



**SUBMISSION IN RESPECT OF SITE A50 - APPLEFORD FARM
AS IDENTIFIED UNDER THE EMERGING ESSEX MINERALS
LOCAL PLAN**

APRIL 2024

**PREPARED BY
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SECTION I

INTRODUCTION

- I.1 Brice Aggregates Limited (“BAL”) have been promoting the allocation of a sand and gravel deposit known as Appleford Farm, under the emerging Essex Minerals Local Plan.
- I.2 The site which has been designated the site reference A50 by Essex County Council (“the Council”) has been promoted as an extension to the existing sand and gravel unit at Colemans Farm Quarry near Witham.
- I.3 The existing site is consented until 2034 in terms of extraction, however, the expectation based on current progress is that the site will be exhausted before then.
- I.4 Under the Emerging Minerals Local Plan Review the Council have set out the need to identify sand and gravel resources at a rate of 3.58m tpa through until 2040. The Council have identified that current consented resources in the county are of the order of 22.95 million tonnes, meaning that a further 65.46 million tonnes needs to be identified and allocated as part of the plan process.
- I.5 Site A50 is one of a number of sites being promoted by BAL which include extensions to the existing unit at Colemans Farm Quarry. Site A50 is situated on land to the east of the current site, beyond Braxted Road. The site comprises agricultural farmland but is also subject to a live application to relocate the plant site at the existing quarry.
- I.6 As part of the emerging MLP, the Council has developed and approved a detailed Site Selection Methodology (“SSM”) and implemented this to apply a traffic light scoring system to all fifty two candidate sites promoted through this exercise.
- I.7 The SSM considered sixteen different categories and developed a specific scoring system for each of the sixteen categories. Site A50 has scored Green in five categories; seven in Amber; three in Red/Amber; and one in Red.
- I.8 BAL have commissioned works to examine the application of the SSM relative to this site and consider what mitigation measures could potentially be required to manage identified impacts, and thereby reduce the potential scoring under the given category, in particular where a red or red/amber score was identified.
- I.9 This submission will provide the following:
 - i. Detailed consideration of baseline setting;
 - ii. Presentation of an outline draft working scheme;
 - iii. presentation of outline draft restoration concept; and
 - iv. a detailed review of the criteria used on the SSM, in particular on the six criteria where a high level of scoring has been identified.
- I.10 BAL is providing this information on a proactive basis, consistent with the requirements of front loading under the NPPF. It is also beneficial to the company to identify potential constraints and potential mitigation measures at the site albeit in high level terms in order that detailed schemes of working and restoration can be developed.
- I.11 The SMM summary/site assessment profile presented by the Council as part of this consultation process is reproduced at Appendix I.

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- I.12 The technical reviews provided as part of the submission consider the scope for impact, but are in no way intended to provide a comprehensive Environmental Impact Assessment at this time.
- I.13 BAL would like to secure a Preferred Site status the under the emerging plan, and have therefore provided this detailed information to allow a more developed understanding of the baseline and scope for impact.
- I.14 BAL has a proven track record in the working of sand and gravel sites in the River Blackwater along with the restoration of the same, and can develop a scheme that will have a long term beneficial effect on the site and surrounding area.
- I.15 It is recognised that size and scale of the site could be of concern to a number of interested parties, but if allocated and developed could have many benefits consistent with the objectives of the Minerals Local Plan as follows:-
- a) the site has the potential to provide significant and sustainable quantities of sand and gravel to support the growth and infrastructure requirements the east of the county;
 - b) the location of the site with long term access to the diverted/upgraded A12 is favourable to move the materials to the market in a sustainable manner as possible given the lack of rail and water opportunities in the county;
 - c) the site has the potential to provide a long term more diverse landform of greater value both in landscape and nature conservation terms; and
 - d) the restoration scheme has the potential to deliver significant habitat enhancement that will also have a positive effect on any animal populations along the River Blackwater corridor.
- I.16 Elements of this site are subject to an active application with the County Council. The application reference ESS/42/23/BTE relates to the proposed ***“relocation of plant site, ready mixed concrete plant, bagging plant and associated ancillary facilities, including for establishment and use of a field conveyor network with bridge over Braxted Road; along with enhancement and use of existing points of access off Braxted Road, together with restoration to agricultural land and nature conservation habitats, in advance of the A12 road widening and improvement national infrastructure project on land at Colemans Farm Quarry”***.
- I.17 The application benefits from a comprehensive Environmental Statement that includes a range of technical reports considering matters such as landscape and visual, ecology, hydrology, archaeology, cultural heritage, and amenity related effects, amongst others. These impact assessments support this submission where applicable.
- I.18 The current iteration of the MLP has been released with an extensive evidence base, including forecasts for the new mineral provision in the county, and a separate topic paper on Growth Locations and Projected Growth. The latter document confirms the site setting in the centre of the county with access to a number of “Growth Locations” including Braintree, Chelmsford, Witham, Kelvedon and Maldon.
- I.19 Development at such locations will require both indigenous construction materials sourced from sites such as Colemans Farm Quarry. The same applies to the range of transport and infrastructure projects noted in the Topic Papers.

- I.20 BAL currently only operates from this one location and allowing Colemans Farm Quarry to deplete would see them exit the market thereby reducing competition whilst eliminating the productive capacity of this site and business. Should allocations be secured these would be brought forward in a timely manner to seek planning permissions within the current plan period. This would enable BAL to continue to serve its principal aggregates markets in the south and west of Essex as well as the ready-mix concrete needs of mid-Essex.
- I.21 Should sufficient extension allocations be secured as part of this process, and subject to the necessary planning consents, Colemans Farm Quarry could readily be operated at a higher output that would support the apportionment rate identified in the emerging Essex MLP, in order to support the diversity of supply within the County and the demands of the South and West Essex construction markets.

SECTION 2

BASELINE

- 2.1 The proforma developed by the Council in support of the promotion exercise set out a high level means by which to summarise the baseline setting of the given promotion.
- 2.2 The total site area and proposed extraction for Site A50 was carefully considered in view of existing land uses; perimeter features such as the River Blackwater; nearby commercial units on the farm itself; and residential premises. The areas were also defined based on high level consideration of the need for soils bunds, haulage infrastructure and other ancillary facilities together with the identification of potential biodiversity enhancement areas and/or areas of advance planting. The inclusion of the latter features in particular could be viewed as to the benefit of the scheme irrespective of proximity to sensitive receptors.
- 2.3 The site is situated in a mainly rural context but has residential amenity in proximity, including (with reference to Plan C45/8/3002A):
- Appleford Bridge Cottages to the south;
 - Appleford Farm and Appleford Farm Cottages to the east; and
 - Rose Cottage (and other premises) to the north.
- 2.4 In all cases in particular on residential development the proposed extraction area has been designed to be a minimum of 100m away from the nearest façade of the given receptor. Intervening land would to a degree be used for mitigation purposes including for advanced planting and/or the maintenance of soils bunds.
- 2.5 Notwithstanding the above, given the identified methodology under the Health and Amenity scoring in particular the site boundary has been reviewed and adjusted to provide a minimum 55m stand off from the red line boundary to the given residential receptor. Relative to the commercial units a 10m stand-off has been applied to the site boundary, although there maybe a need to increase this stand off if technical reports commissioned in support of any planning application indicate as such.
- 2.6 It is proposed that the commercial units should be considered as lower sensitivity receptors, and as such do not need to benefit some a large stand-off (see Section 5 below).
- 2.7 An updated proforma is presented at Appendix 2 confirming the revised site area of 21.46 hectares.
- 2.8 Site A50 is situated within the Appleford Farm, which is part of a wider ancestral estate, situated in the parish of Great Braxted in the centre of the county.
- 2.9 The site is located in a wider network of public highways, comprising:
- the A12 which afford a central corridor to access markets across the county; and
 - Braxted Park Road to the west (also identified on the Councils freight hierarchy as an important route).

The site is divided by a private track which is a non-adopted highway and estate track installed by the landowner to afford better connectivity between the farm, commercial units and Braxted Park Road.

- 2.10 The south eastern perimeter of the site is secured by the River Blackwater and the attendant bank side habitats. This area is known and understood to have ecological and landscape value and therefore benefits from a 30m standoff relative to any potential mineral extraction area.
- 2.11 In an historical context, the site is situated in a sensitive setting with Registered Parks and Gardens, Ancient Woodland, Listed Buildings, and a Scheduled Monument, all found in proximity to (but not on) the site together with unscheduled but known archaeological remains within the site. Further detail in this regard is provided as part of this report.
- 2.12 The site extends over an area of approximately 21.46 hectares with a gently rising landform within the site rising from circa 16m AOD in the southeast along the River Blackwater to around 20m AOD in the centre of the site. The effect of this topography, along with surrounding vegetation and land use, serve to constrain views into the site.
- 2.13 In the context of Rights of Way, there are no assets on or adjoining the site.
- 2.14 The technical reports provided at Appendices 3-6 inclusive provide specific details on the baseline setting going beyond a purely desk-based approach.

Geology

- 2.15 The published geological information covering the Site A50 (including Mineral Assessment Report TL81) indicates that the operations (including the proposed allocation) are located in an area of superficial deposits of Pleistocene to recent age, which form part of a terrace system occupying the valley of the River Blackwater.
- 2.16 The sand and gravel deposits (comprising elements of River Terrace and re-worked materials) are underlain by Boulder Clay, which is in turn underlain by the Jurassic London Clays.
- 2.17 Drilling surveys have proven the presence of an almost continuous spread of sand and gravels underlying the whole of the proposed allocation area, overlain by small amounts of sandy clay overburden and soils.
- 2.18 Mineral deposit thickness in the allocation area ranged between 1.3 metres and 5.3 metres, averaging just over 4 metres.
- 2.19 Initial appraisal of grading data indicates that the quality of the sands and gravels is generally consistent, even comparing the upper and lower gravels that may represent different deposits. Generally, across the proposed allocation, the sand and gravel is clean and coarse, comprised on average of 44.5% gravel 51% sand and 6.5% silt.

SECTION 3

OUTLINE WORKING SCHEME

- 3.1 It is considered that Site A50 is a logical extension to the existing operations at Colemans Farm Quarry. BAL is developing an outline working scheme which is illustrated on Plan C45/8/3003A. The aims and objectives of the scheme are as follows:
- to recover the important resources of sand and gravel in as most sustainable manner as possible;
 - to safeguard the amenity of adjacent residential premises and other sensitive land uses;
 - to make sure any woodland or other sensitive habitats on or adjoining the site remains un disturbed and un impacted by the scheme;
 - to ensure that all soils associated with best and most versatile agricultural land are stripped handled and replaced sensitively;
 - to ensure that any features nature conservation value on or adjoining the site are protected and managed as required;
 - to ensure that the setting or significance of adjacent and nearby heritage assets is affected as less as possible and “less than significant harm” is created;
 - ensure best use of all on site resources to minimise the need for imported materials to achieve restoration;
 - to ensure that the public right of way remains available throughout the scheme;
 - to make sure that water is used in an efficient and sustainable manner; and
 - to ensure all water run-off is maintained on site and only discharged in a controlled manner.
- 3.2 It is proposed that the sand and gravel won from Site A50 would be transported to the plant site at Colemans Farm Quarry (or the relocated plant site as per application reference ESS/42/23/BTE), where it will be washed, graded and stocked prior to export off site. BAL have prepared and submitted an application to relocate the plant site onto land known as Appleford Farm.
- 3.3 It is proposed that groundwater will be pumped from the deposit to enable dry workings, with the water pumped initially into on site freshwater lagoons, or a direct discharge off site using a sump consistent with the consented regime at Colemans Farm Quarry.
- 3.4 The sand and gravel will be worked by conventional means with a hydraulic excavator, loading dumper trucks to transport the as raised sand and gravel to either the plant site directly for processing and distribution or, alternatively by loading a feed hopper for a field conveyor to transport the materials to the plant site. In the Sanrio where the A12 doesn't come to fruition as raised material would need to be transported over the Braxted Road into the existing Colemans Quarry complex.
- 3.5 The proposed limit of extraction is illustrated on Plan C45/8/3003A. The proposed extraction area has been defined using the following stand offs: -
- 100m to nearby residential development, including properties on Appleford Farm;
 - 30m to the River Blackwater; and
 - 20m to remaining perimeters (including the adjacent commercial activities).
- 3.6 Plan C45/8/3003A shows seven phases of working each with around 200,000 - 225,000 tonnes of sand and gravel. Each phase would be worked over a period of ten-twelve months, with an

overall extraction period of just over four years. This would be reduced to approximately three years at an output of 300,000 tonnes per annum.

- 3.7 In order to access the full extent of the mineral resource within the proposed allocation it will not be necessary to divert any rights of way assets.

A12

- 3.8 In light of the approved A12 improvement works (which now have royal assent) it may be necessary for BAL to relocate certain elements of the infrastructure of Colemans Farm Quarry, including the processing plant which is currently sited on land which lies within the footprint of the proposed A12 works (refer to Plan C45/8/3001A).
- 3.9 Should the A12 improvement works proceed and it be necessary to relocate the processing plant, it is anticipated that this could be to a location to the east of Braxted Road (refer to Plan C45/8/3003A). It is envisaged that the size and capacity of the relocated plant site would be near identical to the existing arrangements on site.
- 3.10 Should the A12 works not proceed and the processing plant remain in situ at Colemans Quarry, then as-dug material from the proposed allocation could also be transported to the existing processing plant using a field conveyor over the Braxted Road.
- 3.11 In any event, as raised sand and gravel won from the proposed allocation will need to be transported to the infrastructure of the Colemans Farm Quarry complex which will exist at the time. No new access or HGV routing onto the road network is expected to be necessary.
- 3.12 Should the processing plant be relocated, this will be solely as a result of the A12 works and in the first instance to support the working of remaining reserves at the existing Colemans Farm Quarry site.

Advance Planting

- 3.13 In view of the nature and scale of the proposals and the environmental (in particular visual) context of the site, the need for advanced planting over and above existing features is considered to be minimal, but with reference to Plan C45/8/93003A includes for the following:-
- broadleaf woodland shelter belt planting along the northern site perimeter relative to Rose Cottage;
 - increased hedgerow planting relative to Appleford Farm Cottages;
 - management and enhancement of existing woodland and hedgerows, in particular in the centre and south of the site.

Appleford Bridge

- 3.15 The proposed working and restoration scheme is based on the use existing access (suitably enhanced) into the farm. The existing site already has planning consent which amongst other matters allows for a certain level of HGV activity over the bridge to provide ease of access to markets around Tiptree, Braxted, and the Tothams. As such, there would be no need to make any use of Appleford Bridge over and above existing approved rates of activity, or at lesser rates of activity approved via application ref ESS/43/23/BTE.

SECTION 4

OUTLINE RESTORATION CONCEPT

- 4.1 It is proposed that land within Site A50 will be restored primarily to agriculture (refer to Plan C45/8/3004A) thereby safeguarding the value of the best and most versatile soils resources that are likely to be present in the proposed allocation. The proposed restoration concept illustrated in the above referred plan could also provide for selected nature conservation habitat appropriate to the landscape, hydrological and ecological setting of the site.
- 4.2 This submission is mainly based on the assumption that a traditional restoration concept will be delivered (i.e reinstate agricultural land and provide nature conservation benefit).
- 4.3 Section 3 of the draft Minerals Local Plan amongst other matters highlights the importance of restoration to achieve high quality sustainable landforms and land uses. Such schemes should be developed and delivered in a timely manner to minimise the scope for adverse effects over long periods of time.
- 4.4 The restoration of minerals sites are supported by detailed and rigorous management plans to ensure the implementation and development of the restoration schemes. This is supplemented by aftercare schemes to ensure that the land uses and habitats are well managed to ensure their long term integrity. This is a long established principle at the existing quarry at Colemans Farm.
- 4.5 The section recognises the importance of a phased approach of restoration and the scheme provided in this report (although still in outline form) is predicated on this basis. BAL has developed an outline restoration concept which is illustrated on Plan C45/8/3004A. The aims and objectives of the concept are as follows:
- (i) to provide a long term sustainable landform;
 - (ii) to ensure that all best and most versatile agricultural land is restored to arable cultivation to the same or higher standard at the earliest opportunity;
 - (iii) to ensure an improvement in the nature conservation value of the site into the future;
 - (iv) to ensure that the long term setting or significance of adjacent and nearby heritage assets is in no way reduced;
 - (v) ensure best use of all on site resources to minimise the need for imported materials to achieve restoration; and
 - (vi) to ensure all water run-off is maintained on site and only discharged in a controlled manner.
- 4.6 The scheme will contribute positively to the environment, consistent with draft policies S12, and DMI, articulated in the emerging MLP as well as consistent with National Policy Guidance. The nature conservation habitats envisaged include:
- broadleaf woodland;
 - wetland habitats;
 - neutral grassland habitats; and
 - farmland margins.

These are all identified Habitat Management Plans under the adopted Essex BAP, ensuring further positive contributions.

- 4.7 The creation and development of the above habitats will also result in the establishment of environment where many of the species identified under the BAP can flourish, including the farmland bird and invertebrate assemblages.
- 4.8 The value or significance of this scheme can only be determined under detailed assessment. However, even in its conceptual form the scheme has the potential to deliver significant long term and sustainable environmental enhancement to the benefit of the local community and local environs consistent with the objectives of the emerging MLP and the SSM.

SECTION 5

SITE ASSESSMENT

- 5.1 The draft MLP is supported by a number of supporting documents including a Site Selection report. The report (prepared by BPP Consulting and Stantec on behalf of the Council) provides a methodology and review of the decision making process behind the assessment of each of the sites.
- 5.2 The scoring for the site at Appleford Farm is detailed in the proforma reproduced at Appendix I and summarised in Table I below.

Criteria	Scoring
Landscape and Visual Sensitivity	Amber
Biodiversity	Amber
Historic Buildings	Amber
Archaeology	Amber
Flooding	Amber
Transport	Red/Amber
Access	Red/Amber
Public Rights of Way	Green
Geo-Environmental	Green
Hydrology, Hydrogeology and Drainage	Amber
Air Quality	Green
Soil Quality	Amber
Services & Utilities	Red
Health & Amenity	Red/Amber
Green Belt	Green
Airport Safeguarding Zones	Green

Table I: Summary of the scoring of Site A50

- 5.3 As can be seen above of the sixteen criteria examined, four scored as high impact (i.e Red or Red/Amber), including:
- Transport;
 - Access;
 - Services and Utilities; and
 - Health and Amenity.

5.4 Furthermore, seven criteria examined were scored as medium impact (i.e Amber), including:

- Landscape and Visual Sensitivity;
- Biodiversity;
- Historic Buildings;
- Archaeology;
- Flooding;
- Hydrology, Hydrogeology and Drainage; and
- Soils Quality.

5.5 The contents of Appendices 3-6 inclusive will provide appropriate evidence to challenge these some of scores, or suggest mitigation measures to enable the scope for impact to be re-examined.

5.6 Of the four criteria identified as medium or high impact above, none have not been subject to detailed technical review at this time, although BAL would offer some commentary under the following headings.

- Services and Utilities;
- Health and Amenity;
- Transport and Access;
- Flooding; and
- Soils.

Addressing each in turn.

Services and Utilities

5.7 The site assessment (refer Appendix I) scored this element as a High Impact, as utilities are within the site, including a high-pressure gas main.

5.8 The scoring criteria identified in Appendix I of the SSM Report provides for five tiers of scoring. On the basis of the above, BAL would agree that the site is worthy of scoring Red.

5.9 BAL would however note that the relationship between utility assets and mineral workings is clearly defined in statute law and it is respectfully suggested that is not something that a Minerals Planning Authority needs to be concerned with when allocating sites for minerals and waste development.

Health and Amenity

5.10 The SSM reported that **“Two residential buildings, three commercial buildings and a farm building (Appleford Farm) are 10m east and one residential building is 10m west of the Site. One residential building is 70m west, and two residential buildings are 120-130m south of the Site. The Site is bordered by hedgerows but is not well screened from Appleford farm and commercial and residential buildings. The Site is likely to have a major impact on health and amenity and is likely to require high levels of mitigation to make the Site acceptable.”**

5.11 With reference to the attached plans, given the identified methodology under the Health and Amenity scoring (refer to Table 2 of Appendix I of the SSM) the site boundary has been reviewed and adjusted to provide a minimum 55m stand off from the red line boundary to

the given residential receptor. Relative to the commercial units a 10m stand-off has been applied to the site boundary, although there may be a need to increase this stand off if technical reports commissioned in support of any planning application indicate as such.

- 5.12 It is proposed that the commercial units are lower sensitivity receptors, and as such do not need to benefit from a large stand-off.
- 5.13 Relative to the SSM methodology under this criteria as a general point, BAL would not think that commercial premises at Appleford Farm should not be afforded the same level of sensitivity/protection as a residential premises for example.
- 5.14 Based on the commentary provided above and consideration of the scoring criteria in the SSM these changes to the promotion area are suggested to make Site A50 an Amber site under this criteria.

Transport and Access

- 5.15 BAL recognise that there is an area of uncertainty that could be applied to all the potential allocations that have been promoted as an extension to the operations at Colemans Farm. The company also recognises that there is also some overlap with the "Access" criteria under the SSM.
- 5.16 The current site benefits from two access points (one onto Little Bracted Lane and the other onto Bracted Road). The access onto Little Bracted Lane affords almost immediate access to the A12 (i.e the main road) whilst the access onto Bracted Road is onto a secondary distributor. These are scored as Green under the Access methodology acknowledging that they are in place and no further mitigation is required.
- 5.17 When applied to the Transport Criteria (refer to Table 2 of Appendix G of the SSM) it is strongly suggested that the main access onto Little Bracted Road should be scored as "Green" and the access onto Bracted Road should be scored as "Amber" at worst as this asset is a secondary distributor, and is part of the councils identified freight network.
- 5.18 There is a third scenario that post A12 works the plant site would be located onto Appleford Farm and access would be derived off Bracted Road only, which in turn would benefit from an upgraded connection with the A12. As such it is considered that under any of the scenarios Site A50 should be scored as Amber at worst under the "Transport" criteria, and Green scoring under the "Access" criteria (refer to Table 2 of Appendix H of the SSM).
- 5.19 By way of evidence as to technical feasibility of this access, an outline design has been provided as part of a Transport Assessment that accompanies application ref ESS/43/32/BTE. A copy of this report is provided at Appendix 3, and confirms that the existing farm and commercial access can be suitably upgraded to safely accommodate the rates of HGV activity to and from the site.

Flooding

- 5.20 In relation to the "flooding" criteria, most of Site A50 is located in Flood Zones 1 and 2, and whilst elements (less than 15%) whilst it is in a sensitive pluvial and fluvial setting, sand and gravel extraction in such a setting is noted as being '**water compatible development**' under the NPPF and other national policy guidance.
- 5.21 By way of evidence site mapping provided as part of a flood risk assessment submitted in support of application ref ESS/43/23/BTE is reproduced at Appendix 4. The EA's Risk of

Flooding from Surface Water map (Drawing 3279/FRA/04) shows that overall the site has a 'Very Low' risk of flooding from surface water (<0.1% probability each year). Areas identified to be at 'Low' and 'Medium' risk are to the east of the application site, adjacent to the River Blackwater, the outline of which is slightly less than that of the fluvial floodplain. As noted above flooding in this area is not a concern due to operations being water compatible. The FRA reproduced at Appendix 4 also notes that the site is only at a low risk of groundwater flooding.

- 5.22 Whilst the FRA reproduced at Appendix 4 doesn't cover the full extent of Site A50, it does cover the areas of higher sensitivity. As the site is at low risk of both surface water and groundwater flooding, it is proposed that the site should score "Amber/Green" under this criteria using the methodology provided in Table 2 of Appendix F of the SSM. BAL would view this allocation area as having a low risk overall due to its fundamental connectivity to the existing site.

Soils

- 5.23 Under the "Soils" criteria, the site is scored as Amber, indicating the presence of Grade 2 and Best and Most versatile agricultural land. It is understood that the Council have used regional mapping resources whilst ascertaining this scoring.
- 5.24 Soils and a ALC mapping provided as part of Application ref ESS/42/23/BTE has identified a combination of Grade 3a and 3b soils resources, with no Grade 2 present. A copy of the report in this regard is reproduced at Appendix 3. Whilst this does not cover the whole of Site A50, it is viewed as a clear indicator of the variability of soils and agricultural land quality and the likely absence of Grade 2 soils in the area. On this basis, it is respectively submitted that the site should be scored as "Amber/Green" under the RAG methodology provided in Table 2 of Appendix I of the SSM.

SECTION 6

SUMMARY AND CONCLUSIONS

- 6.1 In view of the above assessments it is considered that the scoring for the Site A50 should be amended, as summarised in Table 2 below. Rows shaded in green show areas where the scoring should be altered with the proposed level identified.

Criteria	Scoring
Landscape and Visual Sensitivity	Amber
Biodiversity	Amber
Historic Buildings	Amber
Archaeology	Amber
Flooding	Amber/Green
Transport	Amber
Access	Amber
Public Rights of Way	Green
Geo-Environmental	Green
Hydrology, Hydrogeology and Drainage	Amber
Air Quality	Green
Soil Quality	Amber/Green
Services & Utilities	Amber
Health & Amenity	Amber
Green Belt	Green
Airport Safeguarding Zones	Green

Table 2 – Proposed revised scoring for Site A50

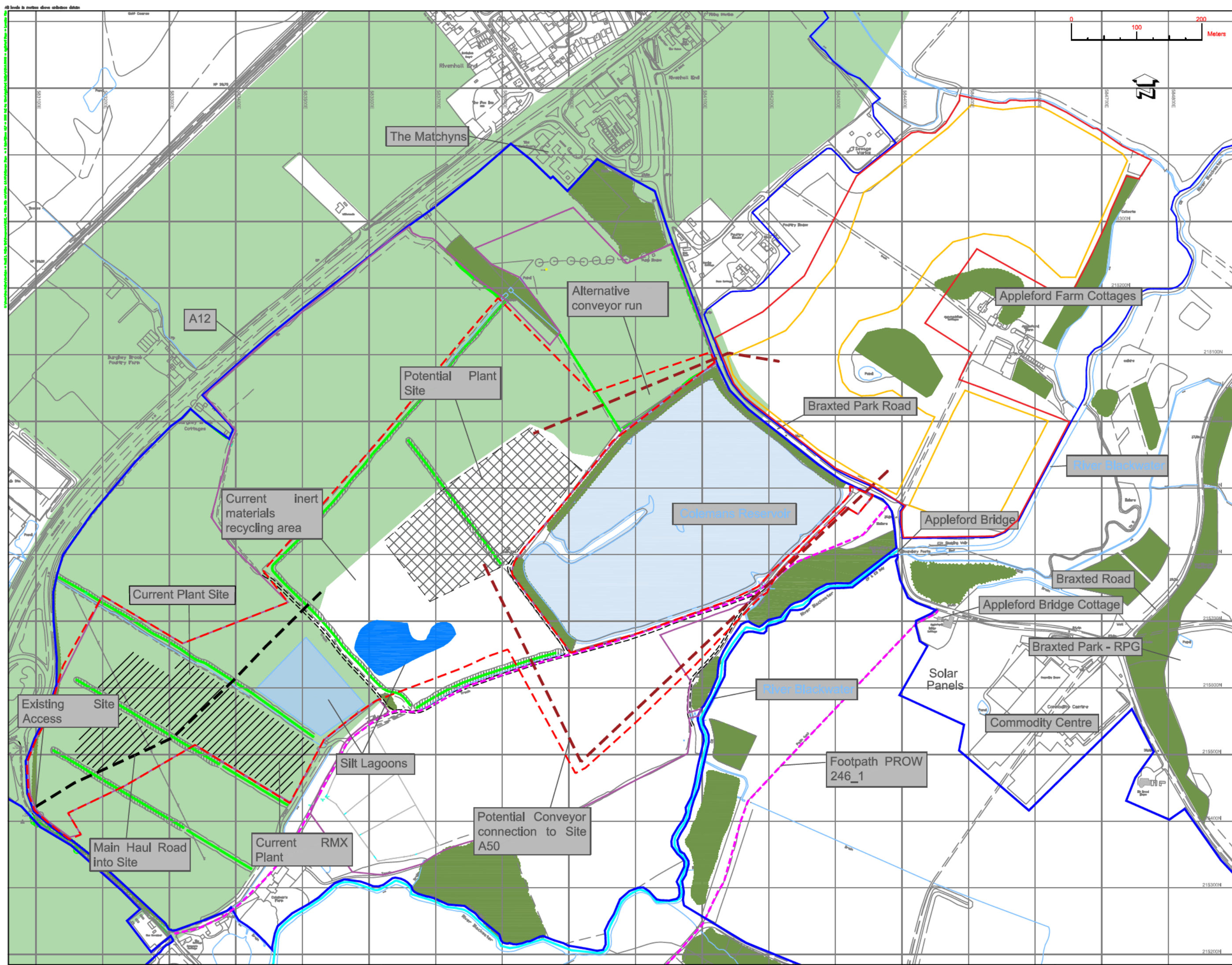
Revised Plans

C45/8/3001A Revised Location Plan

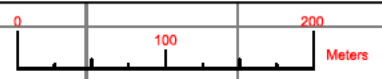
C45/8/3002A Revised Site Plan

C45/8/3003A Revised Concept Working Plan

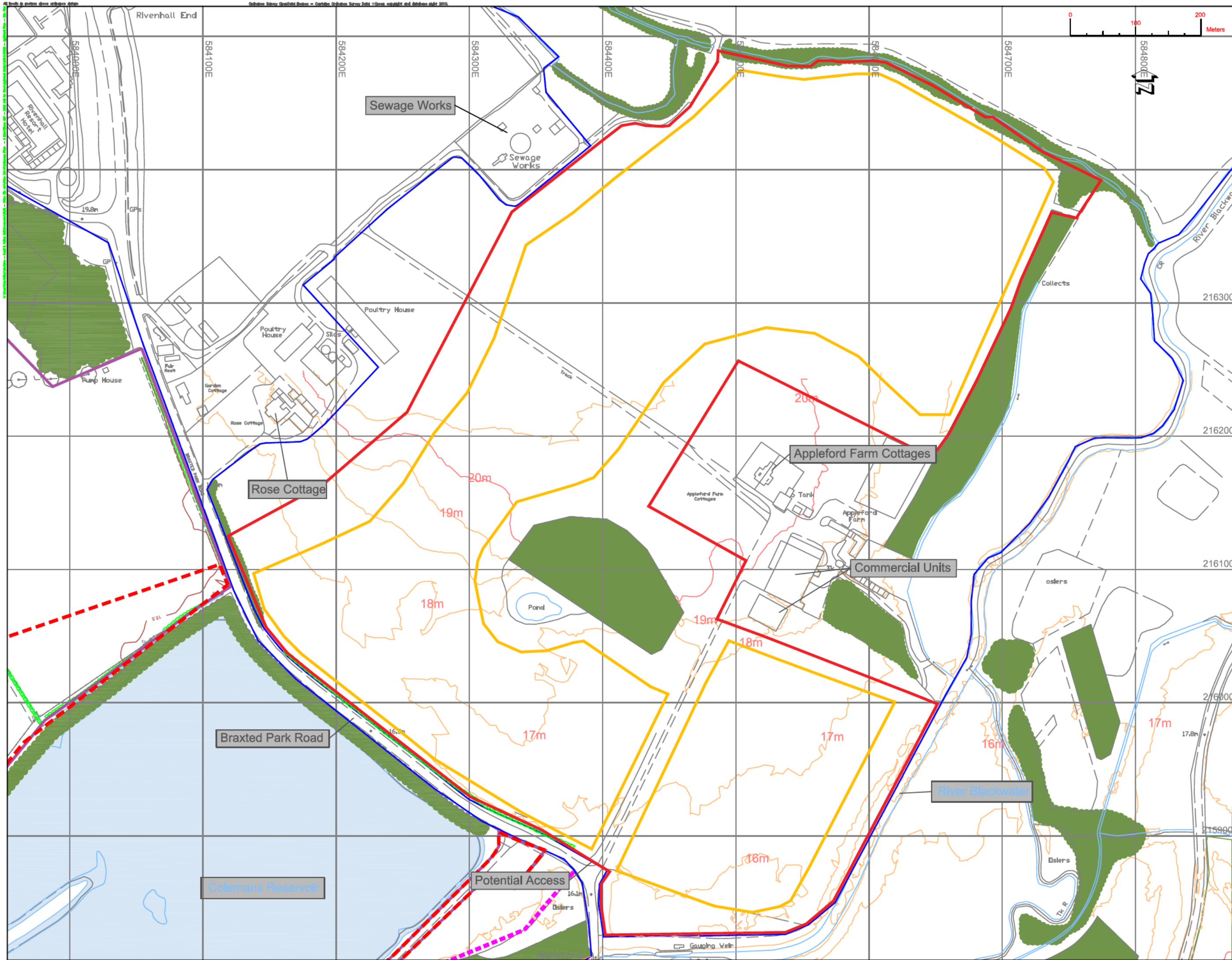
C45/8/3004A Revised Concept Restoration Plan



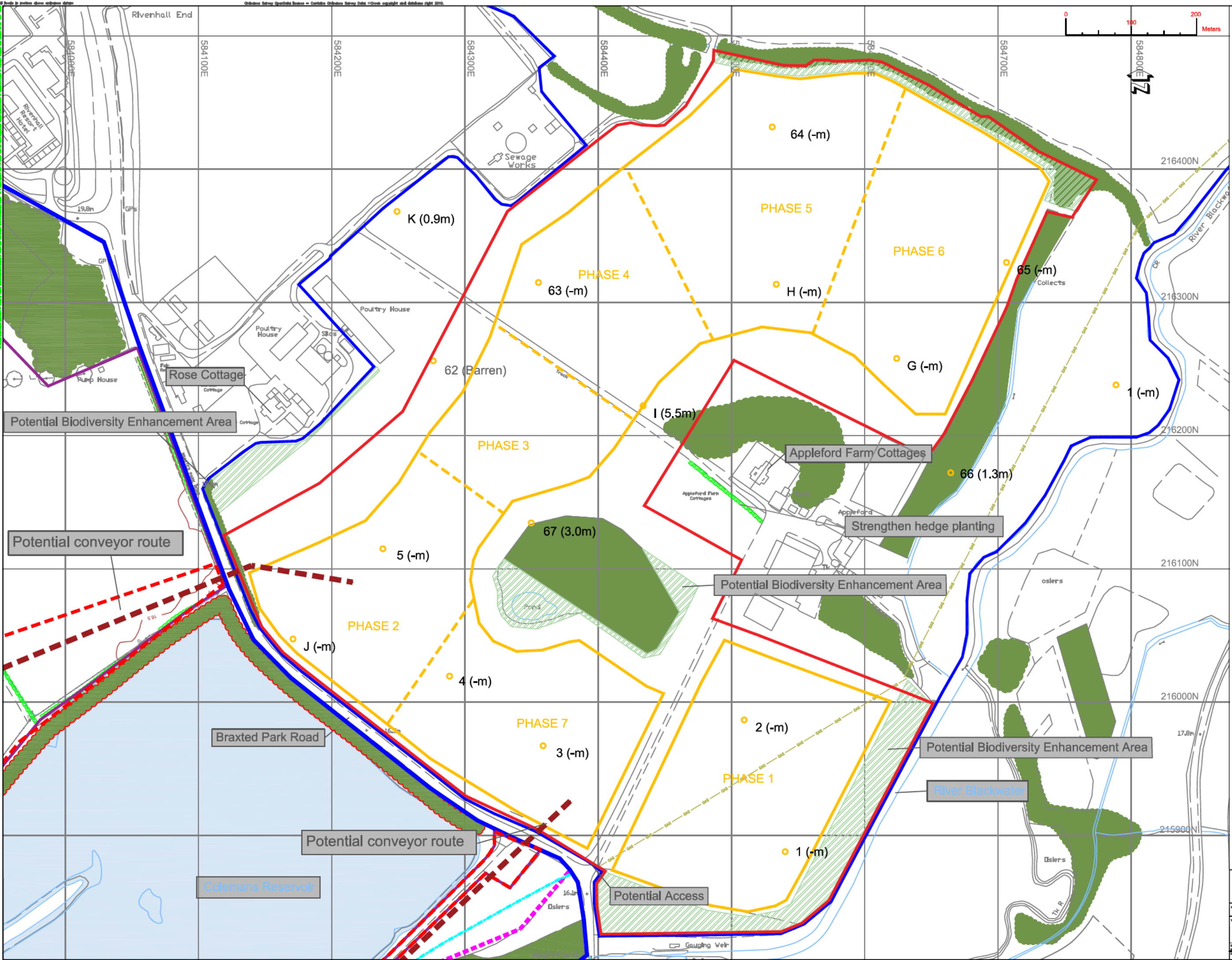
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- LEGEND**
- CURRENT PERMISSION AREA
 - OTHER LAND UNDER APPLICANTS CONTROL
 - PUBLIC RIGHT OF WAY
 - PROPOSED ALLOCATION SITE
 - RESOURCE BLOCK
 - WOODLAND BLOCKS
 - APPROXIMATE EXTENT OF A12 PREFERRED ROUTE AREA
 - CURRENT PLANT SITE
 - POTENTIAL PLANT SITE
 - MAIN HAUL ROAD INTO SITE
 - POTENTIAL HAUL ROAD/CONVEYOR TO SITE A52
 - CURRENT PERMISSION AREA RETAINED TO SUPPORT SITE A52



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- LEGEND**
- PERMISSION AREA
 - OTHER LAND UNDER APPLICANTS CONTROL
 - EXISTING BRIDLEWAY ROUTE
 - PROPOSED ALLOCATION SITE
 - RESOURCE BLOCK
 - WOODLAND BLOCKS
 - CURRENT PERMISSION AREA RETAINED TO SUPPORT SITE A52



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LEGEND

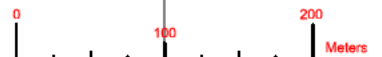
- PERMISSION AREA
- OTHER LAND UNDER APPLICANTS CONTROL
- EXISTING BRIDLEWAY ROUTE
- PROPOSED ALLOCATION SITE
- RESOURCE BLOCK
- WOODLAND BLOCKS
- BOREHOLE ID WITH MINERAL DEPTH IN M
- POTENTIAL BIODIVERSITY ENHANCEMENT AREA
- POTENTIAL HULL ROAD/CONVEYOR TO SITE A52
- CURRENT PERMISSION AREA RETAINED TO SUPPORT SITE A52

BRICE AGGREGATES LIMITED

Land at Appleford Farm, WITHAM, ESSEX

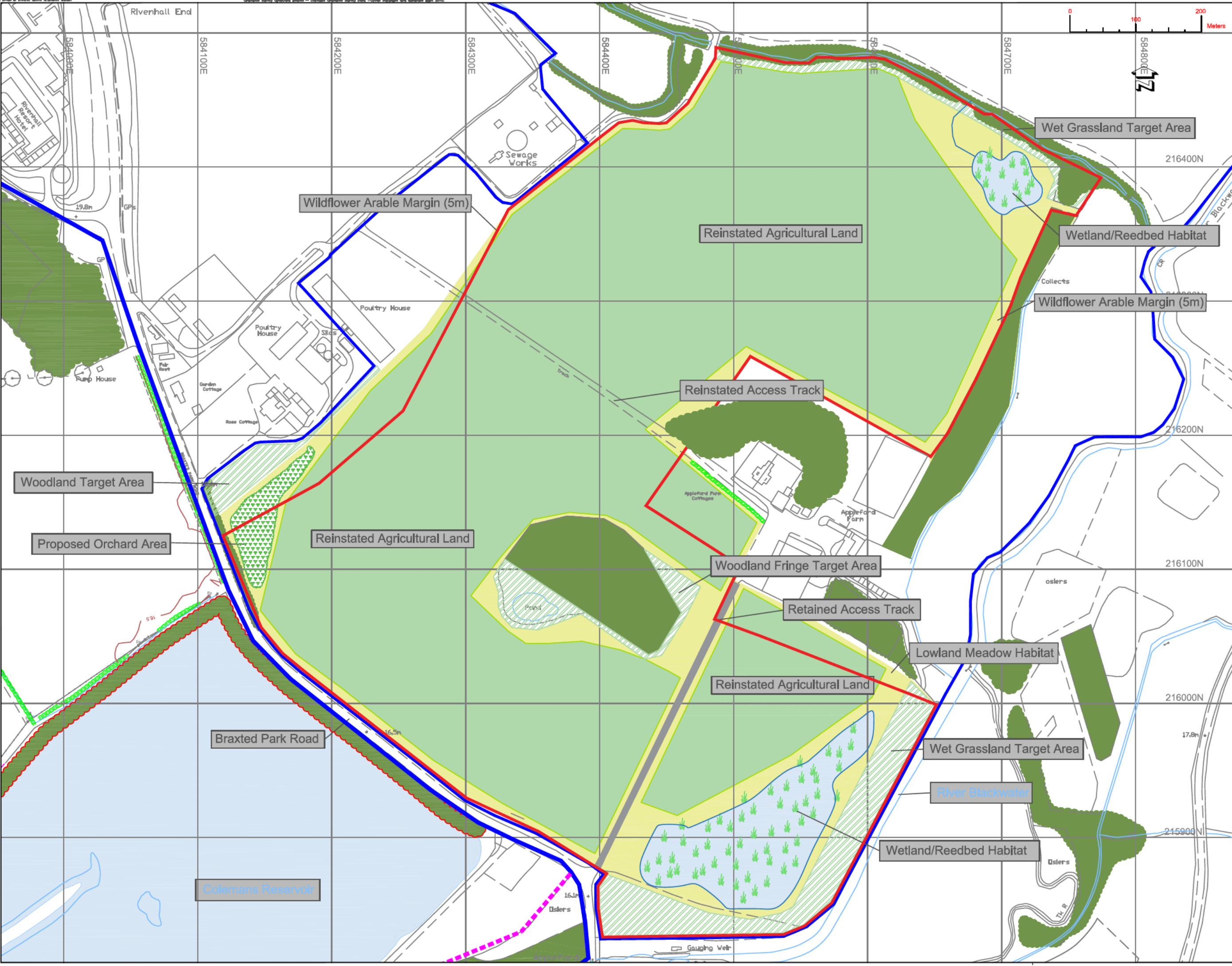
Land at Appleford Farm - Site A50
Concept Working Plan

Scale	1:2500	Date	Oct 24	Drawing No.	
Drawn By	WJ	Checked By	CC		C45/8/3003C



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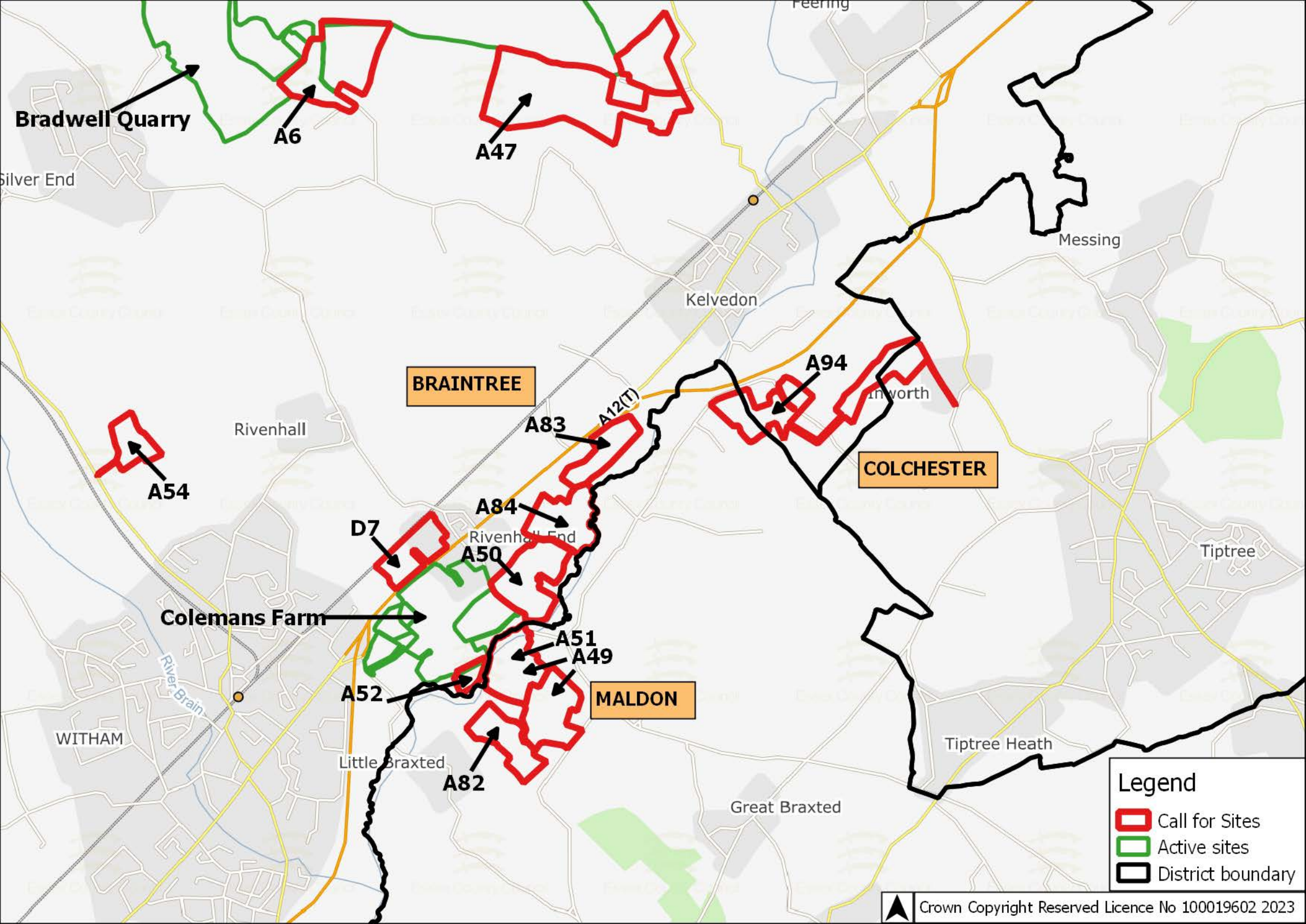
- LEGEND**
- PROPOSED ALLOCATION SITE
 - WOODLAND BLOCKS
 - POTENTIAL BIODIVERSITY ENHANCEMENT AREA
 - AGRICULTURAL REINSTATEMENT
 - REEDBED / WETLAND HABITAT
 - LOWLAND MEADOW / ARABLE MARGIN
 - PROPOSED ORCHARD



Appendix I

Site Assessment profile as presented by Essex CC





Bradwell Quarry

A6

A47

BRAINTREE

COLCHESTER

MALDON

Legend

-  Call for Sites
-  Active sites
-  District boundary

<i>Candidate Site Reference</i>	<i>Candidate Site Name</i>	<i>District</i>	<i>Existing use</i>	<i>Site Area (ha)</i>	<i>Potential Yield (million tonnes)</i>
A50	Colemans Farm - Eastern extension (Appleford Farm)	Braintree	Agricultural	24.25	0.93

The Site is promoted as an extension to an existing mineral Site (Colemans Farm Quarry) and is located to the east of Colemans Farm Quarry. The Site area is approximately 24.25 ha and is proposed for 0.93 million tonnes of sand and gravel extraction which would be transported to an existing plant Site at Colemans Farm Quarry, where it will be washed, graded, and stocked prior to export off Site. It is proposed that once granted consent mineral extraction would follow on from the consented extraction activities at Colemans Farm Quarry. The adjoining uses include agricultural fields, woodland, Colemans reservoir, residential, farm and commercial buildings. The hamlet of Rivenhall is located 300m north and north east. Access to the Site is through the existing access into Appleford Farm. See Appendix J for a detailed map of the Site.

Summary of RAG Assessment

The results of the technical and desktop RAG assessment are detailed below.

Landscape and Visual Sensitivity	Biodiversity	Historic Buildings	Archaeology	Flooding	Transport	Access	Public Rights of Way	Geo-Environmental	Hydrology, Hydrogeology and Drainage	Air Quality	Soil Quality	Services & Utilities	Health & Amenity	Green Belt	Airport Safeguarding Zones
Amber	Amber	Amber	Amber	Amber	Red/Amber	Red/Amber	Green	Green	Amber	Green	Amber	Red	Red/Amber	Green	Green

Key findings of the assessment are as follows:

- The Site is significantly characteristic of the Blackwater/Brain/Lower Chelmer (C6) Landscape Character Area (LCA). Located close to the River Blackwater, the Site is lined by linear willow and poplar trees which are a strong local feature of the landscape. The remainder of the Site comprises arable fields with open views of the river. Appropriate consideration is required to protect the characteristic features of the LCA, particularly on the setting of the River Blackwater valley floor, and mitigate the impacts on the landscape.
- The River Blackwater valley is located close to the boundary to the east with strong intervisibility between the Site and the river. A number of Priority

Habitats (Deciduous Woodland) are located close to the eastern boundary of the Site, largely along the river edge. Mineral extraction within this location would significantly alter the setting of the River Blackwater valley, where a substantial buffer would be required.

- The River Blackwater follows one boundary and its tributaries follow two other boundaries. There are potential pollution pathways – e.g. water quality - between the proposed mineral Site and international wildlife sites that would need to be considered further through the plan-level Habitats Regulations Assessment and any subsequent planning application.
- The Site is situated on low-lying land and comprises two arable fields; an area of Lowland Mixed Deciduous Woodland Priority habitat is located in the centre of one of these fields. The woodland would be lost by these proposals.
- The Site is graded Amber because ecological impacts could be moderate and are likely to require medium levels of mitigation to make the Site acceptable. The Site's groundwater may be affected, which in turn could affect on-site and off-site habitats. Substantial buffers are likely to be required near to the River Blackwater, other watercourses and central Woodland and their water quality must not be affected by the proposals.
- The Site is approximately 75 metres to the north of the Grade II listed Appleford Bridge (List UID: 1111108). In terms of visual impact, there would be a low level of harm (Amber) to the Grade II Listed Appleford Bridge resulting from the visual impact of the scheme. There would be an environmental impact on the bridge and its setting, resulting from dust, noise, illumination at night and the movement of traffic.
- The use of the 250-year-old bridge by heavy goods vehicles (HGVs) travelling to and from the Site would potentially have a damaging impact on its fabric, along with the higher probability of vehicle strikes. The bridge is currently in frequent use by heavy goods vehicles day-to-day. Therefore, a Structural Survey of the bridge carried out by a Heritage Accredited Structural Engineer, would be required to inform a decision as to the extent of any possible harm resulting from its increased use by HGVs.
- The impact of noise, dust, and movement of HGVs, will have a low-level of adverse environmental impact on the settings of Appleford Bridge Cottage (List UID: 1317172); Grade II Listed Witham Lodge and Entrance Gates (List Entry Number: 1337342); Grade II listed brick-built boundary wall of Braxted Park (List Entry Number: 1111073). With controls over the routes and frequency of HGVs travelling to and from the Site, this could be effectively mitigated.
- A Scheduled Monument lies within 200m of the Site. Historic England should be consulted at the earliest opportunity to assess the impact on the setting of the Scheduled Monument.

- Archaeological evaluation has been completed across part of the Site which has identified concentrations of archaeological remains.

The Site lies within an area of archaeological features as identified through aerial photographic evidence and archaeological investigation. The Site contains concentrations of multi-period archaeological features. The Site also has potential to contain Palaeolithic archaeological remains and Pleistocene faunal and palaeoenvironmental remains.

- The Site is assessed as having a 'medium' potential for surface water flood risk as identified within the SFRA.
- The Site has been identified as having a 'high' groundwater flood risk.
- The Site is predominantly within Flood Risk Zone 1, however 18% is within FRZ2&3 associated with the River Blackwater.
- Access is proposed via a modified access serving Appleford Farm onto Braxted Road which is a Secondary Distributor in Essex County Council's Development Management Route Hierarchy. This corresponds to (iii) in the methodology (see Appendix G Transport for full methodology):

Where access to the main road network in accordance with (i) and (ii) above is not feasible, road access via a suitable existing road prior to gaining access onto the main road network will exceptionally be permitted, having regard to the scale of the development, the capacity and form of the road and an assessment of the impact on road safety

- From a highway viewpoint Braxted Road, Oak Road and Henry Dixon Road and associated connections to the Main/Strategic Road Network via the A12 Trunk Road are not suitable in their current form.
- A Transport Statement scoping report supporting site A50 indicatively shows a modified access arrangement on drawing 15057-26B of the existing access serving Appleford Farm. This does not currently show that simultaneous access for two HGVs can be achieved satisfactorily but indicates that appropriate visibility splays are likely to be achievable at this location to accord with surveyed vehicle speeds.
- Interaction of modified access to Appleford Farm with Braxted Bridge and existing minerals access serving Colemans Farm required.
- Principle of access not agreed.
- The Site has medium to low groundwater vulnerability. The Site is within a Drinking Water Safeguard Zone (Surface Water) and is within Drinking Water Protection Areas (Surface Water). A watercourse (River Blackwater) is 30m south, and 10m and 70m south east of the Site and another watercourse is and 5m north. There is a small water body present within the Site boundary.

Appropriate consideration would be required to mitigate potential impacts on hydrology, hydrogeology, and drainage.

- The Site contains Grade 2 quality soil (very good quality agricultural land) and Grade 3 quality soil (good to moderate quality land), which is BMV land. Appropriate consideration would be required to mitigate the impacts on soil quality and agricultural land – this is likely to include removal of soils for stockpiling prior to reuse, potentially in site restoration.
- The Site contains 11kV overhead electricity lines within the Site boundary. An overhead Openreach BT power line is present within the Site. The Site contains high pressure gas mains (Cadent Gas) within the Site boundary. Further investigation and consultation would be needed to determine appropriate mitigation measures to make the Site acceptable which would likely include diversion and/or protection. Diversion and/or protection may not be possible and/or may be cost prohibitive.
- Three residential buildings, three commercial buildings and a farm building (Appleford Farm) are outside the Site boundary less than or equal to 20m from the Site. Three residential buildings are more than 50m but less than or equal to 250m from the Site. Given the proximity of sensitive receptors, high levels of mitigation are likely to be required to make the Site acceptable in terms of impacts on health and amenity e.g. high level noise screening and extensive dust suppression measures.

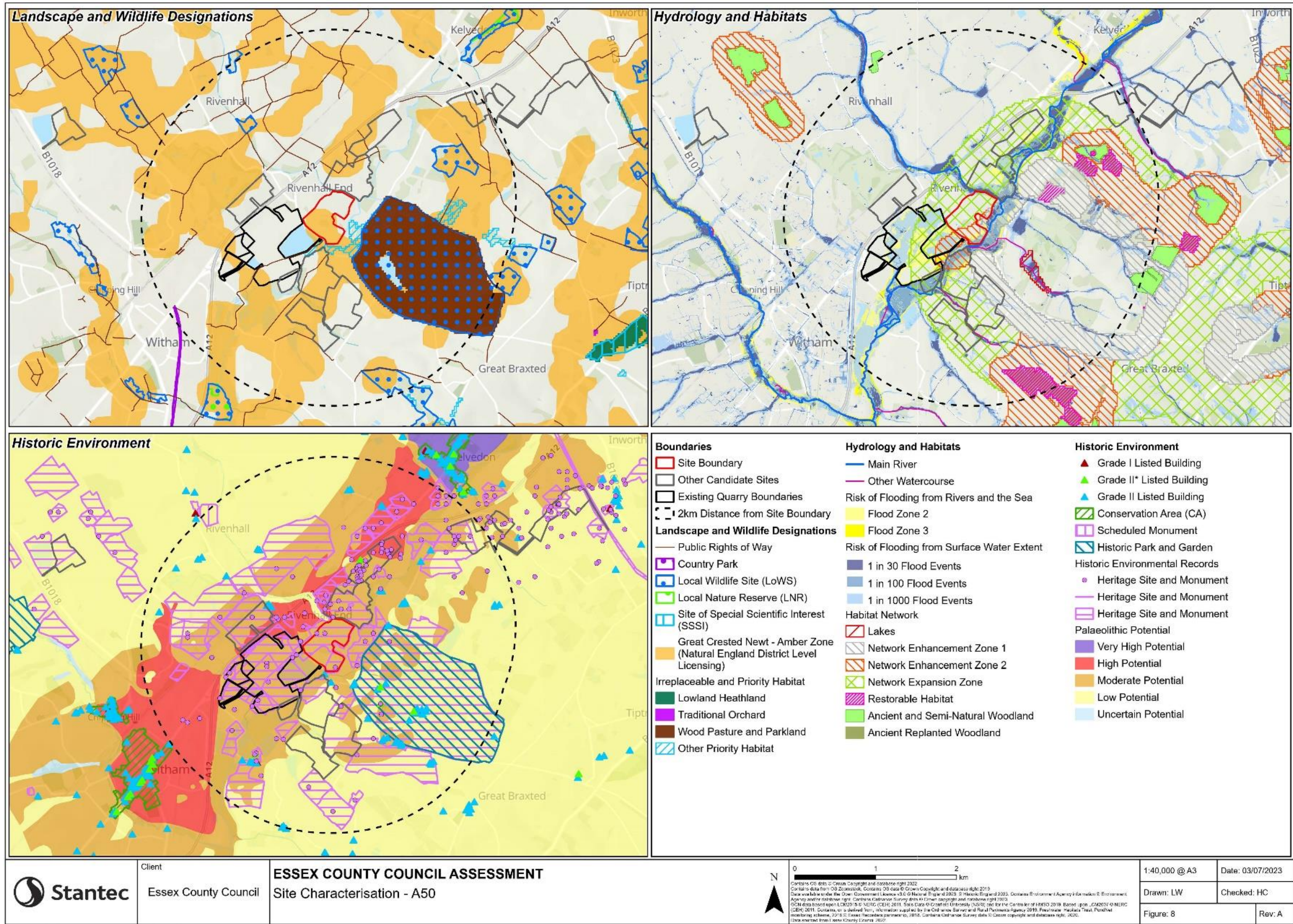


Figure 3.8: A50 - Colemans Farm - Eastern extension (Appleford Farm)
Review of Essex MLP 2014 - Assessment of Candidate Sand and Gravel Sites, November 2023 59

The information and maps above represent a summary of the site assessment. You are encouraged to view the methodology and more detailed assessment for each site within appendices B-I. These can be found on the Candidate Sites Assessment webpage on our consultation pages:

www.essex.gov.uk/minerals-review

Appendix B - Landscape and Visual Sensitivity

Appendix C - Biodiversity

Appendix D - Historic Buildings

Appendix E - Archaeology

Appendix F - Flooding

Appendix G - Transport

Appendix H – Access

Appendix I - Public Rights of Way, Geo-Environmental, Hydrology, Hydrogeology & Drainage, Air Quality, Soil Quality, Services & Utilities, Health & Amenity, Green Belt, and Airport Safeguarding Zones

Appendix 2

Updated ProForma

ESSEX MINERALS LOCAL PLAN (2014) REVIEW 2040

Call for Sites Pro-forma – Potential Site for Mineral Extraction **updates from April 2024 shown in RED**
Updates as at October 2024 shown in GREEN/ Updates March 2025 in ORANGE

About You

Please indicate whether you are acting as the:

Agent..... Mr Daniel Walker, MRICS.....

Landowner...Brice Aggregates Limited and R A Brice and Partners.....

Operator/ Developer..... Brice Aggregates Limited.....

Other (Please specify)

Agent Details:

If you are an agent, please provide the following details of the person or organisation you are representing. If not, leave this blank.

Who are you representing?

Landowner.....

Operator/ Developer.....

Other (Please specify)

Name	Mr Daniel Walker
Job Title	Agent for Operator
Organisation	David L Walker Limited
Address	89 Station Road Eckington Sheffield
Postcode	S21 4FW
Telephone	01246 431 749

Email	dan.walker@dlwalker.uk
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Landowner Details (to be completed by landowner or someone acting on their behalf:

Landowner 1 Details		Landowner 2 Details (Enter n/a if not appropriate)	
Name	Brice Aggregates Limited	Name	RA Brice & Partners
Address	Colemans Farm Little Braxted Lane Witham Essex	Address	Colemans Farm Little Braxted Lane Witham Essex
Postcode	CM8 3EX	Postcode	CM8 3EX
Contact Name	[REDACTED]	Contact Name	Oliver Brice
Telephone	[REDACTED]	Telephone	01376 511619
Email	[REDACTED]	Email	oliver.brice@briceaggregates.co.uk
If the site is under additional multiple ownership please submit the name, address and contact details of all other landowners. Please see end of form.			
Please provide evidence that the landowner is aware of, and supports, this submission in response to the 'Call for Sites' for the Essex Minerals Local Plan Review.			

Operator/ Developer Details (if different to the above):

Name	[REDACTED]
Organisation	Brice Aggregates Limited
Address	Colemans Farm Quarry Little Braxted Lane Witham Essex
Postcode	CM8 3EX
Telephone	[REDACTED]
Email	[REDACTED]

Site Plan:

Please provide, by way of an Appendix to this pro-forma, an OS based Site Plan, at a minimum scale of 1:5,000, identifying the:

- Extent of land under landowner/ operator control (blue line boundary);
- Site boundary including vehicular access and connection to highway network (red line boundary);
- Proposed extraction area;
- Location of proposed/ existing processing plant (if applicable);
- Location of any proposed/ existing ancillary development;
- Indicative phasing of works, with timescale in years;
- Restoration proposal, including final contours and their deviation from the existing

Site Details:

Site Reference: (ECC to provide on receipt of submission)	A50
Site Name:	Colemans Farm Quarry – Appleford Farm Extension
Site Address	Colemans Farm Quarry Little Braxted Lane Witham Essex
Postcode	CM8 3EX
District and Parish(s)	Braintree, Rivenhall
OS Map Reference (6 figures)	TL 842 160
Total Site Area (hectares)	21.46 ha potentially increasing to 53.32 hectares with the inclusion of the retained plant site and one of the field conveyor corridors and landfill access as illustrated on Plan C45/8/3001B.
Extraction Area (hectares)	14.46 ha
Current Land-use	Agricultural Land
Would this be a new mineral site or extension to existing mineral site	<input type="checkbox"/> New Site <input checked="" type="checkbox"/> Extension to existing
Is there confirmed mineral operator interest in working the site? Please evidence.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the site currently vacant?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Agricultural Use <input checked="" type="checkbox"/> Other (please describe)

	<p>There is an existing area of woodland within the proposed allocation boundary (not proposed to be disturbed but be subject to management), and access tracks across the agricultural landholding that also serve existing commercial activities at the farm.</p> <p>Elements of this site are subject to an active application with the County Council. The application reference ESS/42/23/BTE relates to the proposed “relocation of plant site, ready mixed concrete plant, bagging plant and associated ancillary facilities, including for establishment and use of a field conveyor network with bridge over Braxted Road; along with enhancement and use of existing points of access off Braxted Road, together with restoration to agricultural land and nature conservation habitats, in advance of the A12 road widening and improvement national infrastructure project on land at Colemans Farm Quarry”.</p>
<p>Are there permits or licences that apply to the use of this land and may impact on the deliverability of the site? (Please include reference numbers).</p>	<p><input type="checkbox"/> Yes, please describe</p> <p><input checked="" type="checkbox"/> No</p>
<p>If the land is currently agricultural land, is it in an environmental stewardship scheme such as Higher Level Stewardship? (Please provide details of any agreements).</p>	<p><input type="checkbox"/> Yes, please describe</p> <p><input checked="" type="checkbox"/> No</p>
<p>Any other known commercial or deliverability issues, such as planning permissions, known ownership, legal or time related constraints that might prohibit or delay development? (Please provide details, if applicable)</p>	<p><input type="checkbox"/> Yes, please describe</p> <p><input checked="" type="checkbox"/> No</p>
<p>Confirmation that the land subject to the red line boundary is not allocated or proposed to be allocated for any other form of</p>	<p><input type="checkbox"/> Yes, please describe</p> <p><input checked="" type="checkbox"/> No</p>

development in existing and/ or emerging Local Plans.	
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Nature of Development:

<p>Description of proposals and working methodology</p>	<p>It is considered that the proposed allocation is a logical extension to the existing operations at Colemans Farm Quarry. Subject to the outcomes of the MLP allocation exercise it is proposed to work Site A52 after the development of sites A83 and A84</p> <p>It is proposed that the sand and gravel won from the allocation area will be transported a plant site (either the current plant site or the potential plant site as shown on Plan C45/8/3001B) using a field conveyor running over/under Braxted Road (detail tbc)), where it will be washed, graded and stocked prior to export off site using the access onto Little Braxted Lane.</p> <p>It is proposed that groundwater will be pumped from the deposit to enable dry workings, with the water pumped could be initially into on site freshwater lagoons, or a direct discharge off site using a sump consistent with the consented regime at Colemans Farm Quarry.</p> <p>The sand and gravel will be worked by conventional means with a hydraulic excavator, loading dumper trucks to transport the as raised sand and gravel to a feed hopper for a field conveyor that in turn will transport the materials to the plant site for processing and distribution.</p> <p>The proposed limit of extraction is defined on the plans attached. The proposed extraction area has been defined using the following stand offs:-</p> <ul style="list-style-type: none"> • 100m to residential development including the cottages at the farm; • 10m either side of access to the farm yard and cottages; • 20m to the woodland in the centre of the farm;
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- 10m to Braxted Road;
- 10m to the watercourse and established vegetation along the north east perimeter; and
- 30m to the River Blackwater.

Plan C45/8/3003C shows seven phases of working each with around [REDACTED] tonnes of sand and gravel. Each phase would be worked over a period of six months, with an overall extraction period of just over four years. This period could be reduced to just over two years at an output of 400,000 tonnes per annum.

A12

In light of the proposed A12 improvement works it may be necessary for BAL to relocate certain elements of the infrastructure of Colemans Quarry, including the processing plant which is currently sited on land which lies within the footprint of the proposed A12 works.

An extract of the National Highways indicative maps is appended to illustrate the interaction between the BAL site and the emerging A12 scheme.

Should the A12 improvement works proceed and it be necessary to relocate the processing plant, it is anticipated that this would be onto an alternative location in the current site (refer to Plan C45/8/3001B) subject to the necessary planning consents.

Should the A12 works not proceed and the processing plant remain in situ at Colemans Quarry, then as-dug material from this site could be transported from this site to the existing processing plant using either HGVs (and potentially the secondary access and internal haul road network of Colemans Quarry) and/ or a field conveyor under / over Braxted Road as appropriate.

As such, there is scope for the total site area as shown on submitted plans to change as a result of decisions made on the A12 project.

<p>Would any additional mineral infrastructure be required e.g. processing plant?</p>	<p><input checked="" type="checkbox"/> Yes, please describe</p> <p>The existing Colemans Quarry processing plant may need to be relocated in light of the A12 improvement works being promoted by National Highways. This site would be processed through either the relocated or existing processing plant location as appropriate.</p> <p>In any event, the plant and other ancillary facilities would be already established in support of the currently approved activities on site.</p> <p>It will be necessary to establish a field conveyor network to enable the transport of as raised sand and gravel over/under Braxted Road to the plant site in the current operations (detail tbc), and a supporting network of haul roads to enable the import of inert materials to facilitate the restoration of the proposed allocation. The latter would be imported via the existing access onto Braxted Road (upgraded if required) that already services the agricultural and commercial activities at Appleford Farm.</p> <p><input type="checkbox"/> No</p>
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Nature of Sand and Gravel Deposit:

<p>Geological information/ formation/ nature of mineral:</p>	<p>The published geological information covering the application site (including Mineral Assessment Report TL81) indicates that the proposed allocation is located in an area of superficial deposits of Pleistocene to recent age, which form part of a terrace system occupying the valley of the River Blackwater.</p> <p>The sand and gravel deposits (comprising elements of River Terrace and re-worked materials) are underlain by Boulder Clay, which is in turn underlain by the Jurassic London Clays.</p>
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	<p>Drilling surveys have proven the presence of an almost continuous spread of sand and gravels underlying the whole of the allocation area, overlain by small amounts of sandy clay overburden and soils. Further drilling work undertaken in October 2024, provided more data that identified a significant paleochannel running through the site, with concordant increases in mineral thickness. This site now offers massive potential in terms of yield per hectare, and a significantly favourable overburden to mineral ratio.</p> <p>Mineral deposit thickness in the allocation area ranged between [redacted] metres and [redacted] metres, averaging just around [redacted] metres. Borehole locations and mineral depths are provided on Plan C45/8/3003C, and available borehole logs are also provided as part of this submission.</p> <p>With the benefit of the further drilling, it is estimated that Site A50 could now yield of the order of [redacted] million tonnes of sand and gravel.</p> <p>Grading analysis of the borehole samples indicated that the stone (or gravel) content of the deposit is [redacted] and the silt content [redacted], giving a sand fraction of [redacted].</p>
<p>Estimated yield after processing (in million tonnes) This figure must be evidence based, including borehole logs, to substantiate the estimated yield).</p>	<p>[redacted] Mt – refer to Plan C45/8/3003C for summary of site investigation logs (Please provide to 2 decimal places)</p>
<p>Overburden: Thickness ratio, either averaged across site or as separate figures if varied across site.</p>	<p>Up to 0.8m of overburden with a typical ratio of [redacted].</p>
<p>Estimated potential annual output after processing (production rate, Mtpa) of mineral, if known, assuming no restrictions.</p>	<p>0.23 Mtpa, potentially increasing to 0.40 Mtpa if sufficient additional reserves are allocated as part of this MLP process. (Please provide to 2 decimal places)</p>

<p>Estimated lifespan of extraction activities, assuming no restrictions.</p>	<p>4.1 years for extraction only, decreasing to just under two years if output is increased to 0.40mtpa.</p> <p>Should sufficient extension allocations be secured as part of this process, and subject to the necessary planning consents, Colemans Farm Quarry could readily be operated at a higher output that would support the apportionment rate identified in the emerging Essex MLP, in order to support the diversity of supply within the County and the demands of the South and West Essex construction markets.</p>
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Timescales for Working

<p>When would the site be anticipated to come forward as a planning application following adoption of the MLP Review</p>	<p>It is anticipated that a planning application could be worked up for submission at or around late 2030/early 2031 to support the sustained productive capacity of the wider quarrying complex.</p> <p>Should this site be allocated, and in conjunction with other extensions to Colemans Quarry being promoted, it would support the MPA's stated objective of achieving a seven year permitted landbank at the end of the plan period.</p>
<p>Please indicate which of the following statements apply:</p>	<p><input type="checkbox"/> a) Site could be worked at any time during the Plan period</p> <p><input checked="" type="checkbox"/> b) Site would be worked in sequence with another existing/ proposed site (please describe)</p> <p>It is proposed that upon grant of consent, mineral extraction within the proposed allocation would follow on from the consented extraction activities at Colemans Farm Quarry. Subject to the outcomes of the MLP allocation exercise it is proposed to work Site A52 after the development of sites A83 and A84. The reserves in that quarry are currently expected to be exhausted in 2028 at current rates of extraction.</p>

	<input type="checkbox"/> c) Site would not be commenced until _____, due to _____.
When would you envisage that the site would be likely to commence extractive operations?	The intention is to commence mineral extraction in the proposed allocation in 2032 assuming the above sequencing comes to fruition.

* Please note that the plan period is up to 2040 and any potential site for allocation in the MLP must be able to start extractive operations prior to 31st December 2040. The site does not have to conclude extraction and/or restoration before then.

Access and Transportation:

Means of exportation of mineral (If a combination please state which methods would be used)	<input checked="" type="checkbox"/> Road <input type="checkbox"/> Rail <input type="checkbox"/> Water <input type="checkbox"/> Combination - and .
Proximity and route to main route network	0.2 kilometres
Any envisaged improvements required to quarry access arrangements.	<p>It is proposed that the allocation would be accessed via the current arrangements for the existing workings at Colemans Farm Quarry, with some means of crossing over/under Braxted Road for the field conveyor (refer to Plan C45/8/3001B).</p> <p>Should the A12 improvement works have been constructed, and the Colemans Quarry processing plant relocated by the time this proposed allocation becomes operational, HGVs could utilise the newly formed access provisions supporting the relocated plant site which will be provided by National Highways as part of the A12 improvement works.</p> <p>It will be necessary to import inert materials to facilitate the restoration of the proposed allocation. This is proposed to be achieved via the use of an existing access onto Braxted Road (upgraded if required) that already services the agricultural and commercial activities at Appleford Farm.</p> <p>By way of evidence as to technical feasibility of this access, an outline design has been provided as part of a Transport Assessment that</p>

	<p>accompanied application ref ESS/43/32/BTE. This work confirms that the existing farm and commercial access can be suitable upgraded to safely accommodate the rates of HGV activity to and from the site.</p> <p>Should the A12 works not be constructed or under construction at the time this proposed extension becomes operational, the existing operational and approved HGV access arrangements for Colemans Farm Quarry would be utilised.</p>
<p>Number of daily vehicle movements, under standard operational hours, assuming no other restrictions</p>	<p>In order to support both mineral extraction and materials importation activities within the proposed allocation, operate the site with HGV activity to 330 movements (165 in and 165 out per day) in line with HGV controls under the current consent for the site.</p> <p>Consistent with the current site, these rates of activity include for HGV activity associated with aggregates production; ready mixed concrete activity; aggregates recycling; and the import of inert restoration materials.</p> <p>It should be noted that a this is a maximum figure and day to day it is likely that there will be significant variation in the rates of activity at the site.</p>
<p>Likely market area for mineral</p>	<p>Central, Western and Southern Essex markets along the A12, A130, A414 & A120 corridors.</p>

Restoration and After-use:

<p>Proposed method and form of restoration inc whether low-level, partial or full infilling</p>	<p>A key focus of the proposed working scheme will be to restore the landform to its original condition as soon as possible. In this regard, it is proposed to import inert restoration materials (excavation waste comprising clays and soils arising from construction and building developments) at a rate of up to 150,000 tonnes per annum to achieve a beneficial restoration landform.</p> <p>It is envisaged that where possible, importation will be on a backhaul basis using the company's own tipper truck fleet or reputable hauliers</p>
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	<p>known to the Applicant Company sourcing material from known sources.</p> <p>It is anticipated that up to [REDACTED] m³ or [REDACTED] tonnes of inert materials may need to be imported to facilitate the restoration of the landform. The exact figure would be dependent on the types and distribution of habitat that will be established as part of the restoration scheme. The content in this regard would be considered in more detail as part of the preparation of a planning application.</p> <p>There is the potential to establish large areas of reedbed habitat in the area to the south of the access road into the farm (refer to Plan C45/8/3002B) as the intention would be to use this area to construct silt lagoons and support of the operations within the allocation area. Such a land use lends itself well to restoration to reedbeds which would be entirely consistent with the floodplain setting of this particular area of the proposed allocation.</p> <p>Road-going HGVs would import the materials into the allocation site via the existing access/junction onto Braxted Road that services Appleford Farm and the commercial activities therein and deposit the same in a designated tipping area. A bulldozer or front end loader will spread the materials to achieve the desired profile. This will be undertaken with suitable lifts of materials to allow for compaction and settlement over time. These would deposit materials into the void of the designated location for each phase. Thereafter a tracked bulldozer (or other such equipment) will push the materials to achieve the required landform prior to soils being reinstated.</p> <p>Materials imported for use in the restoration of Site A52 will comprise a mixture of inert materials including granular and cohesive soils / fills, as well as bulky clay materials with some limited bricks and rubble where in a mixed load.</p>
<p>Where infilling is proposed, is it necessary to achieve</p>	<p><input checked="" type="checkbox"/> Yes (please explain)</p>

<p>beneficial restoration, and why?</p>	<p>The proposed importation of inert materials will have two significant benefits. Initially it will enable the BAL to restore and reinstate the agricultural landform that is currently in place across the site. The importation of materials will also supplement on site resources to enable BAL to create a range of nature conservation habitats consistent with local and national policy.</p> <p>The groundwater lies approximately 2m below existing surface levels making a low level arable restoration unachievable, whilst the only available alternative - the creation of large bodies of open water – would create a landscape incongruous with the pre-extraction setting and of limited ecological value, whilst leading to the loss of arable land containing best and most versatile soils.</p> <p>In the event that the county's waste management needs for inert arisings over the Minerals Local Plan period do not warrant the use of the void space for inert materials management, a partial low level scheme of restoration could potentially be pursued using on site materials, and more water based nature conservations habitats as a sustainable alternative.</p>
<p>Proposed after-use(s)</p>	<p>The land will be restored primarily to agriculture (refer to Plan C45/8/3004A) thereby safeguarding the value of the best and most versatile soils resources that are likely to be present in the proposed allocation. The proposed restoration concept will also provide for selected nature conservation habitat appropriate to the landscape, hydrological and ecological setting of the site.</p> <p>The submitted plan provides content for the main allocation area only at this time, as the restoration of the field conveyor/haul road corridor(s) and plant site location(s) on the current site is already addressed via approved plans.</p>
<p>Where the site will require importation of waste for restoration:</p>	<p>■ Mt – Inert waste 0Mt – Residual Non-Hazardous waste 0Mt – Other waste please specify-</p>

<p>please approximately quantify the tonnage (Mt) and type of waste envisaged (as applicable).</p>	<p><input type="checkbox"/> Not Applicable</p>
<p>Would development contribute to the creation of any of the following Priority Habitats? * Please approximately quantify hectares (ha) for each (as applicable).</p>	<p>1.10 ha – Coastal and Floodplain Grazing Marsh 0 ha – Lowland Heathland & Lowland Dry Acid Grassland 3.73 ha – Lowland Meadows inc arable margin 0 ha – Open Mosaic Habitats on Previously Developed Land 1.19 ha – Reedbeds <input type="checkbox"/> Not Applicable</p> <p>Any further information:</p> <p>There is an area of woodland central to the proposed allocation area that has been designated as Priority Woodland Habitat. This will be preserved, and the fringe developed to enhance its nature conservation value (refer to Plan C45/8/3004A). In addition, an orchard (circa 0.22 hectares) will be planted in the northeast corner of the proposed allocation and on other land under BAL control, which is another Priority Habitat as defined in the councils own supplementary guidance on site restoration.</p> <p>Any operations within the proposed allocation will benefit from a comprehensive package of management plans to deliver large areas of Priority Habitat, including appropriate Landscape Restoration Schemes and Biodiversity Enhancement Plans. The submitted plan provides content for the main allocation area only at this time, as the restoration of the field conveyor/haul road corridor(s) and plant site location(s) on the current site is already addressed via approved plans.</p>
<p>How will it be ensured that the development would comply with mandatory biodiversity net-gain requirements?</p>	<p>There will be a need to develop management plans to ensure that net gain is created, managed and maintained into the future. These would be encapsulated into planning conditions in the event that the MPA are minded to grant planning consent (and/or a Planning Obligation</p>

	<p>for long term aftercare of Priority Habitats) for the proposals.</p> <p>It is also recognised that there is the potential to provide biodiversity enhanced before and during the proposed extraction. With reference to Plan C45/8/3003B, there are four areas that even at this early stage lend themselves to potential enhancement:-</p> <ol style="list-style-type: none"> i. in the 30m stand off from the River Blackwater – targeted for wet grassland habitat; ii. in the 10m stand off from the drain along the sites northeast perimeter – targeted for wet grassland and / or woodland habitat; iii. around the central retained woodland– targeted for woodland edge / open mosaic habitat; and iv. area to the south of Rose Cottage – targeted for woodland habitat. <p>These areas will provide circa 1.30 hectares of Priority Habitat Creation during the working of the site, that will be supplemented by a further 4.64 hectares upon completion of site restoration (including other land under BAL control), this not including the woodland, woodland edge habitat, or the proposed orchard.</p>
<p>The emerging MLP Review requires that mineral restoration schemes shall reflect strategies across Essex, including Local Plan objectives for growing natural capital and green and blue infrastructure Strategies where relevant. How will this proposal contribute to such strategies? In the absence of local standards, please refer to the Building with Nature Standards Framework 2.0 (here)</p>	<p>With reference to the Building with Nature Standards Framework 2.0 document, it is proposed that the restoration scheme could make significant contributions to the following standards:-</p> <ul style="list-style-type: none"> • Standard 1 Optimises Multifunctionality and Connectivity • Standard 6 Secures Effective Place-keeping • Standard 9 Delivers Climate Resilient Water Management • Standard 11 Delivers Wildlife Enhancement • Standard 12 Underpins Nature’s Recovery <p>Any contributions to these objectives can be secured through management plans to ensure that specific management prescriptions are</p>

	provided and secured into the future. These could be encapsulated into planning conditions in the event that the MPA are minded to grant planning consent for the proposals.
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* As specified in Essex County Council's [The Supplementary Planning Guidance: Mineral Site Restoration for Biodiversity \(June 2016, page 20\)](#).

Mitigating Potential Impact and Securing Enhancements as part of the Proposed Development:

Please identify what you consider to be the potential social, environmental and economic impacts of working the proposed site allocation, and any mitigation measures that you have considered to mitigate these potential impacts.

Impact	Proposed Mitigation
Soils and Agricultural Land Value	<p>In respect of Soils and Agricultural Land Value, although site specific soils surveys are yet to have taken place, the experience of landowner would suggest that the soils resource within the proposed allocation is potentially being of high quality being of best and most versatile value.</p> <p>Consistent with the existing operations at Colemans Farm Quarry any operations within the proposed allocation would benefit from comprehensive measures to safeguard the condition and integrity of the soil resource as per the planning conditions that are in place for the existing site.</p>
Ecology	<p>With regard to Ecology, although field surveys have yet to have taken place the majority of the proposed allocation is in agricultural use, and therefore of limited ecological value. Appropriate measures can be put in place to safeguard sensitive habitats around the site perimeter, with schemes (such as a CEMP) to safeguard and manage existing and retained habitats provided through appropriately worded conditions.</p> <p>There are no designated areas of international or national significance on or in proximity to the proposed allocation.</p> <p>There are no designated areas of local significance within the proposed allocation, however it is acknowledged that the proposed</p>

allocation is situated in proximity to the Braxted Park Local Wildlife Site.

There is an area of woodland central to the proposed allocation area that has been designated as Priority Woodland Habitat. The proposed extent of mineral extraction is therefore designed to leave this habitat in situ with the provision of a 20 metre standoff to ensure the long term integrity of the woodland (refer to Plan C45/8/6003B). **The proposed field conveyor/haul route(s) will be designed to avoid any Priority Habitats wherever possible.**

As part of any planning application, it may be necessary to reconsider this standoff when considering potential interaction effects associated with water management on site and specifically the practice of dewatering.

It is recognised that there will need to be a suite of protected species surveys to inform understanding of the baseline setting of the proposed allocation, and such information would also be used to refine the proposed schemes of working and restoration.

It is also recognised that there is the potential to provide biodiversity enhanced before and during the proposed extraction. With reference to Plan C45/8/3003B, there are four areas that even at this early stage lend themselves to potential enhancement: -

- i. in the 30m stand off from the River Blackwater – targeted for wet grassland habitat;
- ii. in the 10m stand off from the watercourse and established vegetation situated along the sites north east perimeter – targeted for wet grassland and / or woodland habitat;
- iii. around the central retained woodland– targeted for woodland edge and / or open mosaic habitat; and
- iv. area to the south of Rose Cottage – targeted for woodland habitat.

	<p>Further commentary on biodiversity enhancement is provided in the After Use Section above. There will be a need to develop management plans to ensure that net gain is created, managed and maintained into the future. These would be encapsulated into planning conditions in the event that the MPA are minded to grant planning consent (and/or a Planning Obligation for long term aftercare of Priority Habitats) for the proposals</p>
<p>Landscape and Amenity</p>	<p>In respect of Landscape and Visual Amenity, in common with the existing site it is anticipated that whilst there will be varying degrees of impact, none are of such magnitude to warrant refusal.</p> <p>It is recognised that in general terms the landscape around the site is of medium value however there are areas of high value landscape receptors, in particular in the form of the Braxted Park Registered Park and Garden, along with other heritage assets in the area. However, it should be noted that there are no landscape designations of any significance on or immediately adjacent to the proposed allocation.</p> <p>The proposed haul road/field conveyor corridor(s) will need to suitably designed to minimise the scope for impact on the landscape and visual environs around the site, and in the wider Blackwater Valley.</p> <p>With reference to plan C45/8/3001B it is notable that the proposed allocation is framed in all directions by a number of areas of mature woodland planting. Such areas serve to break up and filter views into the proposed allocation site when considering views from Braxted Road. Notwithstanding, it will be necessary for BAL to consider areas of advanced planting to strengthen the perimeter around the site relative to the receptors around Braxted Park, the users of Braxted Park road and residential premises situated to the northwest of the proposed allocation site.</p> <p>In the same regard, it may be necessary for any upgrades to the access into the proposed</p>

	<p>allocation to be supported by a landscaping strategy to minimise views into the proposed allocation.</p> <p>Consistent with existing practices at the consented Colemans Farm Quarry, it will be necessary to extract the mineral reserve in a phased manner with progressive restoration to minimise the land take at any single stage of the site. The importation and deposit of inert restoration materials will form a key aspect in maintaining this progressive approach.</p> <p>Although the restoration scheme will mainly seek to reinstate the existing agricultural land use, the proposed nature conservation habitats will deliver landscape and visual benefit into the future. BAL will also consider the opportunities for recreational enhancement to improve landscape amenity.</p> <p>As part of the allocation process BAL have submitted a masterplan for this and other allocations around Colemans Farm Quarry, that illustrates how the proposed allocations can be restored sympathetically with existing environs on and around the site(s).</p> <p>The scope for cumulative effect associated with the existing quarry is considered to be minimal as the proposed allocation would only be worked after the cessation of mineral extraction activity in the current site. It is recognised that there may be a short period of overlap where the final phases of restoration in the current site is taking place whilst operations in the proposed allocation are initially established and progressed in a phased manner. This period is likely to be less than three years and as the final phases of restoration in current site are set back from Braxted Park Road the significance of any effect is likely to be negligible.</p>
<p>Archaeology</p>	<p>With regard to Archaeology, it is recognised that the site is located within an area of archaeological sensitivity. Whilst there are no designated heritage assets within the boundary of the proposed allocation, it is noted that the neolithic long mortuary enclosure at Appleford</p>

	<p>Farm (a Scheduled Monument) is situated in proximity to the north east. This feature is largely screened from the land within the proposed allocation by a comprehensive belt of vegetation, along the watercourse that forms the eastern perimeter of the proposed allocation (refer to Plan C45/8/3002B).</p> <p>Heritage mapping resources online also suggest evidence of crop marks in landforms to the east of the River Blackwater, further evidencing activity over time. However, it is noticeable that there are no HER entries within the boundary of the proposed allocation.</p> <p>Any development of the proposed allocation would need to be supported by comprehensive phases of evaluation and reporting including for and not limited to a desk-based assessment, geophysical survey, trial trenching and suitable investigations in relation to potential palaeolithic archaeology that may be present on site.</p> <p>In the event that such work is completed and the evaluation work proves acceptable levels of impact, it is proposed to continue to implement a mitigation strategy in order that any archaeological deposits that could possibly be affected by the mineral extraction (both in the current site and the proposed extension) are preserved by record in accordance with local and central government guidance.</p>
<p>Cultural Heritage</p>	<p>In respect of Cultural Heritage there are Listed Buildings (including Appleford Bridge, and Witham Lodge for example) and other designated heritage assets in the wider locality including the Registered Parks and Garden at Braxted Park.</p> <p>The landscape value and setting around the Registered Park and Garden has already been impacted by the establishment of the commodity centre to the east of the proposed allocation. Relative to the proposed allocation site, there are a number of intervening blocks of woodland planting (refer to Plan C45/8/3002B) of various type on density, that serve to filter and in most cases limit views in between these two features.</p>

	<p>The neolithic long mortuary enclosure at Appleford Farm is a Scheduled Monument (and therefore of national significance) is situated in proximity to the northeast of the proposed allocation (see comments on archaeology above).</p> <p>It is recognised that any application will need to be supported by a comprehensive assessment examining the potential scope for impact on all the heritage assets (designated or not) within the zone of theoretical visibility relative to the proposed scheme (including the potential field conveyor options to the plant site and/or haul roads to Braxted Road). It is likely that there will be an interaction with the Landscape and Visual Impact Assessments and the schemes of mitigation promoted through such a document.</p>
<p>Hydrology and Flood Risk</p>	<p>In respect of Hydrology and Flood Risk, independent assessments undertaken by specialists for the current site confirm that with appropriate mitigation there will be no significant negative impacts in respect of surface or groundwater resources within or adjacent to the proposed allocation.</p> <p>It is recognised that any application will need to be supported by a Hydrological Impact Assessment considering the scope for impact on all surface and groundwater features on and in proximity to the proposed allocation. Such an assessment would need to consider the potential effects associated with dewatering as well as the effects associated with the proposed import of inert restoration materials.</p> <p>As the workings in the proposed allocation will be designed and operated in broadly the same hydrological setting with the same operational practice as the current site, it is likely that similar conclusions will be drawn relative to any assessments within the proposed allocation.</p> <p>All surface run-off will be properly managed to ensure that there are no uncontrolled discharges from the site, both during the extraction operations and in the long term. The scope for</p>

	<p>effects on the River Blackwater and other significant drainage features that form the perimeter of the proposed allocation is considered negligible, as these features will benefit from appropriate stand offs secured through planning conditions and management plans such as a CEMP.</p> <p>The majority of the proposed allocation is situated in Flood Zone 1, however there are elements of the field compartment to the south of the access track in to Appleford Farm that are located within Flood Zones 2 and 3. Whilst it is recognised that sand and gravel extraction is compatible as a land use within these zones (being water compatible), the design of the extraction area in this part of the proposed allocation will need to benefit from flood risk modelling and potentially a mitigation package to ensure that there is no increase in flood risk to properties off site.</p> <p>In relation to other forms of flooding it is noted that similar parts of the proposed allocation are subject to a higher risk from pluvial events and from flooding from the adjacent Colemans reservoir. The potential for groundwater flooding is considered to be low consistent with the context on the current site. It is therefore apparent that any application would need to be supported by a comprehensive Flood Risk Assessment to consider the scope for impact relative to each of these potential sources.</p>
<p>Transport</p>	<p>With regard to Transport, independent assessment for the current site has concluded that the operation of the site with the rates of HGV activity confirmed above will have no material impact on the safety or operation of the adjacent highway network.</p> <p>The proposed allocation will benefit from using the access arrangements of the Colemans Farm Quarry complex in place at the time. It will be necessary to import inert materials to facilitate the restoration of the proposed allocation. This is proposed to be achieved via the use of the existing access onto Braxted Road (upgraded if</p>

	<p>required) that already services the agricultural and commercial activities at Appleford Farm.</p> <p>In the event that the A12 improvements do not proceed, the access arrangements currently in place at Colemans Farm Quarry for HGVs to egress onto Little Braxted Lane would be utilised.</p> <p>In the event that an allocation is secured and BAL secure a satisfactory planning consent, it is recognised (consistent with existing planning controls for the site) that such access will need to be operated with strict controls on HGV routing to ensure that as currently activity on smaller highways assets in proximity to the site are avoided.</p>
<p>Noise</p>	<p>In respect of Noise, comprehensive assessments undertaken in support of the existing operations indicate that the likely site noise levels for routine, and temporary operations at the proposed allocation (including proposed importation of inert materials with the attendant increase in HGV activity) would comply with the existing site noise limits at all the assessment locations.</p> <p>The proposed allocation is situated in the same context in so much that traffic activity on the A12 is the dominant noise source. Although there are residential receptors to the north west and east of the proposed allocation, the proposed extraction area set out as part of this promotion, benefits from appropriate stand-off distance of 100 metres from nearby residential receptors, that is proven acceptable by previous phases of decision making at the current site.</p> <p>Notwithstanding, it is recognised and understood that any scheme will need to benefit from a comprehensive mitigation package including the establishment and maintenance of perimeter soil bunds to safeguard the amenity of nearby sensitive receptors.</p> <p>The proposed haul road/field conveyor corridor(s) are relatively remote from residential receptors, and the establishment and use of such</p>

	<p>infrastructure is not anticipated to significantly impact on the acoustic environment around the site.</p> <p>Since the proposed operations are likely to conform to the advice set out in the Noise Planning Practice Guidance when considering both routine and temporary operations, it is concluded that the proposed allocation could be worked to limits within the existing planning conditions while keeping noise emissions to within environmentally acceptable limits. Similar to the current site a noise monitoring scheme would be provided and can be implemented through suitably worded planning conditions as required.</p>
<p>Air Quality</p>	<p>With regard to Air Quality, good practice guidance, and additional mitigation measures which are generally accepted by the DCLG and Mineral Planning Authorities as providing effective protection against airborne dust in the planning context can be secured through appropriately worded planning conditions. The continued adoption of such good practice will ensure that operations will not cause unacceptable impacts due to airborne dust emissions at any property in the vicinity of the site. Daily observations and inspections by site management will continue to be undertaken in order to manage and minimise these risks. The establishment and use of a field conveyor system has the potential to significantly reduce impacts associated with the transport of as raised materials to and from the allocation.</p>
<p>Cumulative and Interaction effects</p>	<p>The scope for cumulative and interaction effects has been examined with the findings that where effects could be generated, they are of limited significance and of temporary duration.</p> <p>The scope for cumulative effect associated with the existing quarry is considered to be minimal as the proposed allocation would only be worked after the cessation of mineral extraction activity in the current site. It is recognised that there may be a short period of overlap where the final phases of restoration in the current site is taking place whilst operations in the proposed allocation are initially established and</p>

	<p>progressed in a phased manner. This period is likely to be less than three years and as the final phases of restoration in the current site are set back from Braxted Road the significance of any effect is likely to be negligible.</p>
<p>Health Impacts</p>	<p>Finally, in respect of potential Health Impacts the scope for effects during construction and extraction operations are negligible, with a range of effective and best practice controls available to manage all aspects in this regard. On this basis, it is not considered necessary to warrant a full health impact assessment, as the proposals are temporary and can be effectively managed by way of conditions.</p>

Please detail any enhancement opportunities that the proposal will afford to the local area:

The proposals relate to a modest extension to an existing quarry. The extension is not connected to any rights of way, but there is the possibility that the restoration of the wider site could result in certain recreational improvements such as the creation of permissive rights of way to connect to the definitive network.

Other information

Please set out any other further information you wish to include to support your submission

- Location Plan Ref C45/8/3001B
- Site Plan Ref C45/8/3002B
- Concept Working Plan Ref C45/8/3003C
- Concept Restoration Plan Ref C45/8/3004A
- Summary of Site Investigations and supplementary drilling data secured in October 2024
- Letter of support from the landowner.
- Extract of National highways maps for the A12 works, illustrating proposed works around the existing workings at Colemans Farm Quarry.

Brice Aggregates Limited are the owner and operator of Colemans Farm Quarry which, since its opening in 2017 has become an established and respected supplier of aggregates and concrete to the construction industry. The location of Colemans Farm Quarry with near direct access onto the A12 allows the business to serve customers in predominately the South, West and Central geographies of Essex.

All aggregates sold are processed and washed on site to ensure the best and most sustainable use of scarce resources, whilst minimal overburden levels ensure a low energy and carbon intensity of production. The site also produces ready-mix concrete and has become an established supplier to the central Essex market since commissioning an onsite batching plant in 2021. In addition, the site also provides capacity for inert waste management and aggregate recycling, which the company would seek to maintain whilst the site remains operational (including any land allocated under the MLP). To support this activity, the business employs some 60 personnel directly at its' Witham site.

Whilst the current permission permits extraction until 2035, at current rates of extraction, the site is expected to exhaust its mineral reserves in 2028. The allocation of this extension to Colemans Farm Quarry would prolong the working life of the site.

Brice Aggregates currently only operates from this one location in Essex and allowing Colemans Farm Quarry to deplete would see them exit the market thereby reducing competition whilst eliminating the productive capacity of this site and business. Should allocations be secured these would be brought forward in a timely manner to seek planning permissions within the current plan

period. This would enable Brice Aggregates to continue to serve its principal aggregates markets in the south and west of Essex as well as the readymix concrete needs of mid-Essex.

Should sufficient extension allocations be secured, and subject to the necessary planning consents, Colemans Farm Quarry could readily be operated at a higher output of up to 400,000 tonnes per annum in order to support the diversity of supply within the County and the demands of the South and West Essex construction markets. The company remains willing and able to adjust production capacity to meet the demands of the market, and of the council in ensuring its supply obligations for construction materials.

In line with planning consents sought, and operations to date, Brice Aggregates would seek to develop this site in line with current best practice and pursue opportunities for biodiversity enhancement and public benefit where practicable.

A12 Boreham to A120 Widening Scheme – Interaction

The A12 widening works currently being promoted by National Highways interact with the permitted Colemans quarry site. Brice Aggregates has already been in discussions for an established period of time with National Highways regarding the scheme and both parties have been working extensively to reduce their impact on the other. In May 2023 import of inert waste commenced to restore parts of the site in advance of any road construction works for the A12 project, this establishing the principal and acceptability of inert waste management at this location.

Should the A12 proposals come to fruition, Brice Aggregates anticipates that all permitted and promoted mineral reserves within the footprint of the A12 works would be won prior to the commencement of A12 construction. Planning consent has been granted for changes to amend the restoration scheme for the current site to pre-extraction levels (utilising imported inert materials) to provide a beneficial and supportive landform for the A12 to be constructed upon.

Furthermore, Brice Aggregates expects that alternative arrangements for access to site will be required as a result of the work on the A12, along with relocation of infrastructure such as the processing plant to an alternative location.

Such changes will be necessary, to ensure continuity of operations and supply throughout the A12 construction period and beyond. Discussions with National Highways in this regard are well advanced and ongoing. Once the improved A12 has been opened, the site's situation and access arrangements onto the trunk road network will only be improved further reinforcing its status as a sustainable and proven source of aggregate supply lying at the heart of the County.

In summary, Brice Aggregates has been proactively and collaboratively engaged in discussions with National Highways regarding the continuity of Colemans Quarry, and expects no disruption to operations or the ability to maintain supply throughout the construction of the A12 scheme. Indeed, it is well placed to help meet the supply needs of this nationally significant infrastructure project which the allocation of further reserves would help to support. Where there are conflicts in land use between the boundary of this allocation and the eventual boundaries of the A12 scheme, an eventual planning application would be suitably designed to avoid this.

The allocation of further reserves will allow Colemans Quarry to sustain its' productive capacity and output beyond the end of the current plan period; delivering sustainable aggregates and concrete supply into key Essex markets whilst also providing a sustainable site for the co-location of waste management infrastructure.

For more information or assistance, please email: mandwpolicy@essex.gov.uk

Or telephone the team on 03330 136 822

Declaration

Information may be published in accordance with:

- [Freedom of Information Act](#)
- [The General Data Protection Regulation \(GDPR\)](#)
- [Essex County Council Privacy Notice](#)

I further understand that this 'Call for Sites' is entirely without prejudice to the Council's decision to allocate additional sites, including the site subject to this pro-forma. The requirement to allocate one or more sites is contingent on the outcome of additional work leading to the outcome of the MLP Review.

Signed.....D Walker.....Date: ...25/03/2022
updated as at 24/10/2024 and again 4 March 2025

On behalf of (if applicable).....Brice Aggregates Limited

Please return completed forms to mandwpolicy@essex.gov.uk

Or post to:

Freepost RTKH-XUBZ-CJZS
Essex County Council
Minerals Planning - Call for Sites
County Hall
Chelmsford, Essex, CM1 1QH

Additional Landowner Details (leave blank If not required)			
Name		Name	
Address		Address	
Postcode		Postcode	
Contact Name		Contact Name	
Telephone		Telephone	
Email		Email	

Additional Landowner Details (leave blank if not required)			
Name		Name	
Address		Address	
Postcode		Postcode	
Contact Name		Contact Name	
Telephone		Telephone	
Email		Email	

Appendix 3

Transport Assessment prepared by DTA dated April 2023

Land at Appleford Farm, Witham
Transport Statement

Final

Land at Appleford Farm, Witham

Transport Statement

17th April 2023

SJT/NS 15057-08b Transport Statement_Final

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Prepared For:

Brice Aggregates

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- 15027-26c** Proposed Site Access and Visibility Splays
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Appendices

- Appendix A** Proposed Site Layout Plan
- Appendix B** Highways Pre-App Advice
- Appendix C** Traffic Count Data
- Appendix D** A12 Scheme
- Appendix E** A12 Junction Assessment and Model Flows



1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by DTA Transportation (DTA) on behalf of Brice Aggregates Limited (BAL) to consider the highway and transport implications of the proposal to relocate the plant site, ready mixed concrete plant, bagging plant, primary access and ancillary facilities at Coleman's Farm Quarry. The proposed site layout plan is attached at **Appendix A**.
- 1.2 The existing plant site for the quarry is located off Little Braxted Lane with access onto the A12 at Junction 22. The existing access, processing plant, stocking ground and ancillary facilities the quarry are located within the footprint of the proposed A12 improvement scheme's development boundary, which was submitted by National Highways (NH) to the Planning Inspectorate for Development Consent Order application in Summer 2022.
- 1.3 The main means of access into the site, the Plant Site and ancillary facilities therefore needs to be relocated to enable the delivery of the A12 improvement scheme and the revised location has been agreed in principle through discussions with NH. The intention of all parties is to secure planning and relocate the plant site and ancillary facilities prior to the Start of Works of the A12 scheme, principally to avoid significant delay to the A12 scheme coming forward. Therefore, to mitigate this, the agreed strategy with NH is to seek the necessary approvals to relocate the plant prior to Start of Works, and upon receipt of planning consent carry out the works as approved.
- 1.4 It is intended that the new plant site of Braxted Park Road will open in 2024, but this will be subject to any changes in timing with the A12 scheme.
- 1.5 The proposals for the A12 enhancement envisage a number of changes in junction numbers, a general widening of the carriageway, and the provision of an off-route realignment along part of the existing A12. It is understood that the new carriageway will not be open until 2027 and therefore the new plant site will be operational for three years before the new bypass is open (albeit at a time when constructions works are ongoing and therefore much of the local highway network will be under traffic management).



- 1.6 The site originally had the benefit of a planning consented (reference ESS/39/14/BTE) for the extraction of an estimated 2.5 million tonnes of sand and gravel with provision of a new access from Little Braxted Lane. This consent has been varied and supplemented over time, including a separate consent to established and operate a ready mixed concrete plant at the site.
- 1.7 Since becoming operational in September 2017, the site has extracted, processed and sold of the order of 1,100,000 tonnes of sand and gravel. The RMX plant is also well established in the market place, enabling BAL to be one of the key construction materials supplies in the centre of the county.
- 1.8 This TS has been prepared in accordance with the National Planning Policy Framework (NPPF) (July 2021) which states that all developments that will generate significant amounts of movement should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 1.9 Pre-application advise has been sought from Essex County Council (**Appendix B**) and from NH. NH have requested a GG104 risk assessment of the scheme for the period during which the revised plant site will be operational prior to opening of the A12 scheme. This is included in Section 4 below.
- 1.10 This report includes the following headings:
- Chapter 2: Existing Conditions
 - Chapter 3: Development Proposals
 - Chapter 4: Traffic Generation and Impacts
 - Chapter 5: Summary and Conclusions
- 1.11 This statement concludes that the proposed development will have no material impact on the safety or operation of the adjacent highway network.



2.0 EXISTING CONDITIONS

2.1 Site Location and Surrounding Road Network

2.1.1 The existing quarry site is located to the east of the A12 at Junction 22 and is approximately 1.5km northeast of the town of Witham. In this location, the A12 forms part of the strategic highway network and connects from Colchester to the northeast to Chelmsford to the southwest.

2.1.2 The A12 is a high standard dual carriageway road and is subject to a 70mph speed limit. Both sides of the carriageway are generally around 7.3m wide. Junction 22 of the A12 provides access into the centre of Witham and the slip roads are subject to a 60mph speed limit.

2.1.3 The existing plant site is accessed via Little Braxted Lane to the west of the site, with a secondary access onto Braxted Road in place to provide access to markets around Kelvedon.

2.1.4 The proposed location of the new access is to the east of Braxted Road and to the east of the Quarry. The proposals seek to utilise and develop an existing agricultural/commercial access into Appleford Farm.

2.1.5 Braxted Road is subject to a 60mph speed limit. The road routes in a north-west to south-east direction between Rivenhall End and Great Braxted.

2.2 Existing Traffic Data

2.2.1 An Automatic Traffic Count (ATC) was undertaken on Braxted Road in two locations from Monday 12th September to Sunday 18th September 2022. The data is attached at **Appendix C**. The five-day average vehicle flows for both locations is summarised in **Table 1** and **Table 2** below. The average mean speeds and 85th percentile speeds are shown in **Table 3** and **Table 4**.



Table 1 – Existing Traffic Flows – Site 1 Braxted Road

Time Period	Northbound	Southbound	Two-Way
08:00 – 09:00	434	304	738
17:00 – 18:00	344	417	761
24 hour	4,430	4,259	8,689

Table 2 – Existing Traffic Flows – Site 2 Braxted Road

Time Period	Northbound	Southbound	Two-Way
08:00 – 09:00	450	302	752
17:00 – 18:00	365	425	790
24 hour	4,570	4,305	8,875

Table 3 – Average Mean Speeds and 85th Percentile Speeds – Site 1 Braxted Road

Time Period	Northbound	Southbound
Average Mean Speed	25.9	24.0
85 th Percentile Speed	29.9	29.5

Table 4 – Average Mean Speeds and 85th Percentile Speeds – Site 2 Braxted Road

Time Period	Northbound	Southbound
Average Mean Speed	40.0	40.2
85 th Percentile Speed	45.8	46.2

2.3 Personal Injury Collisions

- 2.3.1 Personal injury collisions (PIC) have been reviewed on publicly available www.crashmap.co.uk for the latest five-year period to 2021. The PIC locations are shown on **Figure 1**. There were no recorded collisions on Braxted Road at the site access or along the site frontage.
- 2.3.2 There were three recorded collisions on Braxted Road/ Henry Dixon Road/ unnamed to the A12. Two of the collisions were slight and one was serious. One collision occurred in 2017 and involved two vehicles and one casualty, one collision occurred in 2019 and involved two vehicles and one casualty and the other collision occurred in 2021 and involved two vehicles and one casualty.
- 2.3.3 There was one collision on the A12 southbound on slip which occurred in 2018 and involved two vehicles and two casualties.

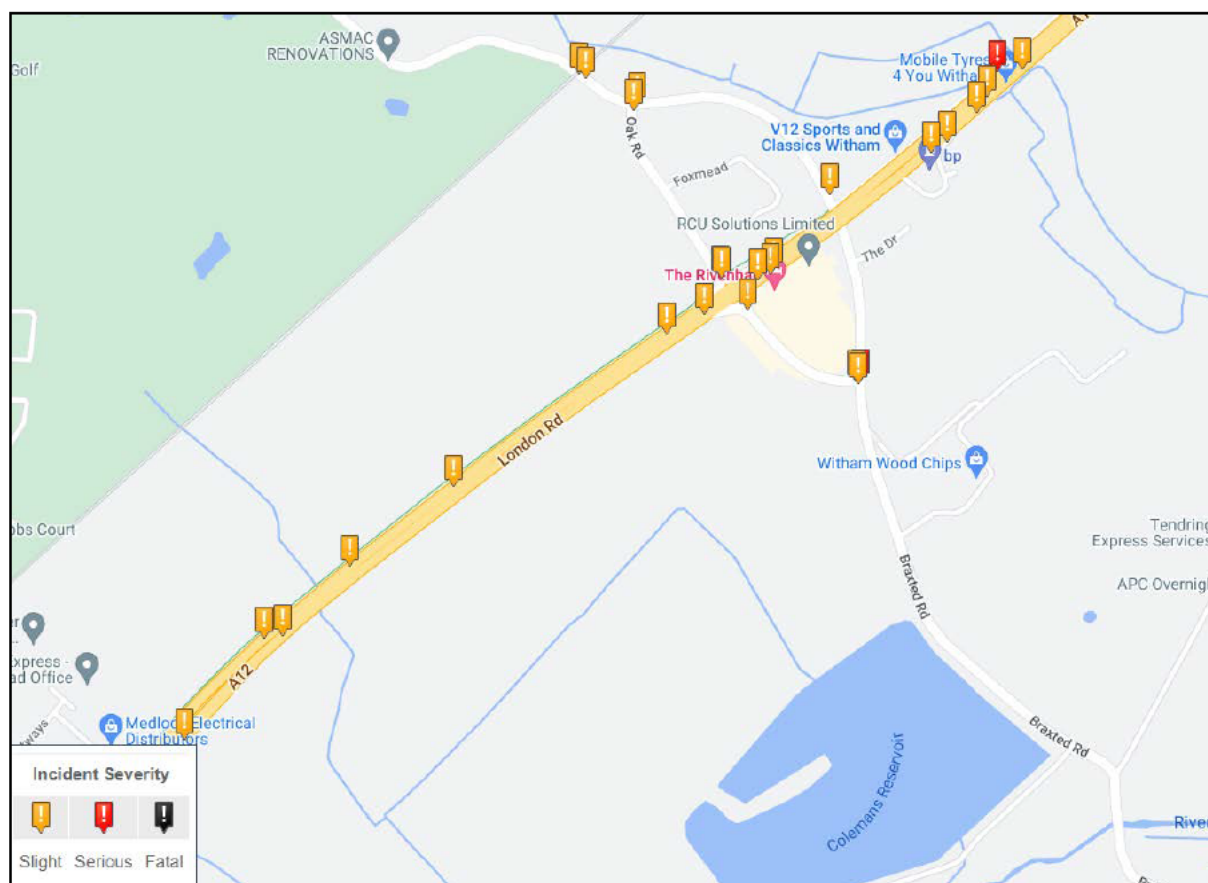
Land at Coleman's Farm, Witham

Transport Statement



- 2.3.4 There were three collisions on the A12 southbound near the off slip. One collision occurred in 2017 and involved six vehicles and one casualty. One collision occurred in 2019 involving three vehicles and two casualties and one collision occurred in 2019 involving two vehicles and three casualties.
- 2.3.5 There were two collisions at the Oak Road/ A12 on slip. One occurred in 2017 and involved two vehicles and one casualty and the other occurred in 2018 involving three vehicles and one casualty.

Figure 1 – PIC Locations





3.0 DEVELOPMENT PROPOSALS

3.1 Site Access

- 3.1.1 Access into the area of land identified for the proposed plant site is currently provided by a simple priority junction onto Braxted Road. This access accommodates vehicular traffic from agricultural activities on Appleford farm, but also HGV activity associated with existing commercial activities (mainly freight distribution) situated within the commercial units in the farmyard. The current access comprises of a single lane track to the farmyard.
- 3.1.2 It is proposed to widen the site access to 7.3m to allow two-way HGV movements. There will also be modifications to the junction radii to widen the bellmouth. Visibility splays of 4.5m x 65.4m northbound and 4.5m x 119.5m southbound are achievable based on the 85th percentile speeds of the road. The proposed site access is shown on **DTA Drawing 15057-26c**. The visibility between vehicles entering and leaving the site is shown on **DTA Drawing 15057-26c-1**.
- 3.1.3 As requested by ECC in their pre-application advise the plan includes the adopted the highway boundary, visibility splays for the existing eastern access to the quarry and visibility between vehicles entering and leaving the site.
- 3.1.4 Material from the quarry (which is located west of Braxted Road) will be transported to the plant site via a conveyor system, including for a bridge over the same road.



4.0 TRAFFIC GENERATION AND IMPACT

4.1 Traffic Generation and Distribution

- 4.1.1 Under extent planning controls, the existing quarry has consent for to allow a throughput of 225,000 tonnes per year. Of this, 200,000 tonnes are for exporting sand and gravel processed on the site, and 25,000 tonnes is imported products to supplement indigenous materials. On that same basis the total movement of material to / from the site via the current access is 225,000 tonnes per year. This equates to a peak demand of 75 loads per day (150 two-way movements). These figures however have recently been subject to change.
- 4.1.2 Three planning applications have recently been subject to determination with ECC, that have approved an increase in HGV activity to allow for inert materials importation to facilitate the restoration of the current site. Once the consents are issued these will allow for an increase HGV numbers for the current site up to 300 per day (150 two-way movements), of which 180 movements (90 each way) apply to importation for restoration purposes. This level of HGV activity has been subject to examination by way of consultation of applications ESSS/51/21/BTE and ESS/36/21/BTE, which were both successfully determined at planning committee in January 2023. It is proposed that the materials importation (subject to planning) will continue into the current site, but via the new access off Little Braxted Lane to be provided by NH as part of the A12 DCO.
- 4.1.3 With the relocation of the plant site, this application seeks to increase annual output for mineral extraction activity to 350,000 tonnes per year including up to 60,000m³ of concrete (RMX) production, that will take around 120,000 tonnes per year off the global figure.
- 4.1.4 On that basis, the overall traffic generation of the site proposed to be served from Braxted Road is as shown on **Table 5** below.
- 4.1.5 An uplift of 50% has been applied to the average rates to provide a peak rate per day. In practice this is robust as it has been applied to all different operations



whereas in practise there will be a mix of peak times throughout the year. As a worse case all movements are assumed to be in 20 tonne loads.

Table 1 – Forecast Traffic Movements for proposed new access onto Braxted Road

Operation	Capacity (tonnes per annum)	Weight per load (tonnes)	Typical loads per day	Typical movements per day	Maximum loads per day	Maximum movements per day
Graded aggregate products	230,000	20	42	84	63	126
Ancillary mineral import	25,000	20 – 32	5	10	8	15
Ready Mix	50,000-60,000m ³	7.5m ³	29	58	44	87
Cement deliveries	18,000	29	2	4	3	6
Total			78	156	117	234

4.1.6 Based on typical 11 hour working day, this will result in peak hour flows of around 22 movements (i.e. 11 in and 11 out) per hour.

4.1.7 Based on existing sales form the site, around 45% of all movements will route northeast along the A12, 45% will route southwest along the A12 and 10% will be local deliveries into Witham along the B1389 (via the A12). This same split in distribution is anticipated before during and after the A12 works, although clearly if the opportunity arises the quarry can supply materials direct to the A12 scheme.

4.1.8 HGVs associated with the development would route along Braxted Road and then enter and exit the A12. HGVs would be prohibited from using Henry Dixon Road and Oak Road to access the A12 due to the presence of existing residential properties.

4.2 Traffic Impact

4.2.1 The relocated plant site will generate in the order of 22 (11 in and 11 out) peak hour HGV movements and 234 HGV movements over the day on Braxted Road. In terms of absolute flows, the level of traffic generated by the proposals will be modest.

4.2.2 Notwithstanding this, the impact of the proposals on the local highway network has been estimated as the proportional change in traffic volumes based on current surveyed flows. In future years the traffic on the local network will be expected to grow and thus the proportional increase in traffic will decrease.



4.2.3 In proportional terms, the development flows represent a 2.5% change in overall flows during the morning peak and 2.3% during the evening peak on Braxted Road. Over a 24-hour period this is 2.3%.

4.2.4 It is understood that the new A12 carriageway will not be open until 2027 and therefore (subject to consent) the new plant site could be operational for three years using the existing road network before the new A12 carriageway is open, subject to local diversions and restrictions.

4.2.5 Section 3.15 of the Institute of Environmental Assessment Guidance Note No1 "Guidelines for the Environmental Assessment of Road Traffic" sets out when traffic related environmental impacts can be scoped out of further assessment. It notes that:

"To assist the assessor it is suggested that two broad rules of thumb could be used as a screening process to delimit the scale and extent of the assessment. The rules are described and justified in the following paragraphs:

Rule 1 include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)

Rule 2 include any other specifically sensitive areas where traffic flows have increased by 10% or more."

4.2.6 In this case, it is clear that there will be no material increase in traffic flows or indeed HGV flows from the baseline position (Rule 1 and Rule 2). There is therefore no need for further assessment.

4.2.7 On this basis it is concluded that the proposals will have no material impact in this regard on Highway Safety.

4.3 A12 Widening

4.3.1 The proposals for the A12 enhancement envisage a number of changes in junction numbers, a general widening of the carriageway, and the provision of an off-route realignment along part of the existing A12.



- 4.3.2 The proposals in the vicinity of the quarry site include widening the existing A12 corridor between junctions 19 to 22 to three lanes in each direction. At junction 22, it would leave the existing corridor and creates a new 3-lane bypass to the south, running in parallel with the existing A12. A full junction upgrade would be undertaken for Junction 22, a large part of which will incur into the quarry.
- 4.3.3 The submitted DCO scheme also provides for changes to the local network with changes to Little Braxted Land and Braxted Road. Both sets of changes have been designed amongst other matters to ensure continuity of business for the BAL site.
- 4.3.4 The proposals are to support economic growth in the area, provide safe and serviceable network and improve congestion, journey times and delays.
- 4.3.5 Subject to approval, the DCO scheme (as attached at **Appendix D**) will provide a direct and upgraded route from the proposed plant site and will provide access to the A12 via principally dual carriageway roads. Therefore, if approved the scheme will deliver a clear benefit to current access arrangements relative to the quarry.
- 4.3.6 The capacity of the junction links from the site to the A12 are considered in the ES supporting the submitted DCO. The relevant summary is attached at **Appendix E** and confirms all junctions will operate within capacity, with capacity numbers including HGV activity to and from the quarry. There will be no material change in capacity arising from an additional 22 movements per hour as proposed as part of this application.

4.4 Safety Risk Assessment

- 4.4.1 A safety risk assessment (GG104 (revision 0)) has been undertaken to consider the implication of the increase in the number of Large Goods Vehicle turning movements that would arise as a result of the relocation of the plant site and primary access to Braxted Road.
- 4.4.2 GG104 is a document which sets out the approach to safety risk assessment to be applied when *'undertaking any activity that does or can have an impact on safety on Highways England's motorway and all-purpose trunk roads, either directly or indirectly'*.



Existing Road Safety Performance

4.4.3 A review of existing road safety performance has been undertaken in Section 2. **Table 6** below shows personal injury collisions over a 12-year period. There have been on average 0.5 incidents/year. There have been no fatal or serious collisions throughout this period. There have been seven years without incidents in 2020, 2016, 2015, 2014, 2013, 2011 and 2010.

Table 6 – Reported injury accidents at the A12 Riverhall End on and off slips

Year	Fatal	Serious	Slight	Total
2021	0	0	1	1
2020	0	0	0	0
2019	0	0	3	3
2018	0	0	1	1
2017	0	0	1	1
2016	0	0	0	0
2015	0	0	0	0
2014	0	0	0	0
2013	0	0	0	0
2012	0	0	1	1
2011	0	0	0	0
2010	0	0	0	0
	0 (0%)	0 (0%)	7 (100%)	7

Risk Assessment

4.4.4 As per GG104 there are three populations to be consider which are summarised in **Table 7**.

Table 7 – Population Classification

Classification	Population
Workers	People directly employed by Highways England and who work on the motorway and all-purpose trunk roads either permanently e.g. traffic officers, or periodically e.g. those undertaking site visits; AND People in a contractual relationship with Highways England, including our national vehicle recovery contract operatives, all workers engaged in traffic management activities and incident support services, and any other activities where traffic is present, such as persons carrying out survey and inspection work
Road users	All road users, including the police and emergency services, equestrians, cyclists and pedestrians, as well as those others, who are at work but are not in a contractual relationship with Highways England such as privately contracted vehicle recovery and vehicle repair providers.
Other parties	Other parties includes any person or persons who could be affected by the Highways England motorway and all-purpose trunk roads, but who are neither using it, nor working on it i.e. living or working adjacent to the motorway and all-purpose trunk roads, using other transport networks that intersect with the motorway and all-purpose trunk roads.



4.4.5 The Risk value (R) is calculated from the sum of the Likelihood (L) and the Severity (S). The resulting risk matrix is summarised in **Table 8**.

Table 8 – Risk Matrix

Likelihood (L) x Severity (S) = Risk value (R)		Severity (S)				
		Minor harm; Minor damage or loss no injury	Moderate harm; Slight injury or illness, moderate damage or loss	Serious harm; Serious injury or illness, substantial damage or loss	Major harm; Fatal injury, major damage or loss	Extreme harm; Multiple fatalities, extreme loss or damage
Likelihood (L)	Very unlikely; Highly improbable, not known to occur	1	2	3	4	5
	Unlikely; Less than 1 per 10 years	2	4	6	8	10
	May happen; Once every 5-10 years	3	6	9	12	15
	Likely; Once every 1- 4 years	4	8	12	16	20
	Almost certain; Once a year or more	5	10	15	20	25

4.4.6 Based on the residual risk criteria the required actions are set out in **Table 9**.

Table 9 – Risk criteria for intervention

Risk Value (R)	Required action
Low (1-9)	Ensure assumed control measures are maintained and reviewed as necessary.
Medium (10-19)	Additional control measures needed to reduce risk rating to a level which is equivalent to a test of "reasonably required" for the population concerned.
High (20-25)	Activity not permitted. Hazard to be avoided or risk to be reduced to tolerable.

4.4.7 Hazards are summarised in **Table 10**, **Table 11**, **Table 12** for the population classifications set out in **Table 7**.

Land at Coleman's Farm, Witham

Transport Statement



Table 10 – Risk Assessment – Population (workers)

Activity/Decision									Date
Decision Maker/Assessor									Contact Details
Ref	Hazard/Risk Description	L	S	R	Response/Control Measure	L	S	R	Details/assumptions/monitoring
1									No hazards identified to this population as the junction will be upgraded as part of the A12 enhancement works.

Table 11 – Risk Assessment – Population (road users)

Activity/Decision									Date
Decision Maker/Assessor									Contact Details
Ref	Hazard/Risk Description	L	S	R	Response/Control Measure	L	S	R	Details/assumptions/monitoring
2	Collision due to conflict between vehicle merging from the slip road onto the A12 westbound carriageway or weaving manoeuvre	1	4	4	No existing road safety issues at this location that would warrant intervention. Junction to be upgraded as part of A12 enhancement works.	1	4	4	Relative change in traffic flow extremely low; Relative change in HGV traffic very low; Absolute level of HGV traffic remains within normal parameters for trunk road traffic (<15%) Number of movements unchanged in the long term; Major harm possible due to high mainline speeds;
3	Collision due to conflict between vehicle diverging from the A12 eastbound slip road or weaving manoeuvre	1	4	4		1	4	4	
4	Debris or other material could fall from aggregate lorries	2	2	4	Sheeting of loads and wheel washing to be implemented as per existing consent ESS/39/14/BTE	1	2	2	

Land at Coleman's Farm, Witham

Transport Statement



Table 12 – Risk Assessment – Population (others)

Activity/Decision									Date
Decision Maker/Assessor									Contact Details
Ref	Hazard/Risk Description	L	S	R	Response/Control Measure	L	S	R	Details/assumptions/monitoring
									No hazards identified to this population as the junction will be upgraded as part of the A12 enhancement works.



5.0 SUMMARY AND CONCLUSIONS

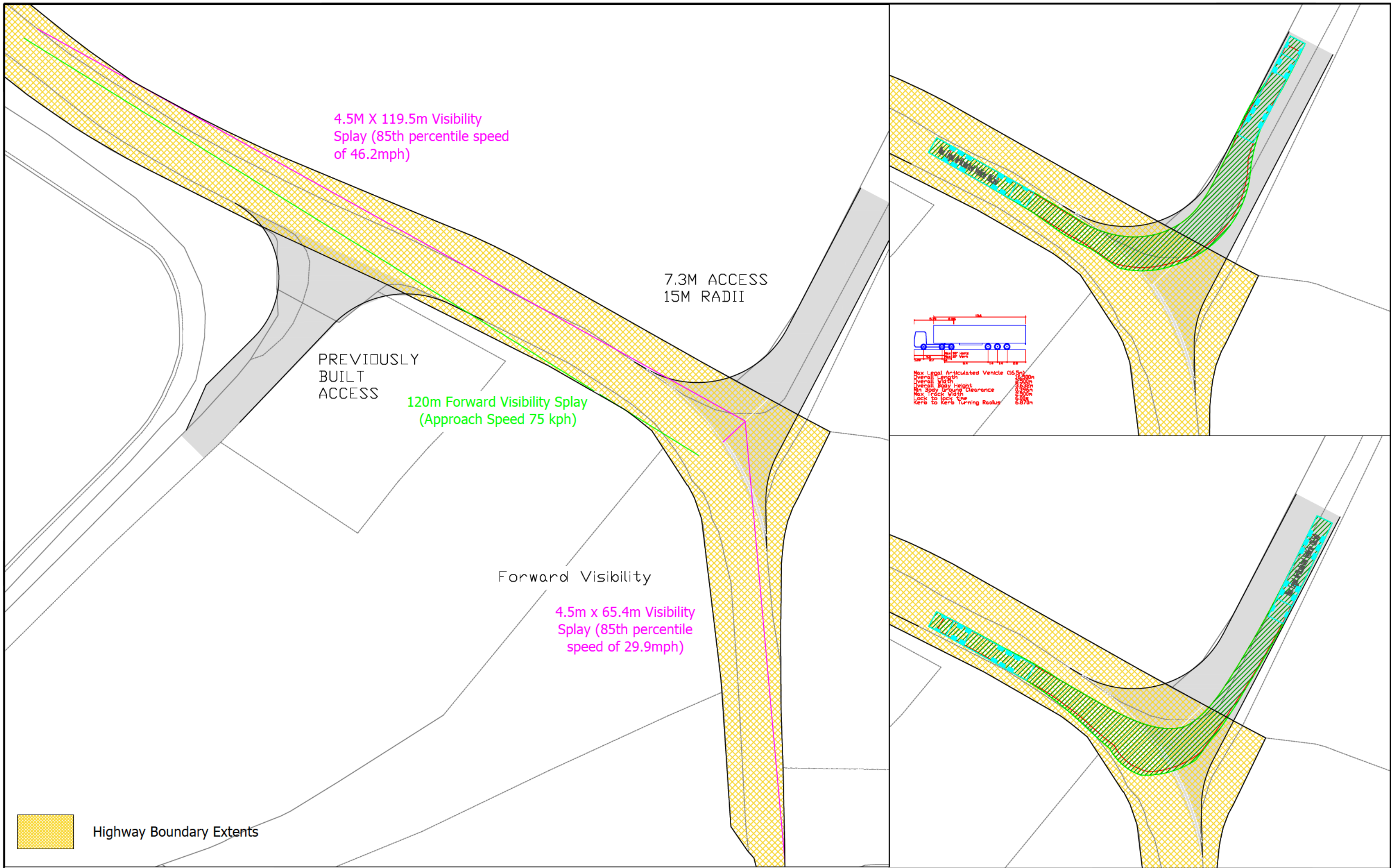
- 5.1 This Transport Statement has reviewed the highways and transport implications associated with the proposals to relocate the plant site, ready mixed concrete plant, aggregates bagging plant, primary site access and ancillary facilities at Coleman's Farm Quarry.
- 5.2 The existing plant is located off Little Braxted Lane with access onto the A12 at Junction 22. The proposals are to relocate the plant site and ancillary facilities to land off Braxted Road in order to facilitate the planned A12 widening scheme.
- 5.3 The new A12 carriageway will not be open until 2027 and therefore (subject to consent) the proposed plant site may be operational for three years using the existing road network before the new A12 carriageway is open.
- 5.4 The quarry originally had the benefit of a planning consented (reference ESS/39/14/BTE) for the extraction of an estimated 2.5 million tonnes of sand and gravel with provision of a new access from Little Braxted Lane. This consent has been varied and supplemented over time, including a separate consent to established and operate a ready mixed concrete plant at the site.
- 5.5 The existing quarry has consent for to allow a throughput of 225,000 tonnes per year. Of this, 200,000 tonnes are for exporting sand and gravel processed on the site, and 25,000 tonnes is imported products to supplement indigenous materials. On that basis the total movement of material to / from the current site is 225,000 tonnes per year. This equated to a peak demand of 75 loads per day (150 two-way movements). These figures however have recently been subject to change.
- 5.6 Three planning applications have recently been subject to determination with ECC, that have approved an increase in HGV activity to allow for inert materials importation to facilitate the restoration of the current site. Once the consents are issued these will allow for an increase HGV numbers for the current site up to 300 per day (150 two-way movements), of which 180 movements (90 each way) apply to importation for restoration purposes. This level of HGV activity has been subject to examination by way of consultation of applications ESSS/51/21/BTE and ESS/36/21/BTE, which



were both successfully determined at planning committee in January 2023. It is proposed that the materials importation (subject to planning) will continue into the current site, but via the new access off Little Braxted Lane to be provided by NH as part of the A12 DCO.

- 5.7 With the relocation of the plant site, this application seeks to increase annual output for mineral extraction activity to 350,000 tonnes per year including up to 60,000m³ of concrete (RMX) production, that will take around 120,000 tonnes per year off the global figure.
- 5.8 With the proposed relocation of the plant site, the proposals will generate a similar level of activity with 78 loads per day (156 two-way movements) but with a peak of 117 loads per day (234 two-way movements). The assessment therefore considers the worst-case scenario of 117 loads per day. Based on typical 11 hour working day, this will result in peak hour flows of around 22 movements (i.e. 11 in and 11 out) per hour.
- 5.9 In proportional terms, the development flows represent a 2.5% change in overall flows during the morning peak and 2.3% during the evening peak on Braxted Road. Over a 24-hour period this is 2.3%. This increase is considered minimal.
- 5.10 The proposals for the A12 are to support economic growth in the area, provide safe and serviceable network and improve congestion, journey times and delays.
- 5.11 Overall, suitable access can be achieved and the impact on the local roads will not be severe in accordance with NPPF paragraph 111.

Drawings



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REV	DESCRIPTION	DRAWN	INITIALS	DATE



Forester House, Doctors Lane,
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 www.dtatransportation.co.uk

JOB TITLE Land at Coleman's Farm		CLIENT David L Walker	
DRAWING TITLE Site Access & Visibility Splays			
SCALE 1/500@A3	DRAWN BY BP	DATE 27-02-2023	DRAWING No 15057-26
			REVISION C

7.3M ACCESS
15M RADII

Forward Visibility Splay
(each Speed 75 kph)

Forward Visibility

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JOB TITLE Land at Coleman's Farm		CLIENT David L Walker	
DRAWING TITLE Site Access & Visibility Splays			
SCALE 1/200@A3	DRAWN BY BP	DATE 27-02-2023	DRAWING No 15057-26-1
			REVISION C

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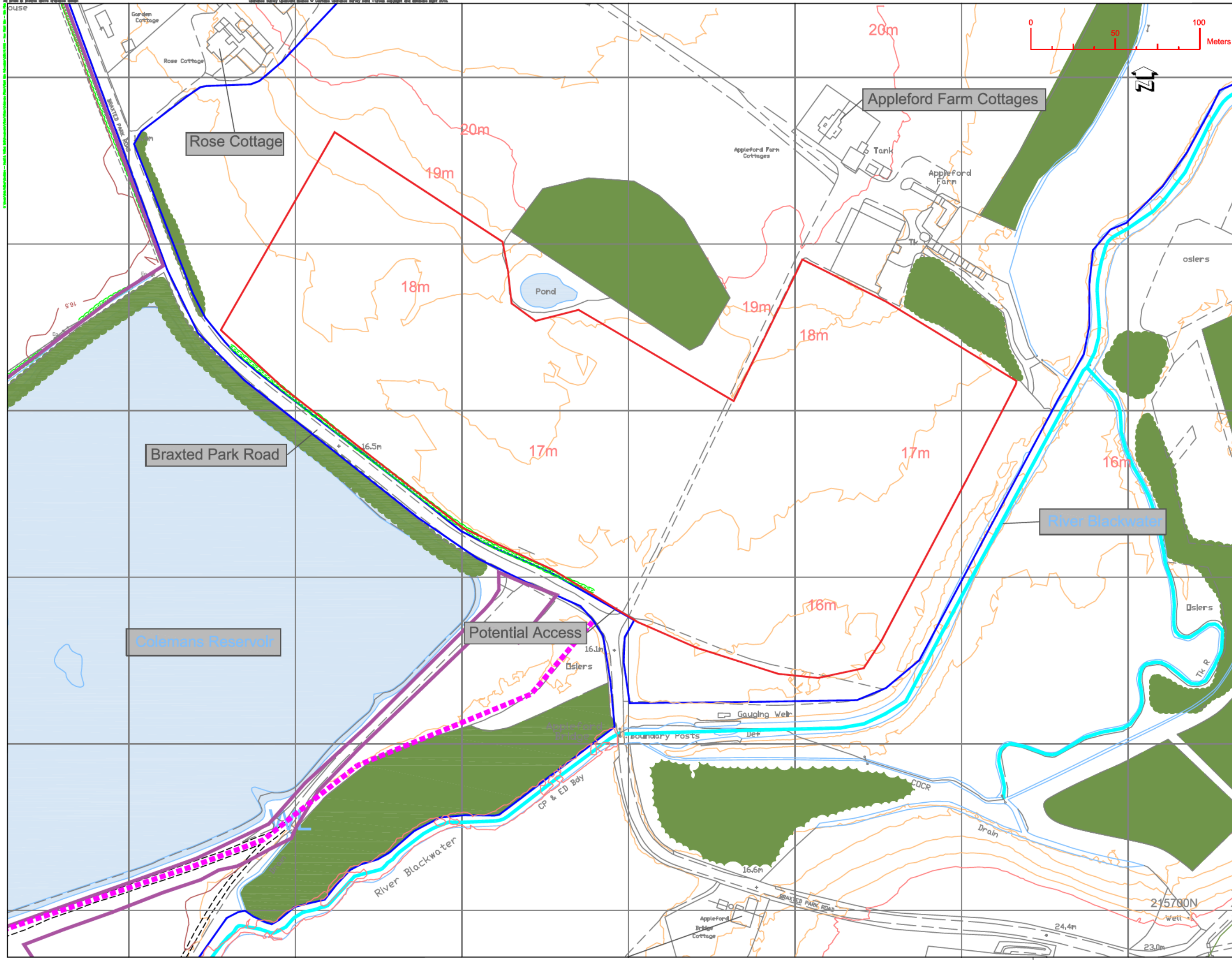
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Appendix A



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- LEGEND**
-  CURRENT PERMISSION AREA
 -  OTHER LAND UNDER APPLICANTS CONTROL
 -  EXISTING BRIDLEWAY ROUTE
 -  PROPOSED PLANT SITE
 -  WOODLAND BLOCKS

BRICE AGGREGATES LIMITED

LAND AT APPLEFORD FARM, WITHAM, ESSEX

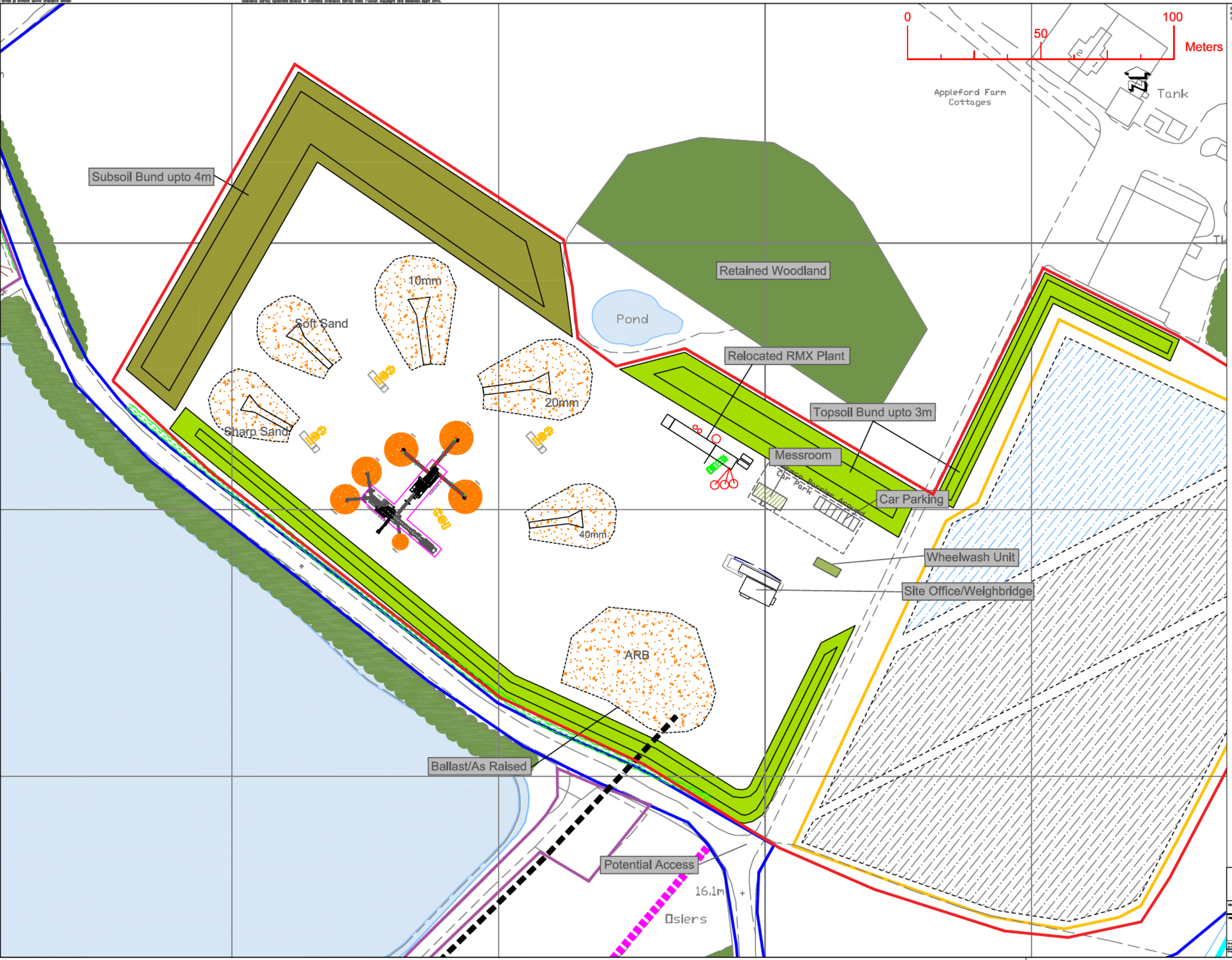
New Plant Site - Site Plan

Scale	1:25000	Date	MAR 22	Drawing No.	
Drawn by	GP	Checked by	GP	Project No.	C45/10/1002



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- LEGEND**
- CURRENT PERMISSION AREA
 - OTHER LAND UNDER APPLICANTS CONTROL
 - EXISTING BRIDLEWAY ROUTE
 - PROPOSED PLANT SITE
 - WOODLAND BLOCKS
 - TOPSOIL BUND
 - SUBSOIL BUND
 - STOCKPILES
 - FRESHWATER LAGOON
 - SILT LAGOONS
 - FIELD CONVEYOR INTO PLANT



Appendix B

Nichola Sanderson

Subject: RE: Colemans Farm Quarry - Braxted Road - Planning application discussion

From: Martin Mason - Strategic Development Engineer <[REDACTED]>
Sent: 22 November 2022 14:41
To: Simon Tucker <[REDACTED]>
Cc: Ahern, Maxine <[REDACTED]>; Phillip Alliston <[REDACTED]>
[REDACTED]; Oliver Brice <[REDACTED]>; Norman, Mark <[REDACTED]>
[REDACTED]; Baxter, Jo <[REDACTED]>
Subject: RE: Colemans Farm Quarry - Braxted Road - Planning application discussion

Hi Simon,

Further to our meeting on 16th November 2022, I've reviewed your Transport Statement Scoping Report, which looks fine subject to the following comments regarding drawing number 15057-26 Rev. B:

1. Please can you add the planning application red/blue line and extent of highway as sourced from <https://www.essexhighways.org/transport-and-roads/highway-schemes-and-developments/adoptions-and-land/highway-status-enquiries.aspx> (any problems with online payment/filling in the form please email highway.status@essexhighways.org who process the requests) and please include a copy of the search results including the covering letter/email*
2. I note what looks like proposed improvements to the 'previously built access' on the south-western side of Braxted Road however the available visibility is not shown. Please can you add this
3. The swept path for an articulated vehicle entering the access to the north-eastern side of Braxted Road shows it using most of the width of the access. My concern is would an entering and exiting vehicle be able to see each other. Please can you show what visibility would be provided between opposing vehicles.

*Where there is a roadside ditch or pond, that ditch or pond (even if it has been piped or infilled) would not in the majority of circumstances form part of the highway. Often, roadside ditches, which are apparent on the ground are not indicated on the Ordnance Survey Mapping. The same applies to historic ditches. Therefore, please ensure any ditches (including historical) and ponds are also marked on the drawing

I will arrange for an invoice for our pre-application fee to be sent shortly.

Best wishes.

Martin

Martin Mason | Strategic Development Engineer

Strategic Development

[Redacted]

www.essex.gov.uk/highways



-----Original Appointment-----

From: Ahern, Maxine <[Redacted]>

Sent: 09 November 2022 12:55

To: Ahern, Maxine; Simon Tucker; Oliver Brice; Baxter, Jo; Norman, Mark; Phillip Alliston; Martin Mason - Strategic Development Engineer

Subject: Colemans Farm Quarry - Braxted Road - Planning application discussion

When: 16 November 2022 10:00-11:00 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

Where: Microsoft Teams Meeting; Bedford Woodlands West ALDER (4)

CAUTION: This is an external email.

Hi all,

Just scheduling in time for us to start discussions on the planning application for Braxted Road.

Please forward to anyone I may have missed.

Any questions please let me know.

Thank you
Max

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Appendix C

11605		WITHAM				SEPTEMBER 2022				
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 11605001	Site 1 - Braxted Rd, Witham 51.8133234,0.6696027	Channel: Northbound	Mon 12-Sep-22	Sun 18-Sep-22	NSL	29033	4430	4148	29.9	25.9
		Channel: Southbound	Mon 12-Sep-22	Sun 18-Sep-22		28206	4259	4029	29.5	24.0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 12-Sep-22														
00:00	20	0	17	3	0	0	0	0	0	0	0	0	0	0
01:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
02:00	13	0	10	2	0	1	0	0	0	0	0	0	0	0
03:00	14	0	12	1	1	0	0	0	0	0	0	0	0	0
04:00	29	0	23	3	1	1	0	0	0	0	1	0	0	0
05:00	163	3	124	22	3	5	0	0	2	0	4	0	0	0
06:00	255	2	203	47	1	0	1	0	1	0	0	0	0	0
07:00	457	2	376	70	1	3	2	0	0	1	1	1	0	0
08:00	415	3	363	44	2	1	0	0	1	0	0	1	0	0
09:00	262	2	215	37	1	2	1	0	2	0	1	1	0	0
10:00	252	3	200	37	2	1	3	0	2	0	1	3	0	0
11:00	199	1	156	39	1	1	0	0	1	0	0	0	0	0
12:00	211	0	172	32	0	1	2	0	1	0	1	2	0	0
13:00	192	0	166	19	0	1	1	0	2	0	3	0	0	0
14:00	192	0	150	34	0	1	1	0	1	0	2	3	0	0
15:00	232	3	195	28	1	0	2	0	0	0	3	0	0	0
16:00	293	3	241	40	1	0	1	0	2	0	3	2	0	0
17:00	317	2	285	27	1	0	2	0	0	0	0	0	0	0
18:00	205	1	188	16	0	0	0	0	0	0	0	0	0	0
19:00	130	0	116	10	0	0	0	0	1	0	3	0	0	0
20:00	80	2	61	12	0	0	4	0	0	0	0	1	0	0
21:00	49	0	44	4	0	0	0	0	0	0	1	0	0	0
22:00	37	0	35	2	0	0	0	0	0	0	0	0	0	0
23:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	3227	20	2707	423	10	11	15	0	12	1	15	13	0	0
16H,6-22	3741	24	3131	496	11	11	20	0	14	1	19	14	0	0
18H,6-24	3792	24	3177	501	11	11	20	0	14	1	19	14	0	0
24H,0-24	4038	27	3368	534	16	18	20	0	16	1	24	14	0	0

11605		WITHAM		Site No: 11605001		Location		Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Tue 13-Sep-22															
00:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0	0
01:00	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0
02:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
03:00	15	0	11	3	0	1	0	0	0	0	0	0	0	0	0
04:00	33	0	22	10	0	1	0	0	0	0	0	0	0	0	0
05:00	162	5	116	32	1	3	1	0	2	1	1	0	0	0	0
06:00	278	2	226	47	1	1	1	0	0	0	0	0	0	0	0
07:00	517	6	434	74	0	1	1	0	0	0	1	0	0	0	0
08:00	440	1	370	56	2	4	2	0	5	0	0	0	0	0	0
09:00	288	1	247	27	4	4	2	0	2	0	0	1	0	0	0
10:00	247	3	202	35	0	1	1	0	2	0	1	2	0	0	0
11:00	208	3	164	35	0	1	2	0	0	0	2	1	0	0	0
12:00	205	3	169	30	0	2	1	0	0	0	0	0	0	0	0
13:00	223	4	180	33	0	1	1	0	0	1	0	3	0	0	0
14:00	260	2	208	40	1	0	2	1	3	1	1	1	0	0	0
15:00	238	2	200	30	0	0	2	0	1	0	1	2	0	0	0
16:00	349	4	291	48	0	0	2	0	1	0	0	3	0	0	0
17:00	367	1	324	34	1	1	2	0	3	0	1	0	0	0	0
18:00	236	1	215	19	0	0	0	0	1	0	0	0	0	0	0
19:00	152	0	130	17	0	0	0	0	0	0	5	0	0	0	0
20:00	80	1	71	7	0	0	0	0	0	0	0	1	0	0	0
21:00	87	0	82	4	0	0	0	0	0	0	1	0	0	0	0
22:00	45	0	41	4	0	0	0	0	0	0	0	0	0	0	0
23:00	43	0	40	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3578	31	3004	461	8	15	18	1	18	2	7	13	0	0	0
16H,6-22	4175	34	3513	536	9	16	19	1	18	2	13	14	0	0	0
18H,6-24	4263	34	3594	543	9	16	19	1	18	2	13	14	0	0	0
24H,0-24	4502	39	3766	594	10	21	20	1	20	3	14	14	0	0	0

11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 14-Sep-22															
00:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0
01:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0
02:00	15	0	12	2	0	0	1	0	0	0	0	0	0	0	0
03:00	17	0	13	3	0	1	0	0	0	0	0	0	0	0	0
04:00	38	0	27	3	5	2	1	0	0	0	0	0	0	0	0
05:00	157	4	123	26	1	2	0	0	0	0	0	1	0	0	0
06:00	317	5	253	52	1	1	0	0	3	0	1	1	0	0	0
07:00	515	1	439	61	0	6	2	0	2	0	1	3	0	0	0
08:00	476	2	407	55	4	0	3	0	3	0	1	1	0	0	0
09:00	298	2	250	34	0	4	2	0	3	0	0	3	0	0	0
10:00	240	2	190	38	1	1	4	0	0	0	0	4	0	0	0
11:00	209	1	175	22	1	4	3	0	1	0	1	1	0	0	0
12:00	214	0	169	37	0	2	0	0	1	0	3	1	1	0	0
13:00	216	1	171	38	2	2	1	0	1	0	0	0	0	0	0
14:00	231	0	188	35	0	0	3	0	4	0	1	0	0	0	0
15:00	272	4	214	46	0	0	1	0	2	0	2	3	0	0	0
16:00	308	3	255	44	0	1	1	0	2	0	1	1	0	0	0
17:00	353	1	321	29	1	0	0	0	1	0	0	0	0	0	0
18:00	259	2	237	18	0	0	0	0	1	0	0	1	0	0	0
19:00	134	0	116	16	0	0	1	0	0	0	1	0	0	0	0
20:00	95	2	80	8	0	0	2	0	0	0	3	0	0	0	0
21:00	103	1	93	9	0	0	0	0	0	0	0	0	0	0	0
22:00	60	0	53	6	0	0	1	0	0	0	0	0	0	0	0
23:00	34	1	29	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3591	19	3016	457	9	20	20	0	21	0	10	18	1	0	0
16H,6-22	4240	27	3558	542	10	21	23	0	24	0	15	19	1	0	0
18H,6-24	4334	28	3640	552	10	21	24	0	24	0	15	19	1	0	0
24H,0-24	4577	32	3826	591	16	26	26	0	24	0	15	20	1	0	0

11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 15-Sep-22															
00:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	0	0	0	0	0	1	0	0	0	0	0	0
02:00	8	0	7	0	0	1	0	0	0	0	0	0	0	0	0
03:00	22	0	14	6	0	2	0	0	0	0	0	0	0	0	0
04:00	49	0	36	7	0	2	2	0	0	0	1	1	0	0	0
05:00	158	2	120	28	1	1	3	0	1	0	1	1	0	0	0
06:00	292	2	222	54	1	3	2	0	4	0	3	1	0	0	0
07:00	482	1	405	69	1	2	1	0	2	0	1	0	0	0	0
08:00	427	0	376	45	3	0	1	0	2	0	0	0	0	0	0
09:00	308	3	262	31	2	5	3	0	1	0	1	0	0	0	0
10:00	245	3	192	41	0	1	3	1	0	0	3	1	0	0	0
11:00	228	4	181	35	1	0	5	0	0	1	0	1	0	0	0
12:00	229	3	180	38	1	0	3	1	1	0	1	1	0	0	0
13:00	210	1	173	28	2	0	0	0	1	0	5	0	0	0	0
14:00	240	0	187	47	1	0	3	0	0	1	0	1	0	0	0
15:00	268	1	220	38	1	2	3	0	1	1	0	1	0	0	0
16:00	323	4	264	45	0	1	4	0	1	0	0	4	0	0	0
17:00	344	2	309	31	1	0	0	0	0	0	1	0	0	0	0
18:00	216	2	190	22	0	1	0	0	0	0	1	0	0	0	0
19:00	142	0	124	15	0	0	0	0	0	0	2	1	0	0	0
20:00	81	0	71	4	0	0	4	1	0	0	1	0	0	0	0
21:00	58	0	55	3	0	0	0	0	0	0	0	0	0	0	0
22:00	40	1	34	4	0	0	0	0	1	0	0	0	0	0	0
23:00	13	1	11	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3520	24	2939	470	13	12	26	2	9	3	13	9	0	0	0
16H,6-22	4093	26	3411	546	14	15	32	3	13	3	19	11	0	0	0
18H,6-24	4146	28	3456	551	14	15	32	3	14	3	19	11	0	0	0
24H,0-24	4398	30	3644	595	15	21	37	3	16	3	21	13	0	0	0

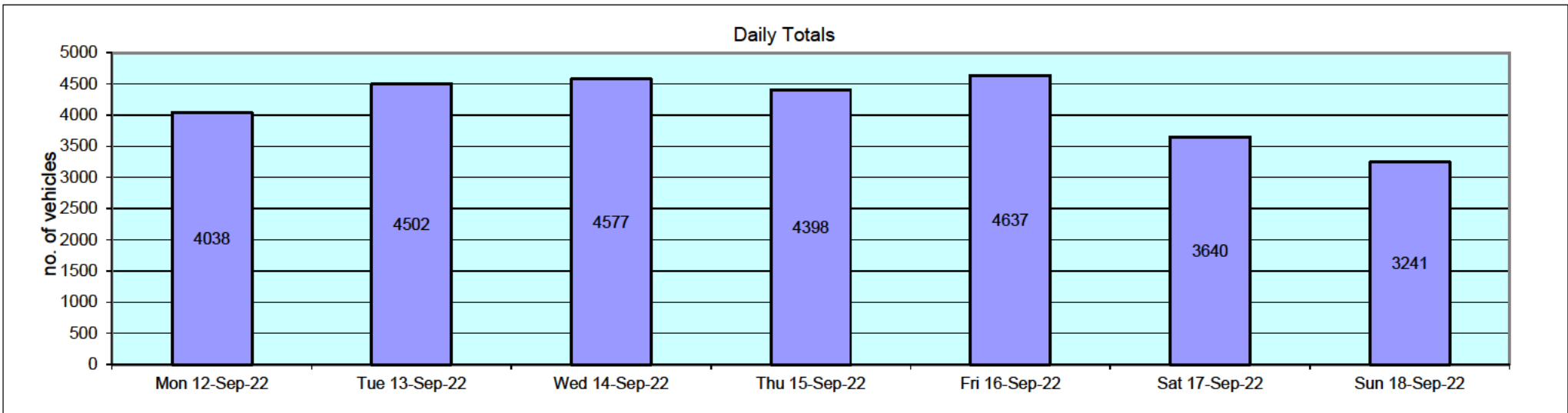
11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 16-Sep-22															
00:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
01:00	6	0	4	1	0	1	0	0	0	0	0	0	0	0	0
02:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
03:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0	0
04:00	46	0	35	6	2	1	1	0	0	0	1	0	0	0	0
05:00	139	1	108	27	1	1	0	0	1	0	0	0	0	0	0
06:00	276	2	211	50	0	4	3	0	3	0	3	0	0	0	0
07:00	434	2	356	68	0	0	2	0	4	0	2	0	0	0	0
08:00	412	4	343	54	2	3	3	0	1	0	1	1	0	0	0
09:00	323	6	267	42	1	2	2	1	1	0	1	0	0	0	0
10:00	291	0	251	32	1	1	3	0	1	0	0	2	0	0	0
11:00	240	2	203	26	1	2	4	0	1	0	1	0	0	0	0
12:00	268	1	224	31	2	4	1	0	1	0	2	2	0	0	0
13:00	250	1	197	43	0	2	3	0	2	0	1	1	0	0	0
14:00	260	1	208	37	2	2	5	0	4	0	0	1	0	0	0
15:00	324	1	276	42	2	0	2	0	1	0	0	0	0	0	0
16:00	338	3	288	42	1	1	1	0	0	1	0	1	0	0	0
17:00	341	1	305	32	1	1	0	0	0	0	0	1	0	0	0
18:00	273	1	248	23	0	0	1	0	0	0	0	0	0	0	0
19:00	151	0	128	19	0	0	0	0	0	0	2	2	0	0	0
20:00	87	0	75	8	0	0	1	0	0	1	2	0	0	0	0
21:00	54	0	46	7	0	0	0	0	0	0	1	0	0	0	0
22:00	50	1	43	4	0	0	0	1	1	0	0	0	0	0	0
23:00	37	1	34	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3754	23	3166	472	13	18	27	1	16	1	8	9	0	0	0
16H,6-22	4322	25	3626	556	13	22	31	1	19	2	16	11	0	0	0
18H,6-24	4409	27	3703	562	13	22	31	2	20	2	16	11	0	0	0
24H,0-24	4637	28	3884	599	16	25	32	2	21	2	17	11	0	0	0

11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 17-Sep-22															
00:00	38	0	31	6	0	0	1	0	0	0	0	0	0	0	
01:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
02:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
03:00	17	0	12	4	0	1	0	0	0	0	0	0	0	0	
04:00	30	0	22	7	0	1	0	0	0	0	0	0	0	0	
05:00	54	1	46	5	0	0	0	0	1	0	1	0	0	0	
06:00	85	0	69	15	0	0	0	0	0	0	1	0	0	0	
07:00	152	0	133	19	0	0	0	0	0	0	0	0	0	0	
08:00	240	1	218	20	0	0	0	0	1	0	0	0	0	0	
09:00	292	3	263	22	0	1	2	0	1	0	0	0	0	0	
10:00	287	5	268	12	0	0	1	0	1	0	0	0	0	0	
11:00	305	0	278	24	0	0	1	0	1	0	0	0	1	0	
12:00	294	1	268	21	0	0	3	0	1	0	0	0	0	0	
13:00	259	6	236	12	0	1	4	0	0	0	0	0	0	0	
14:00	238	4	213	18	0	0	1	0	1	0	0	1	0	0	
15:00	218	3	194	19	0	0	0	0	2	0	0	0	0	0	
16:00	240	2	216	22	0	0	0	0	0	0	0	0	0	0	
17:00	222	0	207	13	0	1	0	0	1	0	0	0	0	0	
18:00	182	2	168	12	0	0	0	0	0	0	0	0	0	0	
19:00	156	1	147	7	0	0	1	0	0	0	0	0	0	0	
20:00	119	0	115	4	0	0	0	0	0	0	0	0	0	0	
21:00	66	0	64	2	0	0	0	0	0	0	0	0	0	0	
22:00	73	0	68	5	0	0	0	0	0	0	0	0	0	0	
23:00	50	0	48	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2929	27	2662	214	0	3	12	0	9	0	0	1	1	0	
16H,6-22	3355	28	3057	242	0	3	13	0	9	0	1	1	1	0	
18H,6-24	3478	28	3173	249	0	3	13	0	9	0	1	1	1	0	
24H,0-24	3640	29	3304	274	0	5	14	0	10	0	2	1	1	0	

11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sun 18-Sep-22															
00:00	44	0	40	4	0	0	0	0	0	0	0	0	0	0	
01:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0	
02:00	15	0	10	5	0	0	0	0	0	0	0	0	0	0	
03:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
04:00	16	1	13	2	0	0	0	0	0	0	0	0	0	0	
05:00	40	0	35	4	0	0	1	0	0	0	0	0	0	0	
06:00	66	2	61	3	0	0	0	0	0	0	0	0	0	0	
07:00	81	2	68	11	0	0	0	0	0	0	0	0	0	0	
08:00	150	2	138	10	0	0	0	0	0	0	0	0	0	0	
09:00	223	8	194	19	0	1	0	0	1	0	0	0	0	0	
10:00	272	6	254	9	0	0	1	0	2	0	0	0	0	0	
11:00	299	4	270	23	0	0	2	0	0	0	0	0	0	0	
12:00	330	9	303	16	0	1	0	0	1	0	0	0	0	0	
13:00	281	3	260	17	0	0	1	0	0	0	0	0	0	0	
14:00	262	2	240	17	0	0	2	0	1	0	0	0	0	0	
15:00	215	1	200	13	0	1	0	0	0	0	0	0	0	0	
16:00	257	0	242	11	1	0	1	0	1	0	1	0	0	0	
17:00	181	1	169	10	0	1	0	0	0	0	0	0	0	0	
18:00	161	2	140	19	0	0	0	0	0	0	0	0	0	0	
19:00	122	3	110	9	0	0	0	0	0	0	0	0	0	0	
20:00	81	1	75	4	0	1	0	0	0	0	0	0	0	0	
21:00	49	0	44	4	0	0	0	0	0	0	0	1	0	0	
22:00	46	1	43	2	0	0	0	0	0	0	0	0	0	0	
23:00	22	1	18	2	1	0	0	0	0	0	0	0	0	0	
12H,7-19	2712	40	2478	175	1	4	7	0	6	0	1	0	0	0	
16H,6-22	3030	46	2768	195	1	5	7	0	6	0	1	1	0	0	
18H,6-24	3098	48	2829	199	2	5	7	0	6	0	1	1	0	0	
24H,0-24	3241	49	2954	215	2	5	8	0	6	0	1	1	0	0	

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Daily Totals															
Mon 12-Sep-22	4038	27	3368	534	16	18	20	0	16	1	24	14	0	0	
Tue 13-Sep-22	4502	39	3766	594	10	21	20	1	20	3	14	14	0	0	
Wed 14-Sep-22	4577	32	3826	591	16	26	26	0	24	0	15	20	1	0	
Thu 15-Sep-22	4398	30	3644	595	15	21	37	3	16	3	21	13	0	0	
Fri 16-Sep-22	4637	28	3884	599	16	25	32	2	21	2	17	11	0	0	
Sat 17-Sep-22	3640	29	3304	274	0	5	14	0	10	0	2	1	1	0	
Sun 18-Sep-22	3241	49	2954	215	2	5	8	0	6	0	1	1	0	0	
Total Vehicles															
[--]	29033	234	24746	3402	75	121	157	6	113	9	94	74	2	0	



11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 12-Sep-22											
00:00	20	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
01:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
02:00	13	0	0.0	10	76.9	2	15.4	1	7.7	0	0.0
03:00	14	0	0.0	12	85.7	1	7.1	0	0.0	1	7.1
04:00	29	0	0.0	23	79.3	3	10.3	2	6.9	1	3.5
05:00	163	3	1.8	124	76.1	22	13.5	11	6.8	3	1.8
06:00	255	2	0.8	203	79.6	47	18.4	2	0.8	1	0.4
07:00	457	2	0.4	376	82.3	70	15.3	8	1.8	1	0.2
08:00	415	3	0.7	363	87.5	44	10.6	3	0.7	2	0.5
09:00	262	2	0.8	215	82.1	37	14.1	7	2.7	1	0.4
10:00	252	3	1.2	200	79.4	37	14.7	10	4.0	2	0.8
11:00	199	1	0.5	156	78.4	39	19.6	2	1.0	1	0.5
12:00	211	0	0.0	172	81.5	32	15.2	7	3.3	0	0.0
13:00	192	0	0.0	166	86.5	19	9.9	7	3.7	0	0.0
14:00	192	0	0.0	150	78.1	34	17.7	8	4.2	0	0.0
15:00	232	3	1.3	195	84.1	28	12.1	5	2.2	1	0.4
16:00	293	3	1.0	241	82.3	40	13.7	8	2.7	1	0.3
17:00	317	2	0.6	285	89.9	27	8.5	2	0.6	1	0.3
18:00	205	1	0.5	188	91.7	16	7.8	0	0.0	0	0.0
19:00	130	0	0.0	116	89.2	10	7.7	4	3.1	0	0.0
20:00	80	2	2.5	61	76.3	12	15.0	5	6.3	0	0.0
21:00	49	0	0.0	44	89.8	4	8.2	1	2.0	0	0.0
22:00	37	0	0.0	35	94.6	2	5.4	0	0.0	0	0.0
23:00	14	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
12H,7-19	3227	20	0.6	2707	83.9	423	13.1	67	2.1	10	0.3
16H,6-22	3741	24	0.6	3131	83.7	496	13.3	79	2.1	11	0.3
18H,6-24	3792	24	0.6	3177	83.8	501	13.2	79	2.1	11	0.3
24H,0-24	4038	27	0.7	3368	83.4	534	13.2	93	2.3	16	0.4

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 13-Sep-22											
00:00	13	0	0.0	10	76.9	3	23.1	0	0.0	0	0.0
01:00	6	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
02:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
03:00	15	0	0.0	11	73.3	3	20.0	1	6.7	0	0.0
04:00	33	0	0.0	22	66.7	10	30.3	1	3.0	0	0.0
05:00	162	5	3.1	116	71.6	32	19.8	8	4.9	1	0.6
06:00	278	2	0.7	226	81.3	47	16.9	2	0.7	1	0.4
07:00	517	6	1.2	434	84.0	74	14.3	3	0.6	0	0.0
08:00	440	1	0.2	370	84.1	56	12.7	11	2.5	2	0.5
09:00	288	1	0.4	247	85.8	27	9.4	9	3.1	4	1.4
10:00	247	3	1.2	202	81.8	35	14.2	7	2.8	0	0.0
11:00	208	3	1.4	164	78.9	35	16.8	6	2.9	0	0.0
12:00	205	3	1.5	169	82.4	30	14.6	3	1.5	0	0.0
13:00	223	4	1.8	180	80.7	33	14.8	6	2.7	0	0.0
14:00	260	2	0.8	208	80.0	40	15.4	9	3.5	1	0.4
15:00	238	2	0.8	200	84.0	30	12.6	6	2.5	0	0.0
16:00	349	4	1.2	291	83.4	48	13.8	6	1.7	0	0.0
17:00	367	1	0.3	324	88.3	34	9.3	7	1.9	1	0.3
18:00	236	1	0.4	215	91.1	19	8.1	1	0.4	0	0.0
19:00	152	0	0.0	130	85.5	17	11.2	5	3.3	0	0.0
20:00	80	1	1.3	71	88.8	7	8.8	1	1.3	0	0.0
21:00	87	0	0.0	82	94.3	4	4.6	1	1.2	0	0.0
22:00	45	0	0.0	41	91.1	4	8.9	0	0.0	0	0.0
23:00	43	0	0.0	40	93.0	3	7.0	0	0.0	0	0.0
12H,7-19	3578	31	0.9	3004	84.0	461	12.9	74	2.1	8	0.2
16H,6-22	4175	34	0.8	3513	84.1	536	12.8	83	2.0	9	0.2
18H,6-24	4263	34	0.8	3594	84.3	543	12.7	83	2.0	9	0.2
24H,0-24	4502	39	0.9	3766	83.7	594	13.2	93	2.1	10	0.2

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 14-Sep-22											
00:00	8	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0
01:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
02:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
03:00	17	0	0.0	13	76.5	3	17.7	1	5.9	0	0.0
04:00	38	0	0.0	27	71.1	3	7.9	3	7.9	5	13.2
05:00	157	4	2.6	123	78.3	26	16.6	3	1.9	1	0.6
06:00	317	5	1.6	253	79.8	52	16.4	6	1.9	1	0.3
07:00	515	1	0.2	439	85.2	61	11.8	14	2.7	0	0.0
08:00	476	2	0.4	407	85.5	55	11.6	8	1.7	4	0.8
09:00	298	2	0.7	250	83.9	34	11.4	12	4.0	0	0.0
10:00	240	2	0.8	190	79.2	38	15.8	9	3.8	1	0.4
11:00	209	1	0.5	175	83.7	22	10.5	10	4.8	1	0.5
12:00	214	0	0.0	169	79.0	37	17.3	8	3.7	0	0.0
13:00	216	1	0.5	171	79.2	38	17.6	4	1.9	2	0.9
14:00	231	0	0.0	188	81.4	35	15.2	8	3.5	0	0.0
15:00	272	4	1.5	214	78.7	46	16.9	8	2.9	0	0.0
16:00	308	3	1.0	255	82.8	44	14.3	6	2.0	0	0.0
17:00	353	1	0.3	321	90.9	29	8.2	1	0.3	1	0.3
18:00	259	2	0.8	237	91.5	18	7.0	2	0.8	0	0.0
19:00	134	0	0.0	116	86.6	16	11.9	2	1.5	0	0.0
20:00	95	2	2.1	80	84.2	8	8.4	5	5.3	0	0.0
21:00	103	1	1.0	93	90.3	9	8.7	0	0.0	0	0.0
22:00	60	0	0.0	53	88.3	6	10.0	1	1.7	0	0.0
23:00	34	1	2.9	29	85.3	4	11.8	0	0.0	0	0.0
12H,7-19	3591	19	0.5	3016	84.0	457	12.7	90	2.5	9	0.3
16H,6-22	4240	27	0.6	3558	83.9	542	12.8	103	2.4	10	0.2
18H,6-24	4334	28	0.7	3640	84.0	552	12.7	104	2.4	10	0.2
24H,0-24	4577	32	0.7	3826	83.6	591	12.9	112	2.5	16	0.4

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 15-Sep-22											
00:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
02:00	8	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
03:00	22	0	0.0	14	63.6	6	27.3	2	9.1	0	0.0
04:00	49	0	0.0	36	73.5	7	14.3	6	12.2	0	0.0
05:00	158	2	1.3	120	76.0	28	17.7	7	4.4	1	0.6
06:00	292	2	0.7	222	76.0	54	18.5	13	4.5	1	0.3
07:00	482	1	0.2	405	84.0	69	14.3	6	1.2	1	0.2
08:00	427	0	0.0	376	88.1	45	10.5	3	0.7	3	0.7
09:00	308	3	1.0	262	85.1	31	10.1	10	3.3	2	0.7
10:00	245	3	1.2	192	78.4	41	16.7	9	3.7	0	0.0
11:00	228	4	1.8	181	79.4	35	15.4	7	3.1	1	0.4
12:00	229	3	1.3	180	78.6	38	16.6	7	3.1	1	0.4
13:00	210	1	0.5	173	82.4	28	13.3	6	2.9	2	1.0
14:00	240	0	0.0	187	77.9	47	19.6	5	2.1	1	0.4
15:00	268	1	0.4	220	82.1	38	14.2	8	3.0	1	0.4
16:00	323	4	1.2	264	81.7	45	13.9	10	3.1	0	0.0
17:00	344	2	0.6	309	89.8	31	9.0	1	0.3	1	0.3
18:00	216	2	0.9	190	88.0	22	10.2	2	0.9	0	0.0
19:00	142	0	0.0	124	87.3	15	10.6	3	2.1	0	0.0
20:00	81	0	0.0	71	87.7	4	4.9	6	7.4	0	0.0
21:00	58	0	0.0	55	94.8	3	5.2	0	0.0	0	0.0
22:00	40	1	2.5	34	85.0	4	10.0	1	2.5	0	0.0
23:00	13	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
12H,7-19	3520	24	0.7	2939	83.5	470	13.4	74	2.1	13	0.4
16H,6-22	4093	26	0.6	3411	83.3	546	13.3	96	2.4	14	0.3
18H,6-24	4146	28	0.7	3456	83.4	551	13.3	97	2.3	14	0.3
24H,0-24	4398	30	0.7	3644	82.9	595	13.5	114	2.6	15	0.3

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 16-Sep-22											
00:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
01:00	6	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
02:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
04:00	46	0	0.0	35	76.1	6	13.0	3	6.5	2	4.4
05:00	139	1	0.7	108	77.7	27	19.4	2	1.4	1	0.7
06:00	276	2	0.7	211	76.5	50	18.1	13	4.7	0	0.0
07:00	434	2	0.5	356	82.0	68	15.7	8	1.8	0	0.0
08:00	412	4	1.0	343	83.3	54	13.1	9	2.2	2	0.5
09:00	323	6	1.9	267	82.7	42	13.0	7	2.2	1	0.3
10:00	291	0	0.0	251	86.3	32	11.0	7	2.4	1	0.3
11:00	240	2	0.8	203	84.6	26	10.8	8	3.3	1	0.4
12:00	268	1	0.4	224	83.6	31	11.6	10	3.7	2	0.8
13:00	250	1	0.4	197	78.8	43	17.2	9	3.6	0	0.0
14:00	260	1	0.4	208	80.0	37	14.2	12	4.6	2	0.8
15:00	324	1	0.3	276	85.2	42	13.0	3	0.9	2	0.6
16:00	338	3	0.9	288	85.2	42	12.4	4	1.2	1	0.3
17:00	341	1	0.3	305	89.4	32	9.4	2	0.6	1	0.3
18:00	273	1	0.4	248	90.8	23	8.4	1	0.4	0	0.0
19:00	151	0	0.0	128	84.8	19	12.6	4	2.7	0	0.0
20:00	87	0	0.0	75	86.2	8	9.2	4	4.6	0	0.0
21:00	54	0	0.0	46	85.2	7	13.0	1	1.9	0	0.0
22:00	50	1	2.0	43	86.0	4	8.0	2	4.0	0	0.0
23:00	37	1	2.7	34	91.9	2	5.4	0	0.0	0	0.0
12H,7-19	3754	23	0.6	3166	84.3	472	12.6	80	2.1	13	0.4
16H,6-22	4322	25	0.6	3626	83.9	556	12.9	102	2.4	13	0.3
18H,6-24	4409	27	0.6	3703	84.0	562	12.8	104	2.4	13	0.3
24H,0-24	4637	28	0.6	3884	83.8	599	12.9	110	2.4	16	0.4

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

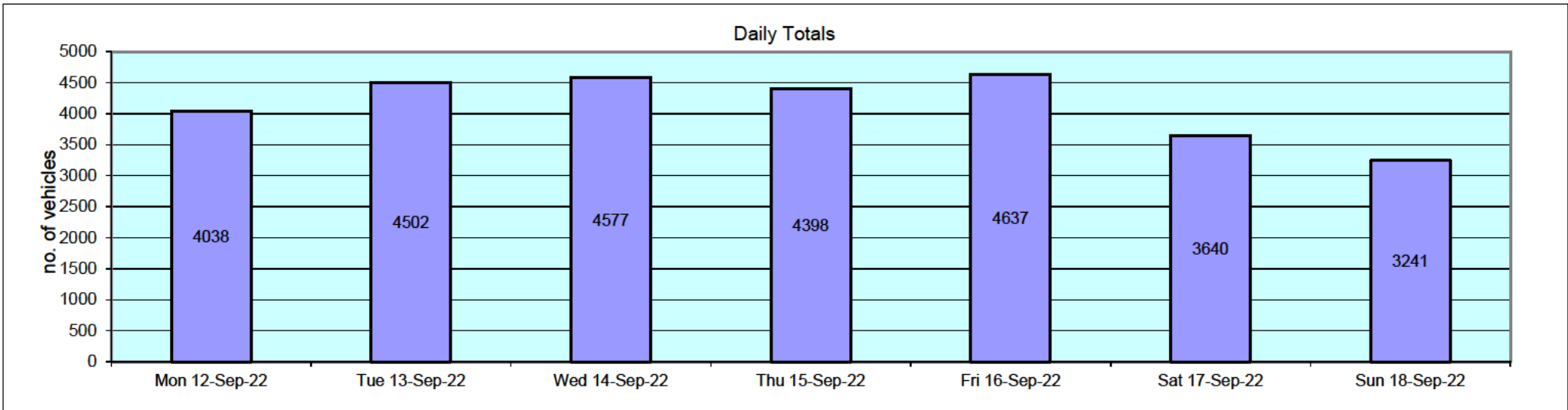
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 17-Sep-22											
00:00	38	0	0.0	31	81.6	6	15.8	1	2.6	0	0.0
01:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
02:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
03:00	17	0	0.0	12	70.6	4	23.5	1	5.9	0	0.0
04:00	30	0	0.0	22	73.3	7	23.3	1	3.3	0	0.0
05:00	54	1	1.9	46	85.2	5	9.3	2	3.7	0	0.0
06:00	85	0	0.0	69	81.2	15	17.7	1	1.2	0	0.0
07:00	152	0	0.0	133	87.5	19	12.5	0	0.0	0	0.0
08:00	240	1	0.4	218	90.8	20	8.3	1	0.4	0	0.0
09:00	292	3	1.0	263	90.1	22	7.5	4	1.4	0	0.0
10:00	287	5	1.7	268	93.4	12	4.2	2	0.7	0	0.0
11:00	305	0	0.0	278	91.2	24	7.9	3	1.0	0	0.0
12:00	294	1	0.3	268	91.2	21	7.1	4	1.4	0	0.0
13:00	259	6	2.3	236	91.1	12	4.6	5	1.9	0	0.0
14:00	238	4	1.7	213	89.5	18	7.6	3	1.3	0	0.0
15:00	218	3	1.4	194	89.0	19	8.7	2	0.9	0	0.0
16:00	240	2	0.8	216	90.0	22	9.2	0	0.0	0	0.0
17:00	222	0	0.0	207	93.2	13	5.9	2	0.9	0	0.0
18:00	182	2	1.1	168	92.3	12	6.6	0	0.0	0	0.0
19:00	156	1	0.6	147	94.2	7	4.5	1	0.6	0	0.0
20:00	119	0	0.0	115	96.6	4	3.4	0	0.0	0	0.0
21:00	66	0	0.0	64	97.0	2	3.0	0	0.0	0	0.0
22:00	73	0	0.0	68	93.2	5	6.9	0	0.0	0	0.0
23:00	50	0	0.0	48	96.0	2	4.0	0	0.0	0	0.0
12H,7-19	2929	27	0.9	2662	90.9	214	7.3	26	0.9	0	0.0
16H,6-22	3355	28	0.8	3057	91.1	242	7.2	28	0.8	0	0.0
18H,6-24	3478	28	0.8	3173	91.2	249	7.2	28	0.8	0	0.0
24H,0-24	3640	29	0.8	3304	90.8	274	7.5	33	0.9	0	0.0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 18-Sep-22											
00:00	44	0	0.0	40	90.9	4	9.1	0	0.0	0	0.0
01:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
02:00	15	0	0.0	10	66.7	5	33.3	0	0.0	0	0.0
03:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
04:00	16	1	6.3	13	81.3	2	12.5	0	0.0	0	0.0
05:00	40	0	0.0	35	87.5	4	10.0	1	2.5	0	0.0
06:00	66	2	3.0	61	92.4	3	4.6	0	0.0	0	0.0
07:00	81	2	2.5	68	84.0	11	13.6	0	0.0	0	0.0
08:00	150	2	1.3	138	92.0	10	6.7	0	0.0	0	0.0
09:00	223	8	3.6	194	87.0	19	8.5	2	0.9	0	0.0
10:00	272	6	2.2	254	93.4	9	3.3	3	1.1	0	0.0
11:00	299	4	1.3	270	90.3	23	7.7	2	0.7	0	0.0
12:00	330	9	2.7	303	91.8	16	4.9	2	0.6	0	0.0
13:00	281	3	1.1	260	92.5	17	6.1	1	0.4	0	0.0
14:00	262	2	0.8	240	91.6	17	6.5	3	1.2	0	0.0
15:00	215	1	0.5	200	93.0	13	6.1	1	0.5	0	0.0
16:00	257	0	0.0	242	94.2	11	4.3	3	1.2	1	0.4
17:00	181	1	0.6	169	93.4	10	5.5	1	0.6	0	0.0
18:00	161	2	1.2	140	87.0	19	11.8	0	0.0	0	0.0
19:00	122	3	2.5	110	90.2	9	7.4	0	0.0	0	0.0
20:00	81	1	1.2	75	92.6	4	4.9	1	1.2	0	0.0
21:00	49	0	0.0	44	89.8	4	8.2	1	2.0	0	0.0
22:00	46	1	2.2	43	93.5	2	4.4	0	0.0	0	0.0
23:00	22	1	4.6	18	81.8	2	9.1	0	0.0	1	4.6
12H,7-19	2712	40	1.5	2478	91.4	175	6.5	18	0.7	1	0.0
16H,6-22	3030	46	1.5	2768	91.4	195	6.4	20	0.7	1	0.0
18H,6-24	3098	48	1.6	2829	91.3	199	6.4	20	0.7	2	0.1
24H,0-24	3241	49	1.5	2954	91.1	215	6.6	21	0.7	2	0.1

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 12-Sep-22	4038	27	0.7	3368	83.4	534	13.2	93	2.3	16	0.4
Tue 13-Sep-22	4502	39	0.9	3766	83.7	594	13.2	93	2.1	10	0.2
Wed 14-Sep-22	4577	32	0.7	3826	83.6	591	12.9	112	2.5	16	0.4
Thu 15-Sep-22	4398	30	0.7	3644	82.9	595	13.5	114	2.6	15	0.3
Fri 16-Sep-22	4637	28	0.6	3884	83.8	599	12.9	110	2.4	16	0.4
Sat 17-Sep-22	3640	29	0.8	3304	90.8	274	7.5	33	0.9	0	0.0
Sun 18-Sep-22	3241	49	1.5	2954	91.1	215	6.6	21	0.7	2	0.1
Total Vehicles											
[--]	29033	234	0.8	24746	85.6	3402	11.4	576	1.9	75	0.2



11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 12-Sep-22																
00:00	20	30.1	26.5	4.9	0	1	17	2	0	0	0	0	0	0	0	0
01:00	7	-	23.1	5.7	0	2	5	0	0	0	0	0	0	0	0	0
02:00	13	32.8	27.5	6.2	0	1	9	3	0	0	0	0	0	0	0	0
03:00	14	35.7	29.4	6.5	0	0	10	3	1	0	0	0	0	0	0	0
04:00	29	34.1	27.4	6.5	0	3	19	7	0	0	0	0	0	0	0	0
05:00	163	30.2	25.8	5.4	0	18	130	15	0	0	0	0	0	0	0	0
06:00	255	30.5	26.8	4.6	0	7	221	27	0	0	0	0	0	0	0	0
07:00	457	29.7	26.1	3.6	0	8	435	14	0	0	0	0	0	0	0	0
08:00	415	29.6	25.8	3.8	1	16	390	8	0	0	0	0	0	0	0	0
09:00	262	29.6	25.4	4.5	1	22	231	8	0	0	0	0	0	0	0	0
10:00	252	29.5	25.3	4.3	0	22	226	4	0	0	0	0	0	0	0	0
11:00	199	29.4	24.6	5.1	2	29	164	4	0	0	0	0	0	0	0	0
12:00	211	29.8	26	4.1	0	9	194	8	0	0	0	0	0	0	0	0
13:00	192	29.5	24.9	4.9	1	25	161	5	0	0	0	0	0	0	0	0
14:00	192	29.9	25.7	4.9	2	13	166	11	0	0	0	0	0	0	0	0
15:00	232	30	26.1	4.6	1	12	204	15	0	0	0	0	0	0	0	0
16:00	293	29.5	24.6	5.5	6	39	240	6	2	0	0	0	0	0	0	0
17:00	317	29.8	26.2	3.9	1	6	296	14	0	0	0	0	0	0	0	0
18:00	205	30	26.2	4.5	1	8	183	13	0	0	0	0	0	0	0	0
19:00	130	29.8	25	5.5	0	21	101	8	0	0	0	0	0	0	0	0
20:00	80	29.9	26	4.6	0	5	70	5	0	0	0	0	0	0	0	0
21:00	49	30.3	26.2	5.8	0	5	39	4	1	0	0	0	0	0	0	0
22:00	37	30	26	5	0	3	31	3	0	0	0	0	0	0	0	0
23:00	14	32.3	28.1	5.2	0	0	11	3	0	0	0	0	0	0	0	0
12H,7-19	3227	29.7	25.6	4.4	16	209	2890	110	2	0	0	0	0	0	0	0
16H,6-22	3741	29.8	25.7	4.5	16	247	3321	154	3	0	0	0	0	0	0	0
18H,6-24	3792	29.8	25.7	4.5	16	250	3363	160	3	0	0	0	0	0	0	0
24H,0-24	4038	29.8	25.7	4.6	16	275	3553	190	4	0	0	0	0	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 13-Sep-22																
00:00	13	28.8	26	6.4	0	2	9	2	0	0	0	0	0	0	0	0
01:00	6	-	26	3.1	0	0	6	0	0	0	0	0	0	0	0	0
02:00	10	31	28	5.1	0	0	8	2	0	0	0	0	0	0	0	0
03:00	15	36.4	30	5.9	0	0	9	6	0	0	0	0	0	0	0	0
04:00	33	35.6	29	5.5	0	0	23	10	0	0	0	0	0	0	0	0
05:00	162	30	25.8	5.1	0	16	134	12	0	0	0	0	0	0	0	0
06:00	278	30.7	27.2	4.5	0	2	241	35	0	0	0	0	0	0	0	0
07:00	517	29.7	26.1	3.8	1	12	487	17	0	0	0	0	0	0	0	0
08:00	440	29.7	25.9	3.8	0	16	413	11	0	0	0	0	0	0	0	0
09:00	288	29.9	25.8	4.6	1	19	253	15	0	0	0	0	0	0	0	0
10:00	247	29.4	25.2	4.1	1	18	227	1	0	0	0	0	0	0	0	0
11:00	208	29.4	24.7	4.9	0	31	173	4	0	0	0	0	0	0	0	0
12:00	205	29.6	25.5	4.4	1	15	183	6	0	0	0	0	0	0	0	0
13:00	223	29.5	25	4.8	1	27	189	6	0	0	0	0	0	0	0	0
14:00	260	29.5	24.9	4.7	1	31	223	5	0	0	0	0	0	0	0	0
15:00	238	29.5	25.4	4.2	1	17	216	4	0	0	0	0	0	0	0	0
16:00	349	29.7	25.7	4.3	1	21	314	13	0	0	0	0	0	0	0	0
17:00	367	29.9	25.9	4.6	4	16	327	20	0	0	0	0	0	0	0	0
18:00	236	30.3	26.5	4.6	1	7	207	21	0	0	0	0	0	0	0	0
19:00	152	29.6	25.6	4.2	0	10	138	4	0	0	0	0	0	0	0	0
20:00	80	29.2	23.5	5.9	0	23	54	3	0	0	0	0	0	0	0	0
21:00	87	29	23	5.9	0	28	57	2	0	0	0	0	0	0	0	0
22:00	45	29.7	24.4	6	0	10	32	3	0	0	0	0	0	0	0	0
23:00	43	29.3	24.4	5.2	0	8	34	1	0	0	0	0	0	0	0	0
12H,7-19	3578	29.7	25.6	4.4	13	230	3212	123	0	0	0	0	0	0	0	0
16H,6-22	4175	29.8	25.6	4.5	13	293	3702	167	0	0	0	0	0	0	0	0
18H,6-24	4263	29.8	25.6	4.5	13	311	3768	171	0	0	0	0	0	0	0	0
24H,0-24	4502	29.8	25.7	4.6	13	329	3957	203	0	0	0	0	0	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 14-Sep-22																
00:00	8	-	26	8.1	0	2	4	2	0	0	0	0	0	0	0	0
01:00	8	-	26	3.1	0	0	8	0	0	0	0	0	0	0	0	0
02:00	15	29.5	25.3	5.4	0	2	12	1	0	0	0	0	0	0	0	0
03:00	17	29.7	26.6	3.8	0	0	16	1	0	0	0	0	0	0	0	0
04:00	38	32.1	26.8	6.1	0	4	27	7	0	0	0	0	0	0	0	0
05:00	157	30.6	26.8	4.9	0	7	131	19	0	0	0	0	0	0	0	0
06:00	317	30.1	26.5	4.2	0	6	288	23	0	0	0	0	0	0	0	0
07:00	515	29.7	26	3.9	0	18	481	16	0	0	0	0	0	0	0	0
08:00	476	29.7	26	3.7	0	13	451	12	0	0	0	0	0	0	0	0
09:00	298	29.5	25.1	4.7	2	30	259	7	0	0	0	0	0	0	0	0
10:00	240	29.4	25	4.5	1	25	211	3	0	0	0	0	0	0	0	0
11:00	209	29.7	25.3	4.7	0	22	179	8	0	0	0	0	0	0	0	0
12:00	214	29.6	25.2	4.7	0	24	184	6	0	0	0	0	0	0	0	0
13:00	216	29.4	25.3	4.1	1	15	199	1	0	0	0	0	0	0	0	0
14:00	231	29.8	25.3	5.2	4	21	195	11	0	0	0	0	0	0	0	0
15:00	272	29.5	25.5	4.1	3	12	253	4	0	0	0	0	0	0	0	0
16:00	308	29.9	26	4.3	0	16	277	15	0	0	0	0	0	0	0	0
17:00	353	29.7	25.8	4.2	1	17	322	13	0	0	0	0	0	0	0	0
18:00	259	29.9	26.3	3.9	0	5	241	13	0	0	0	0	0	0	0	0
19:00	134	29.8	26.2	3.9	0	3	125	6	0	0	0	0	0	0	0	0
20:00	95	29.5	24.6	5.2	0	16	76	3	0	0	0	0	0	0	0	0
21:00	103	30.2	26.6	4.4	0	3	91	9	0	0	0	0	0	0	0	0
22:00	60	30.3	26.5	4.8	0	3	51	6	0	0	0	0	0	0	0	0
23:00	34	30.8	27.5	4.6	0	0	29	5	0	0	0	0	0	0	0	0
12H,7-19	3591	29.7	25.6	4.3	12	218	3252	109	0	0	0	0	0	0	0	0
16H,6-22	4240	29.7	25.7	4.3	12	246	3832	150	0	0	0	0	0	0	0	0
18H,6-24	4334	29.7	25.7	4.3	12	249	3912	161	0	0	0	0	0	0	0	0
24H,0-24	4577	29.8	25.8	4.4	12	264	4110	191	0	0	0	0	0	0	0	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 15-Sep-22																
00:00	12	33.3	28.5	5.4	0	0	9	3	0	0	0	0	0	0	0	0
01:00	3	-	28.5	13.9	0	1	1	0	1	0	0	0	0	0	0	0
02:00	8	-	26	3.1	0	0	8	0	0	0	0	0	0	0	0	0
03:00	22	31.5	27.8	4.9	0	0	18	4	0	0	0	0	0	0	0	0
04:00	49	35.8	28.2	6.5	0	4	30	15	0	0	0	0	0	0	0	0
05:00	158	30.7	26.5	5.5	2	9	127	20	0	0	0	0	0	0	0	0
06:00	292	30.2	26.1	4.9	0	21	247	24	0	0	0	0	0	0	0	0
07:00	482	30	26.4	4	0	10	444	28	0	0	0	0	0	0	0	0
08:00	427	29.5	25.7	3.8	3	14	405	5	0	0	0	0	0	0	0	0
09:00	308	29.9	26.4	4.8	1	8	282	15	0	1	0	0	1	0	0	0
10:00	245	29.5	25.4	4.1	1	16	225	3	0	0	0	0	0	0	0	0
11:00	228	29.5	25.3	4.5	2	18	203	5	0	0	0	0	0	0	0	0
12:00	229	29.7	25.1	5.1	1	29	189	10	0	0	0	0	0	0	0	0
13:00	210	29.7	25.4	4.6	0	20	182	8	0	0	0	0	0	0	0	0
14:00	240	29.6	25.2	6	1	29	202	7	0	0	0	0	0	0	0	1
15:00	268	29.6	25.1	4.8	1	30	229	8	0	0	0	0	0	0	0	0
16:00	323	29.6	25.5	4.6	2	23	288	9	1	0	0	0	0	0	0	0
17:00	344	30.1	25.9	5	4	21	294	25	0	0	0	0	0	0	0	0
18:00	216	30.2	26.2	4.8	2	9	188	17	0	0	0	0	0	0	0	0
19:00	142	30	26.1	4.6	0	8	124	10	0	0	0	0	0	0	0	0
20:00	81	30.3	25.9	5.4	0	9	64	8	0	0	0	0	0	0	0	0
21:00	58	33.9	28.1	5.3	0	1	44	13	0	0	0	0	0	0	0	0
22:00	40	30.3	27	4.2	0	0	36	4	0	0	0	0	0	0	0	0
23:00	13	36.9	30.6	6	0	0	7	6	0	0	0	0	0	0	0	0
12H,7-19	3520	29.8	25.7	4.6	18	227	3131	140	1	1	0	0	1	0	0	1
16H,6-22	4093	29.8	25.8	4.7	18	266	3610	195	1	1	0	0	1	0	0	1
18H,6-24	4146	29.9	25.8	4.7	18	266	3653	205	1	1	0	0	1	0	0	1
24H,0-24	4398	29.9	25.9	4.8	20	280	3846	247	2	1	0	0	1	0	0	1

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 16-Sep-22																
00:00	10	34.3	29	5.7	0	0	7	3	0	0	0	0	0	0	0	0
01:00	6	-	27.7	5	0	0	5	1	0	0	0	0	0	0	0	0
02:00	10	29.9	27	4.3	0	0	9	1	0	0	0	0	0	0	0	0
03:00	17	34.9	28.9	5.5	0	0	12	5	0	0	0	0	0	0	0	0
04:00	46	34.3	28.4	5.2	0	0	35	11	0	0	0	0	0	0	0	0
05:00	139	32.8	27.8	5	0	1	112	26	0	0	0	0	0	0	0	0
06:00	276	30.9	27.2	4.9	0	7	230	39	0	0	0	0	0	0	0	0
07:00	434	29.8	26.1	4	1	12	402	19	0	0	0	0	0	0	0	0
08:00	412	29.5	25.3	4.2	0	34	372	6	0	0	0	0	0	0	0	0
09:00	323	29.6	25.2	4.7	0	36	276	11	0	0	0	0	0	0	0	0
10:00	291	29.5	25.3	4.1	0	22	266	3	0	0	0	0	0	0	0	0
11:00	240	29.6	25.8	3.7	0	8	228	4	0	0	0	0	0	0	0	0
12:00	268	29.4	24.7	4.8	1	36	227	4	0	0	0	0	0	0	0	0
13:00	250	29.5	25.4	4.2	0	19	226	5	0	0	0	0	0	0	0	0
14:00	260	29.6	25.2	5.8	1	33	217	7	1	0	0	0	0	0	1	0
15:00	324	29.5	25.8	3.5	0	10	311	3	0	0	0	0	0	0	0	0
16:00	338	29.7	25.7	4.3	3	16	309	10	0	0	0	0	0	0	0	0
17:00	341	30	26.2	4.3	0	14	307	20	0	0	0	0	0	0	0	0
18:00	273	29.9	26.2	4.3	3	4	251	15	0	0	0	0	0	0	0	0
19:00	151	30.1	26.3	4.5	0	7	133	11	0	0	0	0	0	0	0	0
20:00	87	29.7	24.8	5.7	1	14	67	5	0	0	0	0	0	0	0	0
21:00	54	29.7	25.8	4.2	0	3	49	2	0	0	0	0	0	0	0	0
22:00	50	30.3	26.6	4.7	0	2	43	5	0	0	0	0	0	0	0	0
23:00	37	30.1	26.8	4	0	0	34	3	0	0	0	0	0	0	0	0
12H,7-19	3754	29.7	25.6	4.3	9	244	3392	107	1	0	0	0	0	0	1	0
16H,6-22	4322	29.8	25.7	4.4	10	275	3871	164	1	0	0	0	0	0	1	0
18H,6-24	4409	29.8	25.7	4.4	10	277	3948	172	1	0	0	0	0	0	1	0
24H,0-24	4637	29.8	25.8	4.5	10	278	4128	219	1	0	0	0	0	0	1	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 17-Sep-22																
00:00	38	30.3	26	5.5	0	4	30	4	0	0	0	0	0	0	0	0
01:00	13	28.8	27.5	4.8	0	0	11	2	0	0	0	0	0	0	0	0
02:00	10	31	28	5.1	0	0	8	2	0	0	0	0	0	0	0	0
03:00	17	34.9	28.4	6.3	0	1	11	5	0	0	0	0	0	0	0	0
04:00	30	34.8	28.7	5.4	0	0	22	8	0	0	0	0	0	0	0	0
05:00	54	35.6	28.6	6	0	2	36	16	0	0	0	0	0	0	0	0
06:00	85	34	27.9	5.6	0	3	63	19	0	0	0	0	0	0	0	0
07:00	152	30.3	26.7	4.4	0	3	135	14	0	0	0	0	0	0	0	0
08:00	240	29.9	26.3	4	1	4	223	12	0	0	0	0	0	0	0	0
09:00	292	29.9	26.3	3.9	1	4	273	14	0	0	0	0	0	0	0	0
10:00	287	29.6	25.7	4	0	16	265	6	0	0	0	0	0	0	0	0
11:00	305	29.5	25.8	3.5	0	9	293	3	0	0	0	0	0	0	0	0
12:00	294	29.7	26	3.8	0	9	276	9	0	0	0	0	0	0	0	0
13:00	259	30.1	26.2	4.5	1	10	230	18	0	0	0	0	0	0	0	0
14:00	238	30	26.5	3.7	0	1	224	13	0	0	0	0	0	0	0	0
15:00	218	29.8	26.1	3.8	0	6	204	8	0	0	0	0	0	0	0	0
16:00	240	29.6	25.8	3.9	1	9	225	5	0	0	0	0	0	0	0	0
17:00	222	29.9	26	4.5	2	8	201	10	1	0	0	0	0	0	0	0
18:00	182	30.1	26.4	4.3	0	5	164	13	0	0	0	0	0	0	0	0
19:00	156	29.7	26.3	3.5	0	1	150	5	0	0	0	0	0	0	0	0
20:00	119	29.6	25.6	4.2	0	8	108	3	0	0	0	0	0	0	0	0
21:00	66	29.8	26.3	3.8	0	1	62	3	0	0	0	0	0	0	0	0
22:00	73	30	26.4	4.2	0	2	66	5	0	0	0	0	0	0	0	0
23:00	50	30.5	26.4	5.4	0	4	40	6	0	0	0	0	0	0	0	0
12H,7-19	2929	29.8	26.1	4	6	84	2713	125	1	0	0	0	0	0	0	0
16H,6-22	3355	29.9	26.1	4.1	6	97	3096	155	1	0	0	0	0	0	0	0
18H,6-24	3478	29.9	26.2	4.1	6	103	3202	166	1	0	0	0	0	0	0	0
24H,0-24	3640	30	26.2	4.2	6	110	3320	203	1	0	0	0	0	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 18-Sep-22																
00:00	44	30.7	26.5	5.6	0	4	34	6	0	0	0	0	0	0	0	0
01:00	17	33.4	28.4	5.3	0	0	13	4	0	0	0	0	0	0	0	0
02:00	15	30.4	27.3	4.6	0	0	13	2	0	0	0	0	0	0	0	0
03:00	11	33.8	28.7	5.5	0	0	8	3	0	0	0	0	0	0	0	0
04:00	16	31.3	27.9	5	0	0	13	3	0	0	0	0	0	0	0	0
05:00	40	36.7	29.8	5.7	0	0	25	15	0	0	0	0	0	0	0	0
06:00	66	33.6	27.8	5.4	0	2	50	14	0	0	0	0	0	0	0	0
07:00	81	30.8	27	5	0	3	67	11	0	0	0	0	0	0	0	0
08:00	150	30.2	26.5	4.3	0	4	134	12	0	0	0	0	0	0	0	0
09:00	223	29.8	26.1	3.9	0	6	208	9	0	0	0	0	0	0	0	0
10:00	272	29.6	25.9	3.7	0	9	257	6	0	0	0	0	0	0	0	0
11:00	299	29.7	25.6	4.4	1	20	267	11	0	0	0	0	0	0	0	0
12:00	330	29.7	26	3.8	0	11	309	10	0	0	0	0	0	0	0	0
13:00	281	29.6	25.8	3.8	0	11	264	6	0	0	0	0	0	0	0	0
14:00	262	29.6	25.4	4.5	1	22	232	7	0	0	0	0	0	0	0	0
15:00	215	29.5	25.6	4	0	13	198	4	0	0	0	0	0	0	0	0
16:00	257	29.7	25.8	4.3	0	15	232	10	0	0	0	0	0	0	0	0
17:00	181	30	26.4	4.2	0	5	164	12	0	0	0	0	0	0	0	0
18:00	161	29.8	26.2	3.7	0	3	152	6	0	0	0	0	0	0	0	0
19:00	122	29.7	26.1	3.8	0	3	115	4	0	0	0	0	0	0	0	0
20:00	81	30	26	4.8	0	6	69	6	0	0	0	0	0	0	0	0
21:00	49	29.4	25.4	4.3	0	4	44	1	0	0	0	0	0	0	0	0
22:00	46	30.2	26.9	4.1	0	0	42	4	0	0	0	0	0	0	0	0
23:00	22	30.1	26.9	4.1	0	0	20	2	0	0	0	0	0	0	0	0
12H,7-19	2712	29.8	25.9	4.1	2	122	2484	104	0	0	0	0	0	0	0	0
16H,6-22	3030	29.8	26	4.2	2	137	2762	129	0	0	0	0	0	0	0	0
18H,6-24	3098	29.8	26	4.2	2	137	2824	135	0	0	0	0	0	0	0	0
24H,0-24	3241	29.9	26.1	4.2	2	141	2930	168	0	0	0	0	0	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

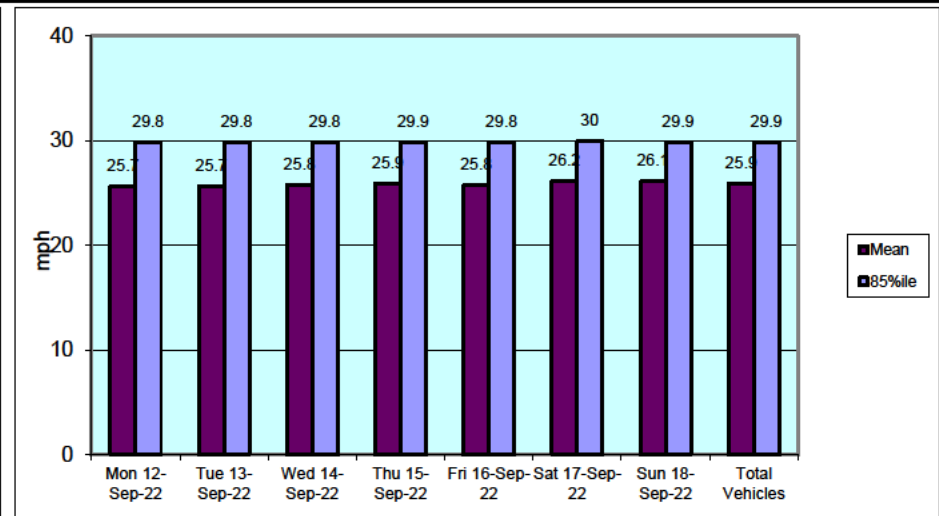
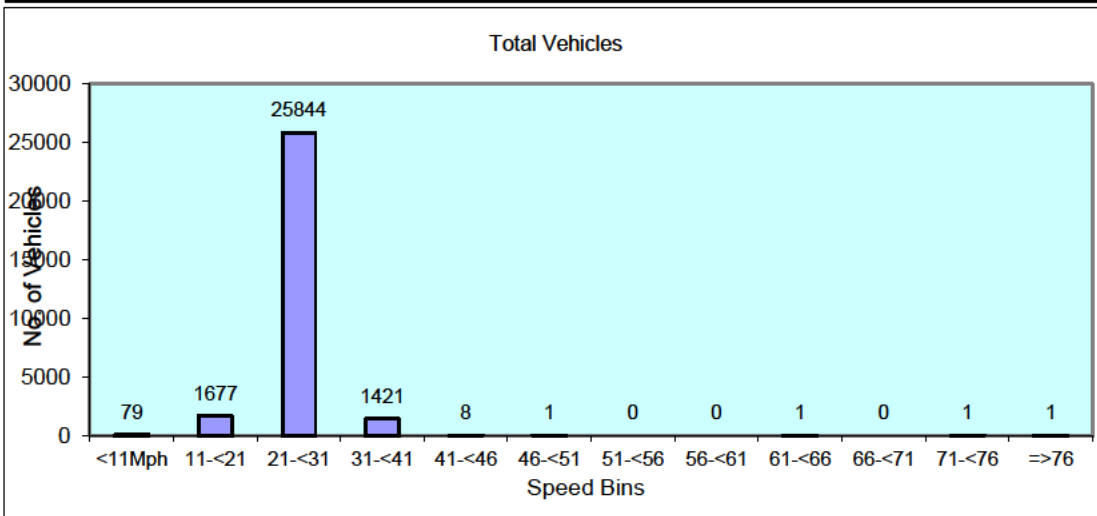
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Daily Totals

Mon 12-Sep-22	4038	29.8	25.7	4.6	16	275	3553	190	4	0	0	0	0	0	0	0
Tue 13-Sep-22	4502	29.8	25.7	4.6	13	329	3957	203	0	0	0	0	0	0	0	0
Wed 14-Sep-22	4577	29.8	25.8	4.4	12	264	4110	191	0	0	0	0	0	0	0	0
Thu 15-Sep-22	4398	29.9	25.9	4.8	20	280	3846	247	2	1	0	0	1	0	0	1
Fri 16-Sep-22	4637	29.8	25.8	4.5	10	278	4128	219	1	0	0	0	0	0	1	0
Sat 17-Sep-22	3640	30	26.2	4.2	6	110	3320	203	1	0	0	0	0	0	0	0
Sun 18-Sep-22	3241	29.9	26.1	4.2	2	141	2930	168	0	0	0	0	0	0	0	0

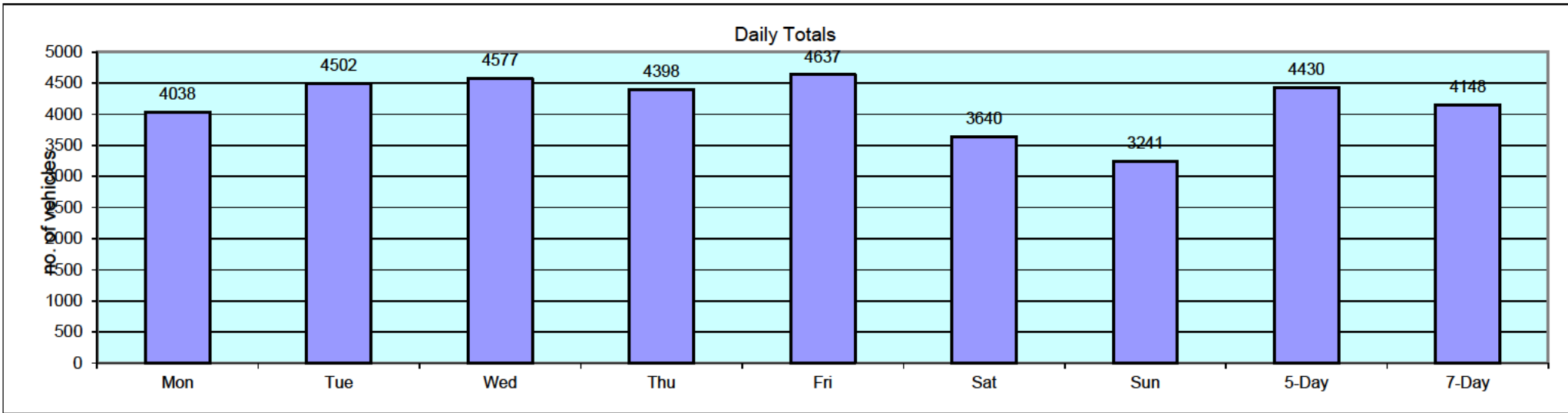
Total Vehicles

[--]	29033	29.9	25.9	4.5	79	1677	25844	1421	8	1	0	0	1	0	1	1
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11605	WITHAM		Site No: 11605001		Location		Site 1 - Braxted Rd, Witham		
	Channel: Northbound								
TIME PERIOD	Mon 09/12/22	Tue 13/09/2022	Wed 14/09/2022	Thu 15/09/2022	Fri 16/09/2022	Sat 17/09/2022	Sun 18/09/2022	5-Day Av	7-Day Av
Week Begin: 12-Sep-22									
00:00	20	13	8	12	10	38	44	13	21
01:00	7	6	8	3	6	13	17	6	9
02:00	13	10	15	8	10	10	15	11	12
03:00	14	15	17	22	17	17	11	17	16
04:00	29	33	38	49	46	30	16	39	34
05:00	163	162	157	158	139	54	40	156	125
06:00	255	278	317	292	276	85	66	284	224
07:00	457	517	515	482	434	152	81	481	377
08:00	415	440	476	427	412	240	150	434	366
09:00	262	288	298	308	323	292	223	296	285
10:00	252	247	240	245	291	287	272	255	262
11:00	199	208	209	228	240	305	299	217	241
12:00	211	205	214	229	268	294	330	225	250
13:00	192	223	216	210	250	259	281	218	233
14:00	192	260	231	240	260	238	262	237	240
15:00	232	238	272	268	324	218	215	267	252
16:00	293	349	308	323	338	240	257	322	301
17:00	317	367	353	344	341	222	181	344	304
18:00	205	236	259	216	273	182	161	238	219
19:00	130	152	134	142	151	156	122	142	141
20:00	80	80	95	81	87	119	81	85	89
21:00	49	87	103	58	54	66	49	70	67
22:00	37	45	60	40	50	73	46	46	50
23:00	14	43	34	13	37	50	22	28	30
12H,7-19	3227	3578	3591	3520	3754	2929	2712	3534	3330
16H,6-22	3741	4175	4240	4093	4322	3355	3030	4114	3851
18H,6-24	3792	4263	4334	4146	4409	3478	3098	4189	3931
24H,0-24	4038	4502	4577	4398	4637	3640	3241	4430	4148
Am	07:00	07:00	07:00	07:00	07:00	11:00	11:00		
Peak	457	517	515	482	434	305	299		
Pm	17:00	17:00	17:00	17:00	17:00	12:00	12:00		
Peak	317	367	353	344	341	294	330		

11605	WITHAM		Site No: 11605001	Location	Site 1 - Braxted Rd, Witham				
			Channel: Northbound						
TIME PERIOD	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
	09/12/22	13/09/2022	14/09/2022	15/09/2022	16/09/2022	17/09/2022	18/09/2022	Av	Av



11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Mon 12-Sep-22															
00:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0
01:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
03:00	11	0	10	0	0	1	0	0	0	0	0	0	0	0	0
04:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
05:00	38	0	36	2	0	0	0	0	0	0	0	0	0	0	0
06:00	98	2	75	19	1	0	0	0	0	0	1	0	0	0	0
07:00	235	2	197	28	0	2	5	0	0	0	0	1	0	0	0
08:00	266	0	231	27	0	0	4	1	3	0	0	0	0	0	0
09:00	212	6	167	24	1	4	7	0	2	0	1	0	0	0	0
10:00	220	0	163	49	1	2	3	1	1	0	0	0	0	0	0
11:00	187	4	146	28	0	2	2	0	3	0	1	1	0	0	0
12:00	251	3	201	38	1	2	3	0	1	0	2	0	0	0	0
13:00	259	2	205	38	0	3	2	0	5	0	0	3	1	0	0
14:00	255	3	206	39	0	0	3	0	3	0	0	1	0	0	0
15:00	314	6	245	49	0	7	5	0	2	0	0	0	0	0	0
16:00	415	4	335	63	1	0	6	2	4	0	0	0	0	0	0
17:00	435	8	377	42	1	0	4	2	1	0	0	0	0	0	0
18:00	284	4	252	24	0	0	3	1	0	0	0	0	0	0	0
19:00	154	0	140	13	0	0	1	0	0	0	0	0	0	0	0
20:00	97	4	80	11	0	0	0	0	0	0	1	1	0	0	0
21:00	92	1	88	3	0	0	0	0	0	0	0	0	0	0	0
22:00	87	3	79	4	0	0	0	0	1	0	0	0	0	0	0
23:00	28	0	24	3	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	3333	42	2725	449	5	22	47	7	25	0	4	6	1	0	0
16H,6-22	3774	49	3108	495	6	22	48	7	25	0	6	7	1	0	0
18H,6-24	3889	52	3211	502	6	22	49	7	26	0	6	7	1	0	0
24H,0-24	3974	52	3292	505	6	23	49	7	26	0	6	7	1	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Tue 13-Sep-22															
00:00	19	0	15	4	0	0	0	0	0	0	0	0	0	0	
01:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0	
02:00	7	1	4	1	0	0	0	0	0	0	1	0	0	0	
03:00	9	0	7	0	0	1	0	0	0	0	1	0	0	0	
04:00	16	1	11	2	0	0	1	0	0	0	1	0	0	0	
05:00	54	0	47	3	2	0	0	0	0	0	2	0	0	0	
06:00	98	1	82	11	0	0	0	0	1	0	2	1	0	0	
07:00	271	5	209	40	1	2	6	1	3	0	2	2	0	0	
08:00	307	2	256	38	0	3	5	1	1	1	0	0	0	0	
09:00	190	4	142	33	2	2	4	0	3	0	0	0	0	0	
10:00	186	2	152	27	0	2	1	0	0	0	0	2	0	0	
11:00	244	7	198	34	0	1	1	0	1	0	2	0	0	0	
12:00	257	3	208	31	0	4	4	1	1	0	3	2	0	0	
13:00	249	1	200	40	1	1	3	0	1	0	1	1	0	0	
14:00	256	0	219	31	1	1	2	0	1	0	1	0	0	0	
15:00	361	4	271	72	3	2	4	0	4	0	1	0	0	0	
16:00	431	6	343	63	0	7	4	2	3	0	1	2	0	0	
17:00	405	3	360	33	0	0	7	0	1	0	0	1	0	0	
18:00	311	5	277	20	2	0	6	0	1	0	0	0	0	0	
19:00	199	2	176	17	0	0	1	0	1	0	2	0	0	0	
20:00	133	1	116	14	0	0	0	1	0	0	1	0	0	0	
21:00	121	1	113	7	0	0	0	0	0	0	0	0	0	0	
22:00	99	2	93	4	0	0	0	0	0	0	0	0	0	0	
23:00	45	1	39	5	0	0	0	0	0	0	0	0	0	0	
12H,7-19	3468	42	2835	462	10	25	47	5	20	1	11	10	0	0	
16H,6-22	4019	47	3322	511	10	25	48	6	22	1	16	11	0	0	
18H,6-24	4163	50	3454	520	10	25	48	6	22	1	16	11	0	0	
24H,0-24	4277	52	3544	533	12	26	49	6	22	1	21	11	0	0	

11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 14-Sep-22															
00:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0	0
01:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
02:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
03:00	12	0	7	1	0	1	0	0	0	0	3	0	0	0	0
04:00	17	0	12	5	0	0	0	0	0	0	0	0	0	0	0
05:00	59	0	50	5	1	0	0	0	0	0	2	1	0	0	0
06:00	108	1	79	24	0	1	0	1	0	0	1	1	0	0	0
07:00	256	5	208	31	1	1	2	1	4	0	1	2	0	0	0
08:00	299	3	253	25	1	3	12	1	1	0	0	0	0	0	0
09:00	247	2	199	34	0	2	6	2	0	0	0	2	0	0	0
10:00	182	2	145	26	0	2	3	1	0	0	0	3	0	0	0
11:00	238	1	190	36	0	2	5	0	2	1	0	1	0	0	0
12:00	233	3	183	39	2	1	1	0	1	0	2	1	0	0	0
13:00	251	1	198	43	1	2	3	0	1	0	1	1	0	0	0
14:00	306	6	243	44	1	3	4	0	4	0	0	1	0	0	0
15:00	311	4	240	54	0	4	5	0	2	1	0	1	0	0	0
16:00	401	3	327	53	1	2	5	3	5	0	1	1	0	0	0
17:00	417	1	362	42	2	1	7	0	2	0	0	0	0	0	0
18:00	329	4	298	23	0	0	1	0	1	0	1	1	0	0	0
19:00	206	0	185	17	0	0	3	0	0	0	1	0	0	0	0
20:00	146	0	133	12	0	0	1	0	0	0	0	0	0	0	0
21:00	97	2	92	3	0	0	0	0	0	0	0	0	0	0	0
22:00	79	0	72	6	0	0	0	0	1	0	0	0	0	0	0
23:00	35	0	33	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3470	35	2846	450	9	23	54	8	23	2	6	14	0	0	0
16H,6-22	4027	38	3335	506	9	24	58	9	23	2	8	15	0	0	0
18H,6-24	4141	38	3440	514	9	24	58	9	24	2	8	15	0	0	0
24H,0-24	4279	38	3557	527	10	25	58	9	24	2	13	16	0	0	0

11605		WITHAM		Site No: 11605001		Location		Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 15-Sep-22															
00:00	24	0	22	2	0	0	0	0	0	0	0	0	0	0	0
01:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
02:00	14	0	9	4	0	0	0	0	0	0	1	0	0	0	0
03:00	15	0	12	2	0	1	0	0	0	0	0	0	0	0	0
04:00	9	0	5	3	0	0	0	0	0	0	1	0	0	0	0
05:00	53	0	46	4	1	0	0	1	0	0	0	1	0	0	0
06:00	120	1	93	21	0	0	0	1	1	0	2	1	0	0	0
07:00	273	3	211	43	0	1	6	0	8	0	1	0	0	0	0
08:00	314	1	264	39	1	1	4	1	1	0	0	2	0	0	0
09:00	211	1	174	28	0	1	3	1	1	0	0	2	0	0	0
10:00	213	5	157	37	2	4	5	0	1	0	1	1	0	0	0
11:00	215	3	171	31	2	1	4	0	1	0	1	1	0	0	0
12:00	224	2	161	49	3	2	2	0	4	0	1	0	0	0	0
13:00	234	1	190	38	1	2	0	1	0	0	1	0	0	0	0
14:00	288	2	228	45	1	3	3	0	4	0	0	2	0	0	0
15:00	384	7	306	56	1	1	4	2	5	0	1	1	0	0	0
16:00	494	5	419	63	1	1	4	0	1	0	0	0	0	0	0
17:00	481	8	428	30	2	1	6	1	4	0	1	0	0	0	0
18:00	307	1	285	16	0	0	0	1	1	0	3	0	0	0	0
19:00	190	2	170	17	0	0	0	0	1	0	0	0	0	0	0
20:00	147	1	135	10	0	0	1	0	0	0	0	0	0	0	0
21:00	95	0	90	4	0	0	0	1	0	0	0	0	0	0	0
22:00	72	1	66	5	0	0	0	0	0	0	0	0	0	0	0
23:00	39	0	38	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3638	39	2994	475	14	18	41	7	31	0	10	9	0	0	0
16H,6-22	4190	43	3482	527	14	18	42	9	33	0	12	10	0	0	0
18H,6-24	4301	44	3586	533	14	18	42	9	33	0	12	10	0	0	0
24H,0-24	4427	44	3690	549	15	19	42	10	33	0	14	11	0	0	0

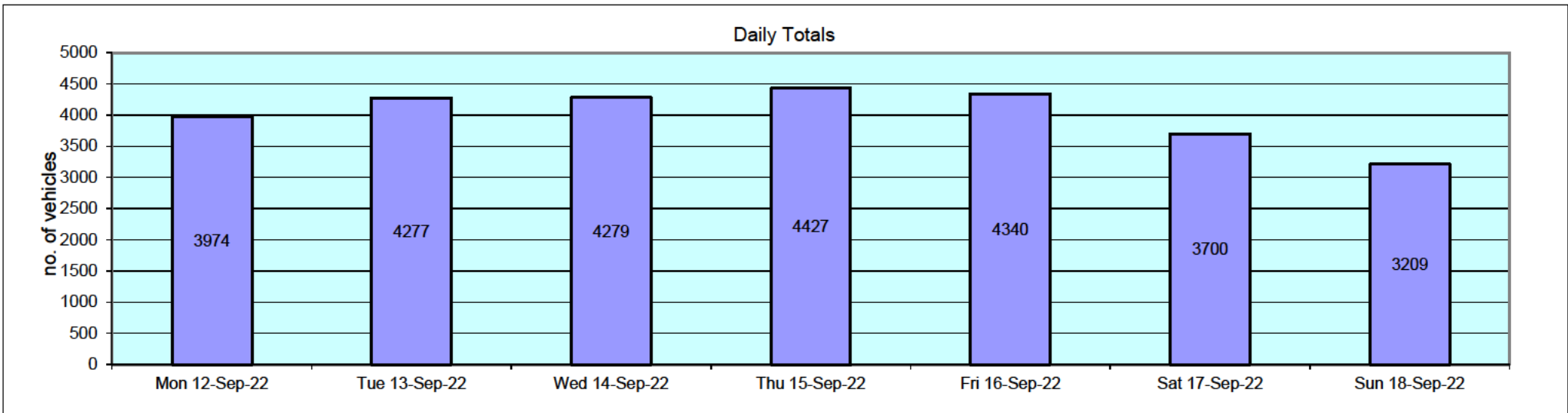
11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 16-Sep-22															
00:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
01:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	6	0	0	0	0	0	0	0	1	0	0	0	0
03:00	5	0	1	3	0	1	0	0	0	0	0	0	0	0	0
04:00	15	1	9	3	0	0	0	0	0	1	1	0	0	0	0
05:00	57	0	42	10	0	0	0	1	0	0	3	1	0	0	0
06:00	98	1	74	20	0	0	1	0	1	0	1	0	0	0	0
07:00	264	2	218	30	1	2	5	2	1	0	0	3	0	0	0
08:00	334	3	264	51	0	3	4	2	5	0	0	2	0	0	0
09:00	230	3	181	37	1	1	3	0	3	0	1	0	0	0	0
10:00	237	7	181	39	1	1	5	0	0	1	1	1	0	0	0
11:00	249	3	196	35	1	3	7	1	2	0	1	0	0	0	0
12:00	269	0	223	42	0	1	1	0	2	0	0	0	0	0	0
13:00	292	1	238	41	0	1	4	1	5	1	0	0	0	0	0
14:00	335	5	274	40	4	3	3	2	4	0	0	0	0	0	0
15:00	364	6	293	52	2	1	4	0	3	0	1	2	0	0	0
16:00	374	7	310	48	2	3	0	0	2	1	0	1	0	0	0
17:00	346	4	292	39	0	0	5	2	2	0	2	0	0	0	0
18:00	274	4	237	27	1	0	4	0	0	0	0	1	0	0	0
19:00	215	0	190	20	0	1	2	0	1	0	0	1	0	0	0
20:00	115	1	106	8	0	0	0	0	0	0	0	0	0	0	0
21:00	93	1	84	8	0	0	0	0	0	0	0	0	0	0	0
22:00	86	2	77	7	0	0	0	0	0	0	0	0	0	0	0
23:00	55	0	52	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3568	45	2907	481	13	19	45	10	29	3	6	10	0	0	0
16H,6-22	4089	48	3361	537	13	20	48	10	31	3	7	11	0	0	0
18H,6-24	4230	50	3490	547	13	20	48	10	31	3	7	11	0	0	0
24H,0-24	4340	51	3571	566	13	21	48	11	31	4	12	12	0	0	0

11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 17-Sep-22															
00:00	34	0	31	2	0	0	1	0	0	0	0	0	0	0	
01:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	
02:00	18	0	14	3	0	0	0	0	0	0	1	0	0	0	
03:00	11	1	8	1	0	0	0	0	0	0	0	1	0	0	
04:00	13	0	8	2	0	0	2	0	0	0	0	1	0	0	
05:00	37	1	29	5	0	0	0	0	0	0	2	0	0	0	
06:00	36	0	30	5	0	0	1	0	0	0	0	0	0	0	
07:00	101	0	87	13	0	0	0	0	1	0	0	0	0	0	
08:00	148	1	131	11	0	1	2	0	2	0	0	0	0	0	
09:00	210	3	181	25	0	0	0	0	1	0	0	0	0	0	
10:00	257	5	222	23	0	2	1	2	1	0	0	1	0	0	
11:00	302	4	272	22	0	0	2	0	2	0	0	0	0	0	
12:00	337	8	304	21	0	0	2	0	2	0	0	0	0	0	
13:00	318	7	282	24	0	1	1	0	3	0	0	0	0	0	
14:00	274	2	255	13	1	1	2	0	0	0	0	0	0	0	
15:00	264	4	237	19	0	1	0	1	1	0	0	1	0	0	
16:00	277	2	257	13	0	0	1	1	3	0	0	0	0	0	
17:00	276	2	253	17	0	0	0	1	2	0	0	1	0	0	
18:00	211	0	201	9	0	0	0	0	1	0	0	0	0	0	
19:00	172	1	164	5	0	0	1	1	0	0	0	0	0	0	
20:00	130	0	124	5	0	0	0	0	1	0	0	0	0	0	
21:00	99	0	91	8	0	0	0	0	0	0	0	0	0	0	
22:00	86	1	81	4	0	0	0	0	0	0	0	0	0	0	
23:00	72	0	70	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2975	38	2682	210	1	6	11	5	19	0	0	3	0	0	
16H,6-22	3412	39	3091	233	1	6	13	6	20	0	0	3	0	0	
18H,6-24	3570	40	3242	239	1	6	13	6	20	0	0	3	0	0	
24H,0-24	3700	42	3349	252	1	6	16	6	20	0	3	5	0	0	

11605		WITHAM				Site No: 11605001		Location Site 1 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sun 18-Sep-22															
00:00	49	1	45	3	0	0	0	0	0	0	0	0	0	0	0
01:00	25	0	20	5	0	0	0	0	0	0	0	0	0	0	0
02:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0
03:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
04:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
05:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
06:00	33	1	26	5	0	1	0	0	0	0	0	0	0	0	0
07:00	40	0	35	4	0	1	0	0	0	0	0	0	0	0	0
08:00	111	3	101	6	0	0	0	0	1	0	0	0	0	0	0
09:00	201	1	184	12	0	1	3	0	0	0	0	0	0	0	0
10:00	202	3	187	9	0	0	2	0	1	0	0	0	0	0	0
11:00	296	7	267	15	0	1	3	0	3	0	0	0	0	0	0
12:00	348	1	319	19	0	0	2	2	5	0	0	0	0	0	0
13:00	340	2	314	19	1	0	2	0	2	0	0	0	0	0	0
14:00	256	4	231	18	0	0	1	1	1	0	0	0	0	0	0
15:00	218	2	197	18	0	0	1	0	0	0	0	0	0	0	0
16:00	255	5	231	14	0	0	3	0	2	0	0	0	0	0	0
17:00	210	5	184	16	0	0	3	1	1	0	0	0	0	0	0
18:00	181	1	169	11	0	0	0	0	0	0	0	0	0	0	0
19:00	128	2	115	8	0	0	0	0	3	0	0	0	0	0	0
20:00	117	2	102	12	0	0	0	0	0	0	0	1	0	0	0
21:00	69	0	63	4	0	0	1	0	1	0	0	0	0	0	0
22:00	52	0	47	4	1	0	0	0	0	0	0	0	0	0	0
23:00	31	1	26	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2658	34	2419	161	1	3	20	4	16	0	0	0	0	0	0
16H,6-22	3005	39	2725	190	1	4	21	4	20	0	0	1	0	0	0
18H,6-24	3088	40	2798	198	2	4	21	4	20	0	0	1	0	0	0
24H,0-24	3209	41	2904	212	2	4	21	4	20	0	0	1	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Daily Totals															
Mon 12-Sep-22	3974	52	3292	505	6	23	49	7	26	0	6	7	1	0	
Tue 13-Sep-22	4277	52	3544	533	12	26	49	6	22	1	21	11	0	0	
Wed 14-Sep-22	4279	38	3557	527	10	25	58	9	24	2	13	16	0	0	
Thu 15-Sep-22	4427	44	3690	549	15	19	42	10	33	0	14	11	0	0	
Fri 16-Sep-22	4340	51	3571	566	13	21	48	11	31	4	12	12	0	0	
Sat 17-Sep-22	3700	42	3349	252	1	6	16	6	20	0	3	5	0	0	
Sun 18-Sep-22	3209	41	2904	212	2	4	21	4	20	0	0	1	0	0	
Total Vehicles															
[--]	28206	320	23907	3144	59	124	283	53	176	7	69	63	1	0	



11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 12-Sep-22											
00:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
01:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	11	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
04:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
05:00	38	0	0.0	36	94.7	2	5.3	0	0.0	0	0.0
06:00	98	2	2.0	75	76.5	19	19.4	1	1.0	1	1.0
07:00	235	2	0.9	197	83.8	28	11.9	8	3.4	0	0.0
08:00	266	0	0.0	231	86.8	27	10.2	8	3.0	0	0.0
09:00	212	6	2.8	167	78.8	24	11.3	14	6.6	1	0.5
10:00	220	0	0.0	163	74.1	49	22.3	7	3.2	1	0.5
11:00	187	4	2.1	146	78.1	28	15.0	9	4.8	0	0.0
12:00	251	3	1.2	201	80.1	38	15.1	8	3.2	1	0.4
13:00	259	2	0.8	205	79.2	38	14.7	14	5.4	0	0.0
14:00	255	3	1.2	206	80.8	39	15.3	7	2.8	0	0.0
15:00	314	6	1.9	245	78.0	49	15.6	14	4.5	0	0.0
16:00	415	4	1.0	335	80.7	63	15.2	12	2.9	1	0.2
17:00	435	8	1.8	377	86.7	42	9.7	7	1.6	1	0.2
18:00	284	4	1.4	252	88.7	24	8.5	4	1.4	0	0.0
19:00	154	0	0.0	140	90.9	13	8.4	1	0.7	0	0.0
20:00	97	4	4.1	80	82.5	11	11.3	2	2.1	0	0.0
21:00	92	1	1.1	88	95.7	3	3.3	0	0.0	0	0.0
22:00	87	3	3.5	79	90.8	4	4.6	1	1.2	0	0.0
23:00	28	0	0.0	24	85.7	3	10.7	1	3.6	0	0.0
12H,7-19	3333	42	1.3	2725	81.8	449	13.5	112	3.4	5	0.2
16H,6-22	3774	49	1.3	3108	82.4	495	13.1	116	3.1	6	0.2
18H,6-24	3889	52	1.3	3211	82.6	502	12.9	118	3.0	6	0.2
24H,0-24	3974	52	1.3	3292	82.8	505	12.7	119	3.0	6	0.2

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 13-Sep-22											
00:00	19	0	0.0	15	79.0	4	21.1	0	0.0	0	0.0
01:00	9	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
02:00	7	1	14.3	4	57.1	1	14.3	1	14.3	0	0.0
03:00	9	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
04:00	16	1	6.3	11	68.8	2	12.5	2	12.5	0	0.0
05:00	54	0	0.0	47	87.0	3	5.6	2	3.7	2	3.7
06:00	98	1	1.0	82	83.7	11	11.2	4	4.1	0	0.0
07:00	271	5	1.9	209	77.1	40	14.8	16	5.9	1	0.4
08:00	307	2	0.7	256	83.4	38	12.4	11	3.6	0	0.0
09:00	190	4	2.1	142	74.7	33	17.4	9	4.7	2	1.1
10:00	186	2	1.1	152	81.7	27	14.5	5	2.7	0	0.0
11:00	244	7	2.9	198	81.2	34	13.9	5	2.1	0	0.0
12:00	257	3	1.2	208	80.9	31	12.1	15	5.8	0	0.0
13:00	249	1	0.4	200	80.3	40	16.1	7	2.8	1	0.4
14:00	256	0	0.0	219	85.6	31	12.1	5	2.0	1	0.4
15:00	361	4	1.1	271	75.1	72	19.9	11	3.1	3	0.8
16:00	431	6	1.4	343	79.6	63	14.6	19	4.4	0	0.0
17:00	405	3	0.7	360	88.9	33	8.2	9	2.2	0	0.0
18:00	311	5	1.6	277	89.1	20	6.4	7	2.3	2	0.6
19:00	199	2	1.0	176	88.4	17	8.5	4	2.0	0	0.0
20:00	133	1	0.8	116	87.2	14	10.5	2	1.5	0	0.0
21:00	121	1	0.8	113	93.4	7	5.8	0	0.0	0	0.0
22:00	99	2	2.0	93	93.9	4	4.0	0	0.0	0	0.0
23:00	45	1	2.2	39	86.7	5	11.1	0	0.0	0	0.0
12H,7-19	3468	42	1.2	2835	81.8	462	13.3	119	3.4	10	0.3
16H,6-22	4019	47	1.2	3322	82.7	511	12.7	129	3.2	10	0.3
18H,6-24	4163	50	1.2	3454	83.0	520	12.5	129	3.1	10	0.2
24H,0-24	4277	52	1.2	3544	82.9	533	12.5	136	3.2	12	0.3

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 14-Sep-22											
00:00	25	0	0.0	23	92.0	2	8.0	0	0.0	0	0.0
01:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
02:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
03:00	12	0	0.0	7	58.3	1	8.3	4	33.3	0	0.0
04:00	17	0	0.0	12	70.6	5	29.4	0	0.0	0	0.0
05:00	59	0	0.0	50	84.8	5	8.5	3	5.1	1	1.7
06:00	108	1	0.9	79	73.2	24	22.2	4	3.7	0	0.0
07:00	256	5	2.0	208	81.3	31	12.1	11	4.3	1	0.4
08:00	299	3	1.0	253	84.6	25	8.4	17	5.7	1	0.3
09:00	247	2	0.8	199	80.6	34	13.8	12	4.9	0	0.0
10:00	182	2	1.1	145	79.7	26	14.3	9	5.0	0	0.0
11:00	238	1	0.4	190	79.8	36	15.1	11	4.6	0	0.0
12:00	233	3	1.3	183	78.5	39	16.7	6	2.6	2	0.9
13:00	251	1	0.4	198	78.9	43	17.1	8	3.2	1	0.4
14:00	306	6	2.0	243	79.4	44	14.4	12	3.9	1	0.3
15:00	311	4	1.3	240	77.2	54	17.4	13	4.2	0	0.0
16:00	401	3	0.8	327	81.6	53	13.2	17	4.2	1	0.3
17:00	417	1	0.2	362	86.8	42	10.1	10	2.4	2	0.5
18:00	329	4	1.2	298	90.6	23	7.0	4	1.2	0	0.0
19:00	206	0	0.0	185	89.8	17	8.3	4	1.9	0	0.0
20:00	146	0	0.0	133	91.1	12	8.2	1	0.7	0	0.0
21:00	97	2	2.1	92	94.9	3	3.1	0	0.0	0	0.0
22:00	79	0	0.0	72	91.1	6	7.6	1	1.3	0	0.0
23:00	35	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
12H,7-19	3470	35	1.0	2846	82.0	450	13.0	130	3.8	9	0.3
16H,6-22	4027	38	0.9	3335	82.8	506	12.6	139	3.5	9	0.2
18H,6-24	4141	38	0.9	3440	83.1	514	12.4	140	3.4	9	0.2
24H,0-24	4279	38	0.9	3557	83.1	527	12.3	147	3.4	10	0.2

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 15-Sep-22											
00:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
01:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
02:00	14	0	0.0	9	64.3	4	28.6	1	7.1	0	0.0
03:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
04:00	9	0	0.0	5	55.6	3	33.3	1	11.1	0	0.0
05:00	53	0	0.0	46	86.8	4	7.6	2	3.8	1	1.9
06:00	120	1	0.8	93	77.5	21	17.5	5	4.2	0	0.0
07:00	273	3	1.1	211	77.3	43	15.8	16	5.9	0	0.0
08:00	314	1	0.3	264	84.1	39	12.4	9	2.9	1	0.3
09:00	211	1	0.5	174	82.5	28	13.3	8	3.8	0	0.0
10:00	213	5	2.4	157	73.7	37	17.4	12	5.6	2	0.9
11:00	215	3	1.4	171	79.5	31	14.4	8	3.7	2	0.9
12:00	224	2	0.9	161	71.9	49	21.9	9	4.0	3	1.3
13:00	234	1	0.4	190	81.2	38	16.2	4	1.7	1	0.4
14:00	288	2	0.7	228	79.2	45	15.6	12	4.2	1	0.4
15:00	384	7	1.8	306	79.7	56	14.6	14	3.7	1	0.3
16:00	494	5	1.0	419	84.8	63	12.8	6	1.2	1	0.2
17:00	481	8	1.7	428	89.0	30	6.2	13	2.7	2	0.4
18:00	307	1	0.3	285	92.8	16	5.2	5	1.6	0	0.0
19:00	190	2	1.1	170	89.5	17	9.0	1	0.5	0	0.0
20:00	147	1	0.7	135	91.8	10	6.8	1	0.7	0	0.0
21:00	95	0	0.0	90	94.7	4	4.2	1	1.1	0	0.0
22:00	72	1	1.4	66	91.7	5	6.9	0	0.0	0	0.0
23:00	39	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0
12H,7-19	3638	39	1.1	2994	82.3	475	13.1	116	3.2	14	0.4
16H,6-22	4190	43	1.0	3482	83.1	527	12.6	124	3.0	14	0.3
18H,6-24	4301	44	1.0	3586	83.4	533	12.4	124	2.9	14	0.3
24H,0-24	4427	44	1.0	3690	83.4	549	12.4	129	2.9	15	0.3

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 16-Sep-22											
00:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
01:00	14	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
02:00	7	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
03:00	5	0	0.0	1	20.0	3	60.0	1	20.0	0	0.0
04:00	15	1	6.7	9	60.0	3	20.0	2	13.3	0	0.0
05:00	57	0	0.0	42	73.7	10	17.5	5	8.8	0	0.0
06:00	98	1	1.0	74	75.5	20	20.4	3	3.1	0	0.0
07:00	264	2	0.8	218	82.6	30	11.4	13	4.9	1	0.4
08:00	334	3	0.9	264	79.0	51	15.3	16	4.8	0	0.0
09:00	230	3	1.3	181	78.7	37	16.1	8	3.5	1	0.4
10:00	237	7	3.0	181	76.4	39	16.5	9	3.8	1	0.4
11:00	249	3	1.2	196	78.7	35	14.1	14	5.6	1	0.4
12:00	269	0	0.0	223	82.9	42	15.6	4	1.5	0	0.0
13:00	292	1	0.3	238	81.5	41	14.0	12	4.1	0	0.0
14:00	335	5	1.5	274	81.8	40	11.9	12	3.6	4	1.2
15:00	364	6	1.7	293	80.5	52	14.3	11	3.0	2	0.6
16:00	374	7	1.9	310	82.9	48	12.8	7	1.9	2	0.5
17:00	346	4	1.2	292	84.4	39	11.3	11	3.2	0	0.0
18:00	274	4	1.5	237	86.5	27	9.9	5	1.8	1	0.4
19:00	215	0	0.0	190	88.4	20	9.3	5	2.3	0	0.0
20:00	115	1	0.9	106	92.2	8	7.0	0	0.0	0	0.0
21:00	93	1	1.1	84	90.3	8	8.6	0	0.0	0	0.0
22:00	86	2	2.3	77	89.5	7	8.1	0	0.0	0	0.0
23:00	55	0	0.0	52	94.6	3	5.5	0	0.0	0	0.0
12H,7-19	3568	45	1.3	2907	81.5	481	13.5	122	3.4	13	0.4
16H,6-22	4089	48	1.2	3361	82.2	537	13.1	130	3.2	13	0.3
18H,6-24	4230	50	1.2	3490	82.5	547	12.9	130	3.1	13	0.3
24H,0-24	4340	51	1.2	3571	82.3	566	13.0	139	3.2	13	0.3

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

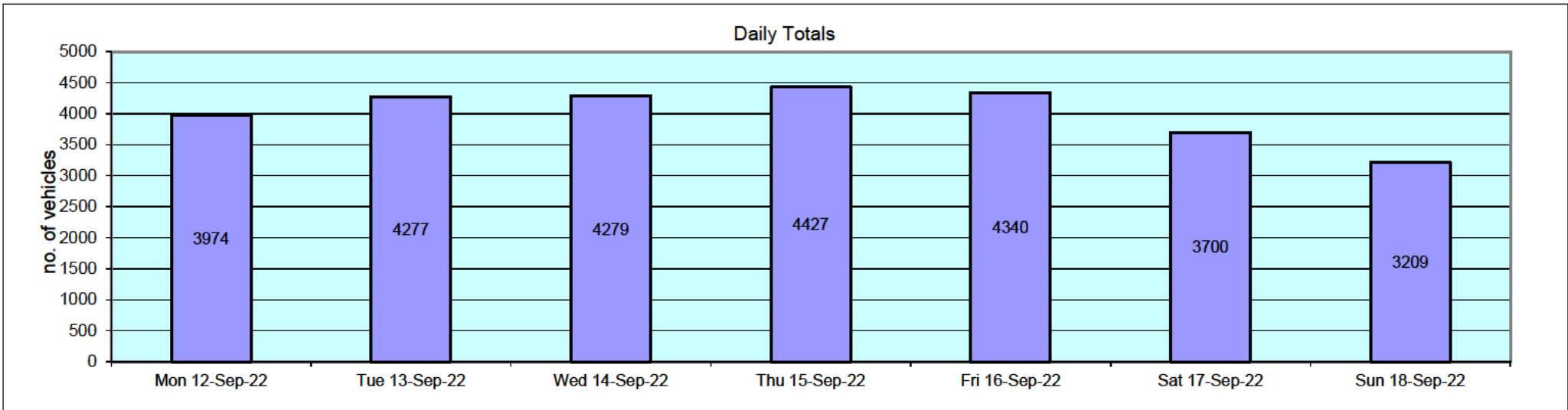
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 17-Sep-22											
00:00	34	0	0.0	31	91.2	2	5.9	1	2.9	0	0.0
01:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
02:00	18	0	0.0	14	77.8	3	16.7	1	5.6	0	0.0
03:00	11	1	9.1	8	72.7	1	9.1	1	9.1	0	0.0
04:00	13	0	0.0	8	61.5	2	15.4	3	23.1	0	0.0
05:00	37	1	2.7	29	78.4	5	13.5	2	5.4	0	0.0
06:00	36	0	0.0	30	83.3	5	13.9	1	2.8	0	0.0
07:00	101	0	0.0	87	86.1	13	12.9	1	1.0	0	0.0
08:00	148	1	0.7	131	88.5	11	7.4	5	3.4	0	0.0
09:00	210	3	1.4	181	86.2	25	11.9	1	0.5	0	0.0
10:00	257	5	2.0	222	86.4	23	9.0	7	2.7	0	0.0
11:00	302	4	1.3	272	90.1	22	7.3	4	1.3	0	0.0
12:00	337	8	2.4	304	90.2	21	6.2	4	1.2	0	0.0
13:00	318	7	2.2	282	88.7	24	7.6	5	1.6	0	0.0
14:00	274	2	0.7	255	93.1	13	4.7	3	1.1	1	0.4
15:00	264	4	1.5	237	89.8	19	7.2	4	1.5	0	0.0
16:00	277	2	0.7	257	92.8	13	4.7	5	1.8	0	0.0
17:00	276	2	0.7	253	91.7	17	6.2	4	1.5	0	0.0
18:00	211	0	0.0	201	95.3	9	4.3	1	0.5	0	0.0
19:00	172	1	0.6	164	95.4	5	2.9	2	1.2	0	0.0
20:00	130	0	0.0	124	95.4	5	3.9	1	0.8	0	0.0
21:00	99	0	0.0	91	91.9	8	8.1	0	0.0	0	0.0
22:00	86	1	1.2	81	94.2	4	4.7	0	0.0	0	0.0
23:00	72	0	0.0	70	97.2	2	2.8	0	0.0	0	0.0
12H,7-19	2975	38	1.3	2682	90.2	210	7.1	44	1.5	1	0.0
16H,6-22	3412	39	1.1	3091	90.6	233	6.8	48	1.4	1	0.0
18H,6-24	3570	40	1.1	3242	90.8	239	6.7	48	1.3	1	0.0
24H,0-24	3700	42	1.1	3349	90.5	252	6.8	56	1.5	1	0.0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 18-Sep-22											
00:00	49	1	2.0	45	91.8	3	6.1	0	0.0	0	0.0
01:00	25	0	0.0	20	80.0	5	20.0	0	0.0	0	0.0
02:00	19	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
03:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
04:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
05:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
06:00	33	1	3.0	26	78.8	5	15.2	1	3.0	0	0.0
07:00	40	0	0.0	35	87.5	4	10.0	1	2.5	0	0.0
08:00	111	3	2.7	101	91.0	6	5.4	1	0.9	0	0.0
09:00	201	1	0.5	184	91.5	12	6.0	4	2.0	0	0.0
10:00	202	3	1.5	187	92.6	9	4.5	3	1.5	0	0.0
11:00	296	7	2.4	267	90.2	15	5.1	7	2.4	0	0.0
12:00	348	1	0.3	319	91.7	19	5.5	9	2.6	0	0.0
13:00	340	2	0.6	314	92.4	19	5.6	4	1.2	1	0.3
14:00	256	4	1.6	231	90.2	18	7.0	3	1.2	0	0.0
15:00	218	2	0.9	197	90.4	18	8.3	1	0.5	0	0.0
16:00	255	5	2.0	231	90.6	14	5.5	5	2.0	0	0.0
17:00	210	5	2.4	184	87.6	16	7.6	5	2.4	0	0.0
18:00	181	1	0.6	169	93.4	11	6.1	0	0.0	0	0.0
19:00	128	2	1.6	115	89.8	8	6.3	3	2.3	0	0.0
20:00	117	2	1.7	102	87.2	12	10.3	1	0.9	0	0.0
21:00	69	0	0.0	63	91.3	4	5.8	2	2.9	0	0.0
22:00	52	0	0.0	47	90.4	4	7.7	0	0.0	1	1.9
23:00	31	1	3.2	26	83.9	4	12.9	0	0.0	0	0.0
12H,7-19	2658	34	1.3	2419	91.0	161	6.1	43	1.6	1	0.0
16H,6-22	3005	39	1.3	2725	90.7	190	6.3	50	1.7	1	0.0
18H,6-24	3088	40	1.3	2798	90.6	198	6.4	50	1.6	2	0.1
24H,0-24	3209	41	1.3	2904	90.5	212	6.6	50	1.6	2	0.1

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 12-Sep-22	3974	52	1.3	3292	82.8	505	12.7	119	3.0	6	0.2
Tue 13-Sep-22	4277	52	1.2	3544	82.9	533	12.5	136	3.2	12	0.3
Wed 14-Sep-22	4279	38	0.9	3557	83.1	527	12.3	147	3.4	10	0.2
Thu 15-Sep-22	4427	44	1.0	3690	83.4	549	12.4	129	2.9	15	0.3
Fri 16-Sep-22	4340	51	1.2	3571	82.3	566	13.0	139	3.2	13	0.3
Sat 17-Sep-22	3700	42	1.1	3349	90.5	252	6.8	56	1.5	1	0.0
Sun 18-Sep-22	3209	41	1.3	2904	90.5	212	6.6	50	1.6	2	0.1
Total Vehicles											
[--]	28206	320	1.1	23907	85.1	3144	10.9	776	2.7	59	0.2



Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 12-Sep-22																
00:00	15	31.8	28	5.1	0	0	12	3	0	0	0	0	0	0	0	0
01:00	8	-	24.8	4.5	0	1	7	0	0	0	0	0	0	0	0	0
02:00	5	-	30	6.2	0	0	3	2	0	0	0	0	0	0	0	0
03:00	11	30.3	26.9	6.1	0	1	8	2	0	0	0	0	0	0	0	0
04:00	8	-	26	6	0	1	6	1	0	0	0	0	0	0	0	0
05:00	38	30.7	26.8	5.7	0	3	29	6	0	0	0	0	0	0	0	0
06:00	98	29.4	24.1	5.6	1	20	74	3	0	0	0	0	0	0	0	0
07:00	235	29	22.4	6.3	5	82	141	7	0	0	0	0	0	0	0	0
08:00	266	29	23.1	5.7	3	75	185	3	0	0	0	0	0	0	0	0
09:00	212	29.1	23.5	6	3	53	153	2	0	0	1	0	0	0	0	0
10:00	220	29.1	23.4	5.6	1	59	157	3	0	0	0	0	0	0	0	0
11:00	187	29.2	23.6	5.8	7	35	142	3	0	0	0	0	0	0	0	0
12:00	251	29.2	23.8	5.3	0	58	190	3	0	0	0	0	0	0	0	0
13:00	259	28.9	22.9	5.7	3	77	177	2	0	0	0	0	0	0	0	0
14:00	255	29.5	24.5	5.4	3	41	203	8	0	0	0	0	0	0	0	0
15:00	314	29.1	23.5	5.6	3	77	229	5	0	0	0	0	0	0	0	0
16:00	415	29	22.9	6	13	110	287	4	1	0	0	0	0	0	0	0
17:00	435	29.4	23.7	5.9	2	115	300	18	0	0	0	0	0	0	0	0
18:00	284	29.2	24.3	5	2	47	233	2	0	0	0	0	0	0	0	0
19:00	154	30	25.7	5.1	1	14	128	11	0	0	0	0	0	0	0	0
20:00	97	30	25.6	5.2	0	11	79	7	0	0	0	0	0	0	0	0
21:00	92	30.1	25.2	5.8	0	15	69	8	0	0	0	0	0	0	0	0
22:00	87	30.1	26.1	4.8	0	6	74	7	0	0	0	0	0	0	0	0
23:00	28	29.9	26	4.8	0	2	24	2	0	0	0	0	0	0	0	0
12H,7-19	3333	29.2	23.5	5.7	45	829	2397	60	1	0	1	0	0	0	0	0
16H,6-22	3774	29.3	23.7	5.7	47	889	2747	89	1	0	1	0	0	0	0	0
18H,6-24	3889	29.3	23.7	5.7	47	897	2845	98	1	0	1	0	0	0	0	0
24H,0-24	3974	29.3	23.8	5.7	47	903	2910	112	1	0	1	0	0	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 13-Sep-22																
00:00	19	32.6	27.6	5.8	0	1	14	4	0	0	0	0	0	0	0	0
01:00	9	-	27.1	4.4	0	0	8	1	0	0	0	0	0	0	0	0
02:00	7	-	28.9	5.7	0	0	5	2	0	0	0	0	0	0	0	0
03:00	9	-	23.8	5.3	0	2	7	0	0	0	0	0	0	0	0	0
04:00	16	30.3	26	5.9	0	2	12	2	0	0	0	0	0	0	0	0
05:00	54	29.9	25.4	5.4	0	7	43	4	0	0	0	0	0	0	0	0
06:00	98	29.3	24.1	5.5	0	22	73	3	0	0	0	0	0	0	0	0
07:00	271	28.5	21.7	6.2	8	106	154	3	0	0	0	0	0	0	0	0
08:00	307	28.9	22.8	5.9	4	96	203	4	0	0	0	0	0	0	0	0
09:00	190	28.9	23.3	5.4	2	48	140	0	0	0	0	0	0	0	0	0
10:00	186	29	23.1	5.8	3	51	130	2	0	0	0	0	0	0	0	0
11:00	244	29.1	23.6	5.7	6	52	183	3	0	0	0	0	0	0	0	0
12:00	257	28.9	22.8	5.9	6	74	175	2	0	0	0	0	0	0	0	0
13:00	249	29.1	23.2	5.9	1	76	165	7	0	0	0	0	0	0	0	0
14:00	256	29.1	23.1	6	3	76	170	7	0	0	0	0	0	0	0	0
15:00	361	29.3	23.3	6	6	98	245	12	0	0	0	0	0	0	0	0
16:00	431	28.9	22.9	6	8	125	293	4	0	0	1	0	0	0	0	0
17:00	405	29.4	24	5.7	9	76	309	11	0	0	0	0	0	0	0	0
18:00	311	29.6	24.5	5.6	3	56	238	14	0	0	0	0	0	0	0	0
19:00	199	29.2	24	5.3	1	42	153	3	0	0	0	0	0	0	0	0
20:00	133	29.6	25	5.1	1	16	111	5	0	0	0	0	0	0	0	0
21:00	121	29.7	25.2	5.2	1	14	100	6	0	0	0	0	0	0	0	0
22:00	99	30	25.8	5	0	9	83	7	0	0	0	0	0	0	0	0
23:00	45	30.3	25.6	6	0	7	33	5	0	0	0	0	0	0	0	0
12H,7-19	3468	29.1	23.2	5.9	59	934	2405	69	0	0	1	0	0	0	0	0
16H,6-22	4019	29.2	23.4	5.8	62	1028	2842	86	0	0	1	0	0	0	0	0
18H,6-24	4163	29.2	23.5	5.8	62	1044	2958	98	0	0	1	0	0	0	0	0
24H,0-24	4277	29.3	23.5	5.8	62	1056	3047	111	0	0	1	0	0	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 14-Sep-22																
00:00	25	29.6	26.4	3.5	0	0	24	1	0	0	0	0	0	0	0	0
01:00	14	29.5	25.3	5.5	0	2	11	1	0	0	0	0	0	0	0	0
02:00	11	29.7	26	5.2	0	1	9	1	0	0	0	0	0	0	0	0
03:00	12	28.8	22.7	7.1	0	5	6	1	0	0	0	0	0	0	0	0
04:00	17	28.8	24.2	4.9	0	3	14	0	0	0	0	0	0	0	0	0
05:00	59	29.8	25.2	5.5	0	9	46	4	0	0	0	0	0	0	0	0
06:00	108	29	23.7	5.1	0	25	83	0	0	0	0	0	0	0	0	0
07:00	256	28.8	22.5	6	1	94	156	5	0	0	0	0	0	0	0	0
08:00	299	28.9	22.5	6.1	2	108	181	8	0	0	0	0	0	0	0	0
09:00	247	28.8	22.7	5.8	4	76	166	1	0	0	0	0	0	0	0	0
10:00	182	29.2	23.1	6.1	2	56	118	6	0	0	0	0	0	0	0	0
11:00	238	29.1	24	5.1	2	45	190	1	0	0	0	0	0	0	0	0
12:00	233	29.1	23.5	5.6	3	55	172	3	0	0	0	0	0	0	0	0
13:00	251	29.2	23.6	5.6	4	58	185	4	0	0	0	0	0	0	0	0
14:00	306	29.3	23.8	5.8	6	67	224	9	0	0	0	0	0	0	0	0
15:00	311	29.3	23.7	5.8	4	74	224	9	0	0	0	0	0	0	0	0
16:00	401	29.4	23.9	5.8	5	89	292	15	0	0	0	0	0	0	0	0
17:00	417	29.2	23.1	6.1	5	128	269	15	0	0	0	0	0	0	0	0
18:00	329	29.4	24.3	5.3	2	60	258	9	0	0	0	0	0	0	0	0
19:00	206	29.9	25.4	5.2	1	23	169	13	0	0	0	0	0	0	0	0
20:00	146	29.7	24.9	5.5	3	18	118	7	0	0	0	0	0	0	0	0
21:00	97	30.7	25.9	6	0	14	70	13	0	0	0	0	0	0	0	0
22:00	79	30.6	26.3	5.6	0	8	61	10	0	0	0	0	0	0	0	0
23:00	35	29.7	25.4	5.1	0	4	29	2	0	0	0	0	0	0	0	0
12H,7-19	3470	29.2	23.4	5.8	40	910	2435	85	0	0	0	0	0	0	0	0
16H,6-22	4027	29.3	23.6	5.8	44	990	2875	118	0	0	0	0	0	0	0	0
18H,6-24	4141	29.3	23.7	5.8	44	1002	2965	130	0	0	0	0	0	0	0	0
24H,0-24	4279	29.4	23.8	5.8	44	1022	3075	138	0	0	0	0	0	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 15-Sep-22																
00:00	24	35.1	28.9	5.5	0	0	17	7	0	0	0	0	0	0	0	0
01:00	11	33.8	28.7	5.5	0	0	8	3	0	0	0	0	0	0	0	0
02:00	14	34.5	28.9	5.5	0	0	10	4	0	0	0	0	0	0	0	0
03:00	15	34.1	28	6.3	0	1	10	4	0	0	0	0	0	0	0	0
04:00	9	-	23.8	5.3	0	2	7	0	0	0	0	0	0	0	0	0
05:00	53	29.7	23.8	6.7	2	12	35	4	0	0	0	0	0	0	0	0
06:00	120	30	24.8	6	0	25	85	10	0	0	0	0	0	0	0	0
07:00	273	29.3	24	5.5	2	59	205	7	0	0	0	0	0	0	0	0
08:00	314	29.3	23.7	5.7	4	72	230	8	0	0	0	0	0	0	0	0
09:00	211	29.6	24.7	7	3	40	158	7	0	1	0	0	2	0	0	0
10:00	213	29	23	6	4	61	144	4	0	0	0	0	0	0	0	0
11:00	215	29.9	25.1	5.6	0	35	165	15	0	0	0	0	0	0	0	0
12:00	224	29.1	23.2	5.9	1	66	151	6	0	0	0	0	0	0	0	0
13:00	234	29.5	24.1	5.9	2	52	169	11	0	0	0	0	0	0	0	0
14:00	288	29.2	23.7	7.3	2	77	202	5	0	0	0	0	0	0	0	2
15:00	384	29.3	23.7	5.7	5	87	283	9	0	0	0	0	0	0	0	0
16:00	494	29.1	23	6	4	153	323	14	0	0	0	0	0	0	0	0
17:00	481	29.5	24	5.9	6	107	347	21	0	0	0	0	0	0	0	0
18:00	307	29.5	24.5	5.5	4	50	242	11	0	0	0	0	0	0	0	0
19:00	190	29.8	25.3	5.1	2	19	159	10	0	0	0	0	0	0	0	0
20:00	147	30.1	25.8	5.2	1	13	121	12	0	0	0	0	0	0	0	0
21:00	95	30.1	25.7	5.4	1	9	77	8	0	0	0	0	0	0	0	0
22:00	72	30.3	26.6	4.7	0	3	62	7	0	0	0	0	0	0	0	0
23:00	39	35.2	28.8	5.4	0	0	28	11	0	0	0	0	0	0	0	0
12H,7-19	3638	29.4	23.8	6	37	859	2619	118	0	1	0	0	2	0	0	2
16H,6-22	4190	29.5	24	5.9	41	925	3061	158	0	1	0	0	2	0	0	2
18H,6-24	4301	29.5	24.1	5.9	41	928	3151	176	0	1	0	0	2	0	0	2
24H,0-24	4427	29.6	24.2	6	43	943	3238	198	0	1	0	0	2	0	0	2

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 16-Sep-22																
00:00	12	29.5	26.8	5.9	0	1	9	2	0	0	0	0	0	0	0	0
01:00	14	30.5	27.4	4.7	0	0	12	2	0	0	0	0	0	0	0	0
02:00	7	-	26	3.1	0	0	7	0	0	0	0	0	0	0	0	0
03:00	5	-	26	7.5	0	1	3	1	0	0	0	0	0	0	0	0
04:00	15	29.5	25.3	5.4	0	2	12	1	0	0	0	0	0	0	0	0
05:00	57	30.5	25.6	6.1	0	9	41	7	0	0	0	0	0	0	0	0
06:00	98	30.7	25.6	6.3	0	17	68	13	0	0	0	0	0	0	0	0
07:00	264	28.9	22.8	5.8	2	84	175	3	0	0	0	0	0	0	0	0
08:00	334	29.1	22.9	6.2	6	103	214	11	0	0	0	0	0	0	0	0
09:00	230	29.4	23.9	5.8	3	51	168	8	0	0	0	0	0	0	0	0
10:00	237	28.9	23.1	5.7	5	62	169	1	0	0	0	0	0	0	0	0
11:00	249	29.3	23.3	6.1	3	71	166	8	1	0	0	0	0	0	0	0
12:00	269	29.3	23.9	5.6	3	58	202	6	0	0	0	0	0	0	0	0
13:00	292	29.2	22.9	6.3	5	94	182	11	0	0	0	0	0	0	0	0
14:00	335	29.2	23.5	6.4	6	84	238	6	0	0	0	0	0	0	1	0
15:00	364	29.2	23.4	6	8	90	257	8	0	1	0	0	0	0	0	0
16:00	374	29.5	23.7	6.3	10	85	263	15	0	0	1	0	0	0	0	0
17:00	346	29.3	23.6	5.8	3	89	244	10	0	0	0	0	0	0	0	0
18:00	274	29.2	23	6.1	4	84	177	9	0	0	0	0	0	0	0	0
19:00	215	30.1	25.2	5.7	1	33	163	18	0	0	0	0	0	0	0	0
20:00	115	30.6	25.9	5.9	1	13	87	14	0	0	0	0	0	0	0	0
21:00	93	29.9	25.8	5	1	6	80	6	0	0	0	0	0	0	0	0
22:00	86	31.4	26.7	5.8	0	8	64	14	0	0	0	0	0	0	0	0
23:00	55	30.2	26	5.2	0	5	45	5	0	0	0	0	0	0	0	0
12H,7-19	3568	29.2	23.3	6	58	955	2455	96	1	1	1	0	0	0	1	0
16H,6-22	4089	29.4	23.6	6	61	1024	2853	147	1	1	1	0	0	0	1	0
18H,6-24	4230	29.4	23.7	6	61	1037	2962	166	1	1	1	0	0	0	1	0
24H,0-24	4340	29.5	23.8	6	61	1050	3046	179	1	1	1	0	0	0	1	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 17-Sep-22																
00:00	34	30.1	26.3	4.8	0	2	29	3	0	0	0	0	0	0	0	0
01:00	17	30.3	26.6	5.1	0	1	14	2	0	0	0	0	0	0	0	0
02:00	18	30	28.1	5.8	0	0	15	2	1	0	0	0	0	0	0	0
03:00	11	33.8	28.7	5.5	0	0	8	3	0	0	0	0	0	0	0	0
04:00	13	29.6	25.2	5.7	0	2	10	1	0	0	0	0	0	0	0	0
05:00	37	34.3	27.9	5.9	0	2	26	9	0	0	0	0	0	0	0	0
06:00	36	30.4	26.8	4.7	0	1	31	4	0	0	0	0	0	0	0	0
07:00	101	29.8	24.9	5.5	0	17	78	6	0	0	0	0	0	0	0	0
08:00	148	29.4	24.5	5.3	2	23	119	4	0	0	0	0	0	0	0	0
09:00	210	29.6	24.9	5.2	3	26	173	8	0	0	0	0	0	0	0	0
10:00	257	29.3	24.3	5.2	1	47	204	5	0	0	0	0	0	0	0	0
11:00	302	29.4	24.4	5.4	2	55	236	9	0	0	0	0	0	0	0	0
12:00	337	29.2	23.3	6	7	88	233	9	0	0	0	0	0	0	0	0
13:00	318	29.3	23.6	6	7	74	227	10	0	0	0	0	0	0	0	0
14:00	274	29.4	23.8	6	6	62	195	11	0	0	0	0	0	0	0	0
15:00	264	29.5	24.4	5.4	3	44	209	8	0	0	0	0	0	0	0	0
16:00	277	29.3	23.9	5.6	3	60	208	6	0	0	0	0	0	0	0	0
17:00	276	29.4	24.4	5.2	3	44	224	4	1	0	0	0	0	0	0	0
18:00	211	29.6	24.5	5.7	5	32	165	9	0	0	0	0	0	0	0	0
19:00	172	29.8	24.9	5.6	2	26	134	10	0	0	0	0	0	0	0	0
20:00	130	29.7	25	5.3	0	20	103	7	0	0	0	0	0	0	0	0
21:00	99	29.8	26	4.1	0	4	91	4	0	0	0	0	0	0	0	0
22:00	86	29.9	25.4	5.3	0	11	69	6	0	0	0	0	0	0	0	0
23:00	72	30.1	26	5	0	6	60	6	0	0	0	0	0	0	0	0
12H,7-19	2975	29.4	24.1	5.6	42	572	2271	89	1	0	0	0	0	0	0	0
16H,6-22	3412	29.5	24.3	5.5	44	623	2630	114	1	0	0	0	0	0	0	0
18H,6-24	3570	29.5	24.4	5.5	44	640	2759	126	1	0	0	0	0	0	0	0
24H,0-24	3700	29.6	24.5	5.6	44	647	2861	146	2	0	0	0	0	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

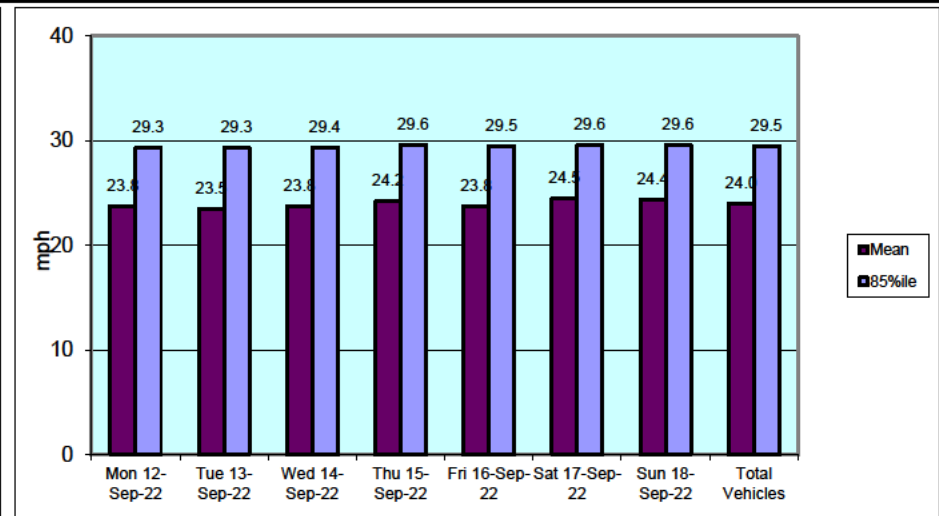
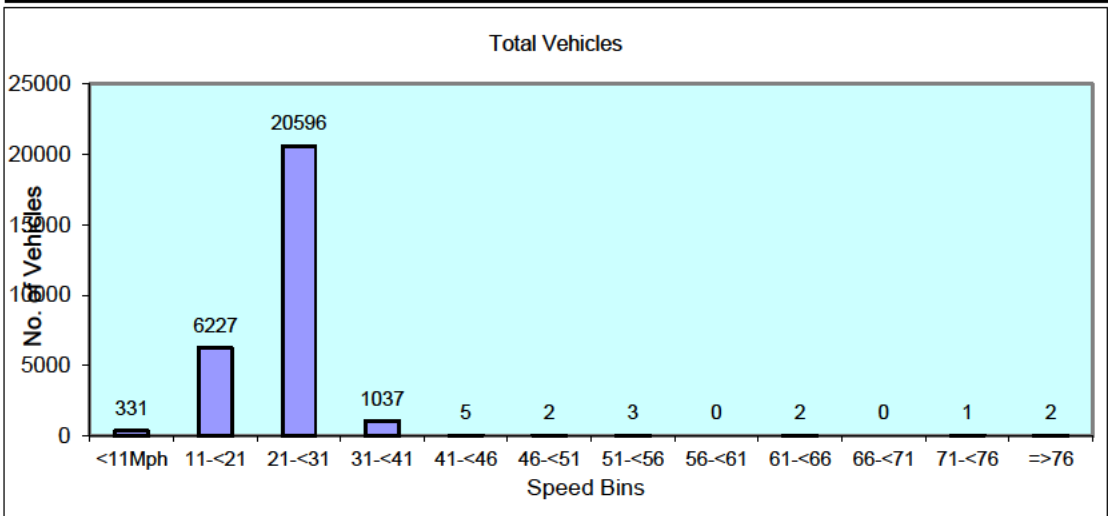
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 18-Sep-22																
00:00	49	30.4	27	4.2	0	0	44	5	0	0	0	0	0	0	0	0
01:00	25	32.5	28	5	0	0	20	5	0	0	0	0	0	0	0	0
02:00	19	34.3	28.6	5.4	0	0	14	5	0	0	0	0	0	0	0	0
03:00	9	-	27.1	4.4	0	0	8	1	0	0	0	0	0	0	0	0
04:00	11	35.6	29.6	5.9	0	0	7	4	0	0	0	0	0	0	0	0
05:00	8	-	27.3	4.5	0	0	7	1	0	0	0	0	0	0	0	0
06:00	33	29.5	25.4	4.5	0	3	29	1	0	0	0	0	0	0	0	0
07:00	40	29.9	25.5	5.4	0	5	32	3	0	0	0	0	0	0	0	0
08:00	111	30.2	26.4	4.8	0	6	95	10	0	0	0	0	0	0	0	0
09:00	201	29.6	24.6	5.5	2	33	157	9	0	0	0	0	0	0	0	0
10:00	202	29.3	24.4	5	0	35	164	3	0	0	0	0	0	0	0	0
11:00	296	29.1	23.6	5.5	4	67	221	4	0	0	0	0	0	0	0	0
12:00	348	29	22.9	5.8	3	107	233	5	0	0	0	0	0	0	0	0
13:00	340	29.1	22.9	6.2	5	106	219	9	1	0	0	0	0	0	0	0
14:00	256	29.3	23.8	5.7	4	56	189	7	0	0	0	0	0	0	0	0
15:00	218	29.4	24.4	5.5	4	35	173	6	0	0	0	0	0	0	0	0
16:00	255	29.7	24.6	5.7	2	47	192	14	0	0	0	0	0	0	0	0
17:00	210	29.8	25	5.5	3	27	168	12	0	0	0	0	0	0	0	0
18:00	181	30.1	25.1	5.9	2	28	136	15	0	0	0	0	0	0	0	0
19:00	128	29.8	25.1	5.4	0	19	101	8	0	0	0	0	0	0	0	0
20:00	117	30.2	25.1	5.9	0	21	85	11	0	0	0	0	0	0	0	0
21:00	69	30.8	26.5	5.9	1	5	53	10	0	0	0	0	0	0	0	0
22:00	52	29.8	25.8	4.7	0	4	45	3	0	0	0	0	0	0	0	0
23:00	31	29.8	26	4.7	0	2	27	2	0	0	0	0	0	0	0	0
12H,7-19	2658	29.5	24.1	5.7	29	552	1979	97	1	0	0	0	0	0	0	0
16H,6-22	3005	29.6	24.3	5.7	30	600	2247	127	1	0	0	0	0	0	0	0
18H,6-24	3088	29.6	24.3	5.7	30	606	2319	132	1	0	0	0	0	0	0	0
24H,0-24	3209	29.6	24.4	5.7	30	606	2419	153	1	0	0	0	0	0	0	0

11605 WITHAM Site No: 11605001 Location Site 1 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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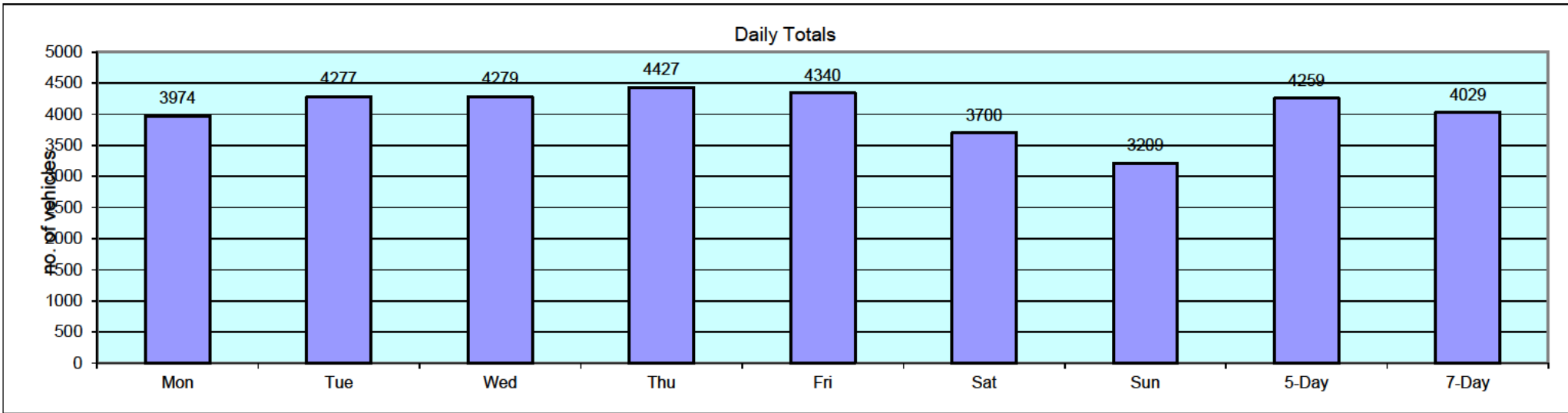
Daily Totals																
Mon 12-Sep-22	3974	29.3	23.8	5.7	47	903	2910	112	1	0	1	0	0	0	0	0
Tue 13-Sep-22	4277	29.3	23.5	5.8	62	1056	3047	111	0	0	1	0	0	0	0	0
Wed 14-Sep-22	4279	29.4	23.8	5.8	44	1022	3075	138	0	0	0	0	0	0	0	0
Thu 15-Sep-22	4427	29.6	24.2	6	43	943	3238	198	0	1	0	0	2	0	0	2
Fri 16-Sep-22	4340	29.5	23.8	6	61	1050	3046	179	1	1	1	0	0	0	1	0
Sat 17-Sep-22	3700	29.6	24.5	5.6	44	647	2861	146	2	0	0	0	0	0	0	0
Sun 18-Sep-22	3209	29.6	24.4	5.7	30	606	2419	153	1	0	0	0	0	0	0	0

Total Vehicles																
[--]	28206	29.5	24.0	5.8	331	6227	20596	1037	5	2	3	0	2	0	1	2



11605	WITHAM		Site No: 11605001		Location		Site 1 - Braxted Rd, Witham		
	Channel: Southbound								
TIME PERIOD	Mon 09/12/22	Tue 13/09/2022	Wed 14/09/2022	Thu 15/09/2022	Fri 16/09/2022	Sat 17/09/2022	Sun 18/09/2022	5-Day Av	7-Day Av
Week Begin: 12-Sep-22									
00:00	15	19	25	24	12	34	49	19	25
01:00	8	9	14	11	14	17	25	11	14
02:00	5	7	11	14	7	18	19	9	12
03:00	11	9	12	15	5	11	9	10	10
04:00	8	16	17	9	15	13	11	13	13
05:00	38	54	59	53	57	37	8	52	44
06:00	98	98	108	120	98	36	33	104	84
07:00	235	271	256	273	264	101	40	260	206
08:00	266	307	299	314	334	148	111	304	254
09:00	212	190	247	211	230	210	201	218	214
10:00	220	186	182	213	237	257	202	208	214
11:00	187	244	238	215	249	302	296	227	247
12:00	251	257	233	224	269	337	348	247	274
13:00	259	249	251	234	292	318	340	257	278
14:00	255	256	306	288	335	274	256	288	281
15:00	314	361	311	384	364	264	218	347	317
16:00	415	431	401	494	374	277	255	423	378
17:00	435	405	417	481	346	276	210	417	367
18:00	284	311	329	307	274	211	181	301	271
19:00	154	199	206	190	215	172	128	193	181
20:00	97	133	146	147	115	130	117	128	126
21:00	92	121	97	95	93	99	69	100	95
22:00	87	99	79	72	86	86	52	85	80
23:00	28	45	35	39	55	72	31	40	44
12H,7-19	3333	3468	3470	3638	3568	2975	2658	3495	3301
16H,6-22	3774	4019	4027	4190	4089	3412	3005	4020	3788
18H,6-24	3889	4163	4141	4301	4230	3570	3088	4145	3912
24H,0-24	3974	4277	4279	4427	4340	3700	3209	4259	4029
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00		
Peak	266	307	299	314	334	302	296		
Pm	17:00	16:00	17:00	16:00	16:00	12:00	12:00		
Peak	435	431	417	494	374	337	348		

11605	WITHAM		Site No: 11605001	Location		Site 1 - Braxted Rd, Witham			
			Channel: Southbound						
TIME PERIOD	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
	09/12/22	13/09/2022	14/09/2022	15/09/2022	16/09/2022	17/09/2022	18/09/2022	Av	Av



11605		WITHAM			SEPTMBER 2022		Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date								
Site No: 11605002	Site 2 - Braxted Rd, Witham 51.8106887,0.6734661	Channel: Northbound	Mon 12-Sep-22	Sun 18-Sep-22	NSL	29861	4570	4266	45.8	40.0		
		Channel: Southbound	Mon 12-Sep-22	Sun 18-Sep-22		28449	4305	4064	46.2	40.2		

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE	SEVEN OR MORE
			CAR-BASED LGV	VEHICLES									AXLE MULTI-TRAILER ARTIC	TRAILER ARTIC	AXLE ARTIC
Mon 12-Sep-22															
00:00	20	0	17	3	0	0	0	0	0	0	0	0	0	0	0
01:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
02:00	13	0	10	2	0	1	0	0	0	0	0	0	0	0	0
03:00	14	0	12	1	1	0	0	0	0	0	0	0	0	0	0
04:00	29	0	21	5	1	1	0	0	0	0	1	0	0	0	0
05:00	156	5	111	27	3	5	0	0	1	0	4	0	0	0	0
06:00	263	3	199	58	2	0	0	0	1	0	0	0	0	0	0
07:00	468	2	369	89	1	3	2	0	0	1	0	1	0	0	0
08:00	429	3	352	64	4	3	2	0	1	0	0	0	0	0	0
09:00	277	4	218	42	3	2	0	0	4	0	2	2	0	0	0
10:00	256	4	198	42	2	0	2	0	4	0	1	3	0	0	0
11:00	206	1	155	42	2	2	1	0	2	0	1	0	0	0	0
12:00	217	1	169	43	1	1	0	0	0	0	0	2	0	0	0
13:00	204	0	170	27	1	1	0	0	2	0	3	0	0	0	0
14:00	204	1	157	34	1	4	0	0	2	0	3	2	0	0	0
15:00	243	2	196	37	1	1	1	0	3	0	1	1	0	0	0
16:00	310	3	243	54	1	0	1	0	3	0	2	3	0	0	0
17:00	334	3	286	42	0	0	0	0	1	0	1	1	0	0	0
18:00	214	1	192	19	0	0	0	0	0	0	0	2	0	0	0
19:00	142	2	124	12	0	0	0	0	0	0	3	1	0	0	0
20:00	81	2	65	11	0	0	0	0	0	0	1	2	0	0	0
21:00	51	0	45	5	0	0	0	0	0	0	1	0	0	0	0
22:00	34	0	32	2	0	0	0	0	0	0	0	0	0	0	0
23:00	17	0	14	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3362	25	2705	535	17	17	9	0	22	1	14	17	0	0	0
16H,6-22	3899	32	3138	621	19	17	9	0	23	1	19	20	0	0	0
18H,6-24	3950	32	3184	626	19	17	9	0	23	1	19	20	0	0	0
24H,0-24	4189	37	3360	666	24	24	9	0	24	1	24	20	0	0	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 13-Sep-22														
00:00	13	0	9	4	0	0	0	0	0	0	0	0	0	0
01:00	6	0	3	3	0	0	0	0	0	0	0	0	0	0
02:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
03:00	15	0	11	3	0	1	0	0	0	0	0	0	0	0
04:00	32	0	22	9	0	1	0	0	0	0	0	0	0	0
05:00	165	5	116	36	2	3	0	0	2	0	1	0	0	0
06:00	276	2	213	57	2	1	1	0	0	0	0	0	0	0
07:00	533	6	428	94	0	1	1	0	1	0	1	1	0	0
08:00	455	2	359	75	7	4	2	0	6	0	0	0	0	0
09:00	295	1	241	39	4	3	0	0	3	0	3	1	0	0
10:00	250	5	194	42	1	2	1	0	3	0	0	2	0	0
11:00	218	0	165	41	3	2	2	0	1	0	1	3	0	0
12:00	209	2	161	40	0	2	0	0	0	1	3	0	0	0
13:00	222	1	174	40	3	1	0	0	0	1	2	0	0	0
14:00	259	2	203	46	0	1	0	0	3	0	2	2	0	0
15:00	249	1	199	42	2	0	0	0	2	0	2	1	0	0
16:00	357	7	287	58	1	0	0	0	1	0	2	1	0	0
17:00	393	0	338	48	1	2	0	0	3	0	0	1	0	0
18:00	248	0	216	27	1	0	0	0	2	0	0	2	0	0
19:00	163	0	138	18	0	0	0	0	0	0	4	3	0	0
20:00	81	1	70	9	0	0	0	0	0	0	0	1	0	0
21:00	90	0	85	4	0	0	0	0	0	0	1	0	0	0
22:00	44	0	40	4	0	0	0	0	0	0	0	0	0	0
23:00	43	0	39	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	3688	27	2965	592	23	18	6	0	25	2	16	14	0	0
16H,6-22	4298	30	3471	680	25	19	7	0	25	2	21	18	0	0
18H,6-24	4385	30	3550	688	25	19	7	0	25	2	21	18	0	0
24H,0-24	4626	35	3721	743	27	24	7	0	27	2	22	18	0	0

11605		WITHAM				Site No: 11605002		Location Site 2 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 14-Sep-22															
00:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0	
01:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
02:00	15	0	12	2	0	0	1	0	0	0	0	0	0	0	
03:00	18	0	14	3	0	1	0	0	0	0	0	0	0	0	
04:00	38	0	26	4	6	2	0	0	0	0	0	0	0	0	
05:00	158	4	121	29	1	2	0	0	0	0	0	1	0	0	
06:00	314	3	231	73	1	1	0	0	3	0	1	1	0	0	
07:00	517	3	420	81	1	4	1	0	2	0	4	1	0	0	
08:00	486	1	394	77	7	1	1	0	4	0	1	0	0	0	
09:00	304	1	232	54	3	3	1	0	5	0	2	3	0	0	
10:00	244	2	184	45	2	4	2	0	1	0	0	4	0	0	
11:00	212	1	172	28	1	4	3	0	1	0	1	1	0	0	
12:00	222	0	170	43	0	2	0	0	2	1	3	1	0	0	
13:00	228	3	165	52	2	2	0	0	2	0	2	0	0	0	
14:00	240	0	181	47	0	2	5	0	3	0	2	0	0	0	
15:00	279	5	213	49	1	0	1	0	5	0	1	4	0	0	
16:00	316	4	250	55	1	3	1	0	2	0	0	0	0	0	
17:00	374	2	335	37	0	0	0	0	0	0	0	0	0	0	
18:00	269	1	238	26	0	0	1	0	0	0	0	3	0	0	
19:00	142	0	124	15	0	0	1	0	0	0	1	1	0	0	
20:00	99	4	81	9	0	0	0	0	1	0	4	0	0	0	
21:00	108	1	93	13	0	0	0	0	0	0	0	1	0	0	
22:00	61	0	55	6	0	0	0	0	0	0	0	0	0	0	
23:00	34	1	29	4	0	0	0	0	0	0	0	0	0	0	
12H,7-19	3691	23	2954	594	18	25	16	0	27	1	16	17	0	0	
16H,6-22	4354	31	3483	704	19	26	17	0	31	1	22	20	0	0	
18H,6-24	4449	32	3567	714	19	26	17	0	31	1	22	20	0	0	
24H,0-24	4695	36	3752	757	26	31	18	0	31	1	22	21	0	0	

11605		WITHAM				Site No: 11605002		Location Site 2 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 15-Sep-22															
00:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
02:00	8	0	7	0	0	1	0	0	0	0	0	0	0	0	0
03:00	22	0	14	6	0	2	0	0	0	0	0	0	0	0	0
04:00	50	0	34	9	3	1	2	0	0	0	0	1	0	0	0
05:00	157	2	119	29	1	1	2	0	1	0	1	1	0	0	0
06:00	301	2	214	71	2	2	2	0	4	0	4	0	0	0	0
07:00	489	3	390	91	1	2	0	0	1	0	1	0	0	0	0
08:00	446	1	368	64	4	4	0	0	4	0	1	0	0	0	0
09:00	318	4	260	39	4	6	1	0	1	0	2	1	0	0	0
10:00	245	3	179	52	2	2	2	0	0	0	2	3	0	0	0
11:00	232	2	179	42	1	3	1	0	2	0	2	0	0	0	0
12:00	239	2	174	53	4	1	0	0	3	0	2	0	0	0	0
13:00	212	2	162	40	1	1	0	0	2	0	3	1	0	0	0
14:00	255	1	200	48	1	1	0	0	0	0	1	3	0	0	0
15:00	282	1	225	49	0	2	0	0	1	0	1	3	0	0	0
16:00	329	3	262	57	0	1	0	0	2	0	1	3	0	0	0
17:00	369	2	322	43	1	0	0	0	0	0	1	0	0	0	0
18:00	230	1	200	24	0	1	0	0	0	0	1	3	0	0	0
19:00	153	0	133	17	0	0	0	0	0	0	2	1	0	0	0
20:00	83	0	75	5	1	0	0	0	0	0	2	0	0	0	0
21:00	58	0	54	4	0	0	0	0	0	0	0	0	0	0	0
22:00	44	3	38	3	0	0	0	0	0	0	0	0	0	0	0
23:00	14	1	11	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3646	25	2921	602	19	24	4	0	16	0	18	17	0	0	0
16H,6-22	4241	27	3397	699	22	26	6	0	20	0	26	18	0	0	0
18H,6-24	4299	31	3446	704	22	26	6	0	20	0	26	18	0	0	0
24H,0-24	4552	33	3633	751	26	31	10	0	21	0	27	20	0	0	0

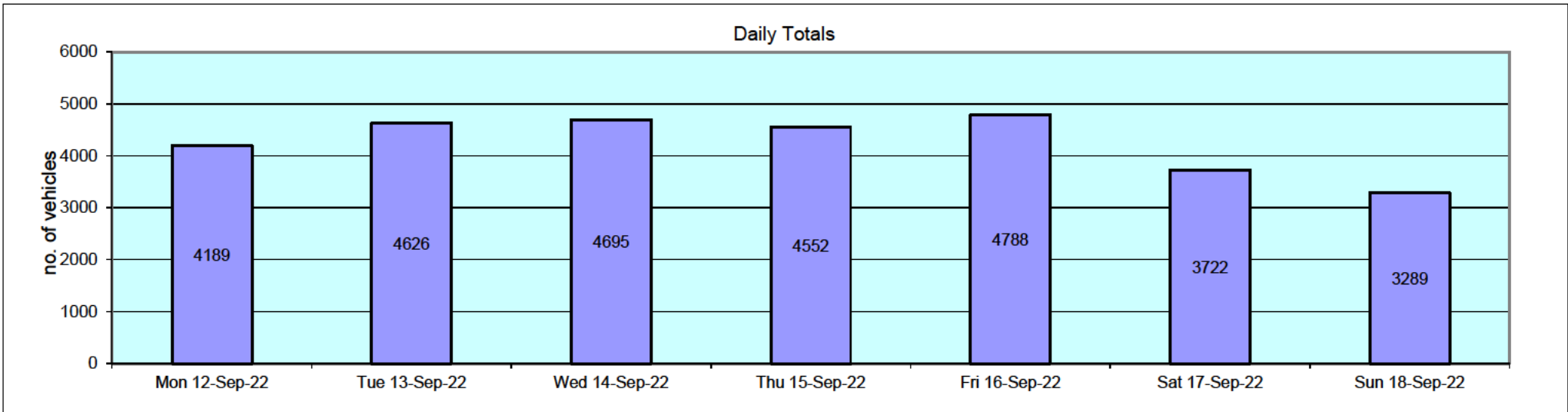
11605		WITHAM				Site No: 11605002		Location Site 2 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 16-Sep-22															
00:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
01:00	6	0	3	2	0	1	0	0	0	0	0	0	0	0	0
02:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
03:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0
04:00	47	0	33	9	3	1	0	0	0	0	1	0	0	0	0
05:00	142	1	106	31	1	1	0	0	1	0	1	0	0	0	0
06:00	273	2	196	62	1	4	2	0	2	0	3	1	0	0	0
07:00	445	4	349	85	0	1	0	0	2	0	2	2	0	0	0
08:00	434	4	335	74	7	7	1	0	2	0	1	3	0	0	0
09:00	329	3	253	56	4	2	1	0	6	0	1	3	0	0	0
10:00	297	1	244	42	1	2	3	0	1	0	1	2	0	0	0
11:00	251	1	204	36	2	3	2	0	2	0	1	0	0	0	0
12:00	282	2	221	41	3	6	0	0	4	0	2	3	0	0	0
13:00	246	1	192	45	0	2	1	0	3	0	2	0	0	0	0
14:00	267	0	203	46	3	3	4	0	7	0	0	1	0	0	0
15:00	335	3	274	53	2	1	1	0	1	0	0	0	0	0	0
16:00	359	3	306	47	1	1	0	0	1	0	0	0	0	0	0
17:00	355	3	305	42	0	0	0	0	3	0	1	1	0	0	0
18:00	291	1	259	28	0	1	0	0	0	0	0	2	0	0	0
19:00	160	0	138	20	0	0	0	0	0	0	1	1	0	0	0
20:00	89	0	78	8	0	0	0	0	0	0	3	0	0	0	0
21:00	55	0	46	8	0	0	0	0	0	0	1	0	0	0	0
22:00	50	2	44	4	0	0	0	0	0	0	0	0	0	0	0
23:00	37	2	32	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3891	26	3145	595	23	29	13	0	32	0	11	17	0	0	0
16H,6-22	4468	28	3603	693	24	33	15	0	34	0	19	19	0	0	0
18H,6-24	4555	32	3679	700	24	33	15	0	34	0	19	19	0	0	0
24H,0-24	4788	33	3856	745	28	36	15	0	35	0	21	19	0	0	0

11605		WITHAM			Site No: 11605002		Location		Site 2 - Braxted Rd, Witham						
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 17-Sep-22															
00:00	37	0	30	6	0	0	0	0	0	0	0	1	0	0	
01:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
02:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
03:00	18	0	13	4	0	1	0	0	0	0	0	0	0	0	
04:00	30	0	22	7	0	1	0	0	0	0	0	0	0	0	
05:00	54	1	45	6	0	0	0	0	1	0	1	0	0	0	
06:00	86	0	70	15	0	0	0	0	0	0	1	0	0	0	
07:00	160	0	128	30	0	0	1	0	0	0	0	1	0	0	
08:00	245	2	215	26	0	1	0	0	1	0	0	0	0	0	
09:00	289	3	254	27	0	1	2	0	1	0	1	0	0	0	
10:00	296	4	270	21	0	0	0	0	1	0	0	0	0	0	
11:00	313	1	281	31	0	0	0	0	0	0	0	0	0	0	
12:00	303	2	268	29	0	0	3	0	1	0	0	0	0	0	
13:00	270	7	243	19	0	1	0	0	0	0	0	0	0	0	
14:00	240	4	207	27	0	0	1	0	0	0	0	1	0	0	
15:00	217	4	193	20	0	0	0	0	0	0	0	0	0	0	
16:00	248	1	219	28	0	0	0	0	0	0	0	0	0	0	
17:00	228	1	212	14	0	1	0	0	0	0	0	0	0	0	
18:00	187	1	173	13	0	0	0	0	0	0	0	0	0	0	
19:00	164	1	154	9	0	0	0	0	0	0	0	0	0	0	
20:00	122	0	117	4	0	0	0	0	1	0	0	0	0	0	
21:00	68	0	65	3	0	0	0	0	0	0	0	0	0	0	
22:00	72	0	67	5	0	0	0	0	0	0	0	0	0	0	
23:00	51	0	49	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2996	30	2663	285	0	4	7	0	4	0	1	2	0	0	
16H,6-22	3436	31	3069	316	0	4	7	0	5	0	2	2	0	0	
18H,6-24	3559	31	3185	323	0	4	7	0	5	0	2	2	0	0	
24H,0-24	3722	32	3316	349	0	6	7	0	6	0	3	3	0	0	

11605		WITHAM		Site No: 11605002		Location		Site 2 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sun 18-Sep-22															
00:00	44	0	40	4	0	0	0	0	0	0	0	0	0	0	0
01:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0	0
02:00	15	0	9	6	0	0	0	0	0	0	0	0	0	0	0
03:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
04:00	16	1	13	2	0	0	0	0	0	0	0	0	0	0	0
05:00	38	0	32	5	0	0	1	0	0	0	0	0	0	0	0
06:00	66	2	60	4	0	0	0	0	0	0	0	0	0	0	0
07:00	81	2	64	15	0	0	0	0	0	0	0	0	0	0	0
08:00	148	2	133	13	0	0	0	0	0	0	0	0	0	0	0
09:00	232	8	196	26	0	1	0	0	1	0	0	0	0	0	0
10:00	275	8	250	15	0	0	0	0	2	0	0	0	0	0	0
11:00	303	4	268	30	0	0	1	0	0	0	0	0	0	0	0
12:00	344	12	303	26	1	0	2	0	0	0	0	0	0	0	0
13:00	284	3	260	19	0	0	0	1	1	0	0	0	0	0	0
14:00	262	3	236	20	0	0	1	0	2	0	0	0	0	0	0
15:00	222	1	205	14	0	1	0	0	1	0	0	0	0	0	0
16:00	261	1	246	13	1	0	0	0	0	0	0	0	0	0	0
17:00	183	1	171	10	0	1	0	0	0	0	0	0	0	0	0
18:00	157	2	134	20	0	0	0	0	1	0	0	0	0	0	0
19:00	129	4	115	9	0	0	0	0	0	0	1	0	0	0	0
20:00	81	1	74	5	0	1	0	0	0	0	0	0	0	0	0
21:00	52	0	45	6	0	0	0	0	0	0	0	1	0	0	0
22:00	46	1	42	3	0	0	0	0	0	0	0	0	0	0	0
23:00	22	1	19	1	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	2752	47	2466	221	2	3	4	1	8	0	0	0	0	0	0
16H,6-22	3080	54	2760	245	2	4	4	1	8	0	1	1	0	0	0
18H,6-24	3148	56	2821	249	3	4	4	1	8	0	1	1	0	0	0
24H,0-24	3289	57	2941	268	3	4	5	1	8	0	1	1	0	0	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Mon 12-Sep-22	4189	37	3360	666	24	24	9	0	24	1	24	20	0	0
Tue 13-Sep-22	4626	35	3721	743	27	24	7	0	27	2	22	18	0	0
Wed 14-Sep-22	4695	36	3752	757	26	31	18	0	31	1	22	21	0	0
Thu 15-Sep-22	4552	33	3633	751	26	31	10	0	21	0	27	20	0	0
Fri 16-Sep-22	4788	33	3856	745	28	36	15	0	35	0	21	19	0	0
Sat 17-Sep-22	3722	32	3316	349	0	6	7	0	6	0	3	3	0	0
Sun 18-Sep-22	3289	57	2941	268	3	4	5	1	8	0	1	1	0	0
Total Vehicles														
[--]	29861	263	24579	4279	134	156	71	1	152	4	120	102	0	0



11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 12-Sep-22											
00:00	20	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
01:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
02:00	13	0	0.0	10	76.9	2	15.4	1	7.7	0	0.0
03:00	14	0	0.0	12	85.7	1	7.1	0	0.0	1	7.1
04:00	29	0	0.0	21	72.4	5	17.2	2	6.9	1	3.5
05:00	156	5	3.2	111	71.2	27	17.3	10	6.4	3	1.9
06:00	263	3	1.1	199	75.7	58	22.1	1	0.4	2	0.8
07:00	468	2	0.4	369	78.9	89	19.0	7	1.5	1	0.2
08:00	429	3	0.7	352	82.1	64	14.9	6	1.4	4	0.9
09:00	277	4	1.4	218	78.7	42	15.2	10	3.6	3	1.1
10:00	256	4	1.6	198	77.3	42	16.4	10	3.9	2	0.8
11:00	206	1	0.5	155	75.2	42	20.4	6	2.9	2	1.0
12:00	217	1	0.5	169	77.9	43	19.8	3	1.4	1	0.5
13:00	204	0	0.0	170	83.3	27	13.2	6	2.9	1	0.5
14:00	204	1	0.5	157	77.0	34	16.7	11	5.4	1	0.5
15:00	243	2	0.8	196	80.7	37	15.2	7	2.9	1	0.4
16:00	310	3	1.0	243	78.4	54	17.4	9	2.9	1	0.3
17:00	334	3	0.9	286	85.6	42	12.6	3	0.9	0	0.0
18:00	214	1	0.5	192	89.7	19	8.9	2	0.9	0	0.0
19:00	142	2	1.4	124	87.3	12	8.5	4	2.8	0	0.0
20:00	81	2	2.5	65	80.3	11	13.6	3	3.7	0	0.0
21:00	51	0	0.0	45	88.2	5	9.8	1	2.0	0	0.0
22:00	34	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
23:00	17	0	0.0	14	82.4	3	17.7	0	0.0	0	0.0
12H,7-19	3362	25	0.7	2705	80.5	535	15.9	80	2.4	17	0.5
16H,6-22	3899	32	0.8	3138	80.5	621	15.9	89	2.3	19	0.5
18H,6-24	3950	32	0.8	3184	80.6	626	15.9	89	2.3	19	0.5
24H,0-24	4189	37	0.9	3360	80.2	666	15.9	102	2.4	24	0.6

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 13-Sep-22											
00:00	13	0	0.0	9	69.2	4	30.8	0	0.0	0	0.0
01:00	6	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
02:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
03:00	15	0	0.0	11	73.3	3	20.0	1	6.7	0	0.0
04:00	32	0	0.0	22	68.8	9	28.1	1	3.1	0	0.0
05:00	165	5	3.0	116	70.3	36	21.8	6	3.6	2	1.2
06:00	276	2	0.7	213	77.2	57	20.7	2	0.7	2	0.7
07:00	533	6	1.1	428	80.3	94	17.6	5	0.9	0	0.0
08:00	455	2	0.4	359	78.9	75	16.5	12	2.6	7	1.5
09:00	295	1	0.3	241	81.7	39	13.2	10	3.4	4	1.4
10:00	250	5	2.0	194	77.6	42	16.8	8	3.2	1	0.4
11:00	218	0	0.0	165	75.7	41	18.8	9	4.1	3	1.4
12:00	209	2	1.0	161	77.0	40	19.1	6	2.9	0	0.0
13:00	222	1	0.5	174	78.4	40	18.0	4	1.8	3	1.4
14:00	259	2	0.8	203	78.4	46	17.8	8	3.1	0	0.0
15:00	249	1	0.4	199	79.9	42	16.9	5	2.0	2	0.8
16:00	357	7	2.0	287	80.4	58	16.3	4	1.1	1	0.3
17:00	393	0	0.0	338	86.0	48	12.2	6	1.5	1	0.3
18:00	248	0	0.0	216	87.1	27	10.9	4	1.6	1	0.4
19:00	163	0	0.0	138	84.7	18	11.0	7	4.3	0	0.0
20:00	81	1	1.2	70	86.4	9	11.1	1	1.2	0	0.0
21:00	90	0	0.0	85	94.4	4	4.4	1	1.1	0	0.0
22:00	44	0	0.0	40	90.9	4	9.1	0	0.0	0	0.0
23:00	43	0	0.0	39	90.7	4	9.3	0	0.0	0	0.0
12H,7-19	3688	27	0.7	2965	80.4	592	16.1	81	2.2	23	0.6
16H,6-22	4298	30	0.7	3471	80.8	680	15.8	92	2.1	25	0.6
18H,6-24	4385	30	0.7	3550	81.0	688	15.7	92	2.1	25	0.6
24H,0-24	4626	35	0.8	3721	80.4	743	16.1	100	2.2	27	0.6

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 14-Sep-22											
00:00	8	0	0.0	5	62.5	3	37.5	0	0.0	0	0.0
01:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
02:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
03:00	18	0	0.0	14	77.8	3	16.7	1	5.6	0	0.0
04:00	38	0	0.0	26	68.4	4	10.5	2	5.3	6	15.8
05:00	158	4	2.5	121	76.6	29	18.4	3	1.9	1	0.6
06:00	314	3	1.0	231	73.6	73	23.3	6	1.9	1	0.3
07:00	517	3	0.6	420	81.2	81	15.7	12	2.3	1	0.2
08:00	486	1	0.2	394	81.1	77	15.8	7	1.4	7	1.4
09:00	304	1	0.3	232	76.3	54	17.8	14	4.6	3	1.0
10:00	244	2	0.8	184	75.4	45	18.4	11	4.5	2	0.8
11:00	212	1	0.5	172	81.1	28	13.2	10	4.7	1	0.5
12:00	222	0	0.0	170	76.6	43	19.4	9	4.1	0	0.0
13:00	228	3	1.3	165	72.4	52	22.8	6	2.6	2	0.9
14:00	240	0	0.0	181	75.4	47	19.6	12	5.0	0	0.0
15:00	279	5	1.8	213	76.3	49	17.6	11	3.9	1	0.4
16:00	316	4	1.3	250	79.1	55	17.4	6	1.9	1	0.3
17:00	374	2	0.5	335	89.6	37	9.9	0	0.0	0	0.0
18:00	269	1	0.4	238	88.5	26	9.7	4	1.5	0	0.0
19:00	142	0	0.0	124	87.3	15	10.6	3	2.1	0	0.0
20:00	99	4	4.0	81	81.8	9	9.1	5	5.1	0	0.0
21:00	108	1	0.9	93	86.1	13	12.0	1	0.9	0	0.0
22:00	61	0	0.0	55	90.2	6	9.8	0	0.0	0	0.0
23:00	34	1	2.9	29	85.3	4	11.8	0	0.0	0	0.0
12H,7-19	3691	23	0.6	2954	80.0	594	16.1	102	2.8	18	0.5
16H,6-22	4354	31	0.7	3483	80.0	704	16.2	117	2.7	19	0.4
18H,6-24	4449	32	0.7	3567	80.2	714	16.1	117	2.6	19	0.4
24H,0-24	4695	36	0.8	3752	79.9	757	16.1	124	2.6	26	0.6

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 15-Sep-22											
00:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	8	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
03:00	22	0	0.0	14	63.6	6	27.3	2	9.1	0	0.0
04:00	50	0	0.0	34	68.0	9	18.0	4	8.0	3	6.0
05:00	157	2	1.3	119	75.8	29	18.5	6	3.8	1	0.6
06:00	301	2	0.7	214	71.1	71	23.6	12	4.0	2	0.7
07:00	489	3	0.6	390	79.8	91	18.6	4	0.8	1	0.2
08:00	446	1	0.2	368	82.5	64	14.4	9	2.0	4	0.9
09:00	318	4	1.3	260	81.8	39	12.3	11	3.5	4	1.3
10:00	245	3	1.2	179	73.1	52	21.2	9	3.7	2	0.8
11:00	232	2	0.9	179	77.2	42	18.1	8	3.5	1	0.4
12:00	239	2	0.8	174	72.8	53	22.2	6	2.5	4	1.7
13:00	212	2	0.9	162	76.4	40	18.9	7	3.3	1	0.5
14:00	255	1	0.4	200	78.4	48	18.8	5	2.0	1	0.4
15:00	282	1	0.4	225	79.8	49	17.4	7	2.5	0	0.0
16:00	329	3	0.9	262	79.6	57	17.3	7	2.1	0	0.0
17:00	369	2	0.5	322	87.3	43	11.7	1	0.3	1	0.3
18:00	230	1	0.4	200	87.0	24	10.4	5	2.2	0	0.0
19:00	153	0	0.0	133	86.9	17	11.1	3	2.0	0	0.0
20:00	83	0	0.0	75	90.4	5	6.0	2	2.4	1	1.2
21:00	58	0	0.0	54	93.1	4	6.9	0	0.0	0	0.0
22:00	44	3	6.8	38	86.4	3	6.8	0	0.0	0	0.0
23:00	14	1	7.1	11	78.6	2	14.3	0	0.0	0	0.0
12H,7-19	3646	25	0.7	2921	80.1	602	16.5	79	2.2	19	0.5
16H,6-22	4241	27	0.6	3397	80.1	699	16.5	96	2.3	22	0.5
18H,6-24	4299	31	0.7	3446	80.2	704	16.4	96	2.2	22	0.5
24H,0-24	4552	33	0.7	3633	79.8	751	16.5	109	2.4	26	0.6

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 16-Sep-22											
00:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
01:00	6	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
02:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
04:00	47	0	0.0	33	70.2	9	19.2	2	4.3	3	6.4
05:00	142	1	0.7	106	74.7	31	21.8	3	2.1	1	0.7
06:00	273	2	0.7	196	71.8	62	22.7	12	4.4	1	0.4
07:00	445	4	0.9	349	78.4	85	19.1	7	1.6	0	0.0
08:00	434	4	0.9	335	77.2	74	17.1	14	3.2	7	1.6
09:00	329	3	0.9	253	76.9	56	17.0	13	4.0	4	1.2
10:00	297	1	0.3	244	82.2	42	14.1	9	3.0	1	0.3
11:00	251	1	0.4	204	81.3	36	14.3	8	3.2	2	0.8
12:00	282	2	0.7	221	78.4	41	14.5	15	5.3	3	1.1
13:00	246	1	0.4	192	78.1	45	18.3	8	3.3	0	0.0
14:00	267	0	0.0	203	76.0	46	17.2	15	5.6	3	1.1
15:00	335	3	0.9	274	81.8	53	15.8	3	0.9	2	0.6
16:00	359	3	0.8	306	85.2	47	13.1	2	0.6	1	0.3
17:00	355	3	0.9	305	85.9	42	11.8	5	1.4	0	0.0
18:00	291	1	0.3	259	89.0	28	9.6	3	1.0	0	0.0
19:00	160	0	0.0	138	86.3	20	12.5	2	1.3	0	0.0
20:00	89	0	0.0	78	87.6	8	9.0	3	3.4	0	0.0
21:00	55	0	0.0	46	83.6	8	14.6	1	1.8	0	0.0
22:00	50	2	4.0	44	88.0	4	8.0	0	0.0	0	0.0
23:00	37	2	5.4	32	86.5	3	8.1	0	0.0	0	0.0
12H,7-19	3891	26	0.7	3145	80.8	595	15.3	102	2.6	23	0.6
16H,6-22	4468	28	0.6	3603	80.6	693	15.5	120	2.7	24	0.5
18H,6-24	4555	32	0.7	3679	80.8	700	15.4	120	2.6	24	0.5
24H,0-24	4788	33	0.7	3856	80.5	745	15.6	126	2.6	28	0.6

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

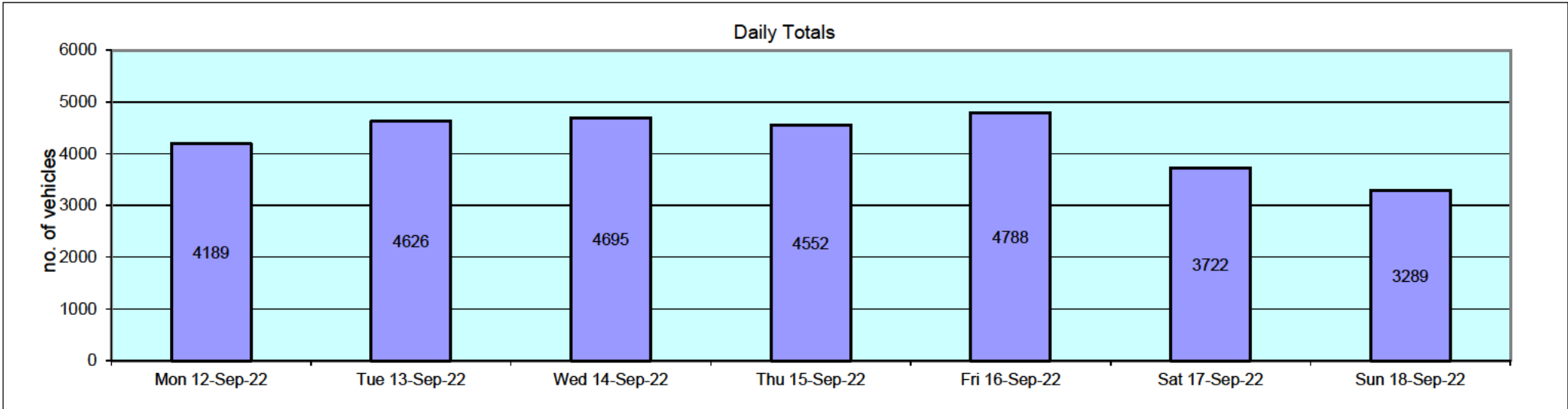
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 17-Sep-22											
00:00	37	0	0.0	30	81.1	6	16.2	1	2.7	0	0.0
01:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
02:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
03:00	18	0	0.0	13	72.2	4	22.2	1	5.6	0	0.0
04:00	30	0	0.0	22	73.3	7	23.3	1	3.3	0	0.0
05:00	54	1	1.9	45	83.3	6	11.1	2	3.7	0	0.0
06:00	86	0	0.0	70	81.4	15	17.4	1	1.2	0	0.0
07:00	160	0	0.0	128	80.0	30	18.8	2	1.3	0	0.0
08:00	245	2	0.8	215	87.8	26	10.6	2	0.8	0	0.0
09:00	289	3	1.0	254	87.9	27	9.3	5	1.7	0	0.0
10:00	296	4	1.4	270	91.2	21	7.1	1	0.3	0	0.0
11:00	313	1	0.3	281	89.8	31	9.9	0	0.0	0	0.0
12:00	303	2	0.7	268	88.5	29	9.6	4	1.3	0	0.0
13:00	270	7	2.6	243	90.0	19	7.0	1	0.4	0	0.0
14:00	240	4	1.7	207	86.3	27	11.3	2	0.8	0	0.0
15:00	217	4	1.8	193	88.9	20	9.2	0	0.0	0	0.0
16:00	248	1	0.4	219	88.3	28	11.3	0	0.0	0	0.0
17:00	228	1	0.4	212	93.0	14	6.1	1	0.4	0	0.0
18:00	187	1	0.5	173	92.5	13	7.0	0	0.0	0	0.0
19:00	164	1	0.6	154	93.9	9	5.5	0	0.0	0	0.0
20:00	122	0	0.0	117	95.9	4	3.3	1	0.8	0	0.0
21:00	68	0	0.0	65	95.6	3	4.4	0	0.0	0	0.0
22:00	72	0	0.0	67	93.1	5	6.9	0	0.0	0	0.0
23:00	51	0	0.0	49	96.1	2	3.9	0	0.0	0	0.0
12H,7-19	2996	30	1.0	2663	88.9	285	9.5	18	0.6	0	0.0
16H,6-22	3436	31	0.9	3069	89.3	316	9.2	20	0.6	0	0.0
18H,6-24	3559	31	0.9	3185	89.5	323	9.1	20	0.6	0	0.0
24H,0-24	3722	32	0.9	3316	89.1	349	9.4	25	0.7	0	0.0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 18-Sep-22											
00:00	44	0	0.0	40	90.9	4	9.1	0	0.0	0	0.0
01:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
02:00	15	0	0.0	9	60.0	6	40.0	0	0.0	0	0.0
03:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
04:00	16	1	6.3	13	81.3	2	12.5	0	0.0	0	0.0
05:00	38	0	0.0	32	84.2	5	13.2	1	2.6	0	0.0
06:00	66	2	3.0	60	90.9	4	6.1	0	0.0	0	0.0
07:00	81	2	2.5	64	79.0	15	18.5	0	0.0	0	0.0
08:00	148	2	1.4	133	89.9	13	8.8	0	0.0	0	0.0
09:00	232	8	3.5	196	84.5	26	11.2	2	0.9	0	0.0
10:00	275	8	2.9	250	90.9	15	5.5	2	0.7	0	0.0
11:00	303	4	1.3	268	88.5	30	9.9	1	0.3	0	0.0
12:00	344	12	3.5	303	88.1	26	7.6	2	0.6	1	0.3
13:00	284	3	1.1	260	91.6	19	6.7	2	0.7	0	0.0
14:00	262	3	1.2	236	90.1	20	7.6	3	1.2	0	0.0
15:00	222	1	0.5	205	92.3	14	6.3	2	0.9	0	0.0
16:00	261	1	0.4	246	94.3	13	5.0	0	0.0	1	0.4
17:00	183	1	0.6	171	93.4	10	5.5	1	0.6	0	0.0
18:00	157	2	1.3	134	85.4	20	12.7	1	0.6	0	0.0
19:00	129	4	3.1	115	89.2	9	7.0	1	0.8	0	0.0
20:00	81	1	1.2	74	91.4	5	6.2	1	1.2	0	0.0
21:00	52	0	0.0	45	86.5	6	11.5	1	1.9	0	0.0
22:00	46	1	2.2	42	91.3	3	6.5	0	0.0	0	0.0
23:00	22	1	4.6	19	86.4	1	4.6	0	0.0	1	4.6
12H,7-19	2752	47	1.7	2466	89.6	221	8.0	16	0.6	2	0.1
16H,6-22	3080	54	1.8	2760	89.6	245	8.0	19	0.6	2	0.1
18H,6-24	3148	56	1.8	2821	89.6	249	7.9	19	0.6	3	0.1
24H,0-24	3289	57	1.7	2941	89.4	268	8.2	20	0.6	3	0.1

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 12-Sep-22	4189	37	0.9	3360	80.2	666	15.9	102	2.4	24	0.6
Tue 13-Sep-22	4626	35	0.8	3721	80.4	743	16.1	100	2.2	27	0.6
Wed 14-Sep-22	4695	36	0.8	3752	79.9	757	16.1	124	2.6	26	0.6
Thu 15-Sep-22	4552	33	0.7	3633	79.8	751	16.5	109	2.4	26	0.6
Fri 16-Sep-22	4788	33	0.7	3856	80.5	745	15.6	126	2.6	28	0.6
Sat 17-Sep-22	3722	32	0.9	3316	89.1	349	9.4	25	0.7	0	0.0
Sun 18-Sep-22	3289	57	1.7	2941	89.4	268	8.2	20	0.6	3	0.1
Total Vehicles											
[--]	29861	263	0.9	24579	82.8	4279	14.0	606	1.9	134	0.4



11605		WITHAM			Site No: 11605002		Location Site 2 - Braxted Rd, Witham									
Mon 12-Sep-22 to Sun 18-Sep-22					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Mon 12-Sep-22																
00:00	20	44.2	38.3	8	0	0	3	9	7	0	0	1	0	0	0	0
01:00	7	-	35.6	9.6	0	0	2	4	0	0	1	0	0	0	0	0
02:00	13	49.9	43.1	8.1	0	0	1	3	4	3	2	0	0	0	0	0
03:00	14	50	44	11.9	0	0	0	7	2	3	1	0	0	0	0	1
04:00	29	51.2	42.4	8.7	0	0	3	8	7	6	5	0	0	0	0	0
05:00	156	47.1	39.8	6.9	0	0	6	88	34	19	8	0	1	0	0	0
06:00	263	47.4	41.5	5.8	0	0	2	105	104	44	7	1	0	0	0	0
07:00	468	45.7	40.8	5.5	0	0	4	205	199	50	8	2	0	0	0	0
08:00	429	45.7	39.7	6	0	0	14	226	132	50	6	1	0	0	0	0
09:00	277	45	38.6	6.2	0	0	15	167	67	25	1	1	1	0	0	0
10:00	256	44.1	37.8	6.2	0	1	20	156	65	12	1	0	1	0	0	0
11:00	206	44.5	38.2	6.1	0	0	14	127	48	14	3	0	0	0	0	0
12:00	217	44.8	39	5.6	0	1	5	128	65	18	0	0	0	0	0	0
13:00	204	44.3	38	6.5	0	1	17	118	56	9	2	0	1	0	0	0
14:00	204	45.6	38.8	7.3	0	0	24	95	58	20	6	1	0	0	0	0
15:00	243	47.3	41.1	6.1	0	0	1	114	83	32	11	2	0	0	0	0
16:00	310	44.8	38	7.1	0	3	37	148	99	18	5	0	0	0	0	0
17:00	334	48.5	41.9	6.4	0	0	5	130	118	61	18	1	1	0	0	0
18:00	214	48.1	41.6	6.3	0	0	2	92	72	36	10	2	0	0	0	0
19:00	142	46.3	40.1	6.4	0	0	6	69	44	18	5	0	0	0	0	0
20:00	81	46.8	41.1	6.7	0	0	1	39	27	8	3	3	0	0	0	0
21:00	51	45.9	39.3	8.4	0	0	5	27	11	5	1	1	0	1	0	0
22:00	34	47.7	40.6	8	0	1	2	11	12	7	1	0	0	0	0	0
23:00	17	49	42.2	8	0	0	1	6	4	5	0	1	0	0	0	0
12H,7-19	3362	45.6	39.6	6.4	0	6	158	1706	1062	345	71	10	4	0	0	0
16H,6-22	3899	45.8	39.8	6.4	0	6	172	1946	1248	420	87	15	4	1	0	0
18H,6-24	3950	45.8	39.8	6.4	0	7	175	1963	1264	432	88	16	4	1	0	0
24H,0-24	4189	45.9	39.8	6.5	0	7	190	2082	1318	463	105	17	5	1	0	1

11605		WITHAM			Site No: 11605002		Location Site 2 - Braxted Rd, Witham									
Mon 12-Sep-22 to Sun 18-Sep-22					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Tue 13-Sep-22																
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
00:00	13	51.9	42	8.8	0	0	1	5	3	1	3	0	0	0	0	0
01:00	6	-	43.1	4.2	0	0	0	1	4	1	0	0	0	0	0	0
02:00	10	52.7	46.5	6.9	0	0	0	2	2	3	3	0	0	0	0	0
03:00	15	53.8	48.2	6.5	0	0	0	2	2	6	4	1	0	0	0	0
04:00	32	52.7	45	7.4	0	0	0	9	9	7	5	2	0	0	0	0
05:00	165	47.1	41.3	6.4	0	0	5	65	65	21	7	2	0	0	0	0
06:00	276	48.8	43.2	5.6	0	0	0	75	121	67	10	3	0	0	0	0
07:00	533	45.2	40.1	5.6	0	0	11	254	222	38	6	1	1	0	0	0
08:00	455	45.2	39.7	5.5	0	0	8	248	156	35	8	0	0	0	0	0
09:00	295	44.9	39	5.8	0	1	5	186	74	23	5	1	0	0	0	0
10:00	250	44.3	38.3	5.8	0	2	10	154	70	12	2	0	0	0	0	0
11:00	218	43.6	37.6	5.9	0	0	15	146	45	9	2	1	0	0	0	0
12:00	209	45.7	39.6	6	0	0	6	116	59	23	5	0	0	0	0	0
13:00	222	44.6	38.6	6.4	0	1	14	123	69	11	3	0	0	1	0	0
14:00	259	44.9	38.8	6.3	0	1	14	148	72	19	4	0	1	0	0	0
15:00	249	45.9	40	6.1	0	0	7	129	77	29	7	0	0	0	0	0
16:00	357	45.5	39.8	5.9	0	0	9	187	119	37	4	0	0	1	0	0
17:00	393	47.4	41.4	6.1	0	0	9	150	156	66	8	4	0	0	0	0
18:00	248	46.8	40.8	6.3	0	0	6	112	87	32	9	2	0	0	0	0
19:00	163	44.3	38.5	6.4	0	0	10	98	45	6	1	2	1	0	0	0
20:00	81	44.1	37.4	6.7	0	0	9	52	12	7	0	1	0	0	0	0
21:00	90	41.5	34.7	7.2	0	2	21	52	11	4	0	0	0	0	0	0
22:00	44	45.9	38	8.7	0	1	7	19	10	4	3	0	0	0	0	0
23:00	43	44.4	37.9	6.5	0	0	4	26	9	3	1	0	0	0	0	0
12H,7-19	3688	45.4	39.6	6	0	5	114	1953	1206	334	63	9	2	2	0	0
16H,6-22	4298	45.5	39.7	6.1	0	7	154	2230	1395	418	74	15	3	2	0	0
18H,6-24	4385	45.5	39.6	6.2	0	8	165	2275	1414	425	78	15	3	2	0	0
24H,0-24	4626	45.6	39.8	6.3	0	8	171	2359	1499	464	100	20	3	2	0	0

11605		WITHAM			Site No: 11605002		Location Site 2 - Braxted Rd, Witham									
Mon 12-Sep-22 to Sun 18-Sep-22					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Wed 14-Sep-22																
00:00	8	-	40.7	10.5	0	0	2	1	2	2	1	0	0	0	0	0
01:00	9	-	37.7	4.3	0	0	0	7	2	0	0	0	0	0	0	0
02:00	15	44.3	39.3	5	0	0	0	9	5	1	0	0	0	0	0	0
03:00	18	47	42.1	5.3	0	0	0	6	8	4	0	0	0	0	0	0
04:00	38	49.6	42.1	6.8	0	0	0	18	8	8	4	0	0	0	0	0
05:00	158	48.2	41.5	6.5	0	0	2	69	53	22	10	2	0	0	0	0
06:00	314	46.5	40.9	6.1	0	0	8	131	123	45	5	1	0	1	0	0
07:00	517	46.1	40.5	5.8	0	0	9	246	183	69	10	0	0	0	0	0
08:00	486	45.6	39.6	5.9	0	0	13	269	142	52	10	0	0	0	0	0
09:00	304	45.6	39.6	6.3	0	0	10	171	83	31	8	0	0	1	0	0
10:00	244	44.5	38.5	5.8	0	0	11	150	66	15	1	0	1	0	0	0
11:00	212	44.5	38.9	5.4	0	0	4	134	59	11	4	0	0	0	0	0
12:00	222	45	39.2	5.7	0	0	5	133	62	19	2	1	0	0	0	0
13:00	228	44.4	38.3	6	0	2	10	140	60	14	2	0	0	0	0	0
14:00	240	45.3	39.4	6.3	0	0	7	142	64	17	8	1	1	0	0	0
15:00	279	45.2	39.4	5.8	0	1	2	169	77	21	8	1	0	0	0	0
16:00	316	46.4	41.1	5.9	0	0	0	149	116	35	12	4	0	0	0	0
17:00	374	46.5	41.5	5.7	0	0	2	148	162	50	9	3	0	0	0	0
18:00	269	46.9	41	6.8	0	4	6	102	110	35	11	1	0	0	0	0
19:00	142	45.9	40.3	5.6	0	0	1	73	47	19	2	0	0	0	0	0
20:00	99	48.4	39.8	8.1	0	0	11	44	22	14	6	2	0	0	0	0
21:00	108	46.1	40.3	6.6	0	2	0	53	36	13	4	0	0	0	0	0
22:00	61	45.8	40.3	7.9	0	0	4	29	19	4	3	0	2	0	0	0
23:00	34	50.4	43.5	7.4	0	0	0	12	12	5	2	3	0	0	0	0
12H,7-19	3691	45.6	39.9	6	0	7	79	1953	1184	369	85	11	2	1	0	0
16H,6-22	4354	45.7	40	6.1	0	9	99	2254	1412	460	102	14	2	2	0	0
18H,6-24	4449	45.8	40	6.1	0	9	103	2295	1443	469	107	17	4	2	0	0
24H,0-24	4695	45.8	40.1	6.2	0	9	107	2405	1521	506	122	19	4	2	0	0

11605		WITHAM			Site No: 11605002		Location Site 2 - Braxted Rd, Witham									
Mon 12-Sep-22 to Sun 18-Sep-22					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76

Thu 15-Sep-22																
00:00	12	55.3	41	10.4	0	0	1	7	0	2	0	2	0	0	0	0
01:00	4	-	52.3	17.6	0	0	0	0	3	0	0	0	0	0	0	1
02:00	8	-	41.3	5.1	0	0	0	3	4	1	0	0	0	0	0	0
03:00	22	46.5	42.5	5.8	0	0	0	7	11	2	2	0	0	0	0	0
04:00	50	53	43.2	10	0	2	2	15	8	11	10	2	0	0	0	0
05:00	157	47.9	40.8	7.2	0	0	10	64	50	23	8	2	0	0	0	0
06:00	301	47.4	40.1	7.1	0	0	22	132	88	47	10	2	0	0	0	0
07:00	489	45.7	40.9	5.5	0	0	0	223	204	45	16	1	0	0	0	0
08:00	446	45	38.7	6.8	0	6	21	253	123	33	6	3	0	1	0	0
09:00	318	44.6	38.9	5.7	0	1	8	191	97	18	2	0	0	1	0	0
10:00	245	44.8	38.9	5.6	0	0	8	145	72	18	2	0	0	0	0	0
11:00	232	44.9	38.2	6.7	0	0	21	135	52	19	3	2	0	0	0	0
12:00	239	44.9	38.5	6.9	0	2	20	125	71	14	6	0	1	0	0	0
13:00	212	45.4	39	6.4	0	0	10	127	48	22	2	3	0	0	0	0
14:00	255	45	38.5	6.4	0	1	15	154	58	24	1	2	0	0	0	0
15:00	282	45.2	39.8	5.7	0	0	3	156	96	19	5	3	0	0	0	0
16:00	329	45.8	40	6.1	0	0	6	180	97	36	8	1	1	0	0	0
17:00	369	48.3	41.8	6.6	0	0	6	149	135	51	19	9	0	0	0	0
18:00	230	47.6	41.7	6.2	0	0	1	95	88	35	7	2	2	0	0	0
19:00	153	47	39.9	7.1	0	0	9	78	38	22	3	2	1	0	0	0
20:00	83	46	38.5	7.1	0	1	7	44	18	13	0	0	0	0	0	0
21:00	58	48.4	41	7.7	0	0	1	32	11	10	2	1	0	1	0	0
22:00	44	46.9	41.4	7.5	0	0	1	20	15	5	0	2	1	0	0	0
23:00	14	56.7	46	8.6	0	0	0	4	3	4	0	3	0	0	0	0
12H,7-19	3646	45.5	39.7	6.3	0	10	119	1933	1141	334	77	26	4	2	0	0
16H,6-22	4241	45.7	39.7	6.4	0	11	158	2219	1296	426	92	31	5	3	0	0
18H,6-24	4299	45.7	39.8	6.5	0	11	159	2243	1314	435	92	36	6	3	0	0
24H,0-24	4552	45.8	39.9	6.6	0	13	172	2339	1390	474	112	42	6	3	0	1

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 16-Sep-22																
00:00	10	51	46.5	8.3	0	0	0	2	3	3	1	0	1	0	0	0
01:00	6	-	43.9	5.7	0	0	0	1	4	0	1	0	0	0	0	0
02:00	10	45.3	43.5	6.4	0	0	0	2	7	0	0	1	0	0	0	0
03:00	18	50.7	46.1	4.8	0	0	0	1	9	5	3	0	0	0	0	0
04:00	47	51.4	43.6	8.5	0	0	2	15	12	10	6	1	0	1	0	0
05:00	142	48.6	42.3	5.9	0	0	0	52	52	31	7	0	0	0	0	0
06:00	273	46.5	41	6.2	0	0	10	106	112	38	5	1	1	0	0	0
07:00	445	46.4	41.1	5.8	0	0	7	182	184	65	4	1	2	0	0	0
08:00	434	45.1	39.2	6.1	0	0	16	255	118	31	11	3	0	0	0	0
09:00	329	44.4	38.4	5.8	0	2	14	199	93	19	2	0	0	0	0	0
10:00	297	44	38.3	5.1	0	0	3	213	60	18	3	0	0	0	0	0
11:00	251	44.8	38.9	6	0	0	12	142	78	13	5	1	0	0	0	0
12:00	282	43.6	36.9	6.8	0	10	17	182	58	14	1	0	0	0	0	0
13:00	246	44.6	38.4	6.2	0	0	15	150	60	14	6	1	0	0	0	0
14:00	267	44.4	38.4	6.4	0	0	17	165	65	13	3	3	1	0	0	0
15:00	335	45.1	39.3	5.8	0	1	8	193	100	27	6	0	0	0	0	0
16:00	359	45.4	40.1	6.1	0	0	8	182	129	28	8	1	3	0	0	0
17:00	355	48.1	41.7	6.3	0	0	6	141	127	64	14	2	1	0	0	0
18:00	291	45.9	41	5.8	0	0	0	138	110	29	11	3	0	0	0	0
19:00	160	45.8	39.7	6.5	0	0	9	79	50	18	3	1	0	0	0	0
20:00	89	46.1	39.1	7.2	0	0	8	46	21	9	5	0	0	0	0	0
21:00	55	46.2	38.9	7.9	0	0	7	26	13	6	2	1	0	0	0	0
22:00	50	45.1	39.4	6	0	0	2	27	16	4	1	0	0	0	0	0
23:00	37	45.6	40.5	5.3	0	0	0	18	14	5	0	0	0	0	0	0
12H,7-19	3891	45.4	39.4	6.2	0	13	123	2142	1182	335	74	15	7	0	0	0
16H,6-22	4468	45.5	39.5	6.2	0	13	157	2399	1378	406	89	18	8	0	0	0
18H,6-24	4555	45.5	39.5	6.2	0	13	159	2444	1408	415	90	18	8	0	0	0
24H,0-24	4788	45.6	39.7	6.3	0	13	161	2517	1495	464	108	20	9	1	0	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Sat 17-Sep-22

00:00	37	48.1	40.7	6.8	0	0	1	19	8	7	2	0	0	0	0	0
01:00	14	49.5	42.3	7.9	0	0	0	7	3	2	1	1	0	0	0	0
02:00	10	48.5	44.5	6.7	0	0	0	2	5	2	0	1	0	0	0	0
03:00	18	53	46.7	8.3	0	0	0	3	7	4	2	1	0	1	0	0
04:00	30	50.4	45.3	8.2	0	0	1	5	11	9	1	2	0	1	0	0
05:00	54	50.8	44.1	7.2	0	0	0	17	17	12	4	4	0	0	0	0
06:00	86	48.7	41.9	6.4	0	0	0	38	27	14	6	1	0	0	0	0
07:00	160	48.7	42.7	6	0	0	0	53	65	33	7	1	1	0	0	0
08:00	245	47.3	41.2	6	0	1	1	105	91	39	7	1	0	0	0	0
09:00	289	45.3	39.8	6.4	0	3	2	157	96	24	5	0	0	1	1	0
10:00	296	45.7	40.5	5.9	0	0	4	144	109	31	6	1	1	0	0	0
11:00	313	45.2	39.7	5.4	0	0	3	174	106	25	5	0	0	0	0	0
12:00	303	44.8	39.2	5.7	0	0	7	178	95	18	3	1	1	0	0	0
13:00	270	45.8	40.1	6.8	0	5	3	131	93	26	10	2	0	0	0	0
14:00	240	45.4	40	6.7	0	1	5	129	77	17	7	1	2	1	0	0
15:00	217	45.5	39.7	5.9	0	1	2	123	64	22	5	0	0	0	0	0
16:00	248	46.1	40.7	6	0	0	4	114	92	30	6	2	0	0	0	0
17:00	228	46	41	5.6	0	0	0	104	90	27	6	1	0	0	0	0
18:00	187	47.4	40.8	6.3	0	0	3	91	57	27	7	2	0	0	0	0
19:00	164	46.4	40.1	6.1	0	0	4	87	46	22	5	0	0	0	0	0
20:00	122	44.1	37.5	7.4	0	0	16	73	23	7	1	0	1	1	0	0
21:00	68	49.1	41.4	7	0	0	1	33	19	7	7	1	0	0	0	0
22:00	72	46.8	41.1	6.8	0	0	0	36	23	11	1	0	0	0	1	0
23:00	51	49.5	41.3	8.4	0	0	5	17	16	7	4	2	0	0	0	0
12H,7-19	2996	45.8	40.3	6.1	0	11	34	1503	1035	319	74	12	5	2	1	0
16H,6-22	3436	45.9	40.3	6.2	0	11	55	1734	1150	369	93	14	6	3	1	0
18H,6-24	3559	45.9	40.3	6.3	0	11	60	1787	1189	387	98	16	6	3	2	0
24H,0-24	3722	46.1	40.5	6.4	0	11	62	1840	1240	423	108	25	6	5	2	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Sun 18-Sep-22

00:00	44	45.5	40	6.7	0	0	1	25	12	3	2	1	0	0	0	0
01:00	17	50.9	44.1	7.6	0	0	0	6	4	4	2	1	0	0	0	0
02:00	15	49.8	42.7	7.8	0	0	0	7	3	3	1	1	0	0	0	0
03:00	11	45.3	42.8	5.7	0	0	0	3	6	1	1	0	0	0	0	0
04:00	16	51.3	43.7	8.5	0	0	1	4	5	3	2	1	0	0	0	0
05:00	38	52.8	45.6	7	0	0	0	8	13	9	5	3	0	0	0	0
06:00	66	51.3	43.8	7.1	0	0	2	15	29	9	9	2	0	0	0	0
07:00	81	49.7	42.8	7.8	0	1	4	21	23	26	5	1	0	0	0	0
08:00	148	48	41.9	5.6	0	0	0	57	55	33	3	0	0	0	0	0
09:00	232	45.9	40.8	6.3	0	2	3	98	96	29	3	0	0	0	1	0
10:00	275	45.3	39.1	7.2	0	10	4	141	91	26	1	0	2	0	0	0
11:00	303	44.9	38.8	6.5	0	8	4	168	100	20	3	0	0	0	0	0
12:00	344	45.5	40.3	6.1	0	0	0	191	111	27	9	3	2	1	0	0
13:00	284	45.5	40.1	5.6	0	0	7	134	111	29	3	0	0	0	0	0
14:00	262	44.7	39	5.4	0	0	3	169	68	18	3	1	0	0	0	0
15:00	222	45.4	40.7	5.3	0	0	2	96	103	18	2	1	0	0	0	0
16:00	261	45.3	40	5.4	0	0	3	135	97	24	1	1	0	0	0	0
17:00	183	45.9	40.8	5.8	0	0	0	88	69	19	5	2	0	0	0	0
18:00	157	47.7	41.3	6.4	0	0	0	76	50	20	8	3	0	0	0	0
19:00	129	45.6	40.1	5.9	0	0	2	67	44	12	3	1	0	0	0	0
20:00	81	47	40.2	7.1	0	0	5	37	24	12	1	2	0	0	0	0
21:00	52	45.3	38.5	6.3	0	0	3	33	9	6	1	0	0	0	0	0
22:00	46	50.6	43.3	8.5	0	0	0	19	13	7	5	0	1	0	1	0
23:00	22	48.7	42.3	6.2	0	0	0	9	6	6	1	0	0	0	0	0
12H,7-19	2752	45.7	40.2	6.1	0	21	30	1374	974	289	46	12	4	1	1	0
16H,6-22	3080	45.8	40.2	6.2	0	21	42	1526	1080	328	60	17	4	1	1	0
18H,6-24	3148	45.8	40.3	6.3	0	21	42	1554	1099	341	66	17	5	1	2	0
24H,0-24	3289	45.9	40.4	6.3	0	21	44	1607	1142	364	79	24	5	1	2	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Northbound

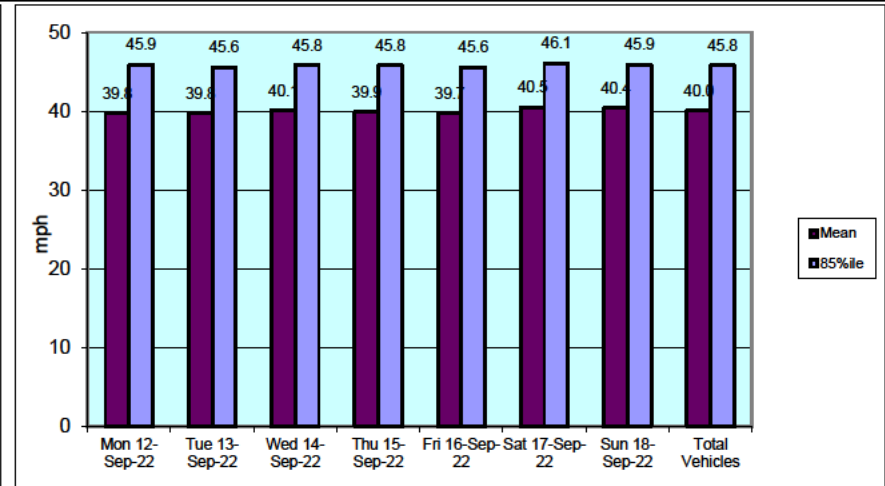
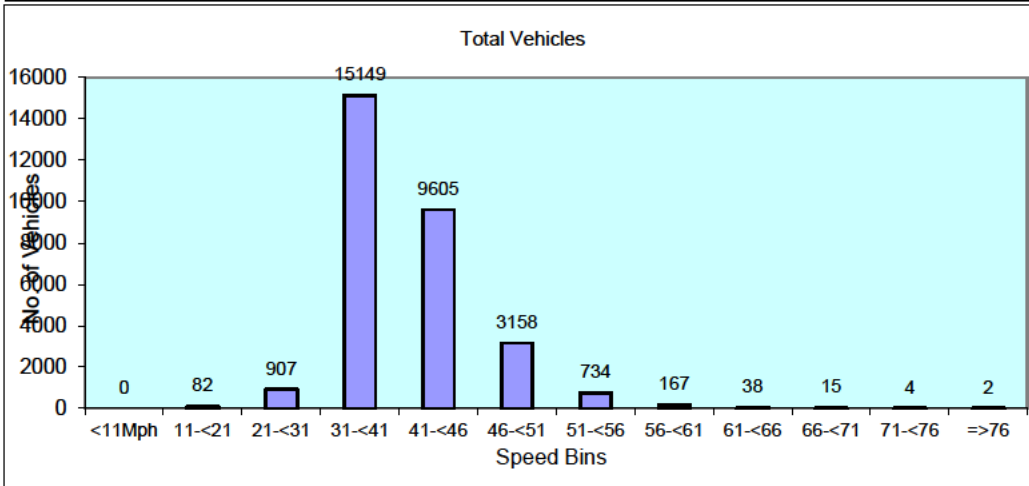
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Daily Totals

Mon 12-Sep-22	4189	45.9	39.8	6.5	0	7	190	2082	1318	463	105	17	5	1	0	1
Tue 13-Sep-22	4626	45.6	39.8	6.3	0	8	171	2359	1499	464	100	20	3	2	0	0
Wed 14-Sep-22	4695	45.8	40.1	6.2	0	9	107	2405	1521	506	122	19	4	2	0	0
Thu 15-Sep-22	4552	45.8	39.9	6.6	0	13	172	2339	1390	474	112	42	6	3	0	1
Fri 16-Sep-22	4788	45.6	39.7	6.3	0	13	161	2517	1495	464	108	20	9	1	0	0
Sat 17-Sep-22	3722	46.1	40.5	6.4	0	11	62	1840	1240	423	108	25	6	5	2	0
Sun 18-Sep-22	3289	45.9	40.4	6.3	0	21	44	1607	1142	364	79	24	5	1	2	0

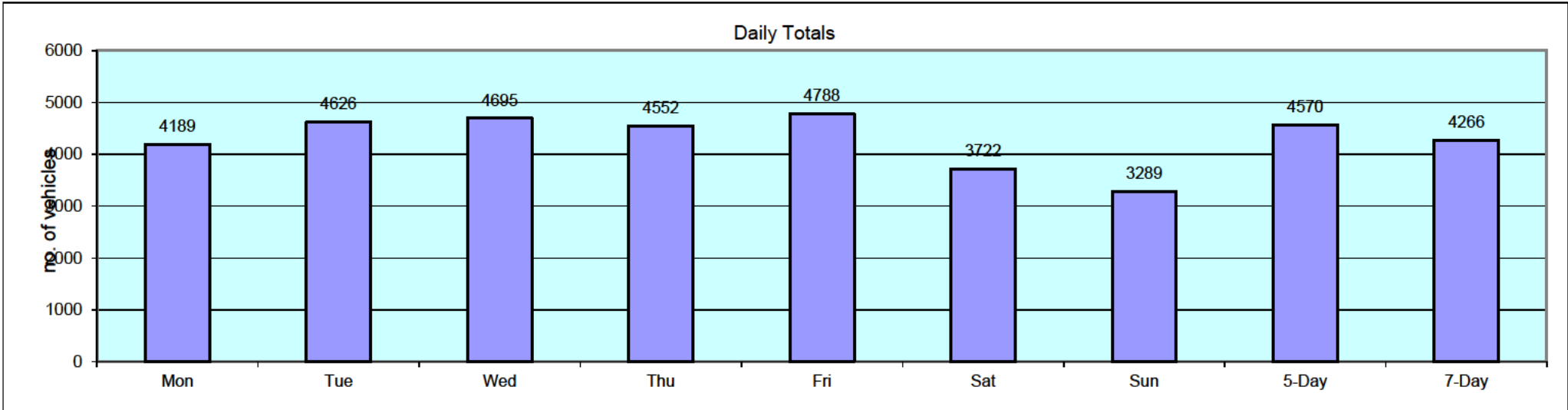
Total Vehicles

[-]	29861	45.8	40.0	6.4	0	82	907	15149	9605	3158	734	167	38	15	4	2
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11605	WITHAM		Site No: 11605002		Location		Site 2 - Braxted Rd, Witham		
	Channel: Northbound								
TIME PERIOD	Mon 09/12/22	Tue 13/09/2022	Wed 14/09/2022	Thu 15/09/2022	Fri 16/09/2022	Sat 17/09/2022	Sun 18/09/2022	5-Day Av	7-Day Av
Week Begin: 12-Sep-22									
00:00	20	13	8	12	10	37	44	13	21
01:00	7	6	9	4	6	14	17	6	9
02:00	13	10	15	8	10	10	15	11	12
03:00	14	15	18	22	18	18	11	17	17
04:00	29	32	38	50	47	30	16	39	35
05:00	156	165	158	157	142	54	38	156	124
06:00	263	276	314	301	273	86	66	285	226
07:00	468	533	517	489	445	160	81	490	385
08:00	429	455	486	446	434	245	148	450	378
09:00	277	295	304	318	329	289	232	305	292
10:00	256	250	244	245	297	296	275	258	266
11:00	206	218	212	232	251	313	303	224	248
12:00	217	209	222	239	282	303	344	234	259
13:00	204	222	228	212	246	270	284	222	238
14:00	204	259	240	255	267	240	262	245	247
15:00	243	249	279	282	335	217	222	278	261
16:00	310	357	316	329	359	248	261	334	311
17:00	334	393	374	369	355	228	183	365	319
18:00	214	248	269	230	291	187	157	250	228
19:00	142	163	142	153	160	164	129	152	150
20:00	81	81	99	83	89	122	81	87	91
21:00	51	90	108	58	55	68	52	72	69
22:00	34	44	61	44	50	72	46	47	50
23:00	17	43	34	14	37	51	22	29	31
12H,7-19	3362	3688	3691	3646	3891	2996	2752	3656	3432
16H,6-22	3899	4298	4354	4241	4468	3436	3080	4252	3968
18H,6-24	3950	4385	4449	4299	4555	3559	3148	4328	4049
24H,0-24	4189	4626	4695	4552	4788	3722	3289	4570	4266
Am	07:00	07:00	07:00	07:00	07:00	11:00	11:00		
Peak	468	533	517	489	445	313	303		
Pm	17:00	17:00	17:00	17:00	16:00	12:00	12:00		
Peak	334	393	374	369	359	303	344		

11605	WITHAM		Site No: 11605002	Location	Site 2 - Braxted Rd, Witham				
			Channel: Northbound						
TIME PERIOD	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
	09/12/22	13/09/2022	14/09/2022	15/09/2022	16/09/2022	17/09/2022	18/09/2022	Av	Av



11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 12-Sep-22														
00:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0
01:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
03:00	11	0	10	0	0	1	0	0	0	0	0	0	0	0
04:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0
05:00	40	0	37	3	0	0	0	0	0	0	0	0	0	0
06:00	99	1	77	19	1	0	0	0	0	0	1	0	0	0
07:00	247	1	204	37	0	2	0	0	1	0	1	1	0	0
08:00	267	0	220	44	0	1	0	0	1	0	0	1	0	0
09:00	210	2	163	37	1	2	2	0	1	0	1	1	0	0
10:00	222	1	160	55	0	2	1	0	3	0	0	0	0	0
11:00	194	5	142	37	0	2	2	0	3	0	0	3	0	0
12:00	253	1	201	41	3	4	2	0	1	0	0	0	0	0
13:00	258	2	194	48	2	3	0	0	3	0	0	6	0	0
14:00	255	2	202	43	1	0	1	0	3	0	0	3	0	0
15:00	325	5	251	56	1	7	2	0	1	0	1	1	0	0
16:00	417	4	319	88	1	0	1	0	2	0	1	1	0	0
17:00	444	8	365	63	3	1	0	0	2	0	2	0	0	0
18:00	285	3	254	26	0	0	2	0	0	0	0	0	0	0
19:00	157	0	140	16	0	0	0	0	0	0	1	0	0	0
20:00	99	4	81	12	0	0	0	0	0	0	1	1	0	0
21:00	91	1	85	5	0	0	0	0	0	0	0	0	0	0
22:00	87	4	79	4	0	0	0	0	0	0	0	0	0	0
23:00	29	0	24	5	0	0	0	0	0	0	0	0	0	0
12H,7-19	3377	34	2675	575	12	24	13	0	21	0	6	17	0	0
16H,6-22	3823	40	3058	627	13	24	13	0	21	0	9	18	0	0
18H,6-24	3939	44	3161	636	13	24	13	0	21	0	9	18	0	0
24H,0-24	4026	44	3241	642	13	25	13	0	21	0	9	18	0	0

11605		WITHAM			Site No: 11605002		Location		Site 2 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Tue 13-Sep-22																
00:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0	0	
02:00	7	1	3	2	0	0	0	0	0	0	1	0	0	0	0	
03:00	9	0	7	0	0	1	0	0	0	0	1	0	0	0	0	
04:00	17	1	11	2	0	0	1	0	0	0	1	1	0	0	0	
05:00	56	0	46	4	2	0	0	0	0	0	3	1	0	0	0	
06:00	104	1	77	21	0	0	0	0	2	0	2	1	0	0	0	
07:00	277	1	211	51	1	5	1	0	4	0	2	1	0	0	0	
08:00	311	2	255	48	1	2	1	0	2	0	0	0	0	0	0	
09:00	185	1	129	44	3	2	0	1	2	0	2	1	0	0	0	
10:00	181	0	142	31	1	2	3	0	1	0	0	1	0	0	0	
11:00	239	2	180	46	0	2	3	0	2	0	2	2	0	0	0	
12:00	267	6	209	37	3	3	0	0	3	2	2	2	0	0	0	
13:00	243	2	181	48	2	1	5	0	1	0	2	1	0	0	0	
14:00	251	0	201	43	1	0	0	0	1	1	3	1	0	0	0	
15:00	364	2	263	89	3	2	3	0	1	0	0	1	0	0	0	
16:00	432	5	330	80	2	7	2	0	3	1	1	1	0	0	0	
17:00	414	3	360	48	1	0	1	0	1	0	0	0	0	0	0	
18:00	315	5	280	26	1	0	2	0	0	0	0	0	1	0	0	
19:00	202	2	175	23	0	0	0	0	0	0	2	0	0	0	0	
20:00	132	1	114	15	0	0	0	0	0	0	1	1	0	0	0	
21:00	121	1	112	8	0	0	0	0	0	0	0	0	0	0	0	
22:00	97	2	89	6	0	0	0	0	0	0	0	0	0	0	0	
23:00	46	1	41	4	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	3479	29	2741	591	19	26	21	1	21	4	14	11	1	0	0	
16H,6-22	4038	34	3219	658	19	26	21	1	23	4	19	13	1	0	0	
18H,6-24	4181	37	3349	668	19	26	21	1	23	4	19	13	1	0	0	
24H,0-24	4297	39	3437	682	21	27	22	1	23	4	25	15	1	0	0	

11605		WITHAM				Site No: 11605002		Location Site 2 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Wed 14-Sep-22															
00:00	24	0	21	3	0	0	0	0	0	0	0	0	0	0	
01:00	15	0	13	2	0	0	0	0	0	0	0	0	0	0	
02:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
03:00	13	0	6	2	0	1	0	0	0	0	3	1	0	0	
04:00	17	0	12	5	0	0	0	0	0	0	0	0	0	0	
05:00	64	0	53	6	1	0	0	0	0	0	2	2	0	0	
06:00	116	1	82	29	0	1	0	0	0	0	2	1	0	0	
07:00	258	3	202	47	1	1	0	0	1	0	1	2	0	0	
08:00	295	0	251	33	2	4	1	1	2	0	1	0	0	0	
09:00	236	0	178	49	4	2	0	0	1	0	0	2	0	0	
10:00	189	0	143	37	0	3	3	0	1	0	0	2	0	0	
11:00	227	1	181	37	1	2	1	0	1	0	1	2	0	0	
12:00	238	2	186	44	1	1	0	0	2	0	1	1	0	0	
13:00	257	1	197	50	1	3	1	0	2	0	1	1	0	0	
14:00	303	5	233	51	1	5	3	0	3	0	1	1	0	0	
15:00	318	5	233	66	1	3	2	1	1	1	1	4	0	0	
16:00	410	3	325	70	6	1	1	0	1	0	2	1	0	0	
17:00	421	0	353	61	3	1	1	1	1	0	0	0	0	0	
18:00	332	4	292	33	0	0	1	0	1	0	1	0	0	0	
19:00	209	0	188	19	0	0	0	0	0	0	2	0	0	0	
20:00	146	0	131	14	0	0	0	0	0	0	1	0	0	0	
21:00	98	2	90	6	0	0	0	0	0	0	0	0	0	0	
22:00	80	1	72	7	0	0	0	0	0	0	0	0	0	0	
23:00	35	0	33	2	0	0	0	0	0	0	0	0	0	0	
12H,7-19	3484	24	2774	578	21	26	14	3	17	1	10	16	0	0	
16H,6-22	4053	27	3265	646	21	27	14	3	17	1	15	17	0	0	
18H,6-24	4168	28	3370	655	21	27	14	3	17	1	15	17	0	0	
24H,0-24	4312	28	3486	673	22	28	14	3	17	1	20	20	0	0	

11605		WITHAM				Site No: 11605002		Location Site 2 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Thu 15-Sep-22															
00:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0	0
01:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
02:00	14	0	9	4	0	0	0	0	0	0	1	0	0	0	0
03:00	15	0	12	2	0	1	0	0	0	0	0	0	0	0	0
04:00	11	0	7	3	0	0	0	0	0	0	1	0	0	0	0
05:00	54	0	41	5	1	0	1	0	0	0	3	3	0	0	0
06:00	129	1	102	22	0	0	0	0	0	0	3	1	0	0	0
07:00	285	2	220	52	2	0	1	0	5	0	2	1	0	0	0
08:00	313	1	248	54	2	1	2	1	2	0	0	2	0	0	0
09:00	216	0	164	44	0	3	1	1	2	0	0	1	0	0	0
10:00	220	2	157	51	1	3	2	0	1	1	1	1	0	0	0
11:00	221	3	171	38	2	2	2	0	0	1	2	0	0	0	0
12:00	229	1	161	60	0	3	0	0	4	0	0	0	0	0	0
13:00	234	0	182	44	0	4	2	0	1	0	1	0	0	0	0
14:00	294	2	232	54	1	1	1	1	1	0	0	1	0	0	0
15:00	396	5	315	65	1	2	2	1	1	1	1	2	0	0	0
16:00	497	4	394	90	2	1	1	0	2	0	2	1	0	0	0
17:00	490	7	418	55	2	2	4	0	1	0	1	0	0	0	0
18:00	310	1	284	21	0	0	0	1	0	0	3	0	0	0	0
19:00	193	1	173	19	0	0	0	0	0	0	0	0	0	0	0
20:00	147	1	136	10	0	0	0	0	0	0	0	0	0	0	0
21:00	96	0	92	4	0	0	0	0	0	0	0	0	0	0	0
22:00	74	1	66	7	0	0	0	0	0	0	0	0	0	0	0
23:00	39	0	38	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3705	28	2946	628	13	22	18	5	20	3	13	9	0	0	0
16H,6-22	4270	31	3449	683	13	22	18	5	20	3	16	10	0	0	0
18H,6-24	4383	32	3553	691	13	22	18	5	20	3	16	10	0	0	0
24H,0-24	4513	32	3655	708	14	23	19	5	20	3	21	13	0	0	0

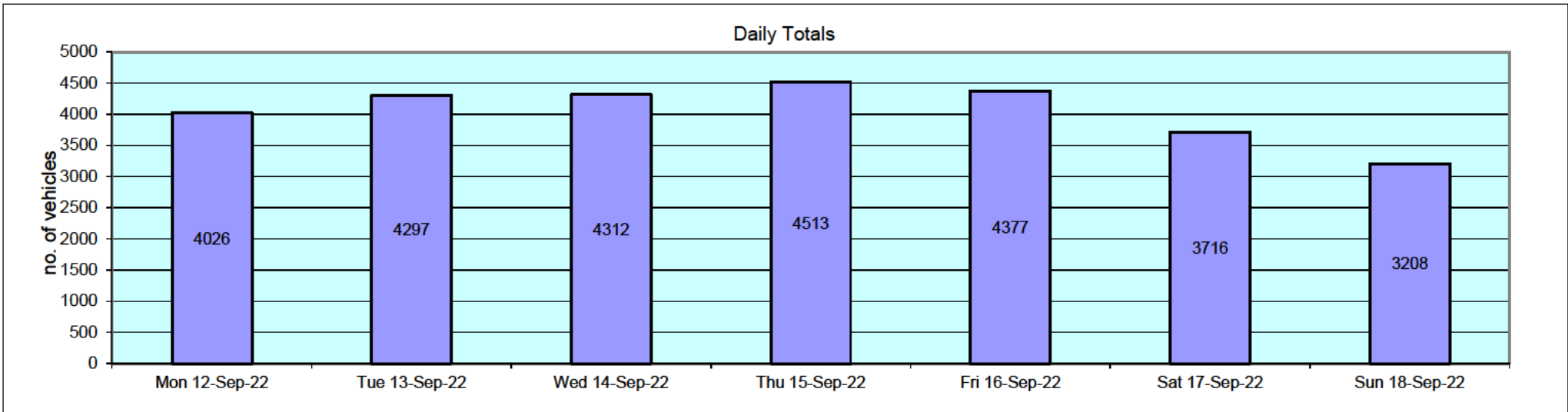
11605		WITHAM				Site No: 11605002		Location Site 2 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 16-Sep-22															
00:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
01:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0	0
02:00	7	0	6	0	0	0	0	0	0	0	1	0	0	0	0
03:00	6	0	1	3	0	1	0	0	0	0	0	1	0	0	0
04:00	16	1	9	4	0	0	0	0	0	1	1	0	0	0	0
05:00	62	0	45	12	0	0	0	0	0	0	3	2	0	0	0
06:00	110	1	80	23	0	1	0	0	1	0	4	0	0	0	0
07:00	279	3	220	47	1	3	1	0	1	0	1	2	0	0	0
08:00	323	2	258	53	0	5	1	0	2	0	1	1	0	0	0
09:00	230	0	173	51	0	1	1	1	2	0	1	0	0	0	0
10:00	232	2	176	47	0	2	3	0	1	0	1	0	0	0	0
11:00	252	2	186	49	2	6	2	1	2	0	1	1	0	0	0
12:00	274	0	213	56	1	2	0	0	2	0	0	0	0	0	0
13:00	292	1	238	42	1	1	2	1	4	1	1	0	0	0	0
14:00	331	4	264	48	3	4	3	0	4	0	1	0	0	0	0
15:00	360	3	274	67	2	3	3	0	4	1	2	1	0	0	0
16:00	382	4	297	69	3	4	2	0	3	0	0	0	0	0	0
17:00	356	5	293	51	1	1	3	0	0	0	2	0	0	0	0
18:00	274	4	242	28	0	0	0	0	0	0	0	0	0	0	0
19:00	215	0	188	25	0	1	0	0	0	0	0	1	0	0	0
20:00	116	1	107	8	0	0	0	0	0	0	0	0	0	0	0
21:00	94	1	86	7	0	0	0	0	0	0	0	0	0	0	0
22:00	86	2	75	8	0	0	0	0	1	0	0	0	0	0	0
23:00	54	0	51	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	3585	30	2834	608	14	32	21	3	25	2	11	5	0	0	0
16H,6-22	4120	33	3295	671	14	34	21	3	26	2	15	6	0	0	0
18H,6-24	4260	35	3421	682	14	34	21	3	27	2	15	6	0	0	0
24H,0-24	4377	36	3504	705	14	35	21	3	27	3	20	9	0	0	0

11605		WITHAM		Site No: 11605002		Location		Site 2 - Braxted Rd, Witham							
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 17-Sep-22															
00:00	34	0	32	2	0	0	0	0	0	0	0	0	0	0	0
01:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0
02:00	19	0	14	3	0	0	0	0	0	0	1	1	0	0	0
03:00	11	0	9	1	0	0	0	0	0	0	0	1	0	0	0
04:00	12	0	8	2	0	0	0	0	0	0	1	1	0	0	0
05:00	41	1	30	6	0	0	0	0	0	0	3	1	0	0	0
06:00	43	0	33	8	0	0	1	0	0	0	1	0	0	0	0
07:00	100	2	79	19	0	0	0	0	0	0	0	0	0	0	0
08:00	146	1	126	16	0	1	0	0	2	0	0	0	0	0	0
09:00	206	2	170	30	0	1	1	0	1	0	1	0	0	0	0
10:00	261	4	226	28	0	1	1	0	1	0	0	0	0	0	0
11:00	302	2	271	28	0	0	0	0	0	0	1	0	0	0	0
12:00	336	7	291	31	0	0	2	0	5	0	0	0	0	0	0
13:00	316	5	282	28	0	1	0	0	0	0	0	0	0	0	0
14:00	273	3	250	17	0	2	0	0	1	0	0	0	0	0	0
15:00	268	5	232	27	0	1	0	0	3	0	0	0	0	0	0
16:00	278	2	254	21	0	0	0	0	1	0	0	0	0	0	0
17:00	279	6	249	24	0	0	0	0	0	0	0	0	0	0	0
18:00	211	0	200	11	0	0	0	0	0	0	0	0	0	0	0
19:00	176	0	165	11	0	0	0	0	0	0	0	0	0	0	0
20:00	131	1	119	11	0	0	0	0	0	0	0	0	0	0	0
21:00	99	0	90	9	0	0	0	0	0	0	0	0	0	0	0
22:00	87	1	81	5	0	0	0	0	0	0	0	0	0	0	0
23:00	70	0	69	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2976	39	2630	280	0	7	4	0	14	0	2	0	0	0	0
16H,6-22	3425	40	3037	319	0	7	5	0	14	0	3	0	0	0	0
18H,6-24	3582	41	3187	325	0	7	5	0	14	0	3	0	0	0	0
24H,0-24	3716	42	3297	339	0	7	5	0	14	0	8	4	0	0	0

11605		WITHAM			Site No: 11605002		Location		Site 2 - Braxted Rd, Witham						
Mon 12-Sep-22 to Sun 18-Sep-22				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sun 18-Sep-22															
00:00	49	1	45	3	0	0	0	0	0	0	0	0	0	0	0
01:00	26	0	20	6	0	0	0	0	0	0	0	0	0	0	0
02:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0
03:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0
04:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
05:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
06:00	32	1	25	5	0	1	0	0	0	0	0	0	0	0	0
07:00	41	0	36	5	0	0	0	0	0	0	0	0	0	0	0
08:00	112	3	99	10	0	0	0	0	0	0	0	0	0	0	0
09:00	202	1	183	16	0	1	0	1	0	0	0	0	0	0	0
10:00	203	2	189	12	0	0	0	0	0	0	0	0	0	0	0
11:00	296	13	261	20	0	1	0	0	0	0	1	0	0	0	0
12:00	348	1	326	19	0	0	1	0	1	0	0	0	0	0	0
13:00	336	3	307	24	0	0	0	0	1	0	1	0	0	0	0
14:00	256	5	228	21	0	1	0	0	1	0	0	0	0	0	0
15:00	220	2	200	17	0	0	0	0	0	0	1	0	0	0	0
16:00	256	7	226	22	0	1	0	0	0	0	0	0	0	0	0
17:00	206	3	184	18	0	0	0	0	1	0	0	0	0	0	0
18:00	180	1	162	17	0	0	0	0	0	0	0	0	0	0	0
19:00	128	2	116	10	0	0	0	0	0	0	0	0	0	0	0
20:00	116	2	100	13	0	0	0	0	0	0	0	1	0	0	0
21:00	69	0	63	6	0	0	0	0	0	0	0	0	0	0	0
22:00	53	0	47	5	1	0	0	0	0	0	0	0	0	0	0
23:00	32	1	25	6	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2656	41	2401	201	0	4	1	1	4	0	3	0	0	0	0
16H,6-22	3001	46	2705	235	0	5	1	1	4	0	3	1	0	0	0
18H,6-24	3086	47	2777	246	1	5	1	1	4	0	3	1	0	0	0
24H,0-24	3208	48	2883	261	1	5	1	1	4	0	3	1	0	0	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Daily Totals															
Mon 12-Sep-22	4026	44	3241	642	13	25	13	0	21	0	9	18	0	0	
Tue 13-Sep-22	4297	39	3437	682	21	27	22	1	23	4	25	15	1	0	
Wed 14-Sep-22	4312	28	3486	673	22	28	14	3	17	1	20	20	0	0	
Thu 15-Sep-22	4513	32	3655	708	14	23	19	5	20	3	21	13	0	0	
Fri 16-Sep-22	4377	36	3504	705	14	35	21	3	27	3	20	9	0	0	
Sat 17-Sep-22	3716	42	3297	339	0	7	5	0	14	0	8	4	0	0	
Sun 18-Sep-22	3208	48	2883	261	1	5	1	1	4	0	3	1	0	0	
Total Vehicles															
[--]	28449	269	23503	4010	85	150	95	13	126	11	106	80	1	0	



11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 12-Sep-22											
00:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
01:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
03:00	11	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
04:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
05:00	40	0	0.0	37	92.5	3	7.5	0	0.0	0	0.0
06:00	99	1	1.0	77	77.8	19	19.2	1	1.0	1	1.0
07:00	247	1	0.4	204	82.6	37	15.0	5	2.0	0	0.0
08:00	267	0	0.0	220	82.4	44	16.5	3	1.1	0	0.0
09:00	210	2	1.0	163	77.6	37	17.6	7	3.3	1	0.5
10:00	222	1	0.5	160	72.1	55	24.8	6	2.7	0	0.0
11:00	194	5	2.6	142	73.2	37	19.1	10	5.2	0	0.0
12:00	253	1	0.4	201	79.5	41	16.2	7	2.8	3	1.2
13:00	258	2	0.8	194	75.2	48	18.6	12	4.7	2	0.8
14:00	255	2	0.8	202	79.2	43	16.9	7	2.8	1	0.4
15:00	325	5	1.5	251	77.2	56	17.2	12	3.7	1	0.3
16:00	417	4	1.0	319	76.5	88	21.1	5	1.2	1	0.2
17:00	444	8	1.8	365	82.2	63	14.2	5	1.1	3	0.7
18:00	285	3	1.1	254	89.1	26	9.1	2	0.7	0	0.0
19:00	157	0	0.0	140	89.2	16	10.2	1	0.6	0	0.0
20:00	99	4	4.0	81	81.8	12	12.1	2	2.0	0	0.0
21:00	91	1	1.1	85	93.4	5	5.5	0	0.0	0	0.0
22:00	87	4	4.6	79	90.8	4	4.6	0	0.0	0	0.0
23:00	29	0	0.0	24	82.8	5	17.2	0	0.0	0	0.0
12H,7-19	3377	34	1.0	2675	79.2	575	17.0	81	2.4	12	0.4
16H,6-22	3823	40	1.1	3058	80.0	627	16.4	85	2.2	13	0.3
18H,6-24	3939	44	1.1	3161	80.3	636	16.2	85	2.2	13	0.3
24H,0-24	4026	44	1.1	3241	80.5	642	16.0	86	2.1	13	0.3

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 13-Sep-22											
00:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
01:00	9	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
02:00	7	1	14.3	3	42.9	2	28.6	1	14.3	0	0.0
03:00	9	0	0.0	7	77.8	0	0.0	2	22.2	0	0.0
04:00	17	1	5.9	11	64.7	2	11.8	3	17.7	0	0.0
05:00	56	0	0.0	46	82.1	4	7.1	4	7.1	2	3.6
06:00	104	1	1.0	77	74.0	21	20.2	5	4.8	0	0.0
07:00	277	1	0.4	211	76.2	51	18.4	13	4.7	1	0.4
08:00	311	2	0.6	255	82.0	48	15.4	5	1.6	1	0.3
09:00	185	1	0.5	129	69.7	44	23.8	8	4.3	3	1.6
10:00	181	0	0.0	142	78.5	31	17.1	7	3.9	1	0.6
11:00	239	2	0.8	180	75.3	46	19.3	11	4.6	0	0.0
12:00	267	6	2.3	209	78.3	37	13.9	12	4.5	3	1.1
13:00	243	2	0.8	181	74.5	48	19.8	10	4.1	2	0.8
14:00	251	0	0.0	201	80.1	43	17.1	6	2.4	1	0.4
15:00	364	2	0.6	263	72.3	89	24.5	7	1.9	3	0.8
16:00	432	5	1.2	330	76.4	80	18.5	15	3.5	2	0.5
17:00	414	3	0.7	360	87.0	48	11.6	2	0.5	1	0.2
18:00	315	5	1.6	280	88.9	26	8.3	3	1.0	1	0.3
19:00	202	2	1.0	175	86.6	23	11.4	2	1.0	0	0.0
20:00	132	1	0.8	114	86.4	15	11.4	2	1.5	0	0.0
21:00	121	1	0.8	112	92.6	8	6.6	0	0.0	0	0.0
22:00	97	2	2.1	89	91.8	6	6.2	0	0.0	0	0.0
23:00	46	1	2.2	41	89.1	4	8.7	0	0.0	0	0.0
12H,7-19	3479	29	0.8	2741	78.8	591	17.0	99	2.9	19	0.6
16H,6-22	4038	34	0.8	3219	79.7	658	16.3	108	2.7	19	0.5
18H,6-24	4181	37	0.9	3349	80.1	668	16.0	108	2.6	19	0.5
24H,0-24	4297	39	0.9	3437	80.0	682	15.9	118	2.8	21	0.5

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 14-Sep-22											
00:00	24	0	0.0	21	87.5	3	12.5	0	0.0	0	0.0
01:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
02:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
03:00	13	0	0.0	6	46.2	2	15.4	5	38.5	0	0.0
04:00	17	0	0.0	12	70.6	5	29.4	0	0.0	0	0.0
05:00	64	0	0.0	53	82.8	6	9.4	4	6.3	1	1.6
06:00	116	1	0.9	82	70.7	29	25.0	4	3.5	0	0.0
07:00	258	3	1.2	202	78.3	47	18.2	5	1.9	1	0.4
08:00	295	0	0.0	251	85.1	33	11.2	9	3.1	2	0.7
09:00	236	0	0.0	178	75.4	49	20.8	5	2.1	4	1.7
10:00	189	0	0.0	143	75.7	37	19.6	9	4.8	0	0.0
11:00	227	1	0.4	181	79.7	37	16.3	7	3.1	1	0.4
12:00	238	2	0.8	186	78.2	44	18.5	5	2.1	1	0.4
13:00	257	1	0.4	197	76.7	50	19.5	8	3.1	1	0.4
14:00	303	5	1.7	233	76.9	51	16.8	13	4.3	1	0.3
15:00	318	5	1.6	233	73.3	66	20.8	13	4.1	1	0.3
16:00	410	3	0.7	325	79.3	70	17.1	6	1.5	6	1.5
17:00	421	0	0.0	353	83.9	61	14.5	4	1.0	3	0.7
18:00	332	4	1.2	292	88.0	33	9.9	3	0.9	0	0.0
19:00	209	0	0.0	188	90.0	19	9.1	2	1.0	0	0.0
20:00	146	0	0.0	131	89.7	14	9.6	1	0.7	0	0.0
21:00	98	2	2.0	90	91.8	6	6.1	0	0.0	0	0.0
22:00	80	1	1.3	72	90.0	7	8.8	0	0.0	0	0.0
23:00	35	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
12H,7-19	3484	24	0.7	2774	79.6	578	16.6	87	2.5	21	0.6
16H,6-22	4053	27	0.7	3265	80.6	646	15.9	94	2.3	21	0.5
18H,6-24	4168	28	0.7	3370	80.9	655	15.7	94	2.3	21	0.5
24H,0-24	4312	28	0.7	3486	80.8	673	15.6	103	2.4	22	0.5

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 15-Sep-22											
00:00	25	0	0.0	23	92.0	2	8.0	0	0.0	0	0.0
01:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
02:00	14	0	0.0	9	64.3	4	28.6	1	7.1	0	0.0
03:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
04:00	11	0	0.0	7	63.6	3	27.3	1	9.1	0	0.0
05:00	54	0	0.0	41	75.9	5	9.3	7	13.0	1	1.9
06:00	129	1	0.8	102	79.1	22	17.1	4	3.1	0	0.0
07:00	285	2	0.7	220	77.2	52	18.3	9	3.2	2	0.7
08:00	313	1	0.3	248	79.2	54	17.3	8	2.6	2	0.6
09:00	216	0	0.0	164	75.9	44	20.4	8	3.7	0	0.0
10:00	220	2	0.9	157	71.4	51	23.2	9	4.1	1	0.5
11:00	221	3	1.4	171	77.4	38	17.2	7	3.2	2	0.9
12:00	229	1	0.4	161	70.3	60	26.2	7	3.1	0	0.0
13:00	234	0	0.0	182	77.8	44	18.8	8	3.4	0	0.0
14:00	294	2	0.7	232	78.9	54	18.4	5	1.7	1	0.3
15:00	396	5	1.3	315	79.6	65	16.4	10	2.5	1	0.3
16:00	497	4	0.8	394	79.3	90	18.1	7	1.4	2	0.4
17:00	490	7	1.4	418	85.3	55	11.2	8	1.6	2	0.4
18:00	310	1	0.3	284	91.6	21	6.8	4	1.3	0	0.0
19:00	193	1	0.5	173	89.6	19	9.8	0	0.0	0	0.0
20:00	147	1	0.7	136	92.5	10	6.8	0	0.0	0	0.0
21:00	96	0	0.0	92	95.8	4	4.2	0	0.0	0	0.0
22:00	74	1	1.4	66	89.2	7	9.5	0	0.0	0	0.0
23:00	39	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0
12H,7-19	3705	28	0.8	2946	79.5	628	17.0	90	2.4	13	0.4
16H,6-22	4270	31	0.7	3449	80.8	683	16.0	94	2.2	13	0.3
18H,6-24	4383	32	0.7	3553	81.1	691	15.8	94	2.1	13	0.3
24H,0-24	4513	32	0.7	3655	81.0	708	15.7	104	2.3	14	0.3

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 16-Sep-22											
00:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
01:00	14	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
02:00	7	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
03:00	6	0	0.0	1	16.7	3	50.0	2	33.3	0	0.0
04:00	16	1	6.3	9	56.3	4	25.0	2	12.5	0	0.0
05:00	62	0	0.0	45	72.6	12	19.4	5	8.1	0	0.0
06:00	110	1	0.9	80	72.7	23	20.9	6	5.5	0	0.0
07:00	279	3	1.1	220	78.9	47	16.9	8	2.9	1	0.4
08:00	323	2	0.6	258	79.9	53	16.4	10	3.1	0	0.0
09:00	230	0	0.0	173	75.2	51	22.2	6	2.6	0	0.0
10:00	232	2	0.9	176	75.9	47	20.3	7	3.0	0	0.0
11:00	252	2	0.8	186	73.8	49	19.4	13	5.2	2	0.8
12:00	274	0	0.0	213	77.7	56	20.4	4	1.5	1	0.4
13:00	292	1	0.3	238	81.5	42	14.4	10	3.4	1	0.3
14:00	331	4	1.2	264	79.8	48	14.5	12	3.6	3	0.9
15:00	360	3	0.8	274	76.1	67	18.6	14	3.9	2	0.6
16:00	382	4	1.1	297	77.8	69	18.1	9	2.4	3	0.8
17:00	356	5	1.4	293	82.3	51	14.3	6	1.7	1	0.3
18:00	274	4	1.5	242	88.3	28	10.2	0	0.0	0	0.0
19:00	215	0	0.0	188	87.4	25	11.6	2	0.9	0	0.0
20:00	116	1	0.9	107	92.2	8	6.9	0	0.0	0	0.0
21:00	94	1	1.1	86	91.5	7	7.5	0	0.0	0	0.0
22:00	86	2	2.3	75	87.2	8	9.3	1	1.2	0	0.0
23:00	54	0	0.0	51	94.4	3	5.6	0	0.0	0	0.0
12H,7-19	3585	30	0.8	2834	79.1	608	17.0	99	2.8	14	0.4
16H,6-22	4120	33	0.8	3295	80.0	671	16.3	107	2.6	14	0.3
18H,6-24	4260	35	0.8	3421	80.3	682	16.0	108	2.5	14	0.3
24H,0-24	4377	36	0.8	3504	80.1	705	16.1	118	2.7	14	0.3

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

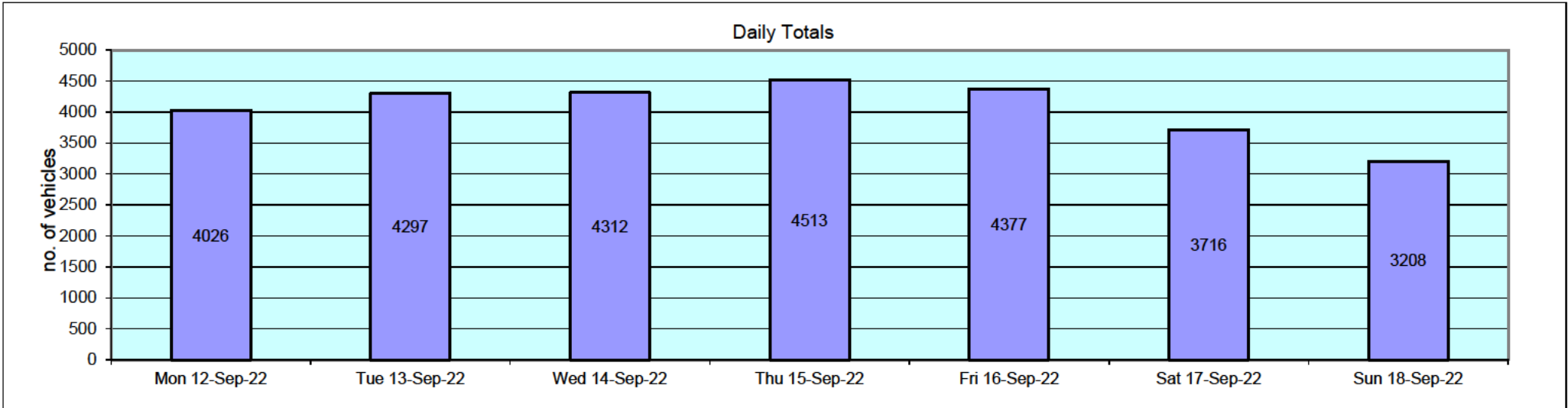
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 17-Sep-22											
00:00	34	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
01:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
02:00	19	0	0.0	14	73.7	3	15.8	2	10.5	0	0.0
03:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
04:00	12	0	0.0	8	66.7	2	16.7	2	16.7	0	0.0
05:00	41	1	2.4	30	73.2	6	14.6	4	9.8	0	0.0
06:00	43	0	0.0	33	76.7	8	18.6	2	4.7	0	0.0
07:00	100	2	2.0	79	79.0	19	19.0	0	0.0	0	0.0
08:00	146	1	0.7	126	86.3	16	11.0	3	2.1	0	0.0
09:00	206	2	1.0	170	82.5	30	14.6	4	1.9	0	0.0
10:00	261	4	1.5	226	86.6	28	10.7	3	1.2	0	0.0
11:00	302	2	0.7	271	89.7	28	9.3	1	0.3	0	0.0
12:00	336	7	2.1	291	86.6	31	9.2	7	2.1	0	0.0
13:00	316	5	1.6	282	89.2	28	8.9	1	0.3	0	0.0
14:00	273	3	1.1	250	91.6	17	6.2	3	1.1	0	0.0
15:00	268	5	1.9	232	86.6	27	10.1	4	1.5	0	0.0
16:00	278	2	0.7	254	91.4	21	7.6	1	0.4	0	0.0
17:00	279	6	2.2	249	89.3	24	8.6	0	0.0	0	0.0
18:00	211	0	0.0	200	94.8	11	5.2	0	0.0	0	0.0
19:00	176	0	0.0	165	93.8	11	6.3	0	0.0	0	0.0
20:00	131	1	0.8	119	90.8	11	8.4	0	0.0	0	0.0
21:00	99	0	0.0	90	90.9	9	9.1	0	0.0	0	0.0
22:00	87	1	1.2	81	93.1	5	5.8	0	0.0	0	0.0
23:00	70	0	0.0	69	98.6	1	1.4	0	0.0	0	0.0
12H,7-19	2976	39	1.3	2630	88.4	280	9.4	27	0.9	0	0.0
16H,6-22	3425	40	1.2	3037	88.7	319	9.3	29	0.9	0	0.0
18H,6-24	3582	41	1.1	3187	89.0	325	9.1	29	0.8	0	0.0
24H,0-24	3716	42	1.1	3297	88.7	339	9.1	38	1.0	0	0.0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 18-Sep-22											
00:00	49	1	2.0	45	91.8	3	6.1	0	0.0	0	0.0
01:00	26	0	0.0	20	76.9	6	23.1	0	0.0	0	0.0
02:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
03:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
04:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
05:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
06:00	32	1	3.1	25	78.1	5	15.6	1	3.1	0	0.0
07:00	41	0	0.0	36	87.8	5	12.2	0	0.0	0	0.0
08:00	112	3	2.7	99	88.4	10	8.9	0	0.0	0	0.0
09:00	202	1	0.5	183	90.6	16	7.9	2	1.0	0	0.0
10:00	203	2	1.0	189	93.1	12	5.9	0	0.0	0	0.0
11:00	296	13	4.4	261	88.2	20	6.8	2	0.7	0	0.0
12:00	348	1	0.3	326	93.7	19	5.5	2	0.6	0	0.0
13:00	336	3	0.9	307	91.4	24	7.1	2	0.6	0	0.0
14:00	256	5	2.0	228	89.1	21	8.2	2	0.8	0	0.0
15:00	220	2	0.9	200	90.9	17	7.7	1	0.5	0	0.0
16:00	256	7	2.7	226	88.3	22	8.6	1	0.4	0	0.0
17:00	206	3	1.5	184	89.3	18	8.7	1	0.5	0	0.0
18:00	180	1	0.6	162	90.0	17	9.4	0	0.0	0	0.0
19:00	128	2	1.6	116	90.6	10	7.8	0	0.0	0	0.0
20:00	116	2	1.7	100	86.2	13	11.2	1	0.9	0	0.0
21:00	69	0	0.0	63	91.3	6	8.7	0	0.0	0	0.0
22:00	53	0	0.0	47	88.7	5	9.4	0	0.0	1	1.9
23:00	32	1	3.1	25	78.1	6	18.8	0	0.0	0	0.0
12H,7-19	2656	41	1.5	2401	90.4	201	7.6	13	0.5	0	0.0
16H,6-22	3001	46	1.5	2705	90.1	235	7.8	15	0.5	0	0.0
18H,6-24	3086	47	1.5	2777	90.0	246	8.0	15	0.5	1	0.0
24H,0-24	3208	48	1.5	2883	89.9	261	8.1	15	0.5	1	0.0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 12-Sep-22	4026	44	1.1	3241	80.5	642	16.0	86	2.1	13	0.3
Tue 13-Sep-22	4297	39	0.9	3437	80.0	682	15.9	118	2.8	21	0.5
Wed 14-Sep-22	4312	28	0.7	3486	80.8	673	15.6	103	2.4	22	0.5
Thu 15-Sep-22	4513	32	0.7	3655	81.0	708	15.7	104	2.3	14	0.3
Fri 16-Sep-22	4377	36	0.8	3504	80.1	705	16.1	118	2.7	14	0.3
Sat 17-Sep-22	3716	42	1.1	3297	88.7	339	9.1	38	1.0	0	0.0
Sun 18-Sep-22	3208	48	1.5	2883	89.9	261	8.1	15	0.5	1	0.0
Total Vehicles											
[--]	28449	269	1.0	23503	83.0	4010	13.8	582	2.0	85	0.3



11605		WITHAM			Site No: 11605002		Location Site 2 - Braxted Rd, Witham									
Mon 12-Sep-22 to Sun 18-Sep-22					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 12-Sep-22																
00:00	16	49.4	44.1	5.9	0	0	0	4	5	6	1	0	0	0	0	0
01:00	7	-	37.4	7.4	0	0	1	4	1	1	0	0	0	0	0	0
02:00	5	-	46	7.6	0	0	0	1	2	0	2	0	0	0	0	0
03:00	11	50.3	45.1	8.5	0	0	0	3	4	2	1	0	1	0	0	0
04:00	8	-	47.3	12.2	0	0	0	2	3	1	1	0	0	0	1	0
05:00	40	49.2	42.2	7.4	0	0	1	16	12	7	2	2	0	0	0	0
06:00	99	49.3	42.8	7	0	0	1	35	34	21	5	2	0	1	0	0
07:00	247	45.9	39.8	6.1	0	0	8	131	72	31	4	1	0	0	0	0
08:00	267	45.4	39.8	5.4	0	0	3	146	89	27	2	0	0	0	0	0
09:00	210	45	38.6	6.8	0	7	2	120	62	17	2	0	0	0	0	0
10:00	222	43.6	37.8	5.2	0	0	10	149	57	5	1	0	0	0	0	0
11:00	194	45.4	40.1	5.7	0	0	1	106	65	17	3	2	0	0	0	0
12:00	253	44.3	38.1	6	0	1	13	163	57	16	2	1	0	0	0	0
13:00	258	44.2	38.4	5.7	0	1	6	174	59	13	4	1	0	0	0	0
14:00	255	45.8	40	6	0	0	4	140	76	29	4	1	1	0	0	0
15:00	325	46	40.5	5.9	0	0	5	158	113	41	6	2	0	0	0	0
16:00	417	46.9	40.2	6.6	0	2	9	218	115	57	11	4	1	0	0	0
17:00	444	47.1	40.8	6.3	0	2	8	199	154	66	12	3	0	0	0	0
18:00	285	47.5	42	5.9	0	0	2	103	124	42	11	2	1	0	0	0
19:00	157	45.9	40	6.3	0	0	3	87	44	17	3	3	0	0	0	0
20:00	99	47.7	41.3	6.9	0	0	1	47	33	8	9	0	0	1	0	0
21:00	91	49.7	42.1	7.5	0	0	1	41	26	12	5	6	0	0	0	0
22:00	87	49.7	42.9	7.1	0	1	1	26	32	18	8	1	0	0	0	0
23:00	29	49.7	42.6	7.2	0	0	0	13	6	7	2	1	0	0	0	0
12H,7-19	3377	45.7	39.8	6.1	0	13	71	1807	1043	361	62	17	3	0	0	0
16H,6-22	3823	45.8	40	6.2	0	13	77	2017	1180	419	84	28	3	2	0	0
18H,6-24	3939	45.9	40.1	6.3	0	14	78	2056	1218	444	94	30	3	2	0	0
24H,0-24	4026	46	40.2	6.3	0	14	80	2086	1245	461	101	32	4	2	1	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 13-Sep-22																
00:00	18	49.5	43.9	6.7	0	0	0	5	7	4	1	1	0	0	0	0
01:00	9	-	44.9	9.1	0	0	0	3	3	1	0	2	0	0	0	0
02:00	7	-	42.4	7.2	0	0	0	3	2	1	1	0	0	0	0	0
03:00	9	-	43.2	9.3	0	0	1	2	2	2	2	0	0	0	0	0
04:00	17	50.9	42.5	7.4	0	0	0	7	7	0	2	1	0	0	0	0
05:00	56	47.9	41.2	7.6	0	0	3	23	18	8	2	1	1	0	0	0
06:00	104	48.8	42	7.2	0	0	5	35	35	23	3	3	0	0	0	0
07:00	277	45.9	40.2	5.9	0	0	5	143	89	32	8	0	0	0	0	0
08:00	311	45.7	39.7	5.7	0	0	3	184	82	37	4	1	0	0	0	0
09:00	185	45.6	39.4	6.5	0	1	8	100	52	19	4	1	0	0	0	0
10:00	181	44.3	37.6	6.5	0	0	21	105	42	10	3	0	0	0	0	0
11:00	239	44.3	38.3	6	0	0	10	162	47	13	6	0	1	0	0	0
12:00	267	45	38.4	6.1	0	1	11	174	51	26	3	1	0	0	0	0
13:00	243	44.8	38.6	6.2	0	0	11	156	52	18	4	1	1	0	0	0
14:00	251	45.7	40.1	6	0	0	5	133	80	23	9	1	0	0	0	0
15:00	364	45.3	40	5.7	0	1	4	189	133	29	7	0	1	0	0	0
16:00	432	45.8	40	6.5	0	1	18	207	146	44	12	4	0	0	0	0
17:00	414	46.2	40.6	6.3	0	0	10	193	146	51	6	8	0	0	0	0
18:00	315	47.2	41.2	6.5	0	0	4	141	113	40	10	6	0	1	0	0
19:00	202	45.8	40.1	6.2	0	0	4	107	63	21	3	4	0	0	0	0
20:00	132	45.9	40.3	6.1	0	0	2	69	41	14	6	0	0	0	0	0
21:00	121	46.6	39.7	6.3	0	1	1	71	27	19	1	1	0	0	0	0
22:00	97	48.3	40	7.5	0	1	4	52	17	17	5	1	0	0	0	0
23:00	46	45.6	40.8	6.4	0	0	2	18	19	5	2	0	0	0	0	0
12H,7-19	3479	45.6	39.7	6.2	0	4	110	1887	1033	342	76	23	3	1	0	0
16H,6-22	4038	45.7	39.8	6.3	0	5	122	2169	1199	419	89	31	3	1	0	0
18H,6-24	4181	45.8	39.8	6.3	0	6	128	2239	1235	441	96	32	3	1	0	0
24H,0-24	4297	45.8	39.9	6.3	0	6	132	2282	1274	457	104	37	4	1	0	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 14-Sep-22																
00:00	24	45.8	40.6	6.9	0	0	0	14	6	2	1	1	0	0	0	0
01:00	15	48.1	40.5	7.6	0	0	1	7	3	3	1	0	0	0	0	0
02:00	11	45.3	42.6	4	0	0	0	2	8	1	0	0	0	0	0	0
03:00	13	49.2	41.6	8.1	0	0	1	5	2	4	1	0	0	0	0	0
04:00	17	45.9	39.7	7.1	0	0	1	9	4	2	1	0	0	0	0	0
05:00	64	47.3	40.3	6.6	0	0	3	30	18	11	2	0	0	0	0	0
06:00	116	46.4	39.8	7.1	0	0	9	53	35	15	3	0	1	0	0	0
07:00	258	46.3	40.4	6.3	0	1	6	121	89	35	5	0	1	0	0	0
08:00	295	46	40.1	6.7	0	0	15	140	96	31	10	2	1	0	0	0
09:00	236	44.9	38.7	6	0	0	12	141	61	20	1	1	0	0	0	0
10:00	189	44.4	38.3	5.8	0	0	10	118	47	12	2	0	0	0	0	0
11:00	227	45.1	39.1	5.9	0	0	8	134	62	19	3	1	0	0	0	0
12:00	238	45	39.4	6.1	0	1	7	128	82	16	2	1	0	1	0	0
13:00	257	45.6	39.9	6.1	0	0	5	140	80	21	9	2	0	0	0	0
14:00	303	45.9	40	5.9	0	0	2	176	80	33	11	1	0	0	0	0
15:00	318	45.4	39.4	6.1	0	1	5	191	83	30	5	2	1	0	0	0
16:00	410	46	40.7	6.1	0	0	3	203	143	48	9	0	2	2	0	0
17:00	421	48.3	41.9	6.3	0	0	5	163	156	71	24	1	0	1	0	0
18:00	332	47.4	41	6.6	0	1	5	154	109	44	13	6	0	0	0	0
19:00	209	46.4	40.2	6.2	0	0	5	109	61	27	6	1	0	0	0	0
20:00	146	48.5	41.4	7.5	0	1	1	71	42	17	9	2	3	0	0	0
21:00	98	45.4	40.1	5.8	0	0	2	49	36	9	1	1	0	0	0	0
22:00	80	50.5	43.3	7.3	0	0	0	30	24	15	7	3	1	0	0	0
23:00	35	49.3	41.1	8.2	0	0	3	14	7	8	2	1	0	0	0	0
12H,7-19	3484	45.9	40.1	6.3	0	4	83	1809	1088	380	94	17	5	4	0	0
16H,6-22	4053	45.9	40.1	6.3	0	5	100	2091	1262	448	113	21	9	4	0	0
18H,6-24	4168	46.1	40.2	6.4	0	5	103	2135	1293	471	122	25	10	4	0	0
24H,0-24	4312	46.1	40.2	6.4	0	5	109	2202	1334	494	128	26	10	4	0	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 15-Sep-22																
00:00	25	48.8	42.6	6.2	0	0	0	9	9	5	2	0	0	0	0	0
01:00	11	49.6	43.5	6.8	0	0	0	4	2	4	1	0	0	0	0	0
02:00	14	50	44.6	7.8	0	0	0	4	5	3	0	2	0	0	0	0
03:00	15	53.1	45	8	0	0	0	5	3	3	3	1	0	0	0	0
04:00	11	45.3	41.9	7.4	0	0	0	5	4	1	0	1	0	0	0	0
05:00	54	46.9	40.3	6.7	0	0	2	27	15	8	1	1	0	0	0	0
06:00	129	47.4	41.2	7.1	0	0	4	57	45	11	8	3	1	0	0	0
07:00	285	45.5	39.7	6.3	0	0	14	142	95	23	11	0	0	0	0	0
08:00	313	45.6	39.7	6.5	0	3	7	167	97	31	6	1	0	1	0	0
09:00	216	43.9	38.2	5.6	0	0	8	148	46	9	5	0	0	0	0	0
10:00	220	44.7	38.3	6.8	0	1	17	130	52	15	2	2	1	0	0	0
11:00	221	44.7	38.4	6.6	0	0	13	144	41	16	3	3	1	0	0	0
12:00	229	44.8	38.8	5.9	0	1	7	138	63	16	4	0	0	0	0	0
13:00	234	45.9	39.9	5.9	0	0	2	137	61	27	5	2	0	0	0	0
14:00	294	45.5	39.7	5.9	0	0	6	167	84	28	9	0	0	0	0	0
15:00	396	45.2	39.5	5.9	0	1	14	206	136	33	6	0	0	0	0	0
16:00	497	45.1	39.1	6.2	0	5	10	295	137	37	11	2	0	0	0	0
17:00	490	46.9	40.5	6.4	0	0	17	226	161	67	17	1	1	0	0	0
18:00	310	47.6	41.4	6.1	0	0	0	142	106	48	9	4	1	0	0	0
19:00	193	47.3	40.5	6.5	0	0	7	91	57	32	5	1	0	0	0	0
20:00	147	45.7	38.9	7.1	0	1	8	89	28	13	6	2	0	0	0	0
21:00	96	45.8	39.4	7	0	0	6	52	24	8	5	1	0	0	0	0
22:00	74	47.3	41.6	7	0	0	2	29	29	9	2	2	1	0	0	0
23:00	39	52.9	44.8	7.3	0	0	0	11	12	7	7	2	0	0	0	0
12H,7-19	3705	45.5	39.5	6.3	0	11	115	2042	1079	350	88	15	4	1	0	0
16H,6-22	4270	45.6	39.6	6.3	0	12	140	2331	1233	414	112	22	5	1	0	0
18H,6-24	4383	45.7	39.7	6.4	0	12	142	2371	1274	430	121	26	6	1	0	0
24H,0-24	4513	45.8	39.8	6.4	0	12	144	2425	1312	454	128	31	6	1	0	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 16-Sep-22																
00:00	12	47.8	41.4	6.7	0	0	0	6	3	2	1	0	0	0	0	0
01:00	14	48	42.6	6.5	0	0	0	5	6	1	2	0	0	0	0	0
02:00	7	-	39.9	5.7	0	0	0	4	2	1	0	0	0	0	0	0
03:00	6	-	43.1	13.6	0	0	1	2	1	0	1	0	1	0	0	0
04:00	16	46.3	40.8	7	0	0	1	6	6	2	1	0	0	0	0	0
05:00	62	48.4	42.2	6.2	0	0	0	24	23	11	3	1	0	0	0	0
06:00	110	49.1	41.5	7	0	0	2	51	29	18	8	2	0	0	0	0
07:00	279	45.2	39.9	5.6	0	0	1	156	94	19	8	1	0	0	0	0
08:00	323	45.4	39.6	6	0	0	9	180	96	27	10	1	0	0	0	0
09:00	230	44.8	38.3	7.4	0	6	8	141	53	16	3	1	1	0	1	0
10:00	232	43.8	38	5.5	0	0	7	168	39	15	2	1	0	0	0	0
11:00	252	45.6	39.6	6.1	0	0	8	138	74	26	5	0	1	0	0	0
12:00	274	46.2	39.5	6.3	0	1	6	162	62	35	6	2	0	0	0	0
13:00	292	45.4	39	6.4	0	0	21	154	83	31	1	2	0	0	0	0
14:00	331	45.5	39.6	6	0	0	10	183	97	33	6	2	0	0	0	0
15:00	360	45.3	39.3	6	0	1	11	204	103	34	6	1	0	0	0	0
16:00	382	47.1	40.8	6.4	0	0	5	187	120	57	8	3	1	0	1	0
17:00	356	48.4	41.7	6.7	0	0	3	155	117	57	20	1	0	3	0	0
18:00	274	47.9	41.7	6.5	0	0	3	115	102	32	15	7	0	0	0	0
19:00	215	46.9	40.4	6.5	0	1	4	109	63	29	7	2	0	0	0	0
20:00	116	48.4	41.8	6.5	0	0	1	49	40	17	7	2	0	0	0	0
21:00	94	48.7	42.1	6.3	0	0	0	39	30	19	5	1	0	0	0	0
22:00	86	50.5	44	8	0	0	0	32	22	19	4	7	2	0	0	0
23:00	54	47.9	40.6	6.8	0	0	2	26	14	9	3	0	0	0	0	0
12H,7-19	3585	45.8	39.9	6.3	0	8	92	1943	1040	382	90	22	3	3	2	0
16H,6-22	4120	46	40	6.4	0	9	99	2191	1202	465	117	29	3	3	2	0
18H,6-24	4260	46.2	40.1	6.5	0	9	101	2249	1238	493	124	36	5	3	2	0
24H,0-24	4377	46.3	40.2	6.5	0	9	103	2296	1279	510	132	37	6	3	2	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 17-Sep-22																
00:00	34	49	41.5	7.8	0	0	1	16	9	4	2	2	0	0	0	0
01:00	17	49.3	43.6	6.1	0	0	0	5	5	6	1	0	0	0	0	0
02:00	19	48.7	41.9	8	0	0	0	10	3	5	0	0	1	0	0	0
03:00	11	53.1	44.4	10.7	0	0	1	3	2	2	2	0	1	0	0	0
04:00	12	50.3	41.8	7.3	0	0	0	6	3	1	2	0	0	0	0	0
05:00	41	51.6	44.4	7.6	0	0	0	13	12	9	3	4	0	0	0	0
06:00	43	48.9	42.5	6.7	0	0	1	15	13	12	1	1	0	0	0	0
07:00	100	47.9	41.5	7.1	0	1	0	44	35	12	5	2	1	0	0	0
08:00	146	47.5	41.4	6.3	0	0	1	66	51	19	6	3	0	0	0	0
09:00	206	46.3	39.9	6	0	0	2	120	51	26	7	0	0	0	0	0
10:00	261	45	39.7	5.5	0	0	4	142	94	16	4	1	0	0	0	0
11:00	302	45.7	39.9	6.2	0	1	6	162	93	30	8	1	1	0	0	0
12:00	336	45.9	40	6.5	0	4	7	166	111	39	8	1	0	0	0	0
13:00	316	46.3	40.4	7.1	0	3	7	153	103	35	8	5	1	0	1	0
14:00	273	46.3	40.3	6	0	0	0	155	75	31	10	2	0	0	0	0
15:00	268	46.5	40.8	6.2	0	0	4	127	93	32	8	4	0	0	0	0
16:00	278	45.6	40.1	6.2	0	1	5	143	94	25	7	3	0	0	0	0
17:00	279	47.6	41	6.5	0	1	4	129	91	37	15	2	0	0	0	0
18:00	211	48.5	42.1	6.1	0	0	0	85	74	39	11	2	0	0	0	0
19:00	176	47	40.3	6.8	0	0	5	93	47	21	6	4	0	0	0	0
20:00	131	45.9	39.9	7.1	0	1	8	59	43	14	5	1	0	0	0	0
21:00	99	48.2	41.3	7.3	0	0	3	45	30	13	4	3	1	0	0	0
22:00	87	47.9	41.8	6.4	0	0	1	35	32	14	3	2	0	0	0	0
23:00	70	48.5	41.9	6.6	0	0	1	28	25	10	5	1	0	0	0	0
12H,7-19	2976	46.3	40.5	6.3	0	11	40	1492	965	341	97	26	3	0	1	0
16H,6-22	3425	46.5	40.5	6.4	0	12	57	1704	1098	401	113	35	4	0	1	0
18H,6-24	3582	46.6	40.5	6.4	0	12	59	1767	1155	425	121	38	4	0	1	0
24H,0-24	3716	46.8	40.6	6.5	0	12	61	1820	1189	452	131	44	6	0	1	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

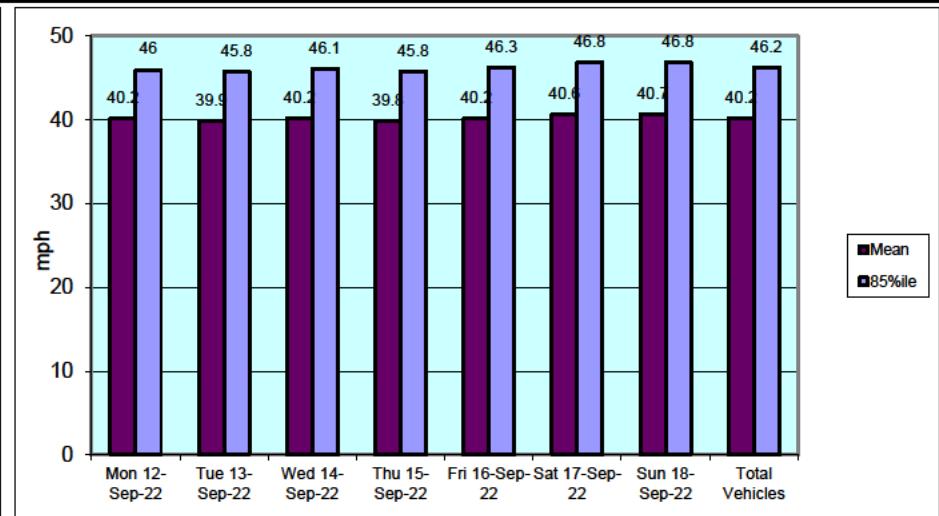
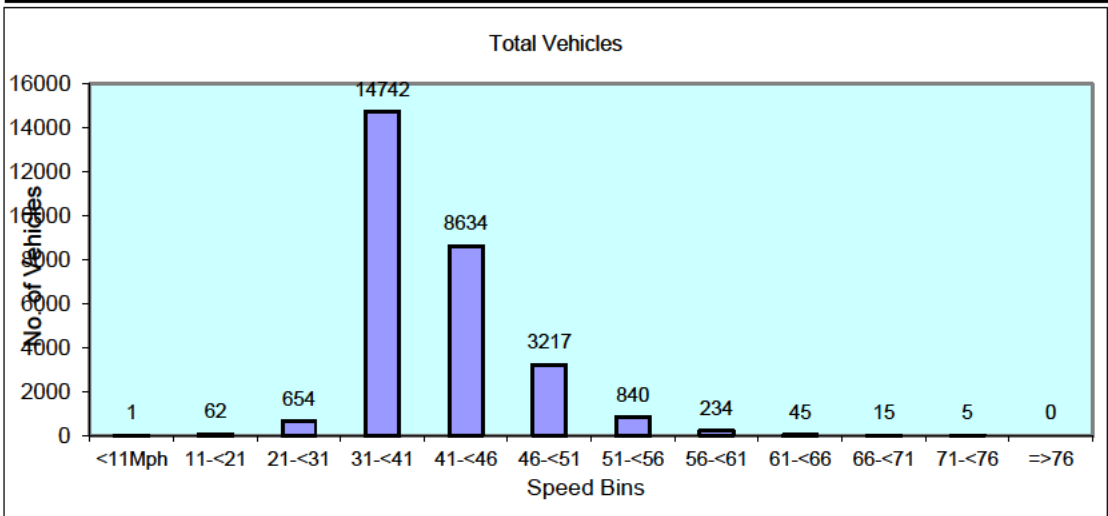
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 18-Sep-22																
00:00	49	50.2	44.1	7.5	0	0	0	15	16	12	5	0	0	0	1	0
01:00	26	53.2	43.5	8.5	0	0	1	9	7	2	6	1	0	0	0	0
02:00	18	50.5	45.9	6.4	0	0	0	3	6	6	2	1	0	0	0	0
03:00	9	-	41.3	8.7	0	0	1	3	2	2	1	0	0	0	0	0
04:00	11	54.1	46.5	9.1	0	0	0	3	3	1	3	0	1	0	0	0
05:00	9	-	42.9	7.8	0	0	0	4	2	1	2	0	0	0	0	0
06:00	32	48.3	41.8	7.7	0	0	0	16	8	6	1	0	0	1	0	0
07:00	41	48.4	41.8	7.2	0	0	2	14	15	7	2	1	0	0	0	0
08:00	112	47.7	41.5	6.3	0	1	0	46	42	17	6	0	0	0	0	0
09:00	202	46.9	40.3	6.5	1	0	1	111	53	29	5	1	1	0	0	0
10:00	203	44.6	38.7	6.1	0	2	2	134	47	15	1	1	0	1	0	0
11:00	296	45.2	39.3	5.9	0	1	3	181	79	26	5	0	0	1	0	0
12:00	348	44.7	39.1	5.1	0	0	2	217	102	26	1	0	0	0	0	0
13:00	336	45.7	40.3	5.8	0	0	2	176	114	32	9	3	0	0	0	0
14:00	256	47.3	41	6.4	0	0	1	128	80	32	11	2	2	0	0	0
15:00	220	48.2	42	6.5	0	0	0	90	84	29	12	3	1	1	0	0
16:00	256	46	40.7	5.5	0	0	0	125	93	34	3	1	0	0	0	0
17:00	206	47.3	41.5	6	0	0	0	89	79	26	9	3	0	0	0	0
18:00	180	48.8	42.2	6.5	0	0	2	67	67	29	12	3	0	0	0	0
19:00	128	47.8	40.4	6.9	0	0	2	73	26	20	4	2	1	0	0	0
20:00	116	48.9	41.2	7.6	0	0	5	53	28	21	6	1	2	0	0	0
21:00	69	45.8	41	6.8	0	0	1	33	25	5	3	1	1	0	0	0
22:00	53	50.6	41.8	7.3	0	0	0	27	14	4	6	2	0	0	0	0
23:00	32	48.6	42.1	6.7	0	0	0	14	9	7	1	1	0	0	0	0
12H,7-19	2656	46.1	40.5	6.1	1	4	15	1378	855	302	76	18	4	3	0	0
16H,6-22	3001	46.4	40.5	6.2	1	4	23	1553	942	354	90	22	8	4	0	0
18H,6-24	3086	46.5	40.6	6.3	1	4	23	1594	965	365	97	25	8	4	0	0
24H,0-24	3208	46.8	40.7	6.4	1	4	25	1631	1001	389	116	27	9	4	1	0

11605 WITHAM Site No: 11605002 Location Site 2 - Braxted Rd, Witham
 Mon 12-Sep-22 to Sun 18-Sep-22 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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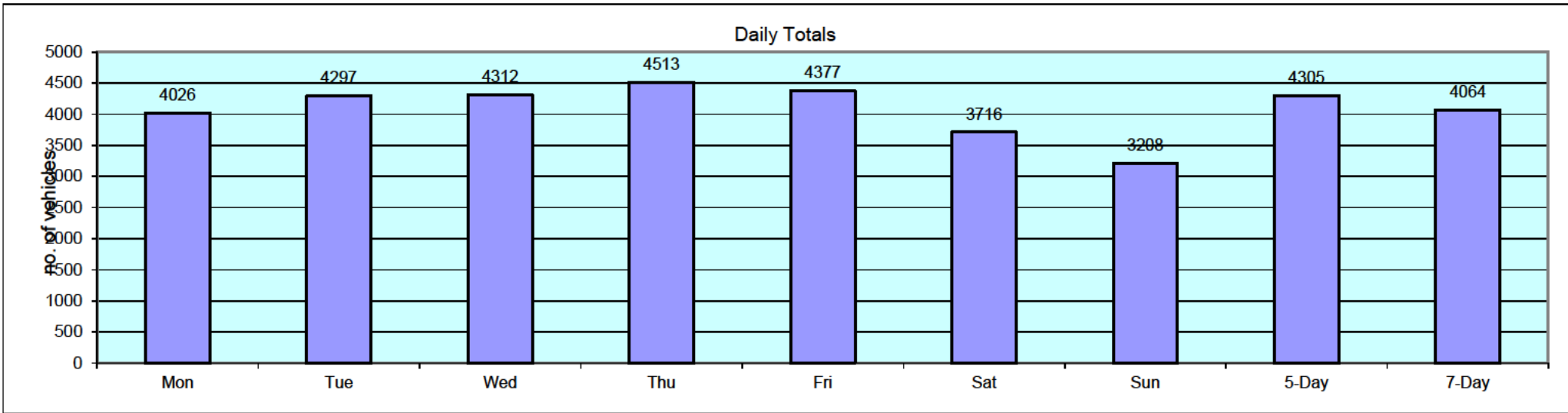
Daily Totals																
Mon 12-Sep-22	4026	46	40.2	6.3	0	14	80	2086	1245	461	101	32	4	2	1	0
Tue 13-Sep-22	4297	45.8	39.9	6.3	0	6	132	2282	1274	457	104	37	4	1	0	0
Wed 14-Sep-22	4312	46.1	40.2	6.4	0	5	109	2202	1334	494	128	26	10	4	0	0
Thu 15-Sep-22	4513	45.8	39.8	6.4	0	12	144	2425	1312	454	128	31	6	1	0	0
Fri 16-Sep-22	4377	46.3	40.2	6.5	0	9	103	2296	1279	510	132	37	6	3	2	0
Sat 17-Sep-22	3716	46.8	40.6	6.5	0	12	61	1820	1189	452	131	44	6	0	1	0
Sun 18-Sep-22	3208	46.8	40.7	6.4	1	4	25	1631	1001	389	116	27	9	4	1	0

Total Vehicles																
[--]	28449	46.2	40.2	6.4	1	62	654	14742	8634	3217	840	234	45	15	5	0

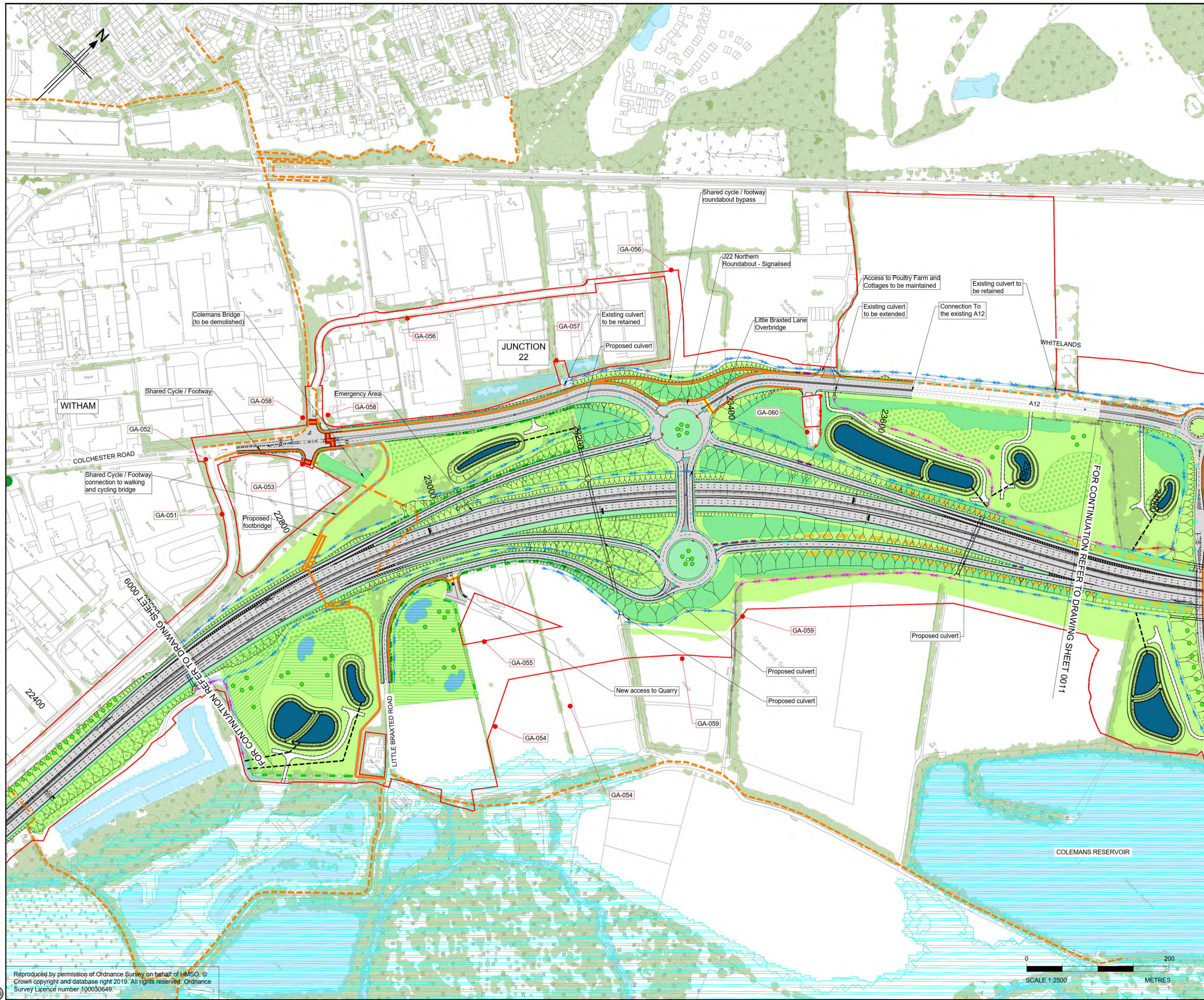


11605	WITHAM		Site No: 11605002			Location		Site 2 - Braxted Rd, Witham		
	Channel: Southbound									
TIME PERIOD	Mon 09/12/22	Tue 13/09/2022	Wed 14/09/2022	Thu 15/09/2022	Fri 16/09/2022	Sat 17/09/2022	Sun 18/09/2022	5-Day Av	7-Day Av	
Week Begin: 12-Sep-22										
00:00	16	18	24	25	12	34	49	19	25	
01:00	7	9	15	11	14	17	26	11	14	
02:00	5	7	11	14	7	19	18	9	12	
03:00	11	9	13	15	6	11	9	11	11	
04:00	8	17	17	11	16	12	11	14	13	
05:00	40	56	64	54	62	41	9	55	47	
06:00	99	104	116	129	110	43	32	112	90	
07:00	247	277	258	285	279	100	41	269	212	
08:00	267	311	295	313	323	146	112	302	252	
09:00	210	185	236	216	230	206	202	215	212	
10:00	222	181	189	220	232	261	203	209	215	
11:00	194	239	227	221	252	302	296	227	247	
12:00	253	267	238	229	274	336	348	252	278	
13:00	258	243	257	234	292	316	336	257	277	
14:00	255	251	303	294	331	273	256	287	280	
15:00	325	364	318	396	360	268	220	353	322	
16:00	417	432	410	497	382	278	256	428	382	
17:00	444	414	421	490	356	279	206	425	373	
18:00	285	315	332	310	274	211	180	303	272	
19:00	157	202	209	193	215	176	128	195	183	
20:00	99	132	146	147	116	131	116	128	127	
21:00	91	121	98	96	94	99	69	100	95	
22:00	87	97	80	74	86	87	53	85	81	
23:00	29	46	35	39	54	70	32	41	44	
12H,7-19	3377	3479	3484	3705	3585	2976	2656	3526	3323	
16H,6-22	3823	4038	4053	4270	4120	3425	3001	4061	3819	
18H,6-24	3939	4181	4168	4383	4260	3582	3086	4186	3943	
24H,0-24	4026	4297	4312	4513	4377	3716	3208	4305	4064	
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00			
Peak	267	311	295	313	323	302	296			
Pm	17:00	16:00	17:00	16:00	16:00	12:00	12:00			
Peak	444	432	421	497	382	336	348			

11605	WITHAM		Site No: 11605002	Location		Site 2 - Braxted Rd, Witham			
			Channel: Southbound						
TIME PERIOD	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
	09/12/22	13/09/2022	14/09/2022	15/09/2022	16/09/2022	17/09/2022	18/09/2022	Av	Av



Appendix D



THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:
 - THE SCHEDULES DESCRIBING THE DESIGN CHANGES AND CHANGES TO THE PROVISIONAL ORDER LIMITS SHOWN ON THIS DRAWING
 - THE PLAN AND SCHEDULES DESCRIBING CHANGES TO LAND ACQUISITION SINCE STATUTORY CONSULTATION
 - THE SUPPLEMENTARY CONSULTATION (NOVEMBER 2021) BROCHURE

- Notes
1. This drawing shall only be used for the design element stated in the drawing title.
 2. All dimensions are in metres unless noted otherwise.
 3. The base mapping is based on Ordnance Survey (O/S) Data.
 4. Only written dimension shall be used.
 5. For Sheet Layout Plan refer to HE551497-JAC-HGN-SCHW-DR-C-0026.
 6. For Key refer to HE551497-JAC-HGN-SCHW-DR-C-0066.
 7. Where the scheme is showing the removal of access to properties, a suitable and convenient replacement will be provided.

KEY PLAN
SCALE N.T.S.



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
P01	10/02/21	DESIGN FIX 1	JUG	CA	RM	RC
P02	22/04/21	DESIGN FIX 2	SH	CA	RM	RC
P03	21/05/21	FOR STATUTORY CONSULTATION	AE	CA	RM	DT
P04	13/10/21	DESIGN FIX 3	AE	CA	RM	RC
P05	26/10/21	DESIGN FIX 4	AE	CA	RM	RC

Contractor: **COSTAIN** Designer: **Jacobs**
 2nd Floor Cottons Centre, Cottons Lane
 London SE1 2QG. Tel: +44 (0)203 9802000
 www.jacobs.com

Client: **national highways**

Project: REGIONAL DELIVERY PARTNERSHIP
 A12 CHELMSFORD TO A120 WIDENING SCHEME

Drawing title: GENERAL ARRANGEMENT
 CH. 22600 TO 23900

SHEET 10 OF 21

Drawing status: S2 - SUITABLE FOR INFORMATION

State Code	Preliminary	DO NOT SCALE
Project Stage	PCF3	Rev
Scale	1:2500	P05
Jacobs No.	B36601D1	
Client no.	HE551497	

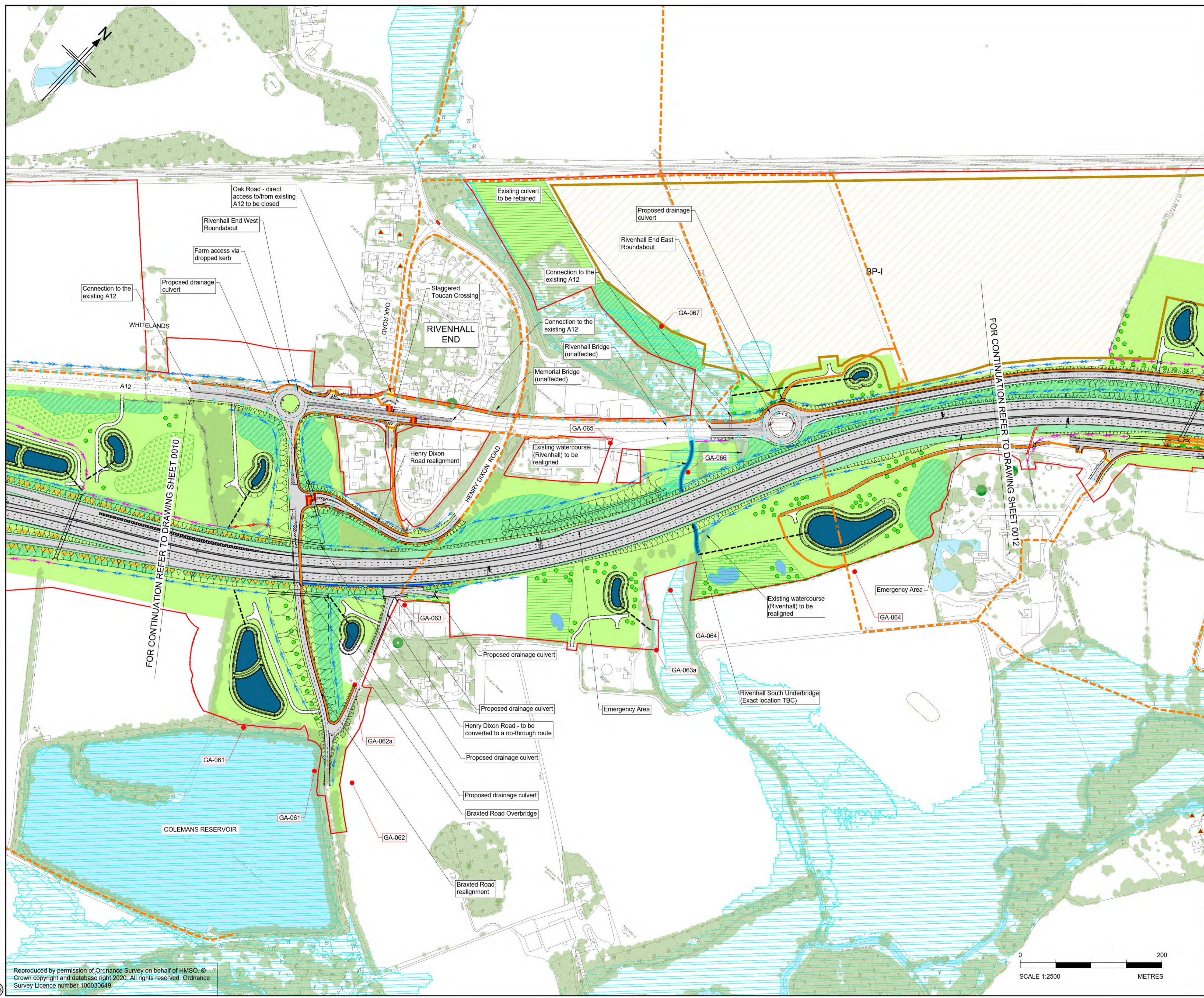
Drawing number	Originator	Volume
HE551497 - SCHW	JAC	-HGN-DR-C-0010
Location	Type	Role
		Number

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THIS DRAWING IS TO BE READ IN CONJUNCTION WITH:
 - THE SCHEDULES DESCRIBING THE DESIGN CHANGES AND CHANGES TO THE PROVISIONAL ORDER LIMITS SHOWN ON THIS DRAWING
 - THE PLAN AND SCHEDULES DESCRIBING CHANGES TO LAND ACQUISITION SINCE STATUTORY CONSULTATION
 - THE SUPPLEMENTARY CONSULTATION (NOVEMBER 2021) BROCHURE

- Notes
1. This drawing shall only be used for the design element stated in the drawing title.
 2. All dimensions are in metres unless noted otherwise.
 3. The base mapping is based on Ordnance Survey (O/S) Data.
 4. Only written dimension shall be used.
 5. For Sheet Layout Plan refer to HE551497-JAC-HGN-SCHW-DR-C-0026.
 6. For Key refer to HE551497-JAC-HGN-SCHW-DR-C-0066.
 7. Junction 23 is being removed as part of the proposed scheme. Traffic from the existing junction 23 will use the new junction 22 and junction 24, including traffic from Kelvedon.

FOR CONTINUATION REFER TO DRAWING SHEET 0010

FOR CONTINUATION REFER TO DRAWING SHEET 0012

KEY PLAN
SCALE N.T.S.



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd
P01	10/02/21	DESIGN FIX 1	JUG	CA	RM	RC
P02	22/04/21	DESIGN FIX 2	SH	CA	RM	RC
P03	21/05/21	FOR STATUTORY CONSULTATION	AE	CA	RM	DT
P04	13/10/21	DESIGN FIX 3	AE	CA	RM	RC
P05	26/10/21	DESIGN FIX 4	AE	CA	RM	RC

Contractor: **COSTAIN** Designer: **Jacobs**
 2nd Floor Cottons Centre, Cottons Lane
 London SE1 2QG. Tel: +44 (0)203 9802000
 www.jacobs.com

Client: **national highways**

Project: REGIONAL DELIVERY PARTNERSHIP
 A12 CHELMSFORD TO A120 WIDENING SCHEME

Drawing title: GENERAL ARRANGEMENT
 CH. 23900 TO 25100

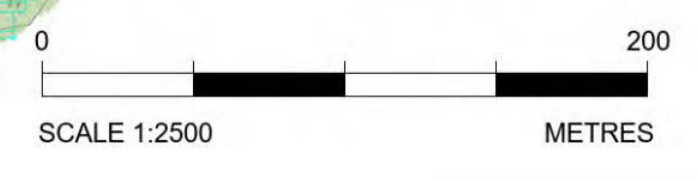
SHEET 11 OF 21
 Drawing status: S2 - SUITABLE FOR INFORMATION

State Code	Preliminary	DO NOT SCALE
Project Stage	PCF3	Rev
Scale	1:2500	P05
Jacobs No.	B36601D1	
Client no.	HE551497	

Drawing number: HE551497 - JAC - HGN - SCHW - DR - C - 0011
 Originator: JAC Location: SCHW
 Volume: HGN - DR - C - 0011
 Type: Role: Number

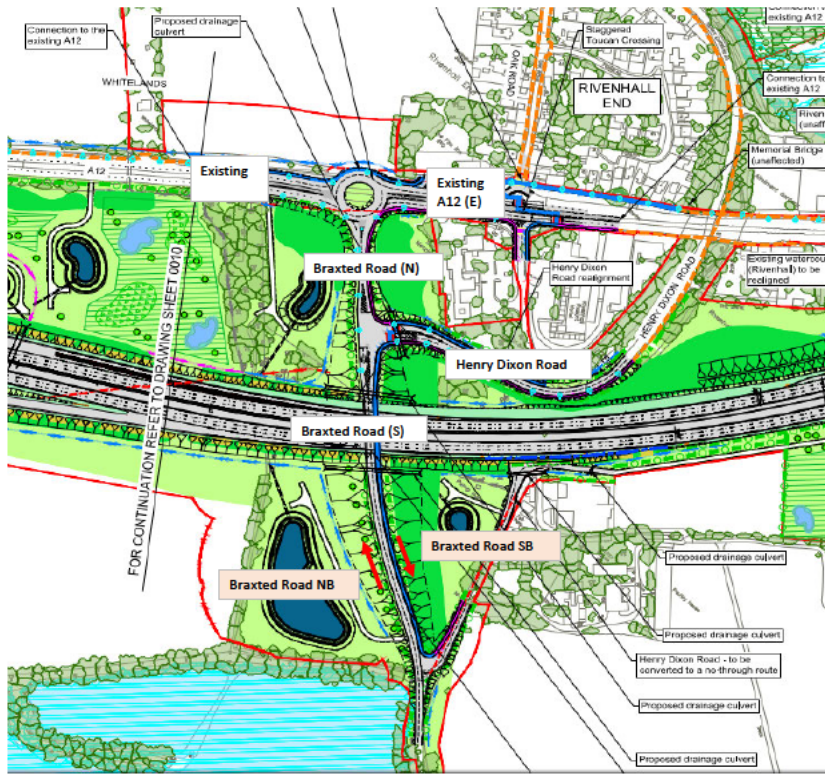
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Appendix E



Do Something (2027)

Existing A12 Roundabout		Actual flow (vehs)			HGV (vehs)		
From	To	AM	IP	PM	AM	IP	PM
Existing A12 (E)	Braxted Road	31	18	15	0	1	1
Existing A12 (E)	Existing A12 (W)	301	136	170	3	5	2
Braxted Road	Existing A12 (E)	27	13	20	2	2	2
Braxted Road	Existing A12 (W)	698	290	421	11	10	5
Existing A12 (W)	Existing A12 (E)	200	187	338	11	9	4
Existing A12 (W)	Braxted Road	471	362	743	11	9	5

Henry Dixon Road / Braxted Road junction		Actual flow (vehs)			HGV (vehs)		
From	To	AM	IP	PM	AM	IP	PM
Henry Dixon Road	Braxted Road (S)	128	71	145	2	2	3
Henry Dixon Road	Braxted Road (N)	383	158	244	8	7	4
Braxted Road (S)	Henry Dixon Road	138	75	176	1	1	1
Braxted Road (S)	Braxted Road (N)	342	145	197	5	4	2
Braxted Road (N)	Henry Dixon Road	328	220	358	6	6	3
Braxted Road (N)	Braxted Road (S)	174	159	399	6	4	2

Do Something (2027)

	Actual flow (vehs)			HGV (vehs)		
	AM	IP	PM	AM	IP	PM
Braxted Road NB	480	219	373	6	5	4
Braxted Road SB	302	231	544	8	7	5

Base Modelled Flows (2019)

	Actual flow (vehs)			HGV (vehs)		
	AM	IP	PM	AM	IP	PM
Braxted Road NB	658	248	419	9	8	5
Braxted Road SB	310	268	573	8	8	5

A12 Chelmsford to A120 widening scheme

TR010060

7.2 Transport Assessment

Appendix A: Junction Modelling Results Summary

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

Volume 7

August 2022

Infrastructure Planning

Planning Act 2008

A12 Chelmsford to A120 widening scheme
 Development Consent Order 202[]

7.2 TRANSPORT ASSESSMENT
APPENDIX A: JUNCTION MODELLING RESULTS SUMMARY

Regulation Reference	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010060
Application Document Reference	TR010060/APP/7.2
Author	A12 Project Team, National Highways

Version	Date	Status of Version
Rev 1	August 2022	DCO Application

CONTENTS

Junction Modelling Results Summary – A12 junctions	1
Junction Modelling Results Summary – Local road junctions	2

Junction Modelling Results Summary – A12 junctions

Junction		Software (key statistic used)	Current operation 2019		Construction phase 2025			Future operation, without scheme 2027		Future operation, without scheme 2042		Future operation, with scheme 2027		Future operation, with scheme 2042	
			Weekday 07:30-08:30	Weekday 17:00-18:00	Weekday 07:00-08:00	Weekday Ave 10:00-16:00	Weekday 17:00-18:00	Weekday 07:30-08:30	Weekday 17:00-18:00	Weekday 07:30-08:30	Weekday 17:00-18:00	Weekday 07:30-08:30	Weekday 17:00-18:00	Weekday 07:30-08:30	Weekday 17:00-18:00
A12 J19	Generals Lane Roundabout (West)	Vissim (LOS)	N/A		E	C	D	E	D	N/A - not assessed		C	B	C	C
	Generals Farm Roundabout (East)	Vissim (LOS)	N/A (current layout is changing to developer's layout)		F	C	F	F	E	N/A - not assessed		C	C	C	C
	Boreham Interchange (South)	Vissim (LOS)	N/A		F	D	E	F	E	N/A - not assessed		C	B	C	C
A12 J20a off-slip (junction between B1137 The Street and Bury Lane)		PICADY (RFC)	0.49	0.90	N/A (no construction traffic expected)			N/A - (don't need to compare as not assessed in future 'with scheme' scenario)		N/A (J20a removed as part of scheme)					
A12 J20a on-slip (right turn from B1137 The Street onto slip-road)		PICADY (RFC)	0.93	0.55	N/A (no construction traffic expected)			N/A - (don't need to compare as not assessed in future 'with scheme' scenario)		N/A (J20a removed as part of scheme)					
A12 J20b off-slip (Eastern arm of B1019 Maldon Rd / B1137 The Street)		Vissim (LOS)	C	B	D	A	C	N/A - (don't need to compare as not assessed in future 'with scheme' scenario)		N/A (J20b removed as part of scheme)					
A12 J21 (existing layout) (give-way junctions on B1389 north of NB on-slip)		PICADY (RFC)	N/A - (only small number of right turning vehicles)		0.38	0.11	0.4	N/A - (don't need to compare as not assessed in future 'with scheme' scenario)		N/A (J21 moved to new location as part of scheme)					
A12 J21 (new layout)	Northern Dumbbell	Vissim (LOS)	N/A		N/A			N/A (new junction which doesn't exist yet)		A	A	B	C		
	Southern Dumbbell	Vissim (LOS)	N/A		N/A			N/A (new junction which doesn't exist yet)		A	A	A	A		
A12 J22 (new layout)	Eastern Dumbbell	Vissim (LOS)	N/A		N/A			N/A (new junction which doesn't exist yet)		A	A	A	A		
	Western Dumbbell	Vissim (LOS)	N/A		N/A			N/A (new junction which doesn't exist yet)		C	C	C	C		
A12 J23 (existing layout) (give-way junctions between B1024 London Road and Cranes Lane)		PICADY (RFC)	N/A - (only small number of right turning vehicles)		0.04	0.04	0.55	N/A - (don't need to compare as not assessed in future 'with scheme' scenario)		N/A (J23 removed as part of scheme)					
A12 J24 (existing layout) (give-way junction between northbound and southbound slip roads)		PICADY (RFC)	N/A - (only small number of right turning vehicles)		0.02	0.06	0.03	N/A - (don't need to compare as not assessed in future 'with scheme' scenario)		N/A (J24 moved to new location as part of scheme)					
A12 J24 (new layout)	Western Dumbbell	Vissim (LOS)	N/A		N/A			N/A (new junction which doesn't exist yet)		A	A	A	A		
	Eastern Dumbbell	Vissim (LOS)	N/A		N/A			N/A (new junction which doesn't exist yet)		A	A	A	A		
	Inworth Road Roundabout	Vissim (LOS)	N/A		N/A			N/A (new junction which doesn't exist yet)		A	A	A	A		
A12 J25	Western Roundabout	Vissim (LOS)	C	C	C	C	E	C	E	D	F	C	D	D	D
	Eastern Roundabout	Vissim (LOS)	A	A	B	A	B	B	B	C	B	A	A	B	B
	London Road Roundabout	Vissim (LOS)	N/A - (new junction which doesn't exist yet)		N/A (new junction which doesn't exist yet)			N/A (new junction which doesn't exist yet)		N/A (new junction which doesn't exist yet)					

Key showing operating condition:


RFC (ARCADY/ PICADY)		PRC (LinSig)		LOS (Vissim)	
>1	Over capacity	<0%	Over capacity	F	Worst operating conditions
0.85-1	Approaching capacity	0%-15%	Approaching capacity	E	
<0.85	Under capacity	>15%	Under capacity	D	
				C	
				B	
				A	Best operating conditions

Junction Modelling Results Summary – Local road junctions

Junction	Software (key statistic used)	Current operation 2019		Construction phase 2025			Future operation, without scheme 2027		Future operation, without scheme 2042		Future operation, with scheme 2027		Future operation, with scheme 2042	
		Weekday 07:30-08:30	Weekday 17:00-18:00	Weekday 07:00-08:00	Weekday Ave 10:00-16:00	Weekday 17:00-18:00	Weekday 07:30-08:30	Weekday 17:00-18:00	Weekday 07:30-08:30	Weekday 17:00-18:00	Weekday 07:30-08:30	Weekday 17:00-18:00	Weekday 07:30-08:30	Weekday 17:00-18:00
B1019 Maldon Rd / B1137 The Street (Hatfield Peverel)	Vissim (LOS)	C	C	D	B	D	C	D	D	D	C	C	D	C
B1023 Inworth Rd / B1024 Feering Hill aka "Gore Pit" (near Kelvedon)	PICADY (RFC)	1.15	0.96	N/A (no construction traffic expected)			1.46	1.45	1.74	1.76	0.83	1.18	1.12	1.44
B1024 Station Rd / B1024 High St (Kelvedon)	PICADY (RFC)	0.69	0.40	N/A (no construction traffic expected)			0.91	0.81	1.01	0.93	0.58	0.67	0.64	0.74
B1023 Kelvedon Rd / B1022 Maldon Rd (Tiptree)	ARCADY (RFC)	0.70	0.80	N/A (no construction traffic expected)			0.72	0.94	0.79	1.04	0.66	0.93	0.68	1.03
B1408 London Rd / School Rd (Copford)	PICADY (RFC)	0.18	0.21	N/A (no construction traffic expected)			0.20	0.23	0.35	0.27	0.32	0.26	0.39	0.29
B1137 Main Road / Church Road (Boreham)	PICADY (RFC)	0.39	0.31	N/A (no construction traffic expected)			0.44	0.34	0.50	0.40	0.50	0.36	0.41	0.46
B1137 Main Road / Plantation Road (Boreham)	PICADY (RFC)	0.43	0.46	N/A (no construction traffic expected)			0.47	0.51	0.55	0.60	0.72	0.62	0.98	0.70
B1137 Main Road / Waltham Road (Boreham)	PICADY (RFC)	1.47	1.13	N/A (no construction traffic expected)			0.74	0.48	1.87	1.80	0.73	0.42	1.70	1.16
Rivenhall End west roundabout	ARCADY (RFC)	N/A - (new junction which doesn't exist yet)		N/A (new junction which doesn't exist yet)			N/A (new junction which doesn't exist yet)		N/A (new junction which doesn't exist yet)		0.56	0.46	0.59	0.49
Rivenhall End east roundabout	ARCADY (RFC)	N/A - (new junction which doesn't exist yet)		N/A (new junction which doesn't exist yet)			N/A (new junction which doesn't exist yet)		N/A (new junction which doesn't exist yet)		0.30	0.17	0.32	0.18
Rivenhall End - Henry Dixon Road	LinSig (PRC)	N/A - (new junction which doesn't exist yet)		N/A (new junction which doesn't exist yet)			N/A (new junction which doesn't exist yet)		N/A (new junction which doesn't exist yet)		30.0%	31.7%	6.0%	10.3%
Eastways, near junction 22	LinSig (PRC)	10.2%	-8.4%	-18.4%	45.8%	-28.8%	1.7%	-33.5%	-0.6%	-42.9%	20.0%	-12.4%	17.5%	-22.4%

Key showing operating condition:

RFC (ARCADY/ PICADY)		PRC (LinSig)		LOS (Vissim)	
>1	Over capacity	<0%	Over capacity	F	Worst operating conditions
0.85-1	Approaching capacity	0%-15%	Approaching capacity	E	
<0.85	Under capacity	>15%	Under capacity	D	
				C	
				B	
				A	Best operating conditions



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Appendix 4

Flood Risk Assessment prepared by Hafren dated March 2023

**FLOOD RISK ASSESSMENT OF THE
PROPOSED PLANT SITE RELOCATION,
INCLUDING FOR THE ESTABLISHMENT AND
USE OF A NEW SITE ACCESS AND NEW
ANCILLARY FACILITIES
COLEMANS FARM QUARRY, ESSEX**

**Report Reference: 3279/FRA
Final version F1
March 2023**

Report prepared for:

Brice Aggregates Limited
Colemans Farm Quarry
Little Braxted Lane
WITHAM
Essex
CM8 3EX

GENERAL NOTES

Title of report: Flood Risk Assessment
Site: Colemans Farm Quarry, Essex
Report ref: 3279/FRA
Date: March 2023

Version	Date	Issued to
Draft version D1	December 2022	Brice Aggregates Ltd & David Walker Associates
Draft Version D2	March 2023	Brice Aggregates Ltd & David Walker Associates
Final version F1	March 2023	Brice Aggregates Ltd & David Walker Associates

Authors: Eleanor Walkerdine BSc MPhil
Reviewers: Charlotte Hale BSc (Hons) MCIWEM
Heather MacLeod BSc MSc FGS

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1 INTRODUCTION

1.1 Background

Colemans Farm Quarry ('the site') is operated by Brice Aggregates limited for the extraction of sand and gravel. The quarry site, referred to as 'main site', is located west of Braxted Road and has an area of approximately 57 hectares (ha). It is located approximately 1.5 km east of the centre of Witham, in Braintree, Essex.

A scheme is being developed by National Highways for improvement works, to widen/realign the adjacent A12 trunk road, which runs parallel to the northwest border of the site. As a result of this, Brice Aggregates Ltd will be required to relocate the existing plant site and site access, for which planning permission is sought.

The mineral processing plant, and ancillary activities (referred to as 'the application site') will be relocated to a new parcel of land to the east of the existing permitted boundary. It is also proposed to establish a freshwater and silt settlement lagoon in the east of this area (*Drawing 3279/FRA/01*), and conveyor infrastructure to connect the relocated plant site with the current workings. In total, the Application Area is approximately 8.3 ha.

Hafren Water has been commissioned by Brice Aggregates Ltd to carry out a Flood Risk Assessment (FRA) to support the planning application.

1.2 Scope of the assessment

The majority of the application site is located within Flood Zone 1 on the Environment Agency's Flood Map for Planning, where the probability of fluvial flooding in any one year is less than 1 in 1,000 (<0.1%) Annual Exceedance Probability (AEP). However, land to the east is located in Flood Zones 2 and 3, including the land proposed for the new lagoons. The site is over 1 ha in size; therefore an FRA is required in accordance with National Planning Policy and Guidance.

This FRA considers the likelihood of flooding to and from the site, the associated hazards and the vulnerability of flood receptors (Section 5). Consideration will be given to the risk from fluvial and rainfall events within a return period of 1 in 100-years (unless otherwise stated), it will include an adjustment for the effects of potential future climate change.

1.3 National Planning Policy and Guidance

This FRA has been undertaken in accordance with the statutory requirements of the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) about development and flood risk.

The NPPF requires developments to:

- Consider climate change over the longer term, to avoid increased vulnerability to the range of impacts arising from climate change
- Ensure new development does not increase flood risk elsewhere
- Avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk
- Where development is necessary, make it safe without increasing flood risk elsewhere and direct the most vulnerable development to areas of lowest flood risk
- Be supported by an appropriate site-specific Flood Risk Assessment, where one is required
- Ensure development is appropriately flood resilient and resistant

1.4 Local Planning Policy

Essex County Council (ECC), as the Lead Local Flood Authority (LLFA), is responsible for ensuring local policy is consistent with national policy. Both County and District/Borough Councils are responsible for encouraging sustainable development and ensuring adherence to NPPF requirements with regards to flood risk management.

ECC has produced a Local Flood Risk Management Strategy (LFRMS). This sets out the aims and actions of the Council to reduce the impact of flooding in the community. They produced a Surface Water Management Plan (SWMP), to understand the risk from local flood sources and establish a long-term action plan to manage these risks.

A Level 1 Strategic Flood Risk Assessment (SFRA) was produced by AECOM for Braintree District Council in November 2016. This represents a high-level assessment of flood risk across the county to guide the preferred location for development by means of a 'Sequential Test'. They proceeded to release a Level 2 SFRA in January 2017 to support the application of the Exception Test for future developments. The Braintree Local Plan 2033 was adopted in July 2022, providing a new planning framework for how the District will sustainably develop between now and 2033. ECC also released a Local Minerals Plan, which identified Colemans Farm as a 'preferred site' for mineral development across Essex.

1.5 Data sources

The following data sources were used in this assessment:

Brice Aggregates Limited

- New Plant Site – Site Plan, March 2022 (Drawing N° C45/11/03)
- Proposed Conveyor Overbridge (Drawing N° C45/11/05)

- New Plant site – Proposed Connections to current site (Drawing N° C45/11/06)
- New Plant site – Outline Restoration Proposals (Drawing N° C45/11/07)

Hafren Water

- Hydrogeological and Hydrological Impact Assessment of the Proposed Plant Site Relocation, including for the establishment and use of a new site access and new ancillary facilities, March 2023

Ordnance Survey (OS)

- 1:25,000 scale series mapping

British Geological Survey (BGS)

- Geological maps, 1:50 000-scale (England & Wales)
- Soils map (Cranfield Soil and Agrifood Institute Soilscales website)

Environment Agency (EA)

- Environment Agency Flood Mapping
- Flood Risk Assessments: Climate Change Allowances
- Product 4 Data

Essex County Council (ECC)

- Local Flood Risk Management Strategy (LFRMS), October 2018
- Surface Water Management Plan, Braintree & Witham, August 2022
- Essex Minerals Local Plan, July 2014

Braintree District Council (BDC)

- BDC Level 1 Strategic Flood Risk Assessment (SFRA), November 2016
- BDC Level 1 Strategic Flood Risk Assessment (SFRA), January 2017
- Braintree District Local Plan: 2033, July 2022

2 PROPOSED DEVELOPMENT

2.1 Site relocation

As part of plans for improvements to the A12, Highways England proposes to construct a new junction, which will cover part of the main site to the west. As a result, it is necessary to relocate the current plant site and ancillary activities out of the A12 works footprint. It is proposed to relocate the following infrastructure to a new parcel of land northeast of Braxted Road and Colemans Reservoir (shown on *Drawing 3279/FRA/01*):

- Primary site access related to the export of processed mineral products.
- Processing plant
- Aggregates stocking area
- RMX plant
- Consented Aggregates Bagging Facilities
- Silt and freshwater lagoons, and associated water management systems

It is also proposed to establish the following infrastructure in the application site:

- A second weighbridge and site offices
- A second messroom and car parking
- A second wheel wash
- Field conveyor system, supported by a bridge over Braxted Road to support the re-development of the site

Mineral extraction at the site will continue in the same manner as currently.

The proposed site layout plan is shown in *Appendix 3279/FRA/A1*. Mineral processing plant will be sited in the west of the site along with the associated stockpiles. The site offices, RMX plant, bagging plant, wheel wash and car parking will be towards the centre of the site. During construction and operation of the site, topsoil and subsoil will be stripped from it and stored in bunds around the perimeter. Subsoil will be placed in a 4 m high bund along the western and northeastern boundary of the site. Topsoil will be stored in 3 m high bunds around the remaining perimeter, omitting the eastern part, which will provide site access and also lies within Flood Zone 3.

Construction of a field conveyor from the main quarry site to the new plant site will be required. It is proposed to locate this along the southeastern edge of Colemans Reservoir, crossing over Braxted Road using a bridge. A design plan is provided in *Appendix 3279/FRA/A2* and the proposed connection to the main site is shown in *Appendix 3279/FRA/A3*.

2.2 Restoration

The proposed restoration concept for the site is to return it back to agriculture with nature conservation habitat, providing the required biodiversity net gain. This will be achieved using site-derived, natural soils that have been stockpiled for the purpose. Ground levels will be returned to approximate pre-development elevations.

The proposed restoration plan is shown in *Appendix 3279/FRA/A4*.

2.3 Site water management

It is proposed to establish new freshwater and silt settlement lagoons in the east of the site. They will be formed through the phased extraction of in-situ sand and gravel, creating additional silt settlement storage every 3-4 years. During creation of the lagoons, temporary dewatering will be necessary to allow clay (underlying the sand and gravel), to be obtained for use in the construction of the lagoon. The sides will be lined with the clay to enable plant water management to operate on a closed-circuit basis. The clean water lagoon will need replenishing after water is lost through mineral processing. This water will be replenished using water gained through dewatering at the main quarry site.

No active water management will be required post-restoration. The silt settlement lagoon will be mostly backfilled with natural overburden or clay from mineral extraction to levels agreed within the proposed restoration scheme, and returned to agricultural use together with the rest of the site. The clean water lagoon will be partially backfilled, as part of a proposed biodiversity enhancement area, water will be allowed to remain within a wetland mosaic. This will not require any active management and is deemed as 'Water Compatible' land use. A swale is proposed between the wetland and reinstated agricultural land to manage surface water naturally.

3 SITE DESCRIPTION

Baseline conditions reported in this section relate only to the site.

3.1 Location and setting

The site is located directly southeast of the hamlet of Rivenhall End, approximately 2.5 km east of the centre of Witham and 1.5 km north of Little Braxted Village (*Drawing 3279/FRA/01*). The centre of the site is located at National Grid Reference (NGR) TL 8443 1596, with the nearest postcode being CM8 3EZ. Access to the main quarry site is primarily from its western boundary via Little Braxted Lane, although there is a secondary access onto Braxted Road.

The application site is situated directly east of the operational quarry, separated only by a minor road (Braxted Road) and Colemans Reservoir. This application amongst other matters seeks to relocate the primary access onto Braxted Road. The proposals seek to utilise and develop an existing agricultural/commercial access into Appleford Farm. The proposed site layout is provided in *Appendix 3279/FRA/A1* and the application boundary is shown on *Drawing 3279/FRA/01*.

The site is bounded to the north and east by land associated with two dwellings, Appleford Farm Cottages and Rose Cottage. A small pond and woodland area is situated between these, on the immediate northern border of the site. The A12 is around 450 m to the west and the River Blackwell is located approximately 25 m from the eastern boundary of the site.

3.2 Topography

According to LIDAR data, land around the site is characterised by low relief, with maximum elevations within the site around 17–17.5 metres Above Ordnance Datum (mAOD). The land very gently slopes west-east towards the River Blackwater, situated at around 16 mAOD. Along the western and northern borders of the site the land rises to a maximum of 22 mAOD.

3.3 Ground conditions

The predominant soil type across the site is loamy, freely draining and slightly acidic but base-rich (as described by the Cranfield National Soil Research Institute).

Superficial River Terrace deposits occur extensively together with alluvium within the River Blackwater valley and its tributaries. The River Terrace deposits comprise sand and gravel, exhibiting medium to high permeabilities and are classified by the EA as Secondary 'A' aquifers. Immediately northwest of the site there is an area of head deposits, consisting of silt,

sand and gravel. They are defined as either unproductive and/or Secondary (undifferentiated) aquifers.

The London Clay Formation underlies superficial strata across much of the region and is classed as low permeability and unproductive unit, not capable of transmitting groundwater. It therefore restricts vertical flow of groundwater from overlying deposits to underlying aquifers. A substantial thickness of clays underlies the River Terrace aquifer; hence it is not necessary to consider deeper aquifers in this FRA.

A detailed description of the geology at the site, including a review of mineral investigations carried out in 2005, 2008 and 2022, and the associated borehole logs, can be found in the Hafren Water Hydrogeological Impact Assessment (HIA) (March 2023).

3.4 Hydrology

Hydrological characteristics have been derived from Ordnance Survey maps and previous knowledge of the site and features of significance are labelled on *Drawing 3279/FRA/02*.

Land within the application site is not currently formally drained. Surface water flows currently either infiltrate into underlying ground or flow overland to the River Blackwater east of the site.

3.4.1 Watercourses

The largest watercourse in the vicinity of the site is the River Blackwater, located 25 m east. The river flows southwest in this location and discharges into the Chelmer and Blackwater Navigation (canal) approximately 8 km downstream, which continues into the Blackwater estuary, approximately 15 km downstream of the site.

The nearest named 'ordinary watercourse' (as defined by the EA) is the Burghey Brook. It flows north-south, intersecting the main quarry site approximately 750 m southwest of the site. Running parallel to, and west of, Burghey Brook, another unnamed watercourse traverses the main site; this joins up with Burghey Brook before joining the River Blackwater 400 m downstream. Another tributary of the River Blackwater flows east around 400 m north of the site, meeting the Blackwater around 375 m to the northeast.

3.4.2 Waterbodies

A number of waterbodies exist within the main site, associated with the water management scheme for the existing mineral workings and mineral processing plant (shown on *Drawing 3279/FRA/02*).

Two waterbodies are located within the immediate vicinity of the site:

- Colemans Reservoir - the largest waterbody, situated to the southwest, on the opposite side of Braxted Road and at an elevation 4 m higher than the site. This is an agricultural irrigation and fishing reservoir, constructed in 1979. It is clay-lined and has a capacity of 341,000 m³ (75 million gallons)
- A small pond (approximately 0.14 ha) is located alongside the northeastern border of the site, contained within a small area of woodland. The indicative elevation data taken from LiDAR, suggests that this is likely to be a groundwater-fed pond

Neither of these waterbodies are connected to the wider watercourse network.

3.4.1 Groundwater flow and levels

Groundwater levels within the River Terrace deposits in the vicinity of the main quarry and the site have been recorded in eight monitoring boreholes, installed in February 2008. Detailed explanation of the borehole data is given in the HIA (March 2023) and is summarised below:

The closest borehole to the site, RH08/14, is located next to the immediate eastern boundary, between the site and the River Blackwater. Under pre-quarrying conditions, between 2008-2009, the maximum groundwater levels of 17.05 mAOD were observed 400 m north of the site. Groundwater levels in the vicinity of the application site vary between approximately 15.8 and 12.5 mAOD (based on 2022 data), equivalent to 0.2 to 4.7 metres below ground level (mbgl).

Following the commencement of mineral extraction and dewatering in October 2016 groundwater levels have declined and locally the groundwater flow direction is now westwards north of Colemans Reservoir and south-southwestwards in the south of the application site. The southwesterly flow direction, towards the River Blackwater, is maintained away from dewatering.

4 BACKGROUND AND KEY DOCUMENTS

4.1 Flood zone and vulnerability classifications

Mapping produced by the EA shows that the application site lies predominantly within Flood Zone 1 (low probability of fluvial and tidal flooding), although small areas in the southeast are within Flood Zones 2 and 3. Flood Zone 1 comprises land assessed as having less than a 1 in 1000 annual probability of river or sea flooding in any given year (<0.1%). Land closest to the River Blackwater is located in Flood Zones 2 and 3.

Within the application site, the proposed lagoons are classified as 'Water Compatible' and the plant area (including all ancillary facilities together with the field conveyor) is 'Less Vulnerable' in accordance with the NPPF and PPG. According to Table 2 of the PPG, it is considered appropriate for 'Water Compatible' development to be located within Flood Zones 1, 2 and 3. The Sequential Test is therefore considered to be passed and the Exception Test need not be applied. The 'Less Vulnerable' parts of the site are limited to Flood Zone 1 only.

4.2 Local Policies and Guidance

4.2.1 Braintree District Council Level 1, Strategic Flood Risk Assessment (SFRA)

The NPPF states that Local Plans should be supported by a Strategic Flood Risk Assessment (SFRA) that defines information regarding the probability of flooding, taking all sources of flooding and the impacts of climate change into account. SFRA's provide the foundation for applying the Sequential Test on the basis of the flood zones.

The Braintree District Council Level 1 SFRA was completed by AECOM in November 2016. Key points of the SFRA relevant to the site include:

- Flooding of the River Blackwater occurred in March 1947 and December 2001 – both events were associated with heavy rainfall
- The areas most frequently affected by surface water flooding include Witham and Braintree and are predominantly in, but not limited to, urban areas
- Highways Agency information suggests that the A12 is susceptible to surface water flooding, largely southwest of Kelvedon, including the stretch running past the site
- In Witham, as well as other areas in the region, it is predicted that increased flow into sewerage systems can be accommodated within the existing network. Therefore there is no immediate constraint to development

- Colemans Reservoir is not identified to be a flood risk to the area

The Level 1 SFRA raises no concerns for this site.

4.2.2 Braintree District Council Level 2, Strategic Flood Risk Assessment (SFRA)

Released by BDC in January 2017, the Level 2 SFRA provides information to support future development sites that require the Exception Test. It highlights that it is considered appropriate for 'Water Compatible' developments to be located in all flood zones. The application site is not one of the potential development sites considered in the Level 2 SFRA.

4.2.3 Essex County Council Local Flood Risk Management Strategy (LFRMS)

The Essex LFRMS was published in October 2018 with the aim of reducing the impact of local flooding in communities, defining local flooding as being 'from man-made drainage systems, small watercourses and rainfall off the land'. The LFRMS outlines nine objectives related to flood risk assessment and awareness in Essex, and seven measures for how they plan to achieve such objectives, as follows:

- *'Measure 1: Investigating floods, primarily through contact with affected residents.*
- *Measure 2: Mapping local routes for water. A record is kept of structures and features that form part of local drainage, including pipes, bridges, or raised banks, all available to view through an online map on the ECC website*
- *Measure 3: Looking after our watercourses, particularly checking that 'ordinary watercourses' have not been built over, filled in or piped.*
- *Measure 4: Planning for future floods. This includes improving flood modelling through data collection, and creation of management plans such as the SWMP.*
- *Measure 5: Influencing new development and drainage, primarily through the promotion of SuDS and ensuring that proposals meet the requirements of local and national planning standards.*
- *Measure 6: Building new flood defences.*
- *Measure 7: Encouraging community involvement in flood resilience.'*

These measures have been considered throughout this assessment.

4.2.4 Braintree District Local Plan: 2033

The BDC Local Plan (July 2022) provides a vision and planning framework for the development and growth of the district between release and 2033. It replaces their 2005 Local Plan and Core Strategy (2011), identifying the most sustainable locations for development. The Core policy (with regard to flood risk), includes:

- The Council will minimise exposure of people and property to the risks of flooding. In particular, the Sequential Test will be applied to avoid new development being located in areas of flood risk
- SuDS will be used wherever possible to reduce flood risk, promote groundwater recharge, enhance biodiversity and provide amenity benefit, unless, following an adequate assessment, soil conditions and/or engineering feasibility would render application of SuDS on the site financially unviable
- Developers must engage in discussions with water and sewerage providers at the earliest opportunity, to provide evidence with their planning application that there is capacity for their proposals

The 2033 Local Plan supersedes the Core strategy, allocating the most appropriate land for sustainable development in the Braintree area. It sets out a number of strategic objectives, designed to support the vision for the county:

- LPP 74 outlines flood risk policy. It focuses on guidance for Flood Zones 2 and 3, generally stating that new development shall be located on Flood Zone 1 or areas with the lowest probability of flooding, taking climate change into account and will not increase flood risk elsewhere
- LPP 75 outlines surface water management policy. It states that the council will require development to have regard to and contribute positively towards delivering the aims and objectives of the Braintree and Witham surface water management plan (SWMP)

The policies and guidance within the Local Plan and Core Strategy have been considered throughout this assessment.

4.2.5 Essex County Council – Essex Minerals Local Plan

The Essex Minerals Plan (July 2014) is a statutory Development Plan designed to accompany the Local Plan, identifying sites for the extraction of sufficient quantities of mineral within Essex, facilitating development over the plan period.

The plan specifically discusses the land at Colemans Farm as a 'preferred' site for mineral development across Essex. The location of such 'preferred' sites was informed at all stages by the SFRA.

ECC is in the early stages of development of an emerging Minerals Local Plan, which would end the existing plan to 2040.

4.2.6 Braintree and Witham Surface Water Management Plan (SWMP)

A SWMP outlines the preferred surface water management strategy and establishes a more detailed, long-term action plan to influence planning, investment and maintenance of developments. They increase understanding of the causes, probability and consequences of surface water flooding, as well as where it is likely to occur to inform spatial and emergency planning functions. Furthermore, SWMPs identify opportunities where SuDS can play a more significant role in managing surface water flood risk. Some of the key points include:

- Out of the ten areas in Essex where a SWMP has been completed, the Braintree and Witham area is ranked seventh within the county in terms of properties at risk of surface water flooding
- Five Critical Drainage Areas (CDAs) were highlighted within the study area, four of which are immediately west-southwest of the site. A CDA is defined as 'a discrete geographic area (usually a hydrological catchment), where multiple or interlinked sources of flood risk cause flooding during a severe rainfall event thereby affecting people, property or local infrastructure'
- The site is also shown to be bordered to the north and east by areas of 'High' risk of surface water flooding

Despite this, the application site itself is not identified as being at risk of surface water flooding under the SWMP, therefore the SWMP does not raise any concerns for this site.

4.3 Climate change

In May 2022 the EA published an update on climate change allowances for both peak river flows and peak rainfall intensity. The site is within the Combined Essex Management Catchment.

4.3.1 Peak river flows

The guidance specifies different allowances that should be made in terms of peak river flow depending on River Basin District. A range of climate change allowances for peak river flow is provided; 'Upper end', 'Higher central' and 'Central', depending on the nature of the development. Peak river flow allowances for this catchment are as summarised in *Table 3279/FRA/T1* below:

3279/FRA/T1: Combined Essex Management Catchment Peak River Flow Allowances			
	Central	Higher	Upper
2020's	7%	13%	27%
2050's	8%	16%	37%
2080's	25%	38%	72%

This 'Less Vulnerable' development is located within Flood Zone 1 with any areas in Flood Zones 2 and 3 being 'Water Compatible'. Therefore, in accordance with EA guidance, the Central Allowance is applicable.

5 FLOOD RISK TO THE SITE

5.1 Potential sources of flooding

The risk of flooding to the application site has been assessed by examining the likelihood (frequency or return period) of flooding and the consequences of flooding (fatalities, property damage, disruption etc), which typically depend on the vulnerability of the site, the flood depth, velocity, speed of onset and duration. A qualitative assessment of the consequences of flooding to the site has been made from a range of potential flood sources:

- Fluvial flow
- Tidal
- Pluvial (surface water run-off)
- Groundwater flow
- Sewer and/or water mains leakage

5.2 History of flooding at the site

There is no history of flooding at the application site according to the Level 1 SFRA (Nov 2016). The EA recorded flood outlines show flooding only associated with the River Blackwater to the eastern boundary of the site.

5.3 Fluvial flooding

Fluvial (river) flooding occurs when a watercourse cannot accommodate the volume of water draining into it from the surrounding catchment.

The application site is located predominantly within Flood Zone 1 according to the EA's fluvial flood map (*Drawing 3279/FRA/03*).

Around 23% of the proposed main plant site is within Flood Zone 2 and 11% in Flood Zone 3 associated with the floodplain of the River Blackwater. The majority of site operations are not located within this area, however small sections of bund and lagoons will be. Product 4 modelling data has been obtained from the EA (in shapefile format). Mapping of this data is shown on *Drawing 3279/FRA/05* and shows the modelled flood extents for various return periods.

Modelled flood levels and velocities are available for various nodes located along the river. The data from four nodes in the vicinity of the site have been provided and summarised in *Table 3279/FRA/T2* (levels) and *Table 3279/FRA/T3* (velocities), respectively, below:

3279/FRA/T2: River Blackwater Undefended Modelled Levels [mAOD]								
Node Point ID	Grid Reference	2010 Flood Level Fluvial (mAOD)						
		1 in 20-yr	1 in 20-yr +CC	1 in 75-yr	1 in 100-yr	1 in 100-yr +CC	1 in 1000-yr	1 in 1000-yr +CC
ID 327	TL 84667 16013	16.35	16.415	16.461	16.518	16.552	16.915	17.074
ID 521	TL 84470 15808	16.103	16.171	16.218	16.276	16.309	16.781	16.954
ID 524	TL 84424 15805	16.034	16.099	16.143	16.199	16.232	16.746	16.921
ID 330	TL 84392 15804	15.987	16.045	16.085	16.135	16.163	16.351	16.45
Average across 521, 524 & 330		16.041	16.105	16.149	16.203	16.235	16.626	16.775

3279/FRA/T3: River Blackwater Undefended Modelled Velocities [m/s]								
Node Point	Grid Reference	2010 Flood Velocity Fluvial (m/s)						
		1 in 20-yr	1 in 20-yr +CC	1 in 75-yr	1 in 100-yr	1 in 100-yr +CC	1 in 1000-yr	1 in 1000-yr +CC
ID 327	TL 84667 16013	23.084	27.017	30.001	33.953	36.375	54.463	71.133
ID 521	TL 84470 15808	23.063	26.999	29.99	33.941	36.371	54.389	67.814
ID 524	TL 84424 15805	23.058	26.998	29.987	33.938	36.362	54.376	68.79
ID 330	TL 84392 15804	23.058	27.003	29.987	33.938	36.36	54.373	66.095

The modelled flood extent, for the 1000-year and 1000-year + climate change return periods, appears to overlap the proposed footprint of the bund in the southeastern corner of the site. The proposed bund is anticipated to be at an elevation of around 18.9 mAOD. This is above the flood level for all modelled return periods. Therefore, flood water would not encroach onto the application site at this point.

The ground levels in the proposed lagoons area are around 16.2 mAOD and at a lower elevation than the flood levels at the nearest node, 16.35–17 mAOD (ID 327) for the 1 in 1000-year return period (refer to *Table 3279/FRA/T2*). However, flooding of this feature is not a concern due to its water compatible nature.

The remaining land within the eastern area of the application site, immediately south of the lagoons, is also situated at a lower elevation than the flood levels for all return periods. No bunds or other facilities are proposed in this area. Due to this part of the application site having no operational function, flooding is not a concern.

There is the possibility that should flooding of the River Blackwater occur, the southeastern bund will displace flood water. However this volume will be minimal in comparison to the

overall floodplain size (less than 238 m³ during the extreme 1 in 1000-year + climate change event). Displaced floodwater would likely be diverted eastwards towards the proposed lagoons, where water would be stored. Furthermore, the model from which these flood levels were derived was produced in 2010. Initial mineral extraction in the main quarry area did not begin at the main site until 2016, therefore the model does not consider the additional storage capacity this area will provide. As a result, flooding of the site may not occur as predicted by EA modelling.

Based on the lack of local potential receptors and the small scale impact of the bunding on flood displacement, it is unlikely to significantly increase the risk of fluvial flooding to areas downstream.

The field conveyor is also proposed to be within Flood Zone 2. However, due to the nature of its construction, ie raised above ground (see *Appendix 3279/FRA/A2*), this will have little to no impact on flood flows, meaning no flood water would be displaced by it.

Modelled velocities at selected nodes (within the river channel) vary from 23.058 m/s for the 1 in 20-year event, to 71.133 m/s for the 1 in 1000-year + climate change event. These velocities are unlikely to occur within Flood Zone 2 areas and are therefore not considered critical to the design of the field conveyor.

The proposals will not increase the number of people working within the floodplain.

Post-restoration, the plant site and earth bunds will be removed, and the application site will be largely returned to agriculture and, smaller areas, to nature conservation purposes. Such uses are considered to be 'Water Compatible', therefore flooding of the application site is not a concern.

There are no historical records of fluvial flooding affecting the application site. The overall risk of fluvial flooding to the application site is considered to be 'Low' and additional mitigation measures are not required.

5.4 Surface water flooding

Surface water (pluvial) flooding occurs when rainwater does not drain away through the normal drainage system or soak into the ground. Instead, it lies on or flows over the ground. This can typically happen following high rainfall storm events when the internal drainage system is unable to cope with the amount of surface run-off or when ground profiles are uneven and facilitate ponding.

The EA's Risk of Flooding from Surface Water map (*Drawing 3279/FRA/04*) shows that overall the site has a 'Very Low' risk of flooding from surface water (<0.1% probability each year). Areas identified to be at 'Low' and 'Medium' risk are to the east of the application site, adjacent to the River Blackwater, the outline of which is slightly less than that of the fluvial floodplain. As discussed in Section 5.3, flooding in this area is not a concern due to operations being water compatible.

'Low' risk (0.1–1% probability) has been identified in relation to the pond just east of the site as well as within Colemans Reservoir and along a portion of Braxted Road. Additionally, two small areas of 'Low' and 'Medium' Risk (1–3.3%), are located in the centre of the application site, slightly southwest of the pond. This risk is likely associated with minor topographical depressions that will be levelled as part of the proposals.

The proposed restoration will return the application site to near existing ground levels, meaning that long-term changes in surface water run-off patterns are not expected. No sensitive receptors will exist and there will be no additional flood risk to the site.

As noted in the Braintree SWMP (Section 4.2.4), out of the ten areas examined, the Braintree and Witham area was ranked seventh in terms of surface water flood risk. While there have been historical surface water flooding events in the urban areas of Witham, none have been reported to extend over the site.

Therefore, the overall risk of surface water flooding to the operational site is considered to be 'Very Low'.

5.5 Groundwater flow and levels

Groundwater flooding occurs when the watertable rises to meet the ground surface. It is most likely in areas above an aquifer, where water levels can rise following prolonged rainfall.

As noted in Section 3.4.1, the highest groundwater level recorded close to the application site is 0.3 mbgl, close to the River Blackwater.

Long-term groundwater flows beneath the majority of the site (where the sand and gravel aquifer is undisturbed) will be unaffected by the development. It is only in the lagoon area that changes to the pre-existing flow pattern will occur, due to lining of the lagoons with clays. This will effectively divert groundwater flows to the east and west of the lagoons. It is not expected that any impacts from this will be discernible beyond more than a few metres from the lagoons themselves.

As a result, the flood risk associated with groundwater is considered to be 'Low'.

5.6 Flooding from sewers and water mains

Sewer flooding generally results in localised short-term flooding caused by intense rainfall events overloading the capacity of sewers. Flooding can also occur because of blockage, poor maintenance, structural failure or surcharging of the system due to high water levels in a receiving watercourse.

Due to its present agricultural use and the relatively rural nature of the surrounding area, public sewerage and water mains are unlikely to be present within the site and general area. It is possible that private sewers and water mains are present at nearby farms and beneath Braxted Road, however if flooding of these were to occur it would be contained within the highway and be diverted south, away from the site.

The development will not require any new connections to existing sewerage systems. Therefore, the risk of flooding from sewers and water mains is considered to be 'Low'.

5.7 Flooding from reservoirs, canals and lakes

Reservoir and canal flooding occur after the failure or breaching of a dam wall or canal embankment and is rare in the UK due to regulatory inspections and maintenance.

Colemans Reservoir is situated around 20 m southwest of the application site, on the opposite side of Braxted Road. This is an agricultural irrigation and fishing reservoir, constructed in 1979. It is clay-lined and has a capacity of 341,000 m³ (75 million gallons).

There is also a small pond (approximately 0.14 ha) located alongside the northeastern border of the application site, contained within a small area of woodland. Indicative elevation data taken from LiDAR suggests that this is likely to be a groundwater-fed pond.

The EA Surface Water Flooding map (*Drawing 3279/FRA/04*) suggests there is low risk of surface flooding associated with both of these waterbodies. With the exception of the northeast corner of Colemans Reservoir, the risk of flooding is contained within their boundaries. At this northeast corner the flooding flow path from the Reservoir joins with Flood Zones 2 and 3 associated with the River Blackwater. None of the flood risk associated with these waterbodies enters the site boundary.

It is therefore considered that the risk of flooding from reservoirs, canals and lakes is 'Low'.

6 SUMMARY AND CONCLUSIONS

Colemans Farm Quarry is currently operated by Brice Aggregates Ltd for the production of construction aggregate.

To accommodate a scheme developed by National Highways for improvement works, widening/realigning, of the adjacent A12 trunk road, Planning Permission is now being sought for the relocation of the mineral processing plant (including on site RMX and aggregates bagging plants) and ancillary activities away from land affected by the A12 works. The new proposed plant site comprises a parcel of land to the east of the existing permitted area.

There is no history of flooding at the application site, it being located predominantly within Flood Zone 1. Of the site, 23% and 11% are identified to be in fluvial Flood Zones 2 and 3, respectively. Soil storage bunds will be constructed around the site perimeter as part of the site development. The southeastern corner of the application site will be occupied by a 3 m high bund, raising ground levels in this corner to around 18.9 mAOD. This is 2.8 m higher than the maximum flood levels associated with Flood Zone 2, thereby preventing any flood water from entering the site boundaries. If flooding were to occur, it has been concluded that the bund would displace a minimal volume of flood water (less than 238 m³ during the extreme, 1 in 1000-year + CC event). This water would likely be diverted eastwards towards the proposed lagoons.

The lagoons and land beyond are situated within Flood Zones 2 and 3. However, these are 'Water Compatible' hence flooding does not pose a risk in this area. The effect of the bund on current flood paths and floodplain storage has been deemed as negligible. Moreover, reported flood levels do not consider the increased storage capacity in the vicinity, resulting from the main site quarry void, therefore flooding of the site may not occur as predicted by EA modelling.

Land adjacent to the River Blackwater has been identified as being at 'Low' and 'Medium' risk of surface water flooding. This follows topographical low points associated with the floodplain of the River Blackwater. The small pond adjacent to the northwestern boundary of the site and Colemans Reservoir are also recognised as being at 'Low' risk of surface water flooding, contained within their boundaries.

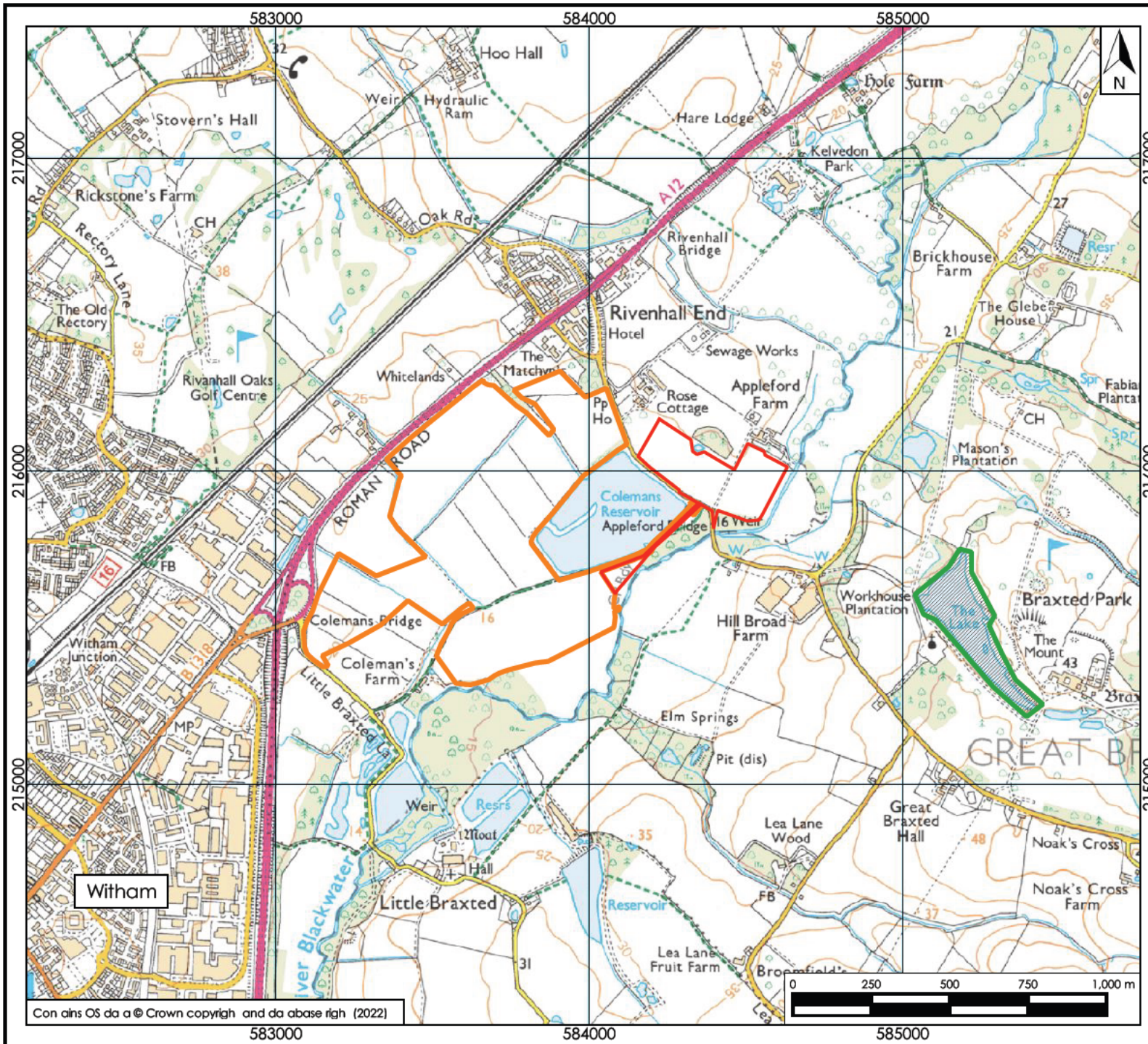
Due to construction of the plant site only entailing removal of topsoil and subsoils, it is not anticipated that groundwater levels will be affected. Construction of the lagoon is not expected to create discernible impacts more than a few metres from the lagoons themselves. Overall, flood risk from groundwater, sewers and reservoirs are all considered to be 'Low'.

The proposed restoration concept for the application site is one of returning the site back to agriculture with some nature conservation habitat to provide the required biodiversity net gain. This will be achieved using site-derived natural soils, stockpiled for this purpose. As a result, no additional flood risks are identified post-restoration.

It is concluded that the relocation of Colemans Farm Quarry Plant Site will not increase flood risk to external areas or create a flood risk that would make its operation unsafe, and no additional mitigation is required.

This assessment has demonstrated that the proposed development satisfies the flood risk requirements of the NPPF, associated technical guidance and local policy.

DRAWINGS



Key

- Proposed Plant Relocation
- 2021 Western Extension
- Braxted Park Nature Reserve

Scale correct at A4

Client Brice Aggregates Limited
 Witham, Essex
 CM8 3EX

Title Site Location

Project Colemans Farm Quarry

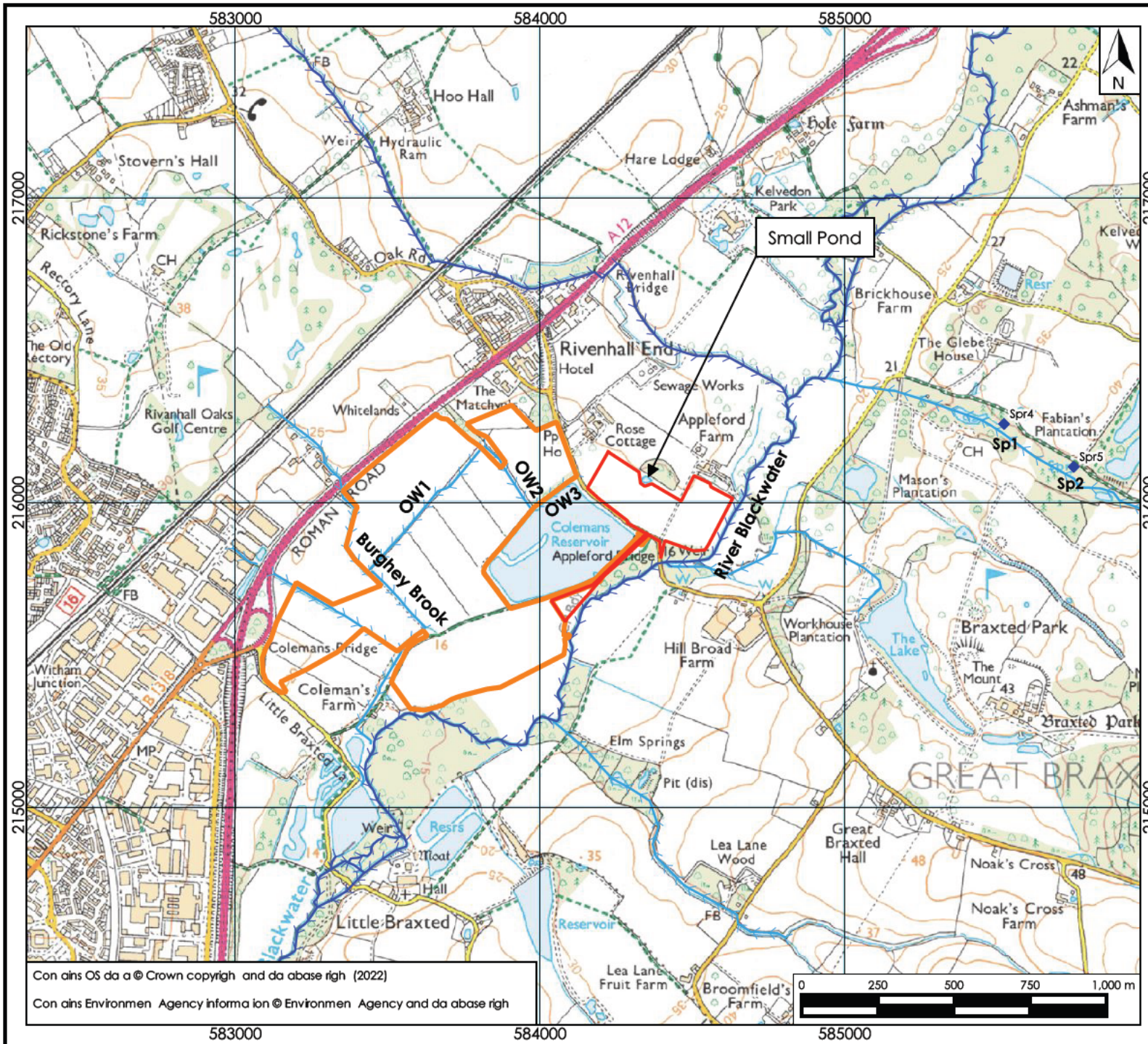
Drawing 3279/FRA/01 Version 1

Date Mar 2023 Scale 1:17,500



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Key

- Main Site Boundary
- Plant Relocation Boundary
- Main rivers
- Other Watercourses
- ◆ Springs

Scale correct at A4

Client Brice Aggregates Limited
 Witham, Essex
 CM8 3EX

Title Hydrology

Project Coleman's Farm Quarry

Drawing 3279/FRA/02 Version 1

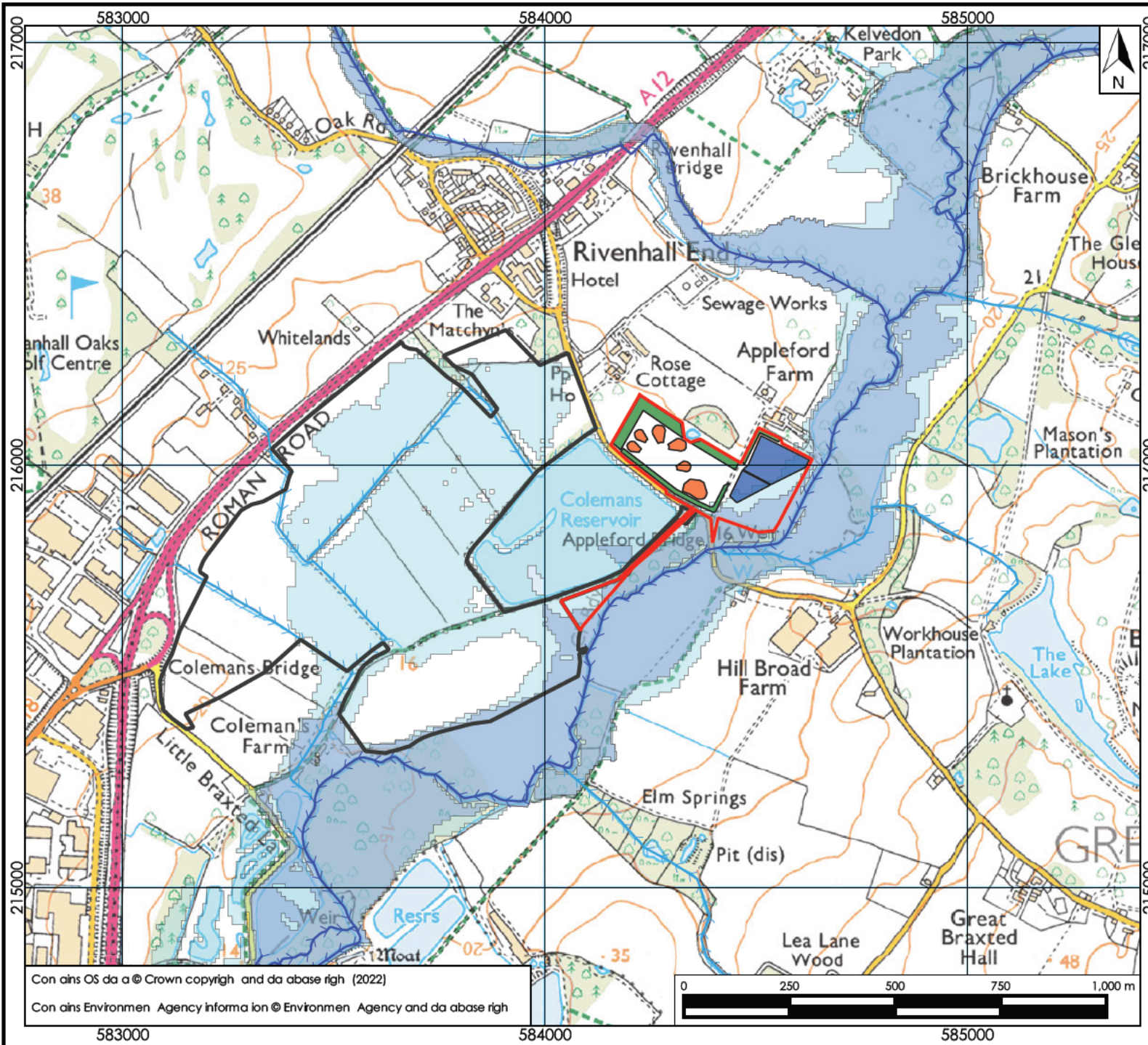
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Key

- Plant Site Boundary
- Quarry Site Boundary
- Main rivers
- Ordinary Watercourses
- Flood Zone 2
- Flood Zone 3

New Plant site Features 2022

- Bund
- Stockpile
- Water

Scale correct at A4

Client Brice Aggregates Ltd,
 Witham, Essex
 CM8 3EX

Title Fluvial Flood Risk

Project Coleman's Farm Quarry

Drawing 3279/FRA/03	Version 1
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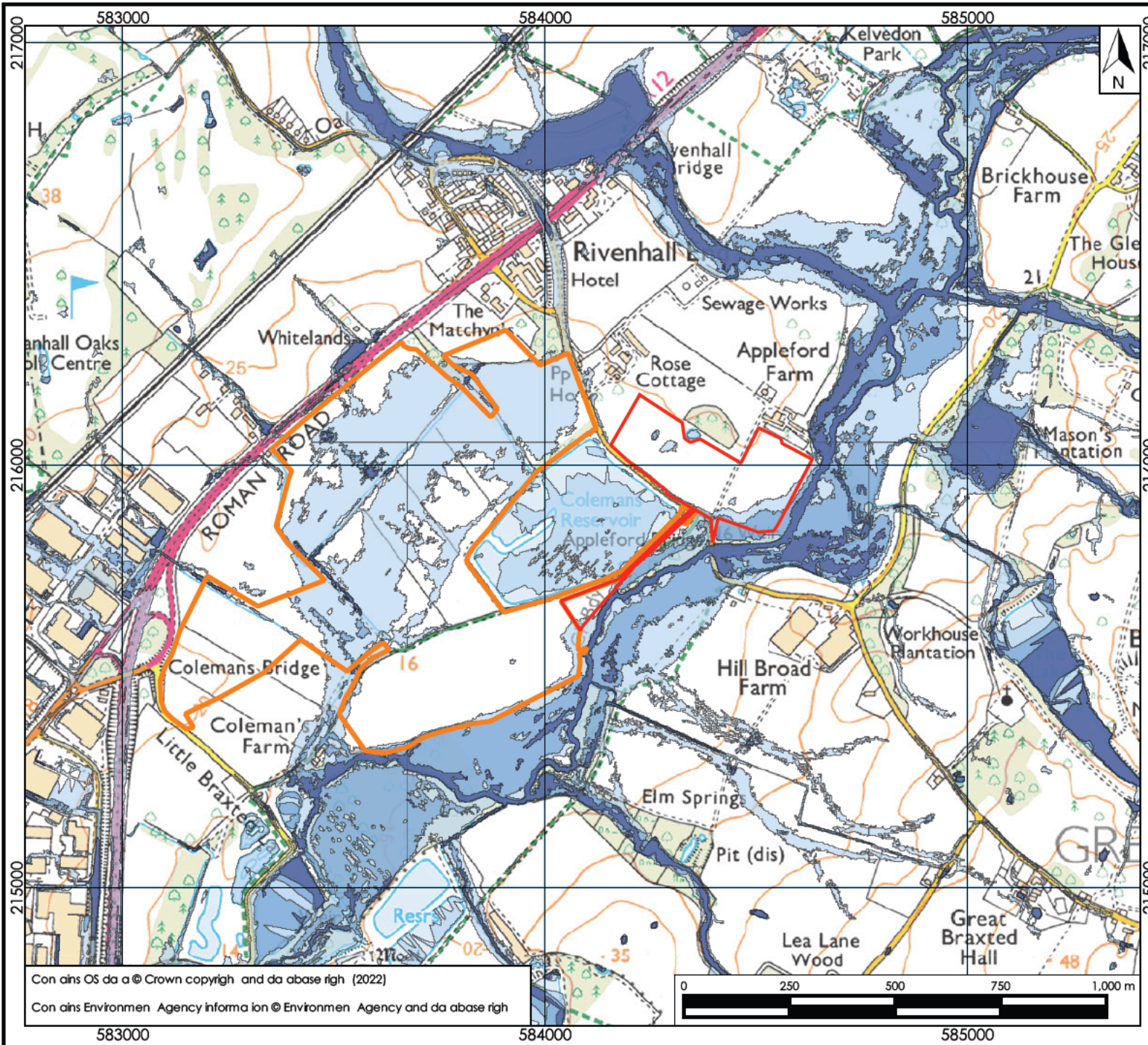
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- Key**
- Plant Site Boundary
 - Current Permission Site 2021
- Surface water flood risk:
- High Risk (1 in 30 year)
 - Medium Risk (1 in 100 year)
 - Low Risk (1 in 1000 year)

Scale correct at A4

Client Brice Aggregates Ltd,
Witham, Essex
CM8 3EX

Title Fluvial Flood Risk

Project Coleman's Farm Quarry

Drawing 3279/FRA/04	Version 1
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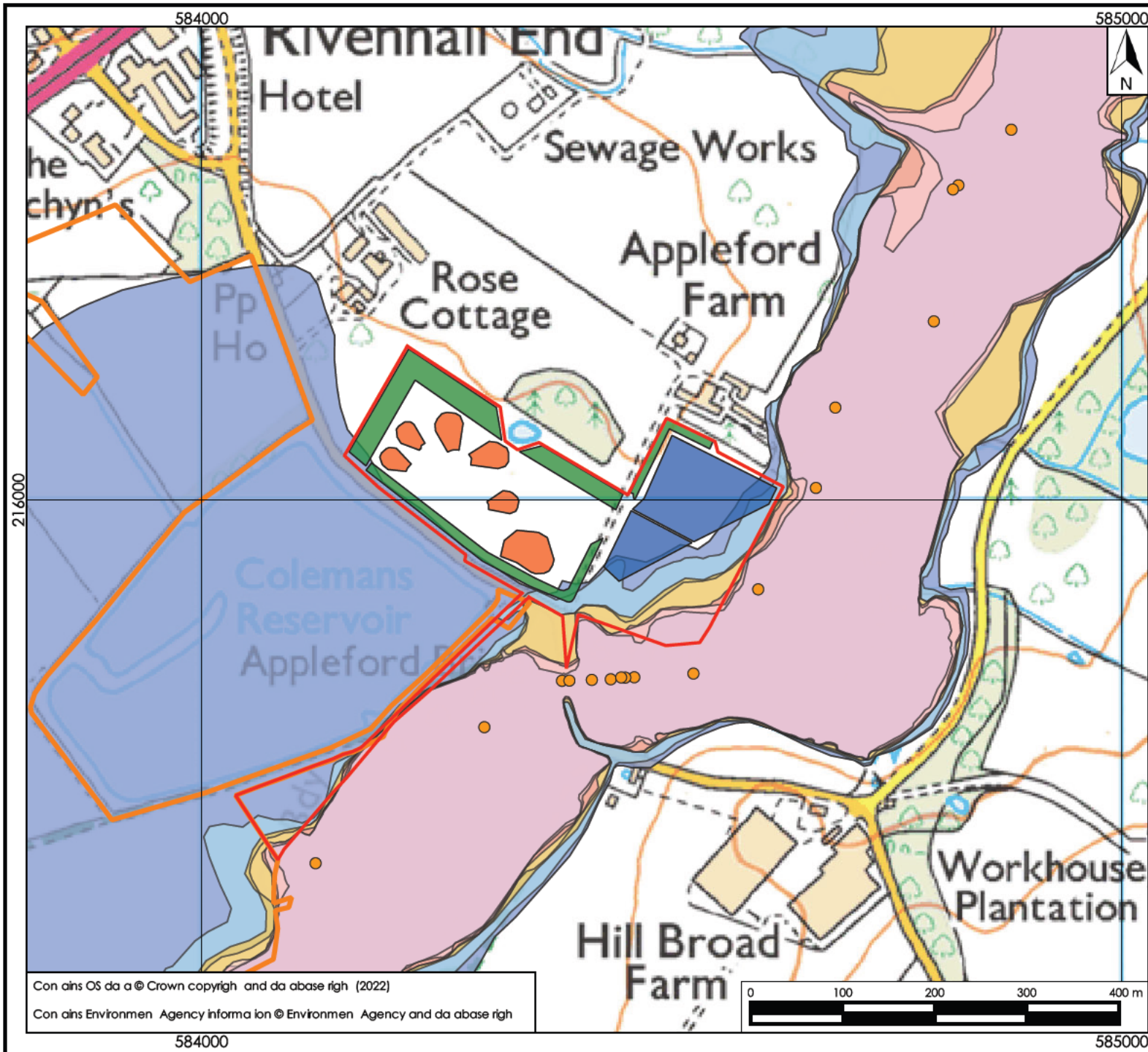
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- Key**
- Plant Site Boundary
 - Current Permission Site 2021
- Plant Features**
- Bund
 - Stockpile
 - Water
 - Node Points
 - Q20
 - Q20_CC
 - Q75
 - Q100
 - Q100_CC
 - Q1000
 - Q1000_CC

Scale correct at A4

Client Brice Aggregates Ltd,
Witham, Essex
CM8 3EX

Title EA Product 4 Data

Project Coleman's Farm Quarry

Drawing	3279/FRA/05	Version	1
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Date	Mar 2023	Scale	1:6,000
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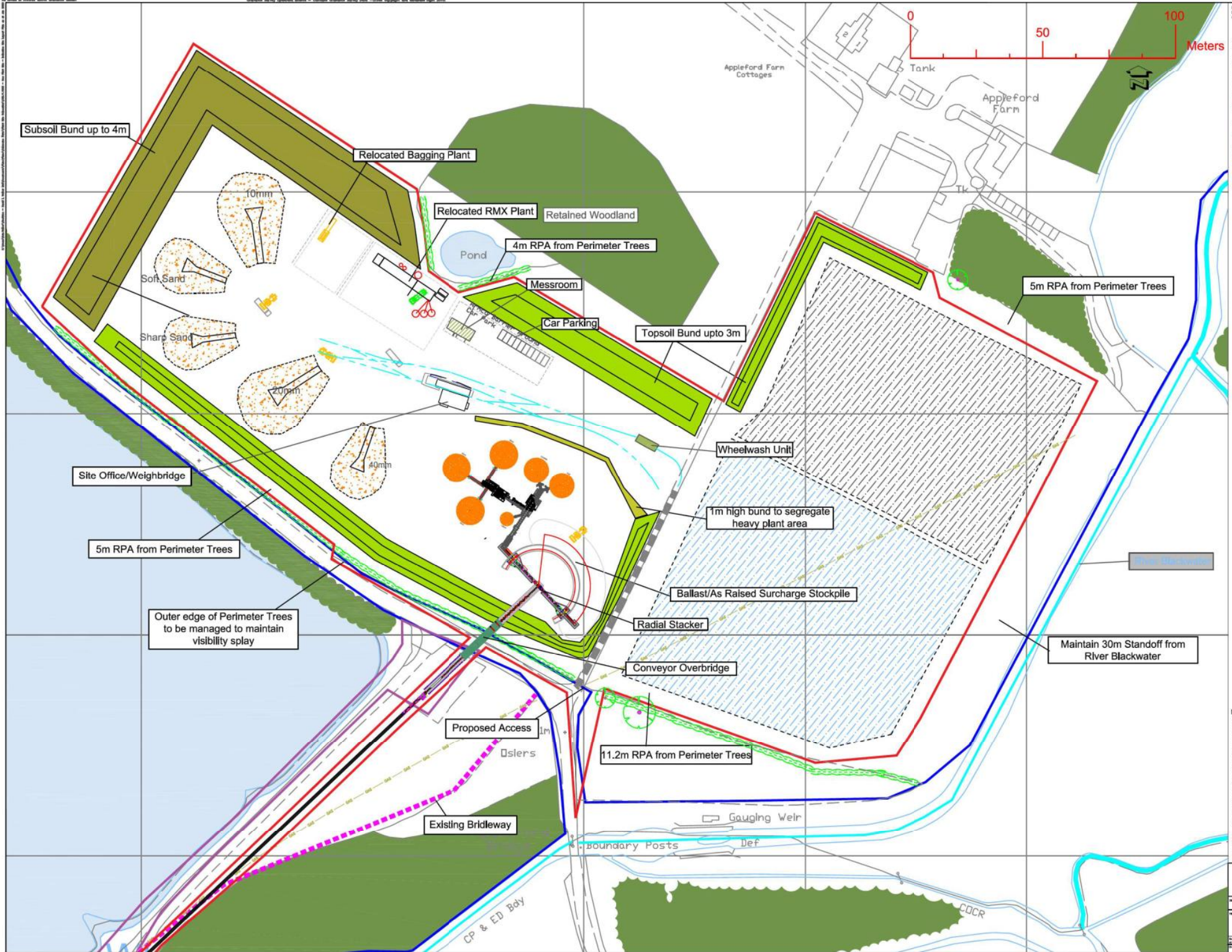
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APPENDIX 3279/FRA/A1

New Plant Site – Site Plan (C45/11/03)



LEGEND

- CURRENT PERMISSION AREA
- OTHER LAND UNDER APPLICANTS CONTROL
- EXISTING BRIDLEWAY ROUTE
- PROPOSED PLANT SITE
- WOODLAND BLOCKS
- TOPSOIL BUND
- SUBSOIL BUND
- STOCKPILES
- FRESHWATER LAGOON
- SILT LAGOON

NOTES

A. Lagoon Design and Operation to be subject to requirements of the Quarries Regulations 1999

B. Outfall to River Blackwater from Lagoons to be regulated through appropriate permits from the EA

C. Extent of and concrete foundations under plant to be defined as part of detailed design

D. Extent of and concrete foundations pad for gas main to be subject to approval by Cadent

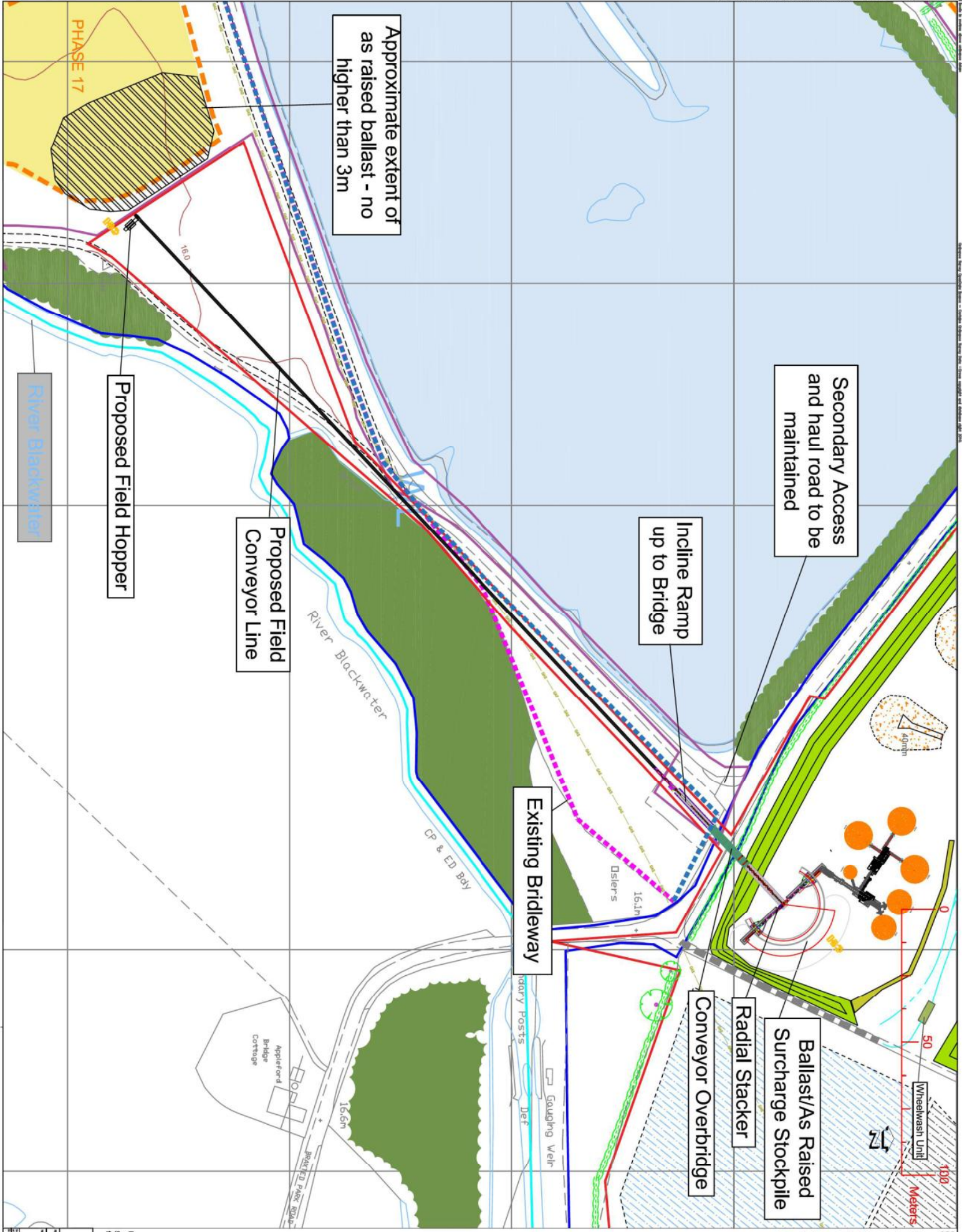
See Plans C45/11/04 - C45/11/06 Inclusive for more details on field conveyor and access.

APPENDIX 3279/FRA/A2

Proposed Conveyor Overbridge (C45/11/05)

APPENDIX 3279/FRA/A3

New Plant Site – Proposed Connections to current plant site (C45/11/06)



Approximate extent of
as raised ballast - no
higher than 3m

Secondary Access
and haul road to be
maintained

Incline Ramp
up to Bridge

Proposed Field
Conveyor Line

Proposed Field Hopper

Existing Bridleway

Ballast/As Raised
Surcharge Stockpile

Radial Stacker

Conveyor Overbridge

Wheelwash Unit

Meters

- LEGEND**
- CURRENT PERMISSION AREA
 - OTHER LAND UNDER APPLICANTS CONTROL
 - EXISTING BRIDLEWAY ROUTE
 - APPLICATION SITE
 - WOODLAND BLOCKS
 - PROPOSED BRIDLEWAY DIVERSION
 - AS RAISED BALLAST STOCKPILE
 - APPROVED EXTRACTIVE AREA

NOTES
See Plan C451106 for more details on
field conveyor field hopper

BRICE AGGREGATES LIMITED

LAND AT APPERFORD FARM, WINTHAM, ESSEX

Proposed Connections to current site

1:1000	10m	24/11/2022	10m
1:1000	10m	24/11/2022	10m
			C451106

APPENDIX 3279/FRA/A4

New Plant Site – Outline Restoration Proposal (C45/11/07)

LEGEND

	APPLICATION SITE
	OTHER LAND UNDER APPLICANT CONTROL
	CURRENT PERMISSION AREA
	BRIDLEWAY 105_29
	EXISTING VEGETATION TO BE RETAINED
	EXISTING CONTOURS AT 1m INTERVALS
	LAND TO BE RESTORED TO LOWLAND MEADOW
	LAND TO BE RESTORED TO ARABLE LAND
	LAND TO BE RESTORED TO REEDBED
	PROPOSED HEDGEROW
	RESTORATION CONTOURS AT 1m INTERVALS
	EXISTING ARABLE LAND TO BE RETAINED
	LAND REINSTATED TO ARABLE FARMLAND
	LAND REINSTATED TO ARABLE MARGIN
	LAND RESTORED TO LOWLAND MEADOW
	LAND RESTORED TO WETLAND/REEDBED MOSAIC
	PROPOSED SWALE
	WILDFLOWER MEADOW
	OFF SITE ENHANCEMENT AREAS
	AREA OF RETAINED REEDBED
	AREA OF REINSTATED REEDBED
	WET GRASSLAND
	WOODLAND
	ORCHARD
	SCATTERED SCRUB GRASSLAND MOSAIC
	ARABLE MARGIN



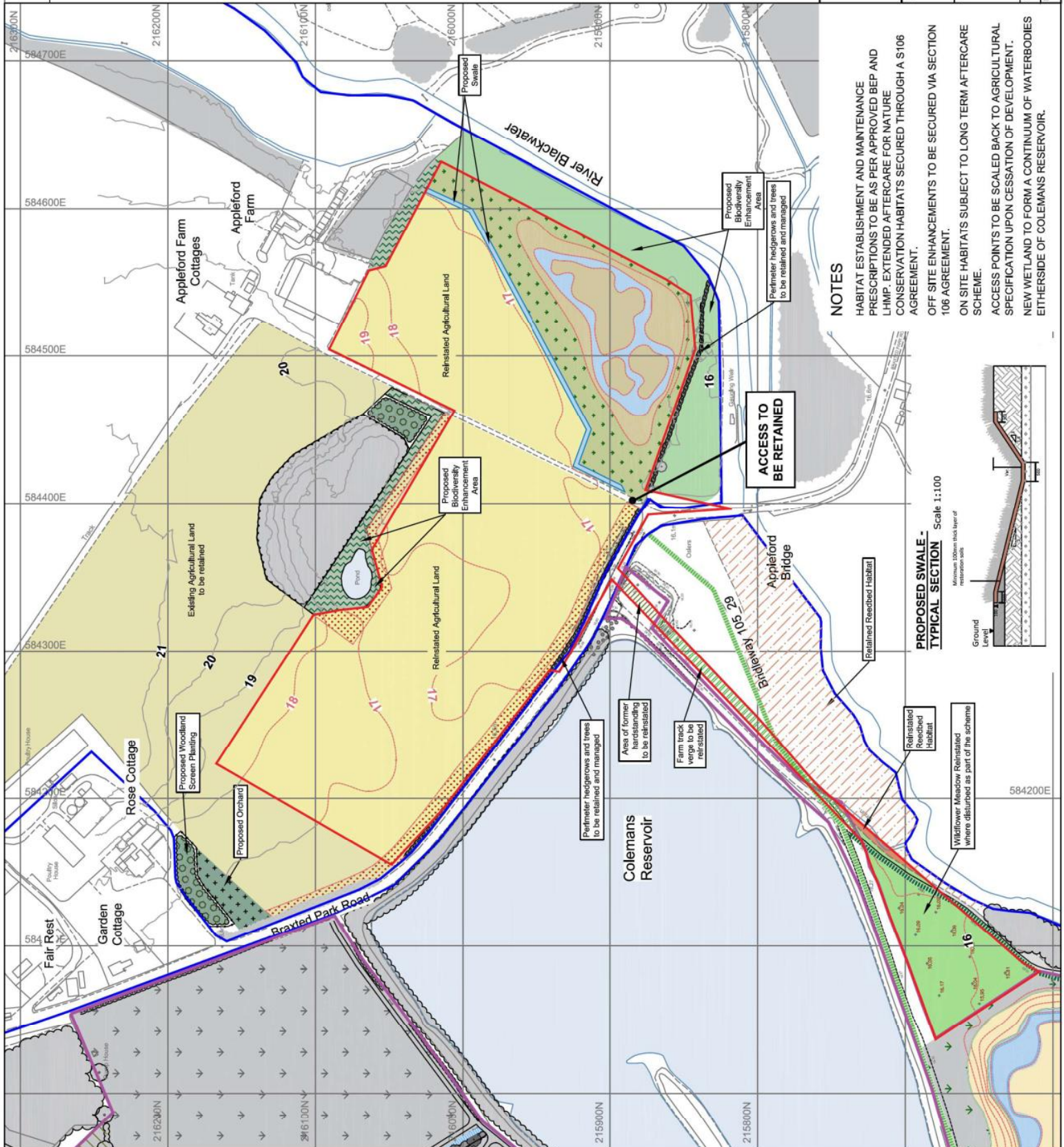
BRICE AGGREGATES

Project: **COLEMAN'S FARM QUARRY WITHAM, ESSEX**

Title: **NEW PLANT SITE: OUTLINE RESTORATION PROPOSALS**

Scale: 1:5000 @ A3
Date: February 2023
Drawing No: C45/11/07

Drawn by: DJA
Checked by: OB



NOTES

HABITAT ESTABLISHMENT AND MAINTENANCE PRESCRIPTIONS TO BE AS PER APPROVED BEP AND LIMP. EXTENDED AFTERCARE FOR NATURE CONSERVATION HABITATS SECURED THROUGH A S106 AGREEMENT.

OFF SITE ENHANCEMENTS TO BE SECURED VIA SECTION 106 AGREEMENT.

ON SITE HABITATS SUBJECT TO LONG TERM AFTERCARE SCHEME.

ACCESS POINTS TO BE SCALED BACK TO AGRICULTURAL SPECIFICATION UPON CESSATION OF DEVELOPMENT.

NEW WETLAND TO FORM A CONTINUUM OF WATERBODIES EITHER SIDE OF COLEMAN'S RESERVOIR.

Appendix 5

Agricultural Land Classification report prepared by LRA dated
October 2022

**SOILS AND AGRICULTURAL QUALITY
OF LAND AT APPLEFORD FARM
WITHAM**

Report 2024/1

20th October, 2022

Land
Research
ASSOCIATES
www.lra.co.uk

**SOILS AND AGRICULTURAL QUALITY
OF LAND AT APPLEFORD FARM WITHAM**

R E Leverton, PhD, FISOilSci, MSB

Report 2024/1
Land Research Associates Ltd
Lockington Hall,
Lockington,
Derby
DE74 2RH
www.lra.co.uk

20th October, 2022

SUMMARY

A soil resources and agricultural land quality survey has been undertaken of approximately 7.5 ha of land at Appleford Farm, Colemans Quarry, Witham, Essex in October 2022.

The land has fine loamy soils over sand and gravel. The soils have a significant droughtiness limitation, which restricts most of the land to to subgrade 3b agricultural quality. A small area of subgrade 3a land occurs in the north-west.

One topsoil and one subsoil resource have been identified for use in restoration. Detailed recommendations for soil resource management are provided in the report.

1.0 Introduction

- 1.1 This report provides information on the agricultural quality of approximately 7.5 ha of land at Appleford Farm, Witham, Essex. The report is based on a survey of the land in October 2022. The land is proposed for the relocation of the existing plant site of the Colemans Quarry.

SITE ENVIRONMENT

- 1.2 The survey area lies to the north-east of Braxted Road and comprises part of a larger agricultural field in the west and a smaller field to the east. The two fields are separated by a farm track.
- 1.3 The majority of the land is level, with a slight rise from the south-east to the north-west. Average elevation is approximately 17 m AOD.
- 1.4 At the time of survey the land contained stubble after a cereal harvest.

PUBLISHED INFORMATION

- 1.5 1:50,000 scale British Geological Survey information records the underlying geology as London Clay Formation. River terrace sand and gravel deposits are recorded to overlie the bedrock across the whole site.
- 1.6 The National Soil Map (published at 1:250,000 scale) records the land as Efford 1 Association: mainly well drained fine loamy soils over gravel, with some similar groundwater-affected soils¹.

¹ Jarvis M.G. *et al.*, (1984). *Soils and their use in South East England*, Soil Survey of England and Wales. Bulletin No. 15, Harpenden.

2.0 Soils

2.1 A soils and agricultural quality survey was carried out in October 2022 in accordance with MAFF (1988) Agricultural Land Classification guidelines². It was based on observations at intersects of a 100 m grid, giving a density of approximately 1 observations per hectare. During the survey, soils were examined by hand augerings and pits to a maximum depth of 1.2 m. A log of the sampling points and a map (Map 1) showing their location is in an appendix to this report.

SHALLOW LOAMS OVER GRAVEL

2.2 These soils cover the majority of the site, comprising slightly to moderately stony sandy clay loam topsoils, over similarly-textured subsoils. The subsoil overlies gravel in a sandy matrix. These soils are freely-draining (Soil Wetness Class I).

2.3 An example profile is described from a pit at observation point 8 (Map 1).

0-30 cm	Dark greyish brown (10YR 4/2) sandy clay loam; 20% (10% > 2 cm) small to medium rounded and sub-angular quartzite and flint; weakly developed coarse sub-angular blocky structure; very firm; many very fine and fine fibrous roots; non-calcareous; smooth clear boundary to:
30-45 cm	Dark yellowish brown (10YR 4/4) sandy clay loam; 20% small to medium rounded and sub-angular quartzite and flint; weakly developed coarse sub-angular blocky structure; firm; no mottles; common very fine and fine fibrous roots; >0.5% biopores; non-calcareous; smooth clear boundary to:
45-100 cm+	Dark yellowish brown (10YR4/4) loamy medium sand and loamy coarse sand matrix between gravel; 70% small to medium rounded and sub-angular quartzite and flint gravel; structure too stony to determine; no mottles; few fibrous roots.

DEEP LOAMS

2.4 This soil was found to occur at a single observation point (Observation point 2, Map 1) on an area with a slight rise in level. The topsoil and upper subsoil are similar to the rest of the site, but is differentiated by having a clay lower subsoil horizon and no gravel within sampling depth. These soils show no signs of wetness and are freely-draining (Soil Wetness Class I).

²MAFF, (1988). *Agricultural Land Classification for England and Wales: Guidelines and Criteria for Grading the Quality of Agricultural Land*.

3.0 Agricultural land quality

- 3.1 To assist in assessing land quality, the Ministry of Agriculture, Fisheries and Food (MAFF) developed a method for classifying agricultural land by grade according to the extent to which physical or chemical characteristics impose long-term limitations on agricultural use for food production. The MAFF ALC system classifies land into five grades numbered 1 to 5, with grade 3 divided into two subgrades (3a and 3b).
- 3.2 The agricultural climate is an important factor in assessing the agricultural quality of land and has been calculated using the Climatological Data for Agricultural Land Classification³. The relevant site data for an average elevation of 17 m is given below.
- Average annual rainfall: 558 mm
 - January-June accumulated temperature >0°C 1459 day°
 - Field capacity period (when the soils are fully replete with water) 101 days
 - Summer moisture deficits for: wheat: 129 mm
potatoes: 127 mm
- 3.3 The survey described in the previous section was used in conjunction with the agro-climatic data above to classify the site using the revised guidelines for ALC issued in 1988 by MAFF⁴. There are no climatic limitations at this locality.

SURVEY RESULTS

- 3.4 The agricultural quality of the land is determined by droughtiness. Other factors have been assessed but do not affect the land grade. Land of grade 3 has been identified.

Subgrade 3a

- 3.5 This land is limited to a very small area occurring on land with deep soils (Map 2). In this area the topsoil and upper subsoil is similar to the rest of the survey area, but a lower clay subsoil is present. Under the dry local climate these stony soils are subject to summer moisture deficits which are likely to reduce average yields of arable crops.

³Meteorological Office, (1989). *Climatological Data for Agricultural Land Classification*.

⁴MAFF, (1988). *Agricultural Land Classification for England and Wales: Guidelines and Criteria for Grading the Quality of Agricultural Land*.

Subgrade 3b

- 3.6 Over most of the site relatively shallow soil profiles over gravel cannot provide sufficient moisture under the climatic conditions at the site to meet the requirements of growing crops. Summer droughtiness is likely to lead to low average yields of arable crops.

Grade areas

- 3.7 The land grades are shown on Map 2 and the areas occupied shown below.

Table 1: Areas occupied by the different land grades

<i>Grade/subgrade</i>	<i>Area (ha)</i>	<i>% of the land</i>
Subgrade 3a	0.2	3
Subgrade 3b	7.3	97
Total	7.5	100

4.0 Soil resources

- 4.1 There are two soil resource units identified for land restoration: one topsoil and one subsoil, which are described below. Potential yield estimates are based on stripping all soils within the site.

TOPSOIL

TS1 This resource comprises the slightly stony loamy topsoils which are found across the site. They should be stripped to an average thickness of 300 mm.

The estimated potential yield is **22,500 m³**.

SUBSOIL

SS1 This resource comprises the permeable fine loamy upper subsoil across the whole site. It is moderately well structured and slightly to moderately stony) and should be stripped to an average thickness of 300 mm.

The estimated potential yield is **22,500 m³**.

- 4.2 Deeper soil layers are not considered to be useful resources for use in restoration.

5.0 Soil Handling and Restoration

- 5.1. The fine loamy topsoils across the site may be damaged by being stripped or moved when wet. Consequently, stripping should only take place in the dry parts of the year (between April and November) and avoided during or just after heavy rainfall. The soils should only be handled when they are dry and not plastic, this can be tested by attempting to roll soil into a 3 mm thread between the palms - if this is possible then the soils are plastic and should not be handled with machinery.
- 5.2. Soils should be stripped using the excavator and dumper method as described by Sheet A in the Good Practice Guide for Handling Soils in Mineral Workings⁵.
- 5.3. If direct placement of stripped soils onto areas being restored is not possible, the resources should be stripped and stored separately in low bunds (no more than 3 m high for topsoil). Topsoil should be stripped from areas designated for storing subsoil. The bunds should be constructed either by excavator or bulldozer (Sheets B of the Good Practice Guide for Handling Soils in Mineral Workings) avoiding over-compaction. They should be sown with grass to help maintain biological activity and prevent water erosion.
- 5.4. The soils should be removed from storage (Sheet C in the Good Practice Guide for Handling Soils in Mineral Workings) and replaced by excavator during the summer using the loose tipping technique (Sheet D in the Good Practice Guide for Handling Soils in Mineral Workings), which avoids traffic on the restored surfaces.

⁵The Institute of Quarrying, (2021). *Good Practice Guide for Handling Soils in Mineral Workings*.

APPENDIX
DETAILS OF OBSERVATIONS
MAPS

Land at Appleford Farm, Witham: Soils and ALC survey – Details of observations at each sampling point

Obs	Topsoil			Upper subsoil			Lower subsoil			Slope	Wetness	Agricultural quality	
No	Depth (cm)	Texture	Total Stones (%)	Depth (cm)	Texture	Mottling	Depth (cm)	Texture	Mottling	(°)	Class	Grade	Main limitation
1	0-30	SCL	7	30-75	slst SCL	o	75-80 80+	slst MS Gravel	o	0	I	3b	D
2	0-27	SCL	5	27-58	slst SCL	o	58-120	C	o	2	I	3a	D
3	0-35	SCL	10	35-60	slst SCL	o	60+	Gravel		0	I	3b	D
4	0-30	SCL	8	30-65	slst SCL	o	65+	Gravel		0	I	3b	D
5	0-32	SCL	5	32-70	slst SCL	o	70+	Gravel		0	I	3b	D
6	0-33	SCL	7	33-65	slst SCL	o	65-75 75+	slst MSL Gravel	o	0	I	3b	D
7	0-30	SCL	12	30-48	slst SCL	o	48+	Gravel		0	I	3b	D
8	0-30	SCL	20	30-45	mst SCL	o	45+	Gravel		0	I	3b	D
9	0-35	MCL	15	35-60	mst MCL	o	60+	Gravel		0	I	3b	D
10	0-33	SCL	15	33-65	mst SCL	o	65+	Gravel		0	I	3b	D

Soil log key

Gley indicators¹

o	unmottled
x	1-2% ochreous mottles and brownish matrix (or a few to common root mottles (topsoils)) ³
xx	>2% ochreous mottles and brownish matrix and/or dull structure faces (slightly gleyed horizon)
xxx	>2% ochreous mottles and greyish or pale matrix (gleyed horizon) or reddish matrix and >2% greyish, brownish or ochreous mottles and pale ped faces
xxxx	mottles or f-m concentrations (gleyed horizon) dominantly blueish matrix, often with some ochreous mottles (gleyed horizon)

Slowly permeable layers⁴

a depth underlined (e.g. 50) indicates the top of a slowly permeable layer

A wavy underline (e.g. 50) indicates the top of a layer borderline to slowly permeable

¹Gley indicators in accordance with Hodgson, J.M., 1997. Soil Survey Field Handbook (third edition). Soil survey technical monograph No. 5

²Texture in accordance with particle size classes in Hodgson (1997)

³ Occasionally recorded in the texture box

⁴Permeability is estimated for auger borings and must be confirmed by full pit observations in accordance with the definitions in: Revised Guidelines for grading the quality of Agricultural Land (Maff 1988)

⁵Soil Wetness Classes are defined in Hodgson (1997)

⁷calcareous classes as defined in Hodgson (1997)

Texture²

C	clay
ZC	silty clay
SC	sandy clay
CL	clay loam (H-heavy, M-medium)
ZCL	silty clay loam (H-heavy, M-medium)
SZL	sandy silt loam (F-fine, M-medium, C-coarse)
LS	loamy sand (F-fine, M-medium, C-coarse)
SL	sandy loam (F-fine, M-medium, C-coarse)
S	sand (F-fine, M-medium, C-coarse)
SCL	sandy clay loam
P	peat (H-humified, SF-semi-fibrous, F-fibrous)
LP	loamy peat; PL - peaty loam

Wetness Class⁵

I (freely drained) to VI (very poorly drained)

⁶stoniness classes as defined in Hodgson (1997)

Limitations:

W	wetness/workability
D	droughtiness
De	depth
F	flooding
St	stoniness
Sl	slope
T	topography/microrelief
C	Climate

Suffixes & prefixes:

o - organic

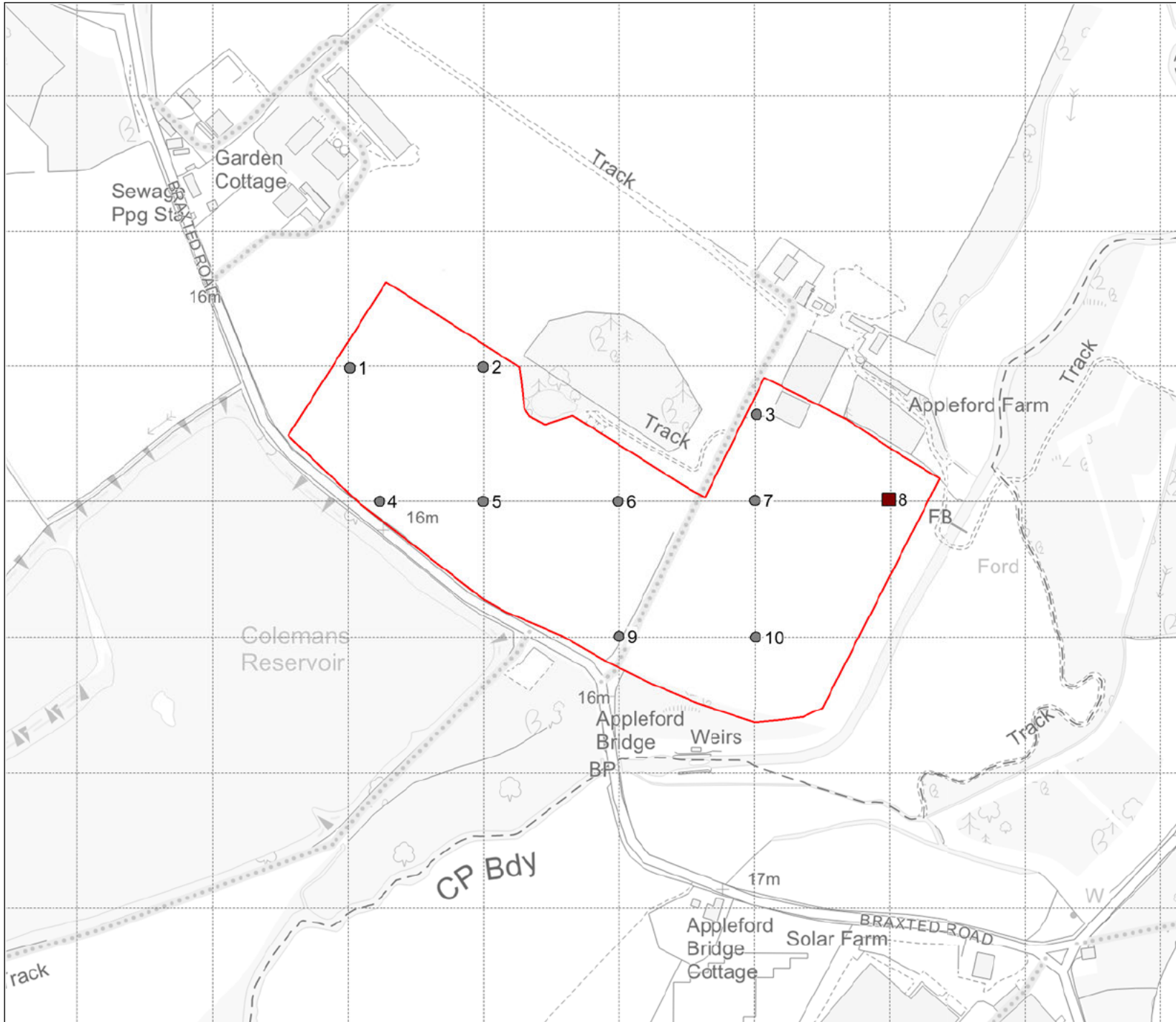
(vsl, sl, m, v, x)st – (very slightly, slightly, moderately, very, extremely) stony⁶

(vsl, sl, m, v, x)

(very slightly, slightly, moderately, very, extremely) calcareous⁷

Other abbreviations

fmn	ferri-manganiferous concentrations
dist	disturbed soil layer;
R	bedrock (CH – chalk, SST – sandstone)
LST	limestone, MST – Mudstone)
r	reddish, gn – greenish



KEY

- Auger observations
- Pits
- Site boundary

Site:

**Appleford Farm
Witham**

Map title:

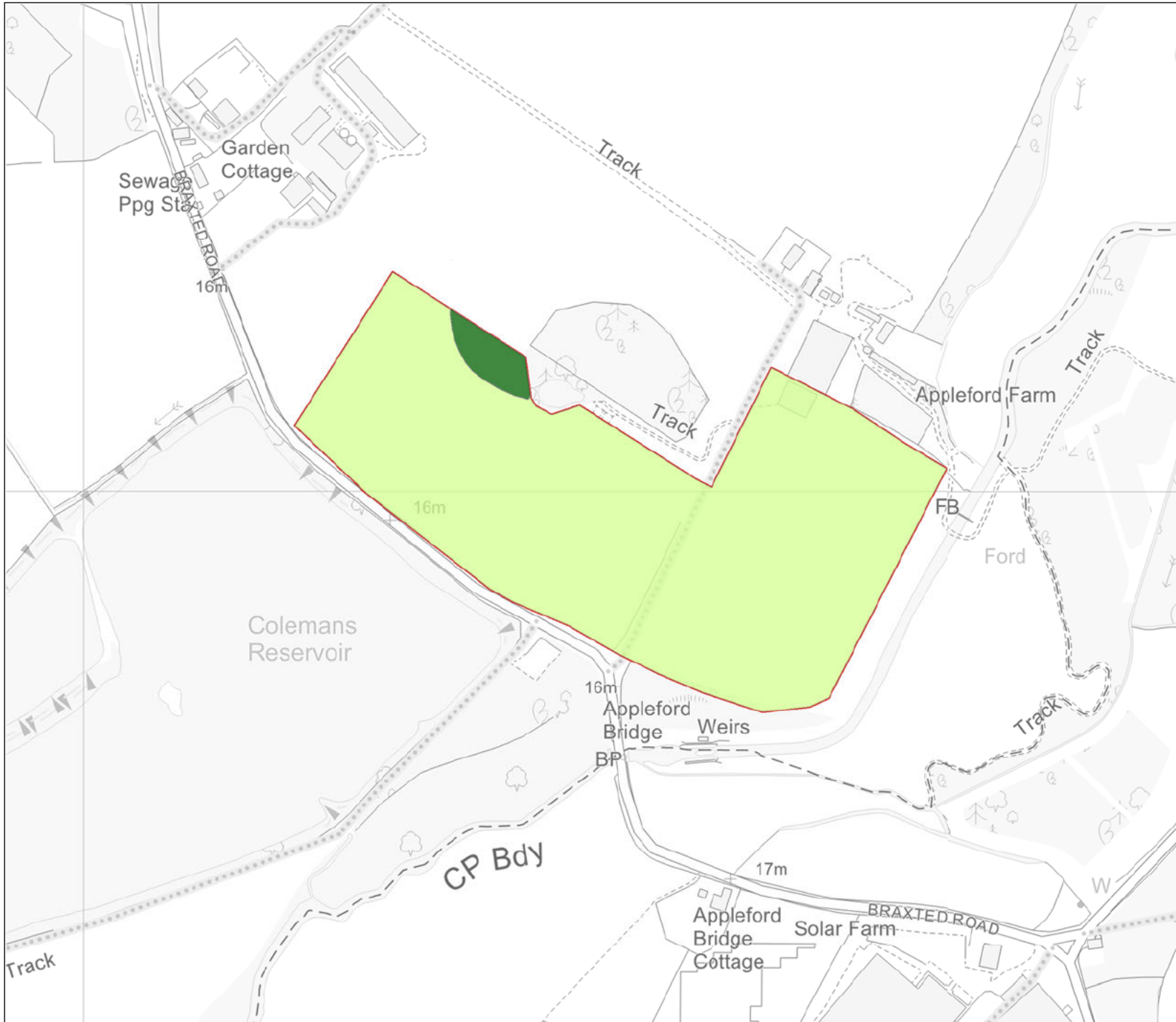
**MAP 1
Observations**

**Land
Research
ASSOCIATES**

Lockington Hall
Lockington
Derby
DE74 2RH
www.lra.co.uk

Date: 20/10/2022

Scale: 1:4,000



KEY

- Subgrade 3a
- Subgrade 3b
- Site boundary

Site:

**Appleford Farm
Witham**

Map title:

**MAP 2
Agricultural Land
Classification**

**Land
Research**
ASSOCIATES

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www.lra.co.uk

Date: 20/10/2022

Scale: 1:4,000