



SmarterTravel
from Richard Jackson Limited

YEAR 2 RESIDENTIAL TRAVEL PLAN

Chitts Hill, Colchester, Essex



Client:

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A	14/11/23	Updated to Year 1 Travel Plan	EE	MJD	MD
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1. FOREWORD

- 1.1. Smarter Travel Ltd (ST Ltd) has been appointed by Hopkins Homes Limited - to manage, monitor and promote the Residential Travel Plan (RTP) for the development of land at Chitts Hill, Stanway, Essex. The development scheme is for 100 residential dwellings. At the time of the October 2024 monitoring, 97 dwellings were occupied, of which 30 were affordable housing.
- 1.2. The Office for National Statistics website has been used to estimate the number of people that could potentially live in the development. The "Key Figures for 2011 Census" for the ward "Colchester 012" has given the breakdown of number of people living per dwelling; 8,283 people living in 3,506 households; using this data it has been forecasted that a development of 100 residential units has the potential to accommodate approximately 236 people.
- 1.3. A Travel Plan is defined as a long term management strategy and package of measures intended to encourage sustainable travel choices for a healthier lifestyle and reduce the reliance on the private car; this effectively requires identification and implementation of a set of interrelated measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.
- 1.4. The RTP has a Travel Plan Coordinator, appointed by the Developer, to promote, manage and monitor the success of the TP and report to Essex County Council (ECC). This is for the duration of the monitoring period from the Full Travel Plan update (2022). The monitoring period is therefore likely to be completed in 2027 (based on a five-year monitoring period) with the principal target to have a modal shift towards sustainable travel of up to 6% from the initial impact assessment of travel in the local area determined from 2011 Census data and Transport Assessment (TA) that supported the original planning application.

Definitions

- 1.5. The following definitions are used throughout this document:
- i. **"Travel Plan"** means a comprehensive "living" document that includes the sustainable travel objectives, targets, and commitments, which is updated, amended, and supplemented from time to time under the provisions of the conditions of the planning approval and "Travel Plan Reviews" which are obliged to be undertaken by the Travel Plan Coordinator on behalf of the Developer.
 - ii. **"Travel Plan Coordinator (TPC)"** shall mean a permanent representative appointed by the Developer with the appropriate skills, budgetary provision, and resources to produce and update a "Travel Plan" and manage the continued implementation of the "Travel Plan" including the provision of information to the Local Authority.
 - iii. **"Quantitative Survey"** means a 12-hour weekday manual observation of the development to record pedestrian and cycle movements.
 - iv. **"Travel Plan Review"** means a report including the results and analysis of any "quantitative and qualitative surveys" indicating how the "Travel Plan" is performing and updating the document as necessary to reflect changes in local area accordingly. The review has been undertaken around one-year after first occupation, then biennially upon this anniversary of the "monitoring period".
 - v. **"Monitoring Period"** means the time period that the Developer is committed to fund and manage the "Travel Plan" and "Travel Plan Coordinator" to review travel behaviour to/from the site with an aim to reduce private car usage in favour of sustainable modes. This time period is set out as five years from one-year after first occupation and agreement with the Local Authority of the "Travel Plan".
 - vi. **"Local Authority"** shall mean the relevant district council or county council required to approve the Travel Plan.

2. INTRODUCTION

- 2.1. This document provides the basis, from which to refine, expand and develop the TP and promote the objectives within it.
- 2.2. A development layout is included in **Appendix A**. The provision of this TP is to continue to comply with planning condition 25 associated with planning approval Ref: 172049 with Colchester Borough Council.
- 2.3. The development is located to the western extent of Colchester with easy access to the A12. The site is close to numerous local amenities and public transport services with good pedestrian infrastructure to support the promotion of sustainable travel, in addition National Cycle Route 13 passes the development along Chitts Hill.
- 2.4. The development is wholly residential and therefore the TP is an important tool in helping to deliver sustainable communities. The TP will bring a number of benefits to the residents, including:
- i) Reducing the need to travel by private car and aim to cut congestion from the housing development.
 - ii) Increasing awareness of sustainable travel alternatives to the private car.
 - iii) Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for new residents, including those with disabilities, and that existing amenities are accessible.
 - iv) Helping to reduce greenhouse gas emissions by accommodating those journeys that need to be made by car through information on greener car travel usage. This will aid in addressing the increased emphasis of tackling climate change and reducing impact on the local environment.
 - v) Residents can enjoy improved health, less stress and better quality of life through the increased use of walking, cycling and public transport use. Financial savings over the ownership and running costs of a private car can also be achieved through providing a greater travel choice.
 - vi) Bringing new choices of modes of transport to the wider community with the promotion of a car sharing scheme.
- 2.5. This TP has been prepared with reference to ECC Travel Plan guidance and Department for Transport (DfT) guidance documents "Using the Planning Process to Secure Travel Plans (April 2009)"; "Making Residential Travel Plans Work: Guidelines for New Development" and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).

3. POLICY CONSIDERATION ***National Policy***

- 3.1. The Department for Transport document “*Smarter Choices – Changing the Way We Travel* (2004)” demonstrates the efficacy of measures such as the use of car clubs, car sharing schemes, personalised travel planning, travel awareness publicity, etc... The document sets out that the reduction nationwide could be around 11% in traffic with appropriate travel plan measures implemented.
- 3.2. The Government’s white paper document “The Future of Transport: a network for 2030 (2005)” sets out the vision for a smarter choice of travel in England. The document has identified that marketing to promote sustainable transport can deliver “reductions in car use of between 7% and 15% in urban areas and 2% to 6% in rural and smaller urban areas”.

National Planning Policy Framework (NPPF)

- 3.3. The NPPF and the Department for Transport (DfT) guidance, referred to in **Chapter 2**, identifies that the provision of a Travel Plan will help to deliver more sustainable transport objectives, including:
- Reductions in car usage and increased use of public transport, walking and cycling;
 - Reduced traffic speeds and improved road safety and personal security, particularly for pedestrians and cyclists; and
 - More environmentally friendly delivery and freight movements, including home delivery services.

Regional

- 3.4. ECC policy with respect to transport is embodied in the Sustainable Modes of Travel Strategy (August 2020).
- 3.5. The guidance sets out consistent policy shift to encourage more efficient use of the car and to reduce its impacts on congestion, the environment and the economy.
- 3.6. The provision of a TP to support new residents to the area in their choice of travel modes for regular journeys in the local area is a key element in facilitating sustainable development in Essex.

4. EXECUTIVE POLICY STATEMENT

- 4.1. Hopkins Homes Limited have agreed to the TP arrangements that demonstrate the importance of the environmental and health benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. Hopkins Homes Ltd is committed to developing and funding this programme, with the support of a TPC, and delivery of measures set out herein to achieve the monitoring targets whilst supporting change in travel habits of residents of this development.
- 4.2. The Developer will be responsible for the ownership of the TP for this development for a period of not shorter than from five years from the date of the approval by ECC of the updated full version TP (completed in 2022, around one-year after first occupation). It is therefore expected that the monitoring period is to end no earlier than 2027.
- 4.3. The appointed TPC can delegate responsibilities to others to assist in the operation and monitoring of the TP. The contact details are set out below. Should the contact details of the TPC change at any time during the monitoring period the following details will be amended accordingly and advised to ECC.

<i>Acceptance and Commitment to the Role of Travel Plan Coordinator</i>	
Name:	Elizabeth Evans
Company:	Smarter Travel Ltd
Telephone:	01603 230240 (Mon – Fri; 0900-1700)
Email:	chittshill@smartertravel.uk.com
Website:	www.smartertravel.uk.com/chittshill
Date:	October 2024
On behalf of:	Hopkins Homes Limited

5. LOCAL ACCESSIBILITY AUDIT

Site Location

- 5.1. The site is located to the west of Chitts Hill, Colchester. The development is approximately 4.6km west of Colchester town centre. The site location is shown on **Figure 1**.



Figure 1. Indicative Chitts Hill Location

- 5.2. The site is accessible via 1 vehicular access leading from Chitts Hill to Porter Drive. The A12 is accessed to the south of Chitts Hill and provides a link to Chelmsford to the southwest and Ipswich to the northeast.

Active Travel

- 5.3. There are existing pedestrian and cycle facilities in the vicinity of the site. Existing footways on the eastern side of Chitts Hill allows pedestrian movement in the local area. Cycle parking is provided for residents of the development in accordance with Essex County Councils parking standards. For individual dwellings, parking is provided within sheds or garages. For flats, communal cycle parking is provided at a minimum of 1 space per unit.
- 5.4. National Cycle Route 13 passes the development along Chitts Hill. This nationally recognised route links London, to Dereham in Norfolk. There are also locally recognised cycle routes in the area and across Colchester town centre. Cycle route maps can be found on theCycle Colchester website:

cyclecolchester.co.uk/cycle-network

Public Transport

- 5.5. There are three train stations within a 10-minute drive of Chitts Hill or 20-minute cycle. Marks Tey train station provides links to Colchester, London Liverpool Street, Ipswich, Clacton-on-Sea and Sudbury. Additionally, both Colchester train station and Colchester Town train station are within a reasonable distance from Chitts Hill and both provide more frequent train services.
- 5.6. Colchester is the most well-connected station with services operating to Ipswich, Norwich and London Liverpool Street. At the station, there are 576 bicycle storage. There are also 931 car parking spaces available (with parking charges apply).
- 5.7. The closest bus stops to Chitts Hill are located a 10-minute walk from the development, along Halstead Road. Bus services from these stops are on route 88/88A/88A operated by both First Bus Essex and Hedingham & Chambers and provide links to Halstead and Colchester town centre. Applicable tickets from either operator are valid on the others service along this route. The combined services are available up to every 30 minutes Monday to Saturday with limited evening services plus services every 2 hours on Sunday's. Timetable information is available below:
- firstbus.co.uk/essex/plan-journey/timetables
hedinghamandchambers.co.uk/services/colchester
- 5.8. Additional and more frequent bus services operate from London Road, within a 15-minute walk of Chitts Hill. Operators include First Bus Essex, Hedingham & Chambers and Stephenson's of Essex.
- 5.9. **Figure 2** below shows the nearest bus stops to Chitts Hill.

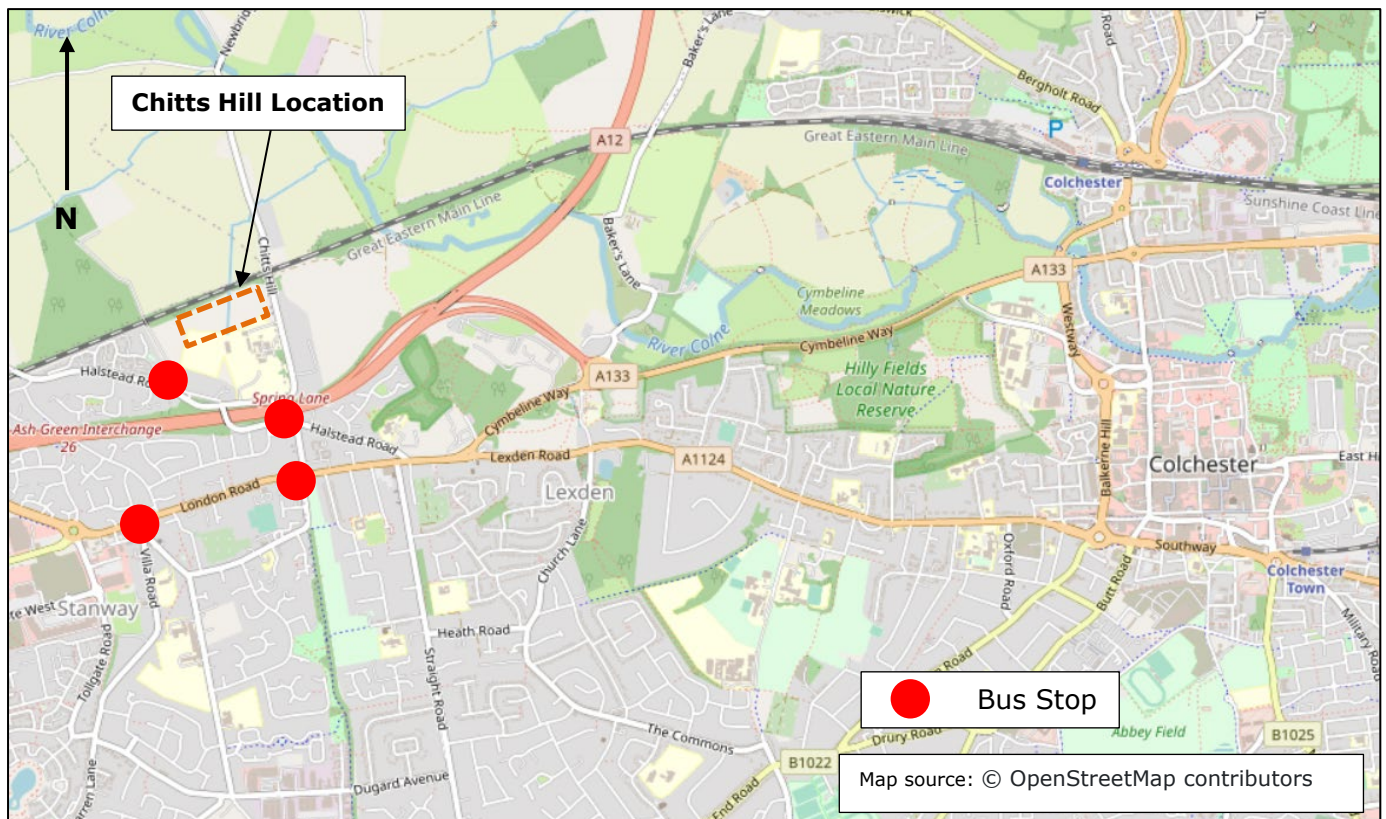


Figure 2. Bus Stop Locations

- 5.10. First Bus Essex has a variety of ticket options available including Tap and Cap which ensures bus users pay no more than a day or week ticket, not dependent on number of journeys made. Further information on Tap and Cap can be found at:

firstbus.co.uk/essex/tickets/tapcap

- 5.11. The Colchester Borough Card is available which allows unlimited bus travel on First Essex services and Hedingham services. Day or week tickets can be purchased through bus operator mobile phone apps. More information can be found at:

firstbus.co.uk/essex/tickets/ticket-types/colchester-borough-card

- 5.12. For those less able to use conventional public transport options, Community360 provides community transport options. This is a door to door service which can be contacted online or by telephone: 01206 616600.

community360.org.uk/what-we-do/community-transport

Existing Local Amenities

- 5.13. The Institution of Highways and Transportation in its publication "Guidelines for Providing for Journeys on Foot (2000)" suggests that an average walking speed of 1.4 m/s can be assumed. Department for Transport's document LTN 1/20 (2020) "Cycle Infrastructure Design" recommended that an average cycling speed of 20mph could be assumed.
- 5.14. Although now superseded by the National Planning Policy Framework, the Government's document "Planning Policy Guidance 13: Transport" stated that *"walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres."* The same document also stated that *"cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport."*
- 5.15. Focusing upon the site, **Table 5.2** presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time from the site.

Table 5.2 – List of Nearest Local Amenities

Amenity	Location	Distance from site	Walking / Cycling time
Lexden Hospital	London Rd, Colchester CO3 4DB	1.44km	18 mins / 5 mins
Sainsburys	1 Western Approach, Stanway, Colchester CO3 8AA	2km	27 mins / 9 mins
Safari Childcare	79 Halstead Road, Colchester, CO3 9AD	850m	12 mins / 4 mins
Lexden Primary School	Trafalgar Rd, Lexden, Colchester CO3 9AS	1.1km	15 mins / 6 mins
Holmwood House School	Chitts Hill, Lexden, Colchester CO3 9ST	0.3km	4 mins / 1 mins
Boots Pharmacy	2-4 Plume Ave Colchester CO3 4PG	3.3km	42 mins / 12 mins
Lexden Park	Church Ln, Colchester CO3 3SZ	2.4km	25 mins / 12 mins
Brickstables Dental & Implant Clinic	Brickstables House, Halstead Rd, Colchester CO3 0JU	1.6km	21 mins / 6 mins
Co-op	Stanway Retail Park, Peartree Rd, Colchester CO3 0LX	2.5km	32 mins / 10 mins
Fiveways Post Office	66 Blackberry Rd, Colchester CO3 0RZ	2.7km	35 mins / 11 mins
Asda Superstore	Turner Rise, Colchester CO4 5TU	4.6km	59 mins / 17 mins
St Leonard's Church Lexden	112 Lexden Rd, Colchester CO3 4BL	2.57km	23 mins / 7 mins
Lexden Rackets Fitness Centre	Chitts Hill, Lexden, Colchester CO3 9ST	0.1km	3 mins / 1 mins

- 5.16. The conclusion that can be drawn from **Table 5.2** is that most facilities are less than 3km from Chitts Hill. There are opportunities in respect to sustainable travel modes that provide access to the local large employment area by means of cycling and public transport.
- 5.17. The excellent range of amenity provision in the area should influence the residents to use more sustainable travel modes of transport to travel locally, reducing the impact of the development.

Barriers to Sustainable Travel and Accessibility

- 5.18. The potential issues and barriers to the promotion of sustainable travel in association with the site and its locality have been identified as follows:
- Lack of knowledge of potential car sharing opportunities;
 - Perceived cost of train services to Ipswich and Chelmsford;
 - Perceived bus service provision to employment areas;
 - Distance to regular bus services in Colchester;
 - Quality of footway routes; and
 - Perceived quality of facilities (shelters / seating etc) at bus stops and train station.
- 5.19. The measures and initiatives proposed within this TP will seek to address the identified issues and barriers to sustainable travel and will be fully supported by the Developer for the monitoring period.

6. ANNUAL SITE AUDIT

- 6.1. During the monitoring period, an annual inspection shall be made prior to each survey by the TPC to review the condition of both on and off-site local footways, cycleways and public transport facilities, to identify any maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can then be reported to the relevant department at the Developer and / or Local Authority for remediation and be reported in monitoring reports or TP reviews.

On-Site

- 6.2. As of the latest site audit in July 2024, no on-site maintenance issues were identified.
- 6.3. It was noted that the site was fully built, and the Sales Office no longer had an on-site presence.

Off-Site

- 6.4. As of July 2024, no off-site maintenance issues were identified.
- 6.5. It was noted that Chitts Hill road was found to be quite busy and therefore not easy to cross from the development to the existing footway on the east side of the road via the pedestrian dropped crossing, for access to key amenities, such as local bus stops on Halstead Road.

7. TRAVEL ASSESSMENT & TRAVEL PLAN OBJECTIVES

- 7.1. The potential modal split that was identified in the original TA and TP is summarised below in **Table 7.1**.

Table 7.1 – 2011 Census Modal Split

Mode of Transport	Percentage
Walk	8%
Cycle	4%
Bus	6%
Motorcycle	1%
Passenger in a car or van	5%
Driving a car or van	70%
Train	6%
Total	100%

- 7.2. The table demonstrates that 12% of the commuting was undertaken by cycling and walking, and a further 12% of the commuting was undertaken by using public transport.
- 7.3. 2011 Census data also showed that residents in the area commuted to places such as Colchester, Marks Tey, Chelmsford and Clacton-on-Sea. The promotion of car sharing, bus/rail travel, cycling, and walking is therefore considered to be key modes of travel for this development location.
- 7.4. **Table 7.2** summarises the vehicle trip rates from the Transport Assessment (TA).

Table 7.2 – Vehicle trip rates per dwelling from Transport Assessment

Time Period	Arrival	Departure	Two-Way
AM Peak	0.223	0.694	0.917
PM Peak	0.542	0.249	0.791

- 7.5. The development, as assessed in the TA, would have the potential to generate, without a TP, approximately 92 two-way vehicle movements during the AM peak hour, and 79 two-way vehicle movements during PM peak hour.

Objectives

- 7.6. There are a number of objectives that the TP is has and will help fulfil. The main objectives of the residential development are to:
- Reduce the use of vehicles through raising awareness of alternative travel modes available – especially for those working in the Colchester area;
 - Reduce the traffic generated by the development to a lower level of car trips than would be predicted for the site without the implementation of the RTP;
 - Promote healthy lifestyles and sustainable, vibrant local communities;
 - Accommodate those journeys that need to be made by car; and
 - Assist in addressing specific problems that prevent children or older people from gaining access to key amenities.

Targets

- 7.7. Targets should be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a TPC by....).
- 7.8. The “aim type” Travel Plan targets are quantifiable and are given over two timescales: short-term (within one year) and long-term (within three years). The suggested key targets for the remainder of the monitoring period are based on the principal objectives of the TP and are as follows:
- By Year 3 (2025) of monitoring, reduce the modal split of vehicles by 6% when compared to 2011 Census data highlighted in **Table 7.1**.
 - By Year 3 (2025) of monitoring, reduce the AM and PM peak trip rates by 6% when compared to **Table 7.2**.
 - Retain the level of vehicle trips at the third year of the TP monitoring period by Year 5 (2027) of monitoring.
- 7.9. Additional “aim-type” targets that are not directly related to travel mode are as follows:
- 10% of the dwellings of the development should have requested their active travel voucher.
- 7.10. The “action-type” TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures specified in **Chapter 8** and therefore aid in meeting the “aim-type” targets and the principal objectives of the TP.

Remedial Measures and Triggers

- 7.11. After each quantitative survey the TPC can assess if the targets are being achieved for each of the modes of transport. Should the targets not be considered to be to the SMART principles then a review of achievable, realistic targets can be undertaken and submitted to the Local Authority with supporting evidence to be agreed.
- 7.12. If the agreed targets are not being met after the third-year monitoring (2025), during the fourth year monitoring (2026), additional measures may be considered for implementation by the TPC, to encourage uptake of sustainable modes appropriate to the development. Any additional measures will be discussed and agreed with the Developer.

8. RESIDENTIAL TRAVEL PLAN MEASURES

- 8.1. The timescale for the implementation of measures throughout the monitoring period is presented in a table included within **Appendix B**.
- 8.2. A TPC has been appointed prior to occupation of the site to manage, review and monitor the Travel Plan. The responsibilities of the TPC are detailed in **Chapter 9**.

On-site Accessibility

- 8.3. Local pedestrian and cycle routes are safe and accessible. The site layout is designed to respect the permeability for pedestrians and cyclists, also, the routes within the site are well defined.
- 8.4. The Developer ensures that the development will have provision for good internet connectivity and availability. This will aid in encouraging home deliveries and promote working from home.
- 8.5. Through direct communication channels from residents to the TPC, as well as personal site visits, any maintenance issues identified with constructed pedestrian routes on site will be identified to the Developer or Local Authority (as applicable) to be rectified.

Public Transport

- 8.6. An up-to-date schedule of bus and rail services, within the surrounding area of the site, including route information and service frequencies is permanently available to the residents of the site through the dedicated Smarter Travel Chitts Hill webpage. The use of smartphone apps and mobile technology has been and will continue to be promoted so residents can access up to date bus timetables.
- 8.7. The TPC will continue to liaise as required with bus operators and ECC to ensure that issues raised regularly by residents are considered by the operators so that the potential use of public transport is maximised.
- 8.8. Residents are made aware of the seasonal discounts of fares that are currently available for buses and train services through promotional links to relevant websites, through the Chitts Hill webpage, and social media page.
- 8.9. Residents have been and will continue to be made aware of Railcard discounts, particularly for leisure purposes. Railcard is promoted through the Travel Information Packs, social media, and Chitts Hill Travel Plan webpages.
- 8.10. Residents are given the opportunity to claim six one-day bus tickets for local bus services. It is explained within the Travel Information Packs and the relevant website pages how these can be redeemed.
- 8.11. The Essex Highways website and app will be promoted to all residents of Chitts Hill through the Travel Plan website pages and through the annual Travel Plan newsletters.

<https://www.essexhighways.org/>

<https://www.essexhighways.org/news/new-sustainable-travel-app-for-essex-launched>

Walking

- 8.12. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within Chitts Hill. However, the TPC will liaise with the relevant authority to highlight any maintenance issues.
- 8.13. The TPC can contact the local Primary School in order to promote walking to school where possible. Reflective items such as key rings and snap bands will be available to residents of Chitts Hill. To claim, residents can make contact with the TPC.
- 8.14. The residents are provided with information on pedestrian routes from the site to relevant local amenities within the Travel Information Pack.
- 8.15. The walking section of the Essex Highways website is promoted to all residents through the relevant website pages, social media channels and Travel Plan newsletters.
- 8.16. Walking apps such as Go Jauntly and Treakly are promoted to residents.

Cycling

- 8.17. The surveys undertaken provide information about the potential to increase the number of trips made from Chitts Hill by bicycle. This mode of travel is underrepresented in the area and the proportion of cycle trips could be improved with a focus on those travelling to/from Colchester city centre.
- 8.18. The TPC role is to liaise with the relevant authority to ensure that local cycle routes are properly maintained, should residents provide information on issues. The residents are provided with information and advice concerning appropriate cycle routes from the site to relevant regular destinations via Personal Travel Planning (see Marketing and Promotion) and Travel Welcome Packs.
- 8.19. To promote cycle ownership, the TPC has offered a cycle registration scheme in partnership with a recognised provider to minimise the risk of cycle theft. BikeRegister kits are promoted through the Travel Information Pack and annual newsletters.
- 8.20. Cycle training provided by Essex County Council has been promoted to all residents through annual newsletters, the Travel Plan website pages, and social media posts.

[essexhighways.org/safer-greener-healthier/safer-greener-healthier-cycling](https://www.essexhighways.org/safer-greener-healthier/safer-greener-healthier-cycling)

Car Travel

- 8.21. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents.

- 8.22. The Travel Plan Coordinator promotes the Essex Carshare scheme (www.essexcarshare.com), to provide opportunities to car share with residents from the surrounding areas. Residents are made aware of the car share website and encouraged to make use of the information it contains from the outset.
- 8.23. Residents are made aware of the car sharing scheme via the Travel Welcome Pack, social media and developments TP website.
- 8.24. Regular social media advertising has been and will continue to be undertaken for the local area to increase the awareness of Essex Carshare and to encourage residents of the wider Colchester area to sign up.

Marketing and Promotion

- 8.25. The TPC provided training to the sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents. Posters have been provided so that sales staff can visually show the sustainable travel options available to them.
- 8.26. Personal Travel Plans (PTPs) are available to prospective purchasers with the aim of encouraging positive travel behaviours at the earliest opportunity.
- 8.27. It is considered that to best promote a change in sustainable travel habits of new residents to an area, it is key to provide information within the first few weeks of moving in. Therefore, each new dwelling is provided with a Travel Welcome Pack within the first few weeks of the first occupancy that directs residents to the development Travel Plan website and social media for travel related information and contact details of the TPC. The Travel Information Pack includes the following information:
- An explanation of the Travel Plan and the relevance of the Travel Information Pack;
 - Cycling and walking information with approximate cycling and walking times to local amenities;
 - Essex Carshare information;
 - Essex Highways website links;
 - Map of the site and local area, this will include amenities on the map as well as walking, cycling and public transport links;
 - Rail information;
 - Details on the public transport tickets and how to claim; and
 - Useful websites including Go Jauntly and National Rail Enquiries.
- 8.28. In the interest of social inclusion, the Travel Information Pack has been made available as both a hard copy and a digital download.

- 8.29. A travel website has been created specifically for the development's residents via <http://www.smartertravel.uk.com/chittshill> that provides links to this TP and summary reports as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. It also provides information set out below and further links to other useful travel related websites:
- Information on what a TP is and the benefits of the scheme;
 - Local area map indicating local amenities;
 - Links to the social media pages and news articles;
 - Information on car sharing, eco-driving, travel information and community transport availability;
 - Personal Travel Plan requests;
 - Public transport information including details of the bus text service (explaining what buses and train services, can be taken to access facilities);
 - Cycle and pedestrian route maps;
 - Details of how to obtain six one-day bus tickets and other measures;
 - Marketing for Essex Carshare website and rail discount cards; and
 - Contact details of the TPC for the resident to be able to discuss any travel related problem or to receive further information for their personalised trips.
- 8.30. The TPC, using social media and other marketing materials for the development, promotes the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.
- 8.31. The TPC plans to undertake promotional events at the following times to increase awareness of the Travel Plan. Suggested minimum events are as follows:
- General small social media promotional events to engage with residents and provide information directly on sustainable travel.
 - Annual newsletters will be distributed to residents highlighting any changes to public transport in the area, promotion of Essex Carshare, reminders of ECC cycle training and any other relevant travel information / news.
- 8.32. The list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC will identify other measures throughout the life of the plan to aid in achieving the set targets and reducing SOV travel.

Personal Travel Planning

- 8.33. The TPC provides Personalised Travel Planning to residents who request it. They are made aware of this scheme by information provided on the website, promotional events and via marketing media issued to them. They can also contact directly the TPC through details given in **Chapter 4** of this TP.

9. MANAGEMENT AND MONITORING

- 9.1. A programme of monitoring and review has been designed to generate information by which the success of the scheme can be evaluated. Monitoring and review will be the responsibility of the TPC.

The Travel Plan Coordinator

- 9.2. The TPC has been identified and appointed – with the contact details set out in **Chapter 4**. The TP will be managed for a minimum duration from first occupation to five years post baseline monitoring. The TPC will be funded by the Developer from appointment prior to the first occupation up to the completion of the monitoring period.
- 9.3. The TPC has taken responsibility for the development and management of the TP and ensures its delivery to its completion of the monitoring period. It is important that the TPC makes regular visits to the site and presents the ideals of the TP to the residents and oversees the monitoring and reporting of the TP to the Local Authority.
- 9.4. The TPC provides Personal Travel Planning (PTP) to residents of this development. This service is provided on demand and be available within 10 working days of residents' request.
- 9.5. The TPC ensures that structures for the on-going management of the plan are set up and running effectively and will help to promote individual measures such as public transport tickets, car sharing, etc. This has been undertaken through social media / marketing material, PTP and / or via the development TP website.
- 9.6. When appropriate, the TPC will liaise with the public transport operators, highway authority and / or the Developer in order to report any inadequacies in maintenance maximise the potential use of sustainable travel options.
- 9.7. The TPC has been responsible for setting up and security of the residential travel database which includes the results of the quantitative surveys. In the interest of confidentiality, the TPC alone holds the database and responsibility for the release of the results to the Local Authority and to the residents (data should be conveyed in an accessible but secure format).
- 9.8. The TP is reviewed at every completion of the quantitative surveys, as part of an on-going five-year monitoring process. The TPC will submit details of each review to ECC within two months of the completion of the surveys.

Monitoring

- 9.9. A manual travel survey was undertaken one-year after first occupation, to analyse how the residents and visitors actually travel from and to Chitts Hill when compared to that of the 2011 Census Data and trip rates used in the TA for the original application.
- 9.10. The modal split of travel can then be used to compare the effectiveness of the TP throughout the monitoring period. The data should also be used to identify what further measures, if any, are required to further promote the TP and its objectives.

- 9.11. The results of the survey will be issued to ECC as part of the TP review identifying the progress against the original objectives and targets. If the set targets have not been reached the TPC will seek to address and improve use of any mode, which seems to be underrepresented and where greater utilisation could reasonably be achieved and report to ECC.
- 9.12. In addition to the quantitative surveys noted below, the take-up of additional TP measures are monitored to demonstrate the impact of the TP on the residential estate, and to understand which measures are successful. The measures to be monitored are:
- The take up of Personal Travel Planning and response to follow up surveys; and
 - The level of redemption of the bus tickets.

Quantitative Travel Survey

- 9.13. In order to identify the travel patterns of the residents of the development, an initial baseline manual travel survey has been undertaken at one-year post first occupation dwelling occupation of the site. Quantitative surveys will be repeated annually at the 1st, 3rd and 5th anniversary of the original survey.
- 9.14. The surveys are undertaken at a cost to the Developer and be at a similar time of the year to provide a comparative assessment. It will be ensured prior to the survey being undertaken that the following circumstances will not affect the outcomes of the surveys:
- School / public holidays;
 - Highway maintenance;
 - Closures on public transport services; and / or
 - Any publicised strike action.
- 9.15. To maximise the potential for return of postal / online surveys, a prize draw will be offered, with potential for 3 prize winners selected at random. The result of each postal / online survey are available to the Local Authority via the TP reviews.
- 9.16. All online / postal surveys are confidential. No names or addresses shall be passed on to any third party (such as a public transport operator) unless prior approval has been given by the participant. The only personal information deemed necessary for the purposes of the TP are as follows:
- Name and address;
 - Age;
 - Telephone number / email address;
 - Whether they are registered disabled;

- Number and age range of any dependants; and
- Proof of address (if claiming an incentive).

9.17. All survey information shall be kept secure by the TPC. Hard copies of any surveys that have any personal information on shall be kept on file in a lockable cabinet for a period of no more than two years and shall be securely destroyed thereafter. Electronic copies of surveys that hold any personal information shall be saved securely on the local server and the file shall be password protected. Electronic copies shall not be kept longer than a period of two years and shall be securely deleted thereafter. All data collection will comply to the Smarter Travel Ltd Data Protection Policy, which can be viewed on the Smarter Travel Ltd website (www.SmarterTravel.uk.com).

10. ANNUAL MONITORING *Baseline (2022)*

- 10.1. Baseline monitoring of Chitts Hill took place on 8th September 2022 at Porter Drive. At the time of Baseline monitoring, 45 dwellings were occupied. During the AM of the 2022 manual count, the weather was dry, however, persistent rain was recorded in the PM.

Year 1 (2023)

- 10.2. Comparatively, the Year 1 manual count took place at Porter Drive on 6th September 2023, at which time 74 dwellings were occupied. The weather was recorded as dry in both the AM and PM.

Year 2 (2024)

- 10.3. For Year 2, the manual count survey took place on 10th September 2024, the weather was dry throughout. This was supplemented by a 1-week ATC commencing 9th September 2024. There were 97 occupations at the time of the monitoring and construction had been completed.
- 10.4. A copy of the 2024 Manual Count and ATC datasets can be found in **Appendix C**.
- 10.5. The modal split identified across the 12-hour manual counts have been compared with the 2011 Census data **Table 10.1** below.

Table 10.1 - Modal Split Comparison

Mode	Census (2011)	Baseline (2022)	Year 1 (2023)	Year 2 (2024)
Driving a car or van	70%	71%	68% (70% SOV)	63% (69% SOV)
Taxi	0%	2%	1%	0%
Motorcycle	1%	0%	0%	0%
LGV	N/A	4%	4%	7%
Passenger in a car or van	5%	17%	21%	23%
Bicycle	4%	0%	1%	2%
Walking	8%	6%	4%	4%
Train	6%	N/A	N/A	N/A
Bus	6%	N/A	N/A	N/A

- 10.6. It can be seen above that the number of residents sharing their car journeys is significantly higher than 2011 Census data and has continued to grow since Baseline monitoring, which is helping to reduce single occupancy vehicle usage. It could be that some of these journeys are to local train stations for onward journeys.

- 10.7. As shown in **Table 10.1** above, driving a car or van has continued to decrease its mode share over the monitoring period, reaching a 10% reduction in 2024, helping to reduce pollution and congestion in the local area, particularly at peak times.
- 10.8. Both active travel modes of cycling and walking remain lower than 2011 Census data, however, cycling has started to see an increase, whilst walking remained the same as last year. Both walking and cycling will continue to be promoted to residents in the annual newsletter, Travel Plan webpages and social media.
- 10.9. Vehicle trip rates per dwelling can be identified below in **Table 10.2** as a comparison between trips observed during the annual monitoring periods with those estimated in the original TA.

Table 10.2 – Trip Rate Comparison

	Time Period (Two Way Trip Rate)		
Monitoring Period	AM Peak (08:00-08:45)	PM Peak (17:00-17:45)	12-Hour (07:00-19:00)
TA Estimate	0.917	0.791	N/A
Baseline (2022)	0.356	0.689	N/A
Year 1 (2023)	0.659	0.597	6.851
Year 2 (2024)	0.559	0.518	5.200

- 10.10. As shown in **Table 10.2**, both the AM and PM Peak trip rates from 2024 monitoring are lower than the TA estimate that supported the original planning application, reducing by 39% and 35%, respectively. Data comparison clearly indicates that the Year 3 (2025) target of a 6% reduction in both the AM and PM peak trip rates when compared to the TA Estimate is achieved ahead of schedule.
- 10.11. The 12-hour trip rate shows a significant decrease since 2023, likely due to the site build being completed, therefore no construction vehicles were present on-site.

Residential Travel Survey

- 10.12. An online Travel Survey was promoted to 97 occupied dwellings in September 2024 via a postal Travel Survey Invitation. Reminders were sent out two weeks later and a prize draw was included, offering 3 prizes; a £100 Decathlon store voucher, a Fitbit Inspire 3 and a £25 shopping voucher, to encourage participant.
- 10.13. The survey collected a total 18 responses, providing a 19% response rate.
- 10.14. 1 resident claimed a PTP from the annual Travel survey, combined with a total of 3 PTPs claims from the Initial Travel Survey, As of October 2024. PTPs will continue to be promoted in the TIP, annual newsletters, Travel Surveys and Travel Plan webpages.
- 10.15. Participants were asked how many days of the week they regularly travel and which mode(s) they use, to which 83% stated that they drive alone for an average 3.5 days per week, followed by 61% who said they car share for an average 2 days per week and 56% who stated that they walk all or part of their journey for an average 2 days per week. It should be noted that participants could select multiple modes, and 66% of those who stated that they drive alone on some days also stated that they car share on other days. Comparatively, 39% stated that they work from home for an average 1 day per week.
- 10.16. When asked what alternative mode they would consider if their main mode was unavailable, 33% of participants selected walking as their main alternative, followed by car sharing (17%).
- 10.17. Participants were asked whether they would consider car sharing regularly, to which 33% stated that they already car share regularly, compared to 28% who prefer to walk / cycle. 11% stated that they could not car share due to family / child commitments, whereas 6% said they would car share if they could find someone to share with. Car sharing will continue to be promoted to residents throughout the monitoring period, but if it encouraging to see that some residents are already sharing their journeys.
- 10.18. When asked what was stopping them from travelling more sustainably, 44% participants stated that the bus times don't suit their needs, 39% believe they don't have any other options, 39% stated that the surrounding roads aren't safe to walk /cycle, 22% argued that they need their vehicle due to family / childcare and 22% need it to carry out their job role.
- 10.19. Participants were asked whether the cost-of-living crisis had impacted their daily life and travel arrangements, 39% stated that it hadn't had an impact, compared to 61% who said it had, providing comments that focussed heavily on car use, such as; *"Yes I struggle to afford any other mode of transportation or being able to afford my car bills such as tax and insurance and diesel"*, *"Yes I tend to only drive somewhere if necessary"*, *"Less journeys by car due to the cost of fuel"* and *"I typically cycle to work to reduce environmental impact of driving"*.
- 10.20. 22% of participants read the TIP and found it helpful, compared to 22% who equally read it but did not find it helpful. 56% of respondents said they had

not read the Travel Information Pack, which could be because they are not the first occupiers, or they missed it in their welcome pack typically provided by the Sales Office shortly after moving in.

- 10.21. 33% of participants said they were not aware they could claim a welcome voucher, of which 33% had not read the TIP, which is likely why they were not aware. On the other hand, 61% were aware but had not claimed and only 6% had claimed a bus voucher.
- 10.22. Participants were asked for any additional feedback, as a result some comments were shared which focussed on the local infrastructure, including; *"Being able to walk more safely. The actual development is fine, but to get out of the estate is either not very safe or the other option is to walk through an unlit, muddy track", "Clearer road with no cars parked on the bends as it is hard enough when they are clear to get round the bends as the road is not wide enough for two vehicles to drive at the same time around them", "Zebra crossing along the main Chitts hill road" and "The pavements in the area are very narrow and often are blocked by cars parked on them".*
- 10.23. For a full breakdown of the findings, a copy of the 2024 Travel Survey questions can be found in **Appendix D**.
- 10.24. As of October 2024, 5 bus ticket vouchers had been requested and issued to residents, which is only 5% of all occupied households and therefore has yet to achieve the 10% target set out in **Chapter 7**. Vouchers will continue to be promoted in the TIP, annual newsletters, travel surveys and Travel Plan webpages, to encourage residents to claim until the claim period expires (1 year following final occupation).

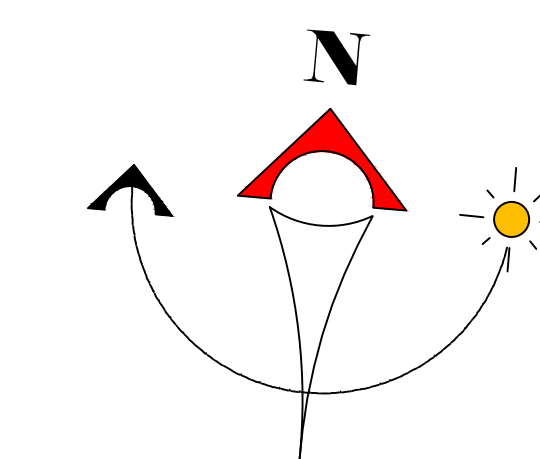
Appendix

Appendix A

KEY (storey heights)



Notes:
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Scale Bar



Open Market Housing

House type Description	Sq Ft	No.	Plot No.
654 2 Bed apartment (2 storey)	654	2	46,48
675p 2 Bed FOG (1.5 storey)	755	1	97
807 2 Bed apartment (2 storey)	807	2	47,49
800 2 Bed detached bungalow (1 storey)	810	1	91
852 2 Bed FOG (1.5 storey)	852	3	6,45,95
887 2 Bed terraced house (2 storey)	887	3	94,95,96
1042 3 Bed detached house (2 storey)	1033	3	20,98,99
1050 3 Bed link detached house (2 storey)	1048	7	19,20,23,24,76,79,80
1145 2 Bed terraced house (2.5 storey)	1129	3	7,8,9
1145 3 Bed terraced house (2.5 storey)	1129	4	54,55,56,87
1200 3 Bed link detached house (2 storey)	1226	7	18,50,63,64,81,92,93
1200b 4 Bed detached house (2 storey)	1449	1	2
1250b 2 Bed detached bungalow (1 storey)	1221	1	65
1300 3 Bed detached house (2 storey)	1317	3	21,25,69
1302 4 Bed detached house (2 storey)	1302	3	1,86,100
1350 3 Bed link detached house (2.5 storey)	1371	2	77,78
1400 3 Bed detached bungalow (1 storey)	1409	1	66
1460 4 Bed detached house (2 storey)	1434	3	3,22,75
1469 4 Bed link detached house (2 storey)	1469	5	51,59,60,82,83
1481 4 Bed detached house (2 storey)	1459	2	68,71
1567 4 Bed detached house (2 storey)	1550	2	67,70
1635 4 Bed detached house (2 storey)	1635	7	5,17,27,56,61,72,74
1762 4 Bed detached house (2 storey)	1764	4	52,57,62,73

Affordable Housing - Rented

House type Description	Sq Ft	No.
654 2 Bed apartment 2b 3p (2 storey)	654	4
675 2 Bed FOG (1.5 storey)	673	2
903 M4(3a) 2 Bed detached bungalow (1 storey)	903	2
946 3 Bed semi detached / terraced house 3b 5p (2 storey)	932	7
1119 4 Bed semi detached / terraced house 4b 6p (2 storey)	1119	8
1232 M4(3b) 3 Bed detached bungalow (1 storey)	1232	1

Affordable Housing - Shared Ownership

House type Description	Sq Ft	No.
946 3 Bed semi detached house (2 storey)	932	4
1119 4 Bed semi detached 4b 6p (2 storey)	1119	2

100 No. Residential Units

15	2 Bed	23%
27	3 Bed	38.5%
27	4 Bed	38.5%

AFFORDABLE - 30 units

8	2 Bed	27%
12	3 Bed	40%
10	4 Bed	33%

PARKING

76 Garages	1 Bed - 1 Cycle
25 Carports	2 & 3 Bed - 2 Cycles
163 Parking Spaces	4 & 5 Bed - 4 Cycles

Additional Parking:
6 Visitor Spaces
4 Powered two wheel visitor spaces

Cycle Storage Provision

1 Bed - 1 Cycle
2 & 3 Bed - 2 Cycles
4 & 5 Bed - 4 Cycles

Parking Schedule - PRIVATE & SOCIAL

Plot No.	House Type	Bedrooms	Parking Allowance	Garden Size sq m
1	2300	4 Bedrooms	SG + 2 Spaces	187
2	1200p	4 Bedrooms	SG + 2 Spaces	187
3	1469	3 Bedrooms	SG + 2 Spaces	223
4	673	2 Bedrooms	CP + 1 Space	26
5	852	2 Bedrooms	DC + 2 Spaces	205
6	887	2 Bedrooms	CP + 2	25
7	1145	2 Bedrooms	SG + 2 Spaces	123
8	1145	2 Bedrooms	SG + 1 Space	100
9	1119	2 Bedrooms	SG + 1 Space	132
10	1119	2 Bedrooms	2 Spaces	112
11	1119	4 Bedrooms	2 Spaces	72
12	1119	2 Bedrooms	2 Spaces	72
13	1119	2 Bedrooms	2 Spaces	61
14	1119	4 Bedrooms	2 Spaces	153
15	946	3 Bedrooms	2 Spaces	118
16	946	2 Bedrooms	2 Spaces	95
17	1535	4 Bedrooms	SG + CP + 1 Space	176
18	1300	3 Bedrooms	SG + CP + 1 Space	94
19	1050	3 Bedrooms	SG + CP + 1 Space	148
20	1050	3 Bedrooms	SG + CP + 1 Space	142
21	1300	3 Bedrooms	SG + 2 Spaces	149
22	1469	3 Bedrooms	SG + CP + 1 Space	189
23	1050	3 Bedrooms	SG + CP + 1 Space	109
24	1050	3 Bedrooms	SG + CP + 1 Space	114
25	1300	3 Bedrooms	SG + 2 Spaces	172
26	1042	2 Bedrooms	SG + 2 Spaces	127
27	1535	4 Bedrooms	SG + 2 Spaces	171
28	946	3 Bedrooms	2 Spaces	61
29	946	3 Bedrooms	CP + 1 Space	63
30	1119	2 Bedrooms	2 Spaces	108
31	946	3 Bedrooms	2 Spaces	106
32	1119	2 Bedrooms	2 Spaces	94
33	654	2 Bedrooms	2 Spaces	74
34	654	2 Bedrooms	2 Spaces	60
35	654	2 Bedrooms	2 Spaces	25
36	654	2 Bedrooms	2 Spaces	64
37	1119	3 Bedrooms	CP + 1 Space	105
38	946	3 Bedrooms	CP + 1 Space	73
39	673	2 Bedrooms	2 Spaces	64
40	946	3 Bedrooms	2 Spaces	104
41	946	3 Bedrooms	CP + 1 Space	33
42	946	3 Bedrooms	CP + 1 Space	105
43	1119	4 Bedrooms	CP + 1 Space	105
44	1119	4 Bedrooms	CP + 1 Space	105
45	887	2 Bedrooms	CP + 1 Space	105
46	654	2 Bedrooms	CP + 1 Space	105
47	887	2 Bedrooms	CP + 1 Space	105
48	887	2 Bedrooms	CP + 1 Space	105
49	887	2 Bedrooms	CP + 1 Space	105
50	1200	3 Bedrooms	SG + CP + 1 Space	90
51	1469	4 Bedrooms	SG + CP + 1 Space	149
52	1762	4 Bedrooms	SG + 2 Spaces	250
53	852	2 Bedrooms	CP + 2	42
54	1145	3 Bedrooms	SG + 1 Space	76
55	1145	3 Bedrooms	SG + 1 Space	103
56	1035	4 Bedrooms	SG + 2 Spaces	184
57	1762	4 Bedrooms	SG + 2 Spaces	263
58	1145	3 Bedrooms	SG + 1 Space	74
59	1469	4 Bedrooms	SG + CP + 1 Space	211
60	1469	4 Bedrooms	SG + CP + 1 Space	139
61	1035	4 Bedrooms	SG + CP + 1 Space	158
62	1762	4 Bedrooms	SG + 2 Spaces	189
63	1200	3 Bedrooms	SG + CP + 1 Space	87
64	1200	3 Bedrooms	SG + CP + 1 Space	140
65	1250b	2 Bedrooms	SG + 2 Spaces	108
66	1400	3 Bedrooms	SG + 2 Spaces	208
67	1400	3 Bedrooms	SG + 2 Spaces	197
68	1481	4 Bedrooms	SG + 2 Spaces	154
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100	1481	4 Bedrooms	SG + 2 Spaces	154

Planning
Layout

1:500

Notes:

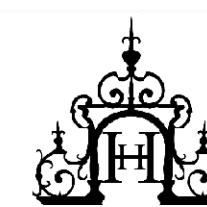
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Rev. Date Details

A	08.06.18	Amendments as requested by Planning Officer's e-mail dated 24th April 2018
B	08.06.18	Amendments following meeting at Colchester BC on 17th May
C	11.12.18	Amendments to incorporate increase to 30% affordable homes
D	26.03.19	Affordable mix updated & changes made to address Urban Design Officers comments dated 28th February & additional existing water main location
E	06.06.19	Bridleway termination point revised.

PLANNING

Project:	Chitts Hill, Stanway Essex	Project No:	COL3
Dwg No:	RP-003	Rev:	E
Drawing:	Planning Layout	Scale:	1:500 @ A0
Plot Numbers:	-	North:	
Drawn By:	08.12.17	Checked By:	



HOPKINS
HOMES

MELTON PARK HOUSE,
MELTON, WOODBRIDGE,
SUFFOLK IP12 1TJ
TEL: 01394 446000. FAX: 01394 389605.

Appendix B

Appendix B – Travel Plan Measures Action Plan

Measure	Action	Timescale
Travel Information Pack (TIP)	A welcome pack given to all new residents with local travel options and incentives, useful websites and apps to promote sustainable travel.	Until final occupation
Personal Travel Plans (PTPs)	PTP service offered to all residents to help them understand their sustainable travel options. Promoted in the TIP, newsletters, social media and webpages).	Ongoing (available upon request)
Chitts Hill webpages & social media	Dedicated Travel Plan webpages and relevant social media channels are regularly reviewed and updated with useful information, news and promotions.	Ongoing
Sustainable Travel Promotion	Promote walking and cycling routes and groups, bus, train and car sharing incentives and news via marketing channels (TIP, webpages, PTPs, newsletter, social media).	Biannual (seasonal)
Newsletter	An annual update to all households on relevant travel information and news. Information will also include reminders of travel incentives.	Annual (Autumn)
Manual Count Monitoring	A 12-hour manual count of all movements in and out of the development.	Annual (Autumn)
ATC Monitoring	A 1-Week ATC loop counter of all movements in and out of the development.	Annual (Autumn)
Postal / Online Travel Survey	A travel survey with prize draw promoted to all occupied dwellings, to understand travel behaviour and barriers to sustainable travel.	Annual (Autumn)

Appendix C

PROJECT 40774 Colchester
SITE CODE 40774-001
LOCATION Porter Dr

START DATE Mon 09 Sep, 2024
END DATE Sun 15 Sep, 2024 (inc.)
SPEED LIMIT 30mph
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes

SUMMARY

COMBINED EAST & WESTBOUND

Total recorded volume	4,323
Total recorded HGVs	39
% of vehicles that are HGVs	0.9%
Avg daily volume (based on 7 days)	617.6
Average daily speed (7 days)	10.9mph
Average daily 85%ile (7 days)	12.7mph
AADT (annual average daily traffic)	616.0
AAWT (annual average weekday traffic)	655.2
Avg weekday volume (Mon-Fri, 24hrs)	655.2
Avg weekday speed (Mon-Fri, 24hrs)	10.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	524.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	11.0mph

EASTBOUND

Total recorded volume	2,116
Total recorded HGVs	25
% of vehicles that are HGVs	1.2%
Avg daily volume (based on 7 days)	302.3
Average daily speed (7 days)	10.6mph
Average daily 85%ile (7 days)	12.4mph
% of vehicles exceeding 30mph	0.0%
AADT (annual average daily traffic)	302.7
AAWT (annual average weekday traffic)	320.5

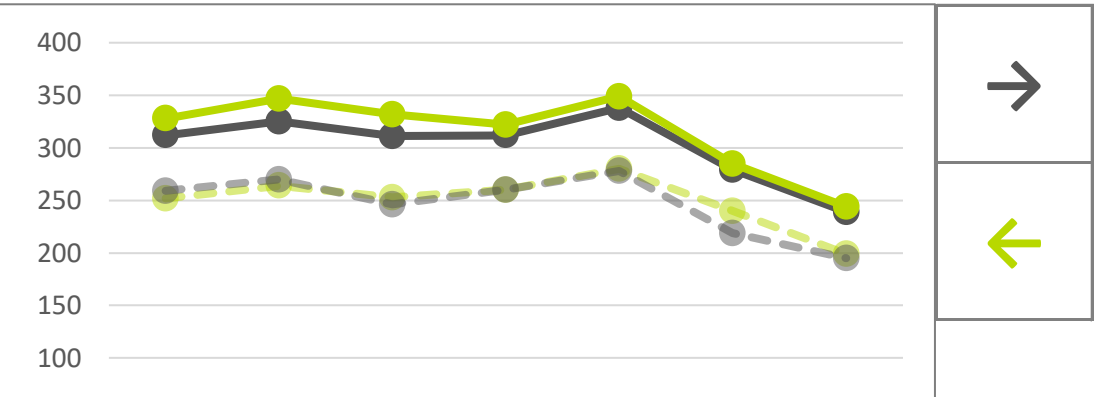
Avg weekday volume (Mon-Fri, 24hrs)	319.6
Avg weekday speed (Mon-Fri, 24hrs)	10.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	261.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	10.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	12.2mph
AM avg peak vol period (Mon-Fri)	08:00 to 08:15
PM avg peak vol period (Mon-Fri)	15:00 to 15:15

SITE LOCATION



DAILY VOLUMES

EAST- & WESTBOUND



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on Porter Dr, commencing Mon 09 Sep 2024, recorded a total of 4,323 vehicles. The posted speed limit of 30mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 616 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

WESTBOUND

Total recorded volume	2,207
Total recorded HGVs	14
% of vehicles that are HGVs	0.6%
Avg daily volume (based on 7 days)	315.3
Average daily speed (7 days)	11.2mph
Average daily 85%ile (7 days)	13.0mph
% of vehicles exceeding 30mph	0.0%
AADT (annual average daily traffic)	313.3
AAWT (annual average weekday traffic)	334.7

Avg weekday volume (Mon-Fri, 24hrs)	335.6
Avg weekday speed (Mon-Fri, 24hrs)	11.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	262.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	11.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	13.0mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	15:30 to 15:45

LOCATION	Porter Dr
DATES	Mon 09 Sep to Sun 15 Sep inc.
LAT / LNG	51°53'44.85"N, 0°50'42.27"E
PSL	30mph
DIRECTION 1	→ Eastbound
DIRECTION 2	Westbound ←

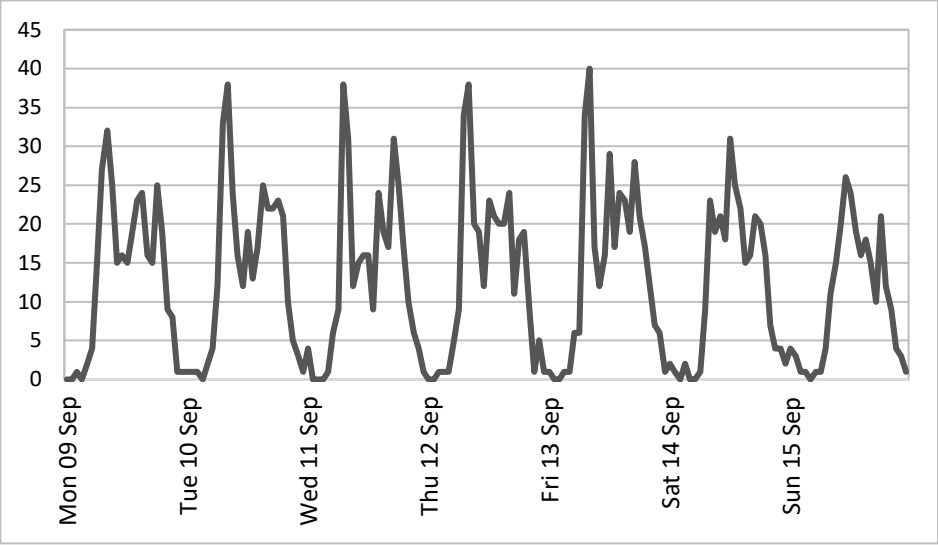
Total 24hr eastbound (solid, dark grey) and westbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Friday.



DAILY VOL

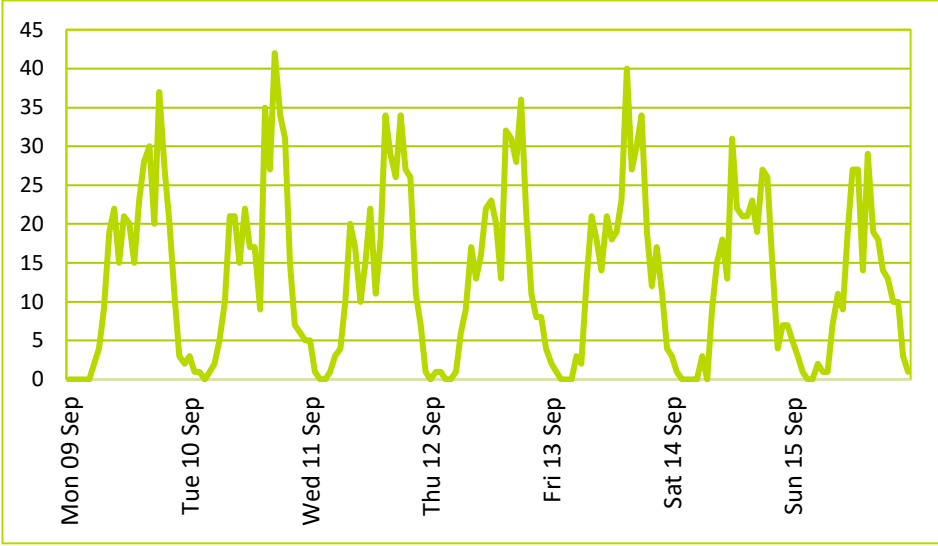
HOURLY VOLUMES



Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

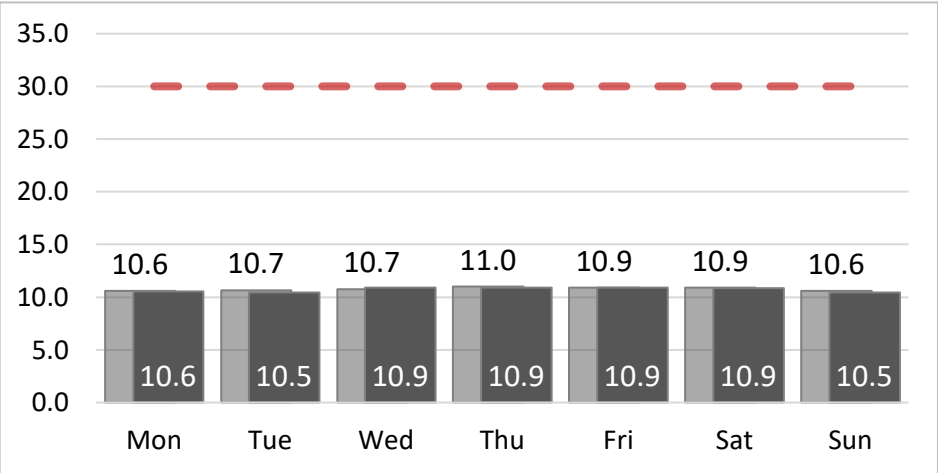


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

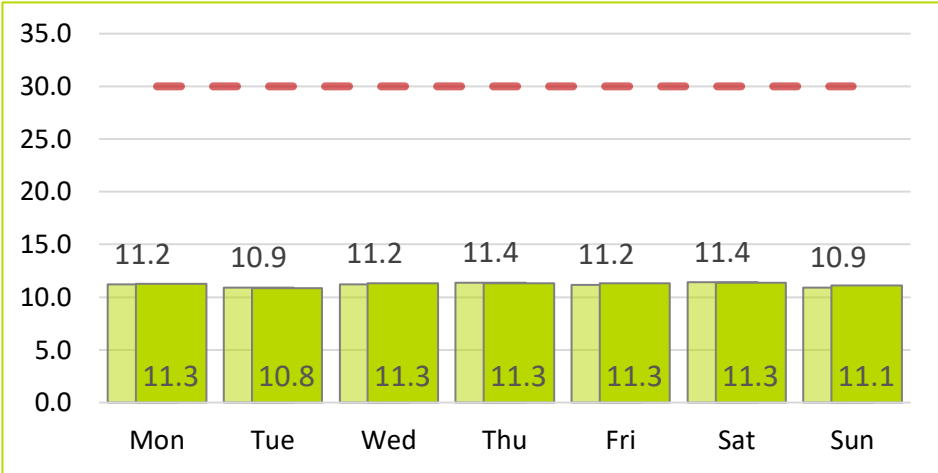
24hr & 12hr AVG SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average eastbound speeds compared against the posted speed limit of Sun 15 Sep, 2024 (inc.)



AVG SPEEDS

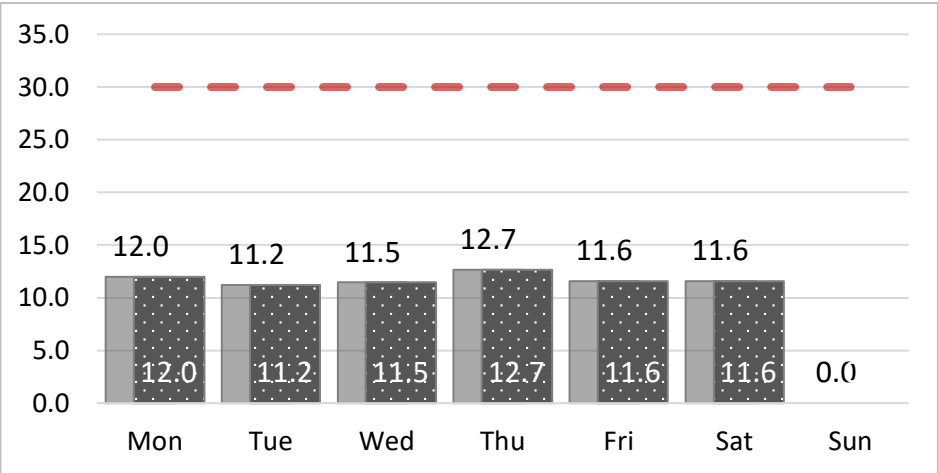


24hr (light) & 12hr daytime (dark green, 0700-1900) average westbound speeds compared against the posted speed limit of Sun 15 Sep, 2024 (inc.)



AVG SPEEDS

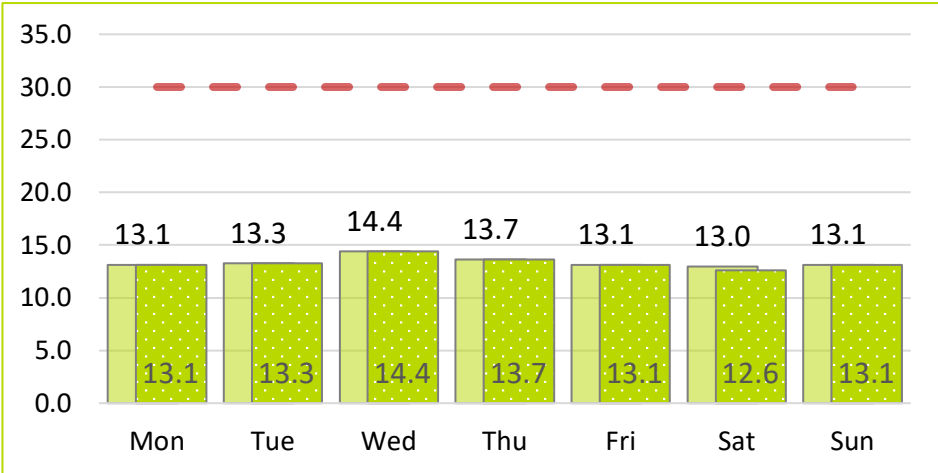
24hr & 12hr 85%ile SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average eastbound 85%ile speeds compared against the posted speed limit of Sun 15 Sep, 2024 (inc.)



AVG 85%ILES

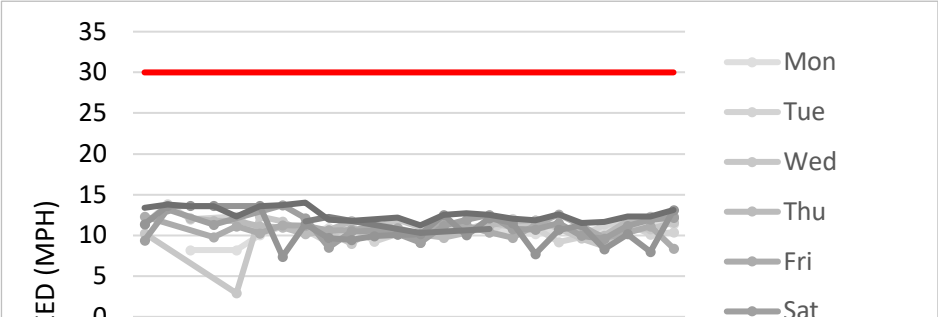


24hr (light) & 12hr daytime (dark green, 0700-1900) average westbound 85%ile speeds compared against the posted speed limit of Sun 15 Sep, 2024 (inc.)

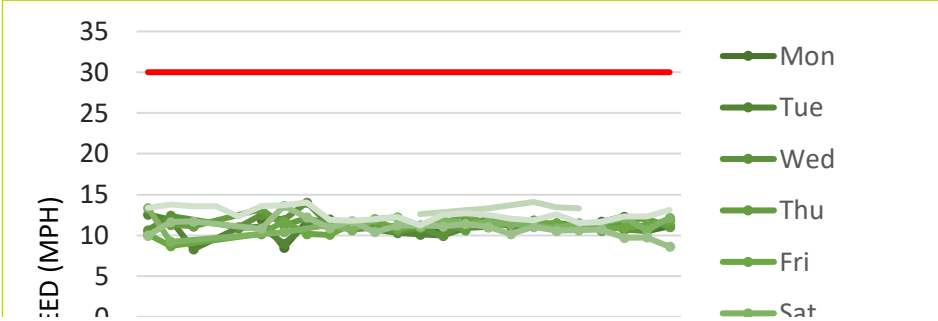


AVG 85%ILES

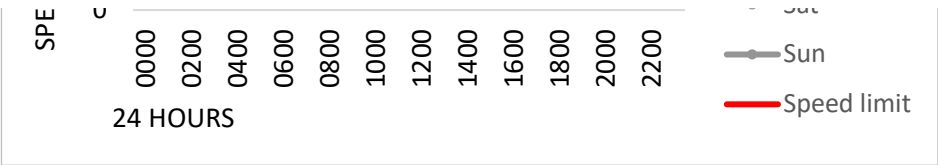
HOURLY SPEEDS



Y SPEED



Y SPEED

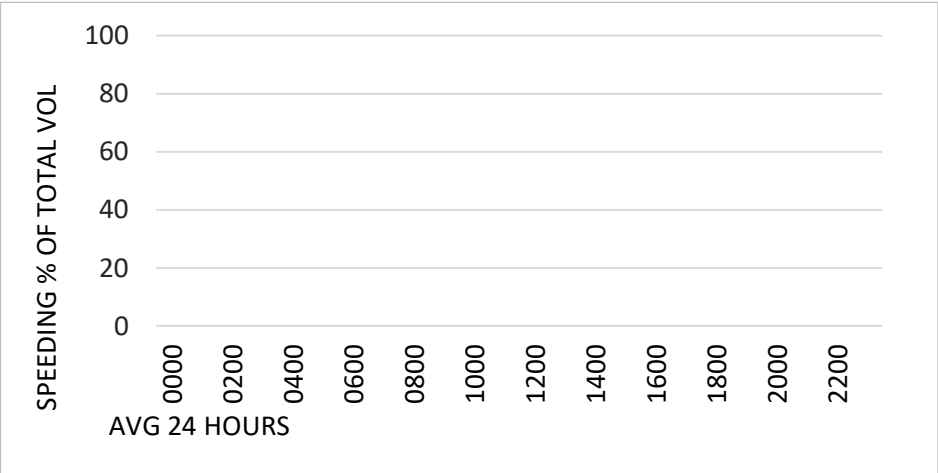


HOURLY

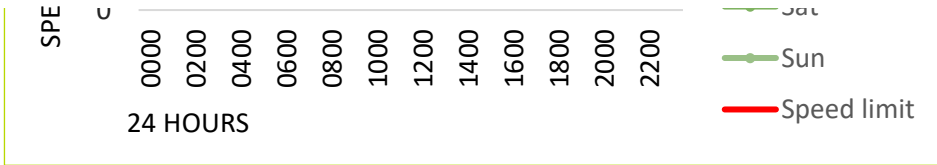
Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak eastbound daytime speed was 14.8mph at 07:00 on Sat 14 Sep, whilst the peak westbound speed was 14.9mph at 07:00 on Wed 11 Sep (based on 15min averages between 0700 & 1900).

SPEEDING % EXCEEDING 30mph



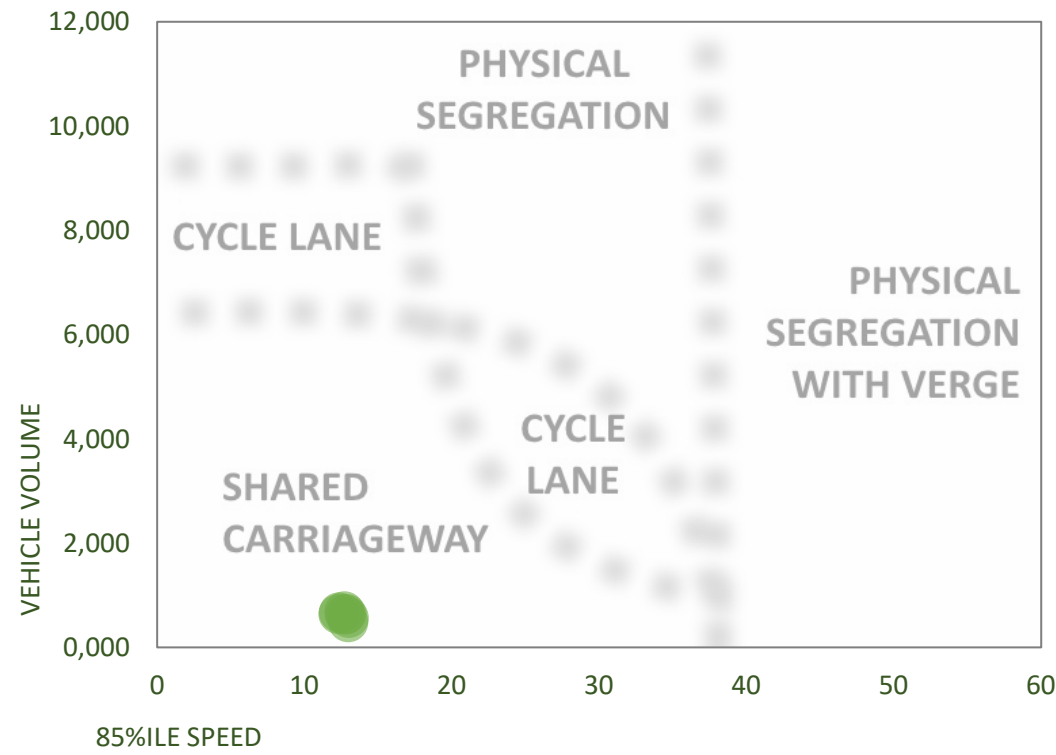
SPEEDING %



HOURLY

7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 30 and 35mph, whilst the larger markers represent those at 36mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

EASTBOUND WEEKDAY AVG						→
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.2	1.0	0.0	0.0	0.0	1.2
0100	0.0	0.2	0.0	0.0	0.0	0.2
0200	0.0	0.2	0.4	0.0	0.0	0.6
0300	0.0	0.4	0.0	0.0	0.0	0.4
0400	0.0	1.4	0.0	0.0	0.0	1.4
0500	0.2	4.2	0.2	0.4	0.0	5.0
0600	0.2	9.0	0.8	0.2	0.0	10.2
0700	0.2	29.8	2.4	0.8	0.0	33.2
0800	0.2	31.6	2.8	1.2	0.0	35.8
0900	0.2	17.8	1.6	0.0	0.0	19.6
1000	0.0	13.6	1.8	0.0	0.0	15.4
1100	0.0	12.8	1.4	0.2	0.0	14.4
1200	0.4	18.2	1.8	0.0	0.0	20.4
1300	0.0	14.4	1.4	0.0	0.0	15.8
1400	0.0	19.2	2.2	0.2	0.0	21.6
1500	0.2	19.0	2.6	0.4	0.0	22.2
1600	0.0	17.0	2.2	0.2	0.2	19.6
1700	0.4	18.4	2.2	0.4	0.0	21.4
1800	0.0	20.8	1.6	0.0	0.0	22.4

WESTBOUND WEEKDAY AVG						←
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.2	1.6	0.2	0.0	0.0	2.0
0100	0.0	0.8	0.0	0.0	0.0	0.8
0200	0.0	0.0	0.4	0.0	0.0	0.4
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.4	0.0	0.0	0.0	0.4
0500	0.0	2.2	0.0	0.0	0.0	2.2
0600	0.0	4.2	0.0	0.0	0.0	4.2
0700	0.0	9.8	0.4	0.0	0.0	10.2
0800	0.0	19.2	0.4	0.0	0.0	19.6
0900	0.2	17.0	0.8	0.2	0.0	18.2
1000	0.2	13.4	0.4	0.0	0.0	14.0
1100	0.8	18.0	1.4	0.0	0.0	20.2
1200	0.4	18.8	0.8	0.0	0.0	20.0
1300	0.0	15.6	0.6	0.2	0.0	16.4
1400	0.0	15.4	1.8	0.0	0.0	17.2
1500	0.2	31.4	2.2	0.0	0.0	33.8
1600	0.0	26.6	2.0	0.2	0.0	28.8
1700	0.6	27.8	0.8	0.0	0.0	29.2
1800	0.6	33.4	1.0	0.0	0.0	35.0

1900	0.4	17.6	0.6	0.0	0.0	18.6
2000	0.0	9.2	0.6	0.0	0.0	9.8
2100	0.2	5.2	0.0	0.0	0.0	5.4
2200	0.0	3.6	0.2	0.0	0.0	3.8
2300	0.0	1.0	0.0	0.0	0.0	1.0
12hr TTL	1.6	232.6	24.0	3.4	0.2	261.8
24hr TTL	2.8	285.6	26.8	4.0	0.2	319.4
	1%	89%	8%	1%	0%	

Average weekday eastbound and westbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figaures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

1900	0.6	23.8	0.6	0.2	0.0	25.2
2000	0.0	16.4	0.0	0.4	0.0	16.8
2100	0.2	10.4	0.2	0.0	0.0	10.8
2200	0.0	6.4	0.6	0.0	0.0	7.0
2300	0.0	3.0	0.2	0.0	0.0	3.2
12hr TTL	3.0	246.4	12.6	0.6	0.0	262.6
24hr TTL	4.0	315.6	14.8	1.2	0.0	335.6
	1%	94%	4%	0%	0%	

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

PROJECT40774 Colchester

SITE40774-001

LOCATIONPORTER DR

DIRECTIONEASTBOUND →

PSL30mph

Mon 09 Sep DAY 1		ALL VEHICLES							TIME	0 - 10 mph		10 - 15 mph		15 - 20 mph		20 - 25 mph		25 - 30 mph		30 - 35 mph		35 - 40 mph		40 - 45 mph		45 - 50 mph		50 - 60 mph		60 - 70 mph		70 - 80 mph		80 - 90 mph		90 - 100 mph		AVG SPD		85%ile		> 30mph		% > 30mph	
		TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6		SPD1 0 10	SPD2 10 15	SPD3 15 20	SPD4 20 25	SPD5 25 30	SPD6 30 35	SPD7 35 40	SPD8 40 45	SPD9 45 50	SPD10 50 60	SPD11 60 70	SPD12 70 80	SPD13 80 90	SPD14 90 100	AVG	85%ile	PSL 30	PSL% 30	SL1 35	SL1% 35	SL2 45	SL2% 45														
0000	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0015	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0030	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0045	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0200	1	0	1	0	0	0	0	0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0330	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0415	1	0	1	0	0	0	0	0415	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0430	1	0	1	0	0	0	0	0430	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0500	3	0	3	0	0	0	0	0500	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0515	1	0	0	0	1	0	0	0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0530	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0545	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0600	3	0	3	0	0	0	0	0600	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0615	3	0	3	0	0	0	0	0615	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0630	5	0	5	0	0	0	0	0630	0	5	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0645	4	0	4	0	0	0	0	0645	1	3	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0700	4	0	4	0	0	0	0	0700	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0715	10	0	7	3	0	0	0	0715	4	6	0	0	0	0	0	0	0	0	0	0	0	0	10.0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0730	6	0	5	1	0	0	0	0730	5	1	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0745	7	0	7	0	0	0	0	0745	0	7	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0800	11	0	7	3	1	0	0	0800	2	9	0	0	0	0	0	0	0	0	0	0	0	0	11.0	13.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0815	7	0	6	1	0	0	0	0815	2	5	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0830	9	0	9	0	0	0	0	0830	3	5	1	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0845	5	0	4	0	1	0	0	0845	3	2	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0900	6	1	5	0	0	0	0	0900	1	5	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0915	7	0	6	1	0	0	0	0915	1	6	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0930	8	0	8	0	0	0	0	0930	4	4	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0945	4	0																																											

PROJECT	40774 Colchester
SITE	40774-001
LOCATION	PORTER DR
DIRECTION	EASTBOUND →
PSL	30mph

	ALL VEHICLES																																
	Mcycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV			0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 30mph	% > 30mph							
0845	4	0	3	1	0	0			0	4	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-		0	0.0	0	0.0	0	0.0	0	0.0
0900	2	0	2	0	0	0			0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0	0	0.0	
0915	2	0	2	0	0	0			0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0	0	0.0	
0930	9	0	9	0	0	0			6	3	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0.0	0	0.0	0	0.0	0	0.0	
0945	4	0	3	1	0	0			0	4	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0	0	0.0	
1000	4	0	4	0	0	0			1	3	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0.0	0	0.0	0	0.0	0	0.0	
1015	1	0	0	1	0	0			0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0.0	0	0.0	0	0.0	0	0.0	
1030	3	0	3	0	0	0			0	3	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0	0	0.0	
1045	4	0	4	0	0	0			0	4	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0.0	0	0.0	0	0.0	0	0.0	
1100	1	0	1	0	0	0			0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0.0	0	0.0	0	0.0	0	0.0	
1115	3	0	3	0	0	0			1	2	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0.0	0	0.0	0	0.0	0	0.0	
1130	5	0	5	0	0	0			0	5	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0	0	0.0	
1145	7	0	7	0	0	0			1	6	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0.0	0	0.0	0	0.0	0	0.0	
1200	9	1	8	0	0	0			2	7	0	0	0	0	0	0	0	0	0	0	0	0	10.0	-	0	0.0	0	0.0	0	0.0	0	0.0	
1215	7	0	6	1	0	0			5	2	0	0	0	0	0	0	0	0	0	0	0	0	7.9	-	0	0.0	0	0.0	0	0.0	0	0.0	
1230	2	0	2	0	0	0			2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	-	0	0.0	0	0.0	0	0.0	0	0.0	
1245	11	0	11	0	0	0			9	2	0	0	0	0	0	0	0	0	0	0	0	0	9.2	10.3	0	0.0	0	0.0	0	0.0	0	0.0	
1300	5	0	5	0	0	0			3	2	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0.0	0	0.0	0	0.0	0	0.0	
1315	4	0	4	0	0	0			0	3	1	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0	0	0.0	
1330	3	0	3	0	0	0			0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0	0	0.0	
1345	5	0	4	1	0	0			0	5	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0	0	0.0	
1400	5	0	5	0	0	0			1	4	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0.0	0	0.0	0	0.0	0	0.0	
1415	8	0	7	1	0	0			1	7	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0	0	0.0	
1430	5	0	5	0	0	0			0	5	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0	0	0.0	
1445	6	0	6	0	0	0			0	6	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0	0	0.0	
1500	7	0	5	2	0	0			1	6	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0.0	0	0.0	0	0.0	0	0.0	
1515	5	0	5	0	0	0			1	4	0	0	0	0	0	0	0	0	0	0	0	0	11.0	-	0	0.0	0	0.0	0	0.0	0	0.0	
1530	6	0	5	0	1	0			4	2	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-	0	0.0	0	0.0	0	0.0	0	0.0	
1545	5	0	4	0	1	0			2	3	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0.0	0	0.0	0	0.0	0	0.0	
1600	4	0	3	0	1	0			2	2	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-	0	0.0	0	0.0	0	0.0	0	0.0	
1615	5	0	4	1	0	0			2	3	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0	0	0.0	
1630	6	0	6	0	0	0			5	1	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-	0	0.0	0	0.0	0	0.0	0	0.0	
1645	4	0	3	1	0	0			4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	-	0	0.0	0	0.0	0	0.0	0	0.0	
1700	4	0	3	1	0	0			3	1	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-	0	0.0	0	0.0	0	0.0	0	0.0	
1715	10	0	8	1	1	0			3	7	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	0	0.0	
1730	10	0	8	2	0	0			0	10	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0	0	0.0	
1745	4	0	4	0	0	0			0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0	0	0.0	
1800	6	0	6	0	0	0			0	6	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0	0	0.0	
1815	3	0	3	0	0	0			0	3	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0	0	0.0	
1830	6	0	6	0	0	0			0	6	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0	0	0.0	
1845	6	0	6	0	0	0			0	6	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0.0	0	0.0	0	0.0	0	0.0	
1900	5	0	5	0	0	0			1	4	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0	0	0.0	
1915	7	0	6	1	0	0			1	6	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	0	0.0	
1930	3	0	3	0	0	0			1	2	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0	0	0.0	
1945	2	0	2	0	0	0			0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0	0	0.0	
2000	2	0	1	1	0	0			1	1	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0.0	0	0.0	0	0.0	0	0.0	
2015	4	0	4	0	0	0			0	4	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0.0	0	0.0	0	0.0	0	0.0	
2030	1	0	1	0	0	0			0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0.0	0	0.0	0	0.0	0	0.0	
2045	5	0	5	0	0	0			5	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	-	0	0.0	0	0.0	0	0.0	0	0.0	
2100	4	0	4	0	0	0			4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	-	0	0.0	0	0.0	0	0.0	0	0.0	
2115	1	0	1	0	0	0			0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	0	0.0	
2130	2	0	2	0	0	0			0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0	0	0.0	
2145	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
2200	1	0	1	0	0	0			0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0	0	0.0	
2215	2	0	2	0	0	0			0	2	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0.0	0	0.0	0	0.0	0	0.0	
2230	1	0	0	1	0	0			0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0.0	0	0.0	0	0.0	0	0.0	
2245	2	0	2	0	0	0			1	1	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-	0	0.0	0	0.0	0	0.0	0	0.0	
2300	1	0</																															

PROJECT40774 Colchester

SITE40774-001

LOCATIONPORTER DR

DIRECTIONWESTBOUND ←

PSL30mph

←

ALL VEHICLES

Mcycles

Cars, taxis, 4WD

LGV

OGV1

OGV2

PSV

0 - 10 mph

10 - 15 mph

15 - 20 mph

20 - 25 mph

25 - 30 mph

30 - 35 mph

35 - 40 mph

40 - 45 mph

45 - 50 mph

50 - 60 mph

60 - 70 mph

70 - 80 mph

80 - 90 mph

90 - 100 mph

AVG SPD

85%ile

> 30mph

> 30mph

Mon 09 Sep

DAY 1

TOTAL

CLS 1

CLS 2

CLS 3

CLS 4

CLS 5

CLS 6

TIME

SPD1 0 10

SPD2 10 15

SPD3 15 20

SPD4 20 25

SPD5 25 30

SPD6 30 35

SPD7 35 40

SPD8 40 45

SPD9 45 50

SPD10 50 60

SPD11 60 70

SPD12 70 80

SPD13 80 90

SPD14 90 100

AVG

85%ile

PSL 30

PSL% 30

SL1 35

SL1% 35

SL2 45

SL2% 45

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Weather Condition AM:	DRY	Weather Condition PM:	DRY
Location:	CHITTS HILL, COLCHESTER		
Date:	10/09/2024		
No. of Vehs on site at Start:	0		
No. of Vehs on site at End:	0		

Notes about unusual issues with survey:

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

PORTER DRIVE

Date

10/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES																PASSENGERS				CYCLISTS				PEDESTRIANS				BUS								
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE			
0700-0730	5	8	0	0	0	0	0	2	0	0	0	0	0	0	5	10	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	13
0730-0800	3		0		0		0		2		0	0	0		0		0	0	0	5		2	0	0	2		0	0	0	0	0	0	0	0	0	0	
0800-0830	9	15	0	0	0	0	2	3	0	0	0	0	0	0	11	18	2	0	0	2	4	0	0	0	0	0	1	0	0	1	1	2	0	0	14	24	
0830-0900	6		0		0		0		1		0	0	0		0		0	0	0	7		2	0	0	2		0	0	0	0	0	0	0	1	0		0
0900-0930	12	22	0	0	0	0	0	1	0	0	0	0	0	0	12	23	1	0	0	1	1	0	0	0	0	0	1	0	0	1	1	0	0	14	25		
0930-1000	10		0		0		0		1		0	0	0		0		0	0	0	11		0	0	0	0		0	0	0	0	0	0	0	0		0	0
1000-1030	5	12	0	1	0	0	0	1	0	0	0	0	0	0	5	14	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6	17		
1030-1100	7		1		0		0		1		0	0	0		0		0	0	0	9		0	1	0	2		0	0	0	0	0	0	0	0		0	0
1100-1130	8	16	0	0	0	0	1	2	0	0	0	0	0	1	9	19	4	0	0	4	7	0	0	0	0	1	0	0	0	0	0	0	0	13	27		
1130-1200	8		0		0		0		1		0	0	1		1		0	1	10	3		0	0	3	1		0	0	1	1	0	0	0	0		0	0
1200-1230	11	16	0	0	0	0	1	2	0	0	0	0	0	0	12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	18		
1230-1300	5		0		0		0		1		0	0	0		0		0	0	6	0		0	0	0	0		0	0	0	0	0	0	0	0		0	0
1300-1330	6	15	0	0	0	0	0	1	0	0	0	0	0	0	6	16	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	10	20		
1330-1400	9		0		0		0		1		0	0	0		0		0	0	10	0		0	0	0	0		0	0	0	0	0	0	0	0		0	0
1400-1430	4	9	0	0	0	0	0	0	0	0	0	0	0	0	4	9	1	0	0	1	3	0	0	0	0	1	2	0	0	2	2	0	0	7	15		
1430-1500	5		0		0		0		0		0	0	0		0		0	0	5	2		0	0	2	1		0	0	1	1	0	0	0	0		0	0
1500-1530	9	30	0	0	1	1	5	6	0	0	0	0	0	0	15	37	3	2	0	7	28	0	0	0	0	0	0	0	0	0	3	0	0	22	68		
1530-1600	21		0		0		0		1		0	0	0		0		0	0	22	8		5	1	21	0		0	0	0	0	0	0	0	0		0	3
1600-1630	13	22	0	0	0	0	2	5	0	0	0	0	0	0	15	27	2	0	1	5	8	1	0	0	1	1	0	1	0	1	1	0	0	22	37		
1630-1700	9		0		0		0		3		0	0	0		0		0	0	12	3		0	0	3	0		0	0	3	1	0	0	0	1		0	0
1700-1730	11	36	0	0	0	0	1	1	0	0	0	0	0	0	12	37	2	1	0	4	11	0	0	0	0	2	2	0	0	2	3	0	0	18	53		
1730-1800	25		0		0		0		0		0	0	0		0		0	0	25	4		0	1	7	1		1	0	2	1	1	0	2	0		1	0
1800-1830	12	24	0	0	0	0	2	3	0	0	0	0	0	0	14	27	6	0	0	6	7	1	0	0	1	1	0	0	0	0	1	0	0	21	36		
1830-1900	12		0		0		0		1		0	0	0		0		0	0	13	1		0	0	1	0		0	0	1	0	0	0	0	1		0	0
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE			
TOTALS	225	225	1	1	1	1	27	27	0	0	1	0	1	1	255	255	52	9	3	79	79	5	1	0	6	6	8	2	3	13	13	0	0	353	353		

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

PORTER DRIVE

Date

10/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS						CYCLISTS					PEDESTRIANS					BUS			
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	18	31	0	0	0	0	2	4	0	0	0	0	0	0	20	35	2	0	0	2	10	0	0	0	0	0	0	1	0	1	6	0	0	23	51
0730-0800	13		0		0		2		0		0	0	0		0		0	0	0	15		4	2	0	8		0	0	0	0		1		1	
0800-0830	25	38	0	0	0	0	3	3	0	0	0	0	0	0	28	41	10	4	1	21	26	0	0	0	0	0	1	0	0	1	3	0	0	50	70
0830-0900	13		0		0		0		0		0	0	0		0		0	0	0	13		3	1	0	5		0	0	0	0		2		0	
0900-0930	13	24	0	0	0	0	0	2	0	0	0	0	0	0	13	26	3	2	0	7	10	0	0	0	0	1	0	0	0	0	0	0	0	20	37
0930-1000	11		0		0		2		0		0	0	0		0		0	0	0	13		3	0	0	3		1	0	1	0		0		0	
1000-1030	7	13	0	1	0	0	0	0	0	0	0	0	0	0	7	14	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	9	17
1030-1100	6		1		0		0		0		0	0	0		0		0	0	0	7		1	0	0	1		0	0	0	0		0		0	
1100-1130	3	11	0	0	0	0	2	2	0	0	0	0	0	0	5	13	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	14
1130-1200	8		0		0		0		0		0	0	0		0		0	0	0	8		1	0	0	1		0	0	0	0		0		0	
1200-1230	7	16	0	0	0	0	0	2	0	0	1	0	1	1	8	19	3	0	0	3	4	2	0	0	2	2	1	0	0	1	2	0	0	14	27
1230-1300	9		0		0		2		0		0	0	0		0		0	0	0	11		1	0	0	1		0	0	0	0		0		0	
1300-1330	5	11	0	0	0	0	1	2	0	0	0	0	0	0	6	13	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	8	17
1330-1400	6		0		0		0		0		0	0	0		0		0	0	0	7		2	0	0	2		0	0	0	0		0		0	
1400-1430	7	16	0	0	0	0	0	1	0	0	0	0	0	0	7	17	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	7	24
1430-1500	9		0		0		1		0		0	0	0		0		0	0	0	10		4	1	0	6		0	0	0	0		0		0	
1500-1530	7	18	0	0	1	1	3	5	0	0	0	0	0	0	11	24	2	0	0	2	6	1	0	0	1	1	1	0	0	1	1	0	0	15	32
1530-1600	11		0		0		2		0		0	0	0		0		0	0	0	13		2	1	0	4		0	0	0	0		0		0	
1600-1630	11	19	0	0	0	0	0	1	0	0	0	0	0	0	11	20	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	13	25
1630-1700	8		0		0		1		0		0	0	0		0		0	0	0	9		1	1	0	3		0	0	0	0		0		0	
1700-1730	12	22	0	0	0	0	0	1	0	0	0	0	0	0	12	23	3	1	0	5	12	0	0	0	0	1	0	0	0	0	2	0	0	17	38
1730-1800	10		0		0		1		0		0	0	0		0		0	0	0	11		7	0	0	7		0	1	0	1		0		0	
1800-1830	6	20	0	0	0	0	1	1	0	0	0	0	0	0	7	21	4	0	0	4	7	0	2	0	2	2	2	0	0	2	2	0	0	15	32
1830-1900	14		0		0		0		0		0	0	0		0		0	0	0	14		3	0	0	3		0	0	0	0		0		0	
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
TOTALS	239	239	1	1	1	1	24	24	0	0	1	0	1	1	266	266	65	13	1	94	94	4	3	0	7	7	10	2	5	17	17	0	0	384	384

Appendix D

Chitts Hill Travel Survey Sept 2024

18 responses

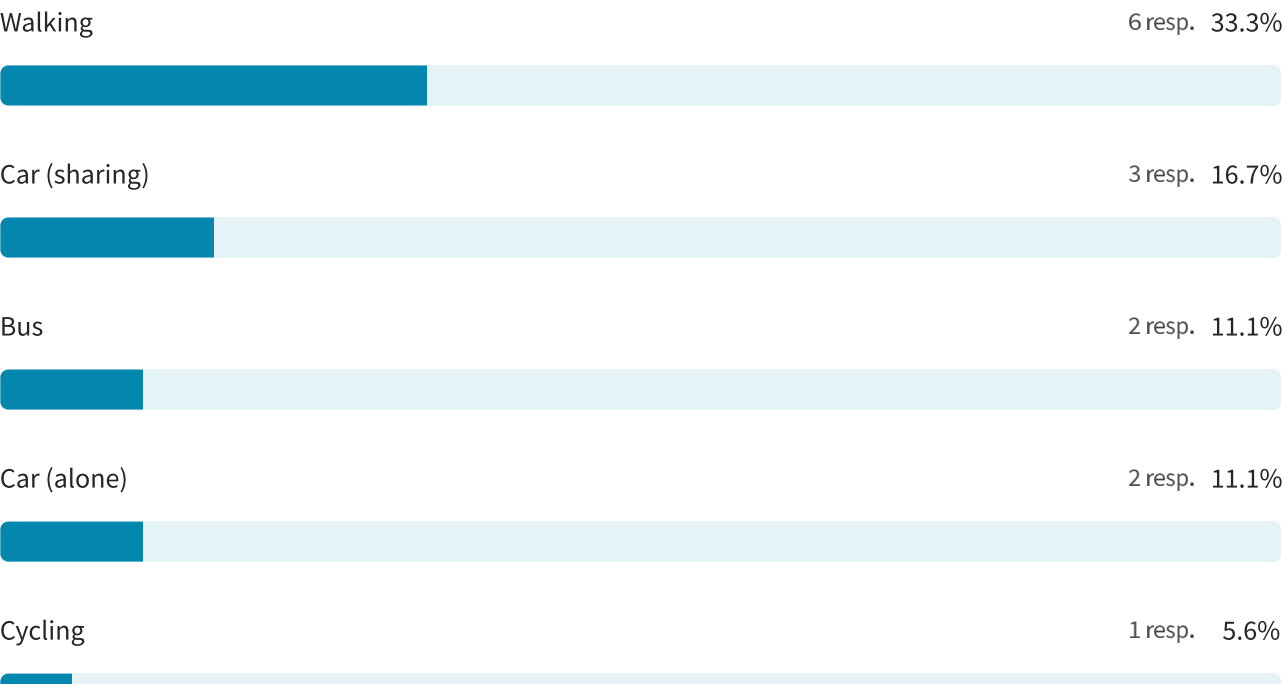
Would you like a free Personal Travel Plan?

18 out of 18 answered



If your main mode of travel was unavailable, how would you get around?

18 out of 18 answered



Electric Vehicle (sharing) 1 resp. 5.6%

Motorbike 1 resp. 5.6%

Other 1 resp. 5.6%

Train 1 resp. 5.6%

Electric Vehicle (alone) 0 resp. 0%

Park & Ride 0 resp. 0%

Work from Home 0 resp. 0%

Would you consider car sharing regularly?

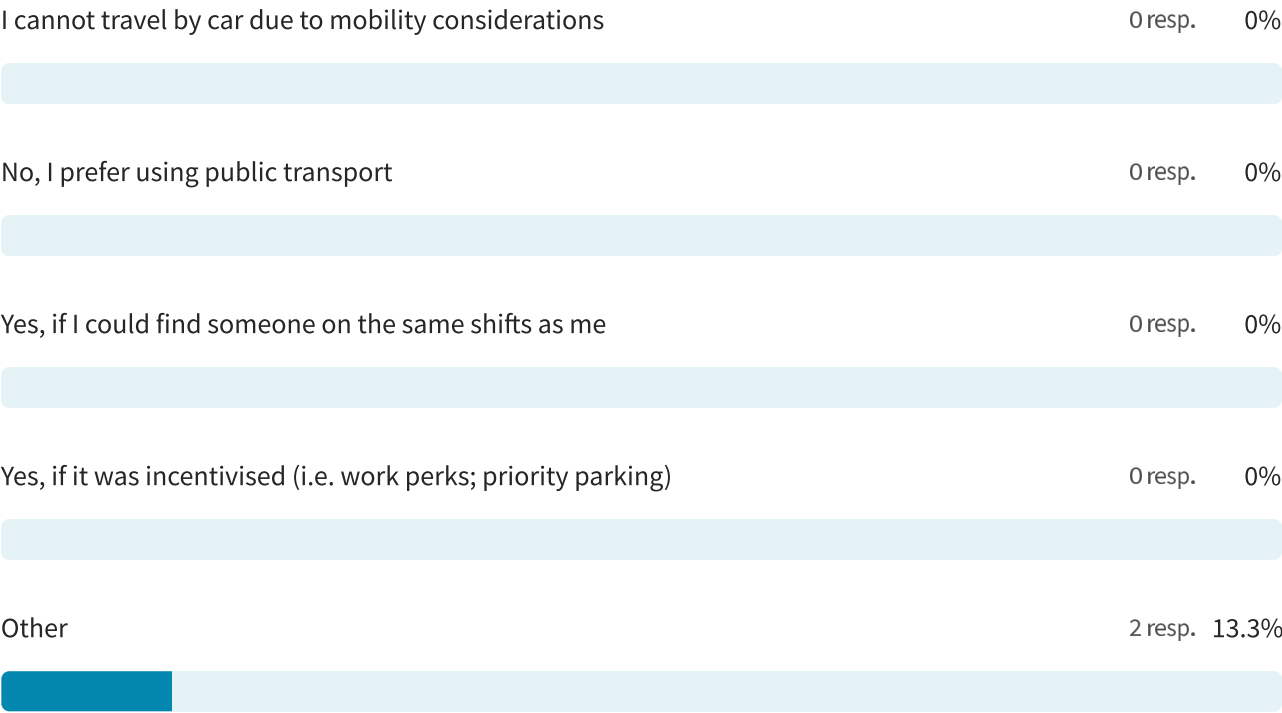
15 out of 18 answered

I already car share regularly 6 resp. 40%

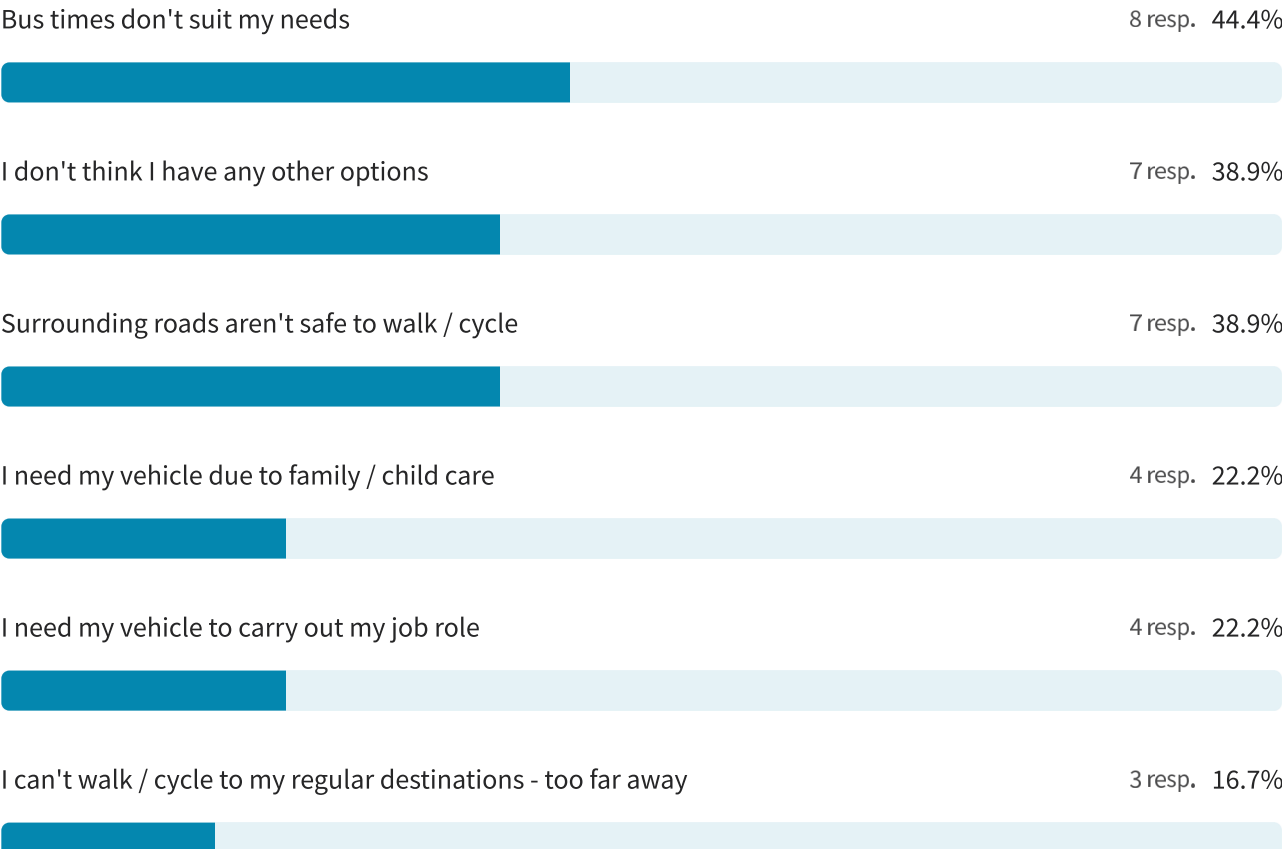
No, I prefer to walk / cycle 5 resp. 33.3%

No, I have family / child commitments (i.e. school run) 2 resp. 13.3%

Yes, if I could find someone to share with 1 resp. 6.7%



What is stopping you from travelling more sustainably?
18 out of 18 answered



I need my vehicle to assist with my limited mobility

3 resp. 16.7%

Public transport seems too expensive

3 resp. 16.7%

I haven't found anyone to car share with

2 resp. 11.1%

There are no shower / changing facilities at work

1 resp. 5.6%

Other

0 resp. 0%

Has the Travel Information Pack helped you make informed decisions about the way you travel?

18 out of 18 answered

I have not read the Travel Information Pack

10 resp. 55.6%

No, I read it but did not find it helpful.

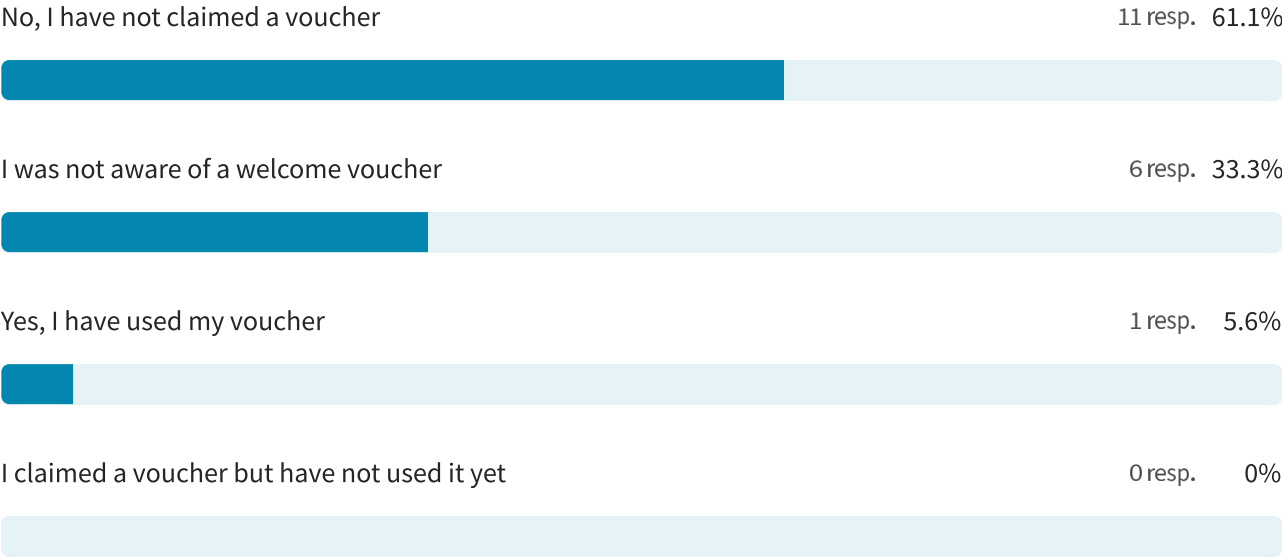
4 resp. 22.2%

Yes, I found it helpful.

4 resp. 22.2%

Have you claimed your welcome voucher yet?

18 out of 18 answered



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How many days of the week do you regularly travel and which mode do you use?

18 out of 18 answered

	0	1	2	3	4	5	6	7
Car (alone)	16.7%	16.7%	11.1%	5.6%	11.1%	5.6%	11.1%	22.2%
Car (sharing)	38.9%	11.1%	27.8%	11.1%	0%	0%	5.6%	5.6%
Electric Car (alone)	83.3%	11.1%	5.6%	0%	0%	0%	0%	0%
Electric Car (sharing)	83.3%	5.6%	5.6%	0%	0%	0%	5.6%	0%
Walk	44.4%	5.6%	16.7%	5.6%	16.7%	5.6%	0%	5.6%
Cycle	61.1%	11.1%	5.6%	5.6%	11.1%	5.6%	0%	0%
Bus	66.7%	11.1%	11.1%	0%	5.6%	5.6%	0%	0%
Train	61.1%	16.7%	5.6%	5.6%	5.6%	0%	0%	5.6%
Motorbike	72.2%	11.1%	11.1%	5.6%	0%	0%	0%	0%
Work from Home	61.1%	5.6%	16.7%	0%	11.1%	5.6%	0%	0%
Other	83.3%	5.6%	11.1%	0%	0%	0%	0%	0%