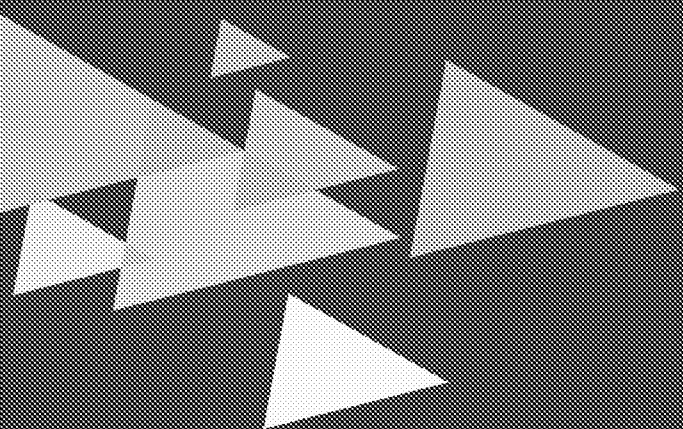




Proposed Day Nursery
Land at Aldingbourne Country Centre, West
Sussex

Transport Statement

For

Aldingbourne Trust

Document Control Sheet

Proposed Day Nursery

Land at Aldingbourne Country Centre, West Sussex

Aldingbourne Trust

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Aldingbourne Trust (the applicant) to accompany a planning application for the change of use of an existing vacant building at Aldingbourne Country Centre (the site) to a day nursery (Land Use Class E(f)).
- 1.2 The site is located to the west of Blackmill Lane, north of the A27, approximately 9.5 kilometres north-east of Chichester. The site falls within the administrative boundaries of Arun District Council (Local Planning Authority) and West Sussex County Council (WSCC, County Highway Authority).
- 1.3 The Aldingbourne Trust supports young adults with learning disabilities and/or autism in education, training, and specialist care, particularly through partnerships with local businesses. The Country Centre provides a host of facilities including for example a small animal farm, cafe, gift shop, garden centre, soft play area, outdoor play, woodland walk, craft workshops, furniture workshops and conference facilities. These facilities are staffed and supported by young people and are open to the public.
- 1.4 The site to which this Transport Statement relates comprises an existing vacant building of approximately 61 square metres within the wider Country Centre. The building was previously used as a shop associated with the Country Centre. The shop relocated into the visitor centre, which was completed approximately three years ago. As such, the building has become surplus to requirements. The application proposals seek change of use of this existing vacant building to a children's day nursery to be operated by an independent third party with capacity for 21 children and employing six members of staff.
- 1.5 This Transport Statement provides details on the application proposals, including the proposed operation of the nursery and addresses the highway aspects relating to the development, namely ensuring the proposals include suitable access, parking and servicing arrangements as well as measures to encourage more sustainable modes of travel, where possible, and consideration of the impact of the proposal in traffic terms.
- 1.6 The remainder of this Transport Statement is arranged as follows:
 - ❖ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
 - ❖ Section 3 outlines information on the existing site and surrounding area as well as an overview of accessibility of the site by more sustainable forms of transport and a review of road safety;
 - ❖ Section 4 provides an overview of the development and sets out the proposed site access, parking and servicing arrangements;
 - ❖ Section 5 considers the anticipated level of traffic associated with the proposals;
 - ❖ Section 6 summarises measures to encourage more active and sustainable travel and manage car demand among staff, set out within a Travel Plan Statement that accompanies the application; and
 - ❖ Section 7 summarises the key findings of the report.

2.0 Policy Context

Overview

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

- National Planning Policy Framework – February 2019;
- Arun Local Plan 2011-2031 – July 2018; and
- Aldingbourne Neighbourhood Development Plan 2019-2031 – July 2021.

National Policy

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) was first published in July 2018 and updated in February 2019 (with additional amendments to relating to on-shore oil and gas exploration in May 2019). The NPPF was further revised in July 2021.

- 2.3 The document sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. It also indicates that planning decisions should have regard to local circumstances.

- 2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with paragraph 104 stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

- 2.5 In promoting sustainable transport, the document identifies at paragraph 105 that:

"The planning system should actively manage patterns of growth.... Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

- 2.6 However, the paragraph further recognises that:

"... opportunities to maximise sustainable transport solutions will vary between urban and rural areas."

- 2.7 With regard to car parking, the NPPF does not refer to maximum or minimum car parking standards for new development, and instead promotes a flexible approach to car parking provision having regard to the accessibility of a development by non-car modes, local car ownership and the need to ensure adequate provision for 'plug-in' and other ultra-low emission vehicles. Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

2.8 With regard to transport and development, paragraph 110 of the NPPF states that:

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

- ✧ *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ✧ *Safe and suitable access to the site can be achieved for all users;*
- ✧ *The design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code; and*
- ✧ *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.9 Paragraph 111 continues to state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe."

Local Plan

2.10 Local planning policies for Arun District are set out in the adopted Local Plan, which is used in the determination of planning applications. The policies of relevance to the proposed development, in transport terms, set out within the adopted Local Plan include:

- ✧ Policy T SP1 – Transport and Development: This policy indicates the District Council will support development that reduces the need to travel by car, improves access to public transport services, provides safe access to the highway network and promotes low-carbon energy vehicles. Proposals should further give priority to pedestrian and cycle movements, include appropriate levels of parking, accommodate efficient delivery of goods/services and consider the needs of people with disabilities.
- ✧ Policy T DM1 – Sustainable Travel and Public Rights of Way: Outlines that development proposals must be located within easy access of public transport and walking/cycling networks/green infrastructure connecting development with key destinations, include provision for pedestrians and cyclists, such as cycle parking and contribute to a joined up cycle/public rights of way network.
- ✧ Policy SKILLS SP1 – Employment & Skills: This policy indicates, among other criteria, that the Council will encourage development proposals that provide for the development of childcare facilities within or close proximity to employment sites.

2.11 Pursuant to policy T SP1 parking standards are outlined in the Arun District adopted 'Parking Standards' supplementary planning document (SPD), January 2020. This indicates that provision for car and cycle parking for non-residential institutions should be based on a site-specific assessment having regard to any travel plan and needs of the development. The WSCC 'Guidance on Parking at New Development' (September 2020) indicates the same requirement for day nurseries. Against this background, it is considered that parking provision for cars, cycles and other vehicles (such as electric and delivery vehicles and blue badge users) will be subject to an individual assessment.

Aldingbourne Neighbourhood Development Plan

2.12 The Aldingbourne Neighbourhood Plan was initially 'made' by Arun District Council in October 2016 and updated in July 2021. The plan provides a vision for the future of the Parish, and sets out clear policies, principles and objectives. The policies of relevance to transport are cited below:

- Policy GA1 – Promoting Sustainable Movement: Development proposals that increase travel demand will be supported where they can demonstrate that:
 - *they extend or improve walking and cycling routes by making land available for those purposes or by means of financial contributions through legal agreements or (when adopted for the District) the Community Infrastructure Levy;*
 - *they are located in places accessible to public and community transport or can improve the accessibility of the site to public and community transport by contributing to the provision of enhanced services;*
 - *they do not result in the loss of any existing footpaths or cycle paths."*
- Policy GA2 – Footpath and Cycle Path network: *Support will be given to proposals that improve and extend the existing footpath and cycle path network, allowing better access to the local amenities and services, to green spaces, to any new housing and to the open countryside. The loss of existing footpaths and cycle paths will be resisted; and*
- Policy GA3 – Parking and New Development: *Proposals must provide adequate parking in accordance with the standards adopted at the time. Proposals that would result in a loss of parking spaces either on or off street will be resisted.*

Summary

2.13 On the basis of the policy review within this section, it is evident that the location of an application site in relation to sustainable modes of transport is a key consideration when assessing development proposals. Both local policies and the NPPF recognise that car parking provision should be determined by local factors. It is clear from the NPPF that development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development on the road network would be severe.

3.0 Baseline Conditions

Site & Surrounding Area

- 3.1 The site is located within land forming Aldingbourne Country Centre, positioned to the west of Blackmill Lane, north of the A27, approximately 9.5 kilometres north-east of Chichester. The site falls within the administrative boundaries of Arun District Council and West Sussex County Council (WSCC), on the edge of the South Downs National Park (SDNP). The surrounding area is predominantly rural in character and the A27 runs to the south of Blackmill Lane and the site. The location of the Country Centre and application site within this wider area is identified on the plan below.

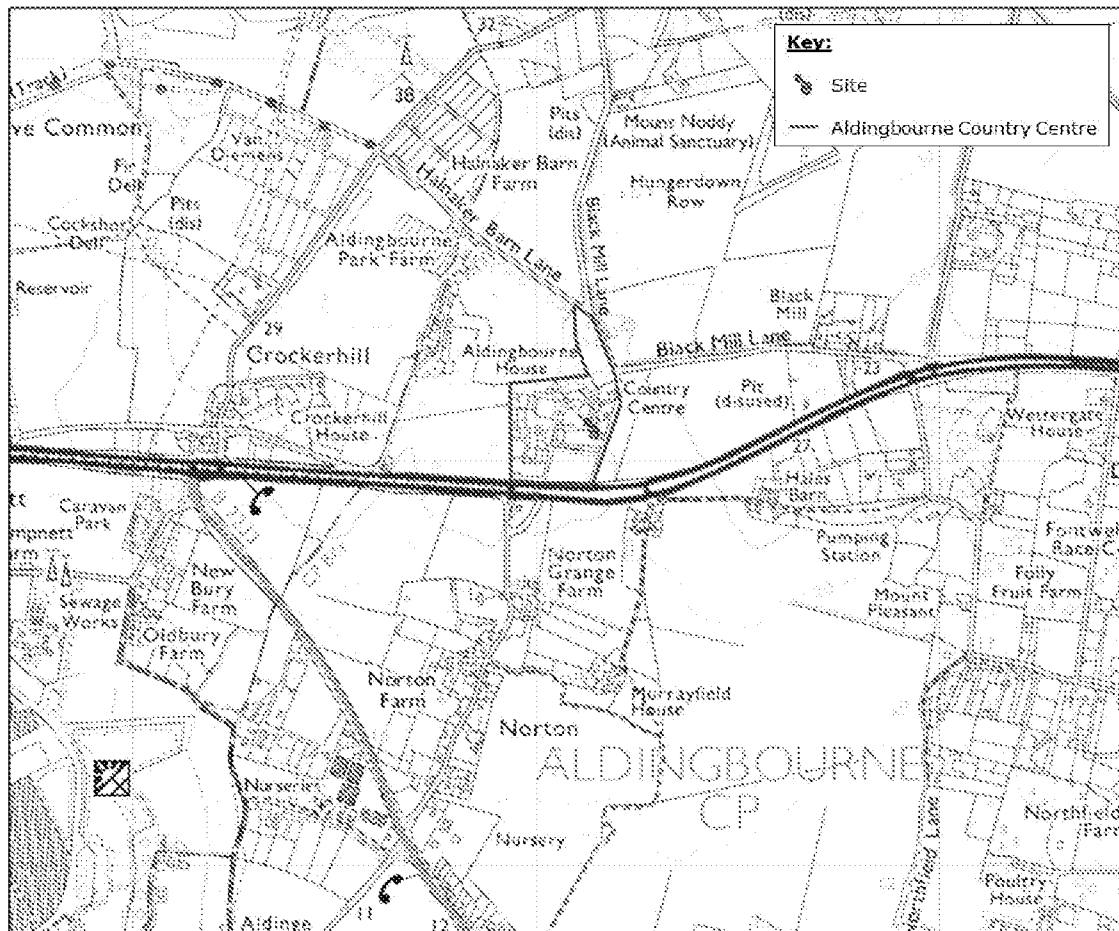


Figure 3.1 - Site Location

- 3.2 The site comprises an existing vacant building of approximately 61 square metres within the wider Aldingbourne Country Centre. The building was previously used as a shop associated with the Country Centre, by the Aldingbourne Trust. The Trust supports young adults with learning disabilities and/or autism in education, training, and specialist care, particularly through partnerships with local businesses. The Country Centre provides a host of facilities including for example a small animal farm, cafe, gift shop, garden centre, soft play area, outdoor play, woodland walk, craft workshops, furniture workshops and conference facilities. These facilities are staffed and supported by young people and are open to the public seven days a week between 10:00 and 16:00 hours. The shop is now located within a new visitor centre and so the building where it was previously located is surplus to requirements.

Planning Background

- 3.3 Planning permission was granted in April 2013 for the provision of a new visitor building with extension and reconfiguration of existing facilities (offices, conference centre and café, kitchens for example) and new landscaping and parking at Aldingbourne Country Centre. The application (planning reference: AL/110/12) was accompanied by a Transport Statement and Outline Travel Plan (both dated October 2012). As part of the proposals enhancements to Blackmill Lane have been implemented, including widening and provision of a series of passing places on the section of lane leading south towards the new visitor centre. Improvements to road markings at the Blackmill Lane junction/northern site access to the Country Centre were also implemented as part of this permission. Car parking provision was increased from 80 to 120 spaces, plus an informal overflow area, with an increase in provision for disabled users. Provision was also made for cycle parking. No objections were raised by WSCC as local highway authority, or the Highways Agency (now National Highways) to the proposals. It is understood that the new visitor centre opened in August 2018.

Highway Network

Local Network

- 3.4 There are two points of existing access to Aldingbourne Country Centre, off the southern section of Blackmill Lane. The northern access currently provides access to deliveries, wood sales and horse rug wash and an informal parking area, with the southern point providing access to the visitor centre and car park, which opened in 2018.
- 3.5 Blackmill Lane is a single carriageway road and is subject to a 60 miles per hour (mph) speed limit. As described above the section of Blackmill Lane leading south provides access to the Country Centre and includes a series of passing places.
- 3.6 Approximately 800 metres to the east of the Country Centre, Blackmill Lane connects with Britten's Lane, where access to the A27 eastbound can be gained, and an exit for westbound traffic. The A27 forms part of the strategic road network managed by National Highways, providing a connection between Portsmouth and Eastbourne. Fontwell West Roundabout is located approximately 1 kilometre east along the A27 of this junction, which provides access to the A27 westbound towards Chichester, or continuing east towards Arundel.
- 3.7 The section of Blackmill Lane leading north from the site connects to Halnaker Barn Road, enroute to Crockerhill where further access to/exit from the A27 east is available. Blackmill Lane continues north into the South Downs National Park, towards Eartham and the A285 at Ides Common.

Existing Vehicle Movements

- 3.8 To understand the existing number of vehicles accessing the visitor centre car park off Blackmill Lane and vehicle speeds on the lane, an independent traffic surveillance company was commissioned to complete a number of traffic surveys. An automated traffic counter (ATC) was installed on the southern section of Blackmill Lane between the northern and southern site accesses for a seven day period commencing 22nd May 2022. Manual classified turning counts (MCTC) were also completed on Tuesday 24th May between 08:00 and 18:00 hours to understand turning movements at the northern site access and junction to the north. Full survey results are provided in *Appendix A*.
- 3.9 The table below summarises average vehicle movements on the southern section of Blackmill Lane during the survey period, as well as the recorded 85th percentile speed of vehicles from the ATC survey. It is understood a small conference was held at the visitor centre on Wednesday 25th May for 16 people.

Direction	Number of Vehicles		85th Percentile Vehicle Speed (mph)
	5-Day Average	7-Day Average	
Northbound	96	87	22.8
Southbound	97	88	23.5

Table 3.1 – Summary of ATC survey Results (May 2022)

- 3.10 It is evident from the survey data that the section of Blackmill Lane leading to the Country Centre visitor centre is lightly trafficked and that vehicles are generally travelling significantly below the posted speed limit (60 mph).
- 3.11 The table below summarises the total number of daily vehicle movements using the existing northern and southern site accesses, based on the manual turning count surveys completed on Tuesday 24th May.

Site Access	Arrivals	Departures
Northern	65	63
Southern	75	81

Table 3.2 – Summary of MCTC Surveys (May 2022) – Site Access Vehicle Movements (08:00 to 18:00)

Road Safety

- 3.12 Reference to the Sussex Safer Road Partnership data portal indicates there have been no personal injury accidents on Blackmill Lane in the most recent 5-year period. This includes the extent of Blackmill Lane serving the Country Centre, as well as the route between the site and Brittens Lane (to the east), the Crockerhill to Eartham road and Halnaker Barn Road. An extract of the SSRP data portal information local to the site is included in Appendix B. The closest incidents occurred on the A27 near the Britten's Lane junction. Having regard to this data, it is considered the existing local highway network does not suffer from any existing defects that contribute to a higher than average numbers of PIAs.

Sustainable Transport Accessibility

Overview

- 3.13 Walking and cycling are generally considered sustainable alternative methods of transport to the private car. Furthermore, such modes of transport are also considered for longer journeys as ways of accessing other methods of travel such as the bus or train. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- ✧ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
 - ✧ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).
- 3.14 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".

- 3.15 Paragraph 110 of the NPPF (referenced in section 2) indicates that, in assessing planning applications, it should be ensured that appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location. It is acknowledged that there are limited opportunities to travel to the site by more sustainable forms of transport and as such, the private vehicle will likely be the predominant means of travel to the site, particularly for parents/carers dropping off and collecting children to the proposed nursery. The following paragraphs provide an overview of the accessibility of the site by walking, cycling and public transport for completeness. Further, the application is supported by a Travel Plan Statement, which seeks to encourage more sustainable travel choices, particularly among staff.

Walking & Cycling

- 3.16 There are no existing footways on Blackmill Lane or the surrounding roads, which therefore operate as shared surfaces. Survey data introduced earlier in this section identifies that Blackmill Lane is lightly trafficked. The site is situated in a remote location, which limits the potential for walking due to the distance to nearby settlements and the A27 restricts access to villages to the south. However, existing pedestrian/cycle crossings are available in the vicinity of the A27 junction with Britten's Lane, Norton Lane and Crockershill providing onward access to the residential areas of Eastergate and Westergate, and Aldingbourne. However, these do not provide direct routes and require users to cross two lanes of traffic in each direction and routes to the south also generally do not benefit from footways.
- 3.17 Similarly, there are no dedicated cycle routes on the roads in the immediate vicinity of the site and so cyclists also use the carriageway. There is a shared pedestrian/cycle route along the southern side of the A27, which can be accessed via the crossing points described previously.

Public Transport

- 3.18 The nearest bus stops to the site are located approximately 1.9 kilometres west of the site on Nyton Road to the south of the A27 at Crockerhill. These stops (known as 'Marsh Lane') are served by routes 85 and 85A. These stops comprise a simple flag and post. A summary of the bus services available from these stops is provided in the table below, based on information available on the WSCC and Traveline websites.

Service	Route	Approximate Weekday Frequency
85	Arundel-Walberton-Fontwell-Barnham-Chichester	4 buses a day; 2 in the morning between 06:55-08:38 and 2 in the afternoon between 12:00-13:00 and 15:55-16:38
85A	Arundel-Walberton-Fontwell-Barnham-Chichester	2 buses a day; one between 9:00-10:00 and one between 13:00-14:00

Table 3.3 – Existing Bus Services

- 3.19 Barnham railway station is located approximately 5.2 kilometres to the south-east of the site, equating to an approximate 18-minute cycle journey. The station forms part of the network managed by Southern and benefits from services to Brighton, Havant, Littlehampton, Bognor Regis, Chichester, London, Portsmouth and Southampton. The station also includes parking for circa 60 cycles and 130 cars (with car parking requiring payment).

Census Data

- 3.20 In order to assess the relative attractiveness of the sustainable modes of transport that the site has access to, the 2011 Census has been interrogated to establish how people working in the area currently travel to work (Output Area E02006544 includes the site).

Mode	Output Area E02006544	Arun District
Underground	0%	0%
Rail	7%	3%
Bus	1%	3%
Car/van driver	73%	67%
Car/van passenger	6%	7%
Motorcycle	1%	1%
Pedal cycle	4%	5%
On foot	7%	14%
Taxi	0%	0%
Other	1%	1%
TOTAL	100%	100%

Table 3.4 – Travel to Work Data (2011 Census) – Workday Population

- 3.21 As with the rest of Arun District, the data above indicates that the predominant mode of transport for travelling to work in the area is the private car. However, it is noteworthy that circa 25% of people that work in the identified output area travel via sustainable modes of transport (i.e. public transport, walking, cycling and car sharing. However, it is noted that the output area also includes the settlements of Eastergate, Westergate and Barnham, with the site being a more remote location within the output area.

Summary

- 3.22 The site is located approximately 9.5 kilometres to the north-east of Chichester on the edge of the SDNP. Vehicle speeds on Blackmill Lane in the vicinity of the Country Centre are below the posted speed limit and the local roads are relatively lightly trafficked. A review of road safety of the adjoining local highway network has not identified any existing issues that contribute to a higher than average number of personal injury accidents. The opportunities to travel to the site by the more sustainable forms of travel are limited. The next section of this report provides information on the development proposals subject of this Transport Statement.

4.0 Proposed Development

Overview

- 4.1 The planning application seeks permission for the change of use of an existing vacant building within the Aldingbourne Country Centre to a children's day nursery (land Use Class E(f)).
- 4.2 The building, approximately 61 square metres gross internal area (GIA), was previously used as a shop associated with the Country Centre. The shop relocated into the visitor centre, which was completed approximately three years ago. As such, the building has become surplus to requirements.
- 4.3 It is proposed that the day nursery will be operated by an independent third party, "Seasons" providing a day nursery where children will be able to make use of the wide range of existing facilities present within the Country Centre. The site layout plan is attached for reference at [Appendix C](#). The proposed nursery will cater for up to 21 children between the ages of 2 and 5 years and will operate between 08:30 and 16:30 hours Monday to Friday, 48 weeks per year. Morning sessions will run until 12:30 hours, with the afternoon session commencing at this time. The nursery will employ up to six full-time members of staff. Space is available within the site for car and cycle parking and to enable children to be dropped off and collected at the beginning and end of their nursery session.
- 4.4 The remainder of this section outlines the proposed access, parking and servicing arrangements associated with the application proposals.

Access

- 4.5 Vehicular and pedestrian access to the site will be achieved via the existing point from Blackmill Lane, forming the southern access to Aldingbourne Country Centre. As described in section 3, enhancements to access arrangements to serve the visitor centre were made as part of the 2012 application. The section of Blackmill Lane leading to the visitor centre is lightly trafficked and narrow in width, although the section beyond the northern access includes a series of passing places, installed as part of the visitor centre approved in 2013. It is therefore considered suitable access to the site can be achieved via the existing point.
- 4.6 The southern access to the Country Centre currently serves the visitor centre and car park, which accommodates 98 formally laid out spaces for cars, including 16 disabled parking bays. It also includes a grasscrete section for informal parking at the north-eastern end of the car park, also used as an assembly point. A pedestrian route leads off this grasscrete area, leading to the existing building, which provides pedestrian access to the proposed nursery.

Parking

Car Parking

- 4.7 The existing area of grasscrete adjacent to the visitor centre car park is proposed to be used for staff and visitor parking associated with the day nursery. It is estimated this area has capacity for circa 10 to 14 vehicles to park, although spaces are not formally laid out. It is proposed that this area will also be used by parents/carers dropping off and collecting children from the nursery. It is anticipated that disabled drivers will also be able to use the shared parking area, or existing disabled parking bays within the visitor centre car park.
- 4.8 Having regard to parking standards introduced in section 2, car parking provision should be based on a site-specific assessment to understand potential demand for parking associated with the development proposals. Given the location of the site and nature of the proposed use, it is anticipated that the private car will likely be the predominant means of travel to the site, particularly for parents/carers dropping off and collecting children to the proposed nursery.

- 4.9 The shared parking area to be used by the day nursery has capacity to accommodate circa 10 to 14 cars. It is anticipated that 6 staff vehicles will be parked in this area during the day, which leaves 4 to 8 spaces for parents/carers dropping off and collecting children at the beginning and end of the nursery day. Given the nursery has capacity for 21 children, and assuming drop-off/collection takes approximately 10 to 15 minutes and is staggered over a 90 minute period, it is considered there is sufficient space within the shared parking area to accommodate demands associated with the proposals. Notwithstanding this, the visitor centre opens to the public at 10:00 and closes at 16:00 and so space will be available within the main car park, which could be used by the nursery outside these times, in the unlikely event the shared grasscrete parking area is full. It is therefore considered appropriate provision is made for car parking.
- 4.10 With regard to provision for electric vehicle charging for non-residential uses, it is noted that the Arun District SPD on parking indicates that 30% of car parking spaces should be provided with 'active' provision for electric vehicles (in 2023). The WSCC standards indicate 41% of spaces with active provision in the same year. As there are no specific standards for car parking provision and the area used for parking is not formally laid out, it is difficult to quantify specific provision associated with a day nursery. Also, the majority of trips by car to the nursery will be short stay associated with parents/carers dropping-off/collecting children. It is therefore considered any provision for electric vehicle charging should be focused on staff vehicles. In this regard it is anticipated that suitable provision for electric vehicle charging can be secured by appropriate planning condition.

Cycle Parking

- 4.11 As part of the proposals four sheltered cycle parking spaces will be provided for in the form of two covered cycle hoops. The proposed cycle parking is located close to the nursery entrance. Having regard to local Census data, circa 4% of staff may cycle to the site, which would equate to demand for one cycle parking space. It is therefore considered the proposed provision is sufficient to cater for potential demand and in this regard accords with relevant local guidance.

Servicing & Deliveries

- 4.12 Refuse collection will be in line with the existing collection arrangements to the Country Centre and will take place within the wider site and clear of the public highway. There are two primary refuse collection points located within the Country Centre site, where bins are separated into general waste, paper and card recycling, food waste and glass. All waste within the wider site is taken to these two points from other bins located around the site. There is currently a weekly collection by the District Council, with additional collections organised for busy periods (e.g. such as school holidays). An additional bin store will be provided for the day nursery within the application site and these will be taken to the primary collections points within the wider Country Centre for collection/disposal.
- 4.13 Emergency and delivery vehicles also currently enter the site and there is a loop road arrangement within the existing visitor centre car park. Delivery vehicles will be able to temporarily wait in the main parking area or use the area reserved for nursery parking and drop-off/collection, with deliveries scheduled outside of peak arrival/departure times to ensure no conflict of use. Emergency vehicles could either use the loop road arrangement to access the nursery building, or the northern access to the Country Centre. Swept path analysis is provided within [Appendix D](#), which demonstrates the ability of a fire appliance to access the nursery building and turn to exit onto Blackmill Lane in a forward gear.

Summary

- 4.14 This section identifies that the proposed day nursery will have capacity for up to 21 children and employ six staff members and operate on weekdays. No changes are proposed in respect of access to the site and in this regard the existing southern access to the Country Centre will be used. Suitable provision is made for car and cycle parking and an informal area will also be used for pick-up/drop-off close to the nursery entrance. The site layout has been designed to ensure servicing and delivery vehicles requiring access to the site are able to turn on-site and complete any loading/unloading within the site.

5.0 Traffic Generation & Impact

Overview

- 5.1 This section provides an assessment of the predicted level of vehicle movements associated with the proposed nursery, which is used to assess the effect of the proposals on the nearby local highway. A first principles approach has been used to estimate vehicle movements expected with the proposed day nursery, with reference to the TRICS database for verification.

Vehicle Movements

Proposed Day Nursery - First Principles

- 5.2 The proposed nursery will have capacity for up to 21 children and employ six members of staff. Sessions are between 08:30 and 16:30 with a lunchtime change at 12:30 hours. It is understood from the nursery operator only a small number of children (1-2) will only attend a morning/afternoon session and therefore be picked-up/dropped-off in the middle of the day.
- 5.3 The table below provides an estimation of vehicle movements by approximate time period associated with staff arriving at work and parents/carers dropping-off and collecting children, based on a first principles approach. This assumes all travel is by private car, the nursery is operating at full capacity and that circa a quarter of children only attend a half-day session.

Approx. Time Period	User	Estimated Vehicle Movements			Notes
		Arrivals	Departures	Total	
07:30-08:30	Staff	6	0	6	Staff arriving at work
08:30-10:00	Children	21	21	42	Parents/carers drop-off, then leave
12:00-13:00	Children	5	5	10	Assuming ¼ children (5) leave AM/arrive for the PM session
		5	5	10	
14:00-16:30	Children	21	21	42	Parents/carers collect, then leave
16:30-17:30	Staff	0	6	6	Staff leaving work
Total		58	58	116	-

Table 4.1 – First Principles Assessment of Potential Vehicle Movements

- 5.4 The table above indicates that circa 48 vehicle movements could be generated at the beginning and end of the nursery day associated with staff arriving at the site and parents/carers dropping-off and collecting children, over approximately a 2.5-hour period. In this regard it is understood from the nursery operator that, broadly speaking, around half of children for the morning session arrive at the beginning of that session, with the remaining children booked for the session arriving in the following 90 minutes from 08:30 hours. At the end of the day, this is reversed, with approximately half of the children starting to be collected any time from 14:00 hours onwards, with around a half collected at 16:30 (the end of the day), with staff departing in the hour after closure.
- 5.5 Further, this estimation assumes the nursery is operating at full capacity all of the time. In reality, some children will be absent from sessions where they are unwell or on holiday. Similarly, no allowance is made for linked journeys where parents/carers may use the facilities at the Country Centre, or indeed work at the centre, or journeys already on the network i.e. such as dropping a child at nursery on the way to/from work. The assessment also does not take account of families where more than one child attends the setting. The changeover in the middle of the day is considered to be robust, with the significant majority of children anticipated to attend a full-day. This first principles assessment is therefore considered to provide a worst-case in terms of estimated vehicle movements.

Day Nursery – TRICS Verification

- 5.6 To consider whether the estimated vehicle movements associated with the proposed day nursery are representative, reference has been made to the TRICS database. There are few surveys within the database that are comparable to the site in terms of location. One survey (SC-04-D-03) has been selected as having characteristics comparable to the development proposals in terms of scale and location.
- 5.7 The site is located near Chobham, Surrey and is sited in what is classified in the database as a 'freestanding' location, in a rural setting. The nursery operates between 08:00 and 18:00 hours Monday to Friday and has capacity for up to 36 pupils and employs 11 staff, with a building of 120 square metres. The survey was completed in 1997. Whilst the data is therefore not recent, it is considered the nature of the site is more reflective of the application site and is therefore more representative than other sites included in the database. In this report, the data has only been used to consider against vehicle movements estimated in the first principles approach.
- 5.8 The tables below summarises the trip rates extracted for the selected survey and level of vehicle movements associated with a day nursery with capacity for 21 children at the beginning and end of the nursery day (the peak hours) and across a weekday. Full TRICS outputs are provided in [Appendix E](#).

Time Period	Trip Rate (per sqm)		Traffic Generation (21 children)	
	Arrivals	Departures	Arrivals	Departures
Morning Peak Hour (08:00-09:00)	0.417	0.389	9	8
Afternoon Peak Hour (17:00-18:00)	0.611	0.444	13	9
Daily (07:00-19:00)	1.612	1.445	34	30

Table 5.1 – Day Nursery Trip Rates & Estimated Vehicle Movements (SC-04-D-03)

- 5.9 The table above indicates that on a typical weekday, based on TRICS data, there would be circa 64 vehicle movements associated with a day nursery with up to 22 vehicle movements during weekday peak hours. Similar to the first principles approach, the majority of vehicle movements occur in the two hours at the beginning and end of the nursery day, with few movements in between.
- 5.10 As outlined above, it is proposed that the day nursery will operate between 08:30 and 16:30 hours Monday to Friday, with a session changeover at 12:30pm. The TRICS data does not identify a significant trip rate between 12:00 and 14:00 hours (maximum 0.028 equating to one vehicle movement). It is understood from the proposed operator that approximately 1-2 children will only attend for a half day. Therefore, as outlined above, it is expected that there could be a small number of vehicle movements in the middle of the day associated with this.

Estimated Day Nursery Vehicle Movements – Summary

- 5.11 Two approaches have been set out above to estimate vehicle movements associated with the proposed day nursery. It is evident that the first principles approach results in a higher number of vehicle movements compared to the TRICS-based estimation. The first principles approach is considered to over-estimate vehicle movements for a number of reasons, including:
- No allowance for linked trips (siblings attending the nursery, trip forming part of journey to work, people visiting/working at the site); and
 - Assumes full occupancy of the nursery all of the time.

- 5.12 As outlined in the first principles approach and supported by the TRICS data, arrivals and departures are likely to be spread over a 2 to 2.5 hour period at the beginning and end of the nursery day and therefore it is hard to quantify the actual number of trips during a single hour. However, it is considered the number of vehicle movements associated with the proposed nursery at the beginning and end of the day is likely to be somewhere in between the first principles and TRICS approaches, and that there would be less than 30 vehicle movements in a one-hour period.

Existing Country Centre

- 5.13 As identified in section 3, the existing Country Centre is open seven days a week between 10:00 and 16:00 hours. ATC survey data introduced in section 3 and included in Appendix A identifies arrivals and departures associated with the existing southern site access, proposed to access the day nursery. The table below summarises existing weekday vehicle movements in relation to the proposed nursery operational hours (i.e. at the start, middle and end of the nursery day).

Time Period		Mon 23	Tues 24	Weds 25	Thurs 26	Fri 27
Morning Peak Hour (08:00-09:00)	Arr	19	24	34	23	19
	Dep	2	1	3	3	2
Middle of the Day (12:00-13:00)	Arr	1	5	4	11	3
	Dep	2	14	7	13	10
Afternoon Peak Hour (16:00-17:00)	Arr	1	0	1	3	2
	Dep	16	15	15	23	14
Daily (08:00-18:00)	Arr	69	78	109	106	97
	Dep	68	79	113	102	99

Table 5.2 – Summary of Vehicle Movements Using Southern Site Access to Country Centre (May 2022)

- 5.14 Section 4 indicates that the proposed nursery will operate between 08:30 and 16:30 hours Monday to Friday. As such, weekday morning and afternoon vehicle movements associated with the nursery will not typically coincide with visitors to the existing Country Centre. It is further evident from the survey data presented in the table above that there is no peak in vehicle movements during the middle of the day to the visitor centre.

Traffic Impact

- 5.15 With regard to the distribution of traffic on Blackmill Lane, the MCTC surveys identify 87-90% of vehicles travel to/from the east, with 10-13% to/from the north. Assuming there are 30 vehicle movements during a one-hour period to/from the nursery, this equates to an additional 26-27 such movements during traditional network peak hours travelling to/from the east (towards the A27) and 3-4 peak hour movements to/from the north.
- 5.16 WSCC guidance on Transport Assessment Methodology (2007) references the thresholds within former national guidance on Transport Assessment to determine when a planning application should prepare Transport Statement or Assessment. In relation to children's day nurseries, no transport report is typically required for proposals less than 500 square metres, such as the application proposals subject of this report. As such, it is considered the level of vehicle movements associated with the proposals at Aldingbourne Country Centre are not considered to be material. The WSCC guidance further indicates that more detailed assessment of highway capacity is appropriate where a development will lead to an increase of 30 two-way vehicle movements on any link/junction in any hour, or 100 per day. Based on the first principles assessment and TRICS data it is expected vehicle movements will be below this level. In this context, the additional vehicle movements generated by the change of use proposals are not considered to warrant more detailed junction modelling.

- 5.17 Notwithstanding this, no allowance has been made for any vehicle movements associated with the existing use of the building and the first principles approach is considered to present a worst-case.

Summary

- 5.18 On the basis of the assessment completed in this section, it is considered the application proposals will not result in a material amount of vehicle movements and therefore the proposals will not be detrimental to the operation of, or free-flow of traffic on the nearby local highway network. In addition, no requirement for further detailed junction assessment is considered to be necessary having regard to WSCC guidance.

6.0 Encouraging Active & Sustainable Travel

Background

- 6.1 WSCC's Travel Plan guidance for development (undated) and 'Transport Assessment Methodology' (July 2007) references thresholds within former national guidance for the preparation of Travel Plans and Travel Plan Statements. Applications for day nurseries over 500 square metres floorspace should be accompanied by a Travel Plan Statement, whilst a full Travel Plan should be prepared for such development over 1,000 square metres.
- 6.2 Whilst the application proposals relate to a nursery use below these thresholds (the building comprises approximately 61 square metres GIA), a Travel Plan Statement has been prepared to accompany the planning application in view of the location of the site.
- 6.3 As identified in section 2, paragraph 110 of the NPPF indicates that, in assessing planning applications, it should be ensured that appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location. It is acknowledged that there are limited opportunities to travel to the site by more sustainable forms of transport and as such, the private vehicle will likely be the predominant means of travel to the site, particularly for parents/carers dropping off and collecting children to the proposed nursery. A Travel Plan Statement has therefore been prepared to accompany the application to bring together measures to encourage more active and sustainable travel choices among staff. The Travel Plan Statement is summarised in this section.

Aldingbourne Country Centre Travel Plan

- 6.4 The 2012 planning application for the visitor centre at Aldingbourne Country Centre (planning reference: AL/110/12) was accompanied by a Transport Statement and Outline Travel Plan (both dated October 2012). The Outline Travel Plan set out a number of potential measures to support and encourage more active and sustainable travel choices among staff and visitors to the Country Centre, such as:
 - ✦ Appointment of a Travel Plan Coordinator, to among other things liaise with the Highway Authority to ensure walking and cycling routes are appropriately maintained, exploring whether discounts for staff can be organised with the relevant train operating company and administer and manage the Travel Plan;
 - ✦ Provision of secure lockers for storage of personal belongings and equipment, as well as cycle parking, high visibility jackets and shower/changing facilities;
 - ✦ Taking part in the Cycle to Work scheme and promotion of WSCC arranged discounts with bicycle retailers for employees of companies with Travel Plans;
 - ✦ Investigation of provision of a minibus service to/from Barnham railway station associated with conferences; and
 - ✦ Provision of travel information on the Country Centre website, information on local lift-share schemes and local cycle training opportunities.
- 6.5 Given the application proposals subject of this report relate to an independent operation at the site, a separate Travel Plan Statement has been prepared to accompany the application, related to the proposed day nursery use. However, there may be some potential for coordinating activities with the Country Centre and this should be explored.

Summary of Travel Plan Statement Measures

- 6.6 The location of the site in terms of accessibility to walking, cycling and public transport limits the opportunities for more active and sustainable travel. The nature of the proposed use further restricts the practicality of visitors in particular travelling on foot, by cycle or public transport. Therefore the Travel Plan Statement focuses on realistic measures to reduce single occupancy car use where possible, particularly among staff, and identify opportunities to reduce the need to travel and complete journeys in more sustainable ways.
- 6.7 The core measures identified in the Travel Plan Statement include:
- ✧ Appointment of a Travel Plan coordinator, likely to be a nominated member of staff;
 - ✧ Provision of travel information to staff to raise awareness of options available, such as public transport services, local lift sharing schemes, facilities within the Country Centre to encourage linked-journeys;
 - ✧ Provision of sheltered cycle parking and changing facilities, and areas to store/dry personal belongings;
 - ✧ Ensuring access to high visibility jackets and considering provision of basic cycle maintenance equipment;
 - ✧ Provision of electric vehicle charging facilities;
 - ✧ Exploring opportunities to coordinate with the Aldingbourne Country Centre Travel Plan, such as opportunities for lift sharing or use of minibuses to shuttle staff to nearby bus stops/railway stations and coordinating servicing and deliveries where possible, for example; and
 - ✧ Informal monitoring of Travel Plan Statement and updating to reflect changes in local transport provision, technology and monitoring use of cycle parking and electric vehicle charging.
- 6.8 The Travel Plan Statement is submitted as part of the planning application.

7.0 Summary & Conclusion

- 7.1 This Transport Statement has been prepared on behalf of Aldingbourne Trust to accompany a planning application for the change of use of an existing vacant building at Aldingbourne Country Centre to a day nursery accommodating up to 21 children and employing six full-time members of staff.
- 7.2 In summary, this Transport Statement demonstrates that:
- ✧ The proposals accord with national and local planning policies relevant to transport;
 - ✧ A review of road safety of the adjoining local highway network has not identified any existing issues that contribute to a higher than average number of personal injury accidents;
 - ✧ The existing southern access to Aldingbourne Country Centre is suitable to serve the proposed nursery and was improved as part of the new visitor centre;
 - ✧ The proposals include appropriate provision for car and cycle parking, having regard to relevant local guidance and expected demand;
 - ✧ The site layout provides suitable turning space for servicing and delivery vehicles anticipated to require access to the site;
 - ✧ It is estimated that there would be less than 30 vehicle movements in a one-hour period at the beginning and end of the nursery day and as such it is considered that the proposals will not prejudice the free-flow of traffic on the adjoining highway and no further detailed assessment is considered to be necessary; and
 - ✧ A Travel Plan Statement is submitted as part of the planning application.
- 7.3 On the basis of the above, it is considered that the proposals can be accommodated without detriment to the operation of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Traffic Survey Results (May 2022)

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)			
0800 - 0815		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	1	1	1	0	1	0	0	0	2
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	2	1	3	4	2	6	0	0	0	9
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		2	2	4	5	2	7	0	0	0	11
0815 - 0830		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	8	2	10	0	0	0	10
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	0	0	8	2	10	0	0	0	10
0830 - 0845		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	4	3	7	1	1	2	10
	LGV	2	0	2	1	1	2	0	0	0	4
	R2	0	0	0	0	1	1	0	0	0	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		2	1	3	5	5	10	1	1	2	15
0845 - 0900		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	10	3	13	0	2	2	17
	LGV	0	0	0	2	0	2	0	0	0	2
	R2	0	0	0	1	0	1	0	0	0	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		2	0	2	13	3	16	0	2	2	20

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)		
0900 - 0915		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	1	2	4	2	6	0	7	15
	LGV	0	0	0	2	0	2	0	1	3
	R2	0	0	0	1	0	1	0	0	1
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	1	2	7	2	9	0	8	19
0915 - 0930		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	6	1	7	0	2	10
	LGV	0	1	1	1	0	1	0	0	2
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	1	2	7	1	8	0	2	12
0930 - 0945		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	1	3	4	1	5	0	1	9
	LGV	0	0	0	1	0	1	0	0	1
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	1	3	5	1	6	0	1	10
0945 - 1000		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	2	4	6	1	7	0	3	14
	LGV	0	0	0	0	0	0	0	1	1
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	2	4	6	1	7	0	4	15

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)			TOT (ALL)
1000 - 1015		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	5	2	7	0	2	2	11
	LGV	1	0	1	0	0	0	0	0	0	1
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		3	0	3	5	2	7	0	2	2	12
1015 - 1030		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	4	0	4	5	1	6	0	1	1	11
	LGV	0	0	0	0	1	1	0	0	0	1
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		4	0	4	5	2	7	0	1	1	12
1030 - 1045		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	1	0	1	0	0	0	0	0	0	1
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	1	0	1	0	0	0	1
	LGV	1	0	1	2	0	2	0	4	4	7
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		2	0	2	3	0	3	0	4	4	9
1045 - 1100		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	4	0	4	1	2	3	8
	LGV	0	0	0	0	1	1	0	1	1	2
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	1	1	4	1	5	1	3	4	10

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)		
1100 - 1115		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	0	0	0	0	1	1
	LGV	0	0	0	1	1	2	0	2	2
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	1	1	1	1	2	0	3	3
1115 - 1130		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	1	0	1	0	0	0
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	0	0	1	0	1	0	0	0
1130 - 1145		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	1	1	2	0	0	0
	LGV	1	0	1	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		3	0	3	1	1	2	0	0	0
1145 - 1200		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	3	1	4	0	3	3
	LGV	1	1	2	0	1	1	0	2	2
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	1	2	3	2	5	0	5	5
TOT (ALL)		1	1	2	3	2	5	0	5	5
TOT (ALL)		1	1	2	3	2	5	0	5	5

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)			TOT (ALL)
1200 - 1215		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	
CLASS	PC	1	0	1	0	0	0	0	0	0	1
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	0	1	1	0	5	5	7
	LGV	1	0	1	0	1	1	0	0	0	2
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		3	0	3	0	2	2	0	5	5	10
1215 - 1230		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	2	0	2	0	4	4	6
	LGV	1	0	1	0	0	0	0	0	0	1
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		1	0	1	2	0	2	0	4	4	7
1230 - 1245		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	2	0	2	0	5	5	7
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	0	0	2	0	2	0	5	5	7
1245 - 1300		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	1	1	2	2	0	2	0	4	4	8
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		1	1	2	2	0	2	0	4	4	8

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)			TOT (ALL)
1300 - 1315		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	0	0	0	0	0	0	2
	LGV	0	0	0	2	0	2	0	0	0	2
	R2	0	0	0	1	0	1	0	0	0	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		2	0	2	3	0	3	0	0	0	5
1315 - 1330		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	1	0	1	1	2	3	4
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	0	0	1	0	1	1	2	3	4
1330 - 1345		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	2	1	3	0	1	1	4
	LGV	0	0	0	1	1	2	0	2	2	4
	R2	0	0	0	0	0	0	0	1	1	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	0	0	3	2	5	0	4	4	9
1345 - 1400		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	1	1	2	0	2	2	5
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	1	1	1	1	2	0	2	2	5

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)			TOT (ALL)
1400 - 1415		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	0	0	0	0	0	0	1
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	1	1	0	0	0	0	0	0	1
1415 - 1430		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	4	1	5	0	1	1	6
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	0	0	4	1	5	0	1	1	6
1430 - 1445		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	3	0	3	0	5	5	8
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	0	0	3	0	3	0	5	5	8
1445 - 1500		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	9	0	9	1	8	9	19
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	1	1	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	1	1	9	0	9	1	9	10	20

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)		
1500 - 1515		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	2	1	3	2	6	12
	LGV	0	0	0	0	1	1	0	0	1
	R2	0	0	0	0	0	0	0	1	1
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	0	1	2	2	4	2	7	14
1515 - 1530		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	1	2	3	1	3	8
	LGV	0	1	1	0	1	1	0	0	2
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	1	2	1	3	4	1	3	10
1530 - 1545		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	0	2	2	2	4	8
	LGV	0	0	0	0	0	0	0	1	1
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	0	0	0	2	2	2	5	9
1545 - 1600		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	1	2	3	0	3	8
	LGV	2	0	2	0	1	1	0	0	3
	R2	0	0	0	1	0	1	0	0	1
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		4	0	4	2	3	5	0	3	12

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)			TOT (ALL)
1600 - 1615		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	0	1	1	0	3	3	6
	LGV	1	0	1	0	1	1	1	1	2	4
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		3	0	3	0	2	2	1	4	5	10
1615 - 1630		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	0	2	2	0	8	8	10
	LGV	0	0	0	0	1	1	0	0	0	1
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	0	0	0	3	3	0	8	8	11
1630 - 1645		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	1	1	2	2
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	2	1	3	0	1	1	1	5	6	10
	LGV	1	0	1	0	0	0	0	0	0	1
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		3	1	4	0	1	1	2	6	8	13
1645 - 1700		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	5	0	5	0	4	4	1	0	1	10
	LGV	1	0	1	0	1	1	0	0	0	2
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		6	0	6	0	5	5	1	0	1	12

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)		
1700 - 1715		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT
CLASS	PC	0	0	0	0	2	2	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	0	3	3	0	3	3
	LGV	3	0	3	0	1	1	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		4	0	4	0	6	6	0	3	3
1715 - 1730		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	1	1
	CAR	1	0	1	0	1	1	0	0	0
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	0	1	0	1	1	0	1	1
1730 - 1745		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	0	1	1	0	0	0
	LGV	1	0	1	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		3	0	3	0	1	1	0	0	0
1745 - 1800		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	1	2	3	0	2	2
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	0	2	1	2	3	0	2	2

**CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 1 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (EAST) / BLACKMILL LANE (SOUTH)
TUESDAY 24/05/2022**

SUMMARY		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (WESTBOUND)			BLACKMILL LANE (NORTHBOUND)			
0800 - 1800		LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	AHEAD	RIGHT	TOT	TOT (ALL)
CLASS	PC	2	1	3	1	2	3	1	1	2	8
	MC	0	0	0	0	0	0	0	1	1	1
	CAR	41	13	54	97	46	143	11	99	110	307
	LGV	17	3	20	13	14	27	1	15	16	63
	R2	0	0	0	4	1	5	0	3	3	8
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		60	17	77	115	63	178	13	119	132	387

Notes: Vehicles present at 08:00 = Main car park = 3 cars 1 & 1 motorcycle.
North parking area = 2 light goods vehicles.

Vehicles present at 18:00 = Main Car Park = 1 car 1 & 1 R2.
North parking area = 2 cars 2 light goods vehicles.

**CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022**

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS			TOT (ALL)
0800 - 0815		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	
CLASS	PC	0	2	2	0	0	0	0	0	0	2
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	4	1	5	0	0	0	0	0	0	5
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		4	3	7	0	0	0	0	0	0	7
0815 - 0830		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	6	2	8	0	0	0	0	0	0	8
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		6	2	8	0	0	0	0	0	0	8
0830 - 0845		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	4	1	5	0	0	0	2	0	2	7
	LGV	0	1	1	0	0	0	0	0	0	1
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		4	2	6	0	0	0	2	0	2	8
0845 - 0900		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	1	0	1	0	0	0	1
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	6	4	10	1	0	1	2	0	2	13
	LGV	2	0	2	0	0	0	0	0	0	2
	R2	1	0	1	0	0	0	0	0	0	1
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		9	4	13	2	0	2	2	0	2	17

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS		
0900 - 0915		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	4	5	0	2	2	5	0	5
	LGV	0	2	2	0	0	0	1	0	1
	R2	1	0	1	1	0	1	0	1	1
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	6	8	1	2	3	6	1	7
0915 - 0930		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	3	3	6	1	0	1	2	0	2
	LGV	1	1	2	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		4	4	8	1	0	1	2	0	2
0930 - 0945		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	4	1	5	0	1	1	0	0	0
	LGV	0	1	1	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		4	2	6	0	1	1	0	0	0
0945 - 1000		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	4	4	8	0	2	2	1	0	1
	LGV	0	0	0	0	0	0	1	0	1
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		4	4	8	0	2	2	2	0	2

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS		
1000 - 1015		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	4	1	5	0	1	1	1	0	1
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		4	1	5	0	1	1	1	0	1
1015 - 1030		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	4	1	5	0	0	0	1	0	1
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		4	1	5	0	0	0	1	0	1
1030 - 1045		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	0	0	0	0	0	0
	LGV	0	2	2	0	0	0	4	0	4
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	2	3	0	0	0	4	0	4
1045 - 1100		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	3	2	5	0	2	2	1	2	3
	LGV	0	0	0	0	0	0	1	0	1
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		3	2	5	0	2	2	2	2	4

**CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022**

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS		
1100 - 1115		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	0	1	1	0	0	0
	LGV	1	0	1	0	2	2	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	0	2	0	3	3	0	0	0
1115 - 1130		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	0	0	0	0	0	0
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	1	1	0	0	0	0	0	0
1130 - 1145		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	0	0	0	0	0	0
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	0	1	0	0	0	0	0	0
1145 - 1200		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	3	0	3	0	3	3	0	0	0
	LGV	0	1	1	0	0	0	2	0	2
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		3	1	4	0	3	3	2	0	2

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS			TOT (ALL)
1200 - 1215		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	1	4	5	1	0	1	6
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		0	0	0	1	4	5	1	0	1	6
1215 - 1230		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	1	1	2	0	3	3	1	1	2	7
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		1	1	2	0	3	3	1	1	2	7
1230 - 1245		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	0	4	4	1	0	1	7
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		2	0	2	0	4	4	1	0	1	7
1245 - 1300		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0	0
	CAR	2	1	3	0	3	3	1	0	1	7
	LGV	0	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		2	1	3	0	3	3	1	0	1	7

**CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022**

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS		
1300 - 1315		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	1	0	1	0	0	1
	LGV	0	2	2	0	0	0	0	0	2
	R2	0	1	1	0	0	0	0	0	1
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	3	3	1	0	1	0	0	4
1315 - 1330		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	0	1	1	2	0	4
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	1	1	0	1	1	2	0	4
1330 - 1345		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	0	1	1	0	0	3
	LGV	0	1	1	0	0	0	2	0	3
	R2	0	0	0	0	0	0	1	0	1
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	1	3	0	1	1	3	0	7
1345 - 1400		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	1	2	0	1	1	1	0	4
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	1	2	0	1	1	1	0	4

**CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022**

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS		
1400 - 1415		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	0	0	0	0	1	1
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	1	1	0	0	0	0	1	1
1415 - 1430		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	3	1	4	0	1	1	0	0	1
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		3	1	4	0	1	1	0	0	1
1430 - 1445		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	1	3	0	2	2	3	0	5
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	1	3	0	2	2	3	0	5
1445 - 1500		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	7	9	0	4	4	4	0	8
	LGV	0	1	1	0	0	0	0	0	1
	R2	0	0	0	1	1	2	0	0	2
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	8	10	1	5	6	4	0	10

**CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022**

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS		
1500 - 1515		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	2	0	2	0	5	5	3	0	3
	LGV	0	0	0	0	1	1	0	0	0
	R2	0	0	0	0	0	0	1	0	1
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	0	2	0	6	6	4	0	4
1515 - 1530		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	0	2	2	2	0	2
	LGV	0	1	1	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	2	2	0	2	2	2	0	2
1530 - 1545		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	0	5	5	1	0	1
	LGV	0	0	0	0	1	1	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	0	0	0	6	6	1	0	1
1545 - 1600		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	0	3	3	0	0	0
	LGV	0	0	0	0	0	0	0	0	0
	R2	1	0	1	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		2	0	2	0	3	3	0	0	0

CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022

15 MIN		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS		
1600 - 1615		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	1	1	2	2	0	2
	LGV	0	0	0	0	0	0	2	0	2
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	0	0	1	1	2	4	0	4
1615 - 1630		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	0	7	7	1	0	1
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	0	0	0	7	7	1	0	1
1630 - 1645		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	2	0	2
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	1	1	0	6	6	0	0	0
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	1	1	0	6	6	2	0	2
1645 - 1700		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	1	1
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	0	0	0	1	0	1
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	0	0	0	0	0	1	1	2

**CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022**

15 MIN COUNT		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):								
		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS		
1700 - 1715		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	0	2	2	1	0	1
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	0	0	0	2	2	1	0	1
1715 - 1730		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	1	1	0	0	1
	CAR	0	0	0	0	0	0	0	0	0
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	0	0	0	1	1	0	0	1
1730 - 1745		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	0	0	0	0	0	0	0	0	0
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		0	0	0	0	0	0	0	0	0
1745 - 1800		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT
CLASS	PC	0	0	0	0	0	0	0	0	0
	MC	0	0	0	0	0	0	0	0	0
	CAR	1	0	1	0	2	2	0	0	3
	LGV	0	0	0	0	0	0	0	0	0
	R2	0	0	0	0	0	0	0	0	0
	R3	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0
TOT		1	0	1	0	2	2	0	0	3

**CLASSIFIED VEHICLE TURNING SURVEY - ALDINGBOURNE COUNTRY CENTRE
SITE 2 - BLACKMILL LANE (NORTH) / BLACKMILL LANE (SOUTH) / ALDINGBOURNE ACCESS
TUESDAY 24/05/2022**

SUMMARY		COUNT OF VEHICLES ENTERING JUNCTION FROM (AND TURNING):									
COUNT		BLACKMILL LANE (SOUTHBOUND)			BLACKMILL LANE (NORTHBOUND)			ALDINGBOURNE ACCESS			
0800 - 1800		AHEAD	RIGHT	TOT	LEFT	AHEAD	TOT	LEFT	RIGHT	TOT	TOT (ALL)
CLASS	PC	0	2	2	1	0	1	2	1	3	6
	MC	0	0	0	0	1	1	0	0	0	1
	CAR	68	41	109	5	69	74	40	4	44	227
	LGV	4	13	17	0	4	4	13	0	13	34
	R2	3	1	4	2	1	3	2	1	3	10
	R3	0	0	0	0	0	0	0	0	0	0
	R4	0	0	0	0	0	0	0	0	0	0
	A3	0	0	0	0	0	0	0	0	0	0
	A4	0	0	0	0	0	0	0	0	0	0
	A5	0	0	0	0	0	0	0	0	0	0
	A6	0	0	0	0	0	0	0	0	0	0
	BUS	0	0	0	0	0	0	0	0	0	0
TOT		75	57	132	8	75	83	57	6	63	278

VEHICLE SPEED AND CLASSIFICATION SURVEY – BLACKMILL LANE ATC2, ALDINGBOURNE, WEST SUSSEX PO18 0JP.

DATASETS:

Site: [Aldingbourne reserve] Blackmill Lane south of junction 2
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 00:00 22 May 2022 => 00:00 29 May 2022
File: Aldingbourne reserve30May2022.ECO (Plus)
Algorithm: Advanced.

PROFILE:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 80 mph.
Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax - Maximum speed.
n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).
%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph).
Vpp 85 - 85th percentile speed.

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



VEHICLE CLASSES

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

Benchmark Data Collection

Sun 22 Time	May Total	2022 Run/Tot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (r)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL8 30	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	4	4	0	0	4	0	0	0	0	0	0	0	0	0	0	15.6	20.1	22.7	0	0	-
0900	6	10	0	0	6	0	0	0	0	0	0	0	0	0	0	15.7	18	21.7	0	0	-
1000	12	22	0	0	12	0	0	0	0	0	0	0	0	0	0	15.3	19	22.3	0	0	20.6
1100	11	33	0	0	11	0	0	0	0	0	0	0	0	0	0	16	20	25.3	0	0	21.9
1200	6	39	0	0	6	0	0	0	0	0	0	0	0	0	0	15.1	19.2	23.1	0	0	-
1300	5	44	0	0	5	0	0	0	0	0	0	0	0	0	0	18.3	21.8	25.6	0	0	-
1400	3	47	0	0	3	0	0	0	0	0	0	0	0	0	0	11.4	15.8	21.8	0	0	-
1500	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1600	1	48	0	0	1	0	0	0	0	0	0	0	0	0	0	23	23	23	0	0	-
1700	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1800	1	49	0	0	1	0	0	0	0	0	0	0	0	0	0	17.7	17.7	17.7	0	0	-
1900	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	49	49	0	0	49	0	0	0	0	0	0	0	0	0	0	11.4	19.4	25.6	0	0	22.6
06-22	49	49	0	0	49	0	0	0	0	0	0	0	0	0	0	11.4	19.4	25.6	0	0	22.6
06-00	49	49	0	0	49	0	0	0	0	0	0	0	0	0	0	11.4	19.4	25.6	0	0	22.6
00-00	49	49	0	0	49	0	0	0	0	0	0	0	0	0	0	11.4	19.4	25.6	0	0	22.6

ATC 2 Blackmill Lane

Benchmark Data Collection

Mon 23 Time	May Total	2022 Run/Tot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (v)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL8 30	Vpp 85
0000	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	50	0	0	1	0	0	0	0	0	0	0	0	0	0	14.5	14.5	14.5	0	0	-
0500	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	51	0	0	1	0	0	0	0	0	0	0	0	0	0	20.7	20.7	20.7	0	0	-
0700	1	52	0	0	1	0	0	0	0	0	0	0	0	0	0	14.2	14.2	14.2	0	0	-
0800	19	71	0	0	17	0	1	1	0	0	0	0	0	0	0	13	20.9	30.6	1	5.3	25.9
0900	13	84	0	0	11	0	2	0	0	0	0	0	0	0	0	11.8	18	24.6	0	0	21.7
1000	7	91	0	0	7	0	0	0	0	0	0	0	0	0	0	15	18.8	22.7	0	0	-
1100	8	99	0	0	8	0	0	0	0	0	0	0	0	0	0	12.5	18.1	21.4	0	0	-
1200	1	100	0	0	1	0	0	0	0	0	0	0	0	0	0	26.8	26.8	26.8	0	0	-
1300	3	103	0	0	2	0	1	0	0	0	0	0	0	0	0	15.8	18.1	21.5	0	0	-
1400	10	113	0	0	8	0	2	0	0	0	0	0	0	0	0	15.5	19.5	23.9	0	0	-
1500	6	119	0	0	5	0	1	0	0	0	0	0	0	0	0	15.1	19.1	26.5	0	0	-
1600	1	120	0	0	1	0	0	0	0	0	0	0	0	0	0	12.6	12.6	12.6	0	0	-
1700	1	121	0	0	1	0	0	0	0	0	0	0	0	0	0	22.2	22.2	22.2	0	0	-
1800	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	70	121	0	0	62	0	7	1	0	0	0	0	0	0	0	11.8	19.2	30.6	1	1.4	23
06-22	71	121	0	0	63	0	7	1	0	0	0	0	0	0	0	11.8	19.3	30.6	1	1.4	23
06-00	71	121	0	0	63	0	7	1	0	0	0	0	0	0	0	11.8	19.3	30.6	1	1.4	23
00-00	72	121	0	0	64	0	7	1	0	0	0	0	0	0	0	11.8	19.2	30.6	1	1.4	23

ATC 2 Blackmill Lane

Benchmark Data Collection

Tue 24 Time	May Total	2022 RunTot	Southbound		Car / Van	Car / Van (7)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL8 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	122	0	0	1	0	0	0	0	0	0	0	0	0	0	15.7	15.7	15.7	0	0	-
0500	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	4	126	0	1	3	0	0	0	0	0	0	0	0	0	0	11.6	18	23	0	0	-
0800	24	150	0	0	23	0	1	0	0	0	0	0	0	0	0	14.6	21.4	26.9	0	0	24.6
0900	16	166	0	0	12	0	4	0	0	0	0	0	0	0	0	10.8	17.2	25.5	0	0	21.7
1000	14	180	0	0	14	0	0	0	0	0	0	0	0	0	0	8.7	17.4	27.4	0	0	21.7
1100	5	185	0	0	4	0	1	0	0	0	0	0	0	0	0	14.6	19.4	27.4	0	0	-
1200	5	190	0	0	5	0	0	0	0	0	0	0	0	0	0	14.6	18.1	24.8	0	0	-
1300	3	193	0	0	3	0	0	0	0	0	0	0	0	0	0	15.7	18	20.6	0	0	-
1400	7	200	0	0	7	0	0	0	0	0	0	0	0	0	0	13.7	19.4	25	0	0	-
1500	3	203	0	0	2	0	1	0	0	0	0	0	0	0	0	18.8	20.6	23.4	0	0	-
1600	0	203	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1700	1	204	0	0	1	0	0	0	0	0	0	0	0	0	0	26.5	26.5	26.5	0	0	-
1800	1	205	0	0	1	0	0	0	0	0	0	0	0	0	0	21.5	21.5	21.5	0	0	-
1900	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	83	205	0	1	75	0	7	0	0	0	0	0	0	0	0	8.7	19.2	27.4	0	0	24.2
06-22	83	205	0	1	75	0	7	0	0	0	0	0	0	0	0	8.7	19.2	27.4	0	0	24.2
06-00	83	205	0	1	75	0	7	0	0	0	0	0	0	0	0	8.7	19.2	27.4	0	0	24.2
00-00	84	205	0	1	76	0	7	0	0	0	0	0	0	0	0	8.7	19.1	27.4	0	0	23.5

ATC 2 Blackmill Lane

Benchmark Data Collection

Wed 25 Time	May Total	2022 RunTot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (7)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	206	0	0	1	0	0	0	0	0	0	0	0	0	0	17.5	17.5	17.5	0	0	-
0500	0	206	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	206	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	3	209	0	0	3	0	0	0	0	0	0	0	0	0	0	21.6	23.5	26.2	0	0	-
0800	34	243	0	0	31	0	3	0	0	0	0	0	0	0	0	13.1	20.8	30.3	1	2.9	25.5
0900	23	266	0	0	22	0	1	0	0	0	0	0	0	0	0	13.5	20.3	28.4	0	0	24.6
1000	22	288	0	0	20	0	2	0	0	0	0	0	0	0	0	15.6	19	23.7	0	0	22.8
1100	8	296	0	0	8	0	0	0	0	0	0	0	0	0	0	9.7	16.7	24.8	0	0	-
1200	4	300	0	0	4	0	1	0	0	0	0	0	0	0	0	15.2	19.2	24.7	0	0	-
1300	6	306	0	0	5	0	0	0	0	0	0	0	0	0	0	12.9	14.8	17.8	0	0	-
1400	7	313	0	0	7	0	0	0	0	0	0	0	0	0	0	13.3	19.7	28.5	0	0	-
1500	3	316	0	0	1	0	2	0	0	0	0	0	0	0	0	17.3	21.8	24.7	0	0	-
1600	1	317	0	0	1	0	0	0	0	0	0	0	0	0	0	20.6	20.6	20.6	0	0	-
1700	1	318	0	0	1	0	0	0	0	0	0	0	0	0	0	20.6	20.6	20.6	0	0	-
1800	0	318	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	0	318	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	1	319	0	0	1	0	0	0	0	0	0	0	0	0	0	19.6	19.6	19.6	0	0	-
2100	0	319	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	319	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	319	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	112	319	0	0	103	0	9	0	0	0	0	0	0	0	0	9.7	19.7	30.3	1	0.9	23.7
06-22	113	319	0	0	104	0	9	0	0	0	0	0	0	0	0	9.7	19.7	30.3	1	0.9	23.7
06-00	113	319	0	0	104	0	9	0	0	0	0	0	0	0	0	9.7	19.7	30.3	1	0.9	23.7
00-00	114	319	0	0	105	0	9	0	0	0	0	0	0	0	0	9.7	19.7	30.3	1	0.9	23.7

ATC 2 Blackmill Lane

Benchmark Data Collection

Run Time	2022 Total	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (7)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
00:00	0	319	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
01:00	0	319	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
02:00	0	319	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
03:00	0	319	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
04:00	1	320	0	1	0	0	0	0	0	0	0	0	0	0	19.1	19.1	19.1	0	0	-
05:00	0	320	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
06:00	0	320	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07:00	3	323	0	1	2	0	0	0	0	0	0	0	0	0	23.7	24.6	26.2	0	0	-
08:00	23	346	0	20	1	2	0	0	0	0	0	0	0	0	13.4	20.5	31.2	1	4.3	25.1
09:00	23	369	0	20	0	3	0	0	0	0	0	0	0	0	12	18.9	24.9	0	0	22.8
10:00	11	380	0	10	0	1	0	0	0	0	0	0	0	0	11.9	19.6	27.8	0	0	23
11:00	10	390	0	8	0	2	0	0	0	0	0	0	0	0	12.8	17.5	22.8	0	0	-
12:00	11	401	0	9	0	2	0	0	0	0	0	0	0	0	13.3	18.7	28	0	0	19.5
13:00	13	414	0	13	0	0	0	0	0	0	0	0	0	0	13.6	19.8	23.7	0	0	22.8
14:00	10	424	0	9	0	1	0	0	0	0	0	0	0	0	15.1	20.1	24.8	0	0	-
15:00	2	426	0	1	0	0	0	0	0	0	0	0	0	0	12.5	18.1	23.6	0	0	-
16:00	3	429	0	3	0	0	0	0	0	0	0	0	0	0	15.7	18.9	24.6	0	0	-
17:00	0	429	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
18:00	0	429	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
19:00	1	430	0	1	0	0	0	0	0	0	0	0	0	0	20	20	20	0	0	-
20:00	0	430	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
21:00	0	430	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
22:00	0	430	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
23:00	0	430	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	109	430	0	1	1	10	2	0	0	0	0	0	0	0	11.9	19.5	31.2	1	0.9	23.5
06-22	110	430	0	96	1	10	2	0	0	0	0	0	0	0	11.9	19.5	31.2	1	0.9	23.5
06-00	110	430	0	96	1	10	2	0	0	0	0	0	0	0	11.9	19.5	31.2	1	0.9	23.5
00-00	111	430	0	97	1	10	2	0	0	0	0	0	0	0	11.9	19.5	31.2	1	0.9	23.5

ATC 2 Blackmill Lane

Benchmark Data Collection

Fri 27 Time	May Total	2022 Run/Tot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (7)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	430	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	430	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	430	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	430	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	431	0	0	1	0	0	0	0	0	0	0	0	0	0	16.6	16.6	16.6	0	0	-
0500	0	431	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	431	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	2	433	0	0	2	0	0	0	0	0	0	0	0	0	0	-	-	23.4	0	0	-
0800	19	452	0	0	17	0	2	0	0	0	0	0	0	0	0	21.8	22.6	23.4	1	5.3	25.7
0900	8	460	0	0	6	0	2	0	0	0	0	0	0	0	0	13.6	21.2	31.8	0	0	-
1000	20	480	0	0	19	0	1	0	0	0	0	0	0	0	0	11.4	18.6	24.4	0	0	-
1100	19	489	0	0	18	0	1	0	0	0	0	0	0	0	0	13.1	20.9	27.3	0	0	23.9
1200	3	502	0	0	3	0	0	0	0	0	0	0	0	0	0	17.8	21.3	25.8	0	0	23.7
1300	12	514	0	0	10	0	2	0	0	0	0	0	0	0	0	17.7	21.7	25.7	0	0	-
1400	7	521	0	0	7	0	0	0	0	0	0	0	0	0	0	16.1	19.2	22.7	0	0	21.7
1500	6	527	0	0	5	0	1	0	0	0	0	0	0	0	0	19.5	21.9	26.9	0	0	-
1600	2	529	0	0	1	0	1	0	0	0	0	0	0	0	0	17.2	20.5	23.8	0	0	-
1700	1	530	0	0	1	0	0	0	0	0	0	0	0	0	0	20.7	20.8	20.9	0	0	-
1800	1	531	0	0	1	0	0	0	0	0	0	0	0	0	0	15.4	15.4	15.4	0	0	-
1900	3	534	0	0	3	0	0	0	0	0	0	0	0	0	0	19.8	19.8	19.8	0	0	-
2000	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	17.1	18.9	0	0	-
2100	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	100	534	0	0	90	0	10	0	0	0	0	0	0	0	0	11.4	20.7	31.8	1	1	23.9
06-22	103	534	0	0	93	0	10	0	0	0	0	0	0	0	0	11.4	20.6	31.8	1	1	23.9
06-00	103	534	0	0	93	0	10	0	0	0	0	0	0	0	0	11.4	20.6	31.8	1	1	23.9
00-00	104	534	0	0	94	0	10	0	0	0	0	0	0	0	0	11.4	20.5	31.8	1	1	23.9

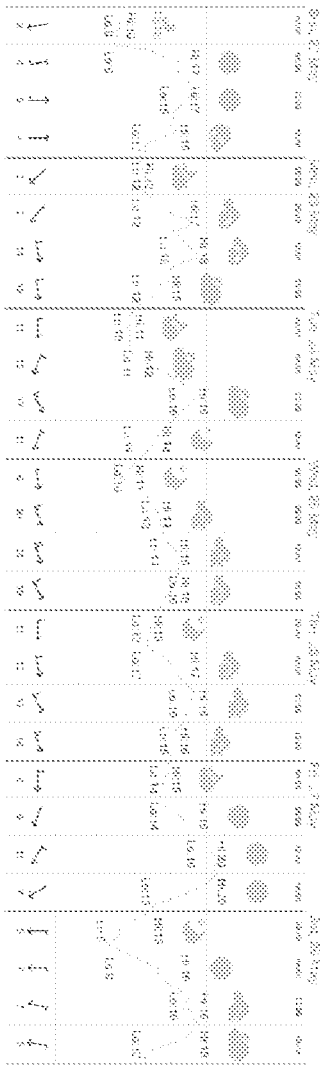
ATC 2 Blackmill Lane

Benchmark Data Collection

Sat 28 Time	May Total	2022 RunTot	Southbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL8 30	Vpp 85
0000	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	534	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	1	535	0	0	1	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	5	540	0	0	5	0	0	0	0	0	0	0	0	0	0	21.6	21.6	21.6	0	0	-
0900	20	560	0	0	20	0	0	0	0	0	0	0	0	0	0	17.6	21.5	27.2	0	0	-
1000	14	574	0	0	14	0	0	0	0	0	0	0	0	0	0	8.7	16.3	24.7	0	0	21.3
1100	19	593	0	0	18	0	1	0	0	0	0	0	0	0	0	8.8	17.2	21.4	0	0	19.9
1200	6	599	0	0	6	0	0	0	0	0	0	0	0	0	0	13.3	18.1	26.4	0	0	21.9
1300	4	603	0	0	3	0	0	0	0	1	0	0	0	0	0	14.6	17.2	19.3	0	0	-
1400	5	608	0	0	5	0	0	0	0	0	0	0	0	0	0	13.4	17	23.3	0	0	-
1500	2	610	0	0	2	0	0	0	0	0	0	0	0	0	0	10.2	16.3	19.5	0	0	-
1600	2	612	0	0	2	0	0	0	0	0	0	0	0	0	0	15.4	20.3	25.2	0	0	-
1700	0	612	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	18.5	19.6	0	0	-
1800	1	613	0	0	1	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	0	613	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	22.9	22.9	0	0	-
2000	0	613	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	613	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	613	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	613	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	79	613	0	0	77	0	1	0	0	1	0	0	0	0	0	8.7	17.6	27.2	0	0	21.5
06-22	79	613	0	0	77	0	1	0	0	1	0	0	0	0	0	8.7	17.6	27.2	0	0	21.5
06-00	79	613	0	0	77	0	1	0	0	1	0	0	0	0	0	8.7	17.6	27.2	0	0	21.5
00-00	79	613	0	0	77	0	1	0	0	1	0	0	0	0	0	8.7	17.6	27.2	0	0	21.5
Summary																					
Total		RunTot	Southbound		Motor	Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL8	Vpp
613		613	0		2	562	Car / Van (T)	44	3	0	1	0	0	0	0	8.7	19.4	31.8	4	0.7	23.5

ATC 2 Blackmill Lane

Seven Day Weather Report



Benchmark Data Collection

Sun 22 Time	May Total	2022 Run/Tot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (v)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL8 30	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	15.1	15.1	15.1	0	0	-
0900	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1000	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	18.7	18.7	18.7	0	0	-
1100	3	5	0	0	3	0	0	0	0	0	0	0	0	0	0	18.6	21.4	26.7	0	0	-
1200	10	15	0	0	10	0	0	0	0	0	0	0	0	0	0	15.1	18.7	24	0	0	-
1300	11	26	0	0	11	0	0	0	0	0	0	0	0	0	0	10.1	18.2	28.5	0	0	23.5
1400	8	34	0	0	8	0	0	0	0	0	0	0	0	0	0	13.2	16.6	19.9	0	0	-
1500	6	40	0	0	6	0	0	0	0	0	0	0	0	0	0	16.9	18.6	20.5	0	0	-
1600	10	50	0	0	10	0	0	0	0	0	0	0	0	0	0	14.2	19.2	24.4	0	0	-
1700	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1800	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	1	51	0	0	1	0	0	0	0	0	0	0	0	0	0	14.4	14.4	14.4	0	0	-
2200	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	50	51	0	0	50	0	0	0	0	0	0	0	0	0	0	10.1	18.4	28.5	0	0	21.7
06-22	51	51	0	0	51	0	0	0	0	0	0	0	0	0	0	10.1	18.4	28.5	0	0	20.8
06-00	51	51	0	0	51	0	0	0	0	0	0	0	0	0	0	10.1	18.4	28.5	0	0	20.8
00-00	51	51	0	0	51	0	0	0	0	0	0	0	0	0	0	10.1	18.4	28.5	0	0	20.8

ATC 2 Blackmill Lane

Benchmark Data Collection

Mon 23 Time	May Total	2022 Run/Tot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (v)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL8 30	Vpp 85
0000	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	52	0	0	1	0	0	0	0	0	0	0	0	0	0	15	15	15	0	0	-
0700	1	53	0	0	1	0	1	0	0	0	0	0	0	0	0	14.4	14.4	14.4	0	0	-
0800	2	55	0	0	1	0	0	1	0	0	0	0	0	0	0	18.1	18.5	18.8	0	0	-
0900	3	58	0	0	2	0	1	0	0	0	0	0	0	0	0	12.5	14.3	16.1	0	0	-
1000	2	60	0	0	2	0	0	0	0	0	0	0	0	0	0	13.1	17.7	22.3	0	0	-
1100	5	65	0	0	5	0	0	0	0	0	0	0	0	0	0	14.5	17.7	24.2	0	0	-
1200	2	67	0	0	2	0	0	0	0	0	0	0	0	0	0	12.4	13.7	15.1	0	0	-
1300	10	77	0	0	9	0	1	0	0	0	0	0	0	0	0	10.2	17.6	27.5	0	0	-
1400	9	86	0	0	8	0	1	0	0	0	0	0	0	0	0	11.2	17.9	26.1	0	0	-
1500	18	104	0	0	16	0	2	0	0	0	0	0	0	0	0	13.4	19.3	24.8	0	0	22.1
1600	16	120	0	0	16	0	0	0	0	0	0	0	0	0	0	12.6	19.7	23.6	0	0	23.3
1700	1	121	0	0	1	0	0	0	0	0	0	0	0	0	0	23.1	23.1	23.1	0	0	-
1800	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	1	122	0	0	1	0	0	0	0	0	0	0	0	0	0	16	16	16	0	0	-
2100	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	69	122	0	0	62	0	6	1	0	0	0	0	0	0	0	10.2	18.4	27.5	0	0	23
06-22	71	122	0	0	64	0	6	1	0	0	0	0	0	0	0	10.2	18.3	27.5	0	0	22.4
06-00	71	122	0	0	64	0	6	1	0	0	0	0	0	0	0	10.2	18.3	27.5	0	0	22.4
00-00	71	122	0	0	64	0	6	1	0	0	0	0	0	0	0	10.2	18.3	27.5	0	0	22.4

ATC 2 Blackmill Lane

Benchmark Data Collection

Tue 24 Time	May Total	2022 RunTot	Northbound		Car / Van	Car / Van (7)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL6 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	123	0	0	1	0	1	0	0	0	0	0	0	0	0	13.5	13.5	13.5	0	0	-
0700	2	125	0	0	1	0	0	0	0	0	0	0	0	0	0	8.4	10	11.6	0	0	-
0800	1	126	0	0	1	0	0	0	0	0	0	0	0	0	0	15.7	15.7	15.7	0	0	-
0900	7	133	0	0	6	0	1	0	0	0	0	0	0	0	0	8.7	17.6	24	0	0	-
1000	3	136	0	0	3	0	0	0	0	0	0	0	0	0	0	11.5	18.7	22.8	0	0	-
1100	6	142	0	0	5	0	1	0	0	0	0	0	0	0	0	16.1	18.8	21.6	0	0	-
1200	14	156	1	0	13	0	0	0	0	0	0	0	0	0	0	0.5	17.4	23.1	0	0	21.7
1300	4	160	0	0	4	0	0	0	0	0	0	0	0	0	0	12.4	15.1	20	0	0	-
1400	8	168	0	0	6	0	2	0	0	0	0	0	0	0	0	11.9	16.6	22.7	0	0	-
1500	17	185	0	0	16	0	1	0	0	0	0	0	0	0	0	12.1	18	24.8	0	0	21.5
1600	15	200	0	0	15	0	0	0	0	0	0	0	0	0	0	10.4	17.5	24.8	0	0	21.3
1700	4	204	0	0	4	0	0	0	0	0	0	0	0	0	0	15.3	19.7	25.4	0	0	-
1800	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	1	205	0	0	1	0	0	0	0	0	0	0	0	0	0	12.2	12.2	12.2	0	0	-
2100	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	81	205	1	0	74	0	6	0	0	0	0	0	0	0	0	0.5	17.4	25.4	0	0	21.7
06-22	83	205	1	0	76	0	6	0	0	0	0	0	0	0	0	0.5	17.3	25.4	0	0	21.7
06-00	83	205	1	0	76	0	6	0	0	0	0	0	0	0	0	0.5	17.3	25.4	0	0	21.7
00-00	83	205	1	0	76	0	6	0	0	0	0	0	0	0	0	0.5	17.3	25.4	0	0	21.7

Benchmark Data Collection

Wed 25 Time	May Total	2022 Run/Tot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (7)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL6 30	Vpp 85
0000	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	206	0	0	1	0	0	0	0	0	0	0	0	0	0	13.6	13.6	13.6	0	0	-
0700	1	207	0	0	0	0	1	0	0	0	0	0	0	0	0	22.7	22.7	22.7	0	0	-
0800	3	210	0	0	3	0	0	0	0	0	0	0	0	0	0	15.2	18.7	25.1	0	0	-
0900	9	219	0	0	7	0	2	0	0	0	0	0	0	0	0	13.6	17.4	22.7	0	0	-
1000	4	223	0	0	4	0	0	0	0	0	0	0	0	0	0	7.5	15.5	22.6	0	0	-
1100	10	233	1	0	9	0	0	0	0	0	0	0	0	0	0	3.7	18.1	26.5	0	0	-
1200	7	240	0	0	7	0	0	0	0	0	0	0	0	0	0	15.3	18	22.3	0	0	-
1300	15	255	0	0	14	0	1	0	0	0	0	0	0	0	0	12.4	19.3	28.1	0	0	23.5
1400	31	286	0	0	26	0	4	1	0	0	0	0	0	0	0	5.8	19.3	26.3	0	0	21.9
1500	15	301	0	0	13	0	2	0	0	0	0	0	0	0	0	11.4	19.2	25.8	0	0	23.7
1600	15	316	0	0	15	0	0	0	0	0	0	0	0	0	0	12.6	20.9	27.8	0	0	24.2
1700	4	320	0	0	4	0	0	0	0	0	0	0	0	0	0	17.6	20.6	23.1	0	0	-
1800	0	320	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	0	320	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	1	321	0	0	1	0	0	0	0	0	0	0	0	0	0	18.1	18.1	18.1	0	0	-
2100	0	321	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	1	322	0	0	1	0	0	0	0	0	0	0	0	0	0	14.9	14.9	14.9	0	0	-
2300	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	114	322	1	0	102	0	10	1	0	0	0	0	0	0	0	3.7	19.1	28.1	0	0	23
06-22	116	322	1	0	104	0	10	1	0	0	0	0	0	0	0	3.7	19	28.1	0	0	23
06-00	117	322	1	0	105	0	10	1	0	0	0	0	0	0	0	3.7	19	28.1	0	0	23
00-00	117	322	1	0	105	0	10	1	0	0	0	0	0	0	0	3.7	19	28.1	0	0	23

ATC 2 Blackmill Lane

Benchmark Data Collection

Run Time	26 May Total	2022 Run/Tot	Northbound Bicycle	Motor Cycle	Car Van	/	Car Van (T)	R2 Bus	R3 Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	323	0	0	1	0	0	1	0	0	0	0	0	0	0	0	18.5	18.5	18.5	0	0	-
0700	1	324	0	0	0	0	0	1	0	0	0	0	0	0	0	0	19.9	19.9	19.9	0	0	-
0800	3	327	0	0	2	0	0	1	0	0	0	0	0	0	0	0	13.8	16.5	21.5	0	0	-
0900	7	334	0	0	5	0	0	2	0	0	0	0	0	0	0	0	9.7	16.6	21.3	0	0	-
1000	2	336	0	0	1	0	0	1	0	0	0	0	0	0	0	0	17.7	20.3	22.8	0	0	-
1100	7	343	0	0	6	0	0	0	1	0	0	0	0	0	0	0	9.6	17.6	23.4	0	0	-
1200	13	356	0	0	13	0	0	0	0	0	0	0	0	0	0	0	14.7	20.5	24.6	0	0	24.2
1300	11	367	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11.5	16.4	20.9	0	0	18.3
1400	12	379	0	0	11	0	0	1	0	0	0	0	0	0	0	0	12.4	18.1	30.4	1	8.3	19.9
1500	22	401	0	0	21	0	0	0	0	0	0	0	0	0	0	0	12.1	19.2	26.5	0	0	23
1600	23	424	0	0	23	0	0	0	0	0	0	0	0	0	0	0	11.6	18.4	24.7	0	0	21.5
1700	2	426	0	0	2	0	0	0	0	0	0	0	0	0	0	0	25.5	25.6	25.6	0	0	-
1800	0	426	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	0	426	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	1	427	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13.4	13.4	13.4	0	0	-
2100	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	103	427	0	0	95	0	0	7	1	0	0	0	0	0	0	0	9.6	18.5	30.4	1	1	23
06-22	105	427	0	0	97	0	0	7	1	0	0	0	0	0	0	0	9.6	18.5	30.4	1	1	22.8
06-00	105	427	0	0	97	0	0	7	1	0	0	0	0	0	0	0	9.6	18.5	30.4	1	1	22.8
00-00	105	427	0	0	97	0	0	7	1	0	0	0	0	0	0	0	9.6	18.5	30.4	1	1	22.8

ATC 2 Blackmill Lane

Benchmark Data Collection

Fri 27 Time	May Total	2022 RunTot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (7)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL8 30	Vpp 85
0000	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	427	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	428	0	0	1	0	0	0	0	0	0	0	0	0	0	12.8	12.8	12.8	0	0	-
0700	1	429	0	0	0	0	1	0	0	0	0	0	0	0	0	18.1	18.1	18.1	0	0	-
0800	2	431	0	0	2	0	0	0	0	0	0	0	0	0	0	17	17.6	18.2	0	0	-
0900	3	434	0	0	2	0	0	0	0	0	0	0	0	0	0	12	19.9	26.8	0	0	-
1000	3	437	0	0	2	0	0	0	0	0	0	0	0	0	0	14.5	18.5	24.3	0	0	-
1100	11	448	0	0	10	0	1	0	0	0	0	0	0	0	0	15.2	20.5	32.6	1	9.1	23.5
1200	10	458	0	0	10	0	0	0	0	0	0	0	0	0	0	14.7	19.6	26.3	0	0	-
1300	14	472	0	0	12	0	2	0	0	0	0	0	0	0	0	14.1	20	26.3	0	0	24.4
1400	20	492	0	0	18	0	2	0	0	0	0	0	0	0	0	11.6	19.3	26.7	0	0	22.6
1500	21	513	0	0	20	0	1	0	0	0	0	0	0	0	0	13.1	19.3	24.8	0	0	22.4
1600	14	527	0	0	14	0	0	0	0	0	0	0	0	0	0	13.5	20.6	26.2	0	0	24.6
1700	1	528	0	0	1	0	0	0	0	0	0	0	0	0	0	13.4	13.4	13.4	0	0	-
1800	1	529	0	0	1	0	0	0	0	0	0	0	0	0	0	15.9	15.9	15.9	0	0	-
1900	2	531	0	0	2	0	0	0	0	0	0	0	0	0	0	10.7	18.5	26.3	0	0	-
2000	0	531	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	531	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	1	532	0	0	1	0	0	0	0	0	0	0	0	0	0	14.4	14.4	14.4	0	0	-
2300	0	532	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	101	532	0	0	92	0	9	0	0	0	0	0	0	0	0	11.6	19.6	32.6	1	1	24.2
06-22	104	532	0	0	95	0	9	0	0	0	0	0	0	0	0	10.7	19.5	32.6	1	1	24.2
06-00	105	532	0	0	96	0	9	0	0	0	0	0	0	0	0	10.7	19.5	32.6	1	1	24.2
00-00	105	532	0	0	96	0	9	0	0	0	0	0	0	0	0	10.7	19.5	32.6	1	1	24.2

ATC 2 Blackmill Lane

Benchmark Data Collection

Sat 28 Time	May Total	2022 RunTot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL8 30	Vpp 85
0000	0	532	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	532	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	532	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	532	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	532	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	532	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	0	532	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	0	532	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	1	533	0	0	1	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0900	2	535	0	0	2	0	0	0	0	0	0	0	0	0	0	18.7	18.7	18.7	0	0	-
1000	3	538	0	0	3	0	0	0	0	0	0	0	0	0	0	25.2	25.2	25.3	0	0	-
1100	10	548	0	0	10	0	0	0	0	0	0	0	0	0	0	13.5	19.9	24.4	0	0	-
1200	8	546	0	0	8	0	0	0	0	0	0	0	0	0	0	9.5	15.7	21.5	0	0	-
1300	9	565	0	0	9	0	0	0	0	0	0	0	0	0	0	7.1	16.1	19.7	0	0	-
1400	21	586	0	0	20	0	1	0	0	0	0	0	0	0	0	14.9	19.2	21.4	0	0	-
1500	12	598	0	0	12	0	0	0	0	0	0	0	0	0	0	11	17.5	24.9	0	0	20.8
1600	11	609	0	0	11	0	0	0	0	0	0	0	0	0	0	13.8	18	24.9	0	0	19.2
1700	0	609	0	0	0	0	0	0	0	0	0	0	0	0	0	10	17.6	27.2	0	0	19.7
1800	0	609	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	0	609	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2000	0	609	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2100	0	609	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2200	0	609	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	609	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	77	609	0	0	76	0	1	0	0	0	0	0	0	0	0	7.1	17.7	27.2	0	0	20.8
06-22	77	609	0	0	76	0	1	0	0	0	0	0	0	0	0	7.1	17.7	27.2	0	0	20.8
06-00	77	609	0	0	76	0	1	0	0	0	0	0	0	0	0	7.1	17.7	27.2	0	0	20.8
00-00	77	609	0	0	76	0	1	0	0	0	0	0	0	0	0	7.1	17.7	27.2	0	0	20.8
Summary	May Total	2022 RunTot	Northbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL8 30	Vpp 85
	609	609	2	0	565	0	39	3	0	0	0	0	0	0	0	0.5	18.5	32.6	2	0.3	22.8

ATC 2 Blackmill Lane

Appendix B

Extract of SSRP Data Portal



Extract from Sussex Safer Road
Partnership Data Portal, accessed
2022-05-11

Appendix C
Site Layout Plan



Do not scale this drawing except for planning application purposes
All dimensions must be verified on site prior to construction
This drawing is copyright of Cover Storey Architects LLP

Reuse Management

The existing refuse management strategy for the site at Aidingbourne County Centre consists of two primary refuse collection points - one next to the Quarry building (north side) and one behind the Shipham building. The bins are segregated into general waste, paper & card recycling, food waste and glass. All waste is taken to these two points from bins around the site. There is currently a weekly collection by Chichester District Council, with additional collections that are organised for busy periods (e.g. school holidays).

This proposal will utilise these existing provisions by providing additional bins, segregated for waste and recycling, within the application site that will be taken to the appropriate primary collection point for disposal.



REV	DESCRIPTION	BY	CHK	DATE
B	Drawing updated	SW	DS	01/04/22
A	Drawing updated	SW	DS	11/03/22
-	First issue for comment	SW	DS	03/03/22

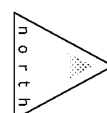
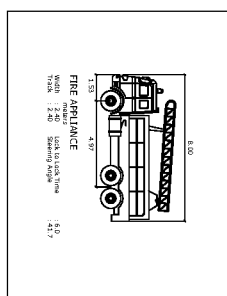
Cover Storey Architects

Cover Storey Architects LLP The Studio, 18 St George's Avenue, Havant PO9 2LH
Tel: 01329 200556 info@coverstorey.co.uk www.coverstorey.co.uk

Project name:	Drawing name:	Scale @ A3:	Drawn / Checked:	Date:	Status:	Project no.:	Drawing no.:	Revision:
Aidingbourne Nursery	Proposed Site Plan	1:200	SW / DS	APR 22	DRAFT	22009	V02-300	B

Appendix D

Swept Path Analysis



motion

84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JL
T: 020 8065 5201

www.motion.co.uk

Project:
Aldingbourne Country Centre

Title:

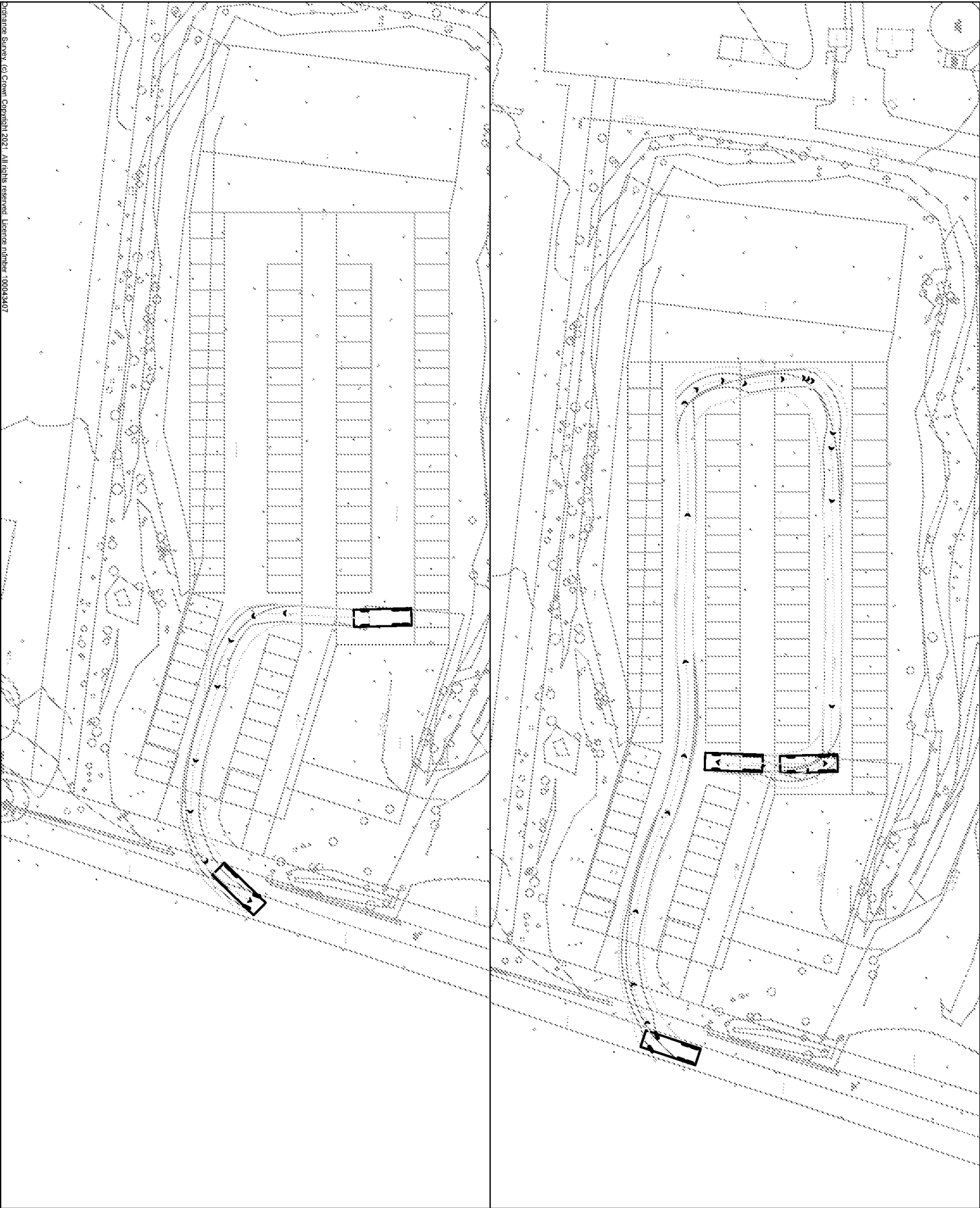
Swept Path Analysis Fire Tender

Scale: 1:1000 (@ A3)

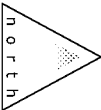
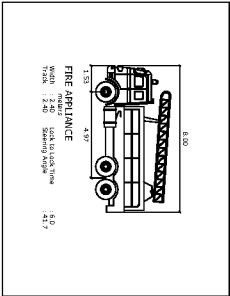
Drawing:

Revision:

2204056-TK02



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84 North Street
Guildford
Surrey
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T: 01483 531 300
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www.motion.co.uk

Project:
Aldingbourne Country Centre

Title:
Swept Path Analysis
Fire Tender

Scale: 1:500 (@ A3)

Drawing:
2204056-TK03

Revision:
-

Appendix E

TRICS Output Report

Calculation Reference: AUDIT-734001-220525-0540

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

TOTAL VEHICLESSelected regions and areas:**02 SOUTH EAST**

SC SURREY

1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Primary Filtering selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of pupils
 Actual Range: 36 to 36 (units:)
 Range Selected by User: 21 to 450 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/97 to 19/11/21

*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:

Thursday 1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Free Standing (PPS6 Out of Town) 1

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

Out of Town 1

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

E(f) 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 1 days

*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:

Not Known 1 days

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

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

<p>1 SC-04-D-03</p> <p>CHERTSEY ROAD</p> <p>NEAR CHOBHAM</p> <p>LARKENSHAW</p> <p>Free Standing (PPS6 Out of Town)</p> <p>Out of Town</p> <p>Total Number of pupils: 36</p> <p>Survey date: THURSDAY 18/12/97</p>	<p>NURSERY</p>	<p>SURREY</p> <p>Survey Type: MANUAL</p>
--	-----------------------	---

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
NY-04-D-01	Not comparable in scale/location

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	36	0.111	1	36	0.056	1	36	0.167
08:00 - 09:00	1	36	0.417	1	36	0.389	1	36	0.806
09:00 - 10:00	1	36	0.167	1	36	0.194	1	36	0.361
10:00 - 11:00	1	36	0.028	1	36	0.000	1	36	0.028
11:00 - 12:00	1	36	0.028	1	36	0.000	1	36	0.028
12:00 - 13:00	1	36	0.028	1	36	0.000	1	36	0.028
13:00 - 14:00	1	36	0.000	1	36	0.028	1	36	0.028
14:00 - 15:00	1	36	0.000	1	36	0.000	1	36	0.000
15:00 - 16:00	1	36	0.028	1	36	0.000	1	36	0.028
16:00 - 17:00	1	36	0.194	1	36	0.167	1	36	0.361
17:00 - 18:00	1	36	0.611	1	36	0.444	1	36	1.055
18:00 - 19:00	1	36	0.000	1	36	0.167	1	36	0.167
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.612			1.445			3.057

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:	36 - 36 (units:)
Survey date range:	01/01/97 - 19/11/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.