



Proposed Residential Development
Land West of Church Close, Ashington

Transport Assessment

For

Bellway Homes

Document Control Sheet

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1.0 Introduction

- 1.1 This Transport Assessment has been prepared on behalf of Bellway Homes in relation to a planning application for a proposed residential development on land west of Church Close, Ashington (herein referred to as 'the site'). This report considers the highway and transport related matters in respect of the proposed development.
- 1.2 The site is located to the west of Ashington village approximately 300 metres west of London Road, the main road which runs through the centre of Ashington. The site benefits from close access to the A24, the A283 and the A272, as well as a number of bus stops. The site falls within the administrative boundaries of Horsham District Council (HDC – Local Planning Authority) and West Sussex County Council (WSCC – Local Highway Authority).
- 1.3 The site currently accommodates agricultural fields and woodland. The proposals seek planning permission for the construction of 180 dwellings on the site, along with a sports pavilion, a multi use game areas, an open space grass sports pitch and a public open space which includes allotments. The proposals include a mix of flats and houses, which will be both private and affordable. Access to the site will be achieved via an existing access road onto Church Close, although the arrangement will be formalised as part of the development proposals. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.4 The site is included in the Ashington Neighbourhood Plan 2019-2031, March 2021. The most relevant policies are ASH2 Increasing Walking in Ashington and ASH11 Land West of Ashington School. The Plan provides for a minimum of 225 dwellings to be built in the period 2019 to 2031 and the following sites are allocated for development:
- ▶ Chanctonbury Nursery (approximately 75 dwellings)
 - ▶ Land west of Ashington School (approximately 150 dwellings)
- 1.5 The application proposals have been subject to pre-application discussions with WSCC. The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context. WSCC's pre-application response is included at **Appendix A**.
- 1.6 This Transport Assessment has been prepared having regard to advice received at pre-application stage as well as relevant guidance. In summary, this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling, with bus services to be improved. This offers future residents a real choice of more sustainable modes;
 - ▶ Safe and suitable access to the site can be achieved for all users;
 - ▶ Appropriate provision is made for car parking having regard to the relevant guidance;
 - ▶ Each residential dwelling benefits from secure cycle parking;
 - ▶ The proposals include appropriate provision for servicing activity; and,
 - ▶ Modelling of nearby junctions indicates that the proposed redevelopment will result in no severe impact on the surrounding highway network.
- 1.7 Following this introduction, this Transport Statement is split into 6 sections as follows:
- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;

- ▶ Section 3 provides information on the site and planning background, reviews the accessibility of the site by all modes of transport and assess existing traffic and road safety conditions;
- ▶ Section 4 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;
- ▶ Section 5 considers the trip generating potential of the proposals by all modes;
- ▶ Section 6 assesses the likely traffic impact associated with the proposals upon the local highway network; and
- ▶ Section 7 summarises the key findings and conclusions of this report.

2.0 Policy Context

2.1 There are a number of documents which contain planning policies relevant to transport. The key policy documents which set out the context for this development are as follows:

- ▶ National Planning Policy Framework – July 2021;
- ▶ Horsham District Planning Framework – November 2015;
- ▶ West Sussex County Council (WSCC) Guidance on Parking at New Developments – September 2020; and,
- ▶ Ashington Neighbourhood Plan – 2019 – 2031.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 of the NPPF discusses 'Promoting Sustainable Transport', with paragraph 104 stating:

"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."

2.4 Off-street parking provision is referred to in Paragraph 107 which states that local planning authorities should take into account the following if setting local parking standards for development:

- "a) the accessibility of the development;*
- b) the type, mix and use of the development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra low emission vehicles"*

2.5 Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,

or for optimising the density of development in city and town centres and other locations that are well served by public transport.”

- 2.6 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

“In assessing sites that may be allocated for development in plans, or specific applications for development it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

- 2.7 Paragraph 111 states:

“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.”

- 2.8 Paragraph 112 suggests that development should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emissions vehicles.

- 2.9 Paragraph 113 states:

“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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Local Policy

The Horsham District Planning Framework

- 2.10 Horsham District Council is currently in the process of producing a new Local Plan. Consultation on the Regulation 18 Version of the plan closed in March 2020, this is the latest development in the production of the Local Plan. As of January 2023, the Council have voted to pause the development on the plan until later this year.

- 2.11 The Horsham District Planning Framework is currently the main planning document for Horsham District. The document sets out the planning strategy for the years up to 2031.

- 2.12 Policy 40, Sustainable Transport, discusses development policies related to travel and transport. The Policy states:

“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."*

2.13 Policy 41, Parking, discusses parking requirements for new developments.

- "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."*

WSCC Guidance on Parking at New Developments

- 2.14 With regard to policy 41 of the Horsham District Planning Framework, it is understood that HDC apply parking guidance set out by WSCC. Car and cycle parking standards for WSCC are contained within the document entitled 'Guidance on Parking at New Development', which was adopted in September 2020.
- 2.15 The guidance takes into account expected future growth in parking demand using the Department for Transport's (DfT) National Trip End Model dataset for a forecast year of 2033. The guidance provides expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ), which is based on the location of a development. The proposed development is in a PBZ 1 location. The table below summarises WSCC's car parking standards for residential developments located within PBZ 1.

Number of Bedrooms	PBZ 1 – Car Parking Standards
1-bed unit	1.5 spaces
2-bed unit	1.7 spaces
3-bed unit	2.2 spaces
4+ bed unit	2.7 spaces

Table 2.1: WSCC's Car Parking Standards

- 2.16 Adequate visitor parking is required, and this will be influenced by the level of unallocated parking. Table 2.1 should be used to ensure sufficient visitor parking is provided.
- 2.17 Disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site. In terms of garages WSCC state that *"If garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5"*.
- 2.18 The table below summarises WSCC's cycle parking standards for residential developments.

Type	Number of Bedrooms	Minimum Cycle Parking Standards
Houses	1 & 2-bed units	1 space
Houses	3+ bed units	2 spaces
Flats	1 & 2-bed units	0.5 spaces (if communal storage otherwise same as 1 & 2 bed house)
Flats	3+ bed units	1 space

Table 2.2: WSCC's Car Parking Standards

Ashington Neighbourhood Plan

- 2.19 The Ashington Neighbourhood Plan represents one part of the development plan for the parish between 2019-2031, the other part is the Horsham District Planning Framework. The purpose of the Ashington Neighbourhood Plan is to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications within the parish.
- 2.20 Policy ASH2: Increasing Walking in Ashington reads as follows:
- "A. New development in Ashington is expected to maximise the potential for sustainable movement. Support will be given to improving appropriate sustainable accessibility for walkers, cyclists and horse riders.*
- B. To ensure that residents can walk safely to Ashington Primary School, the Ashington Community Cluster ('the heart of the village'), shops and other important facilities serving Ashington village, all new developments should ensure safe pedestrian access to link up with existing footways that, in turn, directly serve the Walkway Routes shown on the Policies Map.*
- C. Proposals to enhance the identified Walkway Routes will be encouraged. Where these are public rights of way (PROWs), their upgrading to highway network standard so they are capable of year-round use, accompanied by non-intrusive lighting, will be supported.*
- D. Development will be expected to not have an unacceptable impact on Walkway Routes and provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian access. In particular this should focus on design solutions to reduce vehicular parking where this is likely to obstruct pedestrian access by all users.*
- E. Sustainable development which creates or facilitates new linkages between PROWs and bridleways, including across the A24, will be supported."*

2.21 Policy ASH3: Parking Provision

"A. Development proposals that generate an increased need for vehicle parking must provide suitable off-street parking in order to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians and cyclists.

B. For all new residential developments the maximum number of car parking spaces to be provided will be in accordance with the West Sussex Residential Parking Demand Calculator, unless it can be satisfactorily demonstrated that an alternative approach to provision would be appropriate on a specific site.

C. If off-street provision is demonstrated to be unfeasible, on-street parking provision will be permitted where it does not have an unacceptable impact on highway safety. In such circumstances, proposals are expected to minimise the visual impact of parking and be laid out so that obstruction of the road and footways is minimised."

2.22 Policy ASH11: Land West of Ashington School discusses the allocation of the site referred to in this report for development. The policy reads as follows:

"Land west of Ashington School (approximately 18.5 hectares as identified on the Policies Map and in Figure 8.2) is allocated for approximately 150 dwellings and development proposals will be supported subject to the following criteria:

► *Housing and Design:*

i. it provides a mix of dwelling sizes in accordance with relevant policies in the development plan;

ii. at least 25% of all units are designed to meet the needs of older people, with an appropriate split of the provision based on the mix of market and affordable properties;

iii. affordable housing is provided to meet the requirements of the relevant policies in the development plan;

iv. the design of the dwellings reflects the character of the surrounding area.

► *Layout:*

v. built development is confined to the central part of the site as shown on Figure 8.2;

vi. open space in the west and south of the site is available for public access, accompanied by a suitable management plan to be agreed by the local planning authority.

► *Accessibility:*

vii. the provision of appropriate vehicle access into the site from Church Close; viii. the provision of appropriate pedestrian access which provides direct and safe linkages into the Walkway Routes identified in Policy ASH2;

ix. where it is within or adjacent to the site, the upgrading of Public Right of Way FP2607 so that it is capable of everyday use all year-round and has suitable lighting for use after dark;

x. upgrading of Public Right of Way FP2611 to a high quality shared footpath and cycle path which links up to Malthouse Lane

xi. retention of Forest School activities on the western part of the site, along with safe footpath access, for use by the school, from Ashington Primary School to this area and to the Forest School activity area to the south-west of the site.

► *Employment and community infrastructure:*

xii. the provision of commercial floorspace (Use Class B1) on flexible terms, subject to meeting the requirements of Policy ASH9 (Small Scale and 'Move on' Employment Development) – this could be as part of a multi-user community facility at the Ashington Community Cluster;

xiii. the provision of a full-sized (11-a-side) grass football pitch for community use;

xiv. land and contributions towards the provision of a full-sized (11-a-side), floodlit MultiUse Games Area primarily for football use;

xv. land and contributions towards the provision of a sports pavilion, changing rooms and equipment storage facility;

xvi. the provision of allotments on site and the retention of allotment facilities immediately adjacent to Ashington School specifically for school use;

xvii. contributions towards the delivery of other community infrastructure identified in Policy ASH8 (Ashington Community Cluster) where it is not delivered on the site.

xviii. contributions for education as well as the allocation of 0.1 hectares of land adjoining the Ashington Primary School site, closest to the existing school buildings, to enable school expansion to mitigate allocated development;

xix. safeguarding of a further 0.44 hectares of land adjoining the existing school site for further school expansion if required.

► **Flooding:**

xx. provision for flood mitigation works to address flood issues at Mill Lane.

► **Heritage:**

xxi. the setting of the listed buildings, Church Farm House and St Peter and St Paul's Church, is protected;

xxii. in order to protect the setting of the scheduled monument and archaeological remains in the south of the site, no built development occurs in this area;

xxiii. views to and from Church Farm House and St Peter and St Paul's Church are retained.

► **Other principles:**

xxiv. mature trees are retained on the site;

xxv. enhance the setting of the South Downs National Park, including through the provision of an appropriate landscape buffer in line with the requirements of Policy ASH5 (Landscaping and Countryside Access);

xxvi. the submission of a minerals resource assessment to ensure the viable mineral resources are not permanently sterilised by development;

xxvii. occupation of the development is phased to align with the delivery of sewerage infrastructure, in liaison with the service provider;

xxviii. the layout is planned to ensure future access to existing sewerage infrastructure for maintenance and upsizing purposes."

Summary

- 2.23 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore,

appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

- 2.24 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment had been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Existing Conditions

Overview

- 3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site. Along with of the accessibility of the site by different modes of transport.

The Site

- 3.2 The site is located to the west of Ashington village approximately 300 metres west of London Road, the main road which runs through the centre of Ashington. The site benefits from close access to the A24, the A283 and the A272, as well as a number of bus stops. The site falls within the administrative boundaries of Horsham District Council and West Sussex County Council.
- 3.3 The site in relation to the strategic transport network links is shown in Figure 3.1 below.

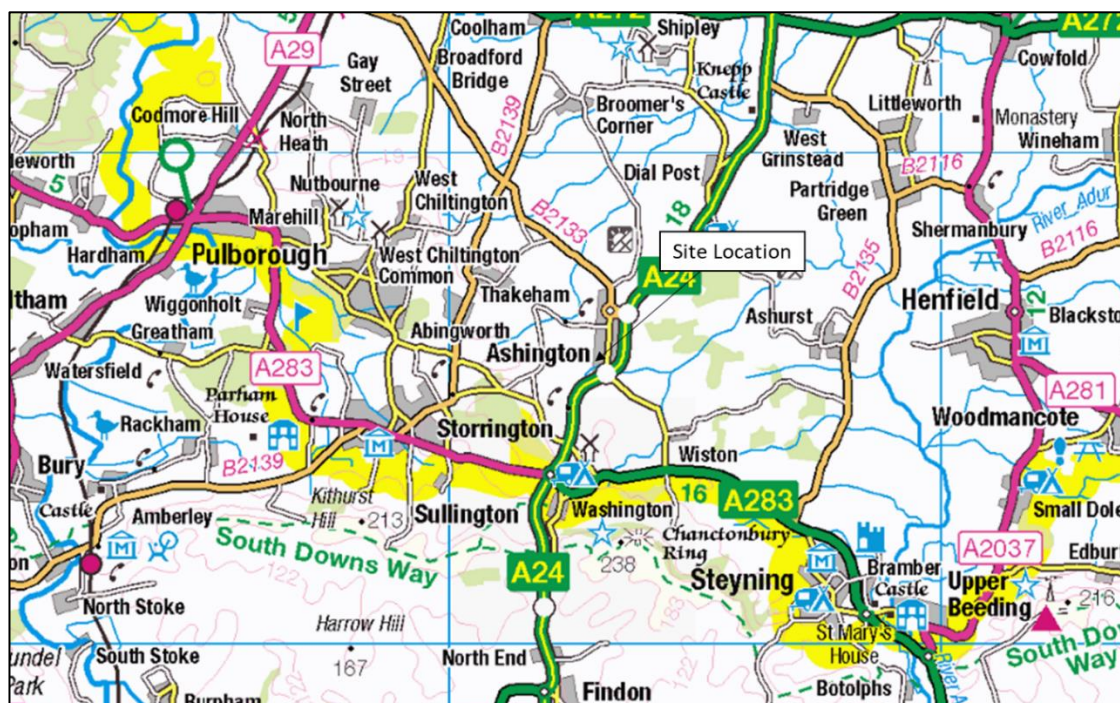


Figure 3.1: Site Location Plan in Relation to the Strategic Highway Network

- 3.4 The area to the east of the site is residential in nature, beyond that the site is located in a predominantly rural location. The site currently accommodates agricultural fields and woodland. Access to the site is currently achieved from Church Close at the southern boundary of the site. An existing concrete access road is provided along the southern boundary of Ashington Parish Church. Directly south of the concrete access is an informal access which currently provides access to a residential property. This property now gains access via the concrete access approximately 60 metres west of Church Close. The site in relation to the surrounding area is shown in Figure 3.2.



Figure 3.2: Site Location Plan

Highway Network

- 3.5 Vehicular access to the site will be achieved via Church Close. Church Close is a two-way single carriageway road subject to a 30mph speed limit. Church Close is predominantly residential in nature with a small number of dwellings located to the south of the site. To the north of the site Church Close becomes Foster Lane which provides access to Ashington Parish Church, Ashington Community Centre and Ashington C of E School. Parking occurs along Foster Lane within a designated parking bay directly north of the site adjacent to Ashington Parish Church.
- 3.6 Approximately 11 metres north of the site access, Foster Lane forms a junction with Church Lane. Church Lane enables access between the site and London Road, the main road through Ashington. Church Lane is a two-way single carriageway road subject to a 30mph speed limit. Traffic calming measures in the form of raised tables are provided at junctions where Church Lane provides access to residential streets. Parking along Church Lane is largely unrestricted aside from where double yellow lines are provided at the Church Lane/London Road junction to the east.
- 3.7 London Road is a two-way single carriageway road subject to a 30mph speed. Traffic calming measures such as speed bumps, and pedestrian crossing facilities equipped with tactile paving and pedestrian islands are located along the road. Parking is unrestricted along London Road with the addition of designated parking bays located at points either side of the carriageway. London Road provides access to the A24 at both the northern and southern ends of the road.

Accessibility by Non-Car Modes

- 3.8 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
 - ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014)."

- 3.9 The NPPF recognises that “the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel”. Furthermore, Manual for Streets identifies ‘walkable neighbourhoods’ as “having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot”.
- 3.10 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that “81% of all trips under one mile are walks”, making it the most frequent mode of travel for very short distances.
- 3.11 The following paragraphs outline the existing opportunities for travel to the site via the more sustainable forms of transport, including on foot, by cycle and public transport.

Accessibility on Foot and by Cycle

- 3.12 Footways are provided along all local roads in the vicinity of the site. Lit footways are provided on both sides of Church Close/Foster Lane within the vicinity of the site, an informal crossing with dropped kerbs and tactile paving is located circa 50 metres north of the site access across Foster Lane. Footways enable access to the local school and other local facilities within Ashington.
- 3.13 It should be noted that there are a range of Public Rights of Ways located in the vicinity of the site. Public Footpath 2611 runs along the site’s access road for short section before continuing south. Additionally, Policy ASH2 within the Ashington Neighbourhood Plan provides suggested commonly used walking routes through Ashington. The location of Ashington suggested walking routes, and local public rights of way are shown in Figure 3.3 below.

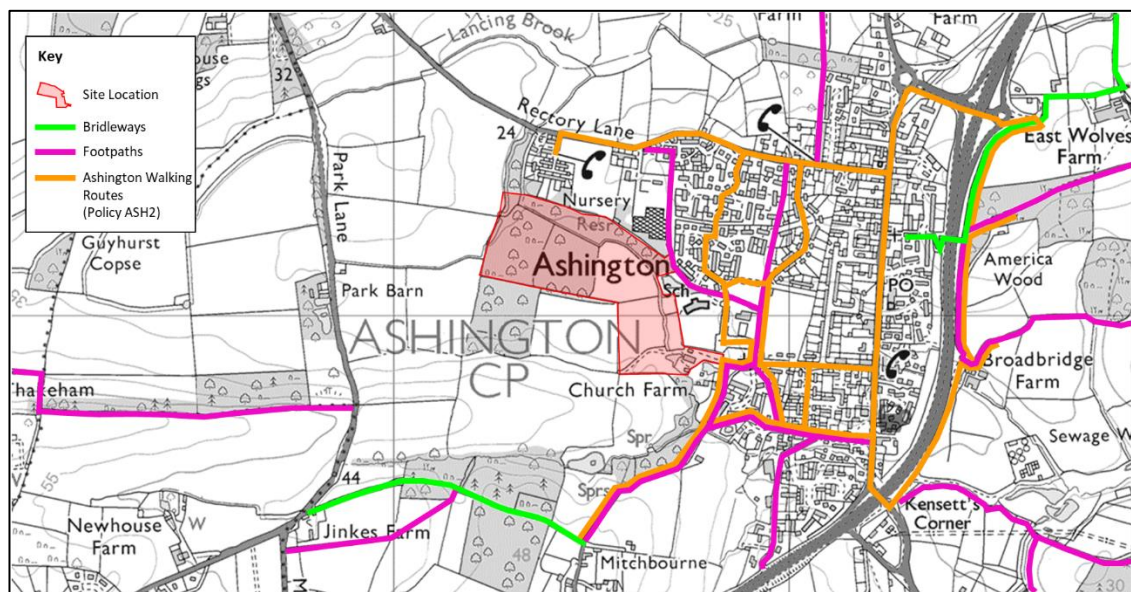


Figure 3.3: Local Walking Routes

- 3.14 A footway/cycleway is provided on the eastern side of Foster Lane to the north of Church Lane. This provides a direct route to Ashington Community Centre and Ashington C of E School. While there is no other designated cycle infrastructure in Ashington, it is considered that the local highway network is suitable for cycling due to the relatively low speed limit and flat topography.

Accessibility by Bus

- 3.15 The closest bus stops to the site are located 450m south west on London Road, the location of these are illustrated in Figure 3.2. These stops take 5 minutes to access on foot, or 2 minutes to access by cycle. The stops serve bus route 23. The details of this bus service are contained in Table 3.1 below.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
23	Crawley – Faygate – Horsham Railway Station – Southwater – Ashington – Washington – Broadwater – Worthing	Hourly	Hourly	Every 2 hours

Table 3.1: Local Bus Services

Access to Local Facilities

- 3.16 There are a number of facilities accessible on foot and by cycle from the site. The majority of these are located east of the site, surrounding Ashington Community Cluster and along London Road. Figure 3.4 shows the location of some of the key amenities in the vicinity of the site.

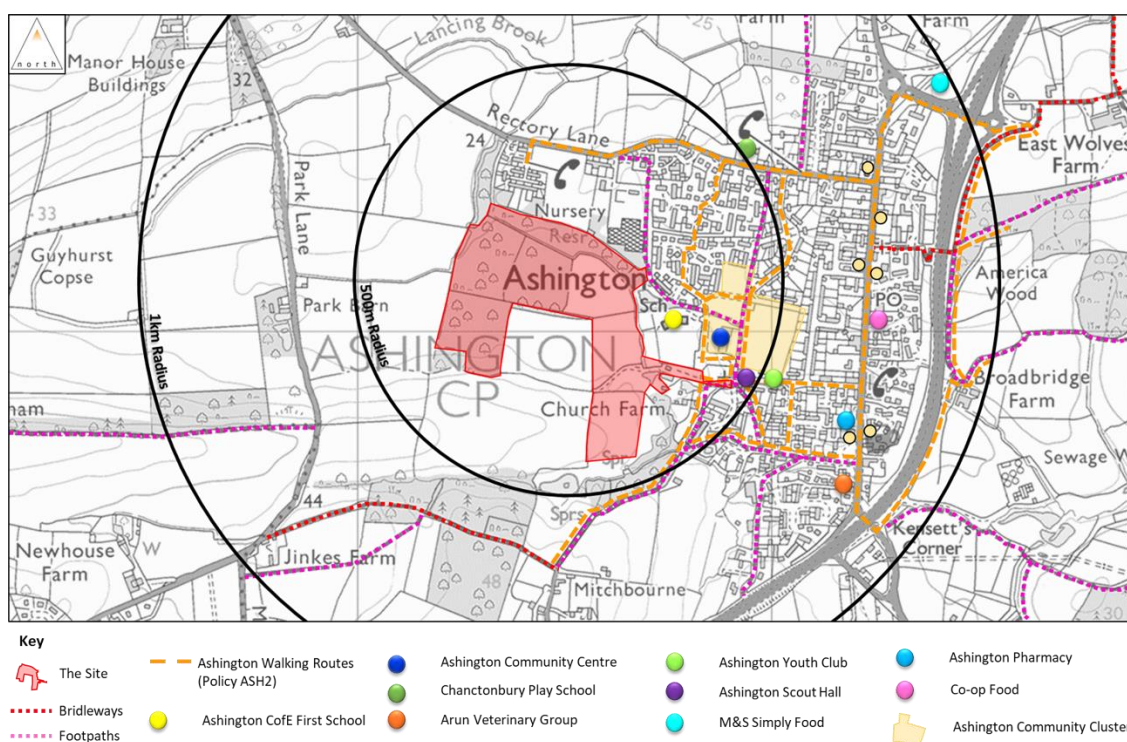


Figure 3.4: Local Amenities Plan

- 3.17 The distance each of the above amenities is located from the site, along with walk and cycle times is contained in Table 3.3 below.

Amenity	Distance	Walk Time	Cycle Time
Ashington Scout Hut	29 metres	1 minute	1 minute
Ashington Youth Club	100 metres	1 minute	1 minute
Ashington Community Centre	170 metres	2 minutes	1 minute
Ashington CofE First School	300 metres	4 minutes	1 minute
Ashington Pharmacy	450 metres	6 minutes	1 minute
Co-op Food	500 metres	6 minutes	2 minutes
Arun Veterinary Group	550 metres	7 minutes	2 minutes
Chanctonbury Playschool	650 metres	8 minutes	2 minutes
M&S Simply Food	1,200 metres	15 minutes	4 minutes

Table 3.2 – Amenities within Walking Distance of the Site

- 3.18 Table 3.3 indicates that there are a range of amenities within a close walking distance of the site, which enables residents to carry out daily tasks without relying on the private car. If residents wish to access further amenities, they can do so in Storrington, where they will find a doctors surgery and leisure centre. Alternatively, residents can travel to Worthing or Horsham via the 23 bus service.

Road Safety Review

- 3.19 A review of personal injury collision (PIC) data for a stretch of Church Close/Foster Lane and Church Lane within the vicinity of the site has been undertaken using the Crashmap online tool. This identified that no incidents have occurred along Church Close/Foster Lane and Church Lane within the vicinity of the site in the latest 5 year period.

Summary of Existing Conditions

- 3.20 The above review has shown the site is well located in relation to local walking routes, which provide good access to a variety of local amenities. Amenities within walking distance of the site include shops, a school and a pharmacy alongside a variety of community facilities. It has also been demonstrated that public transport can be accessed within close proximity of the site.

4.0 Development Proposals

4.1 Development proposals for the site include the construction of 180 dwellings, comprising a mixture of private, shared ownership and affordable housing on land west of Church Lane, Ashington. The architect's layout for the site is attached at **Appendix B**.

4.2 Table 4.1 below contains the schedule of accommodation for the site.

Housing Size	Number
Private Houses	
2 Bedroom	18
3 Bedroom	52
4 Bedroom	47
Shared Ownership Apartments	
1 Bedroom	8
2 Bedroom	3
Shared Ownership Houses	
2 Bedroom	2
3 Bedroom	4
4 Bedroom	2
Affordable Rent Apartments	
1 Bedroom	14
2 Bedroom	8
Affordable Rent Houses	
2 Bedroom	7
3 Bedroom	13
4 Bedroom	2
TOTAL	180

Table 4.1: Accommodation Schedule

Access Arrangements

4.3 Access to the development site is proposed via the formalisation of the existing two access points. The existing concrete access road adjacent to Ashington Parish Church will be merged with the informal concrete access which currently provides access to a residential property. Access to the single dwelling located to the south of the access road situated adjacent to the church will be retained. The drawing included at **Appendix C** illustrates the proposed access road. This arrangement has been approved by WSCC as part of the pre-application discussions.

4.4 The provision of a simple priority junction is considered appropriate when taking into account the quantum of development proposed. The access road has been designed with a 5.5 metre wide carriageway with 6 metre junction radii to enable a car to pass a HGV or refuse vehicle. The main access road which leads to the sports pavilion remains at 5.5 metres, whilst the arms which provide access to residential areas narrow to between 4.8 metres and 4.1 metres dependent on location.

4.5 A 2 metre footway will be accommodated along the northern side of the access road providing pedestrians with safe access into the site. Footways measuring 2 metres are provided throughout the site, however a number of areas which provide access to a small number of dwellings will operate as shared surfaces.

4.6 A raised table with dropped kerbs and tactile paving is located across the access road to provide a direct link with Footpath 2611. A footway is provided on the southern side of the access for a short section between the raised table and the property located on the southern side of the access road.

- 4.7 A pedestrian link is also proposed at the north-eastern extent of the site to connect to Footpath 2607 which provides a direct route to Ashington Community Centre and Ashington C of E School.

Visibility Splays

- 4.8 Church Close is subject to a 30 miles per hour speed limit. To ascertain the required visibility splays two automatic traffic counters (ATCs) were placed along Church Close/Foster Lane, one north and one south of the proposed access location. The ATCs were placed between 10th July 2022 and 16th July 2022. The ATC results are attached for reference at **Appendix D**.
- 4.9 Both ATCs recorded 85th percentile vehicle speeds below the 30 miles per hour speed limit and therefore visibility splays have been calculated based on the formula set out within Manual for Streets 2 (MfS2). The 85th percentile directional speeds and applicable visibility splays calculated using the formula are provided within Table 4.2 below.

Direction	Dry Speed	Dry Speed	SSD
Southbound	16.8 mph	27 kph	20.1 metres
Northbound	15.9 mph	25.6 kph	18.8 metres

Table 4.2: Stopping Site Distance Calculation

- 4.10 In accordance with the MfS2 calculation, the access is shown to the required 2.4 metre by 20.1 metre visibility to the north (for southbound vehicles). Whilst to the south (for northbound vehicles) the required visibility splay is shown to 2.4 metres by 18.8 metres. The above visibility splays are shown on the drawing included at **Appendix E**. The drawing also includes the highway boundary extent along Church Close/Foster Lane, obtained from WSCC.

Stage 1 Road Safety Audit

- 4.11 The access arrangements have been subject to a Stage 1 Road Safety Audit (RSA). The RSA along with the Designers Response is included at **Appendix F** and identified the following problems:
- ▶ "The south side of the existing track is being realigned to provide the width for the new development access road. An existing residential access and footpath 2611 emerge onto the new road. The audit team is concerned that existing vegetation and hedgerows will restrict visibility for drivers and pedestrians onto the new road leading to collisions.
 - ▶ Swept path analysis has been provided for a 10m refuse vehicle which indicate that it would overhang the centreline of the new access road for distance of approximately 100m. this may lead to side swipe collisions or vehicles mounting the footway striking pedestrians.
 - ▶ There is a short length of existing shared footway/ cycleway on the north-eastern corner of the Church Close/ Church Lane junction. Cyclists emerging from the development access would have no means of joining it unless they bump up the kerb, or cycle along the footway in front of the church and use the pedestrian crossing. This may risk collisions between cyclists and pedestrians or vehicles."
- 4.12 The vegetation within the visibility splays at the existing residential access and at the proposed raised crossing will be cut back or removed. Swept path analysis attached at **Appendix G** demonstrates the refuse vehicle passing a large car at the access junction. As such, it is not considered necessary to provide passing places as suggested by the RSA Auditor.
- 4.13 In relation to cycle provision between the site access and the shared footway/cycleway, an existing dropped kerb is provided circa 40 metres north of the proposed access. This allows cyclists to join the footway/cycleway from Foster Lane. Considering the traffic volumes and speeds along Church Close/Foster Lane in the vicinity of the site it is considered acceptable for cyclists to use the carriageway for a short section before joining the footway/cycleway on the eastern side of Foster Lane.

Parking Provision

Residential Parking Provision

- 4.14 Car parking will be provided on site to ensure that it is well located to the housing that it serves, and to ensure that on-street parking does not occur to any significant degree. This means that access to all parts of the site will be maintained at all times for use by larger vehicles (refuse truck and delivery vehicles) and for the emergency services. This approach recognises that need to provide sufficient parking spaces to avoid parking that would adversely affect the operation of surrounding streets, but not providing parking to a level that would overly encourage car usage. This is a balanced approach that is consistent with local and national policies.
- 4.15 As set out in Section 2 WSCC guidance provides expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ), which is based on the location of a development. The proposed development is in a PBZ 1 location. The table below summarises WSCC's car parking standards for residential developments located within PBZ 1 and the parking provision based on the proposals.

Number of Bedrooms	PBZ 1 – Car Parking Standards	Proposed Units	Parking Provision
1-bed unit	1.5 spaces	22	33 spaces
2-bed unit	1.7 spaces	38	64.6 spaces
3-bed unit	2.2 spaces	69	151.8 spaces
4+ bed unit	2.7 spaces	51	137.7 spaces
TOTAL		180	387.1 spaces

Table 4.3: WSCC's Car Parking Standards

- 4.16 In terms of garages WSCC state that *"If garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5."* As such, the total parking provision on-site amounts to 401 spaces in accordance with WSCC's guidance. The drawing included at **Appendix H** provides a breakdown of the parking provided. All dwellings including flats will be provided with an electric vehicle charging point in accordance with guidance.
- 4.17 Covered and secure cycle stores will be provided for the flats in accordance with the guidance set out within Section 2. The houses will be provided with gardens and garages, and cycle parking can therefore be accommodated within the curtilage of each house.

Sports Pavilion and Public Open Space/Allotment Parking Provision

- 4.18 The proposals include 20 car parking spaces for the sports pavilion and pitches, one of which will be a designated blue badge bay. No parking is provided for the sports pitch located at the southern extent of the site. It is envisaged that this pitch will be used by the community informally and any organised events will occur at the sports pavilion. As such, visitors to the southern pitch are likely to travel by sustainable modes of transport from the local area rather than via the private car.
- 4.19 To determine the likely parking demand for the proposed pavilion and associated sports pitches an assessment utilising the TRICS database has been undertaken. Sites were selected in areas with similar characteristic to the site using the category 'Football 5-a-side'. The proposed pitch can accommodate two games of 5-a-side football and therefore the analysis is based on 2 pitches to be robust. The TRICS analysis suggests that the peak periods for this land use are the weekday evening period and the Saturday daytime period. The results of parking accumulation for the two peak periods are summarised in Table 4.4, with the full TRICS analysis attached at **Appendix I**.

Time Period	Arrivals	Departures	Parking Accumulation
Weekday Evening			
15:00-16:00	2	1	1
16:00-17:00	7	2	6
17:00-18:00	13	3	16
18:00-19:00	14	7	23
19:00-20:00	7	9	21
20:00-21:00	8	17	12
Saturday Daytime			
10:00-11:00	12	4	8
11:00-12:00	14	12	10
12:00-13:00	10	10	10
13:00-14:00	11	10	11
14:00-15:00	9	7	13
15:00-16:00	6	10	9
16:00-17:00	6	6	9
17:00-18:00	4	7	6

Table 4.4: Sports Pitches Parking Accumulation

- 4.20 Table 4.4 indicates that the proposed sports pitches could result in a maximum parking demand of circa 23 vehicles between 18:00 and 19:00 in weekday evening period. Whilst in the Saturday daytime period the sports pitches could have a maximum parking demand of 13 vehicles.
- 4.21 It is acknowledged that based on the TRICS analysis that the parking demand may exceed the parking provided by 3 vehicles within the peak period. However, it is anticipated that the majority of visitors to the sports pitches will be travelling from Ashington village and therefore will travel via sustainable modes. Additionally, the modest amount of potential overspill parking can be accommodated with the allotment parking area to the west of the sports pavilion. Nonetheless, a Travel Plan will be implemented to ensure that visitors are aware of the parking arrangements and will promote modes of travel other than the car are promoted. This includes lift sharing which lends itself to this type of use as football teams tend to travel from the same area in order to play other teams. Furthermore, to promote cycling a secure and covered cycle store is provided adjacent to the sports pavilion.
- 4.22 The allotments are provided for the local community in and around Ashington only, as such the majority of visitors will be able to travel on-foot or by cycle. Nonetheless, the proposals include 18 car parking spaces adjacent to the allotments. It is anticipated that the peak demand for the allotments will be outside of the hours for the sports pitches. Therefore, conflict between the two uses is unlikely to occur.
- 4.23 As such, the level of parking provided for the sports pitches and allotments is considered appropriate to serve the demand. This will be managed as part of the Travel Plan.

Servicing and Refuse Collection

- 4.24 It is intended that refuse collection will occur from the internal access road within the site. Communal bin stores will be provided for the proposed flats adjacent to the internal access road. Whilst residents occupying the houses will be required to wheel their bins to the carriageway or designated bin stores on the appropriate bin collect days. All bin stores are located within an acceptable distance for both residents and bin collection personnel to access. A bin store is also provided for the sports pavilion.

- 4.25 In order to ensure the proposed access can facilitate the refuse vehicle manoeuvres without interfering with the free flow of traffic or leading to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access and internal layout has been undertaken. Swept path analysis included at **Appendix J**, demonstrates the refuse vehicle entering the site in forward gear, navigating the internal access road, and exiting the site in forward gear.

Emergency Arrangements

- 4.26 Emergency access to the site will be taken from Church Close. Swept path analysis, attached at **Appendix J**, demonstrates a fire appliance accessing the site in forward gear, navigating the internal access road and exiting the site in forward gear via the proposed access.

Travel Demand Management

- 4.27 During pre-application discussions, it was agreed that a Travel Plan (TP) for the proposed development would accompany the planning application. A Travel Plan is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government. The TP will be prepared in line with good practice guidance and will have the following objectives:

- ▶ To reduce journeys to and from the site in single occupancy vehicles;
- ▶ To promote walking and cycling as a health benefit to residents;
- ▶ To reduce the perceived safety risk associated with the alternatives of walking and cycling; and,
- ▶ To promote awareness of sustainable travel choices.

Summary

- 4.28 This section demonstrates that the proposal makes provision for safe and suitable access for private cars, emergency vehicles, pedestrians and cyclists and integrate with the existing highway network. In addition, appropriate provision will be made for parking and servicing in accordance with relevant standards and guidance.

5.0 Trip Generation and Distribution

Overview

- 5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Sport Pavilion and Public Open Space Trip Generation

- 5.2 As set out within the previous section, the peak periods associated with the sports pavilion and allotments are likely to fall outside of the network peak hours. As such, the trip generation for the community use is not included within this assessment.

Residential Trip Generation

- 5.3 The trip generation potential of the 180 residential dwellings has been based on trip rates derived from the TRICS database. The units have been sub-divided into private houses, affordable houses and affordable flats. The following criteria has been used to select sites similar to the proposed development:

- ▶ Areas within England, excluding Greater London;
- ▶ Sites with up to 300 dwellings; and,
- ▶ Sites in areas classed as 'Edge of Town' and 'Neighbourhood Centre'.

- 5.4 The following paragraphs provided a summary of the peak hour total person and vehicular trip rates and resultant trips based on 117 private houses, 30 affordable houses and 33 affordable flats.

Private Houses

- 5.5 Table 5.1 provides a summary of the peak hour total person and vehicular trip rates for 117 private houses and the full TRICS output included at [Appendix K](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.215	0.752	0.585	0.243	3.860	3.948
Total Person Trips	25	88	68	28	452	462
Vehicular Trip Rates	0.137	0.357	0.327	0.141	2.198	2.223
Vehicular Trip	16	42	38	16	257	260

Table 5.1: Trip Rates and Trip Generation for 117 Private Houses

- 5.6 Table 5.1 indicates that the proposed private houses could generate 113 total person trips in the weekday morning peak hour, of which 96 could be vehicular. In the evening peak hour, the proposed private houses could generate 156 total person trips, of which 54 could be vehicular trips. Over an average weekday, the proposed private houses could generate 914 two-way total person trips, of which 517 could be vehicular.

Affordable Houses

- 5.7 Table 5.2 provides a summary of the peak hour total person and vehicular trip rates for 30 affordable houses and the full TRICS output included at [Appendix L](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.369	0.893	0.571	0.214	4.631	4.785
Total Person Trips	11	27	17	6	139	144
Vehicular Trip Rates	0.155	0.333	0.262	0.155	2.083	2.166
Vehicular Trips	5	10	8	5	63	65

Table 5.2: Trip Rates and Trip Generation for 30 Affordable Houses

- 5.8 Table 5.2 indicates that the proposed affordable houses could generate 38 total person trips in the weekday morning peak hour, of which 15 could be vehicular. In the evening peak hour, the proposed affordable houses could generate 23 total person trips, of which 13 could be vehicular trips. Over an average weekday, the proposed affordable houses could generate 283 two-way total person trips, of which 128 could be vehicular.

Affordable Flats

- 5.9 Table 5.3 provides a summary of the peak hour total person and vehicular trip rates for 33 affordable flats and the full TRICS output included at [Appendix M](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.074	0.289	0.246	0.146	2.208	2.674
Total Person Trips	2	10	8	5	73	88
Vehicular Trip Rates	0.042	0.088	0.098	0.064	0.899	1.077
Vehicular Trips	1	3	3	2	30	36

Table 5.3: Trip Rates and Trip Generation for 33 Affordable Flats

- 5.10 Table 5.3 indicates that the proposed affordable flats could generate 12 total person trips in the weekday morning peak hour, of which 4 could be vehicular. In the evening peak hour, the proposed affordable flats could generate 13 total person trips, of which 5 could be vehicular trips. Over an average weekday, the proposed affordable flats could generate 161 two-way total person trips, of which 66 could be vehicular.

Total Trip Generation for Proposed Development

- 5.11 Table 5.4 shows the total approximate number of total person and vehicle movements that the proposed development comprising 117 private houses, 30 affordable houses and 33 affordable flats is likely to generate.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trips	38	125	93	39	664	694
Vehicular Trips	22	55	49	23	350	361

Table 5.4: Total Trip Generation for Proposed Development

- 5.12 Table 5.4 indicates that the proposed development could generate 163 total person trips in the weekday morning peak hour, of which 77 could be vehicular. In the evening peak hour, the development could generate 132 total person trips, of which 72 could be vehicular trips. Over an average weekday, the proposed residential site use could generate 1,358 two-way total person trips, of which 711 could be vehicular.

Census Data Modal Split

- 5.13 To support the above trip attraction, typical travel modes of the existing resident population have been established with reference to Census data for 'Method to Travel to Work' for the resident population (2011 output) for the Chanctonbury ward.
- 5.14 The Census modal split of travel is summarised in Table 5.5 below. The total person trips identified in Table 5.4 for both the weekday morning and evening peak hours have been assigned based on the Census modal split percentages and are also summarised in Table 5.5 below.

Mode of Travel	Census Modal Split	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
		Arr	Dep	Arr	Dep	Arr	Dep
Car driver	82%	31	103	76	32	545	569
On Foot	6%	2	8	6	2	40	42
Train	5%	2	6	5	2	33	35
Passenger in car	4%	2	5	4	2	27	28
Bus	1%	1	1	1	1	7	7
Motorcycle	1%	0	1	1	0	4	5
Bicycle	1%	0	1	0	0	4	4
Other	1%	0	0	0	0	4	4
TOTAL	100%	38	125	93	39	664	694

Table 5.5: Modal Share for 180 dwellings

- 5.15 The Chanctonbury ward experiences a higher proportion of car driver trips than the average trip rate taken from the TRICS surveyed sites, with 134 two-way movements in the morning peak hour and 108 two-way movements in the evening peak hour.

Traffic Distribution

- 5.16 Development related traffic has been distributed on the network with reference to relevant Census data (2011 output) for 'Location of Usual Residence and Place of Work by Method of Travel to Work'. Car driver is selected as the method of travel to work, with the location of usual residence restricted to the 'Horsham 015 super output area- middle layer' within the Horsham district. This is the most detailed level of census data available for assessing travel patterns.

- 5.17 The above census output enables an understanding of all output areas that residents Horsham 015 travel to for their place of work. A summary of all key destinations (those that attract less than 10 vehicle movements have been excluded for the purposes of this assessment) is shown within **Appendix N**.
- 5.18 The census data suggests that 48% of residents within the Horsham 015 output area travel to work to output areas located within Horsham district (including those that start and end their journey within Horsham 015), this includes areas such as Horsham and Storrington. Other key workplace destinations include Brighton, Chichester, Crawley, Guildford and Worthing.
- 5.19 Analysis of the census data provides an understanding of the likely directions the local population currently take in order to access their place of work. This has been verified via Google Maps journey times during peak periods. The key routes to/from the site via Church Close, Church Lane and London Road are demonstrated below in Figure 5.1.

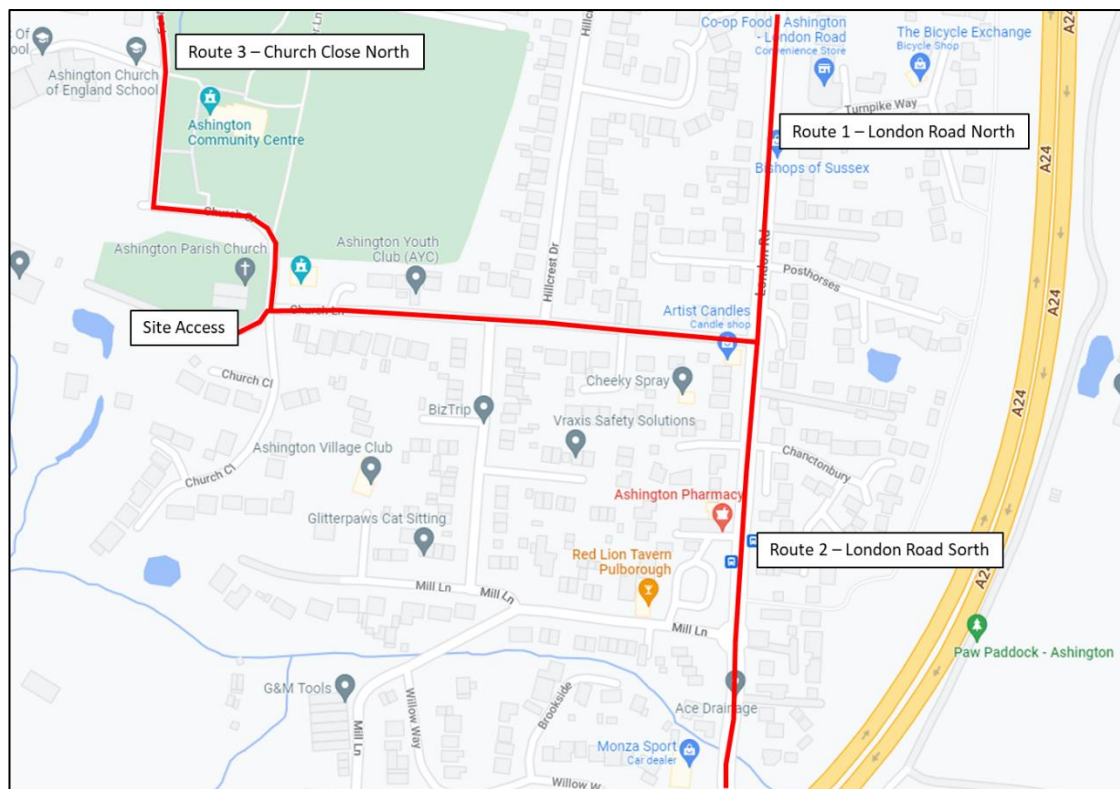


Figure 5.1: Key Routes to/from the Site

- 5.20 Table 5.6 below summarises the routes out of the network taken by the workforce population of the output area, as well as the percentage split of vehicular trips based on the aforementioned census data. This accounts for those destinations that attract more than 10 vehicles from the residential population of the aforementioned output area. Considering the level of development traffic associated with the development site, this is considered an appropriate methodology.

Direction of Travel	Percentage Split of Vehicular Trips
London Road North via Church Lane	56%
London Road South via Church Lane	41%
Church Close North	3%
TOTAL	100%

Table 5.6: Census Data - 'Location of Usual Residence and Place of Work by Method of Travel to Work'

- 5.21 Table 5.7 below summarises the distribution of vehicular trips associated with the proposed development. To be robust the vehicular trips are based on the census modal split summarised in Table 5.5.

Direction of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
London Road North via Church Lane	17	58	43	18
London Road South via Church Lane	13	42	31	13
Church Close North	1	3	2	1
TOTAL	31	103	76	32

Table 5.7: Development Traffic Distribution

- 5.22 Table 5.7 demonstrates that the development related traffic will split almost 50/50 at the junction the Church Lane/London Road junction. The proposed development could generate circa 75 two-way vehicle movements travelling north along London Road within the weekday morning peak and 55 two-way vehicle movements travelling south along London Road. Whilst in the evening peak hour, the proposed development could generate circa 66 two-way vehicle movements north along London Road and 44 south along London Road.

Summary

- 5.23 The proposals would likely result in an increase in traffic generation on the surrounding road network in the weekday peak hours and over a typical weekday. The proposals are likely to result in an additional vehicle every circa 30 seconds.
- 5.24 Based on the above trip generation and distribution associated with the proposed development, and as requested by WSCC, the following section considers the traffic impact of the above development trips on the surrounding road network.

6.0 Highway Impact Assessment

6.1 As part of the pre-application consultation with WSCC, it was requested that consideration be given to traffic impact associated with the scheme on the surrounding road network. The scope of the analysis includes the following junctions:

- ▶ Site Access Road/Church Close priority junction;
- ▶ Church Close/Church Lane priority junction;
- ▶ Church Lane/London Road priority junction; and,
- ▶ London Road/Mill Lane mini roundabout.

6.2 The above junctions have been modelled five years following submission of the planning application (2027) using the Junction 9 (PICADY and ARCADY) software.

Baseline Traffic Conditions

6.3 To assess the impact of development traffic on the surrounding road network, traffic data has been obtained for the Church Close, Church Lane, London Road and Mill Lane. The observed peak hour traffic flows along the site access are provided on **Figures TF1** and **TF2** for the weekday morning and evening peak hours respectively.

Assessment Years

6.4 The impact of the proposed development is to be tested five years following submission of the planning application, i.e. 2027.

6.5 Traffic growth figures have been obtained from TEMPro version 7.2c for the Tandridge 002 middle layer super output area (MSOA). The TEMPro growth factors for the 2022 to 2027 weekday morning and evening peak periods are provided within Table 6.1 below.

Time Period	Weekday Morning Growth Factor	Weekday Evening Growth Factor
2022 – 2027	1.0410	1.0421

Table 6.1: TEMPro Growth Factors

6.6 The future year traffic flows are provided within **Figures TF3** and **TF4** for the 2026 weekday morning peak hour and weekday evening peak hour respectively.

Proposed Trip Generation and Assignment

6.7 The increase in development traffic based on the trip generation and distribution in Table 5.7 are shown within **Figures TF5** and **TF6** for the weekday morning peak hour and the weekday evening peak hour respectively. This has been added to the 2026 uplifted flows within **Figures TF7** and **TF8** for weekday morning and evening peak hours respectively.

Site Access Road/Church Close Modelling

6.8 The 2027 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.2 below summarises the priority junction operation during the 2027 weekday peak with development. The detailed model outputs are included for reference at **Appendix O**.

Movements	2027 AM Peak with Development			2027 PM Peak with Development		
	RFC	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)
Site – Church Close	0.18	0.2	7.02	0.05	0.1	6.03
Church Close – Site	0.06	0.1	6.41	0.12	0.1	6.81

Table 6.2: 2027 Weekday Morning and Evening Site Access Results Summary

- 6.9 Table 6.2 demonstrates that site access priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with no queuing.

Church Close/Church Lane Modelling

- 6.10 The 2027 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.3 below summarises the priority junction operation during the 2027 weekday peak with development. The detailed model outputs are included for reference at [Appendix O](#).

Movements	2027 AM Peak with Development			2027 PM Peak with Development		
	RFC	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)
Church Lane – Church Close	0.23	0.3	10.23	0.18	0.2	8.06
Church Close – Church Lane	0.20	0.2	7.64	0.07	0.1	6.48

Table 6.3: 2027 Weekday Morning and Evening Church Close/Church Lane Summary

- 6.11 Table 6.3 demonstrates that the Church Close/Church Lane priority junction would operate well within its theoretical capacity with the additional development traffic. The driver delay is shown to be negligible with no queuing.

Church Lane/London Road Modelling

- 6.12 The 2027 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.4 below summarises the priority junction operation during the 2027 weekday peak with development. The detailed model outputs are included for reference at [Appendix O](#).

Movements	2027 AM Peak with Development			2027 PM Peak with Development		
	RFC	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)
Church Lane – London Road	0.44	0.8	14.67	0.22	0.3	10.63
London Road – Church Lane	0.06	0.1	6.40	0.11	0.1	6.59

Table 6.4: 2027 Weekday Morning and Evening Church Lane/London Road Results Summary

- 6.13 Table 6.4 demonstrates that the Church Lane/ London Road priority junction would operate well within its theoretical capacity with the additional development traffic. The driver delay is shown to be negligible with no queuing.

London Road/Mill Lane Modelling

- 6.14 The 2027 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.5 below summarises the priority junction operation during the 2027 weekday peak with development. The detailed model outputs are included for reference at [Appendix O](#).

Movements	2027 AM Peak with Development			2027 PM Peak with Development		
	RFC	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)
Swan Close	0.00	0.0	0.00	0.00	0.0	0.00
London Road South	0.35	0.5	6.04	0.32	0.5	5.77
Mill Lane	0.08	0.1	6.18	0.06	0.1	5.79
London Road North	0.23	0.3	4.24	0.22	0.3	4.06

Table 6.5: 2027 Weekday Morning and Evening London Road/Mill Lane Results Summary

- 6.15 Table 6.5 demonstrates that the Church Lane/ Mill Lane mini roundabout would operate well within its theoretical capacity with the additional development traffic. The driver delay is shown to be negligible with no queuing.

7.0 Summary and Conclusion

- 7.1 This Transport Assessment has been prepared on behalf of Bellway Homes in relation to a planning application for a proposed residential development on land west of Church Close, Ashington. This report considers the highway and transport related matters in respect of the proposed development. The site is located to the west of Ashington village approximately 300 metres west of London Road, the main road which runs through the centre of Ashington. The site is included in the Ashington Neighbourhood Plan 2019-2031, March 2021.
- 7.2 The site currently accommodates agricultural fields and woodland. The proposals seek planning permission for the construction of 180 dwellings on the site, along with a sports pavilion, a multi use game areas, an open space grass sports pitch and a public open space which includes allotments. The proposals include a mix of flats and houses, which will be both private and affordable. Access to the site will be achieved via an existing access road onto Church Close, although the arrangement will be formalised as part of the development proposals. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 7.3 This Transport Assessment has been prepared having regard to advice received at pre-application stage as well as relevant guidance. In summary, this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling. This offers future residents a genuine choice of travel modes;
 - ▶ Safe and suitable access to the site can be achieved for all users;
 - ▶ Appropriate provision is made for car parking having regard to the relevant guidance;
 - ▶ Each residential dwelling benefits from secure cycle parking;
 - ▶ The proposals include appropriate provision for servicing activity; and
 - ▶ Modelling of nearby junctions indicates that the proposed redevelopment will not result in a severe impact on the surrounding highway network.

Conclusion

- 7.4 In view of the above, the proposed development is considered to be acceptable in transport terms and meets local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstrable harm arising from the proposed development and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

Traffic Flow Figures



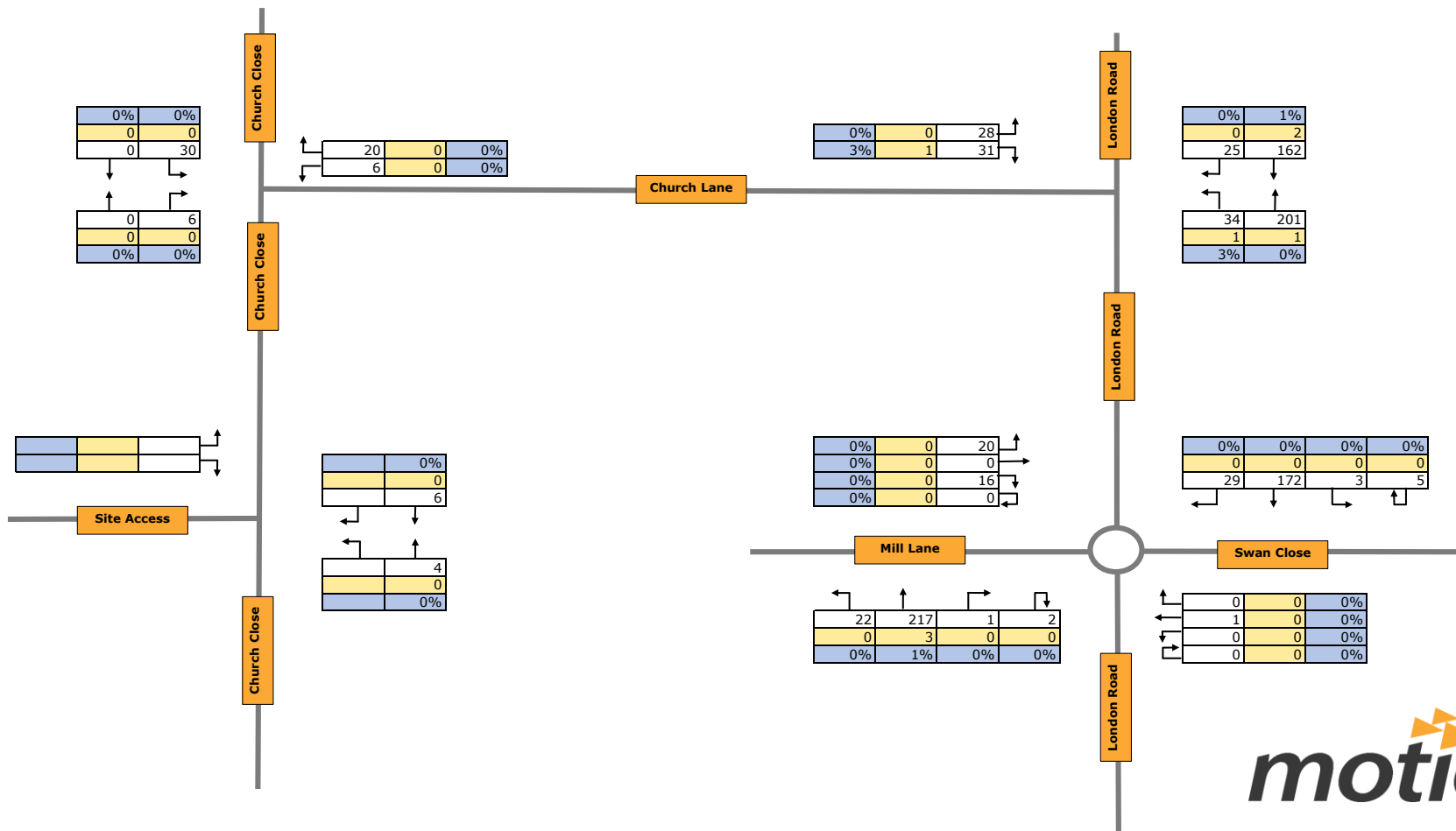
Motion Figure No. TF2

Key:	
100	All Vehicles
12	HGVs
12%	HGV Percentage



Motion Figure No. TF3

Key:	
100	All Vehicles
12	HGVs
12%	HGV Percentage

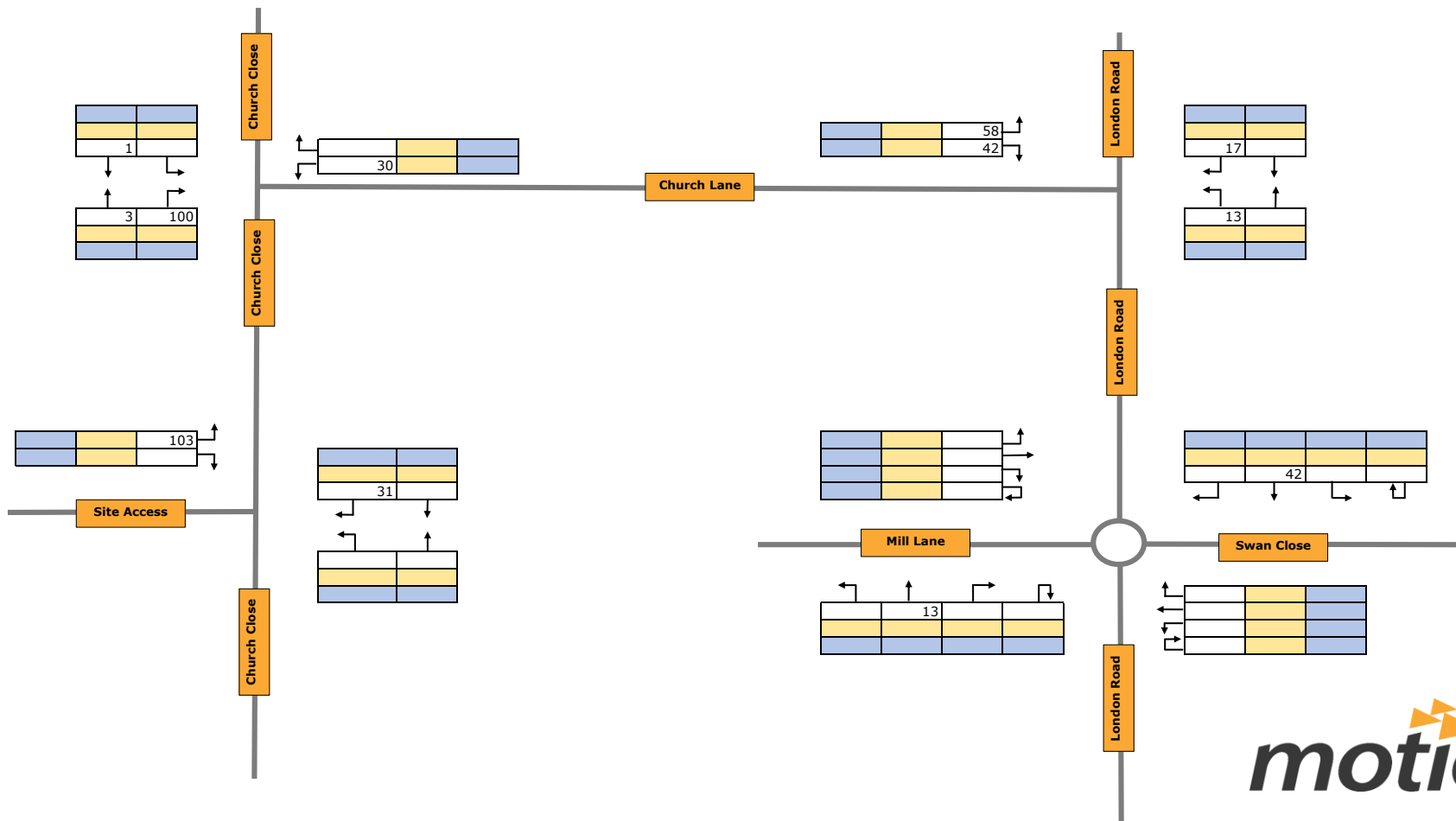


Key:	
100	All Vehicles
12	HGVs
12%	HGV Percentage

motion

Church Lane, Ashington

2027 Uplifted Traffic
PM Peak Hour (17:00-18:00)
Motion Figure No. TF4



Key:	
100	All Vehicles
12	HGVs
12%	HGV Percentage

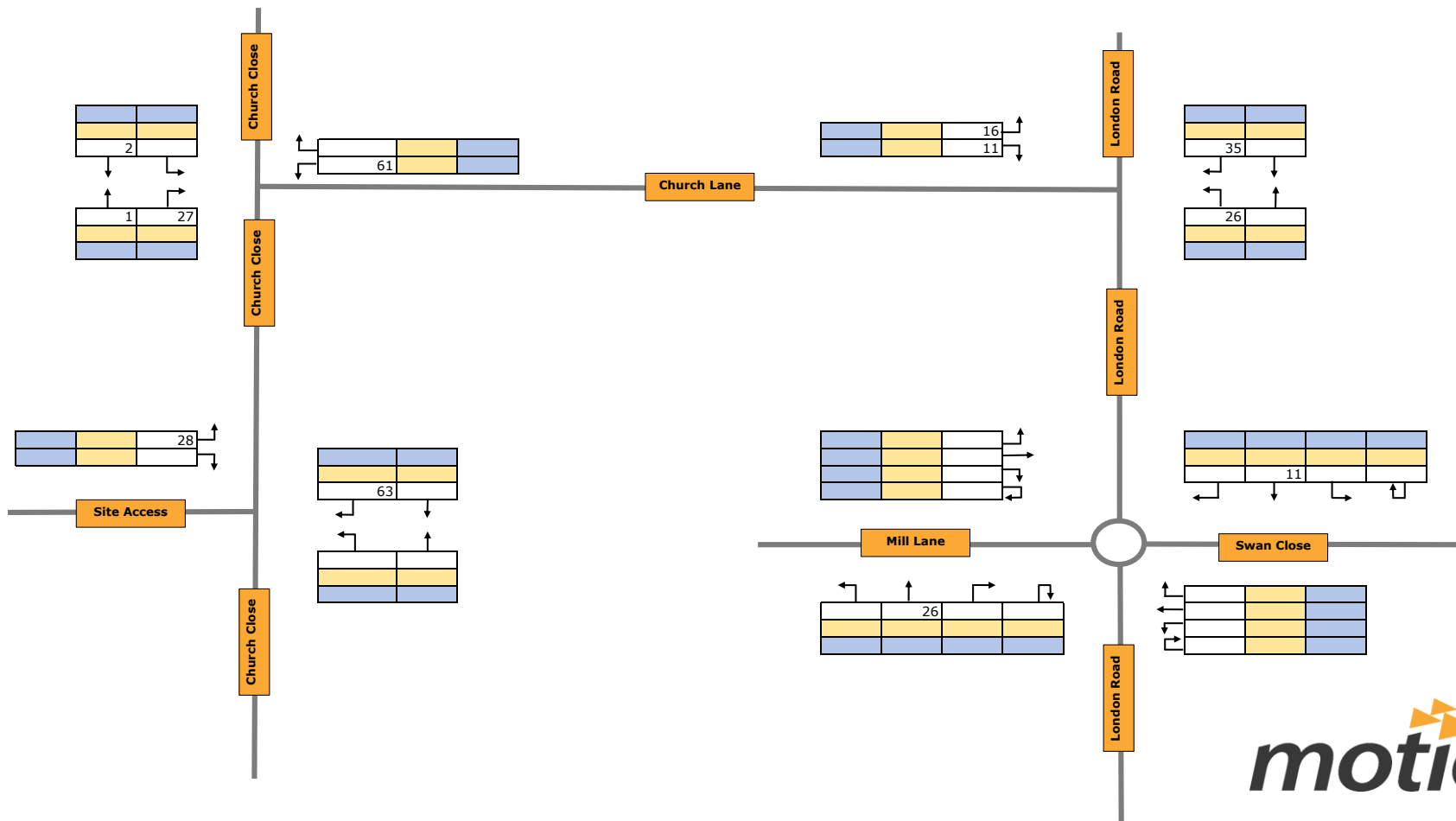
motion

Church Lane, Ashington

Development Traffic

AM Peak House (08:00-09:00)

Motion Figure No. TF5



Key:	
100	All Vehicles
12	HGVs
12%	HGV Percentage

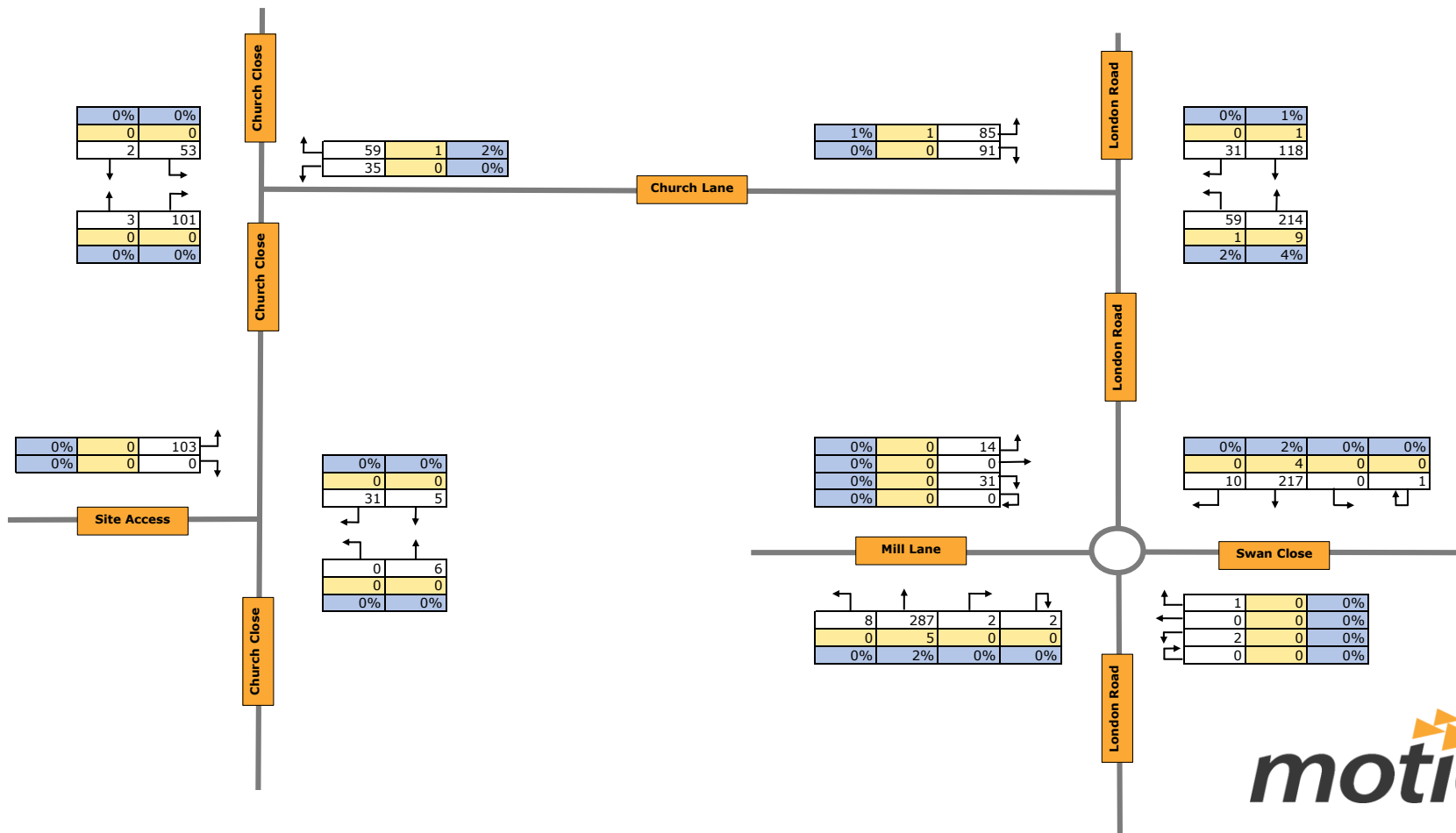
motion

Church Lane, Ashington

Development Traffic

PM Peak Hour (17:00-18:00)

Motion Figure No. TF6



Key:	
100	All Vehicles
12	HGVs
12%	HGV Percentage

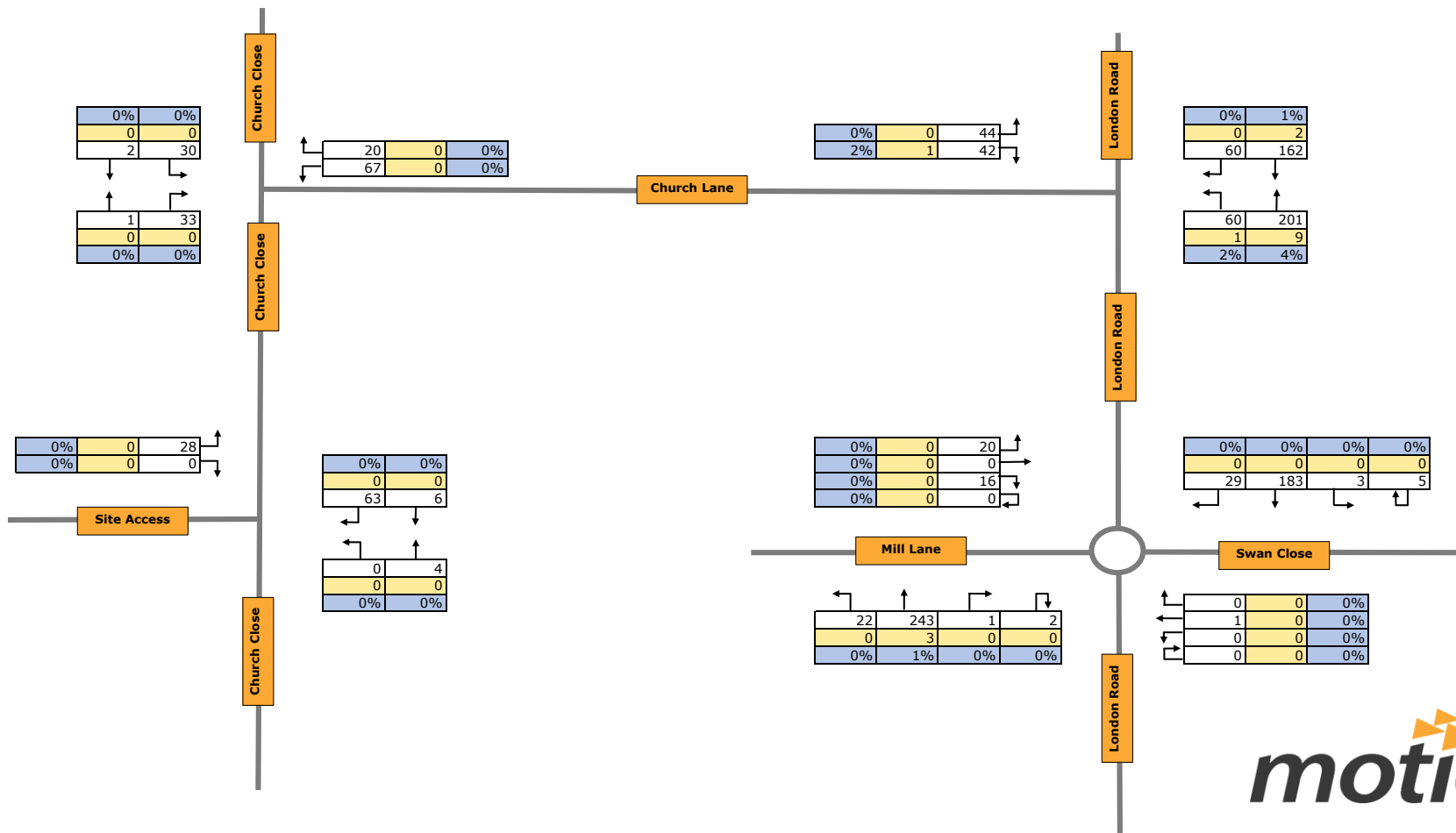
motion

Church Lane, Ashington

2027 Baseline plus Development Traffic

AM Peak Hour (08:00-09:00)

Motion Figure No. TF7



Church Lane, Ashington

2027 Baseline plus Development Traffic

PM Peak Hour (17:00-18:00)

Motion Figure No. TF8

Key:	
100	All Vehicles
12	HGVs
12%	HGV Percentage

Appendix A

WSCC Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Bellway Homes FAO:Michael Birch
FROM:	WSCC - Highways Authority
DATE:	5th May 2022
LOCATION:	Land West of Ashington, Church Close, Ashington, Horsham, RH20 3DL
SUBJECT:	Internal Reference: PRE-34-22 Full planning permission for 180 units.
DATE OF SITE VISIT:	Online meeting 5th May 2022
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Background

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed development at Land West of Ashington, Church Close, Ashington, Horsham, RH20 3DL. It is acknowledged that the LHA provided pre-application advice in relation to an earlier application at the site for 150 units in July 2021. Reference is made within the applicants supporting Transport Scoping Note (TSN) of the discussions with the LHA in 2021. It was agreed during the pre-application meeting that the LHA would review the areas discussed below as they come forward.

Comments

Having discussed the matters in the online meeting the LHA would advise the following documents to be submitted as part of any future Transport Assessment:

- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- In the 2021 pre-app reference was made to the access strategy and the requirement for a 7 day speed survey to ascertain the 85th percentile road speeds from Church Close to apply the correct visibility splays. A site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated should then be provided.
- A pedestrian footway will be provided which links to public footpath 2611.
- Design Audit of any proposed highway works, including plan identified departures from standards
- As outlined in the TSN a final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works will be required. This should be accompanied with the

Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation, including any amended plans.

- The internal layout will be designed in accordance with Manual for Streets (MfS) parameters. It is also intended to offer some of the internal roads for adoption under a Section 38 Agreement with the LHA. A dedicated adoption plan should be provided from the applicant to show the extent of adoption.
- A Transport Assessment, including location plan of key services, availability of sustainable modes of transport
- It has been confirmed that parking strategy, including provision of parking for all modes of transport will be provided in line with the LHA's Parking Calculator from September 2020.
- Proposed trip rates supported with TRICS outputs and site selection methodology will be provided for the 180 unit scheme.
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology will be included. The Transport Assessment (TA) will assess 2 junctions, as a minimum, namely; Church Lane j/w London Road and Mill Lane j/w London Road. The LHA would be satisfied with this approach and we are happy to advise on the data when it is available prior to submission to the Local Planning Authority (LPA).

Conclusion

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.

Jamie Brown
Planning Services

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: Motion Transport Planning FAO: Ellie Upton
FROM:	WSCC - Highways Authority
DATE:	16 December 2022
LOCATION:	Land off Church Close, Ashington, RH20 3JX
SUBJECT:	Internal Reference: PRE-101-Additional comments requested regarding previous pre-application in May 2022- reference PRE-34-22
DATE OF SITE VISIT:	Online Meeting 15th December 2022
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Background

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed development at Land off Church Close, Ashington, RH20 3JX. The LHA undertook a meeting with the applicants Transport Consultant on 15th December 2022.

This pre-application follows on from the earlier pre-application that the LHA made comments on in April 2022, PRE-34-22. Much of the content of this latest pre-app request is comparable to the previous application however the applicant has requested further comments on the following areas:

- **Visibility Splays**-These have now been undertaken in accordance with 85th percentile road speeds from a recent Automatic Traffic Count (ATC) survey. The splays provided are in accordance with the speed surveys attached.
- **Internal Arrangements**-The internal access road will have a single footpath on the northern side which will include a crossing point to the property to the south. The LHA discussed this with the applicant during the meeting and it was considered sufficient for the requirements of these proposals.
- **Parking for the Sports Pavilion**-The proposals now include a sports pavilion with a multi-use games area at the north-western extent of the site, alongside an additional playing field to the south of the site. This is in addition to the 180-unit residential scheme. It was agreed that the applicant would investigate the TRICS database to demonstrate that the proposed parking is sufficient for the likely demand that the sports pitch would generate. It was also confirmed that the applicant will provide a formal Travel Plan the sites Transport Assessment to provide mitigation measures and promoting sustainable transport.
- **Capacity Assessments**-The LHA confirmed that the junctions to be assessed within the applicants eventual Transport Assessment are:
 - Site Access/Church Close priority junction
 - Church Close/Church Lane priority junction
 - Church Lane/London Road priority junction

- Mills Lane/London Road mini roundabout

Conclusion

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.

Jamie Brown
Planning Services

Appendix B

Site Layout Plan

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Appendix C

Proposed Access Road

C:\Users\ellieupton\OneDrive - Motion\TP Projects\Drawings\2109010-02E,04A.dwg



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Legend:

- Highway Boundary
- Site Boundary



84 North Street
Guildford
Surrey
GU1 4AU

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 01483 531 300 T: 020 8065 5208

www.motion.co.uk

Project:
Church Farm House, Ashington

Title:
Proposed Access Road

Scale: 1:1000 (@ A3)

Drawing:
2109010-04

Revision:
A

Appendix D

ATC Results

VEHICLE SPEED AND CLASSIFICATION SURVEY – ATC 2 CHURCH CLOSE, ASHINGTON, WEST SUSSEX RH20 3JX.

DATASETS:

Site: [Stor 2] Church Close Site 2

Direction: 5 - South bound A>B, North bound B>A. Lane: 0

Survey Duration: 00:00 10 July 2022 => 00:00 17 July 2022

File: StorTWO 2 0 2022-07-17 0758.EC0 (Plus)

Algorithm: Advanced.

PROFILE:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 80 mph.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).



DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).

%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph).

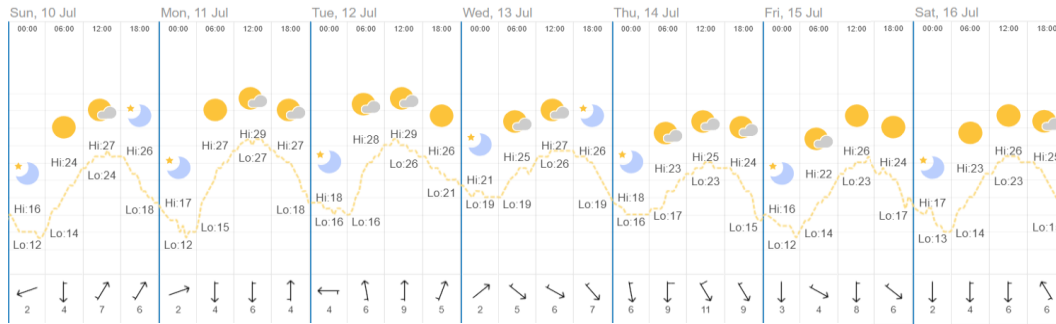
Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

- | | |
|----|--|
| 1 | Bicycle |
| 2 | Motor Cycle |
| 3 | Car / Van (cars and vans - without trailer). |
| 4 | Car / Van (T) (cars and vans towing trailer). |
| 5 | R2 / Bus (HGV / bus 2-axle rigid). |
| 6 | R3 / Bus (HGV / bus 3-axle rigid). |
| 7 | R4 (HGV 4-axle rigid). |
| 8 | A3 (HGV 3-axle articulated). |
| 9 | A4 (HGV 4-axle articulated). |
| 10 | A5 (HGV 5-axle articulated). |
| 11 | A6 (HGV 6-axle articulated). |
| 12 | A6 [2] (HGV 6-axle articulated comprising two trailers). |
| 13 | A7 [2] (HGV 7 + axle articulated comprising two trailers). |

[Seven Day Weather Report](#)



Benchmark Data Collection

Sun 10 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	19.3	19.3	19.3	0	0	-
0600	2	3	0	0	2	0	0	0	0	0	0	0	0	0	0	12.1	13.8	15.5	0	0	-
0700	5	8	0	0	5	0	0	0	0	0	0	0	0	0	0	13.2	15.6	16.9	0	0	-
0800	9	17	0	0	9	0	0	0	0	0	0	0	0	0	0	12.1	14.4	16.9	0	0	-
0900	27	44	1	0	26	0	0	0	0	0	0	0	0	0	0	11.1	15.1	20.2	0	0	16.1
1000	45	89	1	0	42	0	0	2	0	0	0	0	0	0	0	10.9	15.1	18.2	0	0	16.3
1100	35	124	2	0	30	0	2	1	0	0	0	0	0	0	0	5.5	13.6	17.9	0	0	15.7
1200	28	152	2	0	25	0	1	0	0	0	0	0	0	0	0	8.3	14	17.6	0	0	16.1
1300	17	169	0	0	14	0	2	0	1	0	0	0	0	0	0	7.2	14.5	18.9	0	0	17.9
1400	9	178	0	0	8	0	1	0	0	0	0	0	0	0	0	11.3	13.8	15.6	0	0	-
1500	11	189	0	1	10	0	0	0	0	0	0	0	0	0	0	10.8	13.9	17.4	0	0	16.6
1600	13	202	0	0	12	0	1	0	0	0	0	0	0	0	0	11.8	15.3	18.5	0	0	16.6
1700	7	209	0	0	7	0	0	0	0	0	0	0	0	0	0	12	14.6	18.6	0	0	-
1800	12	221	0	0	12	0	0	0	0	0	0	0	0	0	0	13.3	16.4	24.8	0	0	17.4
1900	9	230	0	0	9	0	0	0	0	0	0	0	0	0	0	10.6	13.9	17.5	0	0	-
2000	7	237	0	0	7	0	0	0	0	0	0	0	0	0	0	12	15.1	17.3	0	0	-
2100	5	242	0	0	5	0	0	0	0	0	0	0	0	0	0	12.8	14.7	17.4	0	0	-
2200	1	243	0	0	1	0	0	0	0	0	0	0	0	0	0	16.5	16.5	16.5	0	0	-
2300	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	218	243	6	1	200	0	7	3	1	0	0	0	0	0	0	5.5	14.6	24.8	0	0	16.6
06-22	241	243	6	1	223	0	7	3	1	0	0	0	0	0	0	5.5	14.6	24.8	0	0	16.6
06-00	242	243	6	1	224	0	7	3	1	0	0	0	0	0	0	5.5	14.6	24.8	0	0	16.6
00-00	243	243	6	1	225	0	7	3	1	0	0	0	0	0	0	5.5	14.6	24.8	0	0	16.6

Benchmark Data Collection

Mon 11 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	245	0	0	2	0	0	0	0	0	0	0	0	0	0	15.5	15.5	15.5	0	0	-
0600	6	251	0	1	5	0	0	0	0	0	0	0	0	0	0	14.1	17.4	22.6	0	0	-
0700	10	261	0	0	9	0	1	0	0	0	0	0	0	0	0	14.6	15.9	16.9	0	0	-
0800	43	304	2	0	39	1	1	0	0	0	0	0	0	0	0	9.5	14.7	19.2	0	0	17
0900	32	336	1	0	29	0	2	0	0	0	0	0	0	0	0	9.1	15.2	19.4	0	0	16.8
1000	18	354	1	0	15	0	0	2	0	0	0	0	0	0	0	12.8	14.5	17.1	0	0	15.2
1100	15	369	0	0	13	0	1	1	0	0	0	0	0	0	0	10.8	13.6	21.4	0	0	15.2
1200	15	384	0	0	14	0	1	0	0	0	0	0	0	0	0	12.3	14.7	16.7	0	0	16.1
1300	14	398	0	0	13	0	1	0	0	0	0	0	0	0	0	2.9	14	18.6	0	0	16.8
1400	13	411	0	0	13	0	0	0	0	0	0	0	0	0	0	11.1	14	17	0	0	16.3
1500	54	465	0	0	49	0	3	1	1	0	0	0	0	0	0	9.9	13.4	18.4	0	0	15.9
1600	18	483	0	0	18	0	0	0	0	0	0	0	0	0	0	12.5	14.9	19.7	0	0	16.3
1700	17	500	0	0	16	0	1	0	0	0	0	0	0	0	0	10.3	14.4	18.1	0	0	16.8
1800	17	517	0	0	15	1	1	0	0	0	0	0	0	0	0	12	15.5	18.3	0	0	17
1900	10	527	0	0	9	0	1	0	0	0	0	0	0	0	0	10.3	12.5	16.2	0	0	-
2000	12	539	0	0	12	0	0	0	0	0	0	0	0	0	0	9.8	14.9	19.5	0	0	16.1
2100	10	549	0	0	10	0	0	0	0	0	0	0	0	0	0	13.2	16.5	22.8	0	0	-
2200	0	549	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	550	0	0	1	0	0	0	0	0	0	0	0	0	0	14.7	14.7	14.7	0	0	-
07-19	266	550	4	0	243	2	12	4	1	0	0	0	0	0	0	2.9	14.4	21.4	0	0	16.8
06-22	304	550	4	1	279	2	13	4	1	0	0	0	0	0	0	2.9	14.5	22.8	0	0	16.8
06-00	305	550	4	1	280	2	13	4	1	0	0	0	0	0	0	2.9	14.5	22.8	0	0	16.8
00-00	307	550	4	1	282	2	13	4	1	0	0	0	0	0	0	2.9	14.5	22.8	0	0	16.8

Benchmark Data Collection

Tue 12 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	550	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	550	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	550	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	550	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	551	0	0	0	0	1	0	0	0	0	0	0	0	0	18.8	18.8	18.8	0	0	-
0500	4	555	0	0	4	0	0	0	0	0	0	0	0	0	0	14.8	15.9	16.2	0	0	-
0600	4	559	0	0	2	0	2	0	0	0	0	0	0	0	0	13.1	15.1	16.1	0	0	-
0700	17	576	0	1	14	0	2	0	0	0	0	0	0	0	0	12.8	16	19.5	0	0	18.3
0800	52	628	1	0	48	1	1	1	0	0	0	0	0	0	0	11.5	14.9	18.5	0	0	17
0900	22	650	2	0	18	0	0	0	1	0	1	0	0	0	0	8.7	14.5	17.1	0	0	16.3
1000	14	664	0	0	12	0	1	1	0	0	0	0	0	0	0	13.8	16.3	23.3	0	0	17.2
1100	14	678	0	0	13	0	1	0	0	0	0	0	0	0	0	12.8	15.6	19.2	0	0	16.6
1200	16	694	0	0	15	0	1	0	0	0	0	0	0	0	0	13.2	16.4	20.8	0	0	17.7
1300	26	720	0	1	23	0	1	1	0	0	0	0	0	0	0	11.3	14.9	19.1	0	0	17.2
1400	10	730	0	0	9	0	1	0	0	0	0	0	0	0	0	8.9	14.2	18.6	0	0	-
1500	61	791	1	1	56	0	0	2	0	0	0	0	1	0	0	5.1	13.4	19.4	0	0	16.1
1600	40	831	1	0	38	0	0	1	0	0	0	0	0	0	0	9.4	14.2	21.3	0	0	16.3
1700	30	861	0	1	29	0	0	0	0	0	0	0	0	0	0	8	14.8	19.3	0	0	17
1800	9	870	0	0	9	0	0	0	0	0	0	0	0	0	0	10.1	13	15.4	0	0	-
1900	12	882	0	0	12	0	0	0	0	0	0	0	0	0	0	11.8	15.1	18.8	0	0	16.6
2000	13	895	0	0	13	0	0	0	0	0	0	0	0	0	0	9.5	13.1	18.3	0	0	14.8
2100	9	904	0	0	9	0	0	0	0	0	0	0	0	0	0	12.2	14.5	17.3	0	0	-
2200	12	916	0	0	12	0	0	0	0	0	0	0	0	0	0	9.3	12.6	18.2	0	0	15.4
2300	1	917	0	0	1	0	0	0	0	0	0	0	0	0	0	13.4	13.4	13.4	0	0	-
07-19	311	917	5	4	284	1	8	6	1	0	1	0	1	0	0	5.1	14.6	23.3	0	0	17
06-22	349	917	5	4	320	1	10	6	1	0	1	0	1	0	0	5.1	14.6	23.3	0	0	16.8
06-00	362	917	5	4	333	1	10	6	1	0	1	0	1	0	0	5.1	14.5	23.3	0	0	16.8
00-00	367	917	5	4	337	1	11	6	1	0	1	0	1	0	0	5.1	14.6	23.3	0	0	16.8

Benchmark Data Collection

Wed 13 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T')	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	917	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	917	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	917	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	917	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	917	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	919	0	0	1	0	1	0	0	0	0	0	0	0	0	14.7	14.9	15.2	0	0	-
0600	2	921	0	0	1	0	1	0	0	0	0	0	0	0	0	13.1	14.4	15.7	0	0	-
0700	21	942	1	0	18	0	2	0	0	0	0	0	0	0	0	14.2	17	19.8	0	0	18.6
0800	54	996	0	0	51	0	1	2	0	0	0	0	0	0	0	10.6	15.1	19.4	0	0	16.8
0900	15	1011	0	0	15	0	0	0	0	0	0	0	0	0	0	13.2	16	17.8	0	0	17
1000	11	1022	0	1	9	0	1	0	0	0	0	0	0	0	0	12.2	14.6	18.3	0	0	17.2
1100	16	1038	1	0	15	0	0	0	0	0	0	0	0	0	0	12.2	14.4	18.4	0	0	17
1200	13	1051	0	0	10	0	3	0	0	0	0	0	0	0	0	8	13.9	17.3	0	0	16.3
1300	23	1074	0	0	22	0	0	1	0	0	0	0	0	0	0	8	14.8	17.1	0	0	16.3
1400	30	1104	0	0	29	0	1	0	0	0	0	0	0	0	0	11.7	15.3	18.1	0	0	17
1500	65	1169	1	0	63	0	1	0	0	0	0	0	0	0	0	6.5	13.6	19.6	0	0	15.9
1600	20	1189	0	0	20	0	0	0	0	0	0	0	0	0	0	9.7	15.1	19.5	0	0	16.3
1700	20	1209	0	0	18	0	2	0	0	0	0	0	0	0	0	12.3	15.4	19.1	0	0	17.7
1800	19	1228	1	1	14	1	1	1	0	0	0	0	0	0	0	7.5	14	17.8	0	0	16.6
1900	10	1238	0	0	9	0	1	0	0	0	0	0	0	0	0	13	16.6	25.6	0	0	-
2000	17	1255	0	0	17	0	0	0	0	0	0	0	0	0	0	8.3	14.4	18.1	0	0	16.1
2100	1	1256	1	0	0	0	0	0	0	0	0	0	0	0	0	9.6	9.6	9.6	0	0	-
2200	2	1258	0	0	2	0	0	0	0	0	0	0	0	0	0	12.1	13.5	14.9	0	0	-
2300	0	1258	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	307	1258	4	2	284	1	12	4	0	0	0	0	0	0	0	6.5	14.8	19.8	0	0	17
06-22	337	1258	5	2	311	1	14	4	0	0	0	0	0	0	0	6.5	14.8	25.6	0	0	17
06-00	339	1258	5	2	313	1	14	4	0	0	0	0	0	0	0	6.5	14.8	25.6	0	0	17
00-00	341	1258	5	2	314	1	15	4	0	0	0	0	0	0	0	6.5	14.8	25.6	0	0	17

Benchmark Data Collection

Thu 14 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T')	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	1258	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	1258	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1258	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	1259	0	0	0	0	1	0	0	0	0	0	0	0	0	19.3	19.3	19.3	0	0	-
0400	0	1259	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	1261	0	0	2	0	0	0	0	0	0	0	0	0	0	15	15.6	16.2	0	0	-
0600	1	1262	0	0	1	0	0	0	0	0	0	0	0	0	0	20.9	20.9	20.9	0	0	-
0700	25	1287	1	1	20	0	2	1	0	0	0	0	0	0	0	12.7	16.3	19.8	0	0	18.1
0800	50	1337	1	0	48	0	1	0	0	0	0	0	0	0	0	7.8	14.3	19.5	0	0	16.6
0900	23	1360	0	0	21	0	2	0	0	0	0	0	0	0	0	12.9	15.2	17.7	0	0	15.9
1000	15	1375	2	0	12	0	1	0	0	0	0	0	0	0	0	13.2	15.4	18.7	0	0	17.7
1100	11	1386	0	0	8	0	3	0	0	0	0	0	0	0	0	12.4	16	20.6	0	0	17.9
1200	12	1398	0	0	11	0	1	0	0	0	0	0	0	0	0	13.9	16.5	21	0	0	17.2
1300	11	1409	0	0	9	0	1	0	1	0	0	0	0	0	0	10.1	14.1	19.2	0	0	15.7
1400	17	1426	0	0	14	0	3	0	0	0	0	0	0	0	0	11	15	20.2	0	0	16.1
1500	63	1489	0	0	59	0	2	1	1	0	0	0	0	0	0	8.1	13.5	18.2	0	0	15.4
1600	16	1505	0	1	14	0	1	0	0	0	0	0	0	0	0	9	14.4	19.9	0	0	16.6
1700	20	1525	0	0	19	0	1	0	0	0	0	0	0	0	0	12.1	15.4	21.1	0	0	18.3
1800	24	1549	0	0	22	0	2	0	0	0	0	0	0	0	0	9.2	15.5	19.7	0	0	17.4
1900	15	1564	0	0	14	0	1	0	0	0	0	0	0	0	0	11.1	15.4	20.3	0	0	17.4
2000	12	1576	2	0	9	0	1	0	0	0	0	0	0	0	0	12.1	14.6	20	0	0	16.8
2100	7	1583	0	0	7	0	0	0	0	0	0	0	0	0	0	13.9	14.7	15.8	0	0	-
2200	3	1586	0	0	3	0	0	0	0	0	0	0	0	0	0	13.5	15.4	17.1	0	0	-
2300	1	1587	0	0	0	0	1	0	0	0	0	0	0	0	0	17.7	17.7	17.7	0	0	-
07-19	287	1587	4	2	257	0	20	2	2	0	0	0	0	0	0	7.8	14.8	21.1	0	0	17
06-22	322	1587	6	2	288	0	22	2	2	0	0	0	0	0	0	7.8	14.8	21.1	0	0	17
06-00	326	1587	6	2	291	0	23	2	2	0	0	0	0	0	0	7.8	14.9	21.1	0	0	17
00-00	329	1587	6	2	293	0	24	2	2	0	0	0	0	0	0	7.8	14.9	21.1	0	0	17

Benchmark Data Collection

Fri 15 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T')	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	1587	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	1588	0	0	1	0	0	0	0	0	0	0	0	0	0	15.6	15.6	15.6	0	0	-
0200	1	1589	0	0	1	0	0	0	0	0	0	0	0	0	0	14.4	14.4	14.4	0	0	-
0300	0	1589	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1589	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	1591	0	0	2	0	0	0	0	0	0	0	0	0	0	15.2	15.2	15.2	0	0	-
0600	4	1595	0	0	3	0	1	0	0	0	0	0	0	0	0	9.5	12.9	15.2	0	0	-
0700	11	1606	0	1	9	0	1	0	0	0	0	0	0	0	0	12.1	16.3	19.8	0	0	17
0800	51	1657	0	1	49	0	0	1	0	0	0	0	0	0	0	10.9	14.7	19.5	0	0	16.3
0900	17	1674	1	0	15	0	1	0	0	0	0	0	0	0	0	9.4	14.9	18.2	0	0	16.3
1000	15	1689	1	1	11	0	2	0	0	0	0	0	0	0	0	3.6	14.3	20.3	0	0	17.9
1100	23	1712	0	0	21	0	2	0	0	0	0	0	0	0	0	12.6	15.6	19.9	0	0	17.4
1200	16	1728	0	0	16	0	0	0	0	0	0	0	0	0	0	8.5	15	19.9	0	0	17.2
1300	11	1739	0	0	11	0	0	0	0	0	0	0	0	0	0	12.4	14.6	18.8	0	0	15.4
1400	14	1753	0	0	12	0	2	0	0	0	0	0	0	0	0	11.8	15.5	21.2	0	0	18.1
1500	54	1807	0	4	49	0	0	1	0	0	0	0	0	0	0	8.8	13.9	18.7	0	0	16.3
1600	21	1828	0	0	19	0	1	1	0	0	0	0	0	0	0	10.3	15.7	21.1	0	0	18.6
1700	21	1849	0	0	20	0	1	0	0	0	0	0	0	0	0	8.5	15.8	22.7	0	0	18.3
1800	8	1857	1	0	7	0	0	0	0	0	0	0	0	0	0	4	12.1	17	0	0	-
1900	9	1866	0	0	9	0	0	0	0	0	0	0	0	0	0	10.9	16	21.5	0	0	-
2000	7	1873	0	0	7	0	0	0	0	0	0	0	0	0	0	10.3	14.1	15.9	0	0	-
2100	6	1879	0	0	6	0	0	0	0	0	0	0	0	0	0	11.8	13.9	17.2	0	0	-
2200	13	1892	0	0	13	0	0	0	0	0	0	0	0	0	0	9.3	12.8	16.2	0	0	13.9
2300	3	1895	0	0	3	0	0	0	0	0	0	0	0	0	0	11.7	13.9	15.5	0	0	-
07-19	262	1895	3	7	239	0	10	3	0	0	0	0	0	0	0	3.6	14.8	22.7	0	0	17.2
06-22	288	1895	3	7	264	0	11	3	0	0	0	0	0	0	0	3.6	14.8	22.7	0	0	17.2
06-00	304	1895	3	7	280	0	11	3	0	0	0	0	0	0	0	3.6	14.7	22.7	0	0	17
00-00	308	1895	3	7	284	0	11	3	0	0	0	0	0	0	0	3.6	14.7	22.7	0	0	17

Benchmark Data Collection

Sat 16	July	2022	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
Time	Total	RunTot	Bicycle	Motor Cycle																	
0000	0	1895	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	1897	0	0	2	0	0	0	0	0	0	0	0	0	0	15.9	16.1	16.3	0	0	-
0200	0	1897	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	1898	0	0	1	0	0	0	0	0	0	0	0	0	0	15.3	15.3	15.3	0	0	-
0400	0	1898	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	1899	0	0	1	0	0	0	0	0	0	0	0	0	0	15.3	15.3	15.3	0	0	-
0600	1	1900	0	0	1	0	0	0	0	0	0	0	0	0	0	15.3	15.3	15.3	0	0	-
0700	5	1905	0	0	4	0	1	0	0	0	0	0	0	0	0	13.6	14.5	14.8	0	0	-
0800	9	1914	0	0	9	0	0	0	0	0	0	0	0	0	0	15.1	16.7	18.6	0	0	-
0900	10	1924	0	0	10	0	0	0	0	0	0	0	0	0	0	14.5	16.2	18.3	0	0	-
1000	16	1940	1	0	14	0	1	0	0	0	0	0	0	0	0	8.3	14.5	17.2	0	0	15.9
1100	13	1953	1	0	11	0	1	0	0	0	0	0	0	0	0	12.6	15.4	18.1	0	0	17
1200	17	1970	0	0	16	0	1	0	0	0	0	0	0	0	0	12.6	15.2	18.4	0	0	16.3
1300	11	1981	0	0	11	0	0	0	0	0	0	0	0	0	0	12.4	15.8	19.2	0	0	16.6
1400	11	1992	0	0	11	0	0	0	0	0	0	0	0	0	0	11.5	14.8	17.3	0	0	16.3
1500	9	2001	0	0	8	0	1	0	0	0	0	0	0	0	0	11.9	16	20.9	0	0	-
1600	16	2017	1	1	14	0	0	0	0	0	0	0	0	0	0	7.7	15.3	23.8	0	0	18.3
1700	14	2031	0	0	14	0	0	0	0	0	0	0	0	0	0	12.1	16.6	20.6	0	0	18.1
1800	12	2043	1	1	9	0	1	0	0	0	0	0	0	0	0	6.9	14.7	22.2	0	0	16.6
1900	13	2056	1	0	12	0	0	0	0	0	0	0	0	0	0	7	14	18.4	0	0	17
2000	13	2069	0	0	13	0	0	0	0	0	0	0	0	0	0	9.9	14.4	19.6	0	0	16.8
2100	5	2074	0	0	5	0	0	0	0	0	0	0	0	0	0	13	14.3	16.3	0	0	-
2200	3	2077	0	0	3	0	0	0	0	0	0	0	0	0	0	11.8	12.6	13	0	0	-
2300	1	2078	0	0	1	0	0	0	0	0	0	0	0	0	0	19.6	19.6	19.6	0	0	-
07-19	143	2078	4	2	131	0	6	0	0	0	0	0	0	0	0	6.9	15.5	23.8	0	0	17.2
06-22	175	2078	5	2	162	0	6	0	0	0	0	0	0	0	0	6.9	15.2	23.8	0	0	17.2
06-00	179	2078	5	2	166	0	6	0	0	0	0	0	0	0	0	6.9	15.2	23.8	0	0	17.2
00-00	183	2078	5	2	170	0	6	0	0	0	0	0	0	0	0	6.9	15.2	23.8	0	0	17.2
Summary																					
	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	2078	2078	34	19	1905	4	87	22	5	0	1	0	1	0	0	2.9	14.7	25.6	0	0	16.8

Benchmark Data Collection

Sun 10 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	13.4	15.8	18.1	0	0	-
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	18.8	18.8	18.8	0	0	-
0400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	6	9	0	0	6	0	0	0	0	0	0	0	0	0	0	9.9	13.8	17.7	0	0	-
0700	15	24	1	0	14	0	0	0	0	0	0	0	0	0	0	9.1	16.1	21.3	0	0	19.2
0800	20	44	1	0	18	0	0	0	1	0	0	0	0	0	0	10.3	14.7	17.4	0	0	16.8
0900	46	90	1	0	45	0	0	0	0	0	0	0	0	0	0	8.2	14.4	20.8	0	0	16.8
1000	35	125	1	0	34	0	0	0	0	0	0	0	0	0	0	9.8	14.1	18.1	0	0	15.9
1100	25	150	2	0	22	0	1	0	0	0	0	0	0	0	0	2.6	14.2	19	0	0	16.6
1200	14	164	0	0	13	0	1	0	0	0	0	0	0	0	0	10.3	14.6	17.9	0	0	15.7
1300	18	182	1	0	14	0	3	0	0	0	0	0	0	0	0	9	14.4	19.8	0	0	16.8
1400	18	200	0	0	18	0	0	0	0	0	0	0	0	0	0	10	14.8	19.5	0	0	16.1
1500	15	215	1	0	14	0	0	0	0	0	0	0	0	0	0	11.7	15.6	21.6	0	0	18.6
1600	11	226	0	0	10	0	1	0	0	0	0	0	0	0	0	7.7	14.3	18.6	0	0	16.1
1700	17	243	0	0	17	0	0	0	0	0	0	0	0	0	0	12.7	15.7	17.9	0	0	17.2
1800	13	256	2	0	11	0	0	0	0	0	0	0	0	0	0	3.8	13.2	18.7	0	0	17.4
1900	10	266	1	0	9	0	0	0	0	0	0	0	0	0	0	6.8	14.6	19	0	0	-
2000	9	275	0	0	9	0	0	0	0	0	0	0	0	0	0	9.4	14	17.9	0	0	-
2100	6	281	0	0	6	0	0	0	0	0	0	0	0	0	0	12.1	15.8	21.5	0	0	-
2200	3	284	0	0	3	0	0	0	0	0	0	0	0	0	0	14.5	16.8	18.8	0	0	-
2300	0	284	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	247	284	10	0	230	0	6	0	1	0	0	0	0	0	0	2.6	14.6	21.6	0	0	17
06-22	278	284	11	0	260	0	6	0	1	0	0	0	0	0	0	2.6	14.6	21.6	0	0	17.2
06-00	281	284	11	0	263	0	6	0	1	0	0	0	0	0	0	2.6	14.6	21.6	0	0	17.2
00-00	284	284	11	0	266	0	6	0	1	0	0	0	0	0	0	2.6	14.6	21.6	0	0	17.2

Benchmark Data Collection

Mon 11 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	284	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	284	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	284	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	284	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	284	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	286	0	0	0	0	2	0	0	0	0	0	0	0	0	15.8	16	16.3	0	0	-
0600	1	287	0	0	1	0	0	0	0	0	0	0	0	0	0	20.2	20.2	20.2	0	0	-
0700	11	298	0	0	11	0	0	0	0	0	0	0	0	0	0	12.6	16.3	20	0	0	17.4
0800	59	357	1	0	57	0	1	0	0	0	0	0	0	0	0	8	15.7	21.5	0	0	17.9
0900	21	378	1	0	18	0	2	0	0	0	0	0	0	0	0	5.7	13.9	19.8	0	0	17.4
1000	27	405	1	0	23	0	3	0	0	0	0	0	0	0	0	8.9	13.7	24.5	0	0	15.2
1100	19	424	0	0	17	0	2	0	0	0	0	0	0	0	0	8.1	15.7	19.3	0	0	18.6
1200	14	438	0	0	13	0	1	0	0	0	0	0	0	0	0	11.8	15.1	20.1	0	0	16.8
1300	14	452	0	0	14	0	0	0	0	0	0	0	0	0	0	10.1	15.5	19.6	0	0	17.2
1400	24	476	0	0	24	0	0	0	0	0	0	0	0	0	0	11.7	15.6	20.7	0	0	17.2
1500	50	526	1	0	47	0	2	0	0	0	0	0	0	0	0	4.4	15.1	21.2	0	0	17.2
1600	15	541	0	0	14	0	1	0	0	0	0	0	0	0	0	7	14.2	21.8	0	0	17.4
1700	18	559	1	0	15	1	1	0	0	0	0	0	0	0	0	10.1	15.4	20.1	0	0	18.8
1800	25	584	3	0	22	0	0	0	0	0	0	0	0	0	0	0.8	14.2	18.1	0	0	16.6
1900	17	601	0	1	15	0	1	0	0	0	0	0	0	0	0	7.6	13.9	17.2	0	0	15.9
2000	7	608	1	0	6	0	0	0	0	0	0	0	0	0	0	11.4	15.8	20.7	0	0	-
2100	11	619	0	0	10	0	1	0	0	0	0	0	0	0	0	12.8	16.1	19.2	0	0	17.9
2200	4	623	0	0	4	0	0	0	0	0	0	0	0	0	0	15.4	15.8	16	0	0	-
2300	1	624	0	0	1	0	0	0	0	0	0	0	0	0	0	17.2	17.2	17.2	0	0	-
07-19	297	624	8	0	275	1	13	0	0	0	0	0	0	0	0	0.8	15.1	24.5	0	0	17.4
06-22	333	624	9	1	307	1	15	0	0	0	0	0	0	0	0	0.8	15.1	24.5	0	0	17.4
06-00	338	624	9	1	312	1	15	0	0	0	0	0	0	0	0	0.8	15.1	24.5	0	0	17.4
00-00	340	624	9	1	312	1	17	0	0	0	0	0	0	0	0	0.8	15.1	24.5	0	0	17.4

Benchmark Data Collection

Tue 12 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	625	0	0	1	0	0	0	0	0	0	0	0	0	0	12.2	12.2	12.2	0	0	-
0100	0	625	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	625	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	625	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	626	0	0	0	0	1	0	0	0	0	0	0	0	0	18.4	18.4	18.4	0	0	-
0500	2	628	0	0	2	0	0	0	0	0	0	0	0	0	0	16.4	16.4	16.4	0	0	-
0600	4	632	0	0	2	0	2	0	0	0	0	0	0	0	0	12.7	15.4	17	0	0	-
0700	12	644	0	0	12	0	0	0	0	0	0	0	0	0	0	14.2	17.9	20.7	0	0	19.5
0800	58	702	0	0	56	1	1	0	0	0	0	0	0	0	0	8.1	15.3	20	0	0	17.4
0900	12	714	0	0	12	0	0	0	0	0	0	0	0	0	0	12.2	14.9	17.4	0	0	16.1
1000	9	723	0	0	8	0	0	0	1	0	0	0	0	0	0	11.5	17	22.7	0	0	-
1100	18	741	1	0	16	0	1	0	0	0	0	0	0	0	0	6.4	15.5	22.1	0	0	17.4
1200	22	763	0	0	22	0	0	0	0	0	0	0	0	0	0	10.3	15.5	19.3	0	0	17.4
1300	44	807	1	0	41	0	2	0	0	0	0	0	0	0	0	10.3	14.4	19	0	0	16.6
1400	41	848	0	0	39	0	2	0	0	0	0	0	0	0	0	11.1	14.6	19.2	0	0	16.8
1500	38	886	0	0	37	0	1	0	0	0	0	0	0	0	0	10.5	15.3	19.6	0	0	17.9
1600	20	906	0	0	18	0	2	0	0	0	0	0	0	0	0	7.2	14.8	19.2	0	0	17.4
1700	19	925	0	0	18	0	1	0	0	0	0	0	0	0	0	13.7	15.6	19.4	0	0	17.2
1800	27	952	2	0	24	0	1	0	0	0	0	0	0	0	0	6.8	14.4	20	0	0	16.8
1900	26	978	1	0	24	0	1	0	0	0	0	0	0	0	0	8.5	14.1	18.7	0	0	16.8
2000	9	987	0	0	8	0	1	0	0	0	0	0	0	0	0	12.7	15.9	18.1	0	0	-
2100	6	993	0	0	6	0	0	0	0	0	0	0	0	0	0	9.5	14.6	18.9	0	0	-
2200	6	999	0	0	6	0	0	0	0	0	0	0	0	0	0	13	16.5	20.6	0	0	-
2300	1	1000	0	0	1	0	0	0	0	0	0	0	0	0	0	15.5	15.5	15.5	0	0	-
07-19	320	1000	4	0	303	1	11	0	1	0	0	0	0	0	0	6.4	15.1	22.7	0	0	17.4
06-22	365	1000	5	0	343	1	15	0	1	0	0	0	0	0	0	6.4	15.1	22.7	0	0	17.4
06-00	372	1000	5	0	350	1	15	0	1	0	0	0	0	0	0	6.4	15.1	22.7	0	0	17.4
00-00	376	1000	5	0	353	1	16	0	1	0	0	0	0	0	0	6.4	15.1	22.7	0	0	17.4

Benchmark Data Collection

Wed 13 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	1001	0	0	1	0	0	0	0	0	0	0	0	0	0	14.5	14.5	14.5	0	0	-
0100	0	1001	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1001	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1001	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1001	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	1002	0	0	0	0	1	0	0	0	0	0	0	0	0	17.8	17.8	17.8	0	0	-
0600	0	1002	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	15	1017	0	0	13	0	2	0	0	0	0	0	0	0	0	12.3	16.2	19.6	0	0	18.1
0800	82	1099	1	0	79	0	0	1	1	0	0	0	0	0	0	9.6	14.7	19.7	0	0	16.6
0900	12	1111	0	0	12	0	0	0	0	0	0	0	0	0	0	10.4	15.2	18.6	0	0	16.1
1000	14	1125	1	0	10	0	3	0	0	0	0	0	0	0	0	8.9	14.1	21.5	0	0	16.8
1100	12	1137	1	0	10	0	1	0	0	0	0	0	0	0	0	2.8	14.1	22.5	0	0	16.3
1200	26	1163	0	1	21	0	3	0	0	1	0	0	0	0	0	7.4	15.1	19.5	0	0	16.8
1300	19	1182	1	0	16	0	2	0	0	0	0	0	0	0	0	13.1	15.7	18.7	0	0	17.2
1400	34	1216	0	0	32	0	2	0	0	0	0	0	0	0	0	10.1	15.1	26.5	0	0	17
1500	41	1257	1	0	39	0	1	0	0	0	0	0	0	0	0	8.4	15.2	22.1	0	0	17.7
1600	29	1286	0	1	26	0	2	0	0	0	0	0	0	0	0	9.3	14.5	18.9	0	0	16.1
1700	25	1311	0	0	23	0	2	0	0	0	0	0	0	0	0	9.3	16.1	18.8	0	0	18.3
1800	34	1345	0	0	32	1	1	0	0	0	0	0	0	0	0	9.6	15.9	20.3	0	0	19.2
1900	16	1361	1	0	15	0	0	0	0	0	0	0	0	0	0	5.9	14.8	19.1	0	0	17.7
2000	11	1372	2	0	9	0	0	0	0	0	0	0	0	0	0	9	15.3	20.3	0	0	16.8
2100	6	1378	0	0	6	0	0	0	0	0	0	0	0	0	0	15.5	17.5	21.6	0	0	-
2200	4	1382	0	0	4	0	0	0	0	0	0	0	0	0	0	12.8	16.8	22.9	0	0	-
2300	3	1385	0	0	3	0	0	0	0	0	0	0	0	0	0	11.7	13.4	15.5	0	0	-
07-19	343	1385	5	2	313	1	19	1	1	1	0	0	0	0	0	2.8	15.1	26.5	0	0	17.4
06-22	376	1385	8	2	343	1	19	1	1	1	0	0	0	0	0	2.8	15.2	26.5	0	0	17.7
06-00	383	1385	8	2	350	1	19	1	1	1	0	0	0	0	0	2.8	15.2	26.5	0	0	17.7
00-00	385	1385	8	2	351	1	20	1	1	1	0	0	0	0	0	2.8	15.2	26.5	0	0	17.7

Benchmark Data Collection

Thu 14 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	1385	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	1385	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	1386	0	0	1	0	0	0	0	0	0	0	0	0	0	17.7	17.7	17.7	0	0	-
0300	1	1387	0	0	0	0	1	0	0	0	0	0	0	0	0	17.6	17.6	17.6	0	0	-
0400	1	1388	0	0	0	0	1	0	0	0	0	0	0	0	0	15.2	15.2	15.2	0	0	-
0500	0	1388	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	1389	0	0	1	0	0	0	0	0	0	0	0	0	0	15.3	15.3	15.3	0	0	-
0700	11	1400	0	0	10	0	0	0	1	0	0	0	0	0	0	11.9	16	20.5	0	0	17.9
0800	63	1463	1	0	59	0	3	0	0	0	0	0	0	0	0	9.1	14.7	20.1	0	0	17.4
0900	14	1477	0	0	11	0	3	0	0	0	0	0	0	0	0	7.8	14.1	17.2	0	0	16.3
1000	18	1495	2	0	13	0	3	0	0	0	0	0	0	0	0	8.2	15.3	22.5	0	0	17.7
1100	8	1503	0	0	7	0	1	0	0	0	0	0	0	0	0	11.3	15.8	20.6	0	0	-
1200	17	1520	0	0	17	0	0	0	0	0	0	0	0	0	0	9.4	15.6	20.1	0	0	17.9
1300	17	1537	1	0	14	0	2	0	0	0	0	0	0	0	0	10.9	14.8	17.3	0	0	16.6
1400	33	1570	0	0	32	0	1	0	0	0	0	0	0	0	0	11	15.7	21.3	0	0	18.3
1500	35	1605	1	0	33	0	1	0	0	0	0	0	0	0	0	7.2	15.3	22.1	0	0	17.4
1600	28	1633	2	0	24	0	2	0	0	0	0	0	0	0	0	7.7	14.6	21.4	0	0	17.9
1700	30	1663	1	0	27	0	2	0	0	0	0	0	0	0	0	11.2	16.4	21.3	0	0	19
1800	22	1685	1	0	21	0	0	0	0	0	0	0	0	0	0	13.3	16.7	24.3	0	0	18.6
1900	8	1693	1	0	7	0	0	0	0	0	0	0	0	0	0	4.4	12.1	18.9	0	0	-
2000	16	1709	1	0	14	0	1	0	0	0	0	0	0	0	0	11.2	15.4	22.6	0	0	17.2
2100	11	1720	0	1	10	0	0	0	0	0	0	0	0	0	0	13.6	16.3	18.5	0	0	17.7
2200	4	1724	0	0	3	0	1	0	0	0	0	0	0	0	0	14.6	17.2	19.5	0	0	-
2300	4	1728	0	0	4	0	0	0	0	0	0	0	0	0	0	15.8	18.1	20.6	0	0	-
07-19	296	1728	9	0	268	0	18	0	1	0	0	0	0	0	0	7.2	15.3	24.3	0	0	18.1
06-22	332	1728	11	1	300	0	19	0	1	0	0	0	0	0	0	4.4	15.3	24.3	0	0	18.1
06-00	340	1728	11	1	307	0	20	0	1	0	0	0	0	0	0	4.4	15.3	24.3	0	0	18.1
00-00	343	1728	11	1	308	0	22	0	1	0	0	0	0	0	0	4.4	15.4	24.3	0	0	18.1

Benchmark Data Collection

Fri 15 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T')	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	1729	0	0	1	0	0	0	0	0	0	0	0	0	0	14.7	14.7	14.7	0	0	-
0100	1	1730	0	0	1	0	0	0	0	0	0	0	0	0	0	17.7	17.7	17.7	0	0	-
0200	0	1730	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1730	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1730	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	1732	0	0	0	0	2	0	0	0	0	0	0	0	0	16.4	17.3	18.1	0	0	-
0600	3	1735	0	0	3	0	0	0	0	0	0	0	0	0	0	14.6	15.1	15.9	0	0	-
0700	8	1743	0	0	8	0	0	0	0	0	0	0	0	0	0	12.3	16.5	20.5	0	0	-
0800	65	1808	2	0	63	0	0	0	0	0	0	0	0	0	0	5	14.8	19.7	0	0	17
0900	14	1822	0	0	12	0	2	0	0	0	0	0	0	0	0	11.4	15.9	19.8	0	0	18.1
1000	19	1841	1	0	17	0	1	0	0	0	0	0	0	0	0	2.8	14.8	21.3	0	0	17.9
1100	15	1856	0	0	14	0	1	0	0	0	0	0	0	0	0	8.4	15.2	20.8	0	0	17.2
1200	12	1868	1	1	10	0	0	0	0	0	0	0	0	0	0	7.7	14.1	22.2	0	0	16.6
1300	16	1884	2	0	12	0	2	0	0	0	0	0	0	0	0	8	14.2	18.3	0	0	17.4
1400	45	1929	0	0	44	0	1	0	0	0	0	0	0	0	0	11.6	15.6	22.7	0	0	17.7
1500	39	1968	1	1	36	0	0	1	0	0	0	0	0	0	0	9.6	15.2	19.5	0	0	17
1600	18	1986	1	0	16	0	1	0	0	0	0	0	0	0	0	9.8	15.8	20.5	0	0	17.7
1700	22	2008	0	0	20	0	2	0	0	0	0	0	0	0	0	10.8	16.5	20.6	0	0	18.3
1800	19	2027	2	0	17	0	0	0	0	0	0	0	0	0	0	4.2	14.6	19.9	0	0	18.8
1900	21	2048	0	0	21	0	0	0	0	0	0	0	0	0	0	8.8	13.1	16.6	0	0	15.2
2000	3	2051	1	0	2	0	0	0	0	0	0	0	0	0	0	11	15.9	22.2	0	0	-
2100	5	2056	0	0	5	0	0	0	0	0	0	0	0	0	0	7.7	13.2	19.2	0	0	-
2200	14	2070	1	0	13	0	0	0	0	0	0	0	0	0	0	10.6	14.7	18	0	0	17
2300	4	2074	0	0	4	0	0	0	0	0	0	0	0	0	0	12.6	14.3	16.3	0	0	-
07-19	292	2074	10	2	269	0	10	1	0	0	0	0	0	0	0	2.8	15.2	22.7	0	0	17.7
06-22	324	2074	11	2	300	0	10	1	0	0	0	0	0	0	0	2.8	15	22.7	0	0	17.7
06-00	342	2074	12	2	317	0	10	1	0	0	0	0	0	0	0	2.8	15	22.7	0	0	17.7
00-00	346	2074	12	2	319	0	12	1	0	0	0	0	0	0	0	2.8	15	22.7	0	0	17.7

Benchmark Data Collection

Sat 16 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	2075	0	0	1	0	0	0	0	0	0	0	0	0	0	16	16	16	0	0	-
0100	2	2077	0	0	2	0	0	0	0	0	0	0	0	0	0	14.5	15.5	16.5	0	0	-
0200	0	2077	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	2077	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	2077	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	2077	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	2077	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	4	2081	0	0	2	0	2	0	0	0	0	0	0	0	0	14.3	16.3	17.3	0	0	-
0800	9	2090	0	1	7	0	1	0	0	0	0	0	0	0	0	2.6	13.6	19.1	0	0	-
0900	10	2100	1	0	9	0	0	0	0	0	0	0	0	0	0	8.6	16.1	20.2	0	0	-
1000	18	2118	0	0	16	0	2	0	0	0	0	0	0	0	0	9.9	16.1	20.3	0	0	18.3
1100	25	2143	1	0	23	0	1	0	0	0	0	0	0	0	0	9.1	14.5	19.3	0	0	17
1200	18	2161	0	0	17	0	1	0	0	0	0	0	0	0	0	12.4	15.9	19.1	0	0	17.7
1300	12	2173	0	1	10	0	1	0	0	0	0	0	0	0	0	11.9	15.8	21.7	0	0	16.3
1400	15	2188	0	0	14	0	1	0	0	0	0	0	0	0	0	10.7	15.4	20.7	0	0	16.8
1500	16	2204	0	1	15	0	0	0	0	0	0	0	0	0	0	10.5	15.5	19.4	0	0	17.4
1600	27	2231	0	0	27	0	0	0	0	0	0	0	0	0	0	11.4	15.4	21.9	0	0	17
1700	18	2249	0	0	18	0	0	0	0	0	0	0	0	0	0	12.7	16.8	21	0	0	18.6
1800	12	2261	0	0	12	0	0	0	0	0	0	0	0	0	0	9.2	14.1	17.1	0	0	15.9
1900	10	2271	2	0	7	0	0	0	1	0	0	0	0	0	0	7.8	13.5	20.2	0	0	-
2000	4	2275	0	0	4	0	0	0	0	0	0	0	0	0	0	8.9	15	18.4	0	0	-
2100	8	2283	0	0	8	0	0	0	0	0	0	0	0	0	0	11.4	14.8	18	0	0	-
2200	6	2289	0	0	5	0	1	0	0	0	0	0	0	0	0	13	17.6	23.9	0	0	-
2300	2	2291	0	0	2	0	0	0	0	0	0	0	0	0	0	12.4	13.1	13.8	0	0	-
07-19	184	2291	2	3	170	0	9	0	0	0	0	0	0	0	0	2.6	15.5	21.9	0	0	17.7
06-22	206	2291	4	3	189	0	9	0	1	0	0	0	0	0	0	2.6	15.3	21.9	0	0	17.7
06-00	214	2291	4	3	196	0	10	0	1	0	0	0	0	0	0	2.6	15.4	23.9	0	0	17.7
00-00	217	2291	4	3	199	0	10	0	1	0	0	0	0	0	0	2.6	15.4	23.9	0	0	17.7
Summary																					
	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	2291	2291	60	9	2108	3	103	2	5	1	0	0	0	0	0	0.8	15.1	26.5	0	0	17.7

VEHICLE SPEED AND CLASSIFICATION SURVEY – ATC 3 CHURCH CLOSE, ASHINGTON, WEST SUSSEX RH20 3JX.

DATASETS:

Site: [Stor 3] Church Cose Site 3

Direction: 7 - North bound A>B, South bound B>A. Lane: 0

Survey Duration: 00:00 10 July 2022 => 00:00 17 July 2022

File: StoCLOSeR 3 0 2022-07-17 0801.EC0 (Plus)

Algorithm: Advanced.

PROFILE:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 80 mph.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).



DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).

%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph).

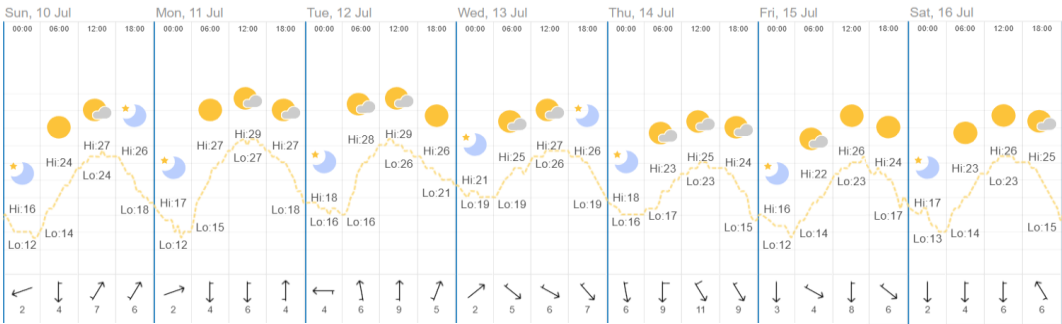
Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

- | | |
|----|--|
| 1 | Bicycle |
| 2 | Motor Cycle |
| 3 | Car / Van (cars and vans - without trailer). |
| 4 | Car / Van (T) (cars and vans towing trailer). |
| 5 | R2 / Bus (HGV / bus 2-axle rigid). |
| 6 | R3 / Bus (HGV / bus 3-axle rigid). |
| 7 | R4 (HGV 4-axle rigid). |
| 8 | A3 (HGV 3-axle articulated). |
| 9 | A4 (HGV 4-axle articulated). |
| 10 | A5 (HGV 5-axle articulated). |
| 11 | A6 (HGV 6-axle articulated). |
| 12 | A6 [2] (HGV 6-axle articulated comprising two trailers). |
| 13 | A7 [2] (HGV 7 + axle articulated comprising two trailers). |

Seven Day Weather Report



Benchmark Data Collection

Sun 10 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	11.5	13.7	15.8	0	0	-
0800	3	5	0	0	3	0	0	0	0	0	0	0	0	0	0	11.4	12.9	14.9	0	0	-
0900	3	8	0	0	3	0	0	0	0	0	0	0	0	0	0	12.8	14.2	17.1	0	0	-
1000	6	14	0	0	6	0	0	0	0	0	0	0	0	0	0	9.4	12.1	13.9	0	0	-
1100	3	17	0	0	3	0	0	0	0	0	0	0	0	0	0	10.2	12	13.4	0	0	-
1200	7	24	0	0	6	0	1	0	0	0	0	0	0	0	0	5.2	11.8	16.8	0	0	-
1300	7	31	0	0	6	0	1	0	0	0	0	0	0	0	0	10.8	14.5	22.5	0	0	-
1400	3	34	0	0	3	0	0	0	0	0	0	0	0	0	0	11.4	13.3	15.8	0	0	-
1500	1	35	0	0	1	0	0	0	0	0	0	0	0	0	0	13.2	13.2	13.2	0	0	-
1600	4	39	0	0	4	0	0	0	0	0	0	0	0	0	0	6.7	9.9	12.2	0	0	-
1700	4	43	0	0	4	0	0	0	0	0	0	0	0	0	0	8.1	12.8	17.2	0	0	-
1800	2	45	0	0	2	0	0	0	0	0	0	0	0	0	0	9.7	11	12.2	0	0	-
1900	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	3	48	0	0	3	0	0	0	0	0	0	0	0	0	0	9.5	13.8	16.8	0	0	-
2100	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	45	48	0	0	43	0	2	0	0	0	0	0	0	0	0	5.2	12.6	22.5	0	0	14.8
06-22	48	48	0	0	46	0	2	0	0	0	0	0	0	0	0	5.2	12.7	22.5	0	0	15.7
06-00	48	48	0	0	46	0	2	0	0	0	0	0	0	0	0	5.2	12.7	22.5	0	0	15.7
00-00	48	48	0	0	46	0	2	0	0	0	0	0	0	0	0	5.2	12.7	22.5	0	0	15.7

Benchmark Data Collection

Mon 11 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	49	0	0	1	0	0	0	0	0	0	0	0	0	0	13.6	13.6	13.6	0	0	-
0500	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	3	52	0	0	3	0	0	0	0	0	0	0	0	0	0	10.6	12.7	15.2	0	0	-
0700	3	55	0	0	3	0	0	0	0	0	0	0	0	0	0	14.1	14.9	15.4	0	0	-
0800	4	59	0	0	4	0	0	0	0	0	0	0	0	0	0	9.2	11.8	14	0	0	-
0900	10	69	0	0	8	0	2	0	0	0	0	0	0	0	0	6.4	11.4	16.3	0	0	-
1000	4	73	0	0	3	0	1	0	0	0	0	0	0	0	0	10.1	12.9	15.8	0	0	-
1100	8	81	0	0	8	0	0	0	0	0	0	0	0	0	0	6	9.1	14.7	0	0	-
1200	3	84	0	0	3	0	0	0	0	0	0	0	0	0	0	9	11.5	13.3	0	0	-
1300	3	87	0	0	3	0	0	0	0	0	0	0	0	0	0	11.4	12.3	13	0	0	-
1400	7	94	0	0	7	0	0	0	0	0	0	0	0	0	0	5.3	11.5	14.5	0	0	-
1500	3	97	0	0	2	0	1	0	0	0	0	0	0	0	0	12.4	13.8	15.4	0	0	-
1600	5	102	0	0	5	0	0	0	0	0	0	0	0	0	0	9.8	12.9	16.5	0	0	-
1700	7	109	0	0	6	0	1	0	0	0	0	0	0	0	0	6.9	13.2	18.1	0	0	-
1800	4	113	1	0	3	0	0	0	0	0	0	0	0	0	0	7	10.4	13.1	0	0	-
1900	3	116	0	0	2	0	1	0	0	0	0	0	0	0	0	8	12.2	15.8	0	0	-
2000	1	117	0	0	1	0	0	0	0	0	0	0	0	0	0	10	10	10	0	0	-
2100	2	119	0	0	1	0	1	0	0	0	0	0	0	0	0	11.6	17.1	22.5	0	0	-
2200	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	61	119	1	0	55	0	5	0	0	0	0	0	0	0	0	5.3	11.8	18.1	0	0	15.2
06-22	70	119	1	0	62	0	7	0	0	0	0	0	0	0	0	5.3	12	22.5	0	0	15.2
06-00	70	119	1	0	62	0	7	0	0	0	0	0	0	0	0	5.3	12	22.5	0	0	15.2
00-00	71	119	1	0	63	0	7	0	0	0	0	0	0	0	0	5.3	12	22.5	0	0	15.2

Benchmark Data Collection

Tue 12 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T')	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	3	122	0	0	3	0	0	0	0	0	0	0	0	0	0	10.9	13.3	17.1	0	0	-
0700	6	128	0	0	6	0	0	0	0	0	0	0	0	0	0	10.6	13.5	18	0	0	-
0800	1	129	0	0	1	0	0	0	0	0	0	0	0	0	0	11.6	11.6	11.6	0	0	-
0900	8	137	0	0	7	0	0	1	0	0	0	0	0	0	0	8.8	12.8	17.9	0	0	-
1000	10	147	0	0	9	0	1	0	0	0	0	0	0	0	0	8.8	12.5	17.3	0	0	-
1100	7	154	0	0	6	0	1	0	0	0	0	0	0	0	0	9.3	12.3	17.7	0	0	-
1200	2	156	0	0	2	0	0	0	0	0	0	0	0	0	0	10.3	11.9	13.6	0	0	-
1300	3	159	0	0	3	0	0	0	0	0	0	0	0	0	0	11.2	15.2	19.9	0	0	-
1400	7	166	0	0	7	0	0	0	0	0	0	0	0	0	0	7	12.4	16.4	0	0	-
1500	5	171	0	0	4	0	1	0	0	0	0	0	0	0	0	10.3	14	18.9	0	0	-
1600	7	178	0	0	7	0	0	0	0	0	0	0	0	0	0	10.5	13.5	15.8	0	0	-
1700	3	181	0	0	3	0	0	0	0	0	0	0	0	0	0	9.2	12	15.2	0	0	-
1800	0	181	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	3	184	0	0	3	0	0	0	0	0	0	0	0	0	0	10.3	13	18	0	0	-
2000	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	1	185	0	0	1	0	0	0	0	0	0	0	0	0	0	13.5	13.5	13.5	0	0	-
2200	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	59	185	0	0	55	0	3	1	0	0	0	0	0	0	0	7	12.9	19.9	0	0	15.7
06-22	66	185	0	0	62	0	3	1	0	0	0	0	0	0	0	7	12.9	19.9	0	0	15.7
06-00	66	185	0	0	62	0	3	1	0	0	0	0	0	0	0	7	12.9	19.9	0	0	15.7
00-00	66	185	0	0	62	0	3	1	0	0	0	0	0	0	0	7	12.9	19.9	0	0	15.7

Benchmark Data Collection

Wed 13 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T')	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	4	189	0	0	4	0	0	0	0	0	0	0	0	0	0	7	11	15.4	0	0	-
0700	6	195	0	0	6	0	0	0	0	0	0	0	0	0	0	9	12.3	17.4	0	0	-
0800	3	198	0	0	3	0	0	0	0	0	0	0	0	0	0	12.7	13.7	15.6	0	0	-
0900	5	203	0	0	5	0	0	0	0	0	0	0	0	0	0	10.4	13.5	17.9	0	0	-
1000	5	208	0	0	4	0	1	0	0	0	0	0	0	0	0	11.1	15.3	19.7	0	0	-
1100	6	214	0	0	6	0	0	0	0	0	0	0	0	0	0	11	13.4	17.3	0	0	-
1200	6	220	0	0	6	0	0	0	0	0	0	0	0	0	0	11.1	13.8	17.8	0	0	-
1300	7	227	0	0	6	0	1	0	0	0	0	0	0	0	0	8.1	13.8	22.5	0	0	-
1400	1	228	0	0	1	0	0	0	0	0	0	0	0	0	0	15.7	15.7	15.7	0	0	-
1500	4	232	0	0	2	0	2	0	0	0	0	0	0	0	0	12.5	15.8	22.3	0	0	-
1600	4	236	0	0	4	0	0	0	0	0	0	0	0	0	0	9.3	11.7	15	0	0	-
1700	5	241	0	0	4	0	1	0	0	0	0	0	0	0	0	6.9	11.5	19.7	0	0	-
1800	2	243	0	0	2	0	0	0	0	0	0	0	0	0	0	11.3	12.3	13.2	0	0	-
1900	3	246	0	0	3	0	0	0	0	0	0	0	0	0	0	13.2	14.7	15.6	0	0	-
2000	1	247	0	0	1	0	0	0	0	0	0	0	0	0	0	12.5	12.5	12.5	0	0	-
2100	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	54	247	0	0	49	0	5	0	0	0	0	0	0	0	0	6.9	13.4	22.5	0	0	17.2
06-22	62	247	0	0	57	0	5	0	0	0	0	0	0	0	0	6.9	13.3	22.5	0	0	17.2
06-00	62	247	0	0	57	0	5	0	0	0	0	0	0	0	0	6.9	13.3	22.5	0	0	17.2
00-00	62	247	0	0	57	0	5	0	0	0	0	0	0	0	0	6.9	13.3	22.5	0	0	17.2

Benchmark Data Collection

Thu 14 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	247	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	3	250	0	0	3	0	0	0	0	0	0	0	0	0	0	11.3	13.5	16.7	0	0	-
0700	5	255	0	0	5	0	0	0	0	0	0	0	0	0	0	9.4	12.5	14.4	0	0	-
0800	4	259	0	0	3	0	1	0	0	0	0	0	0	0	0	11.9	13.6	14.8	0	0	-
0900	3	262	0	0	3	0	0	0	0	0	0	0	0	0	0	9.7	11.3	12.5	0	0	-
1000	9	271	0	0	7	0	2	0	0	0	0	0	0	0	0	8.4	13.2	19.2	0	0	-
1100	6	277	0	0	4	0	2	0	0	0	0	0	0	0	0	9.7	13.4	17.8	0	0	-
1200	6	283	0	0	6	0	0	0	0	0	0	0	0	0	0	8.9	11.8	14.1	0	0	-
1300	3	286	0	0	3	0	0	0	0	0	0	0	0	0	0	11.8	13.6	15.6	0	0	-
1400	3	289	0	0	2	0	1	0	0	0	0	0	0	0	0	17.3	20.3	25.7	0	0	-
1500	6	295	0	0	5	0	1	0	0	0	0	0	0	0	0	11.4	13.4	14.9	0	0	-
1600	2	297	0	0	2	0	0	0	0	0	0	0	0	0	0	8.3	9.7	11.2	0	0	-
1700	3	300	0	0	3	0	0	0	0	0	0	0	0	0	0	14.1	15.9	17	0	0	-
1800	4	304	0	0	4	0	0	0	0	0	0	0	0	0	0	9.8	13.8	18.5	0	0	-
1900	3	307	0	0	3	0	0	0	0	0	0	0	0	0	0	10.7	11.9	13.1	0	0	-
2000	0	307	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	1	308	0	0	1	0	0	0	0	0	0	0	0	0	0	11.9	11.9	11.9	0	0	-
2200	1	309	0	0	1	0	0	0	0	0	0	0	0	0	0	15.8	15.8	15.8	0	0	-
2300	0	309	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	54	309	0	0	47	0	7	0	0	0	0	0	0	0	0	8.3	13.4	25.7	0	0	16.6
06-22	61	309	0	0	54	0	7	0	0	0	0	0	0	0	0	8.3	13.3	25.7	0	0	16.6
06-00	62	309	0	0	55	0	7	0	0	0	0	0	0	0	0	8.3	13.4	25.7	0	0	16.6
00-00	62	309	0	0	55	0	7	0	0	0	0	0	0	0	0	8.3	13.4	25.7	0	0	16.6

Benchmark Data Collection

Fri 15 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	309	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	309	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	309	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	309	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	310	0	0	1	0	0	0	0	0	0	0	0	0	0	14.5	14.5	14.5	0	0	-
0500	0	310	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	2	312	0	0	2	0	0	0	0	0	0	0	0	0	0	13.8	14.5	15.1	0	0	-
0700	8	320	0	0	8	0	0	0	0	0	0	0	0	0	0	11.5	13.8	16.3	0	0	-
0800	6	326	0	0	6	0	0	0	0	0	0	0	0	0	0	8.3	12.2	17.9	0	0	-
0900	3	329	0	0	3	0	0	0	0	0	0	0	0	0	0	10.3	12.7	15.8	0	0	-
1000	2	331	0	0	2	0	0	0	0	0	0	0	0	0	0	12.3	14.2	16.2	0	0	-
1100	6	337	0	0	4	0	2	0	0	0	0	0	0	0	0	12.4	14.6	20.5	0	0	-
1200	5	342	0	0	5	0	0	0	0	0	0	0	0	0	0	12.4	13.6	14.6	0	0	-
1300	3	345	0	0	2	0	1	0	0	0	0	0	0	0	0	11.1	12.4	13.7	0	0	-
1400	5	350	0	0	4	0	1	0	0	0	0	0	0	0	0	11.8	14.1	18.5	0	0	-
1500	4	354	0	0	4	0	0	0	0	0	0	0	0	0	0	8.6	12.2	15.2	0	0	-
1600	2	356	0	0	2	0	0	0	0	0	0	0	0	0	0	15.6	16.8	18	0	0	-
1700	1	357	0	0	1	0	0	0	0	0	0	0	0	0	0	15	15	15	0	0	-
1800	6	363	0	0	6	0	0	0	0	0	0	0	0	0	0	13.8	14.2	14.5	0	0	-
1900	3	366	0	0	3	0	0	0	0	0	0	0	0	0	0	6.1	9.6	12.4	0	0	-
2000	0	366	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	2	368	0	0	2	0	0	0	0	0	0	0	0	0	0	11	11.9	12.7	0	0	-
2200	1	369	0	0	1	0	0	0	0	0	0	0	0	0	0	11.8	11.8	11.8	0	0	-
2300	0	369	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	51	369	0	0	47	0	4	0	0	0	0	0	0	0	0	8.3	13.7	20.5	0	0	15.4
06-22	58	369	0	0	54	0	4	0	0	0	0	0	0	0	0	6.1	13.4	20.5	0	0	15.2
06-00	59	369	0	0	55	0	4	0	0	0	0	0	0	0	0	6.1	13.4	20.5	0	0	15.2
00-00	60	369	0	0	56	0	4	0	0	0	0	0	0	0	0	6.1	13.4	20.5	0	0	15.2

Benchmark Data Collection

Sat 16 Time	July Total	2022 RunTot	Northbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	370	0	0	1	0	0	0	0	0	0	0	0	0	0	14	14	14	0	0	-
0100	0	370	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	370	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	370	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	370	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	370	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	371	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	12.1	12.1	0	0	-
0700	3	374	0	0	3	0	0	0	0	0	0	0	0	0	0	9.2	11.7	13.5	0	0	-
0800	6	380	0	0	6	0	0	0	0	0	0	0	0	0	0	12.3	14	15.6	0	0	-
0900	5	385	0	0	5	0	0	0	0	0	0	0	0	0	0	12	13.9	17.7	0	0	-
1000	5	390	0	0	4	0	1	0	0	0	0	0	0	0	0	12.9	16.1	18.2	0	0	-
1100	4	394	0	0	4	0	0	0	0	0	0	0	0	0	0	8.2	11.9	17.4	0	0	-
1200	7	401	0	0	7	0	0	0	0	0	0	0	0	0	0	8.5	12.5	16.4	0	0	-
1300	6	407	0	0	5	0	1	0	0	0	0	0	0	0	0	9.5	14.1	20.5	0	0	-
1400	3	410	0	0	3	0	0	0	0	0	0	0	0	0	0	14.7	16.3	18.9	0	0	-
1500	4	414	0	0	3	0	1	0	0	0	0	0	0	0	0	8.3	13.8	16.5	0	0	-
1600	1	415	0	0	1	0	0	0	0	0	0	0	0	0	0	17	17	17	0	0	-
1700	4	419	0	0	3	0	1	0	0	0	0	0	0	0	0	10.4	13.1	15.8	0	0	-
1800	1	420	0	0	1	0	0	0	0	0	0	0	0	0	0	12.2	12.2	12.2	0	0	-
1900	3	423	0	0	3	0	0	0	0	0	0	0	0	0	0	11	13.3	17.9	0	0	-
2000	1	424	0	0	1	0	0	0	0	0	0	0	0	0	0	7.6	7.6	7.6	0	0	-
2100	3	427	0	0	3	0	0	0	0	0	0	0	0	0	0	11.2	13.1	16.6	0	0	-
2200	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	49	427	0	0	45	0	4	0	0	0	0	0	0	0	0	8.2	13.8	20.5	0	0	17
06-22	57	427	0	0	53	0	4	0	0	0	0	0	0	0	0	7.6	13.6	20.5	0	0	16.6
06-00	57	427	0	0	53	0	4	0	0	0	0	0	0	0	0	7.6	13.6	20.5	0	0	16.6
00-00	58	427	0	0	54	0	4	0	0	0	0	0	0	0	0	7.6	13.6	20.5	0	0	16.6
Summary																					
	Total	RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	427	427	1	0	393	0	32	1	0	0	0	0	0	0	0	5.2	13	25.7	0	0	15.9

Benchmark Data Collection

Sun 10 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	13.6	13.6	13.6	0	0	-
0800	2	3	0	0	2	0	0	0	0	0	0	0	0	0	0	11.2	11.8	12.4	0	0	-
0900	2	5	0	0	2	0	0	0	0	0	0	0	0	0	0	10.4	10.4	10.4	0	0	-
1000	3	8	0	0	3	0	0	0	0	0	0	0	0	0	0	10.5	12.5	15.2	0	0	-
1100	2	10	0	0	2	0	0	0	0	0	0	0	0	0	0	12.3	13.5	14.8	0	0	-
1200	4	14	0	0	3	0	1	0	0	0	0	0	0	0	0	8.1	13.5	18.1	0	0	-
1300	13	27	0	0	12	0	1	0	0	0	0	0	0	0	0	9.4	13.5	18.8	0	0	15.4
1400	3	30	0	0	3	0	0	0	0	0	0	0	0	0	0	9.3	13.1	15.3	0	0	-
1500	4	34	0	0	4	0	0	0	0	0	0	0	0	0	0	10.3	12.3	16.3	0	0	-
1600	5	39	0	0	5	0	0	0	0	0	0	0	0	0	0	5.9	11.8	15.9	0	0	-
1700	3	42	0	0	3	0	0	0	0	0	0	0	0	0	0	13.5	14.7	16.2	0	0	-
1800	3	45	0	0	3	0	0	0	0	0	0	0	0	0	0	5.4	9.1	11.1	0	0	-
1900	3	48	0	0	3	0	0	0	0	0	0	0	0	0	0	12.4	13.6	15.3	0	0	-
2000	1	49	0	0	1	0	0	0	0	0	0	0	0	0	0	12.2	12.2	12.2	0	0	-
2100	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	45	49	0	0	43	0	2	0	0	0	0	0	0	0	0	5.4	12.7	18.8	0	0	15.4
06-22	49	49	0	0	47	0	2	0	0	0	0	0	0	0	0	5.4	12.7	18.8	0	0	15.4
06-00	49	49	0	0	47	0	2	0	0	0	0	0	0	0	0	5.4	12.7	18.8	0	0	15.4
00-00	49	49	0	0	47	0	2	0	0	0	0	0	0	0	0	5.4	12.7	18.8	0	0	15.4

Benchmark Data Collection

Mon 11 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	50	0	0	1	0	0	0	0	0	0	0	0	0	0	14.3	14.3	14.3	0	0	-
0700	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	1	51	0	0	1	0	0	0	0	0	0	0	0	0	0	16.9	16.9	16.9	0	0	-
0900	10	61	0	0	7	0	3	0	0	0	0	0	0	0	0	8.3	11.7	15.4	0	0	-
1000	3	64	0	0	3	0	0	0	0	0	0	0	0	0	0	7.7	9	10.8	0	0	-
1100	7	71	0	0	7	0	0	0	0	0	0	0	0	0	0	6.1	10.5	14.1	0	0	-
1200	7	78	0	0	7	0	0	0	0	0	0	0	0	0	0	9.7	11.4	12.9	0	0	-
1300	2	80	0	0	2	0	0	0	0	0	0	0	0	0	0	8	8	8	0	0	-
1400	4	84	0	0	4	0	0	0	0	0	0	0	0	0	0	9.7	13.5	16.7	0	0	-
1500	6	90	0	0	5	0	1	0	0	0	0	0	0	0	0	9.6	13.1	19.8	0	0	-
1600	5	95	0	0	5	0	0	0	0	0	0	0	0	0	0	8.7	12.1	16.2	0	0	-
1700	9	104	0	0	9	0	0	0	0	0	0	0	0	0	0	8.7	13.2	17.2	0	0	-
1800	5	109	0	0	5	0	0	0	0	0	0	0	0	0	0	9.3	11.6	13.9	0	0	-
1900	5	114	0	0	3	0	2	0	0	0	0	0	0	0	0	9.1	10.9	12.9	0	0	-
2000	5	119	0	0	5	0	0	0	0	0	0	0	0	0	0	9.1	12.6	15.1	0	0	-
2100	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	1	120	0	0	1	0	0	0	0	0	0	0	0	0	0	16.5	16.5	16.5	0	0	-
2300	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	59	120	0	0	55	0	4	0	0	0	0	0	0	0	0	6.1	11.9	19.8	0	0	15.2
06-22	70	120	0	0	64	0	6	0	0	0	0	0	0	0	0	6.1	11.9	19.8	0	0	15.2
06-00	71	120	0	0	65	0	6	0	0	0	0	0	0	0	0	6.1	11.9	19.8	0	0	15.2
00-00	71	120	0	0	65	0	6	0	0	0	0	0	0	0	0	6.1	11.9	19.8	0	0	15.2

Benchmark Data Collection

Tue 12 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T')	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	121	0	0	1	0	0	0	0	0	0	0	0	0	0	13.6	13.6	13.6	0	0	-
0700	4	125	0	0	4	0	0	0	0	0	0	0	0	0	0	11.2	14.2	18.6	0	0	-
0800	3	128	0	0	3	0	0	0	0	0	0	0	0	0	0	12.2	13.9	15.1	0	0	-
0900	4	132	0	0	3	0	0	1	0	0	0	0	0	0	0	5	10.6	15.3	0	0	-
1000	2	134	0	0	2	0	0	0	0	0	0	0	0	0	0	14.7	15.4	16.2	0	0	-
1100	7	141	0	0	6	0	1	0	0	0	0	0	0	0	0	10	13.4	15.3	0	0	-
1200	3	144	0	0	3	0	0	0	0	0	0	0	0	0	0	12.1	13.1	14	0	0	-
1300	8	152	0	0	8	0	0	0	0	0	0	0	0	0	0	10.1	12.7	14.8	0	0	-
1400	4	156	0	0	4	0	0	0	0	0	0	0	0	0	0	7.4	10.8	13.8	0	0	-
1500	11	167	0	0	11	0	0	0	0	0	0	0	0	0	0	10.3	13.4	15.7	0	0	15.4
1600	4	171	0	0	4	0	0	0	0	0	0	0	0	0	0	10.2	13.7	16.1	0	0	-
1700	4	175	0	0	4	0	0	0	0	0	0	0	0	0	0	12.3	13.8	15.1	0	0	-
1800	3	178	0	0	3	0	0	0	0	0	0	0	0	0	0	11.6	13.7	15.7	0	0	-
1900	5	183	0	0	5	0	0	0	0	0	0	0	0	0	0	9.3	12	14.4	0	0	-
2000	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	57	183	0	0	55	0	1	1	0	0	0	0	0	0	0	5	13.1	18.6	0	0	15
06-22	63	183	0	0	61	0	1	1	0	0	0	0	0	0	0	5	13	18.6	0	0	15
06-00	63	183	0	0	61	0	1	1	0	0	0	0	0	0	0	5	13	18.6	0	0	15
00-00	63	183	0	0	61	0	1	1	0	0	0	0	0	0	0	5	13	18.6	0	0	15

Benchmark Data Collection

Wed 13 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	184	0	0	1	0	0	0	0	0	0	0	0	0	0	15.7	15.7	15.7	0	0	-
0100	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	185	0	0	1	0	0	0	0	0	0	0	0	0	0	13.8	13.8	13.8	0	0	-
0700	2	187	0	0	2	0	0	0	0	0	0	0	0	0	0	13.8	14.8	15.7	0	0	-
0800	6	193	0	0	5	0	1	0	0	0	0	0	0	0	0	11.2	12.6	14	0	0	-
0900	2	195	0	0	1	0	1	0	0	0	0	0	0	0	0	14.7	15.9	17.1	0	0	-
1000	2	197	0	0	2	0	0	0	0	0	0	0	0	0	0	9.7	12	14.3	0	0	-
1100	7	204	0	0	7	0	0	0	0	0	0	0	0	0	0	7.1	11.1	14.7	0	0	-
1200	2	206	0	0	2	0	0	0	0	0	0	0	0	0	0	12.1	14.5	16.8	0	0	-
1300	7	213	0	0	6	0	1	0	0	0	0	0	0	0	0	7.3	12.8	17.6	0	0	-
1400	6	219	0	0	6	0	0	0	0	0	0	0	0	0	0	10.5	14.2	17	0	0	-
1500	5	224	0	0	4	0	1	0	0	0	0	0	0	0	0	8.7	13.3	16	0	0	-
1600	2	226	0	0	2	0	0	0	0	0	0	0	0	0	0	12.6	14.1	15.6	0	0	-
1700	11	237	0	0	10	0	1	0	0	0	0	0	0	0	0	9.4	13.6	18.8	0	0	15.7
1800	3	240	1	0	2	0	0	0	0	0	0	0	0	0	0	9.8	15.1	18.5	0	0	-
1900	3	243	0	0	3	0	0	0	0	0	0	0	0	0	0	11.4	12.8	13.9	0	0	-
2000	2	245	0	0	2	0	0	0	0	0	0	0	0	0	0	12.3	12.8	13.3	0	0	-
2100	0	245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	55	245	1	0	49	0	5	0	0	0	0	0	0	0	0	7.1	13.3	18.8	0	0	15.9
06-22	61	245	1	0	55	0	5	0	0	0	0	0	0	0	0	7.1	13.3	18.8	0	0	15.9
06-00	61	245	1	0	55	0	5	0	0	0	0	0	0	0	0	7.1	13.3	18.8	0	0	15.9
00-00	62	245	1	0	56	0	5	0	0	0	0	0	0	0	0	7.1	13.3	18.8	0	0	15.9

Benchmark Data Collection

Thu 14 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	246	0	0	1	0	0	0	0	0	0	0	0	0	0	10.3	10.3	10.3	0	0	-
0100	0	246	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	246	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	246	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	246	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	246	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	247	0	0	1	0	0	0	0	0	0	0	0	0	0	13.7	13.7	13.7	0	0	-
0700	2	249	0	0	1	0	1	0	0	0	0	0	0	0	0	11.4	11.9	12.4	0	0	-
0800	2	251	0	0	2	0	0	0	0	0	0	0	0	0	0	10.5	10.8	11.2	0	0	-
0900	3	254	0	0	3	0	0	0	0	0	0	0	0	0	0	11.1	13.5	15.3	0	0	-
1000	7	261	1	0	4	0	2	0	0	0	0	0	0	0	0	9.2	13.9	16.4	0	0	-
1100	4	265	0	0	2	0	2	0	0	0	0	0	0	0	0	11.1	13.9	17	0	0	-
1200	6	271	0	0	6	0	0	0	0	0	0	0	0	0	0	12.1	13.9	16.4	0	0	-
1300	3	274	0	0	3	0	0	0	0	0	0	0	0	0	0	12.3	14.1	15.5	0	0	-
1400	6	280	0	0	5	0	1	0	0	0	0	0	0	0	0	9.4	11.7	13.7	0	0	-
1500	4	284	0	0	4	0	0	0	0	0	0	0	0	0	0	13	14.5	16.4	0	0	-
1600	9	293	0	0	9	0	0	0	0	0	0	0	0	0	0	11.1	14.5	22.2	0	0	-
1700	5	298	0	0	5	0	0	0	0	0	0	0	0	0	0	11.9	14	15.9	0	0	-
1800	4	302	0	0	4	0	0	0	0	0	0	0	0	0	0	12.7	15.1	17.2	0	0	-
1900	6	308	0	0	6	0	0	0	0	0	0	0	0	0	0	10.5	13.3	16.1	0	0	-
2000	2	310	0	0	2	0	0	0	0	0	0	0	0	0	0	9.8	12.3	14.8	0	0	-
2100	1	311	0	0	1	0	0	0	0	0	0	0	0	0	0	13.5	13.5	13.5	0	0	-
2200	0	311	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	311	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	55	311	1	0	48	0	6	0	0	0	0	0	0	0	0	9.2	13.7	22.2	0	0	15.7
06-22	65	311	1	0	58	0	6	0	0	0	0	0	0	0	0	9.2	13.6	22.2	0	0	15.4
06-00	65	311	1	0	58	0	6	0	0	0	0	0	0	0	0	9.2	13.6	22.2	0	0	15.4
00-00	66	311	1	0	59	0	6	0	0	0	0	0	0	0	0	9.2	13.6	22.2	0	0	15.4

Benchmark Data Collection

Fri 15 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T')	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	311	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	311	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	311	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	311	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	311	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	311	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	312	0	0	1	0	0	0	0	0	0	0	0	0	0	15	15	15	0	0	-
0700	3	315	0	0	3	0	0	0	0	0	0	0	0	0	0	11.3	16.1	20.9	0	0	-
0800	2	317	0	0	2	0	0	0	0	0	0	0	0	0	0	10	11.3	12.6	0	0	-
0900	5	322	0	0	5	0	0	0	0	0	0	0	0	0	0	9.3	13.6	18.2	0	0	-
1000	2	324	0	0	2	0	0	0	0	0	0	0	0	0	0	10	10.4	10.9	0	0	-
1100	2	326	0	0	0	0	2	0	0	0	0	0	0	0	0	13.4	18.2	23	0	0	-
1200	8	334	0	0	8	0	0	0	0	0	0	0	0	0	0	10.2	13.7	16.7	0	0	-
1300	6	340	0	0	6	0	0	0	0	0	0	0	0	0	0	8.5	12.6	15.2	0	0	-
1400	1	341	0	0	0	0	1	0	0	0	0	0	0	0	0	23.3	23.3	23.3	0	0	-
1500	6	347	0	0	6	0	0	0	0	0	0	0	0	0	0	8.6	12.4	14.9	0	0	-
1600	4	351	0	0	4	0	0	0	0	0	0	0	0	0	0	10.7	11.6	12.5	0	0	-
1700	1	352	0	0	1	0	0	0	0	0	0	0	0	0	0	15.6	15.6	15.6	0	0	-
1800	1	353	0	0	1	0	0	0	0	0	0	0	0	0	0	15.7	15.7	15.7	0	0	-
1900	6	359	0	0	6	0	0	0	0	0	0	0	0	0	0	9.2	13.6	16.5	0	0	-
2000	3	362	0	0	3	0	0	0	0	0	0	0	0	0	0	12.2	12.8	13.3	0	0	-
2100	5	367	0	0	5	0	0	0	0	0	0	0	0	0	0	11.3	12.4	13.9	0	0	-
2200	0	367	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	368	0	0	1	0	0	0	0	0	0	0	0	0	0	12.8	12.8	12.8	0	0	-
07-19	41	368	0	0	38	0	3	0	0	0	0	0	0	0	0	8.5	13.6	23.3	0	0	15.7
06-22	56	368	0	0	53	0	3	0	0	0	0	0	0	0	0	8.5	13.4	23.3	0	0	15.7
06-00	57	368	0	0	54	0	3	0	0	0	0	0	0	0	0	8.5	13.4	23.3	0	0	15.7
00-00	57	368	0	0	54	0	3	0	0	0	0	0	0	0	0	8.5	13.4	23.3	0	0	15.7

Benchmark Data Collection

Sat 16 Time	July Total	2022 RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	1	369	0	0	1	0	0	0	0	0	0	0	0	0	0	13.2	13.2	13.2	0	0	-
0100	0	369	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	369	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	369	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	369	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	369	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	369	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	1	370	0	0	1	0	0	0	0	0	0	0	0	0	0	12.3	12.3	12.3	0	0	-
0800	4	374	0	0	4	0	0	0	0	0	0	0	0	0	0	12.7	13.7	15.5	0	0	-
0900	4	378	0	0	4	0	0	0	0	0	0	0	0	0	0	9.6	14.3	19.1	0	0	-
1000	4	382	0	0	3	0	1	0	0	0	0	0	0	0	0	9.4	12.6	17.2	0	0	-
1100	2	384	0	0	2	0	0	0	0	0	0	0	0	0	0	13.4	14.9	16.4	0	0	-
1200	8	392	0	0	8	0	0	0	0	0	0	0	0	0	0	9.4	14.1	16.8	0	0	-
1300	5	397	0	0	4	0	1	0	0	0	0	0	0	0	0	9.8	13.3	15.6	0	0	-
1400	2	399	0	0	2	0	0	0	0	0	0	0	0	0	0	14.1	15.5	16.9	0	0	-
1500	3	402	0	0	2	0	1	0	0	0	0	0	0	0	0	9.9	12.3	14.2	0	0	-
1600	5	407	0	0	5	0	0	0	0	0	0	0	0	0	0	11.4	13.5	15.2	0	0	-
1700	1	408	0	0	0	0	1	0	0	0	0	0	0	0	0	7.2	7.2	7.2	0	0	-
1800	0	408	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	6	414	0	0	6	0	0	0	0	0	0	0	0	0	0	8.9	11.2	14.9	0	0	-
2000	5	419	0	0	5	0	0	0	0	0	0	0	0	0	0	7.9	12.2	16.4	0	0	-
2100	6	425	0	0	6	0	0	0	0	0	0	0	0	0	0	8.3	12.4	15.1	0	0	-
2200	0	425	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	426	0	0	1	0	0	0	0	0	0	0	0	0	0	12.7	12.7	12.7	0	0	-
07-19	39	426	0	0	35	0	4	0	0	0	0	0	0	0	0	7.2	13.5	19.1	0	0	15.9
06-22	56	426	0	0	52	0	4	0	0	0	0	0	0	0	0	7.2	13	19.1	0	0	15.7
06-00	57	426	0	0	53	0	4	0	0	0	0	0	0	0	0	7.2	13	19.1	0	0	15.4
00-00	58	426	0	0	54	0	4	0	0	0	0	0	0	0	0	7.2	13	19.1	0	0	15.4
Summary																					
Total	RunTot	Southbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85	
426	426	2	0	396	0	27	1	0	0	0	0	0	0	0	5	13	23.3	0	0	15.4	

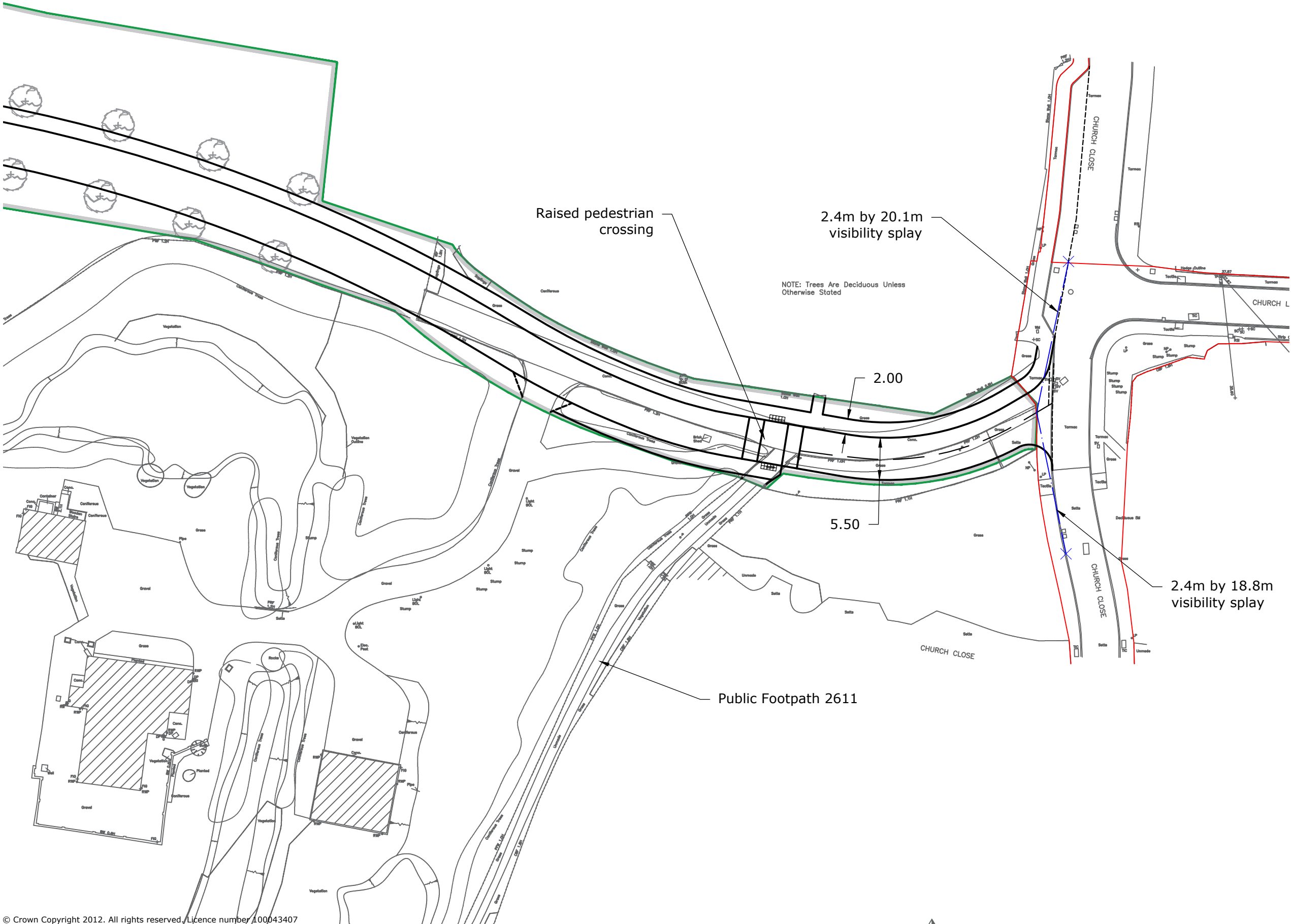
Appendix E

Proposed Access Arrangements



Legend:

- Highway Boundary
- Site Boundary



84 North Street
Guildford
Surrey
GU1 4AU

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 01483 531 300 T: 020 8065 5208

www.motion.co.uk

Project:
Church Farm House, Ashington

Title:
Proposed Access Arrangement
and Visibility Splays

Scale: 1:500 (@ A3)

Drawing:
2109010-02

Revision:
E

Appendix F

Stage 1 RSA

CHURCH FARM HOUSE, ASHINGTON

Proposed Access Arrangement

**Stage 1 Road Safety Audit
Prepared on behalf of Motion**

December 2022



Road Safety Engineering

Project: Church Farm House, Ashington
Proposed Access Arrangement

Document: Stage 1 Road Safety Audit

Design Organisation: Motion

Overseeing Organisation: West Sussex County Council

Client: Motion

Gateway RSE ref: WP/SG/2211-17 RSA1 v1.0

Issue date: 14th December 2022

Status: Final v1.0

Authorised by: WP

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Registered Office: Cheyenne House, West Street, Farnham GU9 7EQ*



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1	Introduction	1
2	Problems Identified by this Road Safety Audit	3
3	Audit Team Statement	5

Appendices

Appendix A:	Items Considered by this RSA
Appendix B:	Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of proposed access arrangements at Church Lane, Ashington, within the County of West Sussex. The audit brief, dated 28th November 2022, describes the scheme as *'access arrangements for proposals including 180 residential units and a sports pavilion with a multi-use games area at the north-western extent of the site, alongside an additional playing field to the south of the site'*.
- 1.2 Church Close is a 2-lane single carriageway road running broadly north to south. It is lit, with a continuous footway on the western side fronting the Ashington Parish Church and a shared pedestrian/ cycle facility on the southern side. Church Lane joins Church Close from the east. Both are within the 30mph speed limit zone. The proposed access is currently a single width track to the south of the church with public footpath 2611 emerging from the south.
- 1.3 This Road Safety Audit was carried out by Wendy Palmer and Steve Giles and consisted of a desktop study and a site visit, which was carried out between 11 and 11.30am on Friday 9th December 2022, when the weather was fine and the road surface dry. No traffic congestion was observed, whilst some pedestrian but no cyclist movements occurred. A few cars were observed parked on-street during the site visit.
- 1.4 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.5 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.6 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

Collision Data

- 1.7 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk). This indicates that no PICs occurred at or close to the site during the latest five-year period.

Previous Road Safety Audit

- 1.8 A similar scheme was the subject of a Stage 1 RSA by an Audit Team including Steve Giles in August 2021, which raised no problems.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

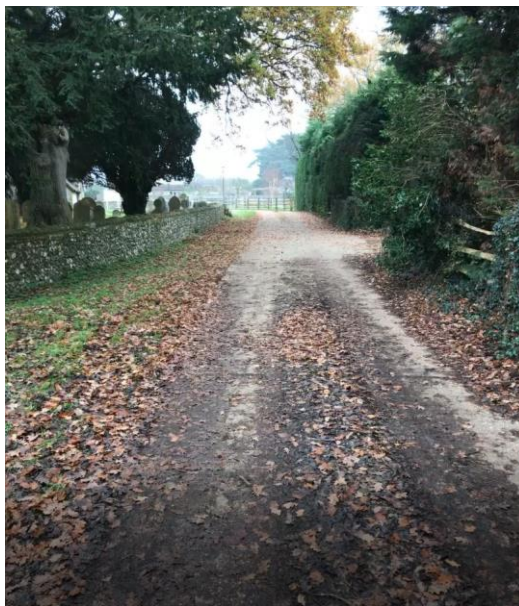
General Matters

2.1 Problem

Vegetation in visibility splays may lead to collisions

Location: new access road - existing residential access and footpath 2611

The south side of the existing track is being realigned to provide the width for the new development access road. An existing residential access and footpath 2611 emerge onto the new road. The audit team is concerned that existing vegetation and hedgerows will restrict visibility for drivers and pedestrians onto the new road leading to collisions.



Recommendation

Vegetation within the visibility splays at the existing residential access and at the proposed raised crossing point should be cut back, removed or of a low level variety.

Local Alignment

2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

- 2.3 The Audit Team raises no concerns in respect of junctions.

Walking, Cycling and Horse Riding

2.4 Problem

Vehicles overhanging centre of carriageway may lead to side swipe collisions

Location: new access road

Swept path analysis has been provided for a 10m refuse vehicle which indicate that it would overhang the centreline of the new access road for distance of approximately 100m. this may lead to side swipe collisions or vehicles mounting the footway striking pedestrians.

Recommendation

Passing places should be provided on the narrower length of access road.

2.5 Problem

Lack of cyclist provision may lead to collisions

Location: Church Close/ Church Lane

There is a short length of existing shared footway/ cycleway on the north-eastern corner of the Church Close/ Church Lane junction. Cyclists emerging from the development access would have no means of joining it unless they bump up the kerb, or cycle along the footway in front of the church and use the pedestrian crossing. This may risk collisions between cyclists and pedestrians or vehicles.

Recommendation

Provision should be made for cyclists from the development to join the existing facility and local network.

Road Signs, Carriageway Markings and Lighting

- 2.6 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

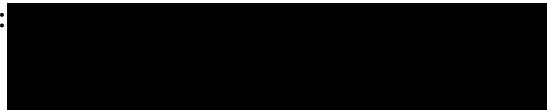
3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:

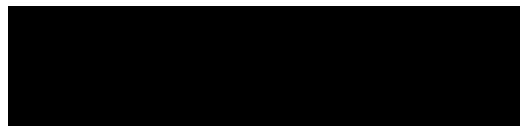


Date: 14th December 2022

Audit Team Member(s)

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 14th December 2022

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
2109010-02	D	Motion	Proposed Access Arrangement and Visibility Splays
2109010-TK04.1	B	Motion	Swept Path Analysis, Refuse Vehicle, Drawing 1 of 7
062009-BEL-SL-02	-	dha architecture	Supporting Planning Layout

Additional/background information provided to the Audit Team

- Audit Brief email dated 28/11/22 (Motion)
- Ashington ATC Site 2 Church Close Class & Speed
- Ashington ATC Site 3 Church Close Class & Speed

APPENDIX B

Location Plan(s)

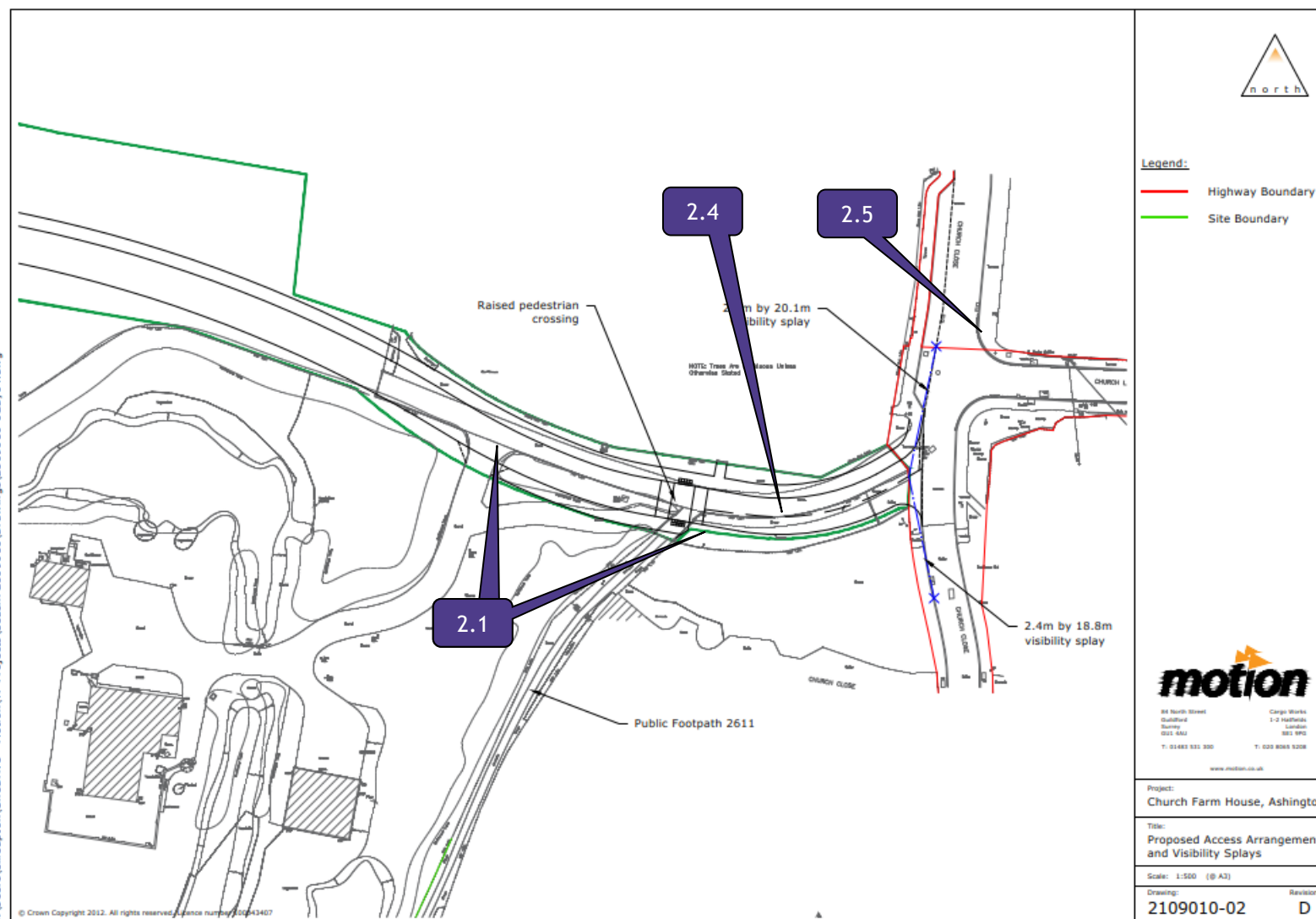
 Highway Boundary
 Site Boundary



84 North Street	Cargo Works
Guildford	1-2 Hatfield
Bunny	London
0211 662	881 890
T. 01483 331 300	T. 020 8065 520

[Download](#) [Share](#) [Embed](#)

Revision:
D



ROAD SAFETY AUDIT RESPONSE REPORT

Project Details

Project: Church Farm House, Ashington
 Proposed Access Arrangement
 GRSE Ref: WP/SG/2211-17 RSA1 v1.0
 Status: Final v1.0
 Issue date: 14th December 2022
 Design Organisation: Motion
 Overseeing Organisation: West Sussex County Council
 Client: Motion

Authorisation

Prepared by:
 Name: [NAME (press F9)]
 Position: [POSITION (press F9)]
 Organisation: Motion

Approved by:
 Name: Andrew Whittingham
 Position: Director
 Organisation: Motion
 Signed:

The Scheme

The highway works considered by the Road Safety Audit comprise:

- Proposed development access road and junction

Key Personnel

Overseeing Organisation:	[NAME (press F9)], [TITLE (press F9)] West Sussex County Council
RSA Team:	Wendy Palmer, Senior Road Safety Engineer, Gateway RSE
	Steve Giles, Senior Road Safety Engineer, Gateway RSE
Design Organisation:	Ellie Upton, Senior Transport Planner, Motion
	Andrew Whittingham, Director, Motion

RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	Vegetation within the visibility splays at the existing residential access and at the proposed raised crossing point should be cut back, removed or of a low level variety.	Agree - The vegetation within the visibility splays at the existing residential access and at the proposed raised crossing will be cut back or removed.		
2.4	Passing places should be provided on the narrower length of access road.	Swept path analysis attached demonstrates the refuse vehicle passing a large car at the access junction. As such, it is not considered necessary to provide passing places.		
2.5	Provision should be made for cyclists from the development to join the existing facility and local network.	An existing dropped kerb is provided circa 40 metres north of the proposed access. This allows cyclists to join the footway/cycleway from Church Close. Considering the traffic volumes and speeds along Church Close in the vicinity of the site it is considered acceptable for cyclists to use the carriageway for a short section before joining the footway/cycleway on the eastern side of Church Close.		

Design Organisation Statement:

On behalf of the design organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.



.....

Name:	Andrew Whittingham
Organisation:	Motion
Position:	Director
Date:	26/01/2023

Overseeing Organisation Statement:

On behalf of the overseeing organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.

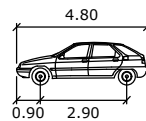
The agreed RSA actions will be progressed.

.....

Name:	[NAME (press F9)]
Organisation:	West Sussex County Council
Position:	[TITLE (press F9)]
Date:	[DATE]

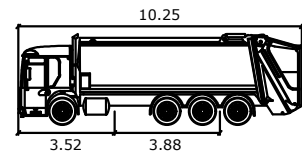
Appendix G

Swept Path Analysis – Large Car and Refuse Vehicle



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8



Dennis Eagle OL 27W 2013

	meters
Width	: 2.53
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 22.7



84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 01483 531 300

T: 020 8065 5208

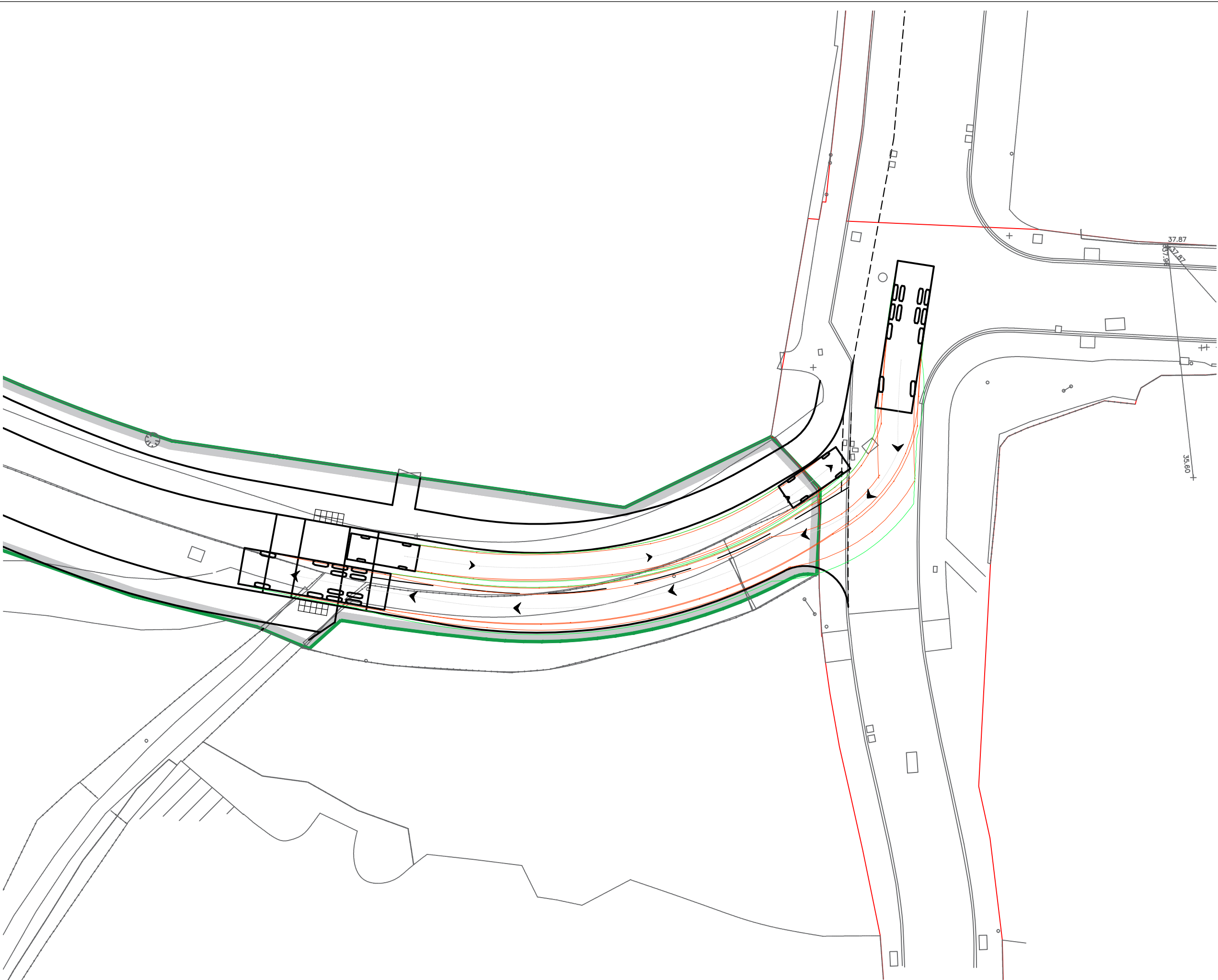
www.motion.co.uk

Project:
Church Lane, Ashington

Title:
Swept Path Analysis, Refuse
Vehicle and Large Car

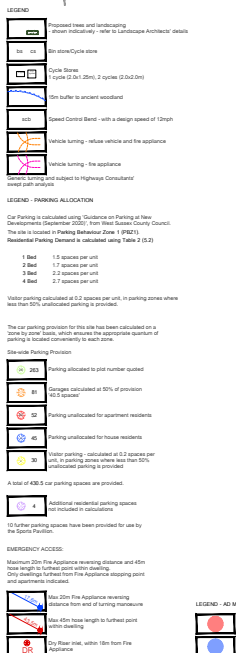
Scale: 1:250 (@ A3)

Drawing:	Revision:
2109010-TK05	-



Appendix H

Proposed Parking Provision



Unit/Unit Type	Spaces per unit	Spaces Required
0 x 1 Bed	5.6	0
2 x 2 Bed	5.7	3.6
11 x 3 Bed	2.2	26.2
9 x 4 Bed	2.7	26.3
TOTAL		56.1 spaces 53 spaces

*Visitor Spaces - 0.2 spaces required per unit of the spaces provided are unutilized

0.2 x 22	4.6 units
	3 visitors

* - Garages spaces calculated at 1.0 visitor per unit

Parking Zone F		
Unit/Unit Type	Spaces per unit	Spaces Required
0 x 1 Bed	3.0	0
4 x 2 Bed	3.7	0.8
13 x 3 Bed	2.2	28.6
16 x 4 Bed	2.7	43.2
TOTAL		72.6 spaces
		80 spaces
Visitor Spaces - 0.2 spaces required per of the spaces provided are unallocated		
0.2 x 33		6.6 visitor
		7 visitor

* Garage spaces unallocated at 100%

E

Losses required

1.8

7.8 species required

1 species provided *

House more than 90% of the species

1 at 90%

ain

1000 1000

Parking

New/ Old Type

0 x 1 Bed	1
0 x 2 Bed	1
6 x 3 Bed	1
4 x 4 Bed	1
TOTAL	4

Vehicle Spaces of the Approx. p

0.2 x 10

Vehicle Type	Spaces	Spaces per unit	Ratio
1 x 1 Bed	1.5	0	
2 x 2 Bed	1.7	10.2	
3 x 3 Bed	2.2	20.4	
4 x 4 Bed	2.7	3.4	
TOTAL		42.0	
		44	

Under Spaces = 0.2 spaces required per 1 of the spaces provided are available

0.2 x 20 = 4

4 x 4 = 16

Parking	
New/Used Type	
3 x 1 Bed	
2 x 2 Bed	
6 x 2 Bed	
9 x 4 Bed	
TOTAL	
Walker Spaces - 0.2 of the spaces price	
0.2 x 17	

Appendix I

TRICS Output – 5-a-side Football

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-221219-1213

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
 TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
 NG NOTTINGHAM 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pitches
 Actual Range: 6 to 6 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 10/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

F2(c) 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

1 days

This data displays the number of selected surveys with PTAL Ratings.

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	NG-07-L-01	ASTRO KINGS	NOTTINGHAM
	WIGMAN ROAD		
	NOTTINGHAM		
	BILBOROUGH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	6	
	Survey date: SATURDAY	14/07/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	6	6.167	1	6	2.167	1	6	8.334
11:00 - 12:00	1	6	6.833	1	6	6.000	1	6	12.833
12:00 - 13:00	1	6	5.000	1	6	4.833	1	6	9.833
13:00 - 14:00	1	6	5.500	1	6	5.167	1	6	10.667
14:00 - 15:00	1	6	4.667	1	6	3.333	1	6	8.000
15:00 - 16:00	1	6	3.167	1	6	4.833	1	6	8.000
16:00 - 17:00	1	6	3.167	1	6	3.167	1	6	6.334
17:00 - 18:00	1	6	2.167	1	6	3.500	1	6	5.667
18:00 - 19:00	1	6	1.667	1	6	4.167	1	6	5.834
19:00 - 20:00	1	6	0.167	1	6	1.333	1	6	1.500
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			38.502			38.500			77.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 6 - 6 (units:)
 Survey date range: 01/01/12 - 10/05/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-221219-1235

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pitches
 Actual Range: 5 to 7 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 10/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	2
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

F2(c)	2 days
-------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	1 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	NY-07-L-01	PLAY FOOTBALL		NORTH YORKSHIRE
	STIRLING ROAD			
	YORK			
	CLIFTON MOOR			
	Edge of Town			
	No Sub Category			
	Total Number of pitches:	5		
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL	
2	WM-07-L-01	POWERLEAGUE		WEST MIDLANDS
	PARK ROAD			
	HALESOWEN			
	Edge of Town			
	Industrial Zone			
	Total Number of pitches:	7		
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	7	0.143	1	7	0.000	1	7	0.143
09:00 - 10:00	1	7	0.143	1	7	0.286	1	7	0.429
10:00 - 11:00	1	7	0.143	1	7	0.143	1	7	0.286
11:00 - 12:00	1	7	0.143	1	7	0.143	1	7	0.286
12:00 - 13:00	1	7	0.143	1	7	0.143	1	7	0.286
13:00 - 14:00	1	7	0.286	1	7	0.143	1	7	0.429
14:00 - 15:00	1	7	0.000	1	7	0.000	1	7	0.000
15:00 - 16:00	2	6	0.833	2	6	0.417	2	6	1.250
16:00 - 17:00	2	6	3.583	2	6	0.750	2	6	4.333
17:00 - 18:00	2	6	6.250	2	6	1.500	2	6	7.750
18:00 - 19:00	2	6	6.750	2	6	3.667	2	6	10.417
19:00 - 20:00	2	6	3.250	2	6	4.250	2	6	7.500
20:00 - 21:00	2	6	3.833	2	6	8.333	2	6	12.166
21:00 - 22:00	2	6	0.250	2	6	7.000	2	6	7.250
22:00 - 23:00	2	6	0.000	2	6	0.583	2	6	0.583
23:00 - 24:00	1	7	0.000	1	7	0.000	1	7	0.000
Total Rates:			25.750			27.358			53.108

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 5 - 7 (units:)
 Survey date range: 01/01/14 - 10/05/22
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.