

Appendix E Data collection – Technical Note

E.1 Introduction

E.1.1 To provide further context to some of the claims / assertions made during the Community Engagement, video data collection was carried out at three locations. This note briefly summarises the findings of the video data collection.

E.2 Site 1 – Duke Street / Brewery Lane

E.2.1 Some respondents to the survey and engagement expressed concern about the proposals at this junction. The key concerns that required further investigation were:

- Levels of overrun of vehicles of the existing painted junction bell mouth, with a view to formalising the build out with a kerb;
- Number and frequency of large vehicles accessing Brewery Lane;
- Existence of a pedestrian desire line across High Street at this location.

Site 1 – Key findings

E.2.2 In terms of levels of overrun of vehicles, there is clearly a large number of vehicles currently driving across the existing painted build out on the corner of Brewery Lane. This is shown in example photos below.



Figure 8-1: Examples of vehicles overrunning the corner at Brewery Lane

E.2.3 The number of vehicles accessing Brewery Lane is shown in the table below. This shows that for the days recorded, the number of heavy vehicles (including LGV) was not insignificant. However, a very small proportion of these vehicles were large / articulated vehicles.

Table 8-1: Vehicles accessing Brewery Lane between 07:00 and 19:00

Day	Date	All traffic	LGV	OGV1	OGV2	Heavy vehicles	% Heavy vehicles
Thursday	26/09/2024	204	37	1	6	44	22%
Saturday	28/09/2024	162	13	0	0	13	8%

E.2.4 AI analysis of the video data provides a snapshot of pedestrian desire lines across High Street, which is shown in Figure 8-2. This demonstrates that there is clear demand for an improved crossing at this location, with a maximum of 49 crossings per hour recorded between 16:00 and 17:00 on Saturday 28th September.



Figure 8-2: Desire lines shown for pedestrians in green

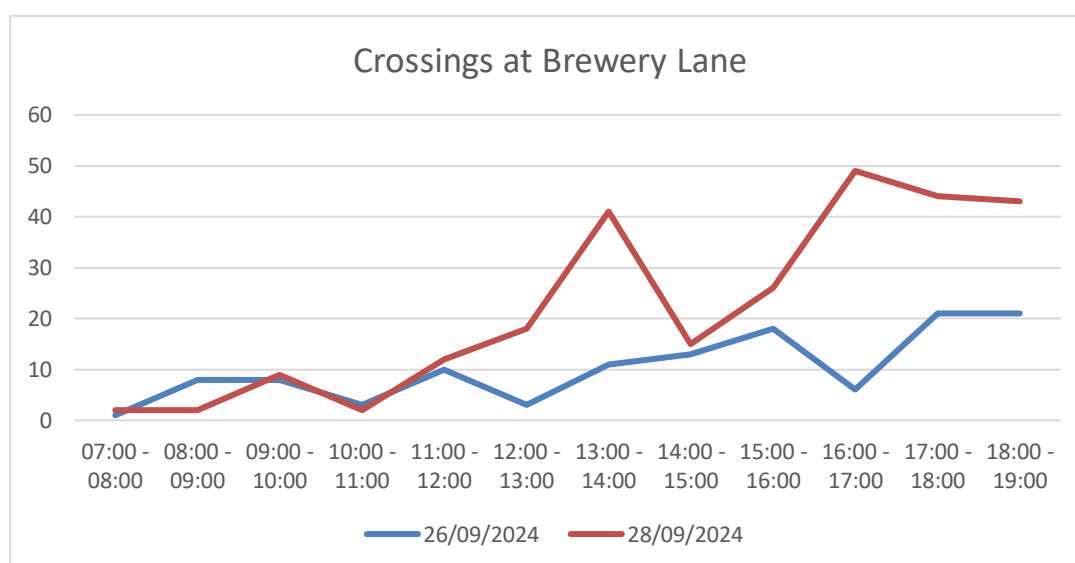


Figure 8-3: Crossings at Brewery Lane / High Street

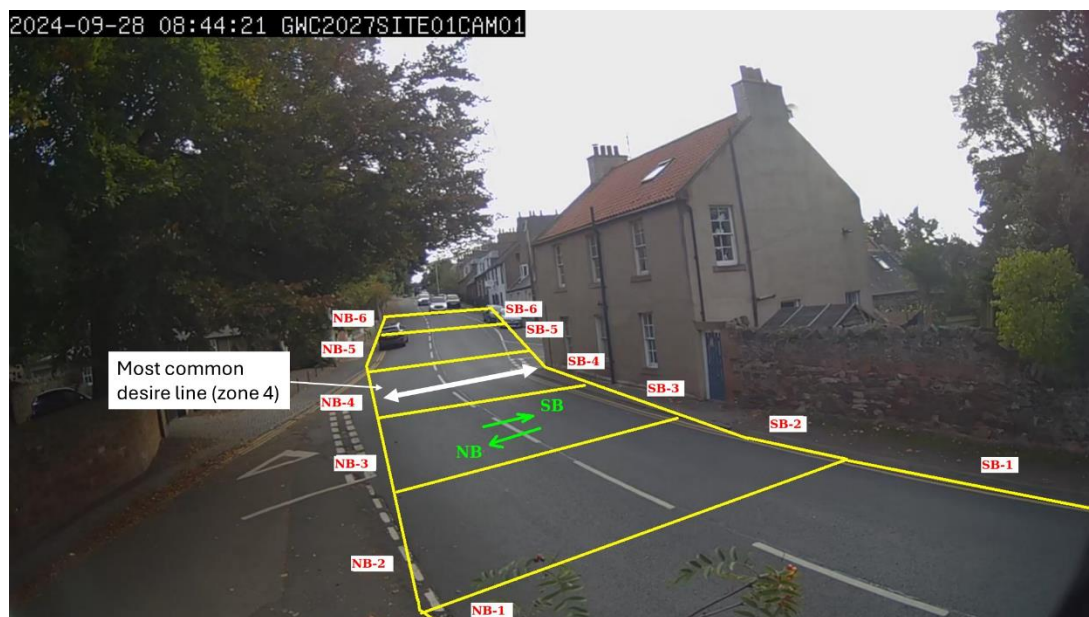


Figure 8-4: Diagram showing the most frequent crossing point at the Brewery Lane / High Street location

E.3 Site 2 - Shore Road / Beveridge Row junction

- E.3.1 Some respondents to the survey and engagement expressed concern about the proposals at this junction. The key concern that required further investigation was the existence of a pedestrian desire line across the A1087 at this location.

Site 2 – Key findings

- E.3.2 The video survey confirms that there is a pedestrian desire line across the A1087, with a maximum of 22 pedestrians crossing per hour recorded between 10:00-11:00 on Saturday 28th September. This supports the implementation of a more formalised crossing. The line of this is shown in Figure 8-5 and Figure 8-6.



Figure 8-5: Most frequent desire line across the A1087 between Shore Road and Beveridge Row



Figure 8-6: Desire lines shown for pedestrians in green

E.3.3 The pedestrian flows at this location are shown in Figure 8-7.

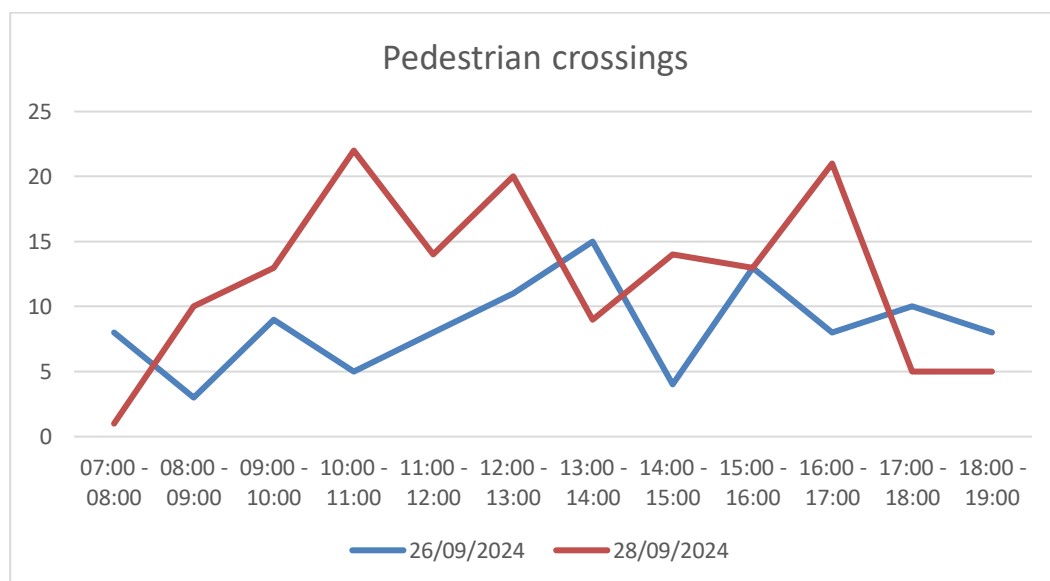


Figure 8-7: Pedestrian crossings per hour across A1087

E.4 Site 3 - Back Road

E.4.1 Some respondents to the survey and engagement expressed concern about the proposals at this location. The key concern that required further investigation was the level of existing conflict between non-motorised users and vehicles – and whether this was sufficient to necessitate the proposal for one-way operation. Vehicle speeds on Back Road were also a concern, with some residents stating that existing high speeds would be worsened by the move to one-way operation.

Site 3 – Key findings

- E.4.2 There is a strong desire line for pedestrians along Back Road, with 76 pedestrians recorded between 07:00 and 19:00 on Thursday 26th September, and 243 pedestrians recorded between 07:00 and 19:00 on Saturday 28th September. All recorded pedestrians walk along the northern side of the carriageway, closer to the golf course.



Figure 8-8: Desire lines shown for pedestrians in green

- E.4.3 The data was also interrogated for conflicts between non-motorised users and vehicles where pedestrians are currently forced to walk in the road where the carriageway is constrained by the walls either side. These are shown in the table below. This suggests that although there are some conflicts between non-motorised users and vehicles, these are relatively infrequent and generally resolve naturally (i.e. the driver allows the pedestrian through the section).

Table 8-2: Pedestrian / vehicle interactions

Date	Non-motorised User Type	Road Vehicle Type	What does the road driver/cyclist do?	What does the crossing ped/cyclist then do?	No of Peds/Cyclists
26/09/2024	Pedestrian	Car	Driver assumes priority / no stopping or slowing	Waits	1
26/09/2024	Pedestrian	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	1
28/09/2024	Pedestrian	Car	Driver assumes priority / no stopping or slowing	Waits	1
28/09/2024	Pedestrian	Car	Driver assumes priority / no stopping or slowing	Waits	2
28/09/2024	Pedestrian	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	2
28/09/2024	Pedestrian	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	1

28/09/2024	Pedestrian	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	1
28/09/2024	Cyclist	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	1
28/09/2024	Cyclist	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	3
28/09/2024	Cyclist	Car	Driver stops/slows to allow ped/cyclist to cross	Crosses/continues to cross	3

E.4.4 A 7-day Automatic Traffic Count (ATC) was also carried out to ascertain speeds on Back Road. A summary of speeds is shown in Table 8-3. It should be noted that the speed limit on Back Road is 20mph. On a seven-day average (both directions), 77.5% of vehicles were travelling over the posted speed limit.

Table 8-3: Speed data for Back Road

Direction	7-Day Average Speed (mph)	7-Day Max Speed (mph)	7-Day 85th %ile Speed (mph)
Eastbound	24.2	54.32	30.4
Westbound	23.7	55.29	29.3
Combined	23.9	55.29	29.8