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1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Philips Build Limited to support an application for the demolition of an existing dwelling and the erection of 5 residential dwellings with associated access and parking at Oklahoma, Long Copse Lane, Westbourne. The site location is identified within **Figure 1** with the proposed site layout attached as **Appendix A**.

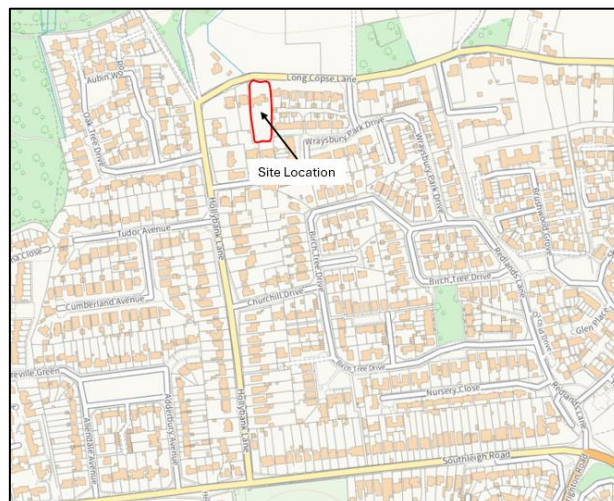


Figure 1: Site Location

- 1.2 The existing site is a residential property accessed via a driveway from Long Copse Lane. The site is surrounded by residential dwellings.

- 1.3 This report has been informed by a site visit undertaken in June 2024, Automated Traffic Count (ATC) surveys undertaken in April 2024, Hampshire Constabulary accident information and highway boundary mapping obtained from Hampshire County Council (HCC).

Pre-application Discussions

- 1.4 A highways Pre-application Scoping Note was submitted to HCC to facilitate discussions regarding the proposed development. A Pre-Application response was received on the 15th of July 2024. Reference to these documents has been made where appropriate.
- 1.5 The HCC Pre-Application Response raised a number of comments to be addressed. These included:
- Using Hampshire Constabulary for accident data
 - A re-assessment of the visibility slays using wet weather speeds
 - Improvements to pedestrian infrastructure
 - The requirement of a Road Safety Audit

Planning History

- 1.6 There is no known planning history at the proposed development site, however, there is an outline application (APP_21_00893) for Land to the North of Long Copse Lane for a new residential scheme with associated landscaping, access and supporting infrastructure on a 14.6ha site. This site forms part of a wider masterplan area (16.9ha) which proposes approximately 260 dwellings to correspond with a proposed housing allocation in the emerging Havant Borough Local Plan, all on Land to the north of Long Copse Lane.
- 1.7 As part of the development proposals, a number of changes are proposed to Long Copse Lane including increasing the carriageway width to 5.5m, pedestrian and cycle connections, widening of the bend on the approach to Hollybank Lane and the provision of new footway (initially laid out as a verge) with a no-dig construction method used to avoid a Category A tree; and improved forward visibility around the bend on the approach to Hollybank Lane.
- 1.8 Within the highways comments provided as part of the outline application, HCC suggested that it had been agreed that Long Copse Lane would be widened to provide two-way flows for vehicles and provide pedestrian and cycle improvements. However, the plan put forward involved utilising highways land which would need to be reclaimed from existing properties which HCC suggested would be too sensitive in nature and instead should be

utilised from the north of Long Copse Lane. However, HCC have since confirmed that reclaiming some of the highway's land from the south has been agreed.

- 1.9 The development proposals for the c260-units are also proposing a pedestrian connection to Wraysbury Park Drive; a pedestrian and cycle connection to Redlands Lane; and an off-road cycleway on Redlands Lane (road) to connect to the Hampshire Farm residential development located 350m southeast of the site. In addition, there are also discussions with HCC to improve the Redlands Lane (Footpath 67) surfacing.
- 1.10 Consideration has been given within this report to the proposed improvements/alterations to the highway network to be delivered as a result of planning application APP_21_00893, and should these considerations come forward, these will significantly alter the highway conditions for pedestrians, cyclists and vehicles of the application site and provide further benefit to the existing conditions.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The site is located off Long Copse Lane which is a residential road, measuring between c4.2m and 5m in width. The road is subject to a 30mph speed limit, does not benefit from road markings and acts as a shared surface due to the lack of formal footway provision. To the west of the site, a bend in the carriageway is present. The existing conditions of Long Copse Lane are shown within **Photographs 1 and 2**.



Photograph 1: Long Copse Lane (west)



Photograph 2: Long Copse Lane (east)

- 2.2 To the east Long Copse Lane provides a connection to North Street which is subject to a 30mph speed limit and flanked intermittently by footways on both sides of the carriageway. North Street provides access to local facilities within Westbourne to the south and to the north provides a connection towards local facilities, recreational areas and more rural roads.
- 2.3 To the west, Long Copse Lane provides a connection to Hollybank Lane which continues south to Southleigh Road where a number of local facilities can be reached. Both Hollybank Lane and Southleigh Road are subject to a 30mph speed limit and flanked by footways on both sides of the carriageway.
- 2.4 To the west, Southleigh Road continues to provide a connection towards Warbington which then provides a connection onto the A27. Southleigh Road also provides a connection to Horndean Road which provides a connection to Emsworth, the B2148 and the A259 Havant Road which provides a connection to the A27 and towards Havant.

- 2.5 Therefore, the proposed development is located in proximity to both the local and strategic highways network.

Vehicle Speeds and Volumes

- 2.6 Whilst Long Copse Lane is subject to a 30mph speed limit, the nature (shared surface, no road markings) and curvature of the carriageway to the west of the site helps to reduce vehicle speeds. As such, two 7-day Automatic Traffic Count (ATC) surveys were undertaken between 24th to 30th April 2024, c20m either side of the site access to understand the existing traffic flows and actual vehicle speeds along Long Copse Lane. The location of the ATC surveys is shown in **Photographs 3** and **4**.



Photograph 3: ATC west of the site access



Photograph 4: ATC east of the site access

- 2.7 The results of the ATC surveys are summarised within **Table 1** and full outputs are attached as **Appendix B**.

	Direction	Speed	Flows (12-hour)
Eastern Survey	Eastbound	23.7mph	199
	Westbound	22.8mph	201
Western Survey	Eastbound	17.5mph	207
	Westbound	17.2mph	209

Table 1: ATC Survey Results

- 2.8 As summarised in **Table 1**, average traffic flows are less than 210 vehicles in each direction over a 12-hour period (equating to c.35 two-way movements per hour) and traffic speeds are below the posted 30mph speed limit with 85th percentile speeds of 22.8mph westbound (using the eastbound survey) and 17.5mph eastbound (using the westbound survey).

Local Facilities

- 2.9 The site is located in proximity to a range of local facilities including (but not limited to) a recreation ground (650m – 8-minute walk or 2-minute cycle), a convenience store (750m – 9-minute walk or 3-minute cycle), primary school (1.3km – 16-minute walk or 4-minute cycle), pharmacy (1.5km – 18-minute walk or 5-minute cycle), post office (1.5km – 18-minute walk or 5-minute cycle) and train station (2.2km – 26-minute walk or 8-minute cycle).
- 2.10 A range of local facilities are located within the average pedestrian journey length of 1.37km as set out by CIHT's 'Planning for Walking' 2015 document. Therefore, there is potential for walking and cycling from the site to local facilities.

Pedestrian Infrastructure

- 2.11 As aforementioned, there are no footways along Long Copse Lane however due to the low traffic nature of the road, pedestrians can walk in the road (and were observed to whilst undertaking the site visit) to access the pedestrian infrastructure in proximity to the site.
- 2.12 From Hollybank Lane a footway is provided along the western side of the carriageway for its entirety and a footway is provided on the eastern side of the carriageway c.80m south of Long Copse Lane (**Photograph 5**). The footways continue to connect to Southleigh Road and other residential roads in the area.



Photograph 5: Footways along Hollybank Lane

- 2.13 Once at Southleigh Road a shared footway/cycleway is provided on the southern side of the carriageway heading west from the junction with Hollybank Lane. On the northern side (heading west) and both sides of the carriageway to the east, footways are provided.
- 2.14 There are also two Public Rights of Way (PRoW) routes in the vicinity of the site. To the east, Footpath 108/67/1 Reading Lane provides an off-road connection between Long Copse Lane and Birch Tree Drive/Redlands Lane where it connects to a range of footways.
- 2.15 To the west of the site a Byway Open to All Traffic (BOAT) 108/66a/1 provides a connection between Long Copse Lane and Bridleway 108/66b/1 which provides a connection north to Emsworth Common Road.

Future Improvements

- 2.16 As part of application APP_21_00893 a number of pedestrian and cycle improvements are proposed which include:
- a pedestrian connection to Wraysbury Park Drive;
 - a pedestrian and cycle connection to Redlands Lane;
 - an off-road cycleway on Redlands Lane (road) to connect to the Hampshire Farm development; and
 - improvements to the surfacing of Redlands Lane (Footpath 67).
- 2.17 The current pedestrian and cycle improvements proposed as part of planning application ref APP_21_00893 are shown within **Figure 2** and **3**.



Figure 2: Proposed Pedestrian and Cycle Improvements – Long Copse Lane/Hollybank Lane (APP_21_00893)



Figure 3: Proposed Pedestrian and Cycle Improvements – Long Copse Lane (APP_21_00893)

- 2.18 Comments from HCC were received on the plans shown in **Figure 2** and **Figure 3** and based upon the need to reclaim highway boundary land from properties along the southern side of Long Copse Lane and HCC have confirmed these plans represent the current proposals and should be utilised when assessing how the proposed access/pedestrian connections should tie into the design.
- 2.19 In addition, pedestrian crossing points will be provided along Long Copse Lane and improvements will be made to the PRoW route along Redlands Lane, thus enhancing pedestrian connectivity in the area.
- 2.20 Therefore, there is a good provision of pedestrian infrastructure in the vicinity of the site suitable to accommodate the proposed 5-unit development.

- 2.21 Although no upgrades would be required to support the 5-unit development, the current provision will be enhanced should application APP_21_00893 come forward and deliver their proposals for pedestrian and cycle connections along Long Cope Lane and improve the surfacing along Redlands Lane (Footpath 67).

Cycle Infrastructure

- 2.22 In terms of cycle infrastructure in the vicinity of the site, due to the low traffic and low speed nature of Long Copse Lane and Hollybank Lane, cyclists can utilise the carriageway. In addition, BOAT 108/66a/1 and Bridleway 108/66b/1 provide an off-road cycle route towards Rowlands Castle, as shown in **Photograph 6**.



Photograph 6: Cycle Route Signage to Rowlands Castle via BOAT 108/66a/1 and Bridleway 108/66b/1

- 2.23 In addition, once at Southleigh Road an on-road cycle lane is provided heading east and a shared footway/cycleway is provided on the southern side of the carriageway heading west. Therefore, there is opportunity for cycling in the vicinity of the site.

Public Transport

- 2.24 In terms of public transport, the closest bus stops to the site are 'Hollybank Lane' located on Southleigh Road (8-minute walk or 2-minute cycle). The bus stop for eastbound services comprises of a flagpole and the westbound service bus stop has a sheltered seating area as well as flagpole.

- 2.25 The bus stops provide access to bus service number 27 which operates between Rowlands Castle and Emsworth. There are 4 services in each direction per day, Monday to Friday. The bus services are suitable for leisure travel.
- 2.26 Emsworth Railway Station is located c2.2km south of the site (26-minute walk or 8-minute cycle). The station provides 15 covered cycle storage spaces and is a Category B2 step-free access station.
- 2.27 The station offers regular services to London Victoria (1 hour 55 minutes), Brighton (1 hour), Southampton Central (45 minutes) and Portsmouth Harbour (25 minutes), as well as stopping at more local stations. The train services and frequency make it suitable for both commuter and leisure travel.

Personal Injury Accident (PIA) Data

- 2.28 To assess the existing safety conditions on the surrounding highway network, Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the latest available 5-year period. The data is available for the period between 1st of April 2019 – 31st of March 2024. The scope of the PIA investigation is demonstrated in **Figure 4**, included in **Appendix C**, and was agreed during the Pre-Application discussions with HCC.

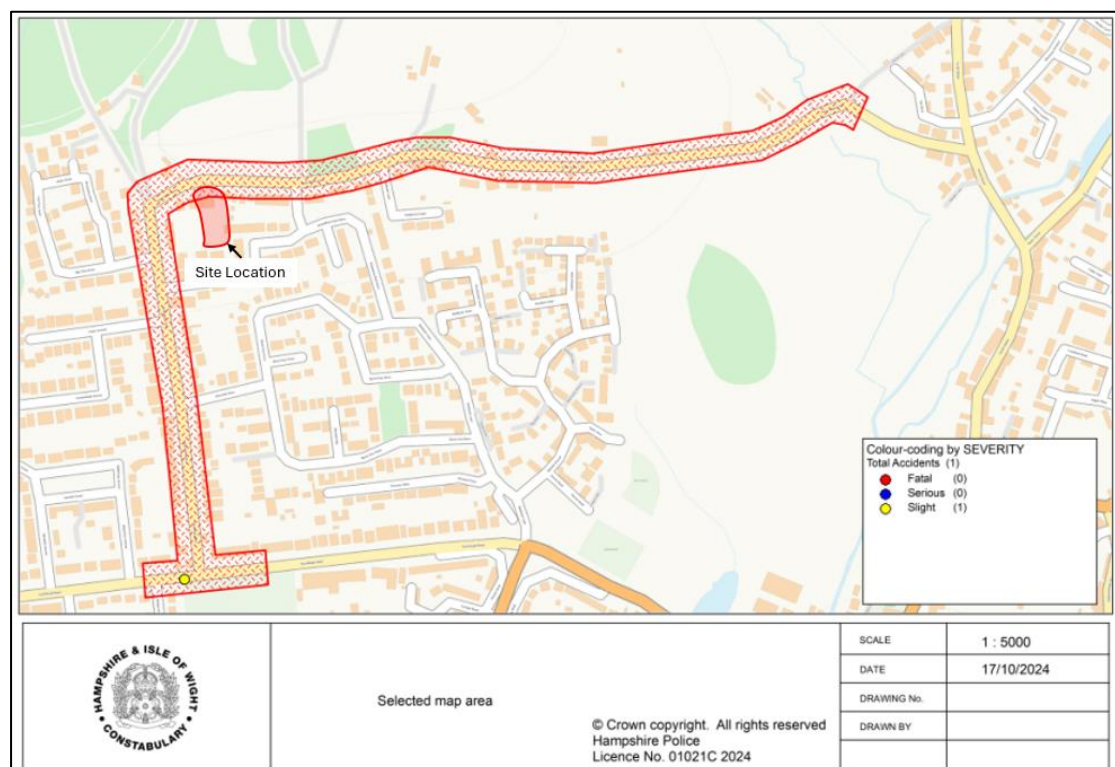


Figure 4: PIA Data (Source: Hampshire Constabulary)

- 2.29 As shown in **Figure 4**, one incident occurred at the Hollybank Lane junction with Southleigh Road, circa 560m south of the site access. This incident occurred on the 24th of May 2020, was classed as 'slight' in nature and involved two vehicles. The incident was attributed to an animal or object in the carriageway and not a result of the road layout.
- 2.30 Over the latest available 60-month period, only 1 slight incident occurred in the vicinity of the site. Importantly no incidents have been recorded in the vicinity of the proposed site access nor have involved cyclists or pedestrians. From the data presented above, there are no concerns regarding the design of the existing highway network in terms of a highway safety concern and this is not expected to change as a result of the proposed scheme, in accordance with NPPF Paragraph 115.
- 2.31 To summarise, the site is in a fairly accessible location with access to pedestrian, cycle and public transport facilities and local facilities within walking and cycling distance from the site. In addition, there is no reason to believe there are any existing highways safety concerns in the vicinity of the site.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development is to demolish the existing property and provide 5 residential dwellings (net increase of 4) with associated access and parking. Of the five dwellings, it is proposed that there will be 2 x 3-bed and 3 x 4-bed units.

Access Arrangements

- 3.2 As aforementioned, the existing residential property is accessed via a vehicle crossover from Long Copse Lane, shown within **Photograph 7**.



Photograph 7: Existing Site Access

- 3.3 To establish whether the existing access could be utilised for the proposed development a visibility assessment was undertaken, informed by the 85th percentile vehicle speeds from the ATC survey (**Table 1**).
- 3.4 The recorded vehicle speeds of 22.8mph westbound and 17.4mph eastbound require a visibility splay measuring to 29m in the primary direction (east of the access) and to 21m in the secondary direction (west of the access) (in line with HCC's TG3 guidance).
- 3.5 An x-distance of 2m was considered acceptable at the Pre-Application stage and it is in line with HCC's TG3. However, at the pre-application stage HCC requested that wet weather speeds are applied and the required y-distances for the visibility splays are 31.0m in the primary direction towards Wraysbury Park Drive and 21.0m in the secondary direction towards Hollybank Lane.

- 3.6 Visibility splays at the existing access were not achievable in the primary direction at 2m x 31m without cutting through the trunks of the two existing trees directly east of the access. Therefore, it is proposed that the site access is relocated to avoid the need to remove trees.

Proposed Access Location

- 3.7 To ensure visibility is achievable to the required distances, it is proposed that a new access would be provided c.5m west of the existing site access.
- 3.8 As requested by HCC, visibility splays have been drawn at 2.0m x 31m in the primary direction and 2.0m x 21m in the secondary direction. As demonstrated in **Appendix D**, visibility appears to be achievable in both the primary and secondary direction. Any vegetation within the splays will be cut back to below 0.6m and tree canopies kept above 2.0m.
- 3.9 The proposed site access has been designed in accordance with HCC TG1 and TG2 guidance. The road (which is considered to fall within the 'tertiary' category) is set to measure 5m in width and therefore the vehicle access will be in the form of a vehicle crossover, as shown within **Appendix D**. The access road will remain 5m in width into the site and narrow to c.4.1m to ensure that existing trees on site can be retained.
- 3.10 The proposed site access has been designed to the existing road layout of Long Copse Lane and does not prejudice the delivery of the works associated with application APP_21_00893 if these come forward, which is shown within **Appendix E**.
- 3.11 The proposed site access has been tracked to comply with TG2 guidance. The tracking included in **Appendix F** demonstrates that the access is typically wide enough to accommodate a car waiting whilst one leaves/enters and similarly for a 4.6t van. While not all manoeuvres can occur simultaneously, the low quantum of development and anticipated vehicle trips (discussed in **Section 4**) suggest that the likelihood for conflict at the access is minimal and HCC considered this acceptable at the Pre-Application stage.
- 3.12 It should also be noted that if the widening scheme associated with application APP_21_00893 does come forward and Long Copse Lane is increased to c.5.5m in width, the tracking at the site access for vehicles will be updated.

- 3.13 The internal dimensions and swept path analysis of internal vehicle tracking has been attached as **Appendix G**.

Car and Cycle Parking

- 3.14 Havant Borough Council parking standards SPD (2016) has been utilised to understand the car and cycle parking requirement at the development. In terms of car parking, the standards state that 2 spaces should be provided for 3-bed units and 3 spaces should be provided for 4-bed units.
- 3.15 The proposed development will provide car parking spaces in line with HBC guidance with 2 parking spaces for the 3-bed units and 3 parking spaces for the 4-bed unit as shown in **Appendix A**.
- 3.16 In terms of cycle parking, HBC guidance states 3 and 4 bed units should provide 2 cycle parking spaces per unit. The proposed development will provide cycle parking in line with guidance and will provide all spaces within the curtilage of each dwelling.

Servicing Arrangements

- 3.17 In terms of refuse servicing, the development will be serviced from the carriageway of Long Copse Lane (which is the current arrangement for all dwellings) as a refuse vehicle (11.2m) is unable to access the development and turn around on site. A bin collection point will be provided along the access road to facilitate servicing. The collection point would be located 25m from the roadside to ensure the refuse vehicle can get within the maximum drag distance identified in Manual for Streets guidance for refuse collectors.
- 3.18 With the bin collection point being within 25m from the roadside, all dwellings can get within 40m of the bin collection point. Although slightly above the 30m walk/carry distance set out in Manual for Streets for residents it is still considered a suitable distance for residents to walk to, given the layout of the development and the fact that only two units are outside the 30m distance. It is also important to note that the additional carry distance for residents would mean that the refuse collection personnel are not required to exceed the guidance, and subsequently delay the flow of traffic along Long Copse Lane. At the pre-application stage HCC Highways team confirmed that this refuse strategy is acceptable. The refuse vehicle distances are shown within **Appendix H**.

- 3.19 It has been ensured that a delivery van (4.6t in line with HCC TG2 guidance) can enter/exit and turn on site. This is shown within **Appendix I**.
- 3.20 It has also been ensured that a fire tender (in line with HCC TG2 guidance) can enter/exit and turn on site and get within 45m of the units in line with building regulations and Manual for Streets guidance. This is shown within **Appendix I**.

Road Safety Audit

- 3.21 A Stage 1 Road Safety Audit has been undertaken to assess the proposed access points associated with the development. This audit did not raise any significant comments, with the only recommendation made *“that vehicle speeds should be provided to justify the visibility splay lengths”*.
- 3.22 Within the Designer’s Response it was explained that Two 7-day ATC surveys were undertaken between 24th to 30th April 2024 and in Pre-Application discussions HCC requested distances for the visibility splays of 31.0m in the primary direction towards Wraysbury Park Drive and 21.0m in the secondary direction towards Hollybank Lane. This RSA along with Designers’ Response is attached in **Appendix J**.

4. HIGHWAY IMPACT

4.1 As aforementioned, the proposed development seeks to demolish the existing property and provide 5no. new dwellings, thus a net increase of 4no. dwellings. To understand the potential trip generation with the existing and proposed development vehicle trip rates have been derived from the TRICS (v7.11.1) database utilising the following parameters:

- Residential – Private Houses
- 0-25 units
- Edge of Town and Suburban Locations
- Weekday surveys
- 2016 to 2023 surveys
- Sites in England (excluding Greater London)

4.2 The existing development vehicle trip generation is set out within **Table 2**, while the proposed development vehicle trip generation is set out within **Table 3**. The full TRICS outputs are attached as **Appendix K**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours 0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trip Rate	0.274	0.429	0.286	0.155	4.880
Vehicle Trip Generation (1 unit)	0	0	0	0	5

Table 2: Existing Development Vehicle Trip Generation

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours 0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trip Rate	0.274	0.429	0.286	0.155	4.880
Vehicle Trip Generation (5 units)	1	2	1	1	24

Table 3: Proposed Development Vehicle Trip Generation

4.3 As summarised in **Table 3**, the proposed development could potentially generate up to 3 two-way vehicle movements in the AM peak, 2 two-way vehicle movements in the PM peak and up to 24 two-way vehicle movements across a 12-hour period.

- 4.4 When compared to the existing trip generation for the site (**Table 2**), all vehicle movements during the AM and PM peak period will be new movements on the network, and over a 12-hour period the proposal would generate an additional 19 movements compared to the current dwelling on site.
- 4.5 This equates to an additional 1-2 vehicle movements per hour over a 12-hour period along Long Copse Lane which is considered to be a minor increase. It is therefore not anticipated that the proposed development will have a severe impact on the operation of the surrounding highways network in the context of the NPPF.
- 4.6 In addition, when compared to the other development proposal for c260 dwellings (*APP_21_00893*) on Land to the north of Long Copse Lane the development proposal of up to 260 homes is likely to generate a maximum 155 two-way vehicle movements during the weekday peak hour periods, equating to less than three additional vehicles per minute. In comparison, the proposed 5-unit development will produce a maximum of 3 trips across the hour.
- 4.7 As previously identified, the access is not sufficiently wide enough to accommodate all vehicle manoeuvres simultaneously, but with consideration to the flows presented in **Table 2**, this reiterates that it is highly unlikely that vehicles will be trying to access/egress at the same time, and therefore the access is suitable for the level of development proposed.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Technical Note has been prepared by Paul Basham Associates on behalf of Philips Build Limited to support an application for the demolition of an existing dwelling and the erection of 5 residential dwellings with associated access and parking at Oklahoma, Long Cope Lane, Westbourne.
- 5.2 Pre-application advice was received from HCC in July 2024 where it was advised to use Hampshire Constabulary for accident data, re-assess of the visibility slays using wet weather speeds, propose improvements to pedestrian infrastructure and outlined the requirement of a Road Safety Audit. The refuse collection strategy was also agreed during the Pre-application stage.
- 5.3 The site is well located in relation to the local and strategic highway network, the local cycle network and good public transport services.
- 5.4 A review of Personal Injury Collision data for the most recently available five years period identified no existing trends or patterns regarding the design of the existing highway network in terms of a highway safety concern and this is not expected to change as a result of the proposed development. There have also been no reported collisions at the site access.
- 5.5 The proposed site access has been designed in accordance with HCC TG1 and TG2 guidance. The access road is set to measure 5m in width and be in the form of a vehicle crossover
- 5.6 At the pre-application stage HCC requested that wet weather speeds are applied and the required Y-distances for the visibility splays are 31.0m in the primary direction towards Wraysbury Park Drive and 21.0m in the secondary direction towards Hollybank Lane, based upon the ATC data. As requested by Hampshire County Council, visibility splays have therefore been drawn at 2.0m x 31m in the primary direction and 2.0m x 21m in the secondary direction to accord with TG3 guidance. To ensure visibility is achievable to the required distances, it is proposed that a new access would be provided c.5m west of the existing site access, which would be stopped up as part of the proposal.
- 5.7 Car and cycle parking requirements have been considered against Havant Borough Council's standards and can be accommodated within the proposed development. .

- 5.8 A bin collection point will be provided along the access road to facilitate servicing. The collection point would be located 25m from the roadside to ensure the refuse vehicle can get within the maximum drag distance identified in Manual for Streets guidance for refuse collectors. With the bin collection point being within 25m from the roadside, all dwellings can get within 40m of the bin collection point. Although slightly above the 30m walk/carry distance set out in Manual for Streets for residents, at the pre-application stage Hampshire County Council Highways team confirmed that this refuse strategy is acceptable.
- 5.9 Swept path analysis has been undertaken which confirms that a fire tender can enter/exit and turn on site and get within 45m of the units in line with building regulations and Manual for Streets guidance.
- 5.10 The proposed development has been assessed against the TRICS database for private houses. The TRICS assessment forecast the proposed dwellings to generate an increase of 3 vehicle movements during the AM peak hour and 2 vehicle movements in the PM peak hour, with 19 new daily vehicle movements. This is not considered to represent a severe impact to the highway network as it would reflect no more than 3 new vehicle trips onto the network in any 1 hour.
- 5.11 This Technical Note has demonstrated that the proposed development would not have a serve impact on the operation and safety of the local highway network, in line with paragraph 115 of the NPPF. We would therefore encourage Hampshire County Council to look favourably on this application in relation to highways.

Appendix A



Notes

1. This drawing is the copyright of MH Architects Ltd
2. Do not scale this drawing except for Local Authority planning purposes
3. All dimensions must be checked on site by the contractor prior to commencement of the works.

Client Approval

X	A - Approved
X	B - Approved with comments
X	C - Do not use

Rev.	Revision Note/Purpose of Issue	Drawn By	Date	Chk By	Date
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Client

Phillips Build Ltd

Job title

Land at Oklahoma
Long Copse Lane
Westbourne

Drawing title

Proposed
Site Plan
& Block Plan

Drawn	Date	Checked	Date	Scale at A1
AE	Oct 24	CJP	Oct 24	1:200 & 1:500

Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.
23-078	OKL	MHA	ZZ	ZZ	DR	A	0002	P02

Purpose of issue

PLANNING

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Appendix B

Westbourne ATC, Long Copse Lane (Eastern Site)

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	267	236	30	1	0
Thu 25 Apr 2024	236	193	42	0	1
Fri 26 Apr 2024	228	204	22	2	0
Sat 27 Apr 2024	197	179	17	1	0
Sun 28 Apr 2024	170	156	14	0	0
Mon 29 Apr 2024	223	180	43	0	0
Tue 30 Apr 2024	206	176	30	0	0
5 Day Ave.	232	198	33	1	0
7 Day Ave.	218	189	28	1	0

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	253	225	28	0	0
Thu 25 Apr 2024	235	208	26	1	0
Fri 26 Apr 2024	227	196	30	1	0
Sat 27 Apr 2024	203	184	17	2	0
Sun 28 Apr 2024	145	129	16	0	0
Mon 29 Apr 2024	240	208	32	0	0
Tue 30 Apr 2024	203	179	22	1	1
5 Day Ave.	232	203	28	1	0
7 Day Ave.	215	190	24	1	0

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	520	461	58	1	0
Thu 25 Apr 2024	471	401	68	1	1
Fri 26 Apr 2024	455	400	52	3	0
Sat 27 Apr 2024	400	363	34	3	0
Sun 28 Apr 2024	315	285	30	0	0
Mon 29 Apr 2024	463	388	75	0	0
Tue 30 Apr 2024	409	355	52	1	1
5 Day Ave.	464	401	61	1	0
7 Day Ave.	433	379	53	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	100.0%	88.4%	11.2%	0.4%	0.0%
Thu 25 Apr 2024	100.0%	81.8%	17.8%	0.0%	0.4%
Fri 26 Apr 2024	100.0%	89.5%	9.6%	0.9%	0.0%
Sat 27 Apr 2024	100.0%	90.9%	8.6%	0.5%	0.0%
Sun 28 Apr 2024	100.0%	91.8%	8.2%	0.0%	0.0%
Mon 29 Apr 2024	100.0%	80.7%	19.3%	0.0%	0.0%
Tue 30 Apr 2024	100.0%	85.4%	14.6%	0.0%	0.0%
5 Day Ave.	100.0%	85.3%	14.4%	0.3%	0.1%
7 Day Ave.	100.0%	86.7%	13.0%	0.3%	0.1%

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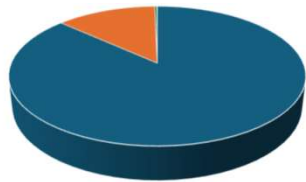
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	100.0%	88.9%	11.1%	0.0%	0.0%
Thu 25 Apr 2024	100.0%	88.5%	11.1%	0.4%	0.0%
Fri 26 Apr 2024	100.0%	86.3%	13.2%	0.4%	0.0%
Sat 27 Apr 2024	100.0%	90.6%	8.4%	1.0%	0.0%
Sun 28 Apr 2024	100.0%	89.0%	11.0%	0.0%	0.0%
Mon 29 Apr 2024	100.0%	86.7%	13.3%	0.0%	0.0%
Tue 30 Apr 2024	100.0%	88.2%	10.8%	0.5%	0.5%
5 Day Ave.	100.0%	87.7%	11.9%	0.3%	0.1%
7 Day Ave.	100.0%	88.2%	11.4%	0.3%	0.1%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	100.0%	88.7%	11.2%	0.2%	0.0%
Thu 25 Apr 2024	100.0%	85.1%	14.4%	0.2%	0.2%
Fri 26 Apr 2024	100.0%	87.9%	11.4%	0.7%	0.0%
Sat 27 Apr 2024	100.0%	90.8%	8.5%	0.8%	0.0%
Sun 28 Apr 2024	100.0%	90.5%	9.5%	0.0%	0.0%
Mon 29 Apr 2024	100.0%	83.8%	16.2%	0.0%	0.0%
Tue 30 Apr 2024	100.0%	86.8%	12.7%	0.2%	0.2%
5 Day Ave.	100.0%	86.5%	13.2%	0.3%	0.1%
7 Day Ave.	100.0%	87.5%	12.2%	0.3%	0.1%

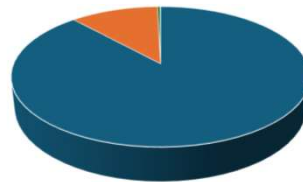
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Eastbound



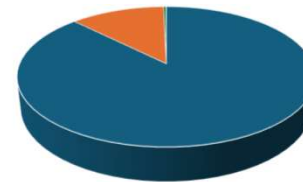
■ LIGHT ■ OGV1 ■ OGV2 ■ BUS

Westbound



■ LIGHT ■ OGV1 ■ OGV2 ■ BUS

Total Flow



■ LIGHT ■ OGV1 ■ OGV2 ■ BUS

Westbourne ATC, Long Copse Lane (Western Site)

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	278	245	31	2	0
Thu 25 Apr 2024	261	211	49	1	0
Fri 26 Apr 2024	235	210	24	1	0
Sat 27 Apr 2024	210	193	17	0	0
Sun 28 Apr 2024	173	158	15	0	0
Mon 29 Apr 2024	229	184	44	0	1
Tue 30 Apr 2024	215	181	34	0	0
5 Day Ave.	244	206	36	1	0
7 Day Ave.	229	197	31	1	0

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	260	213	41	1	5
Thu 25 Apr 2024	253	184	62	5	2
Fri 26 Apr 2024	231	176	50	2	3
Sat 27 Apr 2024	226	187	38	0	1
Sun 28 Apr 2024	147	116	30	0	1
Mon 29 Apr 2024	250	199	48	0	3
Tue 30 Apr 2024	212	169	37	2	4
5 Day Ave.	241	188	48	2	3
7 Day Ave.	226	178	44	1	3

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	538	458	72	3	5
Thu 25 Apr 2024	514	395	111	6	2
Fri 26 Apr 2024	466	386	74	3	3
Sat 27 Apr 2024	436	380	55	0	1
Sun 28 Apr 2024	320	274	45	0	1
Mon 29 Apr 2024	479	383	92	0	4
Tue 30 Apr 2024	427	350	71	2	4
5 Day Ave.	485	394	84	3	4
7 Day Ave.	454	375	74	2	3

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	100.0%	88.1%	11.2%	0.7%	0.0%
Thu 25 Apr 2024	100.0%	80.8%	18.8%	0.4%	0.0%
Fri 26 Apr 2024	100.0%	89.4%	10.2%	0.4%	0.0%
Sat 27 Apr 2024	100.0%	91.9%	8.1%	0.0%	0.0%
Sun 28 Apr 2024	100.0%	91.3%	8.7%	0.0%	0.0%
Mon 29 Apr 2024	100.0%	80.3%	19.2%	0.0%	0.4%
Tue 30 Apr 2024	100.0%	84.2%	15.8%	0.0%	0.0%
5 Day Ave.	100.0%	84.6%	14.9%	0.3%	0.1%
7 Day Ave.	100.0%	86.3%	13.4%	0.2%	0.1%

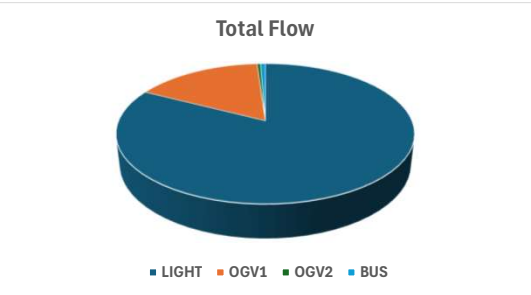
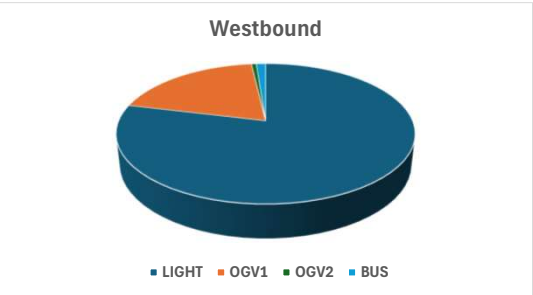
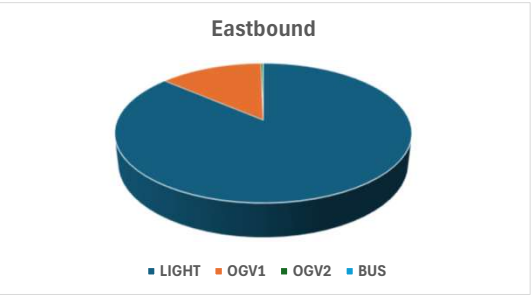
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	100.0%	81.9%	15.8%	0.4%	1.9%
Thu 25 Apr 2024	100.0%	72.7%	24.5%	2.0%	0.8%
Fri 26 Apr 2024	100.0%	76.2%	21.6%	0.9%	1.3%
Sat 27 Apr 2024	100.0%	82.7%	16.8%	0.0%	0.4%
Sun 28 Apr 2024	100.0%	78.9%	20.4%	0.0%	0.7%
Mon 29 Apr 2024	100.0%	79.6%	19.2%	0.0%	1.2%
Tue 30 Apr 2024	100.0%	79.7%	17.5%	0.9%	1.9%
5 Day Ave.	100.0%	78.0%	19.7%	0.8%	1.4%
7 Day Ave.	100.0%	78.8%	19.4%	0.6%	1.2%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 24 Apr 2024	100.0%	85.1%	13.4%	0.6%	0.9%
Thu 25 Apr 2024	100.0%	76.8%	21.6%	1.2%	0.4%
Fri 26 Apr 2024	100.0%	82.8%	15.9%	0.6%	0.6%
Sat 27 Apr 2024	100.0%	87.2%	12.6%	0.0%	0.2%
Sun 28 Apr 2024	100.0%	85.6%	14.1%	0.0%	0.3%
Mon 29 Apr 2024	100.0%	80.0%	19.2%	0.0%	0.8%
Tue 30 Apr 2024	100.0%	82.0%	16.6%	0.5%	0.9%
5 Day Ave.	100.0%	81.4%	17.3%	0.6%	0.7%
7 Day Ave.	100.0%	82.6%	16.4%	0.4%	0.6%

Paul Castle Associates



Westbourne ATC, Long Copse Lane (Eastern Site)



Direction: Eastbound

Hour Beginning	Wed 24/04/2024	Thu 25/04/2024	Fri 26/04/2024	Sat 27/04/2024	Sun 28/04/2024	Mon 29/04/2024	Tue 30/04/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0
04:00	0	0	0	0	0	1	0	0	0
05:00	0	1	2	0	0	1	1	1	1
06:00	2	5	3	4	0	2	3	3	3
07:00	7	16	8	2	1	9	7	9	7
08:00	27	16	17	8	9	19	18	19	16
09:00	11	11	19	9	10	18	16	15	13
10:00	18	21	17	15	16	6	6	14	14
11:00	15	18	10	18	17	16	9	14	15
12:00	21	18	24	19	15	12	15	18	18
13:00	15	18	14	10	20	16	11	15	15
14:00	17	13	27	27	16	18	11	17	18
15:00	19	18	11	15	14	15	15	16	15
16:00	29	28	22	19	15	20	30	26	23
17:00	23	22	17	16	13	24	20	21	19
18:00	26	7	15	11	14	12	15	15	14
19:00	17	9	11	5	4	14	10	12	10
20:00	7	10	6	7	2	11	8	8	7
21:00	9	3	2	5	4	5	6	5	5
22:00	4	0	3	2	0	4	2	3	2
23:00	0	1	0	3	0	0	2	1	1
Total									
12H(7-19)	228	206	201	169	160	185	173	199	189
16H(6-22)	263	233	223	190	170	217	200	227	214
18H(6-24)	267	234	226	195	170	221	204	230	217
24H(0-24)	267	236	228	197	170	223	206	232	218
AM Peak	08:00	10:00	09:00	11:00	11:00	08:00	08:00	08:00	08:00
	27	21	19	18	17	19	18	19	16
PM Peak	16:00	16:00	14:00	14:00	13:00	17:00	16:00	16:00	16:00
	29	28	27	27	20	24	30	26	23

Paul Castle Associates

Direction: Westbound

Hour Beginning	Wed 24/04/2024	Thu 25/04/2024	Fri 26/04/2024	Sat 27/04/2024	Sun 28/04/2024	Mon 29/04/2024	Tue 30/04/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	0	0	0	0	0
01:00	0	0	0	1	0	0	1	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	2	0	0	0
05:00	2	1	0	1	0	1	0	1	1
06:00	9	9	10	1	0	9	7	9	6
07:00	15	16	14	5	0	16	14	15	11
08:00	24	17	19	9	2	23	22	21	17
09:00	16	19	18	19	16	16	21	18	18
10:00	13	16	15	14	18	14	8	13	14
11:00	18	16	12	18	12	18	15	16	16
12:00	18	15	22	17	11	12	5	14	14
13:00	10	19	17	17	12	16	12	15	15
14:00	12	17	8	22	17	22	8	13	15
15:00	22	14	13	17	9	17	14	16	15
16:00	23	25	26	11	15	19	22	23	20
17:00	22	18	17	18	10	20	19	19	18
18:00	23	16	11	15	12	21	15	17	16
19:00	6	11	13	8	7	6	7	9	8
20:00	12	1	3	3	1	4	6	5	4
21:00	2	3	1	3	3	4	3	3	3
22:00	3	1	3	1	0	0	2	2	1
23:00	2	1	5	2	0	0	2	2	2
Total									
12H(7-19)	216	208	192	182	134	214	175	201	189
16H(6-22)	245	232	219	197	145	237	198	226	210
18H(6-24)	250	234	227	200	145	237	202	230	214
24H(0-24)	253	235	227	203	145	240	203	232	215
AM Peak	08:00	09:00	08:00	09:00	10:00	08:00	08:00	08:00	09:00
	24	19	19	19	18	23	22	21	18
PM Peak	16:00	16:00	16:00	14:00	14:00	14:00	16:00	16:00	16:00
	23	25	26	22	17	22	22	23	20

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Wed 24/04/2024	Thu 25/04/2024	Fri 26/04/2024	Sat 27/04/2024	Sun 28/04/2024	Mon 29/04/2024	Tue 30/04/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	2	0	0	0	0	0
01:00	0	0	0	2	0	0	1	0	0
02:00	0	1	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	1	0	0
04:00	0	0	0	0	0	3	0	1	0
05:00	2	2	2	1	0	2	1	2	1
06:00	11	14	13	5	0	11	10	12	9
07:00	22	32	22	7	1	25	21	24	19
08:00	51	33	36	17	11	42	40	40	33
09:00	27	30	37	28	26	34	37	33	31
10:00	31	37	32	29	34	20	14	27	28
11:00	33	34	22	36	29	34	24	29	30
12:00	39	33	46	36	26	24	20	32	32
13:00	25	37	31	27	32	32	23	30	30
14:00	29	30	35	49	33	40	19	31	34
15:00	41	32	24	32	23	32	29	32	30
16:00	52	53	48	30	30	39	52	49	43
17:00	45	40	34	34	23	44	39	40	37
18:00	49	23	26	26	26	33	30	32	30
19:00	23	20	24	13	11	20	17	21	18
20:00	19	11	9	10	3	15	14	14	12
21:00	11	6	3	8	7	9	8	8	8
22:00	7	1	6	3	0	4	4	4	4
23:00	2	2	5	5	0	0	4	3	3
Total									
12H(7-19)	444	414	393	351	294	399	348	400	378
16H(6-22)	508	465	442	387	315	454	398	453	424
18H(6-24)	517	468	453	395	315	458	406	460	430
24H(0-24)	520	471	455	400	315	463	409	464	433
AM Peak	08:00	10:00	09:00	11:00	10:00	08:00	08:00	08:00	08:00
	51	37	37	36	34	42	40	40	33
PM Peak	16:00	16:00	16:00	14:00	14:00	17:00	16:00	16:00	16:00
	52	53	48	49	33	44	52	49	43

Paul Castle Associates

Westbourne ATC, Long Copse Lane (Western Site)



Direction: Eastbound

Hour Beginning	Wed 24/04/2024	Thu 25/04/2024	Fri 26/04/2024	Sat 27/04/2024	Sun 28/04/2024	Mon 29/04/2024	Tue 30/04/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0
02:00	1	1	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0
04:00	0	0	0	1	0	0	0	0	0
05:00	0	1	2	0	0	2	1	1	1
06:00	3	5	3	3	0	2	4	3	3
07:00	7	18	7	1	1	10	7	10	7
08:00	25	21	16	8	9	17	19	20	16
09:00	13	16	19	10	10	17	14	16	14
10:00	18	23	17	12	16	8	7	15	14
11:00	16	18	9	20	16	13	10	13	15
12:00	22	19	23	21	15	12	14	18	18
13:00	17	20	16	15	19	16	14	17	17
14:00	18	14	26	29	17	18	13	18	19
15:00	18	22	15	15	13	16	14	17	16
16:00	30	26	21	21	17	25	29	26	24
17:00	24	23	19	19	12	24	21	22	20
18:00	27	8	16	11	15	14	16	16	15
19:00	17	13	14	5	6	14	12	14	12
20:00	10	8	7	6	2	11	9	9	8
21:00	8	4	2	5	5	5	6	5	5
22:00	4	0	3	2	0	5	2	3	2
23:00	0	1	0	4	0	0	2	1	1
Total 12H(7-19)	235	228	204	182	160	190	178	207	197
16H(6-22)	273	258	230	201	173	222	209	238	224
18H(6-24)	277	259	233	207	173	227	213	242	227
24H(0-24)	278	261	235	210	173	229	215	244	229
AM Peak	08:00 25	10:00 23	09:00 19	11:00 20	10:00 16	08:00 17	08:00 19	08:00 20	08:00 16
PM Peak	16:00 30	16:00 26	14:00 26	14:00 29	13:00 19	16:00 25	16:00 29	16:00 26	16:00 24

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Direction: Westbound

Hour Beginning	Wed 24/04/2024	Thu 25/04/2024	Fri 26/04/2024	Sat 27/04/2024	Sun 28/04/2024	Mon 29/04/2024	Tue 30/04/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	1	0	0	0	0	0
01:00	0	0	0	1	0	0	1	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0
05:00	2	1	0	1	0	1	0	1	1
06:00	11	9	10	1	0	11	11	10	8
07:00	16	16	15	5	0	19	16	16	12
08:00	25	22	19	11	3	24	25	23	18
09:00	15	22	17	18	16	16	22	18	18
10:00	15	18	16	15	21	16	9	15	16
11:00	18	19	15	20	11	15	18	17	17
12:00	20	18	21	22	14	14	4	15	16
13:00	11	21	18	20	8	17	12	16	15
14:00	13	19	10	28	17	21	8	14	17
15:00	22	15	13	20	9	19	13	16	16
16:00	19	23	22	10	13	21	20	21	18
17:00	22	16	20	19	9	22	18	20	18
18:00	23	17	12	14	14	19	15	17	16
19:00	7	11	11	7	9	6	9	9	9
20:00	13	1	4	3	1	4	5	5	4
21:00	2	3	2	5	2	4	3	3	3
22:00	3	1	1	2	0	0	2	1	1
23:00	2	1	5	2	0	0	1	2	2
Total 12H(7-19)	219	226	198	202	135	223	180	209	198
16H(6-22)	252	250	225	218	147	248	208	237	221
18H(6-24)	257	252	231	222	147	248	211	240	224
24H(0-24)	260	253	231	226	147	250	212	241	226
AM Peak	08:00 25	08:00 22	08:00 19	11:00 20	10:00 21	08:00 24	08:00 25	08:00 23	08:00 18
PM Peak	18:00 23	16:00 23	16:00 22	14:00 28	14:00 17	17:00 22	16:00 20	16:00 21	16:00 18

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Direction: Total Flow

Hour Beginning	Wed 24/04/2024	Thu 25/04/2024	Fri 26/04/2024	Sat 27/04/2024	Sun 28/04/2024	Mon 29/04/2024	Tue 30/04/2024	5-Day Ave.	7-Day Ave.
00:00	0	0	0	2	0	0	0	0	0
01:00	0	0	0	2	0	0	1	0	0
02:00	1	1	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	1	0	0
04:00	0	0	0	1	0	1	0	0	0
05:00	2	2	2	1	0	3	1	2	2
06:00	14	14	13	4	0	13	15	14	10
07:00	23	34	22	6	1	29	23	26	20
08:00	50	43	35	19	12	41	44	43	35
09:00	28	38	36	28	26	33	36	34	32
10:00	33	41	33	27	37	24	16	29	30
11:00	34	37	24	40	27	28	28	30	31
12:00	42	37	44	43	29	26	18	33	34
13:00	28	41	34	35	27	33	26	32	32
14:00	31	33	36	57	34	39	21	32	36
15:00	40	37	28	35	22	35	27	33	32
16:00	49	49	43	31	30	46	49	47	42
17:00	46	39	39	38	21	46	39	42	38
18:00	50	25	28	25	29	33	31	33	32
19:00	24	24	25	12	15	20	21	23	20
20:00	23	9	11	9	3	15	14	14	12
21:00	10	7	4	10	7	9	8	8	8
22:00	7	1	4	4	0	5	4	4	4
23:00	2	2	5	6	0	0	3	2	3
Total 12H(7-19)	454	454	402	384	295	413	358	416	394
16H(6-22)	525	508	455	419	320	470	417	475	445
18H(6-24)	534	511	464	429	320	475	424	482	451
24H(0-24)	538	514	466	436	320	479	427	485	454
AM Peak	08:00 50	08:00 43	09:00 36	11:00 40	10:00 37	08:00 41	08:00 44	08:00 43	08:00 35
PM Peak	18:00 50	16:00 49	12:00 44	14:00 57	14:00 34	16:00 46	16:00 49	16:00 47	16:00 42

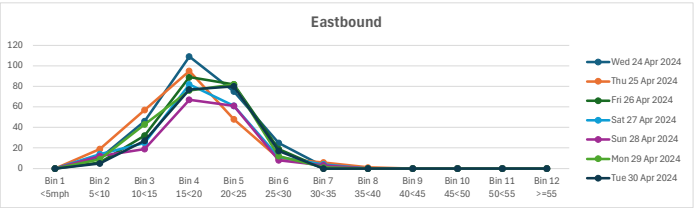
Paul Castle Associates

Westbourne ATC, Long Copse Lane (Eastern Site)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 24 Apr 2024	267	23.9	18.7	5.0	0	10	46	109	75	25	2	0	0	0	0	0
Thu 25 Apr 2024	236	23.2	17.4	5.6	0	19	57	95	48	10	6	1	0	0	0	0
Fri 26 Apr 2024	228	23.9	19.2	4.6	0	6	32	89	82	19	0	0	0	0	0	0
Sat 27 Apr 2024	197	24.0	18.6	5.2	0	14	25	82	61	11	4	0	0	0	0	0
Sun 28 Apr 2024	170	24.1	18.8	5.1	0	12	19	67	61	8	3	0	0	0	0	0
Mon 29 Apr 2024	223	23.6	18.6	4.8	0	9	43	76	82	12	1	0	0	0	0	0
Tue 30 Apr 2024	206	24.0	19.4	4.5	0	5	27	77	80	17	0	0	0	0	0	0
5 Day Ave.	232	23.7	18.6	4.9	0	10	41	89	73	17	2	0	0	0	0	0
7 Day Ave.	218	23.8	18.7	5.0	0	11	36	85	70	15	2	0	0	0	0	0

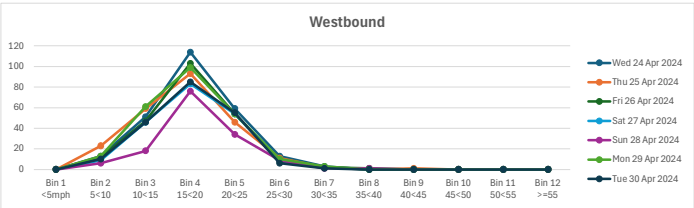
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 24 Apr 2024	253	22.9	17.8	4.9	0	13	51	114	59	13	3	0	0	0	0	0
Thu 25 Apr 2024	235	22.6	16.9	5.5	0	23	59	93	46	11	2	0	1	0	0	0
Fri 26 Apr 2024	227	22.7	17.7	4.9	0	12	47	103	54	8	2	1	0	0	0	0
Sat 27 Apr 2024	203	22.9	17.8	4.8	0	9	46	83	54	9	2	0	0	0	0	0
Sun 28 Apr 2024	145	23.4	18.5	4.8	0	6	18	76	34	9	1	1	0	0	0	0
Mon 29 Apr 2024	240	22.5	17.4	4.9	0	13	61	99	54	10	3	0	0	0	0	0
Tue 30 Apr 2024	203	22.4	17.6	4.6	0	10	46	85	55	6	1	0	0	0	0	0
5 Day Ave.	232	22.6	17.5	5.0	0	14	53	99	54	10	2	0	0	0	0	0
7 Day Ave.	215	22.8	17.7	4.9	0	12	47	93	51	9	2	0	0	0	0	0

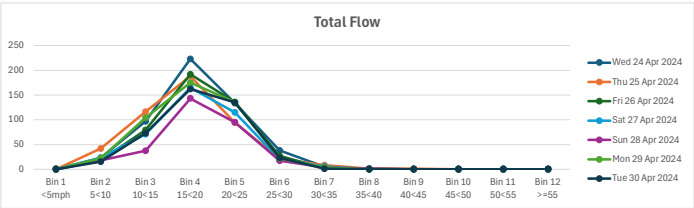
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 24 Apr 2024	520	23.4	18.3	4.9	0	23	97	223	134	38	5	0	0	0	0	0
Thu 25 Apr 2024	471	22.9	17.2	5.5	0	42	116	188	94	21	8	1	1	0	0	0
Fri 26 Apr 2024	455	23.4	18.4	4.8	0	18	79	192	136	27	2	1	0	0	0	0
Sat 27 Apr 2024	400	23.4	18.2	5.0	0	23	71	165	115	20	6	0	0	0	0	0
Sun 28 Apr 2024	315	23.8	18.6	4.9	0	18	37	143	95	17	4	1	0	0	0	0
Mon 29 Apr 2024	463	23.1	18.0	4.9	0	22	104	175	136	22	4	0	0	0	0	0
Tue 30 Apr 2024	409	23.3	18.5	4.7	0	15	73	162	135	23	1	0	0	0	0	0
5 Day Ave.	464	23.2	18.1	5.0	0	24	94	188	127	26	4	0	0	0	0	0
7 Day Ave.	433	23.3	18.2	5.0	0	23	82	178	121	24	4	0	0	0	0	0

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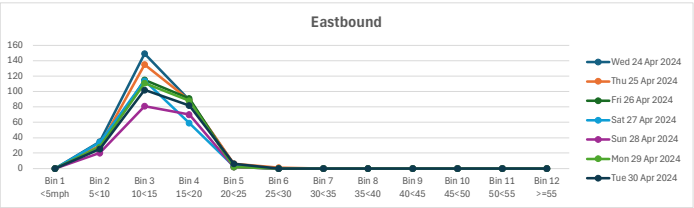


Westbourne ATC, Long Copse Lane (Western Site)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 24 Apr 2024	278	17.2	13.7	3.4	0	35	149	89	5	0	0	0	0	0	0	0
Thu 25 Apr 2024	261	17.6	13.9	3.5	0	30	135	89	6	1	0	0	0	0	0	0
Fri 26 Apr 2024	235	17.4	13.9	3.4	0	27	115	91	2	0	0	0	0	0	0	0
Sat 27 Apr 2024	210	16.8	13.2	3.5	0	34	114	59	3	0	0	0	0	0	0	0
Sun 28 Apr 2024	173	17.6	14.1	3.4	0	20	81	70	2	0	0	0	0	0	0	0
Mon 29 Apr 2024	229	17.4	13.9	3.4	0	28	111	88	2	0	0	0	0	0	0	0
Tue 30 Apr 2024	215	17.8	14.1	3.6	0	25	102	82	6	0	0	0	0	0	0	0
5 Day Ave.	244	17.5	13.9	3.5	0	29	122	88	4	0	0	0	0	0	0	0
7 Day Ave.	229	17.4	13.8	3.5	0	28	115	81	4	0	0	0	0	0	0	0

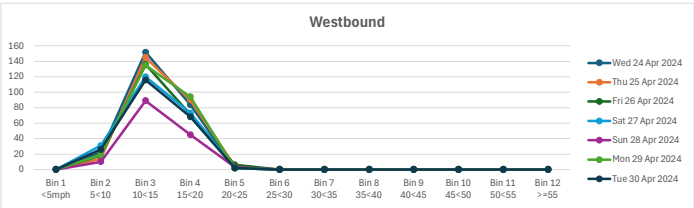
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 24 Apr 2024	260	16.9	13.8	3.1	0	22	152	84	2	0	0	0	0	0	0	0
Thu 25 Apr 2024	253	17.3	14.2	3.0	0	14	145	90	4	0	0	0	0	0	0	0
Fri 26 Apr 2024	231	17.2	13.9	3.2	0	18	136	71	6	0	0	0	0	0	0	0
Sat 27 Apr 2024	226	17.0	13.5	3.4	0	31	120	73	2	0	0	0	0	0	0	0
Sun 28 Apr 2024	147	17.1	13.9	3.1	0	10	89	45	3	0	0	0	0	0	0	0
Mon 29 Apr 2024	250	17.3	14.1	3.1	0	19	135	94	2	0	0	0	0	0	0	0
Tue 30 Apr 2024	212	17.0	13.6	3.3	0	26	116	68	2	0	0	0	0	0	0	0
5 Day Ave.	241	17.2	13.9	3.1	0	20	137	81	3	0	0	0	0	0	0	0
7 Day Ave.	226	17.1	13.8	3.2	0	20	128	75	3	0	0	0	0	0	0	0

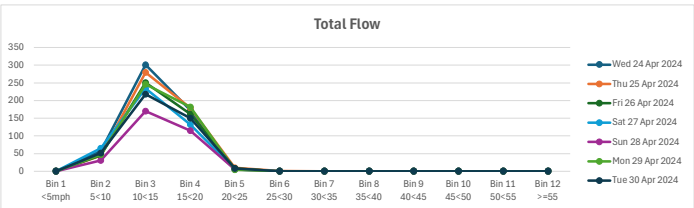
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 24 Apr 2024	538	17.1	13.7	3.2	0	57	301	173	7	0	0	0	0	0	0	0
Thu 25 Apr 2024	514	17.5	14.0	3.3	0	44	280	179	10	1	0	0	0	0	0	0
Fri 26 Apr 2024	466	17.3	13.9	3.3	0	45	251	162	8	0	0	0	0	0	0	0
Sat 27 Apr 2024	436	16.9	13.4	3.4	0	65	234	132	5	0	0	0	0	0	0	0
Sun 28 Apr 2024	320	17.4	14.0	3.3	0	30	170	115	5	0	0	0	0	0	0	0
Mon 29 Apr 2024	479	17.4	14.0	3.3	0	47	246	182	4	0	0	0	0	0	0	0
Tue 30 Apr 2024	427	17.4	13.8	3.4	0	51	218	150	8	0	0	0	0	0	0	0
5 Day Ave.	485	17.3	13.9	3.3	0	49	259	169	7	0	0	0	0	0	0	0
7 Day Ave.	454	17.3	13.8	3.3	0	48	243	156	7	0	0	0	0	0	0	0

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Appendix C

Accidents between dates 01/04/2019 and 31/03/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Long Copse Lane")

Selected Polygon:CG Long Copse Lane

44200184460 24/05/2020 Time 1232 Vehicles 2 Casualties 2 Slight
E:474647 N: 107359 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: Any animal in carriageway (except r
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG SOUTHLEIGH ROAD BRAKED HEAVILY TO AVOID A DOG WHICH RAN ACROSS THE ROAD. VEH2 (CAR) TRAVELLING W ALONG SOUTHELIGH ROAD BEHIND COLLIDED WITH THE REAR OF VEH1.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH HOLLYBANK LANE, HAVANT, HAMPSHRIE.

Vehicle Reference 1 Car Stopping
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 1 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/04/2019 and 31/03/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Long Copse Lane")

Notes:

Accidents involving:

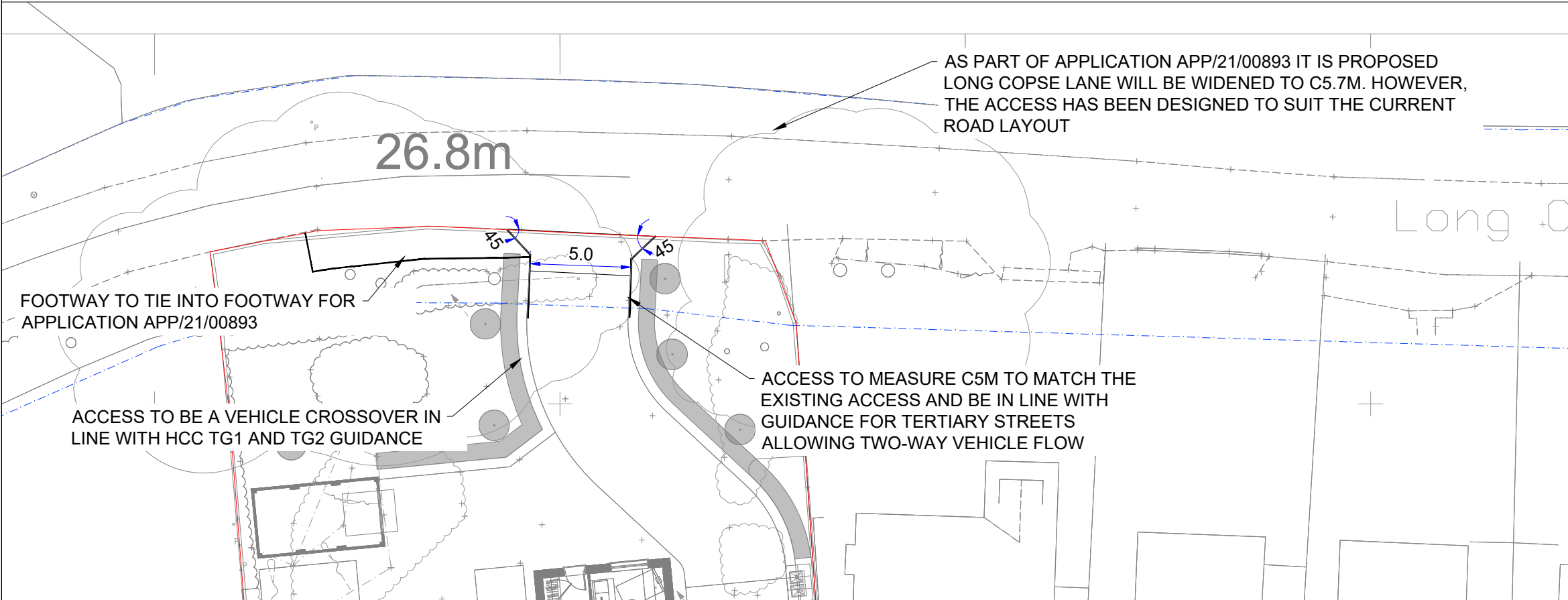
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

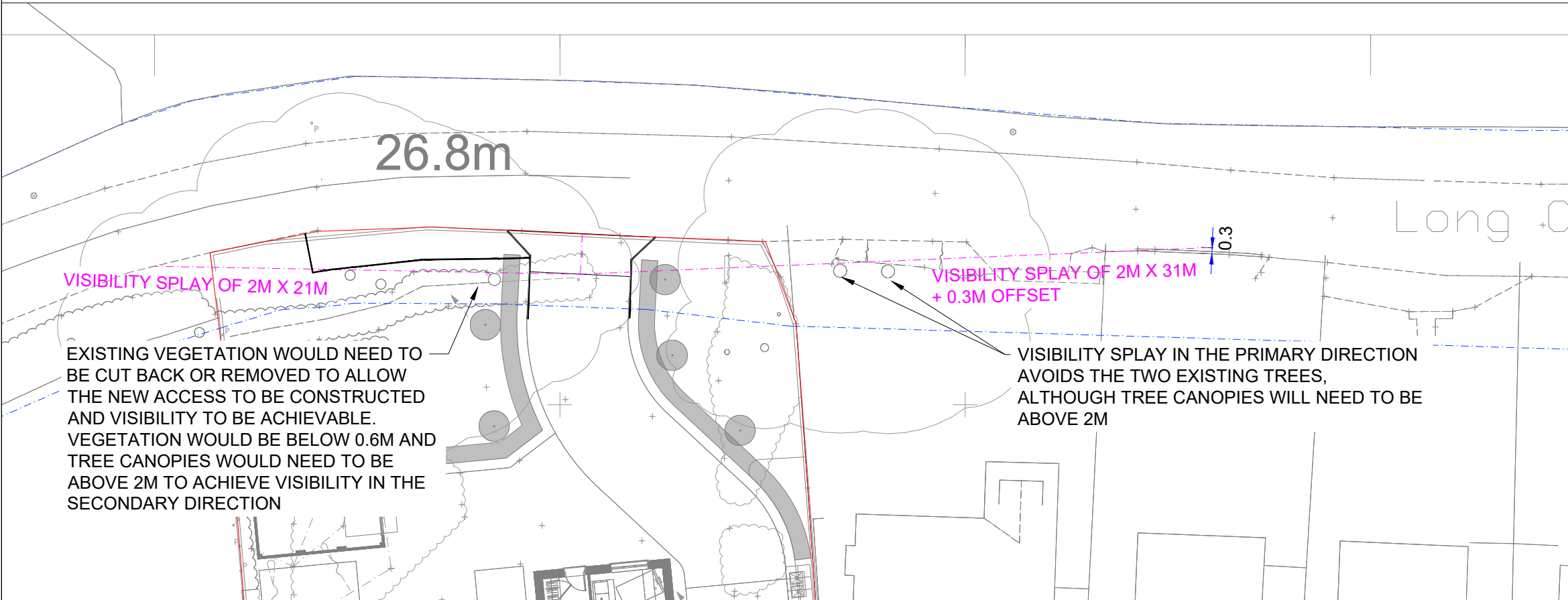
	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

Appendix D

UPGRADED ACCESS DESIGN



VISIBILITY SPLAYS IN THE PRIMARY AND SECONDARY DIRECTION



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VISIBILITY SPLAYS
AS REQUESTED BY HCC, VISIBILITY SPLAYS ARE MEASURED TO 31M EASTBOUND IN THE PRIMARY DIRECTION AND 21M WESTBOUND IN THE SECONDARY DIRECTION. ATC SURVEYS WERE UNDERTAKEN IN APRIL 2024.

- KEY**
- INDICATIVE HIGHWAY BOUNDARY
 - INDICATIVE SITE BOUNDARY
 - VISIBILITY SPLAY

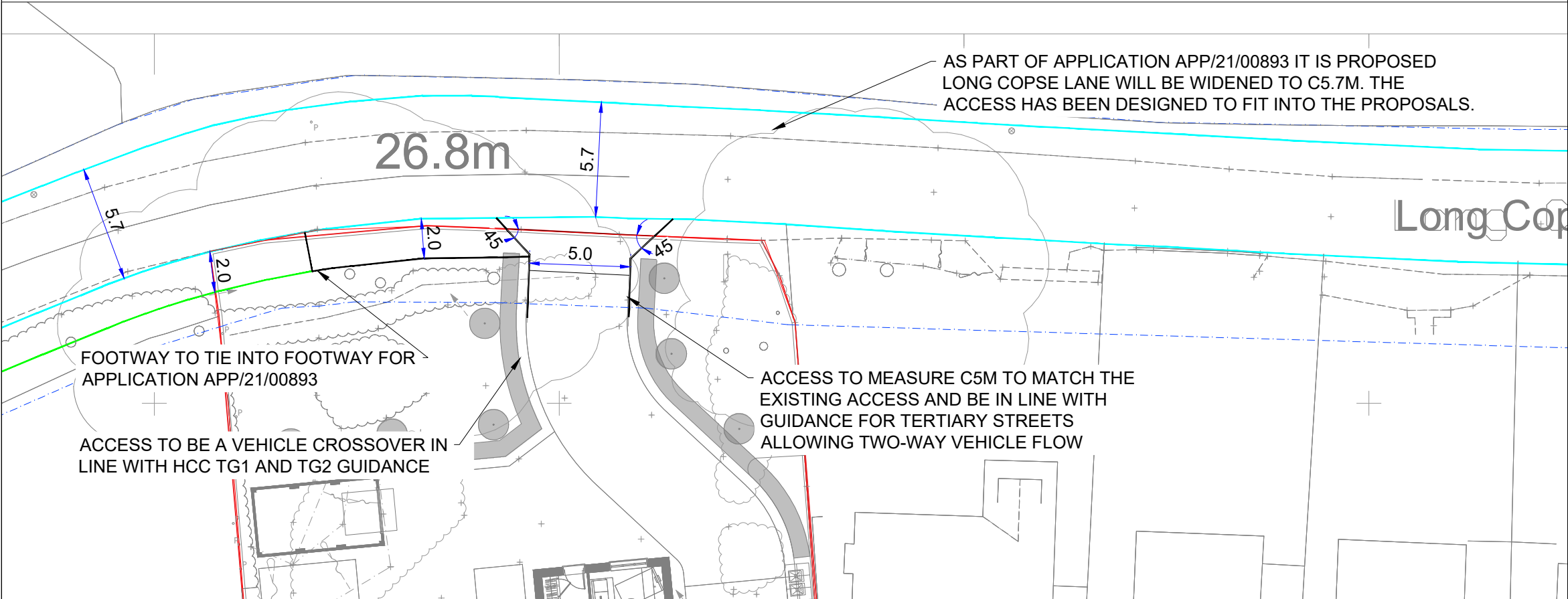


PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Project Name OKLAHOMA, LONG COPSE LANE, WESTBOURNE	Title UPGRADED SITE ACCESS AND VISIBILITY SPLAYS	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Date Created 02.05.24 Drawn By CID Approved By SKB Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 143.0034 Scale 1:250 (AT A3)
				PBA Drawing No: 143.0034-0002 Revision P04

Appendix E

UPGRADED ACCESS DESIGN



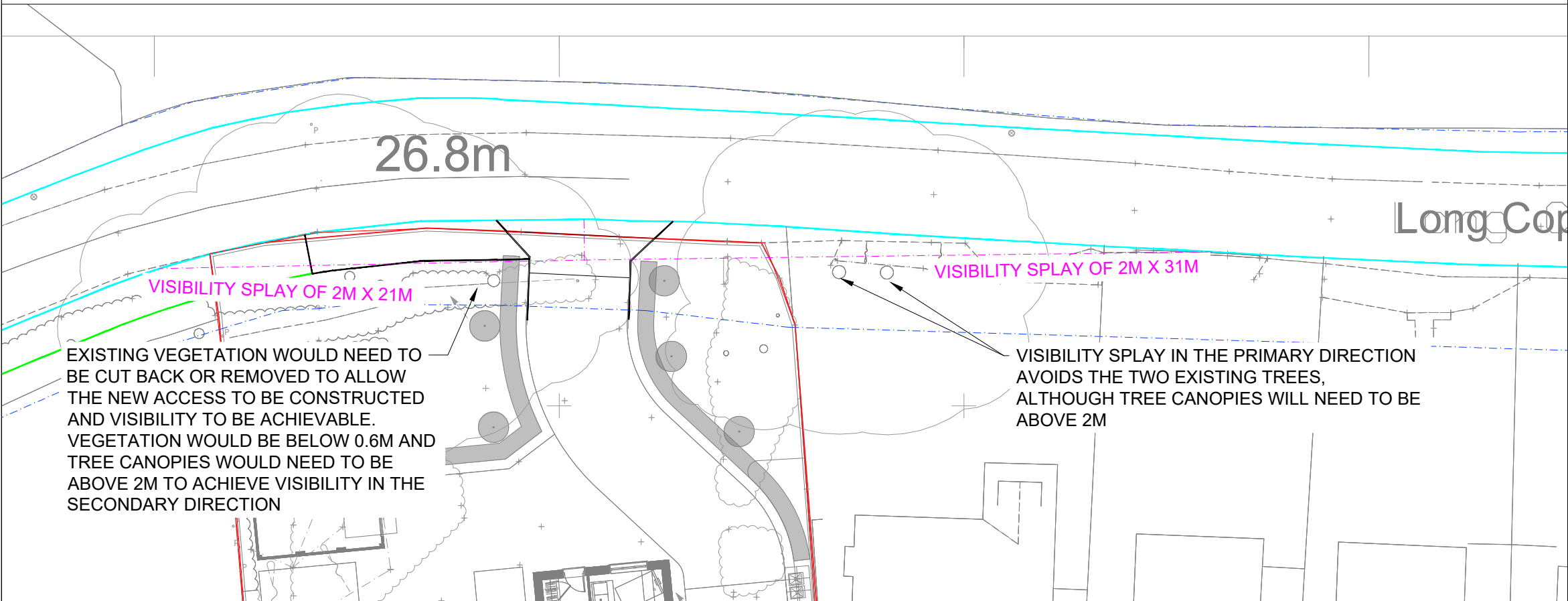
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VISIBILITY SPLAYS
AS REQUESTED BY HCC, VISIBILITY SPLAYS ARE MEASURED TO 31M EASTBOUND IN THE PRIMARY DIRECTION AND 21M WESTBOUND IN THE SECONDARY DIRECTION. ATC SURVEYS WERE UNDERTAKEN IN APRIL 2024.

VISIBILITY SPLAYS IN THE PRIMARY AND SECONDARY DIRECTION



- KEY**
- INDICATIVE HIGHWAY BOUNDARY
 - INDICATIVE SITE BOUNDARY
 - VISIBILITY SPLAY
 - INDICATIVE CARRIAGEWAY WITH APP/21/00893 PROPOSALS
 - INDICATIVE FOOTWAY WITH APP/21/00893 PROPOSALS

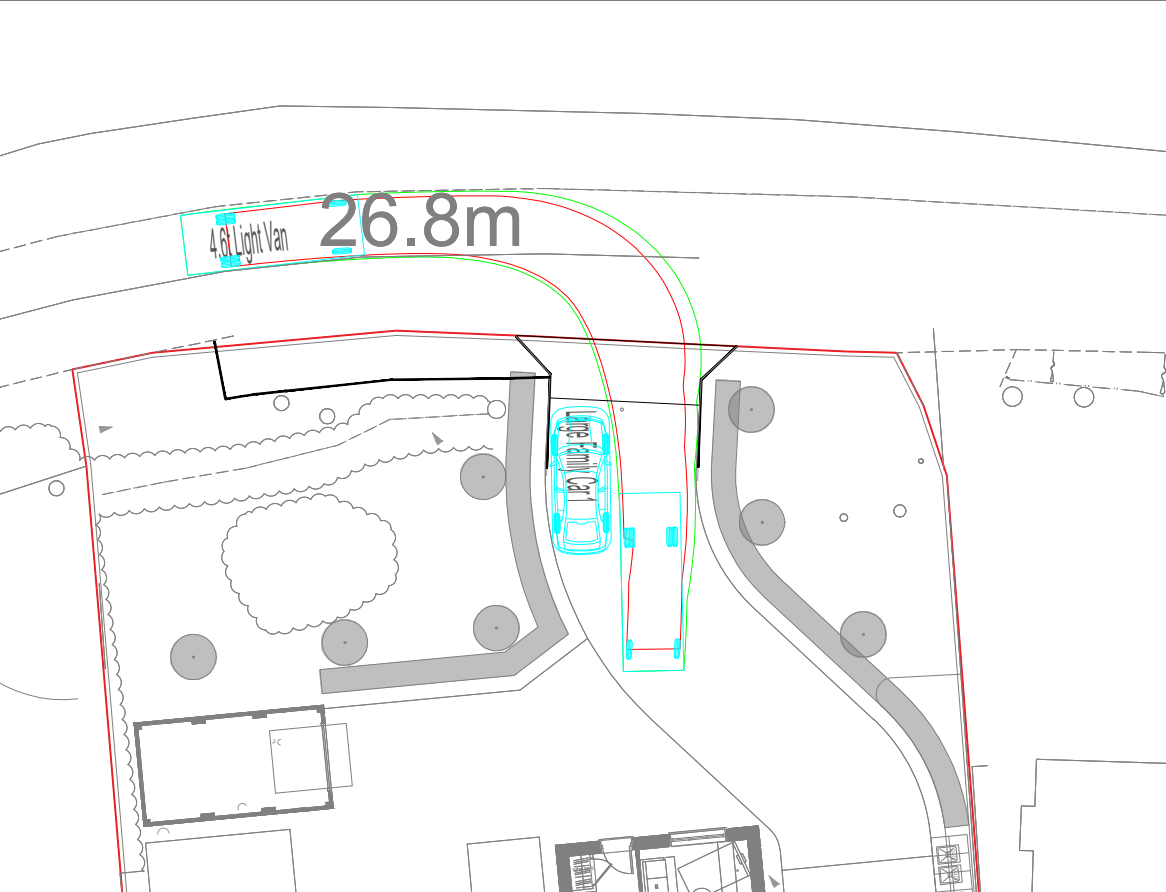


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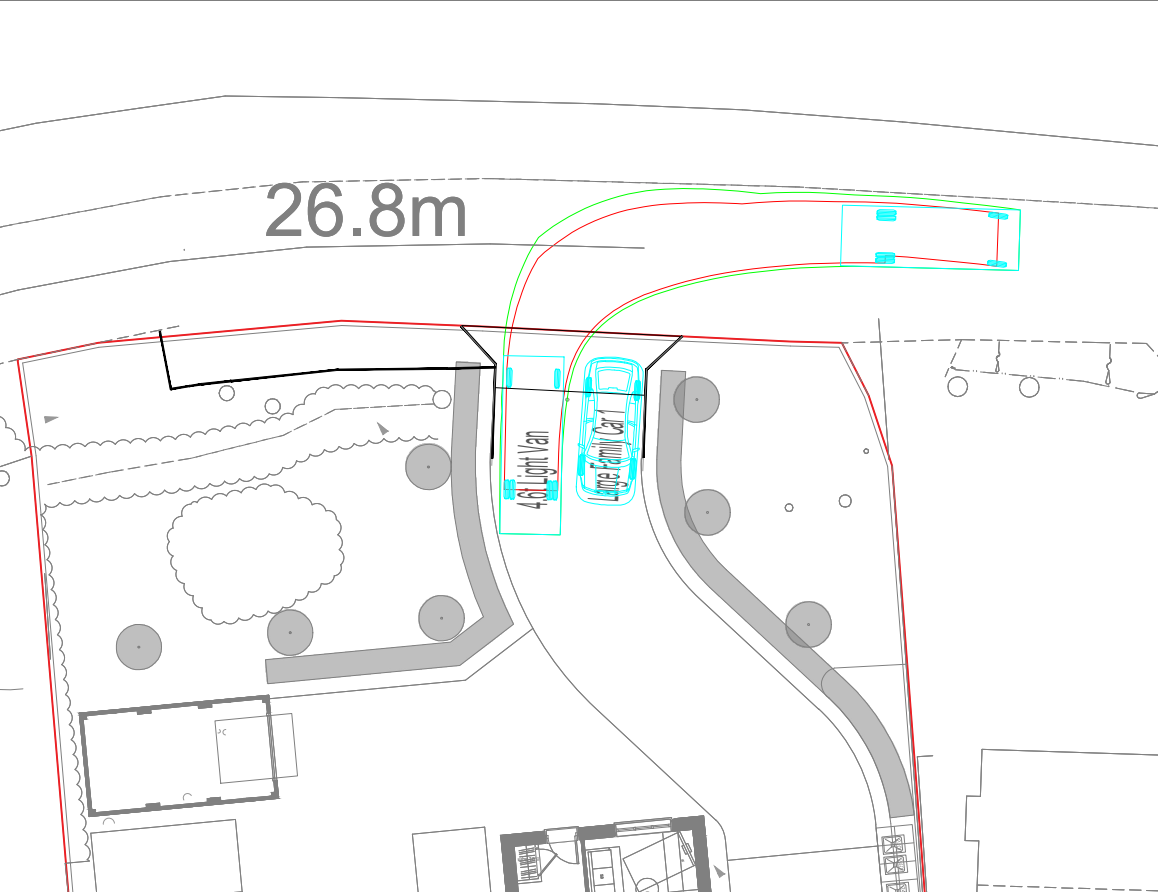
Project Name OKLAHOMA, LONG COPSE LANE, WESTBOURNE	Title UPGRADED SITE ACCESS AND VISIBILITY SPLAYS TO ALIGN WITH APP/21/00893 PROPOSALS	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Date Created 18.10..24 Drawn By TNP Approved By CID Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 143.0034 Scale 1:250 (AT A3)
				PBA Drawing No: 143.0034-0009 Revision P02

Appendix F

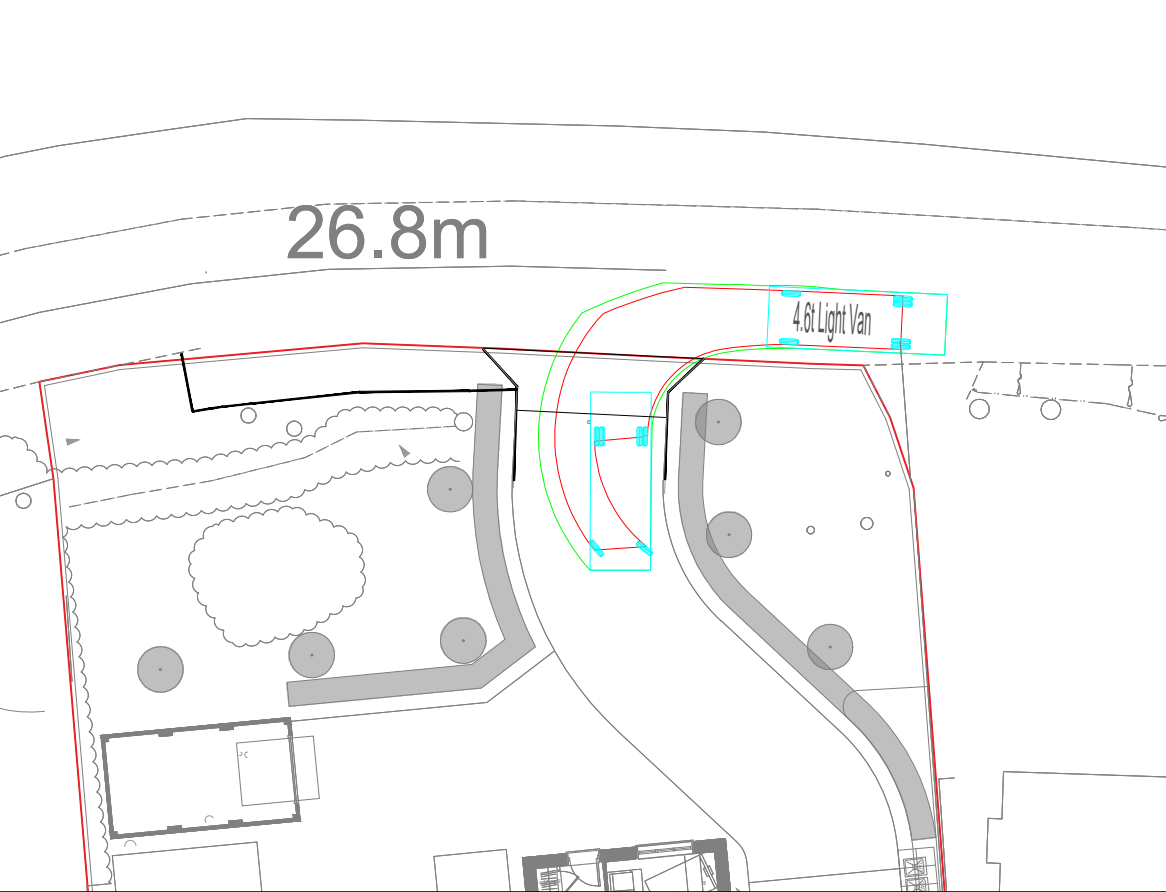
VAN TURNING RIGHT INTO THE SITE



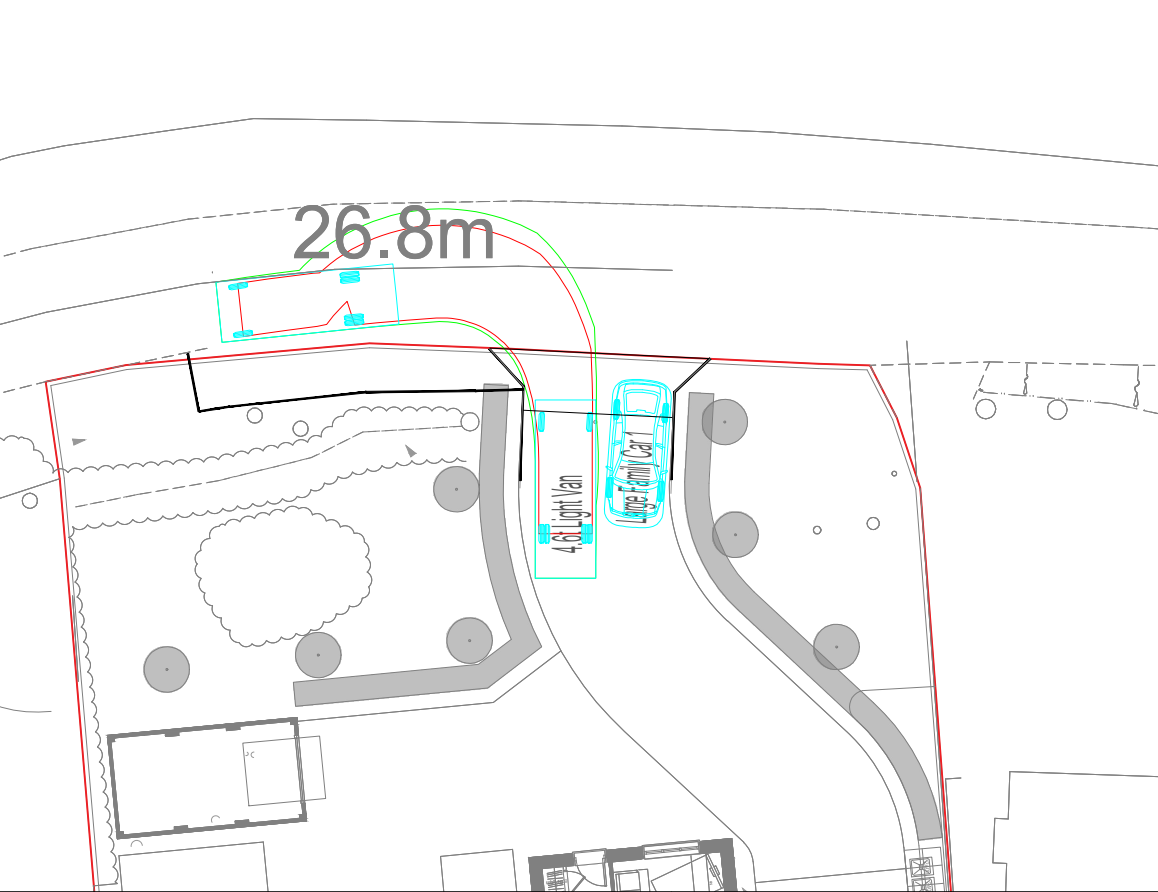
VAN TURNING RIGHT OUT OF THE SITE



VAN TURNING LEFT INTO THE SITE



VAN TURNING LEFT OUT OF THE SITE

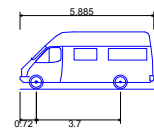


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6. VEHICLES ARE TRACKED AT 10MPH IN LINE WITH HCC TG2 GUIDANCE.

VEHICLE PROFILE



4.6t Light Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.885m
2.000m
2.526m
0.299m
1.769m
4.00s
6.000m

PRELIMINARY

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P04	UPDATED LAYOUT	29.11.24	TNP	CID
P03	UPDATED LAYOUT	18.10.24	TNP	CID
P02	UPDATED LAYOUT	17.06.24	CID	SKB
P01	FIRST ISSUE	07.05.24	CID	SKB
Rev	Description	Date	By	App'd

Date Created	Drawn By	Approved By	Suitability Code
02.05.24	CID	SKB	-

PBA Project Number	Scale	(AT A3)
143.0034	1:250	

PBA Drawing No:	Revision
143.0034-0003	P04

Project Name	Title
OKLAHOMA, LONG COPSE LANE, WESTBOURNE	UPGRADED SITE ACCESS DELIVERY VAN SWEEP PATH ANALYSIS
Project Phase	
PRELIMINARY	

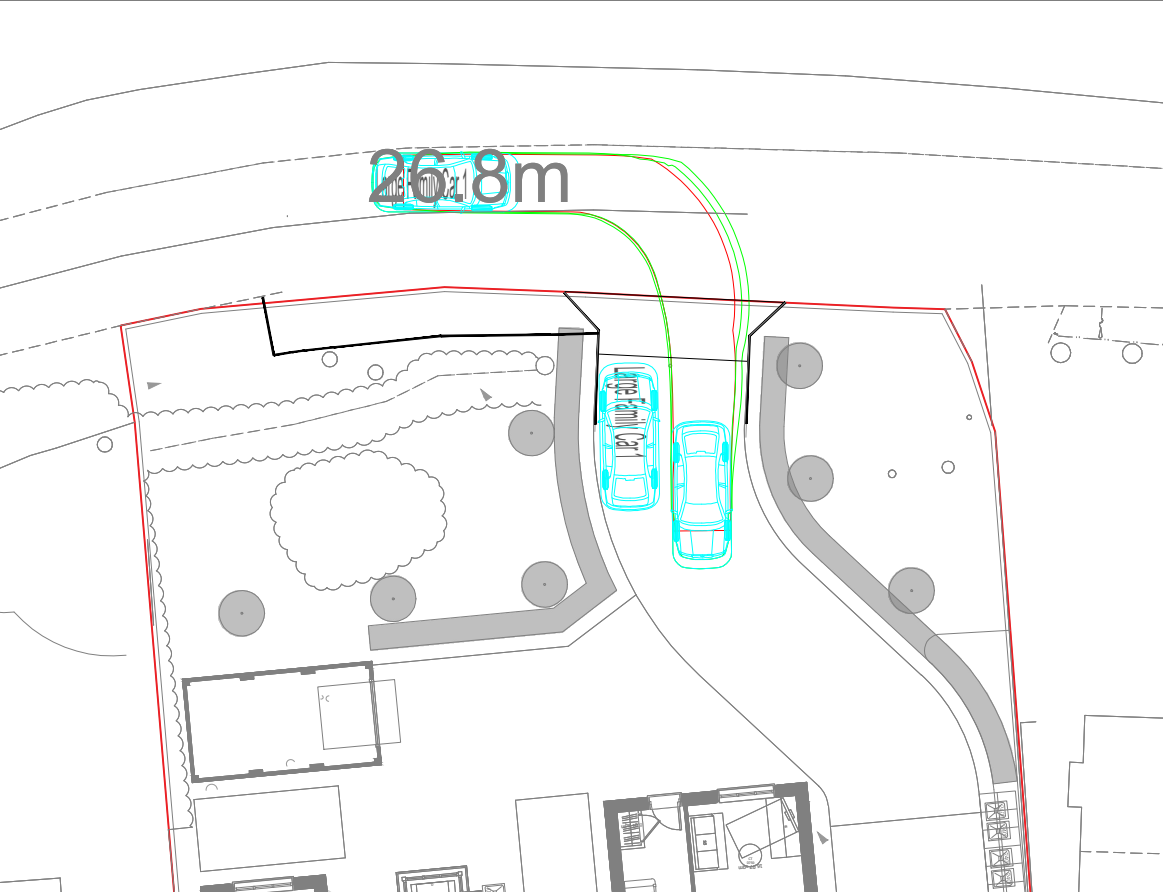


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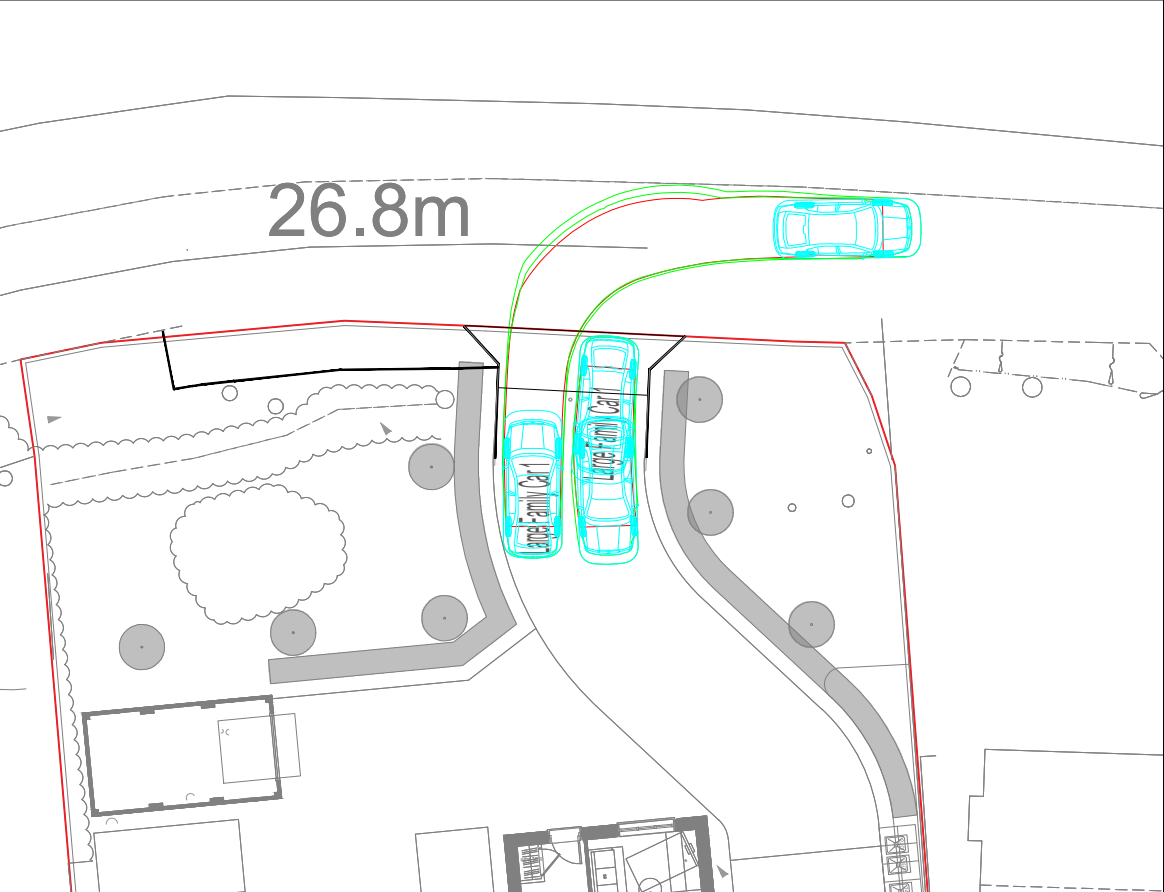
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

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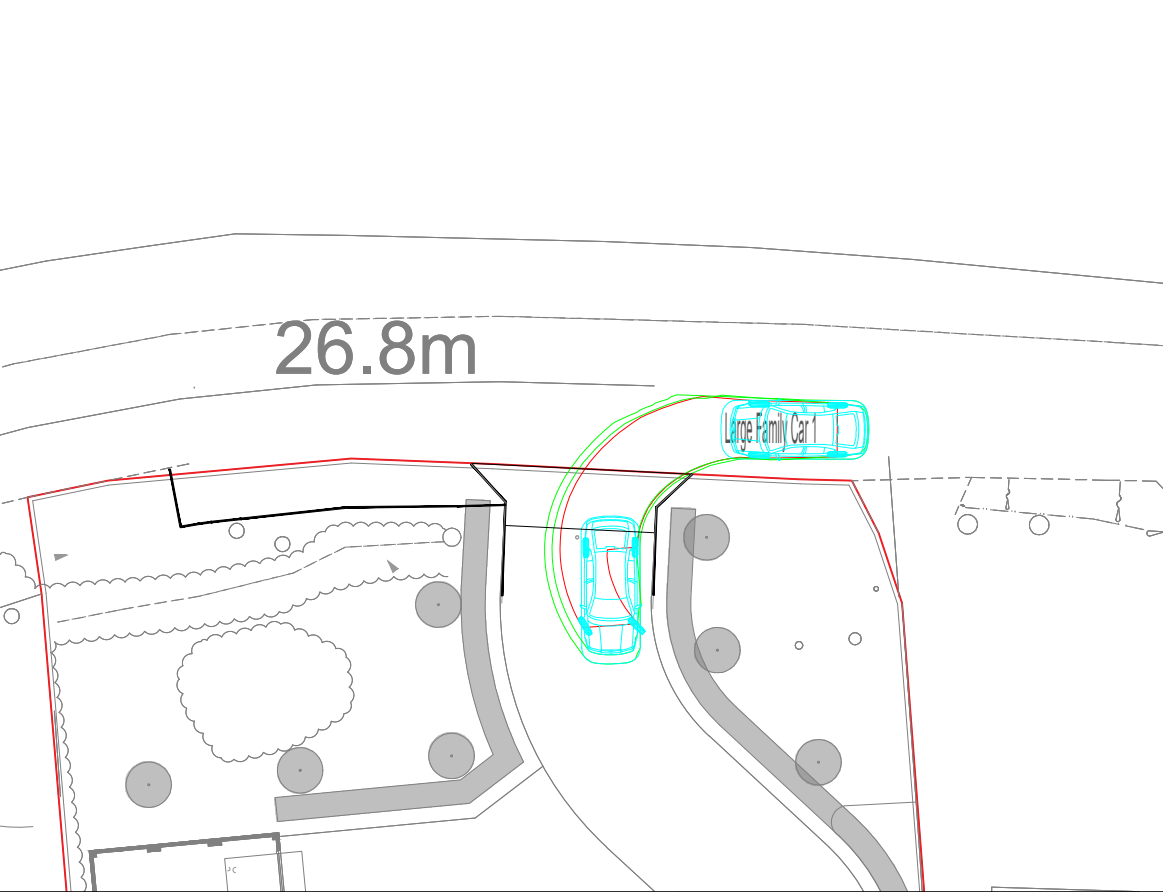
CAR TURNING RIGHT INTO THE SITE



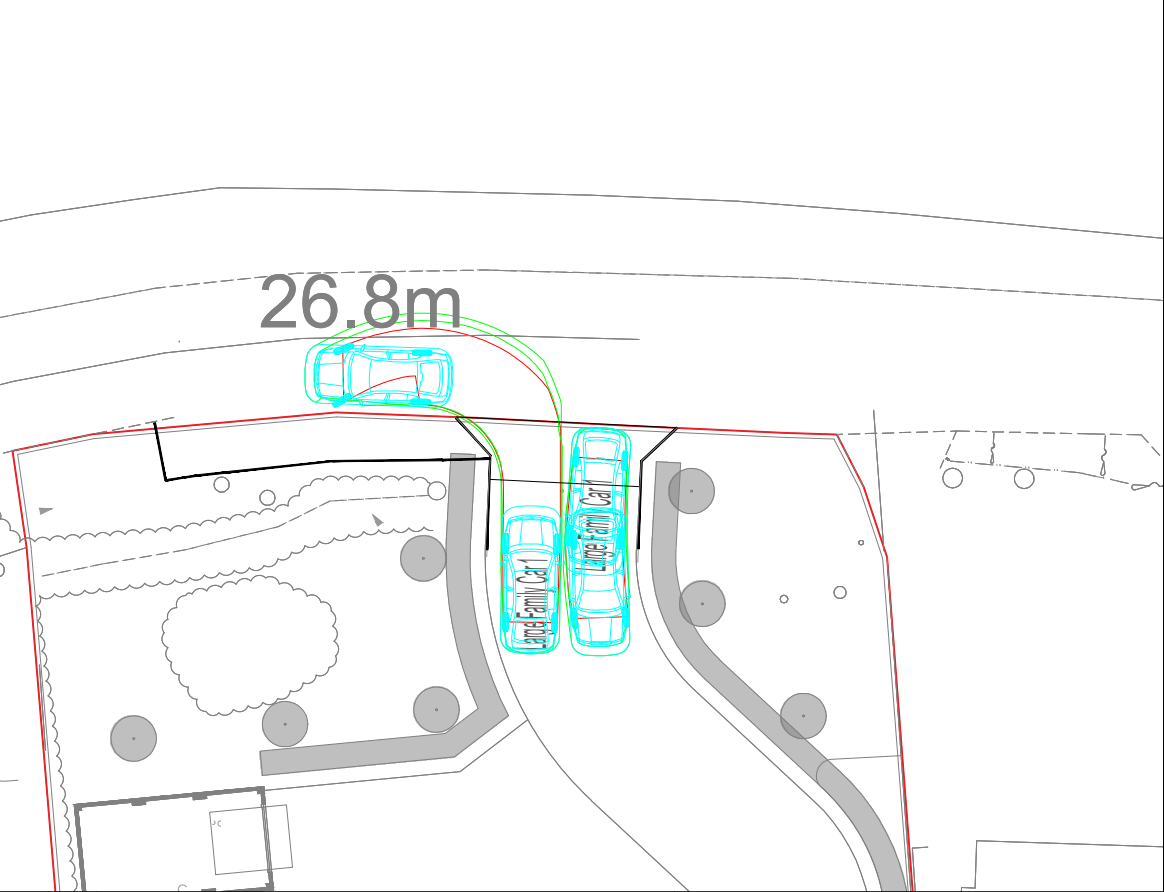
CAR TURNING RIGHT OUT OF THE SITE



CAR TURNING LEFT INTO THE SITE



CAR TURNING LEFT OUT OF THE SITE

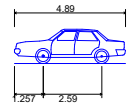


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- VEHICLES ARE TRACKED AT 10MPH IN LINE WITH HCC TG2 GUIDANCE.

VEHICLE PROFILE



Large Family Car 1	
Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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P04	UPDATED LAYOUT	29.11.24	TNP	CID
P03	UPDATED LAYOUT	18.10.24	TNP	CID
P02	UPDATED LAYOUT	17.06.24	CID	SKB
P01	FIRST ISSUE	07.05.24	CID	SKB
Rev	Description	Date	By	App'd

Project Name	OKLAHOMA, LONG COPSE LANE, WESTBOURNE
Project Phase	PRELIMINARY

Title	UPGRADED SITE ACCESS LARGE CAR SWEEP PATH ANALYSIS
-------	--

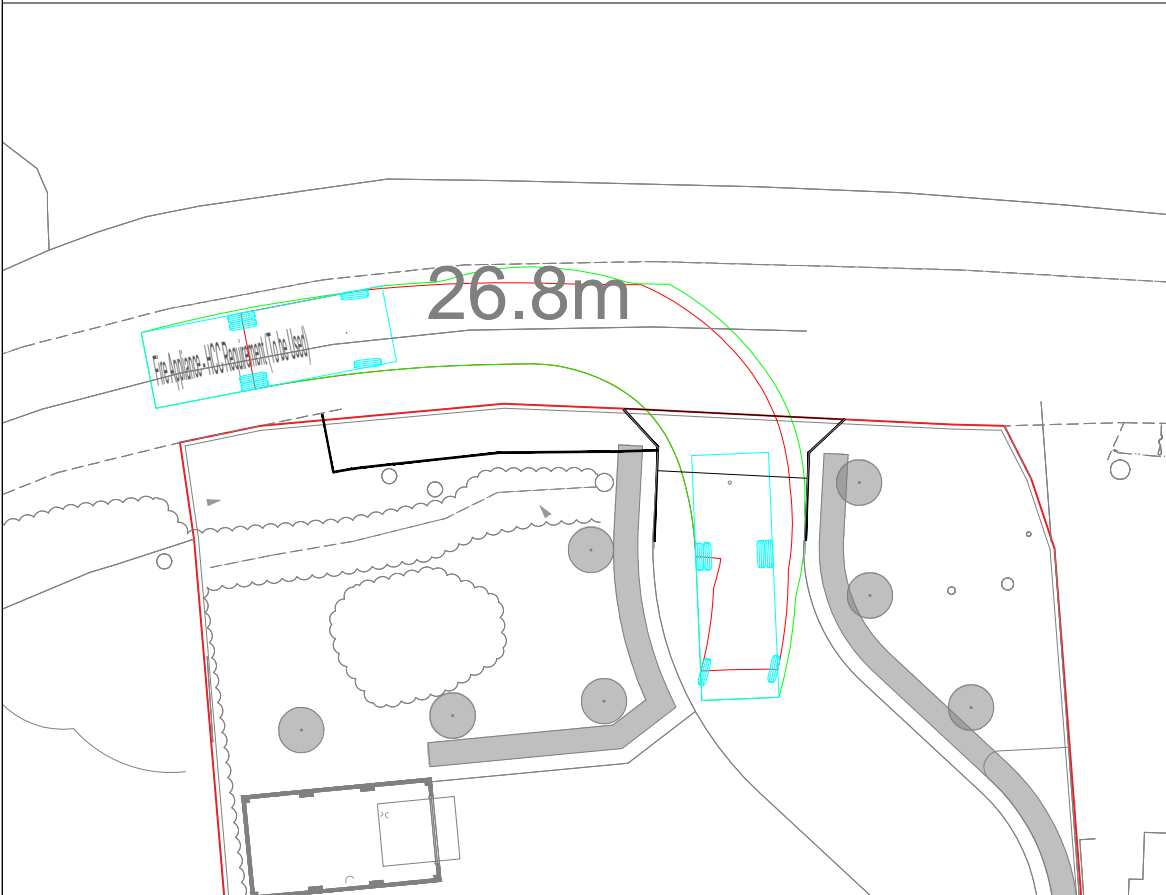


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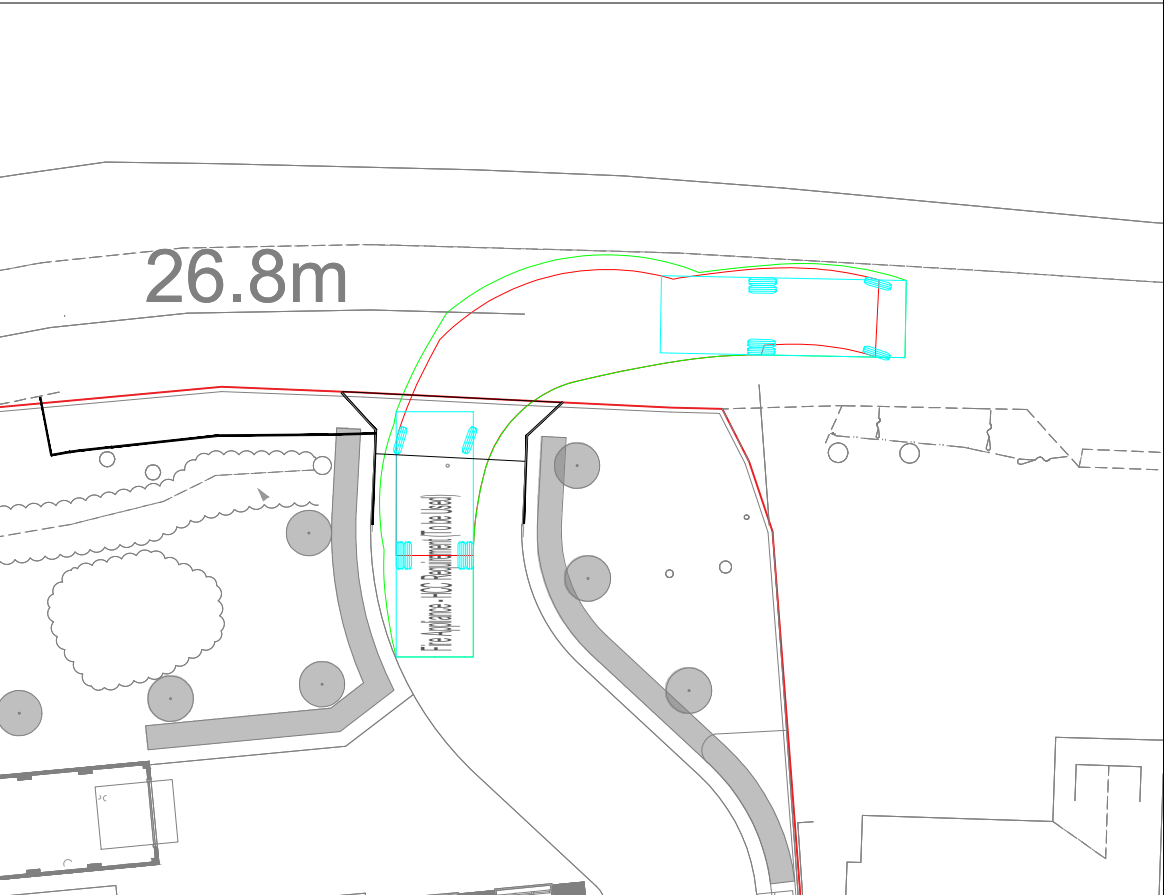
Client	PRIVATE CLIENT
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Date Created	02.05.24	Drawn By	CID	Approved By	SKB	Suitability Code	-
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PBA Drawing No: 143.0034-0004						Revision: P04	

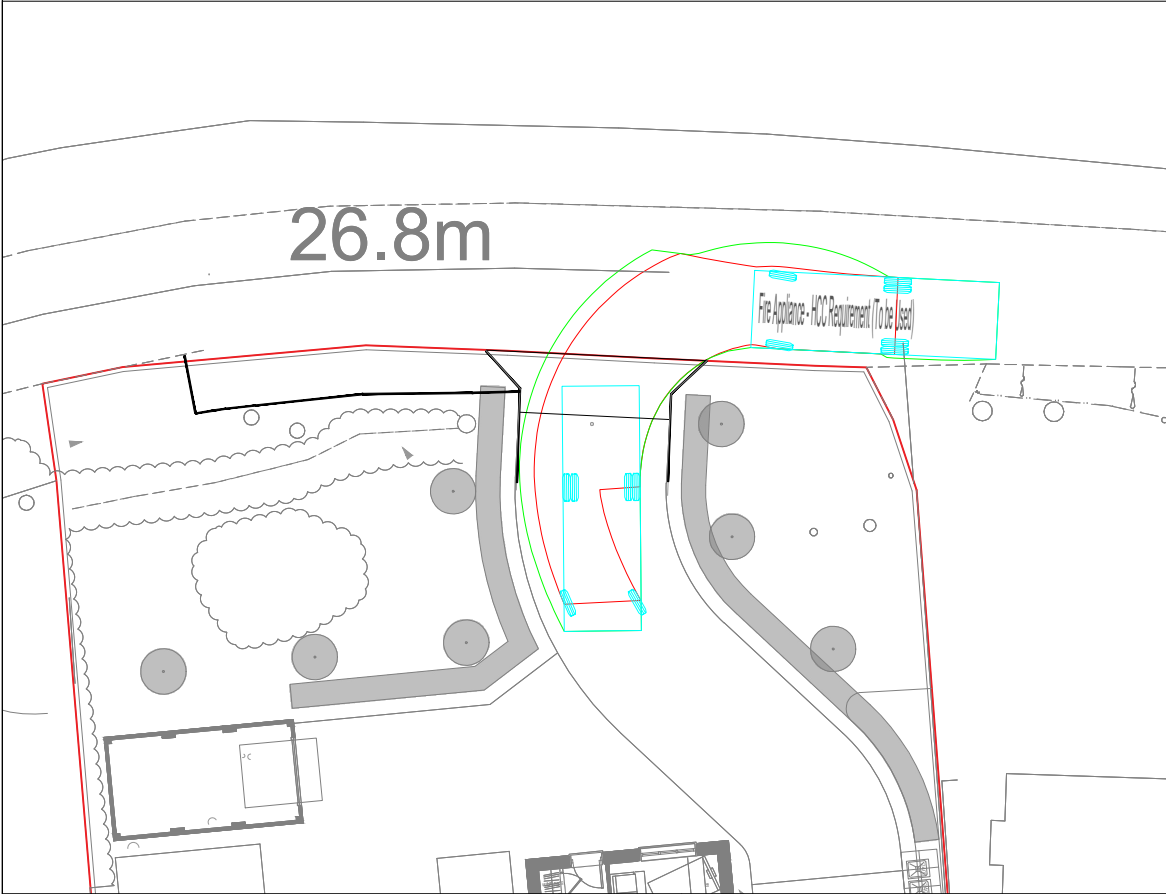
FIRE TENDER TURNING RIGHT INTO THE SITE



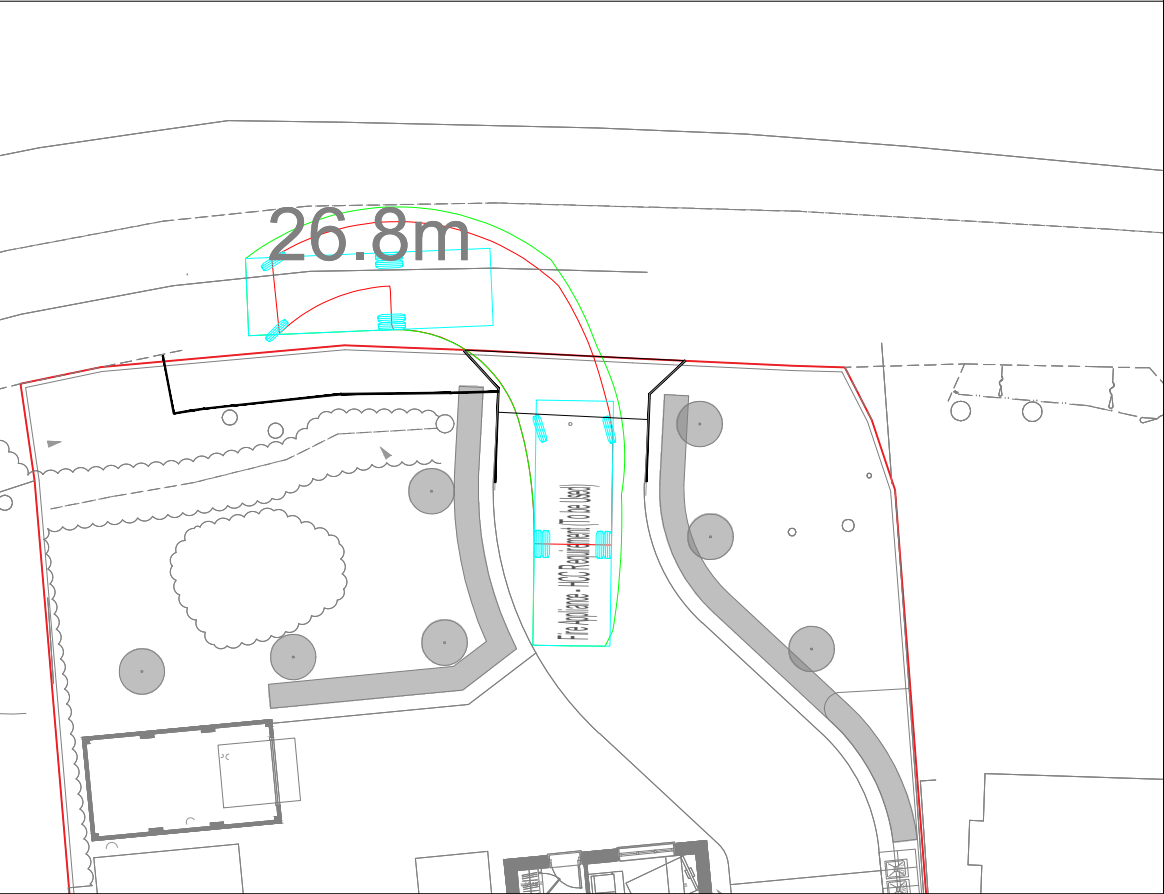
FIRE TENDER TURNING RIGHT OUT OF THE SITE



FIRE TENDER TURNING LEFT INTO THE SITE



FIRE TENDER TURNING LEFT OUT OF THE SITE

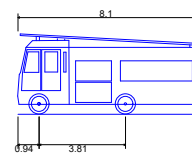


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6. VEHICLES ARE TRACKED AT 10MPH IN LINE WITH HCC TG2 GUIDANCE.

VEHICLE PROFILE



Fire Appliance - HCC Requirement (To be Used)	
Overall Length	8.100m
Overall Width	2.550m
Overall Body Height	3.541m
Min Body Ground Clearance	0.426m
Track Width	2.550m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.750m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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P01	FIRST ISSUE	07.05.24	CID	SKB

Rev	Description	Date	By	App'd
	Date Created	02.05.24	Drawn By	CID
	Approved By	SKB	Suitability Code	-
PBA Project Number		143.0034	Scale	1:250 (AT A3)
PBA Drawing No:				143.0034-0005
				Revision
				P04

Project Name

OKLAHOMA, LONG COPSE LANE,
WESTBOURNE

Project Phase

PRELIMINARY

Title

UPGRADED SITE ACCESS FIRE
TENDER SWEEP PATH
ANALYSIS

paulbasham
associates

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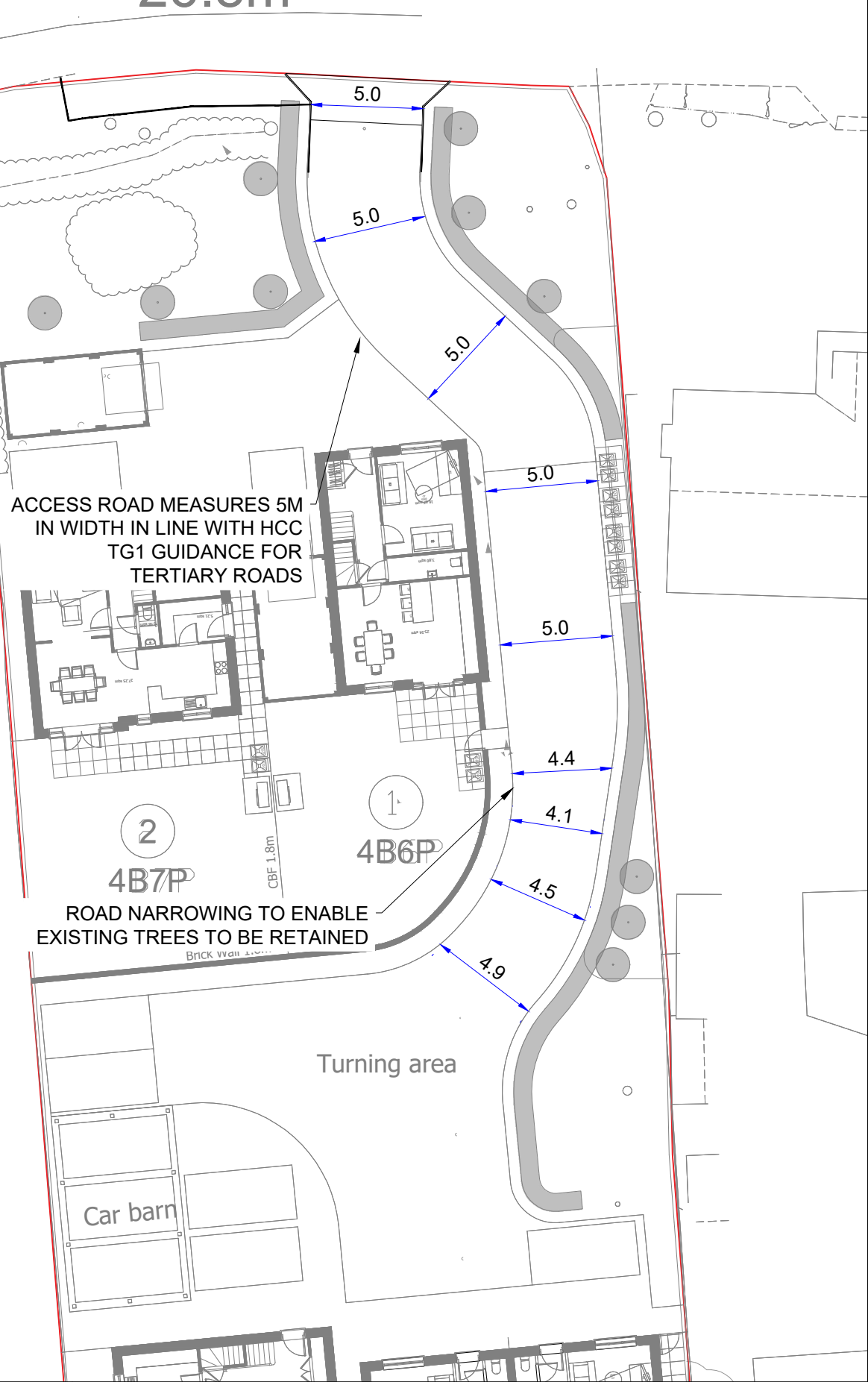
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Appendix G

CARS PASSING ALONG ACCESS ROAD



ACCESS ROAD MEASUREMENTS

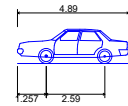


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- 6. VEHICLES ARE TRACKED AT 10MPH IN LINE WITH HCC TG2 GUIDANCE.

VEHICLE PROFILE



Large Family Car 1	4.890m
Overall Length	1.940m
Overall Width	1.512m
Overall Body Height	0.273m
Min Body Ground Clearance	1.890m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to kerb Turning Radius	



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Date Created		Drawn By	Approved By	Suitability Code
17.06.24		CID	SKB	-
PBA Project Number		Scale		
143.0034		1:250	(AT A3)	
PBA Drawing No:				Revision
143.0034-0006				P03

Project Name

OKLAHOMA, LONG COPSE LANE, WESTBOURNE

Project Phase

PRELIMINARY

Title

INTERNAL LARGE CAR SWEEP PATH ANALYSIS

paulbasham associates

Paul Basham Associates Ltd

The Bothy, Cams Hall Estate, Fareham, PO16 8UT

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Client

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SKB

Suitability Code

-

PBA Project Number

143.0034

Scale

1:250

(AT A3)

PBA Drawing No:

143.0034-0006

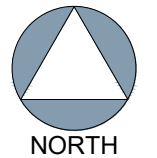
Revision

P03

Appendix H

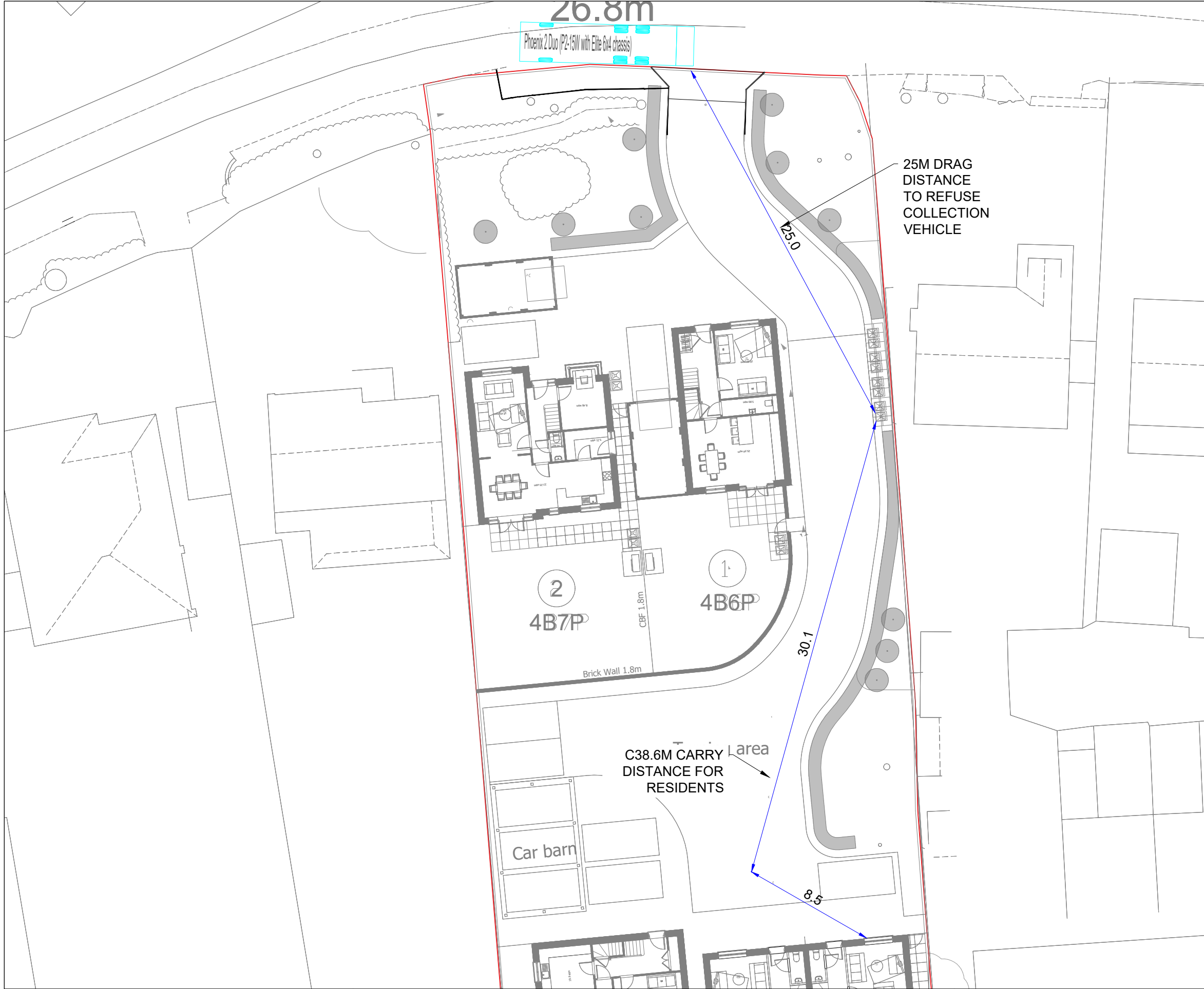
GENERAL NOTES

- ### VEHICLE PROFILE



PRELIMINARY
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P01	FIRST ISSUE		18.10.24	TNP	CID
Rev	Description		Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code		
15.10.24	TNP	CID	-		
PBA Project Number		Scale			
143.0034		1:250 (AT A3)			
PBA Drawing No:				Revision	
143.0034-0008				P02	



Project Name OKLAHOMA, LONG COPSE LANE, WESTBOURNE	Title INDICATIVE BIN STORE LOCATION AND CARRY DISTANCES	 paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT
Project Phase PRELIMINARY			

Appendix I

VAN TURNING AROUND ON SITE



FIRE TENDER TURNING AROUND ON SITE

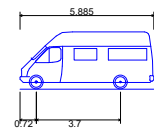


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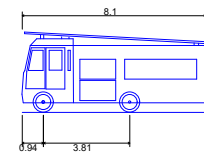
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VEHICLE PROFILE



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



Fire Appliance - HCC Requirement (To be Used)
Overall Length 8.100m
Overall Width 2.550m
Overall Body Height 3.541m
Min Body Ground Clearance 0.426m
Track Width 2.550m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.750m



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PBA Project Number		Scale		
143.0034		1:250	(AT A3)	
PBA Drawing No:			Revision	
143.0034-0007			P03	

Project Name
OKLAHOMA, LONG COPSE LANE,
WESTBOURNE

Project Phase
PRELIMINARY

Title
DELIVERY VAN AND FIRE
TENDER INTERNAL SWEEP
PATH ANALYSIS

paulbasham
associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
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Client
PRIVATE CLIENT

Appendix J



Road Safety Audit Stage 1

Section 278 Works

Oklahoma

Long Copse Lane

Emsworth

Hampshire

Date: 20th November 2024

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Oklahoma, Long Copse Lane

Report Title Road Safety Audit Stage 1

Revision

Status Final

Record of Issue

Document Ref PBA/24/143.0034/1/MM	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision - Final	Martin Morris	Bryan Shawyer		20 th November 2024
Designers Response	Tom Purnell	Caroline Duff	<i>C.I. Duff</i>	25 th November 2024
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Caroline Duff	-
Paul Basham Associates	Tom Purnell	

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1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Stage 1 Audit that are outside the terms of reference	7
5 Auditors Statement	8
Appendix A..... List of drawings	
Appendix B..... Comment location drawing	
Appendix C..... Road Safety Audit Decision Log.	
Appendix D..... Design Organisation Statement.	
Appendix E..... Overseeing Organisation Statement.	

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with a new residential development of 5 units off Long Copse Lane, Emsworth, including:

- The provision of a vehicle crossing access.
- The stopping up of the existing vehicle access.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UTV on behalf of Hampshire County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken in accordance with GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in November 2024 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the afternoon of the 13th November 2024 between 12:00 and 12:30. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were low. There were no pedestrian movements and no cyclist movements observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standard.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous Audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comments were raised in this section.

3.2 Local Alignment

3.2.1 No comments were raised in this section.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed access.

Summary: Insufficient capacity or queuing could lead to driver frustration and rear end shunt or side impact collisions.

Visibility splays have been provided for assessment where the visibility splay in the primary direction is 2m by 31m and 2m by 21m in the secondary direction, which equates to 85th percentile approach speeds below 30mph. Whilst vehicle speeds were observed as being low, there is concern that this splay may be insufficient for vehicle approach speeds. This could lead to rear end shunt, head on or side impact collisions.

RECOMMENDATION

It is recommended that vehicle speeds should be provided to justify the visibility splay lengths.

3.4 Non-Motorised User Provision

3.4.1 No comments were raised in this section.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comments were raised in this section.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 20/11/2024

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 20/11/2024

M & S Traffic

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Gillingham
Kent ME7 3EX



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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
143.0034-0002-P03	Upgraded Site Access Visibility Splays.
143.0034-0003 P03	Upgraded Site Access Delivery Van Swept Paths
143.0034-0004 P03	Upgraded Site Access Large Car Swept Paths
143.0034-0005-P03	Upgraded Site Access Fire Tender Swept Paths
143.0034-0009-P01	Upgraded Site Access Visibility Splays to Align with App/21/00893 Proposals

Supporting Documentation:

- Emails Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: S278 Work, Oklahoma, Long Copse Lane, Emsworth , Road Safety Audit Stage 1

Date Audit Completed: 20th November 2024

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 PROBLEM Location: Proposed access. Summary: Insufficient capacity or queuing could lead to driver frustration and rear end shunt or side impact collisions. Visibility splays have been provided for assessment where the visibility splay in the primary direction is 2m by 31m and 2m by 21m in the secondary direction, which equates to 85th percentile approach speeds below 30mph. Whilst vehicle speeds were observed as being low, there is concern that this splay may be insufficient for vehicle approach speeds. This	It is recommended that vehicle speeds should be provided to justify the visibility splay lengths.	Two 7-day ATC surveys were undertaken between 24th to 30th April 2024, c20m either side of the site access to understand the existing traffic flows and actual vehicle speeds along Long Copse Lane. The recorded vehicle speeds of 22.8mph westbound and 17.4mph eastbound require a visibility splay measuring to 29m in the primary direction and to 21m in the secondary direction (in line with HCC's TG3 guidance). However, at the pre-application stage HCC requested that wet weather speeds are applied and the required y-distances for the visibility splays are 31.0m in the primary direction towards Wraysbury Park Drive and 21.0m in the secondary direction towards Hollybank Lane. Therefore, the visibility splay drawing has shown visibility splays to the required vehicle speeds, plus the additional length for wet weather speeds as required by HCC.		

could lead to rear end shunt, head on or side impact collisions.				
--	--	--	--	--

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: S278 Works, Oklahoma, Long Copse Lane, Emsworth , Road Safety Audit Stage 1	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Caroline Duff
Signed	<i>C.I. Duff</i>
Position	Transport Planner
Organisation	Paul Basham Associates Ltd
Date	25.11.24

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: S278 Works, Oklahoma, Long Copse Lane, Emsworth , Road Safety Audit Stage 1	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

Appendix K

Calculation Reference: AUDIT-247601-240617-0601

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	MW MEDWAY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 24 (units:)
Range Selected by User: 6 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

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

Selected survey days:

Monday 2 days
Wednesday 2 days
Thursday 1 days

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

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
Edge of Town 2

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

Selected Location Sub Categories:

Residential Zone 5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	3 days
No	2 days

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

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	HF-03-A-05	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	8		
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL	
3	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL	
4	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
5	WK-03-A-03	DETACHED HOUSES		WARWICKSHIRE
	BRESE AVENUE			
	WARWICK			
	GUYS CLIFFE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KC-03-A-09	Houses and flats

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	17	0.095	5	17	0.262	5	17	0.357
08:00 - 09:00	5	17	0.274	5	17	0.429	5	17	0.703
09:00 - 10:00	5	17	0.155	5	17	0.119	5	17	0.274
10:00 - 11:00	5	17	0.107	5	17	0.202	5	17	0.309
11:00 - 12:00	5	17	0.143	5	17	0.131	5	17	0.274
12:00 - 13:00	5	17	0.190	5	17	0.214	5	17	0.404
13:00 - 14:00	5	17	0.202	5	17	0.143	5	17	0.345
14:00 - 15:00	5	17	0.250	5	17	0.226	5	17	0.476
15:00 - 16:00	5	17	0.238	5	17	0.214	5	17	0.452
16:00 - 17:00	5	17	0.286	5	17	0.155	5	17	0.441
17:00 - 18:00	5	17	0.214	5	17	0.202	5	17	0.416
18:00 - 19:00	5	17	0.250	5	17	0.179	5	17	0.429
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.404			2.476			4.880

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

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

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Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

8 - 24 (units:)
 01/01/16 - 05/06/23
 5
 0
 0
 2
 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	17	0.000	5	17	0.000	5	17	0.000
08:00 - 09:00	5	17	0.024	5	17	0.024	5	17	0.048
09:00 - 10:00	5	17	0.000	5	17	0.000	5	17	0.000
10:00 - 11:00	5	17	0.000	5	17	0.000	5	17	0.000
11:00 - 12:00	5	17	0.000	5	17	0.000	5	17	0.000
12:00 - 13:00	5	17	0.000	5	17	0.000	5	17	0.000
13:00 - 14:00	5	17	0.000	5	17	0.000	5	17	0.000
14:00 - 15:00	5	17	0.000	5	17	0.000	5	17	0.000
15:00 - 16:00	5	17	0.012	5	17	0.012	5	17	0.024
16:00 - 17:00	5	17	0.000	5	17	0.000	5	17	0.000
17:00 - 18:00	5	17	0.000	5	17	0.000	5	17	0.000
18:00 - 19:00	5	17	0.000	5	17	0.000	5	17	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	17	0.000	5	17	0.000	5	17	0.000
08:00 - 09:00	5	17	0.012	5	17	0.012	5	17	0.024
09:00 - 10:00	5	17	0.012	5	17	0.012	5	17	0.024
10:00 - 11:00	5	17	0.000	5	17	0.000	5	17	0.000
11:00 - 12:00	5	17	0.000	5	17	0.000	5	17	0.000
12:00 - 13:00	5	17	0.000	5	17	0.000	5	17	0.000
13:00 - 14:00	5	17	0.000	5	17	0.000	5	17	0.000
14:00 - 15:00	5	17	0.000	5	17	0.000	5	17	0.000
15:00 - 16:00	5	17	0.000	5	17	0.000	5	17	0.000
16:00 - 17:00	5	17	0.000	5	17	0.000	5	17	0.000
17:00 - 18:00	5	17	0.000	5	17	0.000	5	17	0.000
18:00 - 19:00	5	17	0.000	5	17	0.000	5	17	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	17	0.012	5	17	0.000	5	17	0.012
08:00 - 09:00	5	17	0.024	5	17	0.036	5	17	0.060
09:00 - 10:00	5	17	0.036	5	17	0.000	5	17	0.036
10:00 - 11:00	5	17	0.000	5	17	0.024	5	17	0.024
11:00 - 12:00	5	17	0.000	5	17	0.000	5	17	0.000
12:00 - 13:00	5	17	0.024	5	17	0.024	5	17	0.048
13:00 - 14:00	5	17	0.024	5	17	0.012	5	17	0.036
14:00 - 15:00	5	17	0.000	5	17	0.012	5	17	0.012
15:00 - 16:00	5	17	0.036	5	17	0.012	5	17	0.048
16:00 - 17:00	5	17	0.012	5	17	0.012	5	17	0.024
17:00 - 18:00	5	17	0.012	5	17	0.048	5	17	0.060
18:00 - 19:00	5	17	0.036	5	17	0.000	5	17	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.216			0.180			0.396

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	17	0.071	5	17	0.226	5	17	0.297
08:00 - 09:00	5	17	0.179	5	17	0.345	5	17	0.524
09:00 - 10:00	5	17	0.131	5	17	0.095	5	17	0.226
10:00 - 11:00	5	17	0.095	5	17	0.190	5	17	0.285
11:00 - 12:00	5	17	0.095	5	17	0.107	5	17	0.202
12:00 - 13:00	5	17	0.155	5	17	0.155	5	17	0.310
13:00 - 14:00	5	17	0.179	5	17	0.107	5	17	0.286
14:00 - 15:00	5	17	0.238	5	17	0.214	5	17	0.452
15:00 - 16:00	5	17	0.179	5	17	0.167	5	17	0.346
16:00 - 17:00	5	17	0.250	5	17	0.143	5	17	0.393
17:00 - 18:00	5	17	0.190	5	17	0.202	5	17	0.392
18:00 - 19:00	5	17	0.226	5	17	0.155	5	17	0.381
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.988			2.106			4.094

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	17	0.024	5	17	0.036	5	17	0.060
08:00 - 09:00	5	17	0.048	5	17	0.036	5	17	0.084
09:00 - 10:00	5	17	0.012	5	17	0.012	5	17	0.024
10:00 - 11:00	5	17	0.012	5	17	0.012	5	17	0.024
11:00 - 12:00	5	17	0.048	5	17	0.024	5	17	0.072
12:00 - 13:00	5	17	0.036	5	17	0.060	5	17	0.096
13:00 - 14:00	5	17	0.024	5	17	0.036	5	17	0.060
14:00 - 15:00	5	17	0.012	5	17	0.012	5	17	0.024
15:00 - 16:00	5	17	0.048	5	17	0.036	5	17	0.084
16:00 - 17:00	5	17	0.036	5	17	0.012	5	17	0.048
17:00 - 18:00	5	17	0.012	5	17	0.000	5	17	0.012
18:00 - 19:00	5	17	0.024	5	17	0.024	5	17	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.336			0.300			0.636

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	17	0.000	5	17	0.000	5	17	0.000
08:00 - 09:00	5	17	0.012	5	17	0.012	5	17	0.024
09:00 - 10:00	5	17	0.000	5	17	0.000	5	17	0.000
10:00 - 11:00	5	17	0.000	5	17	0.000	5	17	0.000
11:00 - 12:00	5	17	0.000	5	17	0.000	5	17	0.000
12:00 - 13:00	5	17	0.000	5	17	0.000	5	17	0.000
13:00 - 14:00	5	17	0.000	5	17	0.000	5	17	0.000
14:00 - 15:00	5	17	0.000	5	17	0.000	5	17	0.000
15:00 - 16:00	5	17	0.000	5	17	0.000	5	17	0.000
16:00 - 17:00	5	17	0.000	5	17	0.000	5	17	0.000
17:00 - 18:00	5	17	0.012	5	17	0.000	5	17	0.012
18:00 - 19:00	5	17	0.000	5	17	0.000	5	17	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.012			0.036

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

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