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To: TRANSPORTANDWORKSACT
Subject: Rother Valley Railway (Bodiam to Robertsbridge Junction) Order - Objection by Highways England
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To:

The Secretary of State for Transport
c/o Transport and Works Act Orders Unit,
General Counsel's Office,
Department for Transport,
Zone 1/18,
Great Minster House,
33 Horseferry Road,
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Please see the attached objection by Highways England

Please direct any correspondence to planningse@highwaysengland.co.uk

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Proposed Rother Valley Railway (Bodiam to Robertsbridge Junction) Order Objection by Highways England

Role of Highways England

On 1 April 2015 Highways England was appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In the vicinity of the Proposed Development the SRN comprises the A21 Trunk Road.

Highways England operates under a Licence 'the Licence' granted by the Secretary of State for Transport which is available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/431389/strategic-highways-licence.pdf

In conformity with Section 5.29 of the Licence, Highways England is directed by the Secretary of State to have due regard to relevant Government policy. Of particular relevance to the proposed development is Department for Transport Circular 02/2013 "The Strategic Road Network and The Delivery Of Sustainable Development" 'the Circular':

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf

Email & Postal Addresses for correspondence

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Highways England would prefer to receive communications electronically.

Summary Position

1. Highways England currently objects to the proposed Rother Valley Railway (Bodiam to Robertsbridge Junction) Order for the following reasons:
 - a. In accordance with Section 5.36 of the Licence, Highways England considers that the failure of the Applicant to supply relevant information suggests a clear case to prohibit connection of the proposed railway to the A21 Trunk Road on the basis of safety and/or economic impacts may exist.
 - b. Highways England therefore currently withholds consent under Section 175B of the Highways Act 1980 (as amended by the Infrastructure Act 2015) for the proposed railway and for the proposed temporary accesses A1 and A2 to access the A21 Trunk Road.
2. Highways England further submits that the Secretary of State should delay progressing the case until discussions between the Applicant and Highways England are further advanced, for the following reasons:
 - a. The Applicant did not consult Highways England on the wording of the draft Transport and Works Act Order (TWAO) before it was applied for, despite the TWAO affecting Highways England's interests.
 - b. The Environmental Statement (ES) accompanying the application is out of date and deficient in respect of traffic and transport matters.
 - c. A 'full economic benefit analysis for the railway' promised by the Applicant to accompany the TWAO application has not been provided.
 - d. The acceptability of the proposed level crossing of the A21 Trunk Road has not been subject to the safety assessment processes operated by the Office of Road and Rail (ORR) and Highways England.
 - e. More generally the state of preparation of the design of the works to the A21 Trunk Road is insufficient for Highways England to be satisfied that the proposed level crossing of the railway over the A21 Trunk Road would not result in a severe adverse impact on the SRN in accordance with the tests set out in para 10 of the Circular and paragraph 32 of the National Planning Policy Framework. Many matters relating to the design, construction and operation of the level crossing remain to be agreed between the Applicant and Highways England.
 - f. Highways England is concerned that the application has been inadequately prepared and there will be unreasonable additional costs for Highways England and for other stakeholders unless progression of the TWAO is paused.
3. Highways England will seek to pursue agreement with the Applicant on the above matters as expeditiously as possible.

History of Highways Agency/Highways England's involvement with the proposed development

4. Rother Valley Railway (RVR) initially approached the Highways Agency about the proposed level crossing on 21 March 2012 and on 23 March 2012 provided documents including a report dated October 2011 titled 'Rother Valley Railway Proposed Level Crossings Traffic Impact Study' prepared by Mott Macdonald and a letter dated 20 January 2012 from ORR.
5. On 5 November 2013 RVR provided a Stage1 Road Safety Audit (RSA) to the Highways Agency. The Audit Report noted a number of pieces of information were not provided to the Audit Team including Departures from Standard and Road accident history. As a consequence the RSA does not comply with the requirements of DMRB.
6. On 18 November 2013 (attached) RVR wrote to the Highways Agency on a number of matters. The letter included an undertaking that: "The full economic benefit analysis for the railway, which will include evaluation of the minimal traffic delay, will form part of the supporting information submitted as part of our Transport & Works Act Order"
7. On 27 March 2015 the Highways Agency directed the conditions and provided Informatives on planning application RR/2014/1608/P:

A21 Construction Site Access

No part of the development hereby permitted shall be commenced until a site access drawing is submitted to and approved by the local planning department, who shall consult with the Highways Agency on behalf of the Secretary of State for Transport.

The access shall be designed and constructed in accordance with the Design Manual for Roads and Bridges and the Department for Transport Specification for Highway Works

The plans and particulars submitted in accordance with this condition shall make provision for:

- a. Access and Egress arrangements
- b. Vehicle turning on site.
- c. Security arrangements fencing and gates
- d. the dimensions and extents of the visibility splays
- e. Construction materials for access road
- f. Temporary signs and road marking details
- g. Temporary works

Upon completion of the reinstatement of the line and level crossing the construction site access shall be removed and permanently closed off with fencing (as approved prior to commencement of the site access). The site access shall be returned to its former ground condition prior to the use of the reinstated line by rail traffic.

Reason(s) for the direction

In the reasonable interests of road safety

2) Construction Traffic Management Plan

No part of the development hereby permitted shall be commenced until a Traffic Management Plan (TMP) is submitted to and approved by the local planning department, who shall consult with the Highways Agency on behalf of the Secretary of State for Transport.

The TMP shall provide details of at least the following:-

- a. number of daily and hourly lorry movements
- b. Routeing of vehicles including details of roadside signs erected to direct or control construction related vehicles travelling to or from the site.
- c. Measures to deal with dust and debris nuisance
- d. Scheme proposals for wheel washing and road cleaning
- e. Planned diversion routes during construction
- f. Arrangements throughout the construction period whereby the public may communicate with the contractor.

Construction works shall only be carried out in accordance with the approved Traffic Management Plan unless otherwise agreed in writing by the local planning authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport).

Reason(s) for the direction

In the reasonable interests of road safety and to enable the road network to continue to operate without unreasonable delay.

3) Delivery times

No deliveries to the construction site shall be made from the Strategic Road Network except between the hours of 09.00 and 16.00 Mondays to Fridays inclusive or between the hours of 08.00 and 13.00 on Saturdays, or as otherwise approved in advance in writing by the local planning authority. No deliveries shall be made via public roads on Bank or Public Holidays, unless otherwise approved in advance and in writing by the local planning authority.

Reason(s) for the direction

To ensure that the A21 trunk road continues to be a safe and effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980, particularly during peak hours.

4) Queue Length Monitoring

The developer shall be required to monitor queue lengths for a period of 3 years from the opening date of full opening. If in the reasonable opinion of the highway authority the queues are exceeding those predicted on a regular basis then the operator will be required to install a system of automated advanced warning signs on the highway to advise drivers of queues ahead

Reason(s) for the direction

In the interests of road safety to ensure that actual queues and delays are consistent with those predicted by the applicant and on which safety assessments were made

5) Level Crossing Operational Maintenance Plan

No works shall commence on site until an Operational Maintenance Plan has been submitted to and approved in writing by the local planning authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport). The Plan should indicate the frequency of routine maintenance expected to safely operate the level crossing.

It shall also provide details of the traffic management proposals and any alternative diversion routes proposed during the periods of maintenance.

The Operational Maintenance Plan shall also address Emergency Procedures in the event of a serious failure in the level crossing equipment and make provision for rapid response to deal with any such emergency.

All Operational Maintenance shall be programmed to comply with the Highways Agency's procedures for third party works to the Strategic Road Network. All costs shall be met by the level crossing owner and or operator.

The Plan is to be reviewed on an annual basis with the Highways agency, local highway authority and any other interested parties to discuss the previous years operations and to inform the development of the next years management plan.

Reason(s) for the direction

To ensure that the A21 trunk road continues to be a safe and effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980.

6) Level Crossing Design & Departures from Standard

No part of the development hereby permitted shall be commenced until a design drawing is submitted to and approved by the local planning department, who shall consult with the Highways Agency on behalf of the Secretary of State for Transport. The plans and particulars submitted in accordance with this condition shall be sufficiently developed to outline design standard in accordance with the Design Manual for Roads and Bridges, the Department for Transport Specification for Highway Works and the ORR design guide to indicate requirements in respect of any Departures from Standard.

Reason(s) for the direction

In the interests of road safety to ensure that the level crossing design is in accordance with the relevant standards.

7) Restrictions on the Level Crossing Operating Times

Movement of trains across the A21 shall only be permitted outside of the morning and evening peak travel times which, for the purposes of this condition are 07.00 - 09.00 for the morning period and 17.00 to 19.00 for the evening period.

Such periods shall apply from Monday to Friday and also apply to bank holidays.

Reason(s) for the direction

To ensure that the A21 trunk road continues to be a safe and effective part of the national system of routes for through traffic in accordance with Section 10 of the Highways Act 1980, particularly during peak hours.

8) Requirements in respect of Insurance

The owners and or operators of the crossing shall at all times maintain sufficient insurance cover to permit complete removal of the crossing installation and reinstatement of existing surfaces in the event that the Rother Valley Railway or other owner or operator of the level crossing ceases to operate. Such policy shall be produced on request by the local planning authority or relevant highway authority.

The owners and or operators shall maintain adequate insurance at all times to indemnify the Secretary of State or relevant highway authority from any legal action involving the use of the level crossing. Where the Secretary of State or highway authority is made a party to any action to support such action as the Secretary of State or highway authority may take in that action and recover the costs of doing so from the owners or operators of the crossing. Such policy shall be produced on request by the local planning authority or relevant highway authority.

Reason(s) for the direction

In order that the Secretary of State or relevant highway authority is suitably indemnified from any future costs associated with the crossing.

9) Safety Auditing

The owner and or operator of the level crossing shall carry out Stage 3 and Stage 4 Road Safety Audits in accordance with the Design Manual for Roads and Bridges at the relevant point in time. Any subsequent recommendations made for road safety reasons shall be implemented by and financed by the level crossing owner and or operator.

Reason(s) for the direction

To ensure that the impact on road safety is as predicted prior to installation and to address any safety issues which may arise. To ensure compliance with the requirements for safety within the Design Manual for Roads and Bridges.

The Highways Agency 'Informatives' dated 26 January 2015 in respect of planning application RR/2014/1608/P relating to the development known as Rother Valley Railway Northbridge Street, Robertsbridge to Junction Road, Bodiam, are attached and should be appended to any subsequent planning permission.

Informative 1

26 January 2015, Planning Application RR/2014/1608/P

This development involves work to the public highway that can only be undertaken within the scope of a legal Agreement between the applicant and the Secretary of State for Transport. Planning permission in itself does not permit these works. It is the applicants responsibility to ensure that before commencement of any works to the public highway, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the Asset Delivery Manager, Highways Agency, Bridge House, Walnut Tree Close, Guildford, GU1 4LZ

Informative 2

26 January 2015, Planning Application RR/2014/1608/P

This development involves work to the public highway which will require a review in respect of safety of both the level crossing construction works and the provision of temporary access for site construction purposes. It is a requirement of the Design Manual for Roads and Bridges Standard HO 19/03 for Road Safety Audits carried out on the Strategic Road Network to have the audit brief and audit team CV's approved by the HA in advance of the audit being undertaken. The audit brief shall reference any Departures from Standard which must be agreed with the Highways Agency BEFORE the Safety Audit is carried out.

Informative 3

26 January 2015, Planning Application RR/2014/1608/P

The Highways Agency and its successors do not intend to carry out any works or adopt any infrastructure associated with the proposed development. Should any works or adoption subsequently be required the costs associated with this will be sought from the applicant. The applicant should be aware that this will also attract a commuted sum towards future maintenance in accordance with DfT financial policy. This commuted sum is payable in advance and can sometimes be substantial.

8. The covering email to the local planning authority noted "We would have preferred consideration of other options such as a bridge across the A21 Trunk Road. However we do appreciate that the limited nature of a level crossing for a heritage railway, will have less of an impact than a crossing for a main line railway."
9. Planning application RR/2014/1608/P was approved by Rother Council on 22/3/2017 with a life of 5 years.

10. On 21 April 2015 RVR wrote to Highways England enclosing designs for the level crossing over the A21 Trunk Road and on 16 June 2015 Highways England responded with a number of questions. To date the Applicant has not answered these questions.
11. On 30 May 2017 Highways England received an approach from safety auditors appointed by RVR to carry out a Stage 2 RSA and asking for approval of the Audit Team. On 1 June 2017 Highways England responded noting that the Audit was premature in the absence of an agreed Departure from Standard for the proposed level crossing. Also a Brief for the RSA had not been provided.

Differences in the Role of Highways England Compared with the Highways Agency

12. On 1 April 2015 the Highways Agency ceased to exist as an executive agency of the Department for Transport. At the same time Highways England was established as a public company owned by the Secretary of State for Transport and acting as a strategic highway company under the terms of a Licence from the Secretary of State.
13. The Infrastructure Act 2015 amended the Highways Act to introduce a Section 175B which provide that "Access to or from a trunk road in England must not be constructed, formed or laid out without the consent of the highway authority for the trunk road." This consent is required from Highways England but had not previously been required from the Highways Agency. The Licence sets out at paragraph 5.36 how Highways England must respond to requests for access. These requirements should be read in conjunction with the Circular, and in particular its paragraphs 37 to 44 but broadly the Licence requires Highway England to specifically take into account safety and economic impacts.

Draft Transport & Works Act Order

Temporary stopping up of the A21 Trunk Road

14. There is a relationship between the temporary stopping up for which powers are sought under Article 12 of the draft TWAO and temporary possession of parts of the A21 Trunk Road under Article 22 of the draft TWAO. Temporary possession of land constituting a highway cannot take place unless the highway is stopped up.
15. Highways England's view is that the use of temporary traffic regulation orders represents a better way to facilitate the proposed works on the SRN

- than the use of temporary possession/stopping up. Highways England may not therefore be able to agree to any proposed temporary stopping up of the A21 Trunk Road.
16. In order to protect the interests of Highways England Articles (14(1) & (15(4) of the draft TWAO should provide that no streetworks shall commence until an agreement has been entered into between the highway authority and the Company for the construction and maintenance of those works or the highway authority has advised the Company in writing that it does not require such an agreement.
 17. In order to avoid any dispute as to whether requirements of the highway authority are reasonable the draft TWAO should provide that agreements for the construction and maintenance of works may provide for:
 - a. The Company to indemnify the highway authority against any liability arising from the construction of works
 - b. The Company to indemnify the highway authority against any liability arising from the operation and maintenance of level crossings
 - c. The Company to maintain unlimited public liability insurance in respect to the operation and maintenance of the level crossing of the A21 Trunk Road.

Reserve powers for the Secretary of State

18. The draft TWAO should provide reserve powers for the Secretary of State to close the railway and the level crossing where it crosses the A21 Trunk Road and remove the level crossing and reinstate the A21 Trunk Road in the event of the level crossing falling into disrepair or disuse or the Company failing to maintain unlimited public liability insurance in respect of the operation and maintenance of the level crossing.
19. The draft TWAO should provide for a performance bond to be lodged in perpetuity by the Company sufficient to reimburse the costs of the Secretary of State in exercising the reserve powers referred to above.
20. Whilst Highways England has attempted to be as comprehensive as possible in our comments the failure by the Applicant to consult us on the draft TWAO puts us unreasonably at a disadvantage and we reserve the right to raise other matters as discussions between ourselves and the Applicant progress.

Acceptability of the Proposed Level Crossing over the A21 Trunk Road

21. The ORR website sets out ORR's 'policy and approach to handling requests for new or re-instated crossings on the mainline or heritage networks' at http://orr.gov.uk/data/assets/pdf_file/0003/16527/rig-2014-06-new-level-crossings-orr-policy-and-approach-to-handling-requests-for-new-or-reinstated-crossings-on-the-mainline-or-heritage-networks.pdf (the Document) dated 2014.
22. Highways England's understanding from this Document and in particular para 27 is that TWAO Applicants are expected to consult ORR prior to submission of the application so that ORR's expert panel can consider whether exceptional circumstances apply to justify the provision of a level crossing. Para 31 of the Document sets out that decisions of the expert panel will be published on the ORR website. The ORR website contains no decision on the proposed A21 level crossing so we presume that the Applicant has not made a submission to the expert panel.
23. We note the letter from ORR dated 24 August 2011 at Appendix B. We note that this predates the 2014 ORR policy also our comments elsewhere in these representations highlight the outdated nature of the traffic and transport analysis and the absence of a 'full economic benefit analysis for the railway' promised by the Applicant. Para 24 of the Document sets out the information that the Applicant is expected to provide to the expert panel. This includes:
 - a. a description of what other options have been considered such as bridges and underpasses and why these have been discounted;
 - b. information about the road and rail traffic at any proposed crossing including the results of censuses;
24. Highways England submits that the information about road traffic provided in the Application is not of suitable quality for use by the expert panel. And we would expect a full economic benefit analysis for the railway to provide a quantitative assessment of options such as bridges and underpasses. Assessments should be prepared in accordance with the Department for Transport's WebTAG guidance including a 60 year assessment period from the date of opening of the proposed development.
25. Highways England would welcome the opportunity to work with ORR and the Applicant to establish whether exceptional circumstances exist such that provision of a level crossing on the A21 could be justified.

26. Separately from an assessment by ORR, Highways England's Design Manual for Roads and Bridges does not contain design requirements for level crossings on the SRN and therefore the Applicant must apply for a Departure from the DMRB in accordance with para 1.31 of GD 01/15 Introduction To The Design Manual For Roads And Bridges (DMRB) <http://www.standardsforhighways.co.uk/ha/standards/dmr/b/vol0/section1/gd0115.pdf>
27. Para 1.32 to 1.35 of GD 01/15 set out the information and analysis that are required to justify a Departure. Para 1.32 states "The justification for a Departure or Relaxation shall include an assessment of the benefits, adverse impacts, hazards and risks associated with the design incorporating the Departure or Relaxation when compared with a design fully in accordance with requirements." In the context of the proposed level crossing a 'design fully in accordance with requirements' would be a structure carrying the proposed railway over or under the A21 Trunk Road.
28. The Applicant has made no submission to Highways England for a Departure and there is no evidence of a case being made to ORR's expert panel that exceptional circumstances apply that would justify the proposed level crossing of the A21.

Environmental Statement

29. The Scope and Methodology Report for the EIA in Volume 3 of the ES is dated October 2013. Pages 63 to 66 deal with Traffic and Transport. Appended to the Report is a letter from our predecessor organisation the Highways Agency dated 29 November 2013. The letter states that "The transport chapter of the EIA is likely to be influenced by the outcome of our ongoing discussions" that "The scope indicates that the baseline conditions for the EIA will in part be based on the 2011 Mott Macdonald Traffic Impact Study" and "we recommend that the latest TRADS data for the A21 is interrogated within the EIA to help inform the baseline and provide the most up to date picture for the SRN." Section 13.2.4 of ES Volume 2 acknowledges "The Highways Agency have requested that the latest TRADS data for A21 is included within the EIA to provide the most up to date picture for the SRN."
30. The '2011 Mott Macdonald Traffic Impact Study' is not on the Applicant's website but we take it to be the same document (attached) as provided to the Highways Agency 23 March 2012. Section 2.2.1 of the Report sets out that traffic data for the A21 Trunk Road is based on 2010 TRADS data. It is clear therefore that the baseline conditions considered by the ES are now in excess of seven years old. Department for Transport traffic count information

is available at <http://www.dft.gov.uk/traffic-counts/cp.php?la=East+Sussex>

Two sites are relevant, Count Point ID 46261 just to the north of Robertsbridge and Count Point 26262 some distance south of Robertsbridge. ID 46261 has a 2010 24hr AADT flow of 15626 vehicles. The latest flow available (2016) is 18053, an increase of 15.6%. ID 26262 has a 2010 AADT flow of 10454 vehicles. The latest flow available (2016) is 12842, an increase of 22.3%. It is noted that Section 5 of the 2011 Traffic Assessment Report states in the final bullet of the first section "Traffic is forecast to grow by 5-6% between 2010 and 2016 and a further 8-11% up to 2021." Highways England submits that the Applicant must review the Traffic and Transport impacts of the proposed development taking into account current flows on the A21 Trunk Road and the current programme for implementation of the proposal. Similarly the Personal Injury Accident Data at Section 3.3.3 of the 2011 Traffic Impact Study is in need of updating.

31. The ES provides a qualitative explanation as to why a bridge cannot be provided as an alternative to the proposed level crossing of the railway over the A21 Trunk Road, but no costings are provided. Highways England notes that the letter from ORR dated 20 January 2012 referred to above states "Any proposal to build a crossing would have to be shown to the most practicable option which means demonstrating that constructing a bridge, either for road or rail, would be disproportionately expensive compared to the benefit achieved."
32. The ES is contradictory when explaining how the level crossing of the A21 will be constructed. Section 2.9.5 first says that construction of the crossing would be undertaken without a full closure of the highway, but then says that there will be "a short night time closure to drop in the full length rails. However Section 2.9.8 then says "The level-crossings would be constructed utilising pre-cast concrete blocks with the running rail already installed". The Applicant should clarify the construction method to be used and the ES should reflect the consequent construction impacts including those relating to traffic diversions.

Design of the Proposed Works to the A21 Trunk Road

33. It is a requirement of DMRB that a Walking, Cycling and Horse Riding Assessment should be carried out in accordance with HD 42/17. The Applicant has not provided one.
34. As set out above the Applicant must make a submission for a DMRB Departure for the proposed Level crossing.

35. A long section of the proposed railway is provided in the Land Plans at Drawing RVR-S-001 (Sections CH 0-2100). This is the first long section of the proposed railway that Highways England has seen and shows the proposed railway on embankment to either side of the A21 Trunk Road. At the proposed A21 Trunk Road level crossing (Ch 1122.431) the railway drops in level in the opposite direction to the camber on the A21 Trunk Road. This has the potential to create a hump and/or dip in the carriageway where the proposed railway crosses the A21 Trunk Road, which may cause drivers of road vehicles to lose control and crash. The Applicant should redesign the proposed works so that the railway and the A21 Trunk Road cross on the same plane, with the requirements of DMRB being satisfied for the alignment and profile of the A21 Trunk Road.
36. Article 13 of the draft Order seeks powers to form and lay out means of access etc to the A21 Trunk Road at locations marked A1 and A2. No layouts are provided for these accesses in the Order. It is noted that Article 13 (1)(b) requires the approval of the highway authority, however Highways England has concerns that no acceptable layout will be possible. The Applicant should provide plans demonstrating that it is possible to provide at least one layout conforming with DMRB, permitting vehicles to freely leave and enter the A21 in a forward gear whilst providing space within the working area for wheel washing to take place.
37. In Schedule 7 of the draft Order it is proposed to take temporary possession of plot 29 as a Worksite and access for construction of the authorised works. Highways England has concerns that the plot is not large enough to be used for this purpose whilst maintaining visibility splays necessary to protect the safety of those using the A21 Trunk Road. Also the Walking, Cycling and Horse Riding Assessment referred to above should assess the impact of the proposed use on these users.
38. It is noted that Plot 34 is shown on the Land Plan and referenced in the Book of Reference but not in the draft Order. The Applicant is asked to clarify the impact of the proposed development on Plot 34.
39. Similarly it is noted that Plots 30 and 35 are shown on the Land Plan and referenced in the Book of Reference but not in the draft Order. The Applicant is asked to clarify the impact of the proposed development on Plots 30 and 35.

40. On the Land Plans there is an unshaded area where the proposed railway crosses the A21 Trunk Road. The land in this area is owned by Highways England and comprises both highway and non-highway. Within this land and immediately south of the centre line of the proposed railway is a structure beneath the A21 Trunk Road. The Applicant is asked to explain how the proposed railway affects this land and the structure beneath the A21 Trunk Road and to provide detailed engineering drawings showing what is proposed by way of earthworks and structures.
41. When the design of the A21 works is complete the Applicant should carry out a Stage 1/2 RSA. In compliance with DMRB the Audit Brief and Audit Team must be approved by Highways England's Project Sponsor and Highways England's Project Sponsor must direct the conduct of the RSA.

Conclusion

42. The draft TWAO as submitted and the works it proposes to the A21 Trunk Road are inadequately prepared such that there are compelling reasons to believe that the works proposed in the draft Order may result in severe harm to the safe and effective operation of the SRN. Highways England wishes to work with the Applicant in order to resolve these matters and submits that the Secretary of State should delay progressing the case to allow for discussion between the Applicant and Highways England. However if resolution cannot be reached Highway England submits that the Secretary of State should decline to make the proposed Order.

Highways England
31 May 2018



• LIMITED •

IN ASSOCIATION WITH THE KENT & EAST SUSSEX RAILWAY

Patrons: Gregory Barker MP, Chris Green MA FCIIT

ROBERTSBRIDGE (RVR) STATION, STATION ROAD,
ROBERTSBRIDGE, EAST SUSSEX. TN32 5DG

Your Ref: HA/4/MW/1273

Highways Agency

4C

Federated House

London Road

Dorking. RH4 1SZ

Dear [REDACTED]



18th November 2013

Rother Valley Railway – A21 Level Crossing Scheme

Thank you for your letter dated the 13th September received in response to ours of 11th February 2013.

In reply to your four requests for further information we are pleased to respond as below:

• *Highways Agency Question 1 of 4: It is assumed that scheduled maintenance to the level crossing would require the part closure of the A 21. A plan is therefore requested outlining how the traffic would be managed during maintenance periods including diversion routes*

RVR Response: The type of level crossing surface to be used is based on the type normally used by Network Rail.

In terms of maintenance planning, it is important to note that maintenance of the level crossing/surfacing/lining/etc can be coordinated to coincide with your own maintenance of the carriageway surface, which is likely to be occurring on a far more frequent basis than our maintenance is.

Initial installation the new railway crossing surface in the road carriageway is normally achieved over a period of two/three days with single lane traffic working plus a short night time closure to drop in the full length rails. As construction of the new railway will take around one year, installation of the crossing unit in the road will be planned to take place over one of the quietest anticipated weekends of the year.

Once installed maintenance of the crossing and its equipment should have no impact on road traffic.

• Highways Agency Question 2 of 4: An economic evaluation of the traffic delay caused by the introduction of the level crossing is requested in order to quantify the delay in terms of time as well as money. This should be compared with the economic benefits of increased tourism;

RVR Response: Your point above seems to suggest some rather sophisticated modelling be done on what are some very minimal journey time changes and delay minutes. The extensive Mott MacDonald report that you already have details those short delay times.

We believe the focus of our consultation and discussions with The Highways Agency, as outlined within the ORR Level Crossing Guidelines document, is intended to concentrate on design, safety and efficiency.

The full economic benefit analysis for the railway, which will include evaluation of the minimal traffic delays, will form part of the supporting information submitted as part of our Transport & Works Act Order application.

• Highways Agency Question 3 of 4: Designs for the level crossing are requested which also highlight the departures from standard and include details of the signing strategy both at the crossing and on the approach from the north and south; and

RVR Response: Designs for the level crossings layouts were provided within the Mott MacDonald reports you already have. As part of expanding those designs to further detail independent specialist consultants are undertaking Stage 1 and Stage 2 road safety audits following your own Highways Agency guidelines in that process. Stage 1 is now complete and so enables us to proceed to add further detail to the design drawings to encompass the findings of that initial audit and other considerations. Once the designs have been updated we will move on to a Stage 2 audit. Attached is a copy of the Stage 1 Audit for the A21 level crossing. We will send you the further developed level crossing designs once they are ready.

We do not currently anticipate much, if any, deviation from normal designs or the DfT Traffic Signs Manual.

• Highways Agency Question 4 of 4: *It is unclear as to what the procedure would be in the event of a crossing failure and information on this is therefore requested.*

RVR Response: With the crossing equipment detected and visually monitored a train cannot be signalled to pass over the crossing unless all of the crossing equipment has functioned correctly and the crossing is clear for the passage of a train.

Breakdown of level crossing barrier equipment is extremely rare using the same well proven and robust equipment found on the Network Rail system. With all three crossings Local Monitored, any failure in the equipment is immediately clear to the operator so remedial action can be taken straight away. As initial response to a breakdown of the equipment the level crossing operator would manually return the barriers to the open to road position and switch off the road signal lamps. Action to repair any fault would then be undertaken by the railway or its contractors as appropriate.

Please let us know if you require any further information

Yours sincerely,



OBE

Trustee

Enclosed: A21 Stage 1 Safety Audit

Copy: Office Rail Regulator

Central Square
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f +44 191 261 7879

For the attention of The Office of the Rail Regulator
and
The Highways Agency

5 November 2013

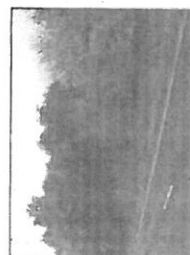
Dear Sirs

Rother Valley Railway Level Crossing - A21(T) Robertsbridge Bypass
Stage 1 Road Safety Audit

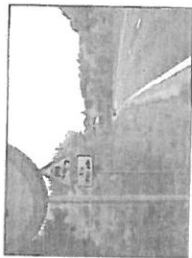
I have the pleasure of enclosing our Rother Valley Railway Level Crossing - A21(T) Robertsbridge Bypass Stage 1 Road Safety Audit report. In addition to the enclosed report, the Audit Team noted the following points outwith the remit of the audit. I would be grateful if you would bring these issues to the attention of the Designer and/or Maintainer as appropriate.

Additional Comments

- The drawing provided does not show the extent of the vegetation clearance required in order to provide the appropriate visibility envelope for the level crossing as set out in Railway Principles and Guidance.



- It is noted that there is a slippery road ahead sign located in the vicinity of the proposed level crossing. It is suggested that the designer considers the use of high friction surfacing on the approach to the level crossing.



If you have any further queries regarding this letter or the enclosed report, please do not hesitate to contact me.

Yours faithfully

[Redacted signature]

Senior Engineer
Road Safety Audit Team Leader

FPC

cc

[Redacted]
Rother Valley Railway

Rother Valley Railway
Rother Valley Railway Level
Crossing - A21(T) Robertsbridge
Bypass
Stage 1 Road Safety Audit

RS&P1.2

Rev A | 5 November 2013

This report takes into account the particular
intrusions and requirements of our client.
It is not intended for and should not be relied
upon by any third party and no responsibility
is undertaken to any third party.

Job number 233104-00

Ove Arup & Partners Ltd
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Newcastle-upon-Tyne NE1 3PL
United Kingdom
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ARUP

Document Verification

ARUP

Job title	Rother Valley Railway Level Crossing - A21(T)		Job number	233104-00
Document title	Stage 1 Road Safety Audit		File reference	
Document ref	RSA1.2			
Revision	Date	Filename	RP CVL RVR RSA1.2 131105 Rev A.docx	
Rev A	5 Nov 2013	Description	Revised document	
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		Signature		
		Filename	Description	
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Issue Document Verification with Document ☒				

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Figure 1 Location of Recommendations

Appendices

Appendix A
Documents and Drawings

1 Introduction

Arup was appointed by the Rother Valley Railway to conduct a Stage 1 Road Safety Audit on proposals to construct a new automatic locally monitored fully gated level crossing on the A21(T) Roadbridge Bypass, East Sussex.

The agreed Audit Team consisted of:

- [REDACTED]
- [REDACTED]

The audit was undertaken in accordance with the brief submitted to the Audit Team on 10th October 2013. The Audit Team visited the site together on Friday 18th October 2013; weather conditions at the time of the site visit were bright and the road surface was dry.

A list of information provided to the Audit Team has been included as Appendix A to this Report.

The following information was not made available to the Audit Team and as such any specific influence of these details on road user safety has not been considered by this audit:

- Departures from Standard
- Road profiles
- Cross sections
- Drainage
- Landscape
- Public utilities
- Vehicle tracking
- Street lighting
- Surface finishes
- Kerbs
- Road restraint systems
- Road accident history

It is understood that no previous road safety audits have been conducted on this scheme.

This audit has been undertaken in accordance with the Terms of Reference set out in HD19/03 'Road Safety Audit'; and the Audit Team members meet the training and experience requirements set out therein. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria. However, to clearly explain a problem or recommendation the Audit Team may occasionally refer to design standards without engaging in technical audit.

All problems and recommendations identified by this audit are referenced to the design drawings and the locations have been indicated on the attached plan.

Other issues, including safety issues identified during the Audit but excluded from this report by the Terms of Reference, which the Audit Team wishes to draw to the attention of the Audit Project Sponsor are set out in separate correspondence.

Road Safety Audit is based upon a qualitative risk assessment process and there is no measure of the success achieved by any recommendations given herein. Road

Safety Audit cannot guarantee the safe operation of the scheme under consideration in this report as accidents are rare and random events and are largely caused by factors outside the Audit Team's influence, such as driving behaviour and to a lesser extent vehicle condition.

1.1 Site Description



Project Location

The Rother Valley Railway is located between the mainline station at Robertsbridge on the London to Hastings Line and the existing Kent and East Sussex Railway which runs between Tenterden and Bodiam.

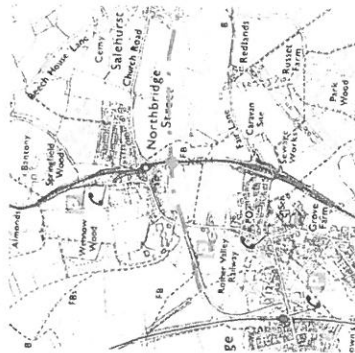
1.2 Project Description

The Rother Valley Railway will restore railway transport links between the main line railway system from Robertsbridge Junction to Bodiam and the extant Kent & East Sussex Railway and the attractions it serves.

In addition to the construction of bridges and embankments to cross the flood plain of the River Rother, the railway must incorporate appropriate arrangements for crossing:

- C18 Northbridge Street, Robertsbridge
- A21(T) Robertsbridge Bypass; and
- B2244 Junction Road, Udiham.

1.3 Scope of Audit



Scheme Location

This Road Safety Audit is concerned only with the A21(T) Robertsbridge Bypass Level Crossing. The other two crossings are discussed in separate reports.

No details of the vertical profile of the railway line in the vicinity of the crossing have been provided, and therefore it is not possible to assess the appropriateness of the proposed warning signs in this regard.

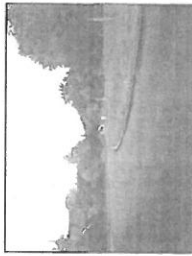
The preliminary design drawing does not identify the proposed location of the relocated speed limit transition. As a result, it has not been possible to assess the appropriateness of the revised location, during the Audit.

2 Stage 1 Road Safety Audit

The Recommendations below are numbered as follows:

STAGE . AUDIT NUMBER . RECOMMENDATION NUMBER

Location:	A21(T) Northbridge Street roundabout
Summary:	Queuing at the level crossing could block the roundabout leading to injudicious manoeuvres and road user conflicts.
Description:	The projected queue lengths at the level crossing are likely to reach the A21(T) Northbridge roundabout, blocking turning movements.



Blocking on the circulatory carriageway of a roundabout can lead to significant frustration for drivers on the side roads, not included in the main queue. This can lead to drivers trying to force their way around the junction, resulting in circulatory collisions.

S1.2.1	Recommendation:	Introduce yellow box markings to, as far as possible, maintain the turning movements at the roundabout.
--------	-----------------	---

Location: A21(T) Robertsbridge Bypass, northbound

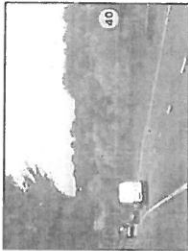
Summary: Multiple traffic signs leading to distraction, missed warnings and road user collisions.

Description: There are a number of existing traffic signs on the northbound approach to the A21(T) Northridge Street roundabout, including direction signing, warning signing, and tourist signs.



The proposed level crossing layout does not consider the existing traffic signing or the effect of the proposed level crossing signing on the existing signing. This could lead to drivers missing some signs and the warnings they portray leading to a range of conflicts and/or collision types.

S1.2.2 Recommendation: A comprehensive review of the existing signing on the A21(T) should be incorporated into the detailed design of the level crossing including visibility splays to the various signs to demonstrate there will be no masking.

Location:	A21(T) Robertsbridge Bypass, north of proposed crossing
Summary:	Unlit hazard in lighting transition leading to shunt or crossing collisions.
Description:	The level crossing is proposed some 40m from the end of the existing street lighting system on the approach to the A21(T) Northbridge Street roundabout. It is not proposed to light the level crossing. 
S1.2.3 Recommendation:	Some drivers' eyes can take several seconds to adjust from lit to unlit conditions, and vice versa. A hazard such as a level crossing or queue located within that transition distance could result in shunt type collisions or a collision at the crossing itself. Extend the street lighting system to the south side of the level crossing in order to adequately light the hazard.

End of list of problems identified and recommendations offered in this
Stage 1 Road Safety Audit

3 Road Safety Audit Statement

I certify that this audit has been carried out in accordance with HD19/03.

Audit Team Leader

Senior Engineer

Arup

Central Square, Forth Street,
Newcastle upon Tyne, NE1 3PL

5 November 2013

Audit Team Member

Senior Engineer

Arup

The Arup Campus, Blythe Gate, Blythe Valley Park,
Solihull, B90 8AE

Figures

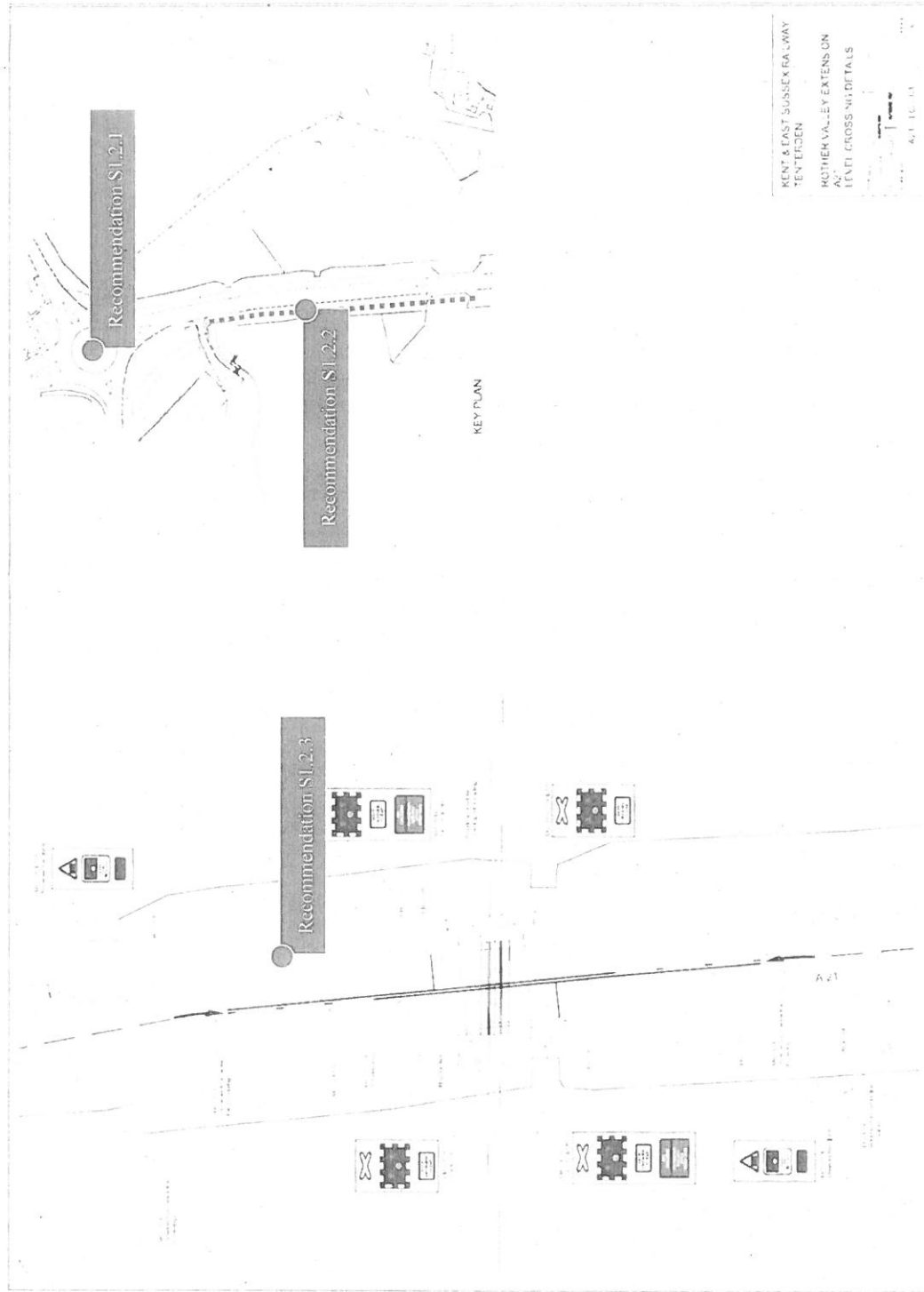


Figure 1 Location of Recommendations

Appendix A

Documents and Drawings

A1 Documents and Drawings

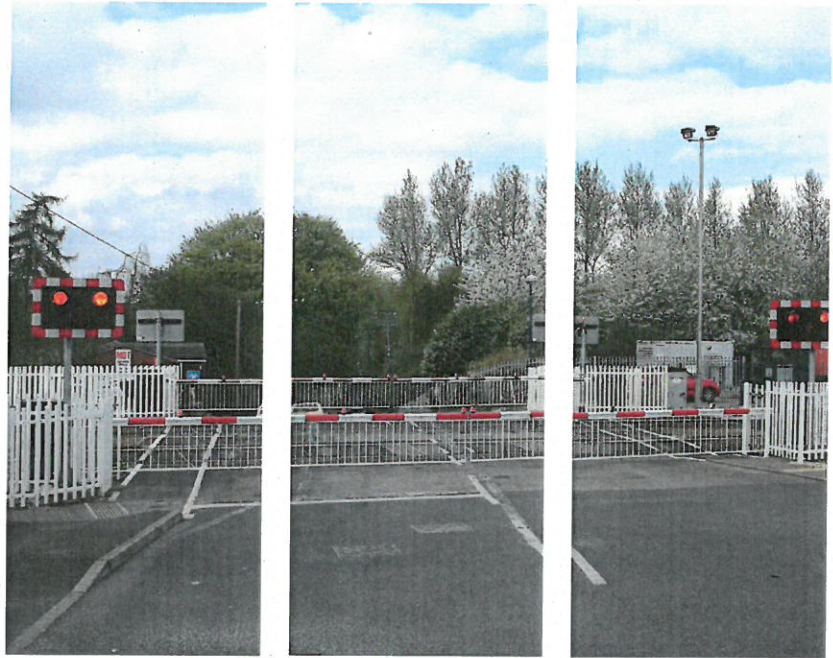
The following documents and drawings were supplied to the Audit Team by the Designer and have been examined in the course of conducting this audit.

A1.1 Document(s)

Title	Reference	Revision
Stage 1 and Stage 2 Road Safety Audit Brief	-	-
Rother Valley Railway A21 Robertsbridge	313090/ITD/ITQ/011	B
Non Motorised User Audit	264223/ ITD/ITQ/126	H
Rother Valley Railway Proposed level Crossings	288755/ ITD/ITW/00	E
Rother Valley Railway A21 Robertsbridge Highways and Traffic Assessment Report	313090/IDT/ITQ/0006	D

A1.2 Drawing(s)

Title	Reference	Revision
Rother Valley Extension – A21 – Level Crossing Details	A21-LC-01	A



Rother Valley Railway Proposed Level Crossings

Traffic Impact Study

October 2011
Rother Valley Railway Limited



Rother Valley Railway Proposed Level Crossings

Traffic Impact Study

October 2011

Rother Valley Railway Limited

c/o Mr G Crawley, Pot Kiln Cottage, High Halden Road, Biddenden, Kent, TN26 3HR

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	April 2011	D MacDiarmid	G MacLean	D Friel	Draft to client
B	May 2011	D MacDiarmid	G MacLean	D Friel	Final
C	May 2011	D MacDiarmid	G MacLean	D Friel	Final Draft for Issue to HMRI
D	September 2011	D MacDiarmid	G MacLean	D Friel	Final including HMRI comments
E	October 2011	D MacDiarmid	G MacLean	D Friel	Final incorporating RVR comments

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Rother Valley Railway : Proposed Level Crossings
Traffic Impact Study



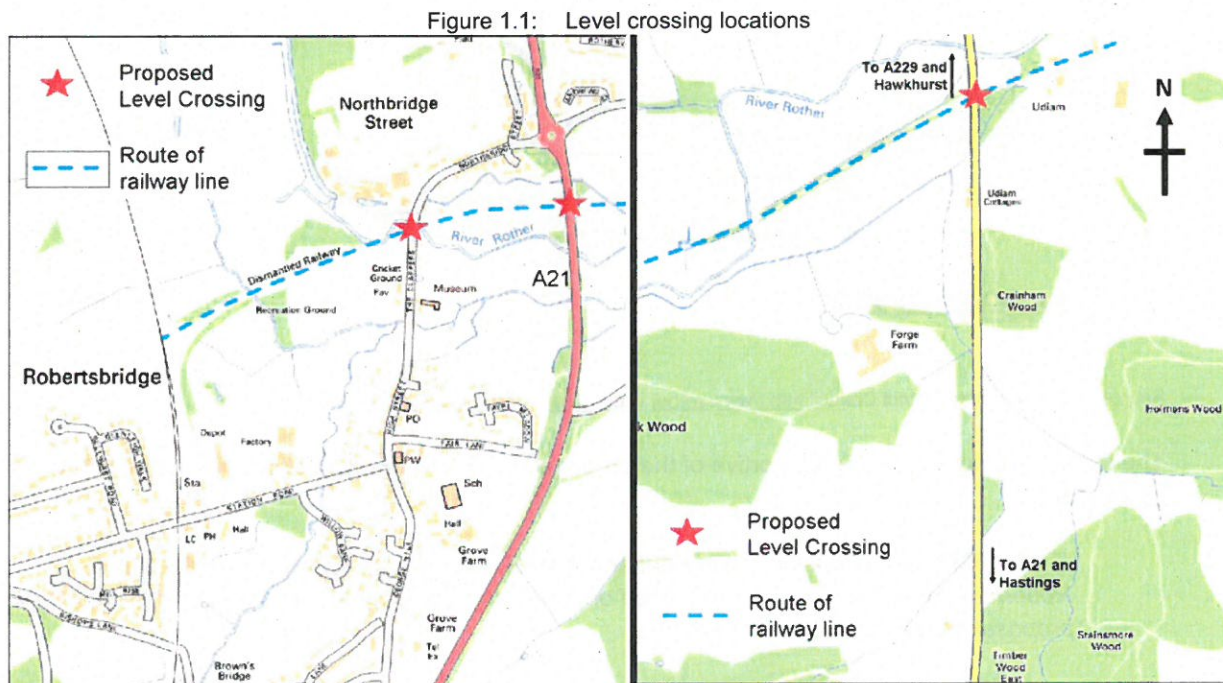
Appendix A. RVR Report – Proposed Railway Level Crossings	_____
Appendix B. Letter dated 24 th August 2011 from ORR/HMIR	_____
Appendix C. Traffic Data	_____
Appendix D. Potential RVR timetable	_____
Appendix E. KESR days of operation in 2011	_____

1. Introduction

The Kent and East Sussex Railway (KESR), originally opened in 1900, is the world's first light railway and is currently a major tourist attraction in this region. The railway runs between Tenterden in Kent and Bodiam in East Sussex and the Rother Valley Railway (RVR) Heritage Trust, a registered charity, is currently reconstructing the railway line in East Sussex that historically linked Bodiam to Robertsbridge as an extension to the KESR.

Three level crossings are being considered on this route; their locations are shown on **Figure 1.1**. The crossings are:

- Crossing 1 – on Northbridge Street an unclassified road west of the A21, approximately 300 m south west of the roundabout at the junction of A21(T), Church Lane and Northbridge Street;
- Crossing 2 – on the A21(T) Robertsbridge bypass approximately 140m south of the roundabout; and,
- Crossing 3 – on the B2244 Junction Road, approximately 6 km south of Hawkhurst.



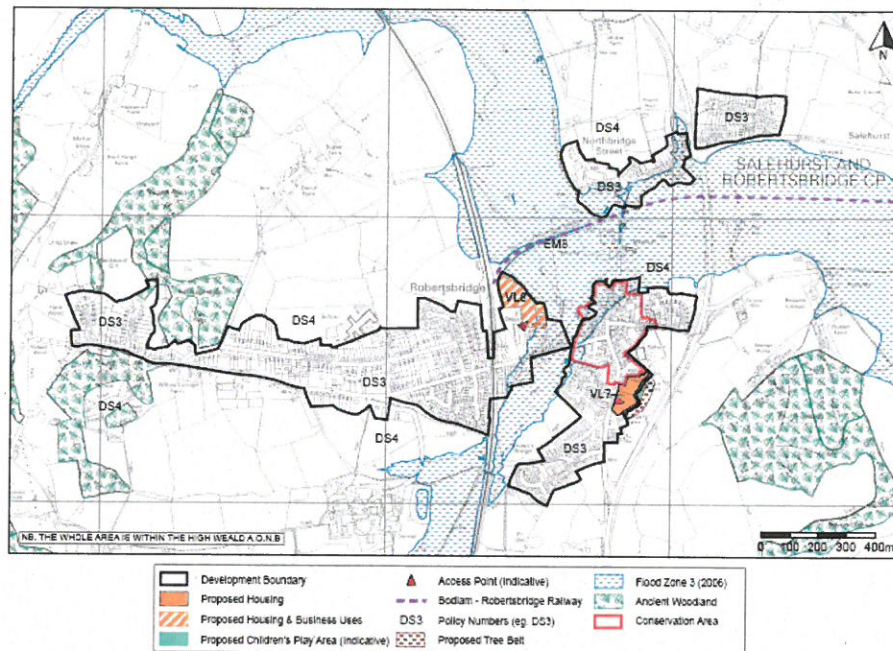
Source: Background Mapping - Ordnance Survey data © Crown copyright and database right 2010

The route of the Rother Valley railway line, indicated on **Figure 1.1**, is included on the proposals maps forming part of the Rother District Local Plan adopted in July 2006, see **Figure 1.2**.

Figure 1.2: Inset map 30 from Rother Valley Local Plan showing proposed line of railway

ROTHER DISTRICT LOCAL PLAN - Adopted July 2006

ROBERTSBRIDGE, Inset Map No.30



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Map Reference TQ7323
Scale 1:10,000

Source: Rother Valley District Council <http://www.rother.gov.uk/media/pdf/0/3/Inset30.pdf>

The Rother District Council is supportive of the proposal for the railway, as set out in Policy EM8 of the Local Plan:

"Policy EM8 : An extension to the Kent and East Sussex Steam Railway from Bodiam to Robertsbridge, along the route identified on the Proposals Map, will be supported, subject to a proposal meeting the following criteria:

- (i) it must not compromise the integrity of the floodplain and the flood protection measures at Robertsbridge;*
- (ii) it has an acceptable impact on the High Weald Area of Outstanding Natural Beauty;*
- (iii) it incorporates appropriate arrangements for crossing the A21, B2244 at Udiam, Northbridge Street and the River Rother."*

Mott MacDonald has been commissioned by Rother Valley Railway Limited (RVR) to undertake a traffic impact assessment of the provision of level crossings at these three crossing points, the aim of this report being to address the road traffic impact resultant from the provision of the level crossings in para (iii) above.

The detailed design of the level crossings and their operation is being undertaken by others. RVR provided a technical note outlining the background legislation, details of each crossing location and how they would operate and examples elsewhere of similar level crossings on heritage railways. Preliminary drawings showing the layout and associated traffic signing for each crossing were also provided by RVR. The proposed crossings would be gated with modern automatic type lifting barriers extending over the full width of the carriageway. The technical note and accompanying drawings are included in **Appendix A**.

The Office of Rail Regulation/HM Inspector of Railways (ORR/HMIR) have commented on an earlier draft of this report and a letter dated 24th August 2011 summarising their comments is included in **Appendix B**. As a result of the advice provided by ORR/HMIR in the letter, the assumptions made in the analysis regarding crossing closure duration have been amended. The assumption of the normal barrier closure duration has been increased from 45 to 51 seconds and the assumption regarding the maximum expected closure time from 60 seconds to 112 seconds. Consideration has also been given to the need for a central reserve barrier on the A21 in the vicinity of the level crossing designed to minimise drivers abusing the crossing by weaving around the barriers when closed.

Following this Introductory Section, the remainder of this Report is structured as follows:-

Section 2 Outlines the study methodology.

Section 3 Sets out the existing conditions including features of the highway network on the approaches, traffic flows and the road safety record at each proposed crossing location.

Section 5 The results of the traffic data analysis and the vehicle queuing forecasts at the level crossings using a spreadsheet model are outlined. The impact of the queuing on the road network is reviewed and road safety issues considered, including speed limits and the potential for a central reserve barrier at the A21 crossing location.

Section 6 Conclusions are drawn and recommendations made.

2. Study Methodology

2.1 Introduction

A draft daily train timetable has been provided by RVR on the basis that 5 to 7 trains per day would run on the proposed railway line as an extension to the existing services on the KESR. Days of operation would normally be within the hours indicated by the timetable. In order to establish the potential impact on the road network of the introduction of level crossings at the locations shown in **Figure 1.1** traffic flow data has been obtained from the relevant highway authorities.

A spreadsheet model was developed to estimate the length of queue build up as a result of barrier closures on a variety of days in the spring/autumn and summer periods that the railway would operate, including Bank Holidays. Hourly traffic flow data for 2010 has been input to the model, together with details of train times and the duration of a barrier closure. The number of barrier closures per day would range from 10 to 14. The anticipated opening date of the RVR is between 5 and 10 years, therefore traffic forecasts have been prepared for 2016 and 2021.

The model outputs include the average and maximum queue length for the day being modelled.

2.2 Data Collection

2.2.1 Traffic flows

East Sussex County Council has provided traffic data for 2010 relevant to the level crossing locations on C18 Northbridge Street and B2244 Junction Road as follows:

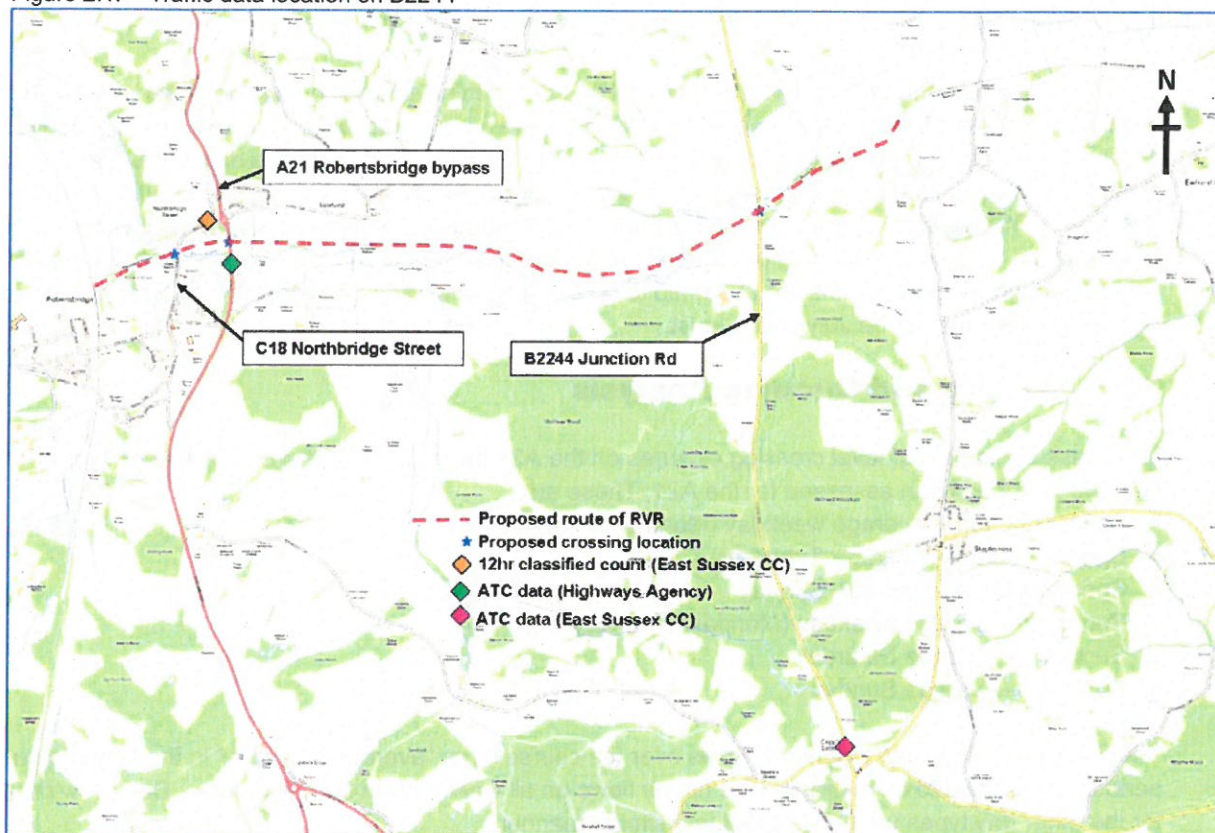
- C18 Northbridge Street – hourly traffic flows in each direction over a 12 hour period, 07:00 to 19:00, on Tuesday 14th September 2010 from a classified turning count at the A21/Northbridge Street/Church Road roundabout, (Site reference 84A) . Data from a similar survey on 19th October 2008 has also been supplied by the Council.
- B2244 – hourly traffic flows in each direction from an automatic traffic counter (ATC) located on Junction Road at Cripps Corner recording traffic data from 01/04/2010 to 01/09/2010 (site ref 00000021)

The Highways Agency publishes traffic data collected from ATC's at various locations on the trunk road and motorway network on their TRADS2 website (<http://trads.hatris.co.uk/>). Data for the whole of 2010 is available and hourly traffic flows have been downloaded for use in this study from two sites on the A21:

- Site no T/04/215 – southbound on the A21 Robertsbridge Bypass southern section (Grid reference E574125, N124015)
- Site no T/04/216 – northbound on the A21 Robertsbridge Bypass southern section (Grid reference 574128, N123929)

The location where traffic data has been collected on the C18, A21 and B2244 are indicated on **Figure 2.1**. The raw traffic data used in the analysis for this study is included in **Appendix C**.

Figure 2.1: Traffic data location on B2244



Source: Background Mapping - Ordnance Survey data © Crown copyright and database right 2011

Traffic count locations - East Sussex County Council and the Highways Agency <http://trads.hatris.co.uk/>

2.2.2 Accident data

Personal Injury Accident (PIA) data was obtained from Sussex Police. Data for the most recent 5 year period was requested and the data supplied covered the period 1st November 2005 to 30th November 2010. The purpose of obtaining historic accident data is to review the current road safety record in the vicinity of each of the proposed level crossing sites. The road safety record will inform the assessment of the physical extent of any necessary changes to speed limits required on the approaches to the crossings. An assessment has also been made of the potential impact of the introduction of level crossings on the road safety record, either positive or negative.

2.2.3 Proposed timetable and days of operation

Information on the possible train timetabling and normal days of operation for the RVR has been obtained from the RVR and by reference to the KESR website.

The draft timetable for the RVR, included in **Appendix D**, shows that normally there would be between 5 and 7 trains running (10 to 14 barrier closures) within the hours indicated on the timetable for the various days of the year when the railway is likely to be open for business. The times of trains running would

always be after the highway network morning peak with trains continuing to run towards the end of the evening peak period for the highway network. The current planned days of operation of the KESR in 2011, as available on their website, has been assumed to apply to the future operation of the RVR.

The daily timetable and days of operation of the RVR are at this very preliminary stage uncertain and thus subject to change. Consequently some assumptions have been made for the purposes of this study to assess the impact of level crossing closures. It has been assumed that 7 trains a day will run, as per the timetable set out in **Appendix D**, during the summer months according to the KESR schedule of days of operation. This will also be the case on a Sunday in the spring and autumn and on Bank Holidays. On a weekday and a Saturday in spring or autumn 5 trains are assumed to run. For the purposes of the traffic analysis spring/autumn months are assumed to be March to June and September and October. Summer months are assumed to be July and August.

2.3 Traffic and Queuing Analysis

To assess the impact of level crossing closures on the A21 the traffic situation on a range of "typical" days over the year has been assessed for the A21. These are :

- Spring/Autumn – Average weekday (Monday to Friday)
- Spring/Autumn – Average Saturday
- Spring/Autumn – Average Sunday
- Summer – Average weekday (Monday to Friday)
- Summer – Average Saturday
- Summer – Average Sunday

The daily traffic flow profile of hourly flows over the course of an "average weekday" in the spring/autumn period was calculated by averaging the hourly flows on all weekdays in March to June. Daily flow profiles for the other day types were calculated in a similar manner.

In addition two "non typical" days have been assessed, these being

- May Day Bank Holiday Monday
- August Bank Holiday Monday

The traffic data for the A21 is the most comprehensive data set available of the three sites as it covers the whole of 2010. May Day was chosen as it represents a worst case in terms of the highest recorded hourly traffic flows. Inspection of the A21 traffic data showed that hourly southbound flows in the morning and northbound in the late afternoon/evening period were significantly higher than at other times of the year. Hourly flows on August Bank Holiday were also higher during certain times of the day than other days in the summer.

The available traffic flow data for the B2244 is more limited than that for the A21, with no data available for September or October. Consequently the traffic analysis for average days does not include autumn data.

The data available for the C18 Northbridge Street is even more limited than for the B2244, with only one days worth of data available from September 2010 and also from one day in 2008. Given the type of road and its local function it is considered that flows on this road would not exhibit significant seasonal variation and weekday flows are likely to be higher than Saturday or Sunday flows. Although the B2244 differs from the C18 in many respects it is more local in nature than the A21. In lieu of anything better data for the C18, 12 hour flows on the B2244 have been analysed to provide an indication of daily and seasonal variation on

the C18. This showed very little variation and therefore only a single day type, a weekday in the spring was assessed for the C18.

The RVR advised that the anticipated timescale for completion of the extension to the railway line was likely to be 5 to 10 years. The assessment of the impact of the level crossings has therefore been considered in 2010, the base year, for which traffic data is available and 2016 and 2021. Traffic growth rates for these years have been obtained by reference to the TEMPRO database version 6.2, dataset 62, National Transport Model (NTM) factors (NTM AF09 Dataset) applied for "Rural Minor" and "Rural Principal" Roads. TEMPRO includes both local planning data forecasts and traffic growth forecasts from the NTM. Traffic growth forecasts for the A21 have been derived from the TEMPRO database for growth in East Sussex on the trunk road network and for the C18 Northbridge Street and B2244 Junction Road from forecast for minor roads in the Rother district.

A spreadsheet model has been built to assess the traffic impact resulting from barrier closures at the level crossings. Inputs to the model include:

- Times of closure of the barrier based on the draft RVR timetable;
- Duration of each closure – assumed to be 51 seconds based on the information provided by ORR/HMIR, see **Appendix B**;
- Hourly flows for 2010, in vehicles per minute, at times of barrier closure for each of the average day types and Bank Holidays referred to above for the spring/autumn and summer periods;
- The assumed rate of flow over the crossing after the barrier has been raised, assumed to be one vehicle every 2 seconds or 30 vehicles per minute, based on previous experience.
- Traffic growth rates derived from TEMPRO for 2010 to 2016 and 2010 to 2021.

The model outputs the maximum and average queue lengths in vehicles at the time when the barrier opens to traffic.

A sensitivity test was undertaken to assess the effect of an increased crossing closure time of 112 seconds in certain circumstances, as requested by the ORR/HMIR. The model was re-run for certain day types in 2021 with this increased closure time.

3. Existing Conditions

3.1 Introduction

In this section the highway network in the immediate vicinity of the proposed level crossings is described. The existing traffic flow conditions against which the operation of level crossings are assessed, are outlined for the relevant day types being considered at each of the three crossing locations. The road safety record at each location is reviewed, based on accident data received from Sussex police.

3.2 C18 Northbridge Street

3.2.1 Road network

Northbridge Street, see **Photos 3.1** and **3.2**, is the northern route into the village of Robertsbridge from the A21 Robertsbridge bypass and is the western arm of the roundabout on the A21. The proposed level crossing location lies approximately 300m south west of the roundabout. The carriageway is about 7.5 m wide at the crossing, narrowing to about 5.5 m further south towards the village centre. There is a footway on the north west side of Northbridge Street from the roundabout to the village centre, on the south/east side of the road there are intermittent sections of footway. The road is lit and the speed limit is 30mph in the vicinity of the crossing which changes to 40mph on the approach to the roundabout, just to the west of the give way-line. To the south of the crossing point Northbridge Street is on a straight alignment and to the north curves to the east to meet the A21 at the roundabout.

Photo 3.1: C18 Northbridge Street looking towards Robertsbridge



Photo 3.2: C18 Northbridge Street looking towards A21



3.2.2 Traffic

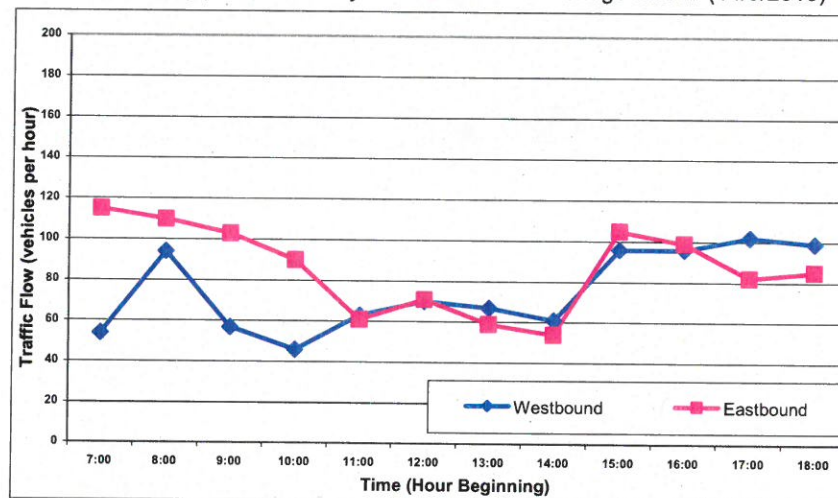
Limited traffic flow information is available for Northbridge Street with data available for only one day in 2010, Tuesday 14th September. The data comes from a 12 hour classified count undertaken by East Sussex County Council on all arms of the A21 roundabout.

The 12 hour flows recorded were 905 vehicles per day (vpd) westbound and 1034 vpd eastbound (ie away from the village towards the A21 roundabout); a similar one day count undertaken on Thursday 19th October 2008 recorded 771 vpd westbound and 1134 vpd eastbound over this period. The daily flow profile of hourly flows from the 2010 count over the 12 hour day is illustrated in **Figure 3.1**. The graph

shows that the maximum hourly flow was 115 vph travelling eastbound towards the roundabout, between 07:00 and 08:00, well before the start of the trains running on the RVR. During the day, traffic flows did not exceed 100 vph in each direction. In 2008 the maximum hourly flow was 142 vph between 08:00 and 09:00 but the hourly flow during the remainder of the day was generally less than 100 vph.

Given that there is only one day's worth of data available for the C18 Northbridge Street site, 12 hour flows from the B2244 traffic survey site were analysed to identify any variation in flow between spring/autumn and summer periods or between weekdays and other days that could reasonably be applied to the C18 flows. Negligible variation was found and therefore only one daily profile is presented for the C18 Northbridge Street crossing, as shown in **Figure 3.1**.

Figure 3.1: Daily profile of hourly flows on C18 Northbridge Street (14/9/2010)



Source: Traffic survey by East Sussex CC

3.2.3 Road safety record

According to the records of Sussex Police, no personal injury accidents have been recorded in the vicinity of the crossing over a five year period up to 30th November 2010.

3.3 A21 Robertsbridge bypass

3.3.1 Road network

The proposed position of the level crossing lies approximately 140 metres south of the roundabout at the junction of the A21 Robertsbridge bypass with Northbridge Street and Church Road, see **Figure 1.1**. At this point the single carriageway road is 7.3m wide with no footways, see **Photos 3.3 and 3.4**. On the southbound approach to the roundabout there is a Toucan crossing, see **Photo 3.5**.

Photo 3.3: A21 Robertsbridge bypass looking north from proposed crossing location



Photo 3.4: A21 Robertsbridge bypass looking south from proposed crossing location



Photo 3.5: Looking north to Pedestrian/cycle crossing on southbound approach to roundabout on A21



The A21 south of the roundabout is subject to the national speed limit and reduces to 40mph on approaching the roundabout, 160m south of the level crossing.

3.3.2 Traffic

Extensive traffic flow information is available for the A21 on the Highways Agency TRADS 2 website. As noted in **Section 2.3** data from the whole of 2010 has been obtained in each direction from a site on the A21 Robertsbridge bypass just south of the proposed crossing. The data has been analysed to establish a typical daily profile in each direction for a weekday, Saturday and Sunday in 2010 for both the spring/autumn and summer periods as well as for the early May Bank Holiday and August Bank Holiday.

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 10-May-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	10/05/2010	11/05/2010	12/05/2010	13/05/2010	14/05/2010	15/05/2010	16/05/2010	Av	Av
00:00	8	7	9	14	11	15	20	10	12
01:00	10	4	10	5	7	7	9	7	7
02:00	4	7	6	0	5	9	10	4	6
03:00	7	5	6	5	9	7	4	6	6
04:00	9	9	6	11	14	6	6	10	9
05:00	39	35	33	29	34	14	8	34	27
06:00	98	99	96	93	86	24	10	94	72
07:00	115	138	141	118	133	48	36	129	104
08:00	180	189	189	197	152	99	88	181	156
09:00	117	111	124	134	133	113	100	124	119
10:00	107	109	121	114	146	138	132	119	124
11:00	124	112	109	114	128	162	160	117	130
12:00	143	115	127	114	134	185	182	127	143
13:00	136	126	133	129	146	179	157	134	144
14:00	127	134	130	145	172	148	126	142	140
15:00	162	168	193	169	204	155	126	179	168
16:00	238	231	254	250	259	134	149	246	216
17:00	322	371	320	302	339	136	138	331	275
18:00	210	205	183	226	228	132	125	210	187
19:00	100	100	118	112	124	86	78	111	103
20:00	67	62	79	82	85	74	72	75	74
21:00	27	49	36	56	69	43	49	47	47
22:00	27	44	43	40	48	38	29	40	38
23:00	11	13	19	26	42	40	9	22	23
12H,7-19	1981	2009	2024	2012	2174	1629	1519	2040	1907
16H,6-22	2273	2319	2353	2355	2538	1856	1728	2368	2203
18H,6-24	2311	2376	2415	2421	2628	1934	1766	2430	2264
24H,0-24	2388	2443	2485	2485	2708	1992	1823	2502	2332
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00	-	-
Peak	180	189	189	197	152	162	160	181	176
Pm	17:00	17:00	17:00	17:00	17:00	12:00	12:00	-	-
Peak	322	371	320	302	339	185	182	331	289

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 17-May-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	17/05/2010	18/05/2010	19/05/2010	20/05/2010	21/05/2010	22/05/2010	23/05/2010	Av	Av
00:00	7	11	11	12	12	13	27	11	13
01:00	6	6	5	5	5	6	13	5	7
02:00	4	6	3	4	7	11	10	5	6
03:00	5	9	2	8	8	7	5	6	6
04:00	10	8	13	8	11	14	2	10	9
05:00	46	38	32	41	39	10	7	39	30
06:00	96	90	90	77	79	19	17	86	67
07:00	130	133	138	130	136	55	45	133	110
08:00	173	158	172	184	156	82	68	169	142
09:00	109	118	123	151	124	127	119	125	124
10:00	118	134	140	123	136	155	178	130	141
11:00	103	126	115	133	145	158	225	124	144
12:00	117	125	123	119	138	165	286	124	153
13:00	134	108	129	125	133	214	211	126	151
14:00	126	139	147	169	169	191	191	150	162
15:00	158	172	177	165	226	144	133	180	168
16:00	240	223	237	210	378	184	139	258	230
17:00	327	333	312	336	415	161	143	345	290
18:00	187	198	211	221	263	157	130	216	195
19:00	94	115	108	121	164	98	102	120	115
20:00	55	64	70	75	103	67	78	73	73
21:00	36	48	67	57	61	44	72	54	55
22:00	30	40	43	52	45	51	32	42	42
23:00	12	25	27	15	33	27	23	22	23
12H,7-19	1922	1967	2024	2066	2419	1793	1868	2080	2008
16H,6-22	2203	2284	2359	2396	2826	2021	2137	2414	2318
18H,6-24	2245	2349	2429	2463	2904	2099	2192	2478	2383
24H,0-24	2323	2427	2495	2541	2986	2160	2256	2554	2455
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00	-	-
Peak	173	158	172	184	156	158	225	169	175
Pm	17:00	17:00	17:00	17:00	17:00	13:00	12:00	-	-
Peak	327	333	312	336	415	214	286	345	318

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 24-May-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	24/05/2010	25/05/2010	26/05/2010	27/05/2010	28/05/2010	29/05/2010	30/05/2010	Av	Av
00:00	12	9	5	11	9	23	23	9	13
01:00	5	7	3	5	5	9	13	5	7
02:00	4	3	6	9	4	7	8	5	6
03:00	3	3	5	11	4	5	1	5	5
04:00	8	6	8	8	7	7	4	7	7
05:00	39	35	24	29	30	12	8	31	25
06:00	89	75	91	108	75	25	24	88	70
07:00	134	126	137	126	133	65	35	131	108
08:00	174	158	175	173	178	100	50	172	144
09:00	122	122	119	131	139	127	118	127	125
10:00	122	117	125	124	132	144	174	124	134
11:00	141	111	105	118	125	178	245	120	146
12:00	125	129	115	126	129	195	220	125	148
13:00	116	140	125	126	152	201	205	132	152
14:00	128	129	147	142	145	205	167	138	152
15:00	168	175	175	150	195	163	144	173	167
16:00	204	247	219	237	265	156	158	234	212
17:00	320	344	337	326	317	143	156	329	278
18:00	160	201	188	225	258	131	124	206	184
19:00	93	113	101	106	178	85	77	118	108
20:00	62	57	60	87	123	62	71	78	75
21:00	49	46	60	47	74	49	53	55	54
22:00	22	38	43	46	41	43	38	38	39
23:00	17	17	17	28	29	31	25	22	23
12H,7-19	1914	1999	1967	2004	2168	1808	1796	2010	1951
16H,6-22	2207	2290	2279	2352	2618	2029	2021	2349	2257
18H,6-24	2246	2345	2339	2426	2688	2103	2084	2409	2319
24H,0-24	2317	2408	2390	2499	2747	2166	2141	2472	2381
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00	-	-
Peak	174	158	175	173	178	178	245	172	183
Pm	17:00	17:00	17:00	17:00	17:00	14:00	12:00	-	-
Peak	320	344	337	326	317	205	220	329	296

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 31-May-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	31/05/2010	01/06/2010	02/06/2010	03/06/2010	04/06/2010	05/06/2010	06/06/2010	Av	Av
00:00	11	8	7	11	15	11	33	10	14
01:00	6	6	7	6	6	12	11	6	8
02:00	3	6	3	4	9	7	7	5	6
03:00	4	7	5	12	4	10	5	6	7
04:00	4	6	6	11	18	4	20	9	10
05:00	8	41	32	32	36	15	16	30	26
06:00	22	93	89	85	77	31	15	73	59
07:00	42	139	124	115	121	71	23	108	91
08:00	67	149	146	162	152	97	43	135	117
09:00	80	117	111	148	148	131	78	121	116
10:00	164	134	144	168	183	172	114	159	154
11:00	193	168	165	182	176	212	175	177	182
12:00	222	136	172	167	202	202	191	180	185
13:00	199	130	154	193	183	215	137	172	173
14:00	175	147	132	161	211	168	124	165	160
15:00	149	168	162	181	223	156	121	177	166
16:00	152	234	215	225	274	154	125	220	197
17:00	100	286	312	306	322	161	126	265	230
18:00	124	200	225	195	228	140	111	194	175
19:00	68	107	103	135	152	94	68	113	104
20:00	62	71	97	103	95	69	57	86	79
21:00	55	36	64	60	64	63	53	56	56
22:00	25	39	47	60	57	47	22	46	42
23:00	13	16	17	26	28	42	12	20	22
12H,7-19	1667	2008	2062	2203	2423	1879	1368	2073	1944
16H,6-22	1874	2315	2415	2586	2811	2136	1561	2400	2243
18H,6-24	1912	2370	2479	2672	2896	2225	1595	2466	2307
24H,0-24	1948	2444	2539	2748	2984	2284	1687	2533	2376
Am	11:00	11:00	11:00	11:00	10:00	11:00	11:00	-	-
Peak	193	168	165	182	183	212	175	178	183
Pm	12:00	17:00	17:00	17:00	17:00	13:00	12:00	-	-
Peak	222	286	312	306	322	215	191	290	265

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 07-Jun-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	07/06/2010	08/06/2010	09/06/2010	10/06/2010	11/06/2010	12/06/2010	13/06/2010	Av	Av
00:00	5	7	7	11	9	36	19	8	13
01:00	3	5	6	7	7	14	7	6	7
02:00	2	3	8	1	4	6	9	4	5
03:00	4	7	5	7	1	7	4	5	5
04:00	10	9	2	9	11	7	5	8	8
05:00	42	35	29	54	53	15	6	43	33
06:00	74	85	79	81	98	25	11	83	65
07:00	171	132	141	133	158	62	29	147	118
08:00	189	165	190	172	162	88	44	176	144
09:00	110	152	110	145	121	123	106	128	124
10:00	118	113	128	109	127	156	149	119	129
11:00	114	106	137	135	129	168	151	124	134
12:00	137	113	133	137	115	190	176	127	143
13:00	117	111	123	89	137	162	170	115	130
14:00	129	134	119	142	164	141	133	138	137
15:00	173	165	178	186	192	146	122	179	166
16:00	224	204	204	220	248	141	132	220	196
17:00	328	327	332	337	342	137	171	333	282
18:00	202	222	226	221	207	133	124	216	191
19:00	95	123	97	98	140	82	103	111	105
20:00	63	57	82	54	72	43	67	66	63
21:00	37	46	55	48	55	50	44	48	48
22:00	28	31	49	40	39	50	41	37	40
23:00	10	27	22	21	49	46	16	26	27
12H,7-19	2012	1944	2021	2026	2102	1647	1507	2021	1894
16H,6-22	2281	2255	2334	2307	2467	1847	1732	2329	2175
18H,6-24	2319	2313	2405	2368	2555	1943	1789	2392	2242
24H,0-24	2385	2379	2462	2457	2640	2028	1839	2465	2313
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00	-	-
Peak	189	165	190	172	162	168	151	176	171
Pm	17:00	17:00	17:00	17:00	17:00	12:00	12:00	-	-
Peak	328	327	332	337	342	190	176	333	290

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 14-Jun-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	14/06/2010	15/06/2010	16/06/2010	17/06/2010	18/06/2010	19/06/2010	20/06/2010	Av	Av
00:00	8	6	2	7	5	15	27	6	10
01:00	4	4	8	3	3	13	5	4	6
02:00	1	6	1	3	6	6	9	3	5
03:00	6	6	4	8	8	4	1	6	5
04:00	12	12	9	13	11	10	2	11	10
05:00	32	30	35	41	36	10	14	35	28
06:00	80	91	92	91	78	26	23	86	69
07:00	136	125	136	138	140	55	40	135	110
08:00	169	177	176	164	158	81	43	169	138
09:00	109	116	113	144	130	99	87	122	114
10:00	106	114	119	129	142	159	138	122	130
11:00	114	108	126	115	153	165	205	123	141
12:00	112	120	113	147	134	157	209	125	142
13:00	101	137	123	140	155	147	200	131	143
14:00	-	132	126	158	165	137	152	145	145
15:00	170	170	185	173	183	140	143	176	166
16:00	213	230	233	233	277	141	174	237	214
17:00	340	306	329	352	333	164	173	332	285
18:00	200	223	208	214	221	264	117	213	207
19:00	95	125	89	93	152	341	111	111	144
20:00	60	54	70	74	66	153	77	65	79
21:00	43	56	47	69	64	50	55	56	55
22:00	48	41	37	50	38	48	36	43	43
23:00	15	22	18	28	19	28	21	20	22
12H,7-19	-	1958	1987	2107	2191	1709	1681	2061	1956
16H,6-22	-	2284	2285	2434	2551	2279	1947	2389	2310
18H,6-24	-	2347	2340	2512	2608	2355	2004	2452	2374
24H,0-24	-	2411	2399	2587	2677	2413	2062	2519	2438
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00	-	-
Peak	169	177	176	164	158	165	205	169	173
Pm	-	17:00	17:00	17:00	17:00	19:00	12:00	-	-
Peak	-	306	329	352	333	341	209	330	314

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 21-Jun-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	21/06/2010	22/06/2010	23/06/2010	24/06/2010	25/06/2010	26/06/2010	27/06/2010	Av	Av
00:00	11	4	14	7	6	25	27	8	13
01:00	6	8	7	4	15	9	24	8	10
02:00	4	5	6	1	9	4	6	5	5
03:00	8	4	6	6	5	5	7	6	6
04:00	12	10	14	12	11	7	4	12	10
05:00	28	32	34	39	33	9	12	33	27
06:00	63	91	75	92	89	26	15	82	64
07:00	143	136	162	118	133	71	36	138	114
08:00	167	185	185	167	175	105	65	176	150
09:00	105	127	124	147	133	121	119	127	125
10:00	115	123	139	128	127	181	173	126	141
11:00	129	111	131	139	170	187	183	136	150
12:00	122	140	147	156	109	223	196	135	156
13:00	132	110	176	149	65	221	134	126	141
14:00	137	122	194	147	137	162	137	147	148
15:00	162	180	159	205	218	153	90	185	167
16:00	227	233	158	225	259	179	95	220	197
17:00	316	348	280	334	309	188	135	317	273
18:00	186	199	161	226	234	136	100	201	177
19:00	78	116	91	118	151	104	99	111	108
20:00	67	73	74	86	101	76	69	80	78
21:00	48	47	56	57	79	66	53	57	58
22:00	31	36	57	58	57	46	38	48	46
23:00	18	22	18	25	34	52	15	23	26
12H,7-19	1941	2014	2016	2141	2069	1927	1463	2036	1939
16H,6-22	2197	2341	2312	2494	2489	2199	1699	2367	2247
18H,6-24	2246	2399	2387	2577	2580	2297	1752	2438	2320
24H,0-24	2315	2462	2468	2646	2659	2356	1832	2510	2391
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00	-	-
Peak	167	185	185	167	175	187	183	176	178
Pm	17:00	17:00	17:00	17:00	17:00	12:00	12:00	-	-
Peak	316	348	280	334	309	223	196	317	287

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 28-Jun-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	28/06/2010	29/06/2010	30/06/2010	01/07/2010	02/07/2010	03/07/2010	04/07/2010	Av	Av
00:00	9	9	8	7	13	22	37	9	15
01:00	7	6	6	6	4	12	21	6	9
02:00	6	1	5	7	15	10	11	7	8
03:00	1	7	4	3	7	8	4	4	5
04:00	12	11	12	16	11	7	4	12	10
05:00	33	36	31	38	25	12	7	33	26
06:00	89	92	70	83	78	24	18	82	65
07:00	142	126	133	140	144	61	47	137	113
08:00	175	160	170	162	177	87	60	169	142
09:00	132	131	116	137	157	127	134	135	133
10:00	148	115	147	140	142	182	204	138	154
11:00	140	135	121	126	142	211	236	133	159
12:00	117	110	128	124	165	189	231	129	152
13:00	153	138	133	148	168	172	191	148	158
14:00	140	-	124	144	185	204	153	148	157
15:00	167	149	195	187	197	157	147	179	171
16:00	233	212	247	252	252	137	122	239	208
17:00	295	344	334	326	340	171	138	328	278
18:00	202	210	183	235	276	139	111	221	194
19:00	116	104	146	130	142	91	83	128	116
20:00	71	58	103	81	119	82	89	86	86
21:00	58	60	83	56	82	70	52	68	66
22:00	37	33	48	47	60	50	25	45	43
23:00	19	23	18	24	44	48	19	26	28
12H,7-19	2044	-	2031	2121	2345	1837	1774	2135	2041
16H,6-22	2378	-	2433	2471	2766	2104	2016	2512	2383
18H,6-24	2434	-	2499	2542	2870	2202	2060	2586	2456
24H,0-24	2502	-	2565	2619	2945	2273	2144	2658	2529
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00	-	-
Peak	175	160	170	162	177	211	236	169	184
Pm	17:00	-	17:00	17:00	17:00	14:00	12:00	-	-
Peak	295	-	334	326	340	204	231	324	293

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 05-Jul-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	05/07/2010	06/07/2010	07/07/2010	08/07/2010	09/07/2010	10/07/2010	11/07/2010	Av	Av
00:00	11	6	6	6	14	14	26	9	12
01:00	5	3	3	7	5	9	14	5	7
02:00	8	1	2	9	3	8	10	5	6
03:00	4	6	6	10	10	5	4	7	6
04:00	10	9	10	9	8	7	2	9	8
05:00	28	28	38	26	30	13	11	30	25
06:00	78	82	75	56	72	40	19	73	60
07:00	146	147	141	147	163	70	60	149	125
08:00	169	165	203	185	169	97	78	178	152
09:00	119	127	150	148	128	138	143	134	136
10:00	131	112	116	122	172	169	190	131	145
11:00	126	133	133	144	157	184	199	139	154
12:00	112	139	136	136	139	224	190	132	154
13:00	130	134	146	131	175	213	159	143	155
14:00	163	165	130	151	204	170	129	163	159
15:00	168	195	180	190	215	163	117	190	175
16:00	248	241	222	223	242	156	115	235	207
17:00	302	307	313	322	327	150	128	314	264
18:00	213	224	236	247	256	154	141	235	210
19:00	116	111	104	119	162	105	87	122	115
20:00	62	64	63	97	104	72	73	78	76
21:00	45	57	68	72	71	72	52	63	62
22:00	43	47	45	46	46	64	40	45	47
23:00	19	14	21	25	37	38	17	23	24
12H,7-19	2027	2089	2106	2146	2347	1888	1649	2143	2036
16H,6-22	2328	2403	2416	2490	2756	2177	1880	2479	2350
18H,6-24	2390	2464	2482	2561	2839	2279	1937	2547	2422
24H,0-24	2456	2517	2547	2628	2909	2335	2004	2611	2485
Am	08:00	08:00	08:00	08:00	10:00	11:00	11:00	-	-
Peak	169	165	203	185	172	184	199	179	182
Pm	17:00	17:00	17:00	17:00	17:00	12:00	12:00	-	-
Peak	302	307	313	322	327	224	190	314	284

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 12-Jul-10

Channel: SOUTHBOUND

Time Begin	Mon 12/07/2010	Tue 13/07/2010	Wed 14/07/2010	Thu 15/07/2010	Fri 16/07/2010	Sat 17/07/2010	Sun 18/07/2010	5-Day Av	7-Day Av
00:00	11	9	5	18	8	16	19	10	12
01:00	5	3	2	6	6	14	8	4	6
02:00	5	4	6	7	5	7	6	5	6
03:00	2	9	5	11	10	9	2	7	7
04:00	14	14	9	11	10	6	1	12	9
05:00	34	28	35	34	35	18	9	33	28
06:00	89	83	77	101	70	37	17	84	68
07:00	147	159	136	133	133	75	30	142	116
08:00	151	159	157	168	155	77	56	158	132
09:00	121	117	111	110	110	102	102	114	110
10:00	114	107	109	121	135	156	158	117	129
11:00	131	115	122	145	154	145	176	133	141
12:00	135	113	139	152	115	166	179	131	143
13:00	134	132	104	165	161	200	179	139	154
14:00	126	155	121	145	160	163	132	141	143
15:00	133	163	162	192	179	158	112	166	157
16:00	232	231	214	253	279	118	108	242	205
17:00	321	329	301	333	292	152	132	315	266
18:00	202	196	194	245	220	159	153	211	196
19:00	107	93	81	106	149	104	101	107	106
20:00	80	84	69	81	88	61	81	80	78
21:00	42	51	58	67	79	64	64	59	61
22:00	35	41	49	35	47	43	41	41	42
23:00	16	17	24	27	27	32	18	22	23
12H,7-19	1947	1976	1870	2162	2093	1671	1517	2010	1891
16H,6-22	2265	2287	2155	2517	2479	1937	1780	2341	2203
18H,6-24	2316	2345	2228	2579	2553	2012	1839	2404	2267
24H,0-24	2387	2412	2290	2666	2627	2082	1884	2476	2335
Am	08:00	08:00	08:00	08:00	08:00	10:00	11:00	-	-
Peak	151	159	157	168	155	156	176	158	160
Pm	17:00	17:00	17:00	17:00	17:00	13:00	13:00	-	-
Peak	321	329	301	333	292	200	179	315	279

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 19-Jul-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	19/07/2010	20/07/2010	21/07/2010	22/07/2010	23/07/2010	24/07/2010	25/07/2010	Av	Av
00:00	11	13	6	9	11	20	24	10	13
01:00	11	5	5	6	15	9	13	8	9
02:00	3	8	4	6	4	4	7	5	5
03:00	6	9	7	7	10	8	3	8	7
04:00	11	15	8	12	13	8	4	12	10
05:00	34	35	29	36	33	17	8	33	27
06:00	76	92	96	78	96	24	17	88	68
07:00	147	143	136	149	132	51	28	141	112
08:00	155	157	169	158	142	88	52	156	132
09:00	133	144	124	126	125	115	103	130	124
10:00	112	134	152	137	148	175	147	137	144
11:00	148	125	122	166	162	187	194	145	158
12:00	140	126	129	143	181	203	204	144	161
13:00	140	147	162	144	255	198	162	170	173
14:00	165	137	129	150	227	181	175	162	166
15:00	169	179	174	164	231	188	148	183	179
16:00	230	213	223	226	229	166	157	224	206
17:00	311	335	288	327	342	174	166	321	278
18:00	189	199	208	224	260	140	127	216	192
19:00	109	103	132	109	166	103	111	124	119
20:00	66	71	79	90	98	72	76	81	79
21:00	51	46	63	61	74	53	49	59	57
22:00	43	44	44	55	57	62	39	49	49
23:00	19	23	23	20	35	47	16	24	26
12H,7-19	2039	2039	2016	2114	2434	1866	1663	2128	2024
16H,6-22	2341	2351	2386	2452	2868	2118	1916	2480	2347
18H,6-24	2403	2418	2453	2527	2960	2227	1971	2552	2423
24H,0-24	2479	2503	2512	2603	3046	2293	2030	2629	2495
Am	08:00	08:00	08:00	11:00	11:00	11:00	11:00	-	-
Peak	155	157	169	166	162	187	194	162	170
Pm	17:00	17:00	17:00	17:00	17:00	12:00	12:00	-	-
Peak	311	335	288	327	342	203	204	321	287

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 26-Jul-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	26/07/2010	27/07/2010	28/07/2010	29/07/2010	30/07/2010	31/07/2010	01/08/2010	Av	Av
00:00	8	9	7	8	7	12	31	8	12
01:00	8	4	4	3	2	7	7	4	5
02:00	4	5	7	6	9	6	12	6	7
03:00	26	4	5	6	9	5	1	10	8
04:00	49	16	9	14	14	5	3	20	16
05:00	103	39	31	31	37	12	7	48	37
06:00	138	87	76	66	76	31	17	89	70
07:00	139	135	130	118	121	55	29	129	104
08:00	149	162	164	150	159	87	42	157	130
09:00	119	113	121	128	127	115	100	122	118
10:00	120	131	153	150	154	171	175	142	151
11:00	161	153	155	137	154	178	203	152	163
12:00	165	137	164	133	159	174	208	152	163
13:00	104	127	135	137	180	207	167	137	151
14:00	138	148	152	130	195	181	123	153	152
15:00	184	154	175	175	201	160	111	178	166
16:00	207	227	226	225	231	141	130	223	198
17:00	316	282	312	283	314	162	132	301	257
18:00	199	215	204	221	244	167	127	217	197
19:00	107	107	113	128	161	99	87	123	115
20:00	62	72	73	76	99	72	85	76	77
21:00	44	53	64	64	52	61	43	55	54
22:00	37	41	49	43	60	49	38	46	45
23:00	16	21	29	22	31	25	12	24	22
12H,7-19	2001	1984	2091	1987	2239	1798	1547	2060	1950
16H,6-22	2352	2303	2417	2321	2627	2061	1779	2404	2266
18H,6-24	2405	2365	2495	2386	2718	2135	1829	2474	2333
24H,0-24	2603	2442	2558	2454	2796	2182	1890	2571	2418
Am	11:00	08:00	08:00	10:00	08:00	11:00	11:00	-	-
Peak	161	162	164	150	159	178	203	159	168
Pm	17:00	17:00	17:00	17:00	17:00	13:00	12:00	-	-
Peak	316	282	312	283	314	207	208	301	275

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 02-Aug-10

Channel: SOUTHBOUND

Time Begin	Mon 02/08/2010	Tue 03/08/2010	Wed 04/08/2010	Thu 05/08/2010	Fri 06/08/2010	Sat 07/08/2010	Sun 08/08/2010	5-Day Av	7-Day Av
00:00	11	5	8	3	9	17	23	7	11
01:00	1	4	7	5	4	8	9	4	5
02:00	5	2	6	1	4	7	7	4	5
03:00	4	6	4	9	6	9	6	6	6
04:00	11	12	7	15	12	7	5	11	10
05:00	33	33	29	29	42	15	3	33	26
06:00	85	85	84	79	83	32	12	83	66
07:00	118	133	124	112	111	46	32	120	97
08:00	157	146	142	136	153	79	65	147	125
09:00	107	122	128	105	125	115	109	117	116
10:00	136	148	157	198	155	176	176	159	164
11:00	153	153	151	177	167	213	204	160	174
12:00	152	163	137	156	158	210	208	153	169
13:00	139	127	158	142	-	168	183	142	151
14:00	135	153	144	159	172	184	164	153	159
15:00	189	162	191	166	190	137	117	180	165
16:00	242	216	203	230	233	173	155	225	207
17:00	302	329	293	326	299	203	139	310	270
18:00	197	211	213	226	237	138	121	217	192
19:00	113	116	126	127	133	100	94	123	116
20:00	46	79	87	85	87	80	79	77	78
21:00	41	38	66	66	56	46	55	53	53
22:00	36	37	44	40	51	45	21	42	39
23:00	12	14	13	24	23	23	15	17	18
12H,7-19	2027	2063	2041	2133	-	1842	1673	2066	1978
16H,6-22	2312	2381	2404	2490	-	2100	1913	2397	2285
18H,6-24	2360	2432	2461	2554	-	2168	1949	2452	2339
24H,0-24	2425	2494	2522	2616	-	2231	2002	2514	2401
Am	08:00	11:00	10:00	10:00	11:00	11:00	11:00	-	-
Peak	157	153	157	198	167	213	204	166	178
Pm	17:00	17:00	17:00	17:00	-	12:00	12:00	-	-
Peak	302	329	293	326	-	210	208	313	283

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 09-Aug-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	09/08/2010	10/08/2010	11/08/2010	12/08/2010	13/08/2010	14/08/2010	15/08/2010	Av	Av
00:00	8	9	11	18	8	13	28	11	14
01:00	4	2	6	9	10	9	12	6	7
02:00	5	3	6	4	6	5	10	5	6
03:00	6	10	8	6	5	6	6	7	7
04:00	13	10	8	8	10	10	4	10	9
05:00	43	30	34	38	40	19	7	37	30
06:00	78	80	82	74	72	17	6	77	58
07:00	131	133	126	133	120	51	38	129	105
08:00	135	120	128	158	144	83	59	137	118
09:00	133	122	129	135	140	125	105	132	127
10:00	151	112	139	142	149	146	149	139	141
11:00	151	124	139	157	141	151	206	142	153
12:00	128	141	159	156	156	201	163	148	158
13:00	123	129	152	156	129	183	146	138	145
14:00	140	135	150	149	172	146	133	149	146
15:00	162	153	190	176	186	158	116	173	163
16:00	218	193	212	210	243	173	121	215	196
17:00	318	292	311	340	277	126	160	308	261
18:00	191	218	213	229	214	138	111	213	188
19:00	108	116	130	130	130	110	92	123	117
20:00	66	79	67	88	83	94	65	77	77
21:00	44	51	56	63	62	67	60	55	58
22:00	26	28	52	38	37	40	38	36	37
23:00	18	13	13	23	29	40	18	19	22
12H,7-19	1981	1872	2048	2141	2071	1681	1507	2023	1900
16H,6-22	2277	2198	2383	2496	2418	1969	1730	2354	2210
18H,6-24	2321	2239	2448	2557	2484	2049	1786	2410	2269
24H,0-24	2400	2303	2521	2640	2563	2111	1853	2485	2342
Am	11:00	07:00	11:00	08:00	10:00	11:00	11:00	-	-
Peak	151	133	139	158	149	151	206	146	155
Pm	17:00	17:00	17:00	17:00	17:00	12:00	12:00	-	-
Peak	318	292	311	340	277	201	163	308	272

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 16-Aug-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	16/08/2010	17/08/2010	18/08/2010	19/08/2010	20/08/2010	21/08/2010	22/08/2010	Av	Av
00:00	7	9	7	6	9	14	26	8	11
01:00	6	4	3	6	3	10	11	4	6
02:00	4	7	4	5	10	10	12	6	7
03:00	5	6	4	6	5	8	2	5	5
04:00	11	9	10	13	11	3	6	11	9
05:00	40	34	40	46	40	24	5	40	33
06:00	74	78	75	95	78	20	7	80	61
07:00	113	121	140	133	112	42	31	124	99
08:00	137	147	143	150	135	85	53	142	121
09:00	107	106	118	136	115	123	91	116	114
10:00	131	158	145	160	153	158	134	149	148
11:00	134	161	151	155	165	171	168	153	158
12:00	129	148	179	170	163	188	193	158	167
13:00	125	149	136	182	150	182	152	148	154
14:00	148	137	161	175	158	178	125	156	155
15:00	166	179	163	185	202	143	130	179	167
16:00	196	200	213	213	274	157	131	219	198
17:00	297	310	274	302	337	170	110	304	257
18:00	215	214	218	211	207	131	117	213	188
19:00	93	105	115	108	168	107	80	118	111
20:00	51	54	75	69	88	65	64	67	67
21:00	46	37	49	55	61	50	51	50	50
22:00	32	31	45	38	44	37	23	38	36
23:00	15	13	24	18	27	34	12	19	20
12H,7-19	1898	2030	2041	2172	2171	1728	1435	2062	1925
16H,6-22	2162	2304	2355	2499	2566	1970	1637	2377	2213
18H,6-24	2209	2348	2424	2555	2637	2041	1672	2435	2269
24H,0-24	2282	2417	2492	2637	2715	2110	1734	2509	2341
Am	08:00	11:00	11:00	10:00	11:00	11:00	11:00	-	-
Peak	137	161	151	160	165	171	168	155	159
Pm	17:00	17:00	17:00	17:00	17:00	12:00	12:00	-	-
Peak	297	310	274	302	337	188	193	304	272

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 23-Aug-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	23/08/2010	24/08/2010	25/08/2010	26/08/2010	27/08/2010	28/08/2010	29/08/2010	Av	Av
00:00	2	8	9	20	8	20	20	9	12
01:00	5	3	6	11	4	8	15	6	7
02:00	5	9	10	7	9	10	7	8	8
03:00	2	10	11	3	6	10	10	6	7
04:00	13	15	7	12	9	3	3	11	9
05:00	43	33	51	39	46	22	3	42	34
06:00	90	75	76	86	83	28	16	82	65
07:00	125	139	130	146	130	65	25	134	109
08:00	139	174	140	147	149	78	50	150	125
09:00	110	114	132	127	125	130	88	122	118
10:00	144	143	140	119	152	162	175	140	148
11:00	145	143	143	145	156	229	203	146	166
12:00	135	151	159	141	166	209	217	150	168
13:00	125	136	144	156	170	202	180	146	159
14:00	161	141	136	150	167	191	164	151	159
15:00	168	167	197	170	195	177	141	179	174
16:00	205	193	201	207	241	156	159	209	195
17:00	274	338	273	311	327	173	117	305	259
18:00	227	232	205	217	244	140	111	225	197
19:00	101	119	102	137	143	101	81	120	112
20:00	62	82	72	71	96	80	65	77	75
21:00	34	48	43	44	68	33	44	47	45
22:00	23	34	48	41	46	37	36	38	38
23:00	24	23	22	32	22	30	18	25	24
12H,7-19	1958	2071	2000	2036	2222	1912	1630	2057	1976
16H,6-22	2245	2395	2293	2374	2612	2154	1836	2384	2273
18H,6-24	2292	2452	2363	2447	2680	2221	1890	2447	2335
24H,0-24	2362	2530	2457	2539	2762	2294	1948	2530	2413
Am	11:00	08:00	11:00	08:00	11:00	11:00	11:00	-	-
Peak	145	174	143	147	156	229	203	153	171
Pm	17:00	17:00	17:00	17:00	17:00	12:00	12:00	-	-
Peak	274	338	273	311	327	209	217	305	278

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 30-Aug-10

Channel: SOUTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	30/08/2010	31/08/2010	01/09/2010	02/09/2010	03/09/2010	04/09/2010	05/09/2010	Av	Av
00:00	16	6	-	-	-	-	-	11	-
01:00	6	8	-	-	-	-	-	7	-
02:00	6	4	-	-	-	-	-	5	-
03:00	2	3	-	-	-	-	-	3	-
04:00	3	7	-	-	-	-	-	5	-
05:00	11	40	-	-	-	-	-	26	-
06:00	25	78	-	-	-	-	-	52	-
07:00	45	131	-	-	-	-	-	88	-
08:00	51	131	-	-	-	-	-	91	-
09:00	97	109	-	-	-	-	-	103	-
10:00	148	127	-	-	-	-	-	138	-
11:00	223	149	-	-	-	-	-	186	-
12:00	231	129	-	-	-	-	-	180	-
13:00	218	141	-	-	-	-	-	180	-
14:00	228	130	-	-	-	-	-	179	-
15:00	173	166	-	-	-	-	-	170	-
16:00	157	196	-	-	-	-	-	177	-
17:00	141	329	-	-	-	-	-	235	-
18:00	115	220	-	-	-	-	-	168	-
19:00	120	113	-	-	-	-	-	117	-
20:00	73	79	-	-	-	-	-	76	-
21:00	41	52	-	-	-	-	-	47	-
22:00	35	34	-	-	-	-	-	35	-
23:00	13	18	-	-	-	-	-	16	-
12H,7-19	1827	1958	-	-	-	-	-	1893	-
16H,6-22	2086	2280	-	-	-	-	-	2183	-
18H,6-24	2134	2332	-	-	-	-	-	2233	-
24H,0-24	2178	2400	-	-	-	-	-	2289	-
Am	11:00	11:00	-	-	-	-	-	-	-
Peak	223	149	-	-	-	-	-	186	-
Pm	12:00	17:00	-	-	-	-	-	-	-
Peak	231	329	-	-	-	-	-	280	-

Created at 15:38:31 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 29-Mar-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	29/03/2010	30/03/2010	31/03/2010	01/04/2010	02/04/2010	03/04/2010	04/04/2010	Av	Av
00:00	-	-	-	5	9	7	8	7	7
01:00	-	-	-	6	2	0	6	4	4
02:00	-	-	-	5	4	0	4	5	4
03:00	-	-	-	1	6	5	3	4	4
04:00	-	-	-	13	4	5	1	9	7
05:00	-	-	-	62	13	11	4	38	29
06:00	-	-	-	157	28	23	19	93	72
07:00	-	-	-	232	73	54	38	153	122
08:00	-	-	-	216	65	73	37	141	116
09:00	-	-	-	127	81	127	75	104	103
10:00	-	-	-	129	101	128	104	115	115
11:00	-	-	-	118	120	122	163	119	126
12:00	-	-	-	118	100	122	111	109	111
13:00	-	-	-	114	104	100	105	109	107
14:00	-	-	-	109	91	106	126	100	105
15:00	-	-	-	131	98	121	127	115	117
16:00	-	-	-	164	121	145	139	143	142
17:00	-	-	-	141	124	146	122	133	133
18:00	-	-	-	98	86	123	108	92	99
19:00	-	-	-	82	79	87	116	81	87
20:00	-	-	-	62	63	40	48	63	57
21:00	-	-	-	29	33	41	34	31	33
22:00	-	-	-	18	25	23	19	22	21
23:00	-	-	-	15	18	15	14	17	16
12H,7-19	-	-	-	1697	1164	1367	1255	1431	1396
16H,6-22	-	-	-	2027	1367	1558	1472	1697	1645
18H,6-24	-	-	-	2060	1410	1596	1505	1735	1682
24H,0-24	-	-	-	2152	1448	1624	1531	1800	1736
Am	-	-	-	07:00	11:00	10:00	11:00	-	-
Peak	-	-	-	232	120	128	163	176	167
Pm	-	-	-	16:00	17:00	17:00	16:00	-	-
Peak	-	-	-	164	124	146	139	144	144

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 05-Apr-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	05/04/2010	06/04/2010	07/04/2010	08/04/2010	09/04/2010	10/04/2010	11/04/2010	Av	Av
00:00	6	7	6	4	7	25	11	6	9
01:00	3	3	3	5	3	8	14	3	6
02:00	2	4	2	1	9	9	5	4	5
03:00	7	6	7	6	6	16	2	6	7
04:00	4	20	14	14	10	26	2	12	13
05:00	2	58	53	53	49	40	10	43	38
06:00	26	159	161	145	143	35	12	127	97
07:00	43	226	244	219	196	86	38	186	150
08:00	64	204	195	185	208	91	66	171	145
09:00	90	135	106	141	147	106	94	124	117
10:00	132	134	116	123	126	120	162	126	130
11:00	147	117	97	126	134	123	204	124	135
12:00	143	117	101	100	104	113	172	113	121
13:00	138	122	89	109	-	139	206	115	131
14:00	141	117	121	143	134	136	156	131	135
15:00	197	130	132	156	159	145	134	155	150
16:00		173	162	170	183	157	189	177	176
17:00	185	148	143	148	169	180	137	159	159
18:00	135	114	93	138	112	118	100	118	116
19:00	94	70	73	68	136	86	81	88	87
20:00	65	40	42	48	131	58	56	65	63
21:00	33	25	25	37	74	37	26	39	37
22:00	10	20	30	24	65	40	17	30	29
23:00	14	9	13	11	57	18	6	21	18
12H,7-19	1610	1737	1599	1758	-	1514	1658	1676	1650
16H,6-22	1828	2031	1900	2056	-	1730	1833	1954	1905
18H,6-24	1852	2060	1943	2091	-	1788	1856	1987	1939
24H,0-24	1876	2158	2028	2174	-	1912	1900	2059	2015
Am	11:00	07:00	07:00	07:00	08:00	11:00	11:00	-	-
Peak	147	226	244	219	208	123	204	209	196
Pm	15:00	16:00	16:00	16:00	-	17:00	13:00	-	-
Peak	197	173	162	170	-	180	206	176	181

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 12-Apr-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	12/04/2010	13/04/2010	14/04/2010	15/04/2010	16/04/2010	17/04/2010	18/04/2010	Av	Av
00:00	10	4	9	7	5	9	11	7	8
01:00	8	4	2	4	6	3	6	5	5
02:00	3	2	2	7	5	4	3	4	4
03:00	6	7	4	3	5	6	3	5	5
04:00	14	17	12	16	14	7	6	15	12
05:00	64	60	54	63	61	14	8	60	46
06:00	162	159	149	146	173	43	22	158	122
07:00	237	236	231	243	205	66	35	230	179
08:00	203	221	213	214	205	93	53	211	172
09:00	119	127	111	129	142	134	103	126	124
10:00	117	128	106	90	106	102	119	109	110
11:00	103	107	112	99	108	124	166	106	117
12:00	95	107	97	114	115	120	135	106	112
13:00	88	102	129	101	124	101	141	109	112
14:00	102	135	116	130	129	120	116	122	121
15:00	123	140	115	172	143	148	135	139	139
16:00	141	147	129	163	157	144	190	147	153
17:00	149	158	138	153	175	140	185	155	157
18:00	119	112	104	132	112	142	170	116	127
19:00	60	71	81	78	96	90	106	77	83
20:00	41	56	53	48	54	49	83	50	55
21:00	31	37	26	27	44	42	35	33	35
22:00	18	22	20	26	39	28	23	25	25
23:00	10	13	14	6	11	21	12	11	12
12H,7-19	1596	1720	1601	1740	1721	1434	1548	1676	1623
16H,6-22	1890	2043	1910	2039	2088	1658	1794	1994	1917
18H,6-24	1918	2078	1944	2071	2138	1707	1829	2030	1955
24H,0-24	2023	2172	2027	2171	2234	1750	1866	2125	2035
Am	07:00	07:00	07:00	07:00	08:00	09:00	11:00	-	-
Peak	237	236	231	243	205	134	166	230	207
Pm	17:00	17:00	17:00	15:00	17:00	15:00	16:00	-	-
Peak	149	158	138	172	175	148	190	158	161

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 19-Apr-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	19/04/2010	20/04/2010	21/04/2010	22/04/2010	23/04/2010	24/04/2010	25/04/2010	Av	Av
00:00	5	2	1	4	5	7	16	3	6
01:00	2	3	3	1	2	8	2	2	3
02:00	4	2	5	3	6	5	4	4	4
03:00	6	6	6	12	7	5	0	7	6
04:00	16	13	11	14	15	7	9	14	12
05:00	75	59	69	67	57	16	15	65	51
06:00	193	177	179	159	158	37	19	173	132
07:00	283	278	279	276	262	72	43	276	213
08:00	190	216	241	222	228	112	72	219	183
09:00	136	138	117	126	125	98	84	128	118
10:00	132	102	99	114	105	127	120	110	114
11:00	74	100	114	97	105	135	136	98	109
12:00	89	111	96	96	136	132	115	106	111
13:00	88	118	91	106	109	114	123	102	107
14:00	95	113	92	94	141	116	152	107	115
15:00	128	145	138	144	167	130	158	144	144
16:00	164	165	151	160	151	148	154	158	156
17:00	153	149	151	148	186	157	166	157	159
18:00	91	119	96	100	130	127	124	107	112
19:00	61	76	59	63	102	93	94	72	78
20:00	47	41	57	54	79	57	81	56	59
21:00	21	32	29	32	35	41	30	30	31
22:00	18	18	22	34	22	35	13	23	23
23:00	5	15	11	23	23	23	5	15	15
12H,7-19	1623	1754	1665	1683	1845	1468	1447	1714	1641
16H,6-22	1945	2080	1989	1991	2219	1696	1671	2045	1942
18H,6-24	1968	2113	2022	2048	2264	1754	1689	2083	1980
24H,0-24	2076	2198	2117	2149	2356	1802	1735	2179	2062
Am	07:00	07:00	07:00	07:00	07:00	11:00	11:00	-	-
Peak	283	278	279	276	262	135	136	276	236
Pm	16:00	16:00	17:00	16:00	17:00	17:00	17:00	-	-
Peak	164	165	151	160	186	157	166	165	164

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 26-Apr-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	26/04/2010	27/04/2010	28/04/2010	29/04/2010	30/04/2010	01/05/2010	02/05/2010	Av	Av
00:00	8	3	3	6	3	22	5	5	7
01:00	3	4	6	4	3	12	4	4	5
02:00	3	5	6	4	5	18	5	5	7
03:00	14	4	9	6	6	10	1	8	7
04:00	15	13	6	15	13	28	0	12	13
05:00	72	70	71	71	56	52	17	68	58
06:00	170	183	180	177	178	38	20	178	135
07:00	253	286	286	271	234	81	42	266	208
08:00	262	252	255	254	242	106	46	253	202
09:00	137	127	132	116	126	94	70	128	115
10:00	108	126	113	129	118	128	85	119	115
11:00	114	104	130	116	126	130	106	118	118
12:00	92	85	91	123	121	149	118	102	111
13:00	105	101	124	112	120	124	96	112	112
14:00	113	102	103	99	105	116	91	104	104
15:00	111	136	134	144	179	158	122	141	141
16:00	149	150	149	150	162	145	115	152	146
17:00	151	135	168	150	142	149	117	149	145
18:00	85	98	98	101	107	115	70	98	96
19:00	53	89	92	72	154	96	74	92	90
20:00	37	51	53	50	151	128	41	68	73
21:00	34	30	34	25	103	90	33	45	50
22:00	17	14	32	19	41	42	25	25	27
23:00	8	8	11	15	48	15	10	18	16
12H,7-19	1680	1702	1783	1765	1782	1495	1078	1742	1612
16H,6-22	1974	2055	2142	2089	2368	1847	1246	2126	1960
18H,6-24	1999	2077	2185	2123	2457	1904	1281	2168	2004
24H,0-24	2114	2176	2286	2229	2543	2046	1313	2270	2101
Am	08:00	07:00	07:00	07:00	08:00	11:00	11:00	-	-
Peak	262	286	286	271	242	130	106	269	226
Pm	17:00	16:00	17:00	17:00	15:00	15:00	15:00	-	-
Peak	151	150	168	150	179	158	122	160	154

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 03-May-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	03/05/2010	04/05/2010	05/05/2010	06/05/2010	07/05/2010	08/05/2010	09/05/2010	Av	Av
00:00	5	9	3	6	8	4	15	6	7
01:00	4	5	2	4	8	5	12	5	6
02:00	1	6	4	3	6	5	4	4	4
03:00	0	1	4	3	4	3	2	2	2
04:00	7	26	11	20	14	8	2	16	13
05:00	12	79	64	83	67	22	7	61	48
06:00	26	191	192	165	172	42	30	149	117
07:00	54	282	265	266	226	69	37	219	171
08:00	61	246	281	269	222	103	64	216	178
09:00	93	158	133	126	137	95	78	129	117
10:00	130	100	92	96	110	114	101	106	106
11:00	99	98	104	125	121	121	116	109	112
12:00	156	108	96	123	112	146	116	119	122
13:00	182	104	104	113	131	115	115	127	123
14:00	230	101	98	128	108	114	109	133	127
15:00	272	133	124	155	150	126	129	167	156
16:00	245	145	146	153	153	126	147	168	159
17:00	185	156	166	144	154	124	124	161	150
18:00	131	99	103	100	100	98	99	107	104
19:00	99	71	68	61	84	64	68	77	74
20:00	47	44	47	69	52	48	50	52	51
21:00	36	27	28	36	40	26	32	33	32
22:00	26	22	18	17	25	25	13	22	21
23:00	11	9	12	10	16	21	5	12	12
12H,7-19	1838	1730	1712	1798	1724	1351	1235	1760	1627
16H,6-22	2046	2063	2047	2129	2072	1531	1415	2071	1900
18H,6-24	2083	2094	2077	2156	2113	1577	1433	2105	1933
24H,0-24	2112	2220	2165	2275	2220	1624	1475	2198	2013
Am	10:00	07:00	08:00	08:00	07:00	11:00	11:00	-	-
Peak	130	282	281	269	226	121	116	238	204
Pm	15:00	17:00	17:00	15:00	17:00	12:00	16:00	-	-
Peak	272	156	166	155	154	146	147	181	171

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 10-May-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	10/05/2010	11/05/2010	12/05/2010	13/05/2010	14/05/2010	15/05/2010	16/05/2010	Av	Av
00:00	4	3	5	10	11	13	16	7	9
01:00	4	1	4	2	6	2	6	3	4
02:00	3	6	5	2	4	10	7	4	5
03:00	5	4	6	3	7	3	2	5	4
04:00	20	14	11	15	16	8	4	15	13
05:00	83	65	68	65	62	17	9	69	53
06:00	186	188	185	191	172	34	25	184	140
07:00	279	278	292	257	257	87	45	273	214
08:00	229	271	246	230	233	100	76	242	198
09:00	117	124	115	132	154	97	95	128	119
10:00	90	96	115	113	95	161	126	102	114
11:00	87	87	108	90	110	146	113	96	106
12:00	119	90	92	112	116	115	117	106	109
13:00	111	110	101	90	128	123	149	108	116
14:00	96	110	115	107	125	114	111	111	111
15:00	107	127	131	150	141	135	121	131	130
16:00	147	138	152	150	138	150	131	145	144
17:00	138	141	161	151	140	170	142	146	149
18:00	82	106	84	107	115	86	118	99	100
19:00	57	61	54	58	84	87	83	63	69
20:00	42	25	36	39	53	55	59	39	44
21:00	29	37	32	35	46	31	34	36	35
22:00	27	26	30	30	24	27	19	27	26
23:00	9	13	12	12	19	17	5	13	12
12H,7-19	1602	1678	1712	1689	1752	1484	1344	1687	1609
16H,6-22	1916	1989	2019	2012	2107	1691	1545	2009	1897
18H,6-24	1952	2028	2061	2054	2150	1735	1569	2049	1936
24H,0-24	2071	2121	2160	2151	2256	1788	1613	2152	2023
Am	07:00	07:00	07:00	07:00	07:00	10:00	10:00	-	-
Peak	279	278	292	257	257	161	126	273	236
Pm	16:00	17:00	17:00	17:00	15:00	17:00	13:00	-	-
Peak	147	141	161	151	141	170	149	148	151

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 17-May-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	17/05/2010	18/05/2010	19/05/2010	20/05/2010	21/05/2010	22/05/2010	23/05/2010	Av	Av
00:00	6	6	4	6	6	9	15	6	7
01:00	5	2	4	4	3	3	4	4	4
02:00	3	6	6	2	8	3	1	5	4
03:00	6	4	5	6	7	6	4	6	5
04:00	17	13	16	12	14	14	3	14	13
05:00	75	64	69	75	65	20	12	70	54
06:00	181	188	177	162	159	35	22	173	132
07:00	276	275	282	285	258	82	51	275	216
08:00	240	242	242	238	214	105	80	235	194
09:00	104	120	139	129	119	130	103	122	121
10:00	100	99	95	129	122	124	142	109	116
11:00	91	102	88	120	117	122	154	104	113
12:00	94	112	115	113	102	158	132	107	118
13:00	94	101	121	101	124	162	127	108	119
14:00	100	101	114	127	118	109	147	112	117
15:00	134	133	140	140	178	127	167	145	146
16:00	145	122	165	148	147	140	187	145	151
17:00	135	158	167	174	140	154	175	155	158
18:00	89	108	102	112	154	140	159	113	123
19:00	57	67	64	87	128	87	119	81	87
20:00	40	36	54	57	59	62	100	49	58
21:00	33	46	31	40	36	56	58	37	43
22:00	22	26	31	26	31	46	25	27	30
23:00	10	17	12	13	17	20	15	14	15
12H,7-19	1602	1673	1770	1816	1793	1553	1624	1731	1690
16H,6-22	1913	2010	2096	2162	2175	1793	1923	2071	2010
18H,6-24	1945	2053	2139	2201	2223	1859	1963	2112	2055
24H,0-24	2057	2148	2243	2306	2326	1914	2002	2216	2142
Am	07:00	07:00	07:00	07:00	07:00	09:00	11:00	-	-
Peak	276	275	282	285	258	130	154	275	237
Pm	16:00	17:00	17:00	17:00	15:00	13:00	16:00	-	-
Peak	145	158	167	174	178	162	187	164	167

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 24-May-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	24/05/2010	25/05/2010	26/05/2010	27/05/2010	28/05/2010	29/05/2010	30/05/2010	Av	Av
00:00	3	4	3	9	4	6	20	5	7
01:00	5	5	4	4	4	4	3	4	4
02:00	2	4	2	7	4	3	2	4	3
03:00	5	2	5	10	3	7	1	5	5
04:00	12	15	12	14	17	5	5	14	11
05:00	72	65	62	54	63	19	6	63	49
06:00	194	176	194	195	160	31	31	184	140
07:00	275	270	260	254	235	78	41	259	202
08:00	221	213	214	225	209	104	54	216	177
09:00	125	144	139	131	124	111	96	133	124
10:00	104	99	111	110	119	151	128	109	117
11:00	101	110	94	107	124	117	135	107	113
12:00	96	109	116	102	105	144	169	106	120
13:00	125	96	102	118	129	128	127	114	118
14:00	97	115	109	110	113	134	144	109	117
15:00	137	134	132	145	140	120	174	138	140
16:00	145	137	157	155	179	141	158	155	153
17:00	160	150	137	156	153	150	152	151	151
18:00	84	107	105	111	131	123	128	108	113
19:00	74	73	62	74	86	82	80	74	76
20:00	37	58	36	58	87	60	80	55	59
21:00	35	35	32	33	44	32	33	36	35
22:00	19	27	25	20	22	35	35	23	26
23:00	12	10	10	15	23	31	14	14	16
12H,7-19	1670	1684	1676	1724	1761	1501	1506	1703	1646
16H,6-22	2010	2026	2000	2084	2138	1706	1730	2052	1956
18H,6-24	2041	2063	2035	2119	2183	1772	1779	2088	1999
24H,0-24	2140	2158	2123	2217	2278	1816	1816	2183	2078
Am	07:00	07:00	07:00	07:00	07:00	10:00	11:00	-	-
Peak	275	270	260	254	235	151	135	259	226
Pm	17:00	17:00	16:00	17:00	16:00	17:00	15:00	-	-
Peak	160	150	157	156	179	150	174	160	161

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 31-May-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	31/05/2010	01/06/2010	02/06/2010	03/06/2010	04/06/2010	05/06/2010	06/06/2010	Av	Av
00:00	7	4	1	11	7	8	19	6	8
01:00	4	2	5	4	4	6	4	4	4
02:00	6	4	4	3	6	3	7	5	5
03:00	2	6	3	12	4	4	3	5	5
04:00	5	17	8	20	24	8	10	15	13
05:00	12	71	62	64	60	21	12	54	43
06:00	37	188	163	159	163	52	22	142	112
07:00	46	241	254	245	227	79	45	203	162
08:00	47	220	197	199	195	115	45	172	145
09:00	82	149	147	133	130	106	81	128	118
10:00	108	119	106	125	131	127	113	118	118
11:00	149	116	110	129	152	126	125	131	130
12:00	137	110	123	122	135	141	127	125	128
13:00	91	120	107	132	145	122	107	119	118
14:00	150	114	117	130	151	127	136	132	132
15:00	132	128	137	169	151	146	143	143	144
16:00	159	144	181	165	204	148	149	171	164
17:00	157	154	174	183	182	157	139	170	164
18:00	122	117	140	118	143	119	127	128	127
19:00	88	78	105	106	111	107	84	98	97
20:00	64	51	75	58	90	60	62	68	66
21:00	50	30	44	46	52	55	36	44	45
22:00	28	21	38	34	39	41	23	32	32
23:00	10	12	10	16	17	25	12	13	15
12H,7-19	1380	1732	1793	1850	1946	1513	1337	1740	1650
16H,6-22	1619	2079	2180	2219	2362	1787	1541	2092	1970
18H,6-24	1657	2112	2228	2269	2418	1853	1576	2137	2016
24H,0-24	1693	2216	2311	2383	2523	1903	1631	2225	2094
Am	11:00	07:00	07:00	07:00	07:00	10:00	11:00	-	-
Peak	149	241	254	245	227	127	125	223	195
Pm	16:00	17:00	16:00	17:00	16:00	17:00	16:00	-	-
Peak	159	154	181	183	204	157	149	176	170

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 07-Jun-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	07/06/2010	08/06/2010	09/06/2010	10/06/2010	11/06/2010	12/06/2010	13/06/2010	Av	Av
00:00	2	1	5	6	3	9	6	3	5
01:00	4	2	4	3	3	5	1	3	3
02:00	2	2	4	0	2	10	6	2	4
03:00	6	8	5	4	5	6	3	6	5
04:00	19	15	9	15	14	5	4	14	12
05:00	79	63	56	79	60	22	12	67	53
06:00	192	189	156	180	161	33	21	176	133
07:00	285	292	256	304	246	80	26	277	213
08:00	252	249	251	218	214	106	68	237	194
09:00	112	148	114	130	124	128	91	126	121
10:00	120	85	114	101	127	111	116	109	111
11:00	88	93	111	123	101	119	137	103	110
12:00	94	89	103	108	114	126	143	102	111
13:00	104	94	116	100	105	90	118	104	104
14:00	99	104	126	98	139	125	128	113	117
15:00	118	127	122	108	143	145	159	124	132
16:00	151	142	151	136	155	144	165	147	149
17:00	137	136	143	134	149	143	156	140	143
18:00	93	120	114	103	127	108	115	111	111
19:00	61	60	70	66	80	59	88	67	69
20:00	45	40	56	52	71	51	83	53	57
21:00	39	36	41	42	32	42	50	38	40
22:00	16	16	24	20	33	37	21	22	24
23:00	8	18	7	11	26	15	7	14	13
12H,7-19	1653	1679	1721	1663	1744	1425	1422	1692	1615
16H,6-22	1990	2004	2044	2003	2088	1610	1664	2026	1915
18H,6-24	2014	2038	2075	2034	2147	1662	1692	2062	1952
24H,0-24	2126	2129	2158	2141	2234	1719	1724	2158	2033
Am	07:00	07:00	07:00	07:00	07:00	09:00	11:00	-	-
Peak	285	292	256	304	246	128	137	277	235
Pm	16:00	16:00	16:00	16:00	16:00	15:00	16:00	-	-
Peak	151	142	151	136	155	145	165	147	149

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 14-Jun-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	14/06/2010	15/06/2010	16/06/2010	17/06/2010	18/06/2010	19/06/2010	20/06/2010	Av	Av
00:00	4	3	3	6	4	10	20	4	7
01:00	3	2	4	1	1	4	2	2	2
02:00	1	6	3	4	6	6	2	4	4
03:00	8	4	5	6	6	3	4	6	5
04:00	22	17	16	20	13	7	1	18	14
05:00	59	55	58	67	57	14	11	59	46
06:00	200	188	186	193	164	44	32	186	144
07:00	270	293	268	254	252	73	47	267	208
08:00	241	206	221	259	232	102	57	232	188
09:00	123	134	139	117	116	93	108	126	119
10:00	89	107	116	105	115	129	136	106	114
11:00	103	102	104	97	109	121	144	103	111
12:00	94	101	102	112	113	142	159	104	118
13:00	93	86	111	110	140	114	152	108	115
14:00	-	113	107	124	132	117	151	119	123
15:00	122	135	128	118	135	137	138	128	130
16:00	138	133	147	158	161	122	167	147	147
17:00	137	144	142	146	173	166	161	148	153
18:00	85	99	117	105	120	205	128	105	123
19:00	68	53	58	62	76	133	100	63	79
20:00	38	46	50	66	40	95	92	48	61
21:00	37	37	33	43	44	39	36	39	38
22:00	27	28	30	26	22	34	19	27	27
23:00	12	14	13	16	11	27	13	13	15
12H,7-19	-	1653	1702	1705	1798	1521	1548	1715	1663
16H,6-22	-	1977	2029	2069	2122	1832	1808	2049	1984
18H,6-24	-	2019	2072	2111	2155	1893	1840	2089	2026
24H,0-24	-	2106	2161	2215	2242	1937	1880	2181	2103
Am	07:00	07:00	07:00	08:00	07:00	10:00	11:00	-	-
Peak	270	293	268	259	252	129	144	268	231
Pm	-	17:00	16:00	16:00	17:00	18:00	16:00	-	-
Peak	-	144	147	158	173	205	167	156	164

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 21-Jun-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	21/06/2010	22/06/2010	23/06/2010	24/06/2010	25/06/2010	26/06/2010	27/06/2010	Av	Av
00:00	5	3	6	5	4	13	18	5	8
01:00	7	7	7	1	7	1	9	6	6
02:00	5	2	4	2	5	4	3	4	4
03:00	8	7	3	9	6	5	3	7	6
04:00	20	16	19	12	12	9	3	16	13
05:00	59	59	62	63	55	11	11	60	46
06:00	174	189	158	193	158	42	25	174	134
07:00	269	275	318	276	245	72	33	277	213
08:00	215	256	223	206	223	114	58	225	185
09:00	124	138	109	132	143	135	97	129	125
10:00	107	120	121	130	100	134	133	116	121
11:00	100	104	105	101	137	108	115	109	110
12:00	93	101	112	128	130	122	135	113	117
13:00	102	84	116	113	132	134	118	109	114
14:00	110	116	112	121	110	144	109	114	117
15:00	146	159	111	137	144	155	95	139	135
16:00	156	157	108	180	160	148	88	152	142
17:00	143	156	152	145	162	143	178	152	154
18:00	86	90	92	110	127	146	149	101	114
19:00	60	70	80	88	98	102	138	79	91
20:00	59	56	47	73	66	87	78	60	67
21:00	36	37	38	42	33	64	57	37	44
22:00	26	26	33	24	37	44	22	29	30
23:00	8	12	11	17	23	45	9	14	18
12H,7-19	1651	1756	1679	1779	1813	1555	1308	1736	1649
16H,6-22	1980	2108	2002	2175	2168	1850	1606	2087	1984
18H,6-24	2014	2146	2046	2216	2228	1939	1637	2130	2032
24H,0-24	2118	2240	2147	2308	2317	1982	1684	2226	2114
Am	07:00	07:00	07:00	07:00	07:00	09:00	10:00	-	-
Peak	269	275	318	276	245	135	133	277	236
Pm	16:00	15:00	17:00	16:00	17:00	15:00	17:00	-	-
Peak	156	159	152	180	162	155	178	162	163

Created at 15:38:29 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 28-Jun-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	28/06/2010	29/06/2010	30/06/2010	01/07/2010	02/07/2010	03/07/2010	04/07/2010	Av	Av
00:00	5	6	4	6	8	22	16	6	10
01:00	4	3	7	1	1	10	11	3	5
02:00	3	0	5	6	11	2	5	5	5
03:00	3	6	5	5	5	9	3	5	5
04:00	18	17	11	19	14	8	4	16	13
05:00	76	70	49	72	55	22	14	64	51
06:00	208	179	202	196	169	36	30	191	146
07:00	268	274	273	277	263	76	53	271	212
08:00	238	238	231	229	230	102	61	233	190
09:00	131	142	130	109	151	121	103	133	127
10:00	107	99	109	112	110	128	125	107	113
11:00	103	112	118	101	110	135	142	109	117
12:00	95	91	102	106	129	152	139	105	116
13:00	115	98	112	134	116	114	141	115	119
14:00	104	-	117	104	131	167	140	114	125
15:00	137	122	134	127	148	155	169	134	142
16:00	163	134	151	162	164	166	189	155	161
17:00	141	148	180	154	152	159	171	155	158
18:00	92	109	115	100	118	143	151	107	118
19:00	80	68	65	72	100	98	120	77	86
20:00	60	42	59	76	79	62	90	63	67
21:00	50	43	54	44	62	71	46	51	53
22:00	32	18	35	30	48	46	23	33	33
23:00	11	16	11	14	40	25	14	18	19
12H,7-19	1694	-	1772	1715	1822	1618	1584	1751	1708
16H,6-22	2092	-	2152	2103	2232	1885	1870	2145	2068
18H,6-24	2135	-	2198	2147	2320	1956	1907	2200	2123
24H,0-24	2244	-	2279	2256	2414	2029	1960	2298	2211
Am	07:00	07:00	07:00	07:00	07:00	11:00	11:00	-	-
Peak	268	274	273	277	263	135	142	271	233
Pm	16:00	-	17:00	16:00	16:00	14:00	16:00	-	-
Peak	163	-	180	162	164	167	189	167	170

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 05-Jul-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	05/07/2010	06/07/2010	07/07/2010	08/07/2010	09/07/2010	10/07/2010	11/07/2010	Av	Av
00:00	3	4	7	7	3	10	16	5	7
01:00	6	0	2	4	4	7	11	3	5
02:00	4	2	1	8	6	4	5	4	4
03:00	6	7	8	10	10	4	3	8	7
04:00	18	9	12	10	13	4	2	12	10
05:00	62	55	65	64	51	20	12	59	47
06:00	204	170	171	179	176	53	23	180	139
07:00	272	263	277	251	256	85	60	264	209
08:00	221	275	251	245	213	95	59	241	194
09:00	125	146	132	122	149	145	95	135	131
10:00	123	110	120	104	144	140	104	120	121
11:00	100	113	108	106	140	121	128	113	117
12:00	112	123	114	102	129	139	113	116	119
13:00	97	89	105	106	132	112	109	106	107
14:00	133	121	119	122	147	130	128	128	129
15:00	132	149	129	154	166	144	130	146	143
16:00	157	146	162	161	186	138	147	162	157
17:00	157	162	154	183	146	133	189	160	161
18:00	93	108	118	134	138	152	154	118	128
19:00	84	70	74	85	99	117	116	82	92
20:00	51	48	45	68	89	71	66	60	63
21:00	37	23	44	55	55	77	57	43	50
22:00	18	23	25	27	46	51	38	28	33
23:00	10	9	14	17	30	46	11	16	20
12H,7-19	1722	1805	1789	1790	1946	1534	1416	1810	1715
16H,6-22	2098	2116	2123	2177	2365	1852	1678	2176	2058
18H,6-24	2126	2148	2162	2221	2441	1949	1727	2220	2111
24H,0-24	2225	2225	2257	2324	2528	1998	1776	2312	2190
Am	07:00	08:00	07:00	07:00	07:00	09:00	11:00	-	-
Peak	272	275	277	251	256	145	128	266	229
Pm	17:00	17:00	16:00	17:00	16:00	18:00	17:00	-	-
Peak	157	162	162	183	186	152	189	170	170

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 12-Jul-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	12/07/2010	13/07/2010	14/07/2010	15/07/2010	16/07/2010	17/07/2010	18/07/2010	Av	Av
00:00	6	6	6	13	1	9	13	6	8
01:00	5	1	4	6	6	10	9	4	6
02:00	7	4	4	3	5	3	5	5	4
03:00	2	4	4	14	7	3	3	6	5
04:00	22	15	13	18	17	8	2	17	14
05:00	51	51	53	56	54	19	10	53	42
06:00	176	184	174	189	170	46	22	179	137
07:00	253	253	250	233	223	84	36	242	190
08:00	224	218	218	214	204	93	54	216	175
09:00	145	133	124	118	143	95	99	133	122
10:00	111	129	107	110	127	125	101	117	116
11:00	104	105	103	128	123	129	151	113	120
12:00	95	116	103	104	122	122	110	108	110
13:00	102	75	113	124	128	122	132	108	114
14:00	80	97	105	101	129	133	140	102	112
15:00	133	124	125	121	166	133	144	134	135
16:00	155	149	118	185	159	119	135	153	146
17:00	142	156	146	155	138	133	134	147	143
18:00	96	100	99	122	118	126	136	107	114
19:00	68	62	55	67	92	109	93	69	78
20:00	47	54	50	59	67	65	66	55	58
21:00	32	34	41	45	32	54	53	37	42
22:00	26	15	20	22	28	37	29	22	25
23:00	6	13	15	18	21	18	14	15	15
12H,7-19	1640	1655	1611	1715	1780	1414	1372	1680	1598
16H,6-22	1963	1989	1931	2075	2141	1688	1606	2020	1913
18H,6-24	1995	2017	1966	2115	2190	1743	1649	2057	1954
24H,0-24	2088	2098	2050	2225	2280	1795	1691	2148	2032
Am	07:00	07:00	07:00	07:00	07:00	11:00	11:00	-	-
Peak	253	253	250	233	223	129	151	242	213
Pm	16:00	17:00	17:00	16:00	15:00	17:00	15:00	-	-
Peak	155	156	146	185	166	133	144	162	155

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 19-Jul-10

Channel: NORTHBOUND

Time Begin	Mon 19/07/2010	Tue 20/07/2010	Wed 21/07/2010	Thu 22/07/2010	Fri 23/07/2010	Sat 24/07/2010	Sun 25/07/2010	5-Day Av	7-Day Av
00:00	8	7	3	7	5	11	17	6	8
01:00	6	2	5	2	7	8	5	4	5
02:00	3	4	4	5	0	2	1	3	3
03:00	8	6	8	8	6	6	3	7	6
04:00	17	17	10	19	23	11	5	17	15
05:00	67	51	54	50	56	16	8	56	43
06:00	193	192	179	171	170	34	28	181	138
07:00	252	260	260	248	242	80	43	252	198
08:00	202	212	229	220	200	137	83	213	183
09:00	109	125	138	122	135	104	107	126	120
10:00	117	126	108	117	204	119	128	134	131
11:00	100	95	93	117	285	133	143	138	138
12:00	109	91	104	106	349	131	123	152	145
13:00	100	107	126	117	322	114	116	154	143
14:00	120	102	121	109	148	103	129	120	119
15:00	137	144	137	147	152	117	131	143	138
16:00	155	148	152	185	181	147	151	164	160
17:00	158	146	145	139	157	173	137	149	151
18:00	106	112	114	102	104	146	140	108	118
19:00	57	78	74	69	101	114	107	76	86
20:00	47	51	46	62	63	84	71	54	61
21:00	35	43	44	39	40	57	49	40	44
22:00	27	24	35	37	32	46	28	31	33
23:00	16	14	14	14	28	30	7	17	18
12H,7-19	1665	1668	1727	1729	2479	1504	1431	1854	1743
16H,6-22	1997	2032	2070	2070	2853	1793	1686	2204	2072
18H,6-24	2040	2070	2119	2121	2913	1869	1721	2253	2122
24H,0-24	2149	2157	2203	2212	3010	1923	1760	2346	2202
Am	07:00	07:00	07:00	07:00	11:00	08:00	11:00	-	-
Peak	252	260	260	248	285	137	143	261	226
Pm	17:00	16:00	16:00	16:00	12:00	17:00	16:00	-	-
Peak	158	148	152	185	349	173	151	198	188

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 26-Jul-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	26/07/2010	27/07/2010	28/07/2010	29/07/2010	30/07/2010	31/07/2010	01/08/2010	Av	Av
00:00	7	5	2	4	8	9	11	5	7
01:00	5	2	2	1	4	10	3	3	4
02:00	3	3	3	4	5	2	10	4	4
03:00	30	3	5	4	13	2	3	11	9
04:00	66	20	12	17	15	8	4	26	20
05:00	176	50	54	49	55	18	8	77	59
06:00	269	186	149	160	154	40	25	184	140
07:00	247	260	219	233	226	59	32	237	182
08:00	209	189	206	213	178	77	53	199	161
09:00	129	128	126	104	130	94	84	123	114
10:00	118	103	122	108	121	130	100	114	115
11:00	103	111	117	115	121	123	125	113	116
12:00	101	104	108	95	119	122	152	105	114
13:00	98	115	127	112	150	137	116	120	122
14:00	119	114	116	107	105	156	131	112	121
15:00	138	141	154	145	169	117	111	149	139
16:00	167	169	160	152	203	160	160	170	167
17:00	136	141	157	164	151	129	162	150	149
18:00	106	121	111	111	134	122	148	117	122
19:00	69	65	81	73	114	84	87	80	82
20:00	53	51	44	54	87	52	90	58	62
21:00	46	35	47	42	41	59	43	42	45
22:00	20	20	31	30	34	48	17	27	29
23:00	8	17	19	15	23	26	5	16	16
12H,7-19	1671	1696	1723	1659	1807	1426	1374	1711	1622
16H,6-22	2108	2033	2044	1988	2203	1661	1619	2075	1951
18H,6-24	2136	2070	2094	2033	2260	1735	1641	2119	1996
24H,0-24	2423	2153	2172	2112	2360	1784	1680	2244	2098
Am	06:00	07:00	07:00	07:00	07:00	10:00	11:00	-	-
Peak	269	260	219	233	226	130	125	241	209
Pm	16:00	16:00	16:00	17:00	16:00	16:00	17:00	-	-
Peak	167	169	160	164	203	160	162	173	169

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 02-Aug-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	02/08/2010	03/08/2010	04/08/2010	05/08/2010	06/08/2010	07/08/2010	08/08/2010	Av	Av
00:00	6	4	2	4	3	8	17	4	6
01:00	4	3	5	4	3	4	8	4	4
02:00	4	2	6	2	3	4	5	3	4
03:00	7	3	6	10	8	7	3	7	6
04:00	18	15	7	18	17	7	4	15	12
05:00	65	65	58	57	68	18	4	63	48
06:00	176	185	172	166	161	41	16	172	131
07:00	229	224	220	215	223	59	50	222	174
08:00	200	192	194	189	206	85	62	196	161
09:00	93	138	127	131	124	94	77	123	112
10:00	119	118	125	117	99	122	120	116	117
11:00	97	105	112	125	122	104	123	112	113
12:00	94	103	83	142	130	131	136	110	117
13:00	127	111	110	111	-	137	126	115	120
14:00	115	99	113	122	134	137	139	117	123
15:00	114	155	140	139	166	130	142	143	141
16:00	167	157	183	182	163	153	204	170	173
17:00	127	176	134	175	166	170	194	156	163
18:00	109	124	112	139	129	128	142	123	126
19:00	81	84	74	101	92	99	111	86	92
20:00	50	60	62	61	61	71	68	59	62
21:00	34	39	56	50	44	39	41	45	43
22:00	26	19	34	28	32	46	23	28	30
23:00	12	9	11	16	21	25	7	14	14
12H,7-19	1591	1702	1653	1787	-	1450	1515	1683	1626
16H,6-22	1932	2070	2017	2165	-	1700	1751	2046	1954
18H,6-24	1970	2098	2062	2209	-	1771	1781	2085	1997
24H,0-24	2074	2190	2146	2304	-	1819	1822	2179	2076
Am	07:00	07:00	07:00	07:00	07:00	10:00	11:00	-	-
Peak	229	224	220	215	223	122	123	222	194
Pm	16:00	17:00	16:00	16:00	-	17:00	16:00	-	-
Peak	167	176	183	182	-	170	204	177	180

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 09-Aug-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	09/08/2010	10/08/2010	11/08/2010	12/08/2010	13/08/2010	14/08/2010	15/08/2010	Av	Av
00:00	3	4	3	4	5	7	19	4	6
01:00	5	2	7	7	4	9	7	5	6
02:00	8	3	5	7	5	3	4	6	5
03:00	5	12	7	7	9	6	1	8	7
04:00	16	13	14	13	14	9	5	14	12
05:00	72	58	63	67	56	14	9	63	48
06:00	163	159	156	153	130	37	11	152	116
07:00	220	226	236	228	189	57	35	220	170
08:00	198	194	192	197	170	114	55	190	160
09:00	125	117	121	126	145	90	82	127	115
10:00	125	103	108	108	141	146	114	117	121
11:00	121	96	108	116	118	108	126	112	113
12:00	102	91	121	122	106	143	134	108	117
13:00	93	113	125	115	104	110	113	110	110
14:00	109	105	118	109	129	114	115	114	114
15:00	118	134	140	174	157	91	146	145	137
16:00	152	162	155	165	179	140	124	163	154
17:00	152	147	166	169	141	158	169	155	157
18:00	111	112	121	116	110	113	128	114	116
19:00	60	56	86	94	103	97	97	80	85
20:00	53	46	60	76	56	79	70	58	63
21:00	39	25	43	56	38	62	58	40	46
22:00	33	24	25	21	22	44	25	25	28
23:00	13	8	6	16	21	34	8	13	15

12H,7-19	1626	1600	1711	1745	1689	1384	1341	1674	1585
16H,6-22	1941	1886	2056	2124	2016	1659	1577	2005	1894
18H,6-24	1987	1918	2087	2161	2059	1737	1610	2042	1937
24H,0-24	2096	2010	2186	2266	2152	1785	1655	2142	2021

Am	07:00	07:00	07:00	07:00	07:00	10:00	11:00	-	-
Peak	220	226	236	228	189	146	126	220	196
Pm	17:00	16:00	17:00	15:00	16:00	17:00	17:00	-	-
Peak	152	162	166	174	179	158	169	167	166

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 16-Aug-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	16/08/2010	17/08/2010	18/08/2010	19/08/2010	20/08/2010	21/08/2010	22/08/2010	Av	Av
00:00	6	5	4	9	5	10	12	6	7
01:00	5	0	2	2	1	6	4	2	3
02:00	4	6	2	5	6	5	8	5	5
03:00	4	8	3	6	6	11	3	5	6
04:00	15	12	17	15	15	5	5	15	12
05:00	61	59	57	56	57	24	6	58	46
06:00	164	147	142	166	144	38	17	153	117
07:00	216	234	234	212	194	71	38	218	171
08:00	171	177	213	214	180	73	56	191	155
09:00	114	126	122	142	132	97	63	127	114
10:00	108	112	109	125	121	137	94	115	115
11:00	112	111	124	122	127	125	133	119	122
12:00	115	117	120	114	130	123	141	119	123
13:00	103	116	96	117	126	137	141	112	119
14:00	104	104	117	108	134	142	124	113	119
15:00	105	143	126	150	144	130	119	134	131
16:00	146	151	169	208	172	138	141	169	161
17:00	145	139	152	159	167	144	140	152	149
18:00	107	125	129	135	123	139	107	124	124
19:00	76	75	86	94	118	112	80	90	92
20:00	44	49	47	53	68	55	47	52	52
21:00	42	25	41	41	40	34	32	38	36
22:00	18	14	19	20	27	27	12	20	20
23:00	12	12	14	11	20	23	12	14	15
12H,7-19	1546	1655	1711	1806	1750	1456	1297	1694	1603
16H,6-22	1872	1951	2027	2160	2120	1695	1473	2026	1900
18H,6-24	1902	1977	2060	2191	2167	1745	1497	2059	1934
24H,0-24	1997	2067	2145	2284	2257	1806	1535	2150	2013
Am	07:00	07:00	07:00	08:00	07:00	10:00	11:00	-	-
Peak	216	234	234	214	194	137	133	218	195
Pm	16:00	16:00	16:00	16:00	16:00	17:00	16:00	-	-
Peak	146	151	169	208	172	144	141	169	162

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 23-Aug-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	23/08/2010	24/08/2010	25/08/2010	26/08/2010	27/08/2010	28/08/2010	29/08/2010	Av	Av
00:00	1	6	6	15	7	11	12	7	8
01:00	4	4	7	6	4	8	5	5	5
02:00	1	9	3	5	7	6	2	5	5
03:00	3	8	7	4	4	7	5	5	5
04:00	20	21	10	16	11	1	2	16	12
05:00	61	59	72	68	64	20	4	65	50
06:00	157	151	150	135	135	37	27	146	113
07:00	210	234	237	237	220	71	41	228	179
08:00	195	198	200	190	193	87	49	195	159
09:00	119	130	132	134	129	91	82	129	117
10:00	124	133	106	96	125	116	82	117	117
11:00	115	111	102	124	126	134	82	116	124
12:00	113	105	116	117	141	128	82	118	121
13:00	92	105	111	116	115	107	82	108	110
14:00	121	89	104	105	137	103	82	111	113
15:00	138	131	136	153	143	137	82	140	139
16:00	143	139	139	148	162	162	82	146	150
17:00	177	154	165	164	150	155	82	162	159
18:00	100	147	114	114	125	133	82	120	119
19:00	63	81	71	76	86	113	82	75	83
20:00	46	61	54	61	63	62	82	57	58
21:00	21	33	28	33	42	34	82	31	33
22:00	16	24	37	28	34	27	82	28	29
23:00	9	14	11	13	20	19	82	13	14
							82		
							82		
12H,7-19	1647	1676	1662	1698	1766	1424	82	1690	1606
16H,6-22	1934	2002	1965	2003	2092	1670	82	1999	1893
18H,6-24	1959	2040	2013	2044	2146	1716	82	2040	1936
24H,0-24	2049	2147	2118	2158	2243	1769	82	2143	2021
							82		
Am	07:00	07:00	07:00	07:00	07:00	11:00	82	-	-
Peak	210	234	237	237	220	134	82	228	204
							82		
Pm	17:00	17:00	17:00	17:00	16:00	16:00	82	-	-
Peak	177	154	165	164	162	162	82	164	163
							82		

Created at 15:38:30 on 23 Feb 2011

Site No: 00000021

Site Reference: 00000021

B2244 JUNCTION ROAD CRIPPS CORNER

Vehicle Count Report

Week Begin: 30-Aug-10

Channel: NORTHBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin	30/08/2010	31/08/2010	01/09/2010	02/09/2010	03/09/2010	04/09/2010	05/09/2010	Av	Av
00:00	3	3	-	-	-	-	-	3	-
01:00	6	7	-	-	-	-	-	7	-
02:00	3	2	-	-	-	-	-	3	-
03:00	3	3	-	-	-	-	-	3	-
04:00	4	14	-	-	-	-	-	9	-
05:00	15	57	-	-	-	-	-	36	-
06:00	28	159	-	-	-	-	-	94	-
07:00	66	269	-	-	-	-	-	168	-
08:00	57	217	-	-	-	-	-	137	-
09:00	76	149	-	-	-	-	-	113	-
10:00	119	101	-	-	-	-	-	110	-
11:00	136	123	-	-	-	-	-	130	-
12:00	161	118	-	-	-	-	-	140	-
13:00	130	112	-	-	-	-	-	121	-
14:00	148	121	-	-	-	-	-	135	-
15:00	138	118	-	-	-	-	-	128	-
16:00	205	133	-	-	-	-	-	169	-
17:00	219	163	-	-	-	-	-	191	-
18:00	145	122	-	-	-	-	-	134	-
19:00	149	85	-	-	-	-	-	117	-
20:00	82	68	-	-	-	-	-	75	-
21:00	41	23	-	-	-	-	-	32	-
22:00	24	26	-	-	-	-	-	25	-
23:00	7	11	-	-	-	-	-	9	-
12H,7-19	1600	1746	-	-	-	-	-	1673	-
16H,6-22	1900	2081	-	-	-	-	-	1991	-
18H,6-24	1931	2118	-	-	-	-	-	2025	-
24H,0-24	1965	2204	-	-	-	-	-	2085	-
Am	11:00	07:00	-	-	-	-	-	-	-
Peak	136	269	-	-	-	-	-	203	-
Pm	17:00	17:00	-	-	-	-	-	-	-
Peak	219	163	-	-	-	-	-	191	-

Appendix D. Potential RVR timetable

OUTLINE DRAFT TIMETABLE : TENTERDEN - ROBERTSBRIDGE

		ALL SERVICES	ALL SERVICES	RED & GREEN SUNDAYS ONLY	ALL SERVICES	ALL SERVICES	ALL SERVICES	RED & GREEN DAYS ONLY
SET	B	A	B	C	A	B	A	B
Tenterden		10:30	11:45	12:20	13:00	14:15	15:30	16:45
Rolvenden		10:36	11:51	12:26x	13:06	14:21	15:36	16:51
Wittersham		10:44	11:59	12:34	13:14	14:29x	15:44	16:59
Northiam Arr		10:50x	12:05x	12:40x	13:20x	14:35x	15:50x	17:05x
Dep		11:00	12:15	12:50	13:30	14:45	16:00	17:15
Bodiam		11:10	12:25	13:00	13:40	14:55	16:10	17:25
Junction Rd				X	X			
Robertsbridge		11:20	12:35	13:10	14:00	15:15	16:20	17:35
	ALL SERVICES	ALL SERVICES	ALL SERVICES	RED & GREEN SUNDAYS ONLY	ALL SERVICES	ALL SERVICES	RED & GREEN DAYS ONLY	
Robertsbridge	10:35	11:50	13:05	13:50	14:20	15:35	16:50	
Junction Rd			X	X				
Bodiam	10:45	12:00	13:15	14:00	14:30	15:45	17:00	
Northiam Arr	10:55x	12:10x	13:25x	14:10	14:40x	15:55x	17:10x	
Dep				14:22				
Wittersham	11:03	12:18	13:33	14:30x	14:48	16:03	17:18	
Rolvenden	11:11	12:26x	13:41	14:38	14:56	16:11	17:26	
Tenterden	11:17	12:32	13:47	14:44	15:03	16:17	17:32	

Appendix E. KESR days of operation in 2011

TIMETABLE - 2011

A TRAIN SERVICE WILL OPERATE ON THE FOLLOWING DAYS:-

For train times see CODE LETTER for the DAY - where NO code letter is shown there is no service running that day.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
February																			T	T			C	C	C	C	T	T				
March																			S	S							B	B				
April			A	A						B	B	A	A	A	A	A	A	A	A	A	A	B	B	B	I					S		
May		S	S		C	C		A	A			A	A		I	I						A	A			A	A		B	B	I	A
June		A	A	A	A			A	A		S	B				A	A		I	B			A	A		A	A		A	A	A	
July			A	A		A	A	A		A	A		A	A	A		A	A		A	A	A		T	T	T		B	B	B	B	B
August		B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	I	B	B
September		A	A	A	A		A	A	A		B	B		A	A	A		T	T		A	A	A		T	T						
October		B	B					A	A						A	A							A	A	C	C	C	C	A	C		
November											S																					
December				S	S					S	S						S	S					S	S	S				C	C	C	C
January 2012		C	A																													

'A' Service: 3 steam and 2 heritage diesel trains each day. The steam service departs Tenterden at 10.40, 1.15 and 3.30 on 'A' days.

'B' Service: 5 steam trains each day. The steam service departs Tenterden at 11.45 and 2.20 on 'B' days.

'C' Service: 2 steam and 2 heritage diesel trains each day. The steam service departs Tenterden at 10.40 and 1.15 on 'C' days.

'T' Denotes: 'A Day Out with Thomas'TM event days on which an alternative timetable operates.

'I' Denotes: Intensive Timetable days on which a service operates with 8 departures a day (1 every 45 minutes) from 10.45.

'S' Denotes: Special Event days on which an alternative timetable may operate.

Source: Kent & East Sussex Railway <http://www.kesr.org.uk/downloads-section/category/34-2011-timetable.html#>