

Land at Elmstead Market

**Technical Note:
Highways and
Accessibility**

April 2013

For Knight Development Ltd

DOCUMENT REVIEW SHEET:-

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Document Status

| Issue | Date | Description | Author | Checked |
|--------------|-------------|--------------------------|---------------|----------------|
| 1 | April 2013 | Draft for client comment | JP | RE |
| 2 | April 2013 | FINAL | JP | RE |

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1.0 Introduction

- 1.1.1 This Technical Note has been prepared on behalf of Knight Developments Ltd, in respect of a residential development at land at Elmstead Market, Essex.
- 1.1.2 The site is being considered for potential residential development of approximately 20 dwellings and a community hall with open space and allotments. This Technical Note provides an assessment of the site in terms of highways and accessibility. The site is located to the north of the village on Elmstead Market on the western side of Church Road. A site location plan is contained in **Figure 1**.
- 1.1.3 In addition to housing, it is proposed to set aside land to provide a new football pitch adjacent to the existing cricket pitch to create a large recreational area. It is also planned to provide an area for a Community Centre with associated car parking. An indicative layout is contained in **Appendix A**.

1.2 Site Location

- 1.2.1 The site is currently agricultural land located on the northern outskirts of the village of Elmstead Market, bound by further agricultural land to the north. To the west, Elmstead Primary School borders the site, with the Vicarage and public open space bordering the southern edge of the site. Church Road forms the western boundary.

1.3 Background and Planning History

- 1.3.1 The intention is to provide a mix of housing types including smaller properties as well as large family housing. The village has been identified through the Core Strategy to support approximately 40 new dwellings.
- 1.3.2 An initial meeting with the Parish Council to discuss the the opportunity for development in Elmstead Market took place in October 2011. The Parish Council identified an aspiration for a new Community Centre and raised some concerns relating to the highway network though the village, particularly at the junction of Church Road / A133 / School Road and in relation to vehicle speeds and road safety. This Technical Note therefore includes a review of the Personal injury Accidents (PIAs) recorded at this junction and a traffic survey of the vehicle turning movements.
- 1.3.3 Further to this, a public consultation was carried out on 13 December 2012 and comments received reflected the advice from the Parish Council. A number of local residents were concerned at the queuing traffic on Church Road approaching the junction and that more cars would simply be unacceptable.
- 1.3.4 Access is to be taken from Church Road in the form of a priority T junction. The site has full frontage along Church Road so the required visibility standards can be achieved. A meeting was held with Martin Mason of Essex County Council on the 18th May 2012.

Martin Mason accepted the principle of access from Church Road in line with the scale of development proposed.

- 1.3.5 Pedestrian access is proposed from Church Road, with the potential to provide an additional pedestrian link to the south-west of the site to provide good connections to the existing village amenities and in particular Elmstead Primary School. A link is also proposed to the existing Public Footpath Number 7 which currently runs along the northern boundary of the site. Church Road currently operates as an informal shared pedestrian/carriageway at the location of the site as there are no formal footways north of property number 41. It is considered that given the scale of the proposed development and the low traffic flow passed the site that the provision of a formal pedestrian footway along the site frontage is not required.
- 1.3.6 Opposite the south east corner of the site is a newly constructed residential development comprising six high quality large dwellings which takes access directly from Church Road at a priority T junction. The application was submitted twice to Tendring for consideration and gained approval in June 2006 (planning reference 06/0760/FUL). The highway authority had no objection to the proposal. Whilst it was not a requirement of the development to provide a footway in front of the site, ECC requested that land should be made available to allow a 1.8m footway to be constructed at a later date. It would appear that a strip of verge has been left available but not at 1.8m wide having been resurfaced as part of the carriageway. To date the footway has not been formalised. This is considered to reflect that the quiet nature of the road in this area and that the shared use of the carriageway operates effectively.

2.0 Existing Conditions

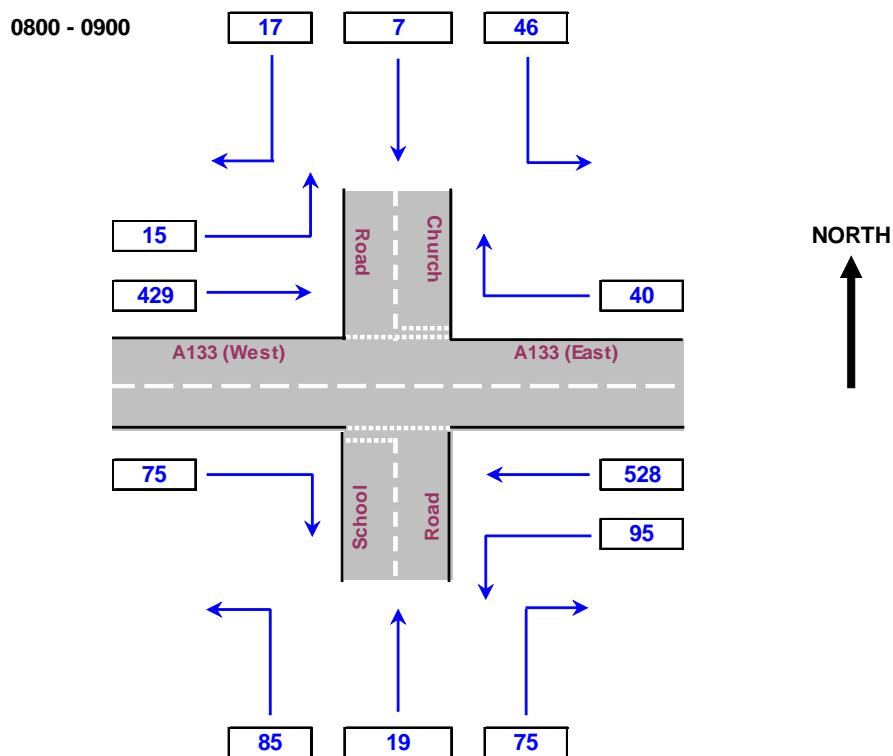
2.1 Site Location and Surrounding Highway Network

- 2.1.1 A field access to the south east corner currently provides access into the site. There are no hedgerows and vegetation present along the site frontage so visibility along the site frontage is good.
- 2.1.2 To the north of the site Church Road provides access to Elmstead Parish Church and some agricultural farm holdings only. Church Road beyond the Church is onerous and narrow and requires routing through gated/private farmland. It is therefore considered that traffic using this route is negligible.
- 2.1.3 Church Road is currently subject to a 30mph speed limit however given the existing narrow highway width adjacent to the site it is anticipated vehicle speeds are lower.
- 2.1.4 The village is developed around the strategic route of A133 Colchester Road, which runs in an east to west direction through the centre of the village. Church Road meets Colchester Road at a four arm staggered cross road with School Road forming the fourth arm. Church Road is the main north to south road through the village to serve the residential area and the parish church to the north. There are some 29 properties along Church Road taking direct access, before Holly Way. Holly Way meets Church Road at priority T junction and is a feeder road serving the residential area to the west of the village. A second point of access to this residential area is provided from the A133 further west of the Church Road junction.
- 2.1.5 There are approximately 280 properties in the residential area being served from these two points of access. However given the highway network within the residential area it is likely approximately 120 dwellings will use the Holly Way / Church Road junction.
- 2.1.6 To the north of Holly Way, Church Road provides access to approximately 22 properties, all with frontage access and off road parking, the cricket ground, bowls club, the church and farmland.
- 2.1.7 There is a 30mph speed limit throughout the village of Elmstead Market, with gateway features at the village perimeters on the A133.

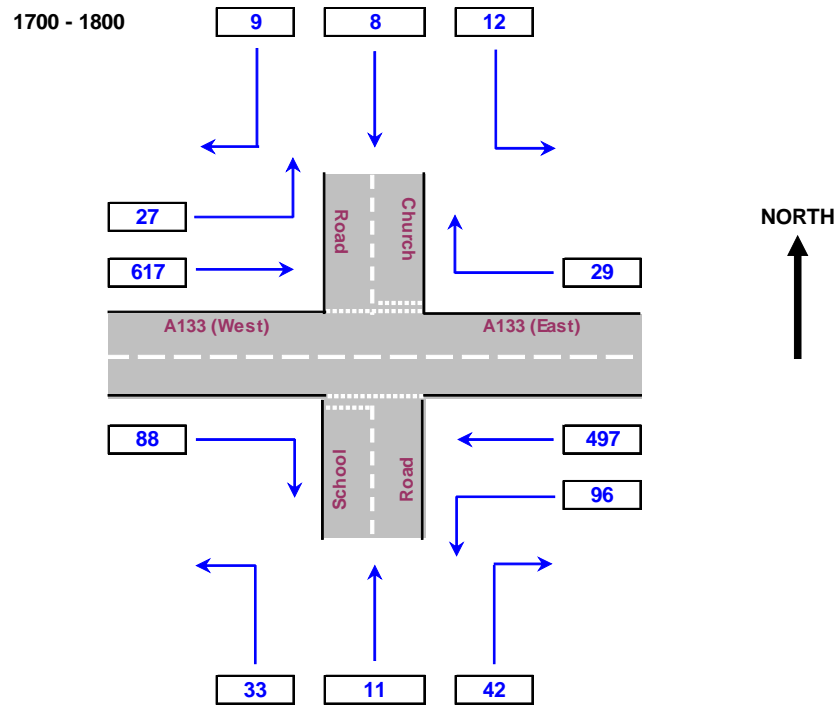
2.2 Traffic Flows

- 2.2.1 A traffic count was undertaken at the junction of Church Road / A133 to establish the vehicle movements through the village and at the junction. The survey data is contained in **Appendix B**. This count was undertaken on Wednesday 20th March 2013 between the hours 0700 and 1900. The survey included a queue length survey on the Church Road approach to the junction. The results of the junction turning count are presented below. The maximum queue recorded over the 12 hour count period on Church Road was 3 vehicles. The three vehicle queue occurred between 08:00 and 09:00, 13:30 and 14:00 and at 17:00. A queue is

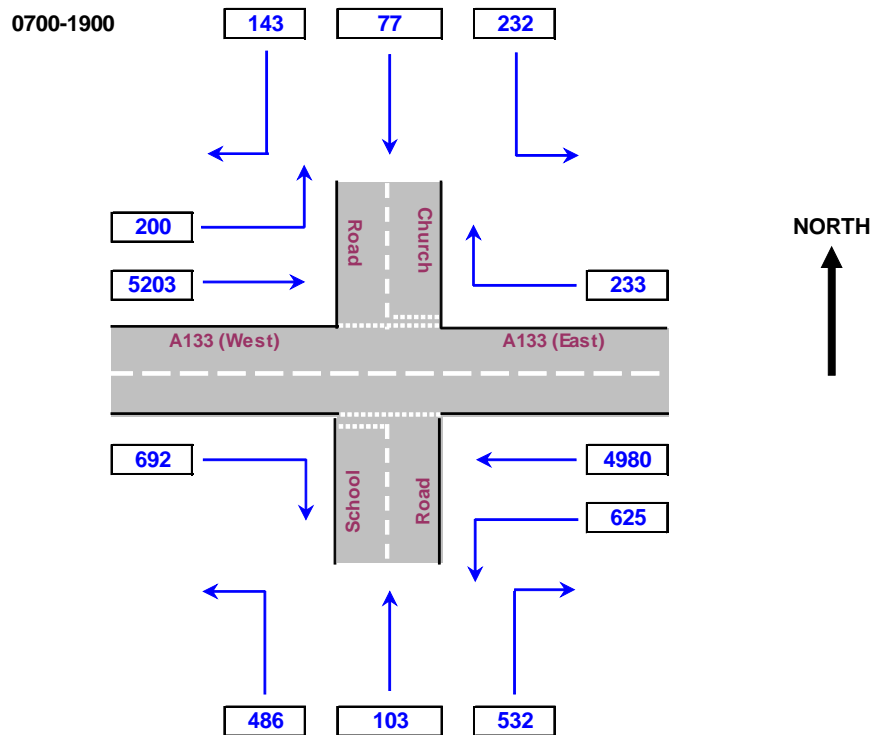
defined as a line of more than 1 vehicle that is either stationary or moving up to 4 mph and does not include vehicles “rolling” up to vehicles at the back. Queues were recorded as the maximum queue observed in each 15 minute period over the 12 hour survey period. A review of the video survey shows that the delay to drivers waiting to exit from Church Road is minimal and that drivers waited no more than 24 seconds when there was a queue of three vehicles.



Flow Diagram 1: AM Peak Hour Traffic Flows (0800 – 0900)



Flow Diagram 2: PM Peak Hour Traffic Flows (1700-1800)



Flow Diagram 3: 12 Hour Traffic Flows (0700 - 1900)

- 2.2.2 The traffic count data shows that the majority of traffic turns left from Church Road onto the A133 East (66% in the AM peak), 24% of traffic turned right onto the A133 West and 10%

travelled straight ahead into School Road. The two way peak hours flows through the junction are in the region of 1,000 vehicles.

2.3 Public Transport

- 2.3.1 Elmstead Market is served by public transport which operates along Colchester Road (A133). There are bus stops located on Colchester Road (A133) outside the Kings Arms Public House at the junction with Church Road. These bus stops are located approximately 600m walking distance from the site. Routes 76 and 77 provide an hourly service to/from Colchester and to/from Great Bentley and Clacton. The eastbound bus stop includes a recently constructed bus shelter with seating and timetable information. The westbound bus stop consists of a simple flag with timetable information.

2.4 Pedestrian Access

- 2.4.1 The IHT Guidelines provide the following distances for consideration as a guide in assessing the connectivity to public transport services and local amenities by walking.

| IHT Guidelines | Distance | |
|----------------|---|-----------------------------|
| | Commuting, Walking to School and Recreational | Other Non-Commuter Journeys |
| Desirable | 500m | 400m |
| Acceptable | 1,000m | 800m |
| Considered | 2,000m | 1,200m |

Source: IHT 'Guidelines for Providing for Journeys on Foot' (2000)

Table 2.1: IHT Walk Journey Times

- 2.4.2 At a distance of 600m from the site, the pedestrian route to the bus stops is direct and would take approximately 8 minutes (based on a walk speed of 80m per minute). It is therefore considered acceptable although outside the desirable 400m. There is an existing pelican crossing on Colchester Road to provide safe access to the westbound bus stop.

2.5 Footway Provision

- 2.5.1 There is existing footway provision on the eastern side of Church Road from The Green (at the junction with the A133) to number 41 Church Road, as shown on **Figure 2**. From number 41 Church Road northwards there is grass verge on both sides that is within the highway boundary however it is narrow to the western side along the cricket ground edge. At present, Church Road past No 41 operates as an informal shared use footway/carriageway. Pedestrians (mainly dog walkers) and vehicles share the carriageway and are considerate of one another.
- 2.5.2 There is no evidence of an issue with on-street parking which could cause obstructions to Church Road given that most properties have provision for off-street parking.

2.5.3 The site adjoins the Primary School and there is potential to provide a direct link into the school.

2.5.4 There are existing public footpaths to the north of the site (PFP7) and to the south of the site (PFP8) as shown on **Figure 2**. A link to PFP7 is shown on the masterplan (please see **Appendix A**).

2.6 Personal Injury Accident Review

2.6.1 Personal Injury Accident (PIA) data has been provided by Essex County Council (ECC) covering a five year period from 1st March 2007 to 29th February 2012. The study area covered the village of Elmstead Market, along the A133 to Tye Road to the west and Bromley Road signal controlled junction to the east. The accident data and plot is contained in **Appendix C**.

Summary of Accidents

2.6.2 The table below summarises the PIAs recorded within the study area by severity and year.

| Year | Slight | Serious | Fatal | Annual Total |
|------------------------------|--------|---------|-------|--------------|
| 2007 (From March onwards) | 1 | 2 | 0 | 3 |
| 2008 | 1 | 0 | 0 | 1 |
| 2009 | 0 | 0 | 0 | 0 |
| 2010 | 3 | 2 | 0 | 5 |
| 2011 | 0 | 0 | 0 | 0 |
| 2012 (Jan & Feb only) | 0 | 0 | 0 | 0 |
| Injury Severity Total | 5 | 4 | 0 | 9 |

Table2.2: Summary of accidents by year and severity

Accidents by Location

The Beth Chatto Gardens to Bromley Road junction

2.3.3 In this section of highway there have been three PIAs recorded, two slight and one serious. The serious accident involved a vehicle travelling away from Elmstead Market towards Frating. The driver lost control of the vehicle and it left the carriageway. This was most likely the result of driver error as no other road users or contributory factors were recorded.

2.6.4 The first of the slight injury accidents occurred in icy conditions, when a vehicle lost control travelling in a south to north direction. Contributing factors include the slippery road surface due to the weather and the road layout (downhill bend).

2.6.5 The second slight accident was the result of a driver colliding with the rear of a parked vehicle. The accident data reports likely driver error (failed to look properly).

Gt Bromley signal controlled junction

- 2.6.6 Two accidents have been recorded at the junction. The first occurred when a vehicle turned right into Bromley Road from Colchester Road crossed the path of another vehicle travelling in the opposite direction. The second was the result of a rear shunt where a right turning vehicle waiting to turn into Bromley Road was hit from the rear by a second vehicle. The road conditions were noted as slippery due to the weather.

Church Road/Colchester Road junction

- 2.6.7 The next cluster of accidents is at the Church Road/Colchester Road/School Road crossroads where two PIAs were recorded during the five year period. Both resulted in serious injury.
- 2.6.8 In 2007 a vehicle pulling out of Church Road turning left collided with the side of a second vehicle travelling along the A133 towards Colchester. Contribution factors included in the report were “failed to judge other persons path or speed” and “failed to signal/misleading signal”. This suggests that the vehicle on the mainline A133 was perhaps signalling to turn into Church Road and therefore the driver exiting Church Road thought it safe to do so. The report does not suggest that the highway layout was a contributing factor.
- 2.6.9 The second accident was in 2010. It involved one vehicle which lost control when approaching the junction. The weather conditions were icy and the accident report queries the approach speed.
- 2.6.10 It is known from initial discussion with ECC that highway improvements in the past have been carried out. These were likely as a result of highway safety with the introduction of anti-skid surfacing and the white lining to redefine the edge of carriageway. The anti-skid surfacing is much worn and therefore the works are unlikely to have been in recent years or maintained. It should be noted that no PIAs were recorded in 2011 or within the two months of data available for 2012.

The Colchester Road/Oatlands

- 2.6.11 The final two PIAs were recorded on Colchester Road just west of the junction with Oatlands. In both incidences the driver was impaired by alcohol. The first PIA involved a collision between an HGV and a pedal cyclist. The cyclist sustained serious injury. The second PIA involved a collision between two vehicles.

Summary PIA data

- 2.6.12 A review of the PIA data suggests that driver error is the primary contributory factor to the accidents recorded in the study area. There is no existing evidence of road safety issues as a result of the layout and design of the highway.

2.7 Summary

- 2.7.1 There are concerns by the locals regarding the safety of the highway network through the village. The Church Road/Colchester Road junction has been mentioned on several occasions by local representatives. The accident record over the last five years is not conclusive and wouldn't warrant a need for highway improvements to be considered by ECC which is the likely reason that the pedestrian crossing requested by the locals has not been realised.
- 2.7.2 The next section of the report considers improvements to the junction of Church Road/A133/ Station Road which could be provided by the development and improve the junction relative to the concerns of locals, particularly with relation to speed and pedestrians crossing

3.0 Development Proposals

3.1 Overview

- 3.1.1 It is proposed to provide around 20 residential dwellings on the site in an arch shape around a football pitch/ recreational area. It is also proposed to provide an area for a Community Centre with associated car parking. An indicative layout is contained in **Appendix A**.

3.2 Site Access

- 3.2.1 Access is to be taken from Church Road in the form of a priority T junction. The site has full frontage along Church Road so the required visibility standards can be achieved. A meeting was held with Martin Mason of Essex County Council on the 18th May 2012. Martin Mason accepted the principle of an access from Church Road for the scale of development proposed.
- 3.2.2 Church Road is subject to 30mph speed limit. The required visibility splays of 2.4m x 43m for a 30mph speed limit are achievable from the proposed site access in both directions.

3.3 Vehicular Trip Generation and Distribution

- 3.3.1 It is considered that the proposals will add very little to existing peak period traffic, especially given the proximity to the school. For the sake of robustness, we have considered a development of 25 dwellings for the following analysis, which is slightly more than the number actually proposed. 25 dwellings would give rise to approximately 15 vehicle trips in the morning peak. It is considered that traffic will distribute in accordance with the movements recorded by the traffic survey. This would equate to an additional 10 vehicles turning right, 2 travelling straight ahead and 3 turning left at the junction of Church Road /A133/ School Road in the AM Peak. It is considered that this will not be of detriment to the operation of the junction which was recorded to have a maximum queue of just three vehicles throughout the 12 hour traffic survey period. This is also considered to be the maximum peak impact of traffic from the development as some traffic will route through the residential area and exit the village at the western end via Oaklands.
- 3.3.2 This development has the potential therefore to make practical enhancements both to the operation and appearance of the junction of Church Road /A133/ School Road (through the suggested enhancements outlined in detail below) without adversely impacting on the road network.

3.4 Parking Standards

- 3.4.1 Parking will be provided in accordance with Essex County Council Parking Standards: Design and Good Practice (September 2009). The parking standards relevant to the site are summarised in the table below.

| Use | Vehicle (minimum) | Cycle (minimum) | PTW (minimum) | Disabled (Minimum) |
|---|--|--|--------------------------------|---|
| 1 bedroom | 1 space per dwelling | 1 secure covered space per dwelling | N/A | N/A it parking is in cartilage of dwelling. Otherwise as Visitor/unallocated. |
| 2 + bedrooms | 2 spaces per dwelling (excluding garage if less than 7m x 3m internal dimension) | None if garage or secure area is provided within cartilage of dwelling | | |
| Community Centre (Art Galleries, Museum, Public/Exhibition Hall) | 1 space per 25 sqm | 1 space per 4 staff plus visited parking (individual merits) | 1 space, + 1 per 20 car spaces | 3 bays or 6% of total capacity, whichever is greater. |

Table 3.1: Essex County Council Car Parking Standards (September 2009)

3.5 Pedestrian Accessibility

- 3.5.1 Pedestrian access is proposed from Church Road, with the potential to provide an additional pedestrian link to the south-west of the site to provide good connections into the village, in particular Elmstead Primary School. A link is also proposed through the site to the existing Public Footpath Number 7 which currently runs along the northern boundary of the site.
- 3.5.2 At the location of the site frontage, Church Roads operates as an informal shared use footway/carriageway. It is considered that the proposals will be designed in keeping with the character of the existing highway and therefore it is considered an additional footway provision is not required. It is understood that the residential development on the other side of Church Road was required to allocate sufficient room (a 1.8m strip) to provide a footpath if it was deemed necessary but to date it has not been required. There is a grass verge on either side of the road should a pedestrian need to step off the carriageway. Through traffic along the northern section of Church Road passed the site is negligible as there are limited onwards routes. It is therefore considered that the characteristics of the road are suitable for shared use. However, were it considered necessary, a footway could be created using the strip of frontage previously identified for that purpose, but in our opinion, for the reasons given above, this is not necessary.

3.6 Church Road/A133/Colchester Road Junction Enhancements

- 3.6.1 It is understood that there are concerns locally regarding the safety of the highway network through the village in particular at the junction of Church Road/Colchester Road. The review of the accidents data does not suggest that there is a specific highway safety issues at the junction. It is understood that the junction has been the subject of a safety scheme in the past. CCE requested more details from ECC regarding the history of the junction. In response to our enquiry, ECC comments as follows:

“As promised, I have consulted our road safety team who have advised that they are not aware of any proposals for the A133/School Road/Church Road junction. There has only been one recorded injury collision there in the last three years, which occurred in icy conditions, therefore we have nothing currently planned for this junction.

The approaches to the junction have had anti-skid applied at some stage in the past, so it may well have been a safety scheme at some stage in the past, probably pre 2007 as we can't find any record of a safety scheme on our monitoring system.”

- 3.6.2 It is understood from discussion with the Parish Council that they would like to see improvements to the junction including a pedestrian crossing. The accident record over the last five years wouldn't warrant a need for highway improvements to be considered by ECC. However, it is felt the residential development at Church Road could offer potential to make practical enhancements both to the operation and appearance of the junction of Church Road/Colchester Road/School Road.
- 3.6.3 The existing Colchester Road/Church Road crossroad junction is at a key location within Elmstead Market, with the village Green, public house and other local amenities in close proximity at this focal point of the village. The current junction layout forms a very wide carriageway with the junction defined by white lining. This gives the impression of the highway being wider than it should be and thus making it appear to be very car dominant. Pedestrians wishing to travel from one side of the road to the other have a large width of road to cross. Given the location of the junction as a key focal point to the village it is considered that improvements could be made to make the junction less highway dominant, enhance the appearance of the junction, enhance public transport facilities and reduce the potential for vehicle conflicts by rationalising the junction arrangements and reducing the extent of superfluous tarmac.
- 3.6.4 An initial scheme was consulted on by both the Parish Council and ECC as Highway Authority. The proposals were received well and it was considered that the measures would reduce the road dominate appearance of the area, encourage considerate driver behaviour and reinforce reduced speeds. Following consultation with ECC a few amendments were made to the original scheme (the original scheme Drawing J621/002 is contained in **Appendix D**). The amended scheme proposals are outlined in **Drawing J621/003**.

3.6.5 The enhancements include:-

- Kerbing to replace current white lining to the edge of carriageway assisting reduced vehicle speeds,
- Increase 'legibility' – adding kerbing will help to achieve a more familiar junction arrangement and thus reduce the risk of driver confusion.
- Reduce potential conflicts and obstructions – formalising the junction arrangements will help remove possible conflicts, and create clear sight lines without obstructions (e.g. parking on the highway outside of the pub).
- Pedestrian safety – the width of carriageway to be crossed will be reduced.
- Reduce hard surfacing – a reduction in hard surfacing areas in favour of grass verges to more in keeping with the character of and quality of Colchester Road elsewhere in the village.
- Create a less traffic/highway dominant presence at the Village Green.
- Provide improved 'accessibility kerbing' at bus stops to improve the bus accessibility for all users.
- Provide an additional bus shelter on the southern side of A133.
- Facilitate Real Time Information (RTI) at both the existing and proposed bus shelters.

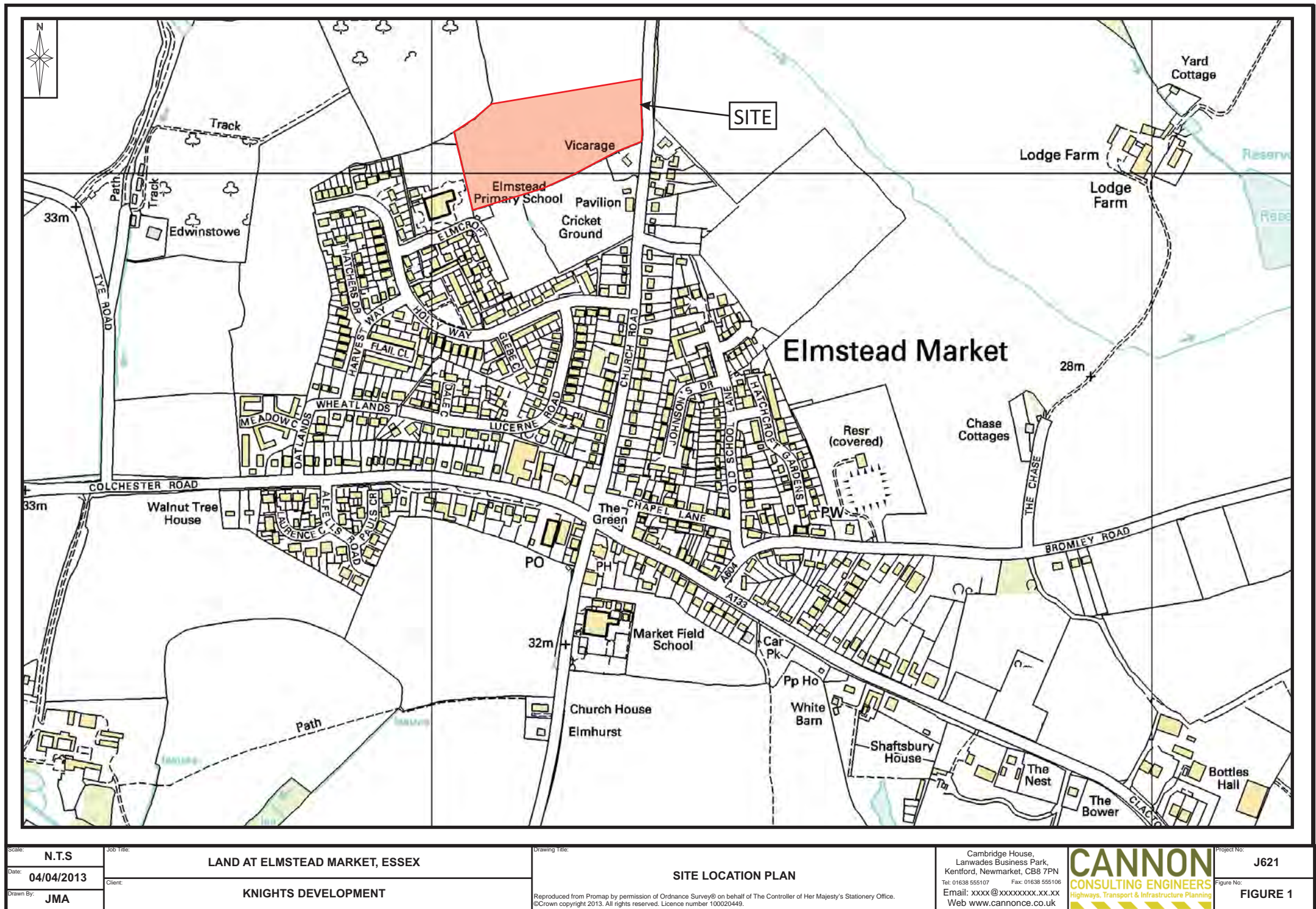
3.6.6 It is considered that the above enhancements would formalise the existing arrangement, reinforce the required care and attention needed by drivers and help maintain the existing good safety record. Narrowing the carriageway will encourage lower vehicle speeds which is one of the main concerns of local residents.

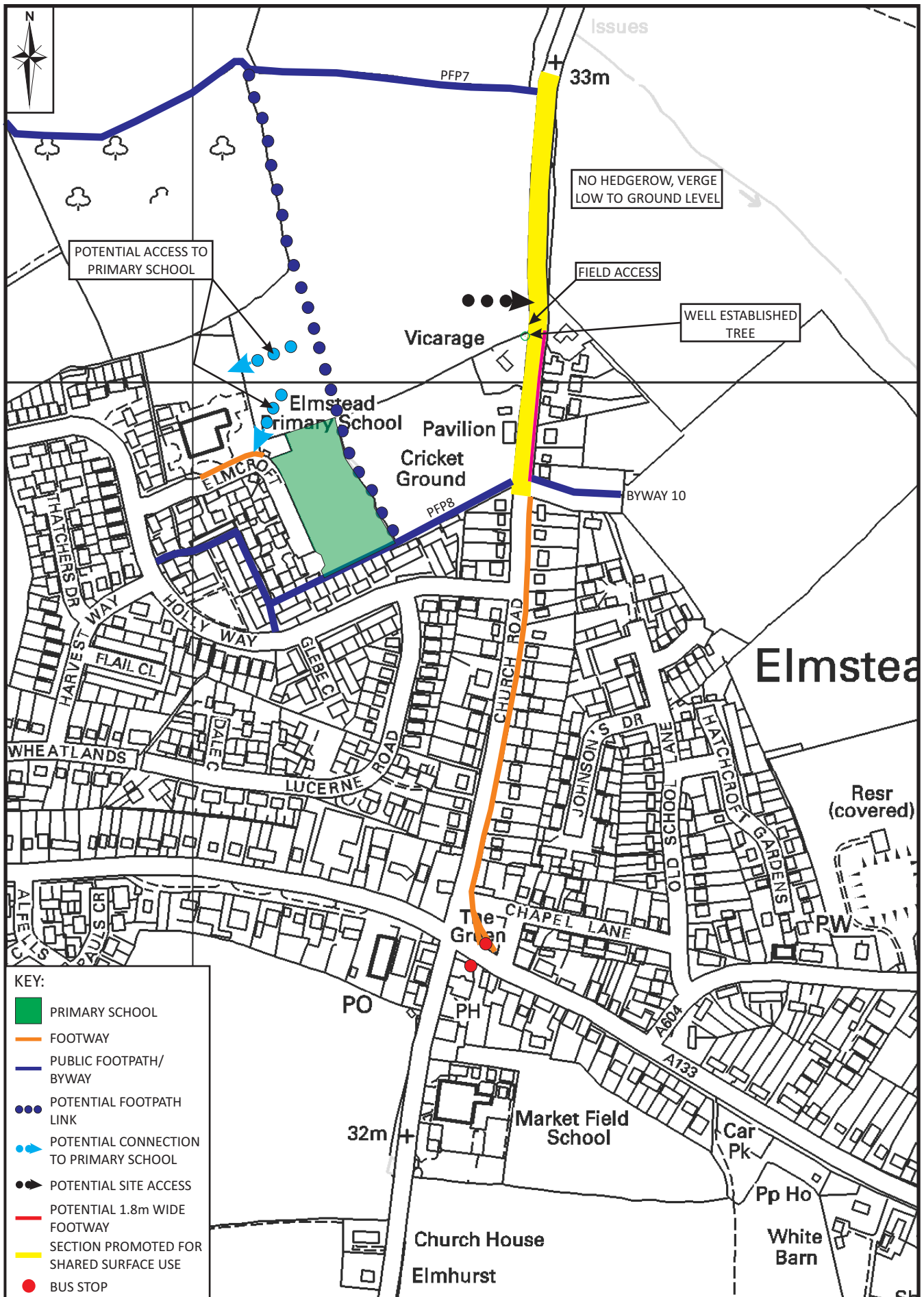
4.0 Conclusions

4.1 Summary & Conclusion

- 4.1.1 The site location is on the northern outskirts of the village however there are still good connections to the immediate local facilities such as the primary school, public open space and leisure facilities.
- 4.1.2 Access to the site is easily achieved given the available site frontage and land available to provide the required visibility splays of 2.4m x 43m for a 30mph speed limit.
- 4.1.3 The distance to The Green, where connection to the public transport service is available, is considered acceptable at 600m under IHT guidelines albeit over 400m which is normally desirable.
- 4.1.4 The opportunity of improving the footway provision along Church Road may have been retained by ECC under application 06/0760. There is correspondence to intimate there was a desire to have land made available for a footway across the site frontage at the new development, however this does not appear to have been implemented. It is considered that this reflects the successful informal operation of Church Road as shared footway/carriageway. Whilst a footway could be created, there is no need to do so.
- 4.1.5 Footway links will be provided within the masterplan to link in with the existing public footpath network (namely PFP7 to the north of the site). An additional link may be provided to the south-west of the site to Elmstead Primary School subject to third party land.
- 4.1.6 Consideration has been given to potential improvements at the junction of Church Road / A133 /School Road. Consultation with ECC and a review of the PIA data for this junction has confirmed the junction has a good accident record over the past five years. It is reported that only one accident has occurred in the past three years and this occurred in icy conditions.
- 4.1.7 It is considered that junctions enhancements could be made to reduce the highway dominance of the junction by reducing the carriageway and kerbing the edges. This in turn would formalise the junction arrangement, reducing the likelihood for driver confusion and encourage reduced vehicle speeds. Pedestrian facilities can also be improved with increased footway provision at the junction and a reduced carriageway width to cross. A new bus shelter on the southern side of the A133 could also be provided and this, along with the existing bus stop could be RTI enabled.

Figures and Drawings





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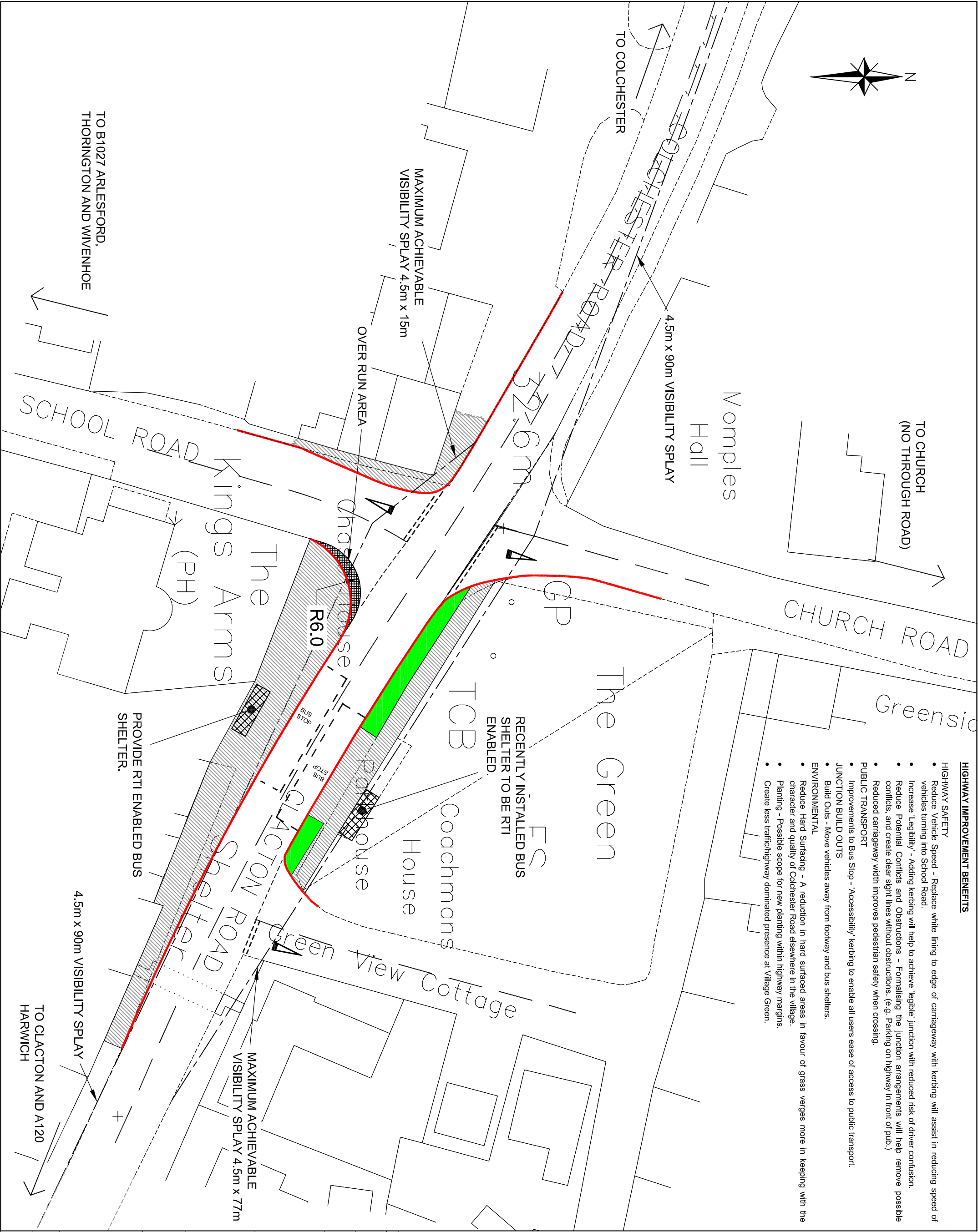
HIGHWAY IMPROVEMENT BENEFITS

- HIGHWAY SAFETY**
 - Reduce Vehicle Speed - Replace white lining to edge of carriageway with kerbing will assist in reducing speed of vehicles turning into School Road.
 - Increase 'Legibility' - Adding kerbing will help to achieve 'legible' junction with reduced risk of driver confusion.
 - Reduce Potential Conflicts and Obstructions - Formalising the junction arrangements will help remove possible conflicts, and create clear sight lines without obstructions. (e.g. Parking on highway in front of pub.)
 - Reduced carriageway width improves pedestrian safety when crossing.
- PUBLIC TRANSPORT**
 - Improvements to Bus Stop - 'Accessibility' kerbing to enable all users ease of access to public transport.
- JUNCTION BUILD OUTS**
 - Build Outs - Move vehicles away from footway and bus shelters.
- ENVIRONMENTAL**
 - Reduce Hard Surfacing - A reduction in hard surfaced areas in favour of grass verges more in keeping with the character and quality of Colchester Road elsewhere in the village.
 - Planting - Possible scope for new planting within highway margins.
 - Create less traffic/highway dominated presence at Village Green.

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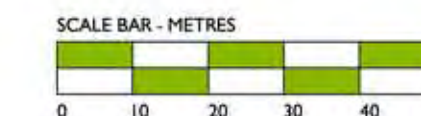
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Appendices

Appendix A



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PROPOSED SITE PLAN

Appendix B

Elmstead Market maximum queue length survey, Wednesday 20th March 2013

| Time | Church Road |
|-------|-------------|
| 07:15 | 1 |
| 07:30 | 2 |
| 07:45 | 2 |
| 08:00 | 3 |
| 08:15 | 2 |
| 08:30 | 3 |
| 08:45 | 3 |
| 09:00 | 3 |
| 09:15 | 2 |
| 09:30 | 1 |
| 09:45 | 1 |
| 10:00 | 1 |
| 10:15 | 2 |
| 10:30 | 1 |
| 10:45 | 1 |

| Time | Church Road |
|-------|-------------|
| 11:00 | 1 |
| 11:15 | 2 |
| 11:30 | 1 |
| 11:45 | 2 |
| 12:00 | 1 |
| 12:15 | 1 |
| 12:30 | 1 |
| 12:45 | 2 |
| 13:00 | 1 |
| 13:15 | 2 |
| 13:30 | 3 |
| 13:45 | 1 |
| 14:00 | 3 |
| 14:15 | 2 |
| 14:30 | 1 |
| 14:45 | 2 |

| Time | Church Road |
|-------|-------------|
| 15:00 | 2 |
| 15:15 | 1 |
| 15:30 | 3 |
| 15:45 | 1 |
| 16:00 | 1 |
| 16:15 | 2 |
| 16:30 | 2 |
| 16:45 | 2 |
| 17:00 | 3 |
| 17:15 | 2 |
| 17:30 | 2 |
| 17:45 | 1 |
| 18:00 | 1 |
| 18:15 | 1 |
| 18:30 | 1 |
| 18:45 | 2 |
| 19:00 | 1 |



Elmstead Market - Manual Traffic Survey, Wednesday 20th March 2013

Junction: (1) Church Road / A133 / School Road

Approach: Church Road

| TIME | Left to A133 (East) | | | | | | | | Ahead to School Road | | | | | | | | Right to A133 (West) | | | | | | | |
|--------------|---------------------|---------|-----|-----|------|------|-----|-------|----------------------|---------|-----|-----|------|------|-----|-------|----------------------|---------|-----|-----|------|------|-----|-------|
| | P/CYCLE | M/CYCLE | CAR | LGW | OGV1 | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGW | OGV1 | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGW | OGV1 | OGV2 | BUS | TOTAL |
| 0700 - 0715 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| 0715 - 0730 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 0730 - 0745 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| 0745 - 0800 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 4 |
| Hourly Total | 0 | 0 | 21 | 3 | 0 | 0 | 0 | 24 | 0 | 0 | 6 | 2 | 0 | 0 | 1 | 9 | 1 | 0 | 12 | 4 | 0 | 0 | 0 | 17 |
| 0800 - 0815 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 7 |
| 0815 - 0830 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0830 - 0845 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 0845 - 0900 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 14 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| Hourly Total | 0 | 0 | 40 | 6 | 0 | 0 | 0 | 46 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 17 |
| 0900 - 0915 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 0915 - 0930 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 0930 - 0945 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 0945 - 1000 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 12 |
| 1000 - 1015 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 1015 - 1030 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 1030 - 1045 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1045 - 1100 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Hourly Total | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 12 |
| 1100 - 1115 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 5 |
| 1115 - 1130 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 1130 - 1145 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1145 - 1200 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 11 |
| 1200 - 1215 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 1230 - 1245 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 1245 - 1300 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 12 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 9 |
| 1300 - 1315 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 1315 - 1330 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1330 - 1345 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 1345 - 1400 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 5 |
| Hourly Total | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 8 | 3 | 0 | 0 | 0 | 12 |
| 1400 - 1415 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1415 - 1430 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1430 - 1445 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1445 - 1500 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 14 | 3 | 0 | 0 | 0 | 17 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| 1500 - 1515 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 1515 - 1530 | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 23 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 1530 - 1545 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1545 - 1600 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 32 | 2 | 0 | 0 | 0 | 34 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 12 |
| 1600 - 1615 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 1630 - 1645 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 6 |
| 1645 - 1700 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Hourly Total | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 22 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 14 |
| 1700 - 1715 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1715 - 1730 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 1730 - 1745 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Hourly Total | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 9 |
| 1800 - 1815 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1830 - 1845 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 1845 - 1900 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| Hourly Total | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 |
| TOTAL | 0 | 1 | 212 | 18 | 0 | 1 | 0 | 232 | 0 | 0 | 63 | 11 | 0 | 0 | 3 | 77 | 3 | 0 | 122 | 18 | 0 | 0 | 0 | 143 |



Elmstead Market - Manual Traffic Survey, Wednesday 20th March 2013

Junction: (1) Church Road / A133 / School Road

Approach: A133 (East)

| TIME | Left to School Road | | | | | | | | Ahead to A133 (West) | | | | | | | | Right to Church Road | | | | | | | |
|--------------|---------------------|---------|-----|-----|------|------|-----|-------|----------------------|---------|------|-----|------|------|-----|-------|----------------------|---------|-----|-----|------|------|-----|-------|
| | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL |
| 0700 - 0715 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 9 | 0 | 2 | 98 | 23 | 3 | 5 | 0 | 131 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 0715 - 0730 | 0 | 0 | 4 | 2 | 1 | 0 | 1 | 8 | 0 | 2 | 113 | 28 | 1 | 2 | 6 | 152 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 0730 - 0745 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 1 | 3 | 124 | 23 | 2 | 1 | 1 | 155 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 0745 - 0800 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 12 | 0 | 2 | 116 | 12 | 3 | 1 | 9 | 143 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 0 | 32 | 5 | 1 | 0 | 1 | 39 | 1 | 9 | 451 | 86 | 9 | 9 | 16 | 581 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 9 |
| 0800 - 0815 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 14 | 2 | 1 | 104 | 20 | 3 | 0 | 2 | 132 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 0815 - 0830 | 0 | 0 | 18 | 2 | 0 | 0 | 2 | 22 | 0 | 4 | 115 | 16 | 1 | 1 | 1 | 138 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 17 |
| 0830 - 0845 | 0 | 0 | 25 | 2 | 1 | 0 | 3 | 31 | 0 | 0 | 131 | 14 | 0 | 0 | 1 | 146 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 15 |
| 0845 - 0900 | 0 | 0 | 22 | 2 | 0 | 0 | 4 | 28 | 0 | 1 | 99 | 11 | 1 | 0 | 0 | 112 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 0 | 78 | 6 | 1 | 0 | 10 | 95 | 2 | 6 | 449 | 61 | 5 | 1 | 4 | 528 | 0 | 0 | 39 | 1 | 0 | 0 | 0 | 40 |
| 0900 - 0915 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 9 | 2 | 2 | 91 | 6 | 0 | 0 | 2 | 103 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 0915 - 0930 | 0 | 0 | 10 | 1 | 2 | 1 | 0 | 14 | 0 | 0 | 84 | 15 | 2 | 1 | 2 | 104 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 0930 - 0945 | 0 | 0 | 10 | 2 | 1 | 0 | 0 | 13 | 0 | 3 | 81 | 20 | 1 | 0 | 2 | 107 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 0945 - 1000 | 0 | 0 | 7 | 1 | 0 | 0 | 1 | 9 | 0 | 0 | 83 | 10 | 5 | 0 | 1 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 34 | 5 | 4 | 1 | 1 | 45 | 2 | 5 | 339 | 51 | 8 | 1 | 7 | 413 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5 |
| 1000 - 1015 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 81 | 18 | 2 | 1 | 0 | 102 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 1015 - 1030 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 7 | 0 | 1 | 82 | 8 | 2 | 2 | 2 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1030 - 1045 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 1 | 78 | 15 | 5 | 1 | 2 | 102 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 |
| 1045 - 1100 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 82 | 13 | 1 | 3 | 2 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 21 | 3 | 2 | 0 | 0 | 26 | 0 | 2 | 323 | 54 | 10 | 7 | 6 | 402 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 7 |
| 1100 - 1115 | 0 | 0 | 11 | 1 | 2 | 0 | 0 | 14 | 1 | 0 | 68 | 15 | 1 | 0 | 1 | 86 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1115 - 1130 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 9 | 0 | 2 | 68 | 21 | 2 | 2 | 1 | 96 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 1130 - 1145 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 80 | 18 | 2 | 1 | 0 | 101 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 1145 - 1200 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 64 | 15 | 2 | 0 | 1 | 82 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 |
| Hourly Total | 0 | 0 | 24 | 4 | 4 | 0 | 0 | 32 | 1 | 2 | 280 | 69 | 7 | 3 | 3 | 365 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 14 |
| 1200 - 1215 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 71 | 13 | 2 | 3 | 0 | 89 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 1215 - 1230 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 62 | 14 | 4 | 1 | 0 | 81 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 |
| 1230 - 1245 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 84 | 14 | 1 | 1 | 2 | 102 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 1245 - 1300 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 8 | 0 | 1 | 66 | 14 | 2 | 1 | 5 | 89 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 0 | 17 | 3 | 2 | 0 | 1 | 23 | 0 | 1 | 283 | 55 | 9 | 6 | 7 | 361 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 18 |
| 1300 - 1315 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 11 | 0 | 1 | 75 | 11 | 1 | 1 | 1 | 90 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| 1315 - 1330 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 14 | 0 | 0 | 73 | 11 | 1 | 1 | 0 | 86 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 1330 - 1345 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 83 | 11 | 2 | 0 | 1 | 97 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| 1345 - 1400 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 61 | 17 | 4 | 1 | 2 | 85 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 0 | 33 | 7 | 2 | 0 | 0 | 42 | 0 | 1 | 292 | 50 | 8 | 3 | 4 | 358 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 14 |
| 1400 - 1415 | 1 | 0 | 10 | 0 | 0 | 1 | 0 | 12 | 1 | 0 | 63 | 11 | 1 | 0 | 0 | 77 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 8 |
| 1415 - 1430 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 67 | 12 | 2 | 1 | 1 | 83 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1430 - 1445 | 0 | 0 | 8 | 1 | 2 | 0 | 1 | 12 | 0 | 0 | 73 | 11 | 1 | 1 | 1 | 87 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 |
| 1445 - 1500 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 80 | 11 | 1 | 1 | 1 | 94 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 |
| Hourly Total | 1 | 0 | 41 | 2 | 2 | 1 | 1 | 48 | 1 | 0 | 283 | 45 | 5 | 3 | 4 | 341 | 0 | 0 | 23 | 5 | 0 | 0 | 0 | 28 |
| 1500 - 1515 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 71 | 17 | 1 | 1 | 0 | 90 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 15 |
| 1515 - 1530 | 0 | 0 | 8 | 3 | 0 | 0 | 1 | 12 | 0 | 0 | 55 | 16 | 5 | 0 | 3 | 79 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 1530 - 1545 | 0 | 0 | 10 | 2 | 1 | 0 | 2 | 15 | 0 | 0 | 58 | 14 | 0 | 2 | 2 | 76 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 |
| 1545 - 1600 | 0 | 0 | 15 | 2 | 2 | 0 | 1 | 20 | 0 | 0 | 77 | 17 | 1 | 0 | 2 | 97 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| Hourly Total | 0 | 0 | 48 | 8 | 3 | 0 | 4 | 63 | 0 | 0 | 261 | 64 | 7 | 3 | 7 | 342 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 33 |
| 1600 - 1615 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 96 | 16 | 0 | 0 | 0 | 113 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 5 |
| 1615 - 1630 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 15 | 0 | 3 | 91 | 40 | 2 | 1 | 2 | 139 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 8 |
| 1630 - 1645 | 0 | 1 | 17 | 6 | 0 | 0 | 0 | 24 | 0 | 0 | 100 | 17 | 0 | 0 | 1 | 118 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 |
| 1645 - 1700 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 21 | 0 | 2 | 87 | 11 | 0 | 1 | 0 | 101 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 1 | 1 | 58 | 10 | 0 | 0 | 0 | 70 | 1 | 5 | 374 | 84 | 2 | 2 | 3 | 471 | 0 | 0 | 17 | 2 | 0 | 0 | 1 | 20 |
| 1700 - 1715 | 0 | 0 | 19 | 4 | 0 | 1 | 0 | 24 | 1 | 1 | 96 | 17 | 2 | 0 | 0 | 117 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 7 |
| 1715 - 1730 | 0 | 0 | 25 | 3 | 0 | 0 | 0 | 28 | 0 | 2 | 97 | 19 | 1 | 0 | 2 | 121 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 |
| 1730 - 1745 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 17 | 0 | 0 | 138 | 13 | 1 | 0 | 2 | 154 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 |
| 1745 - 1800 | 0 | 0 | 17 | 9 | 0 | 1 | 0 | 27 | 0 | 0 | 98 | 4 | 1 | 1 | 1 | 105 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 9 |
| Hourly Total | 0 | 0 | 76 | 18 | 0 | 2 | 0 | 96 | 1 | 3 | 429 | 53 | 5 | 1 | 5 | 497 | 0 | 0 | 25 | 4 | 0 | 0 | 0 | 29 |
| 1800 - 1815 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 90 | 7 | 0 | 0 | 0 | 98 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 |
| 1815 - 1830 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 58 | 10 | 0 | 0 | 1 | 70 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 1830 - 1845 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 14 | 0 | 0 | 81 | 8 | 0 | 0 | 1 | 90 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 1845 - 1900 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 58 | 4 | 0 | 0 | 0 | 63 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 0 | 43 | 3 | 0 | 0 | 0 | 46 | 2 | 1 | 287 | 29 | 0 | 0 | 2 | 321 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 16 |
| TOTAL | 2 | 1 | 505 | 74 | 21 | 4 | 18 | 625 | 11 | 35 | 4051 | 701 | 75 | 39 | 68 | 4980 | 0 | 0 | 207 | 25 | 0 | 0 | 1 | 233 |



Elmstead Market - Manual Traffic Survey, Wednesday 20th March 2013

Junction: (1) Church Road / A133 / School Road

Approach: School Road

| TIME | Left to A133 (West) | | | | | | | | Ahead to Church Road | | | | | | | | Right to A133 (East) | | | | | | | |
|--------------|---------------------|---------|-----|-----|------|------|-----|-------|----------------------|---------|-----|-----|------|------|-----|-------|----------------------|---------|-----|-----|------|------|-----|-------|
| | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL |
| 0700 - 0715 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 3 | 1 | 1 | 0 | 10 |
| 0715 - 0730 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 6 | 0 | 0 | 1 | 13 |
| 0730 - 0745 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 13 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 17 | 3 | 2 | 0 | 2 | 24 |
| 0745 - 0800 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 11 |
| Hourly Total | 0 | 0 | 36 | 10 | 0 | 0 | 1 | 47 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 37 | 13 | 3 | 1 | 4 | 58 |
| 0800 - 0815 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 18 | 0 | 1 | 1 | 0 | 20 |
| 0815 - 0830 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 23 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 20 |
| 0830 - 0845 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 14 |
| 0845 - 0900 | 0 | 0 | 29 | 2 | 1 | 0 | 2 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 1 | 21 |
| Hourly Total | 0 | 0 | 72 | 10 | 1 | 0 | 2 | 85 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 19 | 0 | 0 | 68 | 4 | 1 | 1 | 1 | 75 |
| 0900 - 0915 | 0 | 0 | 13 | 1 | 0 | 0 | 1 | 15 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 9 |
| 0915 - 0930 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 11 |
| 0930 - 0945 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 8 |
| 0945 - 1000 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 2 | 8 |
| Hourly Total | 0 | 0 | 28 | 2 | 0 | 0 | 3 | 33 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 4 | 1 | 0 | 27 | 4 | 1 | 1 | 2 | 36 |
| 1000 - 1015 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 9 |
| 1015 - 1030 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 9 | 1 | 0 | 0 | 0 | 11 |
| 1030 - 1045 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 9 |
| 1045 - 1100 | 0 | 1 | 10 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 10 |
| Hourly Total | 1 | 1 | 28 | 1 | 2 | 1 | 1 | 35 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 31 | 4 | 3 | 0 | 0 | 39 |
| 1100 - 1115 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 9 |
| 1115 - 1130 | 0 | 0 | 7 | 3 | 0 | 0 | 1 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 9 |
| 1130 - 1145 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 7 |
| 1145 - 1200 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 9 | 2 | 0 | 1 | 0 | 13 |
| Hourly Total | 0 | 1 | 19 | 5 | 1 | 0 | 1 | 27 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 29 | 7 | 0 | 1 | 0 | 38 |
| 1200 - 1215 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 |
| 1215 - 1230 | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 1230 - 1245 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 7 |
| 1245 - 1300 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 4 |
| Hourly Total | 1 | 0 | 29 | 5 | 1 | 0 | 0 | 36 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 15 | 5 | 1 | 0 | 0 | 21 |
| 1300 - 1315 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 1315 - 1330 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 1 | 1 | 0 | 0 | 7 |
| 1330 - 1345 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| 1345 - 1400 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 0 | 28 | 5 | 0 | 0 | 2 | 35 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 17 | 4 | 1 | 0 | 0 | 23 |
| 1400 - 1415 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 2 | 0 | 0 | 11 |
| 1415 - 1430 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 2 | 1 | 0 | 6 | 17 |
| 1430 - 1445 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 1 | 1 | 0 | 12 |
| 1445 - 1500 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 12 | 1 | 1 | 0 | 0 | 14 |
| Hourly Total | 0 | 0 | 19 | 5 | 0 | 0 | 0 | 24 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 | 1 | 1 | 36 | 4 | 5 | 1 | 6 | 54 |
| 1500 - 1515 | 0 | 0 | 23 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 25 | 1 | 0 | 1 | 3 | 30 |
| 1515 - 1530 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 4 |
| 1530 - 1545 | 1 | 0 | 10 | 2 | 0 | 0 | 0 | 13 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 |
| 1545 - 1600 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 12 |
| Hourly Total | 1 | 0 | 51 | 3 | 0 | 0 | 1 | 56 | 0 | 0 | 13 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 44 | 3 | 0 | 1 | 4 | 52 |
| 1600 - 1615 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 10 | 5 | 0 | 0 | 0 | 15 |
| 1615 - 1630 | 0 | 0 | 8 | 1 | 0 | 0 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 9 |
| 1630 - 1645 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 19 |
| 1645 - 1700 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 12 |
| Hourly Total | 0 | 0 | 35 | 7 | 0 | 0 | 1 | 43 | 0 | 0 | 6 | 2 | 0 | 0 | 1 | 9 | 1 | 0 | 46 | 8 | 0 | 0 | 0 | 55 |
| 1700 - 1715 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 11 |
| 1715 - 1730 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 |
| 1730 - 1745 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 9 |
| 1745 - 1800 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 |
| Hourly Total | 0 | 1 | 30 | 2 | 0 | 0 | 0 | 33 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 38 | 4 | 0 | 0 | 0 | 42 |
| 1800 - 1815 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 14 |
| 1815 - 1830 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 7 |
| 1830 - 1845 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 11 |
| 1845 - 1900 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| Hourly Total | 1 | 0 | 27 | 4 | 0 | 0 | 0 | 32 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 37 | 1 | 0 | 0 | 1 | 39 |
| TOTAL | 4 | 3 | 402 | 59 | 5 | 1 | 12 | 486 | 0 | 0 | 88 | 11 | 0 | 1 | 3 | 103 | 4 | 3 | 425 | 61 | 15 | 6 | 18 | 532 |



Elmstead Market - Manual Traffic Survey, Wednesday 20th March 2013

Junction: (1) Church Road / A133 / School Road

Approach: A133 (West)

| TIME | Left to Church Road | | | | | | | | Ahead to A133 (East) | | | | | | | | Right to School Road | | | | | | | |
|--------------|---------------------|---------|-----|-----|------|------|-----|-------|----------------------|---------|------|-----|------|------|-----|-------|----------------------|---------|-----|-----|------|------|-----|-------|
| | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | P/CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 45 | 11 | 1 | 2 | 0 | 61 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 0715 - 0730 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 85 | 12 | 1 | 0 | 3 | 103 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 7 |
| 0730 - 0745 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 90 | 22 | 1 | 0 | 2 | 117 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5 |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 22 | 0 | 1 | 0 | 125 | 0 | 1 | 10 | 1 | 0 | 0 | 0 | 12 |
| Hourly Total | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 322 | 67 | 3 | 3 | 5 | 406 | 0 | 1 | 24 | 4 | 0 | 0 | 0 | 29 |
| 0800 - 0815 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 88 | 24 | 2 | 2 | 0 | 116 | 0 | 0 | 12 | 3 | 1 | 0 | 1 | 17 |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 23 | 1 | 1 | 3 | 109 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 20 |
| 0830 - 0845 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 1 | 87 | 19 | 4 | 1 | 4 | 116 | 0 | 0 | 18 | 2 | 0 | 0 | 1 | 21 |
| 0845 - 0900 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 7 | 1 | 0 | 74 | 8 | 2 | 3 | 0 | 88 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 17 |
| Hourly Total | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 15 | 1 | 1 | 330 | 74 | 9 | 7 | 7 | 429 | 0 | 0 | 63 | 9 | 1 | 0 | 2 | 75 |
| 0900 - 0915 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 61 | 15 | 0 | 1 | 2 | 80 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 0915 - 0930 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 1 | 1 | 57 | 17 | 1 | 0 | 1 | 78 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 8 |
| 0930 - 0945 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 1 | 1 | 64 | 16 | 2 | 1 | 1 | 86 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 14 |
| 0945 - 1000 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 58 | 15 | 3 | 1 | 2 | 79 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 12 |
| Hourly Total | 0 | 0 | 9 | 4 | 0 | 0 | 0 | 13 | 2 | 3 | 240 | 63 | 6 | 3 | 6 | 323 | 1 | 0 | 32 | 6 | 0 | 0 | 0 | 39 |
| 1000 - 1015 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 70 | 20 | 3 | 1 | 1 | 96 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5 |
| 1015 - 1030 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 46 | 14 | 1 | 2 | 0 | 64 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 11 |
| 1030 - 1045 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 58 | 11 | 3 | 3 | 0 | 75 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 8 |
| 1045 - 1100 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 1 | 72 | 19 | 7 | 1 | 0 | 100 | 1 | 0 | 4 | 4 | 1 | 0 | 0 | 10 |
| Hourly Total | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 15 | 1 | 2 | 246 | 64 | 14 | 7 | 1 | 335 | 1 | 0 | 22 | 9 | 1 | 0 | 1 | 34 |
| 1100 - 1115 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 76 | 20 | 2 | 0 | 0 | 98 | 0 | 0 | 10 | 3 | 0 | 0 | 1 | 14 |
| 1115 - 1130 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 68 | 17 | 9 | 0 | 2 | 98 | 0 | 0 | 12 | 2 | 1 | 0 | 1 | 16 |
| 1130 - 1145 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 76 | 15 | 3 | 2 | 0 | 96 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5 |
| 1145 - 1200 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 64 | 12 | 2 | 1 | 1 | 81 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 9 |
| Hourly Total | 1 | 0 | 9 | 1 | 0 | 0 | 0 | 11 | 0 | 3 | 284 | 64 | 16 | 3 | 3 | 373 | 0 | 0 | 33 | 8 | 1 | 0 | 2 | 44 |
| 1200 - 1215 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 89 | 12 | 2 | 1 | 1 | 105 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 15 |
| 1215 - 1230 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 1 | 70 | 10 | 2 | 1 | 2 | 86 | 0 | 0 | 7 | 1 | 0 | 0 | 1 | 9 |
| 1230 - 1245 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 84 | 15 | 3 | 0 | 0 | 102 | 0 | 0 | 9 | 2 | 0 | 0 | 1 | 12 |
| 1245 - 1300 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 86 | 20 | 3 | 2 | 0 | 112 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 6 |
| Hourly Total | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 23 | 0 | 2 | 329 | 57 | 10 | 4 | 3 | 405 | 0 | 0 | 34 | 5 | 0 | 0 | 3 | 42 |
| 1300 - 1315 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 80 | 24 | 2 | 2 | 0 | 110 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 10 |
| 1315 - 1330 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 99 | 25 | 3 | 1 | 2 | 131 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 11 |
| 1330 - 1345 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 79 | 12 | 5 | 2 | 1 | 99 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 14 |
| 1345 - 1400 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 80 | 18 | 1 | 1 | 0 | 100 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 9 |
| Hourly Total | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 12 | 1 | 2 | 338 | 79 | 11 | 6 | 3 | 440 | 0 | 1 | 36 | 7 | 0 | 0 | 0 | 44 |
| 1400 - 1415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 17 | 4 | 1 | 1 | 99 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 11 |
| 1415 - 1430 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 94 | 21 | 2 | 2 | 0 | 120 | 0 | 0 | 13 | 2 | 0 | 0 | 2 | 17 |
| 1430 - 1445 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 7 | 1 | 0 | 101 | 6 | 1 | 0 | 3 | 112 | 0 | 0 | 25 | 5 | 0 | 0 | 5 | 35 |
| 1445 - 1500 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 85 | 18 | 1 | 3 | 1 | 108 | 0 | 0 | 17 | 2 | 1 | 0 | 2 | 22 |
| Hourly Total | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 19 | 1 | 1 | 356 | 62 | 8 | 6 | 5 | 439 | 0 | 0 | 65 | 10 | 1 | 0 | 9 | 85 |
| 1500 - 1515 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5 | 0 | 1 | 103 | 12 | 4 | 0 | 3 | 123 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 10 |
| 1515 - 1530 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 103 | 16 | 5 | 1 | 2 | 127 | 0 | 0 | 26 | 2 | 0 | 0 | 2 | 30 |
| 1530 - 1545 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 74 | 14 | 2 | 5 | 3 | 98 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 9 |
| 1545 - 1600 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 111 | 24 | 2 | 4 | 0 | 141 | 0 | 0 | 16 | 3 | 0 | 0 | 0 | 19 |
| Hourly Total | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 16 | 0 | 1 | 391 | 66 | 13 | 10 | 8 | 489 | 0 | 0 | 59 | 7 | 0 | 0 | 2 | 68 |
| 1600 - 1615 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 115 | 17 | 1 | 1 | 9 | 143 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 17 |
| 1615 - 1630 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 92 | 24 | 1 | 0 | 0 | 119 | 0 | 1 | 13 | 6 | 0 | 0 | 1 | 21 |
| 1630 - 1645 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 115 | 27 | 1 | 1 | 3 | 148 | 0 | 1 | 16 | 3 | 0 | 0 | 0 | 20 |
| 1645 - 1700 | 1 | 0 | 11 | 1 | 0 | 0 | 0 | 13 | 0 | 2 | 123 | 19 | 1 | 0 | 2 | 147 | 0 | 0 | 16 | 6 | 0 | 0 | 0 | 22 |
| Hourly Total | 1 | 0 | 23 | 2 | 0 | 0 | 0 | 26 | 0 | 5 | 445 | 87 | 4 | 2 | 14 | 557 | 0 | 2 | 61 | 16 | 0 | 0 | 1 | 80 |
| 1700 - 1715 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 145 | 22 | 1 | 0 | 1 | 170 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 21 |
| 1715 - 1730 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 10 | 0 | 1 | 144 | 13 | 0 | 0 | 0 | 158 | 0 | 0 | 20 | 6 | 0 | 0 | 0 | 26 |
| 1730 - 1745 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 113 | 18 | 0 | 0 | 1 | 136 | 0 | 1 | 19 | 2 | 0 | 0 | 0 | 22 |
| 1745 - 1800 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 141 | 10 | 0 | 0 | 1 | 153 | 0 | 1 | 15 | 3 | 0 | 0 | 0 | 19 |
| Hourly Total | 0 | 0 | 23 | 4 | 0 | 0 | 0 | 27 | 0 | 7 | 543 | 63 | 1 | 0 | 3 | 617 | 0 | 2 | 74 | 12 | 0 | 0 | 0 | 88 |
| 1800 - 1815 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 104 | 8 | 1 | 0 | 1 | 114 | 2 | 0 | 22 | 4 | 0 | 0 | 0 | 28 |
| 1815 - 1830 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 107 | 4 | 1 | 0 | 1 | 114 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 11 |
| 1830 - 1845 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 1 | 1 | 77 | 8 | 0 | 0 | 1 | 88 | 0 | 1 | 14 | 2 | 0 | 0 | 0 | 17 |
| 1845 - 1900 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 65 | 7 | 1 | 0 | 1 | 74 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 8 |
| Hourly Total | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 18 | 1 | 2 | 353 | 27 | 3 | 0 | 4 | 390 | 2 | 1 | 49 | 12 | 0 | 0 | 0 | 64 |
| TOTAL | 4 | 0 | 171 | 25 | 0 | 0 | 0 | 200 | 10 | 32 | 4177 | 773 | 98 | 51 | 62 | 5203 | 4 | 7 | 552 | 105 | 4 | 0 | 20 | 692 |

Appendix C

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query :

112180307 26/03/2007 Time 0728 Vehicles 2 Casualties 1 Severity Serious
E: 606,227 N: 224,518 First Road: A 133 Second Road: U Road Type One Way Street
Speed limit: 30 Junction Detail: T & Stag Jct Junction Control: Give way or controlled
Crossing Control: None Facilities: None within 50m
Road surface: Dry Weather: Fine without high winds
Daylight: street lights present Carriageway Hazards None
Place accident reported: At scene Special Conditions at Site: None

Causation

| | Factor: | Participant: | Confidence: |
|------|---|--------------|-------------|
| 1st: | Failed to judge other persons path or speed | Vehicle 1 | Very Likely |
| 2nd: | Failed to signal/Misleading signal | Vehicle 2 | Very Likely |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

Other Cause:

Precipitating Factor:

VEH 1 WAS PULLING OUT OF CHURCH RD TURNING LEFT ONTO A133 COLCHESTER RD WHEN IT COLLIDED WITH THE SIDE OF VEH 2 WHICH WAS TRAVELLING ALONG THE A133 TOWARDS COLCHESTER

Occurred on A133 COLCHESTER RD AT J/W CHURCH RD ELMSTEAD MARKET

Vehicle Reference 1 Car Turning left
Vehicle movement from N to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Serious
Not a pupil Postcode Seatbelt

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query :

I48631107 26/11/2007 Time 0810 Vehicles 2 Casualties 1 Severity Slight
E: 606,399 N: 224,421 First Road: A 133 Second Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Junction Control: Automatic traffic signal
Crossing Control: None Facilities: None within 50m
Road surface: Dry Weather: Fine without high winds
Daylight: street lights present Carriageway Hazards None
Place accident reported: At scene Special Conditions at Site: None

Causation

| | Factor: | Participant: | Confidence: |
|------|------------------------|--------------|-------------|
| 1st: | Poor turn or manoeuvre | Vehicle 1 | Very Likely |
| 2nd: | | | |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

Other Cause:

Precipitating Factor:

VEH 1 TRAVELLING ON A133 TWDS COLCHESTER DIRECTION. VEH 1 APPROACHED GREEN TRAFFIC LIGHTS. VEH 1 TURNED RIGHT INTO BROMLEY ROAD AND COLLIDED WITH VEH 2 TRAVELLING ON A133 IN OPPOSITE DIRECTION.

Occurred on TRAFFIC LIGHTS A133 COLCHESTER ROAD J/W BROMLEY ROAD

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 26 Female Driver/rider Severity: Slight
Not a pupil Postcode Seatbelt

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query :

152581207 20/12/2007 Time 1509 Vehicles 1 Casualties 1 Severity Serious
E: 606,922 N: 224,161 First Road: A 133 Second Road: Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction Junction Control: Not applicable
Crossing Control: None Facilities: None within 50m
Road surface: Wet/Damp Weather: Fine without high winds
Daylight: no street lighting Carriageway Hazards None
Place accident reported: At scene Special Conditions at Site: None

Causation

| | Factor: | Participant: | Confidence: |
|------|---|--------------|-------------|
| 1st: | Illness or disability, mental or physical | Vehicle 1 | Possible |
| 2nd: | Failed to look properly | Vehicle 1 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

Other Cause:

Precipitating Factor:

VEH 1 TRAVELLING OUT OF A 30 MPH SPEED LIMIT INTO A NATIONAL SPEED LIMIT APPROACHES A SLIGHT RIGHT HAND BEND HEADING TWDS FRATING AND FAILS TO FOLLOW THE ROAD, GOES ONTO THE VERGE. NO EVIDENCE OF ANY BRAKING. COLLIDES WITH A BT SUPPORT WIRE TO A TELEGRAPH POST AND THEN INTO AN ELECTRICITY POLE.

Occurred on A133 COLCHESTER ROAD 400 METRES EAST OF J/W BROMLEY ROAD

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Telegraph / Electricity pole
Nearside Age of Driver 79 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:
Casualty Reference: 1 Vehicle: 1 Age: 79 Female Driver/rider Severity: Serious
Not a pupil Postcode Seatbelt

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query :

123960708 09/07/2008 Time 1706 Vehicles 3 Casualties 1 Severity Slight
E: 606,370 N: 224,439 First Road: A 133 Second Road: Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction Junction Control: Not applicable
Crossing Control: None Facilities: None within 50m
Road surface: Wet/Damp Weather: Raining without high winds
Daylight: street lights present Carriageway Hazards None
Place accident reported: At scene Special Conditions at Site: None

Causation

| | Factor: | Participant: | Confidence: |
|------|--------------------------------|--------------|-------------|
| 1st: | Following too close | Vehicle 1 | Very Likely |
| 2nd: | Slippery road (due to weather) | Vehicle 1 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

Other Cause:

Precipitating Factor:

VEHCILE 3 WAS TRAVELLING ALONG THE CLACTON ROAD (A133) IN THE DIRECTION OF CLACTON WHEN IT HAS INDICATED TO TURN RIGHT. IT HAS COME TO A STOP AND VEHICLE 2 HAS FAILED TO STOP AND HIT IT IN THE REAR AND VEHICLE 1 HAS FAILED TO STOP AND HIT VEHICLE 2 I N THE REAR.

Occurred on 30 METERS CLACTON SIDE ON THE CLACTON ROAD (A133) OF THE BROMLEY ROAD AND COL

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 78 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 3
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query :

Vehicle Reference 3 Car Waiting to turn right
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 3 Age: 22 Female Driver/rider Severity: Slight
Not a pupil Postcode Seatbelt

I00930110 01/01/2010 Time 1744 Vehicles 1 Casualties 1 Severity Serious
E: 606,232 N: 224,508 First Road: A 133 Second Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Junction Control: Give way or controlled
Crossing Control: None Facilities: None within 50m
Road surface: Frost/Ice Weather: Other
Darkness: street lights present and lit Carriageway Hazards None
Place accident reported: At scene Special Conditions at Site: None

Causation

| | Factor: | Participant: | Confidence: |
|------|------------------------------------|--------------|-------------|
| 1st: | Slippery road (due to weather) | Vehicle 1 | Very Likely |
| 2nd: | Travelling too fast for conditions | Vehicle 1 | Possible |
| 3rd: | Sudden braking | Vehicle 1 | Possible |
| 4th: | Loss of control | Vehicle 1 | Possible |
| 5th: | | | |
| 6th: | | | |

Other Cause:

Precipitating Factor:

VEH 1 WAS TRAVELLING TOWARDS COLCHESTER AS VEH 1 APROACHED CHURCH RD JCT. DRV TRIED TO SLOW DOWN TO LET A VEH OUT OF JCT. VEH 1 HAS LOST CONROL ON ICY RD AND HIT RD SIGN AND MADE CONTACT WITH HEDGE.

Occurred on J/W CHURCH RD AND COLCHESTER RD

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S to N No tow / articulation
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: Road sign / ATS
O/S Age of Driver 39 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 39 Male Driver/rider Severity: Serious
Not a pupil Postcode Seatbelt

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query :

107090310 01/03/2010 Time 1040 Vehicles 2 Casualties 1 Severity Slight
E: 606,667 N: 224,277 First Road: A 133 Second Road: Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction Junction Control: Not applicable
Crossing Control: None Facilities: None within 50m
Road surface: Dry Weather: Fine without high winds
Daylight: street lights present Carriageway Hazards None
Place accident reported: At scene Special Conditions at Site: None

Causation

| | Factor: | Participant: | Confidence: |
|------|-------------------------|--------------|-------------|
| 1st: | Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: | | | |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

Other Cause:

Precipitating Factor:

VEH 2 PARKED AND UNATTENDED 15M INSIDE NATIONAL SPEED LIMIT FROM 30MPH LIMIT FRATING
BOUND CLACTON RD. VEH 1 TRAVELS ALONG CLACTON RD ALSO IN THE FRATING BOUND CWAY AND
COLLIDES WITH REAR OF PARKED VEH 2.

Occurred on A133 CLACTON RD 300M EAST J/W BROMLEY RD

| | | | |
|-----------------------|------------------------------|---------------|--|
| Vehicle Reference | 1 | Car | Going ahead other |
| Vehicle movement from | W | to E | No tow / articulation |
| On main carriageway | | | No skidding, jack-knifing or overturning |
| Location at impact | Not at, or within 20M of Jct | First impact | Front |
| Hit object in road | Parked Vehicle | Off road: | None |
| Did not leave carr | | Age of Driver | 35 |
| Not hit and run | | Breath test | Negative |
| Driver Postcode: | | VRM: | |
| Casualty Reference: | 1 | Vehicle: | 1 |
| Not a pupil | | Age: | 66 |
| Front seat | | Male | Passenger |
| | | Postcode | Severity: Slight |
| | | | Seatbelt |

| | | | |
|-----------------------|------------------------------|---------------|--|
| Vehicle Reference | 2 | Car | Parked |
| Vehicle movement from | Parke to | Parked | No tow / articulation |
| On main carriageway | | | No skidding, jack-knifing or overturning |
| Location at impact | Not at, or within 20M of Jct | First impact | Back |
| Hit object in road | None | Off road: | None |
| Did not leave carr | | Age of Driver | 51 |
| Not hit and run | | Breath test | Driver not contacted |
| Driver Postcode: | | VRM: | |

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query :

I07700310 02/03/2010 Time 0300 Vehicles 1 Casualties 1 Severity Slight
E: 606,886 N: 224,178 First Road: A 133 Second Road: Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction Junction Control: Not applicable
Crossing Control: None Facilities: None within 50m
Road surface: Frost/Ice Weather: Other
Darkness: no street lighting Carriageway Hazards None
Place accident reported: At scene Special Conditions at Site: None

Causation

| | Factor: | Participant: | Confidence: |
|------|----------------------------------|--------------|-------------|
| 1st: | Slippery road (due to weather) | Vehicle 1 | Very Likely |
| 2nd: | Loss of control | Vehicle 1 | Very Likely |
| 3rd: | Road layout (eg bend, hill etc.) | Vehicle 1 | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

Other Cause:

Precipitating Factor:

VEH 1 WAS TRAVELLING COLCHESTER BOUND ON THE A133 BETWEEN ELMSTEAD MARKET AND FRATING PRIOR TO A DOWNHILL BEND IN THE RD DRV HAS LOST CONTROL. THE VEH HAS ROLLED OFF THE RD THROUGH A METAL BARRIER OVER A RIVER AND LANDED IN A FIELD.

Occurred on A133 BETWEEN FRATING VILLAGE AN DELMSTEAD AMRKET

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from S to N No tow / articulation
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: Oth perm objects
O/S Age of Driver 32 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:
Casualty Reference: 1 Vehicle: 1 Age: 32 Male Driver/rider Severity: Slight
Not a pupil Postcode Seatbelt

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query :

I20930710 06/07/2010 Time 1430 Vehicles 2 Casualties 1 Severity Serious
E: 605,737 N: 224,573 First Road: A 133 Second Road: Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction Junction Control: Not applicable
Crossing Control: None Facilities: None within 50m
Road surface: Dry Weather: Fine without high winds
Daylight: no street lighting Carriageway Hazards None
Place accident reported: At scene Special Conditions at Site: None

Causation

| | Factor: | Participant: | Confidence: |
|------|---|--------------|-------------|
| 1st: | Poor turn or manoeuvre | Vehicle 1 | Very Likely |
| 2nd: | Failed to look properly | Vehicle 1 | Very Likely |
| 3rd: | Passing too close to cyclist, horse rider or pedestrian | Vehicle 1 | Very Likely |
| 4th: | Impaired by alcohol | Vehicle 1 | Very Likely |
| 5th: | Careless/Reckless/In a hurry | Vehicle 1 | Very Likely |
| 6th: | | | |

Other Cause:

Precipitating Factor:

VEH 1 AND VEH 2 TRAVELLING ON A133 IN GENERAL DIRECTION OF CLACTON. AS VEH 1 PASSES VEH 2, VEH 1 COLLIDES WITH VEH 2 KNOCKING RIDER FROM VEH 2. VEH 1 CONTINUES TURNING AROUND FURTHER DOWN THE ROAD BEFORE RETURNING TO SCENE.

Occurred on COLCHESTR ROAD, ELMSTEAD MARKET APPROX 200 YRDS WEST J/W TYE ROAD

| | | | |
|-----------------------|------------------------------|-------------------------------|--|
| Vehicle Reference | 1 | Goods 7.5 tonnes mgw and over | Overtaking moving vehicle O/S |
| Vehicle movement from | W | to E | No tow / articulation |
| On main carriageway | | | No skidding, jack-knifing or overturning |
| Location at impact | Not at, or within 20M of Jct | First impact | Nearside |
| Hit object in road | None | Off road: | None |
| Did not leave carr | | Age of Driver | 78 |
| Hit and run | | Breath test | Failed to provide |
| Driver Postcode: | | VRM: | |
| Casualty Reference: | 1 | Vehicle: | 1 |
| | | Age: | 78 |
| | | Male | |
| | | Driver/rider | |
| | | Severity: | Serious |
| Not a pupil | | Postcode | |
| | | Seatbelt | |
| Vehicle Reference | 2 | Pedal Cycle | Going ahead other |
| Vehicle movement from | W | to E | No tow / articulation |
| On main carriageway | | | No skidding, jack-knifing or overturning |
| Location at impact | Not at, or within 20M of Jct | First impact | Back |
| Hit object in road | None | Off road: | None |
| Did not leave carr | | Age of Driver | 78 |
| Not hit and run | | Breath test | Not applicable |
| Driver Postcode: | | VRM: | |

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query :

I43041210 27/12/2010 Time 1550 Vehicles 2 Casualties 1 Severity Slight
E: 605,717 N: 224,572 First Road: A 133 Second Road: Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction Junction Control: Not applicable
Crossing Control: None Facilities: None within 50m
Road surface: Frost/Ice Weather: Fine without high winds
Darkness: street lights present and lit Carriageway Hazards None
Place accident reported: At scene Special Conditions at Site: None

Causation

| | Factor: | Participant: | Confidence: |
|------|---------------------|--------------|-------------|
| 1st: | Aggressive driving | Vehicle 1 | Very Likely |
| 2nd: | Impaired by alcohol | Vehicle 1 | Very Likely |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

Other Cause:

Precipitating Factor:

BOTH VEHS COMING DOWN A232A FROM COLCHESTER

Occurred on COLCHESTER ROAD A133 ELMSTEAD 101 WEST OF J/W OATLANDS.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Failed to provide
Driver Postcode: VRM:

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 42 Female Passenger Severity: Slight
Not a pupil Postcode Seatbelt
Front seat

Accidents between dates **01/03/2007 and 29/02/2012** **(60) months**

Selection:

Notes:

Selected using Build Query :

Accidents involving:

Casualties:

| | Fatal | Serious | Slight | Total |
|---|-------|---------|--------|-------|
| Motor vehicles only (excluding 2-wheels) | 0 | 2 | 5 | 7 |
| 2-wheeled motor vehicles | 0 | 1 | 0 | 1 |
| Pedal cycles | 0 | 1 | 0 | 1 |
| Horses & other | 0 | 0 | 0 | 0 |
| Total | 0 | 4 | 5 | 9 |

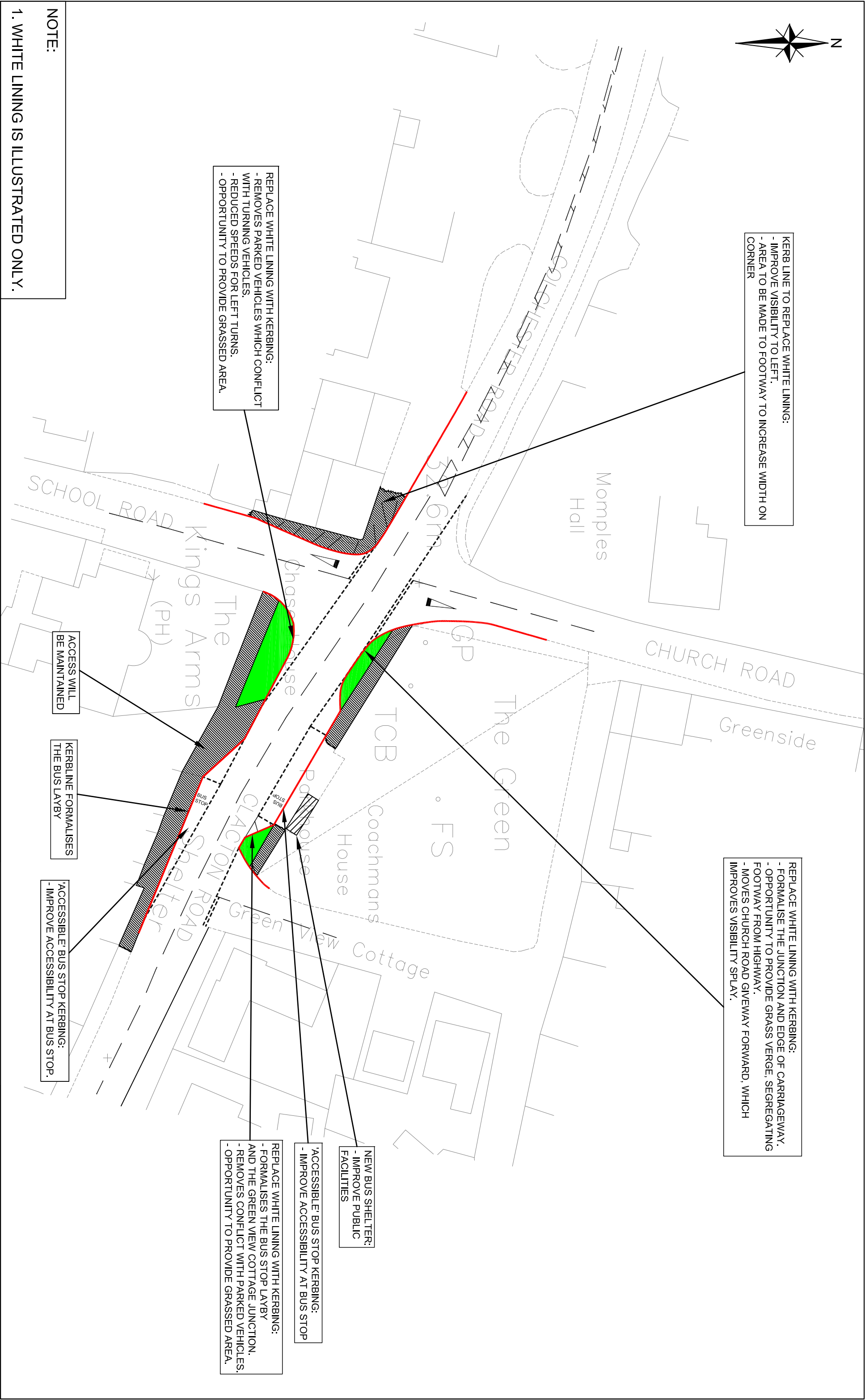
| | Fatal | Serious | Slight | Total |
|------------------|-------|---------|--------|-------|
| Vehicle driver | 0 | 3 | 3 | 6 |
| Passenger | 0 | 0 | 2 | 2 |
| Motorcycle rider | 0 | 1 | 0 | 1 |
| Cyclist | 0 | 0 | 0 | 0 |
| Pedestrian | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 0 | 4 | 5 | 9 |

Appendix D



KERB LINE TO REPLACE WHITE LINING:
- IMPROVE VISIBILITY TO LEFT.
- AREA TO BE MADE TO FOOTWAY TO INCREASE WIDTH ON CORNER

REPLACE WHITE LINING WITH KERBING:
- FORMALISE THE JUNCTION AND EDGE OF CARRIAGEWAY.
- OPPORTUNITY TO PROVIDE GRASS VERGE, SEGREGATING FOOTWAY FROM HIGHWAY.
- MOVES CHURCH ROAD GIVEWAY FORWARD, WHICH IMPROVES VISIBILITY SPLAY.



REPLACE WHITE LINING WITH KERBING:
- REMOVES PARKED VEHICLES WHICH CONFLICT WITH TURNING VEHICLES.
- REDUCED SPEEDS FOR LEFT TURNS.
- OPPORTUNITY TO PROVIDE GRASSED AREA.

NEW BUS SHELTER:
- IMPROVE PUBLIC FACILITIES

'ACCESSIBLE' BUS STOP KERBING:
- IMPROVE ACCESSIBILITY AT BUS STOP

REPLACE WHITE LINING WITH KERBING:
- FORMALISES THE BUS STOP LAYBY AND THE GREEN VIEW COTTAGE JUNCTION.
- REMOVES CONFLICT WITH PARKED VEHICLES.
- OPPORTUNITY TO PROVIDE GRASSED AREA.

ACCESS WILL BE MAINTAINED

KERBLINE FORMALISES THE BUS LAYBY

'ACCESSIBLE' BUS STOP KERBING:
- IMPROVE ACCESSIBILITY AT BUS STOP.

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NOTE:
1. WHITE LINING IS ILLUSTRATED ONLY.

| | | | | | |
|--------------------------------|--|---------------------|-------|-------------|--------|
| PROJECT TITLE | | CLIENT | | DATE | |
| LAND AT ELMSTEAD MARKET, ESSEX | | KNIGHT DEVELOPMENTS | | 25/11/2011 | |
| DRAWING TITLE | | DESIGNED | DRAWN | CHECKED | PASSED |
| HIGHWAY IMPROVEMENT PLAN | | - | JA | MJ | - |
| | | SCALE @ A3 | | 1:500 | |
| | | ISSUE STATUS | | PRELIMINARY | |
| REV DESCRIPTION | | CH | PA | DATE | |
| | | | | | |
| | | DRAWING NUMBER | | REV | |
| | | J621 / 002 | | . | |