.4 Uppingham School's facilities are relatively dispersed across Uppingham Town, although the academic core is located between Stockerston Road and Leicester Road. The historic core is located to the south of High Street West. Pupils therefore generally travel west from Meadhurst via the pedestrianised route through the staff car park down to North Street West to access the majority of the school's facilities.
- 3.5 The site is located within the northern limit of the designated Uppingham Conservation Area for which there is not a Conservation Area Appraisal.
- 3.6 The site is located within Flood Zone 1, resulting in very low risk of flooding from surface water and rivers/seas, is not subject to any other ecological or landscape designations, and is part of the built form within the settlement boundary of Uppingham, which is identified as a Small Town (second tier).
- 3.7 An indicative site location plan is shown as **Figure 3.1**.



Figure 3.1: Site location (Source: Google Earth)

Local highway network

- 3.8 The site is accessed from the A6003 Ayston Road, which is a two-way single carriageway road running from north to south and subject to a 30mph speed limit. Double-yellow lines restrict parking at all times on the western side of Ayston Road adjacent to the site, whilst on the eastern side there are a number of on-carriageway parking bays restricted to 2 hours maximum stay between 8am and 6pm from Monday to Saturday.
- 3.9 There is a footway adjacent to the site on the western side of the road, separated from the road by a wide grass verge. There is another footway on the eastern side of the road with regularly spaced streetlighting.
- 3.10 A copy of the highway boundary plan is attached at **Appendix B**.
- 3.11 Around 150m to the south of the site, Ayston Road forms a signal-controlled crossroad with the B664 North Street. North Street West gives access towards the School's ground at The Leicester, which includes sports provision as well as maths and drama departments.

3.12 The A6003 forms a link from Oakham to the north with Corby and Kettering to the south. Around 700m north of the site, Ayston Road forms one arm of a four-arm roundabout with the A47. The A47 runs locally between Peterborough and Leicester.

Traffic survey results

3.13 An Automatic Traffic Count (ATC) was undertaken on Ayston Road south of Wheatley Avenue by Traffic Sense from Wednesday 12th July to Tuesday 18th July 2023 inclusive.

3.14 A summary of the average weekday two-way traffic flows on Ayston Road is set out at **Table 3.1** below, and a full copy of the traffic survey data is included in **Appendix C**.

Time	ATC – Average Weekday Traffic Flows		
	Southbound	Northbound	Two-way
AM Peak (0800-0900)	390	379	769
PM Peak (1700-1800)	385	375	760
Daily (0000-2400)	4,925	4,590	9,515

Table 3.1: Traffic volumes on Ayston Road

3.15 The results in **Table 2.1** indicate that there were on average 769 and 760 two-way trips on Ayston Road during the two network peak periods. This equates to approximately 13 vehicles per minute, on average. The busiest morning peak hour was observed on Friday 14th July and the busiest evening peak hour on Thursday 13th July.

3.16 The recorded 85th percentile speeds from the ATC are summarised in **Table 2.2**, indicating that many drivers are exceeding the 30mph speed limit.

Direction	85 th percentile observed speed
Southbound	34.4mph
Northbound	34.8mph

Table 2.2: Speed survey results on Ayston Road

Accident data

3.17 A review of accident mapping using *the latest five years of data from crashmap.co.uk* has been undertaken, as shown below in **Figure 3.2** for 2018-2022.

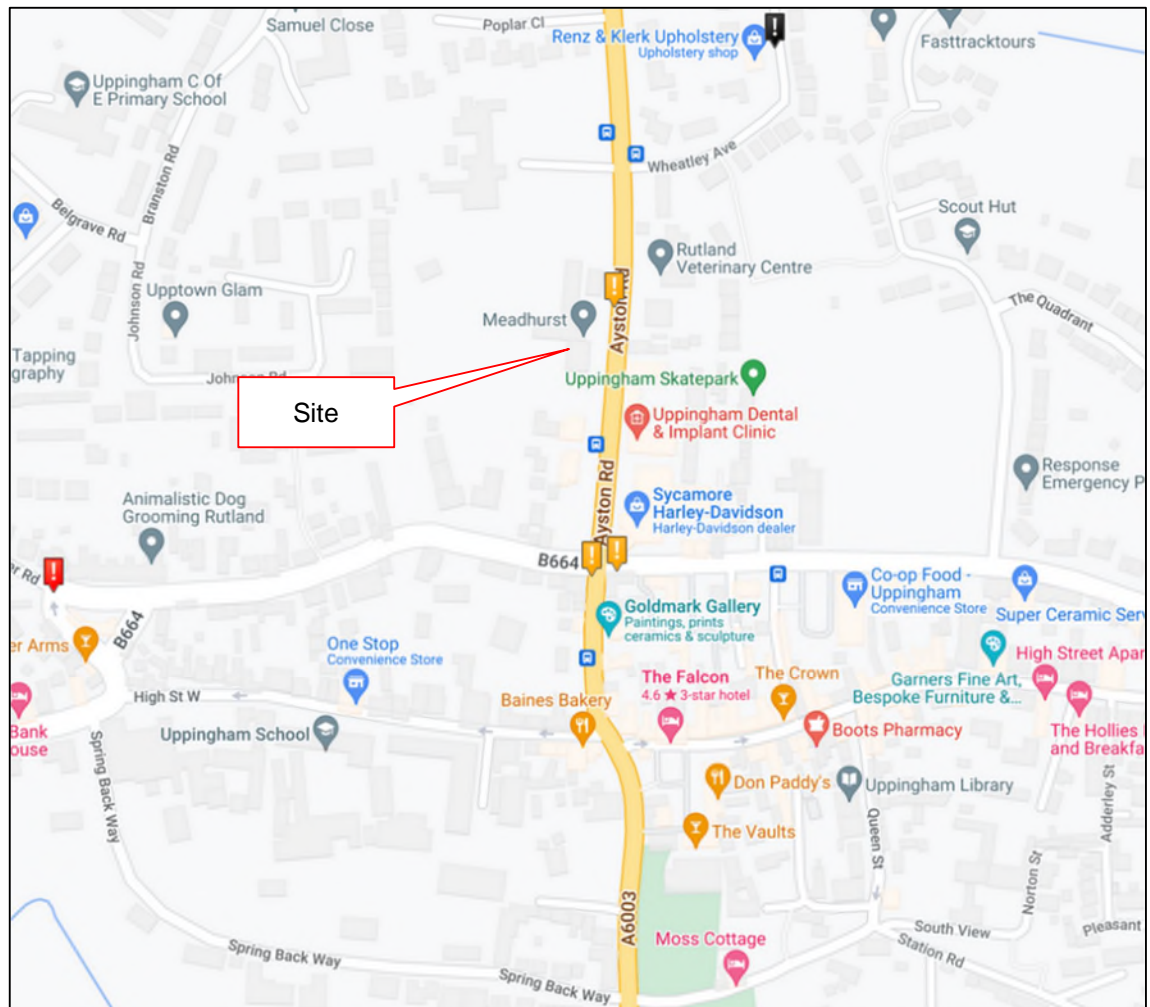


Figure 3.2: Accident mapping (source: crashmap.co.uk)

- 3.18 There were five accidents in the area shown, of which three resulted in slight injuries, one in serious injuries and one in a fatality.
- 3.19 The fatality occurred in November 2021 on Wheatley Avenue, which is not a route expected to be used regularly by pupils. It involved a pedestrian and motorist. A newspaper report at the time indicated that this occurred around 07:00 and the pedestrian was a woman in her 50s. No other details were available.
- 3.20 The serious incident involved a motorcyclist and a car at the priority junction of Leicester Road and North Street West. Of the slight injury accidents, two of these involved pedestrians and one involved vehicles only.
- 3.21 The records indicate that there were no accidents resulting in injuries to children and none involving cyclists.
- 3.22 Given the low number of incidents, it is therefore concluded that there are no significant highway safety issues in the vicinity of the proposed development or routes used by pupils.

4 Accessibility

- 4.1 The site is in close proximity to the centre of Uppingham, which provides a range of shops and businesses. Pupils are allowed to visit the school on foot at certain times of days, which are set out in the school rules.
- 4.2 It should be noted that the majority of the people using the site will be boarders who will reside there during term time and, as discussed in the following paragraphs, all school facilities are within a reasonable walking distance.

Walking

- 4.3 The Chartered Institute of Highways and Transportation document '*Planning for Walking*', published March 2015, indicates that people will typically walk if their destination is less than a mile away with a typical catchment of around 800m, or 10-minute walk time based on a comfortable walking pace of 80m per minute.
- 4.4 The school buildings are all generally within this 800m walking distance, with those in the Main School within 400m; some of the sports facilities at The Middle are marginally beyond this 800m. However, pupils will be walking to these facilities due to limited alternative options.
- 4.5 There are footpaths through the School grounds to the south and west of Meadhurst which pupils can use to access North Street West and the Main School area.
- 4.6 There are footways along both sides of Ayston Road, with the western path set behind a grassed verge in the vicinity of Meadhurst. To the south, at the signal-controlled junction of Ayston Road with North Street, there are signal-controlled pedestrian crossings on the western and southern arms, which provide links towards the main School grounds.
- 4.7 North Street West provides a link towards the Main School grounds with footways on both sides, and a Zebra crossing located around 100m to the west of Ayston Road which links the pedestrian route through School grounds to the Main School.
- 4.8 Footways and crossing points are also provided on all routes to school sports grounds.

Cycling

- 4.9 As set out in the school rules that seek a balance between encouraging sustainable methods of transport with safety, only certain pupils are permitted to bring bicycles to school and permission must be granted for trips out of Uppingham. Bicycles cannot be

used by pupils for trips within the town centre. As previously noted, all school facilities are within a reasonable walking distance.

- 4.10 The DfT's 'Cycle Infrastructure Design' (October 2008) states that "*in common with other modes, many utility cycle journeys are under three miles (4.8km), although, for commuter journeys, a trip distance of over five miles (8km) is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey and experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose*".
- 4.11 The IHT and Department for Transport (DfT) document 'Cycle Friendly Infrastructure: Guidelines for Planning and Design' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability.
- 4.12 Using a speed of 10mph (16kph) a catchment of 5km would be available within approximately 20 minutes cycle time. This would cover the whole of Uppingham and surrounding villages. There are no dedicated cycle facilities locally, but there is a network of quieter roads and off-road routes within the town that can be used by less confident cyclists to avoid the busiest roads of the town.

Public transport

- 4.13 Boarding pupils are unlikely to use public buses on a regular basis, as they do not have sufficient free time to travel any great distances and they would require permission from the school to do so. Minibuses will be used by the School to transport groups of pupils to off-site activities and events.
- 4.14 Some day pupils may use the bus to travel to and from school, depending on their home location and how well the bus timetable links with their school timetable.
- 4.15 The nearest bus stops to Meadhurst are located on Ayston Road, 100m to the north, with timetable information provided. These stops receive routes R1 in both directions and R5 northbound.
- 4.16 Stops on North Street East around 250m to the southeast additionally receive 747.
- 4.17 A summary of bus times is included in **Table 4.1**.

Service	Operator	Route	Weekday		Saturday daytime frequency	Sunday daytime frequency
			Daytime frequency	Evening frequency		
R1	Blands	Melton Mowbray - Uppingham - Corby	6 services	No service	6 services	No service
R5	Blands	Stamford - Uppingham	7 services	No service	7 services	No service
747	Centrebus	Leicester - Uppingham	Peak hour: hourly Off-peak: every two hours	1 service	6 services	No service

Table 4.1: Bus services stopping near to site

- 4.18 The nearest rail station to the site is Oakham station, around 11km to the north, which receives services to Birmingham New Street, Stansted Airport and Cambridge. Corby station is located around 15km to the south. This receives two services an hour to/from London via Bedford and Luton Airport. Some pupils may travel by rail on occasion, particularly if travelling to the school from abroad at the start or end of term via Luton or Stansted airports.

5 Site Proposals

- 5.1 The proposal will result in 1,083sqm of existing floorspace being demolished with 891sqm being retained and refurbished. 927sqm of new floorspace will be created as a result of the proposals, resulting in a total floor area of 2,010sqm. Through the better use of space there will be a slight increase in its capacity to accommodate additional day boarders. The current capacity is 60 full time boarders and 4 day-in boarders. The proposal will accommodate 60 full time boarders and 15 day-in boarders.
- 5.2 Day-in-boarding pupils are fully integrated into boarding house life with their own private study space with desk and lockers. Day-in-boarding pupils can choose to have breakfast in their house before the formal start of school at 08:15. Lunch and supper are also served in the house. At the end of the day, pupils can choose to go home after lessons and enrichment or stay for supper, for prep and evening activities (finished by 22:00).
- 5.3 The proposed site layout plan is included in **Appendix D**.

Access arrangements

- 5.4 Vehicular and pedestrian access to and from the site is expected to remain relatively unchanged. Pupils will continue to access the building on foot via the pedestrianised route through the staff car park with deliveries and other vehicles arriving in via the existing access from Ayston Road. A service yard with vehicular turning and an accessible space will be accessed from the existing Ayston Road access, whilst to egress, all vehicles will travel through the site to join the northern access for the staff car park, thereby creating a separate in and out with a one-way system. An area for drop off and collection of day-in-boarding pupils will be provided adjacent to the one-way access route.
- 5.5 Pedestrian visibility is shown on a drawing attached at **Appendix E**, along with swept path analysis undertaken for a SDV car to access and egress the site and drop off area.

Parking

- 5.6 As previously discussed, space will be provided for delivery vehicles within a service yard area along with a dedicated accessible parking space. Short-term parking for the drop off and collection of day-in-boarding pupils will be provided adjacent to the one-way access route.

Servicing & Delivery Arrangement

- 5.7 A service yard with vehicular turning will be accessed from the existing Ayston Road access. Refuse collection will remain as existing from Ayston Road.
- 5.8 Swept path analysis for delivery vehicles is shown in **Appendix E**.

6 Traffic Generation

Boarding pupils

- 6.1 Given that the pupils will be residing at the school and there will be no change in boarding numbers at Meadhurst, the number of trips generated by boarding pupils will not change.

Day-in boarding pupils

- 6.2 The number of day-in boarding pupils is expected to increase by 11 students. It should be noted that some of these pupils may already be day pupils, not associated with a boarding house, and therefore they are already travelling to and from the School.
- 6.3 Assuming all 11 are new, this is likely to result in up to 11 morning and 11 evening journeys by car. Some of the pupils may travel by public transport for some journeys or by car sharing, but given the extended days catered for by day-in boarding, realistically most will be dropped off or collected by parents. The benefits of day-in boarding allow pupils to be dropped off early for breakfast and not collected until the late evening, and therefore any increase in such trips is likely to occur outside of standard peak hours.

Staff

- 6.4 There is not expected to an increase in staff numbers at Meadhurst as a result of the proposals, and therefore the number of trips generated by staff will not change.

Servicing and deliveries

- 6.5 Servicing and delivery vehicular movements are expected to see a slight intensification with the addition of 1 small electric van 4 times a day to deliver food prepared elsewhere on the Uppingham School Estate and 1 small electric van a day for laundry.
- 6.6 There will not be an increase in refuse collection as a result of the proposals.

Summary

- 6.7 It is therefore considered that the provision of the new boarding house will result in minimal traffic generated by the proposed development and there will be a negligible impact on the surrounding highway network.

Junction assessment

- 6.8 Given the low level of vehicular trip generation, no further analysis of highway capacity has been undertaken.

7 Summary and Conclusions

Summary

- 7.1 This Transport Statement has been produced by Mayer Brown Ltd on behalf of Uppingham School. It is submitted in respect of a planning application for the partial demolition of an existing boarding house (Use Class C2) known as 'Meadhurst' and replacement with new purpose-built boarding facilities (Use Class C2) alongside a new arrival courtyard and associated landscaping enhancements.

Conclusions

- 7.2 The site is well located for easy access on foot to the rest of the School buildings and the town centre. There are nearby bus services to surrounding areas. The site also benefits from easy access by bicycle, albeit pupils' bicycle usage is limited by school rules, and is therefore concluded to be accessible in a local context.
- 7.3 A review of recent collision data has demonstrated that there are no significant highway safety issues in the vicinity of the proposed development or routes used by pupils.
- 7.4 There will only be a slight increase in vehicular traffic, as a result of more day-in boarding pupils who are dropped off and collected each day, usually outside of peak hours.
- 7.5 To summarise, it can be concluded that the erection of the new pupils accommodation will not have a material impact upon the surrounding local highway network, and in terms of accessibility, the development would provide sustainable transport choices.
- 7.6 Consequently, it is considered that there are no significant highways and transportation matters that would preclude the Local Planning Authority from approving this planning application.

APPENDIX A: Pre-application Response

From: Darren Burbeary <DBurbeary@rutland.gov.uk>
Sent: Thursday, December 14, 2023 5:08 PM
To: Scott O'Dell <Scott.odell@fishergerman.co.uk>
Subject: 2023/0934/PEC at Meadhurst, 11 Ayston Road, Uppingham,

I write with reference to your prelim received 12 September 2023 and a joint site visit and meeting with the project team and Headmaster for Uppingham School and representing of the Local Planning Authority including the Design Officer (Richard Shaw the Conservation Area Officer (Fiona Wallace) and myself on 13 October 2023.

The development proposal includes the partial demolition of an existing boarding house known as 'Meadhurst' and replacement with an new accommodation block including ancillary facilities for boarders, new arrival courtyard, (including cloisters) and alterations of the existing access (adopting an in and out one-way access route via an existing access from Ayston Road and exiting via the existing staff car park access road) refuse area and new substation. The original Meadhurst Country House would be retained. Although the building is not listed it is located within the Uppingham Conservation Area.

The scheme has been evolving while the prelim process has been under consideration and in particular since the site meeting on the 13 October 2023 additional information being submitted which has now been considered.

The main policies relevant to the determination of a future planning application are listed below and have been considered as part of this prelim response.

- **National Planning Policy Framework (NPPF)**

Chapter 2 – Achieving Sustainable Development.
Chapter 6 Building a strong, competitive economy
Chapter 8 – Promoting healthy and safe communities
Chapter 9 - Promoting sustainable transport.
Chapter 12 - Achieving well-designed places.
Chapter 15 - Conserving and enhancing the natural environment.
Chapter 16- Conserving and enhancing the historic environment.

- **Core Strategy DPD (2011)**

CS1 Sustainable Development Principles.
CS2- The Spatial Strategy.
CS3-Settlement Hierarchy.
CS04 - The Location of Development.
CS07 Delivering socially inclusive communities
CS19 - Promoting Good Design.
CS20 - Energy efficiency and low carbon energy generation
CS21 – The natural environment.
CS22-The historic and cultural environment.

- **Site Allocations and Policies DPD (2014)**

SP1 – Presumption in favour of sustainable development.
SP5 – Built development in the towns and villages
SP15 - Design and Amenity.
SP19 - Biodiversity and Geodiversity Conservation.
SP20- The historic environment.

- **Supplementary Planning Document**

Supplementary Planning Document - Design Guidelines for Rutland SPD (2022)

Notwithstanding the lack of any detail plans I have included relevant consultation responses from a number of interested parties including the following,

- Uppingham neighbourhood Plan

Policy 1 Protect Central Conservation Area

Policy 8 – Design and Access

Please find below the consultation responses received to date.

Design Officer

Verbal comments following the meeting on 13 October 2023 and your response.

set out expectations but generally supportive of the design narrative/process adopted to date subject to a review of additional options in relation to roof form and materials. Your Responses below:

- Subservience – the preferred option is the most subservient in scale, massing and use of materials.
- Account for the perception of mature trees in the perception of height and massing – trees have been included on the visuals
- Materials - red brick logical and other materials could be considered but must not conflict with retained building – we have maintained brick but explored various colours including buff. Preferred option a mixed brick which matches well, with a secondary buff brick element on upper storey.
- Strong frontage to the sports pitch and delineation of town houses – this is still being explored. We started to use the chimneys to help define these although these are beneficial on the gables. We are looking at brick piers to define the townhouses rather than chimneys (built examples provided in the attached, Page 27). For the preferred options window frames will be in a colour to match the pallet of the existing building – ‘bronze’.
- Cloister – more information attached and thought process.
- Grasscrete to the northwest – we agree with Richard on grasscrete. This is what is proposed: <http://www.fibresand.com/products/fibreturf/>
- Lime trees – the intention was to pollard as the school have a very good gardens team for maintenance, however, the Landscape Architect is happy to change this and will consider with the school.
- The intention is to screen the substation.

Email dated 20 Oct 2023

As discussed, some design principles they should follow:

The proposed building should be designed to have a positive relationship with the retained country house – complementing it but not dominating it or confusing it.

The height of the building, in particular any strong horizontal lines should take account of the retained building, eaves height and ridge heights – again not dominating the retained building;

In looking at height and massing – mature trees around the site will also impact on the perception of scale.

The concept of red brick was logical, following the demolished building and not clashing/conflicting with the stone of the retained building; Some red brick remains on the retained buildings and so the two would need to work well together. Other materials may also be considered although the relationship with the retained building is important.

The proposed building has a grass sports pitch aligned in front of it – the building has good potential to enclose and enhance this grassed area – a strong frontage would achieve this – and this should be part of the design brief for the building;

The proposed building will be experienced from all 4 sides and these different experiences and approaches should be explored and addressed in turn;

The spaces between the buildings are important – there is a good proposal for a linking space between the old and new buildings – the location and size of this should be explored along with the relationship it will have with the two buildings and how it will be enclosed by them;

The green space with through road to the car park is still an important space and could have a character of its own – this could be developed further. The grasscrete may wear and look unsightly? (as it often does);

A good idea to introduce further Lime trees to Ayston road boundary – just need to check proximity to existing trees (these look to be low trees so likely to sit under the canopy of the Limes) – preference to not pollard the limes – as this causes growth lower down the tree, increasing maintenance requirements – and also the trees look less attractive pollarded. If allowed to grow, the Lime trees could enhance Ayston road;

The elements visible from Ayston Road are important – as most viewed by public – there should be an improvement to the character of the street and this should be described;

As discussed the substation will need hiding /softening /screening from view of Ayston road;

Email dated 24 November 2023

Looking good – their preferred option looks ok.

Could explore additional chimneys. (without copying Accordia example on last page too much).

Could also explore dark grey top floor – but the lighter colour ok.

East elevation looks to have an extra window on floorplan? South part of east elevation.

Cloister ok.

Substation screening needs detailing.

Email dated 8 December 2023

I think the best test is to use current guidance to assess the proposed scheme. As is often the case, both contemporary and traditional approaches could work – as long as they follow some key design principles. In my opinion, both flat roofed and pitched roofs could work – again, if they follow the design principles and sit comfortably alongside the retained building.

Some helpful guidance would be as below – for example: There are some examples of contemporary buildings in historic contexts.

- **National Design Guide**
- **Design in the Historic Environment** - P10 and 11 outline the 8 principles of good design within Building in Context – also Page 19 has some case studies - <https://historicengland.org.uk/content/docs/planning/design-in-the-historic-environment-report/>
- **Building in Context** - <https://www.designcouncil.org.uk/fileadmin/uploads/dc/Documents/building-in-context-new-development-in-historic-areas.pdf>

For me, in terms of the various options proposed – there are key elements to assess:

- **Building position and orientation and relationships:** the proposed building has a strong relationship with the grass sports pitch – being aligned with it – it is at right angle to the retained building and so these three elements sit comfortably together.
- **Height and massing:** the overall massing of the building isn't overly dominant and sits comfortably alongside the retained building – the perception of height and massing is further brought in to scale and influenced by the large mature trees around the dwellings that are of a larger scale than the buildings. The brick element at first floor level aligns with the eaves height of the retained building – the recessed second floor is more recessive and so works ok with it going higher than eaves level of original building – and being lower than the ridge height of the existing building helps the original to retain its dominance.
- **Rhythm and proportions of fenestration:** Further work and illustrations are needed in order to demonstrate that the fenestration has been designed with the original building in mind and to describe the proposed relationship between the two. Window sizes and proportions may need to be amended in order to fulfil this objective.
- **Skyline-** the proposed chimneys add interest to the skyline and relate well to the existing chimney/s – in a contemporary style. Further description on the dimensions and proportions of these chimneys and how they relate to the chimneys on the retained building – accepting that they are a contemporary style.
- **Materials colours, textures, tones** – various options given- it is important to ensure that new materials do not detract from the original dwelling – attempting to match colours and tones can be problematic with the likelihood of a clash – contrasting (but recessive) colours and tones can be safer – further exploration is needed on this – using case studies as examples – the visual representations are very helpful. The warm gold/buff stone of the original dwelling will need a very carefully considered materials palette to work alongside it – further work is needed on this.

I hope these extra thoughts are helpful.

I think as long as the proposal meets our design principles and the above – then I think multiple design options can work. Anything we request should fit with the above and should relate back to design guidance.

Conservation Area Officer

Verbal comments following the meeting on 13 October 2023 and your response

Fiona's provided verbally following the meeting generally sought for us to explore different options which have been presented in the attached. Your Responses below:

- Materials for the cloister – attached including thought process. Colour to match 'bronze' window frames.
- Remove Large Dormers – we have done this and explored other forms (pitched and shallow pitched). Our preferred approach is the shallowed pitched version behind a parapet. This allows less materials to be used (less carbon), it's the lowest in terms of overall height/massing and allows us to hide the PVs. Its contemporary forms and massing ensures it does not compete with the retained building. The pitched versions felt too bulky.
- Break up the townhouses – we are still exploring this but the intention is to use brick piers and the 3no. chimneys to do this – built examples provided in the attached.
- Preference for a contemporary approach, which we have adopted.

Comments received 7 and email dated 8 December 2023

Cloister design looks ok.

There appears to be a significant difference between the building what is shown on the Axonometric drawing received by email on the 9th November 2023 and that shown on PowerPoint elevation entitled 'First Draft Elevations, received on the same date.

There is no objection in principle to the loss of the existing building a non-designation heritage asset.

The scheme which is most sensitive on the historic environment hereabouts is the schematic elevation drawing viewed in the context of the cloister arrangement. The recent plans appear to have a modern design which would be harmful to the Conservation Area with a large expanse of flat roof., the building would detract from the existing building. All elevations and the roof need to be treated sympathetically.

Email dated 11 December 2023

Having looked at all the different design options and without reservations to the dormer roof design, the appearance of the sketch elevations below appears considerably more in keeping with the setting of the Conservation Area. Whilst the design should not be pastiche and copy Meadhurst, neither should it be too modern, therefore a balance of traditional architecture and modern features would be advantageous given the significance of the character and appearance of the Conservation Area hereabouts, indeed Meadhurst should be regarded as a non-designated Heritage Asset set within the Designated Heritage Asset – the Conservation Area.

- The east elevation is preferred below - where the site will be visible from Ayston Road. This elevation should reflect a traditional design but can appear modern with apertures and fenestration details.
- It would be useful if the west elevation could also be similar to the east elevation.
- Part of the roof can be flat, perhaps the flat roof can be concealed by a series of gables.



The cloister is an acceptable addition and can be wholly contemporary and the use of materials will be important. A contrast of traditional and minimal contemporary architecture to the elevations which have direct views in and out of the conservation area would be advantageous. A regular block design should be avoided.

Senior Planning Ecologist

The proposed new building most likely falls below the threshold for BNG (Government advice on the minimum size requirement for non-residential developments is currently conflicting – so it's either 1ha, or 0.5ha). The proposed development will likely have minimal impacts on ecology.

CBE Consulting undertook the ecological survey and found no evidence of use by bats or nesting birds. Until I see the report and further photos of the buildings, I cannot say for sure whether or not further ecological surveys are required.

Consideration should be given to the inclusion of integrated bat/bird bricks, where appropriate. The CBE report suggests swifts boxes as standard, but these are only likely to be used if there are already swifts nesting nearby.

Email 18/10/2023

However, given my experience with CBE Consulting, I would advise the applicants to find a better ecologist to design an appropriate ecological enhancement strategy.

Email dated 13 October.

Example of lighting condition

There shall be no external lighting on the site, any external lighting required, either temporary lighting during building work, or permanent lighting post development, must be in line with the BCT lighting guidelines (Bats and Lighting in the UK (Bat

Conservation Trust, 2018) (<https://www.theilp.org.uk/documents/guidance-note-8-bats-and-artificial-lighting/>). Full details of any proposed external lightning shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of any external lighting. To reduce the impact of lighting on bats, lighting should consist of LED light sources fitted with downward deflectors (i.e. hoods, cowls, shields, louvres) at a low level, and, ideally, be on PIR sensors. No up-lighting should be used.

Reason: To ensure that any protected species which are legally protected under the Wildlife and Countryside Act 1981 are not compromised by the work hereby approved

Senior Environmental Health Officer

We would want to see a noise impact assessment, a lighting (the lighting should be designed to E2) and a contaminated land assessment from the applicant please.

Senior Planning Archaeologist

Having reviewed the application against the Leicestershire and Rutland Historic Environment Record (HER), we do not believe the proposal will result in a significant direct or indirect impact upon the archaeological interest or setting of any known or potential heritage assets. We would therefore advise that the application warrants no further archaeological action (NPPF Section 16, para. 194-195).

RCC Highways

The proposal seeks to demolish the existing extension to Meadhurst. The existing extension provided boarding facilities for a number of pupils, its not clear from the information provided if the site would accommodate additional students. The applicant will therefore need to clarify if the proposal is increasing the number of pupils that are accommodated both residentially and daily at the site.

The applicant will need to provide a small Transport Statement to clarify what the additional trip rate will be to and from this site. The applicant should compare the existing trip rate against the proposed trip rate. If there is any intensification as a result of this application, then the applicant may need to provide mitigation for the proposal at the access points.

From discussions with the planning officer, it appears that the applicant is proposing to alter the existing access to Meadhurst to create a one-way system. It's not clear from the plans provided how the applicant intends to enforce this or control one-way movements at the access point. This will need to be done with Signs and/or physical features. If this can't be controlled, then the applicant will need to ensure that both accesses are suitable for two-way vehicle flow in terms of width and construction. This will need to be a minimum of 5m wide for the first 10m sealed and drained away from the highway. If there are larger vehicles, HGV deliveries etc, proposed to use this site then tracking details will need to come forward to ensure that they can appropriately pass others at the access. This may require the need for further widening of the access.

Any intensification at the accesses will require the applicant to provide vehicle to vehicle visibility splays detailed in accordance with the posted speed limit, 2.4m x 43m with no obstruction over 0.6m. In addition, the applicant would need to provide vehicle to pedestrian visibility splays detailed each side of the access as 2m x 2m with no obstruction

over 0.6m. If the applicant can't control the one-way system, then the visibility splays will need to be provided at both accesses.

I would suggest that if the applicant hasn't already, that they review the highway boundary on this site just to be sure that they aren't proposing to construct the new gatehouse/ store on the public highway.

With the above in mind, it's unlikely that the proposal will have a significant impact on the public highway. The accesses where they interact with the public highway are existing and the proposed drop off point isn't likely to generate a significant number of trips associated with the proposal. However, for clarity, the above information should be included in any subsequent planning application to support the proposal and address any highways concerns.

Due to the size and nature of the development the applicant will need to come forward with a demolition and construction management plan. This can either be supplied as part of any planning application or it can be conditioned to be supplied prior to starting on site.

The above comments represent my initial views of the proposals based on the information provided to date and are made without prejudice to any future comments that may be made by the Local Highway Authority in respect of any subsequent application.

To date no comments have been received from the forestry Officer, or LLFA should comments be received prior to the submission of the application I will forward under separate cover.

Considerations

The main issues are the principle of development, the impact on the character and appearance of the Uppingham Conservation Area, highway and transport, ecology, and other environmental considerations as identified above in the consultation responses received.

As indicated at the meeting on site there is no objection in the principle to the partial demolition of the school building known as Meadhurst and the construction of new student accommodation. Discussion about the design progress have been held at regular intervals following our meeting and initial comments from internal consultees including both the Design and Conservation Area officer have been feedback back on regular intervals following receipt of additional information. Although consultation responses have been forwarded to you on receipt, I have provided a comprehensive list above after receiving final update from yourself concerning the design of the cloister dated 28 November 2023.

At this stage it is considered that more in the way of ecological enhancements to the site could be added. I have attached an Ecology – standing advice note for your information that includes suitable native tree hedgerow species. As an example, it is considered that area at the front of the site (eastern side of the access road) shown to be grassland/lawn on drawing No 4403-LEA-00-00-DR-L-1001 Rev P04 could be planted up with native hedgerow species. I would assume that your ecologist will also make recommendations so as to comply with the legislation.

In relation with regards to the existing trees on site as a minimum a construction exclusion zone drawing will be required to show the protect/safeguarding of existing mature trees to be retained on the site

As you can see from the comments above the Conservation Area Officer is unable to support the scheme shown on PowerPoint elevation entitled 'Frist Draft Elevations' received 9 November 2023 and the elevation details shown in the 'Meadhurst PreApp Design Update 7 Nov 2023 also received 9 November 2023 for the reasons listed above. At this stage, the Local Planning Authority are unable to support the proposed scheme for the reasons identified by the Conservation Area Officer. It is therefore considered that as proposed the development would be contrary to NPPF 12 and 16 and Policies CS19, CS22, SP5, SP15 and SP20 of the Adopted development Plan and Policy 1 and 8 of the Uppingham Neighbourhood Plan. of the During our discussions, you have stated that your preference is to submit a scheme that has officer support. Should this position remain the case, could you please let me know so I can organise a further meeting between ourselves and the Conservation Area and Design Officers.

The proposed development would be subject to a Community Infrastructure Levy (CIL) liability. We would encourage the early submission of CIL form 1: CIL Additional Information when submitting a planning application. CIL forms can be downloaded from the Planning Portal at https://www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy/5 Some developments may be eligible to apply for exemptions and/or relief from CIL, further information on CIL is available on GOV.uk website at <https://www.gov.uk/guidance/community-infrastructure-levy> and on our website at <https://www.rutland.gov.uk/my-services/planning-and-building-control/planning/planning-policy/community-infrastructure-levy-cil/>

The above comments represent my initial views on your proposals and are made without prejudice to any decision the Local Planning Authority may make in respect of a subsequent application and are given without the opportunity to consider all the relevant issues that may arise from consultation or may be expressed by local residents and other members of the public. I am sorry I cannot provide a more positive response at to your proposal.

Regards

Darren Burbeary | Senior Planning Officer

Rutland County Council

Catmose, Oakham, Rutland LE15 6HP

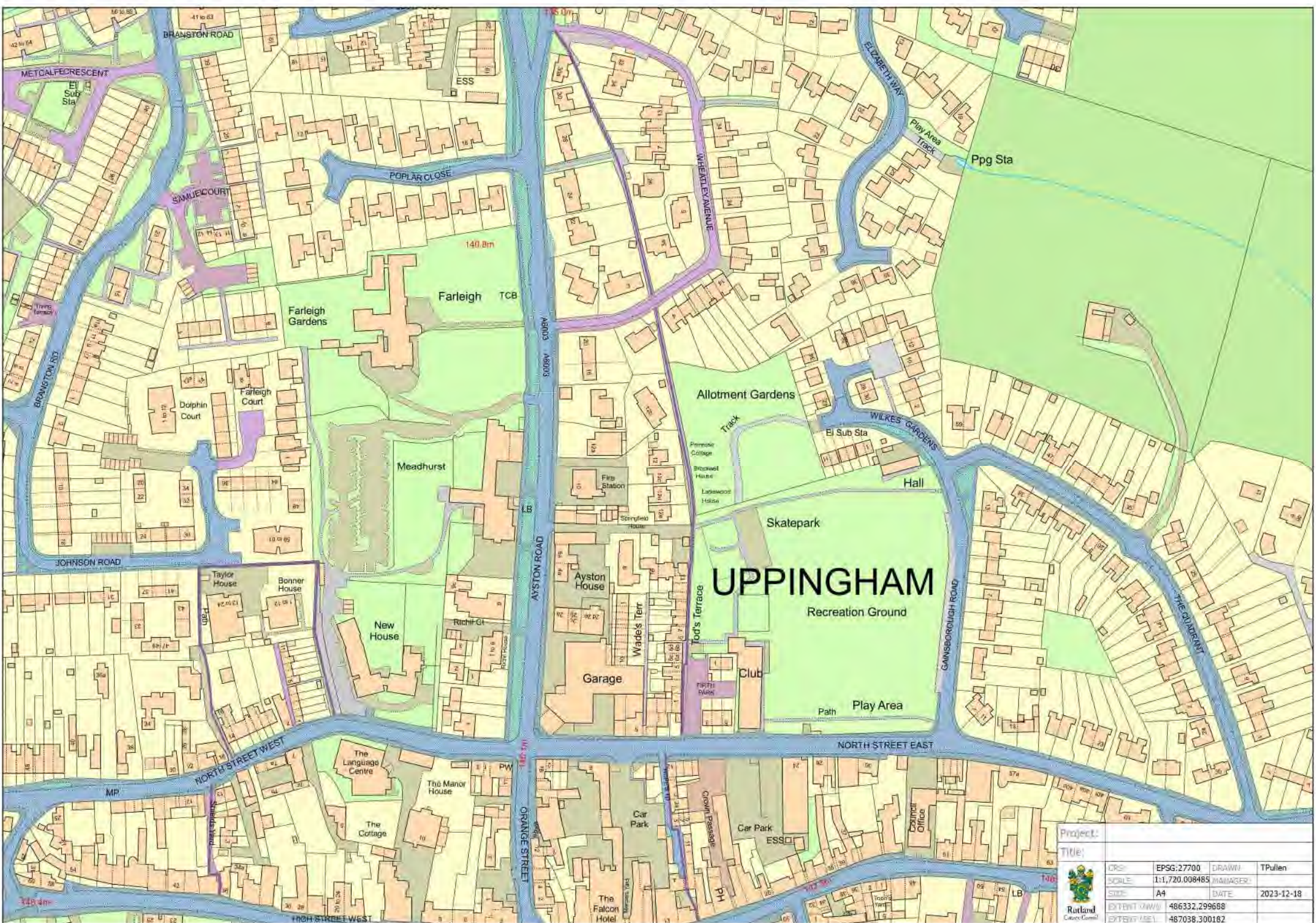
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APPENDIX B: Highway Boundary Plan



UPPINGHAM

Recreation Ground

Project:			
Title:			
CRS:	EPSG:27700	DRAWN:	TPullen
SCALE:	1:1,720,008485	MANAGER:	
SIZE:	A4	DATE:	2023-12-18
EXTENT (W/W):	486332,299688		
EXTENT (E/E):	487038,300182		



Rutland
County Council

APPENDIX C: ATC Survey Data

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Wednesday 12/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	13	2	0	0	0	0	0	0	1	0	0	0	0	16
2	2	2	0	0	0	0	0	0	0	0	0	0	0	4
3	3	0	0	0	0	0	0	0	0	0	0	1	0	4
4	2	0	0	0	1	0	0	0	1	0	0	0	0	4
5	11	1	0	0	1	0	0	0	0	0	1	1	0	15
6	35	8	0	0	0	0	0	0	0	0	0	1	0	44
7	129	23	4	0	3	0	0	0	0	0	0	0	0	159
8	273	37	3	0	3	0	0	0	0	0	1	4	0	321
9	275	41	3	0	3	0	0	2	2	0	1	4	0	331
10	287	32	4	2	4	0	1	1	0	0	0	4	0	335
11	287	42	1	1	0	0	0	2	0	0	2	6	0	341
12	257	38	2	2	0	0	1	0	0	0	1	3	0	304
13	295	50	3	1	2	0	0	0	2	0	0	3	0	356
14	281	29	2	1	3	0	0	0	3	0	1	2	0	322
15	320	45	1	0	0	0	0	0	5	0	1	4	0	376
16	306	43	2	2	0	0	0	1	1	0	0	4	0	359
17	353	56	1	0	2	0	0	0	2	0	1	0	0	415
18	407	24	3	0	1	0	0	0	2	0	1	3	0	441
19	230	21	2	0	1	0	0	0	1	0	1	1	0	257
20	163	10	1	0	0	0	0	0	0	0	0	0	0	174
21	141	8	0	1	0	0	0	0	0	0	0	1	0	151
22	116	8	0	0	0	0	0	0	0	0	0	0	0	124
23	64	5	0	0	0	0	0	0	1	0	0	0	0	70
24	39	3	0	0	0	0	0	0	0	0	0	0	0	42
7-19	3571	458	27	9	19	0	2	6	18	0	10	38	0	4158
6-22	4120	507	32	10	22	0	2	6	18	0	10	39	0	4766
6-24	4223	515	32	10	22	0	2	6	19	0	10	39	0	4878
0-24	4289	528	32	10	24	0	2	6	21	0	11	42	0	4965

Direction : SOUTHBOUND

Wednesday 12/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2	3	2	0	0	0	0	0	0	0	0	0	0	0	5
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	9	0	0	0	0	0	0	0	0	0	0	0	0	9
5	11	1	0	0	0	0	0	0	0	0	0	0	0	12
6	101	6	0	0	0	0	0	0	0	0	0	0	0	107
7	175	15	0	0	0	0	0	0	0	0	0	1	0	191
8	338	48	0	1	0	0	1	0	2	0	0	0	0	390
9	318	37	1	0	1	0	0	0	0	0	0	4	0	361
10	330	30	0	0	2	0	0	0	2	0	1	1	0	366
11	281	49	0	0	0	0	0	0	1	0	0	4	0	335
12	293	59	0	1	1	0	0	1	1	0	0	6	0	362
13	308	48	0	1	3	0	0	1	0	0	0	7	0	368
14	257	43	0	0	2	0	0	1	0	0	0	4	0	307
15	257	48	2	0	1	0	0	0	1	0	1	6	0	316
16	356	60	0	1	3	0	0	1	0	0	1	0	0	422
17	346	54	2	0	0	0	0	0	1	0	0	0	0	403
18	341	35	0	1	0	0	0	0	0	0	0	2	0	379
19	276	24	0	0	0	0	0	0	0	0	0	0	0	300
20	160	11	0	0	0	0	0	0	0	0	0	0	0	171
21	116	13	0	0	0	0	0	0	0	0	0	0	0	129
22	79	9	0	0	0	0	0	0	0	0	0	0	0	88
23	41	1	0	0	0	0	0	0	0	0	0	0	0	42
24	12	1	0	0	0	0	0	0	1	0	0	0	0	14
7-19	3701	535	5	5	13	0	1	4	8	0	3	34	0	4309
6-22	4231	583	5	5	13	0	1	4	8	0	3	35	0	4888
6-24	4284	585	5	5	13	0	1	4	9	0	3	35	0	4944
0-24	4424	595	5	5	13	0	1	4	9	0	3	35	0	5094

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Wednesday 12/07/2023	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	5	7	2	0	1	1	0	0	0	0	16
2	0	0	1	2	1	0	0	0	0	0	0	0	4
3	0	0	1	1	2	0	0	0	0	0	0	0	4
4	0	0	0	2	2	0	0	0	0	0	0	0	4
5	0	0	2	10	3	0	0	0	0	0	0	0	15
6	0	0	11	16	14	2	1	0	0	0	0	0	44
7	0	1	62	65	28	3	0	0	0	0	0	0	159
8	0	0	160	129	31	1	0	0	0	0	0	0	321
9	4	25	242	52	5	3	0	0	0	0	0	0	331
10	1	18	248	57	9	2	0	0	0	0	0	0	335
11	1	18	258	58	5	1	0	0	0	0	0	0	341
12	0	14	241	45	3	1	0	0	0	0	0	0	304
13	0	26	266	58	6	0	0	0	0	0	0	0	356
14	0	8	230	70	12	2	0	0	0	0	0	0	322
15	0	13	272	82	5	1	3	0	0	0	0	0	376
16	3	16	252	77	10	0	1	0	0	0	0	0	359
17	1	2	314	87	10	1	0	0	0	0	0	0	415
18	5	7	304	107	12	5	1	0	0	0	0	0	441
19	0	1	162	85	6	3	0	0	0	0	0	0	257
20	0	3	105	50	12	3	0	1	0	0	0	0	174
21	0	1	70	64	11	4	1	0	0	0	0	0	151
22	0	0	80	35	7	2	0	0	0	0	0	0	124
23	0	1	39	19	9	1	1	0	0	0	0	0	70
24	0	0	17	14	5	5	0	1	0	0	0	0	42

7-19	15	148	2949	907	114	20	5	0	0	0	0	0	4158
6-22	15	153	3266	1121	172	32	6	1	0	0	0	0	4766
6-24	15	154	3322	1154	186	38	7	2	0	0	0	0	4878
0-24	15	154	3342	1192	210	40	9	3	0	0	0	0	4965

Direction : SOUTHBOUND

Wednesday 12/07/2023	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	9	2	2	0	0	0	0	0	0	0	13
2	0	0	1	1	2	1	0	0	0	0	0	0	5
3	0	0	1	3	0	0	0	0	0	0	0	0	4
4	0	0	0	7	2	0	0	0	0	0	0	0	9
5	0	0	3	3	2	1	2	1	0	0	0	0	12
6	0	0	19	59	16	10	3	0	0	0	0	0	107
7	0	2	62	86	31	10	0	0	0	0	0	0	191
8	2	19	230	107	29	3	0	0	0	0	0	0	390
9	90	74	134	55	6	2	0	0	0	0	0	0	361
10	2	21	286	50	7	0	0	0	0	0	0	0	366
11	23	58	210	36	7	1	0	0	0	0	0	0	335
12	1	67	253	33	7	1	0	0	0	0	0	0	362
13	12	55	273	25	3	0	0	0	0	0	0	0	368
14	2	28	231	32	14	0	0	0	0	0	0	0	307
15	5	27	230	48	5	1	0	0	0	0	0	0	316
16	3	76	298	35	9	1	0	0	0	0	0	0	422
17	3	80	282	29	9	0	0	0	0	0	0	0	403
18	4	25	282	55	11	2	0	0	0	0	0	0	379
19	0	1	217	69	12	0	1	0	0	0	0	0	300
20	1	1	99	61	6	2	0	1	0	0	0	0	171
21	0	0	68	44	10	5	1	1	0	0	0	0	129
22	0	0	56	23	5	4	0	0	0	0	0	0	88
23	0	0	19	15	6	2	0	0	0	0	0	0	42
24	0	0	5	7	2	0	0	0	0	0	0	0	14

7-19	147	531	2926	574	119	11	1	0	0	0	0	0	4309
6-22	148	534	3211	788	171	32	2	2	0	0	0	0	4888
6-24	148	534	3235	810	179	34	2	2	0	0	0	0	4944
0-24	148	534	3268	885	203	46	7	3	0	0	0	0	5094

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Thursday 13/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	1	0	0	0	0	0	0	0	0	0	8
2	5	1	0	0	0	0	0	0	0	0	0	1	0	7
3	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4	5	0	0	0	0	0	0	0	1	0	0	1	0	7
5	12	1	0	0	0	0	0	0	0	0	0	0	0	13
6	30	10	0	0	0	0	0	0	1	0	1	0	0	42
7	108	14	1	0	1	0	0	0	0	0	1	1	0	126
8	235	45	0	0	1	0	0	0	1	0	0	3	0	285
9	322	50	2	2	2	0	1	3	0	0	2	7	0	391
10	323	44	3	0	4	0	0	0	3	0	0	4	0	381
11	273	42	0	0	2	0	1	0	0	0	0	4	0	322
12	248	31	1	0	2	0	0	0	1	0	0	2	0	285
13	262	45	0	1	0	0	0	1	0	0	0	1	0	310
14	221	28	0	1	0	0	0	0	0	0	0	1	0	251
15	273	37	1	0	0	0	0	1	0	0	0	3	0	315
16	271	35	0	0	2	0	0	0	0	0	0	5	0	313
17	341	36	0	0	0	0	0	0	0	0	1	2	0	380
18	335	30	1	0	1	0	0	0	0	0	0	4	0	371
19	273	13	0	1	0	0	0	0	0	0	0	0	0	287
20	164	9	0	0	0	0	0	0	1	0	0	0	0	174
21	120	9	0	1	1	0	0	0	1	0	0	0	0	132
22	133	7	0	0	0	0	1	0	0	0	0	0	0	141
23	74	4	0	1	0	0	0	0	0	0	0	0	0	79
24	35	1	0	0	0	0	0	0	0	0	0	0	0	36
7-19	3377	436	8	5	14	0	2	5	5	0	3	36	0	3891
6-22	3902	475	9	6	16	0	3	5	7	0	4	37	0	4464
6-24	4011	480	9	7	16	0	3	5	7	0	4	37	0	4579
0-24	4074	493	9	8	16	0	3	5	9	0	5	39	0	4661

Direction : SOUTHBOUND

Thursday 13/07/2023	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	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4	11	0	0	0	0	0	0	0	0	0	0	0	0	11
5	11	4	0	0	0	0	0	0	0	0	0	0	0	15
6	53	3	0	0	1	0	0	0	0	0	0	0	0	57
7	150	17	0	0	0	0	0	0	1	0	0	0	0	168
8	299	52	1	0	2	0	0	0	0	0	0	1	0	355
9	357	42	2	0	1	1	0	0	1	0	0	6	0	410
10	324	44	0	0	0	0	2	1	0	0	0	5	0	376
11	272	55	1	0	4	0	2	0	0	0	0	7	0	341
12	239	49	1	1	1	0	0	1	3	0	1	1	0	297
13	279	39	0	2	2	0	1	0	0	0	0	5	0	328
14	246	45	2	0	2	0	0	0	1	0	0	1	0	297
15	300	42	0	1	4	0	1	1	1	0	0	7	0	357
16	332	48	1	0	2	0	0	0	1	0	0	4	0	388
17	362	67	1	0	0	0	0	0	0	0	0	0	0	430
18	404	42	1	0	0	0	0	0	0	0	0	2	0	449
19	279	35	0	0	0	0	0	0	2	0	0	0	0	316
20	180	17	0	0	0	0	1	0	1	0	0	0	0	199
21	132	9	0	0	0	0	0	0	0	0	0	1	0	142
22	102	14	0	0	0	0	0	0	0	0	0	0	0	116
23	44	4	0	0	0	0	0	0	0	0	0	0	0	48
24	42	1	2	0	0	0	0	0	0	0	0	0	0	45
7-19	3693	560	10	4	18	1	6	3	9	0	1	39	0	4344
6-22	4257	617	10	4	18	1	7	3	11	0	1	40	0	4969
6-24	4343	622	12	4	18	1	7	3	11	0	1	40	0	5062
0-24	4435	631	12	4	19	1	7	3	11	0	1	40	0	5164

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Thursday 13/07/2023	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	4	3	0	0	0	0	0	0	0	8
2	0	0	2	2	3	0	0	0	0	0	0	0	7
3	0	0	3	1	0	1	0	0	0	0	0	0	5
4	0	1	3	2	1	0	0	0	0	0	0	0	7
5	0	0	3	4	3	3	0	0	0	0	0	0	13
6	0	0	6	20	12	2	2	0	0	0	0	0	42
7	0	1	51	48	21	3	2	0	0	0	0	0	126
8	0	5	129	119	29	2	0	1	0	0	0	0	285
9	3	16	276	87	8	0	1	0	0	0	0	0	391
10	3	17	296	59	6	0	0	0	0	0	0	0	381
11	4	11	250	51	5	1	0	0	0	0	0	0	322
12	0	6	219	54	6	0	0	0	0	0	0	0	285
13	0	5	241	52	11	1	0	0	0	0	0	0	310
14	0	4	158	75	10	3	1	0	0	0	0	0	251
15	4	9	231	61	10	0	0	0	0	0	0	0	315
16	3	9	231	60	10	0	0	0	0	0	0	0	313
17	0	7	283	81	8	1	0	0	0	0	0	0	380
18	0	8	262	86	15	0	0	0	0	0	0	0	371
19	0	2	180	90	11	4	0	0	0	0	0	0	287
20	2	1	91	61	15	3	1	0	0	0	0	0	174
21	2	4	63	51	9	2	1	0	0	0	0	0	132
22	1	1	76	47	12	1	2	0	0	1	0	0	141
23	0	0	39	25	11	1	2	1	0	0	0	0	79
24	0	0	19	9	4	3	0	0	1	0	0	0	36

7-19	17	99	2756	875	129	12	2	1	0	0	0	0	3891
6-22	22	106	3037	1082	186	21	8	1	0	1	0	0	4464
6-24	22	106	3095	1116	201	25	10	2	1	1	0	0	4579
0-24	22	107	3113	1149	223	31	12	2	1	1	0	0	4661

Direction : SOUTHBOUND

Thursday 13/07/2023	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	4	4	0	0	0	0	0	0	0	9
2	0	0	0	2	1	2	0	0	0	0	0	0	5
3	0	0	1	1	0	2	1	0	0	0	0	0	5
4	0	0	2	2	7	0	0	0	0	0	0	0	11
5	0	0	6	5	2	1	0	0	0	1	0	0	15
6	0	0	6	26	13	8	2	2	0	0	0	0	57
7	0	0	67	63	20	13	2	3	0	0	0	0	168
8	2	3	233	91	22	4	0	0	0	0	0	0	355
9	15	58	274	60	2	1	0	0	0	0	0	0	410
10	0	46	292	31	7	0	0	0	0	0	0	0	376
11	5	52	235	44	3	2	0	0	0	0	0	0	341
12	0	11	246	37	2	1	0	0	0	0	0	0	297
13	0	19	257	45	7	0	0	0	0	0	0	0	328
14	3	16	237	33	8	0	0	0	0	0	0	0	297
15	9	47	251	44	6	0	0	0	0	0	0	0	357
16	4	45	290	40	5	4	0	0	0	0	0	0	388
17	6	60	319	39	5	0	1	0	0	0	0	0	430
18	14	88	293	40	13	1	0	0	0	0	0	0	449
19	1	9	210	80	10	5	0	1	0	0	0	0	316
20	0	3	114	63	13	3	2	1	0	0	0	0	199
21	0	5	78	43	15	1	0	0	0	0	0	0	142
22	0	1	76	36	3	0	0	0	0	0	0	0	116
23	0	1	22	14	8	1	1	0	1	0	0	0	48
24	0	0	15	18	8	1	2	0	0	0	0	1	45

7-19	59	454	3137	584	90	18	1	1	0	0	0	0	4344
6-22	59	463	3472	789	141	35	5	5	0	0	0	0	4969
6-24	59	464	3509	821	157	37	8	5	1	0	0	1	5062
0-24	59	464	3525	861	184	50	11	7	1	1	0	1	5164

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Friday 14/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	42	2	1	0	0	0	0	0	0	0	0	0	0	45
2	6	1	0	0	0	0	0	0	0	0	0	0	0	7
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	4	1	0	0	0	0	0	0	0	0	0	0	0	5
5	8	0	0	0	0	0	0	0	0	0	0	0	0	8
6	23	8	0	0	0	0	0	0	1	0	0	1	0	33
7	96	18	1	0	0	0	0	0	1	0	0	1	0	117
8	207	35	1	0	2	0	0	0	0	0	0	2	0	247
9	371	52	3	0	1	0	0	1	0	0	0	5	0	433
10	368	40	0	0	0	0	0	0	2	0	0	4	0	414
11	268	39	1	0	0	0	1	0	0	0	1	2	0	312
12	267	39	0	1	1	0	0	0	0	0	1	4	0	313
13	245	20	0	0	2	0	1	0	0	0	0	2	0	270
14	270	36	0	0	0	0	1	0	0	0	0	1	0	308
15	278	30	2	2	0	0	0	2	0	0	0	1	0	315
16	288	32	0	0	2	0	0	0	0	0	0	3	0	325
17	312	30	0	0	1	0	0	0	1	0	0	1	0	345
18	309	24	0	0	0	0	0	0	1	0	0	2	0	336
19	237	25	1	1	0	0	0	0	0	0	0	1	0	265
20	150	6	0	0	0	0	0	0	1	0	0	0	0	157
21	108	6	0	0	0	0	0	0	0	0	0	0	0	114
22	79	5	0	0	0	0	0	0	0	0	0	0	0	84
23	68	5	0	0	0	0	0	0	0	0	0	0	0	73
24	33	1	0	0	0	0	0	0	0	0	0	0	0	34
7-19	3420	402	8	4	9	0	3	3	4	0	2	28	0	3883
6-22	3853	437	9	4	9	0	3	3	6	0	2	29	0	4355
6-24	3954	443	9	4	9	0	3	3	6	0	2	29	0	4462
0-24	4038	455	10	4	9	0	3	3	7	0	2	30	0	4561

Direction : SOUTHBOUND

Friday 14/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	21	2	0	0	0	0	0	0	1	0	0	0	0	24
2	5	3	0	0	0	0	0	0	0	0	0	0	0	8
3	3	3	0	0	0	0	0	0	0	0	0	0	0	6
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	8	3	0	0	0	0	0	0	0	0	0	0	0	11
6	42	9	0	0	1	0	0	0	0	0	0	0	0	52
7	146	19	1	0	1	0	0	0	0	0	0	0	0	167
8	286	30	1	0	1	0	0	0	0	0	0	1	0	319
9	349	47	0	0	3	0	0	0	0	0	0	1	0	400
10	282	38	0	0	0	0	0	0	1	0	0	2	0	323
11	303	51	0	0	2	0	0	0	0	0	0	0	0	356
12	295	40	0	0	0	0	0	0	0	0	0	2	0	337
13	286	47	0	0	0	0	0	0	1	0	0	2	0	336
14	327	53	2	1	3	0	0	0	0	0	0	1	0	387
15	317	49	0	0	0	0	0	0	0	1	0	3	0	370
16	389	41	4	0	0	0	0	0	0	0	0	3	0	437
17	378	46	0	0	1	0	0	0	0	0	0	1	0	426
18	378	45	0	0	1	0	0	0	0	0	0	1	0	425
19	280	34	0	0	0	0	0	0	0	0	0	0	0	314
20	155	15	0	0	0	0	0	0	0	0	0	0	0	170
21	101	9	0	0	1	0	0	0	0	0	0	0	0	111
22	91	7	0	0	1	0	0	0	0	0	0	0	0	99
23	59	5	0	0	0	0	0	0	0	0	0	0	0	64
24	28	5	0	0	0	0	0	0	0	0	0	0	0	33
7-19	3870	521	7	1	11	0	0	0	2	1	0	17	0	4430
6-22	4363	571	8	1	14	0	0	0	2	1	0	17	0	4977
6-24	4450	581	8	1	14	0	0	0	2	1	0	17	0	5074
0-24	4531	602	8	1	15	0	0	0	3	1	0	17	0	5178

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Friday 14/07/2023	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	1	0	18	18	8	0	0	0	0	0	0	0	45
2	0	0	3	3	1	0	0	0	0	0	0	0	7
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	4	0	0	0	0	0	0	0	0	5
5	0	0	2	3	2	0	1	0	0	0	0	0	8
6	0	0	5	12	10	2	2	2	0	0	0	0	33
7	0	2	40	46	18	11	0	0	0	0	0	0	117
8	0	4	126	92	19	6	0	0	0	0	0	0	247
9	1	5	317	97	12	1	0	0	0	0	0	0	433
10	0	11	326	69	7	1	0	0	0	0	0	0	414
11	0	8	256	42	6	0	0	0	0	0	0	0	312
12	1	10	246	49	7	0	0	0	0	0	0	0	313
13	1	4	203	50	12	0	0	0	0	0	0	0	270
14	2	11	248	44	2	1	0	0	0	0	0	0	308
15	3	15	232	59	6	0	0	0	0	0	0	0	315
16	1	14	240	62	8	0	0	0	0	0	0	0	325
17	1	15	233	81	14	1	0	0	0	0	0	0	345
18	0	4	257	60	13	2	0	0	0	0	0	0	336
19	1	7	144	90	19	3	1	0	0	0	0	0	265
20	1	1	58	72	20	5	0	0	0	0	0	0	157
21	1	0	57	39	14	2	1	0	0	0	0	0	114
22	0	1	47	28	7	1	0	0	0	0	0	0	84
23	0	0	46	23	2	2	0	0	0	0	0	0	73
24	0	0	14	10	7	2	1	0	0	0	0	0	34
7-19	11	108	2828	795	125	15	1	0	0	0	0	0	3883
6-22	13	112	3030	980	184	34	2	0	0	0	0	0	4355
6-24	13	112	3090	1013	193	38	3	0	0	0	0	0	4462
0-24	14	112	3120	1053	214	40	6	2	0	0	0	0	4561

Direction : SOUTHBOUND

Friday 14/07/2023	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	15	7	2	0	0	0	0	0	0	0	24
2	0	0	5	0	2	1	0	0	0	0	0	0	8
3	0	0	4	0	1	0	1	0	0	0	0	0	6
4	0	0	0	2	1	0	0	0	0	0	0	0	3
5	0	0	4	1	2	3	1	0	0	0	0	0	11
6	0	0	11	20	14	4	1	1	0	1	0	0	52
7	1	1	78	56	23	7	0	1	0	0	0	0	167
8	1	28	175	80	27	5	3	0	0	0	0	0	319
9	6	28	275	77	14	0	0	0	0	0	0	0	400
10	1	12	251	49	8	1	1	0	0	0	0	0	323
11	0	69	257	26	4	0	0	0	0	0	0	0	356
12	10	68	238	20	0	1	0	0	0	0	0	0	337
13	0	24	270	37	5	0	0	0	0	0	0	0	336
14	13	67	280	26	1	0	0	0	0	0	0	0	387
15	5	46	284	32	3	0	0	0	0	0	0	0	370
16	19	89	285	38	4	2	0	0	0	0	0	0	437
17	7	26	308	79	5	1	0	0	0	0	0	0	426
18	2	23	330	61	6	2	1	0	0	0	0	0	425
19	0	10	220	66	13	1	0	0	2	0	0	2	314
20	0	4	89	65	10	2	0	0	0	0	0	0	170
21	0	0	60	39	10	1	1	0	0	0	0	0	111
22	0	1	61	32	4	1	0	0	0	0	0	0	99
23	0	1	40	15	4	4	0	0	0	0	0	0	64
24	0	0	16	10	5	2	0	0	0	0	0	0	33
7-19	64	490	3173	591	90	13	5	0	2	0	0	2	4430
6-22	65	496	3461	783	137	24	6	1	2	0	0	2	4977
6-24	65	497	3517	808	146	30	6	1	2	0	0	2	5074
0-24	65	497	3556	838	168	38	9	2	2	1	0	2	5178

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Saturday 15/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	14	0	0	0	0	0	0	0	0	0	0	0	0	14
2	13	2	0	0	0	0	0	0	0	0	0	0	0	15
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	4	1	0	0	0	0	0	0	0	0	0	0	0	5
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	17	3	0	0	0	0	0	0	0	0	0	0	0	20
7	33	8	0	0	0	0	0	0	0	0	0	0	0	41
8	90	18	0	0	0	0	0	0	0	0	0	3	0	111
9	261	28	1	0	0	0	3	0	0	0	0	3	0	296
10	276	23	1	0	1	0	0	0	0	0	0	0	0	301
11	301	15	0	0	0	0	1	0	0	0	0	2	0	319
12	334	22	0	3	1	0	0	0	0	0	0	0	0	360
13	324	25	1	0	0	0	0	0	0	0	0	3	0	353
14	256	12	0	0	0	0	0	0	0	0	0	0	0	268
15	238	15	0	1	0	0	0	0	0	0	0	2	0	256
16	220	22	0	0	0	0	0	0	0	0	0	3	0	245
17	162	12	0	0	1	0	0	1	0	0	0	1	0	177
18	211	8	2	0	0	0	0	0	0	0	0	1	0	222
19	190	11	0	0	1	0	0	0	0	0	0	1	0	203
20	122	8	0	0	0	0	0	0	0	0	0	0	0	130
21	90	4	0	0	0	0	1	0	0	0	0	0	0	95
22	84	7	0	0	0	0	0	0	0	0	0	0	0	91
23	68	6	0	0	0	0	0	0	0	0	0	1	0	75
24	48	3	0	0	0	0	0	0	0	0	0	0	0	51
7-19	2863	211	5	4	4	0	4	1	0	0	0	19	0	3111
6-22	3192	238	5	4	4	0	5	1	0	0	0	19	0	3468
6-24	3308	247	5	4	4	0	5	1	0	0	0	20	0	3594
0-24	3363	253	5	4	4	0	5	1	0	0	0	20	0	3655

Direction : SOUTHBOUND

Saturday 15/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	18	2	0	0	0	0	0	0	0	0	0	0	0	20
2	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	8	1	0	0	0	0	0	0	0	0	0	0	0	9
6	20	4	0	0	0	0	0	0	0	0	0	0	0	24
7	47	3	0	0	0	0	0	0	0	0	0	0	0	50
8	72	18	0	0	0	0	0	0	0	0	0	0	0	90
9	176	17	0	0	1	0	0	0	0	0	0	3	0	197
10	227	22	0	0	0	0	0	0	1	0	0	0	0	250
11	302	27	0	0	0	0	0	0	0	0	0	2	0	331
12	316	30	0	0	1	0	0	0	0	0	0	0	0	347
13	307	36	0	0	0	0	0	0	0	0	0	0	0	343
14	287	23	0	0	0	0	0	0	0	0	0	2	0	312
15	275	32	0	0	1	0	0	0	0	0	0	1	0	309
16	261	30	0	0	0	0	1	0	1	1	0	1	0	295
17	294	20	0	0	0	0	1	1	1	0	0	2	0	319
18	318	25	0	0	0	0	0	0	0	0	0	0	0	343
19	254	22	0	0	0	0	0	0	0	0	0	0	0	276
20	141	15	0	0	0	0	0	0	1	0	0	0	0	157
21	99	8	0	0	1	0	0	0	0	0	0	0	0	108
22	87	5	0	0	0	0	0	0	0	0	0	2	0	94
23	62	2	0	0	0	0	0	0	0	0	0	0	0	64
24	32	5	0	0	0	0	0	0	0	0	0	0	0	37
7-19	3089	302	0	0	3	0	2	1	3	1	0	11	0	3412
6-22	3463	333	0	0	4	0	2	1	4	1	0	13	0	3821
6-24	3557	340	0	0	4	0	2	1	4	1	0	13	0	3922
0-24	3614	351	0	0	4	0	2	1	4	1	0	13	0	3990

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Saturday 15/07/2023	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	5	6	1	1	1	0	0	0	0	0	14
2	0	0	4	6	4	1	0	0	0	0	0	0	15
3	0	0	0	2	0	0	0	0	0	0	0	0	2
4	0	0	0	3	1	1	0	0	0	0	0	0	5
5	0	0	1	0	1	2	1	0	0	0	0	0	5
6	0	0	7	6	7	0	0	0	0	0	0	0	20
7	0	1	15	21	3	1	0	0	0	0	0	0	41
8	0	1	42	47	16	3	0	2	0	0	0	0	111
9	0	3	209	76	8	0	0	0	0	0	0	0	296
10	0	4	196	87	11	2	1	0	0	0	0	0	301
11	1	2	231	72	13	0	0	0	0	0	0	0	319
12	0	7	216	119	16	1	0	0	1	0	0	0	360
13	1	10	233	97	11	1	0	0	0	0	0	0	353
14	0	3	138	106	18	2	1	0	0	0	0	0	268
15	1	0	159	83	13	0	0	0	0	0	0	0	256
16	0	0	143	90	8	4	0	0	0	0	0	0	245
17	1	3	79	82	11	1	0	0	0	0	0	0	177
18	1	6	104	87	21	3	0	0	0	0	0	0	222
19	0	2	128	59	11	2	1	0	0	0	0	0	203
20	1	0	75	44	8	2	0	0	0	0	0	0	130
21	0	2	52	29	8	3	1	0	0	0	0	0	95
22	0	1	50	29	7	4	0	0	0	0	0	0	91
23	0	2	41	24	6	1	0	1	0	0	0	0	75
24	1	0	25	16	6	3	0	0	0	0	0	0	51
7-19	5	41	1878	1005	157	19	3	2	1	0	0	0	3111
6-22	6	45	2070	1128	183	29	4	2	1	0	0	0	3468
6-24	7	47	2136	1168	195	33	4	3	1	0	0	0	3594
0-24	7	47	2153	1191	209	38	6	3	1	0	0	0	3655

Direction : SOUTHBOUND

Saturday 15/07/2023	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	8	8	3	0	1	0	0	0	0	0	20
2	0	0	1	1	1	1	0	0	0	0	0	0	4
3	0	0	4	3	0	0	0	0	0	0	0	0	7
4	0	0	3	0	1	0	0	0	0	0	0	0	4
5	0	1	3	2	3	0	0	0	0	0	0	0	9
6	0	0	4	12	1	3	2	2	0	0	0	0	24
7	1	0	16	20	9	2	2	0	0	0	0	0	50
8	2	2	40	33	10	3	0	0	0	0	0	0	90
9	3	3	102	75	14	0	0	0	0	0	0	0	197
10	0	9	164	55	15	4	3	0	0	0	0	0	250
11	2	11	256	58	4	0	0	0	0	0	0	0	331
12	9	16	273	41	6	1	1	0	0	0	0	0	347
13	0	7	278	49	8	0	0	0	0	0	0	1	343
14	1	15	224	60	11	1	0	0	0	0	0	0	312
15	0	8	218	75	7	1	0	0	0	0	0	0	309
16	0	3	197	77	16	2	0	0	0	0	0	0	295
17	0	10	233	66	8	2	0	0	0	0	0	0	319
18	0	8	253	64	18	0	0	0	0	0	0	0	343
19	0	9	187	72	8	0	0	0	0	0	0	0	276
20	1	1	94	46	14	1	0	0	0	0	0	0	157
21	0	0	70	29	7	1	0	1	0	0	0	0	108
22	0	0	64	24	6	0	0	0	0	0	0	0	94
23	0	0	39	18	7	0	0	0	0	0	0	0	64
24	0	0	17	16	3	1	0	0	0	0	0	0	37
7-19	17	101	2425	725	125	14	4	0	0	0	0	1	3412
6-22	19	102	2669	844	161	18	6	1	0	0	0	1	3821
6-24	19	102	2725	878	171	19	6	1	0	0	0	1	3922
0-24	19	103	2748	904	180	23	9	3	0	0	0	1	3990

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Sunday 16/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	15	0	0	0	0	0	0	0	0	0	0	2	0	17
2	13	0	0	0	0	0	0	0	0	0	0	1	0	14
3	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6
6	6	1	0	0	0	0	0	0	0	0	0	0	0	7
7	20	5	0	0	1	0	0	0	0	0	0	0	0	26
8	66	8	0	0	0	0	0	1	0	0	0	0	0	75
9	195	18	0	1	0	0	0	0	0	0	0	0	0	214
10	246	9	0	0	1	0	0	0	0	0	0	1	0	257
11	272	14	0	2	0	0	0	0	1	0	0	0	0	289
12	243	7	0	0	0	0	0	0	0	0	0	1	0	251
13	253	4	0	1	0	0	0	0	0	0	0	0	0	258
14	242	14	0	0	0	0	0	0	0	0	0	0	0	256
15	218	10	0	0	0	0	0	0	0	0	0	0	0	228
16	186	12	0	0	0	0	0	0	0	0	0	0	0	198
17	191	15	0	0	0	0	0	0	0	0	0	0	0	206
18	161	13	0	0	2	0	0	0	0	0	0	0	0	176
19	130	5	0	0	0	0	0	0	0	0	0	0	0	135
20	121	10	0	0	0	0	0	0	0	0	0	0	0	131
21	95	5	0	0	0	0	0	0	0	0	0	0	0	100
22	49	1	0	0	0	0	0	0	0	0	0	0	0	50
23	45	0	0	0	0	0	0	0	0	0	0	0	0	45
24	12	0	0	0	0	0	0	0	0	0	0	0	0	12
7-19	2403	129	0	4	3	0	0	1	1	0	0	2	0	2543
6-22	2688	150	0	4	4	0	0	1	1	0	0	2	0	2850
6-24	2745	150	0	4	4	0	0	1	1	0	0	2	0	2907
0-24	2791	153	0	4	4	0	0	1	1	0	0	5	0	2959

Direction : SOUTHBOUND

Sunday 16/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	25	3	0	0	0	0	0	0	0	0	0	1	0	29
2	8	1	0	0	0	0	0	0	0	0	0	1	0	10
3	9	1	0	0	1	0	0	0	0	0	0	0	0	11
4	6	2	0	0	0	0	0	0	0	0	0	0	0	8
5	6	2	0	0	0	0	0	0	0	0	0	0	0	8
6	18	0	0	0	0	0	0	0	0	0	0	0	0	18
7	33	5	0	0	0	0	0	0	0	0	0	0	0	38
8	58	4	0	0	1	0	0	0	1	0	1	0	0	65
9	93	9	0	0	1	0	0	0	0	0	0	1	0	104
10	262	25	0	0	1	0	0	0	1	0	0	1	0	290
11	265	25	0	1	1	0	2	0	0	0	0	0	0	294
12	270	26	0	1	1	0	1	0	0	0	0	0	0	299
13	259	23	0	0	1	0	1	0	0	0	0	0	0	284
14	260	25	0	1	0	0	0	0	2	0	0	1	0	289
15	245	17	0	0	1	0	0	0	0	0	0	1	0	264
16	250	17	0	0	0	0	0	0	0	0	0	0	0	267
17	281	21	0	0	1	0	0	0	0	0	0	0	0	303
18	203	19	0	0	0	0	0	0	0	0	0	1	0	223
19	162	7	0	1	2	0	0	0	0	0	0	1	0	173
20	127	13	0	0	0	0	0	0	0	0	0	0	0	140
21	84	8	0	0	1	0	0	0	0	0	0	0	0	93
22	64	8	0	0	0	0	0	0	0	0	0	0	0	72
23	28	4	0	0	0	0	0	0	0	0	0	0	0	32
24	13	1	0	0	0	0	0	0	0	0	0	0	0	14
7-19	2608	218	0	4	10	0	4	0	4	0	1	6	0	2855
6-22	2916	252	0	4	11	0	4	0	4	0	1	6	0	3198
6-24	2957	257	0	4	11	0	4	0	4	0	1	6	0	3244
0-24	3029	266	0	4	12	0	4	0	4	0	1	8	0	3328

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Sunday 16/07/2023	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	3	11	2	1	0	0	0	0	0	0	17
2	0	0	4	6	3	1	0	0	0	0	0	0	14
3	0	0	4	2	1	0	0	0	0	0	0	0	7
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	1	2	1	2	0	0	0	0	0	0	6
6	0	0	2	3	2	0	0	0	0	0	0	0	7
7	0	1	8	10	3	1	3	0	0	0	0	0	26
8	1	2	32	34	6	0	0	0	0	0	0	0	75
9	0	1	121	76	14	2	0	0	0	0	0	0	214
10	0	2	148	86	18	3	0	0	0	0	0	0	257
11	0	5	192	77	12	3	0	0	0	0	0	0	289
12	1	5	152	83	7	1	1	1	0	0	0	0	251
13	1	3	167	76	11	0	0	0	0	0	0	0	258
14	0	3	141	89	21	1	1	0	0	0	0	0	256
15	1	3	125	89	9	1	0	0	0	0	0	0	228
16	0	0	107	75	15	1	0	0	0	0	0	0	198
17	0	4	98	83	18	3	0	0	0	0	0	0	206
18	2	9	87	58	16	3	1	0	0	0	0	0	176
19	0	1	75	42	10	5	1	1	0	0	0	0	135
20	1	0	66	45	15	3	0	1	0	0	0	0	131
21	0	1	53	30	14	2	0	0	0	0	0	0	100
22	0	1	21	19	8	1	0	0	0	0	0	0	50
23	0	1	20	17	6	1	0	0	0	0	0	0	45
24	0	0	0	9	1	1	1	0	0	0	0	0	12

7-19	6	38	1445	868	157	23	4	2	0	0	0	0	2543
6-22	7	41	1593	972	197	30	7	3	0	0	0	0	2850
6-24	7	42	1613	998	204	32	8	3	0	0	0	0	2907
0-24	7	42	1627	1022	214	36	8	3	0	0	0	0	2959

Direction : SOUTHBOUND

Sunday 16/07/2023	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	18	8	2	1	0	0	0	0	0	0	29
2	0	0	7	2	0	1	0	0	0	0	0	0	10
3	0	0	4	3	2	0	1	1	0	0	0	0	11
4	0	0	1	6	0	1	0	0	0	0	0	0	8
5	0	0	4	2	0	1	0	1	0	0	0	0	8
6	0	0	2	5	8	2	1	0	0	0	0	0	18
7	2	0	9	14	10	3	0	0	0	0	0	0	38
8	3	0	29	19	10	2	1	1	0	0	0	0	65
9	0	3	40	50	9	2	0	0	0	0	0	0	104
10	1	10	167	89	20	2	0	0	0	1	0	0	290
11	3	14	214	50	13	0	0	0	0	0	0	0	294
12	6	35	205	45	8	0	0	0	0	0	0	0	299
13	1	11	212	52	8	0	0	0	0	0	0	0	284
14	2	2	210	62	11	1	0	0	1	0	0	0	289
15	0	9	174	68	13	0	0	0	0	0	0	0	264
16	0	6	188	61	12	0	0	0	0	0	0	0	267
17	0	2	205	83	10	2	1	0	0	0	0	0	303
18	0	1	148	54	16	2	1	0	1	0	0	0	223
19	0	4	107	47	15	0	0	0	0	0	0	0	173
20	0	2	64	53	19	2	0	0	0	0	0	0	140
21	0	0	51	32	7	2	1	0	0	0	0	0	93
22	0	1	40	23	6	2	0	0	0	0	0	0	72
23	0	1	15	13	2	1	0	0	0	0	0	0	32
24	0	0	4	5	3	1	0	0	0	0	1	0	14

7-19	16	97	1899	680	145	11	3	1	2	1	0	0	2855
6-22	18	100	2063	802	187	20	4	1	2	1	0	0	3198
6-24	18	101	2082	820	192	22	4	1	2	1	1	0	3244
0-24	18	101	2118	846	204	28	6	3	2	1	1	0	3328

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Monday 17/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	1	0	0	0	0	0	0	1	0	0	0	0	8
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	2	0	0	0	0	0	0	0	0	0	1	0	6
4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
5	10	0	0	0	0	0	0	0	0	0	0	0	0	10
6	29	6	0	0	0	0	0	0	0	0	0	0	0	35
7	85	15	0	0	0	0	1	0	1	0	0	0	0	102
8	233	31	0	0	1	0	0	0	0	0	0	3	0	268
9	305	53	1	1	3	0	0	0	0	1	0	3	0	367
10	315	53	1	0	4	0	0	0	4	0	0	4	0	381
11	299	30	1	0	2	0	0	0	1	0	0	3	0	336
12	265	40	0	0	1	0	0	0	0	0	0	3	0	309
13	285	31	1	0	1	0	0	1	1	0	0	5	0	325
14	282	45	0	0	0	0	0	0	2	0	0	1	0	330
15	238	36	1	0	2	0	0	0	0	0	0	5	0	282
16	284	30	0	0	0	0	0	1	0	0	0	2	0	317
17	300	31	2	0	0	0	0	0	1	0	0	1	0	335
18	334	22	0	0	0	0	0	0	1	0	1	1	0	359
19	246	18	0	0	1	0	0	0	0	0	0	0	0	265
20	129	15	0	0	0	0	0	0	0	0	0	0	0	144
21	107	6	0	0	0	0	0	0	0	0	0	0	0	113
22	69	5	0	0	0	0	0	0	0	0	0	0	0	74
23	47	4	0	0	0	0	0	0	0	0	0	0	0	51
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7

7-19	3386	420	7	1	15	0	0	2	10	1	1	31	0	3874
6-22	3776	461	7	1	15	0	1	2	11	1	1	31	0	4307
6-24	3830	465	7	1	15	0	1	2	11	1	1	31	0	4365
0-24	3886	474	7	1	15	0	1	2	12	1	1	32	0	4432

Direction : SOUTHBOUND

Monday 17/07/2023	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	18	2	0	0	0	0	0	0	0	0	0	0	0	20
6	48	4	0	0	0	0	0	0	0	0	0	0	0	52
7	126	24	0	0	1	0	0	0	0	0	0	0	0	151
8	249	45	0	0	3	0	0	0	0	1	1	3	0	302
9	312	43	0	0	0	0	0	0	4	0	1	2	0	362
10	298	32	2	0	1	0	0	2	0	0	0	2	0	337
11	291	62	0	0	2	0	1	0	2	0	1	3	0	362
12	221	44	2	0	0	0	0	0	2	0	0	1	0	270
13	295	49	0	1	1	0	0	0	1	0	0	6	0	353
14	259	33	0	0	2	0	0	0	1	0	1	4	0	300
15	250	50	2	0	0	0	2	0	3	0	1	6	0	314
16	274	49	0	1	0	0	0	0	1	0	0	3	0	328
17	315	49	0	0	1	0	0	0	1	0	0	1	0	367
18	297	41	0	0	0	0	0	0	0	0	0	2	0	340
19	215	35	0	0	0	0	0	0	2	0	0	0	0	252
20	155	11	0	0	0	0	0	0	0	0	0	0	0	166
21	90	6	1	0	0	0	0	0	0	0	0	0	0	97
22	67	15	0	0	0	0	0	0	0	0	0	0	0	82
23	35	5	0	0	0	0	0	0	0	0	0	0	0	40
24	10	1	0	0	0	0	0	0	0	0	0	0	0	11

7-19	3276	532	6	2	10	0	3	2	17	1	5	33	0	3887
6-22	3714	588	7	2	11	0	3	2	17	1	5	33	0	4383
6-24	3759	594	7	2	11	0	3	2	17	1	5	33	0	4434
0-24	3839	601	7	2	11	0	3	2	17	1	5	33	0	4521

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Monday 17/07/2023	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	4	1	2	1	0	0	0	0	0	0	8
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	3	0	2	1	0	0	0	0	0	0	6
4	0	0	4	1	2	0	1	0	0	0	0	0	8
5	0	0	1	3	3	1	2	0	0	0	0	0	10
6	0	0	12	15	5	3	0	0	0	0	0	0	35
7	0	0	26	48	23	5	0	0	0	0	0	0	102
8	1	3	120	113	24	7	0	0	0	0	0	0	268
9	1	10	222	104	27	3	0	0	0	0	0	0	367
10	0	9	270	85	14	2	1	0	0	0	0	0	381
11	2	6	246	78	4	0	0	0	0	0	0	0	336
12	2	9	200	88	8	2	0	0	0	0	0	0	309
13	0	6	241	66	11	1	0	0	0	0	0	0	325
14	1	10	205	99	13	1	1	0	0	0	0	0	330
15	0	4	177	89	9	3	0	0	0	0	0	0	282
16	0	10	210	86	9	2	0	0	0	0	0	0	317
17	1	5	219	91	15	2	2	0	0	0	0	0	335
18	0	10	250	84	12	2	1	0	0	0	0	0	359
19	1	4	159	83	17	1	0	0	0	0	0	0	265
20	0	0	71	55	13	5	0	0	0	0	0	0	144
21	0	0	59	45	6	2	1	0	0	0	0	0	113
22	0	0	42	20	7	4	1	0	0	0	0	0	74
23	0	0	27	20	2	2	0	0	0	0	0	0	51
24	0	0	3	3	1	0	0	0	0	0	0	0	7
7-19	9	86	2519	1066	163	26	5	0	0	0	0	0	3874
6-22	9	86	2717	1234	212	42	7	0	0	0	0	0	4307
6-24	9	86	2747	1257	215	44	7	0	0	0	0	0	4365
0-24	9	86	2771	1277	229	50	10	0	0	0	0	0	4432

Direction : SOUTHBOUND

Monday 17/07/2023	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	1	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	1	0	0	0	0	0	1
3	0	0	2	5	0	0	0	0	0	0	0	0	7
4	0	0	0	1	2	1	0	0	0	0	0	0	4
5	0	0	6	7	6	0	1	0	0	0	0	0	20
6	0	0	18	16	6	6	5	1	0	0	0	0	52
7	2	0	41	69	30	6	3	0	0	0	0	0	151
8	0	6	171	97	22	5	1	0	0	0	0	0	302
9	1	38	243	73	7	0	0	0	0	0	0	0	362
10	22	70	218	24	3	0	0	0	0	0	0	0	337
11	8	43	271	37	2	1	0	0	0	0	0	0	362
12	0	25	196	44	5	0	0	0	0	0	0	0	270
13	8	110	193	37	4	1	0	0	0	0	0	0	353
14	2	5	234	52	7	0	0	0	0	0	0	0	300
15	3	20	230	52	6	2	1	0	0	0	0	0	314
16	1	7	244	66	10	0	0	0	0	0	0	0	328
17	3	21	270	66	7	0	0	0	0	0	0	0	367
18	0	11	237	79	10	3	0	0	0	0	0	0	340
19	0	6	175	61	8	1	1	0	0	0	0	0	252
20	0	3	109	42	9	3	0	0	0	0	0	0	166
21	0	0	54	34	7	2	0	0	0	0	0	0	97
22	0	0	48	22	8	4	0	0	0	0	0	0	82
23	0	0	22	10	7	1	0	0	0	0	0	0	40
24	0	0	2	7	1	0	1	0	0	0	0	0	11
7-19	48	362	2682	688	91	13	3	0	0	0	0	0	3887
6-22	50	365	2934	855	145	28	6	0	0	0	0	0	4383
6-24	50	365	2958	872	153	29	7	0	0	0	0	0	4434
0-24	50	365	2986	902	167	36	14	1	0	0	0	0	4521

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Tuesday 18/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	4	0	0	0	0	0	0	0	0	0	0	0	11
2	3	0	0	0	0	0	0	0	1	0	0	0	0	4
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	7	0	0	0	0	0	0	0	0	0	0	0	0	7
6	29	7	1	0	0	0	0	0	1	0	0	0	0	38
7	81	16	1	0	0	0	0	0	0	0	0	1	0	99
8	217	34	0	0	2	0	1	0	1	0	0	2	0	257
9	324	40	0	0	4	0	0	0	0	0	1	3	0	372
10	278	46	2	1	0	0	1	0	0	0	0	2	0	330
11	262	33	1	0	2	0	0	0	1	0	0	4	0	303
12	265	30	0	0	0	0	0	0	1	0	1	5	0	302
13	241	34	0	0	3	0	1	0	0	0	0	3	0	282
14	235	37	1	0	3	0	0	0	1	0	0	1	0	278
15	228	31	0	0	0	0	0	0	0	0	0	3	0	262
16	324	33	0	0	1	0	0	0	2	0	0	3	0	363
17	284	31	0	0	0	0	0	0	0	0	0	3	0	318
18	338	28	1	0	0	0	0	0	0	0	0	2	0	369
19	235	24	0	0	0	0	1	0	0	0	0	1	0	261
20	158	10	0	0	0	0	0	0	0	0	0	0	0	168
21	121	7	0	0	0	0	0	0	0	0	0	0	0	128
22	100	5	0	0	0	0	0	0	0	0	0	0	0	105
23	45	1	0	0	0	0	0	1	0	0	0	0	0	47
24	22	1	0	0	0	0	0	0	0	0	0	0	0	23
7-19	3231	401	5	1	15	0	4	0	6	0	2	32	0	3697
6-22	3691	439	6	1	15	0	4	0	6	0	2	33	0	4197
6-24	3758	441	6	1	15	0	4	1	6	0	2	33	0	4267
0-24	3808	454	7	1	15	0	4	1	8	0	2	33	0	4333

Direction : SOUTHBOUND

Tuesday 18/07/2023	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2	6	1	0	0	0	0	0	0	0	0	0	0	0	7
3	1	3	0	0	0	0	0	0	0	0	0	0	0	4
4	3	2	0	0	0	0	0	0	0	0	0	0	0	5
5	15	5	0	0	0	0	0	0	0	0	0	0	0	20
6	56	7	0	0	0	0	0	0	0	0	0	0	0	63
7	123	16	0	0	1	0	0	0	0	0	0	0	0	140
8	267	51	2	0	0	0	0	0	0	0	0	2	0	322
9	359	50	1	0	2	0	0	0	0	0	0	3	0	415
10	284	49	3	0	0	0	0	1	0	0	1	1	0	339
11	264	43	1	0	1	0	2	0	0	0	0	3	0	314
12	232	66	2	0	1	0	0	1	0	0	0	4	0	306
13	268	52	0	0	1	0	0	0	3	0	0	4	0	328
14	251	44	0	1	0	0	0	0	0	0	1	3	0	300
15	280	35	0	0	0	0	0	0	0	0	1	3	0	319
16	308	52	1	0	2	0	1	0	0	0	0	1	0	365
17	324	65	2	1	1	0	0	0	0	0	0	1	0	394
18	302	32	0	0	0	0	0	0	0	0	0	0	0	334
19	202	18	0	0	0	0	0	0	2	0	0	0	0	222
20	161	18	0	0	1	0	0	1	0	0	0	2	0	183
21	114	8	0	0	0	0	0	0	0	0	0	0	0	122
22	82	6	0	0	0	0	0	0	0	0	0	0	0	88
23	57	3	0	0	0	0	0	0	0	0	0	0	0	60
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7-19	3341	557	12	2	8	0	3	2	5	0	3	25	0	3958
6-22	3821	605	12	2	10	0	3	3	5	0	3	27	0	4491
6-24	3887	608	12	2	10	0	3	3	5	0	3	27	0	4560
0-24	3974	627	12	2	10	0	3	3	5	0	3	27	0	4666

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

Tuesday 18/07/2023	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	5	4	0	0	1	0	0	0	0	0	11
2	0	0	1	1	1	1	0	0	0	0	0	0	4
3	0	0	2	1	0	0	0	0	0	0	0	0	3
4	0	0	2	1	0	0	0	0	0	0	0	0	3
5	0	0	1	2	2	1	1	0	0	0	0	0	7
6	0	0	9	12	10	6	1	0	0	0	0	0	38
7	1	0	26	40	24	8	0	0	0	0	0	0	99
8	0	7	133	91	20	4	2	0	0	0	0	0	257
9	0	6	265	89	11	1	0	0	0	0	0	0	372
10	0	6	261	55	5	3	0	0	0	0	0	0	330
11	1	4	207	78	12	1	0	0	0	0	0	0	303
12	0	8	217	71	6	0	0	0	0	0	0	0	302
13	0	12	200	61	7	2	0	0	0	0	0	0	282
14	0	8	195	68	6	1	0	0	0	0	0	0	278
15	2	0	197	56	6	1	0	0	0	0	0	0	262
16	0	2	272	78	11	0	0	0	0	0	0	0	363
17	1	7	212	79	16	3	0	0	0	0	0	0	318
18	0	4	278	70	14	3	0	0	0	0	0	0	369
19	1	8	165	70	13	3	0	1	0	0	0	0	261
20	0	0	94	62	12	0	0	0	0	0	0	0	168
21	0	0	74	37	12	3	1	1	0	0	0	0	128
22	0	0	65	33	6	0	0	1	0	0	0	0	105
23	0	0	15	23	5	4	0	0	0	0	0	0	47
24	0	0	10	9	3	1	0	0	0	0	0	0	23
7-19	5	72	2602	866	127	22	2	1	0	0	0	0	3697
6-22	6	72	2861	1038	181	33	3	3	0	0	0	0	4197
6-24	6	72	2886	1070	189	38	3	3	0	0	0	0	4267
0-24	6	73	2906	1091	202	46	6	3	0	0	0	0	4333

Direction : SOUTHBOUND

Tuesday 18/07/2023	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	3	4	0	0	0	0	0	0	0	0	7
2	0	0	4	2	1	0	0	0	0	0	0	0	7
3	0	0	3	0	0	0	1	0	0	0	0	0	4
4	0	0	1	3	1	0	0	0	0	0	0	0	5
5	0	1	10	7	2	0	0	0	0	0	0	0	20
6	0	0	8	9	25	16	5	0	0	0	0	0	63
7	0	1	61	56	17	5	0	0	0	0	0	0	140
8	1	2	209	88	19	3	0	0	0	0	0	0	322
9	17	60	283	51	4	0	0	0	0	0	0	0	415
10	3	40	267	28	1	0	0	0	0	0	0	0	339
11	5	17	253	37	1	1	0	0	0	0	0	0	314
12	3	39	231	31	2	0	0	0	0	0	0	0	306
13	2	48	239	33	4	1	1	0	0	0	0	0	328
14	2	14	235	38	9	2	0	0	0	0	0	0	300
15	0	31	243	44	1	0	0	0	0	0	0	0	319
16	0	46	280	38	1	0	0	0	0	0	0	0	365
17	0	16	308	57	11	2	0	0	0	0	0	0	394
18	0	10	241	76	6	1	0	0	0	0	0	0	334
19	0	3	146	65	6	2	0	0	0	0	0	0	222
20	1	3	117	49	10	2	1	0	0	0	0	0	183
21	2	0	74	35	8	3	0	0	0	0	0	0	122
22	0	0	44	37	6	1	0	0	0	0	0	0	88
23	0	0	30	17	9	2	1	0	0	1	0	0	60
24	0	1	4	2	2	0	0	0	0	0	0	0	9
7-19	33	326	2935	586	65	12	1	0	0	0	0	0	3958
6-22	36	330	3231	763	106	23	2	0	0	0	0	0	4491
6-24	36	331	3265	782	117	25	3	0	0	1	0	0	4560
0-24	36	332	3294	807	146	41	9	0	0	1	0	0	4666

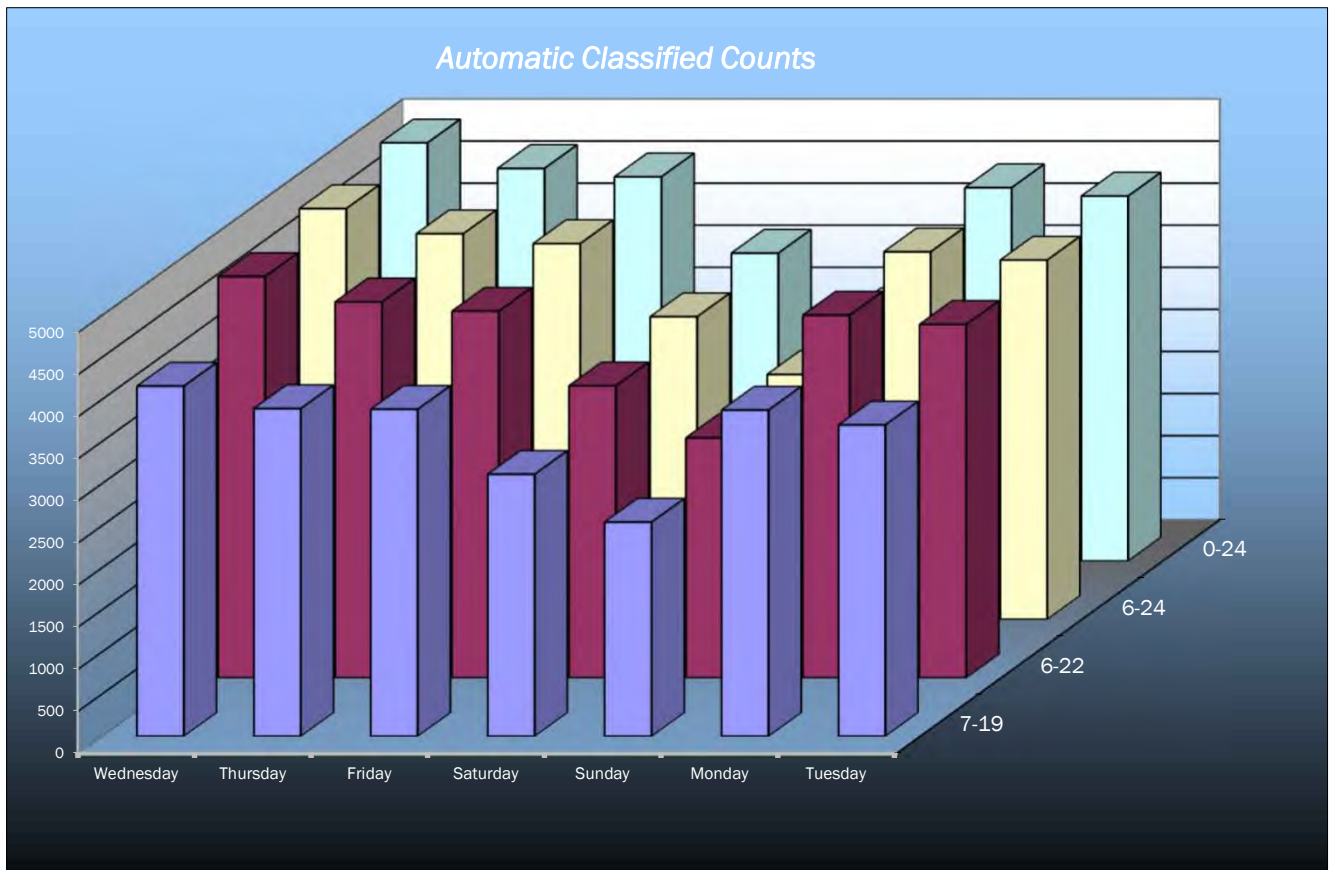
Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

VEHICLE FLOWS

Hr Ending	Wednesday 12-Jul-23	Thursday 13-Jul-23	Friday 14-Jul-23	Saturday 15-Jul-23	Sunday 16-Jul-23	Monday 17-Jul-23	Tuesday 18-Jul-23	WEEKDAY AVERAGE	WEEK AVERAGE
1	16	8	45	14	17	8	11	18	17
2	4	7	7	15	14	0	4	4	7
3	4	5	1	2	7	6	3	4	4
4	4	7	5	5	1	8	3	5	5
5	15	13	8	5	6	10	7	11	9
6	44	42	33	20	7	35	38	38	31
7	159	126	117	41	26	102	99	121	96
8	321	285	247	111	75	268	257	276	223
9	331	391	433	296	214	367	372	379	343
10	335	381	414	301	257	381	330	368	343
11	341	322	312	319	289	336	303	323	317
12	304	285	313	360	251	309	302	303	303
13	356	310	270	353	258	325	282	309	308
14	322	251	308	268	256	330	278	298	288
15	376	315	315	256	228	282	262	310	291
16	359	313	325	245	198	317	363	335	303
17	415	380	345	177	206	335	318	359	311
18	441	371	336	222	176	359	369	375	325
19	257	287	265	203	135	265	261	267	239
20	174	174	157	130	131	144	168	163	154
21	151	132	114	95	100	113	128	128	119
22	124	141	84	91	50	74	105	106	96
23	70	79	73	75	45	51	47	64	63
24	42	36	34	51	12	7	23	28	29
7-19	4158	3891	3883	3111	2543	3874	3697	3901	3594
6-22	4766	4464	4355	3468	2850	4307	4197	4418	4058
6-24	4878	4579	4462	3594	2907	4365	4267	4510	4150
0-24	4965	4661	4561	3655	2959	4432	4333	4590	4224

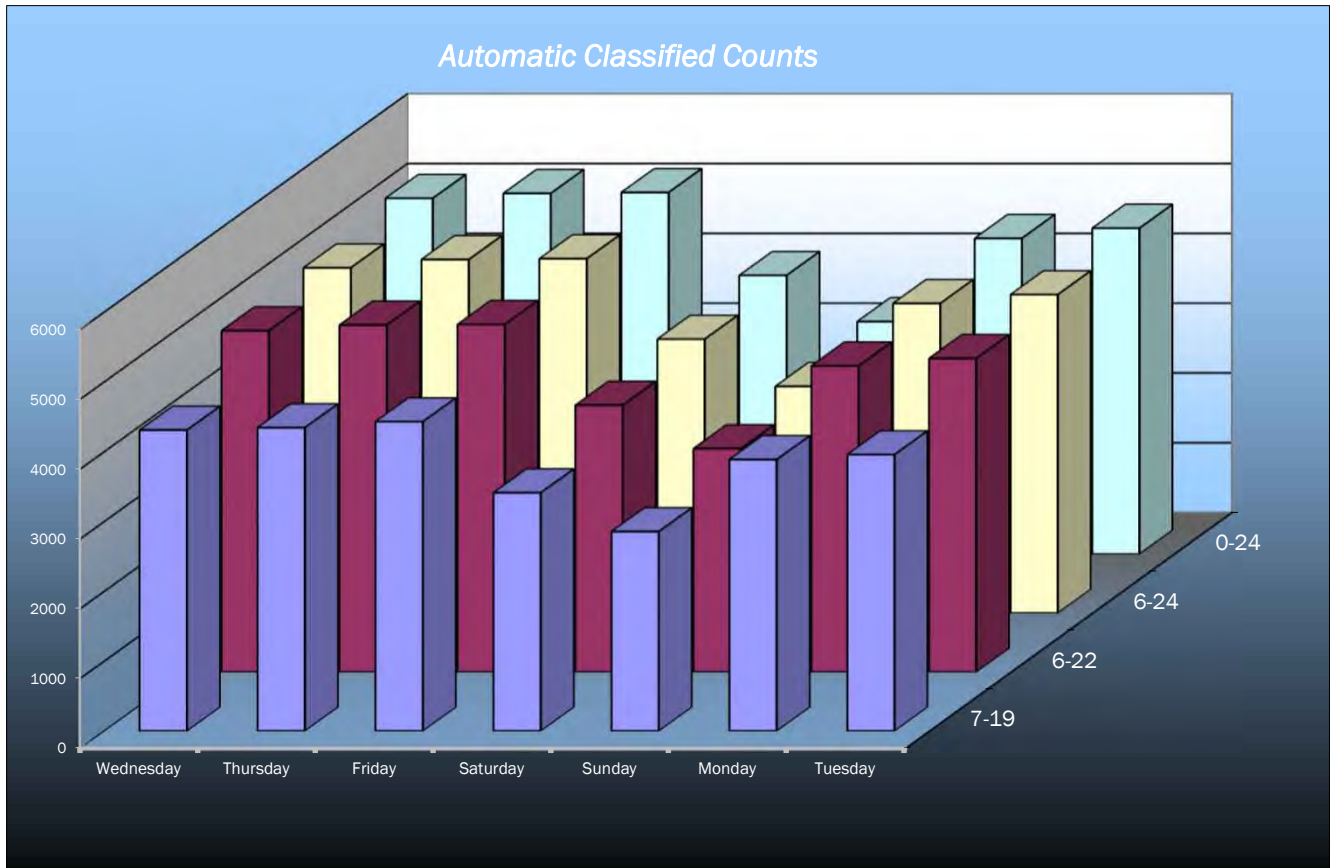


Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Wednesday 12-Jul-23	Thursday 13-Jul-23	Friday 14-Jul-23	Saturday 15-Jul-23	Sunday 16-Jul-23	Monday 17-Jul-23	Tuesday 18-Jul-23	WEEKDAY AVERAGE	WEEK AVERAGE
1	13	9	24	20	29	3	7	11	15
2	5	5	8	4	10	1	7	5	6
3	4	5	6	7	11	7	4	5	6
4	9	11	3	4	8	4	5	6	6
5	12	15	11	9	8	20	20	16	14
6	107	57	52	24	18	52	63	66	53
7	191	168	167	50	38	151	140	163	129
8	390	355	319	90	65	302	322	338	263
9	361	410	400	197	104	362	415	390	321
10	366	376	323	250	290	337	339	348	326
11	335	341	356	331	294	362	314	342	333
12	362	297	337	347	299	270	306	314	317
13	368	328	336	343	284	353	328	343	334
14	307	297	387	312	289	300	300	318	313
15	316	357	370	309	264	314	319	335	321
16	422	388	437	295	267	328	365	388	357
17	403	430	426	319	303	367	394	404	377
18	379	449	425	343	223	340	334	385	356
19	300	316	314	276	173	252	222	281	265
20	171	199	170	157	140	166	183	178	169
21	129	142	111	108	93	97	122	120	115
22	88	116	99	94	72	82	88	95	91
23	42	48	64	64	32	40	60	51	50
24	14	45	33	37	14	11	9	22	23
7-19	4309	4344	4430	3412	2855	3887	3958	4186	3885
6-22	4888	4969	4977	3821	3198	4383	4491	4742	4390
6-24	4944	5062	5074	3922	3244	4434	4560	4815	4463
0-24	5094	5164	5178	3990	3328	4521	4666	4925	4563



Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 12-Jul-23	Thursday 13-Jul-23	Friday 14-Jul-23	Saturday 15-Jul-23	Sunday 16-Jul-23	Monday 17-Jul-23	Tuesday 18-Jul-23
1	33.5	33.9	30.3	32.5	32.9	31.8	29.4
2	32.4	33.0	30.5	33.0	32.6	-	34.9
3	33.6	30.5	25.5	33.0	29.4	32.6	28.0
4	35.5	28.0	31.5	36.0	38.0	32.4	28.0
5	33.0	34.7	34.3	39.5	35.9	37.8	36.9
6	33.5	34.5	36.1	32.1	32.3	32.0	34.5
7	31.0	31.1	31.8	30.4	32.7	32.7	32.8
8	29.8	29.9	29.5	31.4	29.4	30.1	29.3
9	26.0	26.9	27.4	27.7	29.1	28.4	27.5
10	26.6	26.3	26.7	28.2	29.0	27.5	26.9
11	26.4	26.3	26.5	27.6	28.0	27.1	27.8
12	26.3	27.0	26.6	28.5	28.3	27.7	27.2
13	26.2	27.1	27.2	27.7	28.0	27.3	27.1
14	27.5	28.4	26.2	29.4	29.2	28.0	27.4
15	27.2	26.8	26.5	28.5	28.8	28.3	27.3
16	26.9	26.9	26.7	28.9	29.4	27.7	27.4
17	27.3	27.2	27.3	29.6	29.7	28.1	27.9
18	27.5	27.5	27.3	29.5	28.8	27.6	27.4
19	28.4	28.5	28.9	28.5	29.7	28.5	28.1
20	28.8	29.4	30.9	28.9	30.0	30.1	29.2
21	30.1	29.1	29.9	29.4	29.8	29.7	29.6
22	28.6	29.6	29.1	29.5	30.5	30.0	28.8
23	29.6	30.8	28.7	29.2	30.2	29.6	32.0
24	32.2	31.1	32.0	30.0	35.5	30.5	30.8
10-12	26.4	26.7	26.5	28.0	28.2	27.4	27.5
14-16	27.0	26.8	26.6	28.7	29.1	28.0	27.4
0-24	29.5	29.4	29.1	30.4	30.7	29.8	29.4

85TH PERCENTILE							
Hr Ending	Wednesday 12-Jul-23	Thursday 13-Jul-23	Friday 14-Jul-23	Saturday 15-Jul-23	Sunday 16-Jul-23	Monday 17-Jul-23	Tuesday 18-Jul-23
1	41.4	38.2	36.4	39.4	37.3	38.9	37.5
2	37.5	38.6	35.5	38.5	38.2	-	42.3
3	39.5	38.2	-	33.0	34.6	40.6	32.3
4	38.4	35.4	34.9	40.5	-	40.8	32.3
5	36.7	41.2	41.6	48.1	42.7	44.9	44.3
6	39.2	39.9	43.3	37.5	37.4	37.6	40.9
7	36.2	36.8	37.9	35.6	40.7	37.7	38.8
8	34.3	35.1	34.6	37.3	35.0	35.3	34.7
9	31.1	31.6	31.4	31.5	33.6	33.4	31.6
10	31.2	30.5	30.5	32.6	33.7	32.0	30.7
11	30.7	30.8	30.0	31.7	32.5	31.2	32.2
12	30.2	30.7	30.5	33.2	33.3	32.4	31.2
13	30.5	31.0	31.4	32.2	32.5	31.3	31.6
14	31.8	33.1	30.2	34.2	34.0	32.9	31.6
15	31.6	31.5	31.1	32.8	33.5	32.7	31.4
16	31.8	31.4	31.1	33.3	33.8	32.2	31.1
17	31.1	31.1	32.1	34.6	34.7	32.9	32.6
18	32.5	31.7	31.3	34.9	35.1	32.0	31.5
19	32.6	32.9	34.2	33.3	35.5	33.3	33.3
20	34.1	35.0	36.3	33.9	35.7	35.1	33.5
21	35.2	35.2	35.6	35.1	35.1	34.5	35.2
22	33.1	35.9	34.0	34.9	36.0	35.8	33.6
23	35.3	37.0	33.2	35.1	35.6	34.5	37.3
24	39.1	38.6	38.4	36.5	40.5	35.5	36.2
10-12	30.4	30.8	30.3	32.4	32.9	31.8	31.7
14-16	31.7	31.5	31.1	33.1	33.6	32.5	31.3
0-24	34.4	34.6	34.1	35.4	35.7	35.1	34.5

7 DAY AVERAGE SPEED	29.7
7 DAY AVERAGE 85th PERCENTILE	34.8
5 DAY OFF PEAK AVERAGE SPEED	27.0
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	31.3

Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 12-Jul-23	Thursday 13-Jul-23	Friday 14-Jul-23	Saturday 15-Jul-23	Sunday 16-Jul-23	Monday 17-Jul-23	Tuesday 18-Jul-23
1	28.6	34.4	28.7	31.5	29.0	28.0	29.8
2	35.5	38.0	30.8	34.9	28.8	48.0	29.4
3	31.1	38.5	31.3	28.7	34.4	30.9	31.1
4	34.1	34.8	34.7	28.6	33.3	38.0	32.5
5	37.0	33.5	35.3	30.2	33.0	33.0	28.9
6	33.8	36.0	34.8	36.1	36.3	34.0	37.8
7	31.7	31.9	30.5	32.0	31.9	32.3	30.6
8	28.0	28.2	28.0	29.6	30.0	29.0	28.3
9	19.9	24.6	26.4	28.8	30.2	26.1	24.3
10	26.1	25.1	26.6	28.1	28.5	22.8	24.8
11	23.5	24.9	24.3	26.5	26.6	24.8	25.6
12	24.6	26.2	23.4	25.7	25.4	26.0	24.9
13	24.0	26.2	25.8	26.9	26.8	22.9	24.9
14	25.8	25.9	23.6	26.9	27.6	26.8	26.3
15	25.7	24.8	24.7	27.4	27.7	26.3	25.6
16	24.5	25.2	23.4	28.2	27.6	27.1	25.1
17	24.2	24.7	26.1	27.2	28.1	26.4	26.6
18	26.2	24.0	26.3	27.3	28.6	27.4	27.2
19	27.8	27.8	28.0	27.5	28.4	27.6	28.1
20	28.8	29.2	29.1	28.7	30.1	28.2	28.2
21	30.1	28.9	29.6	28.7	29.6	29.4	28.6
22	29.0	28.1	28.5	28.2	29.3	29.6	29.7
23	30.8	31.1	29.0	29.0	29.6	30.0	31.1
24	31.0	33.8	30.7	30.2	35.7	33.5	28.8
10-12	24.0	25.5	23.8	26.1	26.0	25.4	25.2
14-16	25.1	25.0	24.1	27.8	27.6	26.7	25.3
0-24	28.4	29.4	28.3	29.0	29.8	29.5	28.3

85TH PERCENTILE							
Hr Ending	Wednesday 12-Jul-23	Thursday 13-Jul-23	Friday 14-Jul-23	Saturday 15-Jul-23	Sunday 16-Jul-23	Monday 17-Jul-23	Tuesday 18-Jul-23
1	33.6	38.6	33.2	37.6	34.1	32.3	33.8
2	42.1	43.0	38.3	42.3	34.6	-	34.6
3	34.9	47.6	40.9	32.7	43.7	34.5	42.4
4	36.3	39.8	37.6	34.9	38.0	42.1	37.0
5	46.4	44.0	43.9	38.0	43.2	39.1	34.4
6	39.2	42.3	42.3	44.4	42.0	41.9	43.9
7	37.1	38.4	36.5	39.1	40.1	38.5	35.8
8	33.5	33.0	34.4	36.1	38.3	34.1	33.0
9	30.0	30.7	31.7	34.2	35.4	31.2	30.4
10	30.4	29.6	31.0	33.5	34.1	29.5	29.3
11	30.7	30.5	29.1	30.6	31.6	30.0	30.1
12	29.8	29.7	29.0	30.9	31.1	30.6	29.7
13	29.5	30.3	29.7	32.2	31.1	29.4	30.1
14	30.8	30.4	29.2	31.5	32.2	30.8	30.9
15	30.9	30.5	29.6	31.6	32.3	31.4	29.8
16	29.8	30.4	29.9	32.5	31.8	31.2	29.4
17	29.5	29.9	31.2	31.4	32.4	31.0	30.7
18	31.1	30.3	30.7	31.5	33.6	31.9	31.3
19	31.8	32.8	35.7	31.8	33.2	32.1	32.3
20	33.9	34.6	34.0	33.8	35.3	33.0	33.4
21	35.8	34.2	34.6	33.7	34.8	34.1	34.2
22	34.0	32.1	33.0	32.4	34.5	35.0	34.2
23	36.2	38.4	34.6	33.6	35.0	35.4	38.5
24	35.7	45.6	36.5	35.1	48.4	39.5	36.1
10-12	30.3	30.1	29.1	30.7	31.3	30.3	29.9
14-16	30.4	30.5	29.7	32.0	32.0	31.3	29.6
0-24	33.9	35.3	34.0	34.4	35.9	33.9	33.6

7 DAY AVERAGE SPEED	29.0
7 DAY AVERAGE 85th PERCENTILE	34.4
5 DAY OFF PEAK AVERAGE SPEED	25.0
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	30.1

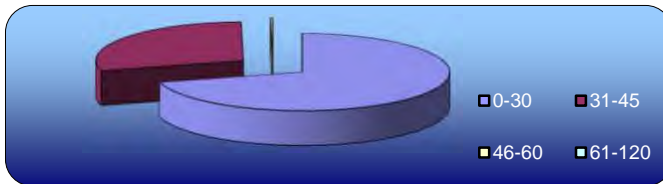
Automatic Classified Counts

LOCATION: UPPINGHAM

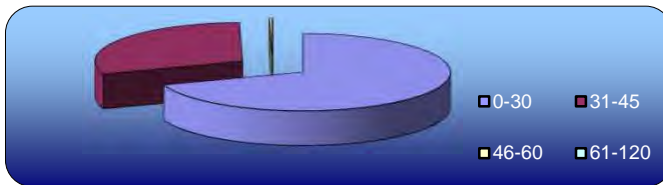
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 12-Jul-23	Thursday 13-Jul-23	Friday 14-Jul-23	Saturday 15-Jul-23	Sunday 16-Jul-23	Monday 17-Jul-23	Tuesday 18-Jul-23
0-30	3511	3242	3246	2207	1676	2866	2985
31-45	1442	1403	1307	1438	1272	1556	1339
46-60	12	15	8	10	11	10	9
61-120	0	1	0	0	0	0	0
TOTAL	4965	4661	4561	3655	2959	4432	4333

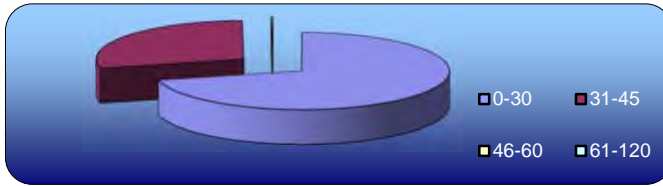
Wednesday
12-Jul-23



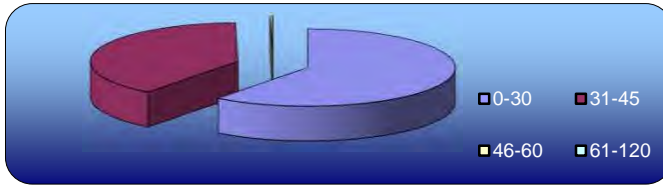
Thursday
13-Jul-23



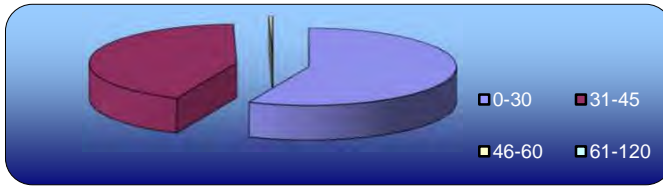
Friday
14-Jul-23



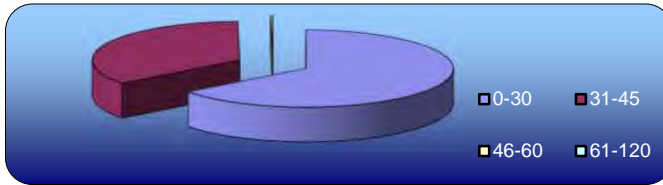
Saturday
15-Jul-23



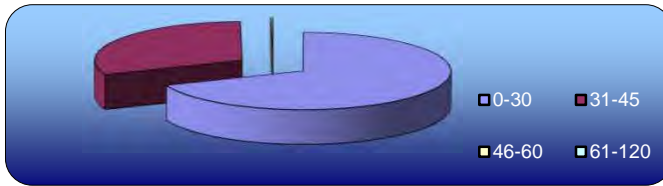
Sunday
16-Jul-23



Monday
17-Jul-23



Tuesday
18-Jul-23



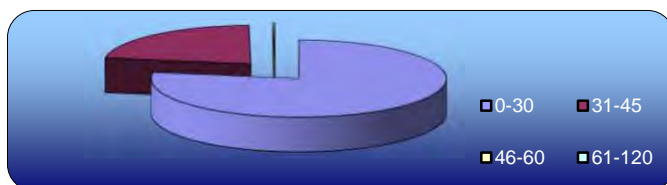
Automatic Classified Counts

LOCATION: UPPINGHAM

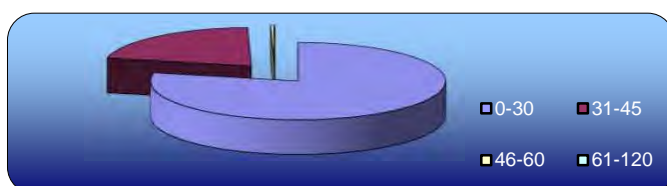
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 12-Jul-23	Thursday 13-Jul-23	Friday 14-Jul-23	Saturday 15-Jul-23	Sunday 16-Jul-23	Monday 17-Jul-23	Tuesday 18-Jul-23
0-30	3950	4048	4118	2870	2237	3401	3662
31-45	1134	1095	1044	1107	1078	1105	994
46-60	10	19	13	12	11	15	9
61-120	0	2	3	1	2	0	1
TOTAL	5094	5164	5178	3990	3328	4521	4666

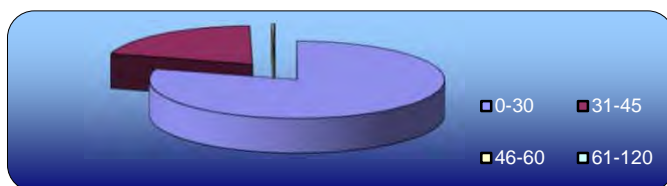
Wednesday
12-Jul-23



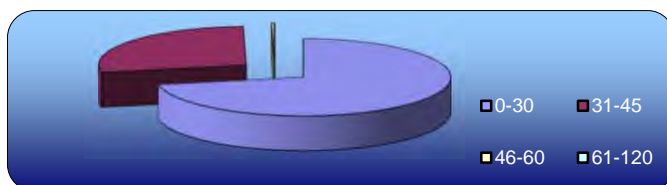
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13-Jul-23



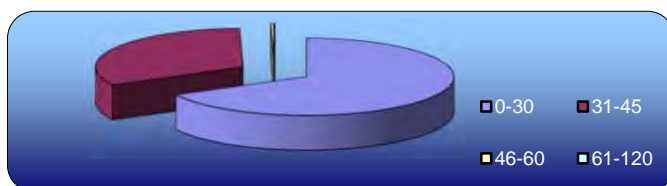
Friday
14-Jul-23



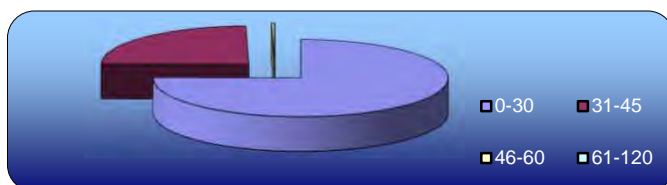
Saturday
15-Jul-23



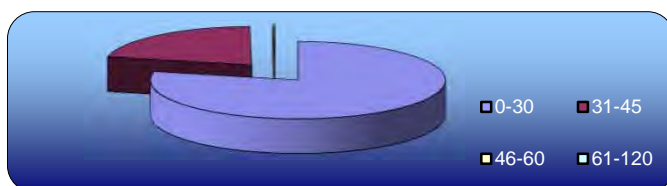
Sunday
16-Jul-23



Monday
17-Jul-23



Tuesday
18-Jul-23

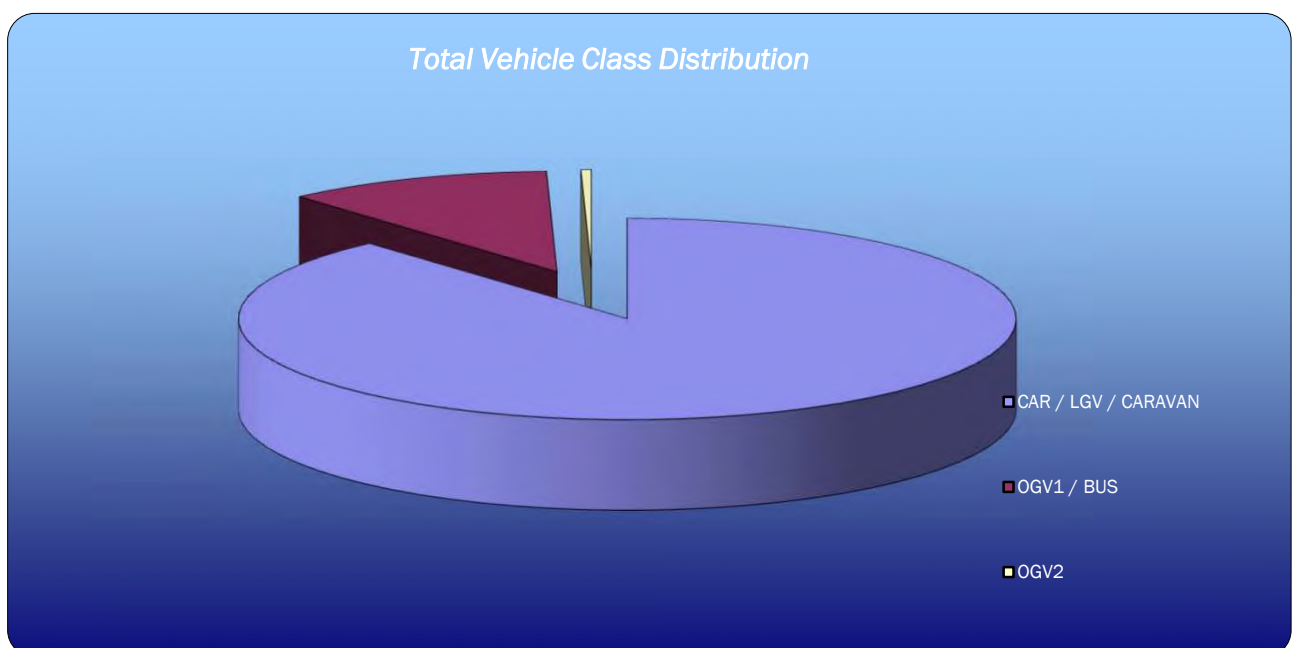


Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
12-Jul-23				
7-19	3571	544	43	4158
6-22	4120	602	44	4766
6-24	4223	610	45	4878
0-24	4289	628	48	4965
13-Jul-23				
7-19	3377	496	18	3891
6-22	3902	540	22	4464
6-24	4011	545	23	4579
0-24	4074	560	27	4661
14-Jul-23				
7-19	3420	450	13	3883
6-22	3853	487	15	4355
6-24	3954	493	15	4462
0-24	4038	507	16	4561
15-Jul-23				
7-19	2863	243	5	3111
6-22	3192	271	5	3468
6-24	3308	281	5	3594
0-24	3363	287	5	3655
16-Jul-23				
7-19	2403	134	6	2543
6-22	2688	156	6	2850
6-24	2745	156	6	2907
0-24	2791	162	6	2959
17-Jul-23				
7-19	3386	473	15	3874
6-22	3776	515	16	4307
6-24	3830	519	16	4365
0-24	3886	529	17	4432
18-Jul-23				
7-19	3231	457	9	3697
6-22	3691	497	9	4197
6-24	3758	499	10	4267
0-24	3808	513	12	4333
AVERAGE				
7-19	3179	400	16	3594
6-22	3603	438	17	4058
6-24	3690	443	17	4150
0-24	3750	455	19	4224

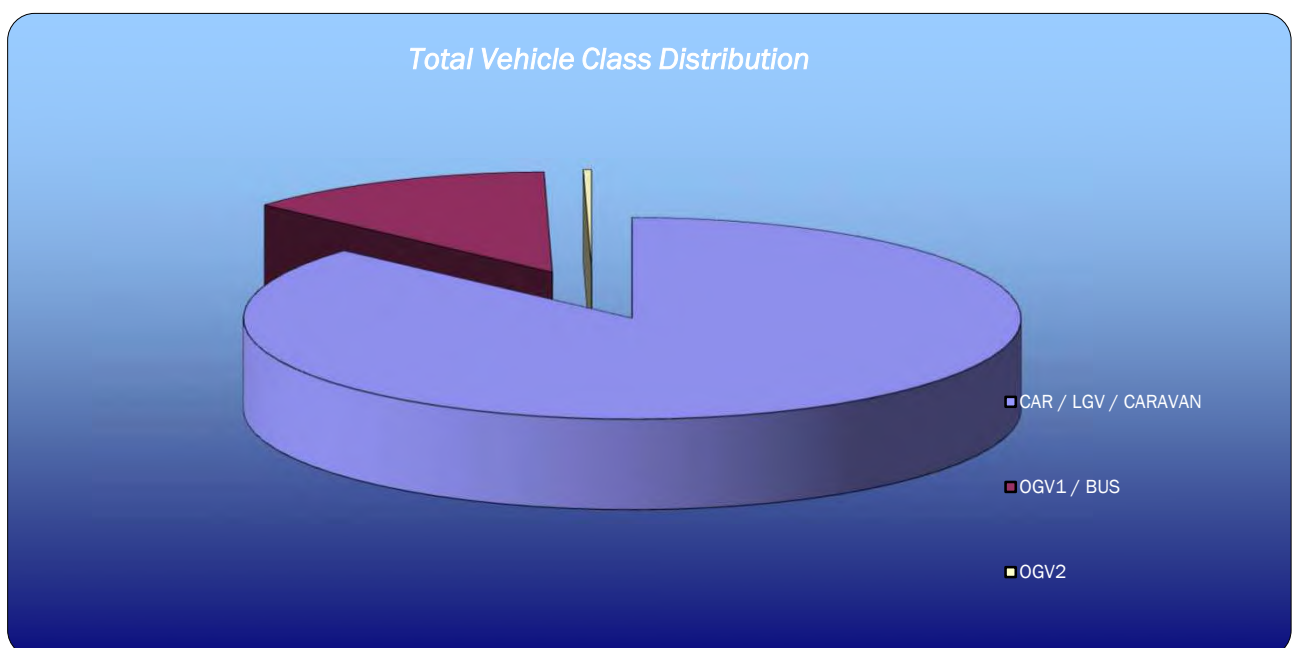


Automatic Classified Counts

LOCATION: UPPINGHAM

Direction : SOUTHBOUND

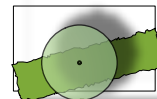
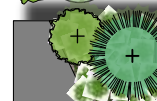
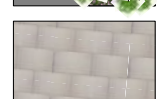


VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
12-Jul-23				
7-19	3701	588	20	4309
6-22	4231	637	20	4888
6-24	4284	639	21	4944
0-24	4424	649	21	5094
13-Jul-23				
7-19	3693	634	17	4344
6-22	4257	693	19	4969
6-24	4343	700	19	5062
0-24	4435	710	19	5164
14-Jul-23				
7-19	3870	556	4	4430
6-22	4363	610	4	4977
6-24	4450	620	4	5074
0-24	4531	642	5	5178
15-Jul-23				
7-19	3089	318	5	3412
6-22	3463	352	6	3821
6-24	3557	359	6	3922
0-24	3614	370	6	3990
16-Jul-23				
7-19	2608	238	9	2855
6-22	2916	273	9	3198
6-24	2957	278	9	3244
0-24	3029	290	9	3328
17-Jul-23				
7-19	3276	584	27	3887
6-22	3714	642	27	4383
6-24	3759	648	27	4434
0-24	3839	655	27	4521
18-Jul-23				
7-19	3341	605	12	3958
6-22	3821	657	13	4491
6-24	3887	660	13	4560
0-24	3974	679	13	4666
AVERAGE				
7-19	3368	503	13	3885
6-22	3824	552	14	4390
6-24	3891	558	14	4463
0-24	3978	571	14	4563





APPENDIX D: Site Layout Plan



KEY

-  Existing Trees/Hedges Retained
-  Proposed Soft Landscape Lawn/Planting/Trees
-  Stone Paving Granite rigid construction
-  Clay Pavers 50mm wide flexible construction
-  Composite Deck Recycled non-slip surface

-  Clear-Bound Aggregate Pedestrian
-  Clear-Bound Aggregate Vehicular

- P10 Revised to suit new building, basketball omitted, hedges around ASHP enclosure revised* LJS 23.01.24
- P09 Substation and switchroom moved into site, ASHP enclosure added, existing trees retained, bin store rearranged, bark mulch added under trees. Brick wall reduced in height.* LJS 17.01.24
- P08 Revised to suit latest layout including revised cloister, ramp added to kitchen delivery and bin store, cloister paving revised to clay, path added to plantroom* LJS 05.12.23

UPPINGHAM SCHOOL, MEADHURST
FOR UPPINGHAM SCHOOL

Landscape Proposals

DRAWING NO: 4403-LEA-00-00-DR-L-1001 **REVISION NO:** P10

Scale: 1:200 @ A2

Date: 23/01/2024

Status: Information

LIVINGSTON EYRE ASSOCIATES
UNIT SEVEN 16 HOXTON SQUARE LONDON N1 6NT
tel 020 7247 8911 www.livingstoneyre.co.uk
landscape architects and urban designers

APPENDIX E: Pedestrian Visibility and Swept Path Drawings



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Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client

UPPINGHAM SCHOOL

project

REFURBISHMENT OF FARLEIGH & MEADHURST

title

SITE EGRESS 2M X 2M PEDESTRIAN VISIBILITY

scale

1:200 @ A3

drawn by

RDG

checked by

RDG

date created
JANUARY 2024

date revised

-

cad file

01 & TK14-TK18

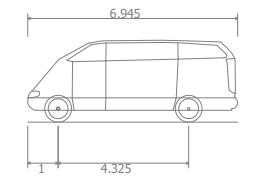
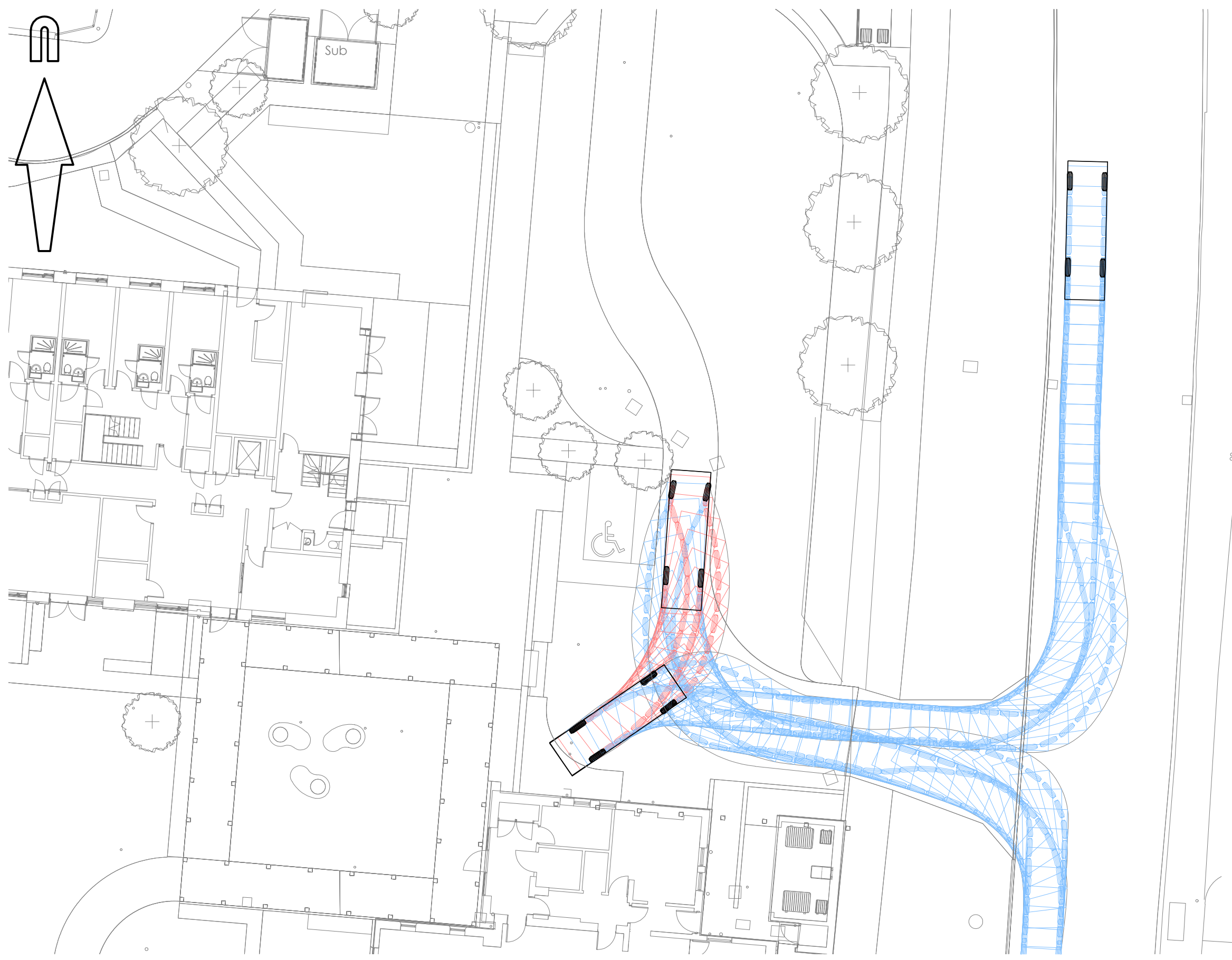
suitability

rev.

-

drawing number

B/USFARLEIGH&MEADHURST.1/01



Mercedes Sprinter Traveliner Van 315CDI
 Overall Length 6.945m
 Overall Width 1.993m
 Overall Body Height 2.715m
 Min Body Ground Clearance 0.400m
 Track Width 1.993m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 7.800m



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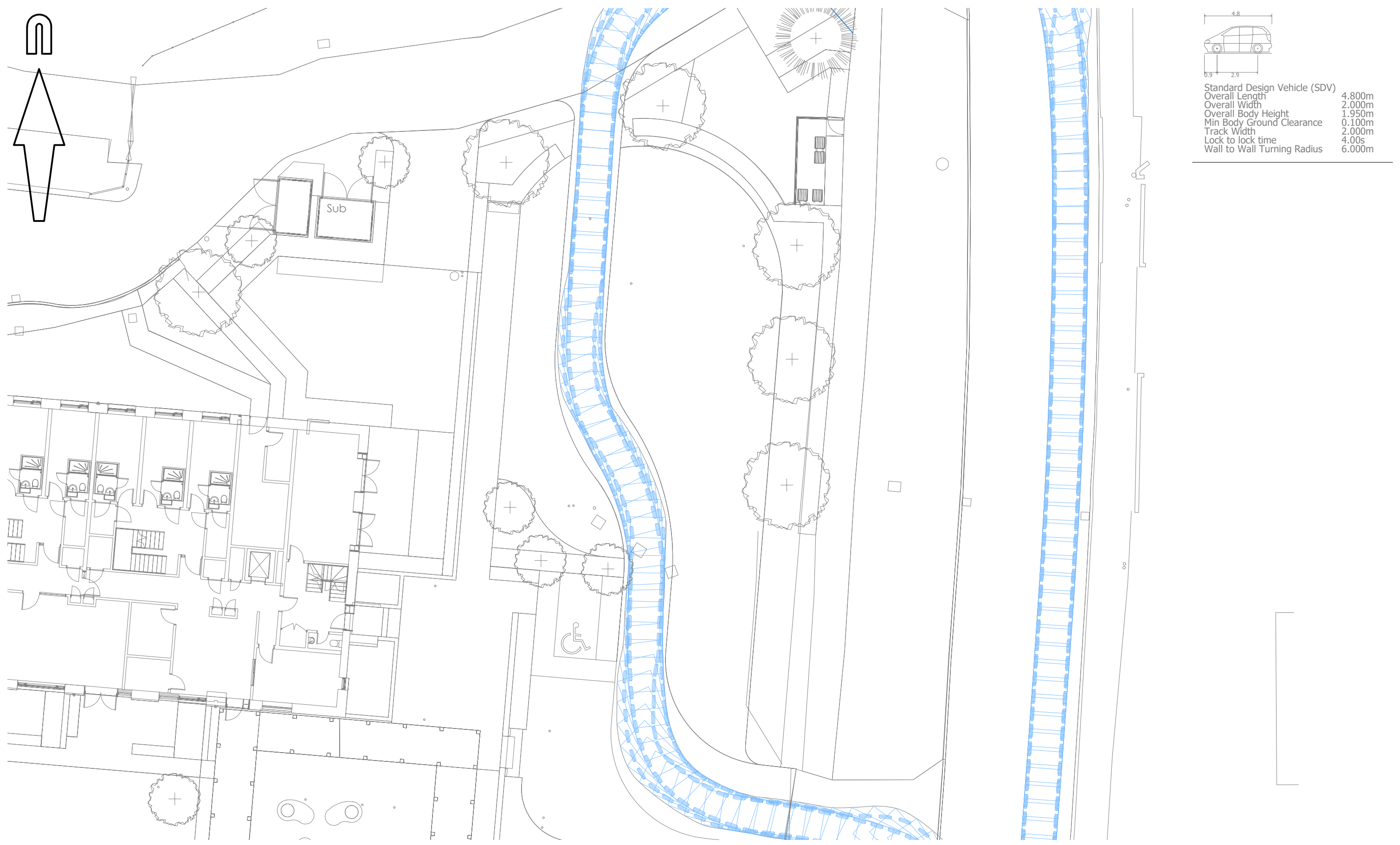
client
UPPINGHAM SCHOOL

project
REFURBISHMENT OF FARLEIGH & MEADHURST

title
**SWEPT PATH ANALYSIS OF DELIVERY VAN
 ENTERING AND EXISTING SITE**

scale 1:200 @ A3	drawn by RDG	checked by RDG
date created JANUARY 2024	date revised -	cad file 01 & TK14-TK18
drawing number B/USFARLEIGH&MEADHURST.1/TK14		suitability -

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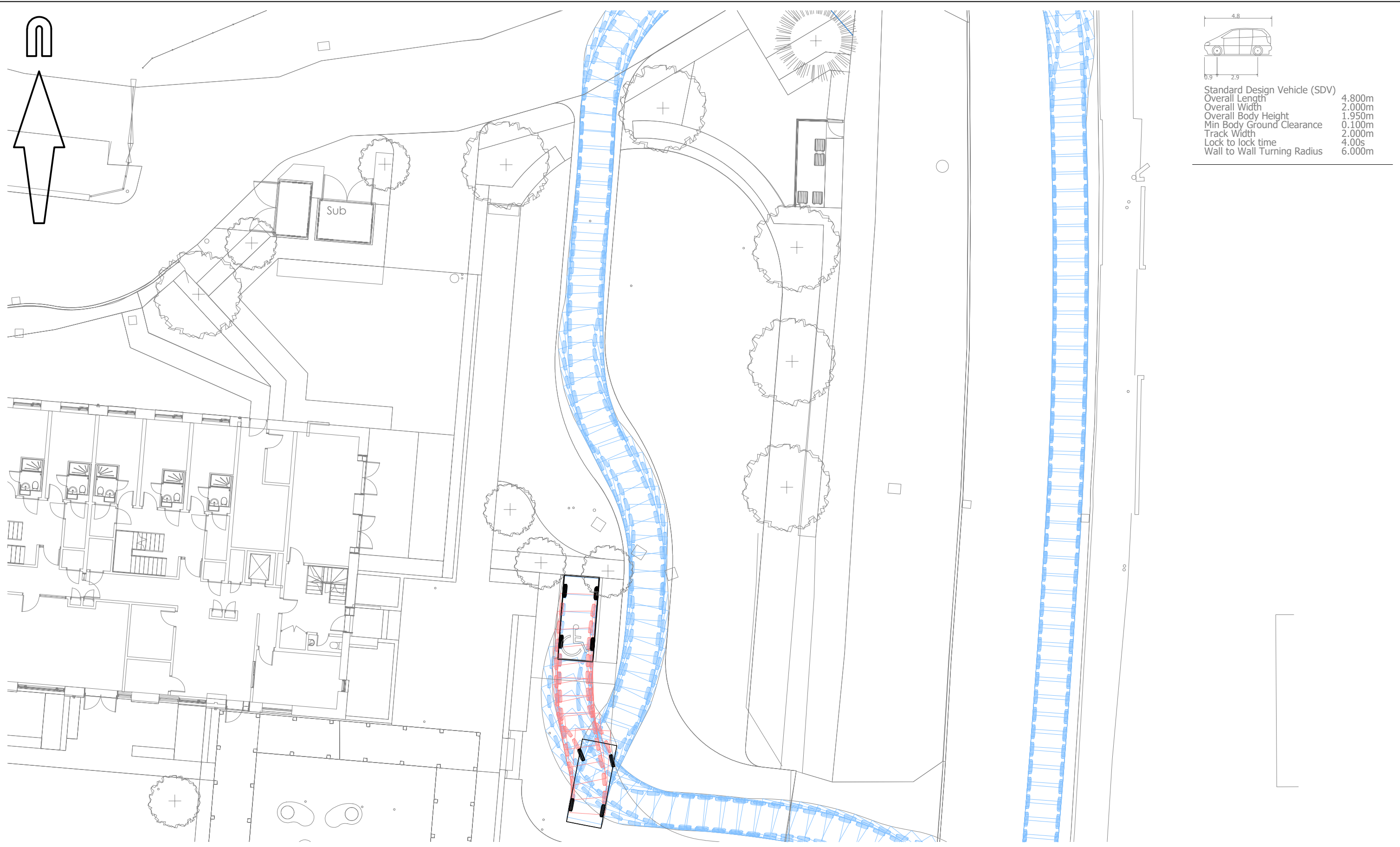
client
UPPINGHAM SCHOOL

project
REFURBISHMENT OF FARLEIGH & MEADHURST

title
**SWEPT PATH ANALYSIS OF CAR
 ENTERING AND EXISTING SITE**

scale	drawn by	checked by
1:200 @ A3	RDG	RDG
date created	date revised	cad file
JANUARY 2024	-	01 & TK14-TK18
drawing number	suitability rev.	
B/USFARLEIGH&MEADHURST.1/TK15	-	

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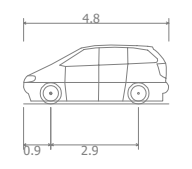
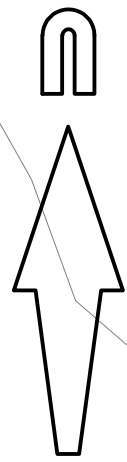
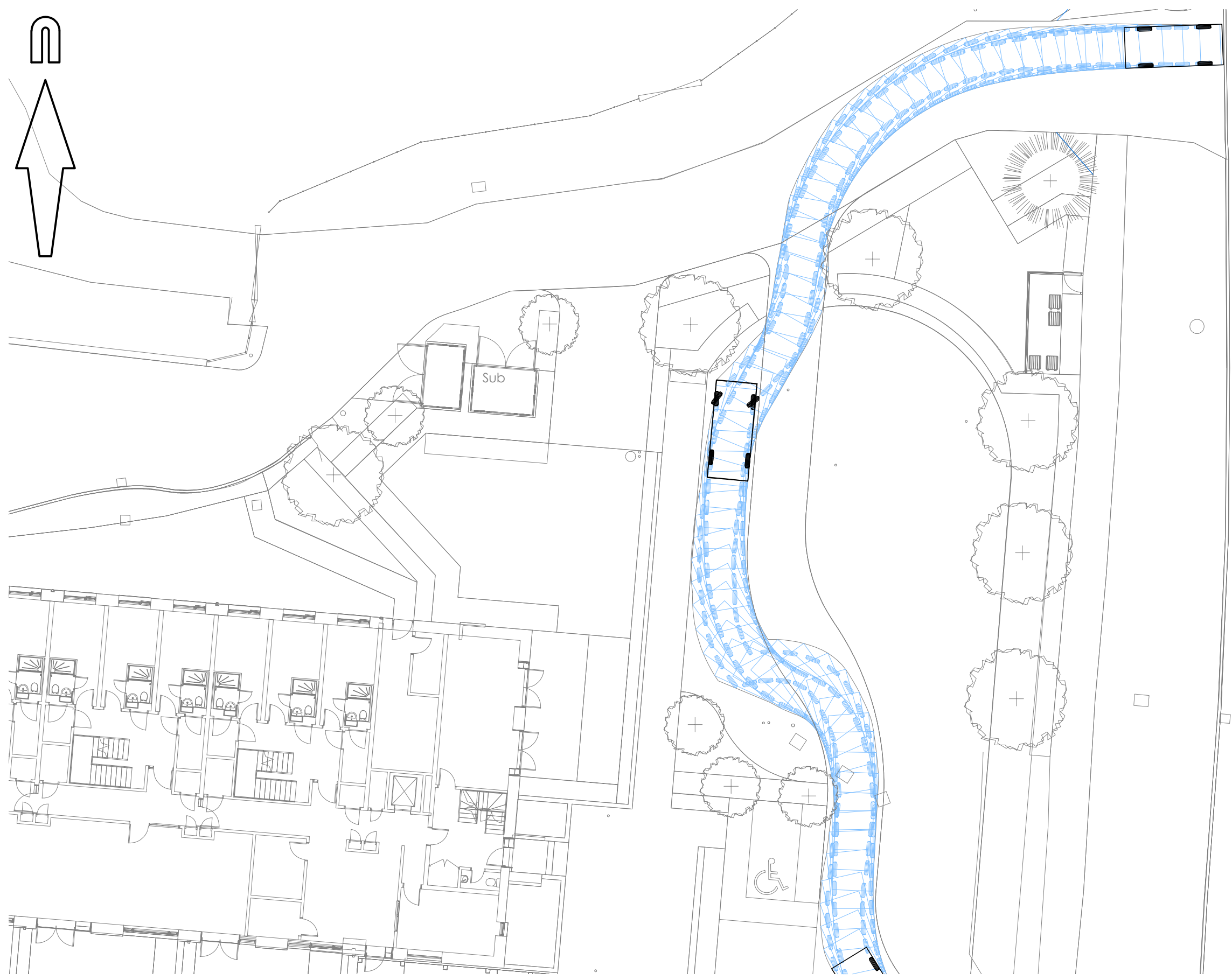
client
UPPINGHAM SCHOOL

project
REFURBISHMENT OF FARLEIGH & MEADHURST

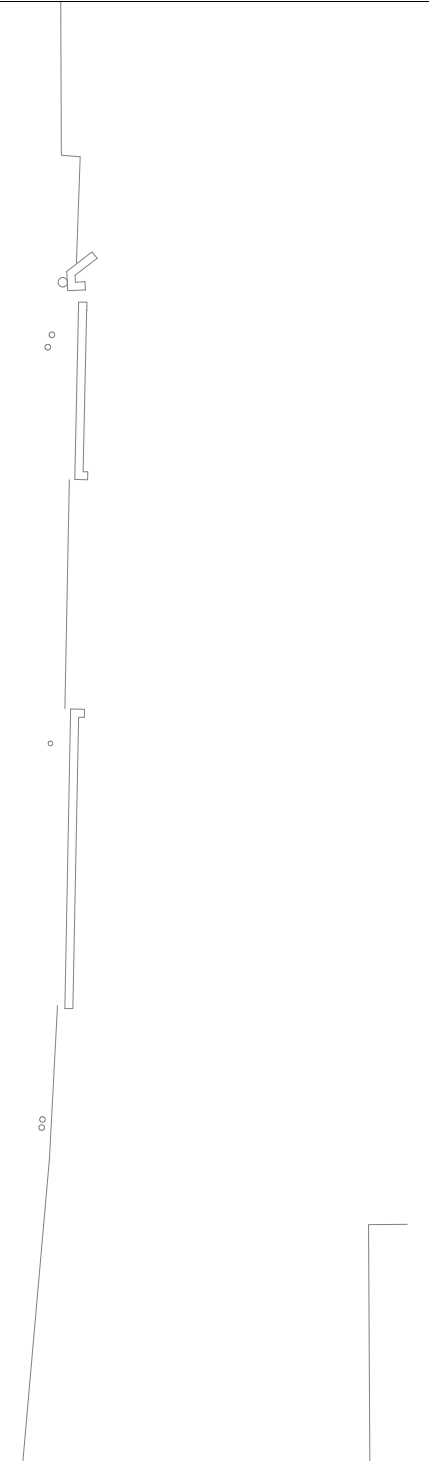
title
**SWEPT PATH ANALYSIS OF DISABLED USER
 ENTERING AND EXISTING SITE**

scale 1:200 @ A3	drawn by RDG	checked by RDG
date created JANUARY 2024	date revised -	cad file 01 & TK14-TK18
drawing number B/USFARLEIGH&MEADHURST.1/TK16		suitability -

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Standard Design Vehicle (SDV)	4.800m
Overall Length	2.000m
Overall Width	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m



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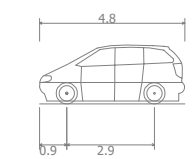
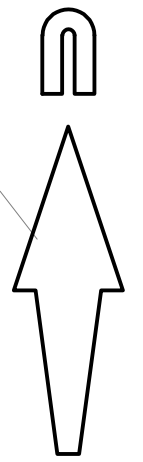
client
UPPINGHAM SCHOOL

project
REFURBISHMENT OF FARLEIGH & MEADHURST

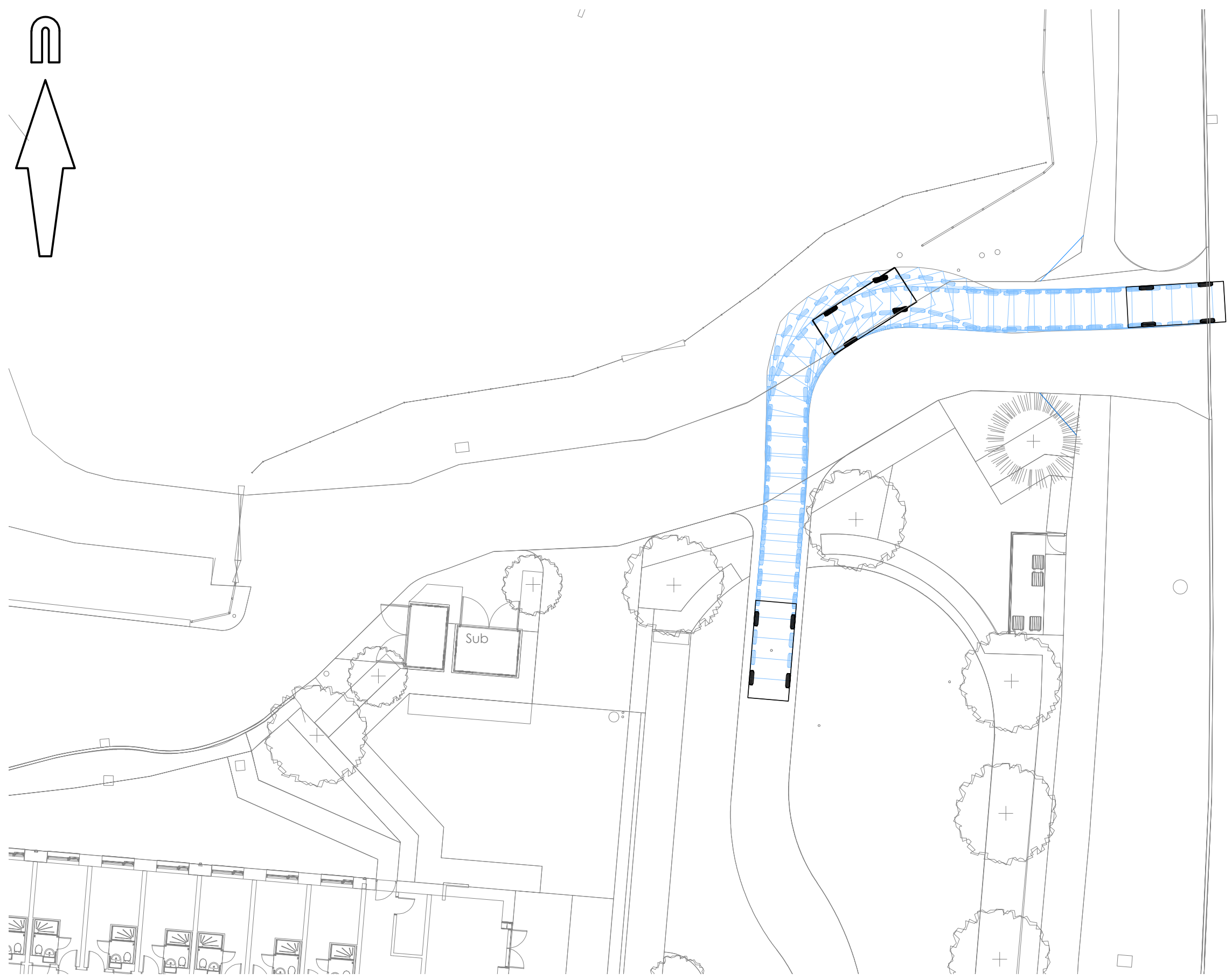
title
**SWEPT PATH ANALYSIS OF CAR
 ENTERING AND EXISTING SITE DROP OFF /
 COLLECTION AREAS**

scale 1:200 @ A3	drawn by RDG	checked by RDG
date created JANUARY 2024	date revised -	cad file 01 & TK14-TK18
drawing number B/USFARLEIGH&MEADHURST.1/TK17		suitability -

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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m



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client	UPPINGHAM SCHOOL
project	REFURBISHMENT OF FARLEIGH & MEADHURST

title	SWEPT PATH ANALYSIS OF CAR ENTERING AND EXITING SITE PROPOSED LAY-BY
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scale	1:200 @ A3	drawn by	RDG	checked by	RDG
date created	JANUARY 2024	date revised	-	cad file	01 & TK14-TK18
drawing number	B/USFARLEIGH&MEADHURST.1/TK18				

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