

ROUTE SUMMARY: Route 1

Route Name	The Site to Chanctonbury Pre-school via Rectory Lane
Length	452m
Name of Assessor(s)	Dipendra Awasthi
Date of Assessment	01/05/2026

Criterion	Performance Scores
Attractiveness	5
Comfort	10
Directness	6
Safety	6
Coherence	0
Total	27

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	- Wobbly footway edge and footway not levelled. - No lighting present west of Rectory Lane/Blakiston Close junction	Footway resurfacing proposed
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1	Rectory Lane lacks active frontage and house setbacks.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	No lighting present west of Rectory Lane/Blakiston Close junction	
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	Not levelled, uneven edges	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Narrow footway before Blakiston Close junction	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				10		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	-		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	-		
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			-		
DIRECTNESS				6		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	Not tactile paving's at Merios Way junction	Proposed by neighbouring consented development (DC/Z5/1327)
COHERENCE				0		
Total Score				27		

ROUTE SUMMARY: Route 2

Route Name	Rectory Lane to Community Centre and Ashington Church of England School via The Sands
Length	806m
Name of Assessor(s)	Dipendra Awasthi
Date of Assessment	01/05/2026

Criterion	Performance Scores
Attractiveness	8
Comfort	10
Directness	8
Safety	6
Coherence	0
Total	32

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2		
ATTRACTIVENESS				8		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	2	• Some minor cracks	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	-		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				10		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road)	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct but associated with some delay (up to 15s average).	Crossing of road associated indirect or associated with significant delay (>15s average).	2		
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	-		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to cater users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	-		
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				8		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume is moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerb and tactile paving are absent or incorrect.	0		
COHERENCE				0		
Total Score				32		

ROUTE SUMMARY: Route 3

Route Name	Rectory Lane to SB bus stop, Co-op, Ashington Day Nursery and Preschool
Length	639m
Name of Assessor(s)	Dipendra Awasthi
Date of Assessment	01/05/2026

Criterion	Performance Scores
Attractiveness	8
Comfort	7
Directness	8
Safety	6
Coherence	1
Total	30

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	• Overgrown hedgerows along Rectory Lane west of its junction with London Road	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2		
ATTRACTIVENESS				8		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsidised or fretted pavement, or significant uneven patching or trenching.	1	• Some cracks observed • Dropped kerb not levelled	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	• Slightly restricted along Rectory Lane due to overgrown hedgerows	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	-	• No staggered crossing	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	• Footway parking on eastern side of London Road between London Road and Hillcrest Drive junction	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	1	• Going southbound from London Road/Rectory Lane junction, slightly downhill and uphill coming back.	
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				7		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	-	• No controlled crossings	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	-		
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				8		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2	• Speed monitoring facility	
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2	• Dropped kerb not levelled or flushed	
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	1		
COHERENCE				1		
Total Score				30		

ROUTE SUMMARY: Route 4

Route Name	To Ashington Community Centre and Ashington Church of England School via PRoW ASH 2607
Length	632m
Name of Assessor(s)	Dipendra Awasthi
Date of Assessment	01/05/2026

Criterion	Performance Scores
Attractiveness	5
Comfort	5
Directness	4
Safety	6
Coherence	0
Total	20

Comments	
Actions	It is proposed to be upgraded to bridleway for certain section and resurfaced as part of DC/22/0372 – Land at Chantonbury Lane Nurseries.

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Slight overgrown vegetation	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	1		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1		
ATTRACTIVENESS				5		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1		
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	0		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	-		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	-		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				5		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	-		
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	-		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	-		
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			-		
DIRECTNESS				4		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	-		
COHERENCE				0		
Total Score				20		

ROUTE SUMMARY: Route 5

Route Name	To Ashington Community Centre and Ashington Church of England School via PRoW ASH 2606		
Length	539m		
Name of Assessor(s)	Dipendra Awasthi		
Date of Assessment	01/05/2026		

Criterion	Performance Scores
Attractiveness	6
Comfort	8
Directness	10
Safety	6
Coherence	0
Total	30

Comments	
Actions	

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2	Was good but would need trimming of vegetation	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			0	Lighting is not present especially north of Foster Lane	
ATTRACTIVENESS				6		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1		
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1		
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	-		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				8		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	-		
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users. - Confusing layout for pedestrians creating severance issues for users.			2		
DIRECTNESS				10		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	0	No dropped kerb across The Sands	
COHERENCE				0		
Total Score				30		

ROUTE SUMMARY: Route 6

Route Name	To Ashington Village Club and Ashington Pharmacy via PRoW ASH 3208
Length	409m
Name of Assessor(s)	Dipendra Awasthi
Date of Assessment	01/05/2026

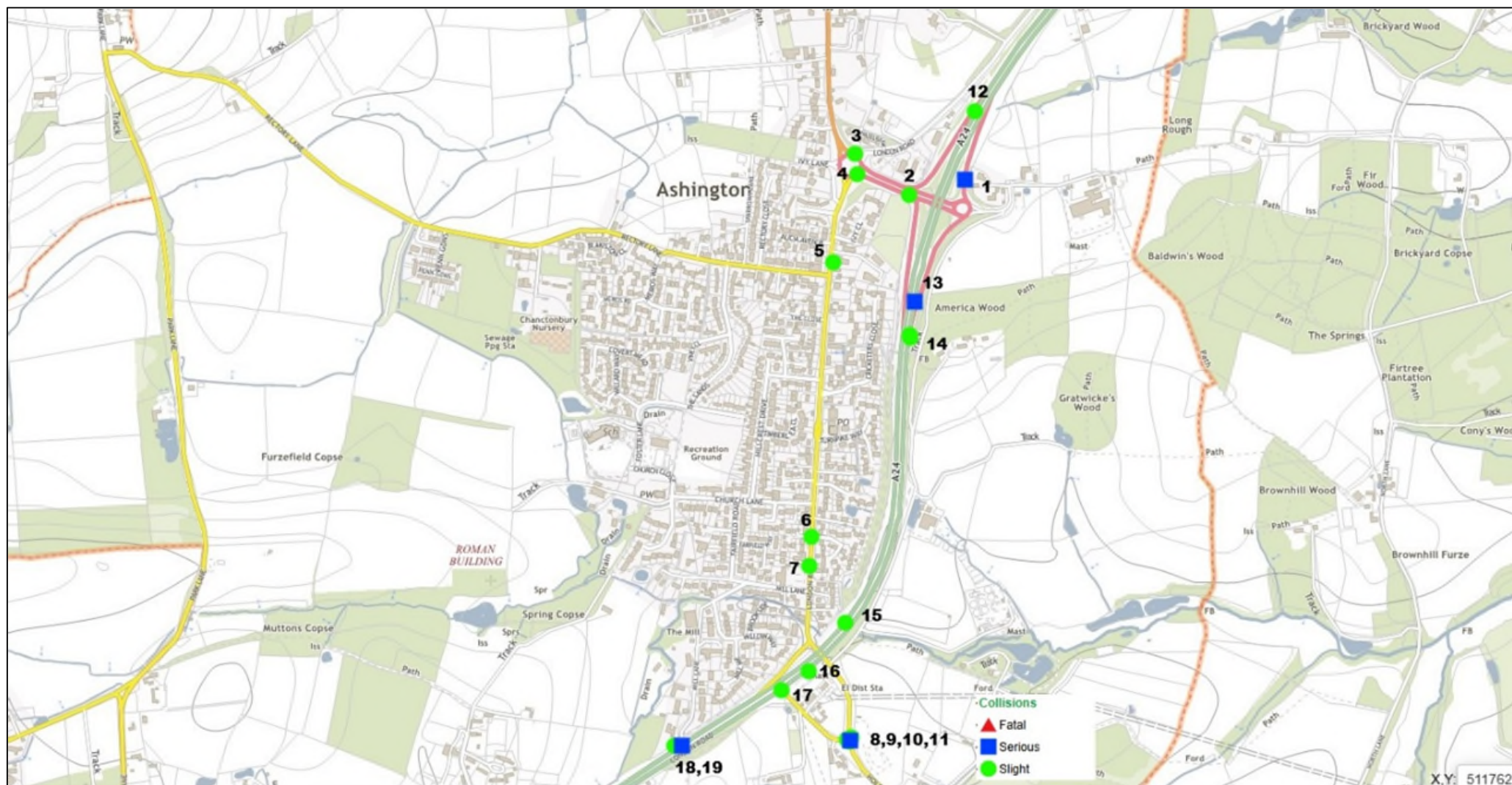
Criterion	Performance Scores
Attractiveness	7
Comfort	8
Directness	7
Safety	6
Coherence	2
Total	30

Comments	
Actions	

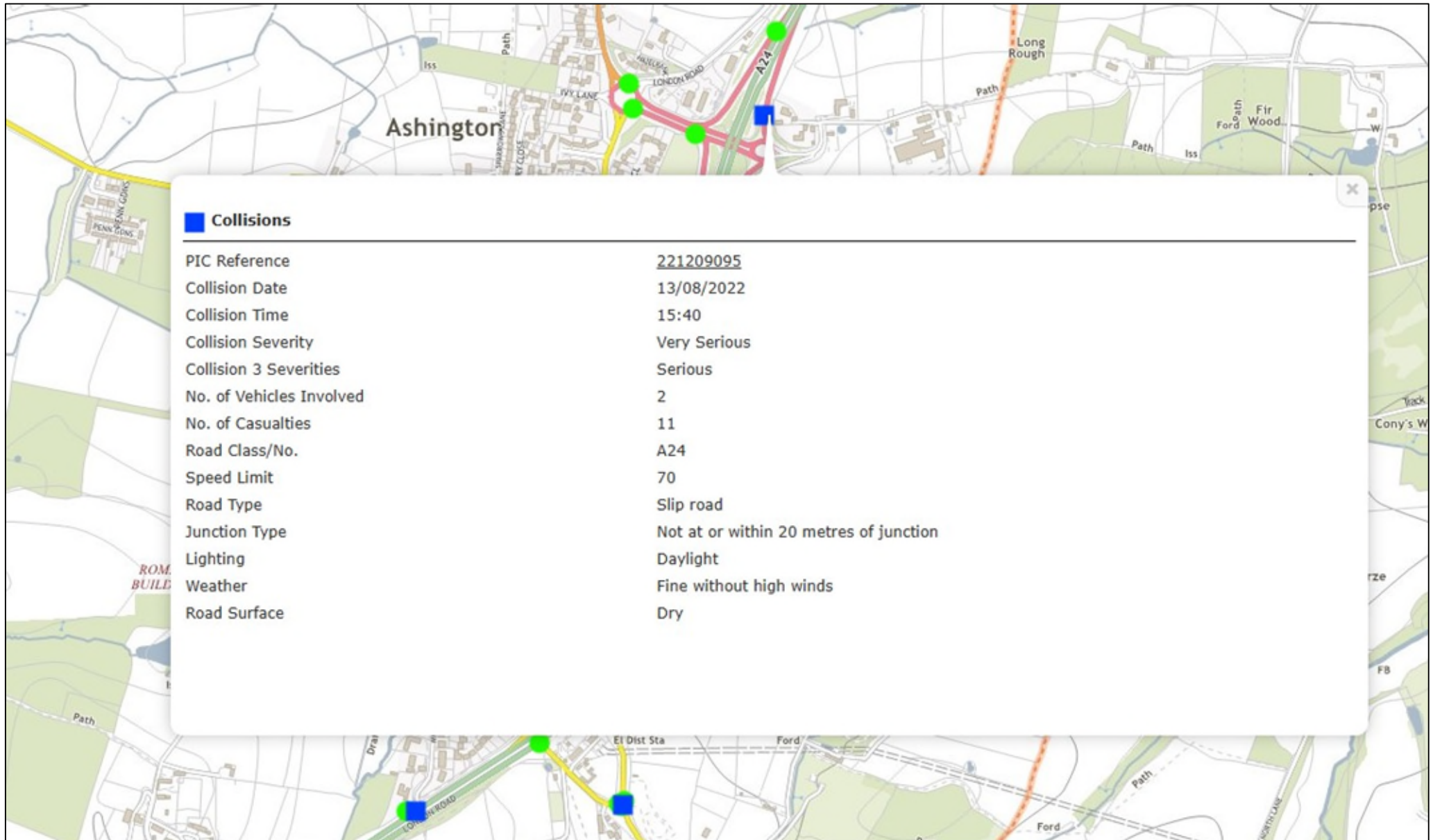
Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

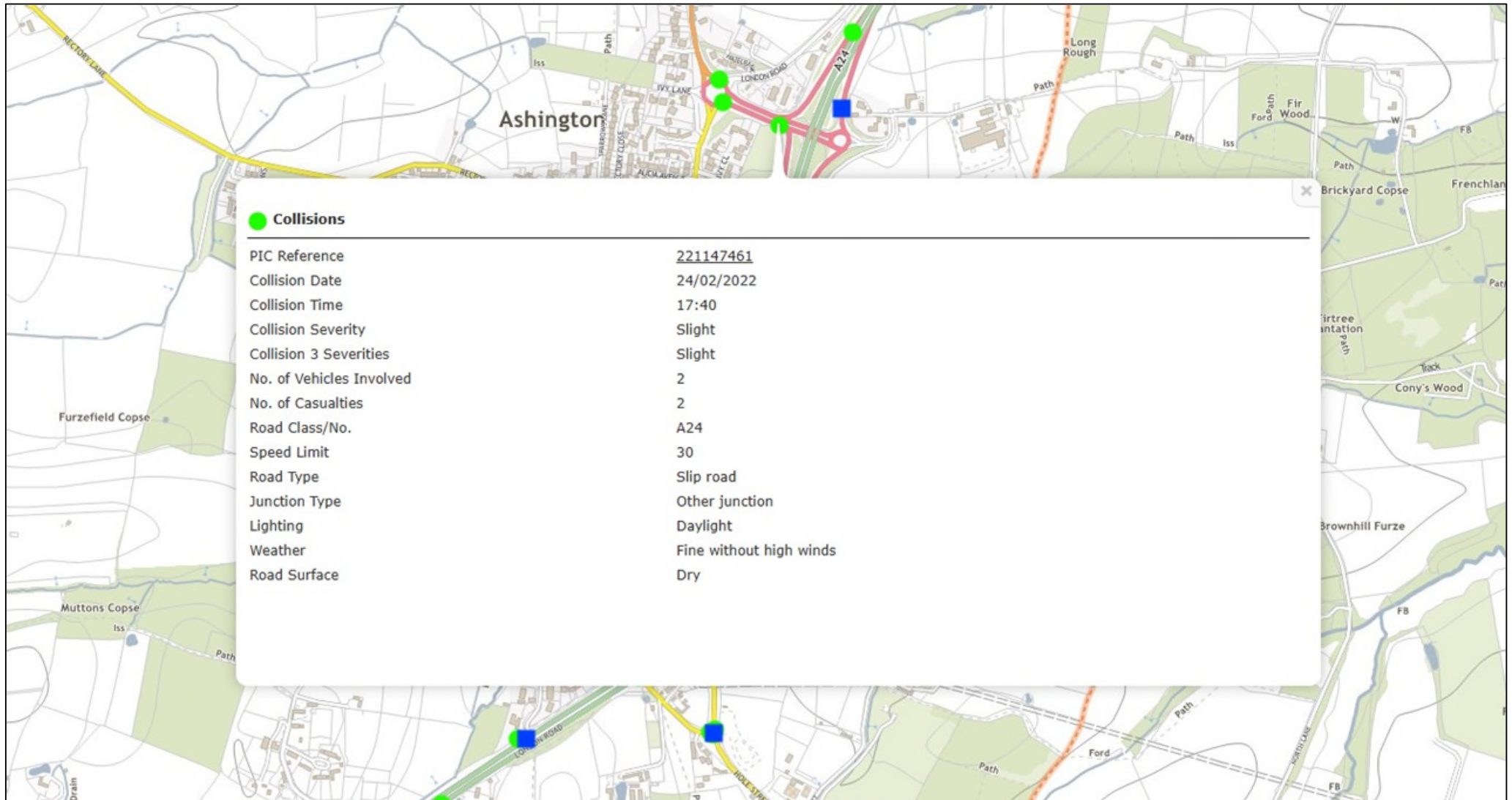
Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	2		
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2		
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	2		
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			1	• Lighting is of present behind village club	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavements). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	1	• Frontage behind village club • Loose gravel – difficult for people with pushchairs and wheelchairs.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	• Behind or around village club – loose gravel not comfortable	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	-		
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	2		
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2		
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			2		
COMFORT				8		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2		
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2		
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2		
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	-		
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	-		
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			1	• No signage at the entrance opposite Parish Council Church at Church Lane Close	
DIRECTNESS				7		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	2		
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	2		
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	2		
SAFETY				6		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2		
COHERENCE				2		
Total Score				30		

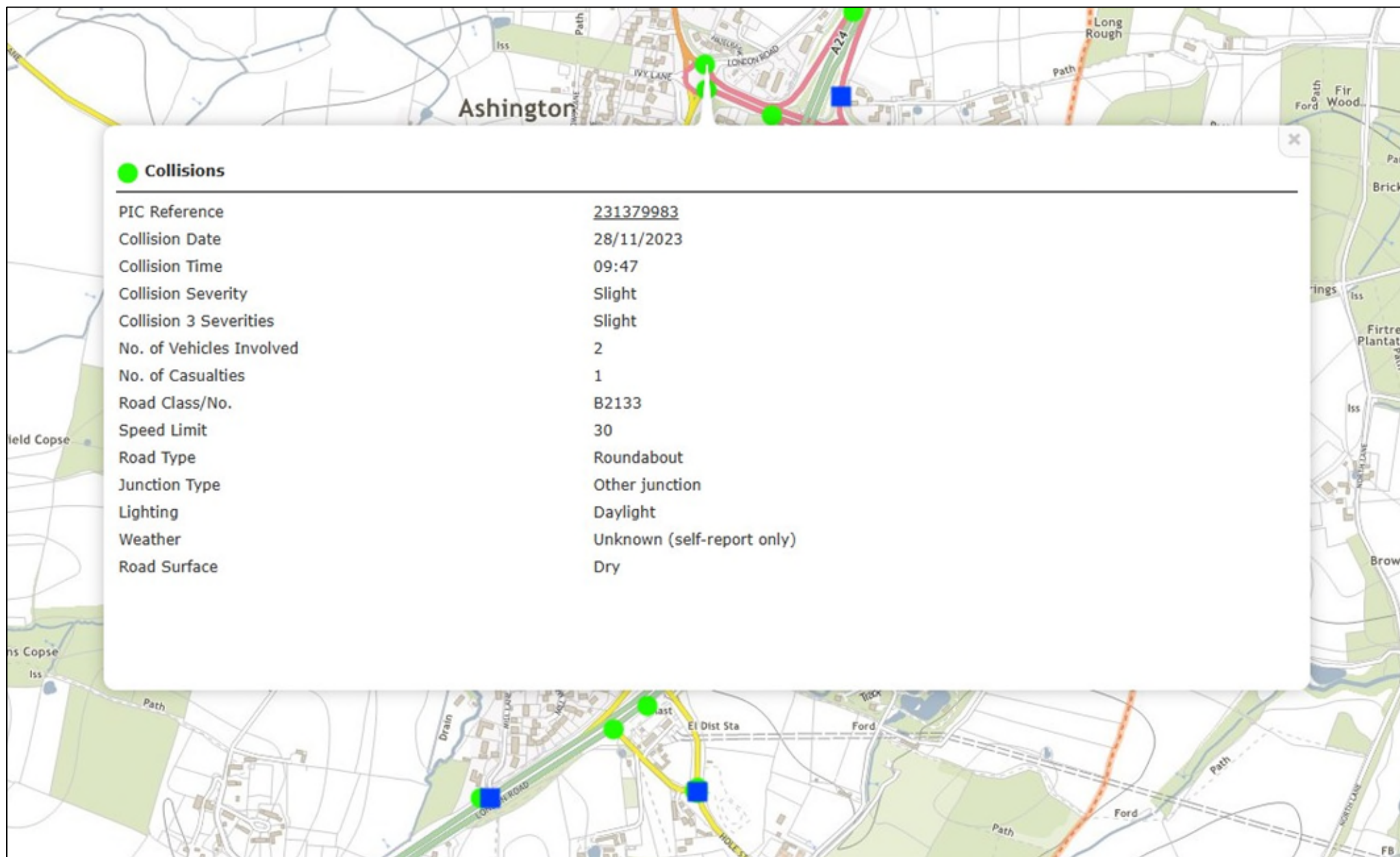
Appendix C Collision Data

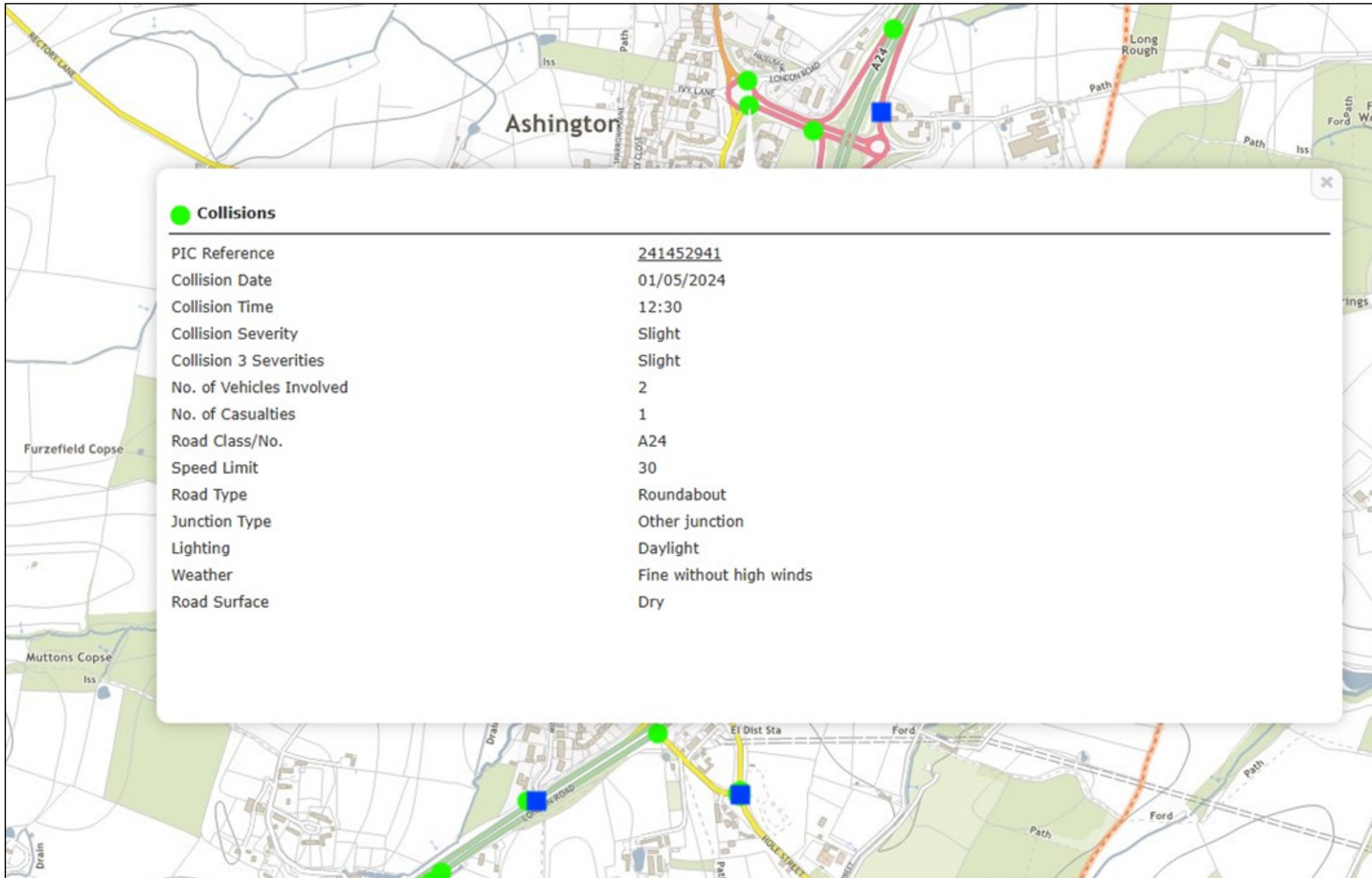


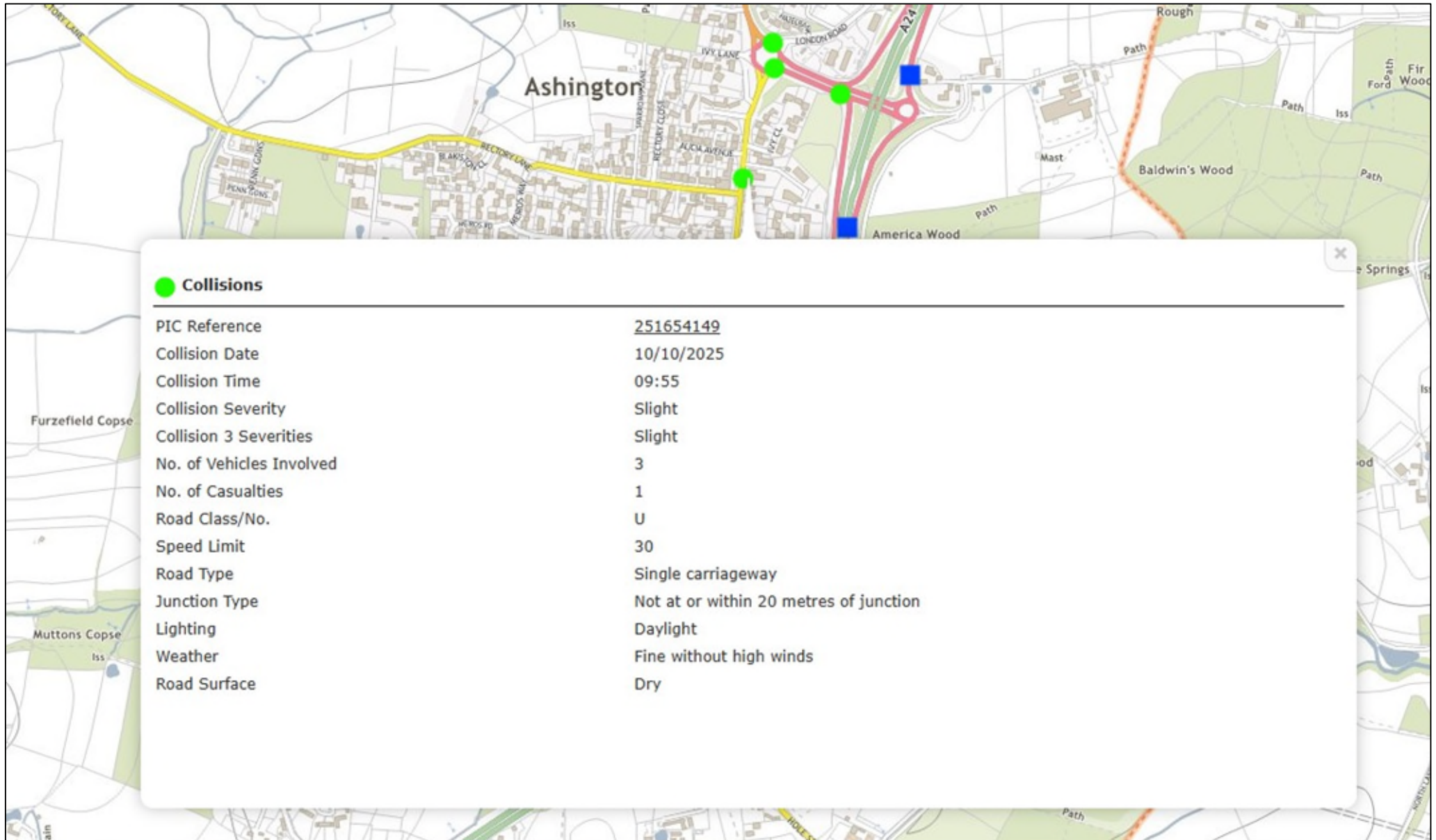
X,Y: 511762









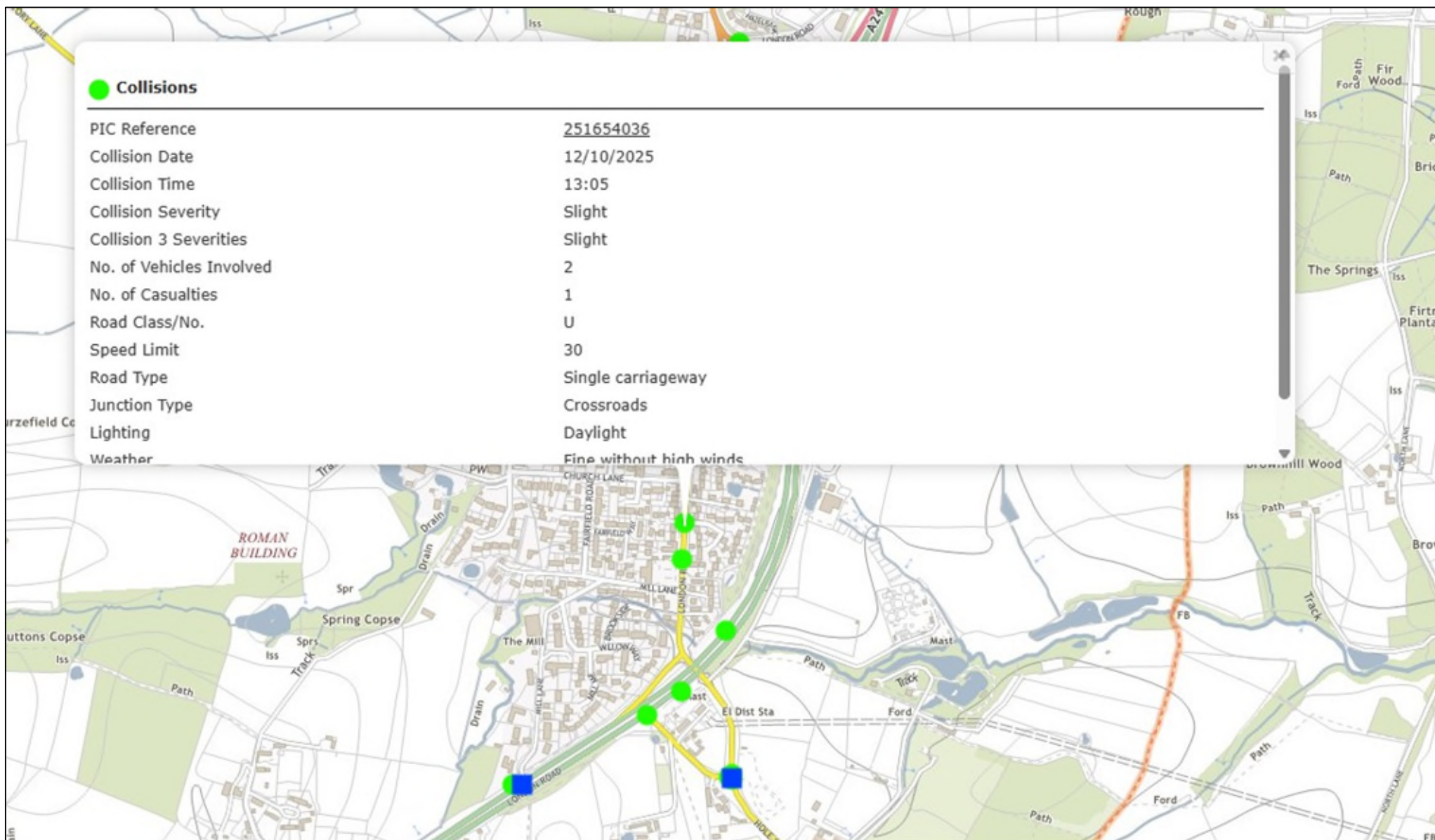


 Collisions

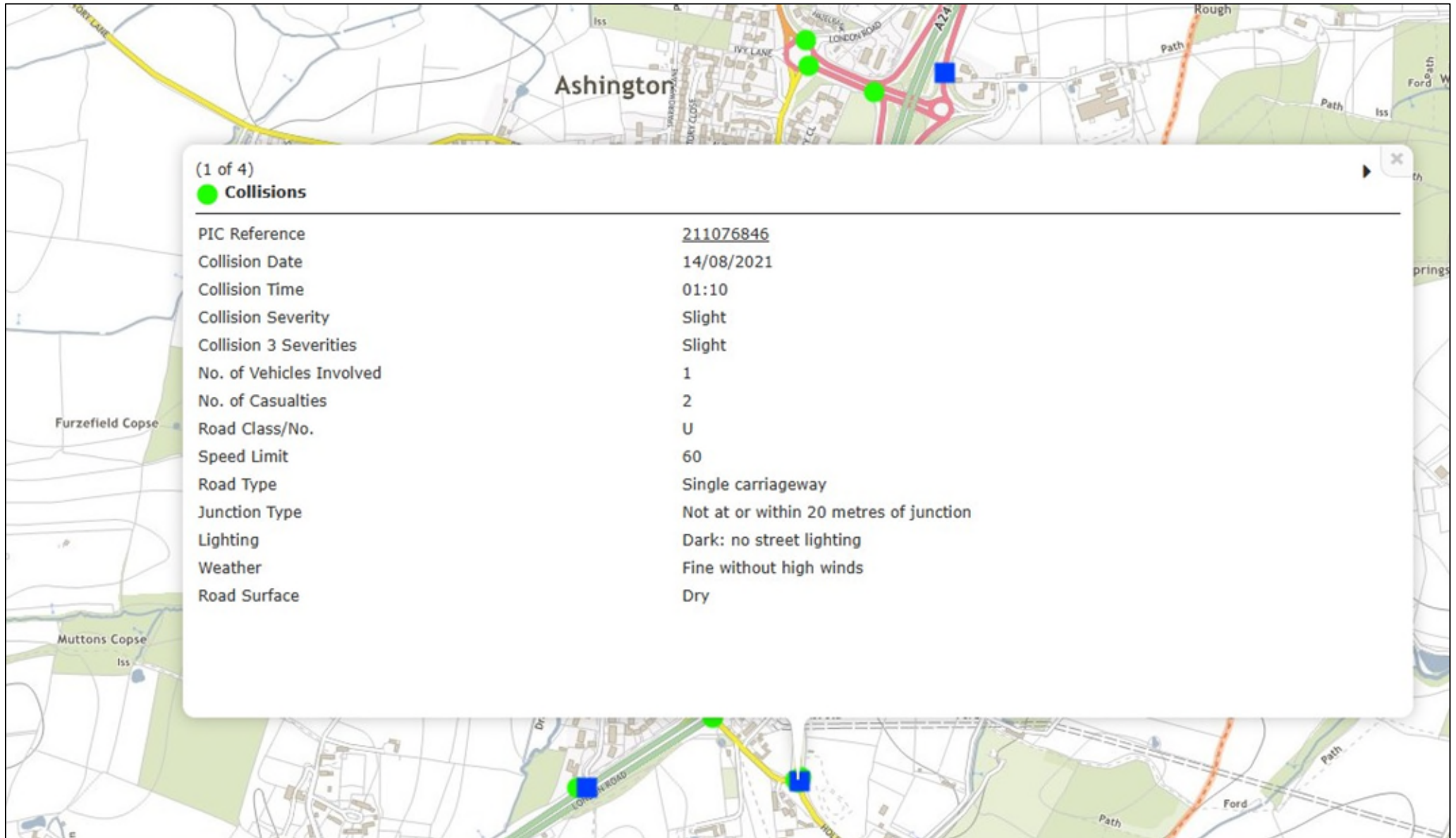
PIC Reference	251654149
Collision Date	10/10/2025
Collision Time	09:55
Collision Severity	Slight
Collision 3 Severities	Slight
No. of Vehicles Involved	3
No. of Casualties	1
Road Class/No.	U
Speed Limit	30
Road Type	Single carriageway
Junction Type	Not at or within 20 metres of junction
Lighting	Daylight
Weather	Fine without high winds
Road Surface	Dry

● Collisions

PIC Reference	<u>251654036</u>
Collision Date	12/10/2025
Collision Time	13:05
Collision Severity	Slight
Collision 3 Severities	Slight
No. of Vehicles Involved	2
No. of Casualties	1
Road Class/No.	U
Speed Limit	30
Road Type	Single carriageway
Junction Type	Crossroads
Lighting	Daylight
Weather	Fine without hinh winds



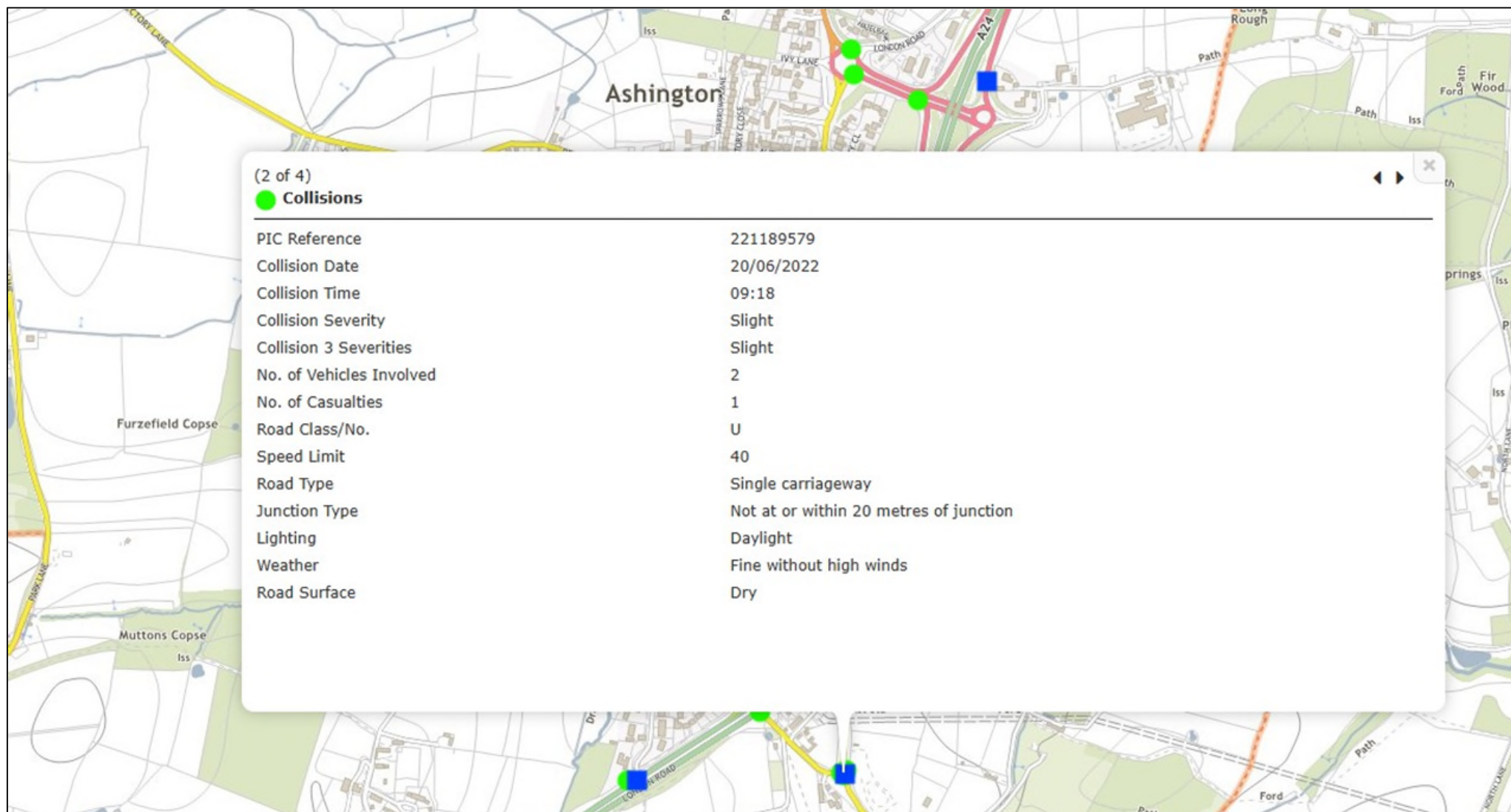
PIC Reference	241402555
Collision Date	24/01/2024
Collision Time	16:25
Collision Severity	Slight
Collision 3 Severities	Slight
No. of Vehicles Involved	2
No. of Casualties	1
Road Class/No.	U
Speed Limit	30
Road Type	Single carriageway
Junction Type	T or staggered junction
Lighting	Daylight
Weather	Fine without high winds
Road Surface	Dry

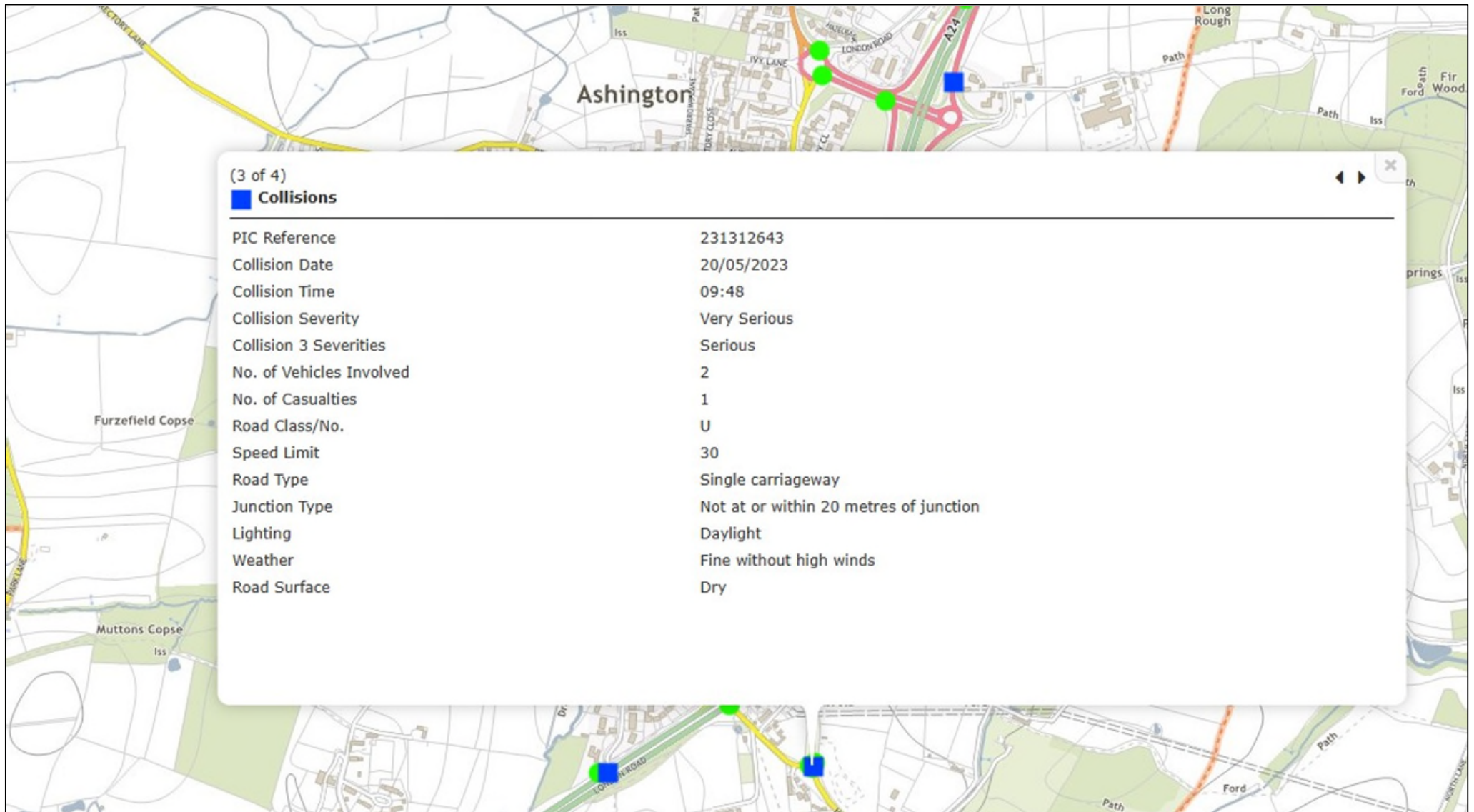


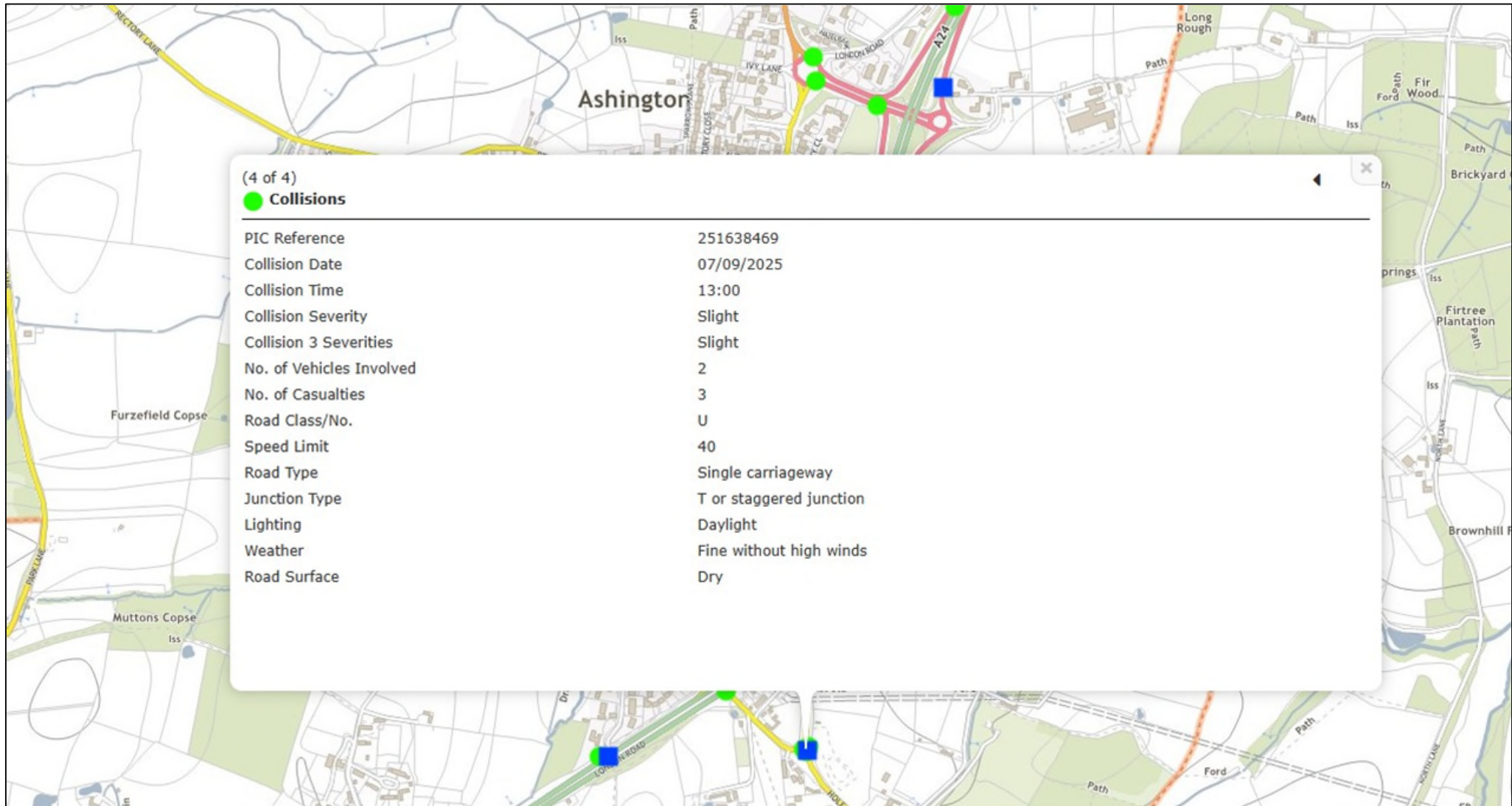
(1 of 4)

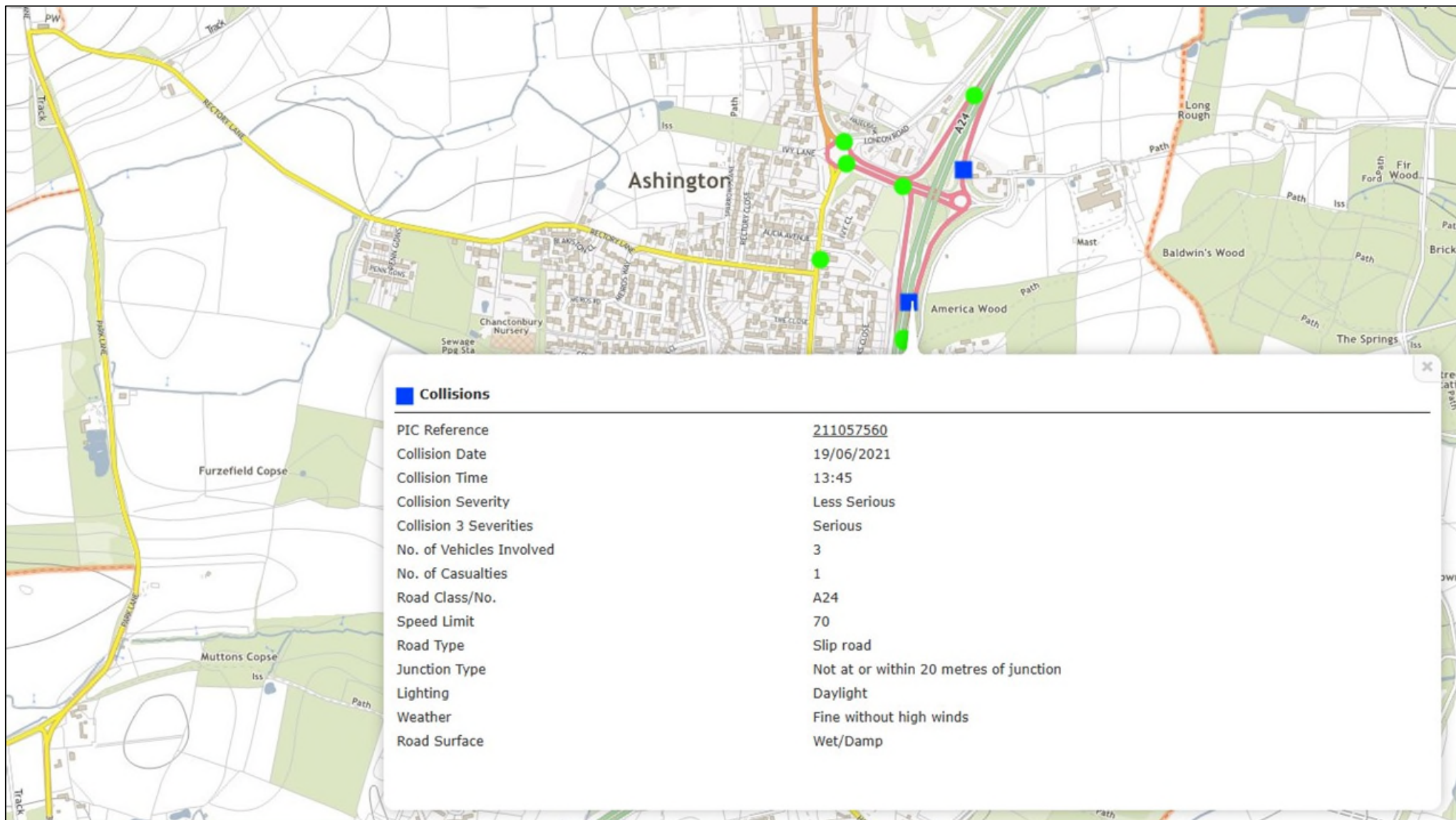
Collisions

PIC Reference	<u>211076846</u>
Collision Date	14/08/2021
Collision Time	01:10
Collision Severity	Slight
Collision 3 Severities	Slight
No. of Vehicles Involved	1
No. of Casualties	2
Road Class/No.	U
Speed Limit	60
Road Type	Single carriageway
Junction Type	Not at or within 20 metres of junction
Lighting	Dark: no street lighting
Weather	Fine without high winds
Road Surface	Dry

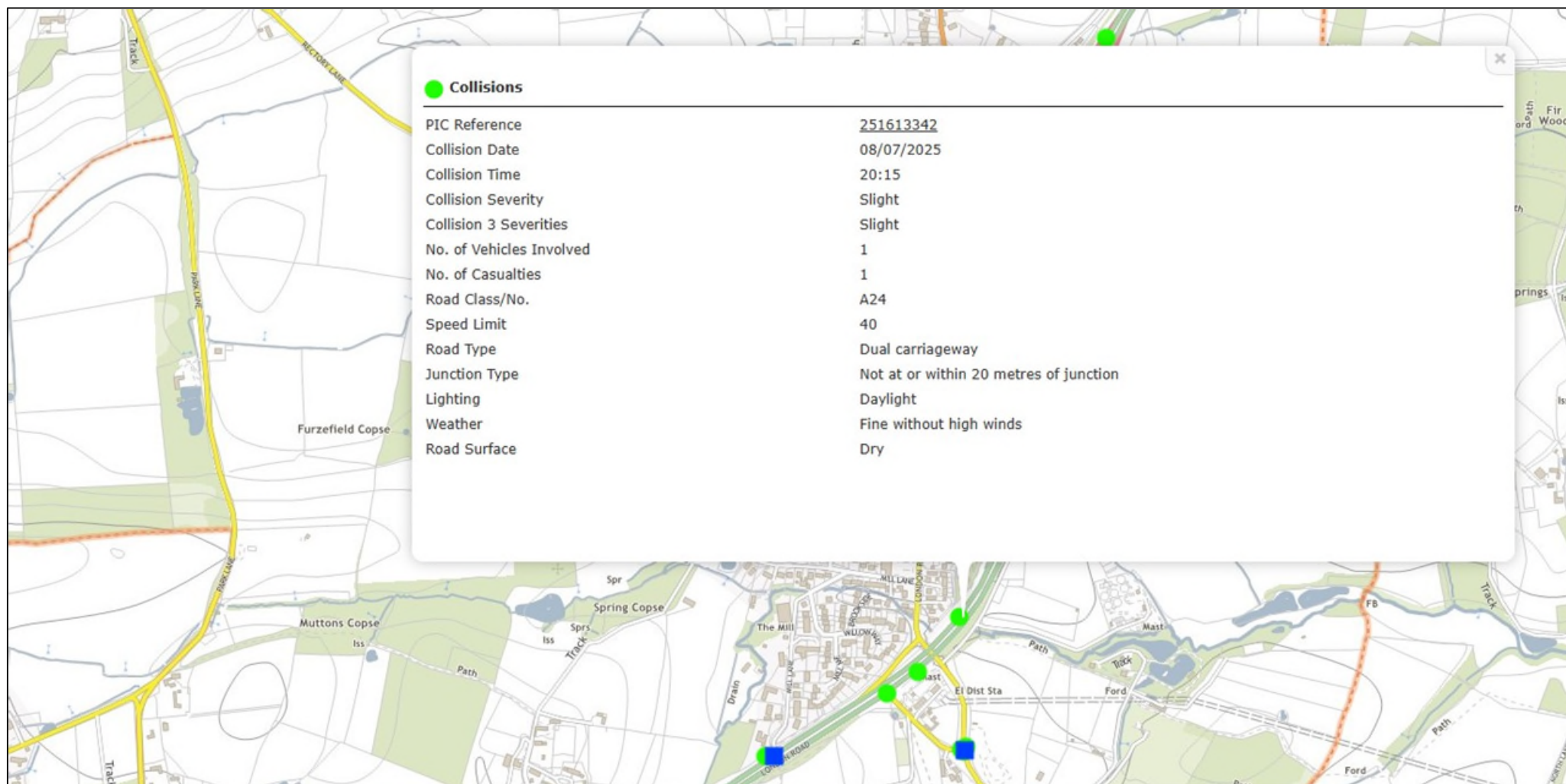


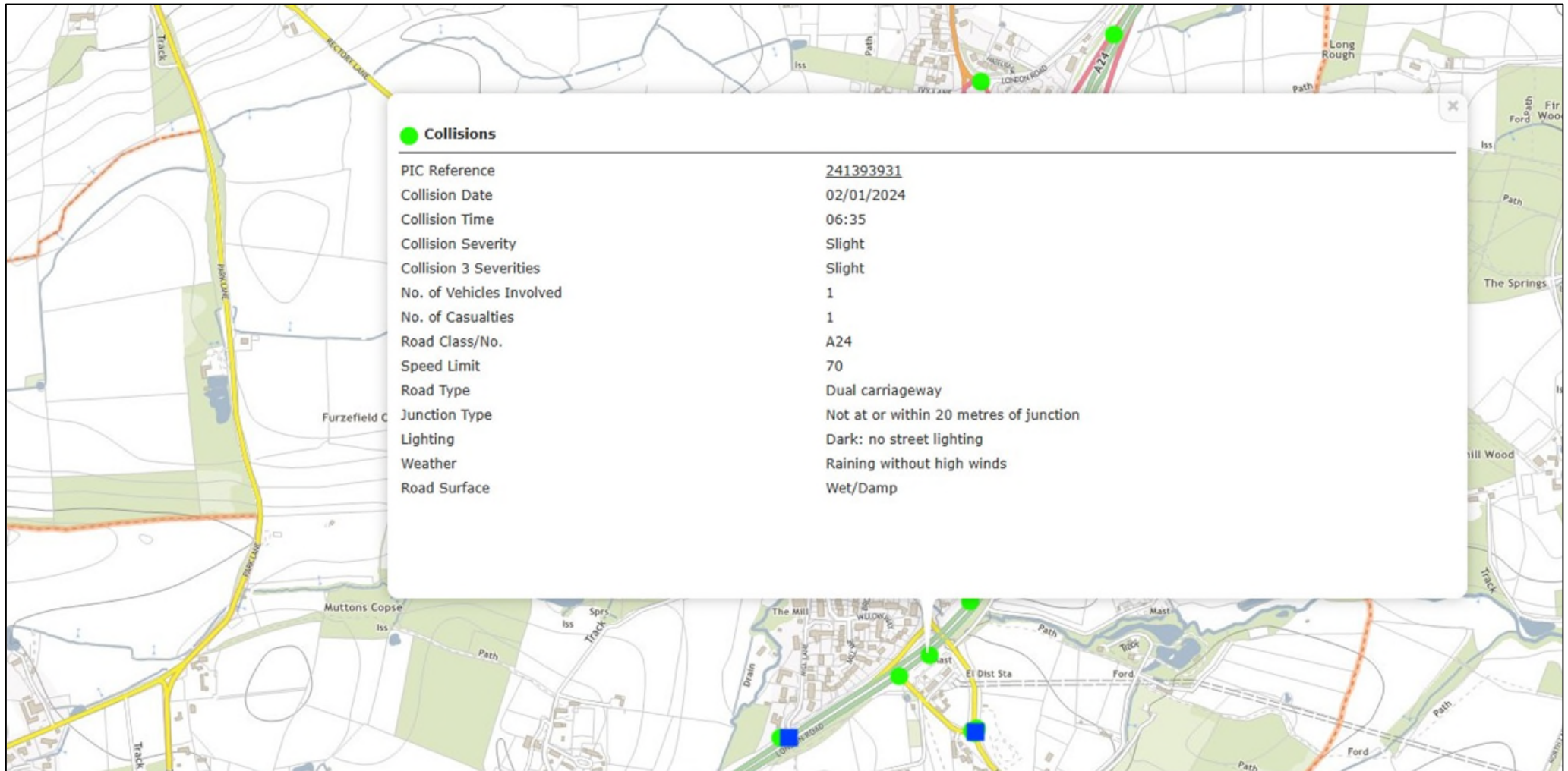


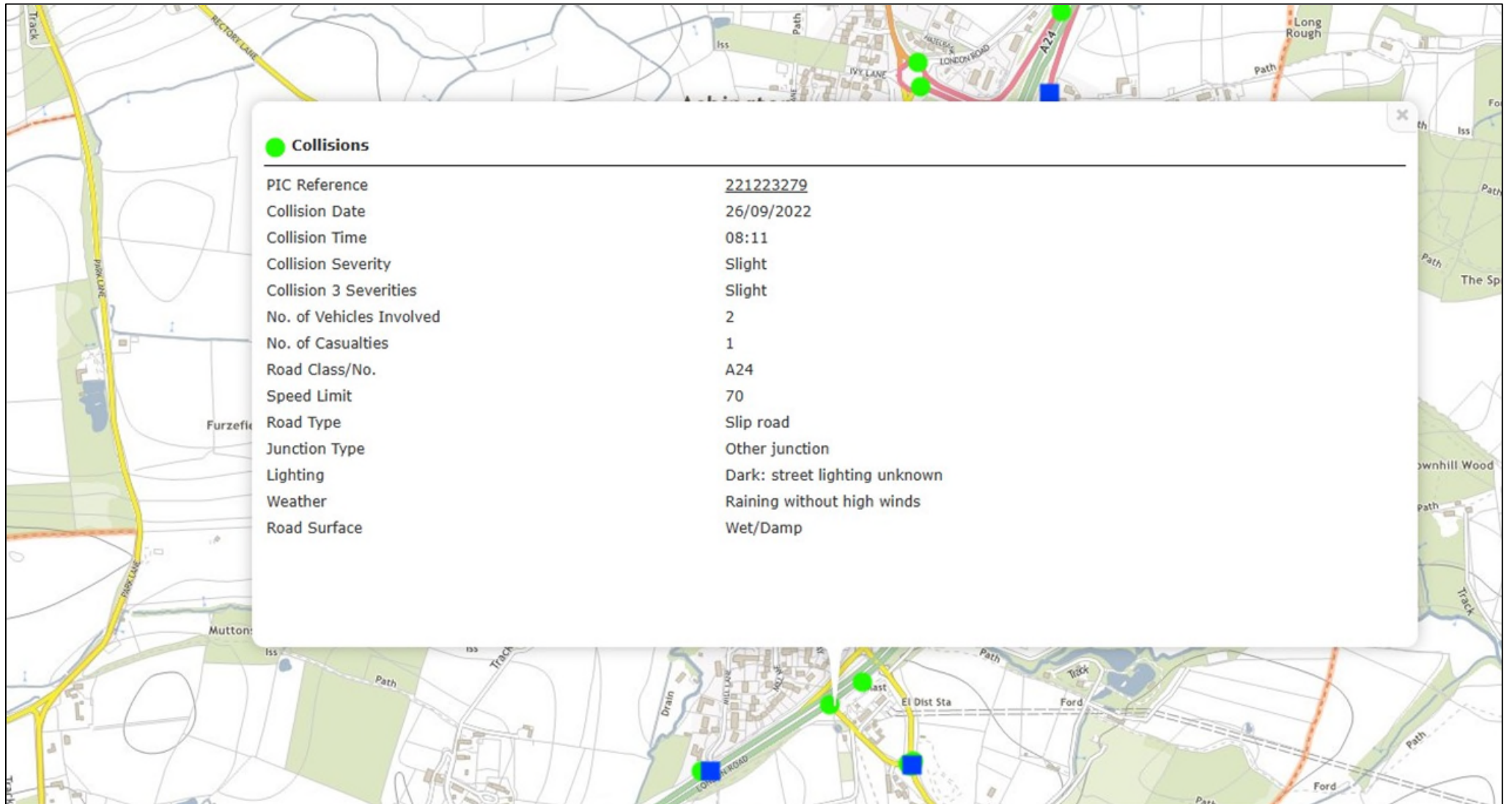


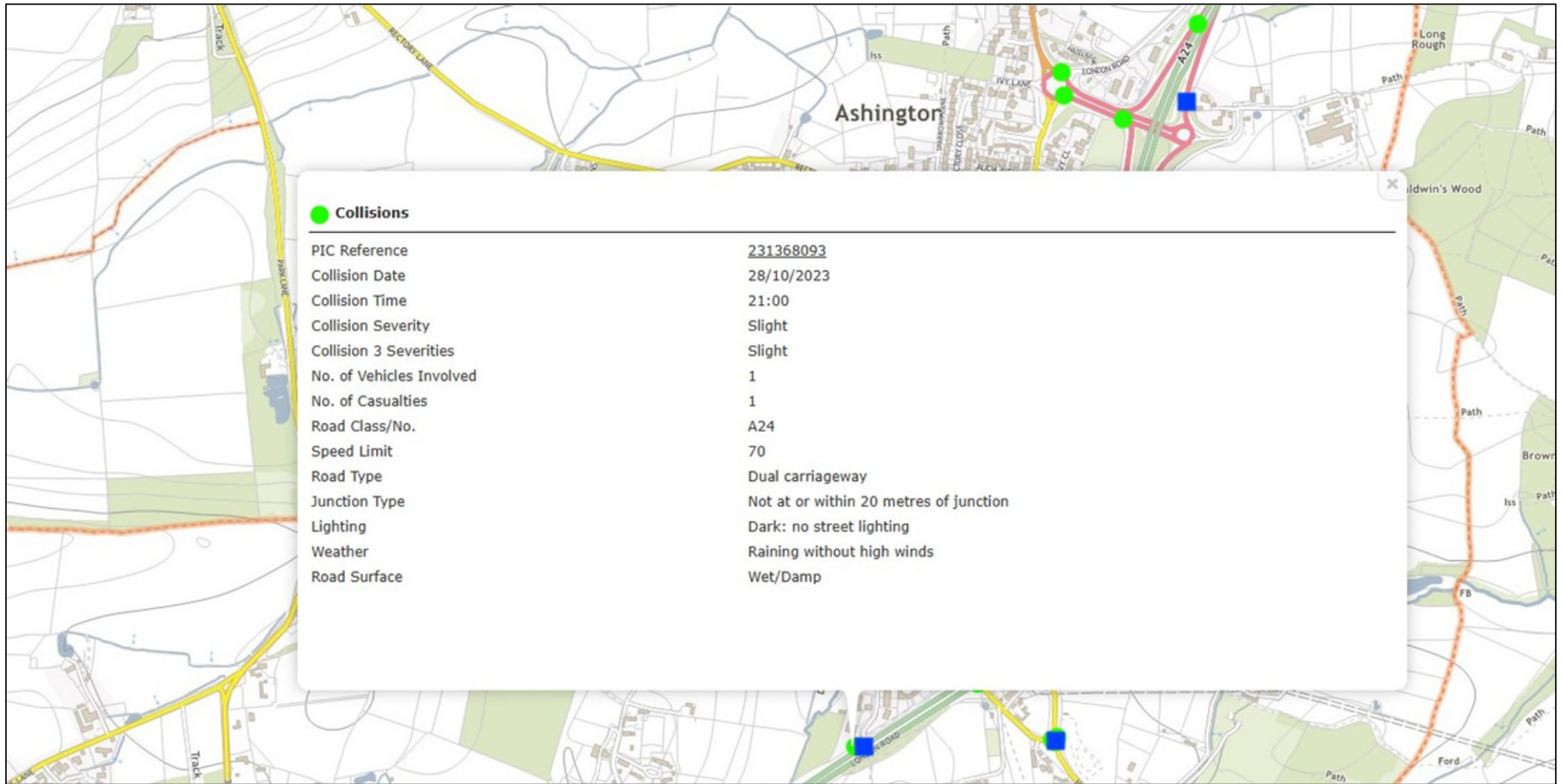


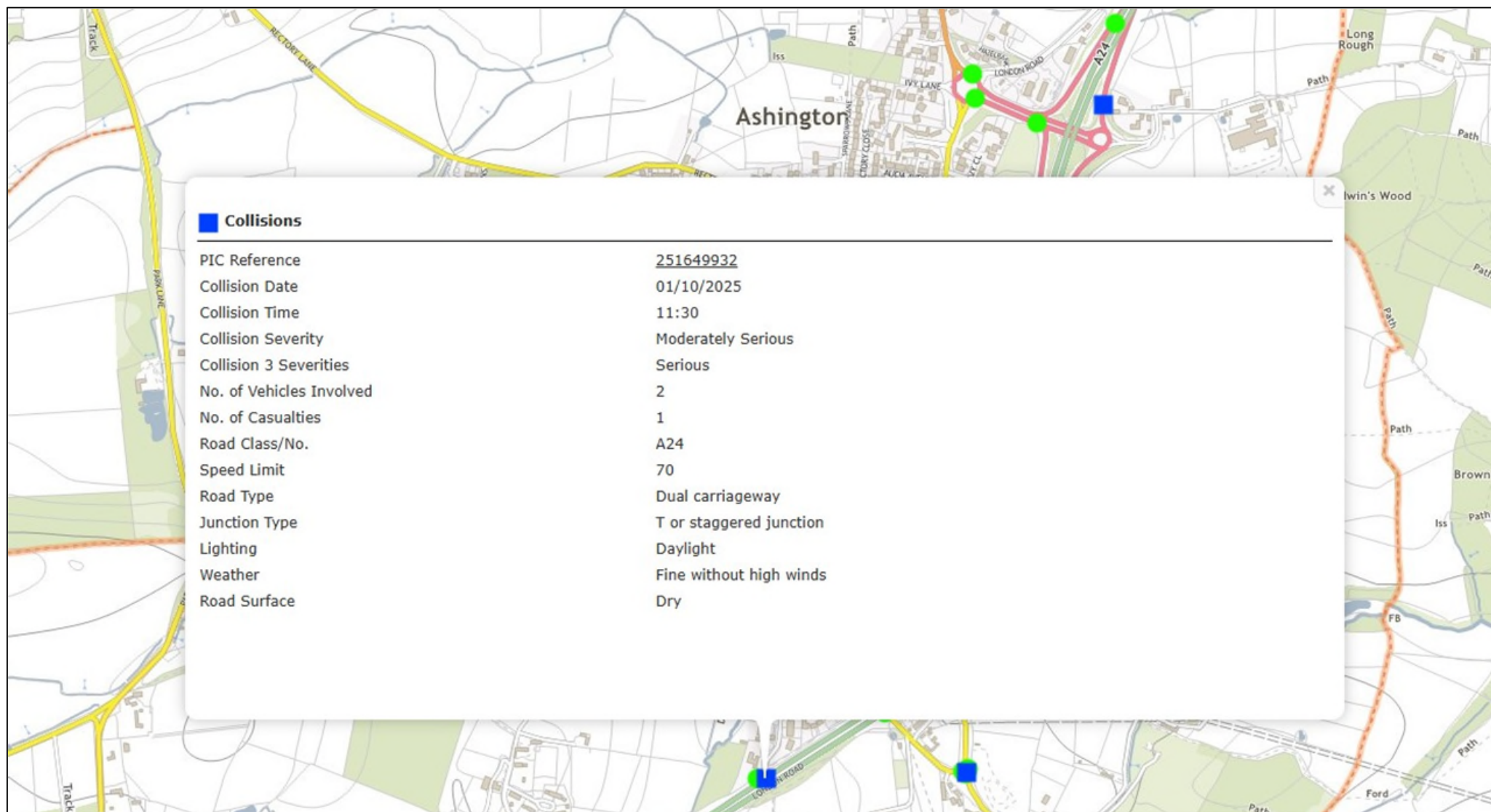












Appendix D Raw Traffic Survey Data



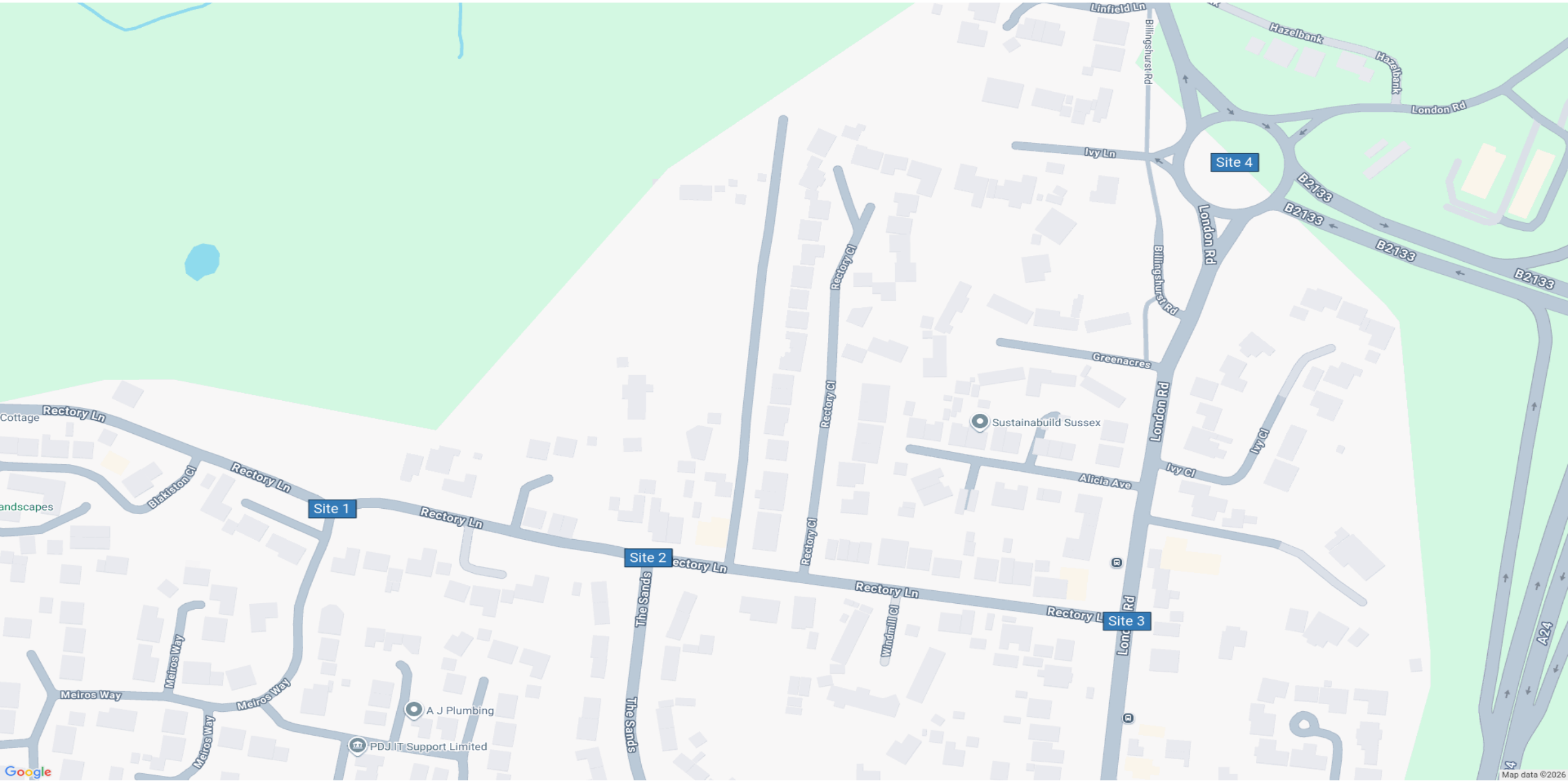
Project Reference:

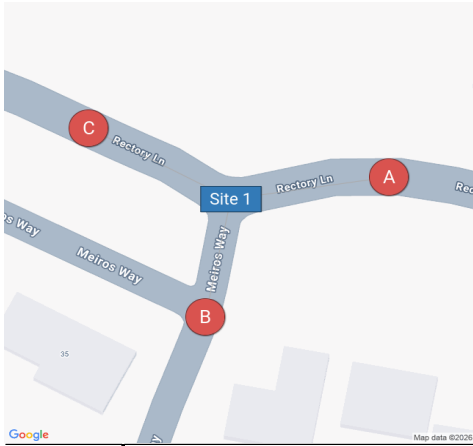
260328 - Ashington

UK	+44 (0)20 3883 7753
Ireland	+353 (0)44 931 8019
Belgium	+32 (0)334 606 35

Website: idaso.co
info@idasoltd.com

Survey Name: 260328 - Ashington
Date: Wed 25 Mar 2026





IDASO

Survey Name:

260328 - Ashington

Site:

Site 1

Location:

Rectory Lane/Meiros Way

Date:

Wed 25-Mar-2026

AM Peak:

08:30 — 09:30

PM Peak:

17:15 — 18:15

15 Min Peak:

17:30 — 17:45

Arm A - Rectory Lane

Arm B - Meiros Way

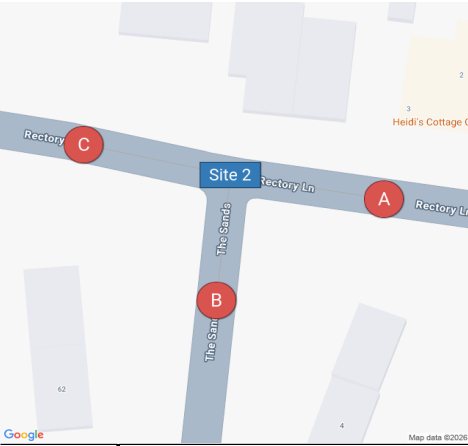
Arm C - Rectory Lane

	A ==> A										A ==> B										A ==> C										B ==> A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU				
07:00	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	0	0	3	5	0	0	0	8	8	0	0	1	3	0	0	0	4	4				
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	3	6	0	0	0	9	9	0	0	5	0	0	0	5	5					
07:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	3	1	1	0	0	5	5.5	0	1	5	0	0	0	6	5.4					
07:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	3	3	1	0	0	7	7.5	0	0	2	0	0	0	2	2					
H/TOT	0	0	0	0	0	0	0	0	0	0	0	7	4	1	0	0	12	12.5	0	0	12	15	2	0	0	29	30	0	1	13	3	0	0	0	17	16.4				
08:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	4	2	1	0	0	7	7.5	0	0	10	1	0	0	0	11	11				
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	2	0	1	0	5	6.3	0	0	4	0	0	0	4	4					
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	2	0	8	10.6	0	0	6	1	0	0	7	7					
08:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	9	2	0	1	0	12	13.3	0	0	2	0	0	0	2	2					
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	18	9	1	4	0	32	37.7	0	0	22	2	0	0	0	24	24				
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	2	3	0	0	10	11.5	0	0	19	3	2	3	0	27	31.9	0	0	21	2	1	0	24	24.5					
3 TOT	0	0	0	0	0	0	0	0	0	0	0	21	7	4	0	0	32	34	0	0	49	27	5	7	0	88	99.6	0	1	56	7	1	0	65	64.9					

	A ==> A										A ==> B										A ==> C										B ==> A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU				
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	14	0	1	30	5	0	0	0	36	35.4	0	0	16	3	0	0	0	19	19				
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H/TOT	0	0	0	0	0	0	0	0	0	0	0	23	3	0	0	0	26	26	0	3	53	12	0	0	0	68	66.2	0	0	7	5	1	0	0	13	13.5				
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18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	3	3	0	0	0	6	6	0	0	2	1	0	0	3	3					
H/TOT	0	0	1	0	0	0	0	1	1	0	0	12	0	1	0	0	13	13.5	0	0	19	7	0	0	0	26	26	0	0	9	1	0	0	0	10	10				
3 TOT	0	0	1	0	0	0	0	1	1	0	0	46	6	1	0	0	53	53.5	0	4	102	24	0	0	0	130	127.6	0	0	32	9	1	0	0	42	42.5				

B ==> B									B ==> C									C ==> A									C ==> B									C ==> C											
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU			
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	5	0	0	0	0	6	5.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	3.5	0	1	29	5	1	0	0	36	35.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	0	19	19.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	1	0	12	13.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	5	1	1	0	49	50.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	5	1	2	2	0	10	13.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	10	8	2	5	0	25	32.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	5	6	0	1	81	18	4	6	0	110	119.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

B ==> B									B ==> C									C ==> A									C ==> B									C ==> C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		
0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	1.6	3	0	5	3	0	0	0	11	8.6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	1.6	3	0	18	7	0	0	0	28	25.6	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	8	7.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	2	26	6	0	0	0	34	32.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	5	3	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	8	0	0	0	8	8	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	18	5	0	0	0	23	23	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	3	0	4	2	0	0	0	9	6.6	3	2	62	18	0	0	0	85	81.4	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	



IDASO

Survey Name:

260328 - Ashington

Arm A - Rectory Lane

Site:

Site 2

Arm B - The Sands

Location:

Rectory Lane/The Sands

Arm C - Rectory Lane

Date:

Wed 25-Mar-2026

AM Peak:

08:15 — 09:15

PCU:

238

PM Peak:

17:00 — 18:00

PCU:

188.5

15 Min Peak:

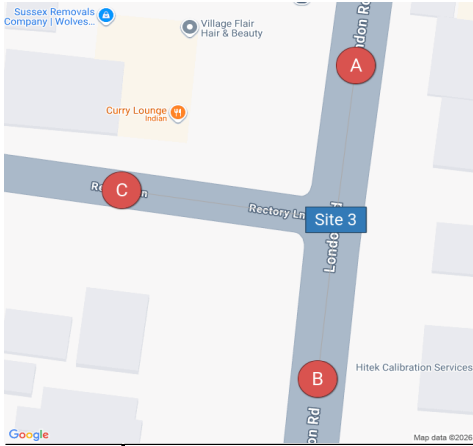
08:30 — 08:45

PCU:

72.5

	A ==> A									A ==> B									A ==> C									B ==> A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	3	6	1	0	0	10	10.5	0	0	3	2	0	0	0	5	5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	11	11	0	0	4	0	0	0	0	4	4	
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	3	1	0	0	10	10.5	0	0	6	2	0	0	0	8	8	
07:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	7	2	1	0	0	10	10.5	0	0	6	2	0	0	0	8	8	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	0	19	19	3	0	0	41	42.5	0	0	19	6	0	0	0	25	25	
08:00	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	8	2	1	0	0	11	11.5	0	0	7	1	0	0	0	8	8	
08:15	0	0	0	0	0	0	0	0	0	0	0	14	1	1	0	0	16	16.5	0	0	5	2	0	1	0	8	9.3	0	0	9	0	0	0	0	9	9	
08:30	0	0	0	0	0	0	0	0	0	2	0	14	1	0	0	0	17	15.4	0	0	6	3	0	2	0	11	13.6	0	0	11	2	0	0	0	13	13	
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	12	1	0	1	0	14	15.3	0	0	18	0	0	0	0	18	18	
H/TOT	0	0	0	0	0	0	0	0	0	2	0	34	3	1	0	0	40	38.9	0	0	31	8	1	4	0	44	49.7	0	0	45	3	0	0	0	48	48	
09:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	9	1	3	1	0	14	16.8	0	0	6	0	0	0	0	6	6	
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	6	2	1	1	0	10	11.8	0	0	4	1	0	0	0	5	5	
09:30	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	4	4.5	0	0	7	1	1	0	0	9	9.5	0	0	1	1	0	0	0	2	2	
09:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	5	1	0	1	0	7	8.3	0	0	3	0	0	0	0	3	3	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	2	2	0	0	14	15	0	0	27	5	5	3	0	40	46.4	0	0	14	2	0	0	0	16	16	
3 TOT	0	0	0	0	0	0	0	0	0	2	0	48	7	3	0	0	60	59.9	0	0	77	32	9	7	0	125	138.6	0	0	78	11	0	0	0	89	89	

	A ==> A								A ==> B									A ==> C									B ==> A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
16:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	5	0	0	0	0	5	5	0	0	5	0	0	0	0	5	5
16:15	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	7	7	0	1	11	3	0	0	0	15	14.4	0	0	2	1	0	0	0	3	3
16:30	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	12	3	0	0	0	15	15	0	0	12	1	0	0	0	13	13
16:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	10	0	0	0	0	10	10	0	0	3	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	0	0	0	0	16	6	0	0	0	22	22	0	1	38	6	0	0	0	45	44.4	0	0	22	2	0	0	0	24	24
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	1	17	4	0	0	0	22	21.4	0	0	4	1	0	0	0	5	5
17:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	2	19	3	0	0	0	24	22.8	0	0	1	1	0	0	0	2	2
17:30	0	0	1	0	0	0	0	1	1	0	0	4	2	0	0	0	6	6	0	0	23	3	0	0	0	26	26	0	0	5	1	0	0	0	6	6
17:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	19	1	0	0	0	20	20	0	0	5	0	0	0	0	5	5
H/TOT	0	0	1	0	0	0	0	1	1	0	0	15	4	0	0	0	19	19	0	3	78	11	0	0	0	92	90.2	0	0	15	3	0	0	0	18	18
18:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	11	2	0	0	0	13	13	0	0	6	0	0	0	0	6	6
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	1	0	0	0	8	8	0	0	2	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	7	1	1	0	0	9	9.5	0	0	2	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	7	2	0	0	0	9	9	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	32	6	1	0	0	39	39.5	0	0	11	0	0	0	0	11	11
3 TOT	0	0	1	0	0	0	0	1	1	0	0	41	10	0	0	0	51	51	0	4	148	23	1	0	0	176	174.1	0	0	48	5	0	0	0	53	53



IDASO

Survey Name:

260328 - Ashington

Site:

Site 3

Location:

London Rd/Rectory Lane

Date:

Wed 25-Mar-2026

AM Peak:

07:45 — 08:45

PM Peak:

17:00 — 18:00

15 Min Peak:

08:00 — 08:15

Arm A - London Rd

Arm B - London Rd

Arm C - Rectory Lane

PCU:

657.2

PCU:

654.6

PCU:

179.5

	A ==> A									A ==> B									A ==> C										B ==> A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		
07:00	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	15	15	0	0	4	6	1	0	0	0	11	11.5	0	0	35	11	1	0	0	47	47.5	
07:15	0	0	0	0	0	0	0	0	0	0	0	13	5	0	0	1	19	20	0	0	2	4	0	0	0	6	6	1	0	44	15	1	0	0	61	60.7		
07:30	0	0	0	0	0	0	0	0	0	0	0	20	5	1	0	0	26	26.5	0	0	5	3	1	0	0	9	9.5	0	2	66	12	4	0	2	86	88.8		
07:45	0	0	0	0	0	0	0	0	0	0	0	22	4	1	0	0	27	27.5	0	0	5	1	2	0	0	8	9	0	0	73	15	2	0	1	91	93		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	66	18	2	0	1	87	89	0	0	16	14	4	0	0	34	36	1	2	218	53	8	0	3	285	290		
08:00	0	0	1	0	0	0	0	1	1	0	0	33	6	1	0	0	40	40.5	0	0	10	2	1	0	0	13	13.5	0	0	68	9	3	0	3	83	87.5		
08:15	0	0	1	0	0	0	0	1	1	0	0	27	2	2	0	0	31	32	0	0	12	2	0	1	0	15	16.3	0	0	53	8	4	0	0	65	67		
08:30	0	0	0	0	0	0	0	0	0	0	1	25	4	1	0	2	33	34.9	0	0	18	3	0	2	0	23	25.6	0	1	51	12	0	0	0	64	63.4		
08:45	0	0	0	0	0	0	0	0	0	0	0	21	5	1	0	0	27	27.5	0	0	9	1	0	1	0	11	12.3	0	0	54	7	1	0	1	63	64.5		
H/TOT	0	0	2	0	0	0	0	2	2	0	1	106	17	5	0	2	131	134.9	0	0	49	8	1	4	0	62	67.7	0	1	226	36	8	0	4	275	282.4		
09:00	0	0	1	0	0	0	0	1	1	0	0	20	2	1	0	1	24	25.5	0	0	10	0	3	1	0	14	16.8	0	0	40	5	0	0	1	46	47		
09:15	0	0	0	0	0	0	0	0	0	0	0	21	1	2	0	1	25	27	0	0	6	2	2	1	0	11	13.3	0	0	36	7	1	0	0	44	44.5		
09:30	0	0	1	0	0	0	0	1	1	0	0	18	1	1	0	1	21	22.5	0	0	3	2	1	0	0	6	6.5	0	0	32	11	1	0	0	44	44.5		
09:45	0	0	0	0	0	0	0	0	0	0	0	17	4	2	0	0	23	24	0	0	8	1	0	1	0	10	11.3	0	0	46	2	0	0	0	48	48		
H/TOT	0	0	2	0	0	0	0	2	2	0	0	76	8	6	0	3	93	99	0	0	27	5	6	3	0	41	47.9	0	0	154	25	2	0	1	182	184		
3 TOT	0	0	4	0	0	0	0	4	4	0	1	248	43	13	0	6	311	322.9	0	0	92	27	11	7	0	137	151.6	1	3	598	114	18	0	8	742	756.4		

	A ==> A									A ==> B									A ==> C									B ==> A									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
16:00	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27	27	0	0	4	1	0	0	0	0	5	5	0	0	35	1	3	0	2	41	44.5
16:15	0	0	0	0	0	0	0	0	0	0	0	29	6	1	0	1	37	38.5	0	0	9	7	0	0	0	0	16	16	0	0	52	5	1	0	1	59	60.5
16:30	0	0	0	0	0	0	0	0	0	0	0	46	9	0	0	0	55	55	0	0	11	4	0	0	0	0	15	15	0	0	25	7	0	0	1	33	34
16:45	0	0	1	0	0	0	0	1	1	0	0	34	6	0	0	2	42	44	0	0	8	0	0	0	0	0	8	8	0	0	33	6	0	0	0	39	39
H/TOT	0	0	1	0	0	0	0	1	1	0	0	134	23	1	0	3	161	164.5	0	0	32	12	0	0	0	0	44	44	0	0	145	19	4	0	4	172	178
17:00	0	0	0	0	0	0	0	0	0	0	0	45	7	0	0	0	52	52	0	1	20	2	0	0	0	0	23	22.4	0	0	55	12	2	0	0	69	70
17:15	0	0	0	0	0	0	0	0	0	0	2	54	5	0	0	0	61	59.8	0	1	23	3	0	0	0	0	27	26.4	0	0	52	6	0	0	1	59	60
17:30	0	0	0	0	0	0	0	0	0	0	0	39	4	0	0	0	43	43	0	0	16	4	0	0	0	0	20	20	0	0	48	6	1	0	0	55	55.5
17:45	0	0	0	0	0	0	0	0	0	0	1	41	5	0	0	1	48	48.4	0	0	13	2	0	0	0	0	15	15	0	1	49	1	0	0	1	52	52.4
H/TOT	0	0	0	0	0	0	0	0	0	0	3	179	21	0	0	1	204	203.2	0	2	72	11	0	0	0	0	85	83.8	0	1	204	25	3	0	2	235	237.9
18:00	0	0	0	1	0	0	0	1	1	0	0	26	0	0	0	0	26	26	0	0	12	1	0	0	0	0	13	13	0	0	31	5	0	0	0	36	36
18:15	0	0	0	0	0	0	0	0	0	0	0	36	1	0	0	0	37	37	0	0	6	2	0	0	0	0	8	8	0	0	36	2	0	0	1	39	40
18:30	0	0	0	0	0	0	0	0	0	0	0	36	4	0	0	1	41	42	0	0	14	0	1	0	0	0	15	15.5	0	0	22	4	0	0	0	26	26
18:45	0	0	0	0	0	0	0	0	0	0	0	16	5	0	0	0	21	21	0	0	9	2	0	0	0	0	11	11	0	0	28	1	0	0	0	29	29
H/TOT	0	0	0	1	0	0	0	1	1	0	0	114	10	0	0	1	125	126	0	0	41	5	1	0	0	0	47	47.5	0	0	117	12	0	0	1	130	131
3 TOT	0	0	1	1	0	0	0	2	2	0	3	427	54	1	0	5	490	493.7	0	2	145	28	1	0	0	0	176	175.3	0	1	466	56	7	0	7	537	546.9



Arm A - London Rd
Arm B - B2133
Arm C - London Rd
Arm D - Ivy Ln
Arm E - B2133 Billingham Rd

[illegible]

B => B									B => C									B => D									B => E									C => A									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	0	0	0	1	0	1	2.3	0	0	4	5	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	27	7	0	0	1	35	36	0	0	4	3	0	0	0	7	7
0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	1	13	14	0	0	0	0	0	0	0	0	0	0	0	31	10	3	0	0	44	45.5	0	0	2	3	0	0	0	5	5	
0	0	2	0	0	0	0	2	2	0	0	11	5	2	0	0	18	19	0	0	0	0	0	0	0	0	0	0	0	46	4	2	0	0	52	53	0	0	6	1	2	0	0	9	10	
0	0	0	1	1	0	0	2	2.5	0	0	6	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	1	30	4	2	0	0	37	37.4	0	0	2	0	0	0	0	2	2
0	0	2	1	1	1	0	5	6.8	0	0	29	15	3	0	1	48	50.5	0	0	0	0	0	0	0	0	0	0	0	1	134	25	7	0	1	168	171.9	0	0	14	7	2	0	0	23	24
0	0	2	0	0	0	0	2	2	0	0	12	3	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	1	21	4	3	0	0	29	29.9	0	0	6	0	0	0	0	6	6
0	0	0	0	0	1	0	1	2.3	0	0	12	2	0	1	0	15	16.3	0	0	0	0	0	0	0	0	0	0	0	0	33	3	2	0	0	38	39	0	0	1	1	0	0	0	2	2
0	0	1	0	0	0	0	1	1	0	0	12	4	0	3	1	20	24.9	0	0	0	0	0	0	0	0	0	0	0	0	35	6	1	0	0	42	42.5	0	1	3	0	0	0	0	4	3.4
0	0	2	0	0	1	0	3	4.3	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	28	8	1	0	0	37	37.5	0	0	6	2	0	0	0	8	8	
0	0	5	0	0	2	0	7	9.6	0	0	47	11	1	4	1	64	70.7	0	0	0	0	0	0	0	0	0	0	0	1	117	21	7	0	0	146	148.9	0	1	16	3	0	0	0	20	19.4
0	0	2	0	0	2	0	4	6.6	0	0	13	1	3	1	1	19	22.8	0	0	1	0	0	0	0	0	1	1	0	1	23	5	3	1	0	33	35.2	0	0	9	0	0	0	0	9	9
0	0	1	0	0	0	0	1	1	0	0	8	0	1	1	1	11	13.8	0	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16	16	0	0	7	1	0	0	0	8	8
0	0	1	2	1	1	0	5	6.8	0	0	13	1	2	0	1	17	19	0	0	0	0	0	0	0	0	0	0	0	0	16	4	2	0	0	22	23	0	0	6	3	0	0	0	9	9
0	0	1	0	0	1	0	2	3.3	0	0	12	4	0	1	0	17	18.3	0	0	0	0	0	0	0	0	0	0	0	0	24	3	1	1	0	29	30.8	0	0	6	0	0	0	0	6	6
0	0	5	2	1	4	0	12	17.7	0	0	46	6	6	3	3	64	73.9	0	0	1	0	0	0	0	0	1	1	0	1	75	16	6	2	0	100	105	0	0	28	4	0	0	0	32	32
0	0	12	3	2	7	0	24	34.1	0	0	122	32	10	7	5	176	195.1	0	0	1	0	0	0	0	0	1	1	0	3	326	62	20	2	1	414	425.8	0	1	58	14	2	0	0	75	75.4

B ==> B									B ==> C									B ==> D									B ==> E									C ==> A									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	1	0	0	0	0	1	1	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	30	2	4	1	0	37	40.3	0	0	8	0	0	0	1	9	10
0	0	4	0	0	0	0	4	4	0	0	16	7	1	0	1	25	26.5	0	0	0	0	0	0	0	0	0	0	0	0	27	10	1	0	0	38	38.5	0	0	5	2	0	0	0	7	7
0	0	0	0	0	1	0	1	2.3	0	0	15	5	0	0	0	20	20	0	0	1	0	0	0	0	0	1	1	0	21	3	2	0	0	26	27	0	0	7	3	0	0	0	10	10	
0	0	1	0	0	0	0	1	1	0	0	19	1	0	0	2	22	24	0	0	0	0	0	0	0	0	0	0	0	20	2	3	0	0	25	26.5	0	0	5	1	0	0	0	6	6	
0	0	6	0	0	1	0	7	8.3	0	0	60	15	1	0	3	79	82.5	0	0	1	0	0	0	0	0	1	1	0	0	98	17	10	1	0	126	132.3	0	0	25	6	0	0	1	32	33
0	0	0	0	0	1	0	1	2.3	0	1	24	4	0	0	0	29	28.4	0	0	0	0	0	0	0	0	0	0	0	1	38	2	1	1	0	43	44.2	0	0	16	1	0	0	0	17	17
0	0	0	0	1	0	0	1	1.5	0	0	27	2	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	29	5	0	0	0	34	34	0	0	6	1	0	0	0	7	7	
0	0	2	0	0	0	0	2	2	0	0	27	2	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	35	2	1	0	0	38	38.5	0	0	7	1	0	0	0	8	8	
0	0	2	0	0	0	0	2	2	0	0	24	4	0	0	1	29	30	0	0	0	0	0	0	0	0	0	0	0	34	3	0	0	0	37	37	0	1	3	0	0	0	0	4	3.4	
0	0	4	0	1	1	0	6	7.8	0	1	102	12	0	0	1	116	116.4	0	0	0	0	0	0	0	0	0	0	0	1	136	12	2	1	0	152	153.7	0	1	32	3	0	0	0	36	35.4
0	0	2	0	0	0	0	2	2	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19	19	0	0	4	2	0	0	0	6	6	
0	0	0	1	0	0	0	1	1	0	0	21	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	13	0	0	4	0	0	0	0	4	4	
0	0	0	0	0	0	0	0	0	0	0	20	2	1	0	1	24	25.5	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	0	23	23	0	0	8	0	0	0	0	8	8	
0	0	1	0	0	0	0	1	1	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	3	0	0	0	0	3	3	
0	0	3	1	0	0	0	4	4	0	0	72	7	1	0	1	81	82.5	0	0	0	0	0	0	0	0	0	0	0	60	6	0	0	0	66	66	0	0	19	2	0	0	0	21	21	
0	0	13	1	1	2	0	17	20.1	0	1	234	34	2	0	5	276	281.4	0	0	1	0	0	0	0	0	1	1	0	1	294	35	12	2	0	344	352	0	1	76	11	0	0	1	89	89.4



Project Reference:

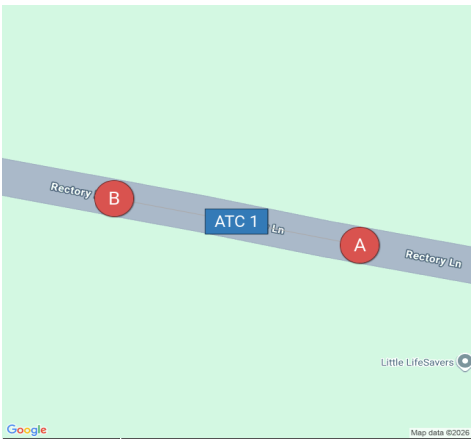
260328 - Ashington ATC

UK	+44 (0)20 3883 7753
Ireland	+353 (0)44 931 8019
Belgium	+32 (0)334 606 35

Website: idaso.co
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Survey Name: 260328 - Ashington ATC
Date: Sat 21 Mar 2026 — Fri 27 Mar 2026



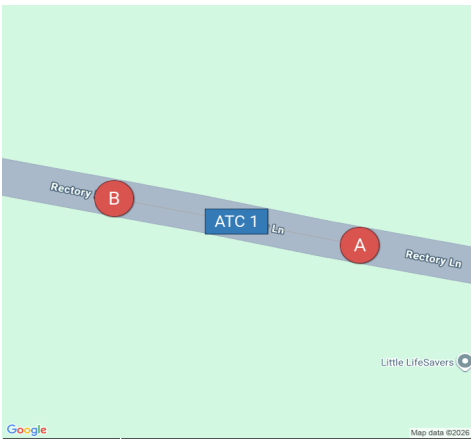


IDASO

Survey Name: 260328 - Ashington ATC
Site: ATC 1
Location: Rectory Lane E/O Penn Gardens
Date: Sat 21-Mar-2026
AM Peak: 10:17 — 11:17 PCU: 30.3
PM Peak: 15:37 — 16:37 PCU: 48
15 Min Peak: 15:39 — 15:54 PCU: 18
Overall 15 Min Peak: 17:26 — 17:41 PCU: 31.4 Date: 25/03/2026

TIME	Westbound (A => B)							PCU	Mean Speed	85% Speed	Eastbound (B => A)							PCU	Mean Speed	85% Speed
	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		(MPH)	(MPH)	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		(MPH)	(MPH)
00:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	1	1	21.5	21.5	0	0	0	0	0	0	0	0	0.0	0.0
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	17.1	17.1
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	0	0	0	0	1	1	21.5	21.5	0	1	0	0	0	0	1	1	17.1	17.1
02:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:15	0	0	1	0	0	0	1	1	26.9	26.9	0	0	1	0	0	0	1	1	24.2	24.2
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	1	0	0	0	1	1	26.9	26.9	0	0	1	0	0	0	1	1	24.2	24.2
03:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	1	0	0	1	1.5	17.3	17.3
05:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	17.3	17.3
06:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
06:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
06:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	1	1	15.1	15.1
06:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	15.1	15.1
07:00	0	2	0	0	0	0	2	2	25.1	25.3	0	1	0	0	1	0	2	3.3	28.2	28.6
07:15	0	0	1	0	0	0	1	1	25.3	25.3	0	3	0	0	0	0	3	3	24.8	27.3
07:30	0	1	1	0	0	0	2	2	23.4	23.8	0	2	0	0	0	0	2	2	26.2	26.4
07:45	0	0	0	0	0	0	0	0	0.0	0.0	0	1	2	0	0	0	3	3	24.0	26.1
H/TOT	0	3	2	0	0	0	5	5	24.5	26.6	0	7	2	0	1	0	10	11.3	25.5	31.8
08:00	0	1	0	0	0	0	1	1	29.9	29.9	0	6	0	0	0	0	6	6	25.1	30.6
08:15	0	1	0	0	0	0	1	1	33.8	33.8	0	1	0	0	0	0	1	1	27.9	27.9
08:30	0	1	0	0	0	0	1	1	23.9	23.9	0	2	0	0	0	0	2	2	33.5	33.6
08:45	0	2	0	0	0	0	2	2	22.3	22.9	0	1	0	0	0	0	1	1	25.0	25.0
H/TOT	0	5	0	0	0	0	5	5	26.4	30.3	0	10	0	0	0	0	10	10	27.1	33.2
09:00	0	1	0	1	0	0	2	2.5	22.8	23.2	0	1	1	1	0	0	3	3.5	25.1	25.6
09:15	0	0	0	0	0	0	0	0	0.0	0.0	0	3	1	1	0	0	5	5.5	25.7	28.3
09:30	0	2	0	0	0	0	2	2	28.2	28.2	0	3	0	0	0	0	3	3	22.7	22.9
09:45	0	5	0	0	0	0	5	5	26.6	30.0	0	2	0	0	0	0	2	2	22.4	22.5
H/TOT	0	8	0	1	0	0	9	9.5	26.1	32.4	0	9	2	2	0	0	13	14	24.4	28.2
10:00	0	0	0	0	0	0	0	0	0.0	0.0	0	2	0	0	0	0	2	2	23.3	23.5
10:15	0	1	0	0	0	0	1	1	32.0	32.0	0	6	0	1	0	0	7	7.5	25.8	34.4
10:30	0	5	2	0	0	0	7	7	28.4	32.3	0	0	1	0	0	0	1	1	29.6	29.6
10:45	0	3	0	0	0	0	3	3	29.1	29.6	1	1	0	0	0	0	2	1.4	20.2	21.2
H/TOT	0	9	2	0	0	0	11	11	28.9	32.1	1	9	1	1	0	0	12	11.9	24.8	30.6
11:00	0	3	1	0	0	0	4	4	28.2	30.9	1	3	0	0	0	0	4	3.4	25.4	27.8
11:15	1	3	1	0	0	0	5	4.4	25.7	28.5	0	2	0	0	0	0	2	2	22.3	22.5
11:30	0	4	1	0	0	0	5	5	29.8	30.3	0	2	1	0	0	0	3	3	26.3	29.6
11:45	1	2	0	0	0	0	3	2.4	25.1	27.1	0	1	2	0	0	0	3	3	29.2	31.9
H/TOT	2	12	3	0	0	0	17	15.8	27.4	32.9	1	8	3	0	0	0	12	11.4	26.1	35.6
12:00	0	2	0	0	0	0	2	2	30.8	30.9	0	4	0	0	0	0	4	4	28.5	31.7
12:15	1	2	1	0	0	0	4	3.4	28.9	30.6	0	3	0	0	0	0	3	3	23.9	24.7
12:30	0	2	1	0	0	0	3	3	19.7	21.1	0	6	0	0	0	0	6	6	24.0	29.3
12:45	0	2	0	1	0	0	3	3.5	22.0	23.0	0	1	0	0	0	0	1	1	42.8	42.8
H/TOT	1	8	2	1	0	0	12	11.9	25.2	32.4	0	14	0	0	0	0	14	14	26.6	33.4
13:00	0	3	0	1	0	0	4	4.5	33.8	34.7	0	3	1	1	0	0	5	5.5	28.5	30.5
13:15	0	1	1	0	0	0	2	2	32.2	32.5	0	5	0	0	0	0	5	5	26.0	29.7
13:30	0	2	0	0	0	0	2	2	27.4	27.8	0	4	1	0	0	0	5	5	23.9	23.8
13:45	0	2	0	0	0	0	2	2	31.1	31.3	0	2	0	0	0	0	2	2	26.2	26.7
H/TOT	0	8	1	1	0	0	10	10.5	31.7	41.5	0	14	2	1	0	0	17	17.5	26.1	31.6

14:00	0	6	1	0	0	0	7	7	30.6	35.0	0	4	0	0	0	0	4	4	25.7	26.4
14:15	0	2	0	0	0	0	2	2	27.1	27.1	0	1	0	0	0	0	1	1	25.1	25.1
14:30	0	8	0	0	0	0	8	8	29.0	36.6	0	5	0	0	0	0	5	5	23.9	26.3
14:45	1	4	1	0	0	0	6	5.4	20.9	26.8	1	3	0	0	0	0	4	3.4	24.2	29.7
H/TOT	1	20	2	0	0	0	23	22.4	27.2	33.7	1	13	0	0	0	0	14	13.4	24.6	33.3
15:00	0	5	0	0	0	0	5	5	26.2	28.0	0	1	0	0	0	0	1	1	31.7	31.7
15:15	0	3	0	0	0	0	3	3	31.4	31.9	0	3	0	0	0	0	3	3	28.9	30.1
15:30	0	4	2	0	0	0	6	6	28.5	33.1	0	5	1	0	0	0	6	6	25.3	33.1
15:45	0	5	3	1	0	0	9	9.5	28.6	34.1	0	3	1	1	0	0	5	5.5	22.3	25.4
H/TOT	0	17	5	1	0	0	23	23.5	28.4	32.7	0	12	2	1	0	0	15	15.5	25.4	32.8
16:00	0	2	1	0	0	0	3	3	29.9	31.1	0	2	0	0	0	0	2	2	21.8	22.1
16:15	0	6	1	0	0	0	7	7	25.6	30.6	0	6	1	0	0	0	7	7	26.0	31.8
16:30	0	1	0	0	0	0	1	1	26.6	26.6	0	2	3	0	0	0	5	5	26.8	29.9
16:45	0	1	1	0	0	0	2	2	29.2	29.3	0	2	0	0	0	0	2	2	27.2	27.2
H/TOT	0	10	3	0	0	0	13	13	27.2	30.9	0	12	4	0	0	0	16	16	25.9	31.3
17:00	0	4	2	0	0	0	6	6	26.5	32.7	0	1	0	0	0	0	1	1	37.5	37.5
17:15	0	3	0	0	0	0	3	3	35.1	38.5	0	2	0	0	0	0	2	2	23.1	23.1
17:30	0	1	0	0	0	0	1	1	34.0	34.0	0	1	1	0	0	0	2	2	27.1	27.1
17:45	0	4	1	0	0	0	5	5	27.9	29.6	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	12	3	0	0	0	15	15	29.2	36.4	0	4	1	0	0	0	5	5	27.5	28.6
18:00	0	3	0	0	0	0	3	3	27.8	29.0	0	1	0	0	0	0	1	1	23.8	23.8
18:15	0	1	1	0	0	0	2	2	26.6	26.7	0	2	2	0	0	0	4	4	23.3	25.0
18:30	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	25.3	25.3
18:45	0	1	0	0	0	0	1	1	25.0	25.0	0	1	0	0	0	0	1	1	27.9	27.9
H/TOT	0	5	1	0	0	0	6	6	26.9	31.4	0	5	2	0	0	0	7	7	24.3	28
19:00	0	1	1	0	0	0	2	2	23.8	24.5	0	0	1	0	0	0	1	1	23.5	23.5
19:15	0	1	1	0	0	0	2	2	25.6	26.1	0	0	0	0	0	0	0	0	0.0	0.0
19:30	0	3	1	0	0	0	4	4	31.7	35.4	0	1	0	0	0	0	1	1	22.2	22.2
19:45	0	1	0	0	0	0	1	1	26.1	26.1	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	6	3	0	0	0	9	9	28	35.8	0	1	1	0	0	0	2	2	22.9	22.9
20:00	0	1	0	0	0	0	1	1	28.9	28.9	0	0	0	0	0	0	0	0	0.0	0.0
20:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
20:30	0	2	0	0	0	0	2	2	30.4	30.4	0	1	0	0	0	0	1	1	25.8	25.8
20:45	0	1	0	0	0	0	1	1	31.6	31.6	0	1	0	0	0	0	1	1	21.0	21.0
H/TOT	0	4	0	0	0	0	4	4	30.3	31.2	0	2	0	0	0	0	2	2	23.4	23.6
21:00	0	2	0	0	0	0	2	2	33.8	33.9	0	0	0	0	0	0	0	0	0.0	0.0
21:15	0	1	0	0	0	0	1	1	22.1	22.1	0	0	0	0	0	0	0	0	0.0	0.0
21:30	0	2	0	0	0	0	2	2	25.4	25.7	0	0	0	0	0	0	0	0	0.0	0.0
21:45	0	1	0	0	0	0	1	1	26.0	26.0	0	3	0	1	0	0	4	4.5	24.2	26.7
H/TOT	0	6	0	0	0	0	6	6	27.8	35.1	0	3	0	1	0	0	4	4.5	24.2	26.7
22:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
22:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
22:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
22:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	1	1	24.4	24.4	0	1	0	0	0	0	1	1	21.8	21.8
23:15	0	1	0	0	0	0	1	1	24.1	24.1	0	0	0	0	0	0	0	0	0.0	0.0
23:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
23:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	1	0	0	0	2	2	24.3	24.3	0	1	0	0	0	0	1	1	21.8	21.8
24 TOT	4	135	29	4	0	0	172	171.6	27.7	32.6	3	125	22	7	1	0	158	161	25.3	30.6

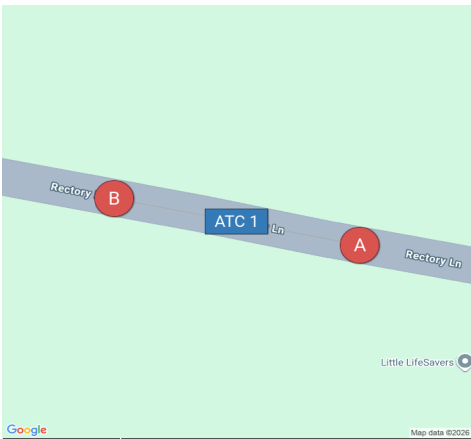


IDASO

Survey Name: 260328 - Ashington ATC
Site: ATC 1
Location: Rectory Lane E/O Penn Gardens
Date: Sun 22-Mar-2026
AM Peak: 10:26 — 11:26 PCU: 26
PM Peak: 15:19 — 16:19 PCU: 31.8
15 Min Peak: 16:04 — 16:19 PCU: 14.8

TIME	Westbound (A => B)							PCU	Mean Speed	85% Speed	Eastbound (B => A)							PCU	Mean Speed	85% Speed
	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		(MPH)	(MPH)	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		(MPH)	(MPH)
00:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	1	1	33.0	33.0	0	0	0	0	0	0	0	0	0.0	0.0
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	0	0	0	0	1	1	33	33	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	1	1	22.8	22.8	0	1	0	0	0	0	1	1	20.7	20.7
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	0	0	0	0	1	1	22.8	22.8	0	1	0	0	0	0	1	1	20.7	20.7
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:45	0	0	0	0	0	0	0	0	0.0	0.0	0	2	0	0	0	0	2	2	27.2	27.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	27.2	27.4
06:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
06:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
06:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
06:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	1	1	25.6	25.6	0	0	0	0	1	0	1	2.3	23.3	23.3
07:15	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	25.0	25.0
07:30	0	0	0	0	0	0	0	0	0.0	0.0	0	3	0	0	0	0	3	3	23.7	28.1
07:45	0	2	2	0	0	0	4	4	21.2	25.1	0	1	1	0	0	0	2	2	19.1	19.5
H/TOT	0	3	2	0	0	0	5	5	22.1	25.8	0	5	1	0	1	0	7	8.3	22.5	29.4
08:00	0	0	0	1	0	0	1	1.5	30.2	30.2	0	1	0	0	0	0	1	1	14.2	14.2
08:15	0	1	1	0	0	0	2	2	23.6	23.7	0	2	1	0	0	0	3	3	26.2	26.8
08:30	0	2	0	0	0	0	2	2	28.3	28.3	0	2	1	0	0	0	3	3	27.8	28.7
08:45	0	1	0	0	0	0	1	1	31.3	31.3	0	2	0	0	0	0	2	2	27.6	27.9
H/TOT	0	4	1	1	0	0	6	6.5	27.5	31.2	0	7	2	0	0	0	9	9	25.7	32
09:00	0	3	0	0	0	0	3	3	26.8	29.3	0	1	0	0	0	0	1	1	25.8	25.8
09:15	0	1	0	0	0	0	1	1	25.3	25.3	0	3	0	0	0	0	3	3	23.3	23.6
09:30	0	2	0	0	0	0	2	2	26.8	26.9	0	3	0	0	0	0	3	3	27.9	29.5
09:45	0	3	0	0	0	0	3	3	27.8	28.4	0	1	0	0	0	0	1	1	29.9	29.9
H/TOT	0	9	0	0	0	0	9	9	26.9	31.6	0	8	0	0	0	0	8	8	26.2	32.6
10:00	0	1	0	1	0	0	2	2.5	30.9	30.9	0	1	0	1	0	0	2	2.5	26.7	27.1
10:15	0	3	0	0	0	0	3	3	28.9	30.1	0	1	1	0	0	0	2	2	24.9	25.3
10:30	0	2	2	0	0	0	4	4	28.2	30.1	0	4	1	0	0	0	5	5	26.2	29.8
10:45	0	2	0	0	0	0	2	2	30.2	30.8	0	3	0	0	0	0	3	3	26.3	27.4
H/TOT	0	8	2	1	0	0	11	11.5	29.2	33.5	0	9	2	1	0	0	12	12.5	26.1	30.2
11:00	0	1	0	0	0	0	1	1	24.0	24.0	0	4	0	0	0	0	4	4	28.9	29.2
11:15	0	1	0	0	0	0	1	1	26.9	26.9	0	3	0	0	0	0	3	3	34.7	38.2
11:30	0	2	0	0	0	0	2	2	27.7	28.0	0	1	0	0	0	0	1	1	30.3	30.3
11:45	0	3	0	0	0	0	3	3	28.5	30.1	0	3	1	0	0	0	4	4	22.4	24.9
H/TOT	0	7	0	0	0	0	7	7	27.4	30.8	0	11	1	0	0	0	12	12	28.3	34.5
12:00	1	4	0	1	0	0	6	5.9	24.5	28.4	0	1	0	0	0	0	1	1	24.7	24.7
12:15	0	3	1	0	0	0	4	4	23.3	27.9	0	3	1	0	0	0	4	4	24.6	31.2
12:30	0	2	0	0	0	0	2	2	28.5	28.6	0	1	1	0	0	0	2	2	29.6	30.1
12:45	1	7	0	1	0	0	9	8.9	25.9	32.7	0	1	0	0	0	0	1	1	30.5	30.5
H/TOT	2	16	1	2	0	0	21	20.8	25.2	30.5	0	6	2	0	0	0	8	8	26.6	34.4
13:00	0	2	0	0	0	0	2	2	25.8	25.9	0	0	0	0	0	0	0	0	0.0	0.0
13:15	1	1	1	0	0	0	3	2.4	25.9	26.9	0	1	0	0	0	0	1	1	32.5	32.5
13:30	0	1	0	0	0	0	1	1	29.1	29.1	0	1	2	0	0	0	3	3	31.8	34.9
13:45	0	1	0	0	0	0	1	1	39.7	39.7	0	0	2	0	0	0	2	2	27.4	27.6
H/TOT	1	5	1	0	0	0	7	6.4	28.3	37.7	0	2	4	0	0	0	6	6	30.4	35.5

14:00	0	1	0	0	0	0	1	1	20.9	20.9	0	4	0	0	0	0	4	4	23.6	26.8
14:15	0	5	0	0	0	0	5	5	26.8	30.6	0	1	0	0	0	0	1	1	28.4	28.4
14:30	0	6	1	0	0	0	7	7	28.4	35.4	0	2	0	0	0	0	2	2	24.7	25.0
14:45	0	3	0	1	0	0	4	4.5	26.6	30.6	0	1	2	0	0	0	3	3	27.1	28.0
H/TOT	0	15	1	1	0	0	17	17.5	27.1	33.2	0	8	2	0	0	0	10	10	25.3	33.5
15:00	0	1	3	1	0	0	5	5.5	24.2	28.2	0	1	0	0	0	0	1	1	25.3	25.3
15:15	0	3	0	0	0	0	3	3	23.8	24.4	0	1	0	0	0	0	1	1	26.8	26.8
15:30	0	4	1	0	0	0	5	5	29.6	33.5	0	4	1	0	0	0	5	5	23.9	28.1
15:45	0	2	0	0	0	0	2	2	24.0	24.3	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	10	4	1	0	0	15	15.5	25.9	33	0	6	1	0	0	0	7	7	24.5	28.3
16:00	1	7	2	0	0	0	10	9.4	25.8	29.5	0	3	1	0	0	0	4	4	28.8	32.5
16:15	0	2	0	0	0	0	2	2	29.4	29.8	1	2	0	0	0	0	3	2.4	25.6	32.8
16:30	0	1	0	0	0	0	1	1	17.5	17.5	0	4	0	0	0	0	4	4	27.3	30.7
16:45	0	1	1	0	0	0	2	2	31.0	31.2	0	1	0	0	0	0	1	1	27.1	27.1
H/TOT	1	11	3	0	0	0	15	14.4	26.4	31.8	1	10	1	0	0	0	12	11.4	27.4	33.9
17:00	0	0	0	0	0	0	0	0	0.0	0.0	0	1	1	0	0	0	2	2	22.0	22.4
17:15	0	1	0	0	0	0	1	1	21.7	21.7	0	0	0	0	0	0	0	0	0.0	0.0
17:30	0	2	1	0	0	0	3	3	23.3	24.2	0	2	0	0	0	0	2	2	24.3	24.4
17:45	0	3	1	0	0	0	4	4	27.9	28.3	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	6	2	0	0	0	8	8	25.4	28.6	0	3	1	0	0	0	4	4	23.1	25.6
18:00	0	3	0	0	0	0	3	3	23.6	28.1	0	4	0	0	0	0	4	4	19.5	21.4
18:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
18:30	0	2	0	0	0	0	2	2	32.6	32.8	0	1	0	0	0	0	1	1	29.3	29.3
18:45	0	2	1	0	0	0	3	3	22.8	23.5	0	2	0	0	0	0	2	2	20.3	20.3
H/TOT	0	7	1	0	0	0	8	8	25.6	33.3	0	7	0	0	0	0	7	7	21.1	28.7
19:00	0	2	1	0	0	0	3	3	32.4	36.2	0	0	0	0	0	0	0	0	0.0	0.0
19:15	0	1	0	0	0	0	1	1	24.9	24.9	0	0	1	0	0	0	1	1	25.1	25.1
19:30	0	0	1	0	0	0	1	1	26.1	26.1	0	0	0	0	0	0	0	0	0.0	0.0
19:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	3	2	0	0	0	5	5	29.6	33.7	0	0	1	0	0	0	1	1	25.1	25.1
20:00	0	1	0	0	0	0	1	1	20.4	20.4	0	0	0	0	0	0	0	0	0.0	0.0
20:15	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	25.6	25.6
20:30	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	23.7	23.7
20:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	0	0	0	0	1	1	20.4	20.4	0	2	0	0	0	0	2	2	24.7	24.7
21:00	0	1	0	0	0	0	1	1	27.3	27.3	0	0	0	0	0	0	0	0	0.0	0.0
21:15	0	0	1	0	0	0	1	1	28.2	28.2	0	0	0	0	0	0	0	0	0.0	0.0
21:30	0	1	0	0	0	0	1	1	23.1	23.1	0	0	0	0	0	0	0	0	0.0	0.0
21:45	0	1	0	0	0	0	1	1	30.6	30.6	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	3	1	0	0	0	4	4	27.3	28.8	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	35.2	35.2
22:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
22:30	0	1	0	0	0	0	1	1	21.1	21.1	0	0	0	0	0	0	0	0	0.0	0.0
22:45	0	1	0	0	0	0	1	1	31.2	31.2	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	2	0	0	0	0	2	2	26.2	26.7	0	1	0	0	0	0	1	1	35.2	35.2
23:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
23:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
23:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
23:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24 TOT	4	112	21	6	0	0	143	143.6	26.6	31.2	1	88	18	1	1	0	109	110.2	25.9	31.6

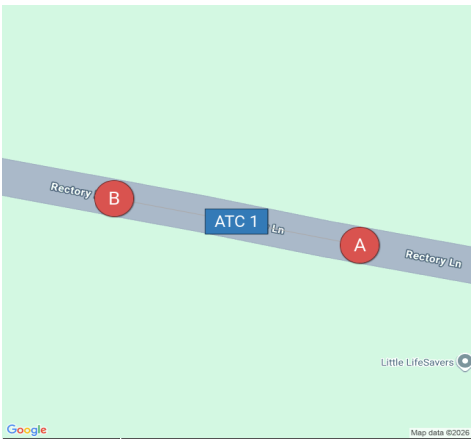


IDASO

Survey Name: 260328 - Ashington ATC
Site: ATC 1
Location: Rectory Lane E/O Penn Gardens
Date: Mon 23-Mar-2026
AM Peak: 07:52 — 08:52 PCU: 49
PM Peak: 15:40 — 16:40 PCU: 51.5
15 Min Peak: 17:51 — 18:06 PCU: 17

TIME	Westbound (A ==> B)							PCU	Mean Speed	85% Speed	Eastbound (B ==> A)							PCU	Mean Speed	85% Speed
	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		(MPH)	(MPH)	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		(MPH)	(MPH)
00:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	23.8	23.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	23.8	23.8
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	1	0	0	1	1.5	22.1	22.1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	22.1	22.1
05:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:30	0	0	0	0	0	0	0	0	0.0	0.0	0	2	1	0	0	0	3	3	21.5	23.6
05:45	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	25.4	25.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	22.5	25.8
06:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
06:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
06:30	0	1	0	0	0	0	1	1	25.2	25.2	0	0	0	0	0	0	0	0	0.0	0.0
06:45	0	1	2	0	0	0	3	3	21.6	24.1	1	3	2	0	0	0	6	5.4	25.5	32.7
H/TOT	0	2	2	0	0	0	4	4	22.5	26.3	1	3	2	0	0	0	6	5.4	25.5	32.7
07:00	0	0	1	0	0	0	1	1	28.4	28.4	0	3	1	0	0	0	4	4	26.1	28.5
07:15	0	1	1	1	0	0	3	3.5	27.4	28.5	0	3	2	0	0	0	5	5	25.0	28.9
07:30	0	0	1	1	0	0	2	2.5	20.0	20.3	0	1	4	1	0	0	6	6.5	22.8	26.6
07:45	0	3	1	1	0	0	5	5.5	19.8	22.8	0	7	0	1	0	0	8	8.5	25.7	31.0
H/TOT	0	4	4	3	0	0	11	12.5	22.7	29.4	0	14	7	2	0	0	23	24	24.8	29.3
08:00	0	3	0	0	0	0	3	3	27.9	28.7	0	4	2	0	0	0	6	6	26.0	33.0
08:15	0	1	1	0	0	0	2	2	28.8	29.2	0	7	1	0	0	0	8	8	27.7	34.0
08:30	0	3	2	0	0	0	5	5	28.3	30.9	0	4	2	0	0	0	6	6	26.8	32.3
08:45	0	5	2	0	0	0	7	7	28.3	33.7	0	4	0	0	0	0	4	4	22.5	22.9
H/TOT	0	12	5	0	0	0	17	17	28.3	33.4	0	19	5	0	0	0	24	24	26.2	31.6
09:00	1	2	1	1	0	0	5	4.9	25.5	25.9	0	1	1	0	0	0	2	2	21.4	21.6
09:15	0	4	0	0	0	0	4	4	25.5	28.8	0	4	2	1	0	0	7	7.5	22.8	26.2
09:30	0	1	2	0	0	0	3	3	22.0	27.4	0	2	4	0	0	0	6	6	22.9	29.6
09:45	0	7	0	2	0	0	9	10	28.0	31.4	0	4	0	0	0	0	4	4	25.7	28.6
H/TOT	1	14	3	3	0	0	21	21.9	26.1	30.4	0	11	7	1	0	0	19	19.5	23.3	28.4
10:00	0	4	1	0	0	0	5	5	25.0	27.5	0	1	2	1	0	0	4	4.5	26.4	29.6
10:15	0	8	0	0	0	0	8	8	24.5	30.0	1	3	0	0	0	0	4	3.4	23.4	27.1
10:30	0	1	0	0	0	0	1	1	31.2	31.2	0	0	1	1	0	0	2	2.5	26.2	26.6
10:45	0	2	1	0	0	0	3	3	24.2	24.7	0	2	0	0	0	0	2	2	21.3	21.7
H/TOT	0	15	2	0	0	0	17	17	25	29.6	1	6	3	2	0	0	12	12.4	24.5	30.5
11:00	0	2	0	0	0	0	2	2	27.3	27.3	0	6	1	0	0	0	7	7	23.7	29.8
11:15	0	5	1	0	0	0	6	6	24.6	28.3	2	3	0	0	0	0	5	3.8	20.6	25.2
11:30	0	2	1	0	0	0	3	3	28.8	32.0	0	2	1	0	0	0	3	3	25.9	28.0
11:45	0	0	1	0	0	0	1	1	39.2	39.2	0	1	0	0	0	0	1	1	34.8	34.8
H/TOT	0	9	3	0	0	0	12	12	27.3	32.9	2	12	2	0	0	0	16	14.8	23.9	32.1
12:00	0	2	1	0	0	0	3	3	30.1	30.4	0	0	1	0	0	0	1	1	23.7	23.7
12:15	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	25.0	25.0
12:30	0	4	0	0	0	0	4	4	33.0	34.0	0	2	0	0	0	0	2	2	25.7	26.4
12:45	2	4	0	0	0	0	6	4.8	25.7	34.7	0	2	0	0	0	0	2	2	27.0	27.4
H/TOT	2	10	1	0	0	0	13	11.8	28.9	34.2	0	5	1	0	0	0	6	6	25.7	32.4
13:00	0	1	0	0	0	0	1	1	29.9	29.9	0	2	0	0	0	0	2	2	35.7	36.1
13:15	1	1	1	0	0	0	3	2.4	22.3	23.9	0	0	1	0	0	0	1	1	32.5	32.5
13:30	0	4	1	0	0	0	5	5	23.5	26.3	0	1	1	0	0	0	2	2	28.9	29.0
13:45	0	2	0	0	0	0	2	2	28.4	28.5	0	4	0	0	0	0	4	4	29.0	35.9
H/TOT	1	8	2	0	0	0	11	10.4	24.6	30.4	0	7	2	0	0	0	9	9	30.9	37.8

14:00	0	3	1	0	0	0	4	4	28.4	30.0	0	2	0	0	0	0	2	2	25.2	25.4
14:15	0	3	0	2	1	0	6	8.3	25.8	34.5	0	3	0	0	0	0	3	3	31.0	34.5
14:30	0	2	2	0	0	0	4	4	28.6	30.5	0	3	2	2	0	0	7	8	25.6	30.9
14:45	1	5	2	0	0	0	8	7.4	31.4	35.7	0	1	3	0	0	0	4	4	28.0	30.4
H/TOT	1	13	5	2	1	0	22	23.7	28.8	35.3	0	9	5	2	0	0	16	17	27.2	34.6
15:00	0	2	1	0	0	0	3	3	32.8	35.1	0	6	0	0	0	0	6	6	23.8	27.0
15:15	0	6	2	0	0	0	8	8	27.5	36.1	0	1	0	0	0	0	1	1	5.8	5.8
15:30	0	5	0	0	0	0	5	5	28.9	29.6	0	1	1	0	0	0	2	2	26.0	26.1
15:45	2	5	4	0	0	0	11	9.8	24.4	30.3	0	2	1	0	1	0	4	5.3	21.0	22.3
H/TOT	2	18	7	0	0	0	27	25.8	27.1	34.1	0	10	2	0	1	0	13	14.3	21.9	26.8
16:00	0	2	3	1	0	0	6	6.5	25.7	36.0	1	1	2	1	0	0	5	4.9	22.1	28.9
16:15	0	4	3	0	0	0	7	7	26.6	38.3	0	3	1	0	0	0	4	4	24.5	26.8
16:30	0	7	3	0	0	0	10	10	26.4	30.8	0	0	1	0	0	0	1	1	15.6	15.6
16:45	0	6	1	0	0	0	7	7	27.9	30.2	0	2	2	0	0	0	4	4	22.4	26.4
H/TOT	0	19	10	1	0	0	30	30.5	26.6	30.5	1	6	6	1	0	0	14	13.9	22.4	29
17:00	0	5	5	0	0	0	10	10	29.1	34.4	0	4	0	0	0	0	4	4	29.6	33.9
17:15	1	4	1	0	0	0	6	5.4	31.6	39.5	0	4	0	0	0	0	4	4	25.3	27.8
17:30	0	8	2	0	0	0	10	10	27.2	31.7	1	2	1	0	0	0	4	3.4	24.2	29.1
17:45	0	6	1	0	0	0	7	7	27.9	31.2	0	4	1	0	0	0	5	5	25.8	30.3
H/TOT	1	23	9	0	0	0	33	32.4	28.7	34.2	1	14	2	0	0	0	17	16.4	26.2	34
18:00	0	6	2	0	0	0	8	8	28.7	35.0	0	3	0	0	0	0	3	3	27.4	30.2
18:15	0	0	0	1	0	0	1	1.5	26.8	26.8	0	2	0	0	0	0	2	2	24.5	24.6
18:30	0	2	1	0	0	0	3	3	31.6	31.8	0	2	0	0	0	0	2	2	30.5	30.8
18:45	0	2	0	0	0	0	2	2	25.5	25.7	1	4	1	0	0	0	6	5.4	28.8	32.2
H/TOT	0	10	3	1	0	0	14	14.5	28.7	33.2	1	11	1	0	0	0	13	12.4	28.1	32.2
19:00	1	0	1	0	0	0	2	1.4	28.2	28.7	0	2	0	0	0	0	2	2	21.5	21.9
19:15	0	5	0	0	0	0	5	5	28.8	33.3	0	1	0	0	0	0	1	1	13.7	13.7
19:30	0	1	0	0	0	0	1	1	32.5	32.5	0	0	0	0	0	0	0	0	0.0	0.0
19:45	0	1	0	0	0	0	1	1	33.8	33.8	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	1	7	1	0	0	0	9	8.4	29.6	33.6	0	3	0	0	0	0	3	3	18.9	20.6
20:00	0	0	1	0	0	0	1	1	31.1	31.1	0	0	0	0	0	0	0	0	0.0	0.0
20:15	0	3	0	0	0	0	3	3	28.3	29.5	0	1	1	0	0	0	2	2	18.9	19.2
20:30	0	2	1	0	0	0	3	3	29.5	30.8	0	1	0	0	0	0	1	1	26.6	26.6
20:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	5	2	0	0	0	7	7	29.2	36.7	0	2	1	0	0	0	3	3	21.4	23.7
21:00	0	2	1	0	0	0	3	3	23.7	27.4	0	1	0	0	0	0	1	1	23.9	23.9
21:15	0	1	0	0	0	0	1	1	29.3	29.3	0	0	0	0	0	0	0	0	0.0	0.0
21:30	0	2	0	0	0	0	2	2	23.6	24.1	0	0	0	0	0	0	0	0	0.0	0.0
21:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	5	1	0	0	0	6	6	24.6	31.3	0	1	0	0	0	0	1	1	23.9	23.9
22:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
22:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
22:30	0	2	0	0	0	0	2	2	29.2	29.6	0	1	0	0	0	0	1	1	22.6	22.6
22:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	2	0	0	0	0	2	2	29.2	29.6	0	1	0	0	0	0	1	1	22.6	22.6
23:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
23:15	0	1	0	0	0	0	1	1	34.9	34.9	0	1	0	0	0	0	1	1	29.4	29.4
23:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
23:45	0	1	0	0	0	0	1	1	32.5	32.5	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	2	0	0	0	0	2	2	33.7	33.8	0	1	0	0	0	0	1	1	29.4	29.4
24 TOT	9	178	60	10	1	0	258	258.9	27.2	32.7	7	139	47	9	1	0	203	204.6	25	31.3



IDASO

Survey Name: 260328 - Ashington ATC
Site: ATC 1
Location: Rectory Lane E/O Penn Gardens
Date: Tue 24-Mar-2026
AM Peak: 07:55 — 08:55 PCU: 49.8
PM Peak: 17:36 — 18:36 PCU: 57.5
15 Min Peak: 17:40 — 17:55 PCU: 23

TIME	Westbound (A => B)							PCU	Mean Speed	85% Speed	Eastbound (B => A)							PCU	Mean Speed	85% Speed
	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		(MPH)	(MPH)	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT		(MPH)	(MPH)
00:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:45	0	0	1	0	0	0	1	1	29.8	29.8	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	1	0	0	0	1	1	29.8	29.8	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	1	1	30.7	30.7
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	20.5	20.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	25.6	26.1
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:30	0	0	0	0	0	0	0	0	0.0	0.0	0	1	1	0	0	0	2	2	24.6	24.9
05:45	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	28.4	28.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	25.8	28
06:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	1	1	27.1	27.1
06:15	0	0	0	0	0	0	0	0	0.0	0.0	0	1	1	0	0	0	2	2	20.7	21.2
06:30	0	2	0	0	0	0	2	2	27.7	27.8	1	0	0	1	0	0	2	1.9	22.7	22.8
06:45	0	0	0	0	0	0	0	0	0.0	0.0	0	4	1	0	0	0	5	5	28.9	31.9
H/TOT	0	2	0	0	0	0	2	2	27.7	27.8	1	5	3	1	0	0	10	9.9	25.8	32.4
07:00	0	2	2	0	0	0	4	4	30.7	35.9	0	4	0	0	0	0	4	4	26.9	27.5
07:15	0	3	1	1	0	0	5	5.5	31.0	33.4	1	0	3	0	0	0	4	3.4	30.3	34.1
07:30	0	0	0	1	0	0	1	1.5	11.7	11.7	0	4	1	0	0	0	5	5	22.9	26.8
07:45	1	3	2	0	0	0	6	5.4	22.0	28.2	0	4	2	1	0	0	7	7.5	23.1	35.4
H/TOT	1	8	5	2	0	0	16	16.4	26.3	35.2	1	12	6	1	0	0	20	19.9	25.2	32.2
08:00	0	2	1	0	0	0	3	3	29.1	30.2	0	8	1	1	0	0	10	10.5	26.8	36.4
08:15	0	2	0	0	0	0	2	2	32.4	32.6	0	6	0	0	0	0	6	6	26.3	28.7
08:30	0	4	1	0	0	0	5	5	29.9	34.1	0	4	2	0	0	0	6	6	29.7	35.7
08:45	0	5	1	0	0	0	6	6	30.0	42.6	0	3	1	0	1	0	5	6.3	25.0	25.7
H/TOT	0	13	3	0	0	0	16	16	30.1	34.9	0	21	4	1	1	0	27	28.8	27	33.7
09:00	0	3	0	0	1	0	4	5.3	22.6	26.6	0	3	1	0	0	0	4	4	22.3	24.6
09:15	0	2	1	1	0	0	4	4.5	28.7	31.9	0	2	1	0	0	0	3	3	26.5	28.7
09:30	0	1	2	1	0	0	4	4.5	23.8	25.2	0	2	2	1	0	0	5	5.5	25.7	28.2
09:45	0	0	1	0	0	0	1	1	34.5	34.5	0	2	0	0	0	0	2	2	21.0	21.1
H/TOT	0	6	4	2	1	0	13	15.3	25.7	34.3	0	9	4	1	0	0	14	14.5	24.2	29.2
10:00	0	4	0	0	0	0	4	4	28.6	29.1	0	1	1	0	0	0	2	2	27.1	27.5
10:15	0	3	2	0	0	0	5	5	25.4	30.1	0	0	0	0	0	0	0	0	0.0	0.0
10:30	0	4	0	0	0	0	4	4	21.9	25.7	0	2	1	0	0	0	3	3	22.1	22.5
10:45	0	1	0	0	0	0	1	1	26.0	26.0	0	3	0	0	0	0	3	3	26.4	27.3
H/TOT	0	12	2	0	0	0	14	14	25.4	31.1	0	6	2	0	0	0	8	8	25	29.9
11:00	0	0	2	0	0	0	2	2	21.6	22.0	0	0	0	0	0	0	0	0	0.0	0.0
11:15	0	0	1	0	0	0	1	1	24.2	24.2	0	1	0	0	0	0	1	1	21.1	21.1
11:30	0	1	2	0	0	0	3	3	21.2	21.8	0	2	0	0	0	0	2	2	24.1	24.6
11:45	0	2	1	0	0	0	3	3	20.4	21.2	0	1	1	0	0	0	2	2	18.4	18.4
H/TOT	0	3	6	0	0	0	9	9	21.4	24.8	0	4	1	0	0	0	5	5	21.3	21.9
12:00	0	2	0	0	0	0	2	2	25.0	25.1	0	4	1	0	0	0	5	5	24.4	24.7
12:15	0	2	1	0	0	0	3	3	24.1	25.3	0	0	0	0	0	0	0	0	0.0	0.0
12:30	0	1	0	1	0	0	2	2.5	23.3	23.6	0	1	1	0	0	0	2	2	24.1	24.6
12:45	0	7	0	0	0	0	7	7	27.8	33.6	0	5	1	1	0	0	7	7.5	24.6	31.1
H/TOT	0	12	1	1	0	0	14	14.5	26	32.2	0	10	3	1	0	0	14	14.5	24.4	31.4
13:00	0	2	2	0	1	0	5	6.3	30.0	32.4	0	1	0	0	0	0	1	1	25.8	25.8
13:15	0	2	0	0	0	0	2	2	26.6	26.7	0	0	1	0	0	0	1	1	24.5	24.5
13:30	0	0	2	1	0	0	3	3.5	21.3	22.4	0	2	2	1	0	0	5	5.5	18.9	23.0
13:45	0	1	0	0	0	0	1	1	26.5	26.5	0	0	1	0	0	0	1	1	17.8	17.8
H/TOT	0	5	4	1	1	0	11	12.8	26.7	32.7	0	3	4	1	0	0	8	8.5	20.3	25.5