Land West of Bines Road, Partridge Green

Highways Transport Assessment

November 2025

Croudace Homes Ltd

Transport Planning Travel Planning Civil & Structural Engineering

RESIDENTIAL DEVELOPMENT
LAND WEST OF BINES ROAD
PARTRIDGE GREEN

HIGHWAYS TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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Prepared by:	Ollie Samuel-Camps	November 2025
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Approved by:	Tom Fisher	November 2025

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croudacehomes

Croudace Homes Ltd
Croudace House
Tupwood Lane
Caterham
Surrey
CR3 6XQ

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

RESIDENTIAL DEVELOPMENT
LAND WEST OF BINES ROAD
PARTRIDGE GREEN

HIGHWAYS TRANSPORT ASSESSMENT

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1. INTRODUCTION

1.1 This Highways Transport Assessment (HTA) has been prepared by Paul Basham Associates (PBA) on behalf of Croudace Homes to support a Full planning application for a residential development comprising 101 units on Land to the west of Bines Road, Partridge Green. The site location is illustrated in **Figure 1** with site layout included in **Appendix A**.

Figure 1: Site Location

1.2 Paul Basham Associates have prepared a Highways Travel Plan (HTP) in conjunction with this application, alongside this HTA. The HTP provides information of the soft measures proposed to facilitate and promote the use of sustainable transport modes.

1.3 In October 2024, a planning application was submitted for 101 residential units (ref: DC/24/1699). Whilst all the highway comments were addressed through post planning discussions with West Sussex County Council (WSCC), the scheme was refused on Water Neutrality grounds in August 2025 with no objection from highways. However, since the application was refused, the Environment Agency and Southern Water (amongst others) have announced that new development will be permitted in the Sussex North Water Resource Zone (WRZ), and as such this application is being submitted.

1.4 The proposed development and internal layout of the site underwent multiple revisions in response to pre-application discussions, liaison with West Sussex County Council (WSCC) highways officers, post planning discussions and a Public Consultation (undertaken on the 18th April 2024) as part of the previous refused application. The highways responses to the refused application are attached in **Appendix B** with WSCC correspondence attached in **Appendix C**. Therefore, the scope of this HTA has been informed by these discussions/comments where appropriate.

Site Context

1.5 The site has not been the subject of any previous application aside from the refused application at the site (DC/24/1699). However, there are a number of applications which have been submitted within the vicinity of the site.

1.6 Approximately 1.2km northeast of the site, an outline planning application for *'the erection of up to 120 dwellings with public open space, landscaping, and sustainable drainage system (SuDS) with vehicular access point with all matters to be reserved except access'* at Land North of Shermanbury Road Partridge Green was submitted on 19th March 2024 (ref: DC/24/0428). As of the date of this report, the application is currently at Recommendation and/or Committee and a decision has not been made.

1.7 In addition, an outline application for *'the erection of 81 new dwellings and associated public open space, landscaping, vehicular access, drainage and highways infrastructure works with all matters reserved except access'* at Land North of The Rosary, Partridge Green, c.750m north of the proposed development, was refused in July 2022 however it should be noted that WSCC had no objection to the development with regards to highways.

1.8 Following this introduction, this HTA will cover the following elements:

- Relevant National, Regional and Local Policy
- Existing conditions and site accessibility
- Development Proposals
- Multi-Modal Trip Generation
- Vehicle Distribution
- Vehicle Impact Assessment
- Junction Capacity Assessment
- Percentage Impact Assessment
- Summary and conclusions

1.9 This Highways Transport Assessment has been written in line with the National Planning Policy Framework (NPPF) (December 2024) and both West Sussex County Council and Horsham District Council policy which is detailed in Section 2 of this report.

2. PLANNING POLICY

2.1 This HTA has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- West Sussex Transport Plan (LTP4) 2022-2036:
- West Sussex Active Travel Strategy 2024-2036
- West Sussex County Council Guidance on Parking at New Developments (September 2020)
- Horsham District Planning Framework (excluding South Downs National Park) November 2015
- Horsham District Local Plan 2023-2040 (Regulation 19) (Emerging)

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. The following NPPF paragraphs are relevant to the Highways Transport Assessment:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: *a) The potential impacts of development on transport networks can be addressed;* *b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;* *c) Opportunities to promote walking, cycling and public transport use are identified and pursued;* *d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and* *e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.* ***(NPPF Para.109)***
The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. ***(NPPF Para.110)***
Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all future scenarios. ***(NPPF Para.116)***
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. ***(NPPF Para.118)***

West Sussex County Council Transport Plan (LTP4) 2022-2036

2.3 The West Sussex Transport Plan 2022 to 2036 was adopted in April 2022 and sets how the County Council intends to address key challenges by improving, maintain and managing the transport network in the period up to 2036. The plan contains various themes and strategies intended to deliver the plan's objectives covering the following four themes:

- Prosperous West Sussex;
- Healthy West Sussex;
- Protected West Sussex; and
- Connected West Sussex.

2.4 West Sussex Transport Plan (LTP4) 2022-2036 sets out West Sussex's transport strategy and identifies a range of policy objectives, which are:

- Promoting economic growth;
- Tackling climate change;
- Providing access to services, employment and housing;
- Encouraging shared and public transport; and
- Improving safety, security and health.

2.5 The aim is for the transport network to be on the path to achieve net zero carbon emissions by 2050.

West Sussex Active Travel Strategy 2024-2036

2.6 In 2016, WSCC introduced the West Sussex Walking and Cycling Strategy which was *'designed to complement the Government's emerging Cycling and Walking Investment Strategy and sets out the County Council's aims and objectives for walking and cycling together with [the] priorities for investment in infrastructure improvements'*. To reflect changes following the Covid-19 pandemic in travel habits, priorities and funding streams the West Sussex Active Travel Strategy builds on the work completed as part of the previous West Sussex Walking and Cycling Strategy.

2.7 To achieve the vision of the West Sussex Active Travel Strategy, the following aims will guide the strategy over time. Each is aligned with the council's wider policy framework and reflects the application of national policy at the local level. The objectives identified within this strategy also strongly relate to those within this TA, in particular:

- 'Support the decarbonisation of our transport network'.
- 'Reduce the need to travel by motorised vehicles'.
- 'Boost physical health and wellbeing across the county '.
- 'Support future economic prosperity and vibrant local communities'.

West Sussex County Council Guidance on Parking at New Developments September 2020

2.8 The WSCC Guidance on Parking at New Developments document sets out the parking standards for the county and therefore this guidance has been utilised when considered the appropriate level of parking for the development.

Horsham District Planning Framework (excluding South Downs National Park) November 2015

2.9 Horsham District Planning Framework provided the overview and objectives for the district with the key objective themes including Economic prosperity, high quality of life, opportunities for all, valued natural and historic environment and a green sustainable place. The key policies relevant to the HTA are provided below:

Policy 39 Strategic Policy: Infrastructure Provision

1. The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.
2. Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.
3. To ensure required standards are met, arrangements for new or improved infrastructure provision, will be secured by planning obligation / Community Infrastructure Levy, or in some cases conditions attached to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development.

Policy 40 Sustainable Transport

There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported. Development will be supported if it:

1. Is appropriate and in scale to the existing transport infrastructure, including public transport.
2. Maintains and improves the existing transport system (road, rail, cycle).
3. Is integrated with the wider network of routes, including public rights of way and cycle paths.
4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.
5. Is located in areas where there are, or will be a choice in the modes of transport available.
6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.
7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.
8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.
9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.
10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.

Policy 41 Parking

1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.
2. Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.
3. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.
4. Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined.

Policy 42 Strategic Policy: Inclusive Communities

Positive measures which help create a socially inclusive and adaptable environment for a range of occupiers and users to meet their long term needs will be encouraged and supported. Particular account will be taken of the need to address the requirements stemming from:

1. The needs of an ageing population, particularly in terms of housing and health;
2. People with additional needs, including the disabled or those with learning disabilities;
3. The requirements of rural workers or essential workers in rural areas;
4. The co-ordination of services to fulfil the needs of young people;
5. The specific needs of minority groups within the district, including Gypsies and Travellers; and
6. The specific needs of faith and other community groups.

Policy 43 Community Facilities, Leisure and Recreation

1. The provision of new or improved community facilities or services will be supported, particularly where they meet the identified needs of local communities as indicated in the current Sport, Open Space and Recreation Study and other relevant studies, or contribute to the provision of Green Infrastructure.
2. In addition to supporting facilities or services located in accordance with the Development Hierarchy and Strategic Development locations, sites located outside built-up areas will be supported where this is the only practicable option and where a suitable site well-related to an existing settlement exists.
3. Proposals that would result in the loss of sites and premises currently or last used for the provision of community facilities or services, leisure or cultural activities for the community will be resisted unless equally usable facilities can be conveniently provided nearby. It will be necessary to demonstrate that continued use of a community facility or service is no longer feasible, taking into account factors such as; appropriate marketing, the demand for the use of the site or premises, its quality and usability, and the identification of a potential future occupier. Where it cannot be demonstrated that such a loss is surplus to requirements, a loss may be considered acceptable provided that:
    a. an alternative facility of equivalent or better quality and scale to meet community needs is available, or will be provided at an equally accessible location within the vicinity; or
    b. a significant enhancement to the nature and quality of an existing facility will result from the redevelopment for alternative uses on an appropriate proportion of the site.

Horsham District Local Plan 2023-2040 (Regulation 19) (Emerging)

2.10 Horsham District Local Plan has been prepared as the main document for Horsham District for planning outside of the South Downs National Park and will replace the Horsham District Planning Framework (excluding South Downs National Park) November 2015 document. By 2040 non-car-based transport including walking, cycling and community transport services are prioritised to help reduce the reliance on private motorised vehicles and contribute to low carbon-based futures and healthy lifestyles. The key policy objectives are:

Strategic Policy 23: Infrastructure Provision

1. The release of land for development will be dependent on there being sufficient capacity in the existing local infrastructure to meet the additional requirements arising from new development, or suitable necessary mitigation arrangements for the improvement of the infrastructure, services and community facilities caused by the development being provided.
2. Where there is a need for extra capacity, this will need to be provided in time to serve the development or the relevant phase of the development, in order to ensure that the environment and amenities of existing or new local residents is not adversely affected.
3. To ensure required standards are met, arrangements for new or improved infrastructure provision will be secured by Planning Obligations/Community Infrastructure Levy, or in some cases conditions attached to a planning permission, so that the appropriate improvement can be completed prior to occupation of the development, or the relevant phase of the development.

Strategic Policy 24: Sustainable Transport

1. Development will be supported provided the following is demonstrated:
    a) For residential development, the need for travel is minimised through provision in all homes for home working, including bespoke-design space within the home and gigabit capable broadband connection;
    b) The layout, design and location of facilities and infrastructure prioritise the ability of residents and workers to safely and conveniently walk and cycle to meet their day-to-day work, shopping and leisure needs;
    c) Walking and cycling routes are designed to be safe, attractive, direct and legible, have priority over motorised traffic, and integrated with the existing and wider network;
    d) Where feasible, provision is made for bus travel and infrastructure within the development, to include as appropriate the provision or improvement of bus stops and weather-proof shelters, information on service schedules, and bus priority over other motorised traffic movement;
    e) All opportunities have been explored to maximise access to passenger rail services, primarily by walking, cycling and bus, but if appropriate by private car including the enhancement of rail station car parking where feasible;
    f) Innovative approaches to sustainable movement and communication are fully considered, including demand responsive rural transport services where scheduled services are not feasible, on-demand cycle, e-cycle and scooter hire, and electric bus.
2. Development will be supported where it demonstrates how the priorities and principles set out in the National Model Design Code, West Sussex Transport Plan 2022-36, LTN120, Cycle Infrastructure design, and Local Cycling & Walking Infrastructure Plans (LCWIPs), or any subsequent updates have been adhered to. The design of these facilities must be in accordance with the National Design Guide and the National Model Design code or any subsequent updates.
3. Proposals for major development shall be accompanied by a transport assessment or statement. Where the potential impact of the development on the network is deemed to be significant, or as a result of needing to address an existing local traffic problem, a Travel Plan will need to be prepared. These should prioritise active travel, followed by public transport, and should be prepared in line with advice from the Local Highway Authority.

Policy 25: Parking

1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.
2. Adequate parking facilities in accordance with adopted parking standards guidance must be carefully designed into developments to meet the needs of users whilst achieving people-focused streets. Consideration should be given to the needs of motorcycle parking, and vehicles for the mobility impaired including mobility scooters.
3. Adequate, safe and secure parking and overnight storage facilities for bicycles must be provided within developments. These must be conveniently located to encourage the use of sustainable modes of transport.
4. Adequate parking and plug-in charging facilities must be provided to cater for the anticipated increased use of electric, hybrid or other low emission vehicles including electric cycles and mobility scooters
5. Plug-in charging facilities for all new residential parking spaces must be provided or at a minimum the infrastructure to enable easy installation in future.
6. Where off street parking is not provided within a development proposal, the design and layout should incorporate infrastructure to enable the on-street charging of electric or other vehicles.
7. For residential development with communal off-street parking provision, at least 20% of spaces must have active charging facilities and the infrastructure to enable easy activation of all spaces as demand increases.
8. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.
9. Proposals for additional or replacement airport related parking, including long- and short-term parking for passenger vehicles, will not be permitted.

Strategic Policy 27: Inclusive Communities, Health and Wellbeing

1. Development proposals must take positive measures to create socially inclusive and adaptable environments to meet the long-term needs of a range of occupiers and users and to ensure they support mixed, sustainable communities.
2. New development must be designed to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles and address health and wellbeing needs. It should be designed with mental and physical wellbeing in mind and seek to minimise the negative health impacts arising from development. Proposals will be supported provided that they address requirements stemming from:
    a) The needs of an ageing population, particularly in terms of accommodation and health;
    b) The requirements of people with additional needs including sensory or mobility difficulties, including the physically disabled and/or those with learning disabilities, and support Horsham's status as a dementia-friendly District;
    c) The requirements of rural workers or essential workers in rural areas;
    d) The co-ordination of services to fulfil the needs of children and young people, taking account of any evidenced requirements, such as (but not restricted to) those for girls and boys, mental health and disability access;
    e) The specific needs of minority groups within the District, including Gypsies and Travellers;
    f) The specific needs of faith and other community groups; and
    g) The need to protect and enhance existing community facilities, services and open spaces, and/or to provide new facilities to meet the needs of existing and new communities.
3. Development proposals should demonstrate consideration of the following:

a) How design and layout will promote active transport (such as walking and cycling) to local services and facilities, including public transport hubs;

b) How the development will incorporate measures for climate change mitigation and adaptation to reduce health risks to future users;

c) Access to green space, community facilities, services and healthy food; and

d) Best practice and relevant, up to date national or local guidance on delivery of development which supports health and wellbeing

3. EXISTING CONDITIONS AND SITE ACCESSIBLITY

Site Location

3.1 The site is located to the west of Bines Road, c.600m from the village centre and c.130m from the Star Road Industrial Estate. Lock Lane forms the northern boundary of the site and forms a priority junction with Bines Road in the north-eastern corner of the site. Lock Lane is a private road, part of the Lock Estate and is formed of a track road.

3.2 An existing vehicle access to the site is located on Lock Lane, at the western end of the site boundary. Another private road forms the southern border of the site, which provides access to four residential properties and agricultural land/buildings. This road also provides vehicle access to the development site.

3.3 The site and its surroundings can be seen in **Figure 2**.

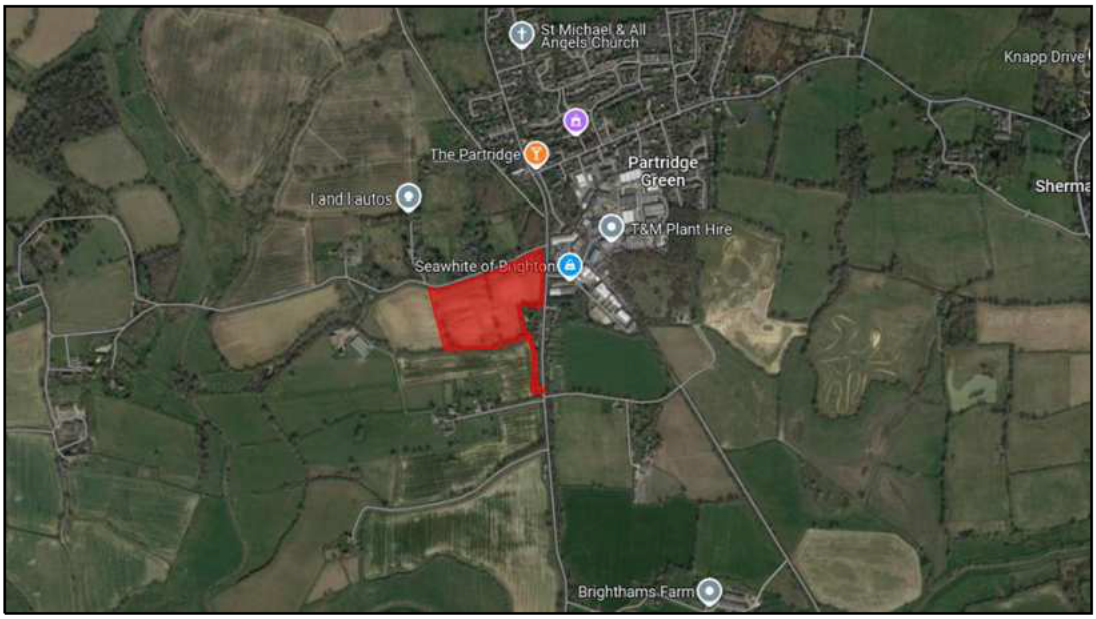


Figure 2: Site Context (Source: Google Maps)

Local Road Network

3.4 The site is accessed from Bines Road (B2135), which facilitates travel north/south from the A24 to the A238. It is subject to a 30mph speed restriction along the site frontage which continues north of the site towards the centre of Partridge Green, increasing to 60mph c.160m south of the site. Parking is prohibited along the extents of Bines Road. A c.1m wide footway is present on the western side of Bines Road which ends c.180m south of the site and continues north into Partridge Green. Bines Road serves a number of dwellings south of the site with vehicle crossovers present facilitating access to these dwellings. In addition, Bines Road serves Star Road c.70m north of the site access which facilitates travel into the Star Trading Estate.

3.5 In order to understand the existing vehicle speeds and flows of along Bines Road, Automated Traffic Count (ATC) surveys were undertaken on Bines Road from 1st February 2024 to 7th February 2024. The results of the ATC are shown in **Table 1** with the full outputs attached as **Appendix D**.

Direction	AM Peak Flows	PM Peak Flows	Daily Flows	85th Percentile Speeds
Northbound	156	94	1360	45.5mph
Southbound	284	144	2071	40.2mph

Table 1: ATC Survey results

3.6 As seen in **Table 1**, the speed survey demonstrated that the 85th percentile speeds of road were 45.5mph northbound and 40.2mph southbound, suggesting vehicles increase their speed towards the 60mph speed limit and decrease their speed towards the 30mph speed limit.

3.7 In terms of vehicle flows, over a 12 hour period, an average of 130 vehicles were recorded per hour northbound and 173 vehicles per hour southbound, equating to c.5 vehicles a minute.

Surrounding Highways Network

3.8 The B2135 continues to connect to the A24 c4.3km north-west of the site, providing connections to the wider highways network. To the south of the site (c7km), the B2135 connects to the A283 which provides a connection to the A27. The Star Trading Estate is also located off the B2135 c.70m north of the site access.

3.9 Lock Lane is a private road which borders the site to the north and facilitates travel east/west from Bines Road to Lock Farm. The road has no unauthorised access and is a no through road aside from as use as a bridleway.

3.10 High Street (B2116) is located to the north-east of the development and is accessed off the B2135 (Bines Road) via a simple bellmouth junction. The road is separated by a centre line and there are designated parking areas/bays along the road. There are also sections of traffic calming where vehicles travelling east have priority over those travelling west.

3.11 High Street provides a connection to the A281 to the east of the development site. The northern end of the A281 forms a roundabout with the A272 in Cowfold. Therefore, the site is located in close proximity to connections to the wider highways network.

Local Facilities

3.12 The site is located within walking and cycling distance to a range of facilities and amenities, summarised in **Table 2**.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Mary's Cafe	300m	4 minutes	1 minute
The Partridge (Pub)	400m	5 minutes	2 minutes
Bus Stop	400m	5 minutes	2 minutes
Partridge Green Village Hall	550m	7 minutes	2 minutes
Partridge Green Surgery	550m	7 minutes	2 minutes
Co-op Food	600m	8 minutes	2 minutes
Methodist Church	700m	9 minutes	3 minutes
St Michaels & All Angels Church	800m	10 minutes	3 minutes
King George V Playing Fields	1km	13 minutes	4 minutes
Jolesfield C Of E Primary School	1.1km	14 minutes	4 minutes

Table 2: Local Amenities and Facilities

3.13 **Table 2** demonstrates that numerous amenities and facilities are available within a short distance of the site access. The centre of Partridge Green provides a café, pub, Co-op, village hall and bus stop only a short walk away, making it easily accessible for sustainable transport.

3.14 The Chartered Institution of Highways and Transportation (CIHT) Planning for Walking defines a walkable neighbourhood is defined as an 800m or 10-minute walk and also suggests that the average pedestrian journey length is 1.37km. Therefore, **Table 2**, demonstrates that there are a wide range of amenities within 800m of the site that create a walkable neighbourhood and all facilities are accessible within the average pedestrian journey length making the site highly accessible on foot.

Pedestrian Network

3.15 A footway is provided directly outside the site, along the western side of the B2135. This provides opportunities for travelling by foot, north towards amenities in Patridge Green. The footway extends towards the local facilities and the High Street to the north-east of the site, where footways flank both sides of the road. The footways along Bines Road are shown in **Photograph 1** and **2**.

Photograph 1: Footways along Bines Road (along site frontage, close to proposed access)

Photograph 2: Footways along Bines Road (north of 30mph speed limit sign)

3.16 In addition, the site is surrounded by an extensive Public Rights of Way (PRoW) network, as shown in **Figure 3**, with a bridleway across the northern boundary of the site and footpath along the western boundary which forms part of the long-distance trail of the Downs Link.

Figure 3: Public Rights of Way (PROW) in the vicinity of the site

3.17 The Downs Link Route is on-road along the site's frontage. The Downs Link Route is a 59km long shared-use route connecting Guildford and Shoreham. In the context of the proposed development, it provides connections to Southwater and Horsham to the north, and Henfield to the south. Whilst the route is on-road along the frontage of the site, it connects to the off-road segment of the route along Bridleway 3566 to the north of the site and connects to Bridleway 2372/2 to the southeast, which is shown in **Photograph 3**.

Photograph 3: Entrance/Exit to Bridleway 2372/2 onto Bines Road

3.18 It should be noted that a cycle path is proposed within the site to connect to the Downs Link at the sites southeastern extent opposite Bridleway 2372_2 to the Bridleway 1864 (Locks Lane) along the sites northern extent. In addition, a number of footpaths are proposed within the site to facilitate off road pedestrian and cycle travel through the site.

3.19 The Public Rights of Way footpaths to the east of the site connect to further recreational routes and provide access towards facilities within Shermanbury to the west and Henfield to the south.

Cycle Network

3.20 There are already two recommended cycle routes set out by Horsham District Council, one for beginners and the other for intermediates. The beginners route shown in **Figure 4** is recommended for Partridge Green locals and goes past a river, farms and some heritage assets, as recommended by HDC.

3.21 To the East of the site National Cycling Route (NCR) 223, The Downs Link follows Bines Road. This route connects Chertsey to Shoreham-by-Sea, through a mixture of on-road and off-road routes. From Partridge Green this route can be a direct scenic cycling path South toward the village of Henfield. Another option is to take the route North, following the River Adur to Shoreham where it connects to route 2 that leads down to Brighton or Worthing. This provides accessibility for the site to be able for the area to take part in sustainable travel. The cycle route can be seen directly next to the site in **Figure 5.**

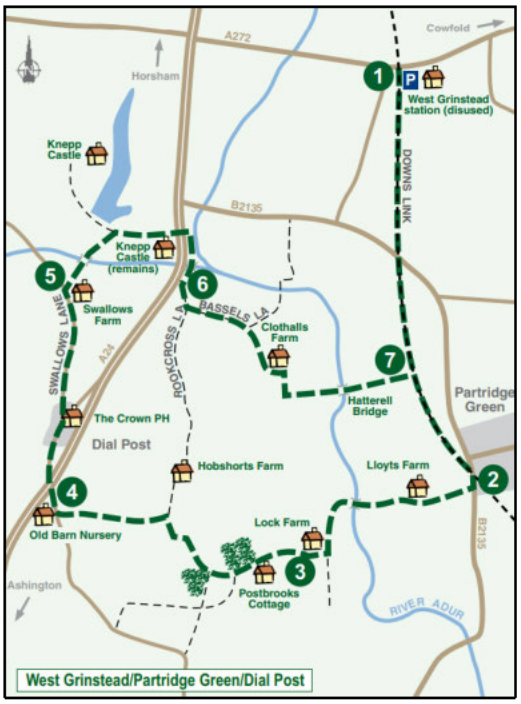


Figure 4: Council recommended cycle routes in the area

Figure 5: National cycle network in the area

3.22 CIHT's 'Planning for Cycling' (2015) document suggests that the majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles. A cycling isochrone map has been provided within **Figure 6** showing the area people are likely to cycle to from the development, based upon CIHT's guidance.

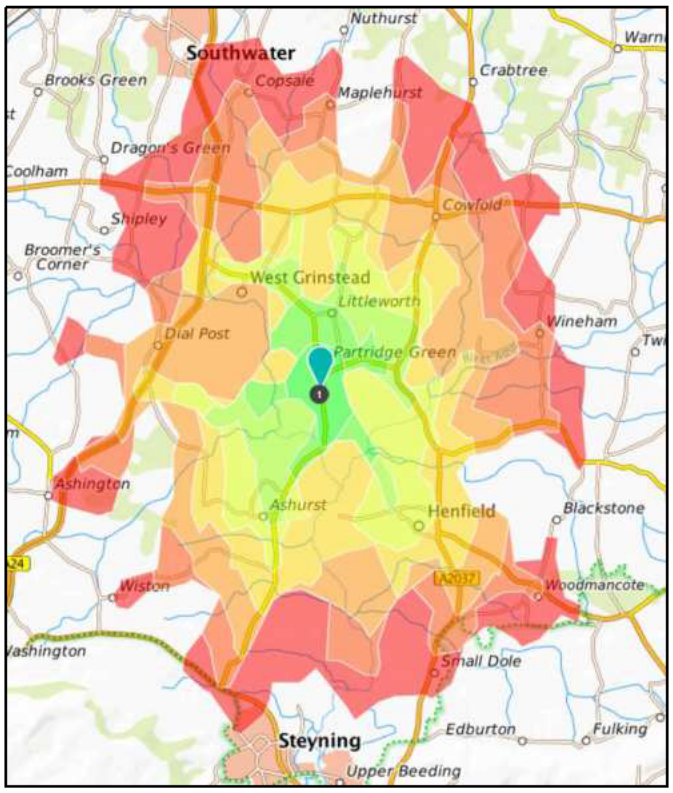


Figure 6: Cycling Isochrone Map (5 miles/8km)

3.23 **Figure 6** shows the cyclable area of up to 5 miles from the site, which reaches Southwater in the north and Henfield and Ashurst in the south. Therefore, based on the area accessible from the site (**Figure 6**) there is potential for trips to be undertaken by bike from the development to access local facilities and amenities and areas further afield including Southwater, West Grinstead, Henfield and Cowfold.

Public Transport Provision

Bus Network

3.24 Approximately a 5-minute walk from the site is the High Street bus stop which operates westbound services. The bus stop comprises of a sheltered seating area, a bus pole and bus timetables, shown in **Photographs 4** and **5**.

Photograph 4: Bus Stop along High Street

Photograph 5: Sheltered Bus Seating Area

3.25 The High Street bus stop is served by the number 17 coach, which provides a service from Horsham to Brighton. This service is available every hourly toward Brighton and hourly towards Horsham however it should be noted that the service to Horsham does not operate between 09:30 and 18:17. From the site you can sustainably travel by coach to popular destinations or for potential commutes.

Town / City	Approx Time to Location (Minutes)
Henfield	12 minutes
Mannings Heath	20 minutes
Horsham	23 minutes
Brighton	30 minutes
Brighton, Town Centre	45 minutes

Table 4: Bus Service Destinations

3.26 Therefore, there is potential for local bus services to be utilised for both commuter and leisure travellers to/from the development site.

3.27 It is noted that as part of the development proposals a financial contribution to the nearby High Street bus stops for real-time passenger information improvements will be made. This was agreed with highways as part of the previous refused application.

Rail Network

3.28 Hassocks Train Station is located 14.6km east of the site and can be accessed on bus 17 via a 1 hour journey which connects to services such as the 270 or 271 that head up North to Hassocks. Alternatively, the station is approximately a 16-minute drive from the site.

3.29 In terms of disabled access, it is a category A station which provides step-free access to all platforms and an assistance meeting point by the ticket office. There is also a ramp for train access, ticket waiting rooms, accessible toilets, and available wheelchairs.

3.30 The station provides 152 parking spaces as well as 154 bike spaces. The bike storage area consist of stands and racks, along with CCTV. This station provides an 11-minute service to Brighton as well as a 55-minute service up to London Victoria, connecting the site to surrounding cities. This leaves opportunity for sustainable commuting or travel. There are also trains toward the towns of Littlehampton and Bedford where shops and amenities can be found.

3.31 Horsham Railway Station is approximately 15.7km north (18-minute drive) from the development site. The station has provision for 220 car parking spaces and 253 cycle parking spaces. Horsham offers regular services towards London Victoria, London Gatwick, Peterborough, Portsmouth, Bognor Regis and Southampton Central.

3.32 Billingshurst Railway Station is approximately 16.6km north-west (16-minute drive) from the development site. The station has 84 car parking spaces and 18 cycle parking spaces. Billingshurst offers regular services towards Horsham, London Victoria and Bognor Regis.

3.33 Shoreham-by-Sea Railway Station is approximately 17.3km south (20-minute drive) from the development site. The station has 131 car parking spaces and 42 cycle parking spaces. Shoreham-by-Sea offers regular services towards London Victoria, Brighton, Littlehampton, Portsmouth, Bristol Parkway and Southampton Central.

3.34 With the provision of four stations within a 20-minute drive of the site all offering regular services to key destinations, rail travel from the site is accessible for both commuter and leisure travel as part of a multi-modal journey.

Personal Injury Accident Data

3.35 In order to assess the safety of the local highway network, Personal Injury Accident (PIA) data has been obtained from the Sussex Safer Roads Partnership for the latest available 5-year period (2019 – 2024). The data is illustrated in **Figure 7**.

Figure 7: PIA Data

3.36 As seen in **Figure 7**, one slight incident has occurred in the vicinity of the site. The incident was recorded in January 2021 and is located c.220m south of the sites proposed access. In addition, one slight and one serious incident were recorded at the Bines Road/High Street junction located c.300m north of the sites access. The slight incident was recorded in November 2023, and the serious incident was recorded in February 2023. It should be noted that 4 incidents occurred at the Partridge Green Road/A281 junction of which three were recorded as slight and one was recorded as serious. Two of the slight incidents were recorded in December 2022 whilst the other was recorded in November 2021. The sole serious incident at the junction was recorded in June 2024.

3.37 Average daily flows of 3,431 vehicles were recorded on Bines Road, therefore with only one incident recorded in the vicinity of the site and a maximum of four incidents recorded at the nearby junctions over a 5-year period, it is not considered that there is an existing highway safety concern with the local highway network which would be exacerbated by the proposed development.

3.38 As requested by WSCC PIA data has been obtained for the A24/B2135 junction and B2135/A283 junction for the latest available 5-year period (2019-2024) which is illustrated in **Figure 8** and **9** respectively.

Figure 8: A24/B2135 junction PIA data

3.39 As seen in **Figure 8**, there have been 10 road traffic incidents recorded at the A24/B2135 junction in the latest available 5-year period. Of those incidents, 8 were recorded as slight and 2 were recorded as serious. 5 of the incidents (4 slight and 1 serious) occurred at the right turn lane. A further 2 slight incidents occurred c.280m south of the junction in the vicinity of the Castle Way junction and a sole serious incident occurred c.140m north of the junction.

3.40 With only 10 incidents over a 5-year period and considering the nature of the A24 as a dual carriageway and key strategic connection, it is not considered that there is an existing safety concern with the A24/B2135 junction that would be exacerbated by the proposed development.

Figure 9: B2135/A283 junction PIA data

3.41 As seen in **Figure 9**, 6 incidents have been recorded at the B2135/A283 junction of which 3 were classified as slight, 2 were classified as serious and 1 was classified as fatal. The fatal incident occurred c.450m west of the junction on the A283 in September 2023 with a slight incident occurring c.200m west of the junction. One serious incident occurred at the B2135/A283 junction itself in January 2020 with another serious and a slight incident occurring at the Horsham Road junction c.120m east of the B2135. The final slight incident occurred on the B2135 c.350m north of the junction.

3.42 It should be noted that the outline application *'for up to 265 dwellings,* (ref: DC/21/2233) was approved in November 2024. Within this application, improvements to the B2135/A283 junction were proposed in the form of a widened right turn lane and kerbed central island.

3.43 With only 6 incidents over a 5-year period and considering the nature of the A283 as a by-pass, it is not considered that there is an existing safety concern with the B2135/A283 junction that would be exacerbated by the proposed development.

3.44 A review of MAVRIC (Department for Transport) has been undertaken to determine if any additional accidents have been recorded within the areas demonstrated in **Figures 7 – 9** since October 2024. The search did not show any additional incidents having occurred and therefore the PIA assessment is considered up to date.

Summary

3.45 The site is a short walk or cycle from local amenities within Partridge Green, including pubs, cafes and bus stops. The site is located in proximity to a number of walking and cycling routes, and in addition a bus stop is located within a 5-minute walk providing services every hour to half hour between Henfield, Horsham and Brighton, making the site accessible by sustainable travel. Moreover, there are 4 railway stations within a 20-minute drive of the site making the site accessible to a range of destinations further afield by sustainable travel. Further to this, PIA data suggests there is no reason to believe there are and existing safety concerns associated with the surrounding highways network in accordance with paragraph 116 of the NPPF. It should be noted the accessibility of the site was deemed acceptable as part of the previous refused application.

4. VISION-LED APPROACH

4.1 WSCC requested a vision-led approach be taken within this HTA and accompanying TP in accordance with the updated NPPF (December 2024) and Local Plan aspirations.

'In line with paragraphs 115 and 118 of the National Planning Policy Framework (NPPF) a vision-led transport planning seeks to set out a preferred future in terms of how people will travel and cater for that vision, promoting active and sustainable travel. It seeks to move away from a Predict & Provide approach. Where future travel forecasts are predicated on historical travel data and the assumption that future travel habits will mirror those in the past. The vision-led approach also incorporates more rigorous monitoring, and potentially additional mitigation, should the monitoring show that forecasts do not materialise as envisaged at application stage. WSCC requires that Transport Assessment and Statements are taking a vision-led approach, as is now required by the NPPF'.

4.2 It is understood, with a vision-led approach, that the design should be developed to reflect a desired future, with a focus on sustainable travel and measures, rather than automatically accommodating for an increase in private vehicles. As well as this, it is important to allow for adaptation over time, ensuring that uncertainty is accommodated for. Key aspects to consider are:

- Vision driven plan
- Hierarchy users
- Developer responsibility

Vision

4.3 The vision for the site is to create an environmentally aware residential development, which integrates with the surrounding area, prioritising travel for pedestrians, cyclists and those using sustainable modes of travel including public transport, with the aim to reduce the reliance on private vehicles, and encourage walking, cycling and use of public transport, as the preferred method of travel. To ensure this, routes will be integrated into the development for pedestrians and cyclists, to connect onto Bines Road and the surrounding local area, including The Downs Link. Creating a sustainable and connected development, making these modes of transport convenient and appealing to current residents within the area, as well as the residents of this development will be key.

4.4 Moreover, the development will reduce the need for private car ownership not only by providing connections for pedestrians and cyclists throughout the site, but also through off-site contributions to improve public transport infrastructure in the area, which has been agreed in principle with the WSCC highway officer (1st May 2025). Along with this, as is discussed in detail within the associated Highways Travel Plan, the development will promote information on active travel, public transport and car-sharing through the site's Travel Plan Coordinator. Therefore, the site will integrate environmentally friendly practices and infrastructure, while also enhancing the overall quality of life for prospective residents and reducing carbon emissions.

4.5 Consequently, the development is deeply committed to operating as sustainably as possible, a vision that is thoroughly articulated, with sustainable credentials of the site comprehensively outlined in this.

Hierarchy of Users and Sustainable Travel

4.6 As noted, within the vision the site will focus on active and sustainable modes of travel, ensuring these are integrated within the development, and promote these as a preferred way of travel over vehicle trips.

4.7 The internal layout provides a shared footway/cycleway measuring 3m in width connecting from the site access through the development. There are 4 junctions along this route, all with pedestrian and cycle priority to enhance safety and attractiveness of the route for sustainable travel. In addition, a cycle route is provided from the south-eastern corner of the site connecting to Lock Lane at the north of the site, further enhancing sustainable travel within the development.

4.8 The site is a short walk or cycle from local amenities in partridge green, such as pubs, cafes and bus stops. The site is located in proximity to a number of walking and cycling routes, and in addition a bus stop is located within a 5-minute walk providing services every hour to half hour between Henfield, Horsham and Brighton, making the site accessible by sustainable travel. Moreover, there are 4 railway stations within a 20-minute drive of the site making the site accessible to a range of destinations further afield by sustainable travel.

4.9 Furthermore, it is proposed that the existing footway which runs along the western extent of Bines Road is widened to 2m from the development access north to High Street. This improves the existing infrastructure and makes the routes to the local amenities and bus stop more attractive and safer for users. These improvements will be provided in addition to the 3m footway/cycleway which will run through the site from the south by the Downs Link to the north at Lock Lane. Therefore, in line with the vision for the site the locality of the site lends itself to ensuring that direct routes for pedestrians, cyclists and public transport, are provided and can be encouraged. In particular, for the short distance trips through promoting these routes as convenient and accessible for daily errands. This is in line with paragraph 15 of the NPPF and aligns with the vision for the site to encourage active and sustainable modes of travel, as the preferred ways of travel.

4.10 Further details of the vision-led approach to the proposed development is provided within the Highways Travel Plan submitted alongside this TA.

5. DEVELOPMENT PROPOSALS

5.1 This HTA supports a full application for the development of 101 residential units with associated access. The accommodation schedule is presented in **Table 4,** and the proposed layout is attached as **Appendix A.**

Dwelling	Affordable	Open Market
1 -Bedroom Flats	6	2
2-Bedroom Coach House	1	0
2 – Bedroom Houses	17	11
3 – Bedroom Houses	18	25
4 – Bedroom Houses	4	15
5 – Bedroom Houses	0	2

Table 4: Accommodation Schedule

Car Parking

5.2 To understand the parking requirements for the site, the West Sussex Parking Calculator has been reviewed (attached as **Appendix E**) which identifies that 191 allocated and 73 visitor parking spaces, totalling 264 parking spaces are required at the development based on the proposed developments accommodation schedule and the site's location in Parking Behaviour Zone 1.

5.3 The proposed development includes 184 allocated spaces for houses, 14 unallocated spaces for flats, 17 garages (which count for 0.3 spaces) and 47 visitor spaces. This equates to a total of 245 spaces which is 19 spaces short of the requirement identified in the West Sussex Parking Calculator, however, WSCC allow a 10% reduction from the parking provision with justification provided. Therefore, it is still deemed the development is providing sufficient parking to support the development.

5.4 WSCC parking standards state:

- *'To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to determine whether or not this is acceptable, the applicant will need to provide justification through, for example, the provision of parking beat surveys.'*
- *'To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%. This is based on the Department for Transport's 'Smarter Choices' research that shows reductions in traffic movements can be achieved by up to 10 to 30% where a range of travel choices are available through provision of travel plans, public transport contributions, and other sustainable travel initiatives.'*

5.5 An analysis of both 2021 and 2011 Census car ownership data (attached in **Appendix F**) has been undertaken to understand the level of car ownership for local residents. Using the percentage of household car ownership with the number of dwellings at the proposed development (101 units), the number of anticipated car parking spaces at the development has been calculated. For example, the 2021 dataset demonstrated that 5% of households do not own a car, 32% own 1 car, 40% own 2 cars, and 23% own 3 or more cars. Meanwhile the 2011 dataset demonstrated that 5% of households do not own a car, 32% own 1 car, 42% own 2 cars, and 20% own 3 or more cars. The data demonstrates that the proposed development is expected to result in a demand of 183 and 186 car parking spaces respectively.

5.6 In addition, it should be noted that due to the parking restrictions along Bines Road, no parking from the proposed development is anticipated to overspill on to the local highway network.

5.7 Although the development parking provision is a shortfall of 19 spaces from the WSCC parking guidance, the reduction in parking provision is less than the 10% reduction deemed acceptable within the WSCC guidance. Therefore, it is considered that the number of parking spaces at the proposed development is sufficient for the scale and location of the development. It should be noted that the proposed parking provision at the site was accepted as part of the previous refused application.

Cycle Parking

5.8 The cycle parking requirements for the area are presented in **Table 5**, demonstrating that there will need to be 161 spaces in total. Communal storage will be provided for the flats and for the houses, cycle parking will be located within the area of the dwelling such as a garage or a shed. The cycle parking standards are shown in **Table 5**.

Dwelling	Cycle Provision (Per Unit)	Number of Dwellings	Spaces Required
1 -Bedroom Flats	0.5	8	4
1-2 Bedroom House	1	29	29
3+ Bedroom House	2	64	128
Total	N/A	N/A	161

Table 5: WSCC Cycle Parking Standards

5.9 Therefore, the development will be providing cycle parking in line with WSCC guidance.

Vehicular Access Arrangements

5.10 The proposed access, which was agreed with WSCC to be suitable as part of the previous refused application, will take access from Bines Road and is positioned c.65m south of the existing access to the industrial park opposite, in line with WSCC guidance. The access will take the form of a 6m wide bellmouth junction with 7.5m radii (requested by WSCC during the pre-app) as shown in **Appendix G**. A swept path analysis of an 11.2m long refuse vehicle, a 7.5t panel van and a car utilising the access is shown in **Appendix H**.

5.11 The West Sussex County Council Local Design Guide provides guidance on visibility splays for new vehicle access points. It states *"MfS recommends minimum visibility requirements for lightly-trafficked streets where 85th percentile speeds do not exceed 37mph. Consequently, WSCC will apply the visibility criteria for residential streets within the county, where speeds are below this threshold."*

5.12 In order to understand the existing vehicle speeds and flows of along Bines Road, Automated Traffic Count (ATC) surveys were undertaken on Bines Road from 1st February 2024 to 7th February 2024. The ATC surveys demonstrated that the 85th percentile speeds were 45.5mph northbound and 40.0mph southbound, as referenced in **Table 1**.

5.13 Visibility splays at the site access have been drawn in accordance with DMRB guidance due to the recorded 85th percentile speeds being 45.5mph northbound and 40.0mph southbound being higher than the 37mph threshold set by WSCC for using Manual for Streets (MfS) Criteria.

5.14 The formula (DMRB CD 109) used to calculate the stopping site distance (SSD) is as follows:

$SSD = vt + v^2/2d$

v = speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s^2)

5.15 In line with DMRB guidance the driver perception-reaction time has been set at 2 seconds with deceleration set at 0.25g. DMRB CD123 paragraph 3.8 states that for simple priority junctions a setback ('x' distance) of 9m (or as close as possible without being below 2.4m) should be used when calculating visibility. Therefore, a setback of 4m has been used for the visibility splays at the site access as this is the maximum achievable x-distance in line with DMRB guidance. This has led to visibility splays of 4m x 127.4m northbound and 4m x 103.4m southbound. The full calculations using an SSD calculator are attached in **Appendix I**, along with a visibility splay drawing. The full ATC outputs are attached in **Appendix D**. These visibility splays were accepted as part of the previous refused application.

Pedestrian Access Arrangements

5.16 A 2m wide footway will flank both sides of the site access and will connect with the footways currently present along Bines Road. Within the site the northern footway will increase to 3m wide with the southern footway remaining at 2m. A dropped kerb and tactile paving crossing point (shown in **Appendix G**) will be provided across the site access to ensure there is a safe pedestrian crossing point between the footways.

5.17 In addition, a cycle path measuring 3m in width will be provided through the site connecting to the bridleway along Lock Lane which borders the site to the north and running south through the site before connecting to Bines Road opposite the Downs Link PRoW (as shown within the site layout attached as **Appendix A**) via a dropped kerb, which will either allow cyclist to join the carriageway to head north or to cross and head onto the Downs Link, or south on the main carriageway. This allows an off-road pedestrian connection between the two PRoW's in proximity to the site, enhancing pedestrian and cycle accessibility. It is not proposed that this would form a Public Right of Way however it would provide an off road route through the site connecting the two PRoW.

5.18 A visibility splay assessment has been undertaken for the pedestrian crossing to the Downs Link which shows that visibility of 1.5m x 127.4m south and 1.5m x 103.4m north are achievable. Visibility splays have been calculated in the same manner as the vehicular visibility splays for the main site access. The visibility splay assessment is attached within **Appendix J**.

5.19 The 3m wide cycleway which runs through the site will not be a Public Right of Way due to the additional complications which would arise from making this a PRoW route (ensuring certain design specifications and providing a bridleway crossing across Bines Road). It will instead offer an alternative off-road route for pedestrians and cyclists who do not wish to cycle on the main carriageway of Bines Road between the Downs Link.

5.20 There is an existing informal path between Lock Lane and The Downs Link to the north of the development site which WSCC have requested consideration to making this a formal route. However, this land is under third party control and so the applicant is unable to offer this land for a formalised route to the Downs Link. The applicant has not approached the third party to establish if a formal connection could be formalised as it is understood that the third party has an objection to the application and so it is not anticipated that they would be forthcoming to any discussions. Therefore, this connection is not achievable through this planning application. It should be noted that even without this connection, it is considered that the pedestrian and cycle infrastructure proposed as part of the development significantly improve walking and cycling opportunities from the Downs Link.

5.21 In accordance with the vision of the development, there will be no vehicular access to the allotments at the southern extent of the development with pedestrian/cycle access taken from the shared footway/cycleway which runs through the site. This also follows the existing arrangement with the existing allotments.

Offsite Highway Works

5.22 To increase accessibility in the area, it is proposed that an uncontrolled crossing point, equipped with tactile paving and dropped kerbs is provided over Bines Road directly to the south of the junction with High Street. Furthermore, as discussed in the Road Safety Audit section, it is proposed that a crossing would be provided over Bines Road near Star Road, facilitating access to the industrial estate by foot.

5.23 Improvements are proposed between the site access and High Street which will widen the existing footway to 2m in line with Manual for Streets guidance (paragraph 6.3.22). There are sections of the route where a 2m footway is not possible due to the land available within the highway boundary meaning a 1.5m footway is present along sections of the route which is considered acceptable under Inclusive Mobility paragraph 4.2, in addition, discussions with highway officers at WSCC confirmed that this is acceptable as the proposed widening is still a betterment to the route.

5.24 In addition, it should be noted that the proposed widening along the route does not change the existing alignment or width of Lock Lane. The footways either side of the junction have been widened to c2m, however, due to the road being private, no changes to how pedestrians cross this road are proposed.

5.25 The proposed footway widening is attached as **Appendix K** and has been subject to a Stage 1 Road Safety Audit.

5.26 It is proposed that street lighting will be extended to take-in the site access (including its approach from the south) and then continue northbound to meet with the existing street lighting north of the old railway bridge on Bines Road c.210m north of the site access. This will be included as part of the detailed design and lighting strategy.

5.27 A pedestrian crossing point by Star industrial estate has been designed in the form of dropped kerbs with tactile paving (**Appendix L**). To accommodate a suitable crossing south of the Star Road junction, the existing footway on the southern side of the junction which terminates into grass verge, has been extended by c3m to allow room for the proposed crossing point.

5.28 An additional crossing point to the north of Star Road will also be provided. To accommodate a suitable crossing south of the Star Road junction, the existing footway on the northern side of the junction which terminates into grass verge, has been extended by c3m to allow room for the proposed crossing point.

5.29 To ensure the crossing points north and south of Star Road is in a suitable location, it has been ensured that pedestrian visibility splays to the recorded 85th percentile speeds of 45.5mph northbound and 40.0mph southbound (**Appendix D**) are achievable. A visibility splay drawing is attached within **Appendix L** which shows visibility splays are achievable to the required distance of 1.5m x 127.4m south and 1.5m x 103.4m north. Visibility splays have been calculated in the same manner as the vehicular visibility splays for the main site access.

5.30 The crossing point south of High Street is located c8m south of the junction. To accommodate a suitable crossing south of the High Street junction, the existing footway on the southern side of the junction which terminates into grass verge, has been extended by c5m to allow room for the proposed crossing point.

5.31 To ensure the crossing point south of High Street is located in a suitable location, it has been ensured visibility splays of 1.5m x 43m are achievable in both directions in line with Manual for Streets guidance for 30mph speed limit roads. A visibility splay drawing is attached within **Appendix M** which shows visibility splays are achievable to the required distance of 1.5m x 43m to both the north and south. It should be noted that Manual for Streets guidance has been utilised to inform these pedestrian visibility splays as no speed data has been obtained in the vicinity of High Street, however, this can be done at the detailed design stage if required.

Road Safety Audits

5.32 Multiple Stage 1 Road Safety Audits (RSA) have been undertaken for the site access, internal crossings and offsite works and are attached within **Appendix N**. These RSA's were signed off by WSCC as part of the refused application at the site (DC/24/1699).

Internal Layout

5.33 The internal layout of the site has been designed to create an attractive and permeable pedestrian and cycle environment. The development spine road measures 5.5m in width with a 3m wide footway/cycleway on the northern side of the spine road and a 2m wide footway along the southern side. In addition, 4.8m shared surface roads facilitate access to the dwellings to the north of the site from the main spine road. Swept path analysis of an 11.2m refuse vehicle and a fire tender manoeuvring around the site is attached in **Appendix O** along with swept path analysis of cars parking at various points throughout the site.

5.34 Pedestrian/cycle priority crossings have been included at the four junctions of the side roads for the shared footway/cycleway which runs along the spine roads northern extent. These crossings have been designed in accordance with LTN 1/20 and include dropped kerbs, tactile paving and raised tables and a dropped kerb is provided in the vicinity of the site access to allow cyclist back onto the carriageway where the shared footway/cycleway ends.

5.35 In accordance with MfS design and based on an internal design speed of 20mph, internal junction visibility has been assessed and is shown to be achievable. In addition, forward visibility has been assessed using a design speed of 15mph at the bends in the shared surface loops at the north of the site which is also shown to be achievable. The internal junction visibility for both vehicles and cycles in addition to forward visibility forward visibility is attached in **Appendix P**.

5.36 A number of hoggin paths are located around the site. It should be noted that these hoggin paths are additional routes around the site mainly for leisure purposes with a shared footway/cycleway being provided to facilitate pedestrian and cycle travel around the development.

5.37 It was requested through post planning discussions with WSCC that these paths be widened to at least 2m. This has been undertaken with consideration to the developments vision as seen in the latest layout attached in the updated landscape and architect layout attached in **Appendix A**.

5.38 A priority crossing for the 3m wide shared footway/cycleway has been designed in accordance with LTN 1/20 including tactile paving, dropped kerbs, a raised table and give way signage and road markings. The full design for this is attached in **Appendix Q**. This was considered acceptable as part of the previous application.

Refuse and Servicing

5.39 A refuse vehicle and fire tender are able to manoeuvre around the site with refuse vehicles able to get within 25m of most dwellings and bin collection points (BCP). The BCP's have been located so that residents do not have to carry their bins over 30m and so that refuse collectors do not have to drag the bins further than 25m to the refuse vehicle in line with Manual for Streets. Swept path analysis of the refuse and fire arrangements can be seen in **Appendix O**.

6. HIGHWAY IMPACT

Vehicular Trip Generation

6.1 For continuity, the same trip generation assessment which was agreed with WSCC for the previous refused application (DC/24/1699) has been used to inform this TA. Therefore in order to assess the impact the proposed development will have on the local highway network, trip generation data has been obtained from the TRICS v7.10.4 database for the proposed development with full outputs included in **Appendix R**. The resulting trip rates with parameters of the search are as follows:

- Sites in England (excluding Greater London)
- Trip parameter range: 32 – 159 (units)
- Survey date range: 01/01/15 – 27/03/24
- Number of weekdays: 18
- No weekend dates selected
- 2 surveys removed from selection due to being undertaken during Covid-19

6.2 WSCC also asked for Census data to be utilised for the trip generation assessment to give a better understanding on the potential multi-modal trip generation for the site. A trip generation assessment was undertaken and issued to WSCC for comment, and it was confirmed 2021 Census data would be utilised (as this had a higher percentage of car drivers than 2011 and TRICS) to represent the proposed vehicular trip generation for the site. It should be noted that the vehicle trip generation in addition to the multi modal trip generation detailed later within the report was agreed by WSCC as part of the refused application for the site (DC/24/1699).

6.3 The proposed trip generation for the site is outlined within **Table 6**.

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
All Person Trip Rate	0.214	0.611	0.390	0.260	6.763
Trip Generation (101 units) – 84% Vehicle Trips (Census 2021)	18	52	33	22	574

Table 6: Proposed Development Vehicle Trip Generation

6.4 As seen in **Table 6**, the proposed development is anticipated to generate 70 two-way vehicle trips in the AM peak and 55 two-way vehicle trips in the PM peak with 574 vehicle trips generated over a 12-hour period.

6.5 With 70 and 55 vehicle trips anticipated in the AM and PM peaks respectively, the proposed development is expected to generate c1-2 vehicle movements per minute. Therefore, it is not considered that the proposed development will have a severe impact on the local highway network in line with paragraph 116 of the NPPF.

Multi-Modal Trip Generation

6.6 Pedestrian, cycle and public transport trips have also been assessed using TRICS data and the same parameters as the vehicular trip generation.

6.7 Pedestrian trips are illustrated in **Table 7**.

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Pedestrian Trip Rate	0.044	0.135	0.046	0.038	1.142
Trip Generation (101 units)	4	14	5	4	115

Table 7: Proposed Development Pedestrian Trip Generation

6.8 As seen in **Table 7**, the proposed development is anticipated to generate 18 pedestrian trips in the AM peak and 9 pedestrian trips in the PM peak with 115 pedestrian trips over a 12 hour period.

6.9 Cycle trips are shown in **Table 8**.

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.005	0.016	0.006	0.010	0.114
Trip Generation (101 units)	1	2	1	1	12

Table 8: Proposed Development Cycle Trip Generation

6.10 As seen in **Table 8**, the proposed development is anticipated to generate 3 cycle trips in the AM peak, 2 cycle trips in the PM peak and 12 cycle trips over a 12 hour period.

6.11 Public Transport trips are shown in **Table 9**.

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.001	0.012	0.008	0.005	0.151
Trip Generation (101 units)	0	1	1	1	15

Table 9: Proposed Development Public Transport Trip Generation

6.12 As seen in **Table 9**, the proposed development is anticipated to generate 1 public transport trip in the AM peak and 2 public transport trips in the PM peak with 15 public transport trips over a 12 hour period. It is anticipated that the first leg of these journeys would also be undertaken by foot.

Trip Distribution and Route Assignment

6.13 2011 Census data has been collected from the 'Location of usual residence and place of work' dataset with the Horsham 0011 middle super output area (seen in **Figure 10**) used as the location of usual residence. The data indicates destinations that people currently travel to work within the ward selected. This data has been used to determine the trip distribution at the access and routes, for destinations with more than 5 trips. The location and most direct route to this location was then used to confirm the direction of travel from the access on Bines Road as well as the route assignment of each destination.

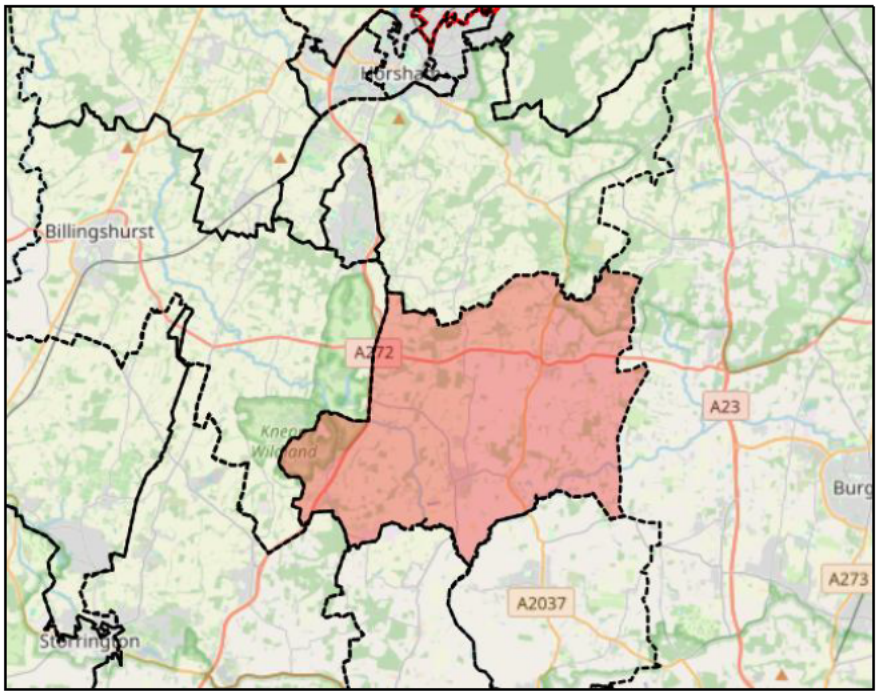


Figure 10: Horsham 0011 Middle Super Output Area

6.14 As discussed and agreed during pre-application discussions with WSCC, 2011 Census data was used to inform the trip generation assessment due to COVID restrictions still being in effect and peoples travel patterns changing during the 2021 Census. Therefore, the 2021 Census data is considered unrepresentative to the travel behaviour of individuals toady and into the future and so 2011 Census data has been used to form a more robust assessment as it is considered to be more representative. However, 2021 Census data was agreed to be utilised to inform the proposed trip generation as this indicated a higher percentage of those travelling by car, making a more robust assessment. **Appendix C** shows the email correspondence with WSCC officers where this approach was agreed.

6.15 **Table 10** details the destinations that residents of the proposed development would likely travel to as well as the proportion of residents undertaking this journey. **Table 10** also depicts the most likely route from the site these journeys would take. The full Census Data is contained in **Appendix S.**

Destination	% of residents	Route Assignment
Crawley	16%	A24 NB or High Street and A281
Littlehaven	1%	High Street and Littleworth lane
Lewes	2%	High Street
Horsham	10%	A24 NB or High Street and Littleworth lane
Reigate and Banstead	4%	A24 NB
Billingshurst	3%	A24 NB
Mole Valley	2%	A24 NB
Warnham	2%	A24 NB or High Street and Littleworth lane
Thakeham, Ashington and Washington	2%	A24 NB or A24 Southbound
Rusper and Colgate	2%	A24 NB
Waverley	2%	A24 NB
Slinfold	1%	A24 NB or High Street and Littleworth lane
Southwater	1%	A24 NB
Guildford	1%	A24 NB
Tandridge	1%	High Street and A281
West Chiltington	1%	A24 SB
Hillingdon	1%	A24 NB
Highwood	1%	A24 NB
Merton	0%	A24 NB
Roffey	2%	A24 NB
Worthing	4%	A283 (E)
Chichester	2%	A24 SB
Coldwaltham, Amberley and Storrington	1%	A24 SB
Arun	1%	A283 (E)
Mid Sussex	11%	High Street
Partridge Green and Cowfold	7%	High Street
Henfield	5%	High Street
Nuthurst, Mannings Heath and Lower Bedding	3%	High Street
Croydon	1%	High Street
Wealden	1%	High Street
Sutton	1%	High Street
Hounslow	0%	High Street
Brighton and Hove	6%	A283 EB
Adur	2%	A283 EB
Upper Bedding	1%	A283 EB

Table 10: Residential Trip Distribution

6.16 The total trip distribution of residents on the local highway network is demonstrated in **Table 11** and set out within the distribution diagrams attached as **Appendix T**.

Route Assignment	% of residents
Bines Road Northbound	86%
Bines Road Southbound	14%
High Street	47%
A24	38%
Littleworth Lane	8%
High Street	39%
A281 NB	35%
A281 SB	5%
A24 NB	35%
A24 SB	4%
A283 EB	14%
A283 WB	0%

Table 11: Residential Trip Assignment

6.17 **Table 11** demonstrates that the majority of vehicles (86%) will travel north along Bines Road from the site with the majority turning east onto High Street. From here, the highest proportion of vehicles are expected to turn north onto the A281.

6.18 39% of the overall vehicles generated by the site are expected to utilise the High Street to access the A281, with 8% leaving the High Street onto Littleworth Lane. 35% of vehicle trips are expected to travel northbound on the A281 upon leaving High Street and the remaining 5% travel south bound.

6.19 38% of vehicle trips are expected to travel via the A24, with 35% travelling northbound and 4% travelling southbound.

6.20 All of the new vehicle trips that travel right out of the site to the south are expected to travel eastbound on the A283.

7. JUNCTION CAPACITY ASSESSMENT

7.1 To identify the highway impact of the development proposals, junction capacity analysis has been undertaken at a number of key local junctions.

Assessment Scenarios

7.2 Within the pre-application discussions with WSCC, it was agreed that the following junctions would be modelled:

- Site Access/Bines Road
- Partridge Green Road/A281
- B2138/High Street

7.3 The location of the junctions in relation to the site access is demonstrated in **Figure 8**.

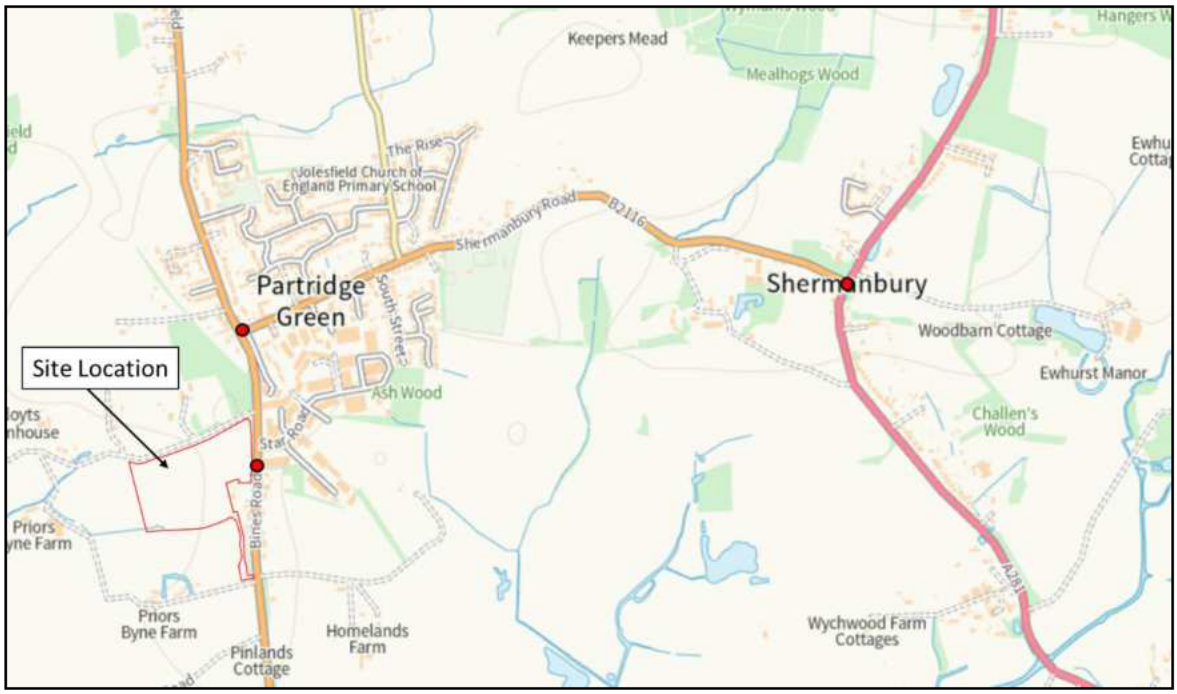


Figure 8: Location of Junctions Requiring Assessment

7.4 In terms of scenarios, the following were agreed as part of scoping discussions with WSCC:

- Baseline 2024
- Baseline 2028
- Baseline 2028 + Committed Development
- Baseline 2028 + committed Development + Proposed Development

TEMPro Traffic Growth

7.5 An initial TEMPro growth rate has been calculated for the years from 2022 – 2024 and 2024 – 2028 for the Horsham 0011 area. These growth rates have been summarised in **Table 12**.

TEMPro	Growth Factor	
	AM	PM
2022-2024	1.0293	1.0295
2024-2028	1.0328	1.0331

Table 12: TEMPro Growth Rates

Committed Developments

7.6 A review has been completed to confirm committed developments within the area surrounding site that should be taken into consideration within any traffic impact assessment work. Following discussions at the pre-application stage, 'Committed Developments' that would require consideration as part of an application were identified as:

- Land North of The Rosary Partridge Green (ref: DC/20/1697)
- Land North of Shermanbury Road Partridge Green (ref: DC/21/2704)

7.7 Since those pre-application discussions, both of the identified applications were refused by WSCC and have therefore not been included in any traffic impact assessment. However, an additional application was submitted at Land North of Shermanbury Road Partridge Green (ref: DC/24/0428) in March 2024 which has been identified as a 'Committed Development' and therefore has been considered in the traffic impact assessment work.

7.8 Through discussions with WSCC, a review of junction modelling including an end of local plan scenario for the B2135 J/W A24 and the A283/B2135 was explored. It was confirmed during pre-application discussions that due to the proposed development generating less than 30 trips to/from these junctions that they would not be included in the junction modelling scope therefore these junctions have not been assessed. The end of Local Plan scenario has not been assessed as these were the only junctions which warranted the scenario to be considered. The email correspondence with WSCC highway officers confirming this is attached as **Appendix C**.

7.9 Following submission of the previous refused application, an outline application was approved in September 2025 at Land North of The Rosary Partridge Green for up to 81 new dwellings (DC/23/2279). A junction modelling assessment was undertaken as part of this application, however only the proposed site access was assessed. As this application was not considered as part of the accepted junction capacity assessment undertaken as part of the previous refused application, the following junction capacity assessment has not been updated to reflect the potential trips generated by the approved application.

Baseline Traffic Surveys

7.10 In order to establish the baseline traffic flows along Bines Road, ATC surveys were undertaken between 1st February 2024 and 7th February 2024. The results of these surveys are summarised in **Table 1**.

7.11 In addition, Junction Counts were undertaken on 13th September 2022 to identify the average vehicle volumes at following junctions:

- High Street/ Littleworth Lane
- Partridge Green Road/A281
- B2138/High Street

7.12 The results of these surveys are summarised in **Table 13** with the full survey results attached as **Appendix U**.

Direction	AM Peak Flows	PM Peak Flows
High Street/Littleworth Lane		
Littleworth Lane – High Street (East)	143	88
Littleworth Lane – High Street (West)	34	26
High Street (East) – Littleworth Lane	83	106
Partridge Green Road/A281		
Partridge Green Road – A281 (North)	99	126
Partridge Green Road – A281 (South)	282	211
A281 (North) – Partridge Green	95	120
B2138/High Street		
B2135 (South) – High Street	98	141
High Street – B2135 (North)	141	174
High Street – B2135 (South)	170	86

Table 13: Junction Count Results

Junction Modelling Software

7.13 The capacity of local junctions has been assessed using Junctions 9 software. Junctions 9 is the industry standard software package for assessing roundabouts and priority junctions and provides a Ratio of Flow to Capacity (RFC) value, which identifies what proportion of each arm's total capacity is currently being utilised. RFC values exceeding 0.85 signify the point at which the capacity of the arm is being approached, and the potential to improve capacity could be explored, whilst RFC values of 1.0 or greater represent a junction operating above capacity. Junctions 9 software also provides values for junction delay (in seconds) and queue length in vehicles.

7.14 All modelling has been completed using 'vehicle' values rather than PCUs and as such the appended traffic flow diagrams are also all in vehicles. In order to provide a robust assessment, a 10% HGV rate has been applied throughout.

Modelling Result

7.15 It should be noted that this junction capacity assessment has not been updated from the accepted assessment undertaken as part of the previous refused application at the site to ensure continuity between the two applications. Therefore, the baseline year of 2024 and future year of 2028 has been retained.

Proposed Site Access/B2135 Bines Road Priority Junction

7.16 The proposed site access has been modelled for the 'Baseline 2028 + Committed Development + Proposed Development' scenario. The results of the modelling assessment are provided in **Table 14**, with the full outputs attached in **Appendix V**.

Arm	AM Peak Period			PM Peak Period		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
Baseline 2028 + CD + PD						
Site Access	0.1	7.59	0.10	0.1	7.50	0.04
B2135 Bines Road	0.1	4.90	0.03	0.1	5.80	0.06

Table 14: Proposed Site Access/B2135 Bines Road Junction Assessment

7.17 As demonstrated in **Table 14**, the proposed access would operate well within capacity with a maximum RFC value of 0.10, queues of less than 1 vehicle and worst delays of under 8 seconds. Therefore, there are no capacity concerns as to the functioning of the proposed developments access on to the B2135 Bines Road and no requirement for a right turn lane.

B2135 Bines Road/High Street/B2135 Church Road

7.18 This junction has been modelled for the 'Baseline 2024', 'Baseline 2028' 'Baseline 2028 + Committed Development' and 'Baseline 2028 + Committed Development + Proposed Development' scenarios. The results of the modelling assessment are provided in **Table 15**, with the full outputs attached in **Appendix W**.

Arm	AM Peak Period			PM Peak Period		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
Baseline 2024						
High Street	2.4	25.79	0.70	1.4	19.87	0.57
B2135 Bines Road	0.4	8.92	0.24	0.8	9.96	0.38
Baseline 2028						
High Street	2.8	28.52	0.73	1.6	21.25	0.60
B2135 Bines Road	0.4	9.02	0.25	0.9	10.16	0.39
Baseline 2028 + CD						
High Street	3.3	33.14	0.77	1.7	22.57	0.62
B2135 Bines Road	0.4	9.07	0.25	0.9	10.29	0.40
Baseline 2028 + CD + PD						
High Street	3.9	38.48	0.80	2.0	24.99	0.66
B2135 Bines Road	0.6	9.69	0.32	1.0	10.82	0.43

Table 15: B2135 Bines Road/High Street/B2135 Church Road Junction Assessment

7.19 As seen in **Table 15**, this junction would operate within capacity with a maximum RFC value of 0.80, queues of less than 4 vehicles and worst delays of under 40 seconds. It should be noted that the 'Baseline 2028 + Committed Development' scenario has the largest decrease in junction performance with an addition of a 5 second delay and RFC increase to 0.05 over the 'Baseline 2028.Therefore, it can be considered that the proposed development is not the primary reason for the drop in performance of the B2135 Bines Road/High Street/B2135 Church Road junction in this scenario. Regardless, the maximum RFC value of 0.80 sits under the 0.85 benchmark which signifies a junction is approaching its capacity.

Partridge Green Road/A281

7.20 This junction has been modelled for the 'Baseline 2024', 'Baseline 2028' 'Baseline 2028 + Committed Development' and 'Baseline 2028 + Committed Development + Proposed Development' scenarios. The results of the modelling assessment are provided in **Table 16**, with the full outputs attached in **Appendix X**.

Arm	AM Peak Period			PM Peak Period		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
Baseline 2024						
Partridge Green Road – A281 North	0.3	11.28	0.24	0.4	10.18	0.29
Partridge Green Road – A281 South	2.2	26.05	0.68	1.1	17.62	0.51
A281 South – Partridge Green Road	0.5	9.51	0.29	0.4	8.40	0.23
Baseline 2028						
Partridge Green Road – A281 North	0.4	12.07	0.26	0.5	10.53	0.30
Partridge Green Road – A281 South	2.5	28.88	0.71	1.2	18.63	0.53
A281 South – Partridge Green Road	0.5	9.68	0.30	0.4	8.50	0.24
Baseline 2028 + CD						
Partridge Green Road – A281 North	0.5	13.31	0.32	0.5	10.92	0.32
Partridge Green Road – A281 South	2.8	3168	0.73	1.3	19.75	0.55
A281 South – Partridge Green Road	0.6	9.96	0.32	0.6	9.10	0.29
Baseline 2028 + CD + PD						
Partridge Green Road – A281 North	0.6	14.44	0.36	0.6	11.20	0.34
Partridge Green Road – A281 South	3.0	33.74	0.75	1.3	20.43	0.56
A281 South – Partridge Green Road	0.6	10.17	0.33	0.6	9.47	0.32

Table 16: Partridge Green Road/A281 Junction Assessment

7.21 As demonstrated in **Table 16**, the proposed access would operate within capacity with a maximum RFC value of 0.75, queues of less than 3 vehicles and worst delays of under 34 seconds. Therefore, there are no capacity concerns as to the functioning of the proposed developments on to the Partridge Green Road/A281 priority junction.

Summary

7.22 In conclusion, the three junctions agreed with WSCC to be subjected to junction capacity assessments continue to operate within capacity when the traffic generated from the nearby Land North of Shermanbury application, and the proposed development are added to the local highway in accordance with paragraph 116 of the NPPF. Therefore, no mitigation works are proposed at the junctions.

8. PERCENTAGE IMPACT ASSESSMENT

8.1 As requested by WSCC in post planning comments (1st May 2025), a Percentage Impact Assessment of the B2135/A24 and B2135/A283 have been undertaken for the end of Local Plan scenarios for the emerging Horsham District Local Plan 2023-2040 (Regulation 19). Whilst it is noted that this Local Plan is emerging, the end of local plan scenario of 2040 has been used to form a robust assessment.

8.2 As part of the assessment for the B2135/A283 junction, WSCC requested that the nearby development at Glebe Farm (DC/21/2233) be included.

8.3 Whilst junction count survey data was available to assess the B2135/A24 junction from our previous survey data obtained in 2022 and utilised as part of the Junction Capacity Assessment, no data was available for the B2135/A283 junction as this junction was not previously assessed. Therefore, the baseline data used as part of the Glebe Farm application (DC/21/2233) has been used to form a baseline at the junction.

8.4 In order to assess the required junctions in end of local plan scenario (2040) TEMPro growth rates have been calculated for the years of 2020 – 2040 (for the Glebe Farm data) and 2022 – 2040 (for the 2022 baseline data) for the Horsham 0011 area. These growth rates are summarised in **Table 17**.

TEMPro	Growth Factor	
	AM	PM
2020-2040	1.1324	1.1318
2022-2040	1.1246	1.24

Table 17: TEMPro Growth Rates (End of Local Plan Scenario)

8.5 The 2020 – 2040 growth rates were utilised for the B2135/A283 junction and the 2022 – 2040 growth rates for the B2135/A24 junction. The baseline data for both junctions has been factored up to the end of local plan scenario of 2040.

8.6 The following Committed Developments (same as within the TA) have been included within the percentage impact assessment:

- Land North of Shermanbury Road Partridge Green (App: DC/24/0428)
- Glebe Farm (App: DC/21/2233) – utilised for B2135/A283 junction only

8.7 The 2040 Baseline flows plus committed development and proposed development for both junctions along with the percentage impact of the proposed development on those junctions is presented in **Table 18**.

Junction	2040 Baseline Flows		2040 Baseline Flows Plus Committed Development		2040 Baseline Flows Plus Committed Development and Proposed Development		Percentage Impact of Proposed Development	
	AM	PM	AM	PM	AM	PM	AM	PM
B2135/A24	3458	3968	3458	3971	3499	4000	0.8%	0.6%
B2135/A283	2071	2476	2139	2559	2149	2567	0.5%	0.3%

Table 18: Percentage Impact Assessment

8.8 As seen in **Table 18**, the proposed development would lead to an increase in flows of 0.8% in the AM peak and 0.6% in the PM peak at the B2135/A24 junction in the 2040 end of local plan scenario. In addition, the proposed development would lead to an increase in flows of 0.5% in the AM peak and 0.3% in the PM peak at the B2135/A283 junction in the 2040 end of local plan scenario. Both junctions are anticipated to see an increase in flows of less than 1% due to the proposed development which indicates that the proposed development would have a negligible impact on the junctions in line with the vison-led nature of the proposals and would not have a significant impact on the operation of the junctions in the context of the NPPF.

9. SUMMARY AND CONCLUSIONS

9.1 This Highways Transport Assessment (HTA) has been prepared by Paul Basham Associates (PBA) on behalf of Croudace Homes to support a planning application for a residential development comprising of 101 units at Bines Road, Partridge Green.

9.2 The site is a short walk or cycle from local amenities within Partridge Green, including pubs, cafes and bus stops. The site is located in proximity to a number of walking and cycling routes, and in addition a bus stop is located within a 5-minute walk providing services every hour to half hour between Henfield, Horsham and Brighton, making the site accessible by sustainable travel. Moreover, there are 4 railway stations within a 20-minute drive of the site making the site accessible to a range of destinations further afield by sustainable travel. Further to this, PIA data suggests there is no reason to believe there are and existing safety concerns associated with the surrounding highways network in accordance with paragraph 116 of the NPPF. It should be noted the accessibility of the site was deemed acceptable as part of the previous refused application.

9.3 The vision for the site is to create an environmentally aware residential development, which integrates with the surrounding area, prioritising travel for pedestrians, cyclists and those using sustainable modes of travel including public transport.

9.4 The proposed development will provide a total of 245 car parking spaces, which is 19 spaces short of the requirement identified in the West Sussex Parking Calculator. 2011 and 2021 Census car ownership data indicate that a minimum of 186 spaces is required to support the expected car demand at the site. Given this shortfall in parking demand is less than the 10% difference referred to in WSCC guidance, it is anticipated that the number of parking spaces at the proposed development is sufficient for the scale and location of the development and that a 10% reduction in the calculator requirements is acceptable as was the case in the previous refused application at the site.

9.5 The development will provide 161 cycle parking spaces in accordance with WSCC standards. Cycle parking for houses will be provided within the curtilage of each dwelling, with cycle parking in flats to be in shared storage.

9.6 The proposed access, which was agreed with WSCC to be suitable in the previous refused application, will take access from Bines Road and is positioned c.70m south of the existing access to the industrial park opposite, in line with WSCC guidance. The access will take the form of a 6m wide bellmouth junction with 7.5m radii. A 2m wide footway will flank both sides of the site access and will connect with the footways currently present along Bines Road. Within the site the northern footway will increase to 3m wide with the southern footway remaining at 2m. In addition, a cycle path is proposed which will run through the site connecting to the bridleway along Lock Lane which borders the site to the north and running south through the site before connecting to Bines Road opposite the Downs Link PRoW. Crossing points with tactile paving and dropped kerbs are proposed at the site access, along with near the Bines Road junctions with High Street and Star Road.

9.7 Visibility splays have been drawn in accordance with recorded 85th percentile speeds of 46mph northbound and 40mph southbound and have been drawn to DMRB standards. This has led to visibility splays of 4m x 127m northbound and 4mx 103m southbound. These visibility splays are shown to be achievable.

9.8 It is proposed that the existing footway along Bines Road will be widened to 2m for the majority of the route to High Street north of the site. Pedestrian crossing points will also be provided along Bines Road by High Street and Star Road.

9.9 The internal layout of the site has been designed to create an attractive and permeable pedestrian and cycle environment. Internal junction visibility at 25mph and forward visibility at 15mph has been assessed and is shown to be achievable.

9.10 A refuse vehicle and fire tender are able to manoeuvre around the site with refuse vehicles able to get within 25m of all dwellings and bin collection points (BCP). The BCP's have been located so that residents do not have to carry their bins over 30m and so that refuse collectors do not have to drag the bins further than 25m to the refuse vehicle in line with Manual for Streets.

9.11 In order to assess the impact the proposed development will have on the local highway network, trip generation data has been obtained from the TRICS v7.10.2 database for the proposed development. This demonstrates that 70 and 55 vehicle trips anticipated in the AM and PM peaks respectively.

9.12 In addition, the proposed development is anticipated to generate 18 pedestrian trips, 3 cycle trips and 1 public transport trip in the AM peak, 9 pedestrian trips, 2 cycle trips and 2 public transport trip in the PM peak and 115 pedestrian trips, 12 cycle trips and 15 public transport trips over a 12 hour period.

9.13 To identify the highway impact of the development proposals, junction capacity analysis has been undertaken at a number of key local junctions. The three junctions agreed with WSCC to be subjected to junction capacity assessments continue to operate within capacity when the traffic generated from the nearby Land North of Shermanbury application and the proposed development are added to the local highway network. Therefore, it is not considered that the proposed development will have a severe impact on the local highway network in line with paragraph 116 of the NPPF.

9.14 In conclusion, this Highways Transport Assessment has demonstrated that the proposed development will not have a 'severe' impact on the operation, capacity or safety of the local road network in line with NPPF paragraph 116. We therefore encourage WSCC to look favourably upon this development in relation to highways.

Appendix A

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

1. New site access to be constructed prior to any commencement on site to allow safe transit of construction vehicles
2. Cycle link access on to Bines road (south) and Lock Lane (North) to be constructed by suitable qualified highways contractor
3. Site to be adequately hoarded from all sides due to openess to boundaries
4. The Gas Main crossing the site to be located by hand digging and suitably flagged where nearby construction works are necessary
5. Other buried services and above ground services should be flagged before construction works and capped off and removed / diverted as soon as possible
6. Measure to be taken to avoid contamination of existing ditch along southern boundary from construction waste and spillages
7. Trees should be suitably protected from construction works

Accommodation Schedule

Affordable Dwellings (46no.)

Affordable Rented

6no.	1-Bedroom Flats	(13% 1bed)
1no.	F2005M - 2 Bedroom Coach House	
15no.	A2708M - 2-Bedroom Houses	(35% 2bed)
15no.	A3710M - 3-Bedroom Houses	
5no.	A3711M - 3-Bedroom Houses	(43% 3bed)
4no.	A4714M - 4-Bedroom Houses	(9% 4bed)

Open Market Dwellings (55no.)

2no.	A1702M - 1-Bedroom Flats	(4% 1bed)
11no.	B2009M - 2-Bedroom Houses	(20% 2bed)
2no.	B3015M - 3-Bedroom Houses	
8no.	B3016M - 3-Bedroom Houses	
14no.	B3017M - 3-Bedroom Houses	(44% 3bed)
2no.	Bespoke - 4-Bedroom Chalet	
3no.	S4025M - 4-Bedroom Houses	
4no.	S4029M - 4-Bedroom Houses	
7no.	G4032M - 4-Bedroom Houses	
2no.	G5037M - 5-Bedroom Houses	(33% 4-5bed)

Total; 101 Dwellings

6.38 Ha approx. to Overall Red Line - 16 Dw/Ha

Car Parking Generally;

1.5 space per 1 & 2-Bedroom Flats
2 spaces per 2/3-Bedroom House
2 spaces per 4-Bedroom Affordable House
2 spaces plus Garage per 4/5-Bedroom House
47 Visitor spaces (0.5 spaces/dwelling) *

Rev	Date	Revision Details	Dr	Ch
P4	13.03.25	Adjusted to landscape consultant information	LP	KE
P3	17.02.25	Layout Amendments	KB	KE
P2	30.09.24	Drainage Amendments	LP	KE
P1	27.09.24	Planning Application	LP	KE
H	11.09.24	Adjusted to highways comments	LP	KE
G	10.09.24	Adjusted to avoid veteran tree buffers	KE	AK
F	05.09.24	Garage to Plot 1 adjusted	KE	AK
E	05.09.24	Plots 2-8, 52-57 & 75-76 updated	KE	AK
D	03.09.24	Drainage updated, red line adjusted SE corner	KE	AK
C	16.08.24	Layout redesigned following meetings and pre-app	KE	AK
B	07.02.24	Plots 13&14 amended	KE	AK
A	01.02.24	Flats relocated, draiange and footpaths added	KE	AK

London: 76 Great Suffolk Street, London, SE1 0BL
T 0207 928 2773 E london@ecearchitecture.com
Sussex: Brooklyn Chambers, 11 Goring Road, Worthing, West Sussex, BN12 4AP
T 01903 248777 E sussex@ecearchitecture.com
Bristol: Westworks, Colston Tower, Colston Street, Bristol, BS1 4XE
T 0117 214 1101 E bristol@ecewestworks.com
ECE Architecture
www.ecearchitecture.com

Client's Name
Croudace Homes

Job Title
Land at Partridge Green

Drawing Title
Proposed Site Layout

Scale
1:1000 @ A1 / 1:2000 @ A3
metres 20 40 60 80 100

Drawn	Checked	Date
KE	AK	25.11.22

Job No	Drawing No	Rev
7034	PL-02	P4

Status
APPROVAL

CAD Plot date: 13/03/2025 - 10:24:25 7034-site.dwg

Appendix B

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation:Paul Basham Associates FAO:Caitlin Turley
FROM:	WSCC - Highways Authority
DATE:	8 February 2022
LOCATION:	Land west of Bines Road, Partridge Green, Horsham RH13 8EQ
SUBJECT:	Internal Reference: PRE-002-22 Outline application for up to 250 homes on land west of Bines Road, Partridge Green.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Comments are made in respects of,

Pre-App Scoping Note, reference 093.0004/PSN/1, dated December 2021

Where possible comments are made against the specific numbered points within the Scoping Note.

2.3 – Although no walking/cycling distance thresholds are referenced, in this instance it's noted that all day to day services within Partridge Green are within reasonable walking distance (considered as 1.6km). Missing from the list is the Star Trading Estate and the various employment uses within this.

2.4 – The existing continuous footway network is acknowledged. As part of any development, improvements should be delivered to those footways along the B2135 to increase the usable width (within the constraints of the available highway) and improve the surfacing. Such works are proposed within 5.2.

2.11 – The cycling iso-chromes and villages within 15 and 30 minutes distance are recognised. From this information, it's unclear if cycling is being considered as a realistic alternative to using the private car to access the villages identified. WSCC considered that the nature of Downs Link could allow for some trips to nearby

villages (i.e. Henfield) but cycling is more likely to for leisure purposes. The private car will still likely dominant as the main means of travel.

2.20 – The extent of accident records should be determined by the potential trip increases through junctions as well. For example, a number of trips are indicated to travel northwards to the A24/B2135 junction. I would ask that the accident record for this junction is also included in the assessment. It may also be prudent to include the B2116/A281 junction as well. I recognise that both junctions are distance from the site.

3.2 - comments are made in respects of the access arrangements separately below.

3.4 – the WSCC Design Guide is noted. This is out of date however and the guidance within MfS2 should take precedent. This aside, the correct guidance (as taken from the DMRB) has been applied for the stopping sight distances/visibility splays.

3.7 – Internal road widths are acceptable in principle but would be subject to review taking into account potential parking demands.

3.11 – WSCC don't operate any refuse collection services; such matters are a District function. The exact refuse design vehicle would need to be agreed with Horsham DC although from memory their vehicle is in the region of 11 metres long.

4.2 – the trip rates derived from TRICS are noted. The use of this trip rate isn't necessarily disagreed with. It would though be beneficial to compare the TRICS trip rate against that derived from using a TRICS person trip rate with mode choice based on Census outputs. The person trip rate/Census outputs would then better reflect local travel constraints.

4.6 – Whilst trip destinations are noted, it's unclear how trips have been assigned to routes. Are these based on distance or time (i.e. shortest distance or quickest route?). For some destinations, multiple route choices are identified. Whilst this may be the case, for the purposes of the assessment, it may be better to assign all trips to a single route option and thereby have a worst case.

4.7 – It's quite a high percentage of vehicle trips that remain in Partridge Green. This isn't unreasonable for existing residents but as the proposed residential development isn't generating more employment opportunities, it's then questionable if a similar percentage of trips would remain in Partridge Green for the

proposed dwellings. It would be anticipated for there to be more out-commuting amongst residents at the development than may be the case for existing residents.

5.4 – the means of traffic distribution are noted and agreed. Could traffic distribution diagrams for development only trips be provided. Once provided, the extent of junction modelling can then be agreed.

5.5 – the situation with DC/21/2237 is acknowledged. The application that preceded DC/21/2237 (DC/20/1697) is now subject to an appeal, so this may become a committed developments. There is also DC/21/2704. This application also presently remains undetermined, although all previous applications on this site have been refused.

5.6 – given that this site is not allocation, an end of Local Plan scenario should also be included. I'd suggest that this is more pertinent for the A24/B2135 junction rather than those in the immediate vicinity.

6.3 – whilst the travel plan will of course be developed in greater detail, I would stress at this stage that the measures included should be appropriate for what is a primarily rural situation. The travel plan should not rely solely on the distribution of information to residents.

Access Arrangements – Appendix D and E

There's nothing of significant concern on the access drawings. The only point would be to seek more generous kerb radii at the proposed junctions. I appreciate that a 30mph speed limit is in place and ordinarily 6 metre kerb radii would be appropriate. However, the 85th percentile speeds are considerably higher. To assist vehicles existing and entering onto the B2135, I'd ask that the kerb radii are increased to 7.5 metres from the 6 metres.

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Ian Gledhill
Planning Services

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Giles Holbrook
FROM:	WSCC – Highway Authority
DATE:	04 December 2024
LOCATION:	Land at 518724 118628 Bines Road Partridge Green West Sussex RH13 8EQ
SUBJECT:	DC/24/1699 Development of 101 dwellings (including 45% affordable), creation of new access, public open space, creation of a cycle path, allotments and associated landscaping. Updated response with public transport correction.
DATE OF SITE VISIT:	21 November 2024
RECOMMENDATION:	More Information Required

This is the WSCC Highways response to the above planning application seeking development of 101 dwellings (including 45% affordable), creation of new access, public open space, creation of a cycle path, allotments and associated landscaping.

Site location and access.
The site is located to the west of Bines Road, approximately 600m south of the village centre and approximately 130m from the Star Road Industrial Estate. Lock Lane forms the northern boundary of the site and forms a priority junction with Bines Road in the north-eastern corner of the site. Lock Lane is a private road and takes the form of a track.

An existing vehicle access to the site is located on Lock Lane, at the western end of the site boundary. Another private road forms the southern border of the site, which provides access to four residential properties and agricultural land/buildings. This road also provides vehicular access to the development site.

The site is accessed from Bines Road (B2135), which generally runs N-S from the A24 to the A283. In proximity of the site, it has a speed limit of 30mph along the site frontage which continues north of the site towards the centre of Partridge Green. It changes to 60mph approximately 160m south of the site. A 1m wide footway is present on part of the western side of Bines Road and continues north into Partridge Green. Bines Road also serves a number of dwellings south of the site with vehicle crossovers providing access to them. In addition, Bines Road serves Star Road approximately 70m north of the site access which serves the Star Lane Trading Estate.

The proposed access, which was discussed with WSCC through a highways pre-application submission, is shown taking access from Bines Road and is located approximately 65m south of the existing access to the industrial park opposite. The

access is shown as a 6m wide junction with 7.5m bellmouth radii as requested by WSCC during the pre-app discussions. The drawing is found in Appendix G in the Transport Assessment (TA). The applicant's transport consultants have undertaken swept path analysis of an 11.2m long refuse vehicle, a 7.5t panel van and a car utilising the access and this is shown in Appendix H, also found in the TA.

With regard to visibility splays, a speed survey was undertaken and provided that shows results demonstrating that whilst the section of road along the site frontage is subject to a 30mph speed restriction, the speeds recorded where significantly above this and the threshold of 37mph set by WSCC for using Manual for Street (MfS) criteria. Therefore, visibility requirements have been informed by the Design Manual for Roads and Bridges (DMRB).

Based on the recorded speeds of 46mph (northbound) and 40mph (southbound), the TA states that visibility splays have been drawn to DMRB standards. DMRB CD123 states that for simple priority junctions a setback ('x' distance) of 9m (or as close as possible without being below 2.4m) should be used when calculating visibility. This has led to visibility splays of 4m x 127m northbound and 4m x 103m southbound being demonstrated. These visibility splays are shown to be achievable as seen in Appendix I found in the TA.

The applicant should provide an explanation about how the visibility splays have been calculated (including the mathematical equations used).

Access by sustainable modes of transport (pedestrians, cyclists and public transport).
The site is located within walking and cycling distance to a range of facilities and amenities, summarised in Table 2, taken from the TA, below:

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Mary's Cafe	300m	4 minutes	1 minute
The Partridge (Pub)	400m	5 minutes	2 minutes
Bus Stop	400m	5 minutes	2 minutes
Partridge Green Village Hall	550m	7 minutes	2 minutes
Partridge Green Surgery	550m	7 minutes	2 minutes
Co-op Food	600m	8 minutes	2 minutes
Methodist Church	700m	9 minutes	3 minutes
St Michaels & All Angels Church	800m	10 minutes	3 minutes
King George V Playing Fields	1km	13 minutes	4 minutes
Iolesfield C Of E Primary School	1.1km	14 minutes	4 minutes

Table 2: Local Amenities and Facilities

Table 2 demonstrates that numerous amenities and facilities are available within a short distance of the site access. The centre of Partridge Green has a café, public house, Co-op supermarket, village hall and bus stop a short walk away, making it easily accessible for sustainable transport.

Pedestrian Network - The site location provides opportunities for travelling by foot as directly outside the site a footway runs along part of the western side of Bines Road (B2135), north of the 30mph speed limit signs. The footway extends towards the local

facilities and the High Street to the north-east of the site, where footways flank both sides of the road.

A 2m wide footway is proposed to be constructed on both sides of the site access and will connect with the footway currently present along Bines Road. Within the site, the northern footway will increase to 3m wide to cater for walking and cycling with the southern footway remaining at 2m. A dropped kerb and tactile paving crossing point will be provided across the site access to assist with pedestrians crossing between the footways.

To further improve connectivity and suitability of walking routes for users of the development, the Highway Authority recommends that the existing footway running alongside part of Bines Road on its western side, be widened to 2.0m, taken from the site access onto Bines Road and continued northwards towards High Street. This was raised at the Highways pre-application stage but does not appear to have been carried forward to the actual planning application. Applicant to amend. And, a Stage 1 Road Safety Audit (and associated Road Safety Audit Decision Log) must be provided for the works at this planning stage.

Also, the Highway Authority considers that street lighting should be extended to take-in the site access (including its approach from the south) and then continued northbound to meet with the existing street lighting north of the old railway bridge. This would also encourage walking and would also assist with highlighting the access (and existing access points) along Bines Road within the 30mph section.

In addition, the site is surrounded by a number if Public Rights of Way (PRoW), as shown in Figure 3 taken from the TA. Part of this network includes a bridleway across the northern boundary of the site and footpath along the western boundary which form part of the long-distance Downs Link which follows the route of the long-dismantled railway line.

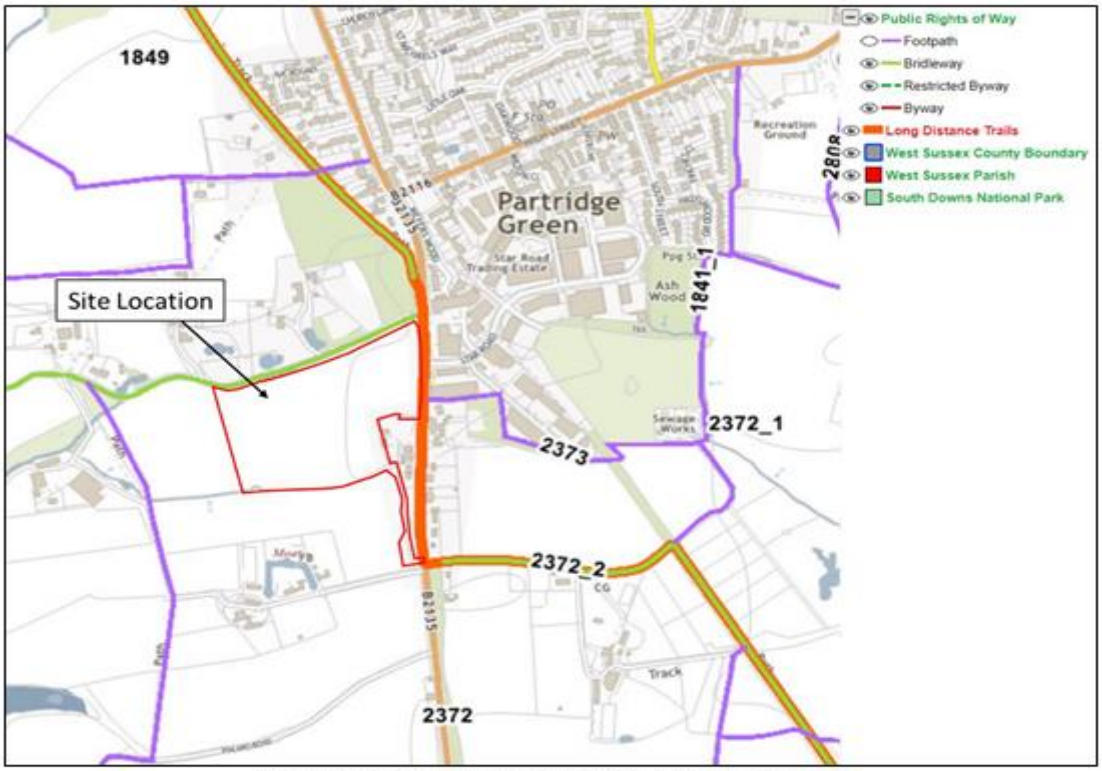


Figure 3: Public Rights of Way (PROW) in the vicinity of the site

Additionally, a cycle path is proposed within the site to connect to the Downs Link at the sites south-eastern extent opposite Bridleway 2372_2 to Bridleway 1864 (Locks Lane) along the sites northern extent. In addition, a number of footpaths are proposed within the site to provide off-road pedestrian and cycle travel through the site.

To increase accessibility in the area, the applicant proposes an uncontrolled crossing point across Bines Road (with tactile paving and dropped kerbs) directly to the south of the junction with High Street. Furthermore, as discussed in the Road Safety Audit section, it is proposed that a crossing would be provided over Bines Road near Star Road, providing access to the industrial estate on foot. Applicant to confirm that these have been considered in the Stage 1 Road Safety Audit. And if not, that they be Safety Audited.

The Public Rights of Way footpaths to the east of the site connect to further recreational routes and provide access towards facilities within Shermanbury to the west and Henfield to the south.

Cycle Network - There are already two recommended cycle routes set out by Horsham District Council - one for beginners and the other for intermediates. This route is recommended for Partridge Green locals and goes past a river, farms and some heritage assets. This is shown in Figure 4 found in the TA.

In addition, a cycle path measuring 3m in width is proposed to be constructed through the site connecting to the bridleway along Lock Lane which borders the site to the north and running south through the site before connecting to Bines Road opposite the Downs Link PRoW. This would provide for an off-road pedestrian connection between the two PRoW's in proximity to the site. The applicant does not propose that this would form a formal PRoW although it would provide an off-road route through the site connecting the two PRoW. In the event the route is not offered for formal adoption or creation into a PRoW, then the applicant should demonstrate how any route would remain open (and suitably maintained) in perpetuity. Applicant should also confirm if this connection, where it is shown emerging to Bines Road, has been Safety Audited. If not, it should be Safety Audited.

From on-site observation, an informal path appears to have been created from Locks Lane directly to the Downs Link. The Highway Authority would like to know whether the applicant can formalise this connection for pedestrians and cyclists as it would then mean users would not need to re-join Bines Road for an ongoing journey using the existing footway. If so, applicant to get it Safety Audited.

Bus Network - Approximately 5 minutes-walk from the site is a bus stop found on the High Street. This serves westbound services. The bus stop comprises a sheltered seating area, a bus pole and bus timetables, shown in Photographs 4 and 5 found in the TA. Applicant to investigate whether real-time passenger information could be added to the location.

The High Street bus stop is served by the number 17 coach, which the TA says provides a service from Horsham to Brighton. It continues by saying that this service is available every 30 minutes toward Brighton and is every hour going towards Horsham.

The Highway Authority has been advised that the service was changed in September 2024, meaning that part of the information in the TA is incorrect. As such, the applicant should re-visit the timetabling and provide a corrected version in the TA or addendum Technical Note. Furthermore, as the service (predominantly Partridge Green to Horsham) has been reduced, the applicant should consider ways of how they might address this. The contact at Stagecoach Buses, who run the service, is Rob Vince and he

can be contacted directly to discuss this using the following email: rob.Vince@stagecoachbus.com

Real-time passenger information should be provided for local bus stop sites.

Table 4 below (taken from the TA) shows travel times by bus to various locations outside of Partridge Green:

Town / City	Approx Time to Location (Minutes)
Henfield	12 minutes
Mannings Heath	20 minutes
Horsham	23 minutes
Brighton	30 minutes
Brighton, Town Centre	45 minutes

Table 4: Bus Service Destinations

Please note that the Partridge Green to Horsham service now runs via Henfield and as such, lengthens the journey both in distance and time.

Travel Plan.
As submitted, the Travel Plan (TP) should be updated to reflect current WSCC guidance. This can be made available on request. It should also reflect the additional requirements for sustainable travel as set out elsewhere in this response. Once updated, the FINAL Travel Plan and its associated monitoring fee [redacted] should be secured by S106 Agreement.

Internal layout.
The internal site layout includes a spine road measuring 5.5m wide with a 3m wide footway (presumed to be for shared foot and cycle use) on the northern side of the spine road and a 2m wide footway along the southern side. In addition, 4.8m shared surface roads provide access to the dwellings both north and south of the main spine road. Swept-path analysis of an 11.2m refuse vehicle and a fire tender manoeuvring around the site is attached in Appendix K found in the TA along with swept-path analysis of cars parking at various points throughout the site.

The TA states that Manual for Streets (MfS) guidance has been used to inform an internal design speed of 25mph plus internal junction visibility splays commensurate with that. In addition, the TA states that forward visibility has been assessed using a design speed of 15mph at the bends in the shared surface loops at the north of the site. The internal junction visibility and forward visibility is attached in Appendix L found in the TA.

Refuse and Servicing - A refuse vehicle and fire tender are shown to be able to manoeuvre around the site with refuse vehicles able to get within 25m of most dwellings and bin collection points (BCP). The TA states that the BCP's have been located so that residents do not have to carry their bins over 30m and so that refuse collectors do not have to drag the bins further than 25m to the refuse vehicle, which they consider is in accordance with the advice in MfS. Swept-path analysis of the refuse and fire arrangements can be found in Appendix K of the TA.

The Highway Authority recommends that street lighting be included within the layout.

With regard to some of the shared surface roads where they meet/interface with the spine road, some do not appear to follow the standard arrangements as shown elsewhere within the layout. The extract below, taken from the TA and showing the internal layout, highlights where the interfaces are not shown correctly (see the red

circles) with examples of correct ones shown in blue (showing the footways on the spine road taken into the side roads and terminating just past the rumble strip feature). The layout should be amended to show the correct arrangements (see overleaf):

For the paths running around the boundary of the site, the applicant is requested to consider widening some of these to provide for further shared foot and cycle routes which would improve accessibility throughout the site for non-car modes of transport.

For the central feature where the N-S cycle route is shown to cross the spine road, the applicant should look to provide this with priority to foot and cycle users. Likewise, where the E-W shared foot and cycle route is shown crossing side roads (on the northern side of the spine road), consideration should be given to giving priority to pedestrians and cyclists across the side roads. Both the N-S and E-W routes where these changes are suggested should be presented to the Road Safety Audit Team for comment, and any comments provided, captured in a revised Road Safety Audit Log to be sent to the Highway Authority to reply to (alongside the issues already raised in the Safety Audit).

Finally for the internal layout, please show where access to the allotments is to be from.

Parking.
Car parking - To establish car parking requirements for the site, the West Sussex Parking Calculator has been reviewed by the transport consultants (attached as Appendix E in the TA). It identifies that 191 allocated and 73 visitor parking spaces, totalling 264 parking spaces should be provided for the development based on the proposed accommodation schedule and the site's location in Parking Behaviour Zone 1.

The development proposes 184 allocated spaces for houses, 14 unallocated spaces for flats, 17 garages (which count for 0.3 spaces) and 47 visitor spaces. This amounts to a total of 245 spaces, 19 spaces short of the requirement identified in the West Sussex Parking Calculator. However, the consultant states that the WSCC guidance allows for a 10% reduction from the parking provision with justification provided. Therefore, the consultants consider that the development would be providing sufficient parking to support it.

WSCC parking guidance states:

- *'To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs. In order to*

determine whether or not this is acceptable, the applicant will need to provide justification through, for example, the provision of parking beat surveys.'

- *'To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%. This is based on the Department for Transport's 'Smarter Choices' research that shows reductions in traffic movements can be achieved by up to 10 to 30% where a range of travel choices are available through provision of travel plans, public transport contributions, and other sustainable travel initiatives.'*

With regard to justification for a lower car parking provision, the transport consultants have undertaken analysis of both 2021 and 2011 census car ownership data (attached in Appendix F, fund in the TA) to understand the level of car ownership for local residents. Using the percentage of household car ownership with the number of dwellings at the proposed development (101 units), the number of anticipated car parking spaces at the development has been calculated. Using the 2021 dataset, this demonstrates that 5% of households do not own a car, 32% own 1 car, 40% own 2 cars, and 23% own 3 or more cars. The 2011 dataset demonstrated that 5% of households do not own a car, 32% own 1 car, 42% own 2 cars, and 20% own 3 or more cars. The data demonstrates that the proposed development is expected to result in a demand of 183 and 186 car parking spaces respectively based on the census datasets.

Although the development parking provision is a shortfall of 19 spaces from the WSCC parking guidance, the reduction in parking provision is less than the 10% reduction deemed acceptable within the WSCC guidance. Therefore, the applicants consider that the number of parking spaces at the proposed development is sufficient for the scale and location of the development.

Electric Vehicle (EV) parking should also be provided in accordance with Building Regulations.

Cycle parking – The cycle parking requirements for the area are presented in Table 5 below taken from the TA, demonstrating that there will need to be 161 spaces in total for the development. The applicant states that communal storage will be provided for the flats and for the houses, that it will be located within the area of the dwelling such as a garage or a shed.

Dwelling	Cycle Provision (Per Unit)	Number of Dwellings	Spaces Required
1 -Bedroom Flats	0.5	8	4
1-2 Bedroom House	1	29	29
3+ Bedroom House	2	64	128
Total	N/A	N/A	161

Table 5: WSCC Cycle Parking Standards

Traffic impact.

Vehicular trip generation - To assess the impact the proposed development will have on the local highway network, the applicant's transport consultant has obtained trip generation data from the TRICS v7.10.4 database for the proposed development with full outputs included in Appendix M, found in the TA. The resulting trip rates with parameters of the search are as follows:

- Sites in England (excluding Greater London)
- Trip parameter range: 32 – 159 (units)
- Survey date range: 01/01/15 – 27/03/24
- Number of weekdays: 18
- No weekend dates selected
- 2 surveys removed from selection due to being undertaken during Covid-19

As part of highways pre-application discussions, WSCC requested that census data be used for the trip generation assessment to give a better understanding about the potential multi-modal trip generation for the site. A trip generation assessment was undertaken and issued to WSCC for comment, and it was confirmed that 2021 census data would be utilised (as this had a higher percentage of car drivers than 2011 and TRICS) to represent the proposed vehicular trip generation for the site.

The proposed trip generation for the site is outlined within Table 6, taken from the TA and found below:

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
All Person Trip Rate	0.214	0.611	0.390	0.260	6.763
Trip Generation (101 units) – 84% Vehicle Trips (census 2021)	18	52	33	22	574

Table 6: Proposed Development Vehicle Trip Generation

As seen in Table 6, the proposed development is predicted to generate 70 two-way vehicle trips in the AM peak and 55 two-way vehicle trips in the PM peak with 574 vehicle trips generated over a 12-hour period. This would amount to approximately 1-2 vehicle movements per minute. On this basis, the applicant considers that the proposed development would not have a severe impact on the local highway network in line with paragraph 115 of the National Planning Policy Framework (NPPF).

Multi-Modal Trip Generation - Pedestrian, cycle and public transport trips have also been assessed using the same parameters as the vehicular trip generation.

Pedestrian trips are illustrated in Table 7 taken directly from the TA:

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.044	0.135	0.046	0.038	1.142
Trip Generation (101 units)	4	14	5	4	115

Table 7: Proposed Development Pedestrian Trip Generation

As seen in Table 7, the proposed development is predicted to generate 18 pedestrian trips in the AM peak and 9 pedestrian trips in the PM peak with 115 pedestrian trips over a 12-hour period.

Cycle trips are shown in Table 8, also taken from the TA:

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.005	0.016	0.006	0.010	0.114
Trip Generation (101 units)	1	2	1	1	12

Table 8: Proposed Development Cycle Trip Generation

As seen in Table 8, the proposed development is predicted to generate 3 cycle trips in the AM peak, 2 cycle trips in the PM peak and 12 cycle trips over a 12 hour period.

Public Transport trips are shown in Table 9, again taken directly form the TA (please see below):

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.001	0.012	0.008	0.005	0.151
Trip Generation (101 units)	0	1	1	1	15

Table 9: Proposed Development Public Transport Trip Generation

Trip Distribution and Route Assignment – The TA states that **2011 Census data** has been collected from the 'Location of usual residence and place of work' dataset with the Horsham 0011 middle super output area (seen in Figure 8) used as the location of usual residence. The data indicates destinations that people currently travel to work within the ward selected. This TA says that this data has been used to determine the trip distribution at the access and routes, for destinations with more than 5 trips. The location and most direct route to this location was then used to confirm the direction of travel from the access on Bines Road as well as the route assignment of each destination.

Table 10, found in the TA, sets out the destinations that residents of the proposed development would likely travel to as well as the proportion of residents undertaking this journey. Table 10 also depicts the most likely route from the site these journeys would take. The full Census Data is contained in Appendix N, also in the TA.

The total trip distribution of residents on the local highway network is demonstrated in Table 11 and set out within the distribution diagrams attached as Appendix O (both found in the TA).

Table 11 demonstrates that the majority of vehicles (86%) will travel north along Bines Road from the site with the majority turning east onto High Street. From here, the highest proportion of vehicles are expected to turn north onto the A281.

The data shows that 39% of the overall vehicles generated by the site are expected to utilise the High Street to access the A281, with 8% leaving the High Street onto Littleworth Lane. 35% of vehicle trips are expected to travel northbound on the A281 upon leaving High Street and the remaining 5% travel south bound.

38% of vehicle trips are expected to travel via the A24, with 35% travelling northbound and 4% travelling southbound.

All of the new vehicle trips that travel right out of the site to the south are expected to travel eastbound on the A283.

Given that the trip generation assessment was undertaken using 2021 Census data, the Highway Authority asks why 2011 Census data was used for trip distribution and route assignment, and not data from the 2021 census?

Junction capacity assessment - To identify the highway impact of the development proposals, junction capacity analysis has been undertaken at a number of key local junctions.

Assessment Scenarios - Within the pre-application discussions with WSCC, it was agreed that the following junctions would be modelled:

- Site Access/Bines Road
- Partridge Green Road/A281
- B2138/High Street

In terms of scenarios, the following were agreed as part of scoping discussions with WSCC:

- Baseline 2024
- Baseline 2028
- Baseline 2028 + Committed Development
- Baseline 2028 + committed Development + Proposed Development

TEMPRO Traffic Growth - An initial TEMPRO growth rate has been calculated for the years from 2022 – 2024 and 2024 – 2028 for the Horsham 0011 area. These growth rates have been summarised in Table 12, found in the TA. However, it is not clear whether an end of Local Plan scenario, as requested in Highways pre-application discussions, has been undertaken for the B2135 J/W A24. Applicant to confirm. If not, a further assessment will be required.

Committed Developments - A review has been completed to confirm committed developments within the area surrounding site that should be taken into consideration within any traffic impact assessment work. Following discussions at the pre-application stage, 'Committed Developments' that would require consideration as part of an application were identified as:

- Land North of The Rosary, Partridge Green (ref: DC/20/1697)
- Land North of Shermanbury Road, Partridge Green (ref: DC/21/2704)

Since pre-application discussions, both of the identified applications were refused by the local planning authority and have therefore not been included in any traffic impact assessment. However, an additional application was submitted at Land North of Shermanbury Road Partridge Green (ref: DC/24/0428) in March 2024 which has been identified as a 'Committed Development' and therefore has been considered in the traffic impact assessment work.

Additionally, a planning application (DC/21/2233) for up to 265 dwellings on land north of Glebe Farm and Kings Barn Lane, Steyning, has been approved. The TA that accompanied that application showed additional traffic impact at the junction of the A283 with the B2135, resulting in highway improvements at that junction.

Given that some traffic from this development (DC/24/1699) will be travelling southbounds to that junction, the applicant should undertake some additional transport work to demonstrate what the added impact of this development would be on that junction (with and without mitigation secured from DC/21/2233). Like that for the B2135/A24 junction to the north, an end of Local Plan scenario should be modelled for this junction, too.

Baseline Traffic Surveys - In order to establish the baseline traffic flows along Bines Road, the applicant has provided ATC surveys were undertaken between 1st February 2024 and 7th February 2024. The results of these surveys are summarised in Table 1 found below.

In addition, the TA states that junction Counts were undertaken on 13th September 2022 to identify the average vehicle volumes at following junctions:

- High Street/Littleworth Lane
- Partridge Green Road/A281
- B2135/High Street

The results of these surveys are summarised in Table 13 with the full survey results attached as Appendix P, both found in the TA.

Road safety considerations.
Road Safety Audit (RSA) **–** Although the RSA is summarised in the TA, the actual RSA does not appear in Appendix J, nor does the Road Safety Audit Decision Log appear either. Applicant to provide both in Microsoft Word format so the Highway Authority can add its comments to the Log.

Personal Injury Accidents (PIAs) – Details are shown in Figure 7 found in the TA. 12 PIAs occurred during the period studied. However, at the Highways pre-application stage, it was requested that data be provided at the junction of the B2135 with A24 to the north given that a percentage of the development traffic will be heading that way. In addition, data should also be provided for the junction of the B2135 with A283, given that a percentage of development traffic will be travelling that way too.

Speed surveys - To understand the existing vehicle speeds and flows of along Bines Road, Automated Traffic Count (ATC) surveys were provided on Bines Road from 1st February 2024 to 7th February 2024. The results of the surveys are shown in Table 1 below, taken directly from the Transport Assessment (TA) that accompanies the planning application. The full outputs can be found at Appendix D, also in the TA.

Direction	AM Peak Flows	PM Peak Flows	Daily Flows	85th Percentile Speeds
Northbound	156	94	1360	45.5mph
Southbound	284	144	2071	40.2mph

Table 1: ATC Survey results

As seen in Table 1, the speed survey shows that the 85th percentile speeds of road was 45.5mph northbound and 40.2mph southbound, suggesting vehicles increase their speed towards the 60mph speed limit and decrease their speed towards the 30mph speed limit.

As a result of this, the applicants state that they have shown visibility splays commensurate with these higher speeds, instead of using the 30mph posted speed limit. However, the applicant should provide further explanation about how the splays were arrived at, including mathematical calculations.

In terms of vehicle flows, over a 12-hour period, there is an average of 130 vehicles per hour northbound and 173 vehicles per hour southbound, equating to circa five vehicles per-minute.

Conclusion.
Additional information is required to enable the Highway Authority to consider the application further. Full details can be found in the main text of this response, with a summary found below:

1. Demonstration that visibility splays at access point where it meets Bines Road can be achieved using highway land, land in the applicant's control or combination of both plus technical explanation how the splays have been arrived at (mathematical equation/s to be provided).

2. Provision of widened footway alongside western side of Bines Road plus Stage 1 Road Safety Audit and Road Safety Audit Decision Log provided.
3. Confirmation that uncontrolled crossing points (to High Street and Star Lane Industrial Estate across Bines Road) have been Safety Audited (and if not, that they be Safety Audited).
4. Foot/cycle connection to Bines Road found south of the site (opposite Downs Link PRoW) – Applicant to confirm how this route would remain open (and suitably maintained) in perpetuity. Applicant should also confirm if this connection, where it is shown emerging to Bines Road, has been Safety Audited. If not, it should be Safety Audited.
5. Applicant to investigate whether an informal connection to Downs Link off Locks Lane can be formalised. If so, it too should be Safety Audited.
6. Applicants to update bus service details to reflect recent service changes and to consider ways to address the reduced Partridge Green to Horsham service.
7. Updated Travel Plan to be provided.
8. Internal layout changes – e.g. foot and cycle path alterations, widening of path around the internal boundaries of the site, priority arrangement across spine road and side roads to be considered (plus Road Safety Audit updates) and interfaces with spine road.
9. Clarification about where access to allotments is to be provided from.
10. Reply required to why 2011 Census data was used for trip distribution and route assignment, and not data from the 2021 census?
11. Further junction modelling assessments for B2135/A24 and B2135 J/W A283 to be provided (to include end of Local Plan scenarios for both junctions and additional traffic from DC/21/2233 – the latter for the B2135/A283 junction only).
12. Provision of original Stage 1 Road Safety Audit and associated Road Safety Audit Decision Log.
13. Updated PIA data for B2135/A24 and B2135/A283 junctions.

Please re-consult when the above information is available, at which time the Highway Authority will consider the application further.

Tim Townsend
West Sussex County Council – Planning Services

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Giles Holbrook
FROM:	WSCC – Highway Authority
DATE:	01 May 2025
LOCATION:	Land at 518724 118628 Bines Road Partridge Green West Sussex RH13 8EQ
SUBJECT:	DC/24/1699 Development of 101 dwellings (including 45% affordable), creation of new access, public open space, creation of a cycle path, allotments and associated landscaping. Additional information received.
DATE OF SITE VISIT:	21 November 2024
RECOMMENDATION:	More Information Required

This is the second WSCC Highways response to the above planning application seeking development of 101 dwellings (including 45% affordable), creation of new access, public open space, creation of a cycle path, allotments and associated landscaping.

Comments below respond to additional information from the applicant's transport consultants provided by Jason Hawkes (Horsham District Council) in his email to the Highway Authority dated 7 April 2025.

Previous Highway Authority Response.
In its previous response to the LPA dated 3 December 2024, the Highway Authority requested that additional information be provided to enable it to consider the application further. Full details can be found in the main text of that response, with a summary found below:

1. Demonstration that visibility splays at access point where it meets Bines Road can be achieved using highway land, land in the applicant's control or combination of both plus technical explanation how the splays have been arrived at (mathematical equation/s to be provided).
2. Provision of widened footway alongside western side of Bines Road plus Stage 1 Road Safety Audit and Road Safety Audit Decision Log provided.
3. Confirmation that uncontrolled crossing points (to High Street and Star Lane Industrial Estate across Bines Road) have been Safety Audited (and if not, that they be Safety Audited).
4. Foot/cycle connection to Bines Road found south of the site (opposite Downs Link PRoW) – Applicant to confirm how this route would remain open (and suitably maintained) in perpetuity. Applicant should also confirm if this connection, where it is shown emerging to Bines Road, has been Safety Audited. If not, it should be Safety Audited.

5. Applicant to investigate whether an informal connection to Downs Link off Locks Lane can be formalised. If so, it too should be Safety Audited.
6. Updated Travel Plan to be provided.
7. Internal layout changes – e.g. foot and cycle path alterations, widening of path around the internal boundaries of the site, priority arrangement across spine road and side roads to be considered (plus Road Safety Audit updates) and interfaces with spine road.
8. Clarification about where access to allotments is to be provided from.
9. Reply required to why 2011 Census data was used for trip distribution and route assignment, and not data from the 2021 census?
10. Further junction modelling assessments for B2135/A24 and B2135 J/W A283 to be provided (to include end of Local Plan scenarios for both junctions and additional traffic from DC/21/2233 – the latter for the B2135/A283 junction only).
11. Provision of original Stage 1 Road Safety Audit and associated Road Safety Audit Decision Log.
12. Updated PIA data for B2135/A24 and B2135/A283 junctions.

Latest Response.
Comments below reiterate the original comments made by the Highway Authority (the black text). Comments in response to this from the applicant made in *red italic* text beneath with latest WSCC Highway Authority comment in blue beneath that.

1. Demonstration that visibility splays at access point where it meets Bines Road can be achieved using highway land, land in the applicant's control or combination of both plus technical explanation how the splays have been arrived at (mathematical equation/s to be provided).

   The applicant's transport consultant has used the following formula (taken from DMRB CD 109) to calculate the stopping site distance (SSD), as follows:

   SSD = vt + v2/2d v = speed (m/s)
   t = driver perception-reaction time (seconds)
   d = deceleration (m/s2)

   To establish the existing vehicle speeds and flows along Bines Road, the applicant's transport consultant instructed a company to install Automated Traffic Count (ATC) equipment to record survey data on Bines Road from 1st February 2024 to 7th February 2024. The ATC surveys demonstrated that the 85th percentile speeds were 45.5mph northbound and 40.0mph southbound.

   Visibility splays at the site access have been shown in accordance with Design Manual for Roads and Bridges (DMRB) guidance based on the recorded 85th percentile speeds stated above.

   In line with DMRB guidance, the applicant's consultant has used a driver perception-reaction time of 2 seconds with deceleration set at 0.25g. DMRB CD123 paragraph 3.8 states that for simple priority junctions a setback ('x' distance) of 9m (or as close as possible without being below 2.4m) should be used when calculating visibility. Therefore, a setback of 4m has been used for the visibility splays at the site access as this is the maximum achievable x-distance in line with DMRB guidance. This has led to visibility splays of 4m x 127.4m northbound and 4m x 103.4m southbound. The full calculations using an SSD calculator are attached in Appendix B, along with the ATC results and visibility splay drawing.

   Comments noted.

2. Provision of widened footway alongside western side of Bines Road plus Stage 1 Road Safety Audit and Road Safety Audit Decision Log provided.

The proposed access includes a 2m wide footway on both the northern and southern side which will tie into the existing footway on Bines Road.

Improvements are proposed between the site access and High Street which will widen the existing footway to c2m. There are sections of the route where a 2m footway is not possible due to the land available within the highway boundary meaning a c1.5m footway is present along sections of the route, however, discussions with highway officers at WSCC confirmed that this is acceptable as the proposed widening is still a betterment to the route.

In addition, it should be noted that the proposed widening along the route does not change the existing alignment or width of Lock Lane. The footways either side of the junction have been widened to c2m, however, due to the road being private, no changes to how pedestrians cross this road are proposed.

The proposed footway widening is attached as Appendix D and has been subject to a Stage 1 Road Safety Audit (detailed later within this HRN).

Comments noted.

A Stage 1 Road Safety Audit (RSA) has been undertaken for the proposed access at the site and is attached along with an RSA Decision log and Designer's Response in Appendix C, found in the latest Technical Note. The RSA recommends that appropriate signage is provided at the site access and that vegetation is maintained to ensure visibility is achievable in addition to additional pedestrian crossing points which have also been raised by WSCC and are addressed later in the Technical Note.

Comment noted. The RSA log wit WSCC Highways (the Overseeing Organisation) comments will be sent directly to the applicant's transport consultants (the Design Organisation) under separate cover. When compete, a copy of the FINAL version will be sent to the planning case officer.

3. Confirmation that uncontrolled crossing points (to High Street and Star Lane Industrial Estate across Bines Road) have been Safety Audited (and if not, that they be Safety Audited).

The crossing point by Star industrial estate has been designed in the form of dropped kerbs with tactile paving (Appendix E). To accommodate a suitable crossing south of the Star Road junction, the existing footway on the southern side of the junction which terminates into grass verge, has been extended by c3m to allow room for the proposed crossing point.

An additional crossing point to the north of Star Road will also be provided (as requested within the Road Safety Audit – Appendix H). To accommodate a suitable crossing south of the Star Road junction, the existing footway on the northern side of the junction which terminates into grass verge, has been extended by c3m to allow room for the proposed crossing point.

To ensure the crossing points north and south of Star Road is in a suitable location, it has been ensured that pedestrian visibility splays to the recorded 85th percentile speeds of 45.5mph northbound and 40.0mph southbound (Appendix B) are achievable. A visibility splay drawing is attached within Appendix E which shows visibility splays are achievable to the required distance of 1.5m x 127.4m south and 1.5m x 103.4m north. Visibility splays have been calculated in the same manner as the vehicular visibility splays for the main site access.

The crossing point south of High Street is located c8m south of the junction. To accommodate a suitable crossing south of the High Street junction, the existing footway on the southern side of the junction which terminates into grass verge, has been extended by c5m to allow room for the proposed crossing point.

To ensure the crossing point is in a suitable location, it has been ensured visibility splays of 1.5m x 43m are achievable in both directions in line with Manual for Streets guidance for 30mph speed limit roads. A visibility splay drawing is attached within Appendix E which shows visibility splays are achievable to the required distance of 1.5m x 43m to both the north and south. It should be noted that Manual for Streets guidance has been utilised to inform these pedestrian visibility splays as no speed data has been obtained in the vicinity of High Street, however, this can be done at the detailed design stage.

A proposed design of two off-site uncontrolled crossing points located at the requested locations is attached in Appendix E. Both crossings are designed as dropped kerbs with tactile paving and it has been ensured the required visibility splays are achievable from both crossing points. An RSA of these crossing points has been completed and is included in Appendix H and detailed further within this HRN.

Comments noted. **A query remains about one of the problems identified. This will be discussed directly with the developer's transport consultant.** The RSA log wit WSCC Highways (the Overseeing Organisation) comments will be sent directly to the applicant's transport consultants (the Design Organisation) under separate cover. When compete, a copy of the FINAL version will be sent to the planning case officer.

4. Foot/cycle connection to Bines Road found south of the site (opposite Downs Link PRoW) – Applicant to confirm how this route would remain open (and suitably maintained) in perpetuity. Applicant should also confirm if this connection, where it is shown emerging to Bines Road, has been Safety Audited. If not, it should be Safety Audited.

The 3m wide cycleway which runs through the site will not be a Public Right of Way due to the additional complications which would arise from making this a PRoW route (ensuring certain design specifications and providing a bridleway crossing across Bines Road) and will instead offer an alternative off-road route for pedestrians and cyclists who do not wish to cycle on the main carriageway of Bines Road between the Downs Link.

The route will connect onto the carriageway at Bines Road opposite the eastern link onto the Downs Link (as shown within the updated site layout attached as Appendix F) via a dropped kerb, which will either allow cyclist to join the

carriageway to head north or to cross and head onto the Downs Link, or south on the main carriageway.

As requested within the RSA a visibility splay assessment has been undertaken which shows that visibility of 1.5m x 127.4m south and 1.5m x 103.4m north are achievable. Visibility splays have been calculated in the same manner as the vehicular visibility splays for the main site access. The visibility splay assessment is attached within Appendix I.

An RSA has been undertaken for the connection of the cycleway to the existing PRoW and is attached in Appendix H.

Comments noted. Further PRoW-specific comments will be made by the WSCC PRoW officer separately to this response.

5. Applicant to investigate whether an informal connection to Downs Link off Locks Lane can be formalised. If so, it too should be Safety Audited.

This point is noted, however this land is under third party control and so the applicant is unable to offer this land for a formalised route to the Downs Link and therefore no action will be taken. It should be noted that even without this connection, it is considered that the pedestrian and cycle infrastructure proposed as part of the development significantly improve walking and cycling opportunities from the Downs Link.

Comments noted. However, has the applicant spoken to the third party to establish if the connection could be formalised? Applicant to reply to this, please.

6. Updated Travel Plan to be provided.

The Full Travel Plan has been updated to reflect current WSCC guidance and additional requirements set out in WSCC's response and has been submitted under a separate cover. The applicant agrees in principle that the Full Travel Plan and associated monitoring fee can be secured as part of a Section 106 agreement.

Comments noted. **Please note that the latest Travel Plan monitoring fee is now [redacted]. With regard to the content, the FINAL Travel Plan should be clearer about the travel voucher offer to residents. It should state that a travel voucher (redeemable against bus tickets/passes and/or assisted purchase of a bicycle) to the value of [redacted] per-household will be made available to each household.**

7. Internal layout changes – e.g. foot and cycle path alterations, widening of path around the internal boundaries of the site, priority arrangement across spine road and side roads to be considered (plus Road Safety Audit updates) and interfaces with spine road.

This has been amended in the latest site layout to ensure all shared surface connections follow the standard arrangements and the updated layout is attached in Appendix F.

Due to the several proposed alternative paths available to pedestrians, in addition to the presence of veteran trees restricting the paths route and width, it is proposed that the hoggin paths located around the boundary of the site remain at their current width. It should be noted that these hoggin paths are additional routes around the site mainly for leisure purposes with a shared footway/cycleway being provided to facilitate pedestrian and cycle travel around the development.

A route around the site does still look possible and would assist with access to play areas and various parts of the development without using the internal access roads. Applicant to re-consider this point, please.

A priority crossing for the 3m wide shared footway/cycleway has been designed in accordance with LTN 1/20 including tactile paving, dropped kerbs, a raised table and give way signage and road markings. The full design for this is attached in Appendix G.

The applicant does not appear to have considered this where the internal cycle route running parallel to the main spine road crosses side roads. Applicant to reconsider this, please.

The RSA requested that the tactile paving on the footway either side of the cycle route was in accordance with Department for Transport guidelines and therefore drawings have been updated to show this (Appendix G). It was also requested that 'Cycle route' signage to diagram 950 accompanied with 'Cycles crossing' plate to diagram 950 will be installed in advance of the proposed crossing point and this has been indicated on the drawing. The full RSA (Appendix H) is discussed later within this report.

Comments noted. Details to be checked again at detailed design/S38/278 stage.

8. Clarification about where access to allotments is to be provided from.

This has been included in the latest site layout attached in Appendix F. The allotments are located at the southern extent of the development and are accessed from the shared footway/cycleway route.

Comments noted. However, is the intention to just permit access to the allotments on foot and cycle or is car access intended too (as it does not show the latter).

9. Reply required to why 2011 Census data was used for trip distribution and route assignment, and not data from the 2021 census?

As discussed during pre-application discussions with WSCC, 2011 census data was used to inform the trip generation assessment due to COVID restrictions still being in effect and peoples travel patterns changing during the 2021 census. Therefore, the 2021 census data is considered unrepresentative to the travel behaviour of individuals toady and into the future and so 2011 census data has been used to form a more robust assessment as it is considered to be more representative. However, 2021 census data was agreed to be utilised to inform the proposed trip generation as this indicated a higher percentage of those travelling by car, making a more robust assessment. Appendix J shows the email correspondence with WSCC officers where this approach was agreed.

Comments noted.

10. Further junction modelling assessments for B2135/A24 and B2135 J/W A283 to be provided (to include end of Local Plan scenarios for both junctions and additional traffic from DC/21/2233 – the latter for the B2135/A283 junction only).

It was confirmed during pre-application discussions that due to the proposed development generating less than 30 trips to/from this junction that it would not be included in the junction modelling scope therefore this junction has not been assessed. The end of Local Plan scenario has not been assessed as this was the only junction which warranted the scenario to be considered. The email correspondence with WSCC highway officers confirming this is attached as Appendix J.

Applicant to show impacts at both junctions as a result of trips arising from this development including trips (for A283/B2135 junction) from the nearby development at Glebe Farm.

11. Provision of original Stage 1 Road Safety Audit and associated Road Safety Audit Decision Log.

A Road Safety Audit has been undertaken for the offsite highways works and is summarised below, with the full RSA and Designer's Response and RSA log attached within Appendix H.

Please see comments alongside points 2 and 3 above.

12. Updated PIA data for B2135/A24 and B2135/A283 junctions.

Using the Sussex Safer Roads Partnership, PIA data has been obtained for the A24/B2135 junction and B2135/A283 junction for the latest available 5-year period (2019-2024) which is illustrated in Figure 1 and 2 respectively.

As seen in Figure 1, there have been 10 road traffic incidents recorded at the A24/B2135 junction in the latest available 5-year period. Of those incidents, 8 were recorded as slight and 2 were recorded as serious. 5 of the incidents (4 slight and 1 serious) occurred at the right turn lane. A further 2 slight incidents occurred c.280m south of the junction in the vicinity of the Castle Way junction and a sole serious incident occurred c.140m north of the junction.

As seen in Figure 2, 6 incidents have been recorded at the B2135/A283 junction of which 3 were classified as slight, 2 were classified as serious and 1 was classified as fatal. The fatal incident occurred c.450m west of the junction on the A283 in September 2023 with a slight incident occurring c.200m west of the junction. One serious incident occurred at the B2135/A283 junction itself in January 2020 with another serious and a slight incident occurring at the Horsham Road junction c.120m east of the B2135. The final slight incident occurred on the B2135 c.350m north of the junction.

It should be noted that the outline application 'for up to 265 dwellings, (ref: DC/21/2233) was approved in November 2024. Within this application, improvements to the B2135/A283 junction are proposed in the form of a widened right turn lane and kerbed central island.

Comments noted.

Additional comments.

Street lighting for Bines Road *- WSCC have requested that street lighting be extended along Bines Road to the site access and continue northbound to meet existing street lighting.*

This point is agreed and will be included as part of the detailed design and lighting strategy.

Comments noted.

Street lighting internal to the site – *Street lighting will be provided within the internal layout and has been detailed within the lighting strategy which was submitted as part of the application and is therefore addressed.*

Comments noted. Will be checked again at detailed design/S38/278 stage.

Public transport - *Discussions with Rob Vince of Stagecoach have revealed that the 17 service now runs hourly to Brighton and that the through service to Horsham no longer operates via Partridge Green except for a few peak journeys.*

Discussions with Rob Vince of Stagecoach have confirmed that the reasons for the change in services was largely punctuality and low usage that influenced the decision. Rob Vince also stated "Stagecoach enhanced the service overall last year but to keep Partridge Green included in all direct services would have required and additional [redacted] *per annum for less than 100 passengers a day. The trips are still possible but need a change, although there are key journeys each day that can still be completed without a change."*

To understand the increase in public transport trips anticipated from the proposed development, a multi-modal trip generation assessment was undertaken within the Transport Assessment to support this application. The results of the multi-modal assessment for public transport trips are set out within Table 1.

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		Total (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.001	0.012	0.008	0.005	0.151
Trip Generation (101 units)	0	1	1	1	15

Based on the multi-modal trip generation assessment for the site, it can be anticipated that the proposed development could generate an additional 15 public transport trips over a 12-hour period.

Therefore, the addition of 15 public transport passengers a day is less than the total passenger numbers to over 100 and therefore in accordance with discussions with Stagecoach, this would not warrant additional services across the whole day through Partridge Green and would not be proportionate to expect this development to contribute [redacted] *for 15 passengers a day. The Transport Assessment, which should be read in conjunction to this HRN, sets out the site's accessibility credentials for other sustainable transport options.*

Comments noted.

Real-time passenger information at bus stops - *The applicant has agreed in principle, to provide a financial contribution to the nearby High Street bus stops for real-time passenger information improvements. We would welcome a discussion over the contribution figure with WSCC. Having regard to this, this comment is addressed.*

Comments noted. Final details can be tied-up in a S106 Agreement.

Vision-led summary and TA – **As the NPPF has recently been updated, requiring developments to demonstrate a vision-led approach to access strategy, the applicant should update their TA to show that this scheme has been considered in this way. A monitoring methodology and list of measures should also form part of this consideration, including targets and what strategy would be employed should targets not be achieved (and separate to those measures in the Travel Plan).**

Conclusion.
Additional information is still required (please see **bold blue** comments above). Please re-consult when available, at which time the Highway Authority will consultant the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

Appendix C

Caroline, sorry for the slight delay in responding. Based on the revised distribution, the generally applied threshold of an increase of 30 or more movements would not be met at this junction. As such, there would be no requirement for formal capacity modelling.

Kind regards

Ian Gledhill

From: Caroline Duff
Sent: Friday, March 1, 2024 10:11 AM
To: Ian Gledhill <
Cc: Caitlin Turley <
Subject: RE: Land west of Bines Road, Partridge Green

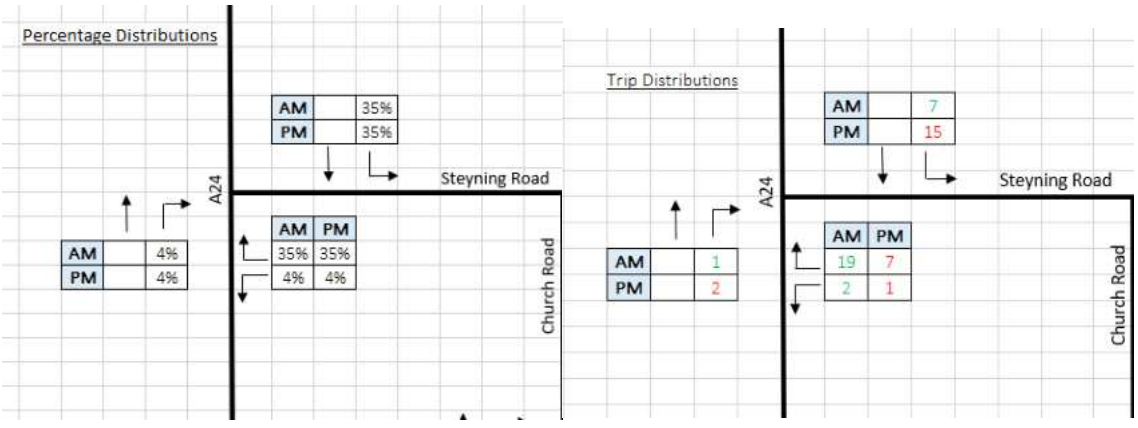
****EXTERNAL****

Morning Ian,

Thank you for confirming the approach of the trip generation and the use of 2021 census data.

Based on your comments I have taken a look at our distributions to update the percentage of trips through the A24 junction, which in turn has increased the trips through the A281 junction.

In terms of the A24 junction we now anticipate 39% of trips to utilise this junction, with 4% travelling southbound and 35% travelling northbound. The vehicle trips this equates to are also shown below.



The baseline data obtained in September 2022 suggests that during the AM peak period, a total of 3075 vehicles pass the A24/Steyning Road junction and in the PM peak, 3200 vehicles pass through the junction. The proposed development trips would equate to 28 additional vehicle trips in the AM peak and 24 additional vehicle trips in the AM peak, equating to a percentage increase of less than 1% in both peak periods.

I have attached the updated distributions diagrams which show these traffic flows and the calculations for the percentage impact assessment.

Based on this information, we do not anticipate the need to undertake a junction capacity assessment at this junction and seek confirmation from yourself.

In addition, as aforementioned, having changed the distributions of the development traffic from the A24, there has been an increase in vehicles utilising the A281 junction. However, there are still fewer than 30 additional trips in the peak periods, with an additional 28 in the AM peak and 24 in the PM peak. When comparing to the 2022 baseline data, the development traffic would equate to a percentage increase of 3% in the AM peak and 2% in the PM peak. Therefore, we still believe there is no reason to undertake a junction capacity assessment at this junction.

In terms of the potential applications of sites within Partridge Green (land north of the Rosary, land north of The Rise, land at Dunstans Farm), this is noted and will be utilised for the distribution diagrams and junction capacity assessments within the Transport Assessment.

Kind Regards,

Caroline Duff

Transport Planner

BA (Hons), AMCIHT

From: Ian Gledhill
Sent: Tuesday, February 13, 2024 12:49 PM
To: Caroline Duff
Cc: Caitlin Turley
Subject: RE: Land west of Bines Road, Partridge Green

Hello Caroline, thanks for this. To confirm, I've no issue with the approach you've adopted for trip generation and the use of 2021 Census data.

Regarding trip distribution and junctions needing to be assessed, I've no issue with the A281/Shermanbury Road and High Street/Shermanbury Road/Littleworth Lane junctions being removed from the scope.

With the A24/Steyning Road junction, it would be good to understand where trips being assigned through this junction are broadly heading towards. Looking at routing options, realistically only trips to the west/Billingshurst/Southwater/Horsham may choose to exit onto the A24 at this junction. Any trips to the east (e.g. towards the A23) would more than likely route through Partridge Green and use the A281 (some trips to Horsham could also use this route). Based on this, it's then whether the number of trips forecast will actually be using this junction.

I'm mindful that the number of developments trips through the A24/Steyning Road junction will form a very low percentage of the total peak hour flows. Even so, this is a difficult junction that I am minded towards requiring a capacity assessment of subject to clarification on the above point.

As a separate point, you may be aware that Horsham DC are undertaking their Reg 19 consultation over their draft Local Plan. Whilst this is a draft, it still includes a number of potential allocations within Partridge Green. The sites in question (land north of the Rosary, land north of The Rise, land at Dunstans Farm) all are current planning applications too. For the purposes of any future year assessment, it would be beneficial if these sites could be included even if it is within a sensitivity test.

Kind regards

Ian Gledhill

From: Caroline Duff
Sent: Wednesday, February 7, 2024 9:14 AM
To: Ian Gledhill
Cc: Caitlin Turley
Subject: Land west of Bines Road, Partridge Green

Morning Ian,

I hope you are well.

I believe Caitlin has already briefly made you aware of the adjustments to the site. In summary, we previously underwent a pre-application with WSCC for an outline application for c250 homes on land west of Bines Road, Partridge Green and received feedback on 8th February 2022 (ref: PRE-002-22), which is attached for ease.

The main comments received were:

"*It would though be beneficial to compare the TRICS trip rate against that derived from using a TRICS person trip rate with mode choice based on Census outputs. The person trip rate/Census outputs would then better reflect local travel constraints*". We undertook this review and the 2011 census data showed a higher trip generation than TRICS and therefore this was accepted by WSCC.

It was also requested that traffic distribution diagrams for development only trips be provided so that the extent of junction modelling could be agreed.

The development proposals have now changed considerably, reducing the size of the development. The proposed development is now for 105 dwellings on land west of Bines Road, Partridge Green. Based upon the change in proposals, we have updated the trip rates, census data and distribution diagrams and would like to agree our scope with WSCC before formally submitting the application. Furthermore, the planning application will be detailed, instead of a Hybrid application.

We have updated trip rates using the latest TRICS database and updated the census data with 2021 data (which shows a higher percentage of car drivers than the 2011 data). We have therefore attached the updated distributions showing both the updated TRICS and census data trip generation and propose to utilise the 2021 census data as this shows a higher trip generation. We would ask for agreement on our approach to this.

Given the trip generation has changed due to the reduced unit numbers (105 units) and updated census data, we would also like to seek agreement on the junctions which require modelling.

Paragraph 10.5.1 of the WSCC Transport Assessment Methodology refers to a 30-vehicle threshold for junctions (during the peak hour). Based on the updated trip generation and distribution, only The Site Access and High Street/Church Road/Bines Road are expected to exceed this. Which we propose to model.

Whilst it was previously requested that Partridge Green Road/A281 and High Street/Shermanbury Road/ Littleworth Lane junctions be modelled, this was because they exceeded the 30-vehicle threshold. Given this is no longer the case, we look to agree with you that these no longer require modelling.

Although the total vehicle movements through the A24/Steyning Road junction exceeds 30 vehicles (33 two-way vehicle trips in the AM peak and 37 two-way vehicle movements in the PM peak), this is only just over the threshold. Furthermore, this is part of the strategic highways

network, when the percentage impact is considered, the proposed development trips are minimal. In the AM and PM peak the development will generate a 1% increase in traffic at the junction. As this is such a small increase in vehicle traffic it is not expected that the proposed development would have a significant impact on the operation of this junction in the context of the NPPF and therefore modelling will not be required.

We therefore ask for agreement on utilising the 2021 census data for the proposed trip generation and seek agreement for modelling only the site access and Bines Road/Church Road/High Street junction.

Kind Regards,

Caroline Duff

Transport Planner

BA (Hons), AMCIHT

Oliver Samuel-Camps

From: Oliver Samuel-Camps
Sent: 04 October 2024 13:37
To: Oliver Samuel-Camps
Subject: FW: Land west of Bines Road, Partridge Green

From: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Sent: 06 March 2024 16:03
To: Caroline Duff <c.duff@paulbashamassociates.com>
Cc: Caitlin Turley <c.turley@paulbashamassociates.com>
Subject: RE: Land west of Bines Road, Partridge Green

Caroline, sorry for the slight delay in responding. Based on the revised distribution, the generally applied threshold of an increase of 30 or more movements would not be met at this junction. As such, there would be no requirement for formal capacity modelling.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT| Principal Planner – County Highways (Development Management) - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

Appendix D

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	2	4	9	8	3	1	2	2	4
01:00	2	1	1	0	0	1	2	1	1
02:00	1	4	0	0	0	3	0	2	1
03:00	3	2	0	0	1	4	2	2	2
04:00	8	8	5	4	10	10	10	9	8
05:00	25	26	8	2	25	25	26	25	19
06:00	49	38	8	10	43	55	59	49	37
07:00	110	110	20	7	109	112	116	116	87
08:00	168	118	50	32	159	163	178	161	127
09:00	133	134	91	75	148	130	131	135	130
10:00	130	113	120	97	112	103	118	115	113
11:00	135	154	172	102	123	115	128	131	133
12:00	151	159	163	146	121	161	156	150	149
13:00	146	163	132	105	127	147	151	147	136
14:00	149	143	101	93	159	135	140	145	131
15:00	159	176	61	81	149	156	174	163	137
16:00	287	259	92	81	259	251	255	262	212
17:00	233	215	99	53	223	225	225	224	182
18:00	85	77	36	27	84	101	94	88	72
19:00	48	52	23	18	35	39	51	45	38
20:00	26	28	17	19	17	26	35	29	26
21:00	21	17	13	8	16	18	17	18	16
22:00	24	50	17	5	32	30	27	27	29
23:00	9	13	10	1	5	1	3	5	6
Total									
12H7-19H	1909	1821	1117	887	1773	1821	1865	1838	1599
16H8-22H	2053	1967	1178	942	1884	1958	2029	1978	1716
18H0-24H	2096	2030	1205	948	1921	1990	2069	2021	1751
24H0-24H	2537	2075	1228	962	1960	2036	2109	2063	1786
AM Peak	08:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	11:00
	168	154	172	102	159	163	178	161	130
PM Peak	16:00	16:00	12:00	12:00	16:00	16:00	16:00	16:00	16:00
	287	259	163	104	259	251	255	262	212

Paul Castle Associates

Direction: Southbound

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	3	3	3	9	4	3	3	3	4
01:00	3	2	0	3	2	0	1	2	2
02:00	0	2	1	1	1	1	1	1	1
03:00	9	5	0	0	4	10	8	6	6
04:00	14	17	6	1	12	17	17	15	12
05:00	40	39	13	2	44	41	46	42	34
06:00	67	60	22	14	65	73	79	69	54
07:00	176	172	40	21	177	178	169	174	133
08:00	306	271	98	49	297	271	274	284	224
09:00	140	129	109	96	141	164	193	153	139
10:00	132	147	104	87	132	96	120	121	114
11:00	139	144	130	92	110	119	127	128	123
12:00	140	171	123	147	118	125	133	135	135
13:00	149	157	131	90	151	153	170	156	143
14:00	113	123	98	92	122	113	116	117	111
15:00	166	178	82	75	141	139	151	155	133
16:00	165	138	78	68	162	158	158	156	132
17:00	128	127	61	57	135	135	137	144	120
18:00	82	75	41	27	61	109	65	78	66
19:00	60	54	34	28	36	57	65	54	48
20:00	27	27	10	16	27	26	34	28	24
21:00	26	16	21	12	20	22	18	20	20
22:00	14	24	15	5	13	9	21	18	16
23:00	8	14	14	3	1	2	7	6	7
Total									
12H7-19H	1826	1812	1095	901	1727	1820	1813	1804	1573
16H8-22H	2006	1989	1184	971	1875	1998	2009	1975	1719
18H0-24H	2028	2037	1216	979	1889	2009	2037	2000	1742
24H0-24H	2097	2105	1246	995	1956	2083	2113	2071	1799
AM Peak	08:00	08:00	11:00	09:00	08:00	08:00	08:00	08:00	08:00
	306	271	130	96	297	271	274	284	224
PM Peak	15:00	15:00	13:00	12:00	16:00	17:00	13:00	16:00	13:00
	166	178	131	147	162	195	170	156	149

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	5	7	12	17	7	3	5	5	8
01:00	5	3	1	3	2	1	3	3	3
02:00	1	6	1	1	1	4	1	3	2
03:00	12	7	0	0	5	17	10	10	7
04:00	22	25	11	5	22	27	27	25	20
05:00	65	65	21	4	69	66	70	67	53
06:00	116	98	30	24	108	128	138	118	92
07:00	309	282	60	28	286	290	285	290	220
08:00	474	389	148	81	456	454	452	445	351
09:00	273	263	200	171	289	294	324	289	269
10:00	262	260	224	184	224	199	238	237	227
11:00	274	298	302	194	233	234	255	259	256
12:00	291	330	286	281	239	286	289	285	285
13:00	295	320	263	195	278	300	321	303	279
14:00	262	266	199	185	281	248	256	263	242
15:00	325	354	143	156	290	295	325	318	270
16:00	452	397	170	149	421	409	413	418	344
17:00	361	342	160	110	358	420	362	369	302
18:00	167	152	77	54	145	212	158	167	138
19:00	108	106	57	46	71	96	116	100	86
20:00	53	66	27	35	44	52	69	57	49
21:00	47	33	34	20	36	40	35	35	35
22:00	48	84	32	10	45	39	58	55	45
23:00	17	27	24	4	6	3	10	13	13
Total									
12H7-19H	3735	3633	2212	1788	3500	3641	3678	3641	3172
16H8-22H	4050	3964	2362	1913	3759	3857	4038	3954	3435
18H0-24H	4134	4067	2418	1927	3833	3989	4106	4021	3493
24H0-24H	4234	4180	2474	1957	3916	4117	4222	4134	3586
AM Peak	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00
	474	389	302	194	456	454	452	445	351
PM Peak	16:00	16:00	12:00	12:00	16:00	17:00	16:00	16:00	16:00
	452	397	186	281	421	420	413	418	344

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	2137	1760	344	5	28
Fri 2 Feb 2024	2075	1663	372	12	28
Sat 3 Feb 2024	1228	1081	135	8	4
Sun 4 Feb 2024	962	862	89	9	2
Mon 5 Feb 2024	1960	1557	370	7	26
Tue 6 Feb 2024	2034	1634	366	12	22
Wed 7 Feb 2024	2109	1709	367	6	27
5 Day Ave.	2063	1665	364	8	26
7 Day Ave.	1786	1467	292	8	20

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	82.4%	16.1%	0.2%	1.3%
Fri 2 Feb 2024	100.0%	80.1%	17.9%	0.6%	1.3%
Sat 3 Feb 2024	100.0%	88.0%	11.0%	0.7%	0.3%
Sun 4 Feb 2024	100.0%	89.6%	9.3%	0.9%	0.2%
Mon 5 Feb 2024	100.0%	79.4%	18.9%	0.4%	1.3%
Tue 6 Feb 2024	100.0%	80.3%	18.0%	0.6%	1.1%
Wed 7 Feb 2024	100.0%	81.0%	17.4%	0.3%	1.3%
5 Day Ave.	100.0%	80.7%	17.6%	0.4%	1.3%
7 Day Ave.	100.0%	82.1%	16.3%	0.5%	1.1%

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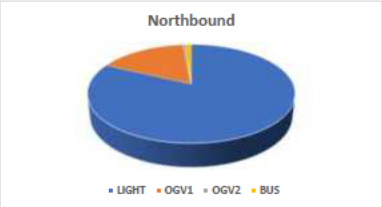

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	2097	1762	300	4	31
Fri 2 Feb 2024	2105	1768	298	6	33
Sat 3 Feb 2024	1246	1151	87	6	2
Sun 4 Feb 2024	995	935	53	3	4
Mon 5 Feb 2024	1956	1617	305	8	26
Tue 6 Feb 2024	2083	1746	313	6	18
Wed 7 Feb 2024	2113	1742	332	5	34
5 Day Ave.	2071	1727	310	6	28
7 Day Ave.	1799	1532	241	5	21

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	84.0%	14.3%	0.2%	1.5%
Fri 2 Feb 2024	100.0%	84.0%	14.2%	0.3%	1.6%
Sat 3 Feb 2024	100.0%	92.4%	7.0%	0.5%	0.2%
Sun 4 Feb 2024	100.0%	94.0%	5.3%	0.3%	0.4%
Mon 5 Feb 2024	100.0%	82.7%	15.6%	0.4%	1.3%
Tue 6 Feb 2024	100.0%	83.8%	15.0%	0.3%	0.9%
Wed 7 Feb 2024	100.0%	82.4%	15.7%	0.2%	1.6%
5 Day Ave.	100.0%	83.4%	15.0%	0.3%	1.4%
7 Day Ave.	100.0%	85.1%	13.4%	0.3%	1.2%

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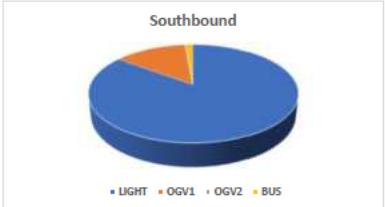

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	4234	3522	644	9	59
Fri 2 Feb 2024	4180	3431	670	18	61
Sat 3 Feb 2024	2474	2232	222	14	6
Sun 4 Feb 2024	1957	1797	142	12	6
Mon 5 Feb 2024	3916	3174	675	15	52
Tue 6 Feb 2024	4117	3380	679	18	40
Wed 7 Feb 2024	4222	3451	699	11	61
5 Day Ave.	4134	3392	673	14	55
7 Day Ave.	3586	2998	533	14	41

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	83.2%	15.2%	0.2%	1.4%
Fri 2 Feb 2024	100.0%	82.1%	16.0%	0.4%	1.5%
Sat 3 Feb 2024	100.0%	90.2%	9.0%	0.6%	0.2%
Sun 4 Feb 2024	100.0%	91.8%	7.3%	0.6%	0.3%
Mon 5 Feb 2024	100.0%	81.1%	17.2%	0.4%	1.3%
Tue 6 Feb 2024	100.0%	82.1%	16.5%	0.4%	1.0%
Wed 7 Feb 2024	100.0%	81.7%	16.6%	0.3%	1.4%
5 Day Ave.	100.0%	82.0%	16.3%	0.3%	1.3%
7 Day Ave.	100.0%	83.6%	14.9%	0.4%	1.1%

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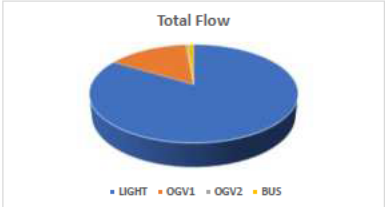

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	2137	39.3	31.1	7 9	0	111	848	510	376	195	78	13	5	1	0	0
Fri 2 Feb 2024	2075	40.0	31 2	8 5	4	129	821	428	376	198	84	27	6	2	0	0
Sat 3 Feb 2024	1228	42.8	33.6	8 9	2	86	264	308	306	169	56	26	7	4	0	0
Sun 4 Feb 2024	962	41.9	32 5	9 0	3	87	216	277	208	104	47	12	5	3	0	0
Mon 5 Feb 2024	1960	38.8	30.6	7 9	4	107	858	414	343	156	54	19	5	0	0	0
Tue 6 Feb 2024	2034	39.6	31 2	8 2	2	110	833	431	355	196	82	19	6	0	0	0
Wed 7 Feb 2024	2109	39.2	31.1	7 9	0	97	879	488	368	187	64	16	9	1	0	0
5 Day Ave.	2063	39.4	31 0	8.1	2	111	848	454	364	186	72	19	6	1	0	0
7 Day Ave.	1786	40.2	31.6	8 3	2	104	674	408	333	172	66	19	6	2	0	0

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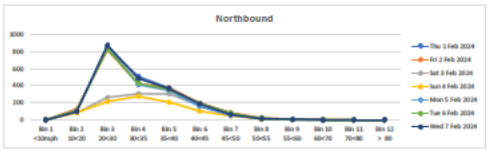

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	2097	39.5	31.4	7 8	4	65	895	446	379	215	71	15	4	3	0	0
Fri 2 Feb 2024	2105	39.5	31 2	8 0	0	84	908	445	354	214	70	18	11	1	0	0
Sat 3 Feb 2024	1246	42.8	33 8	8.7	3	84	258	299	313	192	75	18	3	1	0	0
Sun 4 Feb 2024	995	41.0	31.6	9.1	2	109	271	231	214	117	36	9	5	1	0	0
Mon 5 Feb 2024	1956	38.6	30.7	7.7	1	78	903	381	363	165	44	17	1	3	0	0
Tue 6 Feb 2024	2083	39.5	31.6	7.7	1	63	861	440	420	204	79	13	1	1	0	0
Wed 7 Feb 2024	2113	39.1	31.1	7.7	2	66	933	439	398	192	61	13	9	0	0	0
5 Day Ave.	2071	39.2	31 2	7 8	2	71	900	430	383	198	65	15	5	2	0	0
7 Day Ave.	1799	40.0	31.6	8.1	2	78	718	383	349	186	62	15	5	1	0	0

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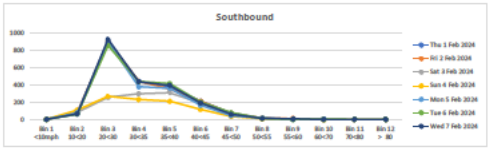

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	4234	39.4	31 3	7 9	4	176	1743	956	755	410	149	28	9	4	0	0
Fri 2 Feb 2024	4180	39.8	31 2	8 2	4	213	1729	873	730	412	154	45	17	3	0	0
Sat 3 Feb 2024	2474	42.8	33.7	8 8	5	170	522	607	619	361	131	44	10	5	0	0
Sun 4 Feb 2024	1957	41.5	32.1	9.1	5	196	487	508	422	221	83	21	10	4	0	0
Mon 5 Feb 2024	3916	38.7	30.6	7 8	5	185	1761	795	706	321	98	36	6	3	0	0
Tue 6 Feb 2024	4117	39.6	31.4	7 9	3	173	1694	871	775	400	161	32	7	1	0	0
Wed 7 Feb 2024	4222	39.1	31.1	7 8	2	163	1812	927	766	379	125	29	18	1	0	0
5 Day Ave.	4134	39.3	31.1	7 9	4	182	1748	894	746	384	137	34	11	2	0	0
7 Day Ave.	3586	40.1	31.6	8 2	4	182	1393	791	682	358	129	34	11	3	0	0

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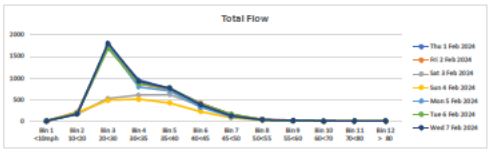


Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	265	38.5	30.5	7.8	0	23	93	68	52	25	4	0	0	0	0	0
Fri 2 Feb 2024	267	37.7	29.6	7.8	2	23	109	59	53	17	4	0	0	0	0	0
Sat 3 Feb 2024	292	40.0	31.4	8.3	0	29	83	71	64	38	7	0	0	0	0	0
Sun 4 Feb 2024	199	37.5	28.9	8.3	1	33	55	65	32	12	0	1	0	0	0	0
Mon 5 Feb 2024	235	37.8	29.5	8.0	2	22	97	47	49	14	3	1	0	0	0	0
Tue 6 Feb 2024	218	39.3	30.1	8.8	0	27	80	39	39	27	5	1	0	0	0	0
Wed 7 Feb 2024	246	39.1	31.6	7.2	0	7	95	63	51	21	8	1	0	0	0	0
5 Day Ave.	246	38.5	30.3	7.9	1	20	95	55	49	21	5	1	0	0	0	0
7 Day Ave.	246	38.5	30.2	8.0	1	23	87	59	49	22	4	1	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	271	39.7	31.4	7.9	1	12	104	55	67	23	6	2	0	1	0	0
Fri 2 Feb 2024	291	37.9	29.9	7.7	0	22	125	65	50	24	3	1	1	0	0	0
Sat 3 Feb 2024	234	40.7	30.7	9.7	0	37	61	54	48	21	9	2	1	1	0	0
Sun 4 Feb 2024	179	35.2	26.6	8.3	1	40	70	38	23	6	0	1	0	0	0	0
Mon 5 Feb 2024	222	38.2	30.0	7.9	0	14	110	30	45	14	7	2	0	0	0	0
Tue 6 Feb 2024	215	38.2	30.8	7.2	0	4	107	37	41	19	7	0	0	0	0	0
Wed 7 Feb 2024	247	37.6	30.1	7.2	0	10	119	54	39	18	6	1	0	0	0	0
5 Day Ave.	249	38.3	30.5	7.6	0	12	113	48	48	20	6	1	0	0	0	0
7 Day Ave.	237	38.2	29.9	8.0	0	20	99	48	45	18	5	1	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	536	39.1	31.0	7.9	1	35	197	123	119	48	10	2	0	1	0	0
Fri 2 Feb 2024	558	37.8	29.8	7.7	2	45	234	124	103	41	7	1	1	0	0	0
Sat 3 Feb 2024	526	40.4	31.1	8.9	0	66	144	125	112	59	16	2	1	1	0	0
Sun 4 Feb 2024	378	36.5	27.8	8.3	2	73	125	103	55	18	0	2	0	0	0	0
Mon 5 Feb 2024	457	38.0	29.7	8.0	2	36	207	77	94	28	10	3	0	0	0	0
Tue 6 Feb 2024	433	38.8	30.5	8.0	0	31	187	76	80	46	12	1	0	0	0	0
Wed 7 Feb 2024	493	38.4	30.9	7.3	0	17	214	117	90	39	14	2	0	0	0	0
5 Day Ave.	495	38.4	30.4	7.8	1	33	208	103	97	40	11	2	0	0	0	0
7 Day Ave.	483	38.4	30.1	8.0	1	43	187	106	93	40	10	2	0	0	0	0

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	308	39.1	31.0	7.8	0	22	103	94	53	24	10	1	1	0	0	0
Fri 2 Feb 2024	319	39.7	31.3	8.1	1	16	129	64	60	36	10	2	1	0	0	0
Sat 3 Feb 2024	162	41.5	33.4	7.8	0	10	34	39	47	29	2	1	0	0	0	0
Sun 4 Feb 2024	174	43.4	33.7	9.3	1	15	29	48	47	15	15	2	1	1	0	0
Mon 5 Feb 2024	308	39.6	31.4	7.9	0	13	127	66	58	28	13	2	1	0	0	0
Tue 6 Feb 2024	291	39.4	31.3	7.8	0	13	116	74	46	28	12	1	1	0	0	0
Wed 7 Feb 2024	314	39.3	31.0	8.0	0	21	117	78	54	33	8	3	0	0	0	0
5 Day Ave.	308	39.4	31.2	7.9	0	17	118	75	54	30	11	2	1	0	0	0
7 Day Ave.	268	40.3	31.9	8.1	0	16	94	66	52	28	10	2	1	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	279	41.3	32.7	8.3	1	10	94	62	57	40	11	2	1	1	0	0
Fri 2 Feb 2024	301	41.1	32.7	8.1	0	15	92	69	66	46	10	1	2	0	0	0
Sat 3 Feb 2024	180	42.3	33.2	8.7	2	14	31	50	47	25	9	2	0	0	0	0
Sun 4 Feb 2024	167	41.3	33.2	7.9	0	13	28	51	45	25	5	0	0	0	0	0
Mon 5 Feb 2024	263	39.4	31.4	7.7	0	13	103	49	61	31	5	1	0	0	0	0
Tue 6 Feb 2024	252	39.9	32.3	7.3	0	8	84	59	69	22	9	1	0	0	0	0
Wed 7 Feb 2024	267	40.7	32.2	8.2	0	14	90	59	60	32	8	2	2	0	0	0
5 Day Ave.	272	40.5	32.2	7.9	0	12	93	60	63	34	9	1	1	0	0	0
7 Day Ave.	244	40.9	32.5	8.0	0	12	75	57	58	32	8	1	1	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	587	40.2	31.8	8.1	1	32	197	156	110	64	21	3	2	1	0	0
Fri 2 Feb 2024	620	40.4	32.0	8.2	1	31	221	133	126	82	20	3	3	0	0	0
Sat 3 Feb 2024	342	41.9	33.3	8.3	2	24	65	89	94	54	11	3	0	0	0	0
Sun 4 Feb 2024	341	42.4	33.4	8.6	1	28	57	99	92	40	20	2	1	1	0	0
Mon 5 Feb 2024	571	39.5	31.4	7.8	0	26	230	115	119	59	18	3	1	0	0	0
Tue 6 Feb 2024	543	39.6	31.7	7.6	0	21	200	133	115	50	21	2	1	0	0	0
Wed 7 Feb 2024	581	39.9	31.5	8.1	0	35	207	137	114	65	16	5	2	0	0	0
5 Day Ave.	580	39.9	31.7	8.0	0	29	211	135	117	64	19	3	2	0	0	0
7 Day Ave.	512	40.6	32.2	8.1	1	28	168	123	110	59	18	3	1	0	0	0

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

01/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	1	1	0	0
02:00	1	1	0	0	0
03:00	3	0	3	0	0
04:00	8	5	3	0	0
05:00	25	18	5	0	2
06:00	49	39	10	0	0
07:00	133	108	22	0	3
08:00	168	146	21	0	1
09:00	133	104	25	0	4
10:00	130	102	25	0	3
11:00	135	101	30	1	3
12:00	151	113	31	1	6
13:00	146	116	30	0	0
14:00	149	112	36	0	1
15:00	159	132	23	1	3
16:00	287	249	35	1	2
17:00	233	208	25	0	0
18:00	85	75	9	1	0
19:00	48	45	3	0	0
20:00	26	24	2	0	0
21:00	21	19	2	0	0
22:00	34	32	2	0	0
23:00	9	8	1	0	0
Total 12H(7-19)	1909	1566	312	5	26
16H(6-22)	2053	1693	329	5	26
18H(6-24)	2096	1733	332	5	26
24H(0-24)	2137	1760	344	5	28
AM Peak	08:00	08:00	11:00	11:00	09:00
	168	146	30	1	4
PM Peak	16:00	16:00	14:00	12:00	12:00
	287	249	36	1	6

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	9	9	0	0	0
04:00	14	14	0	0	0
05:00	40	36	2	1	1
06:00	67	53	14	0	0
07:00	176	158	18	0	0
08:00	306	271	30	1	4
09:00	140	116	22	0	2
10:00	132	104	21	1	6
11:00	139	100	37	0	2
12:00	130	91	34	0	5
13:00	149	120	27	1	1
14:00	113	93	17	0	3
15:00	166	132	30	0	4
16:00	165	143	20	0	2
17:00	128	114	13	0	1
18:00	82	76	6	0	0
19:00	60	54	6	0	0
20:00	27	24	3	0	0
21:00	26	26	0	0	0
22:00	14	14	0	0	0
23:00	8	8	0	0	0
Total 12H(7-19)	1826	1518	275	3	30
16H(6-22)	2006	1675	298	3	30
18H(6-24)	2028	1697	298	3	30
24H(0-24)	2097	1762	300	4	31
AM Peak	08:00	08:00	11:00	05:00	10:00
	306	271	37	1	6
PM Peak	15:00	16:00	12:00	13:00	12:00
	166	143	34	1	5

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	5	4	1	0	0
02:00	1	1	0	0	0
03:00	12	9	3	0	0
04:00	22	19	3	0	0
05:00	65	54	7	1	3
06:00	116	92	24	0	0
07:00	309	266	40	0	3
08:00	474	417	51	1	5
09:00	273	220	47	0	6
10:00	262	206	46	1	9
11:00	274	201	67	1	5
12:00	281	204	65	1	11
13:00	295	236	57	1	1
14:00	262	205	53	0	4
15:00	325	264	53	1	7
16:00	452	392	55	1	4
17:00	361	322	38	0	1
18:00	167	151	15	1	0
19:00	108	99	9	0	0
20:00	53	48	5	0	0
21:00	47	45	2	0	0
22:00	48	46	2	0	0
23:00	17	16	1	0	0
Total 12H(7-19)	3735	3084	587	8	56
16H(6-22)	4059	3368	627	8	56
18H(6-24)	4124	3430	630	8	56
24H(0-24)	4234	3522	644	9	59
AM Peak	08:00	08:00	11:00	05:00	10:00
	474	417	67	1	9
PM Peak	16:00	16:00	12:00	12:00	12:00
	452	392	65	1	11

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

02/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	3	1	0	0
01:00	1	0	1	0	0
02:00	4	4	0	0	0
03:00	2	2	0	0	0
04:00	8	6	1	0	1
05:00	26	16	9	0	1
06:00	38	29	8	0	1
07:00	110	87	21	0	2
08:00	118	92	23	0	3
09:00	134	87	42	2	3
10:00	113	84	24	0	5
11:00	154	110	38	3	3
12:00	159	122	33	1	3
13:00	163	126	35	1	1
14:00	143	111	29	1	2
15:00	176	145	29	1	1
16:00	259	227	29	1	2
17:00	215	187	27	1	0
18:00	77	70	6	1	0
19:00	52	46	6	0	0
20:00	39	35	4	0	0
21:00	17	16	1	0	0
22:00	50	48	2	0	0
23:00	13	10	3	0	0
Total 12H(7-19)	1821	1448	336	12	25
16H(6-22)	1967	1574	355	12	26
18H(6-24)	2030	1632	360	12	26
24H(0-24)	2075	1663	372	12	28
AM Peak	11:00	11:00	09:00	11:00	10:00
	154	110	42	3	5
PM Peak	16:00	16:00	13:00	12:00	12:00
	259	227	35	1	3

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	2	1	0	0
01:00	2	1	1	0	0
02:00	2	2	0	0	0
03:00	5	4	1	0	0
04:00	17	15	2	0	0
05:00	39	33	4	0	2
06:00	60	51	9	0	0
07:00	172	152	19	0	1
08:00	271	229	37	1	4
09:00	129	98	26	1	4
10:00	147	115	27	0	5
11:00	144	104	34	1	5
12:00	171	136	32	1	2
13:00	157	136	17	1	3
14:00	123	105	17	1	0
15:00	178	145	27	0	6
16:00	138	118	19	0	1
17:00	127	115	12	0	0
18:00	75	72	3	0	0
19:00	54	50	4	0	0
20:00	27	23	4	0	0
21:00	16	15	1	0	0
22:00	34	33	1	0	0
23:00	14	14	0	0	0
Total 12H(7-19)	1832	1525	270	6	31
16H(6-22)	1989	1664	288	6	31
18H(6-24)	2037	1711	289	6	31
24H(0-24)	2105	1768	298	6	33
AM Peak	08:00	08:00	08:00	08:00	10:00
	271	229	37	1	5
PM Peak	15:00	15:00	12:00	12:00	15:00
	178	145	32	1	6

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	5	2	0	0
01:00	3	1	2	0	0
02:00	6	6	0	0	0
03:00	7	6	1	0	0
04:00	25	21	3	0	1
05:00	65	49	13	0	3
06:00	98	80	17	0	1
07:00	282	239	40	0	3
08:00	389	321	60	1	7
09:00	263	185	68	3	7
10:00	260	199	51	0	10
11:00	298	214	72	4	8
12:00	330	258	65	2	5
13:00	320	262	52	2	4
14:00	266	216	46	2	2
15:00	354	290	56	1	7
16:00	397	345	48	1	3
17:00	342	302	39	1	0
18:00	152	142	9	1	0
19:00	106	96	10	0	0
20:00	66	58	8	0	0
21:00	33	31	2	0	0
22:00	84	81	3	0	0
23:00	27	24	3	0	0
Total 12H(7-19)	3653	2973	606	18	56
16H(6-22)	3956	3238	643	18	57
18H(6-24)	4067	3343	649	18	57
24H(0-24)	4180	3431	670	18	61
AM Peak	08:00	08:00	11:00	11:00	10:00
	389	321	72	4	10
PM Peak	16:00	16:00	12:00	12:00	15:00
	397	345	65	2	7

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

03/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	8	1	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	5	5	0	0	0
05:00	8	3	4	0	1
06:00	8	7	1	0	0
07:00	20	15	5	0	0
08:00	50	39	10	1	0
09:00	91	78	13	0	0
10:00	120	105	15	0	0
11:00	172	159	12	0	1
12:00	163	146	13	2	2
13:00	112	97	15	0	0
14:00	101	87	12	2	0
15:00	61	55	5	1	0
16:00	92	80	11	1	0
17:00	99	91	8	0	0
18:00	36	35	1	0	0
19:00	23	22	1	0	0
20:00	17	14	3	0	0
21:00	13	12	1	0	0
22:00	17	14	2	1	0
23:00	10	8	2	0	0
Total 12H(7-19)	1117	987	120	7	3
16H(6-22)	1178	1042	126	7	3
18H(6-24)	1205	1064	130	8	3
24H(0-24)	1228	1081	135	8	4
AM Peak	11:00	11:00	10:00	08:00	05:00
	172	159	15	1	1
PM Peak	12:00	12:00	13:00	12:00	12:00
	163	146	15	2	2

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	6	6	0	0	0
05:00	23	20	3	0	0
06:00	22	19	3	0	0
07:00	40	34	6	0	0
08:00	98	80	18	0	0
09:00	109	101	8	0	0
10:00	104	97	6	1	0
11:00	130	120	7	3	0
12:00	123	115	8	0	0
13:00	131	123	7	0	1
14:00	98	93	4	1	0
15:00	82	75	6	0	1
16:00	78	77	0	1	0
17:00	61	57	4	0	0
18:00	41	38	3	0	0
19:00	34	33	1	0	0
20:00	10	8	2	0	0
21:00	23	23	0	0	0
22:00	15	14	1	0	0
23:00	14	14	0	0	0
Total 12H(7-19)	1095	1010	77	6	2
16H(6-22)	1184	1093	83	6	2
18H(6-24)	1213	1121	84	6	2
24H(0-24)	1246	1151	87	6	2
AM Peak	11:00	11:00	08:00	11:00	00:00
	130	120	18	3	0
PM Peak	13:00	13:00	12:00	14:00	13:00
	131	123	8	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	12	11	1	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	11	11	0	0	0
05:00	31	23	7	0	1
06:00	30	26	4	0	0
07:00	60	49	11	0	0
08:00	148	119	28	1	0
09:00	200	179	21	0	0
10:00	224	202	21	1	0
11:00	302	279	19	3	1
12:00	286	261	21	2	2
13:00	243	220	22	0	1
14:00	199	180	16	3	0
15:00	143	130	11	1	1
16:00	170	157	11	2	0
17:00	160	148	12	0	0
18:00	77	73	4	0	0
19:00	57	55	2	0	0
20:00	27	22	5	0	0
21:00	36	35	1	0	0
22:00	32	28	3	1	0
23:00	24	22	2	0	0
Total 12H(7-19)	2212	1997	197	13	5
16H(6-22)	2362	2135	209	13	5
18H(6-24)	2418	2185	214	14	5
24H(0-24)	2474	2232	222	14	6
AM Peak	11:00	11:00	08:00	11:00	05:00
	302	279	28	3	1
PM Peak	12:00	12:00	13:00	14:00	12:00
	286	261	22	3	2

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

04/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	7	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	4	3	0	0	1
05:00	2	1	1	0	0
06:00	10	10	0	0	0
07:00	7	6	1	0	0
08:00	32	28	4	0	0
09:00	75	71	2	2	0
10:00	97	88	7	2	0
11:00	102	89	12	1	0
12:00	134	122	12	0	0
13:00	105	87	17	1	0
14:00	93	85	8	0	0
15:00	81	74	5	2	0
16:00	81	75	6	0	0
17:00	53	50	2	0	1
18:00	27	24	3	0	0
19:00	18	17	1	0	0
20:00	19	15	4	0	0
21:00	8	5	2	1	0
22:00	5	4	1	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	887	799	79	8	1
16H(6-22)	942	846	86	9	1
18H(6-24)	948	851	87	9	1
24H(0-24)	962	862	89	9	2
AM Peak	11:00	11:00	11:00	09:00	04:00
	102	89	12	2	1
PM Peak	12:00	12:00	13:00	15:00	17:00
	134	122	17	2	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	8	1	0	0
01:00	3	3	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	2	2	0	0	0
06:00	14	9	4	0	1
07:00	21	19	2	0	0
08:00	49	45	4	0	0
09:00	96	89	7	0	0
10:00	87	83	4	0	0
11:00	92	84	6	2	0
12:00	147	143	4	0	0
13:00	90	82	7	0	1
14:00	92	88	3	1	0
15:00	75	71	3	0	1
16:00	68	65	3	0	0
17:00	57	55	1	0	1
18:00	27	25	2	0	0
19:00	28	27	1	0	0
20:00	16	15	1	0	0
21:00	12	12	0	0	0
22:00	5	5	0	0	0
23:00	3	3	0	0	0
Total 12H(7-19)	901	849	46	3	3
16H(6-22)	971	912	52	3	4
18H(6-24)	979	920	52	3	4
24H(0-24)	995	935	53	3	4
AM Peak	09:00	09:00	09:00	11:00	06:00
	96	89	7	2	1
PM Peak	12:00	12:00	13:00	14:00	13:00
	147	143	7	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	17	15	2	0	0
01:00	3	3	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	5	4	0	0	1
05:00	4	3	1	0	0
06:00	24	19	4	0	1
07:00	28	25	3	0	0
08:00	81	73	8	0	0
09:00	171	160	9	2	0
10:00	184	171	11	2	0
11:00	194	173	18	3	0
12:00	281	265	16	0	0
13:00	195	169	24	1	1
14:00	185	173	11	1	0
15:00	156	145	8	2	1
16:00	149	140	9	0	0
17:00	110	105	3	0	2
18:00	54	49	5	0	0
19:00	46	44	2	0	0
20:00	35	30	5	0	0
21:00	20	17	2	1	0
22:00	10	9	1	0	0
23:00	4	4	0	0	0
Total 12H(7-19)	1788	1648	125	11	4
16H(6-22)	1913	1758	138	12	5
18H(6-24)	1927	1771	139	12	5
24H(0-24)	1957	1797	142	12	6
AM Peak	11:00	11:00	11:00	11:00	04:00
	194	173	18	3	1
PM Peak	12:00	12:00	13:00	15:00	17:00
	281	265	24	2	2

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

05/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	10	4	5	0	1
05:00	25	16	9	0	0
06:00	43	31	10	0	2
07:00	109	87	20	0	2
08:00	159	120	33	1	5
09:00	148	94	51	1	2
10:00	112	78	28	0	6
11:00	123	87	34	0	2
12:00	121	93	25	1	2
13:00	127	104	23	0	0
14:00	159	122	35	0	2
15:00	149	113	34	1	1
16:00	259	230	27	1	1
17:00	223	204	19	0	0
18:00	84	74	10	0	0
19:00	35	33	2	0	0
20:00	17	16	1	0	0
21:00	16	15	0	1	0
22:00	32	29	3	0	0
23:00	5	4	0	1	0
Total 12H(7-19)	1773	1406	339	5	23
16H(6-22)	1884	1501	352	6	25
18H(6-24)	1921	1534	355	7	25
24H(0-24)	1960	1557	370	7	26
AM Peak	08:00	08:00	09:00	08:00	10:00
	159	120	51	1	6
PM Peak	16:00	16:00	14:00	12:00	12:00
	259	230	35	1	2

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	2	1	1	0	0
02:00	1	0	1	0	0
03:00	4	4	0	0	0
04:00	12	11	1	0	0
05:00	44	42	2	0	0
06:00	65	50	14	0	1
07:00	177	152	24	0	1
08:00	297	255	36	2	4
09:00	141	111	26	0	4
10:00	112	81	28	1	2
11:00	110	71	36	0	3
12:00	118	91	23	3	1
13:00	151	125	24	0	2
14:00	122	91	29	0	2
15:00	141	119	16	1	5
16:00	162	139	22	0	1
17:00	135	123	12	0	0
18:00	61	57	4	0	0
19:00	36	34	2	0	0
20:00	27	25	2	0	0
21:00	20	19	1	0	0
22:00	13	11	1	1	0
23:00	1	1	0	0	0
Total 12H(7-19)	1727	1415	280	7	25
16H(6-22)	1875	1543	299	7	26
18H(6-24)	1889	1555	300	8	26
24H(0-24)	1956	1617	305	8	26
AM Peak	08:00	08:00	08:00	08:00	08:00
	297	255	36	2	4
PM Peak	16:00	16:00	14:00	12:00	15:00
	162	139	29	3	5

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	7	0	0	0
01:00	2	1	1	0	0
02:00	1	0	1	0	0
03:00	5	4	1	0	0
04:00	22	15	6	0	1
05:00	69	58	11	0	0
06:00	108	81	24	0	3
07:00	286	239	44	0	3
08:00	456	375	69	3	9
09:00	289	205	77	1	6
10:00	224	159	56	1	8
11:00	233	158	70	0	5
12:00	239	184	48	4	3
13:00	278	229	47	0	2
14:00	281	213	64	0	4
15:00	290	232	50	2	6
16:00	421	369	49	1	2
17:00	358	327	31	0	0
18:00	145	131	14	0	0
19:00	71	67	4	0	0
20:00	44	41	3	0	0
21:00	36	34	1	1	0
22:00	45	40	4	1	0
23:00	6	5	0	1	0
Total 12H(7-19)	3500	2821	619	12	48
16H(6-22)	3759	3044	651	13	51
18H(6-24)	3810	3089	655	15	51
24H(0-24)	3916	3174	675	15	52
AM Peak	08:00	08:00	09:00	08:00	08:00
	456	375	77	3	9
PM Peak	16:00	16:00	14:00	12:00	15:00
	421	369	64	4	6

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

06/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	3	1	2	0	0
03:00	4	2	2	0	0
04:00	10	5	5	0	0
05:00	25	14	9	0	2
06:00	55	43	10	0	2
07:00	112	85	24	0	3
08:00	183	147	31	1	4
09:00	130	89	38	2	1
10:00	103	69	31	0	3
11:00	115	88	22	2	3
12:00	161	125	34	0	2
13:00	147	116	28	3	0
14:00	135	101	31	1	2
15:00	156	127	29	0	0
16:00	251	216	33	2	0
17:00	225	204	21	0	0
18:00	103	93	10	0	0
19:00	39	36	3	0	0
20:00	26	24	2	0	0
21:00	18	16	1	1	0
22:00	30	30	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	1821	1460	332	11	18
16H(6-22)	1959	1579	348	12	20
18H(6-24)	1990	1610	348	12	20
24H(0-24)	2034	1634	366	12	22
AM Peak	08:00	08:00	09:00	09:00	08:00
	183	147	38	2	4
PM Peak	16:00	16:00	12:00	13:00	12:00
	251	216	34	3	2

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	13	12	1	0	0
04:00	17	14	3	0	0
05:00	41	37	4	0	0
06:00	73	59	12	0	2
07:00	178	160	18	0	0
08:00	271	238	30	1	2
09:00	164	137	25	1	1
10:00	96	67	24	1	4
11:00	119	87	31	0	1
12:00	125	96	28	0	1
13:00	153	113	40	0	0
14:00	113	91	20	1	1
15:00	139	114	21	1	3
16:00	158	139	17	0	2
17:00	195	174	19	1	1
18:00	109	100	9	0	0
19:00	57	54	3	0	0
20:00	26	21	5	0	0
21:00	22	21	1	0	0
22:00	9	8	1	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	1820	1516	282	6	16
16H(6-22)	1998	1671	303	6	18
18H(6-24)	2009	1681	304	6	18
24H(0-24)	2083	1746	313	6	18
AM Peak	08:00	08:00	11:00	08:00	10:00
	271	238	31	1	4
PM Peak	17:00	17:00	13:00	14:00	15:00
	195	174	40	1	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	1	1	0	0	0
02:00	4	1	3	0	0
03:00	17	14	3	0	0
04:00	27	19	8	0	0
05:00	66	51	13	0	2
06:00	128	102	22	0	4
07:00	290	245	42	0	3
08:00	454	385	61	2	6
09:00	294	226	63	3	2
10:00	199	136	55	1	7
11:00	234	175	53	2	4
12:00	286	221	62	0	3
13:00	300	229	68	3	0
14:00	248	192	51	2	3
15:00	295	241	50	1	3
16:00	409	355	50	2	2
17:00	420	378	40	1	1
18:00	212	193	19	0	0
19:00	96	90	6	0	0
20:00	52	45	7	0	0
21:00	40	37	2	1	0
22:00	39	38	1	0	0
23:00	3	3	0	0	0
Total 12H(7-19)	3641	2976	614	17	34
16H(6-22)	3957	3250	651	18	38
18H(6-24)	3999	3291	652	18	38
24H(0-24)	4117	3380	679	18	40
AM Peak	08:00	08:00	09:00	09:00	10:00
	454	385	63	3	7
PM Peak	17:00	17:00	13:00	13:00	12:00
	420	378	68	3	3

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

07/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	2	2	0	0	0
04:00	10	7	3	0	0
05:00	24	14	9	0	1
06:00	59	44	15	0	0
07:00	116	88	25	0	3
08:00	178	147	28	0	3
09:00	131	84	40	1	6
10:00	118	89	26	1	2
11:00	128	96	29	0	3
12:00	156	120	35	0	1
13:00	151	120	29	0	2
14:00	140	97	38	2	3
15:00	174	141	32	1	0
16:00	255	228	25	0	2
17:00	225	206	18	0	1
18:00	93	86	7	0	0
19:00	53	51	2	0	0
20:00	35	31	4	0	0
21:00	17	16	0	1	0
22:00	37	36	1	0	0
23:00	3	2	1	0	0
Total 12H(7-19)	1865	1502	332	5	26
16H(6-22)	2029	1644	353	6	26
18H(6-24)	2069	1682	355	6	26
24H(0-24)	2109	1709	367	6	27
AM Peak	08:00	08:00	09:00	09:00	09:00
	178	147	40	1	6
PM Peak	16:00	16:00	14:00	14:00	14:00
	255	228	38	2	3

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	1	1	0	0	0
02:00	1	0	1	0	0
03:00	8	8	0	0	0
04:00	17	16	0	1	0
05:00	46	42	4	0	0
06:00	79	65	12	0	2
07:00	169	140	27	1	1
08:00	274	237	35	0	2
09:00	193	149	37	0	7
10:00	120	94	21	1	4
11:00	127	92	34	0	1
12:00	133	100	31	0	2
13:00	170	131	35	1	3
14:00	116	86	26	1	3
15:00	151	122	25	0	4
16:00	158	135	20	0	3
17:00	137	123	13	0	1
18:00	65	64	1	0	0
19:00	65	61	4	0	0
20:00	34	31	3	0	0
21:00	18	17	0	0	1
22:00	21	19	2	0	0
23:00	7	6	1	0	0
Total 12H(7-19)	1813	1473	305	4	31
16H(6-22)	2009	1647	324	4	34
18H(6-24)	2037	1672	327	4	34
24H(0-24)	2113	1742	332	5	34
AM Peak	08:00	08:00	09:00	04:00	09:00
	274	237	37	1	7
PM Peak	13:00	16:00	13:00	13:00	15:00
	170	135	35	1	4

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	3	3	0	0	0
02:00	1	0	1	0	0
03:00	10	10	0	0	0
04:00	27	23	3	1	0
05:00	70	56	13	0	1
06:00	138	109	27	0	2
07:00	285	228	52	1	4
08:00	452	384	63	0	5
09:00	324	233	77	1	13
10:00	238	183	47	2	6
11:00	255	188	63	0	4
12:00	289	220	66	0	3
13:00	321	251	64	1	5
14:00	256	183	64	3	6
15:00	325	263	57	1	4
16:00	413	363	45	0	5
17:00	362	329	31	0	2
18:00	158	150	8	0	0
19:00	118	112	6	0	0
20:00	69	62	7	0	0
21:00	35	33	0	1	1
22:00	58	55	3	0	0
23:00	10	8	2	0	0
Total 12H(7-19)	3678	2975	637	9	57
16H(6-22)	4038	3291	677	10	60
18H(6-24)	4106	3354	682	10	60
24H(0-24)	4222	3451	699	11	61
AM Peak	08:00	08:00	09:00	10:00	09:00
	452	384	77	2	13
PM Peak	16:00	16:00	12:00	14:00	14:00
	413	363	66	3	6

Paul Castle Associates

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

01/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	43.7	40.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	2	46.6	33.8	12.4	0	0	1	0	0	1	0	0	0	0	0	0
02:00	1	-	32.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	3	27.7	21.7	5.8	0	1	2	0	0	0	0	0	0	0	0	0
04:00	8	40.0	30.9	8.8	0	0	5	0	2	0	1	0	0	0	0	0
05:00	25	45.3	34.3	10.6	0	3	5	3	5	6	2	1	0	0	0	0
06:00	49	45.3	36.1	8.8	0	2	7	14	9	10	5	1	1	0	0	0
07:00	133	41.7	33.9	7.5	0	4	29	41	34	14	10	1	0	0	0	0
08:00	168	41.3	33.6	7.4	0	6	37	51	46	19	7	2	0	0	0	0
09:00	133	41.9	32.7	8.8	0	6	44	37	19	13	9	4	1	0	0	0
10:00	130	37.9	30.0	7.7	0	12	49	32	26	9	2	0	0	0	0	0
11:00	135	39.1	31.0	7.8	0	11	44	36	26	16	2	0	0	0	0	0
12:00	151	39.6	30.6	8.6	0	18	47	34	33	14	4	1	0	0	0	0
13:00	146	37.9	30.2	7.4	0	6	73	24	27	12	4	0	0	0	0	0
14:00	149	38.8	30.9	7.7	0	12	46	48	29	11	2	0	1	0	0	0
15:00	159	39.4	31.2	8.0	0	10	57	46	24	13	8	1	0	0	0	0
16:00	287	34.6	28.1	6.4	0	13	183	48	25	14	4	0	0	0	0	0
17:00	233	35.7	29.0	6.5	0	5	140	43	32	8	4	0	1	0	0	0
18:00	85	41.2	32.4	8.6	0	2	34	20	13	9	6	0	0	1	0	0
19:00	48	39.5	33.2	6.1	0	0	12	19	10	6	1	0	0	0	0	0
20:00	26	46.7	36.7	9.7	0	0	8	3	4	5	5	0	1	0	0	0
21:00	21	43.4	36.5	6.6	0	0	2	8	4	6	0	1	0	0	0	0
22:00	34	38.4	30.3	7.8	0	0	22	2	4	4	2	0	0	0	0	0
23:00	9	47.6	40.0	7.3	0	0	1	0	3	4	0	1	0	0	0	0
Total																
2H(10-12)	265	38.5	30.5	7.8	0	23	93	68	52	25	4	0	0	0	0	0
2H(14-16)	308	39.1	31.0	7.8	0	22	103	94	53	24	10	1	1	0	0	0
12H(7-19)	1909	38.8	30.8	7.7	0	105	783	460	334	152	62	9	3	1	0	0
24H(0-24)	2137	39.3	31.1	7.9	0	111	848	510	376	195	78	13	5	1	0	0
AM Peak	08:00	01:00	00:00	01:00	00:00	10:00	10:00	08:00	08:00	08:00	07:00	09:00	06:00	00:00	00:00	00:00
	168	46.6	40.0	12.4	0	12	49	51	46	19	10	4	1	0	0	0
PM Peak	16:00	23:00	23:00	20:00	12:00	12:00	16:00	14:00	12:00	12:00	15:00	12:00	14:00	18:00	12:00	12:00
	287	47.6	40.0	9.7	0	18	183	48	33	14	8	1	1	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	47.1	36.7	10.1	0	0	1	0	0	2	0	0	0	0	0	0
01:00	3	51.4	36.7	14.2	0	0	1	1	0	0	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	9	25.0	25.0	0.0	0	0	9	0	0	0	0	0	0	0	0	0
04:00	14	33.3	27.9	5.3	0	0	10	3	0	1	0	0	0	0	0	0
05:00	40	33.5	27.1	6.2	0	2	28	8	0	0	2	0	0	0	0	0
06:00	67	35.9	29.1	6.6	0	1	39	19	4	2	1	0	1	0	0	0
07:00	176	34.7	28.1	6.3	0	5	118	27	17	5	3	0	1	0	0	0
08:00	306	36.2	29.1	6.9	0	9	183	48	45	14	6	0	0	1	0	0
09:00	140	38.5	31.0	7.2	0	1	71	25	24	13	6	0	0	0	0	0
10:00	132	40.4	31.8	8.4	1	7	43	33	31	12	3	1	0	1	0	0
11:00	139	38.9	31.1	7.5	0	5	61	22	36	11	3	1	0	0	0	0
12:00	130	37.2	30.1	6.9	0	4	64	30	20	9	3	0	0	0	0	0
13:00	149	38.5	30.3	7.9	0	9	68	30	21	18	1	2	0	0	0	0
14:00	113	41.5	32.3	8.8	1	5	36	31	21	11	5	2	0	1	0	0
15:00	166	41.2	32.9	8.0	0	5	58	31	36	29	6	0	1	0	0	0
16:00	165	40.1	31.8	7.9	2	8	48	49	35	16	7	0	0	0	0	0
17:00	128	41.3	34.3	6.8	0	2	28	34	39	21	3	1	0	0	0	0
18:00	82	45.2	37.7	7.3	0	0	10	19	22	20	6	5	0	0	0	0
19:00	60	43.1	35.6	7.3	0	0	12	18	13	9	8	0	0	0	0	0
20:00	27	47.1	38.6	8.2	0	0	4	5	4	9	4	0	1	0	0	0
21:00	26	43.6	37.4	6.0	0	0	1	10	6	7	1	1	0	0	0	0
22:00	14	45.2	34.6	10.2	0	2	2	0	4	6	0	0	0	0	0	0
23:00	8	49.9	41.3	8.3	0	0	0	3	1	0	3	1	0	0	0	0
Total 2H(10-12)	271	39.7	31.4	7.9	1	12	104	55	67	23	6	2	0	1	0	0
2H(14-16)	279	41.3	32.7	8.3	1	10	94	62	57	40	11	2	1	1	0	0
12H(7-19)	1826	39.2	31.2	7.7	4	60	788	379	347	179	52	12	2	3	0	0
24H(0-24)	2097	39.5	31.4	7.8	4	65	895	446	379	215	71	15	4	3	0	0
AM Peak	08:00	01:00	00:00	01:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00	01:00	06:00	08:00	00:00	00:00
	306	51.4	36.7	14.2	1	9	183	48	45	14	6	1	1	1	0	0
PM Peak	15:00	23:00	23:00	22:00	16:00	13:00	13:00	16:00	17:00	15:00	19:00	18:00	15:00	14:00	12:00	12:00
	166	49.9	41.3	10.2	2	9	68	49	39	29	8	5	1	1	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	5	45.9	38.0	7.6	0	0	1	0	1	3	0	0	0	0	0	0
01:00	5	47.8	35.5	11.9	0	0	2	1	0	1	0	1	0	0	0	0
02:00	1	-	32.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	12	27.2	24.2	2.9	0	1	11	0	0	0	0	0	0	0	0	0
04:00	22	35.9	29.0	6.7	0	0	15	3	2	1	1	0	0	0	0	0
05:00	65	39.0	29.9	8.8	0	5	33	11	5	6	4	1	0	0	0	0
06:00	116	40.7	32.0	8.3	0	3	46	33	13	12	6	1	2	0	0	0
07:00	309	38.4	30.6	7.4	0	9	147	68	51	19	13	1	1	0	0	0
08:00	474	38.3	30.7	7.4	0	15	220	99	91	33	13	2	0	1	0	0
09:00	273	40.2	31.8	8.1	0	7	115	62	43	26	15	4	1	0	0	0
10:00	262	39.2	30.9	8.1	1	19	92	65	57	21	5	1	0	1	0	0
11:00	274	39.0	31.1	7.7	0	16	105	58	62	27	5	1	0	0	0	0
12:00	281	38.5	30.4	7.9	0	22	111	64	53	23	7	1	0	0	0	0
13:00	295	38.2	30.2	7.6	0	15	141	54	48	30	5	2	0	0	0	0
14:00	262	40.0	31.5	8.2	1	17	82	79	50	22	7	2	1	1	0	0
15:00	325	40.4	32.0	8.0	0	15	115	77	60	42	14	1	1	0	0	0
16:00	452	36.9	29.4	7.2	2	21	231	97	60	30	11	0	0	0	0	0
17:00	361	38.2	30.9	7.1	0	7	168	77	71	29	7	1	1	0	0	0
18:00	167	43.6	35.0	8.4	0	2	44	39	35	29	12	5	0	1	0	0
19:00	108	41.6	34.5	6.8	0	0	24	37	23	15	9	0	0	0	0	0
20:00	53	46.9	37.7	8.9	0	0	12	8	8	14	9	0	2	0	0	0
21:00	47	43.5	37.0	6.2	0	0	3	18	10	13	1	2	0	0	0	0
22:00	48	40.6	31.6	8.7	0	2	24	2	8	10	2	0	0	0	0	0
23:00	17	48.4	40.6	7.6	0	0	1	3	4	4	3	2	0	0	0	0
Total																
2H(10-12)	536	39.1	31.0	7.9	1	35	197	123	119	48	10	2	0	1	0	0
2H(14-16)	587	40.2	31.8	8.1	1	32	197	156	110	64	21	3	2	1	0	0
12H(7-19)	3735	39.0	31.0	7.7	4	165	1571	839	681	331	114	21	5	4	0	0
24H(0-24)	4234	39.4	31.3	7.9	4	176	1743	956	755	410	149	28	9	4	0	0
AM Peak	08:00	01:00	00:00	01:00	10:00	10:00	08:00	08:00	08:00	08:00	09:00	09:00	06:00	08:00	00:00	00:00
	474	47.8	38.0	11.9	1	19	220	99	91	33	15	4	2	1	0	0
PM Peak	16:00	23:00	23:00	20:00	16:00	12:00	16:00	16:00	17:00	15:00	15:00	18:00	20:00	14:00	12:00	12:00
	452	48.4	40.6	8.9	2	22	231	97	71	42	14	5	2	1	0	0

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

02/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	4	43.0	40.0	2.9	0	0	0	0	2	2	0	0	0	0	0	0
01:00	1	-	52.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	4	45.3	38.8	6.3	0	0	0	1	2	0	1	0	0	0	0	0
03:00	2	49.8	42.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	8	57.8	38.8	18.4	0	2	1	0	0	1	2	1	0	1	0	0
05:00	26	47.7	34.7	12.6	0	5	4	1	5	5	4	2	0	0	0	0
06:00	38	48.5	35.4	12.6	0	3	12	4	7	2	5	2	2	1	0	0
07:00	110	43.7	35.3	8.2	0	3	21	28	30	17	6	4	1	0	0	0
08:00	118	40.3	32.3	7.8	0	8	27	43	24	9	7	0	0	0	0	0
09:00	134	40.7	30.5	9.8	1	18	45	22	25	13	8	2	0	0	0	0
10:00	113	39.0	30.2	8.5	0	15	33	29	24	9	3	0	0	0	0	0
11:00	154	36.6	29.1	7.2	2	8	76	30	29	8	1	0	0	0	0	0
12:00	159	37.0	29.4	7.3	0	15	64	39	32	8	1	0	0	0	0	0
13:00	163	38.4	30.1	8.1	0	14	67	38	25	13	5	1	0	0	0	0
14:00	143	38.9	30.5	8.2	1	9	61	28	22	18	4	0	0	0	0	0
15:00	176	40.3	31.9	8.1	0	7	68	36	38	18	6	2	1	0	0	0
16:00	259	36.0	28.5	7.2	0	12	168	28	30	11	7	3	0	0	0	0
17:00	215	37.0	30.0	6.7	0	5	110	46	35	15	4	0	0	0	0	0
18:00	77	43.3	34.4	8.5	0	2	25	7	19	18	5	1	0	0	0	0
19:00	52	46.9	37.0	9.6	0	1	10	15	6	8	5	7	0	0	0	0
20:00	39	45.0	37.8	6.9	0	0	3	12	9	10	4	0	1	0	0	0
21:00	17	43.9	36.3	7.3	0	0	2	7	3	3	1	1	0	0	0	0
22:00	50	39.6	31.5	7.8	0	2	20	12	7	7	2	0	0	0	0	0
23:00	13	48.1	37.1	10.6	0	0	4	2	1	3	2	0	1	0	0	0
Total																
2H(10-12)	267	37.7	29.6	7.8	2	23	109	59	53	17	4	0	0	0	0	0
2H(14-16)	319	39.7	31.3	8.1	1	16	129	64	60	36	10	2	1	0	0	0
12H(7-19)	1821	38.9	30.6	8.0	4	116	765	374	333	157	57	13	2	0	0	0
24H(0-24)	2075	40.0	31.2	8.5	4	129	821	428	376	198	84	27	6	2	0	0
AM Peak	11:00	04:00	01:00	04:00	11:00	09:00	11:00	08:00	07:00	07:00	09:00	07:00	06:00	04:00	00:00	00:00
	154	57.8	52.5	18.4	2	18	76	43	30	17	8	4	2	1	0	0
PM Peak	16:00	23:00	20:00	23:00	14:00	12:00	16:00	17:00	15:00	14:00	16:00	19:00	15:00	12:00	12:00	12:00
	259	48.1	37.8	10.6	1	15	168	46	38	18	7	7	1	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	52.9	42.5	10.0	0	0	0	1	0	1	0	1	0	0	0	0
01:00	2	65.1	41.3	23.0	0	0	1	0	0	0	0	0	1	0	0	0
02:00	2	46.6	33.8	12.4	0	0	1	0	0	1	0	0	0	0	0	0
03:00	5	36.6	28.5	7.8	0	0	4	0	0	1	0	0	0	0	0	0
04:00	17	39.9	32.8	6.8	0	0	4	10	1	1	0	1	0	0	0	0
05:00	39	34.0	28.3	5.6	0	1	23	12	2	0	1	0	0	0	0	0
06:00	60	35.0	28.3	6.4	0	1	41	10	3	4	0	1	0	0	0	0
07:00	172	35.8	28.8	6.8	0	4	111	23	23	5	4	2	0	0	0	0
08:00	271	34.2	27.9	6.1	0	12	176	45	24	11	3	0	0	0	0	0
09:00	129	36.3	29.0	7.0	0	8	68	27	14	11	1	0	0	0	0	0
10:00	147	38.8	30.5	8.0	0	12	58	30	29	15	2	1	0	0	0	0
11:00	144	37.1	29.4	7.4	0	10	67	35	21	9	1	0	1	0	0	0
12:00	171	38.3	30.1	7.9	0	11	79	39	18	17	6	1	0	0	0	0
13:00	157	35.8	29.3	6.2	0	4	85	36	23	8	1	0	0	0	0	0
14:00	123	39.7	31.7	7.7	0	8	37	33	28	14	3	0	0	0	0	0
15:00	178	42.0	33.3	8.4	0	7	55	36	38	32	7	1	2	0	0	0
16:00	138	41.7	33.8	7.6	0	2	40	31	38	18	7	1	1	0	0	0
17:00	127	42.8	35.3	7.3	0	1	26	33	35	20	10	2	0	0	0	0
18:00	75	46.6	37.9	8.4	0	1	11	11	25	12	10	3	2	0	0	0
19:00	54	43.9	36.2	7.5	0	1	8	14	13	13	4	1	0	0	0	0
20:00	27	44.9	35.9	8.7	0	1	4	8	6	3	4	1	0	0	0	0
21:00	16	42.4	35.5	6.7	0	0	3	4	5	3	1	0	0	0	0	0
22:00	34	51.4	41.0	10.0	0	0	5	3	6	11	4	1	3	1	0	0
23:00	14	48.9	39.8	8.8	0	0	1	4	2	4	1	1	1	0	0	0
Total																
2H(10-12)	291	37.9	29.9	7.7	0	22	125	65	50	24	3	1	1	0	0	0
2H(14-16)	301	41.1	32.7	8.1	0	15	92	69	66	46	10	1	2	0	0	0
12H(7-19)	1832	38.9	30.9	7.8	0	80	813	379	316	172	55	11	6	0	0	0
24H(0-24)	2105	39.5	31.2	8.0	0	84	908	445	354	214	70	18	11	1	0	0
AM Peak	08:00	01:00	00:00	01:00	00:00	08:00	08:00	08:00	10:00	10:00	07:00	07:00	01:00	00:00	00:00	00:00
	271	65.1	42.5	23.0	0	12	176	45	29	15	4	2	1	0	0	0
PM Peak	15:00	22:00	22:00	22:00	12:00	12:00	13:00	12:00	15:00	15:00	17:00	18:00	22:00	22:00	12:00	12:00
	178	51.4	41.0	10.0	0	11	85	39	38	32	10	3	3	1	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	7	47.6	41.1	6.3	0	0	0	1	2	3	0	1	0	0	0	0
01:00	3	63.1	45.0	17.5	0	0	1	0	0	0	0	1	1	0	0	0
02:00	6	45.2	37.1	7.8	0	0	1	1	2	1	1	0	0	0	0	0
03:00	7	42.6	32.5	9.8	0	0	4	0	1	1	1	0	0	0	0	0
04:00	25	46.9	34.7	11.7	0	2	5	10	1	2	2	2	0	1	0	0
05:00	65	40.7	30.8	9.5	0	6	27	13	7	5	5	2	0	0	0	0
06:00	98	41.3	31.1	9.9	0	4	53	14	10	6	5	3	2	1	0	0
07:00	282	39.6	31.3	8.0	0	7	132	51	53	22	10	6	1	0	0	0
08:00	389	36.4	29.2	7.0	0	20	203	88	48	20	10	0	0	0	0	0
09:00	263	38.6	29.8	8.6	1	26	113	49	39	24	9	2	0	0	0	0
10:00	260	38.9	30.4	8.2	0	27	91	59	53	24	5	1	0	0	0	0
11:00	298	36.8	29.3	7.3	2	18	143	65	50	17	2	0	1	0	0	0
12:00	330	37.7	29.8	7.7	0	26	143	78	50	25	7	1	0	0	0	0
13:00	320	37.2	29.7	7.2	0	18	152	74	48	21	6	1	0	0	0	0
14:00	266	39.3	31.1	8.0	1	17	98	61	50	32	7	0	0	0	0	0
15:00	354	41.2	32.6	8.3	0	14	123	72	76	50	13	3	3	0	0	0
16:00	397	38.4	30.3	7.8	0	14	208	59	68	29	14	4	1	0	0	0
17:00	342	39.6	32.0	7.4	0	6	136	79	70	35	14	2	0	0	0	0
18:00	152	45.1	36.1	8.6	0	3	36	18	44	30	15	4	2	0	0	0
19:00	106	45.4	36.6	8.6	0	2	18	29	19	21	9	8	0	0	0	0
20:00	66	45.0	37.0	7.7	0	1	7	20	15	13	8	1	1	0	0	0
21:00	33	43.1	35.9	7.0	0	0	5	11	8	6	2	1	0	0	0	0
22:00	84	45.6	35.4	9.9	0	2	25	15	13	18	6	1	3	1	0	0
23:00	27	48.5	38.5	9.6	0	0	5	6	3	7	3	1	2	0	0	0
Total																
2H(10-12)	558	37.8	29.8	7.7	2	45	234	124	103	41	7	1	1	0	0	0
2H(14-16)	620	40.4	32.0	8.2	1	31	221	133	126	82	20	3	3	0	0	0
12H(7-19)	3653	38.9	30.7	7.9	4	196	1578	753	649	329	112	24	8	0	0	0
24H(0-24)	4180	39.8	31.2	8.2	4	213	1729	873	730	412	154	45	17	3	0	0
AM Peak	08:00	01:00	01:00	01:00	11:00	10:00	08:00	08:00	07:00	09:00	07:00	07:00	06:00	04:00	00:00	00:00
	389	63.1	45.0	17.5	2	27	203	88	53	24	10	6	2	1	0	0
PM Peak	16:00	23:00	23:00	22:00	14:00	12:00	16:00	17:00	15:00	15:00	18:00	19:00	15:00	22:00	12:00	12:00
	397	48.5	38.5	9.9	1	26	208	79	76	50	15	8	3	1	0	0

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

03/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	9	52.5	42.8	9.4	0	0	1	0	2	3	1	1	1	0	0	0
01:00	1	-	65.0	-	0	0	0	0	0	0	0	0	0	1	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	51.0	40.0	10.6	0	0	1	0	2	0	1	1	0	0	0	0
05:00	8	50.5	36.6	13.4	0	1	2	0	1	1	2	1	0	0	0	0
06:00	8	44.4	37.8	6.3	0	0	1	0	5	1	1	0	0	0	0	0
07:00	20	47.7	38.1	9.2	0	1	2	3	5	4	4	1	0	0	0	0
08:00	50	44.3	33.7	10.2	0	6	9	9	15	6	2	2	1	0	0	0
09:00	91	42.3	33.4	8.6	0	5	23	25	18	13	5	1	1	0	0	0
10:00	120	41.4	33.9	7.2	0	4	23	40	29	18	6	0	0	0	0	0
11:00	172	38.5	29.6	8.6	0	25	60	31	35	20	1	0	0	0	0	0
12:00	163	41.7	32.5	8.9	1	14	30	62	31	15	2	7	1	0	0	0
13:00	112	41.5	31.2	10.0	1	16	29	20	28	11	4	2	1	0	0	0
14:00	101	41.3	34.3	6.8	0	2	21	25	35	16	1	1	0	0	0	0
15:00	61	41.4	32.0	9.1	0	8	13	14	12	13	1	0	0	0	0	0
16:00	92	43.6	34.7	8.6	0	4	19	20	27	14	6	1	0	1	0	0
17:00	99	42.9	35.5	7.1	0	0	18	34	18	20	7	2	0	0	0	0
18:00	36	44.5	37.4	6.9	0	0	3	10	14	3	4	2	0	0	0	0
19:00	23	47.0	39.3	7.4	0	0	1	5	9	3	3	1	1	0	0	0
20:00	17	50.8	41.5	9.0	0	0	1	3	5	2	2	3	1	0	0	0
21:00	13	41.5	35.8	5.5	0	0	1	5	5	1	1	0	0	0	0	0
22:00	17	46.6	35.6	10.6	0	0	6	1	6	2	1	0	0	1	0	0
23:00	10	51.6	42.3	9.0	0	0	0	1	4	3	1	0	0	1	0	0
Total																
2H(10-12)	292	40.0	31.4	8.3	0	29	83	71	64	38	7	0	0	0	0	0
2H(14-16)	162	41.5	33.4	7.8	0	10	34	39	47	29	2	1	0	0	0	0
12H(7-19)	1117	42.0	33.0	8.7	2	85	250	293	267	153	43	19	4	1	0	0
24H(0-24)	1228	42.8	33.6	8.9	2	86	264	308	306	169	56	26	7	4	0	0
AM Peak	11:00	00:00	01:00	05:00	00:00	11:00	11:00	10:00	11:00	11:00	10:00	08:00	00:00	01:00	00:00	00:00
	172	52.5	65.0	13.4	0	25	60	40	35	20	6	2	1	1	0	0
PM Peak	12:00	23:00	23:00	22:00	12:00	13:00	12:00	12:00	14:00	17:00	17:00	12:00	12:00	16:00	12:00	12:00
	163	51.6	42.3	10.6	1	16	30	62	35	20	7	7	1	1	0	0

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	47.5	47.5	0.0	0	0	0	0	0	0	3	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	42.1	33.3	8.5	0	0	2	2	1	0	1	0	0	0	0	0
05:00	23	31.6	27.5	4.0	0	0	16	6	1	0	0	0	0	0	0	0
06:00	22	40.5	33.0	7.3	0	0	6	11	2	1	1	1	0	0	0	0
07:00	40	46.5	35.7	10.4	0	2	11	6	5	8	4	4	0	0	0	0
08:00	98	42.9	34.2	8.3	0	3	27	22	17	19	10	0	0	0	0	0
09:00	109	40.9	34.0	6.6	0	0	31	22	33	22	1	0	0	0	0	0
10:00	104	41.0	30.7	9.9	0	15	31	23	20	8	5	0	1	1	0	0
11:00	130	40.5	30.7	9.5	0	22	30	31	28	13	4	2	0	0	0	0
12:00	123	42.7	33.6	8.8	0	10	25	26	36	15	10	1	0	0	0	0
13:00	131	42.1	33.3	8.5	1	11	20	36	40	16	6	1	0	0	0	0
14:00	98	41.9	33.1	8.6	1	7	19	27	25	14	4	1	0	0	0	0
15:00	82	42.7	33.5	9.0	1	7	12	23	22	11	5	1	0	0	0	0
16:00	78	42.9	34.8	7.8	0	5	8	25	20	15	5	0	0	0	0	0
17:00	61	44.4	37.4	6.7	0	1	5	11	24	15	3	2	0	0	0	0
18:00	41	46.5	37.7	8.5	0	1	5	8	9	13	2	2	1	0	0	0
19:00	34	44.3	38.4	5.7	0	0	2	5	16	6	5	0	0	0	0	0
20:00	10	44.8	35.8	8.7	0	0	3	1	3	1	2	0	0	0	0	0
21:00	23	46.5	39.0	7.3	0	0	2	5	4	9	1	2	0	0	0	0
22:00	15	47.0	38.0	8.7	0	0	1	7	1	4	0	1	1	0	0	0
23:00	14	45.5	37.9	7.4	0	0	2	2	5	2	3	0	0	0	0	0
Total																
2H(10-12)	234	40.7	30.7	9.7	0	37	61	54	48	21	9	2	1	1	0	0
2H(14-16)	180	42.3	33.2	8.7	2	14	31	50	47	25	9	2	0	0	0	0
12H(7-19)	1095	42.6	33.5	8.8	3	84	224	260	279	169	59	14	2	1	0	0
24H(0-24)	1246	42.8	33.8	8.7	3	84	258	299	313	192	75	18	3	1	0	0
AM Peak	11:00	00:00	00:00	07:00	00:00	11:00	09:00	11:00	09:00	09:00	08:00	07:00	10:00	10:00	00:00	00:00
	130	47.5	47.5	10.4	0	22	31	31	33	22	10	4	1	1	0	0
PM Peak	13:00	22:00	21:00	15:00	13:00	13:00	12:00	13:00	13:00	13:00	12:00	17:00	18:00	12:00	12:00	12:00
	131	47.0	39.0	9.0	1	11	25	36	40	16	10	2	1	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	12	52.5	44.0	8.3	0	0	1	0	2	3	4	1	1	0	0	0
01:00	1	-	65.0	-	0	0	0	0	0	0	0	0	0	1	0	0
02:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	11	46.4	36.4	9.6	0	0	3	2	3	0	2	1	0	0	0	0
05:00	31	38.5	29.8	8.4	0	1	18	6	2	1	2	1	0	0	0	0
06:00	30	41.8	34.3	7.3	0	0	7	11	7	2	2	1	0	0	0	0
07:00	60	46.9	36.5	10.0	0	3	13	9	10	12	8	5	0	0	0	0
08:00	148	43.3	34.0	9.0	0	9	36	31	32	25	12	2	1	0	0	0
09:00	200	41.6	33.7	7.6	0	5	54	47	51	35	6	1	1	0	0	0
10:00	224	41.5	32.5	8.7	0	19	54	63	49	26	11	0	1	1	0	0
11:00	302	39.4	30.1	9.0	0	47	90	62	63	33	5	2	0	0	0	0
12:00	286	42.1	33.0	8.8	1	24	55	88	67	30	12	8	1	0	0	0
13:00	243	41.9	32.3	9.2	2	27	49	56	68	27	10	3	1	0	0	0
14:00	199	41.7	33.7	7.7	1	9	40	52	60	30	5	2	0	0	0	0
15:00	143	42.2	32.8	9.0	1	15	25	37	34	24	6	1	0	0	0	0
16:00	170	43.3	34.8	8.2	0	9	27	45	47	29	11	1	0	1	0	0
17:00	160	43.5	36.3	7.0	0	1	23	45	42	35	10	4	0	0	0	0
18:00	77	45.6	37.6	7.7	0	1	8	18	23	16	6	4	1	0	0	0
19:00	57	45.4	38.8	6.4	0	0	3	10	25	9	8	1	1	0	0	0
20:00	27	48.8	39.4	9.2	0	0	4	4	8	3	4	3	1	0	0	0
21:00	36	44.9	37.8	6.8	0	0	3	10	9	10	2	2	0	0	0	0
22:00	32	46.8	36.7	9.7	0	0	7	8	7	6	1	1	1	1	0	0
23:00	24	48.2	39.7	8.2	0	0	2	3	9	5	4	0	0	1	0	0
Total																
2H(10-12)	526	40.4	31.1	8.9	0	66	144	125	112	59	16	2	1	1	0	0
2H(14-16)	342	41.9	33.3	8.3	2	24	65	89	94	54	11	3	0	0	0	0
12H(7-19)	2212	42.3	33.3	8.7	5	169	474	553	546	322	102	33	6	2	0	0
24H(0-24)	2474	42.8	33.7	8.8	5	170	522	607	619	361	131	44	10	5	0	0
AM Peak	11:00	00:00	01:00	07:00	00:00	11:00	11:00	10:00	11:00	09:00	08:00	07:00	00:00	01:00	00:00	00:00
	302	52.5	65.0	10.0	0	47	90	63	63	35	12	5	1	1	0	0
PM Peak	12:00	20:00	23:00	22:00	13:00	13:00	12:00	12:00	13:00	17:00	12:00	12:00	12:00	16:00	12:00	12:00
	286	48.8	39.7	9.7	2	27	55	88	68	35	12	8	1	1	0	0

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

04/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	8	48.4	41.3	6.9	0	0	0	2	1	3	1	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	51.6	35.6	15.5	0	1	0	0	2	0	0	1	0	0	0	0
05:00	2	46.6	33.8	12.4	0	0	1	0	0	1	0	0	0	0	0	0
06:00	10	48.9	44.0	4.7	0	0	0	0	2	4	3	1	0	0	0	0
07:00	7	47.8	39.3	8.3	0	0	1	1	1	2	2	0	0	0	0	0
08:00	32	44.3	35.9	8.1	0	2	3	8	7	10	2	0	0	0	0	0
09:00	75	40.6	30.3	9.9	0	14	20	11	19	7	3	1	0	0	0	0
10:00	97	35.7	27.8	7.7	0	17	35	29	12	4	0	0	0	0	0	0
11:00	102	39.0	30.0	8.7	1	16	20	36	20	8	0	1	0	0	0	0
12:00	134	38.5	30.5	7.7	0	11	42	49	21	8	1	1	1	0	0	0
13:00	105	41.5	31.9	9.3	1	7	33	27	22	6	6	2	0	1	0	0
14:00	93	44.9	34.4	10.1	1	7	15	26	22	8	10	2	1	1	0	0
15:00	81	41.5	32.8	8.4	0	8	14	22	25	7	5	0	0	0	0	0
16:00	81	43.5	34.4	8.7	0	4	14	26	20	11	3	1	1	1	0	0
17:00	53	39.6	34.2	5.3	0	0	7	27	11	7	1	0	0	0	0	0
18:00	27	48.1	38.7	9.0	0	0	5	3	6	8	3	0	2	0	0	0
19:00	18	44.7	36.0	8.5	0	0	5	2	5	4	1	1	0	0	0	0
20:00	19	44.8	38.8	5.7	0	0	0	6	6	3	4	0	0	0	0	0
21:00	8	46.5	39.1	7.2	0	0	1	0	4	1	2	0	0	0	0	0
22:00	5	42.8	38.5	4.2	0	0	0	1	2	2	0	0	0	0	0	0
23:00	1	-	32.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	199	37.5	28.9	8.3	1	33	55	65	32	12	0	1	0	0	0	0
2H(14-16)	174	43.4	33.7	9.3	1	15	29	48	47	15	15	2	1	1	0	0
12H(7-19)	887	41.3	32.0	8.9	3	86	209	265	186	86	36	8	5	3	0	0
24H(0-24)	962	41.9	32.5	9.0	3	87	216	277	208	104	47	12	5	3	0	0
AM Peak	11:00	04:00	06:00	04:00	11:00	10:00	10:00	11:00	11:00	08:00	06:00	00:00	00:00	00:00	00:00	00:00
	102	51.6	44.0	15.5	1	17	35	36	20	10	3	1	0	0	0	0
PM Peak	12:00	18:00	21:00	14:00	13:00	12:00	12:00	12:00	15:00	16:00	14:00	13:00	18:00	13:00	12:00	12:00
	134	48.1	39.1	10.1	1	11	42	49	25	11	10	2	2	1	0	0

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	9	48.9	39.4	9.2	0	0	1	1	4	1	1	0	1	0	0	0
01:00	3	48.8	45.8	2.9	0	0	0	0	0	1	2	0	0	0	0	0
02:00	1	-	32.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	2	58.7	55.0	3.5	0	0	0	0	0	0	0	1	1	0	0	0
06:00	14	42.6	33.6	8.7	0	0	4	6	2	1	0	0	1	0	0	0
07:00	21	44.5	34.8	9.4	0	2	3	4	5	5	2	0	0	0	0	0
08:00	49	45.2	34.5	10.4	0	4	10	12	8	10	3	0	1	1	0	0
09:00	96	38.9	30.0	8.6	0	14	28	22	23	7	2	0	0	0	0	0
10:00	87	35.5	26.7	8.5	0	21	34	15	11	6	0	0	0	0	0	0
11:00	92	34.9	26.6	8.0	1	19	36	23	12	0	0	1	0	0	0	0
12:00	147	34.9	27.1	7.6	1	23	69	34	11	9	0	0	0	0	0	0
13:00	90	41.9	32.7	8.9	0	11	15	21	26	13	4	0	0	0	0	0
14:00	92	41.4	32.9	8.2	0	9	14	27	27	12	3	0	0	0	0	0
15:00	75	41.2	33.5	7.5	0	4	14	24	18	13	2	0	0	0	0	0
16:00	68	42.3	35.0	7.1	0	1	14	14	23	12	4	0	0	0	0	0
17:00	57	44.9	37.3	7.3	0	0	8	13	15	14	4	3	0	0	0	0
18:00	27	47.5	38.0	9.2	0	1	4	3	7	6	4	2	0	0	0	0
19:00	28	43.2	34.6	8.2	0	0	8	7	7	3	1	2	0	0	0	0
20:00	16	42.3	34.1	8.0	0	0	6	1	5	3	1	0	0	0	0	0
21:00	12	44.8	36.3	8.2	0	0	2	2	7	0	0	0	1	0	0	0
22:00	5	47.7	42.5	5.0	0	0	0	0	2	1	2	0	0	0	0	0
23:00	3	47.1	39.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
Total																
2H(10-12)	179	35.2	26.6	8.3	1	40	70	38	23	6	0	1	0	0	0	0
2H(14-16)	167	41.3	33.2	7.9	0	13	28	51	45	25	5	0	0	0	0	0
12H(7-19)	901	40.5	31.1	9.0	2	109	249	212	186	107	28	6	1	1	0	0
24H(0-24)	995	41.0	31.6	9.1	2	109	271	231	214	117	36	9	5	1	0	0
AM Peak	09:00	05:00	05:00	08:00	11:00	10:00	11:00	11:00	09:00	08:00	08:00	05:00	00:00	08:00	00:00	00:00
	96	58.7	55.0	10.4	1	21	36	23	23	10	3	1	1	1	0	0
PM Peak	12:00	22:00	22:00	18:00	12:00	12:00	12:00	12:00	14:00	17:00	13:00	17:00	21:00	12:00	12:00	12:00
	147	47.7	42.5	9.2	1	23	69	34	27	14	4	3	1	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	17	48.6	40.3	8.0	0	0	1	3	5	4	2	1	1	0	0	0
01:00	3	48.8	45.8	2.9	0	0	0	0	0	1	2	0	0	0	0	0
02:00	1	-	32.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	48.2	33.5	14.2	0	1	1	0	2	0	0	1	0	0	0	0
05:00	4	59.2	44.4	14.3	0	0	1	0	0	1	0	1	1	0	0	0
06:00	24	47.1	37.9	8.9	0	0	4	6	4	5	3	1	1	0	0	0
07:00	28	45.4	35.9	9.2	0	2	4	5	6	7	4	0	0	0	0	0
08:00	81	44.9	35.0	9.5	0	6	13	20	15	20	5	0	1	1	0	0
09:00	171	39.6	30.1	9.2	0	28	48	33	42	14	5	1	0	0	0	0
10:00	184	35.6	27.2	8.1	0	38	69	44	23	10	0	0	0	0	0	0
11:00	194	37.2	28.4	8.6	2	35	56	59	32	8	0	2	0	0	0	0
12:00	281	36.8	28.7	7.8	1	34	111	83	32	17	1	1	1	0	0	0
13:00	195	41.7	32.3	9.1	1	18	48	48	48	19	10	2	0	1	0	0
14:00	185	43.2	33.7	9.2	1	16	29	53	49	20	13	2	1	1	0	0
15:00	156	41.4	33.1	8.0	0	12	28	46	43	20	7	0	0	0	0	0
16:00	149	43.0	34.7	8.0	0	5	28	40	43	23	7	1	1	1	0	0
17:00	110	42.6	35.8	6.6	0	0	15	40	26	21	5	3	0	0	0	0
18:00	54	47.7	38.3	9.0	0	1	9	6	13	14	7	2	2	0	0	0
19:00	46	43.7	35.2	8.2	0	0	13	9	12	7	2	3	0	0	0	0
20:00	35	44.1	36.6	7.1	0	0	6	7	11	6	5	0	0	0	0	0
21:00	20	45.4	37.4	7.8	0	0	3	2	11	1	2	0	1	0	0	0
22:00	10	45.5	40.5	4.8	0	0	0	1	4	3	2	0	0	0	0	0
23:00	4	44.8	37.5	7.1	0	0	0	2	1	0	1	0	0	0	0	0
Total																
2H(10-12)	378	36.5	27.8	8.3	2	73	125	103	55	18	0	2	0	0	0	0
2H(14-16)	341	42.4	33.4	8.6	1	28	57	99	92	40	20	2	1	1	0	0
12H(7-19)	1788	40.9	31.6	9.0	5	195	458	477	372	193	64	14	6	4	0	0
24H(0-24)	1957	41.5	32.1	9.1	5	196	487	508	422	221	83	21	10	4	0	0
AM Peak	11:00	05:00	01:00	05:00	11:00	10:00	10:00	11:00	09:00	08:00	08:00	11:00	00:00	08:00	00:00	00:00
	194	59.2	45.8	14.3	2	38	69	59	42	20	5	2	1	1	0	0
PM Peak	12:00	18:00	22:00	14:00	12:00	12:00	12:00	12:00	14:00	16:00	14:00	17:00	18:00	13:00	12:00	12:00
	281	47.7	40.5	9.2	1	34	111	83	49	23	13	3	2	1	0	0

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

05/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	40.8	33.3	7.2	0	0	1	0	2	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	10	43.9	28.3	15.1	0	4	3	0	0	0	2	1	0	0	0	0
05:00	25	48.7	35.5	12.7	0	3	7	0	5	4	2	3	1	0	0	0
06:00	43	44.5	34.4	9.8	0	3	11	8	6	10	3	2	0	0	0	0
07:00	109	41.8	33.7	7.8	0	2	30	32	23	13	7	1	1	0	0	0
08:00	159	41.5	33.1	8.2	1	11	32	41	45	24	4	1	0	0	0	0
09:00	148	38.6	30.7	7.6	0	10	52	47	24	11	2	2	0	0	0	0
10:00	112	38.5	29.7	8.5	1	12	42	23	25	5	3	1	0	0	0	0
11:00	123	37.0	29.2	7.5	1	10	55	24	24	9	0	0	0	0	0	0
12:00	121	37.2	29.2	7.7	0	15	41	39	20	3	3	0	0	0	0	0
13:00	127	36.4	29.1	7.1	1	6	66	27	19	6	1	1	0	0	0	0
14:00	159	39.6	31.1	8.2	0	8	70	32	20	19	10	0	0	0	0	0
15:00	149	39.6	31.7	7.6	0	5	57	34	38	9	3	2	1	0	0	0
16:00	259	33.0	27.4	5.5	0	9	182	37	26	2	3	0	0	0	0	0
17:00	223	34.9	28.5	6.2	0	7	137	40	27	11	0	1	0	0	0	0
18:00	84	41.7	32.7	8.7	0	2	34	14	17	10	4	2	1	0	0	0
19:00	35	45.8	36.9	8.6	0	0	8	5	9	8	3	1	1	0	0	0
20:00	17	47.6	39.9	7.5	0	0	2	2	2	8	2	1	0	0	0	0
21:00	16	38.9	32.2	6.5	0	0	6	4	4	2	0	0	0	0	0	0
22:00	32	37.5	30.0	7.2	0	0	20	3	6	1	2	0	0	0	0	0
23:00	5	40.8	34.0	6.5	0	0	1	2	1	1	0	0	0	0	0	0
Total																
2H(10-12)	235	37.8	29.5	8.0	2	22	97	47	49	14	3	1	0	0	0	0
2H(14-16)	308	39.6	31.4	7.9	0	13	127	66	58	28	13	2	1	0	0	0
12H(7-19)	1773	38.1	30.2	7.6	4	97	798	390	308	122	40	11	3	0	0	0
24H(0-24)	1960	38.8	30.6	7.9	4	107	858	414	343	156	54	19	5	0	0	0
AM Peak	08:00	05:00	05:00	04:00	08:00	10:00	11:00	09:00	08:00	08:00	07:00	05:00	05:00	00:00	00:00	00:00
	159	48.7	35.5	15.1	1	12	55	47	45	24	7	3	1	0	0	0
PM Peak	16:00	20:00	20:00	18:00	13:00	12:00	16:00	17:00	15:00	14:00	14:00	15:00	15:00	12:00	12:00	12:00
	259	47.6	39.9	8.7	1	15	182	40	38	19	10	2	1	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	4	47.3	36.9	10.1	0	0	1	1	0	1	1	0	0	0	0	0
01:00	2	40.4	31.3	8.8	0	0	1	0	1	0	0	0	0	0	0	0
02:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	4	25.0	25.0	0.0	0	0	4	0	0	0	0	0	0	0	0	0
04:00	12	36.0	32.1	3.8	0	0	2	8	2	0	0	0	0	0	0	0
05:00	44	32.1	27.3	4.7	0	1	31	8	4	0	0	0	0	0	0	0
06:00	65	34.0	28.1	5.7	0	2	41	14	5	3	0	0	0	0	0	0
07:00	177	34.3	27.4	6.7	0	13	115	28	12	5	2	2	0	0	0	0
08:00	297	34.9	28.5	6.2	0	7	193	43	34	18	2	0	0	0	0	0
09:00	141	38.9	31.1	7.6	0	4	61	34	27	11	2	1	0	1	0	0
10:00	112	38.4	29.9	8.1	0	10	49	17	25	8	2	1	0	0	0	0
11:00	110	38.1	30.0	7.8	0	4	61	13	20	6	5	1	0	0	0	0
12:00	118	37.4	30.7	6.5	0	2	54	28	23	11	0	0	0	0	0	0
13:00	151	35.9	28.7	7.0	0	12	76	34	20	7	2	0	0	0	0	0
14:00	122	37.7	29.8	7.7	0	10	54	21	24	13	0	0	0	0	0	0
15:00	141	40.6	32.8	7.5	0	3	49	28	37	18	5	1	0	0	0	0
16:00	162	41.2	33.2	7.7	0	2	51	43	39	19	4	3	0	1	0	0
17:00	135	41.1	32.5	8.3	1	6	41	29	40	11	4	2	1	0	0	0
18:00	61	42.6	36.4	6.0	0	0	8	13	23	14	3	0	0	0	0	0
19:00	36	48.0	38.6	9.1	0	1	4	5	9	11	4	1	0	1	0	0
20:00	27	45.2	37.2	7.7	0	0	5	5	6	6	5	0	0	0	0	0
21:00	20	47.0	37.5	9.1	0	1	1	5	8	1	1	3	0	0	0	0
22:00	13	48.4	40.6	7.5	0	0	0	4	3	2	2	2	0	0	0	0
23:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	222	38.2	30.0	7.9	0	14	110	30	45	14	7	2	0	0	0	0
2H(14-16)	263	39.4	31.4	7.7	0	13	103	49	61	31	5	1	0	0	0	0
12H(7-19)	1727	38.2	30.4	7.5	1	73	812	331	324	141	31	11	1	2	0	0
24H(0-24)	1956	38.6	30.7	7.7	1	78	903	381	363	165	44	17	1	3	0	0
AM Peak	08:00	00:00	00:00	00:00	00:00	07:00	08:00	08:00	08:00	08:00	11:00	07:00	00:00	09:00	00:00	00:00
	297	47.3	36.9	10.1	0	13	193	43	34	18	5	2	0	1	0	0
PM Peak	16:00	22:00	22:00	21:00	17:00	13:00	13:00	16:00	17:00	16:00	15:00	16:00	17:00	16:00	12:00	12:00
	162	48.4	40.6	9.1	1	12	76	43	40	19	5	3	1	1	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	7	44.1	35.4	8.5	0	0	2	1	2	1	1	0	0	0	0	0
01:00	2	40.4	31.3	8.8	0	0	1	0	1	0	0	0	0	0	0	0
02:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	5	25.0	25.0	0.0	0	0	5	0	0	0	0	0	0	0	0	0
04:00	22	41.2	30.3	10.5	0	4	5	8	2	0	2	1	0	0	0	0
05:00	69	39.9	30.3	9.3	0	4	38	8	9	4	2	3	1	0	0	0
06:00	108	39.0	30.6	8.2	0	5	52	22	11	13	3	2	0	0	0	0
07:00	286	37.8	29.8	7.8	0	15	145	60	35	18	9	3	1	0	0	0
08:00	456	37.6	30.1	7.3	1	18	225	84	79	42	6	1	0	0	0	0
09:00	289	38.7	30.9	7.6	0	14	113	81	51	22	4	3	0	1	0	0
10:00	224	38.4	29.8	8.3	1	22	91	40	50	13	5	2	0	0	0	0
11:00	233	37.5	29.6	7.7	1	14	116	37	44	15	5	1	0	0	0	0
12:00	239	37.4	29.9	7.1	0	17	95	67	43	14	3	0	0	0	0	0
13:00	278	36.2	28.9	7.0	1	18	142	61	39	13	3	1	0	0	0	0
14:00	281	38.8	30.5	8.0	0	18	124	53	44	32	10	0	0	0	0	0
15:00	290	40.1	32.2	7.6	0	8	106	62	75	27	8	3	1	0	0	0
16:00	421	36.9	29.6	7.0	0	11	233	80	65	21	7	3	0	1	0	0
17:00	358	37.6	30.0	7.3	1	13	178	69	67	22	4	3	1	0	0	0
18:00	145	42.4	34.3	7.9	0	2	42	27	40	24	7	2	1	0	0	0
19:00	71	46.9	37.8	8.8	0	1	12	10	18	19	7	2	1	1	0	0
20:00	44	46.2	38.2	7.7	0	0	7	7	8	14	7	1	0	0	0	0
21:00	36	43.9	35.1	8.4	0	1	7	9	12	3	1	3	0	0	0	0
22:00	45	42.1	33.1	8.7	0	0	20	7	9	3	4	2	0	0	0	0
23:00	6	40.8	34.6	6.0	0	0	1	2	2	1	0	0	0	0	0	0
Total																
2H(10-12)	457	38.0	29.7	8.0	2	36	207	77	94	28	10	3	0	0	0	0
2H(14-16)	571	39.5	31.4	7.8	0	26	230	115	119	59	18	3	1	0	0	0
12H(7-19)	3500	38.1	30.3	7.6	5	170	1610	721	632	263	71	22	4	2	0	0
24H(0-24)	3916	38.7	30.6	7.8	5	185	1761	795	706	321	98	36	6	3	0	0
AM Peak	08:00	00:00	00:00	04:00	08:00	10:00	08:00	08:00	08:00	08:00	07:00	05:00	05:00	09:00	00:00	00:00
	456	44.1	35.4	10.5	1	22	225	84	79	42	9	3	1	1	0	0
PM Peak	16:00	19:00	20:00	19:00	13:00	13:00	16:00	16:00	15:00	14:00	14:00	15:00	15:00	16:00	12:00	12:00
	421	46.9	38.2	8.8	1	18	233	80	75	32	10	3	1	1	0	0

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

06/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	1	-	47.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	1	-	52.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	3	33.3	24.2	8.8	0	1	1	1	0	0	0	0	0	0	0	0
03:00	4	31.8	24.4	7.2	0	1	2	1	0	0	0	0	0	0	0	0
04:00	10	47.3	36.0	10.9	0	0	4	1	1	1	2	1	0	0	0	0
05:00	25	46.3	34.9	11.0	0	3	5	1	8	4	2	2	0	0	0	0
06:00	55	44.5	33.0	11.1	0	7	15	7	12	7	2	4	1	0	0	0
07:00	112	43.3	34.8	8.1	0	4	20	37	23	13	13	2	0	0	0	0
08:00	183	40.7	32.4	8.0	1	10	48	57	37	21	7	2	0	0	0	0
09:00	130	40.7	32.1	8.2	0	8	43	26	29	18	6	0	0	0	0	0
10:00	103	39.8	30.4	9.0	0	14	34	19	17	17	2	0	0	0	0	0
11:00	115	38.8	29.9	8.6	0	13	46	20	22	10	3	1	0	0	0	0
12:00	161	38.8	31.0	7.5	0	8	63	39	30	19	1	1	0	0	0	0
13:00	147	38.5	30.5	7.7	0	6	69	34	20	9	8	1	0	0	0	0
14:00	135	37.9	30.1	7.6	0	8	62	30	20	10	5	0	0	0	0	0
15:00	156	40.5	32.3	7.9	0	5	54	44	26	18	7	1	1	0	0	0
16:00	251	34.1	27.6	6.2	0	11	172	34	22	8	3	0	1	0	0	0
17:00	225	36.1	29.1	6.8	0	9	128	36	40	9	2	0	1	0	0	0
18:00	103	41.1	33.2	7.6	0	2	32	28	20	13	8	0	0	0	0	0
19:00	39	47.3	38.2	8.8	0	0	7	7	8	9	4	3	1	0	0	0
20:00	26	42.8	35.6	7.0	0	0	6	3	11	4	2	0	0	0	0	0
21:00	18	48.5	37.1	10.9	1	0	3	0	7	4	2	0	1	0	0	0
22:00	30	37.3	29.8	7.3	0	0	19	5	2	2	2	0	0	0	0	0
23:00	1	-	32.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	218	39.3	30.1	8.8	0	27	80	39	39	27	5	1	0	0	0	0
2H(14-16)	291	39.4	31.3	7.8	0	13	116	74	46	28	12	1	1	0	0	0
12H(7-19)	1821	38.9	30.8	7.9	1	98	771	404	306	165	65	8	3	0	0	0
24H(0-24)	2034	39.6	31.2	8.2	2	110	833	431	355	196	82	19	6	0	0	0
AM Peak	08:00	04:00	01:00	06:00	08:00	10:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00	00:00	00:00	00:00
	183	47.3	52.5	11.1	1	14	48	57	37	21	13	4	1	0	0	0
PM Peak	16:00	21:00	19:00	21:00	21:00	16:00	16:00	15:00	17:00	12:00	13:00	19:00	15:00	12:00	12:00	12:00
	251	48.5	38.2	10.9	1	11	172	44	40	19	8	3	1	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	52.7	36.3	15.9	0	0	1	0	0	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	13	34.6	28.5	5.9	0	0	9	2	1	1	0	0	0	0	0	0
04:00	17	39.0	29.7	8.9	0	2	7	3	3	1	1	0	0	0	0	0
05:00	41	34.1	28.5	5.4	0	1	23	14	1	2	0	0	0	0	0	0
06:00	73	35.2	29.0	6.0	0	0	47	13	9	2	2	0	0	0	0	0
07:00	178	35.5	29.1	6.2	0	2	107	39	19	6	5	0	0	0	0	0
08:00	271	35.3	28.7	6.4	0	6	171	49	26	14	4	0	1	0	0	0
09:00	164	38.3	30.6	7.4	0	8	69	40	28	17	0	2	0	0	0	0
10:00	96	37.4	30.2	6.9	0	2	50	17	18	7	2	0	0	0	0	0
11:00	119	38.9	31.2	7.4	0	2	57	20	23	12	5	0	0	0	0	0
12:00	125	37.7	30.1	7.3	0	6	58	29	20	9	2	1	0	0	0	0
13:00	153	37.6	29.7	7.7	0	8	81	25	21	13	4	1	0	0	0	0
14:00	113	39.1	31.6	7.2	0	4	41	30	25	9	4	0	0	0	0	0
15:00	139	40.5	32.9	7.4	0	4	43	29	44	13	5	1	0	0	0	0
16:00	158	41.7	33.8	7.6	0	7	34	38	51	18	10	0	0	0	0	0
17:00	195	43.3	35.6	7.5	0	4	32	53	55	32	14	5	0	0	0	0
18:00	109	44.1	35.8	8.0	1	4	14	20	38	23	8	1	0	0	0	0
19:00	57	45.8	37.9	7.6	0	1	6	11	15	15	7	2	0	0	0	0
20:00	26	41.7	33.1	8.3	0	2	6	4	10	3	1	0	0	0	0	0
21:00	22	46.9	38.0	8.6	0	0	3	3	10	3	2	0	0	1	0	0
22:00	9	47.6	40.6	6.8	0	0	1	0	2	4	2	0	0	0	0	0
23:00	2	38.7	35.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	215	38.2	30.8	7.2	0	4	107	37	41	19	7	0	0	0	0	0
2H(14-16)	252	39.9	32.3	7.3	0	8	84	59	69	22	9	1	0	0	0	0
12H(7-19)	1820	39.3	31.4	7.6	1	57	757	389	368	173	63	11	1	0	0	0
24H(0-24)	2083	39.5	31.6	7.7	1	63	861	440	420	204	79	13	1	1	0	0
AM Peak	08:00	00:00	00:00	00:00	00:00	09:00	08:00	08:00	09:00	09:00	07:00	09:00	08:00	00:00	00:00	00:00
	271	52.7	36.3	15.9	0	8	171	49	28	17	5	2	1	0	0	0
PM Peak	17:00	22:00	22:00	21:00	18:00	13:00	13:00	17:00	17:00	17:00	17:00	17:00	12:00	21:00	12:00	12:00
	195	47.6	40.6	8.6	1	8	81	53	55	32	14	5	0	1	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	53.5	40.0	13.0	0	0	1	0	0	0	2	0	0	0	0	0
01:00	1	-	52.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	4	31.8	24.4	7.2	0	1	2	1	0	0	0	0	0	0	0	0
03:00	17	34.0	27.5	6.3	0	1	11	3	1	1	0	0	0	0	0	0
04:00	27	42.4	32.0	10.0	0	2	11	4	4	2	3	1	0	0	0	0
05:00	66	39.7	30.9	8.5	0	4	28	15	9	6	2	2	0	0	0	0
06:00	128	39.8	30.7	8.8	0	7	62	20	21	9	4	4	1	0	0	0
07:00	290	39.1	31.3	7.5	0	6	127	76	42	19	18	2	0	0	0	0
08:00	454	37.8	30.2	7.3	1	16	219	106	63	35	11	2	1	0	0	0
09:00	294	39.4	31.3	7.8	0	16	112	66	57	35	6	2	0	0	0	0
10:00	199	38.7	30.3	8.1	0	16	84	36	35	24	4	0	0	0	0	0
11:00	234	38.9	30.6	8.0	0	15	103	40	45	22	8	1	0	0	0	0
12:00	286	38.3	30.6	7.4	0	14	121	68	50	28	3	2	0	0	0	0
13:00	300	38.1	30.1	7.7	0	14	150	59	41	22	12	2	0	0	0	0
14:00	248	38.5	30.8	7.5	0	12	103	60	45	19	9	0	0	0	0	0
15:00	295	40.5	32.6	7.6	0	9	97	73	70	31	12	2	1	0	0	0
16:00	409	37.7	30.0	7.4	0	18	206	72	73	26	13	0	1	0	0	0
17:00	420	40.2	32.1	7.8	0	13	160	89	95	41	16	5	1	0	0	0
18:00	212	42.7	34.6	7.9	1	6	46	48	58	36	16	1	0	0	0	0
19:00	96	46.4	38.0	8.1	0	1	13	18	23	24	11	5	1	0	0	0
20:00	52	42.3	34.3	7.7	0	2	12	7	21	7	3	0	0	0	0	0
21:00	40	47.6	37.6	9.6	1	0	6	3	17	7	4	0	1	1	0	0
22:00	39	41.0	32.2	8.5	0	0	20	5	4	6	4	0	0	0	0	0
23:00	3	37.2	34.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
Total																
2H(10-12)	433	38.8	30.5	8.0	0	31	187	76	80	46	12	1	0	0	0	0
2H(14-16)	543	39.6	31.7	7.6	0	21	200	133	115	50	21	2	1	0	0	0
12H(7-19)	3641	39.1	31.1	7.7	2	155	1528	793	674	338	128	19	4	0	0	0
24H(0-24)	4117	39.6	31.4	7.9	3	173	1694	871	775	400	161	32	7	1	0	0
AM Peak	08:00	00:00	01:00	00:00	08:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00	00:00	00:00	00:00
	454	53.5	52.5	13.0	1	16	219	106	63	35	18	4	1	0	0	0
PM Peak	17:00	21:00	19:00	21:00	18:00	16:00	16:00	17:00	17:00	17:00	17:00	17:00	15:00	21:00	12:00	12:00
	420	47.6	38.0	9.6	1	18	206	89	95	41	16	5	1	1	0	0

Partridge Green ATC, Bines Road (Northern Site)

Direction: Northbound

07/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	38.7	35.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	25.0	25.0	0.0	0	0	2	0	0	0	0	0	0	0	0	0
04:00	10	42.2	28.0	13.7	0	4	2	1	0	1	2	0	0	0	0	0
05:00	24	45.3	32.8	12.0	0	4	7	0	6	3	2	2	0	0	0	0
06:00	59	43.0	32.9	9.8	0	6	17	7	14	9	5	1	0	0	0	0
07:00	116	42.3	33.6	8.3	0	9	16	41	29	14	5	0	2	0	0	0
08:00	178	39.7	32.4	7.0	0	8	44	63	41	17	5	0	0	0	0	0
09:00	131	38.9	30.9	7.8	0	7	53	32	23	9	7	0	0	0	0	0
10:00	118	40.7	32.9	7.5	0	2	40	28	28	13	6	1	0	0	0	0
11:00	128	37.4	30.4	6.8	0	5	55	35	23	8	2	0	0	0	0	0
12:00	156	38.1	30.0	7.8	0	8	74	37	22	10	3	1	0	1	0	0
13:00	151	37.1	30.5	6.4	0	2	71	43	19	15	1	0	0	0	0	0
14:00	140	37.9	30.4	7.2	0	9	52	41	25	12	1	0	0	0	0	0
15:00	174	40.4	31.5	8.6	0	12	65	37	29	21	7	3	0	0	0	0
16:00	255	35.2	28.1	6.8	0	13	162	40	22	12	4	2	0	0	0	0
17:00	225	36.3	29.1	6.9	0	7	135	35	29	13	5	1	0	0	0	0
18:00	93	41.2	33.3	7.6	0	0	35	16	22	16	2	2	0	0	0	0
19:00	53	45.4	35.2	9.8	0	0	18	9	13	5	3	1	4	0	0	0
20:00	35	41.4	33.9	7.3	0	0	11	6	13	3	1	1	0	0	0	0
21:00	17	42.1	35.3	6.5	0	0	3	5	5	3	1	0	0	0	0	0
22:00	37	43.7	32.6	10.7	0	1	17	9	2	3	1	1	3	0	0	0
23:00	3	47.1	39.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
Total																
2H(10-12)	246	39.1	31.6	7.2	0	7	95	63	51	21	8	1	0	0	0	0
2H(14-16)	314	39.3	31.0	8.0	0	21	117	78	54	33	8	3	0	0	0	0
12H(7-19)	1865	38.5	30.7	7.5	0	82	802	448	312	160	48	10	2	1	0	0
24H(0-24)	2109	39.2	31.1	7.9	0	97	879	488	368	187	64	16	9	1	0	0
AM Peak	08:00	05:00	00:00	04:00	00:00	07:00	11:00	08:00	08:00	08:00	09:00	05:00	07:00	00:00	00:00	00:00
	178	45.3	35.0	13.7	0	9	55	63	41	17	7	2	2	0	0	0
PM Peak	16:00	23:00	23:00	22:00	12:00	16:00	16:00	13:00	15:00	15:00	15:00	15:00	19:00	12:00	12:00	12:00
	255	47.1	39.2	10.7	0	13	162	43	29	21	7	3	4	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	56.8	41.7	14.6	0	0	1	0	0	0	1	1	0	0	0	0
01:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	8	25.0	25.0	0.0	0	0	8	0	0	0	0	0	0	0	0	0
04:00	17	33.4	27.8	5.4	0	1	9	6	1	0	0	0	0	0	0	0
05:00	46	32.5	26.0	6.3	0	5	33	4	2	1	1	0	0	0	0	0
06:00	79	34.5	28.4	5.9	0	0	55	13	6	3	2	0	0	0	0	0
07:00	169	36.0	29.1	6.7	0	5	98	32	22	10	1	0	1	0	0	0
08:00	274	35.5	29.0	6.3	0	4	170	47	35	14	3	1	0	0	0	0
09:00	193	37.2	29.4	7.6	1	11	99	34	29	15	3	1	0	0	0	0
10:00	120	36.9	29.7	7.0	0	5	61	25	20	7	1	1	0	0	0	0
11:00	127	38.3	30.6	7.5	0	5	58	29	19	11	5	0	0	0	0	0
12:00	133	36.0	29.4	6.4	0	5	68	28	26	6	0	0	0	0	0	0
13:00	170	36.4	29.3	6.9	1	4	96	32	26	8	2	0	1	0	0	0
14:00	116	39.6	30.7	8.6	0	9	50	17	21	14	4	1	0	0	0	0
15:00	151	41.3	33.3	7.8	0	5	40	42	39	18	4	1	2	0	0	0
16:00	158	41.7	33.6	7.8	0	4	44	41	40	17	9	2	1	0	0	0
17:00	137	42.6	35.5	6.8	0	3	17	38	50	21	5	3	0	0	0	0
18:00	65	44.2	36.9	7.0	0	0	9	16	18	15	6	0	1	0	0	0
19:00	65	44.3	37.5	6.6	0	0	5	18	22	12	6	1	1	0	0	0
20:00	34	43.2	35.7	7.2	0	0	8	5	10	9	2	0	0	0	0	0
21:00	18	47.8	39.4	8.0	0	0	2	2	6	4	3	0	1	0	0	0
22:00	21	45.7	38.1	7.3	0	0	1	8	4	5	2	0	1	0	0	0
23:00	7	48.8	41.1	7.5	0	0	0	2	1	2	1	1	0	0	0	0
Total																
2H(10-12)	247	37.6	30.1	7.2	0	10	119	54	39	18	6	1	0	0	0	0
2H(14-16)	267	40.7	32.2	8.2	0	14	90	59	60	32	8	2	2	0	0	0
12H(7-19)	1813	38.7	30.9	7.5	2	60	810	381	345	156	43	10	6	0	0	0
24H(0-24)	2113	39.1	31.1	7.7	2	66	933	439	398	192	61	13	9	0	0	0
AM Peak	08:00	00:00	00:00	00:00	09:00	09:00	08:00	08:00	08:00	09:00	11:00	00:00	07:00	00:00	00:00	00:00
	274	56.8	41.7	14.6	1	11	170	47	35	15	5	1	1	0	0	0
PM Peak	13:00	23:00	23:00	14:00	13:00	14:00	13:00	15:00	17:00	17:00	16:00	17:00	15:00	12:00	12:00	12:00
	170	48.8	41.1	8.6	1	9	96	42	50	21	9	3	2	0	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	5	50.5	39.0	11.1	0	0	1	1	1	0	1	1	0	0	0	0
01:00	3	38.8	35.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
02:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	10	25.0	25.0	0.0	0	0	10	0	0	0	0	0	0	0	0	0
04:00	27	37.3	27.9	9.1	0	5	11	7	1	1	2	0	0	0	0	0
05:00	70	37.9	28.3	9.2	0	9	40	4	8	4	3	2	0	0	0	0
06:00	138	38.7	30.3	8.1	0	6	72	20	20	12	7	1	0	0	0	0
07:00	285	39.0	31.0	7.7	0	14	114	73	51	24	6	0	3	0	0	0
08:00	452	37.4	30.3	6.8	0	12	214	110	76	31	8	1	0	0	0	0
09:00	324	37.9	30.0	7.7	1	18	152	66	52	24	10	1	0	0	0	0
10:00	238	38.9	31.3	7.4	0	7	101	53	48	20	7	2	0	0	0	0
11:00	255	37.9	30.5	7.1	0	10	113	64	42	19	7	0	0	0	0	0
12:00	289	37.2	29.7	7.1	0	13	142	65	48	16	3	1	0	1	0	0
13:00	321	36.8	29.8	6.7	1	6	167	75	45	23	3	0	1	0	0	0
14:00	256	38.7	30.6	7.8	0	18	102	58	46	26	5	1	0	0	0	0
15:00	325	40.9	32.3	8.2	0	17	105	79	68	39	11	4	2	0	0	0
16:00	413	38.2	30.2	7.7	0	17	206	81	62	29	13	4	1	0	0	0
17:00	362	39.3	31.5	7.5	0	10	152	73	79	34	10	4	0	0	0	0
18:00	158	42.6	34.8	7.6	0	0	44	32	40	31	8	2	1	0	0	0
19:00	118	45.0	36.5	8.2	0	0	23	27	35	17	9	2	5	0	0	0
20:00	69	42.3	34.8	7.2	0	0	19	11	23	12	3	1	0	0	0	0
21:00	35	45.2	37.4	7.5	0	0	5	7	11	7	4	0	1	0	0	0
22:00	58	44.9	34.6	9.9	0	1	18	17	6	8	3	1	4	0	0	0
23:00	10	47.9	40.5	7.1	0	0	0	3	2	2	2	1	0	0	0	0
Total																
2H(10-12)	493	38.4	30.9	7.3	0	17	214	117	90	39	14	2	0	0	0	0
2H(14-16)	581	39.9	31.5	8.1	0	35	207	137	114	65	16	5	2	0	0	0
12H(7-19)	3678	38.6	30.8	7.5	2	142	1612	829	657	316	91	20	8	1	0	0
24H(0-24)	4222	39.1	31.1	7.8	2	163	1812	927	766	379	125	29	18	1	0	0
AM Peak	08:00	00:00	00:00	00:00	09:00	09:00	08:00	08:00	08:00	08:00	09:00	05:00	07:00	00:00	00:00	00:00
	452	50.5	39.0	11.1	1	18	214	110	76	31	10	2	3	0	0	0
PM Peak	16:00	23:00	23:00	22:00	13:00	14:00	16:00	16:00	17:00	15:00	16:00	15:00	19:00	12:00	12:00	12:00
	413	47.9	40.5	9.9	1	18	206	81	79	39	13	4	5	1	0	0

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	2	4	9	8	2	1	2	2	4
01:00	1	1	0	0	0	1	2	1	1
02:00	0	3	0	0	0	2	0	1	1
03:00	1	2	0	0	0	0	0	1	0
04:00	5	4	5	3	4	8	6	5	5
05:00	18	18	6	1	19	18	15	18	14
06:00	44	31	7	9	35	45	44	40	31
07:00	148	101	19	7	114	121	120	121	90
08:00	155	126	43	33	158	164	175	156	122
09:00	104	89	72	78	109	95	100	99	92
10:00	98	77	112	94	78	73	96	84	90
11:00	100	100	138	101	87	82	81	90	98
12:00	94	104	145	133	77	105	92	94	107
13:00	84	98	93	79	83	93	91	90	89
14:00	100	89	90	93	101	84	92	93	93
15:00	108	133	53	73	101	122	123	117	102
16:00	113	93	87	73	85	85	86	92	89
17:00	99	103	99	51	86	88	94	94	89
18:00	45	58	36	23	54	70	60	57	49
19:00	42	45	22	16	28	31	45	38	33
20:00	24	39	16	19	17	24	33	27	25
21:00	19	14	12	8	12	17	16	16	14
22:00	12	29	16	5	13	9	18	16	15
23:00	8	13	10	2	5	1	3	6	6
Total									
12H(7-19)	1248	1171	987	837	1133	1182	1210	1189	1110
16H(6-22)	1377	1300	1044	889	1225	1299	1368	1310	1213
18H(6-24)	1397	1342	1070	896	1243	1309	1369	1332	1232
24H(0-24)	1424	1374	1090	908	1268	1339	1394	1360	1257
AM Peak	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00
	155	126	138	101	158	164	175	156	122
PM Peak	16:00	15:00	12:00	12:00	14:00	15:00	15:00	15:00	12:00
	113	133	145	133	101	122	123	117	107

Paul Castle Associates

Direction: Southbound

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	3	3	3	9	3	2	2	3	4
01:00	1	1	0	3	1	0	0	1	1
02:00	0	1	1	1	0	0	1	0	1
03:00	0	1	0	0	1	1	0	1	0
04:00	2	3	2	0	2	3	1	2	2
05:00	2	1	3	2	3	6	6	4	3
06:00	15	11	6	5	15	14	19	15	12
07:00	57	54	33	18	61	70	63	61	51
08:00	126	110	79	46	129	106	116	117	102
09:00	82	76	91	87	88	98	118	92	91
10:00	95	92	97	88	75	54	74	78	82
11:00	93	88	119	88	77	84	74	83	89
12:00	72	115	109	138	75	82	86	86	97
13:00	86	93	121	89	85	82	86	86	92
14:00	76	104	96	81	78	88	81	85	86
15:00	140	145	73	77	111	113	120	126	111
16:00	158	136	76	64	156	160	156	153	129
17:00	134	140	60	50	146	200	155	155	126
18:00	79	75	43	22	58	108	64	77	64
19:00	49	52	33	28	35	55	62	51	45
20:00	25	28	9	13	24	22	33	26	22
21:00	22	14	21	13	18	21	17	18	18
22:00	10	32	14	5	12	9	20	17	15
23:00	7	13	13	3	1	2	7	6	7
Total									
12H(7-19)	1198	1228	997	848	1139	1245	1193	1201	1121
16H(6-22)	1309	1333	1066	907	1231	1357	1324	1311	1218
18H(6-24)	1326	1378	1093	915	1244	1368	1351	1333	1239
24H(0-24)	1334	1388	1102	930	1254	1380	1361	1343	1250
AM Peak	08:00	08:00	11:00	10:00	08:00	08:00	09:00	08:00	08:00
	126	110	119	88	129	106	118	117	102
PM Peak	16:00	15:00	13:00	12:00	16:00	17:00	16:00	17:00	16:00
	158	145	121	138	156	200	156	155	129

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 01/02/2024	Fri 02/02/2024	Sat 03/02/2024	Sun 04/02/2024	Mon 05/02/2024	Tue 06/02/2024	Wed 07/02/2024	5-Day Ave.	7-Day Ave.
00:00	5	7	12	17	5	3	4	5	8
01:00	2	2	0	3	1	1	2	2	2
02:00	0	4	1	1	0	2	1	1	1
03:00	1	3	0	0	1	1	0	1	1
04:00	7	7	7	3	6	11	7	8	7
05:00	20	19	9	3	22	24	21	21	17
06:00	59	42	13	14	50	59	63	55	43
07:00	205	155	52	25	175	191	183	182	141
08:00	281	236	122	79	287	270	291	273	224
09:00	186	165	163	165	197	193	218	192	184
10:00	193	169	209	182	153	127	170	162	172
11:00	193	188	257	189	164	166	155	173	187
12:00	166	219	254	271	152	187	178	180	204
13:00	170	191	214	168	168	175	177	176	180
14:00	176	193	186	174	179	172	173	179	179
15:00	248	278	126	149	212	235	243	243	213
16:00	271	229	163	137	241	245	242	246	218
17:00	233	243	159	101	232	288	249	249	215
18:00	124	133	79	45	112	178	124	134	114
19:00	91	97	55	44	63	86	107	89	78
20:00	49	67	25	32	41	46	66	54	47
21:00	41	28	33	21	30	38	33	34	32
22:00	22	61	30	10	25	18	38	33	29
23:00	15	26	23	5	6	3	10	12	13
Total									
12H(7-19)	2446	2399	1984	1685	2272	2427	2403	2389	2231
16H(6-22)	2686	2633	2110	1796	2456	2656	2673	2621	2430
18H(6-24)	2723	2720	2163	1811	2487	2677	2720	2665	2472
24H(0-24)	2758	2762	2192	1838	2522	2719	2755	2703	2507
AM Peak	08:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00
	281	236	257	189	287	270	291	273	224
PM Peak	16:00	15:00	12:00	12:00	16:00	17:00	17:00	17:00	16:00
	271	278	254	271	241	288	249	249	218

Paul Castle Associates

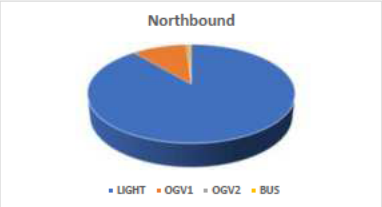
Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	1424	1248	159	7	10
Fri 2 Feb 2024	1374	1211	153	2	8
Sat 3 Feb 2024	1090	1005	75	9	1
Sun 4 Feb 2024	908	844	53	10	1
Mon 5 Feb 2024	1268	1107	149	5	7
Tue 6 Feb 2024	1339	1171	155	3	10
Wed 7 Feb 2024	1394	1230	149	6	9
5 Day Ave.	1360	1193	153	5	9
7 Day Ave.	1257	1117	128	6	7

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	87.6%	11.2%	0.5%	0.7%
Fri 2 Feb 2024	100.0%	88.1%	11.1%	0.1%	0.6%
Sat 3 Feb 2024	100.0%	92.2%	6.9%	0.8%	0.1%
Sun 4 Feb 2024	100.0%	93.0%	5.8%	1.1%	0.1%
Mon 5 Feb 2024	100.0%	87.3%	11.8%	0.4%	0.6%
Tue 6 Feb 2024	100.0%	87.5%	11.6%	0.2%	0.7%
Wed 7 Feb 2024	100.0%	88.2%	10.7%	0.4%	0.6%
5 Day Ave.	100.0%	87.8%	11.3%	0.3%	0.6%
7 Day Ave.	100.0%	88.8%	10.2%	0.5%	0.5%

Paul Castle Associates



Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	1334	1196	126	2	10
Fri 2 Feb 2024	1388	1246	132	3	7
Sat 3 Feb 2024	1102	1038	61	3	0
Sun 4 Feb 2024	930	882	42	5	1
Mon 5 Feb 2024	1254	1097	142	7	8
Tue 6 Feb 2024	1380	1215	154	5	6
Wed 7 Feb 2024	1361	1203	144	2	12
5 Day Ave.	1343	1191	140	4	9
7 Day Ave.	1250	1125	114	4	6

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	89.7%	9.4%	0.1%	0.7%
Fri 2 Feb 2024	100.0%	89.8%	9.5%	0.2%	0.5%
Sat 3 Feb 2024	100.0%	94.2%	5.5%	0.3%	0.0%
Sun 4 Feb 2024	100.0%	94.8%	4.5%	0.5%	0.1%
Mon 5 Feb 2024	100.0%	87.5%	11.3%	0.6%	0.6%
Tue 6 Feb 2024	100.0%	88.0%	11.2%	0.4%	0.4%
Wed 7 Feb 2024	100.0%	88.4%	10.6%	0.1%	0.9%
5 Day Ave.	100.0%	88.7%	10.4%	0.3%	0.6%
7 Day Ave.	100.0%	90.0%	9.2%	0.3%	0.5%

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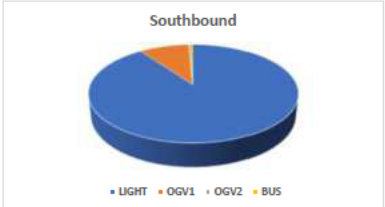

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	2758	2444	285	9	20
Fri 2 Feb 2024	2762	2457	285	5	15
Sat 3 Feb 2024	2192	2043	136	12	1
Sun 4 Feb 2024	1838	1726	95	15	2
Mon 5 Feb 2024	2522	2204	291	12	15
Tue 6 Feb 2024	2719	2386	309	8	16
Wed 7 Feb 2024	2755	2433	293	8	21
5 Day Ave.	2703	2385	293	8	17
7 Day Ave.	2507	2242	242	10	13

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 1 Feb 2024	100.0%	88.6%	10.3%	0.3%	0.7%
Fri 2 Feb 2024	100.0%	89.0%	10.3%	0.2%	0.5%
Sat 3 Feb 2024	100.0%	93.2%	6.2%	0.5%	0.0%
Sun 4 Feb 2024	100.0%	93.9%	5.2%	0.8%	0.1%
Mon 5 Feb 2024	100.0%	87.4%	11.5%	0.5%	0.6%
Tue 6 Feb 2024	100.0%	87.8%	11.4%	0.3%	0.6%
Wed 7 Feb 2024	100.0%	88.3%	10.6%	0.3%	0.8%
5 Day Ave.	100.0%	88.2%	10.8%	0.3%	0.6%
7 Day Ave.	100.0%	89.4%	9.7%	0.4%	0.5%

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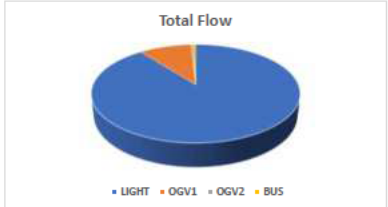

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	1424	45.6	37.6	7.8	10	51	58	288	517	318	128	45	8	1	0	0
Fri 2 Feb 2024	1374	46.2	37.6	8.2	10	58	55	270	490	316	111	42	18	2	2	0
Sat 3 Feb 2024	1090	45.9	36.3	9.3	22	70	57	220	374	220	88	21	14	4	0	0
Sun 4 Feb 2024	908	45.2	34.8	10.0	30	81	54	183	304	168	62	21	4	1	0	0
Mon 5 Feb 2024	1268	45.2	37.2	7.7	11	40	62	285	459	266	105	27	12	1	0	0
Tue 6 Feb 2024	1339	45.4	37.6	7.4	6	41	67	266	481	318	116	35	9	0	0	0
Wed 7 Feb 2024	1394	44.8	37.3	7.3	4	40	76	322	515	282	120	22	8	5	0	0
5 Day Ave.	1360	45.4	37.5	7.7	8	46	64	286	492	300	116	34	11	2	0	0
7 Day Ave.	1257	45.5	36.9	8.3	13	54	61	262	449	270	104	30	10	2	0	0

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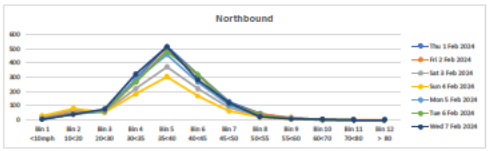

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	1334	48.0	39.1	8.5	2	55	68	141	446	371	170	53	16	7	5	0
Fri 2 Feb 2024	1388	47.5	38.4	8.8	3	66	86	190	463	335	154	61	21	7	2	0
Sat 3 Feb 2024	1102	47.3	37.0	9.9	5	95	80	158	329	257	111	50	10	6	1	0
Sun 4 Feb 2024	930	45.8	34.6	10.9	9	127	96	152	258	175	69	29	8	6	1	0
Mon 5 Feb 2024	1254	47.4	38.5	8.5	2	53	75	160	435	323	133	43	18	10	2	0
Tue 6 Feb 2024	1380	47.3	39.4	7.7	4	34	67	145	485	396	175	53	12	8	1	0
Wed 7 Feb 2024	1361	47.6	39.1	8.2	0	48	71	188	438	347	190	47	21	11	0	0
5 Day Ave.	1343	47.6	38.9	8.4	2	51	73	165	453	354	164	51	18	9	2	0
7 Day Ave.	1250	47.3	38.0	8.9	4	68	78	162	408	315	143	48	15	8	2	0

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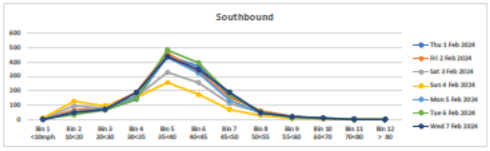

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	2758	46.8	38.3	8.2	12	106	126	429	963	689	298	98	24	8	5	0
Fri 2 Feb 2024	2762	46.8	38.0	8.5	13	124	141	460	953	651	265	103	39	9	4	0
Sat 3 Feb 2024	2192	46.6	36.6	9.6	27	165	137	378	703	477	199	71	24	10	1	0
Sun 4 Feb 2024	1838	45.6	34.7	10.5	39	208	150	335	562	343	131	50	12	7	1	0
Mon 5 Feb 2024	2522	46.3	37.9	8.2	13	93	137	445	894	589	238	70	30	11	2	0
Tue 6 Feb 2024	2719	46.4	38.5	7.6	10	75	134	411	966	714	291	88	21	8	1	0
Wed 7 Feb 2024	2755	46.5	38.2	7.8	4	88	147	510	953	629	310	69	29	16	0	0
5 Day Ave.	2709	46.5	38.2	8.1	10	97	137	451	946	654	280	86	29	10	2	0
7 Day Ave.	2507	46.4	37.5	8.6	17	123	139	424	856	585	247	78	26	10	2	0

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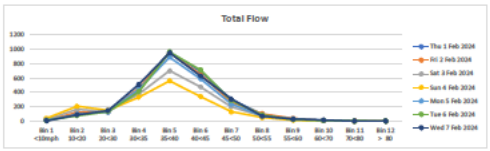

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	198	44.7	37.0	7.5	0	10	9	41	75	43	16	4	0	0	0	0
Fri 2 Feb 2024	177	44.1	35.5	8.3	4	10	7	40	74	31	9	2	0	0	0	0
Sat 3 Feb 2024	250	43.6	34.1	9.2	9	18	18	66	82	44	11	1	1	0	0	0
Sun 4 Feb 2024	195	43.3	32.4	10.6	9	29	10	40	63	39	4	1	0	0	0	0
Mon 5 Feb 2024	165	43.5	34.9	8.3	2	9	17	42	56	31	5	1	2	0	0	0
Tue 6 Feb 2024	155	44.8	36.1	8.4	4	6	6	39	58	29	8	4	1	0	0	0
Wed 7 Feb 2024	177	43.4	35.7	7.4	0	8	16	48	59	30	16	0	0	0	0	0
5 Day Ave.	174	44.1	35.8	8.0	2	9	11	42	64	33	11	2	1	0	0	0
7 Day Ave.	188	43.9	35.1	8.5	4	13	12	45	67	35	10	2	1	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	188	47.2	37.5	9.3	0	14	13	22	63	49	19	4	3	0	1	0
Fri 2 Feb 2024	180	45.7	36.6	8.8	1	14	10	30	61	43	17	3	1	0	0	0
Sat 3 Feb 2024	216	43.8	32.4	10.9	2	43	17	45	60	33	9	6	0	1	0	0
Sun 4 Feb 2024	176	42.5	30.2	11.8	4	47	18	28	44	25	8	1	0	0	1	0
Mon 5 Feb 2024	152	45.7	35.7	9.6	2	10	20	21	52	29	12	4	1	1	0	0
Tue 6 Feb 2024	138	45.9	36.8	8.8	1	9	12	18	41	41	14	2	0	0	0	0
Wed 7 Feb 2024	148	45.0	36.0	8.7	0	10	16	26	49	32	12	2	0	1	0	0
5 Day Ave.	161	45.9	36.5	9.1	1	11	14	23	53	39	15	3	1	0	0	0
7 Day Ave.	171	45.1	35.0	9.7	1	21	15	27	53	36	13	3	1	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	386	46.0	37.2	8.4	0	24	22	63	138	92	35	8	3	0	1	0
Fri 2 Feb 2024	357	44.9	36.0	8.6	5	24	17	70	135	74	26	5	1	0	0	0
Sat 3 Feb 2024	466	43.8	33.3	10.1	11	61	35	111	142	77	20	7	1	1	0	0
Sun 4 Feb 2024	371	43.0	31.4	11.2	13	76	28	68	107	64	12	2	0	0	1	0
Mon 5 Feb 2024	317	44.6	35.3	8.9	4	19	37	63	108	60	17	5	3	1	0	0
Tue 6 Feb 2024	293	45.3	36.4	8.6	5	15	18	57	99	70	22	6	1	0	0	0
Wed 7 Feb 2024	325	44.2	35.9	8.0	0	18	32	74	108	62	28	2	0	1	0	0
5 Day Ave.	336	45.0	36.2	8.5	3	20	25	65	118	72	26	5	2	0	0	0
7 Day Ave.	359	44.5	35.1	9.1	5	34	27	72	120	71	23	5	1	0	0	0

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	208	45.7	36.8	8.5	2	14	3	46	78	38	20	6	1	0	0	0
Fri 2 Feb 2024	222	44.9	36.3	8.2	1	14	14	42	85	44	16	6	0	0	0	0
Sat 3 Feb 2024	143	44.1	34.2	9.5	5	12	10	33	45	30	7	1	0	0	0	0
Sun 4 Feb 2024	165	44.9	34.0	10.5	10	15	4	32	69	22	8	5	0	0	0	0
Mon 5 Feb 2024	202	45.4	37.5	7.6	3	4	8	42	82	36	21	4	2	0	0	0
Tue 6 Feb 2024	206	44.8	37.1	7.4	0	8	12	46	71	46	20	1	2	0	0	0
Wed 7 Feb 2024	215	43.2	36.1	6.9	0	8	10	74	73	31	17	0	2	0	0	0
5 Day Ave.	211	44.8	36.8	7.7	1	10	9	50	78	39	19	3	1	0	0	0
7 Day Ave.	194	44.7	36.0	8.4	3	11	9	45	72	35	16	3	1	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	216	48.1	39.3	8.4	1	7	10	19	82	61	21	10	2	2	1	0
Fri 2 Feb 2024	249	46.3	37.2	8.7	0	17	18	34	86	57	28	7	2	0	0	0
Sat 3 Feb 2024	169	45.9	36.1	9.4	0	15	18	23	54	39	12	6	2	0	0	0
Sun 4 Feb 2024	158	44.7	35.5	8.9	1	16	7	28	59	35	11	1	0	0	0	0
Mon 5 Feb 2024	189	46.0	38.1	7.6	0	6	15	21	78	38	25	4	2	0	0	0
Tue 6 Feb 2024	201	45.2	38.6	6.4	1	2	7	29	87	52	16	6	1	0	0	0
Wed 7 Feb 2024	201	48.1	39.9	7.9	0	5	9	23	67	55	28	5	8	1	0	0
5 Day Ave.	211	46.7	38.6	7.8	0	7	12	25	80	53	24	6	3	1	0	0
7 Day Ave.	198	46.3	37.8	8.2	0	10	12	25	73	48	20	6	2	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Thu 1 Feb 2024	424	47.0	38.1	8.6	3	21	13	65	160	99	41	16	3	2	1	0
Fri 2 Feb 2024	471	45.6	36.8	8.5	1	31	32	76	171	101	44	13	2	0	0	0
Sat 3 Feb 2024	312	45.1	35.2	9.5	5	27	28	56	99	69	19	7	2	0	0	0
Sun 4 Feb 2024	323	44.8	34.7	9.8	11	31	11	60	128	57	19	6	0	0	0	0
Mon 5 Feb 2024	391	45.7	37.8	7.6	3	10	23	63	160	74	46	8	4	0	0	0
Tue 6 Feb 2024	407	45.1	37.9	6.9	1	10	19	75	158	98	36	7	3	0	0	0
Wed 7 Feb 2024	416	45.9	37.9	7.7	0	13	19	97	140	86	45	5	10	1	0	0
5 Day Ave.	422	45.8	37.7	7.9	2	17	21	75	158	92	42	10	4	1	0	0
7 Day Ave.	392	45.6	36.9	8.4	3	20	21	70	145	83	36	9	3	0	0	0

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

01/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	5	5	0	0	0
05:00	18	16	2	0	0
06:00	44	35	9	0	0
07:00	148	128	17	0	3
08:00	155	142	10	2	1
09:00	104	96	7	0	1
10:00	98	81	17	0	0
11:00	100	84	13	2	1
12:00	94	76	17	0	1
13:00	84	70	14	0	0
14:00	100	92	8	0	0
15:00	108	94	11	1	2
16:00	113	100	12	0	1
17:00	99	90	9	0	0
18:00	45	40	5	0	0
19:00	42	39	3	0	0
20:00	24	23	1	0	0
21:00	19	16	2	1	0
22:00	12	11	1	0	0
23:00	8	6	1	1	0
Total 12H(7-19)	1248	1093	140	5	10
16H(6-22)	1377	1206	155	6	10
18H(6-24)	1397	1223	157	7	10
24H(0-24)	1424	1248	159	7	10
AM Peak	08:00	08:00	07:00	08:00	07:00
	155	142	17	2	3
PM Peak	16:00	16:00	12:00	15:00	15:00
	113	100	17	1	2

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	2	2	0	0	0
06:00	15	13	2	0	0
07:00	57	47	10	0	0
08:00	126	115	9	0	2
09:00	82	73	8	0	1
10:00	95	79	14	1	1
11:00	93	75	17	0	1
12:00	72	61	10	0	1
13:00	86	81	4	1	0
14:00	76	68	7	0	1
15:00	140	125	14	0	1
16:00	158	149	8	0	1
17:00	134	125	8	0	1
18:00	79	71	8	0	0
19:00	49	44	5	0	0
20:00	25	23	2	0	0
21:00	22	22	0	0	0
22:00	10	10	0	0	0
23:00	7	7	0	0	0
Total 12H(7-19)	1198	1069	117	2	10
16H(6-22)	1309	1171	126	2	10
18H(6-24)	1326	1188	126	2	10
24H(0-24)	1334	1196	126	2	10
AM Peak	08:00	08:00	11:00	10:00	08:00
	126	115	17	1	2
PM Peak	16:00	16:00	15:00	13:00	12:00
	158	149	14	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	7	7	0	0	0
05:00	20	18	2	0	0
06:00	59	48	11	0	0
07:00	205	175	27	0	3
08:00	281	257	19	2	3
09:00	186	169	15	0	2
10:00	193	160	31	1	1
11:00	193	159	30	2	2
12:00	166	137	27	0	2
13:00	170	151	18	1	0
14:00	176	160	15	0	1
15:00	248	219	25	1	3
16:00	271	249	20	0	2
17:00	233	215	17	0	1
18:00	124	111	13	0	0
19:00	91	83	8	0	0
20:00	49	46	3	0	0
21:00	41	38	2	1	0
22:00	22	21	1	0	0
23:00	15	13	1	1	0
Total 12H(7-19)	2446	2162	257	7	20
16H(6-22)	2686	2377	281	8	20
18H(6-24)	2723	2411	283	9	20
24H(0-24)	2758	2444	285	9	20
AM Peak	08:00	08:00	10:00	08:00	07:00
	281	257	31	2	3
PM Peak	16:00	16:00	12:00	13:00	15:00
	271	249	27	1	3

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

02/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	2	2	0	0
01:00	1	0	1	0	0
02:00	3	3	0	0	0
03:00	2	2	0	0	0
04:00	4	4	0	0	0
05:00	18	13	5	0	0
06:00	31	27	4	0	0
07:00	101	89	10	0	2
08:00	126	114	10	0	2
09:00	89	77	11	1	0
10:00	77	66	10	0	1
11:00	100	81	19	0	0
12:00	104	93	10	0	1
13:00	98	87	10	0	1
14:00	89	75	14	0	0
15:00	133	118	14	0	1
16:00	93	81	12	0	0
17:00	103	92	11	0	0
18:00	58	56	2	0	0
19:00	45	43	2	0	0
20:00	39	36	3	0	0
21:00	14	13	0	1	0
22:00	29	28	1	0	0
23:00	13	11	2	0	0
Total 12H(7-19)	1171	1029	133	1	8
16H(6-22)	1300	1148	142	2	8
18H(6-24)	1342	1187	145	2	8
24H(0-24)	1374	1211	153	2	8
AM Peak	08:00	08:00	11:00	09:00	07:00
	126	114	19	1	2
PM Peak	15:00	15:00	14:00	21:00	12:00
	133	118	14	1	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	2	1	0	0
01:00	1	0	1	0	0
02:00	1	1	0	0	0
03:00	1	0	1	0	0
04:00	3	2	1	0	0
05:00	1	1	0	0	0
06:00	11	10	1	0	0
07:00	54	45	8	0	1
08:00	110	95	14	0	1
09:00	76	58	16	1	1
10:00	92	81	11	0	0
11:00	88	79	8	0	1
12:00	115	101	11	1	2
13:00	93	87	5	1	0
14:00	104	94	10	0	0
15:00	145	132	12	0	1
16:00	136	126	10	0	0
17:00	140	129	11	0	0
18:00	75	73	2	0	0
19:00	52	49	3	0	0
20:00	28	24	4	0	0
21:00	14	13	1	0	0
22:00	32	31	1	0	0
23:00	13	13	0	0	0
Total 12H(7-19)	1228	1100	118	3	7
16H(6-22)	1333	1196	127	3	7
18H(6-24)	1378	1240	128	3	7
24H(0-24)	1388	1246	132	3	7
AM Peak	08:00	08:00	09:00	09:00	07:00
	110	95	16	1	1
PM Peak	15:00	15:00	15:00	12:00	12:00
	145	132	12	1	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	7	4	3	0	0
01:00	2	0	2	0	0
02:00	4	4	0	0	0
03:00	3	2	1	0	0
04:00	7	6	1	0	0
05:00	19	14	5	0	0
06:00	42	37	5	0	0
07:00	155	134	18	0	3
08:00	236	209	24	0	3
09:00	165	135	27	2	1
10:00	169	147	21	0	1
11:00	188	160	27	0	1
12:00	219	194	21	1	3
13:00	191	174	15	1	1
14:00	193	169	24	0	0
15:00	278	250	26	0	2
16:00	229	207	22	0	0
17:00	243	221	22	0	0
18:00	133	129	4	0	0
19:00	97	92	5	0	0
20:00	67	60	7	0	0
21:00	28	26	1	1	0
22:00	61	59	2	0	0
23:00	26	24	2	0	0
Total 12H(7-19)	2399	2129	251	4	15
16H(6-22)	2633	2344	269	5	15
18H(6-24)	2720	2427	273	5	15
24H(0-24)	2762	2457	285	5	15
AM Peak	08:00	08:00	09:00	09:00	07:00
	236	209	27	2	3
PM Peak	15:00	15:00	15:00	12:00	12:00
	278	250	26	1	3

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

03/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	9	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	5	5	0	0	0
05:00	6	4	2	0	0
06:00	7	6	1	0	0
07:00	19	15	4	0	0
08:00	43	38	4	1	0
09:00	72	66	6	0	0
10:00	112	103	9	0	0
11:00	138	128	9	1	0
12:00	145	130	10	4	1
13:00	93	86	7	0	0
14:00	90	85	5	0	0
15:00	53	51	1	1	0
16:00	87	81	6	0	0
17:00	99	95	4	0	0
18:00	36	34	2	0	0
19:00	22	21	1	0	0
20:00	16	14	2	0	0
21:00	12	10	1	1	0
22:00	16	14	1	1	0
23:00	10	10	0	0	0
Total 12H(7-19)	987	912	67	7	1
16H(6-22)	1044	963	72	8	1
18H(6-24)	1070	987	73	9	1
24H(0-24)	1090	1005	75	9	1
AM Peak	11:00	11:00	10:00	08:00	00:00
	138	128	9	1	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	145	130	10	4	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	3	3	0	0	0
06:00	6	6	0	0	0
07:00	33	30	3	0	0
08:00	79	70	9	0	0
09:00	91	84	7	0	0
10:00	97	93	3	1	0
11:00	119	110	7	2	0
12:00	109	103	6	0	0
13:00	121	117	4	0	0
14:00	96	92	4	0	0
15:00	73	68	5	0	0
16:00	76	76	0	0	0
17:00	60	55	5	0	0
18:00	43	39	4	0	0
19:00	33	33	0	0	0
20:00	9	7	2	0	0
21:00	21	20	1	0	0
22:00	14	13	1	0	0
23:00	13	13	0	0	0
Total 12H(7-19)	997	937	57	3	0
16H(6-22)	1066	1003	60	3	0
18H(6-24)	1093	1029	61	3	0
24H(0-24)	1102	1038	61	3	0
AM Peak	11:00	11:00	08:00	11:00	00:00
	119	110	9	2	0
PM Peak	13:00	13:00	12:00	12:00	12:00
	121	117	6	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	12	12	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	7	7	0	0	0
05:00	9	7	2	0	0
06:00	13	12	1	0	0
07:00	52	45	7	0	0
08:00	122	108	13	1	0
09:00	163	150	13	0	0
10:00	209	196	12	1	0
11:00	257	238	16	3	0
12:00	254	233	16	4	1
13:00	214	203	11	0	0
14:00	186	177	9	0	0
15:00	126	119	6	1	0
16:00	163	157	6	0	0
17:00	159	150	9	0	0
18:00	79	73	6	0	0
19:00	55	54	1	0	0
20:00	25	21	4	0	0
21:00	33	30	2	1	0
22:00	30	27	2	1	0
23:00	23	23	0	0	0
Total 12H(7-19)	1984	1849	124	10	1
16H(6-22)	2110	1966	132	11	1
18H(6-24)	2163	2016	134	12	1
24H(0-24)	2192	2043	136	12	1
AM Peak	11:00	11:00	11:00	11:00	00:00
	257	238	16	3	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	254	233	16	4	1

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

04/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	7	1	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	3	0	0	0
05:00	1	1	0	0	0
06:00	9	9	0	0	0
07:00	7	7	0	0	0
08:00	33	29	4	0	0
09:00	78	76	0	2	0
10:00	94	90	3	1	0
11:00	101	93	6	2	0
12:00	133	123	10	0	0
13:00	79	70	8	1	0
14:00	93	87	5	1	0
15:00	72	68	2	2	0
16:00	73	67	6	0	0
17:00	51	49	1	0	1
18:00	23	22	1	0	0
19:00	16	15	1	0	0
20:00	19	17	2	0	0
21:00	8	5	2	1	0
22:00	5	5	0	0	0
23:00	2	1	1	0	0
Total 12H(7-19)	837	781	46	9	1
16H(6-22)	889	827	51	10	1
18H(6-24)	896	833	52	10	1
24H(0-24)	908	844	53	10	1
AM Peak	11:00	11:00	11:00	09:00	00:00
	101	93	6	2	0
PM Peak	12:00	12:00	12:00	15:00	17:00
	133	123	10	2	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	8	1	0	0
01:00	3	3	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	5	4	1	0	0
07:00	18	15	2	1	0
08:00	46	42	4	0	0
09:00	87	80	7	0	0
10:00	88	85	2	1	0
11:00	88	82	4	2	0
12:00	138	133	4	1	0
13:00	89	84	5	0	0
14:00	81	78	3	0	0
15:00	77	76	1	0	0
16:00	64	61	3	0	0
17:00	50	48	1	0	1
18:00	22	20	2	0	0
19:00	28	27	1	0	0
20:00	13	12	1	0	0
21:00	13	13	0	0	0
22:00	5	5	0	0	0
23:00	3	3	0	0	0
Total 12H(7-19)	848	804	38	5	1
16H(6-22)	907	860	41	5	1
18H(6-24)	915	868	41	5	1
24H(0-24)	930	882	42	5	1
AM Peak	10:00	10:00	09:00	11:00	00:00
	88	85	7	2	0
PM Peak	12:00	12:00	13:00	12:00	17:00
	138	133	5	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	17	15	2	0	0
01:00	3	3	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	3	3	0	0	0
05:00	3	3	0	0	0
06:00	14	13	1	0	0
07:00	25	22	2	1	0
08:00	79	71	8	0	0
09:00	165	156	7	2	0
10:00	182	175	5	2	0
11:00	189	175	10	4	0
12:00	271	256	14	1	0
13:00	168	154	13	1	0
14:00	174	165	8	1	0
15:00	149	144	3	2	0
16:00	137	128	9	0	0
17:00	101	97	2	0	2
18:00	45	42	3	0	0
19:00	44	42	2	0	0
20:00	32	29	3	0	0
21:00	21	18	2	1	0
22:00	10	10	0	0	0
23:00	5	4	1	0	0
Total 12H(7-19)	1685	1585	84	14	2
16H(6-22)	1796	1687	92	15	2
18H(6-24)	1811	1701	93	15	2
24H(0-24)	1838	1726	95	15	2
AM Peak	11:00	10:00	11:00	11:00	00:00
	189	175	10	4	0
PM Peak	12:00	12:00	12:00	15:00	17:00
	271	256	14	2	2

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

05/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	4	3	1	0	0
05:00	19	17	2	0	0
06:00	35	28	6	0	1
07:00	114	101	12	0	1
08:00	158	136	20	0	2
09:00	109	88	20	0	1
10:00	78	68	9	0	1
11:00	87	75	12	0	0
12:00	77	70	5	1	1
13:00	83	70	13	0	0
14:00	101	91	9	1	0
15:00	101	88	12	1	0
16:00	85	71	14	0	0
17:00	86	77	9	0	0
18:00	54	52	2	0	0
19:00	28	28	0	0	0
20:00	17	16	1	0	0
21:00	12	11	0	1	0
22:00	13	11	2	0	0
23:00	5	4	0	1	0
Total 12H(7-19)	1133	987	137	3	6
16H(6-22)	1225	1070	144	4	7
18H(6-24)	1243	1085	146	5	7
24H(0-24)	1268	1107	149	5	7
AM Peak	08:00	08:00	08:00	00:00	08:00
	158	136	20	0	2
PM Peak	14:00	14:00	16:00	12:00	12:00
	101	91	14	1	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	2	1	1	0	0
05:00	3	3	0	0	0
06:00	15	11	4	0	0
07:00	61	49	12	0	0
08:00	129	110	16	1	2
09:00	88	74	12	1	1
10:00	75	62	12	1	0
11:00	77	61	15	0	1
12:00	75	67	6	2	0
13:00	85	80	4	0	1
14:00	78	67	11	0	0
15:00	111	97	10	1	3
16:00	156	143	13	0	0
17:00	146	135	11	0	0
18:00	58	55	3	0	0
19:00	35	31	4	0	0
20:00	24	21	3	0	0
21:00	18	16	2	0	0
22:00	12	9	2	1	0
23:00	1	1	0	0	0
Total 12H(7-19)	1139	1000	125	6	8
16H(6-22)	1231	1079	138	6	8
18H(6-24)	1244	1089	140	7	8
24H(0-24)	1254	1097	142	7	8
AM Peak	08:00	08:00	08:00	08:00	08:00
	129	110	16	1	2
PM Peak	16:00	16:00	16:00	12:00	15:00
	156	143	13	2	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	6	4	2	0	0
05:00	22	20	2	0	0
06:00	50	39	10	0	1
07:00	175	150	24	0	1
08:00	287	246	36	1	4
09:00	197	162	32	1	2
10:00	153	130	21	1	1
11:00	164	136	27	0	1
12:00	152	137	11	3	1
13:00	168	150	17	0	1
14:00	179	158	20	1	0
15:00	212	185	22	2	3
16:00	241	214	27	0	0
17:00	232	212	20	0	0
18:00	112	107	5	0	0
19:00	63	59	4	0	0
20:00	41	37	4	0	0
21:00	30	27	2	1	0
22:00	25	20	4	1	0
23:00	6	5	0	1	0
Total 12H(7-19)	2272	1987	262	9	14
16H(6-22)	2456	2149	282	10	15
18H(6-24)	2487	2174	286	12	15
24H(0-24)	2522	2204	291	12	15
AM Peak	08:00	08:00	08:00	08:00	08:00
	287	246	36	1	4
PM Peak	16:00	16:00	16:00	12:00	15:00
	241	214	27	3	3

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

06/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	8	8	0	0	0
05:00	18	13	5	0	0
06:00	45	42	3	0	0
07:00	121	105	14	0	2
08:00	164	151	10	0	3
09:00	95	79	16	0	0
10:00	73	59	12	0	2
11:00	82	70	11	1	0
12:00	105	95	9	1	0
13:00	93	83	10	0	0
14:00	84	69	14	0	1
15:00	122	104	16	0	2
16:00	85	71	14	0	0
17:00	88	78	10	0	0
18:00	70	65	5	0	0
19:00	31	27	4	0	0
20:00	24	23	1	0	0
21:00	17	15	1	1	0
22:00	9	9	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	1182	1029	141	2	10
16H(6-22)	1299	1136	150	3	10
18H(6-24)	1309	1146	150	3	10
24H(0-24)	1339	1171	155	3	10
AM Peak	08:00	08:00	09:00	11:00	08:00
	164	151	16	1	3
PM Peak	15:00	15:00	15:00	12:00	15:00
	122	104	16	1	2

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	0	1	0	0
04:00	3	2	1	0	0
05:00	6	3	3	0	0
06:00	14	12	2	0	0
07:00	70	62	8	0	0
08:00	106	96	8	0	2
09:00	98	87	11	0	0
10:00	54	43	10	1	0
11:00	84	70	13	1	0
12:00	82	72	10	0	0
13:00	82	65	16	1	0
14:00	88	78	9	0	1
15:00	113	98	13	0	2
16:00	160	146	13	1	0
17:00	200	180	18	1	1
18:00	108	98	10	0	0
19:00	55	53	2	0	0
20:00	22	18	4	0	0
21:00	21	20	1	0	0
22:00	9	8	1	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	1245	1095	139	5	6
16H(6-22)	1357	1198	148	5	6
18H(6-24)	1368	1208	149	5	6
24H(0-24)	1380	1215	154	5	6
AM Peak	08:00	08:00	11:00	10:00	08:00
	106	96	13	1	2
PM Peak	17:00	17:00	17:00	13:00	15:00
	200	180	18	1	2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	1	0	1	0	0
04:00	11	10	1	0	0
05:00	24	16	8	0	0
06:00	59	54	5	0	0
07:00	191	167	22	0	2
08:00	270	247	18	0	5
09:00	193	166	27	0	0
10:00	127	102	22	1	2
11:00	166	140	24	2	0
12:00	187	167	19	1	0
13:00	175	148	26	1	0
14:00	172	147	23	0	2
15:00	235	202	29	0	4
16:00	245	217	27	1	0
17:00	288	258	28	1	1
18:00	178	163	15	0	0
19:00	86	80	6	0	0
20:00	46	41	5	0	0
21:00	38	35	2	1	0
22:00	18	17	1	0	0
23:00	3	3	0	0	0
Total 12H(7-19)	2427	2124	280	7	16
16H(6-22)	2656	2334	298	8	16
18H(6-24)	2677	2354	299	8	16
24H(0-24)	2719	2386	309	8	16
AM Peak	08:00	08:00	09:00	11:00	08:00
	270	247	27	2	5
PM Peak	17:00	17:00	15:00	12:00	15:00
	288	258	29	1	4

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

07/02/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	6	6	0	0	0
05:00	15	14	1	0	0
06:00	44	39	5	0	0
07:00	120	106	13	0	1
08:00	175	159	13	0	3
09:00	100	80	17	1	2
10:00	96	81	14	1	0
11:00	81	71	10	0	0
12:00	92	78	13	1	0
13:00	91	77	13	0	1
14:00	92	79	12	0	1
15:00	123	107	15	0	1
16:00	86	75	10	1	0
17:00	94	88	6	0	0
18:00	60	56	4	0	0
19:00	45	43	1	1	0
20:00	33	32	1	0	0
21:00	16	15	0	1	0
22:00	18	18	0	0	0
23:00	3	2	1	0	0
Total 12H(7-19)	1210	1057	140	4	9
16H(6-22)	1348	1186	147	6	9
18H(6-24)	1369	1206	148	6	9
24H(0-24)	1394	1230	149	6	9
AM Peak	08:00	08:00	09:00	09:00	08:00
	175	159	17	1	3
PM Peak	15:00	15:00	15:00	12:00	13:00
	123	107	15	1	1

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	6	6	0	0	0
06:00	19	15	3	0	1
07:00	63	52	11	0	0
08:00	116	102	12	0	2
09:00	118	94	22	0	2
10:00	74	67	6	1	0
11:00	74	68	6	0	0
12:00	86	74	11	0	1
13:00	86	76	10	0	0
14:00	81	66	14	0	1
15:00	120	102	15	0	3
16:00	156	146	9	0	1
17:00	155	142	12	1	0
18:00	64	62	2	0	0
19:00	62	58	4	0	0
20:00	33	30	3	0	0
21:00	17	16	0	0	1
22:00	20	18	2	0	0
23:00	7	6	1	0	0
Total 12H(7-19)	1193	1051	130	2	10
16H(6-22)	1324	1170	140	2	12
18H(6-24)	1351	1194	143	2	12
24H(0-24)	1361	1203	144	2	12
AM Peak	09:00	08:00	09:00	10:00	08:00
	118	102	22	1	2
PM Peak	16:00	16:00	15:00	17:00	15:00
	156	146	15	1	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	2	2	0	0	0
02:00	1	0	1	0	0
03:00	0	0	0	0	0
04:00	7	7	0	0	0
05:00	21	20	1	0	0
06:00	63	54	8	0	1
07:00	183	158	24	0	1
08:00	291	261	25	0	5
09:00	218	174	39	1	4
10:00	170	148	20	2	0
11:00	155	139	16	0	0
12:00	178	152	24	1	1
13:00	177	153	23	0	1
14:00	173	145	26	0	2
15:00	243	209	30	0	4
16:00	242	221	19	1	1
17:00	249	230	18	1	0
18:00	124	118	6	0	0
19:00	107	101	5	1	0
20:00	66	62	4	0	0
21:00	33	31	0	1	1
22:00	38	36	2	0	0
23:00	10	8	2	0	0
Total 12H(7-19)	2403	2108	270	6	19
16H(6-22)	2672	2356	287	8	21
18H(6-24)	2720	2400	291	8	21
24H(0-24)	2755	2433	293	8	21
AM Peak	08:00	08:00	09:00	10:00	08:00
	291	261	39	2	5
PM Peak	17:00	17:00	15:00	12:00	15:00
	249	230	30	1	4

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

01/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	43.7	40.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
01:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	32.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	5	50.8	46.5	4.2	0	0	0	0	0	2	2	1	0	0	0	0
05:00	18	47.2	41.4	5.6	0	0	0	1	7	7	2	0	1	0	0	0
06:00	44	51.0	41.9	8.7	1	0	2	1	13	11	9	6	1	0	0	0
07:00	148	44.6	37.7	6.7	0	4	5	33	60	28	15	2	1	0	0	0
08:00	155	45.3	38.3	6.8	2	1	5	28	62	39	12	6	0	0	0	0
09:00	104	46.5	38.5	7.7	0	3	6	19	33	25	11	7	0	0	0	0
10:00	98	44.7	36.9	7.5	0	5	4	22	37	19	9	2	0	0	0	0
11:00	100	44.7	37.0	7.5	0	5	5	19	38	24	7	2	0	0	0	0
12:00	94	45.0	36.2	8.5	1	6	5	15	43	16	5	2	1	0	0	0
13:00	84	45.7	36.9	8.5	2	2	8	12	28	23	7	2	0	0	0	0
14:00	100	45.8	36.6	8.8	1	8	1	22	33	24	9	1	1	0	0	0
15:00	108	45.6	37.0	8.3	1	6	2	24	45	14	11	5	0	0	0	0
16:00	113	42.8	36.1	6.5	0	3	8	34	39	23	5	1	0	0	0	0
17:00	99	44.6	37.4	7.0	1	3	1	22	41	24	5	1	1	0	0	0
18:00	45	48.9	40.1	8.5	0	1	1	10	11	11	7	2	1	1	0	0
19:00	42	43.5	34.3	8.9	1	3	3	13	12	7	3	0	0	0	0	0
20:00	24	49.8	42.0	7.6	0	0	1	3	6	5	6	2	1	0	0	0
21:00	19	44.8	37.9	6.7	0	0	1	7	3	6	1	1	0	0	0	0
22:00	12	49.6	39.8	9.5	0	1	0	1	3	4	2	1	0	0	0	0
23:00	8	47.3	41.3	5.8	0	0	0	1	2	4	0	1	0	0	0	0
Total																
2H(10-12)	198	44.7	37.0	7.5	0	10	9	41	75	43	16	4	0	0	0	0
2H(14-16)	208	45.7	36.8	8.5	2	14	3	46	78	38	20	6	1	0	0	0
12H(7-19)	1248	45.2	37.3	7.6	8	47	51	260	470	270	103	33	5	1	0	0
24H(0-24)	1424	45.6	37.6	7.8	10	51	58	288	517	318	128	45	8	1	0	0
AM Peak	08:00	06:00	04:00	06:00	08:00	10:00	09:00	07:00	08:00	08:00	07:00	09:00	05:00	00:00	00:00	00:00
	155	51.0	46.5	8.7	2	5	6	33	62	39	15	7	1	0	0	0
PM Peak	16:00	20:00	20:00	22:00	13:00	14:00	13:00	16:00	15:00	14:00	15:00	15:00	12:00	18:00	12:00	12:00
	113	49.8	42.0	9.5	2	8	8	34	45	24	11	5	1	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	43.8	40.8	2.9	0	0	0	0	1	2	0	0	0	0	0	0
01:00	1	-	52.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	43.7	40.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
05:00	2	53.7	50.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
06:00	15	54.9	42.8	11.7	0	1	0	1	5	1	4	1	1	1	0	0
07:00	57	48.2	37.9	10.0	0	5	5	3	14	23	4	2	0	1	0	0
08:00	126	47.4	40.2	7.0	0	2	3	12	45	42	17	3	1	0	1	0
09:00	82	47.4	38.2	8.9	1	4	4	11	27	19	11	5	0	0	0	0
10:00	95	46.5	37.1	9.1	0	5	9	15	34	23	5	1	2	0	1	0
11:00	93	47.9	38.0	9.6	0	9	4	7	29	26	14	3	1	0	0	0
12:00	72	48.5	39.2	9.0	0	3	4	6	29	15	12	1	1	0	1	0
13:00	86	47.8	37.8	9.6	0	8	4	8	27	25	8	5	1	0	0	0
14:00	76	49.1	39.5	9.3	1	3	1	9	27	23	4	5	1	2	0	0
15:00	140	47.5	39.2	8.0	0	4	9	10	55	38	17	5	1	0	1	0
16:00	158	45.3	38.2	6.9	0	4	7	26	64	37	15	4	1	0	0	0
17:00	134	47.9	39.9	7.7	0	5	3	16	37	43	25	2	3	0	0	0
18:00	79	51.1	41.7	9.0	0	1	4	8	19	24	14	5	1	2	1	0
19:00	49	46.5	38.5	7.7	0	0	6	7	18	9	4	5	0	0	0	0
20:00	25	52.1	43.5	8.3	0	0	1	1	7	6	6	2	1	1	0	0
21:00	22	48.5	39.7	8.6	0	1	2	1	3	11	3	1	0	0	0	0
22:00	10	50.7	41.0	9.4	0	0	2	0	1	3	3	1	0	0	0	0
23:00	7	52.5	44.6	7.6	0	0	0	0	3	0	3	0	1	0	0	0
Total																
2H(10-12)	188	47.2	37.5	9.3	0	14	13	22	63	49	19	4	3	0	1	0
2H(14-16)	216	48.1	39.3	8.4	1	7	10	19	82	61	21	10	2	2	1	0
12H(7-19)	1198	47.8	38.9	8.5	2	53	57	131	407	338	146	41	13	5	5	0
24H(0-24)	1334	48.0	39.1	8.5	2	55	68	141	446	371	170	53	16	7	5	0
AM Peak	08:00	06:00	01:00	06:00	09:00	11:00	10:00	10:00	08:00	08:00	08:00	09:00	10:00	06:00	08:00	00:00
	126	54.9	52.5	11.7	1	9	9	15	45	42	17	5	2	1	1	0
PM Peak	16:00	23:00	23:00	13:00	14:00	13:00	15:00	16:00	16:00	17:00	17:00	13:00	17:00	14:00	12:00	12:00
	158	52.5	44.6	9.6	1	8	9	26	64	43	25	5	3	2	1	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	5	43.3	40.5	2.7	0	0	0	0	2	3	0	0	0	0	0	0
01:00	2	54.8	47.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	32.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	7	49.7	44.6	4.9	0	0	0	0	1	3	2	1	0	0	0	0
05:00	20	48.4	42.3	6.0	0	0	0	1	7	7	3	1	1	0	0	0
06:00	59	52.0	42.2	9.5	1	1	2	2	18	12	13	7	2	1	0	0
07:00	205	45.7	37.7	7.7	0	9	10	36	74	51	19	4	1	1	0	0
08:00	281	46.3	39.1	6.9	2	3	8	40	107	81	29	9	1	0	1	0
09:00	186	46.9	38.3	8.3	1	7	10	30	60	44	22	12	0	0	0	0
10:00	193	45.6	37.0	8.3	0	10	13	37	71	42	14	3	2	0	1	0
11:00	193	46.3	37.5	8.5	0	14	9	26	67	50	21	5	1	0	0	0
12:00	166	46.6	37.5	8.8	1	9	9	21	72	31	17	3	2	0	1	0
13:00	170	46.8	37.4	9.1	2	10	12	20	55	48	15	7	1	0	0	0
14:00	176	47.3	37.9	9.1	2	11	2	31	60	47	13	6	2	2	0	0
15:00	248	46.7	38.2	8.2	1	10	11	34	100	52	28	10	1	0	1	0
16:00	271	44.3	37.3	6.8	0	7	15	60	103	60	20	5	1	0	0	0
17:00	233	46.6	38.8	7.5	1	8	4	38	78	67	30	3	4	0	0	0
18:00	124	50.3	41.1	8.8	0	2	5	18	30	35	21	7	2	3	1	0
19:00	91	45.3	36.6	8.5	1	3	9	20	30	16	7	5	0	0	0	0
20:00	49	50.9	42.8	7.9	0	0	2	4	13	11	12	4	2	1	0	0
21:00	41	46.8	38.8	7.7	0	1	3	8	6	17	4	2	0	0	0	0
22:00	22	49.9	40.3	9.2	0	1	2	1	4	7	5	2	0	0	0	0
23:00	15	49.7	42.8	6.7	0	0	0	1	5	4	3	1	1	0	0	0
Total																
2H(10-12)	386	46.0	37.2	8.4	0	24	22	63	138	92	35	8	3	0	1	0
2H(14-16)	424	47.0	38.1	8.6	3	21	13	65	160	99	41	16	3	2	1	0
12H(7-19)	2446	46.5	38.1	8.1	10	100	108	391	877	608	249	74	18	6	5	0
24H(0-24)	2758	46.8	38.3	8.2	12	106	126	429	963	689	298	98	24	8	5	0
AM Peak	08:00	01:00	01:00	06:00	08:00	11:00	10:00	08:00	08:00	08:00	08:00	09:00	06:00	06:00	08:00	00:00
	281	54.8	47.5	9.5	2	14	13	40	107	81	29	12	2	1	1	0
PM Peak	16:00	20:00	23:00	22:00	13:00	14:00	16:00	16:00	16:00	17:00	17:00	15:00	17:00	18:00	12:00	12:00
	271	50.9	42.8	9.2	2	11	15	60	103	67	30	10	4	3	1	0

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

02/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	4	60.5	48.1	12.0	0	0	0	0	1	1	1	0	0	1	0	0
01:00	1	-	52.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	3	37.5	37.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
03:00	2	44.8	37.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	4	58.7	53.8	4.8	0	0	0	0	0	0	1	1	2	0	0	0
05:00	18	51.5	43.6	7.6	0	0	0	2	4	6	2	2	2	0	0	0
06:00	31	55.3	44.3	10.7	0	1	0	2	10	3	7	4	3	0	1	0
07:00	101	46.9	39.8	6.8	0	2	2	10	40	32	9	3	3	0	0	0
08:00	126	44.8	36.9	7.6	1	5	4	35	36	34	9	1	1	0	0	0
09:00	89	46.8	37.7	8.8	0	5	7	15	25	21	12	3	1	0	0	0
10:00	77	44.8	36.9	7.6	1	3	3	12	36	16	4	2	0	0	0	0
11:00	100	43.3	34.4	8.6	3	7	4	28	38	15	5	0	0	0	0	0
12:00	104	43.5	34.7	8.5	3	5	6	36	30	18	5	0	1	0	0	0
13:00	98	43.8	37.2	6.4	0	2	5	25	35	24	5	2	0	0	0	0
14:00	89	44.0	35.5	8.2	1	6	8	9	44	17	3	1	0	0	0	0
15:00	133	45.4	36.9	8.2	0	8	6	33	41	27	13	5	0	0	0	0
16:00	93	46.8	39.3	7.2	0	1	3	18	35	19	8	7	2	0	0	0
17:00	103	45.1	36.7	8.1	1	7	4	12	42	32	4	1	0	0	0	0
18:00	58	47.5	38.6	8.6	0	4	1	8	16	21	5	2	1	0	0	0
19:00	45	47.9	40.0	7.6	0	1	0	9	16	8	6	4	1	0	0	0
20:00	39	49.1	41.4	7.4	0	0	0	5	13	13	6	1	0	0	1	0
21:00	14	44.8	38.0	6.5	0	0	1	2	8	1	1	1	0	0	0	0
22:00	29	44.8	37.8	6.8	0	1	0	7	13	4	3	1	0	0	0	0
23:00	13	53.2	42.5	10.4	0	0	1	1	4	3	2	0	1	1	0	0
Total																
2H(10-12)	177	44.1	35.5	8.3	4	10	7	40	74	31	9	2	0	0	0	0
2H(14-16)	222	44.9	36.3	8.2	1	14	14	42	85	44	16	6	0	0	0	0
12H(7-19)	1171	45.3	37.0	8.0	10	55	53	241	418	276	82	27	9	0	0	0
24H(0-24)	1374	46.2	37.6	8.2	10	58	55	270	490	316	111	42	18	2	2	0
AM Peak	08:00	00:00	04:00	00:00	11:00	11:00	09:00	08:00	07:00	08:00	09:00	06:00	06:00	00:00	06:00	00:00
	126	60.5	53.8	12.0	3	7	7	35	40	34	12	4	3	1	1	0
PM Peak	15:00	23:00	23:00	23:00	12:00	15:00	14:00	12:00	14:00	17:00	15:00	16:00	16:00	23:00	20:00	12:00
	133	53.2	42.5	10.4	3	8	8	36	44	32	13	7	2	1	1	0

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	60.0	49.2	10.4	0	0	0	0	1	0	0	1	1	0	0	0
01:00	1	-	57.5	-	0	0	0	0	0	0	0	0	1	0	0	0
02:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	3	58.9	45.8	12.6	0	0	0	1	0	0	1	0	1	0	0	0
05:00	1	-	52.5	-	0	0	0	0	0	0	0	1	0	0	0	0
06:00	11	48.6	40.0	8.3	0	0	1	1	4	3	1	0	1	0	0	0
07:00	54	48.4	38.1	9.9	0	5	2	6	15	17	6	2	0	1	0	0
08:00	110	46.2	39.6	6.3	0	1	4	13	43	30	13	6	0	0	0	0
09:00	76	44.6	35.5	8.8	0	7	4	21	22	15	4	3	0	0	0	0
10:00	92	46.0	36.9	8.8	1	7	4	11	34	24	10	1	0	0	0	0
11:00	88	45.4	36.2	8.9	0	7	6	19	27	19	7	2	1	0	0	0
12:00	115	45.5	36.2	9.0	2	3	15	24	38	17	11	2	3	0	0	0
13:00	93	45.4	36.4	8.7	0	7	7	14	37	20	4	2	2	0	0	0
14:00	104	45.2	36.8	8.2	0	6	6	23	36	20	10	2	1	0	0	0
15:00	145	47.0	37.6	9.1	0	11	12	11	50	37	18	5	1	0	0	0
16:00	136	48.3	39.3	8.7	0	4	10	18	42	30	23	6	2	0	1	0
17:00	140	48.7	40.0	8.4	0	5	6	12	46	41	17	10	1	2	0	0
18:00	75	48.2	39.8	8.1	0	2	6	5	23	23	9	6	1	0	0	0
19:00	52	46.6	40.9	5.5	0	0	1	4	19	17	8	3	0	0	0	0
20:00	28	48.1	40.7	7.1	0	0	0	6	10	5	3	3	1	0	0	0
21:00	14	50.3	40.5	9.4	0	1	0	0	6	4	0	3	0	0	0	0
22:00	32	58.4	47.2	10.8	0	0	1	0	6	11	5	2	2	4	1	0
23:00	13	53.8	43.8	9.6	0	0	1	1	3	1	4	1	2	0	0	0
Total																
2H(10-12)	180	45.7	36.6	8.8	1	14	10	30	61	43	17	3	1	0	0	0
2H(14-16)	249	46.3	37.2	8.7	0	17	18	34	86	57	28	7	2	0	0	0
12H(7-19)	1228	46.8	37.8	8.7	3	65	82	177	413	293	132	47	12	3	1	0
24H(0-24)	1388	47.5	38.4	8.8	3	66	86	190	463	335	154	61	21	7	2	0
AM Peak	08:00	00:00	01:00	04:00	10:00	09:00	11:00	09:00	08:00	08:00	08:00	08:00	00:00	07:00	00:00	00:00
	110	60.0	57.5	12.6	1	7	6	21	43	30	13	6	1	1	0	0
PM Peak	15:00	22:00	22:00	22:00	12:00	15:00	12:00	12:00	15:00	17:00	16:00	17:00	12:00	22:00	16:00	12:00
	145	58.4	47.2	10.8	2	11	15	24	50	41	23	10	3	4	1	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	7	59.3	48.6	10.4	0	0	0	0	2	1	1	1	1	1	0	0
01:00	2	58.7	55.0	3.5	0	0	0	0	0	0	0	1	1	0	0	0
02:00	4	37.5	37.5	0.0	0	0	0	0	4	0	0	0	0	0	0	0
03:00	3	45.2	39.2	5.8	0	0	0	1	0	2	0	0	0	0	0	0
04:00	7	59.8	50.4	9.1	0	0	0	1	0	0	2	1	3	0	0	0
05:00	19	52.0	44.1	7.6	0	0	0	2	4	6	2	3	2	0	0	0
06:00	42	53.7	43.2	10.2	0	1	1	3	14	6	8	4	4	0	1	0
07:00	155	47.6	39.2	8.0	0	7	4	16	55	49	15	5	3	1	0	0
08:00	236	45.6	38.2	7.2	1	6	8	48	79	64	22	7	1	0	0	0
09:00	165	45.8	36.7	8.8	0	12	11	36	47	36	16	6	1	0	0	0
10:00	169	45.5	36.9	8.3	2	10	7	23	70	40	14	3	0	0	0	0
11:00	188	44.3	35.2	8.8	3	14	10	47	65	34	12	2	1	0	0	0
12:00	219	44.6	35.5	8.8	5	8	21	60	68	35	16	2	4	0	0	0
13:00	191	44.7	36.8	7.6	0	9	12	39	72	44	9	4	2	0	0	0
14:00	193	44.7	36.2	8.2	1	12	14	32	80	37	13	3	1	0	0	0
15:00	278	46.2	37.2	8.7	0	19	18	44	91	64	31	10	1	0	0	0
16:00	229	47.7	39.3	8.1	0	5	13	36	77	49	31	13	4	0	1	0
17:00	243	47.3	38.6	8.4	1	12	10	24	88	73	21	11	1	2	0	0
18:00	133	47.9	39.2	8.3	0	6	7	13	39	44	14	8	2	0	0	0
19:00	97	47.3	40.5	6.6	0	1	1	13	35	25	14	7	1	0	0	0
20:00	67	48.6	41.1	7.2	0	0	0	11	23	18	9	4	1	0	1	0
21:00	28	47.6	39.3	8.0	0	1	1	2	14	5	1	4	0	0	0	0
22:00	61	53.3	42.7	10.2	0	1	1	7	19	15	8	3	2	4	1	0
23:00	26	53.3	43.2	9.8	0	0	2	2	7	4	6	1	3	1	0	0
Total																
2H(10-12)	357	44.9	36.0	8.6	5	24	17	70	135	74	26	5	1	0	0	0
2H(14-16)	471	45.6	36.8	8.5	1	31	32	76	171	101	44	13	2	0	0	0
12H(7-19)	2399	46.1	37.4	8.4	13	120	135	418	831	569	214	74	21	3	1	0
24H(0-24)	2762	46.8	38.0	8.5	13	124	141	460	953	651	265	103	39	9	4	0
AM Peak	08:00	04:00	01:00	00:00	11:00	11:00	09:00	08:00	08:00	08:00	08:00	08:00	06:00	00:00	06:00	00:00
	236	59.8	55.0	10.4	3	14	11	48	79	64	22	7	4	1	1	0
PM Peak	15:00	23:00	23:00	22:00	12:00	15:00	12:00	12:00	15:00	17:00	15:00	16:00	12:00	22:00	16:00	12:00
	278	53.3	43.2	10.2	5	19	21	60	91	73	31	13	4	4	1	0

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

03/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	9	60.1	50.6	9.2	0	0	0	0	1	2	2	0	3	1	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	55.2	44.5	10.4	0	0	0	1	1	1	0	1	1	0	0	0
05:00	6	54.8	47.5	7.1	0	0	0	0	1	1	2	1	1	0	0	0
06:00	7	54.5	48.2	6.1	0	0	0	0	1	0	4	1	1	0	0	0
07:00	19	49.5	40.4	8.8	0	1	1	1	4	6	5	1	0	0	0	0
08:00	43	46.3	38.7	7.4	0	2	0	6	20	6	8	1	0	0	0	0
09:00	72	46.5	36.1	10.0	2	6	2	13	26	12	8	3	0	0	0	0
10:00	112	44.5	36.5	7.6	2	3	6	26	41	24	9	1	0	0	0	0
11:00	138	42.3	32.0	9.9	7	15	12	40	41	20	2	0	1	0	0	0
12:00	145	44.2	35.0	8.9	3	11	8	35	54	22	9	3	0	0	0	0
13:00	93	44.8	34.2	10.2	3	9	9	18	26	19	8	1	0	0	0	0
14:00	90	43.9	35.3	8.4	1	7	4	23	31	19	4	1	0	0	0	0
15:00	53	43.9	32.4	11.1	4	5	6	10	14	11	3	0	0	0	0	0
16:00	87	44.5	35.5	8.7	0	7	7	22	27	14	8	2	0	0	0	0
17:00	99	45.4	39.2	6.0	0	2	0	11	48	27	8	1	2	0	0	0
18:00	36	46.7	39.3	7.2	0	1	1	5	11	13	4	0	1	0	0	0
19:00	22	49.1	40.9	7.9	0	0	1	3	5	10	1	1	0	1	0	0
20:00	16	54.9	42.7	11.8	0	1	0	2	5	2	1	1	4	0	0	0
21:00	12	41.4	37.9	3.3	0	0	0	2	7	3	0	0	0	0	0	0
22:00	16	49.1	40.8	8.0	0	0	0	2	8	4	0	1	0	1	0	0
23:00	10	54.2	45.8	8.2	0	0	0	0	2	4	2	1	0	1	0	0
Total																
2H(10-12)	250	43.6	34.1	9.2	9	18	18	66	82	44	11	1	1	0	0	0
2H(14-16)	143	44.1	34.2	9.5	5	12	10	33	45	30	7	1	0	0	0	0
12H(7-19)	987	45.0	35.5	9.1	22	69	56	210	343	193	76	14	4	0	0	0
24H(0-24)	1090	45.9	36.3	9.3	22	70	57	220	374	220	88	21	14	4	0	0
AM Peak	11:00	00:00	00:00	04:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	09:00	00:00	00:00	00:00	00:00
	138	60.1	50.6	10.4	7	15	12	40	41	24	9	3	3	1	0	0
PM Peak	12:00	20:00	23:00	20:00	15:00	12:00	13:00	12:00	12:00	17:00	12:00	12:00	20:00	19:00	12:00	12:00
	145	54.9	45.8	11.8	4	11	9	35	54	27	9	3	4	1	0	0

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	50.2	44.2	5.8	0	0	0	0	1	0	2	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	56.0	45.0	10.6	0	0	0	0	1	0	0	1	0	0	0	0
05:00	3	46.8	40.8	5.8	0	0	0	0	2	0	1	0	0	0	0	0
06:00	6	44.4	38.3	5.8	0	0	0	2	2	1	1	0	0	0	0	0
07:00	33	53.2	40.4	12.3	0	4	1	2	7	6	7	4	1	1	0	0
08:00	79	47.1	39.0	7.8	1	2	2	9	30	22	9	3	1	0	0	0
09:00	91	46.0	37.8	7.9	0	4	7	12	30	25	11	2	0	0	0	0
10:00	97	44.8	33.4	11.0	0	19	6	19	27	17	6	2	0	1	0	0
11:00	119	42.8	31.6	10.8	2	24	11	26	33	16	3	4	0	0	0	0
12:00	109	46.5	36.1	10.1	1	12	8	12	34	27	11	4	0	0	0	0
13:00	121	46.0	36.6	9.0	0	8	11	22	40	24	11	3	1	1	0	0
14:00	96	44.6	35.2	9.2	0	8	14	16	27	24	4	2	1	0	0	0
15:00	73	47.5	37.4	9.7	0	7	4	7	27	15	8	4	1	0	0	0
16:00	76	47.2	37.7	9.1	1	4	4	13	22	18	11	2	1	0	0	0
17:00	60	48.1	39.4	8.4	0	1	6	9	12	21	5	4	2	0	0	0
18:00	43	52.3	41.2	10.7	0	2	4	3	8	12	5	6	2	1	0	0
19:00	33	48.4	41.4	6.7	0	0	2	1	11	9	7	3	0	0	0	0
20:00	9	46.0	39.2	6.6	0	0	0	3	2	3	0	1	0	0	0	0
21:00	21	53.5	45.1	8.1	0	0	0	1	4	7	6	1	0	2	0	0
22:00	14	54.3	43.8	10.2	0	0	0	1	4	6	1	1	0	0	1	0
23:00	13	50.1	43.7	6.2	0	0	0	0	5	3	2	3	0	0	0	0
Total																
2H(10-12)	216	43.8	32.4	10.9	2	43	17	45	60	33	9	6	0	1	0	0
2H(14-16)	169	45.9	36.1	9.4	0	15	18	23	54	39	12	6	2	0	0	0
12H(7-19)	997	46.7	36.4	9.9	5	95	78	150	297	227	91	40	10	4	0	0
24H(0-24)	1102	47.3	37.0	9.9	5	95	80	158	329	257	111	50	10	6	1	0
AM Peak	11:00	04:00	04:00	07:00	11:00	11:00	11:00	11:00	11:00	09:00	09:00	07:00	07:00	07:00	00:00	00:00
	119	56.0	45.0	12.3	2	24	11	26	33	25	11	4	1	1	0	0
PM Peak	13:00	22:00	21:00	18:00	12:00	12:00	14:00	13:00	13:00	12:00	12:00	18:00	17:00	21:00	22:00	12:00
	121	54.3	45.1	10.7	1	12	14	22	40	27	11	6	2	2	1	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	12	58.0	49.0	8.7	0	0	0	0	2	2	4	0	3	1	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	54.5	44.6	9.5	0	0	0	1	2	1	0	2	1	0	0	0
05:00	9	52.7	45.3	7.1	0	0	0	0	3	1	3	1	1	0	0	0
06:00	13	51.6	43.7	7.7	0	0	0	2	3	1	5	1	1	0	0	0
07:00	52	51.9	40.4	11.1	0	5	2	3	11	12	12	5	1	1	0	0
08:00	122	46.8	38.9	7.6	1	4	2	15	50	28	17	4	1	0	0	0
09:00	163	46.3	37.1	8.9	2	10	9	25	56	37	19	5	0	0	0	0
10:00	209	44.9	35.1	9.5	2	22	12	45	68	41	15	3	0	1	0	0
11:00	257	42.6	31.9	10.3	9	39	23	66	74	36	5	4	1	0	0	0
12:00	254	45.2	35.5	9.4	4	23	16	47	88	49	20	7	0	0	0	0
13:00	214	45.5	35.6	9.6	3	17	20	40	66	43	19	4	1	1	0	0
14:00	186	44.3	35.2	8.8	1	15	18	39	58	43	8	3	1	0	0	0
15:00	126	46.3	35.3	10.6	4	12	10	17	41	26	11	4	1	0	0	0
16:00	163	45.8	36.5	8.9	1	11	11	35	49	32	19	4	1	0	0	0
17:00	159	46.5	39.3	7.0	0	3	6	20	60	48	13	5	4	0	0	0
18:00	79	49.9	40.3	9.3	0	3	5	8	19	25	9	6	3	1	0	0
19:00	55	48.6	41.2	7.1	0	0	3	4	16	19	8	4	0	1	0	0
20:00	25	52.0	41.4	10.3	0	1	0	5	7	5	1	2	4	0	0	0
21:00	33	50.4	42.5	7.6	0	0	0	3	11	10	6	1	0	2	0	0
22:00	30	51.6	42.2	9.1	0	0	0	3	12	10	1	2	0	1	1	0
23:00	23	51.8	44.6	7.0	0	0	0	0	7	7	4	4	0	1	0	0
Total																
2H(10-12)	466	43.8	33.3	10.1	11	61	35	111	142	77	20	7	1	1	0	0
2H(14-16)	312	45.1	35.2	9.5	5	27	28	56	99	69	19	7	2	0	0	0
12H(7-19)	1984	45.9	36.0	9.5	27	164	134	360	640	420	167	54	14	4	0	0
24H(0-24)	2192	46.6	36.6	9.6	27	165	137	378	703	477	199	71	24	10	1	0
AM Peak	11:00	00:00	00:00	07:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	07:00	00:00	00:00	00:00	00:00
	257	58.0	49.0	11.1	9	39	23	66	74	41	19	5	3	1	0	0
PM Peak	12:00	20:00	23:00	15:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	17:00	21:00	22:00	12:00
	254	52.0	44.6	10.6	4	23	20	47	88	49	20	7	4	2	1	0

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

04/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	8	45.2	41.9	3.2	0	0	0	0	2	5	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	51.5	42.5	8.7	0	0	0	0	2	0	0	1	0	0	0	0
05:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
06:00	9	53.6	46.4	7.0	0	0	0	0	2	2	2	2	1	0	0	0
07:00	7	48.8	41.8	6.7	0	0	0	1	2	2	1	1	0	0	0	0
08:00	33	48.3	37.2	10.7	1	3	1	4	7	12	3	2	0	0	0	0
09:00	78	43.9	31.5	12.0	5	15	4	12	24	11	7	0	0	0	0	0
10:00	94	42.7	31.2	11.2	7	14	6	22	27	14	4	0	0	0	0	0
11:00	101	43.8	33.6	9.9	2	15	4	18	36	25	0	1	0	0	0	0
12:00	133	42.3	33.4	8.6	4	7	16	45	43	8	8	2	0	0	0	0
13:00	79	44.9	35.2	9.4	1	9	3	12	30	18	6	0	0	0	0	0
14:00	93	45.4	33.3	11.6	7	10	4	18	33	11	5	5	0	0	0	0
15:00	72	44.1	34.9	8.9	3	5	0	14	36	11	3	0	0	0	0	0
16:00	73	45.5	37.8	7.4	0	1	6	16	27	11	8	3	1	0	0	0
17:00	51	45.4	37.4	7.8	0	2	3	12	16	11	5	2	0	0	0	0
18:00	23	51.0	43.2	7.5	0	0	1	0	5	11	4	0	1	1	0	0
19:00	16	45.2	36.6	8.3	0	0	4	2	4	3	3	0	0	0	0	0
20:00	19	45.2	38.7	6.3	0	0	1	4	6	6	1	1	0	0	0	0
21:00	8	52.5	43.1	9.0	0	0	0	2	1	2	1	1	1	0	0	0
22:00	5	44.1	39.5	4.5	0	0	0	1	1	3	0	0	0	0	0	0
23:00	2	46.6	33.8	12.4	0	0	1	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	195	43.3	32.4	10.6	9	29	10	40	63	39	4	1	0	0	0	0
2H(14-16)	165	44.9	34.0	10.5	10	15	4	32	69	22	8	5	0	0	0	0
12H(7-19)	837	44.8	34.4	10.1	30	81	48	174	286	145	54	16	2	1	0	0
24H(0-24)	908	45.2	34.8	10.0	30	81	54	183	304	168	62	21	4	1	0	0
AM Peak	11:00	06:00	06:00	09:00	10:00	09:00	10:00	10:00	11:00	11:00	09:00	06:00	06:00	00:00	00:00	00:00
	101	53.6	46.4	12.0	7	15	6	22	36	25	7	2	1	0	0	0
PM Peak	12:00	21:00	18:00	23:00	14:00	14:00	12:00	12:00	12:00	13:00	12:00	14:00	16:00	18:00	12:00	12:00
	133	52.5	43.2	12.4	7	10	16	45	43	18	8	5	1	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	9	50.6	41.7	8.7	0	0	1	0	3	2	1	2	0	0	0	0
01:00	3	52.2	49.2	2.9	0	0	0	0	0	0	2	1	0	0	0	0
02:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	65.0	65.0	0.0	0	0	0	0	0	0	0	0	0	2	0	0
06:00	5	55.2	43.0	11.8	0	0	1	0	0	2	1	0	1	0	0	0
07:00	18	49.3	36.4	12.5	0	4	0	0	5	5	3	1	0	0	0	0
08:00	46	49.4	37.9	11.1	0	6	0	7	12	11	6	3	0	1	0	0
09:00	87	43.6	33.2	10.0	0	15	9	14	23	23	3	0	0	0	0	0
10:00	88	41.6	29.4	11.8	3	25	10	13	17	15	5	0	0	0	0	0
11:00	88	43.3	31.1	11.8	1	22	8	15	27	10	3	1	0	0	1	0
12:00	138	41.6	31.0	10.2	2	22	29	33	29	15	3	4	1	0	0	0
13:00	89	46.1	34.3	11.5	2	12	9	14	28	14	3	5	1	1	0	0
14:00	81	44.6	35.4	8.9	1	8	3	12	36	16	4	1	0	0	0	0
15:00	77	44.8	35.6	8.9	0	8	4	16	23	19	7	0	0	0	0	0
16:00	64	45.8	36.6	8.9	0	3	9	11	19	11	9	1	1	0	0	0
17:00	50	48.1	39.5	8.4	0	1	4	6	17	11	6	3	2	0	0	0
18:00	22	53.2	42.4	10.5	0	0	4	1	0	8	6	1	1	1	0	0
19:00	28	49.2	39.1	9.8	0	1	3	3	10	4	2	4	1	0	0	0
20:00	13	44.9	38.5	6.3	0	0	1	3	2	6	1	0	0	0	0	0
21:00	13	50.3	41.2	8.8	0	0	0	3	4	3	2	0	0	1	0	0
22:00	5	53.4	45.5	7.6	0	0	0	0	2	0	1	2	0	0	0	0
23:00	3	47.1	39.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
Total																
2H(10-12)	176	42.5	30.2	11.8	4	47	18	28	44	25	8	1	0	0	1	0
2H(14-16)	158	44.7	35.5	8.9	1	16	7	28	59	35	11	1	0	0	0	0
12H(7-19)	848	45.1	33.9	10.8	9	126	89	142	236	158	58	20	6	3	1	0
24H(0-24)	930	45.8	34.6	10.9	9	127	96	152	258	175	69	29	8	6	1	0
AM Peak	10:00	05:00	05:00	07:00	10:00	10:00	10:00	11:00	11:00	09:00	08:00	08:00	06:00	05:00	11:00	00:00
	88	65.0	65.0	12.5	3	25	10	15	27	23	6	3	1	2	1	0
PM Peak	12:00	22:00	22:00	13:00	12:00	12:00	12:00	12:00	14:00	15:00	16:00	13:00	17:00	13:00	12:00	12:00
	138	53.4	45.5	11.5	2	22	29	33	36	19	9	5	2	1	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	17	48.5	41.8	6.5	0	0	1	0	5	7	2	2	0	0	0	0
01:00	3	52.2	49.2	2.9	0	0	0	0	0	0	2	1	0	0	0	0
02:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	51.5	42.5	8.7	0	0	0	0	2	0	0	1	0	0	0	0
05:00	3	71.0	57.5	13.0	0	0	0	0	0	1	0	0	0	2	0	0
06:00	14	54.2	45.2	8.7	0	0	1	0	2	4	3	2	2	0	0	0
07:00	25	49.6	37.9	11.3	0	4	0	1	7	7	4	2	0	0	0	0
08:00	79	48.9	37.6	10.9	1	9	1	11	19	23	9	5	0	1	0	0
09:00	165	43.8	32.4	11.0	5	30	13	26	47	34	10	0	0	0	0	0
10:00	182	42.2	30.3	11.5	10	39	16	35	44	29	9	0	0	0	0	0
11:00	189	43.7	32.4	10.9	3	37	12	33	63	35	3	2	0	0	1	0
12:00	271	42.0	32.2	9.5	6	29	45	78	72	23	11	6	1	0	0	0
13:00	168	45.6	34.7	10.5	3	21	12	26	58	32	9	5	1	1	0	0
14:00	174	45.1	34.3	10.5	8	18	7	30	69	27	9	6	0	0	0	0
15:00	149	44.4	35.3	8.8	3	13	4	30	59	30	10	0	0	0	0	0
16:00	137	45.7	37.3	8.1	0	4	15	27	46	22	17	4	2	0	0	0
17:00	101	46.8	38.4	8.1	0	3	7	18	33	22	11	5	2	0	0	0
18:00	45	52.1	42.8	9.0	0	0	5	1	5	19	10	1	2	2	0	0
19:00	44	47.8	38.2	9.3	0	1	7	5	14	7	5	4	1	0	0	0
20:00	32	45.0	38.6	6.2	0	0	2	7	8	12	2	1	0	0	0	0
21:00	21	51.0	41.9	8.7	0	0	0	5	5	5	3	1	1	1	0	0
22:00	10	49.4	42.5	6.7	0	0	0	1	3	3	1	2	0	0	0	0
23:00	5	46.0	37.0	8.7	0	0	1	1	1	1	1	0	0	0	0	0
Total																
2H(10-12)	371	43.0	31.4	11.2	13	76	28	68	107	64	12	2	0	0	1	0
2H(14-16)	323	44.8	34.7	9.8	11	31	11	60	128	57	19	6	0	0	0	0
12H(7-19)	1685	45.0	34.2	10.4	39	207	137	316	522	303	112	36	8	4	1	0
24H(0-24)	1838	45.6	34.7	10.5	39	208	150	335	562	343	131	50	12	7	1	0
AM Peak	11:00	05:00	05:00	05:00	10:00	10:00	10:00	10:00	11:00	11:00	09:00	08:00	06:00	05:00	11:00	00:00
	189	71.0	57.5	13.0	10	39	16	35	63	35	10	5	2	2	1	0
PM Peak	12:00	18:00	18:00	13:00	14:00	12:00	12:00	12:00	12:00	13:00	16:00	12:00	16:00	18:00	12:00	12:00
	271	52.1	42.8	10.5	8	29	45	78	72	32	17	6	2	2	0	0

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

05/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	42.5	42.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	52.8	46.3	6.3	0	0	0	0	1	0	2	1	0	0	0	0
05:00	19	53.3	42.9	10.1	0	1	0	2	4	3	5	2	2	0	0	0
06:00	35	52.1	41.6	10.1	0	2	1	4	7	7	7	5	2	0	0	0
07:00	114	44.6	38.0	6.4	0	2	4	23	48	26	7	3	1	0	0	0
08:00	158	45.2	38.0	7.0	2	4	3	24	67	41	16	1	0	0	0	0
09:00	109	43.1	36.9	6.0	0	2	4	33	41	21	7	1	0	0	0	0
10:00	78	44.2	36.9	7.0	0	3	1	24	28	17	3	0	2	0	0	0
11:00	87	42.4	33.1	8.9	2	6	16	18	28	14	2	1	0	0	0	0
12:00	77	41.4	33.3	7.8	1	5	8	31	20	9	3	0	0	0	0	0
13:00	83	45.0	35.6	9.1	3	3	6	21	25	18	5	1	1	0	0	0
14:00	101	45.9	36.6	8.9	3	3	6	23	31	21	12	1	1	0	0	0
15:00	101	44.6	38.4	6.0	0	1	2	19	51	15	9	3	1	0	0	0
16:00	85	44.3	37.7	6.4	0	2	2	20	35	17	7	2	0	0	0	0
17:00	86	43.7	37.2	6.3	0	3	3	16	36	24	4	0	0	0	0	0
18:00	54	47.0	37.9	8.8	0	2	4	11	17	12	5	1	1	1	0	0
19:00	28	47.0	40.3	6.5	0	0	1	4	10	6	5	2	0	0	0	0
20:00	17	52.8	42.1	10.3	0	1	0	3	2	4	3	3	1	0	0	0
21:00	12	42.7	37.1	5.4	0	0	0	6	2	3	1	0	0	0	0	0
22:00	13	45.9	39.6	6.1	0	0	1	1	4	5	2	0	0	0	0	0
23:00	5	40.8	36.5	4.2	0	0	0	2	2	1	0	0	0	0	0	0
Total																
2H(10-12)	165	43.5	34.9	8.3	2	9	17	42	56	31	5	1	2	0	0	0
2H(14-16)	202	45.4	37.5	7.6	3	4	8	42	82	36	21	4	2	0	0	0
12H(7-19)	1133	44.5	36.8	7.5	11	36	59	263	427	235	80	14	7	1	0	0
24H(0-24)	1268	45.2	37.2	7.7	11	40	62	285	459	266	105	27	12	1	0	0
AM Peak	08:00	05:00	04:00	06:00	08:00	11:00	11:00	09:00	08:00	08:00	08:00	06:00	05:00	00:00	00:00	00:00
	158	53.3	46.3	10.1	2	6	16	33	67	41	16	5	2	0	0	0
PM Peak	14:00	20:00	20:00	20:00	13:00	12:00	12:00	12:00	15:00	17:00	14:00	15:00	13:00	18:00	12:00	12:00
	101	52.8	42.1	10.3	3	5	8	31	51	24	12	3	1	1	0	0

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	57.2	44.2	12.6	0	0	0	1	0	1	0	0	1	0	0	0
01:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	2	43.7	40.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
05:00	3	47.2	44.2	2.9	0	0	0	0	0	2	1	0	0	0	0	0
06:00	15	53.2	40.7	12.1	0	1	1	2	2	5	2	0	1	1	0	0
07:00	61	47.7	38.6	8.9	0	3	5	6	19	16	9	1	2	0	0	0
08:00	129	46.9	39.0	7.6	0	3	5	23	42	37	13	3	1	2	0	0
09:00	88	47.5	38.3	8.8	0	2	10	11	31	20	8	4	1	0	1	0
10:00	75	45.3	35.6	9.4	2	2	13	10	26	12	8	1	1	0	0	0
11:00	77	46.2	35.9	9.9	0	8	7	11	26	17	4	3	0	1	0	0
12:00	75	45.0	36.7	7.9	0	5	6	6	31	23	3	1	0	0	0	0
13:00	85	45.2	36.4	8.6	0	8	3	12	34	23	2	3	0	0	0	0
14:00	78	44.6	37.0	7.4	0	4	4	10	40	11	8	1	0	0	0	0
15:00	111	46.9	38.9	7.8	0	2	11	11	38	27	17	3	2	0	0	0
16:00	156	47.3	39.5	7.5	0	3	4	27	58	31	22	7	3	1	0	0
17:00	146	48.3	39.7	8.3	0	8	1	14	49	47	18	6	1	2	0	0
18:00	58	49.7	41.2	8.2	0	1	3	3	18	20	6	4	2	1	0	0
19:00	35	50.7	41.6	8.8	0	0	1	7	5	14	5	1	1	0	1	0
20:00	24	50.5	41.4	8.8	0	1	0	3	6	7	3	3	1	0	0	0
21:00	18	51.5	40.0	11.1	0	2	0	1	5	5	2	2	1	0	0	0
22:00	12	55.7	43.1	12.1	0	0	1	2	2	3	2	0	0	2	0	0
23:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
Total																
2H(10-12)	152	45.7	35.7	9.6	2	10	20	21	52	29	12	4	1	1	0	0
2H(14-16)	189	46.0	38.1	7.6	0	6	15	21	78	38	25	4	2	0	0	0
12H(7-19)	1139	46.9	38.3	8.4	2	49	72	144	412	284	118	37	13	7	1	0
24H(0-24)	1254	47.4	38.5	8.5	2	53	75	160	435	323	133	43	18	10	2	0
AM Peak	08:00	00:00	00:00	00:00	10:00	11:00	10:00	08:00	08:00	08:00	08:00	09:00	07:00	08:00	09:00	00:00
	129	57.2	44.2	12.6	2	8	13	23	42	37	13	4	2	2	1	0
PM Peak	16:00	22:00	22:00	22:00	12:00	13:00	15:00	16:00	16:00	17:00	16:00	16:00	16:00	17:00	19:00	12:00
	156	55.7	43.1	12.1	0	8	11	27	58	47	22	7	3	2	1	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	5	52.8	43.5	8.9	0	0	0	1	0	3	0	0	1	0	0	0
01:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	6	50.4	44.2	6.1	0	0	0	0	2	1	2	1	0	0	0	0
05:00	22	52.8	43.1	9.4	0	1	0	2	4	5	6	2	2	0	0	0
06:00	50	52.3	41.3	10.6	0	3	2	6	9	12	9	5	3	1	0	0
07:00	175	45.8	38.2	7.3	0	5	9	29	67	42	16	4	3	0	0	0
08:00	287	46.0	38.4	7.3	2	7	8	47	109	78	29	4	1	2	0	0
09:00	197	45.2	37.5	7.4	0	4	14	44	72	41	15	5	1	0	1	0
10:00	153	44.8	36.3	8.2	2	5	14	34	54	29	11	1	3	0	0	0
11:00	164	44.2	34.4	9.5	2	14	23	29	54	31	6	4	0	1	0	0
12:00	152	43.3	35.0	8.0	1	10	14	37	51	32	6	1	0	0	0	0
13:00	168	45.1	36.0	8.8	3	11	9	33	59	41	7	4	1	0	0	0
14:00	179	45.3	36.8	8.2	3	7	10	33	71	32	20	2	1	0	0	0
15:00	212	45.8	38.6	7.0	0	3	13	30	89	42	26	6	3	0	0	0
16:00	241	46.3	38.9	7.2	0	5	6	47	93	48	29	9	3	1	0	0
17:00	232	46.8	38.8	7.7	0	11	4	30	85	71	22	6	1	2	0	0
18:00	112	48.5	39.6	8.6	0	3	7	14	35	32	11	5	3	2	0	0
19:00	63	49.1	41.0	7.8	0	0	2	11	15	20	10	3	1	0	1	0
20:00	41	51.3	41.6	9.3	0	2	0	6	8	11	6	6	2	0	0	0
21:00	30	48.4	38.8	9.3	0	2	0	7	7	8	3	2	1	0	0	0
22:00	25	51.1	41.3	9.4	0	0	2	3	6	8	4	0	0	2	0	0
23:00	6	42.1	37.5	4.5	0	0	0	2	2	2	0	0	0	0	0	0
Total																
2H(10-12)	317	44.6	35.3	8.9	4	19	37	63	108	60	17	5	3	1	0	0
2H(14-16)	391	45.7	37.8	7.6	3	10	23	63	160	74	46	8	4	0	0	0
12H(7-19)	2272	45.8	37.5	8.0	13	85	131	407	839	519	198	51	20	8	1	0
24H(0-24)	2522	46.3	37.9	8.2	13	93	137	445	894	589	238	70	30	11	2	0
AM Peak	08:00	05:00	04:00	06:00	08:00	11:00	11:00	08:00	08:00	08:00	08:00	06:00	06:00	08:00	09:00	00:00
	287	52.8	44.2	10.6	2	14	23	47	109	78	29	5	3	2	1	0
PM Peak	16:00	20:00	20:00	22:00	13:00	13:00	12:00	16:00	16:00	17:00	16:00	16:00	15:00	17:00	19:00	12:00
	241	51.3	41.6	9.4	3	11	14	47	93	71	29	9	3	2	1	0

Paul Castle Associates

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

06/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	1	-	42.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	52.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	2	38.7	35.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	49.9	41.6	8.0	0	0	1	0	2	1	4	0	0	0	0	0
05:00	18	48.1	41.9	5.9	0	0	0	1	7	6	1	3	0	0	0	0
06:00	45	49.2	39.0	9.8	1	2	1	5	17	9	5	3	2	0	0	0
07:00	121	47.2	39.5	7.4	1	2	1	23	39	30	17	7	1	0	0	0
08:00	164	44.0	37.6	6.1	0	1	12	33	64	40	11	2	1	0	0	0
09:00	95	45.7	38.0	7.4	0	3	5	19	30	24	11	3	0	0	0	0
10:00	73	44.2	36.7	7.2	1	1	4	22	21	19	3	2	0	0	0	0
11:00	82	45.3	35.5	9.4	3	5	2	17	37	10	5	2	1	0	0	0
12:00	105	44.1	35.6	8.2	0	8	9	18	41	22	6	1	0	0	0	0
13:00	93	44.5	37.2	7.1	0	2	5	30	26	19	8	2	1	0	0	0
14:00	84	45.2	36.6	8.4	0	6	3	20	30	14	9	1	1	0	0	0
15:00	122	44.4	37.5	6.7	0	2	9	26	41	32	11	0	1	0	0	0
16:00	85	43.9	37.6	6.0	0	1	3	21	37	13	8	2	0	0	0	0
17:00	88	44.3	36.9	7.1	0	4	6	11	39	23	4	1	0	0	0	0
18:00	70	46.6	38.1	8.1	0	4	4	7	21	27	4	3	0	0	0	0
19:00	31	46.0	39.8	6.0	0	0	2	1	15	7	5	1	0	0	0	0
20:00	24	44.6	40.0	4.4	0	0	0	3	9	9	3	0	0	0	0	0
21:00	17	44.8	39.6	5.0	0	0	0	5	1	10	1	0	0	0	0	0
22:00	9	50.2	40.8	9.0	0	0	0	3	2	2	0	1	1	0	0	0
23:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
Total																
2H(10-12)	155	44.8	36.1	8.4	4	6	6	39	58	29	8	4	1	0	0	0
2H(14-16)	206	44.8	37.1	7.4	0	8	12	46	71	46	20	1	2	0	0	0
12H(7-19)	1182	45.0	37.3	7.4	5	39	63	247	426	273	97	26	6	0	0	0
24H(0-24)	1339	45.4	37.6	7.4	6	41	67	266	481	318	116	35	9	0	0	0
AM Peak	08:00	04:00	01:00	06:00	11:00	11:00	08:00	08:00	08:00	08:00	07:00	07:00	06:00	00:00	00:00	00:00
	164	49.9	52.5	9.8	3	5	12	33	64	40	17	7	2	0	0	0
PM Peak	15:00	22:00	22:00	22:00	12:00	12:00	12:00	13:00	12:00	15:00	15:00	18:00	13:00	12:00	12:00	12:00
	122	50.2	40.8	9.0	0	8	9	30	41	32	11	3	1	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	61.2	33.8	26.5	0	1	0	0	0	0	0	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	3	52.1	44.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
05:00	6	46.2	40.8	5.2	0	0	0	0	4	0	2	0	0	0	0	0
06:00	14	48.0	42.9	5.0	0	0	0	0	4	7	1	2	0	0	0	0
07:00	70	48.5	40.8	7.4	0	2	1	5	24	20	12	5	1	0	0	0
08:00	106	48.6	40.8	7.5	0	2	3	9	38	24	23	4	2	1	0	0
09:00	98	45.4	37.6	7.5	0	3	6	20	34	27	5	1	1	1	0	0
10:00	54	45.8	37.8	7.7	0	3	2	7	20	16	5	1	0	0	0	0
11:00	84	45.9	36.1	9.4	1	6	10	11	21	25	9	1	0	0	0	0
12:00	82	45.1	37.4	7.4	0	2	9	9	37	14	8	3	0	0	0	0
13:00	82	47.8	38.5	8.9	1	1	10	9	24	21	10	5	0	1	0	0
14:00	88	45.3	38.4	6.7	1	1	1	18	34	24	5	4	0	0	0	0
15:00	113	45.1	38.8	6.1	0	1	6	11	53	28	11	2	1	0	0	0
16:00	160	48.3	39.5	8.5	1	5	7	15	55	48	21	2	3	3	0	0
17:00	200	47.2	40.2	6.7	0	4	3	17	74	69	22	7	3	1	0	0
18:00	108	47.6	40.6	6.7	0	1	5	10	30	37	19	5	1	0	0	0
19:00	55	49.6	42.3	7.0	0	1	1	0	17	20	11	4	0	1	0	0
20:00	22	48.6	40.7	7.6	0	0	2	2	6	5	5	2	0	0	0	0
21:00	21	52.7	41.8	10.5	0	1	0	1	6	9	2	1	0	0	1	0
22:00	9	53.4	44.4	8.6	0	0	1	0	1	1	4	2	0	0	0	0
23:00	2	38.7	35.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	138	45.9	36.8	8.8	1	9	12	18	41	41	14	2	0	0	0	0
2H(14-16)	201	45.2	38.6	6.4	1	2	7	29	87	52	16	6	1	0	0	0
12H(7-19)	1245	47.0	39.1	7.6	4	31	63	141	444	353	150	40	12	7	0	0
24H(0-24)	1380	47.3	39.4	7.7	4	34	67	145	485	396	175	53	12	8	1	0
AM Peak	08:00	00:00	04:00	00:00	11:00	11:00	11:00	09:00	08:00	09:00	08:00	07:00	08:00	08:00	00:00	00:00
	106	61.2	44.2	26.5	1	6	10	20	38	27	23	5	2	1	0	0
PM Peak	17:00	22:00	22:00	21:00	13:00	16:00	13:00	14:00	17:00	17:00	17:00	17:00	16:00	16:00	21:00	12:00
	200	53.4	44.4	10.5	1	5	10	18	74	69	22	7	3	3	1	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	3	56.8	36.7	19.4	0	1	0	0	0	1	0	1	0	0	0	0
01:00	1	-	52.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	2	38.7	35.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
03:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	11	50.2	42.3	7.6	0	0	1	0	3	2	4	1	0	0	0	0
05:00	24	47.5	41.7	5.6	0	0	0	1	11	6	3	3	0	0	0	0
06:00	59	49.3	39.9	9.0	1	2	1	5	21	16	6	5	2	0	0	0
07:00	191	47.6	40.0	7.4	1	4	2	28	63	50	29	12	2	0	0	0
08:00	270	46.0	38.9	6.9	0	3	15	42	102	64	34	6	3	1	0	0
09:00	193	45.5	37.8	7.4	0	6	11	39	64	51	16	4	1	1	0	0
10:00	127	44.9	37.2	7.4	1	4	6	29	41	35	8	3	0	0	0	0
11:00	166	45.6	35.8	9.4	4	11	12	28	58	35	14	3	1	0	0	0
12:00	187	44.6	36.4	7.9	0	10	18	27	78	36	14	4	0	0	0	0
13:00	175	46.1	37.8	8.0	1	3	15	39	50	40	18	7	1	1	0	0
14:00	172	45.4	37.5	7.6	1	7	4	38	64	38	14	5	1	0	0	0
15:00	235	44.8	38.1	6.4	0	3	15	37	94	60	22	2	2	0	0	0
16:00	245	46.9	38.8	7.8	1	6	10	36	92	61	29	4	3	3	0	0
17:00	288	46.4	39.2	7.0	0	8	9	28	113	92	26	8	3	1	0	0
18:00	178	47.3	39.6	7.4	0	5	9	17	51	64	23	8	1	0	0	0
19:00	86	48.4	41.4	6.7	0	1	3	1	32	27	16	5	0	1	0	0
20:00	46	46.6	40.3	6.1	0	0	2	5	15	14	8	2	0	0	0	0
21:00	38	49.6	40.8	8.5	0	1	0	6	7	19	3	1	0	0	1	0
22:00	18	51.7	42.6	8.8	0	0	1	3	3	3	4	3	1	0	0	0
23:00	3	38.8	35.8	2.9	0	0	0	1	2	0	0	0	0	0	0	0
Total																
2H(10-12)	293	45.3	36.4	8.6	5	15	18	57	99	70	22	6	1	0	0	0
2H(14-16)	407	45.1	37.9	6.9	1	10	19	75	158	98	36	7	3	0	0	0
12H(7-19)	2427	46.1	38.2	7.6	9	70	126	388	870	626	247	66	18	7	0	0
24H(0-24)	2719	46.4	38.5	7.6	10	75	134	411	966	714	291	88	21	8	1	0
AM Peak	08:00	00:00	01:00	00:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	07:00	08:00	08:00	00:00	00:00
	270	56.8	52.5	19.4	4	11	15	42	102	64	34	12	3	1	0	0
PM Peak	17:00	22:00	22:00	22:00	13:00	12:00	12:00	13:00	17:00	17:00	16:00	17:00	16:00	16:00	21:00	12:00
	288	51.7	42.6	8.8	1	10	18	39	113	92	29	8	3	3	1	0

Partridge Green ATC, Bines Road (Southern Site)

Direction: Northbound

07/02/2024

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	44.8	37.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
01:00	2	37.5	37.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	48.2	42.5	5.5	0	0	0	1	0	3	2	0	0	0	0	0
05:00	15	50.2	43.2	6.8	0	0	0	2	3	4	3	3	0	0	0	0
06:00	44	49.9	40.0	9.6	1	2	1	3	12	12	9	4	0	0	0	0
07:00	120	45.4	37.5	7.6	1	3	5	29	43	22	14	1	2	0	0	0
08:00	175	42.7	37.2	5.4	0	2	8	36	87	32	9	1	0	0	0	0
09:00	100	44.5	35.9	8.3	0	9	2	24	39	17	7	2	0	0	0	0
10:00	96	44.1	36.4	7.4	0	4	7	27	28	19	11	0	0	0	0	0
11:00	81	42.5	35.0	7.3	0	4	9	21	31	11	5	0	0	0	0	0
12:00	92	43.9	36.8	6.9	1	2	4	21	39	19	4	2	0	0	0	0
13:00	91	43.0	36.2	6.6	0	1	11	23	32	19	3	2	0	0	0	0
14:00	92	42.0	35.4	6.4	0	4	2	37	35	7	7	0	0	0	0	0
15:00	123	44.1	36.6	7.3	0	4	8	37	38	24	10	0	2	0	0	0
16:00	86	44.4	37.8	6.4	0	1	5	18	34	18	9	0	1	0	0	0
17:00	94	45.8	38.2	7.3	1	1	3	19	37	22	8	1	1	1	0	0
18:00	60	46.5	39.4	6.9	0	2	0	7	26	14	8	3	0	0	0	0
19:00	45	49.0	38.2	10.5	0	1	9	4	12	11	4	1	1	2	0	0
20:00	33	45.0	39.1	5.7	0	0	1	8	7	14	2	1	0	0	0	0
21:00	16	45.7	38.9	6.6	0	0	1	3	5	5	1	1	0	0	0	0
22:00	18	53.3	45.0	8.0	0	0	0	0	4	8	4	0	0	2	0	0
23:00	3	56.2	42.5	13.2	0	0	0	1	1	0	0	0	1	0	0	0
Total																
2H(10-12)	177	43.4	35.7	7.4	0	8	16	48	59	30	16	0	0	0	0	0
2H(14-16)	215	43.2	36.1	6.9	0	8	10	74	73	31	17	0	2	0	0	0
12H(7-19)	1210	44.1	36.8	7.0	3	37	64	299	469	224	95	12	6	1	0	0
24H(0-24)	1394	44.8	37.3	7.3	4	40	76	322	515	282	120	22	8	5	0	0
AM Peak	08:00	05:00	05:00	06:00	06:00	09:00	11:00	08:00	08:00	08:00	07:00	06:00	07:00	00:00	00:00	00:00
	175	50.2	43.2	9.6	1	9	9	36	87	32	14	4	2	0	0	0
PM Peak	15:00	23:00	22:00	23:00	12:00	14:00	13:00	14:00	12:00	15:00	15:00	18:00	15:00	19:00	12:00	12:00
	123	56.2	45.0	13.2	1	4	11	37	39	24	10	3	2	2	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	2	58.7	55.0	3.5	0	0	0	0	0	0	0	1	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	25.0	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	6	52.1	45.0	6.9	0	0	0	0	2	1	1	2	0	0	0	0
06:00	19	48.7	39.5	8.9	0	1	0	4	5	4	4	0	1	0	0	0
07:00	63	47.3	39.0	8.1	0	2	2	15	14	16	13	0	0	1	0	0
08:00	116	47.5	39.4	7.9	0	4	4	15	38	33	16	4	1	1	0	0
09:00	118	45.0	36.1	8.6	0	10	7	21	46	21	10	3	0	0	0	0
10:00	74	43.6	34.8	8.5	0	6	9	15	25	14	4	1	0	0	0	0
11:00	74	46.3	37.2	8.8	0	4	7	11	24	18	8	1	0	1	0	0
12:00	86	43.8	36.2	7.4	0	4	6	22	31	15	7	1	0	0	0	0
13:00	86	45.0	37.6	7.2	0	3	5	17	27	26	6	2	0	0	0	0
14:00	81	49.5	39.6	9.5	0	5	2	10	26	18	12	2	6	0	0	0
15:00	120	47.0	40.0	6.7	0	0	7	13	41	37	16	3	2	1	0	0
16:00	156	48.2	40.1	7.9	0	5	4	18	53	36	30	7	2	1	0	0
17:00	155	47.6	40.4	7.0	0	3	6	9	54	51	24	6	1	1	0	0
18:00	64	51.5	43.7	7.5	0	0	1	4	17	16	14	9	1	2	0	0
19:00	62	49.7	40.4	8.9	0	1	6	6	14	20	9	2	3	1	0	0
20:00	33	47.1	41.2	5.7	0	0	1	4	6	13	9	0	0	0	0	0
21:00	17	53.2	43.4	9.5	0	0	1	1	5	3	4	1	1	1	0	0
22:00	20	51.7	41.8	9.6	0	0	1	3	7	3	2	2	1	1	0	0
23:00	7	51.8	41.4	10.0	0	0	1	0	2	2	1	0	1	0	0	0
Total																
2H(10-12)	148	45.0	36.0	8.7	0	10	16	26	49	32	12	2	0	1	0	0
2H(14-16)	201	48.1	39.9	7.9	0	5	9	23	67	55	28	5	8	1	0	0
12H(7-19)	1193	47.2	38.8	8.1	0	46	60	170	396	301	160	39	13	8	0	0
24H(0-24)	1361	47.6	39.1	8.2	0	48	71	188	438	347	190	47	21	11	0	0
AM Peak	09:00	00:00	00:00	06:00	00:00	09:00	10:00	09:00	09:00	08:00	08:00	08:00	00:00	07:00	00:00	00:00
	118	58.7	55.0	8.9	0	10	9	21	46	33	16	4	1	1	0	0
PM Peak	16:00	21:00	18:00	23:00	12:00	14:00	15:00	12:00	17:00	17:00	16:00	18:00	14:00	18:00	12:00	12:00
	156	53.2	43.7	10.0	0	5	7	22	54	51	30	9	6	2	0	0

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
00:00	4	57.7	46.3	11.1	0	0	0	1	0	1	0	1	1	0	0	0
01:00	2	37.5	37.5	0.0	0	0	0	0	2	0	0	0	0	0	0	0
02:00	1	-	37.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	48.6	40.0	8.3	0	0	1	1	0	3	2	0	0	0	0	0
05:00	21	50.6	43.7	6.7	0	0	0	2	5	5	4	5	0	0	0	0
06:00	63	49.5	39.8	9.3	1	3	1	7	17	16	13	4	1	0	0	0
07:00	183	46.1	38.0	7.8	1	5	7	44	57	38	27	1	2	1	0	0
08:00	291	44.8	38.0	6.6	0	6	12	51	125	65	25	5	1	1	0	0
09:00	218	44.7	36.0	8.4	0	19	9	45	85	38	17	5	0	0	0	0
10:00	170	43.9	35.7	7.9	0	10	16	42	53	33	15	1	0	0	0	0
11:00	155	44.4	36.1	8.1	0	8	16	32	55	29	13	1	0	1	0	0
12:00	178	43.9	36.5	7.1	1	6	10	43	70	34	11	3	0	0	0	0
13:00	177	44.0	36.9	6.9	0	4	16	40	59	45	9	4	0	0	0	0
14:00	173	45.9	37.4	8.3	0	9	4	47	61	25	19	2	6	0	0	0
15:00	243	45.8	38.3	7.2	0	4	15	50	79	61	26	3	4	1	0	0
16:00	242	47.0	39.3	7.5	0	6	9	36	87	54	39	7	3	1	0	0
17:00	249	47.0	39.6	7.2	1	4	9	28	91	73	32	7	2	2	0	0
18:00	124	49.4	41.6	7.5	0	2	1	11	43	30	22	12	1	2	0	0
19:00	107	49.4	39.5	9.6	0	2	15	10	26	31	13	3	4	3	0	0
20:00	66	46.1	40.2	5.7	0	0	2	12	13	27	11	1	0	0	0	0
21:00	33	49.9	41.2	8.4	0	0	2	4	10	8	5	2	1	1	0	0
22:00	38	52.5	43.3	8.9	0	0	1	3	11	11	6	2	1	3	0	0
23:00	10	52.4	41.8	10.3	0	0	1	1	3	2	1	0	2	0	0	0
Total																
2H(10-12)	325	44.2	35.9	8.0	0	18	32	74	108	62	28	2	0	1	0	0
2H(14-16)	416	45.9	37.9	7.7	0	13	19	97	140	86	45	5	10	1	0	0
12H(7-19)	2403	45.7	37.8	7.6	3	83	124	469	865	525	255	51	19	9	0	0
24H(0-24)	2755	46.3	38.2	7.8	4	88	147	510	953	629	310	69	29	16	0	0
AM Peak	08:00	00:00	00:00	00:00	06:00	09:00	10:00	08:00	08:00	08:00	07:00	05:00	07:00	07:00	00:00	00:00
	291	57.7	46.3	11.1	1	19	16	51	125	65	27	5	2	1	0	0
PM Peak	17:00	22:00	22:00	23:00	12:00	14:00	13:00	15:00	17:00	17:00	16:00	18:00	14:00	19:00	12:00	12:00
	249	52.5	43.3	10.3	1	9	16	50	91	73	39	12	6	3	0	0

Appendix E

WEST SUSSEX COUNTY COUNCIL RESIDENTIAL CAR PARKING PROVISION TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact planninghighways@westsussex.gov.uk.

GUIDANCE ON USE

This parking demand calculator has been designed to comply with the West Sussex County Council Revised Guidance for Parking Provision (2018). This calculator supersedes the West Sussex Car Ownership Parking Demand Tool.

This tool has been designed for use by developers as an initial assessment of car parking provision required in residential developments. This tool provides an indication as to the potential overall parking demand that could be associated with specific development quantums. In addition to the information presented within this calculator it is for the developer to justify the appropriateness of the parking levels proposed with other appropriate data and in discussion with the Local Planning Authority and West Sussex County Council as Highway Authority.

The following is a step by step process for the calculation of development parking demand, all GREY cells require no user input:

1. Select the Ward in which the development is located;
   a. If known select from the drop down in the **BLUE** box marked "Ward"
   b. If unknown use the Ward finder tool by entering the development post code (including the standard space separation e.g. RH6 0AQ, BN11 1DR), then complete a. above.

2. Enter the number of units of each size in the **GREEN** boxes marked "Number of Units of this Type", with respect to the number of bedrooms or number of habitable rooms in the dwelling type.

3. Your total "Parking Demand if 100% Unallocated" (all parking on site is shared) is shown in the adjacent cells.

4. If known, enter the total number of spaces allocated to each dwelling type across the development in the **PINK** boxes marked "Enter Total Number of Allocated Spaces".

5. Your development parking demand using your existing allocation design is then displayed in the **ORANGE** boxes marked "Total Parking Required if Design Allocated Used"

6. The Unallocated Parking Demand is the additional number of unallocated spaces over the design allocated required to meet the total parking demand, and includes visitors parking demand.

7. If your Total Number of Allocated Spaces is greater than the "Parking Demand if 100% Unallocated" then the existing parking design should be reviewed in line with the West Sussex County Council Revised Guidance for Parking Provision (2018).

Ward	District	Parking Behaviour Zone
Cowfold, Shermanbury & West Grinstead	Horsham	1

Ward Finder			
Postcode	**RH13 8RY**	**Ward**	***Cowfold, Shermanbury & West Grinstead***

Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3	8	12
2	4	29	50
3	5 to 6	42	93
4+	7 or more	22	60
Total		101	215

PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	**Number of Habitable Rooms**	**Enter Total Number of Allocated Spaces**	**Unallocated Parking Demand**	**Total Parking Required if Design Allocated Used**
1	1 to 3	5	7	12
2	4	58	10	68
3	5 to 6	84	28	112
4+	7 or more	44	28	72
Total		191	73	264

Appendix F

QS416EW - Car or van availability

population	All households; All cars or vans
units	Households
area type	2011 super output areas - middle layer
area name	E02006598 : Horsham 011
rural urban	Total

Cars	**2011**		
All categories: Car or van availa	2,184		
No cars or vans in household	113	5%	5.2
1 car or van in household	701	32%	32
2 cars or vans in household	928	42%	86
3 cars or vans in household	302	14%	42
4 or more cars or vans in house	140	6%	26
			186

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

TS045 - Car or van availability

population	All households
units	Households
area type	2021 super output areas - middle layer
area name	E02006598 : Horsham 011

Number of cars or vans	**2021**		
Total: All households	2,259		
No cars or vans in household	117	5%	
1 car or van in household	718	32%	32
2 cars or vans in household	898	40%	80
3 or more cars or vans in house	526	23%	71
			183

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.