

APPENDIX - C/6/9/1A - GUIDED BUSWAY

Traffic Survey Friday 23 March 2007 Station Road Southbound

	Motor Bikes	Push Bikes	Buses	Cars	Lorries	Tractors	Vans	Total
08:00 - 08:05	0	0	1	57	4	0	3	65
08:05 - 08:10	0	0	2	62	3	0	6	73
08:10 - 08:15	0	0	0	55	3	0	5	63
08:15 - 08:20	0	1	0	63	0	0	6	70
08:20 - 08:25	0	0	0	51	0	0	8	59
08:25 - 08:30	0	0	0	50	1	0	5	56
08:30 - 08:35	1	0	0	51	0	0	5	57
08:35 - 08:40	0	1	0	41	1	0	4	47
08:40 - 08:45	0	1	0	36	1	0	5	43
08:45 - 08:50	0	0	0	43	1	0	5	49
08:50 - 08:55	0	0	0	29	2	0	3	34
08:55 - 09:00	0	1	0	37	0	0	2	40
08:00 - 09:00	1	4	3	575	16	0	57	656
09:00 - 09:05	0	0	0	35	2	0	1	38
09:05 - 09:10	0	0	0	42	0	0	5	47
09:10 - 09:15	0	1	0	32	2	2	4	41
09:15 - 09:20	1	1	0	39	2	0	2	45
09:20 - 09:25	0	0	0	26	0	0	1	27
09:25 - 09:30	1	1	0	31	1	0	7	41
09:30 - 09:35	0	0	0	26	1	0	1	28
09:35 - 09:40	0	0	0	27	1	0	6	34
09:40 - 09:45	1	0	0	19	1	0	5	26
09:45 - 09:50	0	0	0	21	0	0	6	27
09:50 - 09:55	0	0	0	21	1	0	0	22
09:55 - 10:00	0	0	0	22	2	0	3	27
09:00 - 10:00	3	3	0	341	13	2	41	403
08:00 - 10:00	4	7	3	916	29	2	98	1059

Notes:

- 1 Of the total southbound lorries recorded above 14 were HGV
- 2 There were a further 9 HGV vehicles travelling northbound
- 3 The following Hanson movements were recorded:

Time	Registration	Direction
08:08	KP 02 NX	South
08:26	KP 02 NX	North
08:40	KX 03 CYS	North
09:55	KX 03 CVS	South
09:55	KX 03 AHE	South

**Traffic Survey Tuesday 27 March 2007
Earith Road Southbound**

	Motor Bikes	Push Bikes	Buses	Cars	Lorries	Tractors	Vans	Total
08:00 - 08:05	2	0	3	71	0	0	10	86
08:05 - 08:10	1	0	0	55	0	0	8	64
08:10 - 08:15	1	0	0	48	3	0	8	60
08:15 - 08:20	0	0	1	48	1	0	5	55
08:20 - 08:25	0	0	0	56	2	0	6	64
08:25 - 08:30	0	0	0	58	1	0	7	66
08:30 - 08:35	0	0	0	45	1	0	5	51
08:35 - 08:40	1	0	0	63	0	0	7	71
08:40 - 08:45	1	0	0	58	2	0	6	67
08:45 - 08:50	0	0	0	59	0	0	8	67
08:50 - 08:55	0	0	0	45	1	0	10	56
08:55 - 00:00	0	0	0	46	2	0	6	54
08:00 - 09:00	6	0	4	652	13	0	86	761

Notes:

- 1 The traffic was free flowing for the first five minutes and thereafter at a crawl or stop start. The figures suggest that the village has a finite capacity of approximately one vehicle every five to six seconds. Once this is exceeded the traffic clogs.
- 2 These figures correlate quite well with an outbound survey taken on 23 March.
- 3 If the figures are correct they imply that peak traffic through the village regularly exceeds the existing capacity.
- 4 The following Hanson movements were recorded:

Time	Registration	Direction
08:15	BX 06 YMH	South
08:59	KN 52 HZD	South