Broadbridge Heath Bus Gate and COOP Car Park – Review of Traffic Surveys DOCUMENT 002

Prepared by WSCC August 2023

Background

WSCC were approached by Horsham DC for a further review of the vehicles driving through the COOP car park at the BBH Neighbourhood Centre to 'bypass' the bus gate.

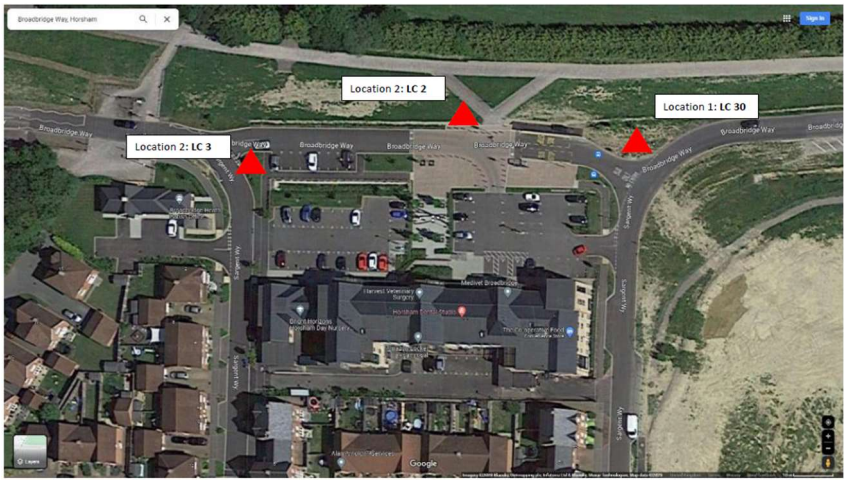
Following internal discussion, it was agreed that a traffic survey would be required to establish an understanding of the level of misuse of the car park (and bus gate) and also to establish pedestrian usage numbers crossing through the car park and adjacent footways and unofficial 'pathways' to understand the potential level of interact between vehicles and pedestrians.

The survey was also to be undertaken to provide evidence for discussions with the landowners and building tenants on potential ways forward for controlling, or excluding, bypassing traffic flows.

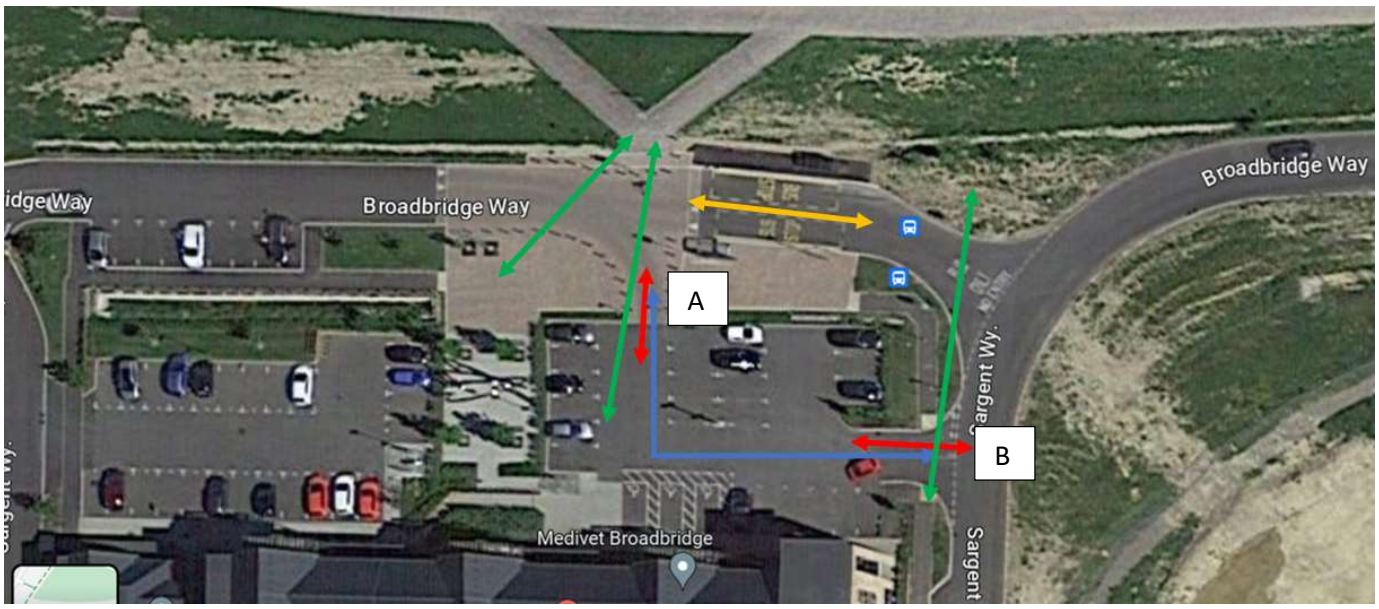
Survey Dates

WSCC appointed Obtrada to undertake a 7-day CCTV survey, using cameras to record movements through the car park, through the bus gate and pedestrian movements crossing through the car park and footways/path accessing to the off road path.

An initial survey set up was made in late June, but following first battery change, column LC30 had (again) been damaged by a vehicle collision and the survey was terminated. Obtrada recovered their camera and rescheduled their locations and survey dates



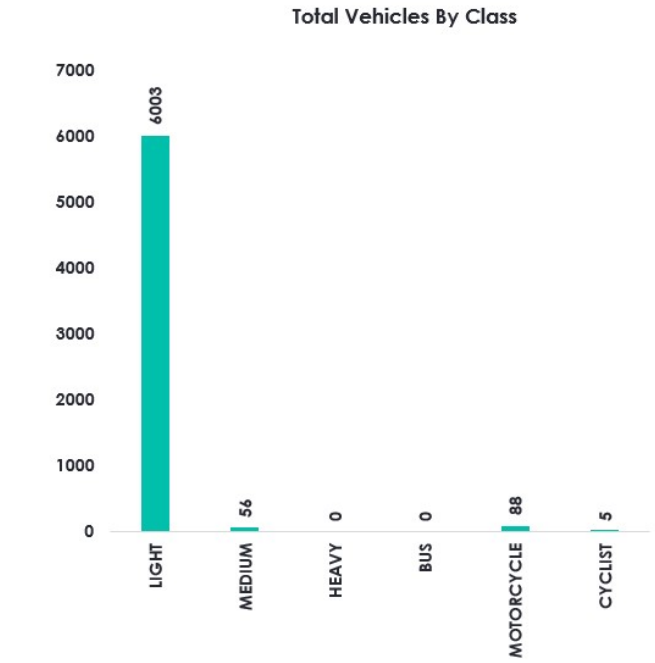
The survey was completed between the 6th July and the 12th July. Data was provided on the 31st July. Figure 1 shows the survey movements requested are shown below:

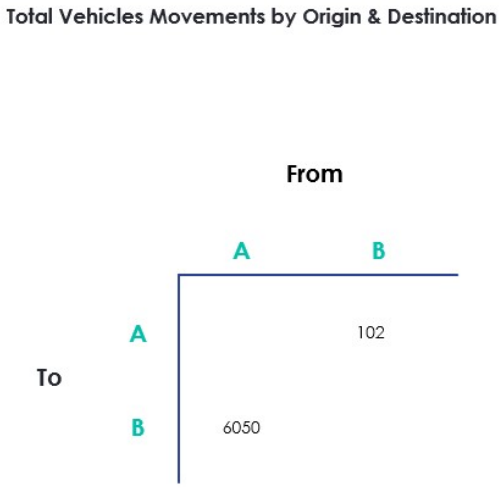


Extracts of Obtrada “Through Car Park Results” are shown below:

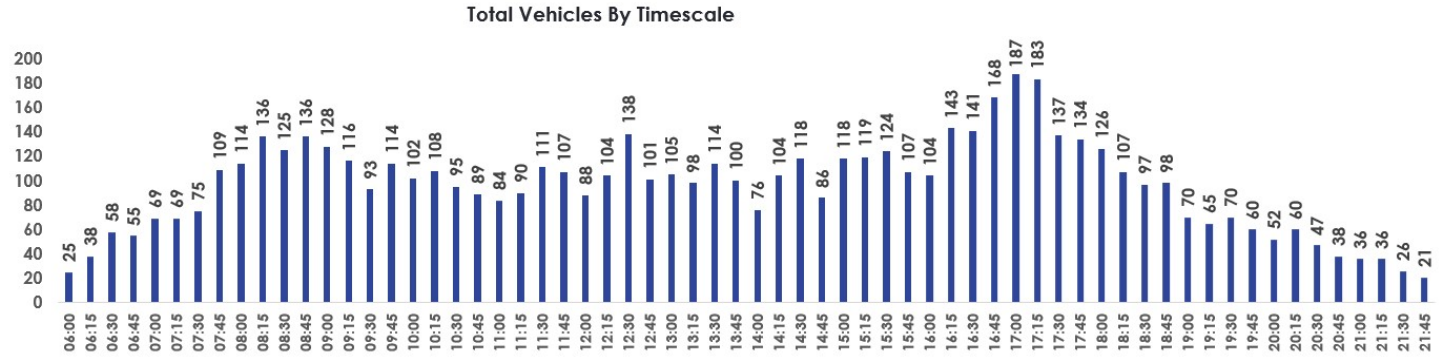
On the figure 1 car park entrances are show A and B, with A at the raised table ramp at the bus gate and B at the side road. The following total vehicle flows were recorded for the 7 days:

Total Vehicles In Selection 6152





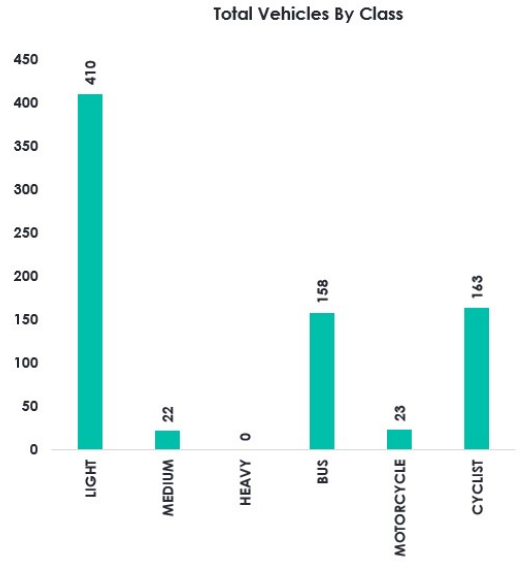
From the data the time profile was extracted for the whole 7-day flows:

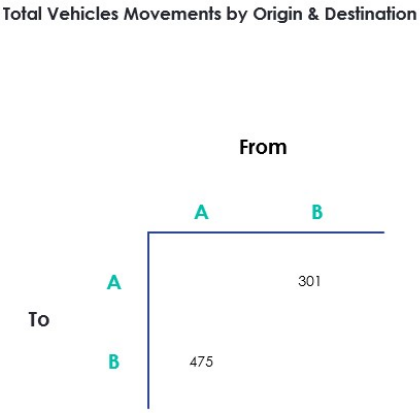


There are clear patterns which relate to morning and evening peak hour commuting and also, for the morning period, review of some of the footage shows school drop off trips in the morning and around 3pm to 4pm also figure highly in the data surveyed.

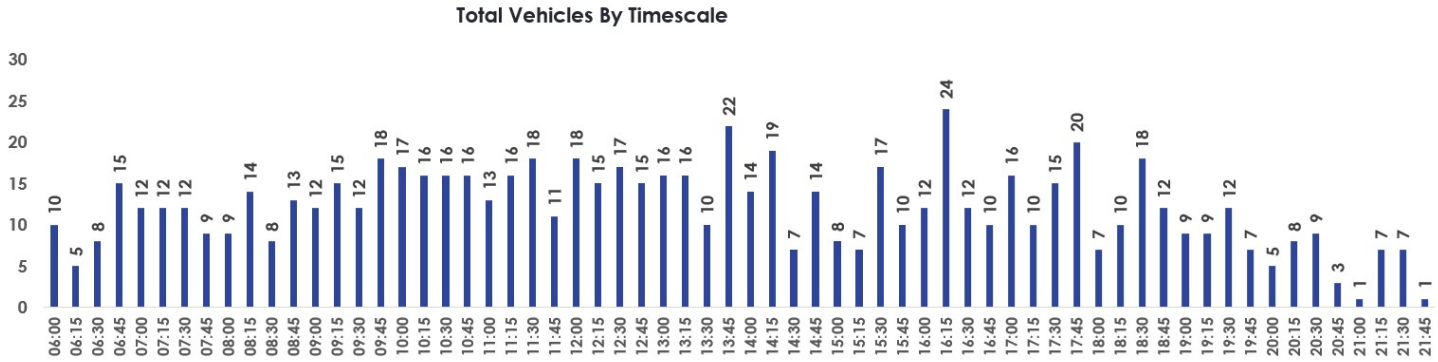
During the same 7-day period the vehicle flow through the bus gate were recorded:







Vehicle time distribution over the 7 days was recorded:



Summary of Daily Flows (Through Car Park and Through Bus Gate)

Day of Week	Through Car Park		Through Bus Gate	
	A to B	B to A	A to B	B to A
Thu 6th July	992	21	80	50
Fri 7th July	1010	15	61	50
Sat 8th July	699	14	68	44
Sun 9th July	551	7	59	19
Mon 10th July	949	11	74	50
Tue 11th July	929	19	75	40
Wed 12th July	920	15	58	48

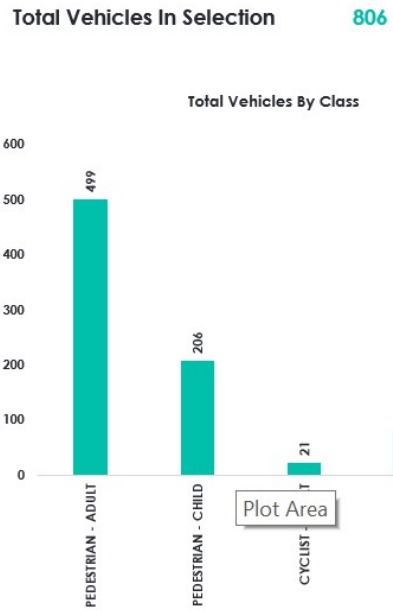
Pedestrian and Cycle Flows Crossing through the areas

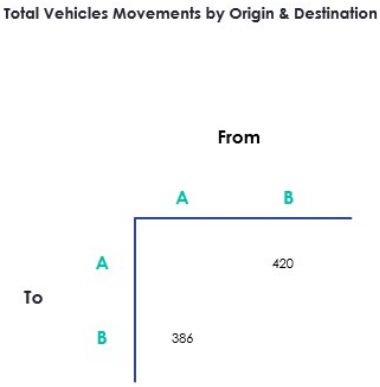
Three survey locations were examined to count pedestrian movement, these were also split by age group, as much as possible. Total flows over the 7-days are summarised below:

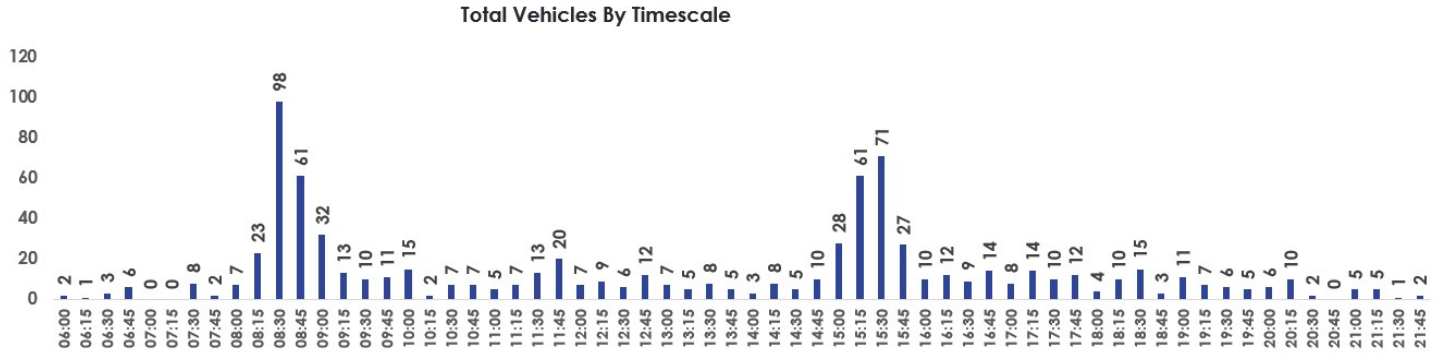
Location 1



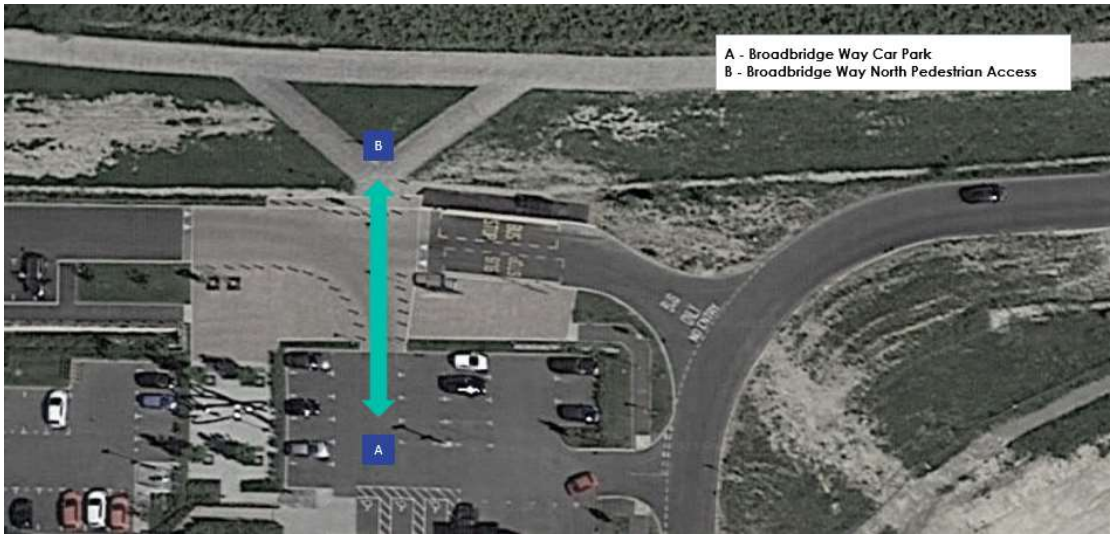
7-day movements at location 1 and time of day of movement





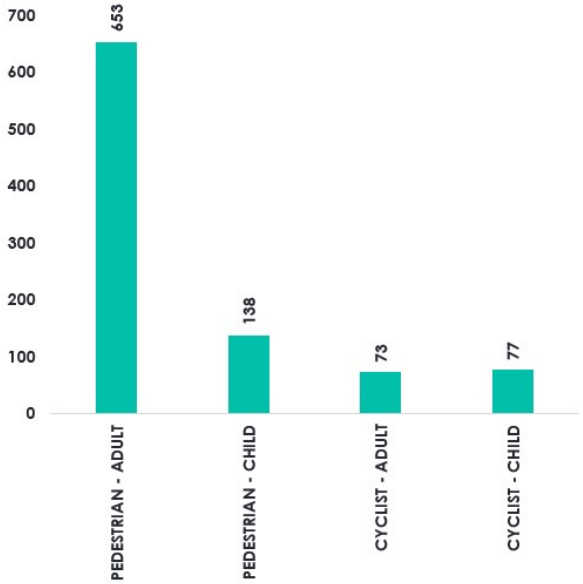


Pedestrian and Cycle Movement Location 2

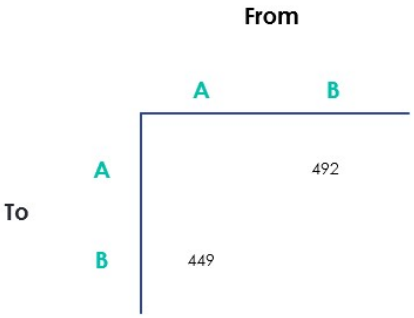


Total Vehicles In Selection 941

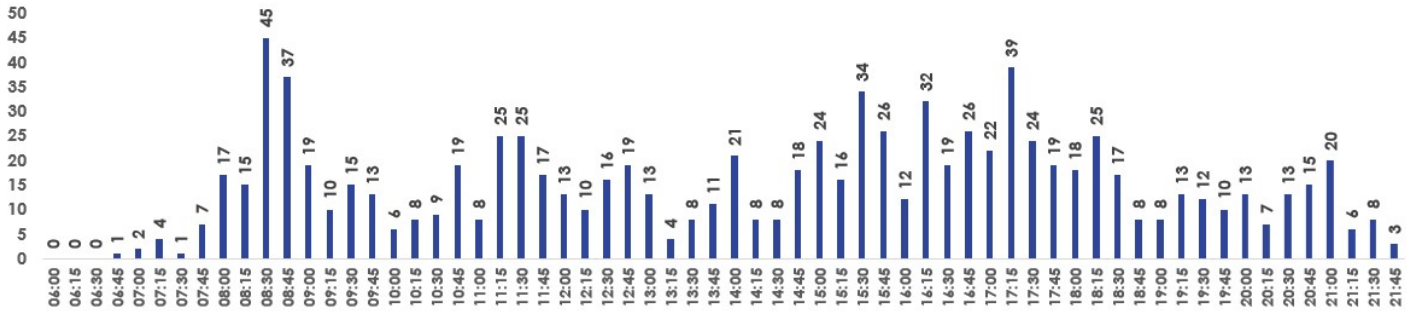
Total Vehicles By Class



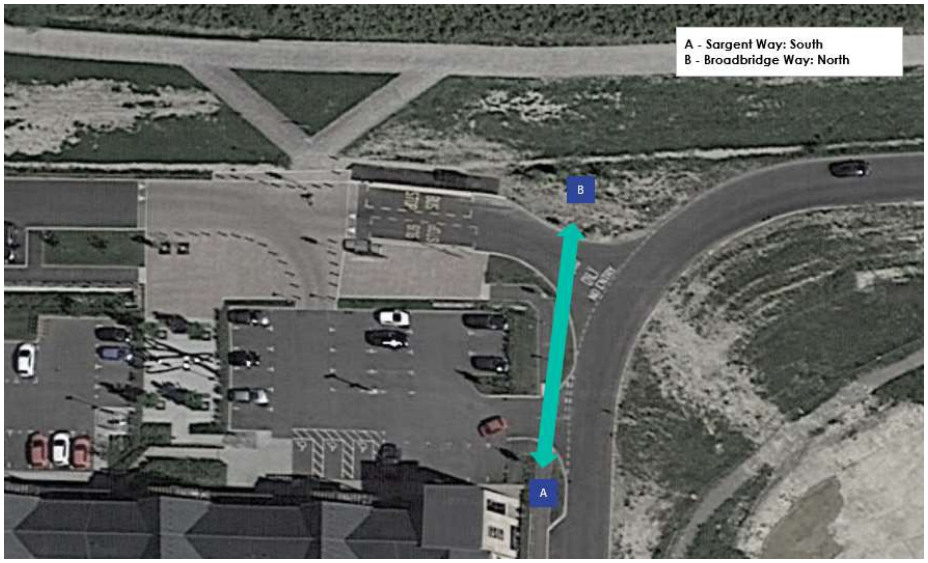
Total Vehicles Movements by Origin & Destination



Total Vehicles By Timescale

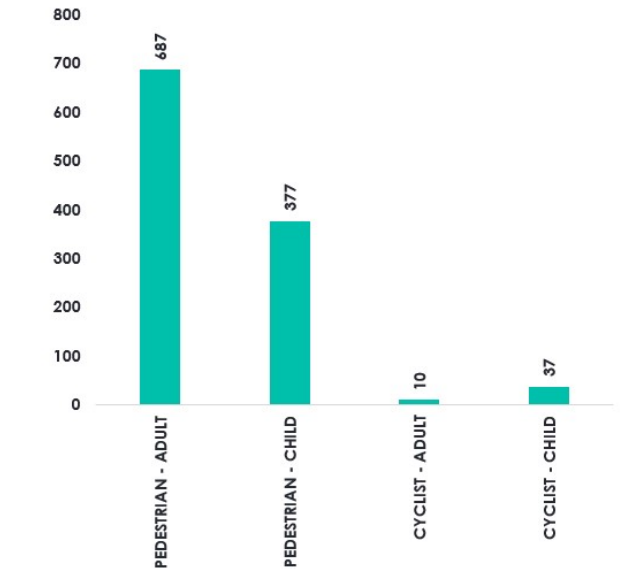


Pedestrian and Cycle Movement Location 3

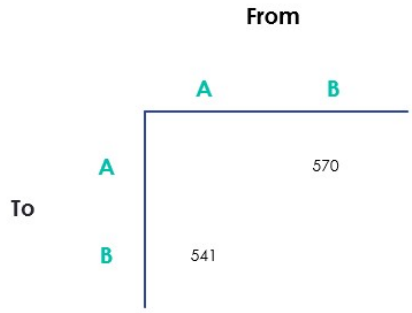


Total Vehicles In Selection 1111

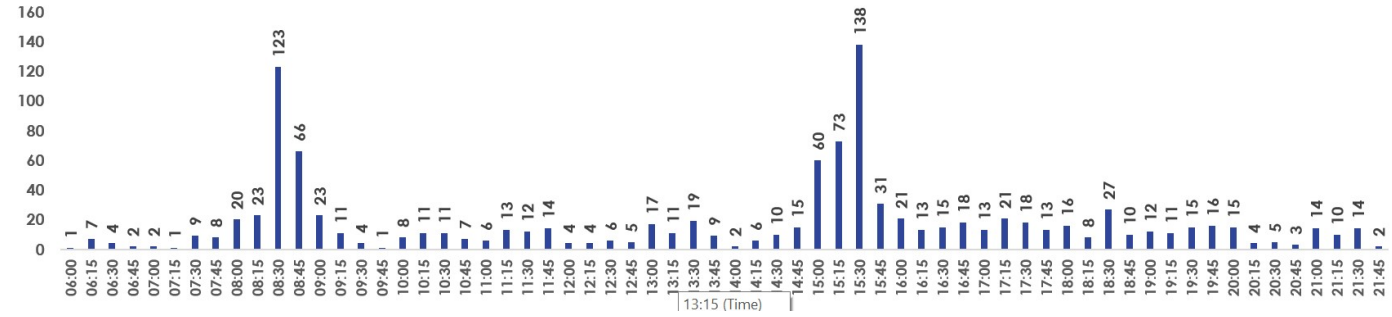
Total Vehicles By Class



Total Vehicles Movements by Origin & Destination



Total Vehicles By Timescale



Pedestrian flows are very concentrated in the school periods between 8am and 9am, and 3pm to 4pm with the interesting outcome that the informal route along Sargent Way across the eastern entrance/exit to the bus gate and through the verge/meadow to the off road path is the most popular (Location 3). Overall pedestrian movement across the three measured locations for the 7-day count was recorded as 1376 A to B and 1482 B to A. Weekend flows are roughly half the level of weekday flows, from an examination of the data sets, and less concentrated than school periods.