

GREENSTEAD HALL

Halstead

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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Control Sheet

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1 INTRODUCTION

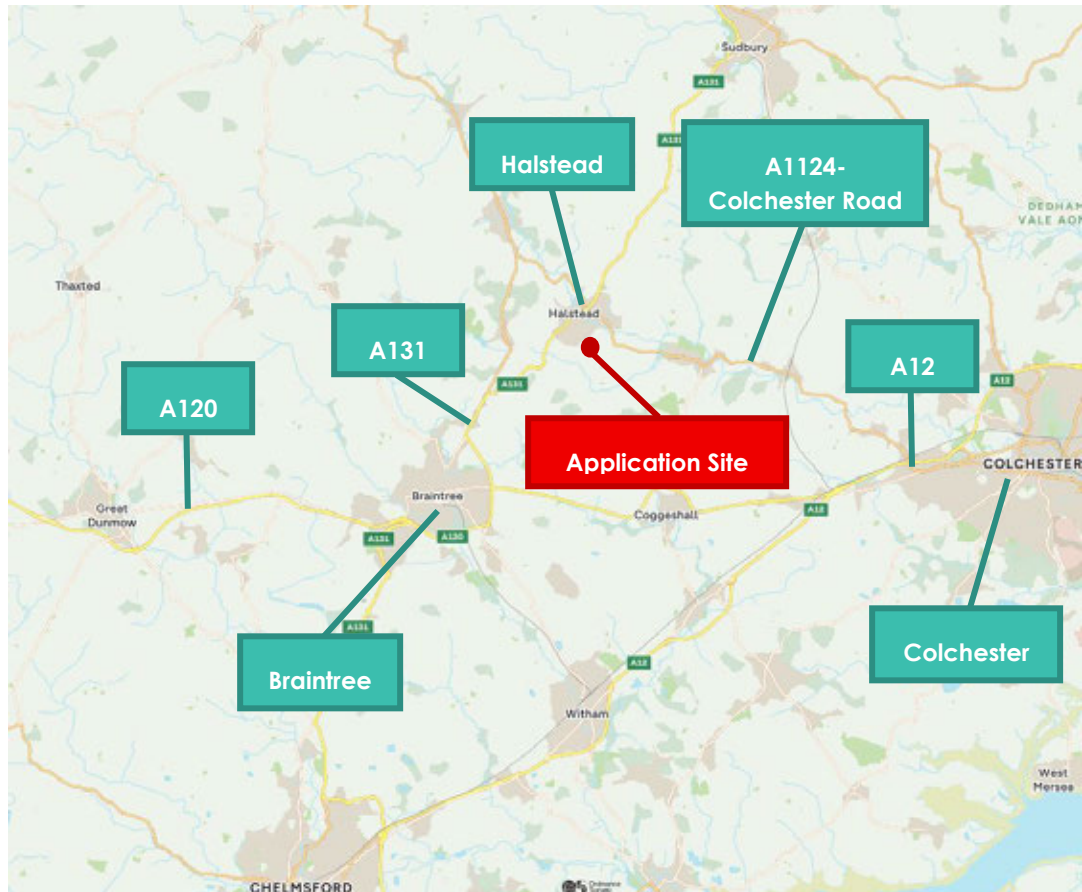
1.1 Background

- 1.1.1 Calibro has been appointed by Antoine Dixon-Bellot (herein referred to as “the Applicant”) to provide an appraisal of the traffic and transport implications associated with parkland landscaping at the site known as Greenstead Hall, Halstead (herein referred to as “the site”). It should be noted that the proposals do not seek to alter or demolish any of the existing structures within the site.
- 1.1.2 This report has therefore been provided with the purpose of providing the Local Planning and Highway Authorities with an evidence base that details the delivery of materials to the site, alongside the magnitude and severity of the transport-related effects of the development during the construction phase. The assessment process has been undertaken with due regard to best practice and current policy.
- 1.1.3 In this way, the Construction Traffic Management Plan also supports the appraisal of the site in an EIA context.

1.2 Site Location

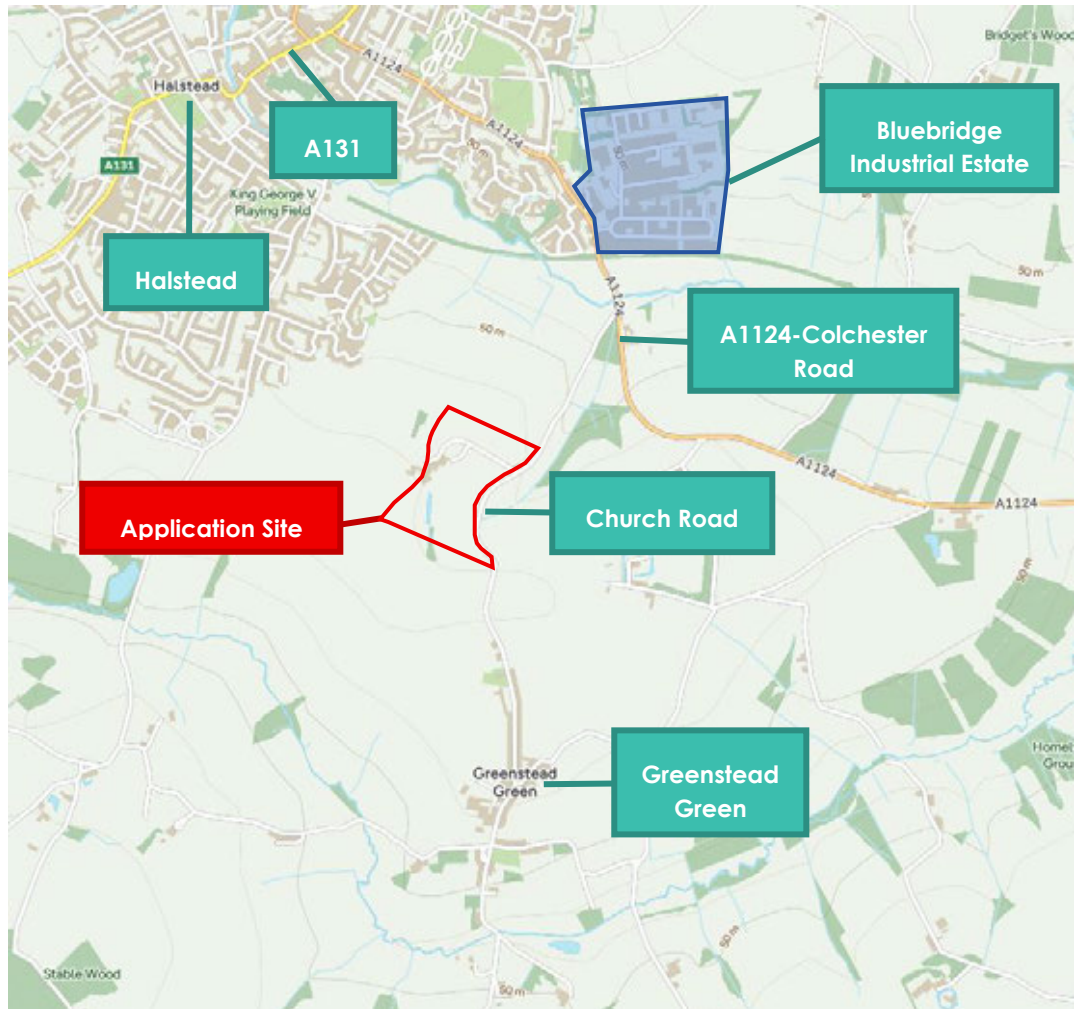
- 1.2.1 The site is located on the southeastern extents of Halstead, some 650-metres south of the A1124-Colchester Road. The A131 is located approximately 2.1-kilometres west of the site, which travels in a north to south alignment and provides connectivity to Braintree to the south. At Braintree, the A131 connects onto the A120 which runs in an east to west alignment. Approximately 11-kilometres southeast, the A120 connects to the A12 which provides connectivity to Colchester.
- 1.2.2 The application site is shown in its strategic context below.

Figure 1-1 Strategic Site Context



- 1.2.3 In a local context, the site is bound to the east by Church Road and agricultural fields to its northern, southern and western extents. Approximately 750-metres northeast of the site, Church Road connects onto the A1124-Colchester Road, which provides connectivity to Halstead approximately 1.7-kilometres northwest of the site and the A131. Greenstead Green is located approximately 1.1-kilometres south of the site and Bluebridge Industrial Estate is located approximately 1.2-kilometres northeast of the site.

Figure 1-2 Local Site Context



1.3 Structure of the Report

- 1.3.1 This report has been prepared as a Transport Statement to provide the Planning and Highway Authorities with the evidence they require to consider the implications of a planning application for the proposed development of the site with its proposed landscaping works.
- 1.3.2 The remainder of this report is structured as follows:

Section 2: Development Proposals – This section of the report outlines the development proposals with a particular focus on the abnormal load transport vehicles.

Section 3: Traffic Generation & Impact – This section of the report considers the magnitude of any traffic effects resultant from the proposed development, together with its potential significance in the context of the safe and efficient operation of the public highway network.

Section 4: Route Appraisal – A1124 & Church Road – This section of the report considers the proposed route, identifying any mitigation measures required.

Section 5: Mitigation, Implementation & Monitoring – This section of the report considers further measures of mitigating any potential impact of vehicular traffic associated with the development, along with how the Construction Traffic Management Plan will both be implemented and subsequently monitored.

Section 6: Conclusion – This section of the report provides a conclusion to the report.

2 DEVELOPMENT PROPOSALS

2.1 Application Details

- 2.1.1 The proposed development comprises of remodelling the site grounds to create new landscape features in the existing parkland such as ponds, sculptures as well as regrading works. It should be noted that the proposals do not seek to alter or demolish any of the existing structures within the site.
- 2.1.2 A plan showing the site landscape plan is shown below and to scale at [Appendix A](#).

Figure 2-1 Site Landscape Plan



2.2 Site Access

- 2.2.1 Construction vehicles (notably an 8 Wheeler Rigid Tipper and Low Loader) will access the site at the southern-most access point off Church Road, where they can access the internal haul road towards the compound site. To exit the site, the 8 Wheeler Rigid Tipper will exit the site in a forward gear using the haul road and onto Church Road. The Low Loader will use the same internal haul road towards the compound site, manoeuvre within the compound area and egress the site in a forward gear. This is shown in the figure below and to scale at [Appendix B](#).

Figure 2-2 Swept-Path Analysis Entering the Site



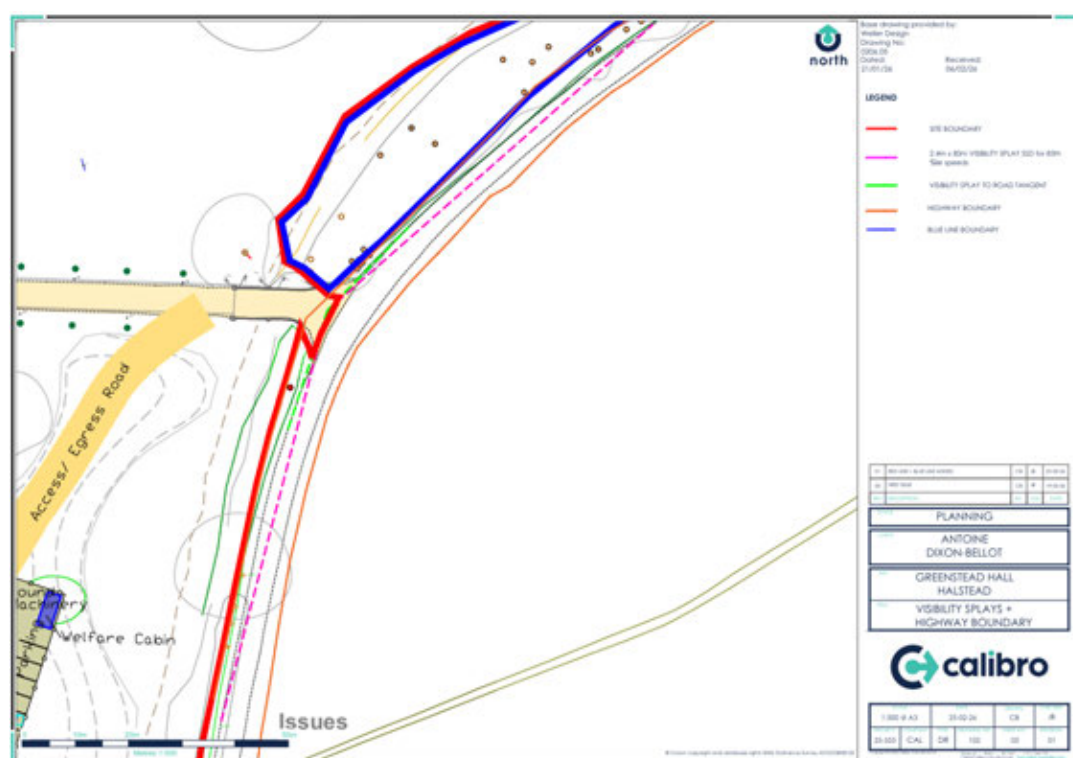
- 2.2.2 The above figure demonstrates how the site access can accommodate both the 8 Wheeler Rigid Tipper and Low Loader movements in and out of the site using the identified haul road.
- 2.2.3 With regards to achieving visibility at the site, two Automatic Traffic Counts (ATC) were installed along Church Road in the vicinity of the site for a one-week period from Friday 12 December 2025 to Thursday 18 December 2025. The 7-day mean 85th percentile speeds recorded by the ATC count closest to the southern-most access point is summarised below, with a copy of the traffic counts being included within [Appendix C](#).

Table 2-1 Recorded Traffic Speeds

ATC	Direction of Flow	Recorded Speeds	
		Mean Speed	85%ile
ATC 2	Northbound	29.6	33.7
	Southbound	30.6	35.2

- 2.2.4 It can be seen from the table above that the Northbound 85th percentile speed was recorded at 33.7mph whilst the Southbound 85th percentile speed was recorded at 35.2mph.
- 2.2.5 Following the above, applying DMRB visibility standards to the southern-most access would result in a requirement of 80-metres in both directions, as shown in the figure below.
- 2.2.6 The below figure also demonstrates a visibility splay in accordance with the road tangent and curvature of the road, to provide full visibility in both directions. This is shown to scale within [Appendix D](#).

Figure 2-3 Visibility Splays at Southern-most Access

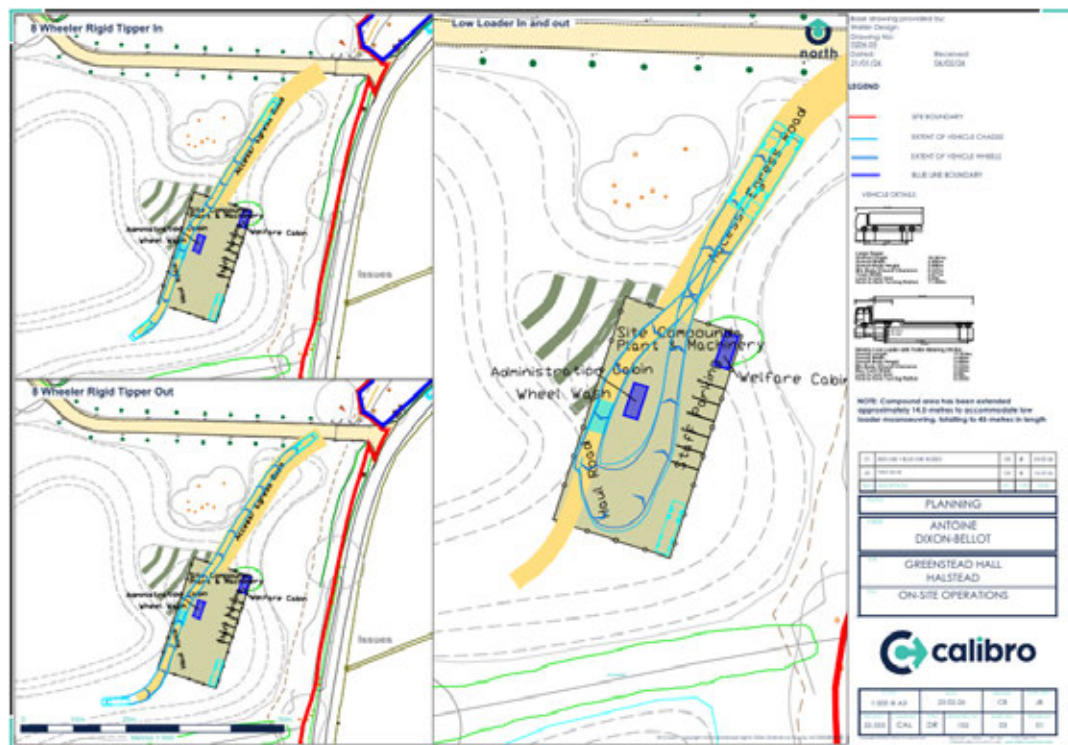


- 2.2.7 The above figure illustrates the visibility splays in line with DMRB standards, but also how further visibility is required against the tangent of the road due to the highway geometry.

2.3 On-Site Operation

- 2.3.1 With regards to on-site operations, after entering the site, the 8 Wheeler Rigid Tipper will use the haul road to access the compound area, drive past the administrative cabin and wheel wash facility and use the haulage roads on-site to tip the soil to the required locations. The compound area will also accommodate areas of short stay parking for the tipper lorries. After tipping the soil at the required locations, the tipper lorries will drive past the wheel wash facility onto the haul road and onto Church Road. This haul road will also be built to accommodate two way vehicle movements and reduce congestion on the carriageway.
- 2.3.2 In terms of the low loader, this vehicle will remain in the compound area to unload the construction vehicles and egress the site using the haul road.
- 2.3.3 The below figure shows the tipper lorry using the compound area and haul road for tipping in the required locations within the site as well as the low loader manoeuvring within the site. This is shown to scale at [Appendix E](#).

Figure 2-4 On-Site Operation – Swept Path analysis

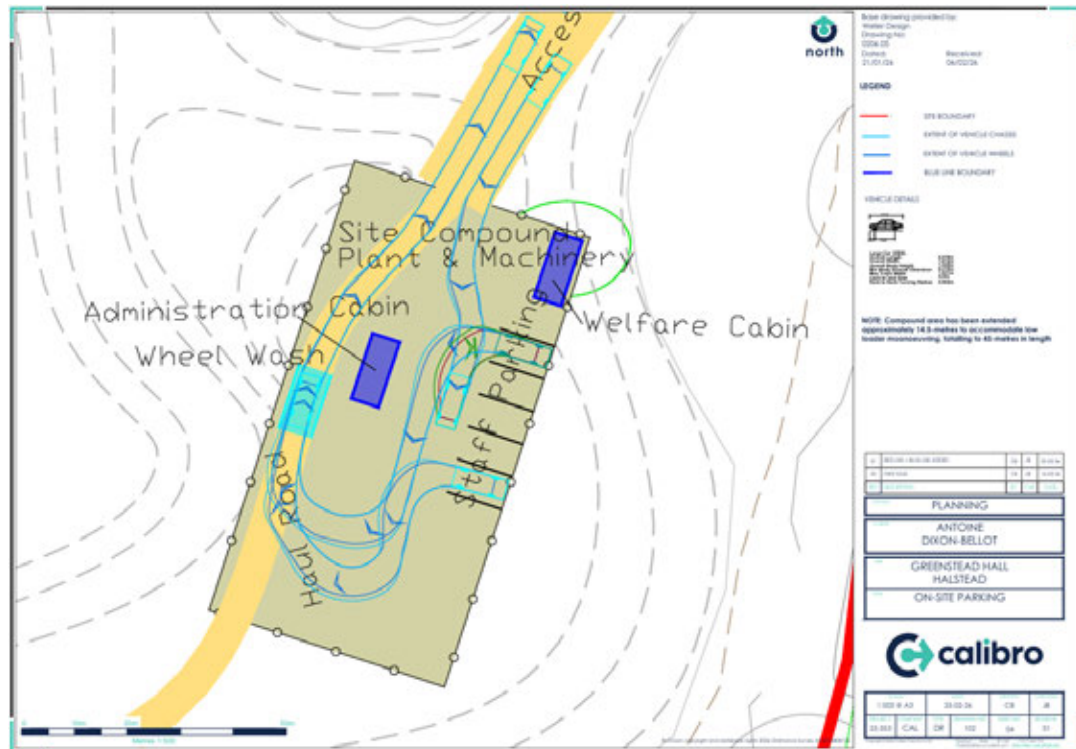


- 2.3.4 The above figure demonstrates that the 8 Wheeler Rigid Tipper will use the haul road to the compound area to locations beyond within the site. The compound area has also been developed to accommodate the Low Loader manoeuvring 180-degrees within the area.

2.4 On-Site Parking

- 2.4.1 It is expected that 3 staff cars will be visiting the site on a daily basis. The below figure shows a plan of the safe parking area for staff and demonstrates how the vehicles have a viable turning area on-site and can enter and exit the site in a forward gear. This is shown to scale at [Appendix F](#).

Figure 2-5 On-site Parking During Construction Phase



- 2.4.2 The above figure illustrates how the compound area can accommodate large car movements to park within the area and egress of the site using the Wheel Wash facility.

2.5 Existing Public Rights of Way

- 2.5.1 It is noted that there is one public right of way in the vicinity of the site:
- Footpath 24 which runs through the northwest boundary of the site and ends at the sites northern access;
- 2.5.2 This footpath will not be impeded on by the future development and users will not be affected by the development of this land. The management of the PROWs during construction is detailed further at [Section 5](#) of this report.

3 TRAFFIC GENERATION & IMPACT

3.1 Construction Programme

- 3.1.1 At this moment in time, it is unknown when the construction process will commence, but it is understood that the soil import process will occur over an 18 month period. As soon as practicable, after planning permission is granted, this document will be updated to specify the dates over which construction will take place.
- 3.1.2 Information provided by the landscapers of the proposed site, alongside experience from other sites has been utilised to determine the delivery vehicle types and the construction traffic anticipated.
- 3.1.3 Following the above, approximately 154,020m³ of soil import is to be transported to the site for the remodelling of the site grounds, with a typical tipper lorry being able to carry 8m³ of soil. This amount of soil import and the capacity of a tipper lorry has been considered within the section below.

3.2 Estimated Traffic Volumes

- 3.2.1 The anticipated number and mix of vehicular traffic have been calculated on a first principles approach and has identified the anticipated vehicle type and number required.
- 3.2.2 The following table shows the maximum number of daily trips anticipated, which is based on an 18-month period, excluding weekends.

Table 3-1 Heavy Goods Vehicle Movements - Construction Period

Activity	Type of Vehicle	Total movements per day	Total movements per month (approx. 21 working days per month)	Total Number of Movements
General Equipment Delivery	Low Loader (to deliver on site construction vehicles)	<1	<1	2
Topsoil	8 Wheeler Rigid Tipper	50 (100 two-way movements)	1,050 (2,100 two-way movements)	19,250 (38,500 two-way movements)
Other Deliveries (non-soil supplies)	8 Wheeler Rigid Tipper	<1	1 (2 two-way movements)	18 (36 two-way movements)

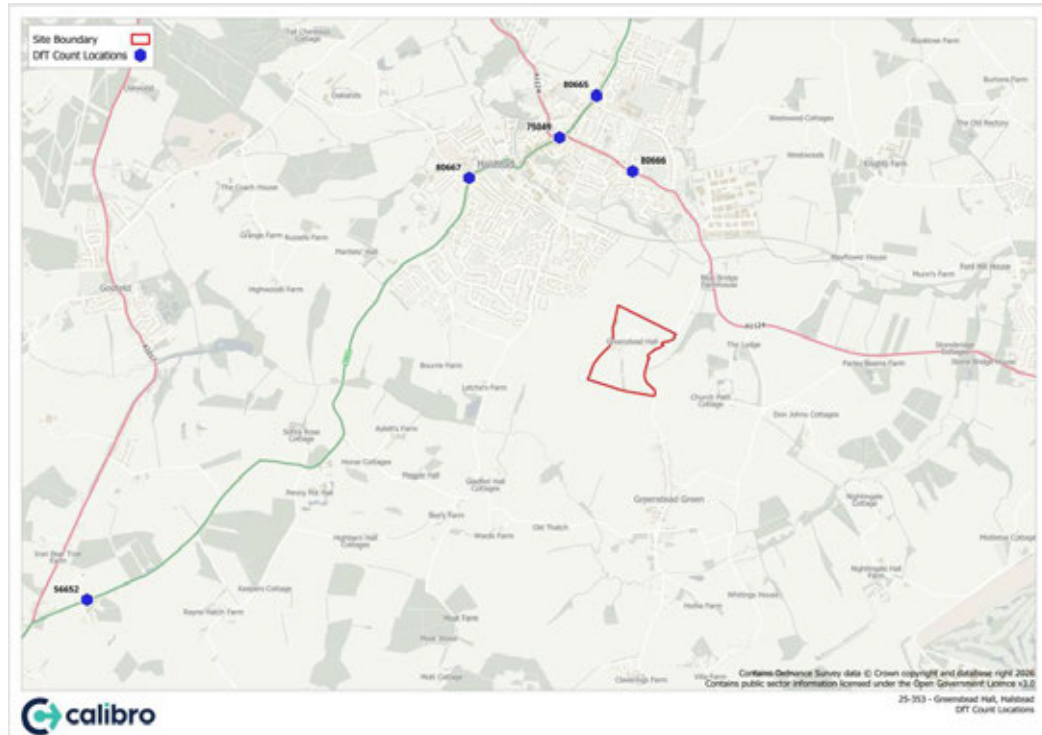
Staff	Staff Cars	3 (6 two-way movements)	63 (126 two-way movements)	1,155 (2,310 two-way movements)
Total		53 (106 two-way movements)	1,114 (2,228 two-way movements)	20,425 (40,850 two-way movements)
10% Buffer		58 (116 two-way movements)	1,226 (2,452 two-way movements)	22,468 (44,935 two-way movements)
* Deliveries taking place over an 18-month period, totalling approximately 385 working days (excluding bank holidays)				

- 3.2.3 By way of a robust assessment, we have included a +10% buffer to the total anticipated number of vehicles – in order to account for the day-to-day fluctuation of traffic movements to the site due to availability of soil. With this, it is anticipated that a maximum of 58 vehicles (116 two-way movements) on a daily basis and 1,226 vehicles (2,452 two-way movements) a month are expected during construction.
- 3.2.4 Assuming a working day of 8 hours, it is expected that there will be between 6 and 7 soil delivery vehicles per hour which equates to a delivery vehicle every 10-minutes.

3.3 Percentage Impact Assessment

- 3.3.1 Further to the above, we have also investigated the impact of the number of HGV's on the surrounding highway geometry using DfT counts.
- 3.3.2 The below map shows the location of 5 DfT count locations which we have gathered data from to assess the impact on the proposed HGV's on the highway network. This is also shown to scale at [Appendix G](#).
- 3.3.3 The 5 DfT counts have been chosen in the impact assessment as they are located on the proposed highway network of the routing strategy, which is further explained in [Section 4](#).

Figure 3-1 DfT Count Locations



3.3.4 Following the above, the below table shows a percentage impact table of the 5 DfT Counts, using the assumption of 50 tipper lorry deliveries per day.

Table 3-2 HGV Percentage Impact

No	DfT Count No	Name	Direction	AADT Latest Year of survey			Development				
				Tot Veh	HGV's	HGV%	HGV daily	New Total Veh	New Total HGV	New HGV %	% HGV Diff
1	56652	A131 Halstead Road	Eastbound	5,127	248	4.84%	50	5,177	298	5.76%	0.92%
			Westbound	5,058	244	4.82%	50	5,108	294	5.76%	0.93%
			Two-way	10,185	492	4.83%	100	10,285	592	5.76%	0.93%
2	75049	Head Street	Eastbound	7,903	323	4.09%	50	7,953	373	4.69%	0.60%
			Westbound	7,272	306	4.21%	50	7,322	356	4.86%	0.65%
			Two-way	15,175	629	4.14%	100	15,275	729	4.77%	0.63%
3	80665	Sudbury Road	Northbound	4,239	175	4.13%	50	4,289	225	5.25%	1.12%
			Southbound	4,418	200	4.53%	50	4,468	250	5.60%	1.07%
			Two-way	8,657	375	4.33%	100	8,757	475	5.42%	1.09%
4	80666	Colchester Road	Eastbound	5,735	237	4.13%	50	5,785	287	4.96%	0.83%
			Westbound	5,767	239	4.14%	50	5,817	289	4.97%	0.82%
			Two-way	11,502	476	4.14%	100	11,602	576	4.96%	0.83%
5	80667	Trinity Street	Northbound	4,900	166	3.39%	50	4,950	216	4.36%	0.98%
			Southbound	4,826	179	3.71%	50	4,876	229	4.70%	0.99%
			Two-way	9,726	345	3.55%	100	9,826	445	4.53%	0.98%

- 3.3.5 The above table demonstrates that an extra 50 construction deliveries on the existing highway geometry would have the largest change in percentage of HGV's of 1.12%.
- 3.3.6 Further to the above and in line with the ATC data, it is evident that Church Road already accommodates HGV movements and is suitable for additional HGV movements from the proposed development.

3.4 Site Operating Hours

- 3.4.1 Construction activities are proposed to occur Monday to Friday between the hours of 07:00 and 18:00. However, construction vehicles will be coordinated as to avoid the traditional morning and evening peak hours between 08:00-09:00 and 17:00-18:00. Consequently, construction activities and deliveries will be limited to the hours of 07:00-08:00 and 09:00-16:00, totalling to an 8-hour working day (including a 1 hour lunch break) and avoiding the standard peak periods. No construction activities or deliveries will occur on Weekends or Public Holidays.

3.5 Section Conclusion

- 3.5.1 It is expected that there will be approximately 50 vehicles (HGVs or LGVs) accessing the site on average each day during the construction phase. This represents an undiscernible impact on the safety and capacity of the surrounding highway network.

4 ROUTE APPRAISAL – A1124 & CHURCH ROAD

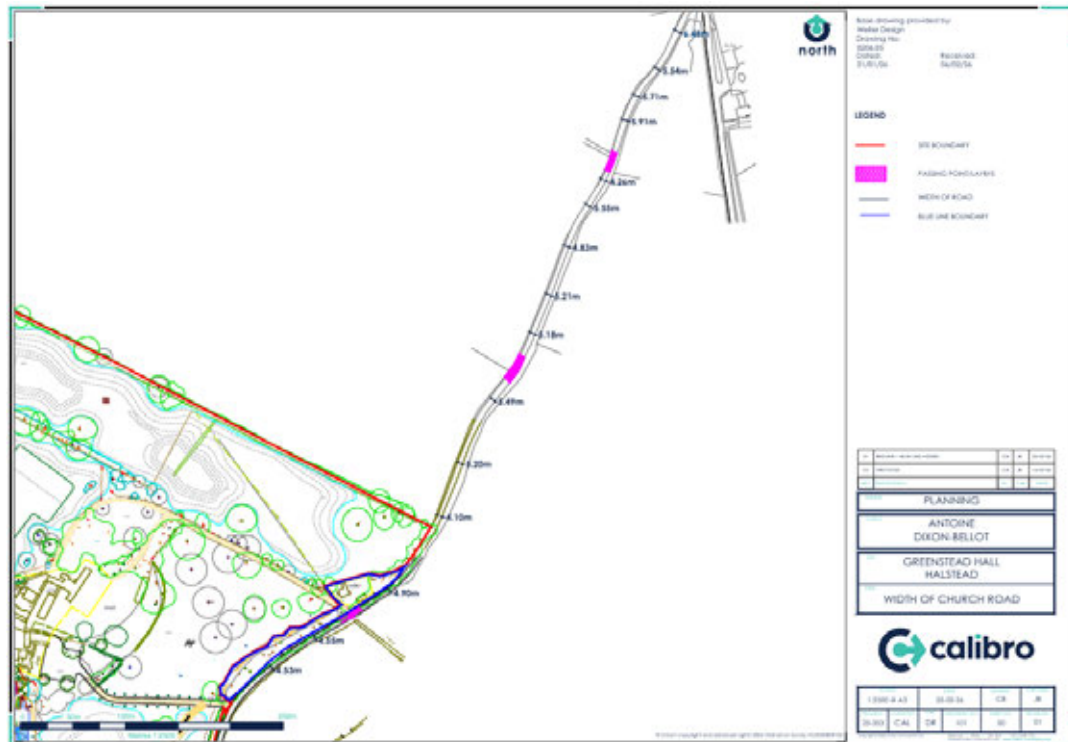
4.1 Introduction

- 4.1.1 This section of the report assesses the proposed route in detail, identifying potential mitigation areas whereby action may be required. A detailed strategy is outlined for each location or 'mitigation area' in the following section.

4.2 Description of the Route

- 4.2.1 Church Road is rural in nature and measures approximately 4.1-metres in width at its narrowest point, demonstrates that it can only accommodate 1 HGV movement in one direction. However, three identified passing points/laybys have been identified on Church Road to allow movement of traffic between construction and non-construction vehicles. The figure below shows the varying widths of Church Road towards the site which is also shown to scale at [Appendix H](#).

Figure 4-1 Width of Church Road



- 4.2.2 Consequently, HGV (and other large construction vehicles) movements along Church Road will occur at one at a time to ensure that vehicles do not block the carriageway. This will be controlled by the Site Manager, with scheduled deliveries and communications in advance, which is further explained in [Section 5](#) of this report.
- 4.2.3 Further to the above, passing points on Church Road will be identified with the assistance of banksmen to assist with potential conflict between HGV's and vehicle movements not relating to the proposed site.
- 4.2.4 Vehicles will route onto to Church Road via the A1124-Colchester Road some 800-metres north of the site. This A road measures circa more than 5.7-metres and can accommodate two way moving HGV traffic. It should also be noted that Bluebridge Industrial Estate is located north of Church Road, which attracts a material number of HGV movements and is considered within the percentage impact assessment in [Section 3.3](#). Therefore, it is evident that the A1124-Colchester Road is suitable for accommodating the type of vehicles associated with the construction of the development.
- 4.2.5 Initial swept-path analysis has been undertaken at the Church Road-A1124 junction which has confirmed that the best routing strategy from the site would be northbound onto the A1124, due to the wide turning circle required both the 8 Wheeler Rigid Tipper and Low Loader to travel southbound on the A1124. Consequently, the best routing strategy to and from the site would be from the A131 in a northern or southern direction onto the A1124 towards Church Road. Following unloading of materials, HGV's would take the opposite direction on and onto the A131 to travel northbound or southbound. This route also involves the least amount of driving on the non-strategic road network and provides access to the A120 further south of the site. The proposed delivery routes to and from the site is shown in the figure below.

Figure 4-2 Proposed Delivery Routing to Site



- 4.2.6 Further to the above, detailed vehicle swept path analysis has been undertaken for the proposed delivery route from the A1124 to the site. The vehicles assessed are an 8 Wheeler Rigid Tipper Lorry, shown within [Figure 4.1](#) to [4.3](#), also included to a larger scale within [Appendix I](#) and a Low Loader, shown within [Figure 4.4](#) to [Figure 4.6](#), also included to a larger scale within [Appendix J](#).
- 4.2.7 These swept path analysis show how an 8 Wheeler Rigid Tipper Lorry and Low Loader vehicle can use the A131 from a southern and northern direction onto the A1124-Colchester Road and onto Church Road to access the site. It should be noted that additional figures have been shown to illustrate the pinch points of the highway network in Halstead whilst travelling to and from the proposed site.

Figure 4-3 8 Wheeler Rigid Tipper Lorry – Swept-path 1

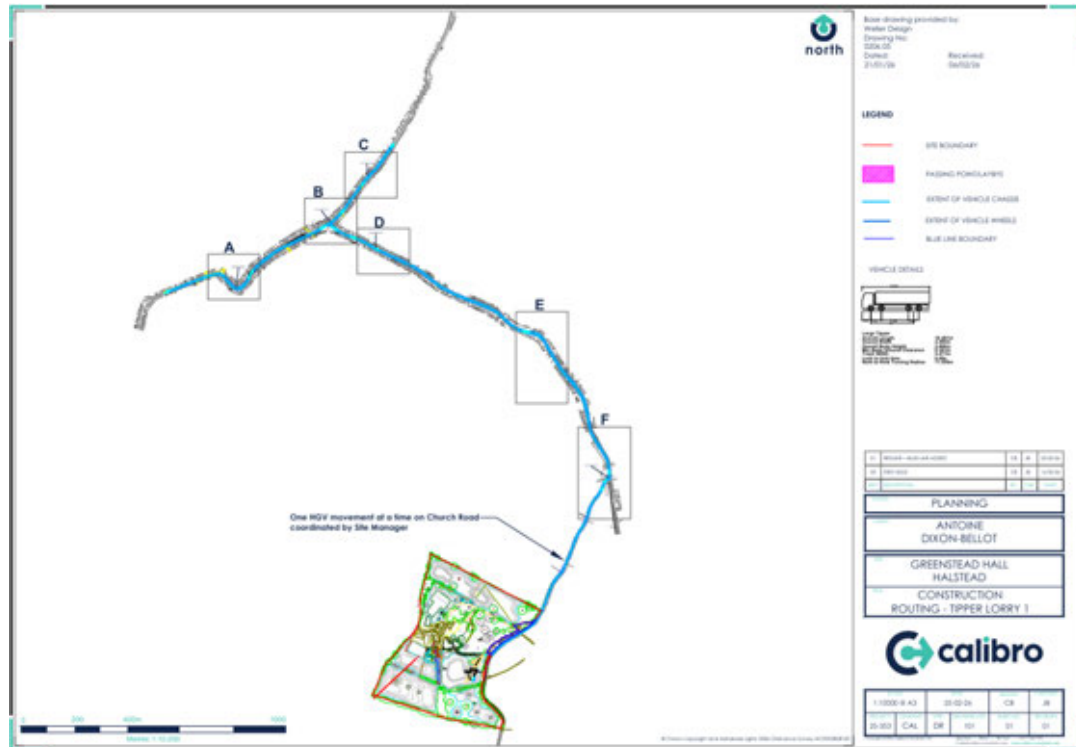


Figure 4-4 8 Wheeler Rigid Tipper Lorry – Swept-path 2

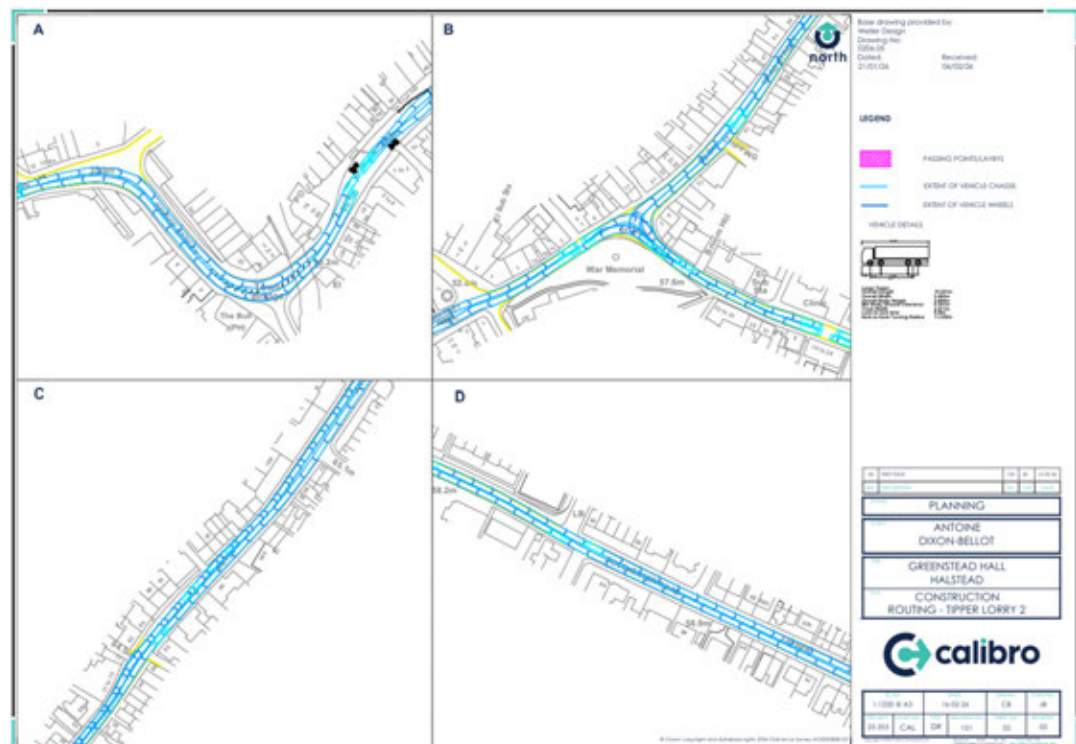


Figure 4-5 8 Wheeler Rigid Tipper Lorry – Swept-path 3

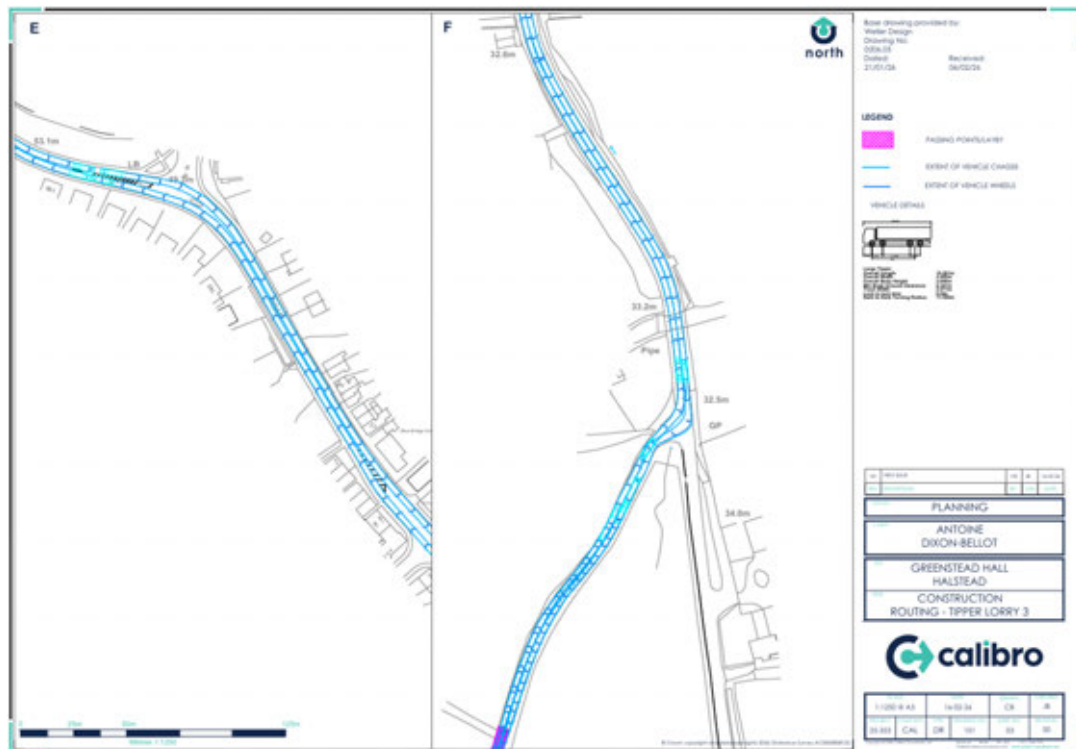


Figure 4-6 Low Loader – Swept-path 1

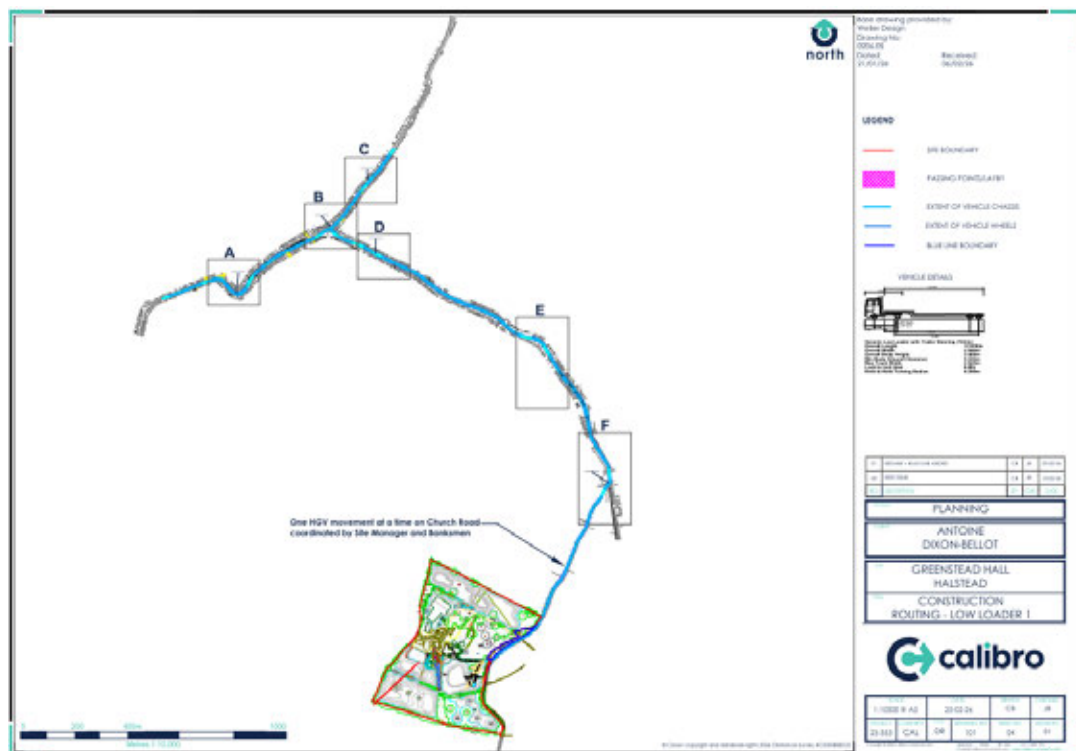


Figure 4-7 Low Loader – Swept-path 2

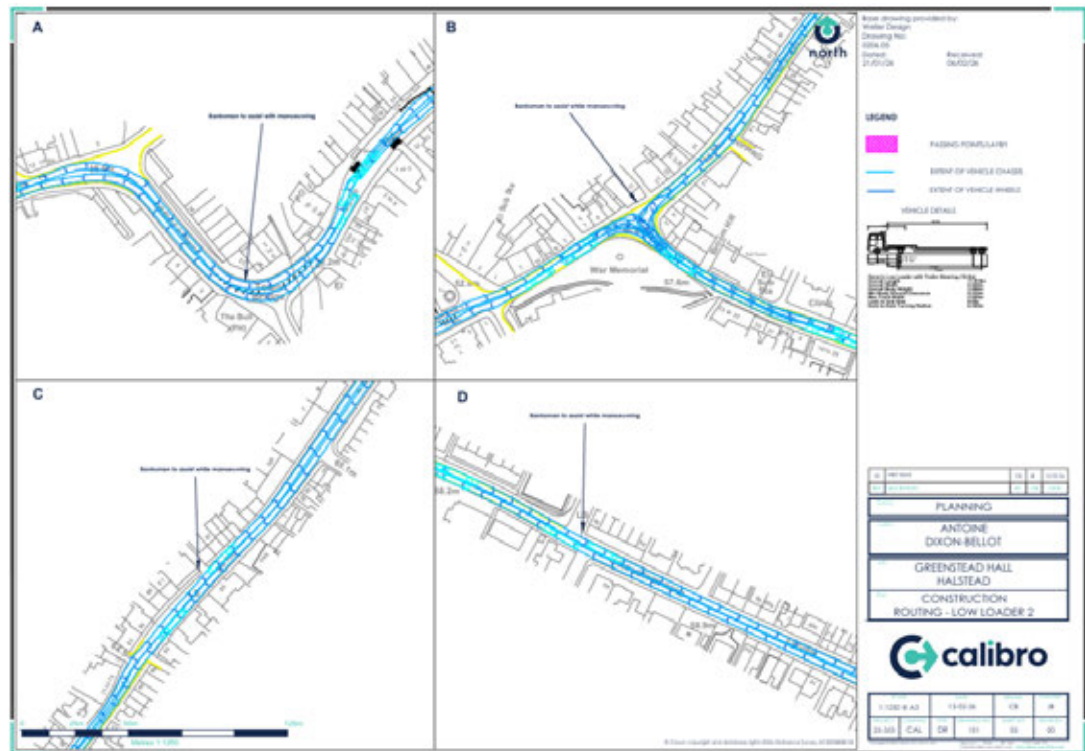


Figure 4-8 Low Loader – Swept-path 3



- 4.2.8 It can be seen from the above figures that banksman will be required to assist with manoeuvres through Halstead as well as the A1124/Church Road junction. Furthermore, the use of the low loader vehicle will be very rare during the construction of the proposed development, with use expected to be restricted to the delivery and collection of the construction vehicle and therefore only be used twice. It should be noted that the low loader delivery vehicle has its own team of drivers and associated banksman and traffic management operatives, all of which are used to the behaviour of the vehicle and how to control traffic whilst manoeuvring in tight situations.
- 4.2.9 In addition, Church Road will be coordinated to accommodate one HGV movement at a time, with there being 3 identified passing point/laybys for vehicles not relating to the site.
- 4.2.10 It should also be noted that the A1124/Colchester Road already accommodates a material number of HGV movements due to Bluebridge Industrial Estate and is considered within the percentage impact assessment in [Section 3.3](#).
- 4.2.11 Furthermore, vehicle entry can be made at an oblique angle, and swept path analysis of vehicles entering and exiting the site are included within [Section 2.2](#).

4.3 Accident Data

- 4.3.1 In order to assess the safety performance of the existing highway network, in relation to the proposed route outlined above, road safety or Personal Injury Accident (PIA) data has been obtained via the CrashMap website, for the most recent five-year period available: 01/01/2020 - 31/12/2024. The below figure shows a table of the accidents that have occurred along the route appraisal from the A131 in a northern and southern direction at each junction from an appropriate distance.

Table 4-1 Table of Accidents Along Route Appraisal

Junction	Severity of Collision		
	Slight	Serious	Fatal
A131 from Southbound Direction			
J1 – A131-Halstead Road-Gosfield Road	1	2	-
J2 - A131-Rayne Hatch Wood Road	-	-	-
J3 - A131-Peterfield's Lane	-	-	-
J4 – A131-High Barn Hall Road	-	-	-
J5 – A131-Plaistow Green Road	-	-	-
J6 – A131- Russel's Road	-	-	-
J7 – A131-Hurrell Close	-	-	-

J8 – A131-Oak Road	2	-	-
J9 – A131-White Horse Avenue	2	-	-
J10 -A131-Ramsey Road	-	-	-
J11 – A131-Inman Avenue	1	-	-
J12 – A131-Greenbanks	-	-	-
J13 – A131-Monklands Court	-	-	-
J14 – A131-Trinity Street-Chapel Hill	1	2	-
J15 – A131-New Street	-	-	-
J16 – A131-Kings Road	-	-	-
J17 – A131-Butter Road	1	-	-
J18 – A131-The Causeway	-	-	-
J19 – A131-Factory Lane East	1	1	-
J20-A131-Chapel Street	1	-	-
J21 – A131-High Street-The Centre	1	3	-
J22 – A131-Head Street-Market Hill-Parsonage Street	1	-	-
J23 – A131-Colchester Road-A1124	1	1	-
J24 - A1124-Broom Hill	-	-	-
J25 - A1124-Manfield	2	-	-
J26 – A1124-Pretoria Road-Mallows Field	-	-	-
J27 – A1124-Nether Court-Dame Mary Walk	-	-	-
J28 – A1124-Fenn Road	-	-	-
J29 – A1124-Nightingale Drive	-	-	-
J30 – A1124-First Avenue	-	-	-
J31 - A1124-Colchester Road-Church Road	-	-	1
A131 from Northbound Direction			
J32 – A131-Sudbury Road – School Road	-	1	-

J33- A131-Sudbury Road-Pebmarsh Road	-	-	-
J34- A131-Sudbury Road-Oak Road	-	-	-
J35- A131-Sudbury Road-Star Stille	-	-	-
J36- A131-Sudbury Road-Lee Close	-	-	-
J37- A131-Sudbury Road-Churchill Avenue	-	-	-
J38 - A131-Sudbury Road-Portway Court	-	-	-
J39 – A131-Sudbury Road – Colne Road	1	-	-
J40 – A131-Head Street-Morley Road-Mill Chase	2	-	-

- 4.3.2 The above data shows that one 'Fatal' accident has been recorded in the assessed five-year time period on the construction traffic route, in close vicinity of the Church Road junction (opposite Bluebridge House). This accident involved two cars, on a light wet condition in winter 2021 with one woman in her 90s being one of the victims. It is apparent that this accident is not a design fault of the road network and instead a rare occurrence.
- 4.3.3 Additional small clusters of accidents have occurred on the A131-High Street-The Centre junction, but this is also skewed by the heavily trafficked nature of the junction.
- 4.3.4 As such the road network is considered suitable in respect of accommodating the traffic movements anticipated with the proposed construction works. It is therefore concluded that the proposed development would not materially worsen the current safety performance of the surrounding highway network.

4.4 Section Conclusion

- 4.4.1 The analysis conducted above confirms that there are no major issues along the proposed route, as is confirmed by the A1124 current use of HGVs from the nearby industrial estate. Church Road is also suitable for HGV one way movement due to the width of the road and the measures to mitigate and monitor the HGV movements further explained in [Section 5](#).
- 4.4.2 The analysis has been considered in the context of highway safety, from the review, this report confirms that there are no inherent highway safety risks in the existing operation of the adjoining highway network and the proposed development is therefore acceptable in the context of highway safety and geometry.

5 MITIGATION, IMPLEMENTATION & MONITORING

5.1 Introduction

- 5.1.1 This section of the report will seek to outline how the CTMP will be implemented and monitored. The site manager will be responsible for the implementation of the measures in this CTMP.

5.2 Mitigation impacts on Site During Construction

- 5.2.1 All the necessary traffic orders and other permissions will be acquired prior to the commencement of construction, to allow safe access to the site.
- 5.2.2 Three staff cars are anticipated to be required on site on an average day. There will also be construction movements operated by dozers and excavators which will be managed by the Site Manager.
- 5.2.3 No parking by contractors, visitors, or delivery vehicles will be permitted on the local highway network any time during the construction phase. With this, visitors will be advised of the parking arrangements in advance of travelling to the site.
- 5.2.4 During the construction of the landscaping works, the Site Manager will monitor that parking will continue to occur in the designated area on a regular basis. This would need to be confirmed once the Construction Contractor has been appointed.
- 5.2.5 In order to keep mud and debris off the surrounding highway network, a wheel washing facility will be provided ahead of the egress of the site.

5.3 Public Rights of Ways (PRoW)

- 5.3.1 Noting that the PRoW 24 which runs through the site and users requiring to cross the road to access the next PRoW section, it is important to raise awareness for these pedestrians in the build up to the construction and during the construction phase. To ensure the safety of PRoW users, signage will be posted to inform them of the presence of delivery/construction vehicles. Additional signage will be implemented for the purpose of the delivery/construction vehicles to make them aware of potential walkers using these PRoWs and Church Road.

5.4 Signage

- 5.4.1 From the A131-Bournebridge Hill and the A131-Sudbury Road, directional signage will be provided for construction traffic up to the priority junction with Church Road. Signage will also be posted along this route to inform local residents and works of the presence of construction traffic.

- 5.4.2 Before the construction movements take place, additional signage will be placed at Greenstead Green and Earls Colne to inform residents and car drivers of upcoming construction traffic and possible diversions.
- 5.4.3 The below figure shows the locations of signage along the highway network to help inform local residents and traffic users of the presence of construction traffic. This figure is also shown to scale at [Appendix K](#).

Figure 5-1 Location of Signage



5.5 Road Safety

- 5.5.1 To ensure the safety of all personnel on site, banksmen will be required to oversee and direct vehicle movements within and around the construction site, including accessing the site. The banksmen shall be responsible for coordinating vehicle manoeuvres in confined areas, guiding drivers during reversing or turning operations, and ensuring that designated pedestrian routes are kept clear at all times.
- 5.5.2 In relation to the proposed delivery routes of the HGV's, banksmen will be placed along the A131, the A1124-Colchester Road and Church road to assist with manoeuvres.

- 5.5.3 The southern site access has an existing gate, which will remain closed at all times except during vehicle manoeuvring operations. A designated site operative, such as the banksman, shall be appointed to control the gate during vehicle manoeuvring operations and ensure it remains closed when not in use and to actively manage the site access. Prior to any vehicle entering or exiting the site, the operative must confirm that the site access and road is clear of pedestrians and cyclists to ensure safe vehicle movements.
- 5.5.4 There is space on-site to manage and store the materials being delivered within the boundary, with the materials ordered in portions ensure there is no overspill onto the surrounding highway network.

5.6 Coordination

- 5.6.1 The Site Manager will be responsible for the coordination of all HGV's to and from the construction site. They would be responsible for coordination and necessary liaison with associated parties, including but not limited to contractors, Braintree District Council, the emergency services, and the local community, where necessary.
- 5.6.2 Due to the width of Church Road only accommodating one HGV movement, only one single HGV (or other large construction vehicles) shall deliver/collect at any one time to ensure that these vehicles do not block Church Road. This will be coordinated by the site manager to also prevent the potential for such vehicles to park or idle on the A1124 ahead of the delivery.

5.7 Road Safety Liaison

- 5.7.1 The Principal Contractor will be provided to the Local Planning Authority immediately prior to the commencement of construction works. It will be confirmed that the Principal Constructor is a member of the Considerate Constructors scheme will be bound by its obligations.
- 5.7.2 The nominated personnel shall liaise with the aforementioned authorities regarding road safety. If any construction works are perceived to present an immediate hazard or risk to road users, the personnel in question shall ensure appropriate measure are taken immediately.

5.8 Community Liaison

- 5.8.1 All necessary information on abnormal loads will be advertised via local press and community website(s)/page(s) in order to help inform the public.
- 5.8.2 All incoming complaints, whether about traffic routing, noise, or access disruption will be logged and responded to promptly.

5.9 Staff Induction

- 5.9.1 All staff would be informed of the traffic management procedures and arrangements identified through site inductions and accompanying literature.

5.10 Monitoring of the CTMP

- 5.10.1 The CTMP would be monitored by the Applicant / appointed contractor. The Applicant / appointed contractor will liaise with Braintree District Council when suitable.
- 5.10.2 The transport route identified within [Section 4](#) of this report will be monitored for adherence.

6 CONCLUSION

6.1.1 The findings of this Construction Traffic Management Plan can be summarised as below:

- The transport implication are low in terms of capacity and over an 18-month period. Measures have been identified within this report to help mitigate the effects of construction vehicles during this period.
- The access route envisaged for construction traffic in close proximity to the site is on the A1124, which has existing HGV use from Bluebridge Industrial Estate;
- Pedestrians are largely not affected by construction traffic, and mitigation measures are to be implemented on site to protect footway users.

6.1.2 It can therefore be considered that not adverse environmental effects are to be expected with the proposed construction process.

APPENDICES

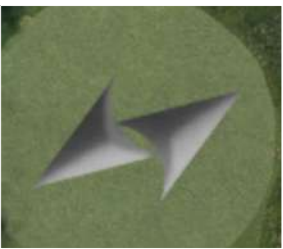
Appendix A

Site Landscape Plan





New Managed Short Grass



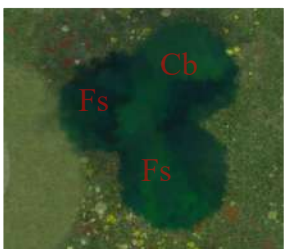
New Sculpture Locations



New Scrub



New Marginal Planting



New Specimen Tree Planting (with reference)



New Native Hedgerow



New Wildflower Meadow

Greenstead Hall - Proposed Landscape Schedules									
New Hedgerow Planting			1. Plan Reference / 2. Length Planting (lm) / 3. Density (plants per linear metre)						
			1						
			1H1						
Total			2	3	5 plants/m				
Prunus spinosa	20%	transplant	0.45-0.6m		160				
Corylus avellana	30%	transplant	0.45-0.6m		240				
Crataegus monogyna	25%	transplant	0.45-0.6m		200				
Ilex aquifolium	10%	transplant	0.45-0.6m		80				
Acer campestre	15%	transplant	0.45-0.6m		120				
Total	100%				800				
To be planted in a double staggered row with 5 species for every 30 linear metres									

Greenstead Hall GC - Wildflower Meadow Mix	
Ennorsgate B&D is a complete mix composed of 15% native wild flowers and 85% slow growing grasses - (by weight). Area to be sown = 9.6Ha	
Wildflowers - 15% 0.45% Achillea millefolium - Yarrow 0.75% Betonica officinalis - Betony 2.25% Centaurea nigra - Common Knapweed 1.50% Daucus carota - Wild Carrot 0.75% Galium album - Hedge Bedstraw 0.90% Galium verum - Lady's Bedstraw 1.50% Leucanthemum vulgare - Oxeye Daisy 0.45% Plantago lanceolata - Ribwort Plantain 1.20% Poterium sanguisorba ssp sanguisorba - Salad Burnet 0.75% Primula veris - Cowslip 1.20% Prunella vulgaris - Selfheal 1.20% Ranunculus acris - Meadow Buttercup 0.30% Rhinanthus minor - Yellow Rattle 0.60% Silene dioica - Red Campion 1.20% Silene vulgaris - Badder Campion	
Grasses - 85% 8.50% Agrostis capillaris - Common Bent 29.75% Cynosurus cristatus - Crested Dogtail 25.50% Festuca rubra - Red Fescue 4.25% Phleum bertolonii - Smaller Cat's-tail 17.00% Poa pratensis - Smooth-stalked Meadow-grass 50% Festuca ovina - Sheep's Fescue	

Greenstead Hall GC - Grass Walkways, Vistas, Land Art & Formal Lawns (incl. recreational space)	
Ennorsgate B&D Mix Area to be sown = 3.8 Ha	
Grasses 100% 8.50% Agrostis capillaris - Common Bent 25.50% Festuca rubra - Red Fescue 17.00% Poa pratensis - Smooth-stalked Meadow-grass 50% Festuca ovina - Sheep's Fescue	

Greenstead Hall GC - Proposed Landscape Schedules			
Individual Trees		1 Tree Location	
		1	see plan
Species			
Fagus sylvatica	Standards	6	
Tilia cordata	Standards	17	
Castanea sativa	Standards	4	
Quercus robur	Standards	26	
Betula Pendula	Standards	28	
Carpinus betulus	Standards	4	
Salix alba	Standards	11	
Fagus sylvatica f. purpurea	Standards	4	
Taxodium distichum	Standards	1	
Cedrus atlantica	Standards	2	
Sequoiadendron giganteum	Standards	1	
Total	0%		104

Greenstead Hall - Proposed Landscape Schedules												
Scrub Planting		1 Plan Reference / 2 Area Of Planting (m2) / 3 Density (plants per m2)										
		1	W1	W2	W3	W4	W5	W6	W7	W8	Species Tot	
		2	1,500	1,954	304	583	1,067	888	2365	777	9,438	
		3	3m centres	3m centres	3m centres	3m centres	3m centres	3m centres	3m centres			
Prunus spinosa	20%	transplant	0.45-0.6m	33	43	7	13	24	20	53	17	210
Corylus avellana	30%	transplant	0.45-0.6m	50	65	10	20	35	29	79	26	314
Crataegus monogyna	25%	transplant	0.45-0.6m	42	54	9	16	30	25	66	22	264
Cornus sanguinea	10%	transplant	0.45-0.6m	17	22	3	7	12	10	26	9	106
Sambucus nigra	15%	transplant	0.45-0.6m	25	32	5	10	18	15	39	13	157
Total	100%			167	216	34	66	119	99	263	87	1051

Marginal Areas							
			Lake A	Lake B	Lake C	Lake D	Total
Species	Common Name	Lin.metres	116	163	136	113	
Urtica dioica	Yellow Iris	7%	8	11	10	8	
Alisma plantago-aquatica	Common water-plantain	8%	9	13	11	9	
Carex riparia	Greater Pond Sedge	5%	6	6	7	6	
Eleocharis palustris	Common Spike Rush	10%	12	16	14	11	
Veronica beccabunga	European Speedwell	13%	15	21	18	15	
Glyceria maxima	Great Manna Grass	12%	14	20	16	14	
Stachys palustris	Marsh Woundwort	8%	9	13	11	9	
Myosotis scorpioides	Water Forget-Me-Not	13%	15	21	18	15	
Lythrum salicaria	Purple Loosestrife	9%	10	15	12	10	
Schoenus palustris	Common Club-Rush	15%	17	24	20	17	
Total		100%	115	162	137	114	528

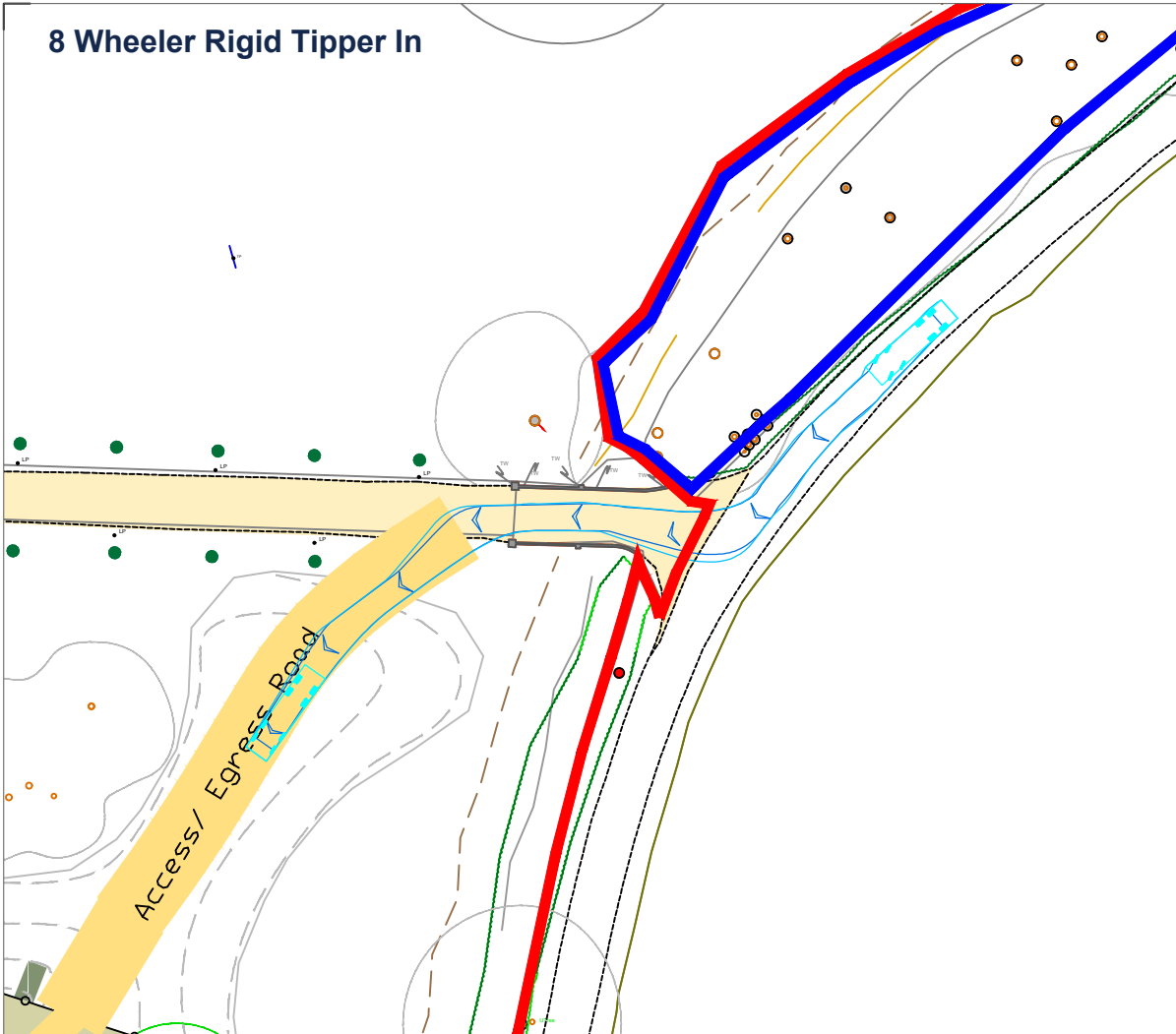
Planting Schedules

DRAWN BY:	APPROVED BY:	PROJECT:	PLAN:	Key:
DATE: 25/02/2026	PROJ. NO. 0206	Greenstead Hall	Landscape Plan	
DGN. NO.: 0206.04	DWG. Landscape Plan			
Scale: 1 : 1250 @ A1				

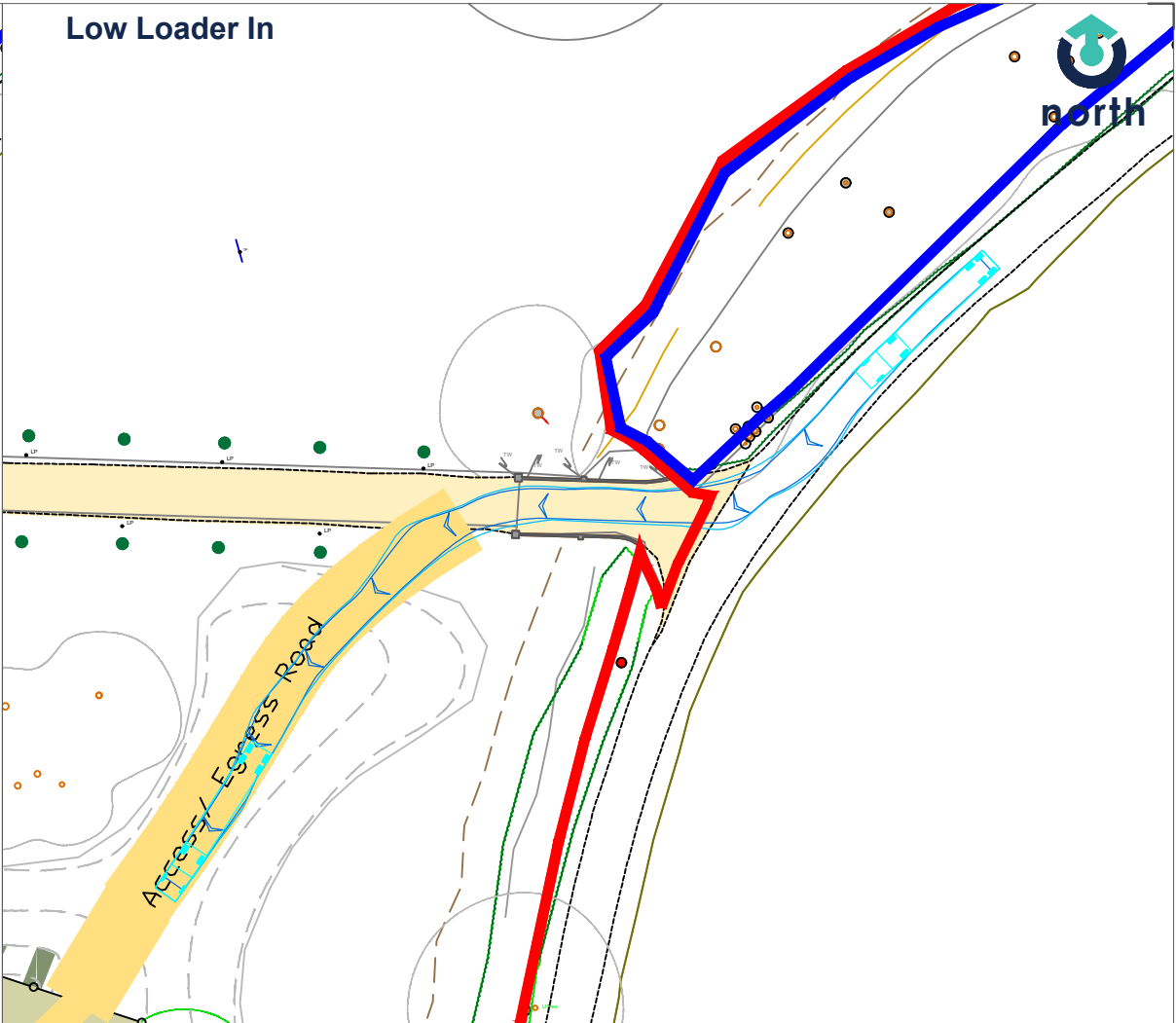
Appendix B

Site Access – Swept-path Analysis

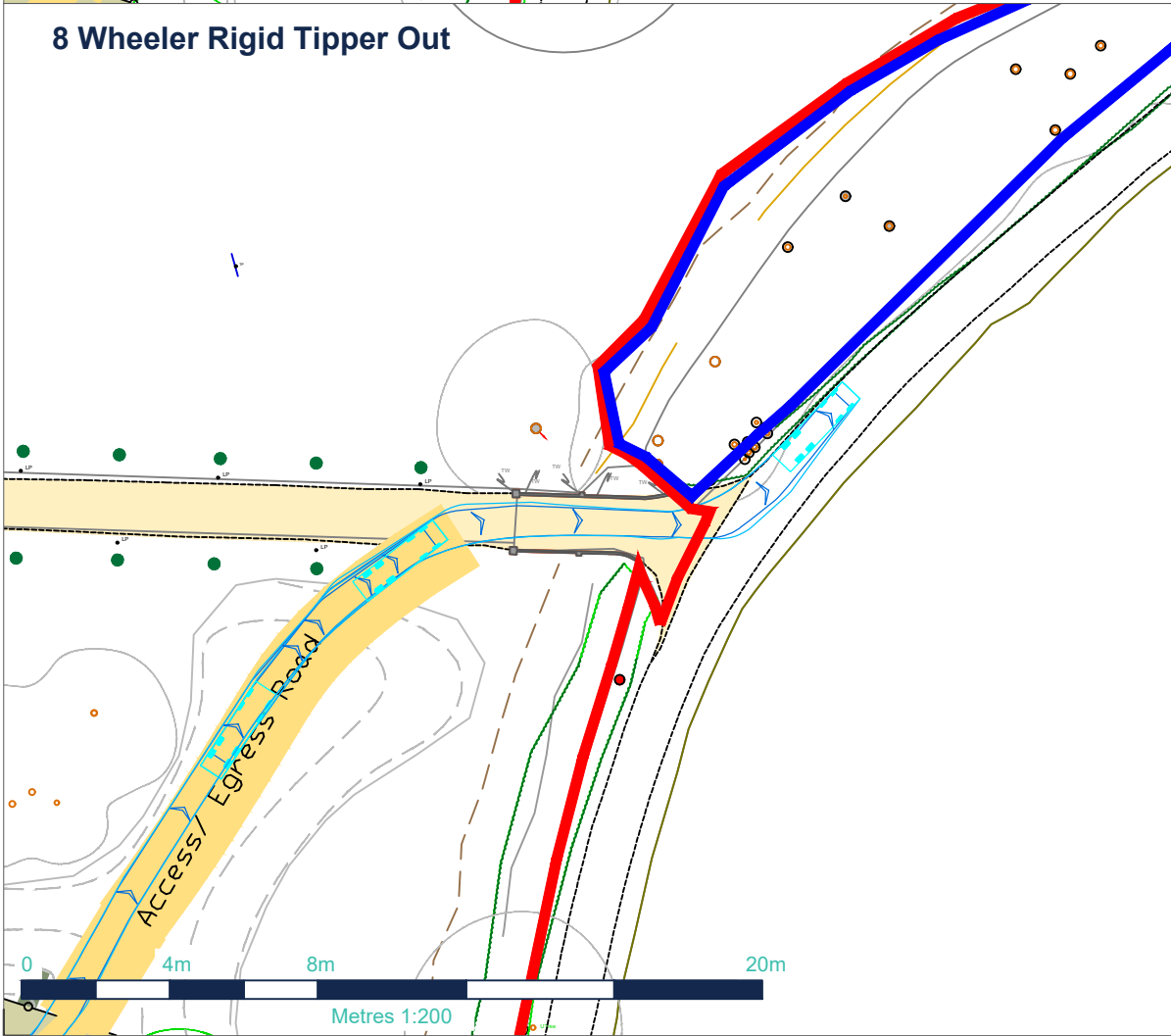
8 Wheeler Rigid Tipper In



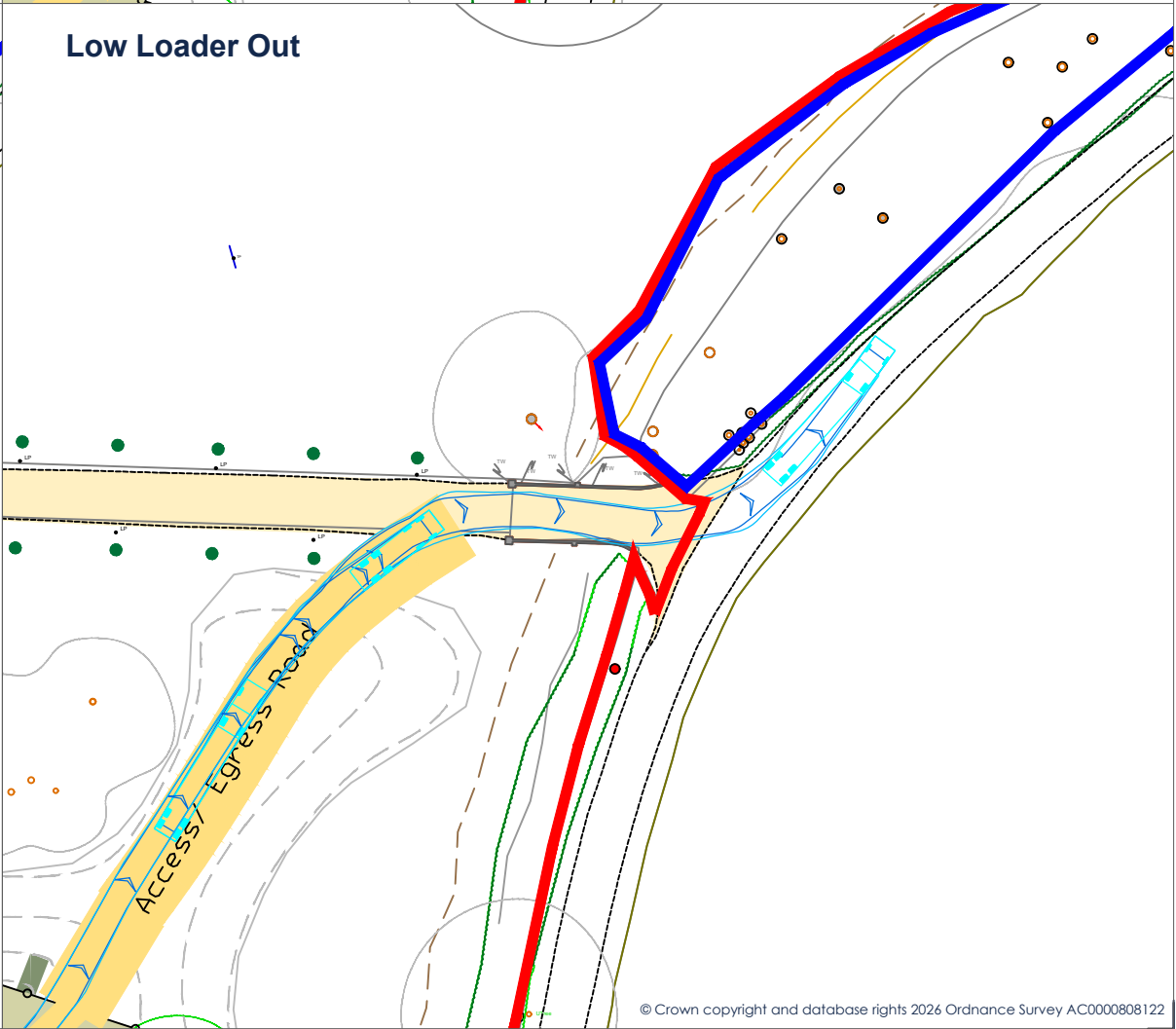
Low Loader In



8 Wheeler Rigid Tipper Out



Low Loader Out



Base drawing provided by:
Weller Design
Drawing No:
0206.05
Dated:
21/01/26
Received:
06/02/26

LEGEND	
—	SITE BOUNDARY
—	EXTENT OF VEHICLE CHASSIS
—	EXTENT OF VEHICLE WHEELS
—	BLUE LINE BOUNDARY

VEHICLE DETAILS

Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

Generic Low Loader with Trailer Steering (18.0m)
Overall Length 17.918m
Overall Width 2.540m
Overall Body Height 3.408m
Min Body Ground Clearance 0.332m
Max Track Width 2.520m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.350m

01	RED LINE + BLUE LINE ADDED	CB	JB	25-02-26
00	FIRST ISSUE	CB	JB	16-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
CLIENT:	ANTOINE DIXON-BELLOT
SITE:	GREENSTEAD HALL HALSTEAD
TITLE:	SITE ACCESS



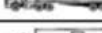
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25-353	CAL	DR	102	01	01

Appendix C

ATC Data



SITE: ATC 1 - Church Road, Halstead (51.932306, 0.651372)

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

	Northbound	Southbound
Total	4576	4246
Mean Speed	34.4	33.3
85%	39.1	38.1



SITE: ATC 1 - Church Road, Halstead

LOCATION: Attached to tree

GRID REFERENCE: 51.932306, 0.651372

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

12 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0600	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	38.7	46.1
0700	32	28	0	2	0	0	0	1	1	0	0	0	0	0	0	36.5	44
0800	74	71	0	3	0	0	0	0	0	0	0	0	0	0	0	35.4	41.4
0900	63	54	0	7	0	0	0	0	0	0	0	0	0	1	1	35.1	40
1000	53	47	0	6	0	0	0	0	0	0	0	0	0	0	0	34.6	38.2
1100	54	45	1	7	1	0	0	0	0	0	0	0	0	0	0	34.3	39
1200	62	62	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	37
1300	57	49	0	6	0	0	0	0	0	0	0	0	0	2	0	35.2	43
1400	65	62	0	3	0	0	0	0	0	0	0	0	0	0	0	34.3	39.2
1500	92	84	0	8	0	0	0	0	0	0	0	0	0	0	0	34.7	39.3
1600	108	99	0	9	0	0	0	0	0	0	0	0	0	0	0	33.6	37.3
1700	63	53	0	9	1	0	0	0	0	0	0	0	0	0	0	34.1	38.9
1800	35	32	0	3	0	0	0	0	0	0	0	0	0	0	0	33.9	39.9
1900	18	16	1	1	0	0	0	0	0	0	0	0	0	0	0	34.6	39.6
2000	14	13	0	0	0	0	0	0	0	0	0	0	0	1	0	34.9	39.7
2100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
2300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	33	-
07-19	758	686	1	63	2	0	0	1	1	0	0	0	0	3	1	34.4	39.4
06-22	813	736	2	66	2	0	0	1	1	0	0	0	0	4	1	34.5	39.4
06-00	821	743	2	67	2	0	0	1	1	0	0	0	0	4	1	34.5	39.4
00-00	827	749	2	67	2	0	0	1	1	0	0	0	0	4	1	34.5	39.5

13 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
0700	10	7	0	2	0	0	0	0	0	0	0	0	0	0	1	35.7	-
0800	14	10	0	3	0	0	0	0	0	0	0	0	0	0	1	34.9	40.1
0900	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	36.1	40.5
1000	48	43	0	5	0	0	0	0	0	0	0	0	0	0	0	34.8	39.4
1100	56	48	0	7	0	0	0	0	0	0	0	0	0	1	0	34.6	40
1200	57	50	0	6	0	0	0	0	0	0	0	0	0	0	1	34.3	39.4
1300	44	43	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	37
1400	36	31	0	4	0	0	0	0	0	0	0	0	0	1	0	34.1	39.5
1500	41	40	0	0	0	0	0	0	0	0	0	0	0	1	0	34	37.7
1600	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	34.1	38.5
1700	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	42.1
1800	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	42.7
1900	11	9	0	1	1	0	0	0	0	0	0	0	0	0	0	33.3	42.7
2000	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	36.5	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
07-19	401	362	0	33	0	0	0	0	0	0	0	0	0	3	3	34.5	39.3
06-22	423	380	0	36	1	0	0	0	0	0	0	0	0	3	3	34.5	39.4
06-00	431	388	0	36	1	0	0	0	0	0	0	0	0	3	3	34.5	39.4
00-00	437	393	0	37	1	0	0	0	0	0	0	0	0	3	3	34.5	39.4

14 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0800	10	7	0	2	0	0	0	0	0	0	0	0	0	0	0	1	32.6	-
0900	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	37.8
1000	39	34	0	5	0	0	0	0	0	0	0	0	0	0	0	0	35.1	41.2
1100	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	34.3	39.1
1200	26	23	0	2	1	0	0	0	0	0	0	0	0	0	0	0	33.9	37.9
1300	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.2	44.6
1400	29	28	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34.6	39.3
1500	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.3	40.5
1600	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	40.7
1700	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.1	38.8
1800	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	34.3	43.8
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	-
07-19	314	294	0	17	1	0	0	0	0	0	0	0	0	0	0	2	34.8	39.3
06-22	330	310	0	17	1	0	0	0	0	0	0	0	0	0	0	2	34.8	39.3
06-00	334	314	0	17	1	0	0	0	0	0	0	0	0	0	0	2	34.8	39.5
00-00	346	324	0	19	1	0	0	0	0	0	0	0	0	0	0	2	34.7	39.4

15 December 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
0500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.4
0600	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.9
0700	38	31	0	7	0	0	0	0	0	0	0	0	0	0	0	0	34.4
0800	67	62	0	5	0	0	0	0	0	0	0	0	0	0	0	0	34.6
0900	57	53	0	4	0	0	0	0	0	0	0	0	0	0	0	0	34.2
1000	45	40	1	4	0	0	0	0	0	0	0	0	0	0	0	0	34.6
1100	45	31	0	14	0	0	0	0	0	0	0	0	0	0	0	0	35.2
1200	45	40	1	3	0	0	0	0	0	1	0	0	0	0	0	0	32.8
1300	43	34	0	9	0	0	0	0	0	0	0	0	0	0	0	0	35.1
1400	59	54	0	5	0	0	0	0	0	0	0	0	0	0	0	0	35.3
1500	79	70	0	8	0	0	1	0	0	0	0	0	0	0	0	0	34
1600	89	84	0	5	0	0	0	0	0	0	0	0	0	0	0	0	34.4
1700	59	55	0	4	0	0	0	0	0	0	0	0	0	0	0	0	36
1800	41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6
1900	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.5
2000	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	667	595	2	68	0	0	1	0	0	1	0	0	0	0	0	0	34.7
06-22	726	652	2	70	0	0	1	0	0	1	0	0	0	0	0	0	34.8
06-00	727	653	2	70	0	0	1	0	0	1	0	0	0	0	0	0	34.9
00-00	732	657	2	71	0	0	1	0	0	1	0	0	0	0	0	0	34.9

16 December 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2
0600	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38
0700	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	0	36.1
0800	54	49	0	5	0	0	0	0	0	0	0	0	0	0	0	0	36.4
0900	58	48	0	7	2	0	0	0	0	0	0	0	0	1	0	0	34.2
1000	45	38	0	7	0	0	0	0	0	0	0	0	0	0	0	0	34.9
1100	43	33	0	10	0	0	0	0	0	0	0	0	0	0	0	0	33.9
1200	54	45	0	8	0	0	0	0	0	0	0	0	0	1	0	0	34.1

1300	61	57	0	3	1	0	0	0	0	0	0	0	0	0	0	0	33.6	38.1
1400	61	57	0	4	0	0	0	0	0	0	0	0	0	0	0	0	34.7	38.9
1500	71	64	0	5	0	0	1	1	0	0	0	0	0	0	0	0	35.1	40.7
1600	86	78	0	7	0	0	1	0	0	0	0	0	0	0	0	0	32.5	37.4
1700	64	59	0	4	0	0	0	1	0	0	0	0	0	0	0	0	34.3	39.8
1800	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	0	34.7	37.5
1900	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35	41.8
2000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	40
2100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
07-19	662	587	0	66	3	0	2	2	0	0	0	0	0	2	0	0	34.4	38.6
06-22	718	641	0	68	3	0	2	2	0	0	0	0	0	2	0	0	34.5	38.8
06-00	721	644	0	68	3	0	2	2	0	0	0	0	0	2	0	0	34.5	38.8
00-00	727	650	0	68	3	0	2	2	0	0	0	0	0	2	0	0	34.5	38.8

17 December 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1	45.9
0700	31	28	0	2	0	0	0	0	0	0	0	0	0	1	0	33.9	42.1
0800	76	69	0	7	0	0	0	0	0	0	0	0	0	0	0	34.8	40.1
0900	61	55	0	5	1	0	0	0	0	0	0	0	0	0	0	33.8	37.3
1000	53	38	0	14	0	0	0	0	0	1	0	0	0	0	0	34.3	38.2
1100	39	34	0	5	0	0	0	0	0	0	0	0	0	0	0	34.3	39.1
1200	55	50	0	4	1	0	0	0	0	0	0	0	0	0	0	34.5	39.5
1300	47	40	0	7	0	0	0	0	0	0	0	0	0	0	0	34.9	38.9
1400	58	52	0	5	0	0	0	0	0	0	0	0	0	0	1	33.9	38.8
1500	80	72	0	6	1	0	1	0	0	0	0	0	0	0	0	35.1	39.3
1600	97	93	0	3	0	1	0	0	0	0	0	0	0	0	0	32.6	37.3
1700	52	46	0	5	0	0	0	0	0	0	0	0	0	1	0	34	38.4
1800	33	31	0	2	0	0	0	0	0	0	0	0	0	0	0	36.5	40.7
1900	47	44	1	2	0	0	0	0	0	0	0	0	0	0	0	36	40.4
2000	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	34.8	40.6
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
07-19	682	608	0	65	3	1	1	0	0	1	0	0	0	2	1	34.3	39
06-22	765	685	1	70	3	1	1	0	0	1	0	0	0	2	1	34.5	39.1
06-00	771	691	1	70	3	1	1	0	0	1	0	0	0	2	1	34.5	39.1
00-00	780	699	1	71	3	1	1	0	0	1	0	0	0	2	1	34.5	39.1

18 December 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0600	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	44.4
0700	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	36.4	42.8
0800	64	60	0	4	0	0	0	0	0	0	0	0	0	0	0	35.5	38.8
0900	61	53	0	5	0	1	0	1	0	0	0	0	0	1	0	34.2	40.5
1000	47	42	0	4	1	0	0	0	0	0	0	0	0	0	0	33.2	37.3
1100	52	49	0	3	0	0	0	0	0	0	0	0	0	0	0	34.5	39.7
1200	50	47	0	2	1	0	0	0	0	0	0	0	0	0	0	33.2	37.1
1300	55	49	0	6	0	0	0	0	0	0	0	0	0	0	0	34	37.9
1400	56	45	0	11	0	0	0	0	0	0	0	0	0	0	0	33.2	37.8
1500	84	71	0	11	0	0	1	1	0	0	0	0	0	0	0	31.6	36
1600	81	73	0	8	0	0	0	0	0	0	0	0	0	0	0	30.7	34.5
1700	48	44	0	4	0	0	0	0	0	0	0	0	0	0	0	33	37.8
1800	36	34	0	2	0	0	0	0	0	0	0	0	0	0	0	33.8	40
1900	20	18	0	1	0	0	1	0	0	0	0	0	0	0	0	34.4	37.3
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
07-19	667	597	0	63	2	1	1	2	0	0	0	0	0	1	0	33.4	37.9
06-22	713	640	0	65	2	1	2	2	0	0	0	0	0	1	0	33.5	38.1

06-00	719	646	0	65	2	1	2	2	0	0	0	0	0	1	0	33.5	38.1
00-00	727	654	0	65	2	1	2	2	0	0	0	0	0	1	0	33.5	38.1

[illegible]

0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	34.2	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37	-
0700	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	34.8	-
0800	10	0	0	1	1	8	0	0	0	0	0	0	0	0	0	0	32.6	-
0900	30	0	0	1	5	19	5	0	0	0	0	0	0	0	0	0	34.2	37.8
1000	39	0	0	2	8	16	9	3	1	0	0	0	0	0	0	0	35.1	41.2
1100	44	0	0	1	10	19	13	1	0	0	0	0	0	0	0	0	34.3	39.1
1200	26	0	0	1	5	16	3	1	0	0	0	0	0	0	0	0	33.9	37.9
1300	29	0	0	0	10	9	5	5	0	0	0	0	0	0	0	0	35.2	44.6
1400	29	0	1	0	3	17	8	0	0	0	0	0	0	0	0	0	34.6	39.3
1500	35	0	0	0	4	18	12	0	0	1	0	0	0	0	0	0	36.3	40.5
1600	38	0	0	0	7	20	10	0	1	0	0	0	0	0	0	0	35.5	40.7
1700	14	0	0	0	2	7	5	0	0	0	0	0	0	0	0	0	35.1	38.8
1800	17	0	0	1	7	3	4	2	0	0	0	0	0	0	0	0	34.3	43.8
1900	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	33.2	-
2000	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	35.3	-
2100	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	33.5	-
2200	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	35.2	-
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.9	-
07-19	314	0	1	7	62	155	74	12	2	1	0	0	0	0	0	0	34.8	39.3
06-22	330	0	1	7	65	165	77	12	2	1	0	0	0	0	0	0	34.8	39.3
06-00	334	0	1	7	66	165	79	13	2	1	0	0	0	0	0	0	34.8	39.5
00-00	346	0	2	7	71	168	82	13	2	1	0	0	0	0	0	0	34.7	39.4

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	38
0500	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	39.4
0600	17	0	0	0	0	0	9	7	0	1	0	0	0	0	0	0	0	37.9
0700	38	0	0	1	5	21	10	1	0	0	0	0	0	0	0	0	0	34.4
0800	67	0	0	0	12	40	14	1	0	0	0	0	0	0	0	0	0	34.6
0900	57	0	0	0	13	32	11	1	0	0	0	0	0	0	0	0	0	34.2
1000	45	0	0	1	4	30	10	0	0	0	0	0	0	0	0	0	0	34.6
1100	45	0	0	0	7	23	13	1	1	0	0	0	0	0	0	0	0	35.2
1200	45	0	0	2	14	21	8	0	0	0	0	0	0	0	0	0	0	32.8
1300	43	0	0	0	5	27	10	1	0	0	0	0	0	0	0	0	0	35.1
1400	59	0	0	0	11	30	15	1	2	0	0	0	0	0	0	0	0	35.3
1500	79	0	0	0	25	41	8	5	0	0	0	0	0	0	0	0	0	34
1600	89	0	0	0	26	41	18	2	1	1	0	0	0	0	0	0	0	34.4
1700	59	0	0	2	7	28	18	3	1	0	0	0	0	0	0	0	0	36
1800	41	0	0	1	7	20	9	4	0	0	0	0	0	0	0	0	0	35.6
1900	17	0	0	0	3	8	5	1	0	0	0	0	0	0	0	0	0	35.5
2000	19	0	0	0	2	6	8	3	0	0	0	0	0	0	0	0	0	37.9
2100	6	0	0	0	4	0	0	1	1	0	0	0	0	0	0	0	0	34.9
2200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	44.7
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	667	0	0	7	136	354	144	20	5	1	0	0	0	0	0	0	0	34.7
06-22	726	0	0	7	145	377	164	25	7	1	0	0	0	0	0	0	0	34.8
06-00	727	0	0	7	145	377	164	26	7	1	0	0	0	0	0	0	0	34.9
00-00	732	0	0	7	145	379	166	27	7	1	0	0	0	0	0	0	0	34.9

[illegible]



SITE: ATC 1 - Church Road, Halstead

LOCATION: Attached to tree

GRID REFERENCE: 51.932306, 0.651372

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Dec	13-Dec	14-Dec	15-Dec	16-Dec	17-Dec	18-Dec	1-5.	1-7.
Hour									
0000-0100	1	5	4	0	0	0	0	0.2	1.4
0100-0200	0	0	4	0	0	0	0	0	0.6
0200-0300	0	0	2	0	0	1	0	0.2	0.4
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	2	2	2	1	1.4	1
0500-0600	5	1	2	3	4	6	7	5	4
0600-0700	15	2	1	17	13	11	15	14.2	10.6
0700-0800	32	10	3	38	27	31	33	32.2	24.9
0800-0900	74	14	10	67	54	76	64	67	51.3
0900-1000	63	29	30	57	58	61	61	60	51.3
1000-1100	53	48	39	45	45	53	47	48.6	47.1
1100-1200	54	56	44	45	43	39	52	46.6	47.6
1200-1300	62	57	26	45	54	55	50	53.2	49.9
1300-1400	57	44	29	43	61	47	55	52.6	48
1400-1500	65	36	29	59	61	58	56	59.8	52
1500-1600	92	41	35	79	71	80	84	81.2	68.9
1600-1700	108	33	38	89	86	97	81	92.2	76
1700-1800	63	18	14	59	64	52	48	57.2	45.4
1800-1900	35	15	17	41	38	33	36	36.6	30.7
1900-2000	18	11	7	17	21	47	20	24.6	20.1
2000-2100	14	7	5	19	15	21	7	15.2	12.6
2100-2200	8	2	3	6	7	4	4	5.8	4.9
2200-2300	3	3	3	1	2	5	4	3	3
2300-2400	5	5	1	0	1	1	2	1.8	2.1
Totals									
0700-1900	758	401	314	667	662	682	667	687.2	593
0600-2200	813	423	330	726	718	765	713	747	641.1
0600-0000	821	431	334	727	721	771	719	751.8	646.3
0000-0000	827	437	346	732	727	780	727	758.6	653.7
AM Peak	800	1100	1100	800	900	800	800		
	74	56	44	67	58	76	64		
PM Peak	1600	1200	1600	1600	1600	1600	1500		
	108	57	38	89	86	97	84		



SITE: ATC 1 - Church Road, Halstead

LOCATION: Attached to tree

GRID REFERENCE: 51.932306, 0.651372

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

12 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0600	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	38	45.4
0700	60	55	0	5	0	0	0	0	0	0	0	0	0	0	0	34.8	38.8
0800	68	63	1	2	1	1	0	0	0	0	0	0	0	0	0	34.3	39.1
0900	54	51	0	3	0	0	0	0	0	0	0	0	0	0	0	32.4	37.9
1000	55	48	0	6	0	1	0	0	0	0	0	0	0	0	0	32.8	36.4
1100	50	43	0	7	0	0	0	0	0	0	0	0	0	0	0	32	35.8
1200	53	48	0	5	0	0	0	0	0	0	0	0	0	0	0	32.5	37.9
1300	53	44	1	6	0	0	0	0	0	0	0	0	0	2	0	32.8	38.6
1400	52	45	0	7	0	0	0	0	0	0	0	0	0	0	0	34.6	39.6
1500	79	70	1	7	0	0	0	0	0	0	0	0	0	1	0	33.7	39.3
1600	68	63	1	4	0	0	0	0	0	0	0	0	0	0	0	31.1	36.1
1700	48	44	0	4	0	0	0	0	0	0	0	0	0	0	0	34.4	40.7
1800	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	42.7
1900	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	32.1	37
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	33	-
2300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	-
07-19	659	592	4	57	1	2	0	0	0	0	0	0	0	3	0	33.2	38.1
06-22	700	629	4	61	1	2	0	0	0	0	0	0	0	3	0	33.3	38.1
06-00	717	644	4	63	1	2	0	0	0	0	0	0	0	3	0	33.3	38.3
00-00	722	649	4	63	1	2	0	0	0	0	0	0	0	3	0	33.3	38.3

13 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0800	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	32.4	36.7
0900	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	34.5	39.6
1000	59	57	0	2	0	0	0	0	0	0	0	0	0	0	0	33.3	37.2
1100	46	40	0	5	0	0	0	0	0	0	0	0	0	1	0	34.6	40.4
1200	37	36	0	0	1	0	0	0	0	0	0	0	0	0	0	32.8	36.9
1300	30	28	1	1	0	0	0	0	0	0	0	0	0	0	0	33.2	38.9
1400	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2	37.8
1500	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	34.1	39.6
1600	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	37.4
1700	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	36.9
1800	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	40.3
1900	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-
2000	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
07-19	356	334	1	19	1	0	0	0	0	0	0	0	0	1	0	33.5	38.4
06-22	377	353	1	21	1	0	0	0	0	0	0	0	0	1	0	33.5	38.5
06-00	385	361	1	21	1	0	0	0	0	0	0	0	0	1	0	33.4	38.4
00-00	388	364	1	21	1	0	0	0	0	0	0	0	0	1	0	33.4	38.4

14 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-
0700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
0800	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31.5	36.5
0900	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	39.9
1000	44	40	0	4	0	0	0	0	0	0	0	0	0	0	0	0	33.9	39.9
1100	32	28	1	3	0	0	0	0	0	0	0	0	0	0	0	0	33.5	39.3
1200	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35	39.8
1300	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.6	36.5
1400	31	30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	33.7	39.2
1500	28	24	0	2	0	0	0	0	0	0	0	0	0	0	2	0	34.2	38.4
1600	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	40.2
1700	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.1	38
1800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-
07-19	274	257	1	13	0	0	0	0	0	0	0	0	0	0	3	0	33.7	38.4
06-22	288	271	1	13	0	0	0	0	0	0	0	0	0	0	3	0	33.7	38.4
06-00	293	276	1	13	0	0	0	0	0	0	0	0	0	0	3	0	33.8	38.4
00-00	301	283	1	14	0	0	0	0	0	0	0	0	0	0	3	0	33.8	38.4

[illegible][illegible]

1300	50	44	0	4	2	0	0	0	0	0	0	0	0	0	0	0	32.7	36.9
1400	46	43	0	2	0	0	0	0	0	0	0	0	0	0	1	0	31.9	35.7
1500	67	58	0	7	0	0	0	1	0	0	0	0	0	0	1	0	33.8	38.1
1600	76	66	0	10	0	0	0	0	0	0	0	0	0	0	0	0	32	38
1700	49	48	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33	39.8
1800	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.7	40
1900	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
2100	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
07-19	627	565	0	54	4	0	1	1	0	0	0	0	0	0	2	0	33.4	38.2
06-22	672	608	0	56	4	0	1	1	0	0	0	0	0	0	2	0	33.5	38.3
06-00	678	614	0	56	4	0	1	1	0	0	0	0	0	0	2	0	33.5	38.3
00-00	685	621	0	56	4	0	1	1	0	0	0	0	0	0	2	0	33.5	38.3

17 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	35.8	39.6
0700	106	92	0	14	0	0	0	0	0	0	0	0	0	0	0	33.6	37.6
0800	90	82	0	8	0	0	0	0	0	0	0	0	0	0	0	33.5	38.4
0900	64	58	0	5	1	0	0	0	0	0	0	0	0	0	0	32.9	37.6
1000	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	32.1	36.7
1100	45	41	0	4	0	0	0	0	0	0	0	0	0	0	0	33.7	38.5
1200	42	35	0	6	1	0	0	0	0	0	0	0	0	0	0	32.4	38.2
1300	50	44	0	6	0	0	0	0	0	0	0	0	0	0	0	33.6	37.1
1400	44	42	0	2	0	0	0	0	0	0	0	0	0	0	0	33.5	40.5
1500	88	73	0	15	0	0	0	0	0	0	0	0	0	0	0	32.7	36
1600	60	55	0	5	0	0	0	0	0	0	0	0	0	0	0	32.9	36.7
1700	57	55	0	1	0	0	0	0	0	0	0	0	0	0	1	34	38.9
1800	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	33.7	38.3
1900	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	-
2000	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	33	-
2100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	40.3	-
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
07-19	704	631	0	70	2	0	0	0	0	0	0	0	0	1	0	33.3	37.8
06-22	738	661	0	74	2	0	0	0	0	0	0	0	0	1	0	33.3	38
06-00	747	669	0	75	2	0	0	0	0	0	0	0	0	1	0	33.4	38.1
00-00	757	678	0	76	2	0	0	0	0	0	0	0	0	1	0	33.4	38.1

18 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0600	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	35	41.2
0700	72	64	0	7	0	0	0	1	0	0	0	0	0	0	0	33.9	38.8
0800	80	74	0	5	1	0	0	0	0	0	0	0	0	0	0	33.3	37.4
0900	60	50	0	10	0	0	0	0	0	0	0	0	0	0	0	32.1	36.5
1000	54	48	1	5	0	0	0	0	0	0	0	0	0	0	0	32.3	35.4
1100	38	37	0	0	1	0	0	0	0	0	0	0	0	0	0	32.3	36.3
1200	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	38.1
1300	43	40	0	3	0	0	0	0	0	0	0	0	0	0	0	33	37.3
1400	43	38	0	5	0	0	0	0	0	0	0	0	0	0	0	32.1	37.3
1500	76	63	0	12	0	0	0	1	0	0	0	0	0	0	0	31.8	35.9
1600	71	66	0	4	0	0	0	0	0	0	0	0	0	1	0	29.4	33.7
1700	53	49	0	4	0	0	0	0	0	0	0	0	0	0	0	33.8	38.5
1800	18	16	0	1	0	0	1	0	0	0	0	0	0	0	0	30.7	36.3
1900	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	45.1
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
07-19	652	589	1	56	2	0	1	2	0	0	0	0	0	1	0	32.3	37
06-22	688	623	1	57	3	0	1	2	0	0	0	0	0	1	0	32.4	37.1

06-00	696	631	1	57	3	0	1	2	0	0	0	0	0	1	0	32.4	37.1
00-00	702	637	1	57	3	0	1	2	0	0	0	0	0	1	0	32.4	37.1

[illegible]

[illegible]

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	0	0	0	0	3	1	2	0	0	1	0	0	0	0	0	43.7	-
0600	20	0	0	0	1	7	9	3	0	0	0	0	0	0	0	0	37.8	43.3
0700	67	0	1	2	6	45	10	3	0	0	0	0	0	0	0	0	34.2	39.6
0800	61	0	0	1	13	34	12	1	0	0	0	0	0	0	0	0	34.6	38.6
0900	72	0	0	0	16	44	11	1	0	0	0	0	0	0	0	0	33.9	37.4
1000	40	0	0	0	10	21	7	2	0	0	0	0	0	0	0	0	34	39
1100	41	0	0	1	13	19	5	2	1	0	0	0	0	0	0	0	33.7	39.4
1200	36	0	0	1	19	11	5	0	0	0	0	0	0	0	0	0	31.6	38
1300	45	0	0	2	14	23	3	3	0	0	0	0	0	0	0	0	33.3	37.4
1400	51	0	0	2	17	21	10	0	1	0	0	0	0	0	0	0	33.8	39.2
1500	82	0	0	1	21	50	8	1	1	0	0	0	0	0	0	0	33.4	37.1
1600	58	0	0	2	25	23	8	0	0	0	0	0	0	0	0	0	31.9	37.1
1700	49	0	0	3	15	24	6	1	0	0	0	0	0	0	0	0	32.7	37.5
1800	24	0	0	1	3	14	5	0	1	0	0	0	0	0	0	0	35.3	40.5
1900	13	0	0	0	3	8	1	1	0	0	0	0	0	0	0	0	34.4	39.6
2000	10	0	0	0	5	3	1	1	0	0	0	0	0	0	0	0	32.8	-
2100	11	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	32.9	38.4
2200	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	35.2	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.1	-
07-19	626	0	1	16	172	329	90	14	4	0	0	0	0	0	0	0	33.5	37.8
06-22	680	0	1	17	183	352	104	19	4	0	0	0	0	0	0	0	33.6	38
06-00	683	0	1	17	184	352	106	19	4	0	0	0	0	0	0	0	33.7	38
00-00	691	0	1	17	185	355	107	21	4	0	1	0	0	0	0	0	33.7	38.5

[illegible]

2000	7	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	34.4	-
2100	10	0	0	0	3	6	0	1	0	0	0	0	0	0	0	0	33.7	-
2200	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	34.4	-
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37.8	-
07-19	627	0	2	25	161	321	101	16	1	0	0	0	0	0	0	0	33.4	38.2
06-22	672	0	2	26	174	337	111	20	2	0	0	0	0	0	0	0	33.5	38.3
06-00	678	0	2	26	175	340	113	20	2	0	0	0	0	0	0	0	33.5	38.3
00-00	685	0	2	26	175	344	116	20	2	0	0	0	0	0	0	0	33.5	38.3

17 December 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.4	-
0500	7	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	38.6	-
0600	11	0	0	0	2	4	5	0	0	0	0	0	0	0	0	0	35.8	39.6
0700	106	0	0	2	23	65	15	1	0	0	0	0	0	0	0	0	33.6	37.6
0800	90	0	0	3	23	46	17	1	0	0	0	0	0	0	0	0	33.5	38.4
0900	64	0	0	0	26	28	9	1	0	0	0	0	0	0	0	0	32.9	37.6
1000	28	0	0	1	8	17	2	0	0	0	0	0	0	0	0	0	32.1	36.7
1100	45	0	1	0	14	18	10	2	0	0	0	0	0	0	0	0	33.7	38.5
1200	42	0	0	4	12	19	7	0	0	0	0	0	0	0	0	0	32.4	38.2
1300	50	0	0	0	11	34	4	1	0	0	0	0	0	0	0	0	33.6	37.1
1400	44	0	1	1	15	16	9	2	0	0	0	0	0	0	0	0	33.5	40.5
1500	88	0	0	1	22	59	6	0	0	0	0	0	0	0	0	0	32.7	36
1600	60	0	1	2	18	32	4	2	1	0	0	0	0	0	0	0	32.9	36.7
1700	57	0	0	3	12	26	16	0	0	0	0	0	0	0	0	0	34	38.9
1800	30	0	0	1	10	12	7	0	0	0	0	0	0	0	0	0	33.7	38.3
1900	10	0	0	1	4	2	2	1	0	0	0	0	0	0	0	0	32.7	-
2000	10	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	33	-
2100	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	40.3	-
2200	7	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	40.5	-
2300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.5	-
07-19	704	0	3	18	194	372	106	10	1	0	0	0	0	0	0	0	33.3	37.8
06-22	738	0	3	19	204	383	115	13	1	0	0	0	0	0	0	0	33.3	38
06-00	747	0	3	19	205	385	119	15	1	0	0	0	0	0	0	0	33.4	38.1
00-00	757	0	3	19	206	391	121	16	1	0	0	0	0	0	0	0	33.4	38.1

18 December 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.4	-
0500	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	35.7	-
0600	15	0	0	1	3	3	8	0	0	0	0	0	0	0	0	0	35	41.2
0700	72	0	0	2	19	35	12	4	0	0	0	0	0	0	0	0	33.9	38.8
0800	80	0	0	1	21	43	14	1	0	0	0	0	0	0	0	0	33.3	37.4
0900	60	0	0	2	26	26	6	0	0	0	0	0	0	0	0	0	32.1	36.5
1000	54	0	0	0	25	23	3	3	0	0	0	0	0	0	0	0	32.3	35.4
1100	38	0	1	1	11	22	3	0	0	0	0	0	0	0	0	0	32.3	36.3
1200	44	0	0	1	21	15	5	2	0	0	0	0	0	0	0	0	32.3	38.1
1300	43	0	0	1	14	22	5	1	0	0	0	0	0	0	0	0	33	37.3
1400	43	0	0	4	16	17	6	0	0	0	0	0	0	0	0	0	32.1	37.3
1500	76	0	0	4	29	37	5	1	0	0	0	0	0	0	0	0	31.8	35.9
1600	71	0	1	14	29	22	4	1	0	0	0	0	0	0	0	0	29.4	33.7
1700	53	0	0	2	15	25	9	1	0	1	0	0	0	0	0	0	33.8	38.5
1800	18	0	0	2	9	5	2	0	0	0	0	0	0	0	0	0	30.7	36.3
1900	13	0	0	0	6	3	2	1	1	0	0	0	0	0	0	0	34.6	45.1
2000	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	30.9	-
2100	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	30.1	-
2200	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	30.9	-
2300	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	41.2	-
07-19	652	0	2	34	235	292	74	14	0	1	0	0	0	0	0	0	32.3	37
06-22	688	0	2	35	249	301	84	15	1	1	0	0	0	0	0	0	32.4	37.1
06-00	696	0	2	35	252	305	84	15	2	1	0	0	0	0	0	0	32.4	37.1
00-00	702	0	2	35	252	311	84	15	2	1	0	0	0	0	0	0	32.4	37.1

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	4246	0	9	147	1200	2109	657	108	14	1	1	0	0	0	0	0	33.3	38.1



SITE: ATC 1 - Church Road, Halstead

LOCATION: Attached to tree

GRID REFERENCE: 51.932306, 0.651372

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Dec	13-Dec	14-Dec	15-Dec	16-Dec	17-Dec	18-Dec	1-5.	1-7.
Hour									
0000-0100	0	2	2	1	0	0	1	0.4	0.9
0100-0200	1	0	3	0	0	1	0	0.4	0.7
0200-0300	0	0	0	0	1	0	0	0.2	0.1
0300-0400	1	0	0	0	1	1	0	0.6	0.4
0400-0500	0	0	2	0	0	1	2	0.6	0.7
0500-0600	3	1	1	7	5	7	3	5	3.9
0600-0700	14	1	1	20	18	11	15	15.6	11.4
0700-0800	60	5	8	67	67	106	72	74.4	55
0800-0900	68	22	17	61	70	90	80	73.8	58.3
0900-1000	54	33	17	72	60	64	60	62	51.4
1000-1100	55	59	44	40	34	28	54	42.2	44.9
1100-1200	50	46	32	41	39	45	38	42.6	41.6
1200-1300	53	37	32	36	49	42	44	44.8	41.9
1300-1400	53	30	28	45	50	50	43	48.2	42.7
1400-1500	52	27	31	51	46	44	43	47.2	42
1500-1600	79	39	28	82	67	88	76	78.4	65.6
1600-1700	68	29	19	58	76	60	71	66.6	54.4
1700-1800	48	17	14	49	49	57	53	51.2	41
1800-1900	19	12	4	24	20	30	18	22.2	18.1
1900-2000	16	8	5	13	10	10	13	12.4	10.7
2000-2100	5	10	6	10	7	10	4	7.2	7.4
2100-2200	6	2	2	11	10	3	4	6.8	5.4
2200-2300	8	5	2	2	4	7	6	5.4	4.9
2300-2400	9	3	3	1	2	2	2	3.2	3.1
Totals									
0700-1900	659	356	274	626	627	704	652	653.6	556.9
0600-2200	700	377	288	680	672	738	688	695.6	591.9
0600-0000	717	385	293	683	678	747	696	704.2	599.9
0000-0000	722	388	301	691	685	757	702	711.4	606.6
AM Peak	800	1000	1000	900	800	700	800		
	68	59	44	72	70	106	80		
PM Peak	1500	1500	1200	1500	1600	1500	1500		
	79	39	32	82	76	88	76		



SITE: ATC 2 - Church Road, Halstead (51.929647, 0.647666)

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

	Northbound	Southbound
Total	4589	4271
Mean Speed	29.6	30.6
85%	33.7	35.2



SITE: ATC 2 - Church Road, Halstead

LOCATION: Attached to tree

GRID REFERENCE: 51.929647, 0.647666

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

12 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0600	15	12	0	2	1	0	0	0	0	0	0	0	0	0	0	32.9	39.9
0700	34	30	0	3	0	0	0	1	0	0	0	0	0	0	0	30.6	35.3
0800	75	72	0	3	0	0	0	0	0	0	0	0	0	0	0	30.8	34.6
0900	63	54	0	7	0	0	0	0	0	0	0	0	0	1	1	30	33.7
1000	49	44	0	5	0	0	0	0	0	0	0	0	0	0	0	29.5	34.2
1100	56	48	2	6	0	0	0	0	0	0	0	0	0	0	0	28.8	34.4
1200	63	63	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	32.6
1300	57	48	0	7	0	0	0	0	0	0	0	0	0	2	0	30	34
1400	66	63	0	3	0	0	0	0	0	0	0	0	0	0	0	30	33.8
1500	90	84	0	6	0	0	0	0	0	0	0	0	0	0	0	29.3	33.2
1600	105	96	0	9	0	0	0	0	0	0	0	0	0	0	0	28.9	32.8
1700	65	57	0	7	1	0	0	0	0	0	0	0	0	0	0	28.4	32.7
1800	35	32	0	3	0	0	0	0	0	0	0	0	0	0	0	28.6	34.3
1900	19	16	1	2	0	0	0	0	0	0	0	0	0	0	0	30.9	34
2000	13	12	0	0	0	0	0	0	0	0	0	0	0	1	0	30.8	34.8
2100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
2300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	-
07-19	758	691	2	59	1	0	0	1	0	0	0	0	0	3	1	29.4	33.7
06-22	814	740	3	63	2	0	0	1	0	0	0	0	0	4	1	29.6	33.8
06-00	821	746	3	64	2	0	0	1	0	0	0	0	0	4	1	29.6	33.8
00-00	827	752	3	64	2	0	0	1	0	0	0	0	0	4	1	29.6	33.8

13 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0700	11	7	0	2	1	0	0	0	0	0	0	0	0	0	1	30.4	39
0800	13	9	0	2	1	0	0	0	0	0	0	0	0	0	1	30.8	35.6
0900	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	34.5
1000	48	44	0	4	0	0	0	0	0	0	0	0	0	0	0	28.9	33.3
1100	57	46	0	9	1	0	0	0	0	0	0	0	0	1	0	30.6	34.2
1200	60	54	0	5	0	0	0	0	0	0	0	0	0	0	1	29	33.6
1300	43	41	0	1	1	0	0	0	0	0	0	0	0	0	0	29.2	32.8
1400	36	31	0	4	0	0	0	0	0	0	0	0	0	1	0	30	34.7
1500	45	43	0	0	1	0	0	0	0	0	0	0	0	1	0	28.6	31.7
1600	41	39	0	2	0	0	0	0	0	0	0	0	0	0	0	28.6	31.8
1700	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	33.1
1800	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	33.5
1900	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	36.2
2000	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
07-19	421	379	0	31	5	0	0	0	0	0	0	0	0	3	3	29.6	33.4
06-22	447	403	0	33	5	0	0	0	0	0	0	0	0	3	3	29.6	33.6
06-00	454	410	0	33	5	0	0	0	0	0	0	0	0	3	3	29.6	33.6
00-00	461	416	0	34	5	0	0	0	0	0	0	0	0	3	3	29.6	33.6

14 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
0800	10	7	0	2	0	0	0	0	0	0	0	0	0	0	0	1	27	-
0900	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	34.1
1000	35	29	0	6	0	0	0	0	0	0	0	0	0	0	0	0	29.9	34.5
1100	42	39	0	3	0	0	0	0	0	0	0	0	0	0	0	0	29.1	33.1
1200	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.1	33.5
1300	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	35.4
1400	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	34.3
1500	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.5	35
1600	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	33.1
1700	14	12	0	1	1	0	0	0	0	0	0	0	0	0	0	0	29.2	33.8
1800	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	30.9	36.6
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
07-19	305	286	0	17	1	0	0	0	0	0	0	0	0	0	0	1	29.6	34
06-22	321	302	0	17	1	0	0	0	0	0	0	0	0	0	0	1	29.7	33.9
06-00	325	306	0	17	1	0	0	0	0	0	0	0	0	0	0	1	29.7	33.9
00-00	334	313	0	19	1	0	0	0	0	0	0	0	0	0	0	1	29.6	33.9

15 December 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
0500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
0600	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.8	34.7
0700	41	34	0	7	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.2
0800	65	60	0	5	0	0	0	0	0	0	0	0	0	0	0	0	30.6	33.8
0900	56	52	0	4	0	0	0	0	0	0	0	0	0	0	0	0	29	32.5
1000	45	40	0	4	1	0	0	0	0	0	0	0	0	0	0	0	30.2	32.6
1100	45	31	0	14	0	0	0	0	0	0	0	0	0	0	0	0	29.3	34.2
1200	46	42	0	3	0	0	0	0	0	0	1	0	0	0	0	0	28.3	32.3
1300	43	35	0	8	0	0	0	0	0	0	0	0	0	0	0	0	30	33.9
1400	59	54	0	5	0	0	0	0	0	0	0	0	0	0	0	0	30.3	33.9
1500	78	69	1	7	0	0	1	0	0	0	0	0	0	0	0	0	28.1	32.9
1600	89	83	0	6	0	0	0	0	0	0	0	0	0	0	0	0	28.7	32.8
1700	58	54	0	4	0	0	0	0	0	0	0	0	0	0	0	0	31	34.1
1800	41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	35.3
1900	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.9	34.7
2000	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.8
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	666	595	1	67	1	0	1	0	0	1	0	0	0	0	0	0	29.6	33.6
06-22	724	651	1	69	1	0	1	0	0	1	0	0	0	0	0	0	29.7	33.8
06-00	725	652	1	69	1	0	1	0	0	1	0	0	0	0	0	0	29.7	33.8
00-00	730	656	1	70	1	0	1	0	0	1	0	0	0	0	0	0	29.7	33.8

16 December 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
0600	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31	37.3
0700	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	0	30.1	35.2
0800	53	48	0	5	0	0	0	0	0	0	0	0	0	0	0	0	30.5	33.9
0900	58	49	0	6	2	0	0	0	0	0	0	0	0	1	0	0	28.9	33.3
1000	47	38	0	9	0	0	0	0	0	0	0	0	0	0	0	0	29.5	34.6
1100	40	32	0	8	0	0	0	0	0	0	0	0	0	0	0	0	28.8	32.1
1200	54	45	0	8	0	0	0	0	0	0	0	0	0	1	0	0	28.7	33.4

1300	63	59	0	3	1	0	0	0	0	0	0	0	0	0	0	0	29.6	33.3
1400	60	55	0	5	0	0	0	0	0	0	0	0	0	0	0	0	30.7	33.5
1500	70	62	0	6	0	0	1	1	0	0	0	0	0	0	0	0	30.2	34.2
1600	87	79	0	7	0	0	1	0	0	0	0	0	0	0	0	0	28.1	32.2
1700	63	57	0	6	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.3
1800	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	0	30.3	33
1900	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.4	32.8
2000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.1
2100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
07-19	662	584	0	70	3	0	2	1	0	0	0	0	0	0	2	0	29.6	33.5
06-22	718	638	0	72	3	0	2	1	0	0	0	0	0	0	2	0	29.7	33.6
06-00	721	641	0	72	3	0	2	1	0	0	0	0	0	0	2	0	29.7	33.6
00-00	727	647	0	72	3	0	2	1	0	0	0	0	0	0	2	0	29.7	33.6

17 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	28.6	-
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	38.1
0700	35	31	0	3	0	0	0	0	0	0	0	0	0	1	0	26.1	31.9
0800	75	64	0	8	3	0	0	0	0	0	0	0	0	0	0	30.4	33.6
0900	64	54	0	8	2	0	0	0	0	0	0	0	0	0	0	30	33.3
1000	51	38	0	12	0	0	0	0	0	1	0	0	0	0	0	30.9	34.8
1100	39	34	0	5	0	0	0	0	0	0	0	0	0	0	0	29.3	33.8
1200	54	50	0	4	0	0	0	0	0	0	0	0	0	0	0	28.9	33.5
1300	46	40	0	6	0	0	0	0	0	0	0	0	0	0	0	31	35
1400	58	50	0	6	1	0	0	0	0	0	0	0	0	0	1	30.3	33.9
1500	80	71	0	7	1	0	1	0	0	0	0	0	0	0	0	30.2	33
1600	95	89	0	5	0	1	0	0	0	0	0	0	0	0	0	27.8	32.5
1700	52	46	0	5	0	0	0	0	0	0	0	0	0	0	1	28.9	34.1
1800	37	34	0	2	0	0	0	0	0	0	0	0	0	1	0	31.2	35.8
1900	44	40	1	2	1	0	0	0	0	0	0	0	0	0	0	31.3	35.6
2000	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	30	33.9
2100	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	31.6	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
07-19	686	601	0	71	7	1	1	0	0	1	0	0	0	3	1	29.6	33.7
06-22	766	673	1	76	9	1	1	0	0	1	0	0	0	3	1	29.8	33.9
06-00	772	679	1	76	9	1	1	0	0	1	0	0	0	3	1	29.8	33.9
00-00	782	687	1	78	9	1	1	0	0	1	0	0	0	3	1	29.7	33.9

18 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
0600	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	29	35.1
0700	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	29.4	35.1
0800	62	58	0	4	0	0	0	0	0	0	0	0	0	0	0	30.7	34.1
0900	58	50	0	6	0	0	0	1	0	0	0	0	0	1	0	29.9	32.9
1000	47	42	0	5	0	0	0	0	0	0	0	0	0	0	0	29	32.3
1100	52	49	0	3	0	0	0	0	0	0	0	0	0	0	0	29.7	34.4
1200	49	46	0	2	1	0	0	0	0	0	0	0	0	0	0	30.2	34.1
1300	58	54	0	4	0	0	0	0	0	0	0	0	0	0	0	29.5	34.6
1400	54	44	0	10	0	0	0	0	0	0	0	0	0	0	0	28.9	34.3
1500	85	72	0	11	0	0	1	1	0	0	0	0	0	0	0	28	31.8
1600	84	74	0	10	0	0	0	0	0	0	0	0	0	0	0	25.9	30.1
1700	51	47	0	4	0	0	0	0	0	0	0	0	0	0	0	27.7	30.9
1800	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	29.5	32.8
1900	20	18	0	1	0	0	1	0	0	0	0	0	0	0	0	28.9	31.7
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-
07-19	668	599	0	64	1	0	1	2	0	0	0	0	0	1	0	28.8	32.8
06-22	714	642	0	66	1	0	2	2	0	0	0	0	0	1	0	28.8	32.9

06-00	720	648	0	66	1	0	2	2	0	0	0	0	0	1	0	28.9	32.9
00-00	728	656	0	66	1	0	2	2	0	0	0	0	0	1	0	28.9	32.9

[illegible]

[illegible][illegible][illegible]

[illegible][illegible][illegible][illegible]



SITE: ATC 2 - Church Road, Halstead

LOCATION: Attached to tree

GRID REFERENCE: 51.929647, 0.647666

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Dec	13-Dec	14-Dec	15-Dec	16-Dec	17-Dec	18-Dec	1-5.	1-7.
Hour									
0000-0100	1	5	5	0	0	0	0	0.2	1.6
0100-0200	0	0	3	0	0	0	0	0	0.4
0200-0300	0	0	0	0	0	1	0	0.2	0.1
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	2	2	2	1	1.4	1
0500-0600	5	2	1	3	4	7	7	5.2	4.1
0600-0700	15	1	1	17	13	11	15	14.2	10.4
0700-0800	34	11	3	41	29	35	34	34.6	26.7
0800-0900	75	13	10	65	53	75	62	66	50.4
0900-1000	63	30	30	56	58	64	58	59.8	51.3
1000-1100	49	48	35	45	47	51	47	47.8	46
1100-1200	56	57	42	45	40	39	52	46.4	47.3
1200-1300	63	60	24	46	54	54	49	53.2	50
1300-1400	57	43	30	43	63	46	58	53.4	48.6
1400-1500	66	36	27	59	60	58	54	59.4	51.4
1500-1600	90	45	35	78	70	80	85	80.6	69
1600-1700	105	41	38	89	87	95	84	92	77
1700-1800	65	19	14	58	63	52	51	57.8	46
1800-1900	35	18	17	41	38	37	34	37	31.4
1900-2000	19	16	7	16	21	44	20	24	20.4
2000-2100	13	7	5	19	15	21	7	15	12.4
2100-2200	9	2	3	6	7	4	4	6	5
2200-2300	2	3	3	1	2	5	4	2.8	2.9
2300-2400	5	4	1	0	1	1	2	1.8	2
Totals									
0700-1900	758	421	305	666	662	686	668	688	595.1
0600-2200	814	447	321	724	718	766	714	747.2	643.4
0600-0000	821	454	325	725	721	772	720	751.8	648.3
0000-0000	827	461	334	730	727	782	728	758.8	655.6
AM Peak	800	1100	1100	800	900	800	800		
	75	57	42	65	58	75	62		
PM Peak	1600	1200	1600	1600	1600	1600	1500		
	105	60	38	89	87	95	85		



SITE: ATC 2 - Church Road, Halstead

LOCATION: Attached to tree

GRID REFERENCE: 51.929647, 0.647666

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

12 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0600	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	34.5	40.6
0700	60	55	0	5	0	0	0	0	0	0	0	0	0	0	0	31.6	35.6
0800	67	60	1	4	1	1	0	0	0	0	0	0	0	0	0	31.3	35.3
0900	55	51	0	3	1	0	0	0	0	0	0	0	0	0	0	30	35
1000	54	47	0	6	0	1	0	0	0	0	0	0	0	0	0	29.5	33.7
1100	52	47	0	5	0	0	0	0	0	0	0	0	0	0	0	29.2	32.8
1200	54	48	0	6	0	0	0	0	0	0	0	0	0	0	0	30.9	34.6
1300	52	45	0	7	0	0	0	0	0	0	0	0	0	0	0	31.1	35.8
1400	51	43	0	8	0	0	0	0	0	0	0	0	0	0	0	32.4	35.9
1500	79	72	1	5	0	0	0	0	0	0	0	0	0	1	0	29.6	35
1600	67	60	1	6	0	0	0	0	0	0	0	0	0	0	0	29.4	33.1
1700	51	48	0	3	0	0	0	0	0	0	0	0	0	0	0	30.6	34.7
1800	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	30.9	34.8
1900	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	32.3	36
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-
2300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	35.2	-
07-19	662	594	3	60	2	2	0	0	0	0	0	0	0	1	0	30.5	34.7
06-22	703	629	3	66	2	2	0	0	0	0	0	0	0	1	0	30.6	34.8
06-00	720	644	3	68	2	2	0	0	0	0	0	0	0	1	0	30.6	34.8
00-00	725	649	3	68	2	2	0	0	0	0	0	0	0	1	0	30.7	34.8

13 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
0800	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33.3
0900	33	28	0	5	0	0	0	0	0	0	0	0	0	0	0	31.4	35.9
1000	57	54	0	3	0	0	0	0	0	0	0	0	0	0	0	29.6	33.4
1100	48	43	0	4	0	0	0	0	0	0	0	0	0	1	0	31.3	36
1200	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	36.5
1300	28	26	1	1	0	0	0	0	0	0	0	0	0	0	0	32.1	36.2
1400	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4
1500	39	35	0	4	0	0	0	0	0	0	0	0	0	0	0	31.6	35.3
1600	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	34.2
1700	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	34.9
1800	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	-
1900	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	-
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
2200	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	31.9	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
07-19	348	321	1	25	0	0	0	0	0	0	0	0	0	1	0	30.8	35.5
06-22	368	339	1	27	0	0	0	0	0	0	0	0	0	1	0	30.9	35.6
06-00	375	345	1	27	1	0	0	0	0	0	0	0	0	1	0	30.9	35.6
00-00	378	348	1	27	1	0	0	0	0	0	0	0	0	1	0	30.9	35.7

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Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0800	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34.4
0900	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	34.2
1000	52	46	0	6	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.1
1100	35	30	1	3	1	0	0	0	0	0	0	0	0	0	0	0	29	34.4
1200	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.2	36.8
1300	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	30.4	36.9
1400	33	31	0	1	0	0	0	0	0	0	0	0	0	0	1	0	31.3	35.2
1500	28	23	0	2	1	0	0	0	0	0	0	0	0	0	2	0	30.7	35.1
1600	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.3	36
1700	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.9	37.8
1800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
1900	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.4	-
2000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
07-19	290	264	1	20	2	0	0	0	0	0	0	0	0	0	3	0	30.3	35
06-22	304	277	1	20	3	0	0	0	0	0	0	0	0	0	3	0	30.5	35.1
06-00	309	282	1	20	3	0	0	0	0	0	0	0	0	0	3	0	30.5	35.1
00-00	324	296	1	21	3	0	0	0	0	0	0	0	0	0	3	0	30.5	35.1

15 December 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	40.2	-
0600	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	40.7
0700	65	61	0	4	0	0	0	0	0	0	0	0	0	0	0	33	36.3
0800	61	54	0	6	0	0	0	0	0	0	0	0	0	0	1	31	35.5
0900	71	66	0	5	0	0	0	0	0	0	0	0	0	0	0	30.2	33.4
1000	40	38	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	36.4
1100	41	34	0	7	0	0	0	0	0	0	0	0	0	0	0	30.5	34.4
1200	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	35.5
1300	45	38	0	6	1	0	0	0	0	0	0	0	0	0	0	31.9	36.7
1400	49	43	0	6	0	0	0	0	0	0	0	0	0	0	0	31.5	35.3
1500	82	72	0	9	1	0	0	0	0	0	0	0	0	0	0	29.9	34.5
1600	58	50	0	8	0	0	0	0	0	0	0	0	0	0	0	29.8	33.5
1700	51	48	0	2	1	0	0	0	0	0	0	0	0	0	0	29.2	34.1
1800	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0	33.7	39.1
1900	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	32	36.9
2000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
2100	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	32.8	37.9
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
07-19	620	557	0	59	3	0	0	0	0	0	0	0	0	0	1	30.9	35
06-22	677	612	0	61	3	0	0	0	0	0	0	0	0	0	1	31.1	35.5
06-00	680	615	0	61	3	0	0	0	0	0	0	0	0	0	1	31	35.5
00-00	688	622	0	62	3	0	0	0	0	0	0	0	0	0	1	31.1	35.6

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
0600	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	38
0700	68	62	0	6	0	0	0	0	0	0	0	0	0	0	0	33	37.7
0800	70	62	0	7	0	0	1	0	0	0	0	0	0	0	0	31	35.1
0900	62	55	0	5	2	0	0	0	0	0	0	0	0	0	0	29.3	34.1
1000	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	34.1
1100	39	31	0	8	0	0	0	0	0	0	0	0	0	0	0	30.9	34
1200	50	45	0	3	0	0	0	0	0	0	0	0	0	0	2	29	34.6

1300	49	42	0	5	2	0	0	0	0	0	0	0	0	0	0	0	30.5	35.9
1400	46	41	1	3	0	0	0	0	0	0	0	0	0	0	1	0	29.5	33.5
1500	66	56	0	8	0	0	0	1	0	0	0	0	0	0	1	0	29.7	33.5
1600	78	65	0	13	0	0	0	0	0	0	0	0	0	0	0	0	30.2	36.6
1700	50	47	0	3	0	0	0	0	0	0	0	0	0	0	0	0	31.1	36.1
1800	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.2	33.9
1900	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2100	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
07-19	633	559	1	63	4	0	1	1	0	0	0	0	0	0	2	2	30.4	34.9
06-22	677	601	1	65	4	0	1	1	0	0	0	0	0	0	2	2	30.5	35
06-00	683	607	1	65	4	0	1	1	0	0	0	0	0	0	2	2	30.6	35
00-00	690	614	1	65	4	0	1	1	0	0	0	0	0	0	2	2	30.6	35.2

17 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0500	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	37.9
0700	107	91	0	14	2	0	0	0	0	0	0	0	0	0	0	31	35
0800	93	82	0	9	2	0	0	0	0	0	0	0	0	0	0	31.1	34.6
0900	66	57	0	8	1	0	0	0	0	0	0	0	0	0	0	30.3	34.3
1000	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34.7
1100	45	41	0	4	0	0	0	0	0	0	0	0	0	0	0	31.9	35.6
1200	40	33	0	7	0	0	0	0	0	0	0	0	0	0	0	31.8	35.6
1300	50	45	0	5	0	0	0	0	0	0	0	0	0	0	0	31.8	36.5
1400	44	38	1	5	0	0	0	0	0	0	0	0	0	0	0	30.5	37.7
1500	85	71	0	13	0	1	0	0	0	0	0	0	0	0	0	30	33.8
1600	61	55	0	6	0	0	0	0	0	0	0	0	0	0	0	29.8	34.6
1700	57	52	0	4	0	0	0	0	0	0	0	0	0	0	1	32.5	37.1
1800	31	28	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	34.7
1900	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-
2000	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	33	-
2100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	39.6	-
2200	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	37.6	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
07-19	705	618	1	79	5	1	0	0	0	0	0	0	0	1	0	30.9	35
06-22	739	648	1	83	5	1	0	0	0	0	0	0	0	1	0	31	35.2
06-00	748	655	1	85	5	1	0	0	0	0	0	0	0	1	0	31.1	35.4
00-00	759	664	1	87	5	1	0	0	0	0	0	0	0	1	0	31.2	35.5

18 December 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
0600	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	32.8	39.4
0700	70	62	0	7	0	0	0	1	0	0	0	0	0	0	0	30.9	35.9
0800	80	74	0	5	1	0	0	0	0	0	0	0	0	0	0	29.9	33
0900	61	51	0	10	0	0	0	0	0	0	0	0	0	0	0	29.9	35.9
1000	53	47	1	5	0	0	0	0	0	0	0	0	0	0	0	29.6	33.1
1100	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	29.2	33.3
1200	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	35.1
1300	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	30	35.8
1400	43	36	0	7	0	0	0	0	0	0	0	0	0	0	0	28.7	32.8
1500	75	61	0	13	0	0	0	1	0	0	0	0	0	0	0	28.1	31.2
1600	74	66	0	7	0	0	0	0	0	0	0	0	0	1	0	27.3	33.6
1700	54	49	0	5	0	0	0	0	0	0	0	0	0	0	0	30.1	35.3
1800	18	16	0	1	0	0	1	0	0	0	0	0	0	0	0	29.5	35.4
1900	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	36.4
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-
07-19	654	583	1	65	1	0	1	2	0	0	0	0	0	1	0	29.4	34.1
06-22	693	620	1	66	2	0	1	2	0	0	0	0	0	1	0	29.5	34.1

06-00	701	628	1	66	2	0	1	2	0	0	0	0	0	1	0	29.5	34.2
00-00	707	634	1	66	2	0	1	2	0	0	0	0	0	1	0	29.5	34.3

[illegible]

0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.6 -
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.2 -
0700	7	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	29.7 -
0800	19	0	0	4	8	7	0	0	0	0	0	0	0	0	0	0	29.7 34.4
0900	19	0	1	3	9	5	1	0	0	0	0	0	0	0	0	0	28.5 34.2
1000	52	0	1	4	32	13	2	0	0	0	0	0	0	0	0	0	29.3 33.1
1100	35	0	2	5	14	14	0	0	0	0	0	0	0	0	0	0	29 34.4
1200	33	0	0	1	10	19	3	0	0	0	0	0	0	0	0	0	32.2 36.8
1300	27	1	0	2	12	8	3	1	0	0	0	0	0	0	0	0	30.4 36.9
1400	33	0	0	1	15	15	1	1	0	0	0	0	0	0	0	0	31.3 35.2
1500	28	0	0	2	14	12	0	0	0	0	0	0	0	0	0	0	30.7 35.1
1600	19	0	0	1	11	6	1	0	0	0	0	0	0	0	0	0	30.3 36
1700	14	0	0	1	2	9	2	0	0	0	0	0	0	0	0	0	32.9 37.8
1800	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	32.6 -
1900	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	34.4 -
2000	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	31.1 -
2100	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	35.2 -
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30 -
2300	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	36.2 -
07-19	290	1	4	25	133	112	13	2	0	0	0	0	0	0	0	0	30.3 35
06-22	304	1	4	25	137	122	13	2	0	0	0	0	0	0	0	0	30.5 35.1
06-00	309	1	4	25	138	125	14	2	0	0	0	0	0	0	0	0	30.5 35.1
00-00	324	1	4	27	145	130	15	2	0	0	0	0	0	0	0	0	30.5 35.1

[illegible][illegible]

[illegible][illegible][illegible][illegible]



SITE: ATC 2 - Church Road, Halstead

LOCATION: Attached to tree

GRID REFERENCE: 51.929647, 0.647666

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Fri 12-Dec	Sat 13-Dec	Sun 14-Dec	Mon 15-Dec	Tue 16-Dec	Wed 17-Dec	Thu 18-Dec	Averages 1-5.	1-7.
Hour									
0000-0100	0	2	3	1	0	0	1	0.4	1
0100-0200	1	0	3	0	0	1	0	0.4	0.7
0200-0300	0	0	7	0	1	0	0	0.2	1.1
0300-0400	1	0	0	0	1	1	0	0.6	0.4
0400-0500	0	0	2	0	0	1	2	0.6	0.7
0500-0600	3	1	0	7	5	8	3	5.2	3.9
0600-0700	14	1	1	20	17	11	15	15.4	11.3
0700-0800	60	5	7	65	68	107	70	74	54.6
0800-0900	67	22	19	61	70	93	80	74.2	58.9
0900-1000	55	33	19	71	62	66	61	63	52.4
1000-1100	54	57	52	40	35	26	53	41.6	45.3
1100-1200	52	48	35	41	39	45	39	43.2	42.7
1200-1300	54	38	33	35	50	40	43	44.4	41.9
1300-1400	52	28	27	45	49	50	44	48	42.1
1400-1500	51	26	33	49	46	44	43	46.6	41.7
1500-1600	79	39	28	82	66	85	75	77.4	64.9
1600-1700	67	25	19	58	78	61	74	67.6	54.6
1700-1800	51	17	14	51	50	57	54	52.6	42
1800-1900	20	10	4	22	20	31	18	22.2	17.9
1900-2000	16	7	5	15	10	10	16	13.4	11.3
2000-2100	5	9	5	10	7	10	4	7.2	7.1
2100-2200	6	3	3	12	10	3	4	7	5.9
2200-2300	8	4	2	2	3	7	6	5.2	4.6
2300-2400	9	3	3	1	3	2	2	3.4	3.3
Totals									
0700-1900	662	348	290	620	633	705	654	654.8	558.9
0600-2200	703	368	304	677	677	739	693	697.8	594.4
0600-0000	720	375	309	680	683	748	701	706.4	602.3
0000-0000	725	378	324	688	690	759	707	713.8	610.1
AM Peak	800	1000	1000	900	800	700	800		
	67	57	52	71	70	107	80		
PM Peak	1500	1500	1400	1500	1600	1500	1500		
	79	39	33	82	78	85	75		

Appendix D

Visibility Splays at Southern-most Access



Base drawing
Drawing No:
0206.05
Dated:

21/01/26

Received:
06/02/26

LEGEND

- SITE BOUNDARY
- 2.4m x 80m VISIBILITY SPLAY SSD for 85th %ile speeds
- VISIBILITY SPLAY TO ROAD TANGENT
- HIGHWAY BOUNDARY
- BLUE LINE BOUNDARY

01	RED LINE + BLUE LINE ADDED	CB	JB	25-02-26
00	FIRST ISSUE	CB	JB	19-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS: PLANNING

CLIENT: ANTOINE DIXON-BELLOT

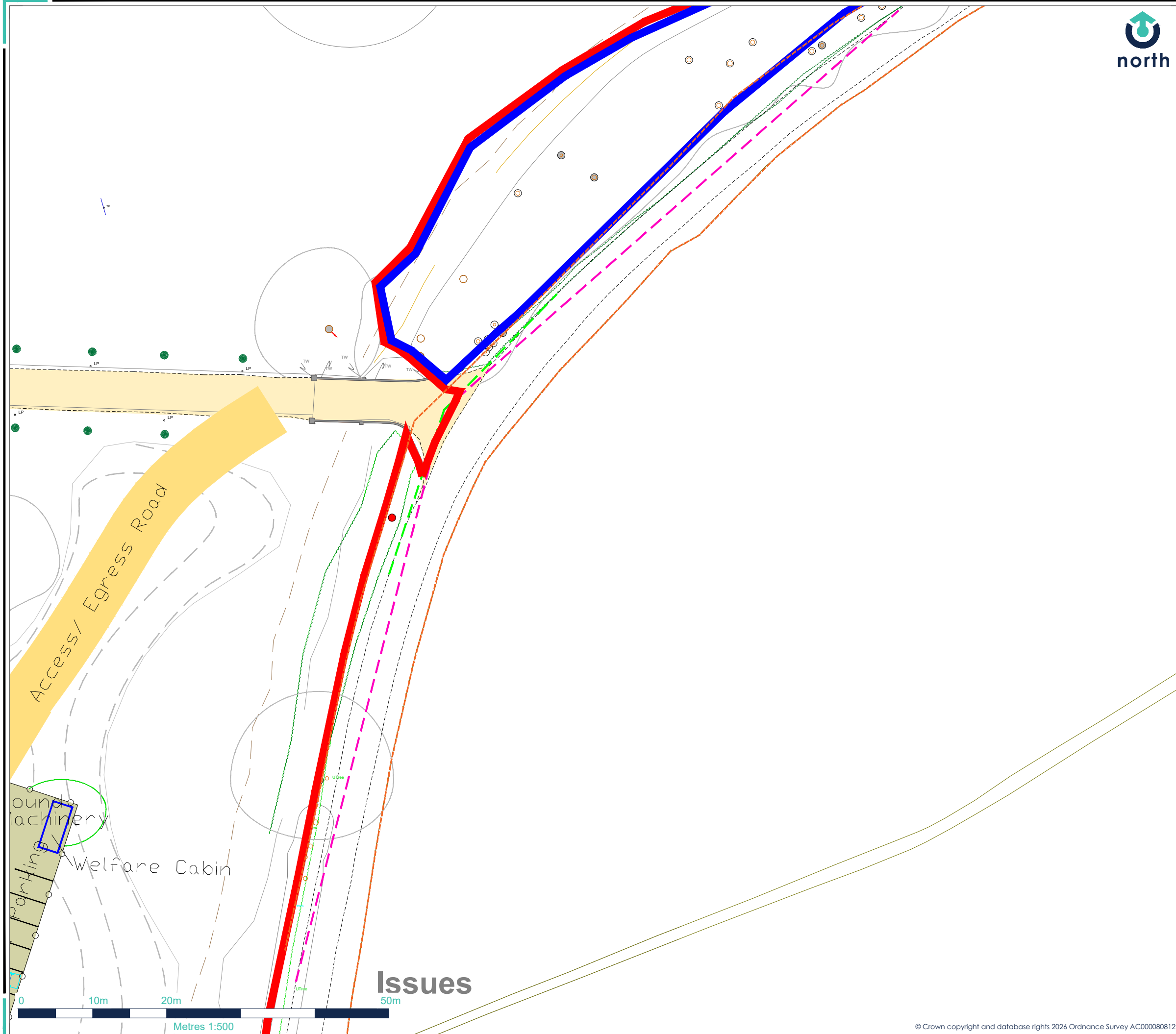
SITE: GREENSTEAD HALL HALSTEAD

TITLE: VISIBILITY SPLAYS + HIGHWAY BOUNDARY



SCALE: 1:500 @ A3		DATE: 25-02-26		DRAWN: CB	CHECKED: JB
PROJECT: 25-353	COMPANY: CAL	TYPE: DR	DRAWING NO: 102	SHEET NO: 05	REVISION: 01

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Metres 1:500

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Appendix E

On-Site Operation – Swept-path Analysis

8 Wheeler Rigid Tipper In

Low Loader In and out

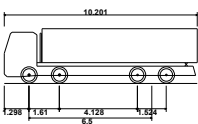


Base drawing p
Drawing No:
0206.05
Dated:
21/01/26
Received:
06/02/26

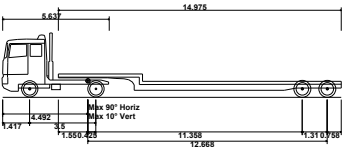
LEGEND

- SITE BOUNDARY
- EXTENT OF VEHICLE CHASSIS
- EXTENT OF VEHICLE WHEELS
- BLUE LINE BOUNDARY

VEHICLE DETAILS



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m



Generic Low Loader with Trailer Steering (18.0m)
Overall Length 17.918m
Overall Width 2.540m
Overall Body Height 3.408m
Min Body Ground Clearance 0.332m
Max Track Width 2.520m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.350m

NOTE: Compound area has been extended approximately 14.5-metres to accommodate low loader manoeuvring, totalling to 45-metres in length

01	RED LINE + BLUE LINE ADDED	CB	JB	25-02-26
00	FIRST ISSUE	CB	JB	16-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:

PLANNING

CLIENT:

ANTOINE
DIXON-BELLOT

SITE:

GREENSTEAD HALL
HALSTEAD

TITLE:

ON-SITE OPERATIONS



SCALE: 1:500 @ A3		DATE: 25-02-26		DRAWN: CB	CHECKED: JB
PROJECT: 25-353	COMPANY: CAL	TYPE: DR	DRAWING NO: 102	SHEET NO: 03	REVISION: 01

Site Compound
Plant & Machinery
Administration Cabin
Wheel Wash
Haul Road
Staff Parking
Welfare Cabin

Issues

Site Compound
Plant & Machinery
Administration Cabin
Wheel Wash
Haul Road
Staff Parking
Welfare Cabin

Issues

FOLIAGE



Appendix F

On-Site Parking – Swept-path Analysis



Base drawing
Drawing No:
0206.05
Dated:

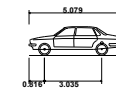
21/01/26

Received:
06/02/26

LEGEND

- SITE BOUNDARY
- EXTENT OF VEHICLE CHASSIS
- EXTENT OF VEHICLE WHEELS
- BLUE LINE BOUNDARY

VEHICLE DETAILS



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

NOTE: Compound area has been extended approximately 14.5-metres to accommodate low loader manoeuvring, totalling to 45-metres in length

01	RED LINE + BLUE LINE ADDED	CB	JB	25-02-26
00	FIRST ISSUE	CB	JB	16-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS: PLANNING

CLIENT: ANTOINE DIXON-BELLOT

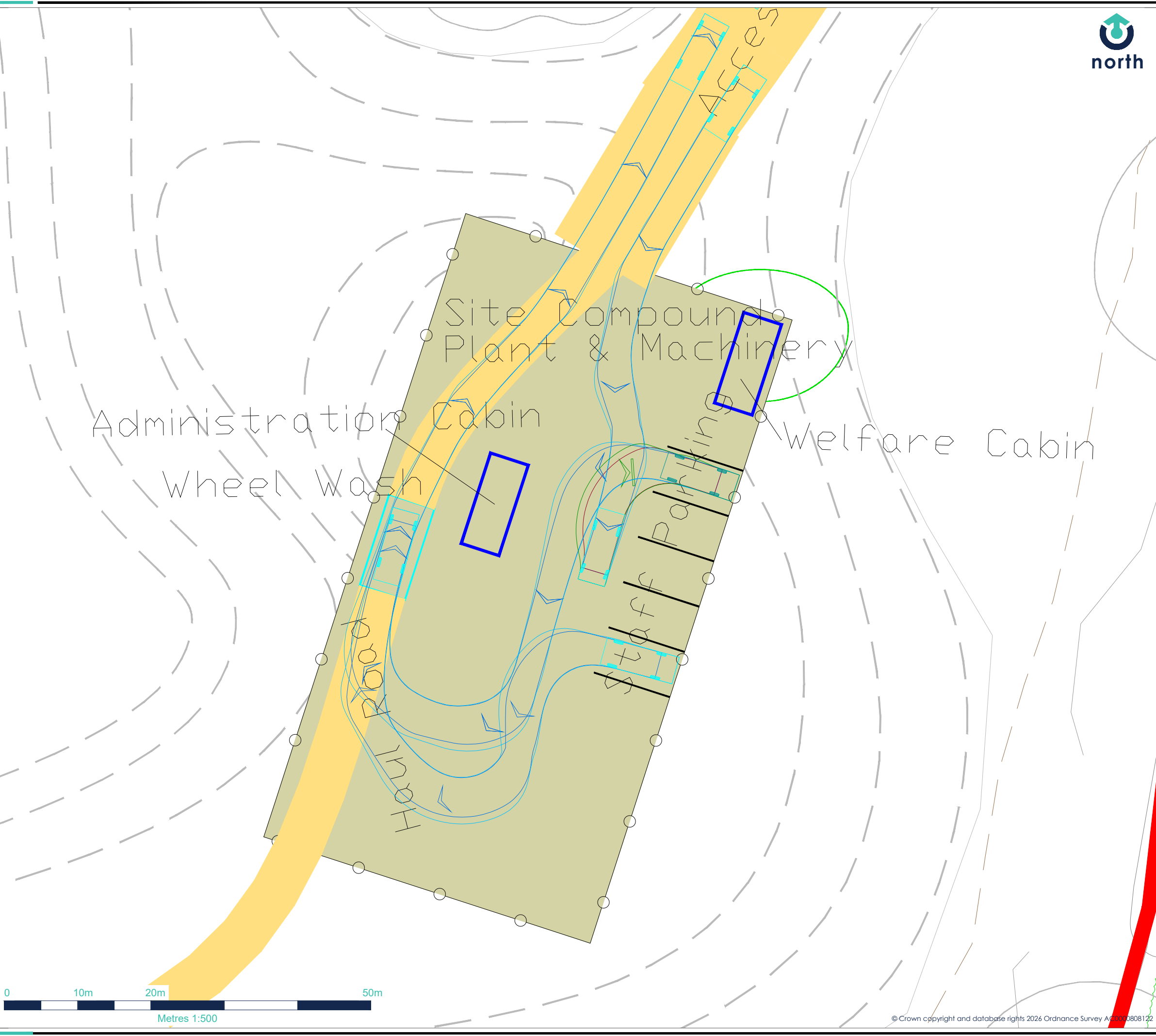
SITE: GREENSTEAD HALL HALSTEAD

TITLE: ON-SITE PARKING



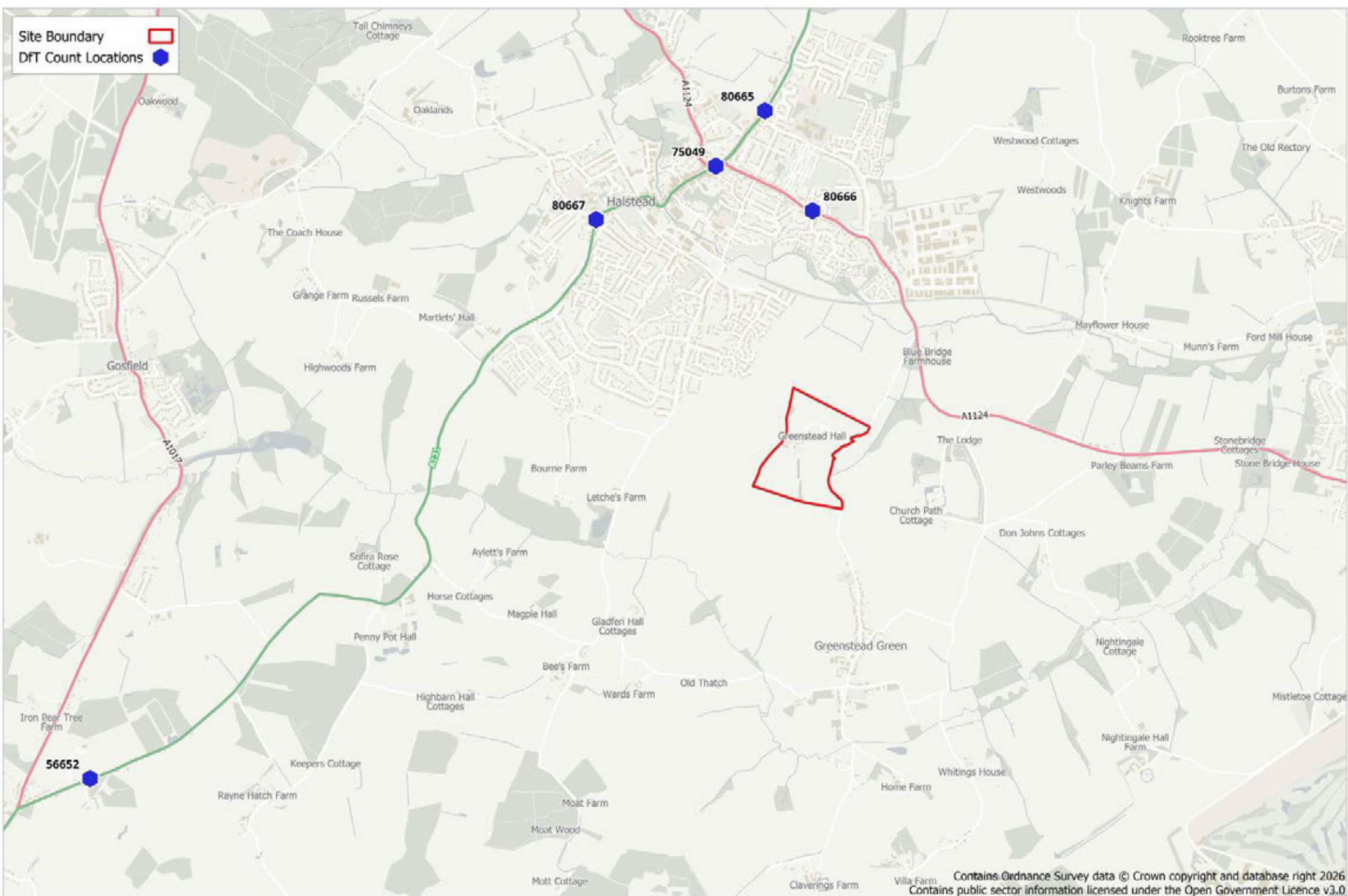
SCALE: 1:500 @ A3		DATE: 25-02-26		DRAWN: CB	CHECKED: JB
PROJECT: 25-353	COMPANY: CAL	TYPE: DR	DRAWING NO: 102	SHEET NO: 04	REVISION: 01

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Appendix G

DfT Count Locations

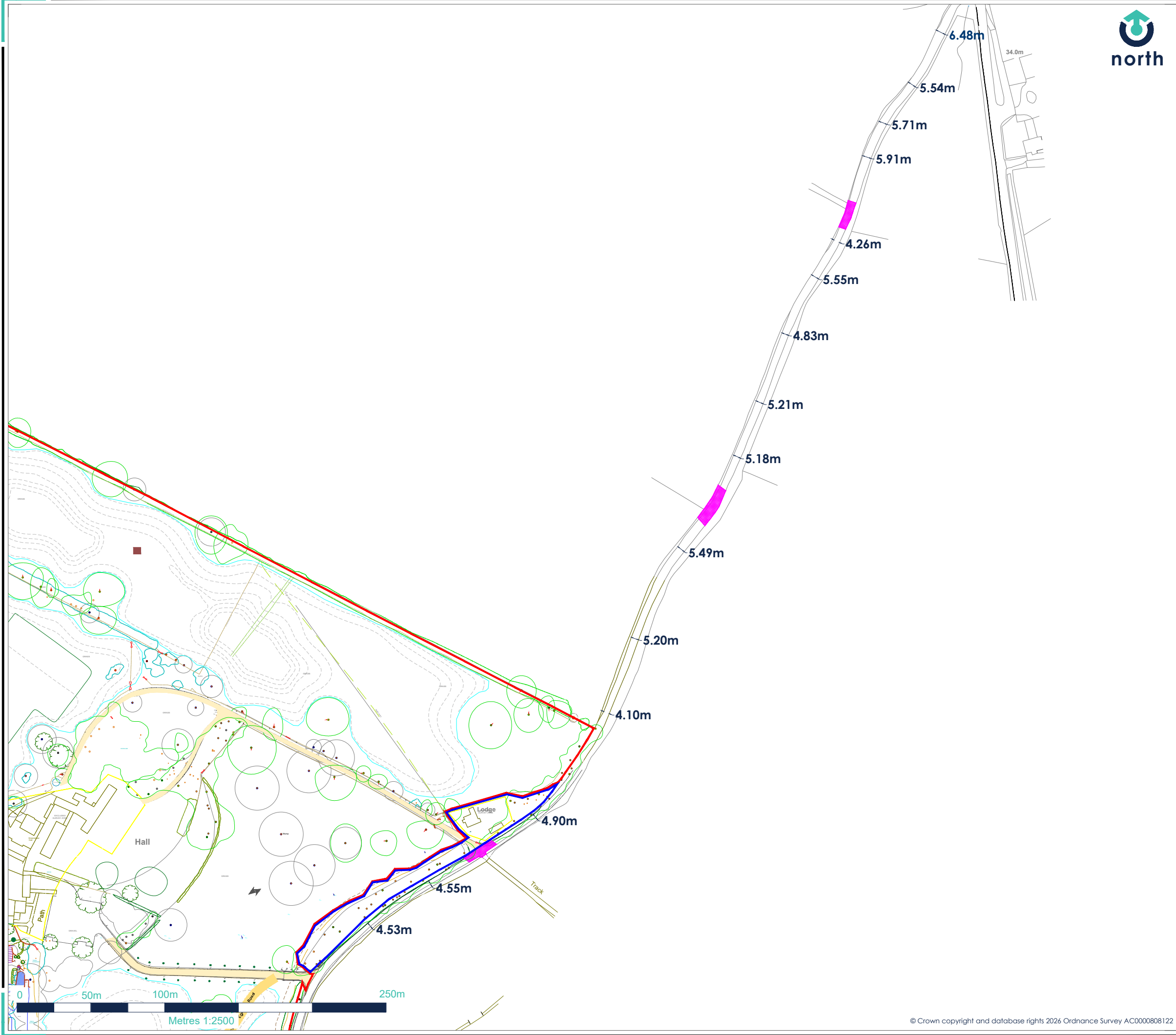


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25-353 - Greenstead Hall, Halstead
DFT Count Locations

Appendix H

Width of Church Road



Base drawing
Drawing No:
0206.05
Dated:
21/01/26

Received:
06/02/26

LEGEND

-  SITE BOUNDARY
-  PASSING POINT/LAYBYS
-  WIDTH OF ROAD
-  BLUE LINE BOUNDARY

01	REDLINE + BLUE LINE ADDED	CB	JB	25-02-26
00	FIRST ISSUE	CB	JB	16-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS: PLANNING

CLIENT: ANTOINE DIXON-BELLOT

SITE: GREENSTEAD HALL HALSTEAD

TITLE: WIDTH OF CHURCH ROAD



SCALE:		DATE:		DRAWN:	CHECKED:
1:2500 @ A3		25-02-26		CB	JB
PROJECT:	COMPANY:	TYPE:	DRAWING NO.:	SHEET NO:	REVISION:
25-353	CAL	DR	101	00	01

Appendix I

Tipper Lorry – Swept-path Analysis



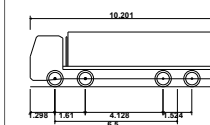
Base drawing
Drawing No:
0206.05
Dated:
21/01/26

Received:
06/02/26

LEGEND

- SITE BOUNDARY
- PASSING POINT/LAYBYS
- EXTENT OF VEHICLE CHASSIS
- EXTENT OF VEHICLE WHEELS
- BLUE LINE BOUNDARY

VEHICLE DETAILS



Large Tipper
Overall Length 10.201m
Overall Width 2.465m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

One HGV movement at a time on Church Road
coordinated by Site Manager

0 200 400m 1000
Metres 1:10,000

01	REDLINE + BLUE LINE ADDED	CB	JB	25-02-26
00	FIRST ISSUE	CB	JB	16-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS: PLANNING

CLIENT: ANTOINE
DIXON-BELLOT

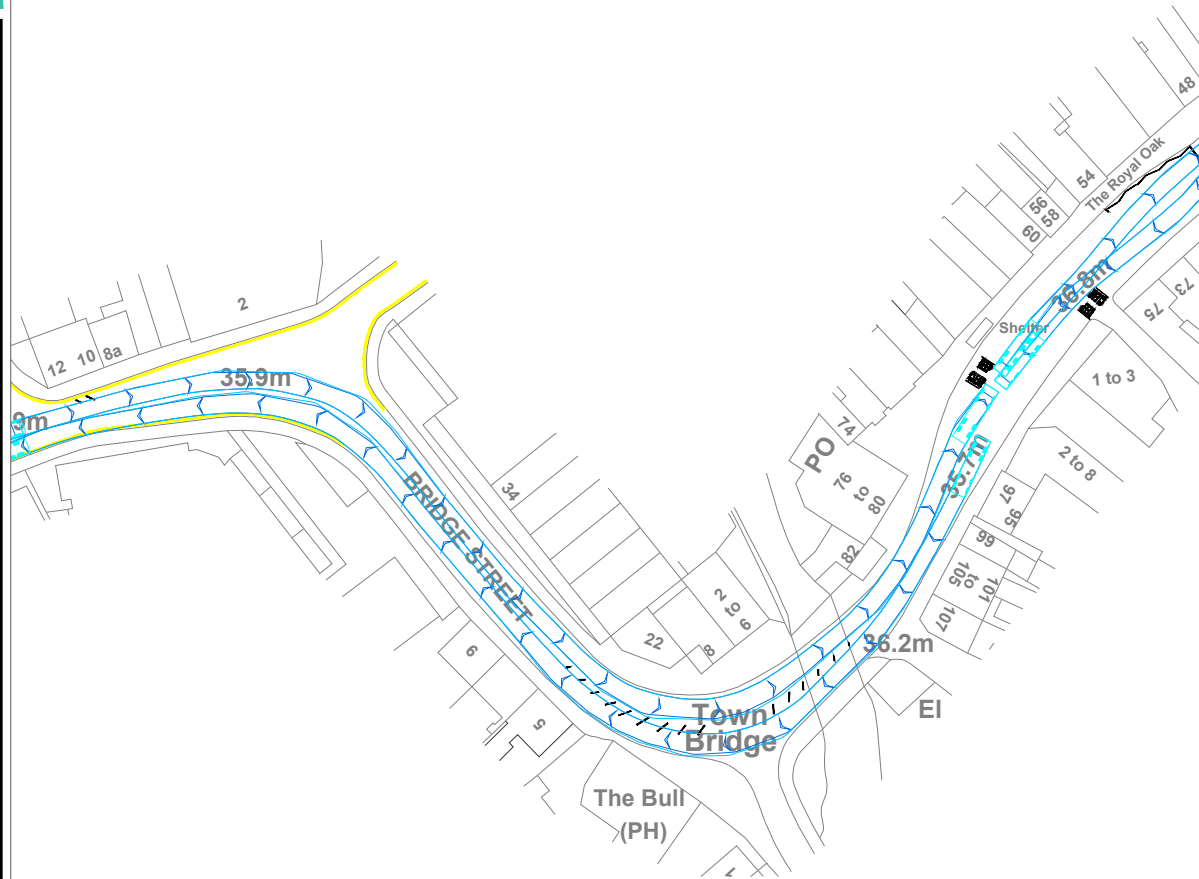
SITE: GREENSTEAD HALL
HALSTEAD

TITLE: CONSTRUCTION
ROUTING - TIPPER LORRY 1

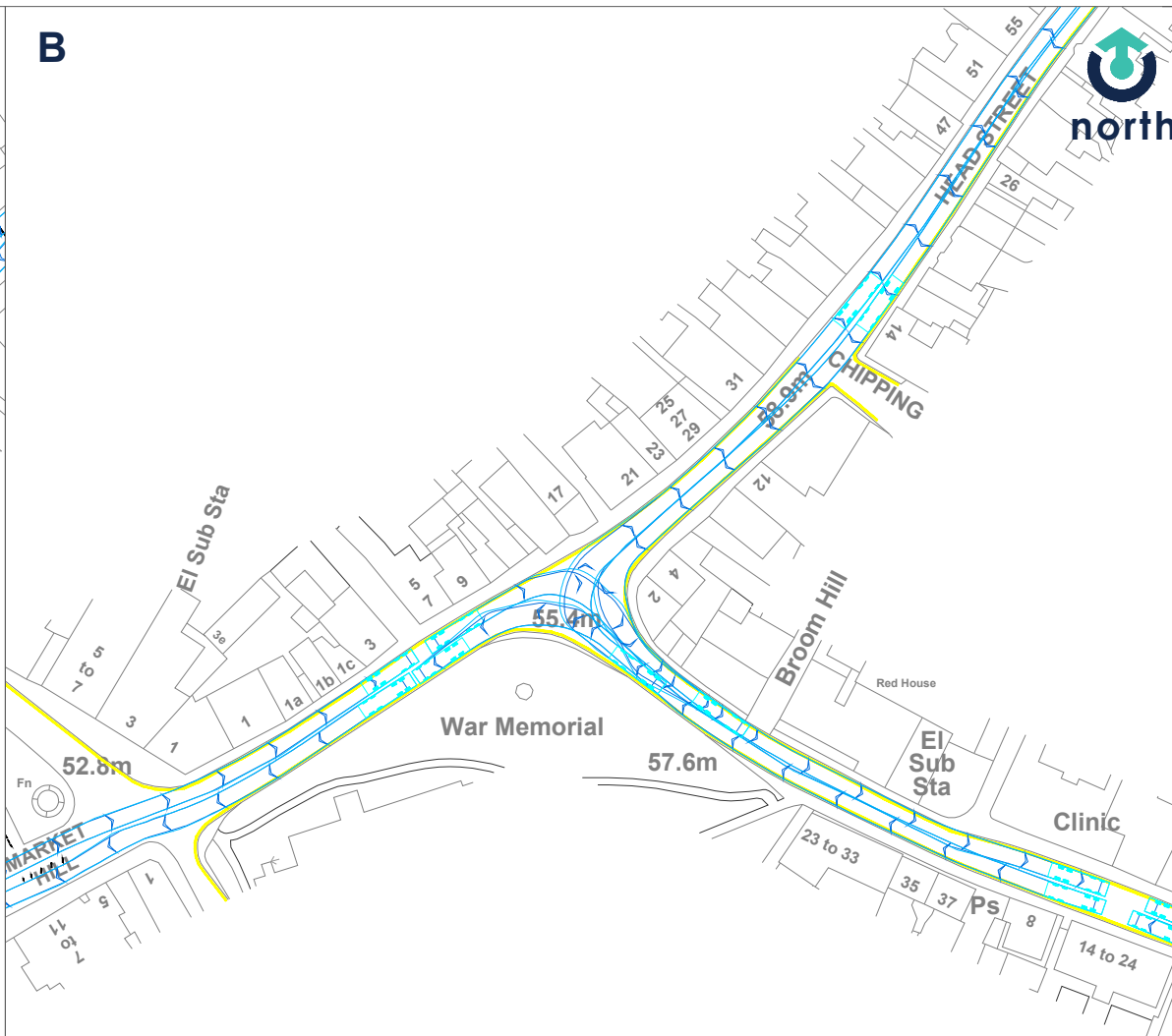


SCALE: 1:10000 @ A3		DATE: 25-02-26		DRAWN: CB	CHECKED: JB
PROJECT: 25-353	COMPANY: CAL	TYPE: DR	DRAWING NO: 101	SHEET NO: 01	REVISION: 01

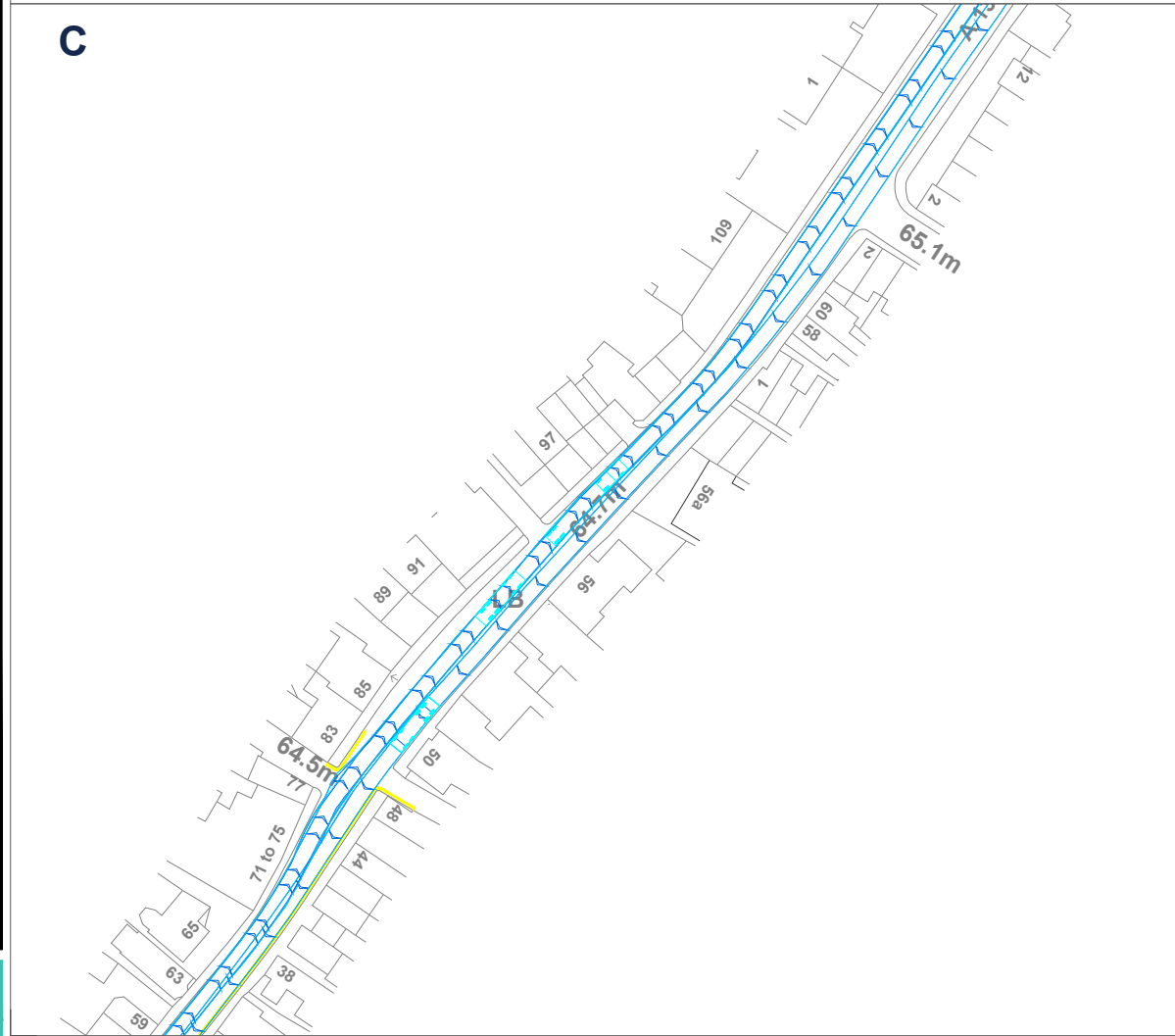
A



B



C



D

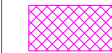


Base drawing
Drawing No:
0206.05
Dated:

21/01/26

Received:
06/02/26

LEGEND



PASSING POINTS/LAYBYS

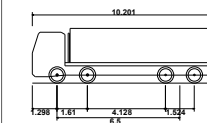


EXTENT OF VEHICLE CHASSIS



EXTENT OF VEHICLE WHEELS

VEHICLE DETAILS



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

00	FIRST ISSUE	CB	JB	16-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
---------	----------

CLIENT:	ANTOINE DIXON-BELLOT
---------	-------------------------

SITE:	GREENSTEAD HALL HALSTEAD
-------	-----------------------------

TITLE:	CONSTRUCTION ROUTING - TIPPER LORRY 2
--------	--



SCALE: 1:1250 @ A3		DATE: 16-02-26		DRAWN: CB	CHECKED: JB
PROJECT: 25-353	COMPANY: CAL	TYPE: DR	DRAWING NO: 101	SHEET NO: 02	REVISION: 00

E



F



Base drawing
Drawing No:
0206.05
Dated:

21/01/26

Received:
06/02/26

LEGEND



PASSING POINTS/LAYBY

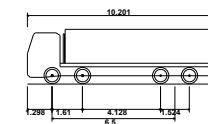


EXTENT OF VEHICLE CHASSIS



EXTENT OF VEHICLE WHEELS

VEHICLE DETAILS



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

00	FIRST ISSUE	CB	JB	16-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
---------	----------

CLIENT:	ANTOINE DIXON-BELLOT
---------	-------------------------

SITE:	GREENSTEAD HALL HALSTEAD
-------	-----------------------------

TITLE:	CONSTRUCTION ROUTING - TIPPER LORRY 3
--------	--



SCALE: 1:1250 @ A3		DATE: 16-02-26		DRAWN: CB	CHECKED: JB
PROJECT: 25-353	COMPANY: CAL	TYPE: DR	DRAWING NO: 101	SHEET NO: 03	REVISION: 00

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Appendix J

Low Loader – Swept-path Analysis



Base drawing
Drawing No:
0206.05
Dated:

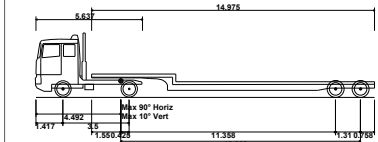
21/01/26

Received:
06/02/26

LEGEND

- SITE BOUNDARY
- PASSING POINTS/LAYBY
- EXTENT OF VEHICLE CHASSIS
- EXTENT OF VEHICLE WHEELS
- BLUE LINE BOUNDARY

VEHICLE DETAILS



Generic Low Loader with Trailer Steering (18.0m)
Overall Length 17.918m
Overall Width 2.540m
Overall Body Height 3.408m
Min Body Ground Clearance 0.332m
Max Track Width 2.520m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.350m

01	REDLINE + BLUE LINE ADDED	CB	JB	25-02-26
00	FIRST ISSUE	CB	JB	13-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
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CLIENT:	ANTOINE DIXON-BELLOT
---------	-------------------------

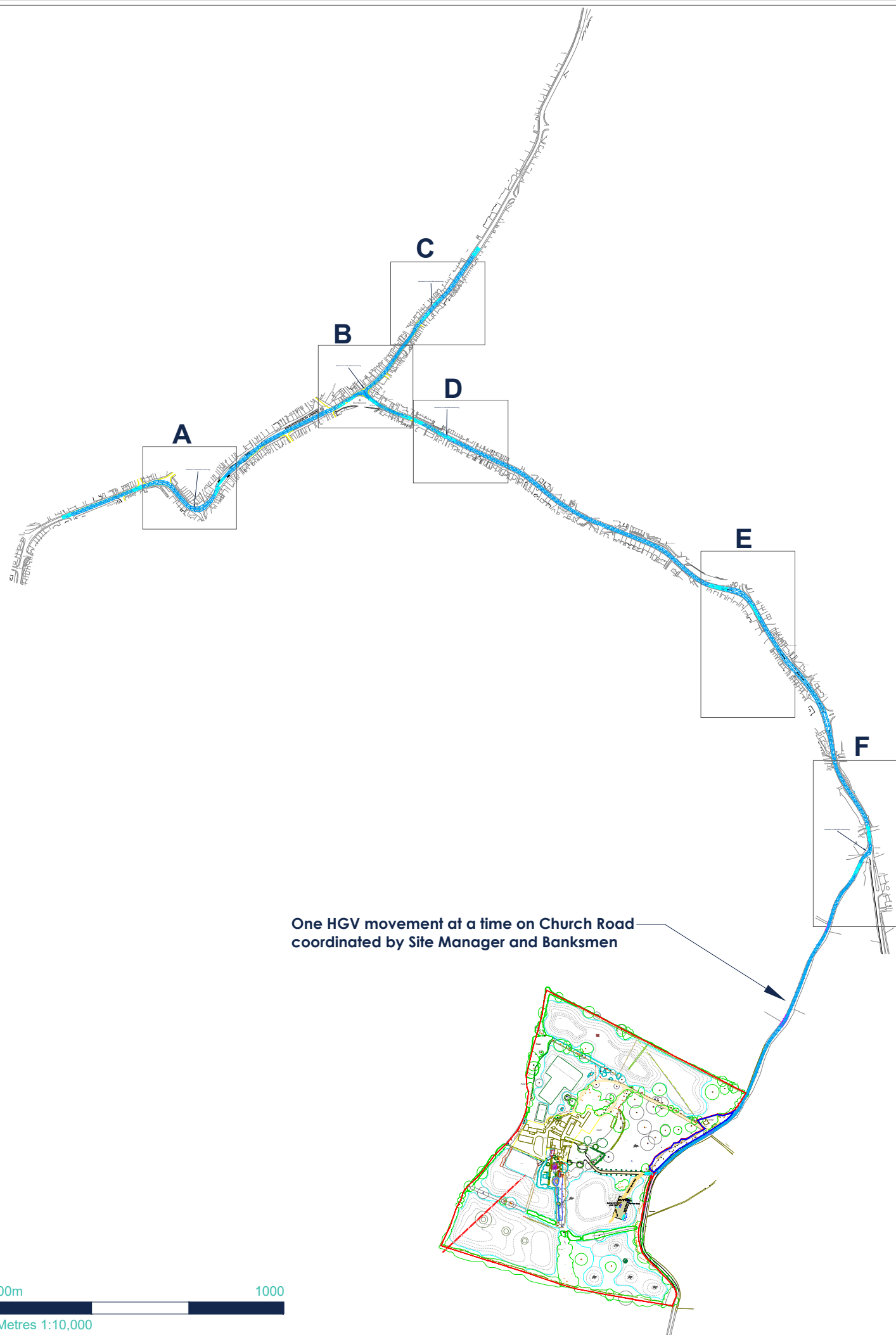
SITE:	GREENSTEAD HALL HALSTEAD
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TITLE:	CONSTRUCTION ROUTING - LOW LOADER 1
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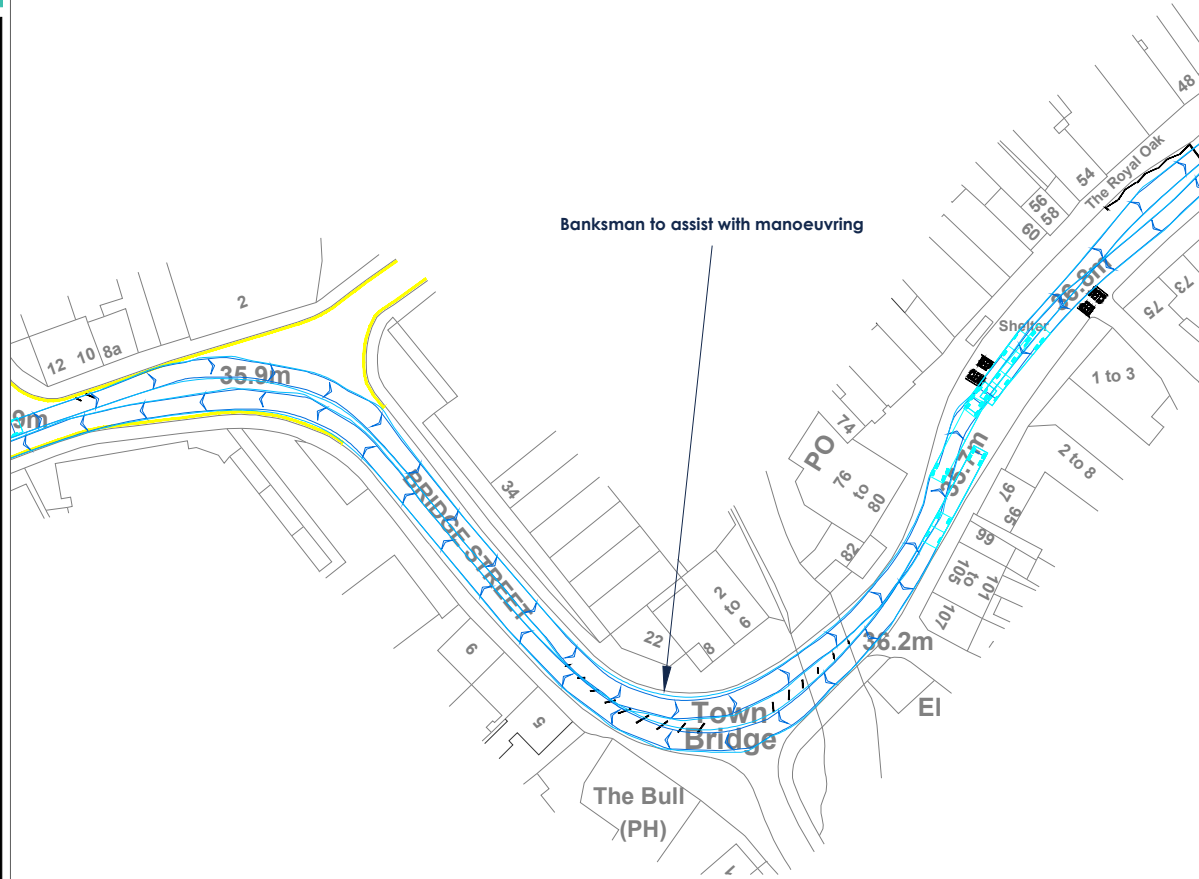


SCALE: 1:10000 @ A3		DATE: 25-02-26		DRAWN: CB	CHECKED: JB
PROJECT: 25-353	COMPANY: CAL	TYPE: DR	DRAWING NO: 101	SHEET NO: 04	REVISION: 01

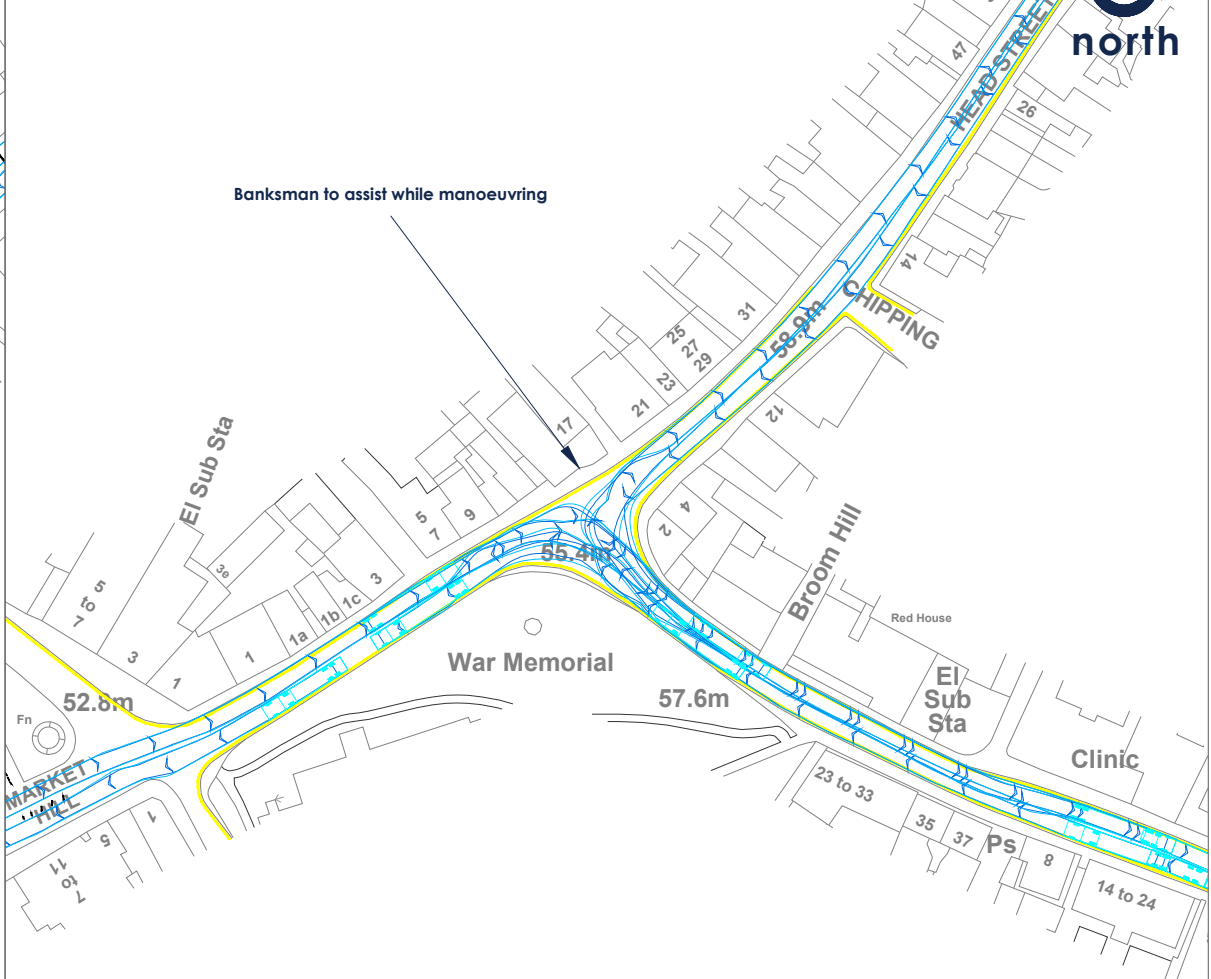
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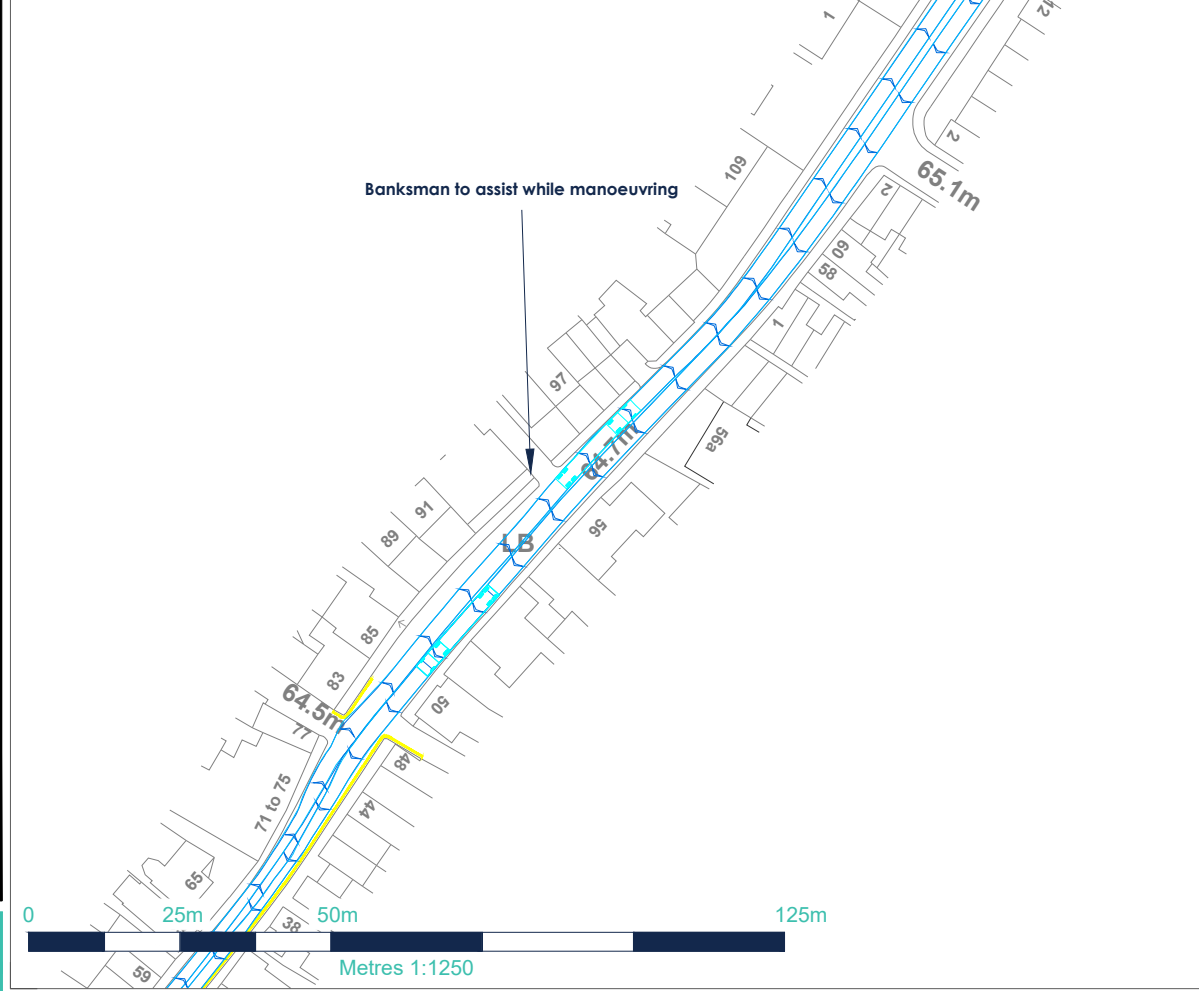
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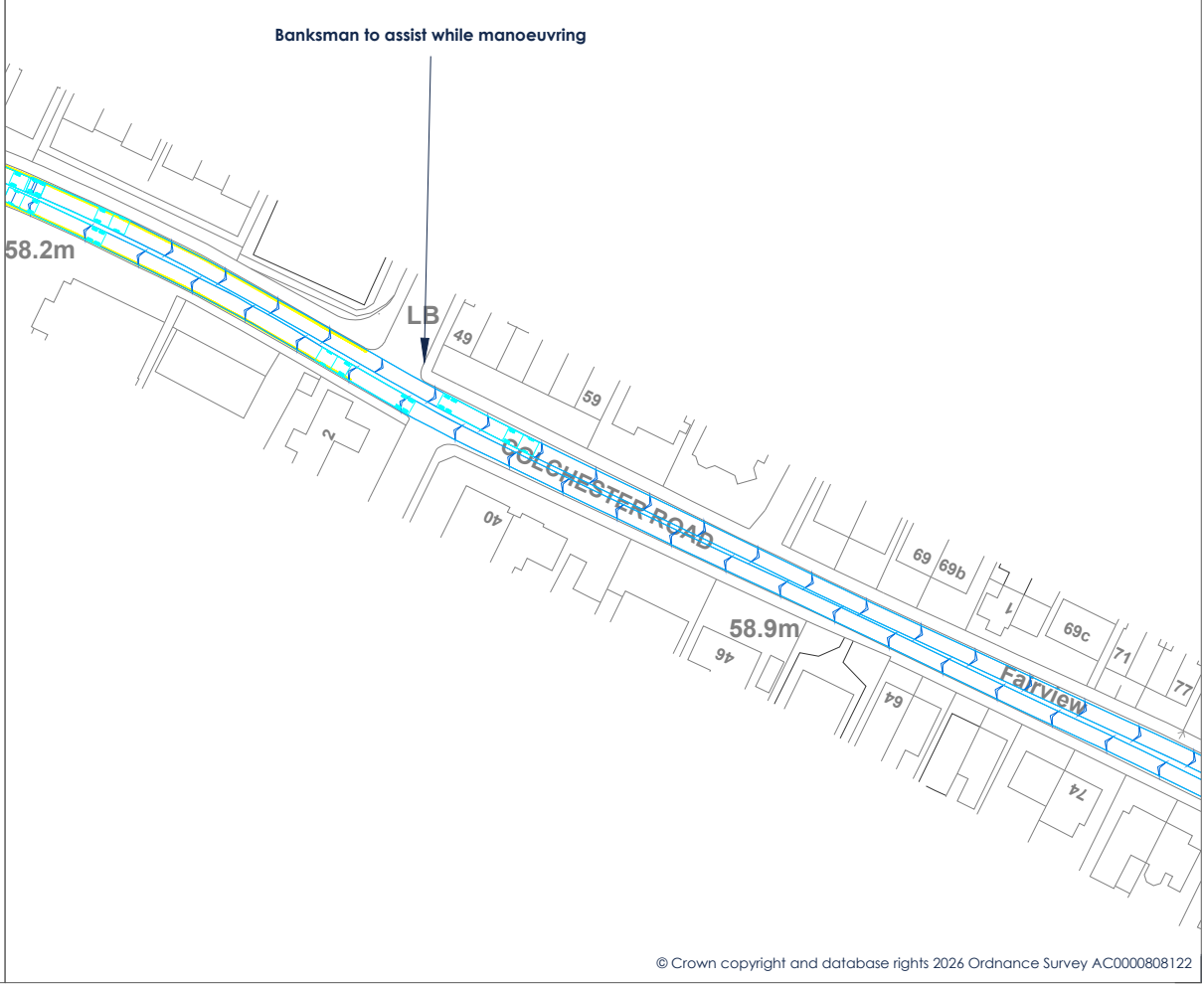
B



C



D



Base drawing
Drawing No:
0206.05
Dated:
21/01/26

Received:
06/02/26

LEGEND



PASSING POINTS/LAYBY

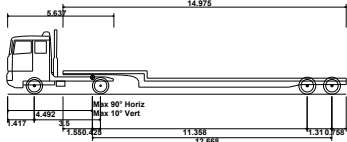


EXTENT OF VEHICLE CHASSIS



EXTENT OF VEHICLE WHEELS

VEHICLE DETAILS



Generic Low Loader with Trailer Steering (18.0m)
Overall Length 17.918m
Overall Width 2.540m
Overall Body Height 3.408m
Min Body Ground Clearance 0.332m
Max Track Width 2.650m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.350m

00	FIRST ISSUE	CB	JB	13-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS: PLANNING

CLIENT: ANTOINE DIXON-BELLOT

SITE: GREENSTEAD HALL HALSTEAD

TITLE: CONSTRUCTION ROUTING - LOW LOADER 2

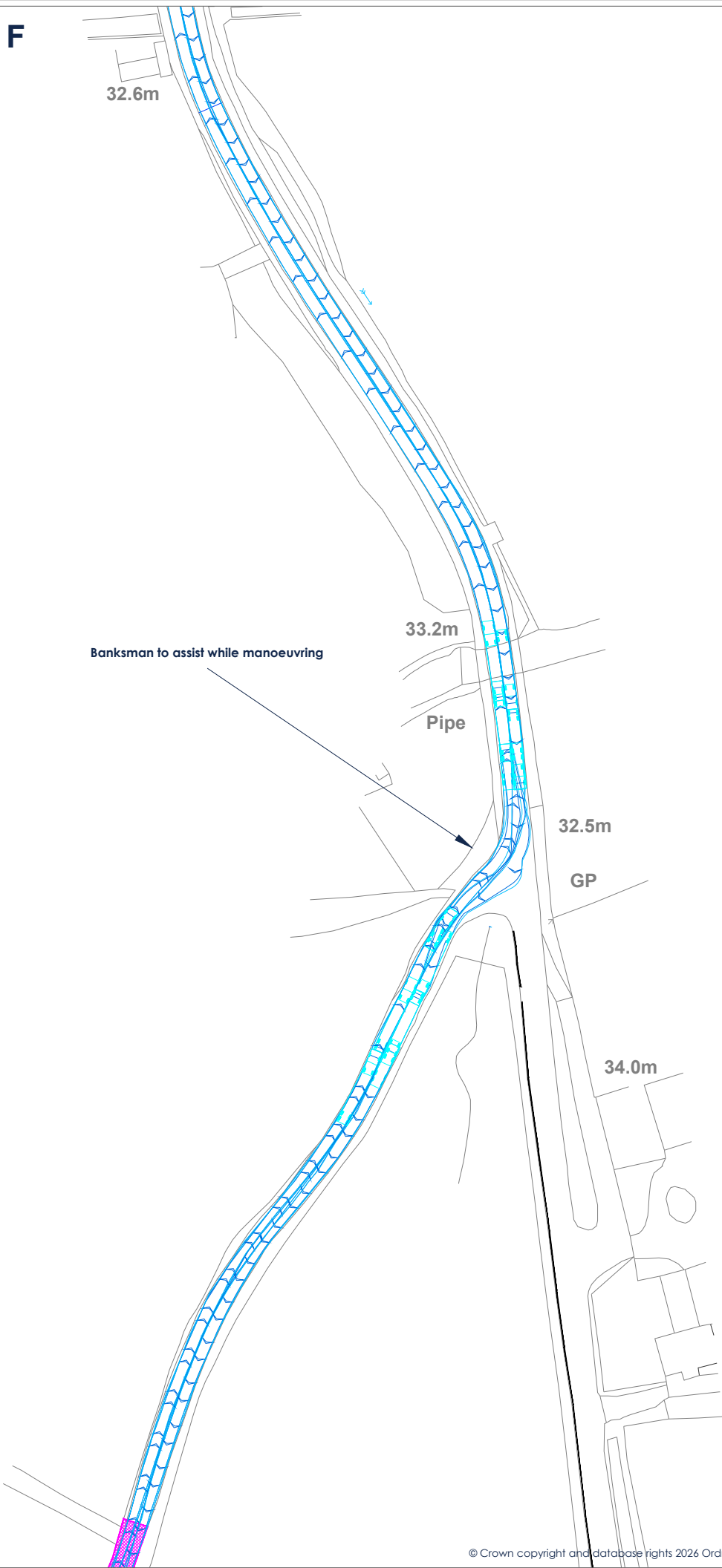


SCALE: 1:1250 @ A3		DATE: 13-02-26		DRAWN: CB	CHECKED: JB
PROJECT: 25-353	COMPANY: CAL	TYPE: DR	DRAWING NO: 101	SHEET NO: 05	REVISION: 00

E



F



Base drawing
0206.05
Dated:

21/01/26

Received:
06/02/26

LEGEND



PASSING POINTS/LAYBY

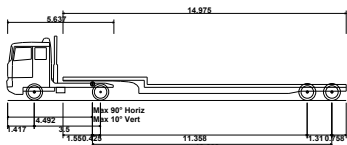


EXTENT OF VEHICLE CHASSIS



EXTENT OF VEHICLE WHEELS

VEHICLE DETAILS



Generic Low Loader with Trailer Steering (18.0m)
Overall Length 17.918m
Overall Width 2.540m
Overall Body Height 3.408m
Min Body Ground Clearance 0.332m
Max Track Width 2.520m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.350m

00	FIRST ISSUE	CB	JB	13-02-26
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
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CLIENT:	ANTOINE DIXON-BELLOT
---------	-------------------------

SITE:	GREENSTEAD HALL HALSTEAD
-------	-----------------------------

TITLE:	CONSTRUCTION ROUTING - LOW LOADER 3
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SCALE:		DATE:		DRAWN:	CHECKED:
1:1250 @ A3		13-02-26		CB	JB
PROJECT:	COMPANY:	TYPE:	DRAWING NO:	SHEET NO:	REVISION:
25-353	CAL	DR	101	06	00

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Appendix K

Location of Signage





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