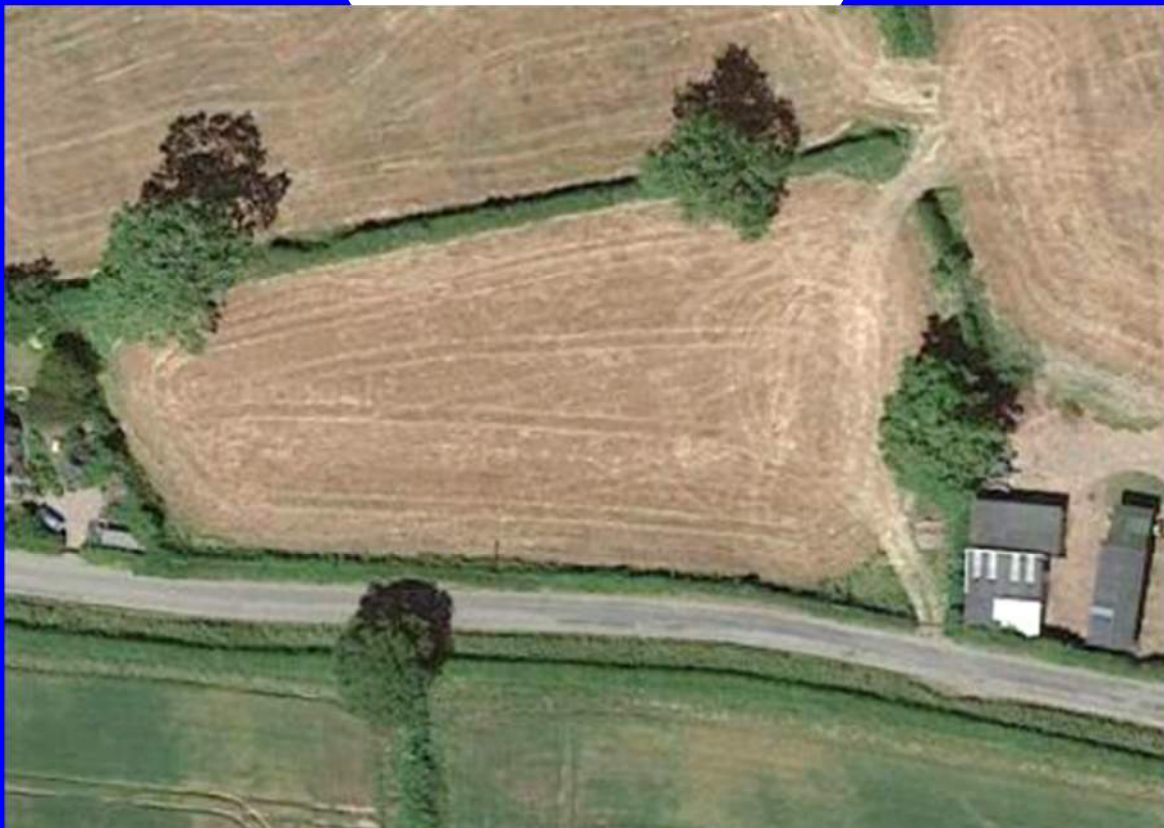


ACCESS ASSESSMENT

**FOR A PROPOSED TOURING CARAVAN SITE
FOR 8 PITCHES**

**AT
CHAPEL FARM WHITEWELL
WHITCHURCH**

ISSUE 2



**FOR
MR GERALD CARTWRIGHT**

REPORT VERIFICATION

SITE ADDRESS	Chapel Farm Whitewell Whitchurch
REPORT TITLE	Access Assessment
JOB NUMBER	719-21
PREPARED BY	JRS

ISSUE NO.	DATE	STATUS	REPORT VERSION	ISSUED BY
1	11-10-21	for Planning	01	JRS
2	18-01-22	for Planning	02	JRS

ISSUE 2 NOTE

Due to ATC speed readings being taken the following amendments have been done:

- 1) Appendix 7 added
- 2) Drawing 719-21-05 revised
- 3) Paragraph 3.15 added
- 4) Paragraphs 5.2 & 5.3 revised

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Appendix 2	Green Planning Studio's Proposed Site drawing 20_1124_003
Appendix 3	Speed & Visibility Calculations
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Appendix 6	Car & Caravan Swept Path Analysis drawing 719-21-70
Appendix 7	ATC Locations & Speeds sketch drawing 719-21 SK03 & ATC Speed Readings

1. BRIEF

- 1.1. Sumner Consultancy has been appointed by Mr Gerald Cartwright to provide an Access Assessment in connection with his proposed construction of a touring caravan site adjoining Whitewell Road.

2. SITE INFORMATION

- 2.1. The Site is located on the northern side of the Whitewell Road, 3 miles to the west of Whitchurch at Grid Reference X349400 Y341177 with the nearest post code of SY13 3AL. The Site Location Plan is in Appendix 1.
- 2.2. The Site is an existing field on the western side of Chapel Farm, and the proposal is to construct 8 touring caravan pitches and the provision of a small shower/toilet block. The Site proposals are shown on Green Planning Studio's Proposed Site drawing 20_1124_003b in Appendix 2.
- 2.3. In the south eastern corner of the Site is an existing field access gate 5.0m wide, and the proposal is to widen the access to 5.5m.
- 2.4. Adjoining the access Whitewell Road is 4.6m wide with a 4.3 wide verge on the southern side of the road.
- 2.5. There are no streetlights or road markings along Whitewell Road.
- 2.6. Whitewell Road is subject to the national speed limit of 60mph.

3. VISIBILITY SPLAYS

- 3.1. Measurement of visibility splays:
- 3.1.1. Measurements for visibility splays are generally taken from a point where the centreline of the minor road meets the channel of the major road, Point W. This is normally at the 'give way' line (or an imaginary 'give way' line if no such markings are provided). The distance back along the minor arm to Point X, from which visibility is measured is known as the X distance. This distance is normally measured along the centreline of the minor arm for simplicity, but in some circumstances (for example where there is a wide splitter island on the minor arm) it will be more appropriate to measure it from the actual position of the driver.
- 3.1.2. The Y distance represents the distance that a driver who is about to exit from the minor arm can see to their left and right along the main alignment. For simplicity it is measured along the nearside kerb line of the main arm to Point Y, although vehicles will normally be travelling a distance from the kerb line. Therefore a more accurate assessment of visibility splays is made by measuring to the nearside edge of the vehicle track. The measurement is taken from the point where this line intersects the centreline of the minor arm, Point X, (unless, as above, there is a splitter island in the minor arm).
- 3.2. Currently the standards for determining visibility splays, are defined in Manual for Streets (MfS), CD 123 – Geometric Design of At-Grade Priority and Signal-Controlled Junctions and TAN 18 Transport.
- 3.3. MfS focuses on lightly trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. Generally this is limited to locations with traffic speeds less than 40mph. MfS does not apply to the Trunk Road Network.
- 3.4. CD 123 & TAN 18 is generally applicable to trunk roads where traffic speeds are 40mph and above.
- 3.5. However there are some Highway Authorities, one of which is Shropshire who are prepared to consider visibility splays derived by Dorset County Council for speeds in excess of 40mph. These visibility splays are based on the formula outlined in MfS.

- 3.6. It's understood that the Planning Inspectorate is also allowing appeals for visibility splays for speeds in excess of 40mph based on the formula outlined in MfS.
- 3.7. For the appropriate X distance MfS states that:
- a) An X distance of 2.4m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of a car and the driver's eye.
 - b) Longer X distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists.
 - c) Longer X distances may also result in more shunt collisions on the minor arm. TRL Report No. 18468 found that collision risk increased with greater minor-road sight distance.
 - d) A minimum X distance of 2m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm, and many drivers will tend to cautiously nose out into traffic.
- 3.8. For an access from this Site an X distance of 2.4m is considered appropriate.
- 3.9. The determination of the Y distance for the visibility splays is based on the actual speed of vehicles along the road and not the speed limit.
- 3.10. The assessment of Vehicle speeds is generally done by an Automatic Traffic Count (ATC). An ATC speed survey is normally carried out by fixing rubber tubes to the road surface which are connected to a road side recorder box. These tubes can measure both speed and number of vehicle movements and in some cases the weight of vehicles passing over, e.g. cars or HGV's.
- 3.11. An ATC is generally done over the period of a week. They are therefore inconspicuous to drivers of vehicles, and provide more detailed information than a manual survey, which is generally only over a number of hours or at most a day and involves the survey being carried out by someone on the side of the road with a radar gun, sometimes in a high visibility jacket.
- 3.12. When the results of a speed reading either by an ATC or manually are obtained the vehicle speeds along the road are defined by the 85th Percentile. Basically as an example, if 100 readings are taken the top 15 are discounted and the next reading is the 85th Percentile. The speed is adjusted if the readings were taken in wet weather or when the road is wet.
- 3.13. As well as the horizontal visibility splays (Y distance) the vertical visibility is taken into account. In MfS the vertical requirement is from an eye height of between 1.05m & 2.0m to a point 0.6m above carriageway.
- 3.14. During the site inspection it was noted Whitewell Road has very low traffic volumes due to its rural nature, therefore no speed reading were able to be taken. However an estimation of the traffic speeds was done by driving along the road, westbound speeds were estimated to be 35mph, and eastbound 40mph.
- 3.15. The Highway Authority was not happy with an estimation of the traffic speeds and requested a 7 day ATC, and this was carried out by 360 TSL Ltd commencing on 08-01-22. From the proposed access the ATC counters were positioned 96.7m to the west and 66.9m to the east. The 85th Percentile 7 day speeds were westbound 34.2mph and eastbound 34.3mph. A copy of the speed readings and the ATC Locations & Speeds 719-21 SK03 are in Appendix 7.
- 3.16. Based on the formula in MfS, for a westbound speed of 34.2mph, the required visibility splay to the east is 51.8m, and for an eastbound speed of 34.3mph, it is 52.0m to the west. The Speed & Visibility Splay Calculations are in Appendix 3.

- 3.17. MfS states that in determining the Y distance a more accurate assessment of visibility splays is made by measuring to the nearside edge of the vehicle track. This has normally been taken to be 1.0m from the road channel, however The Highway Authority consider it to be 0.5m.
- 3.18. The potential Y distance visibility splays which can be achieved from the proposed access as measured on site within the highway boundary or within land owned or controlled by Mr Cartwright are shown on the Access Proposals drawing 791-21-05a in Appendix 4. The distances are 90.0m to the west and 60.0m to the east. Photographs 1 & 2 show the location of the existing access, Photographs 3 & 4 are taken at the road channel, Photographs 5 & 6 from 2.4m. The Photographs are in Appendix 5.
- 3.19. Since the visibility splays from 2.4m are initially obstructed by the adjoining gate posts/fence and hedge a red & white ranging pole was positioned at 2.4m from the road channel and photographs were taken at a point 90.0m from the access in a westerly direction and 60.0m in an easterly direction.
- 3.20. Photograph 7 is at 90m from the access in a westerly direction looking towards the access and Photograph 8 is zoomed in towards the access and shows the red & white ranging pole marking 2.4m. To achieve the 2.4 x 90.0m visibility splays an 8.0m section of the hedge up to the electric pole in a westerly direction needs to be taken down or set back.
- 3.21. Photograph 9 is at 60m from the access in an easterly direction looking towards the access and Photograph 10 is zoomed in towards the access and shows the red & white ranging pole marking 2.4m. To achieve the 2.4 x 60.0m visibility splays a 2.0m section of the close boarded fence needs to be set back along the splay line in an easterly direction and the existing hedge maintained to its current state.
- 3.22. Visibility for right turning vehicles is in excess of 100m.
- 3.23. As well as the horizontal visibility splays (Y distance) the vertical visibility is taken into account. In MfS the vertical requirement is from an eye height of between 1.05m & 2.0m to a point 0.6m above carriageway. There are no issues with this along Whitewell Road.

4. PROPOSED ACCESS

- 4.1. The existing field access is 5.0m and needs to be widened in a westerly direction to 5.5m with 45 degree splays onto the highway.
- 4.2. The access needs to be surfaced in a hardbound material for a distance of 10.0m from the highway.
- 4.3. Since the site falls away from the highway, no drainage provision is necessary to prevent water draining onto the highway. However to prevent water draining off the highway into the site it is recommended that a dropped kerb is constructed across the access.
- 4.4. The swept path of the largest car and caravan that is allowable on the highway is shown on the Car & Caravan Swept Path Analysis drawing 719-21-70 in Appendix 6. This shows that a car a caravan can enter the site and pass a car exiting the Site.
- 4.5. A refuse collection point will be provided adjoining the access, as indicated on the Access Proposals drawing 791-21-05 in Appendix 4, so it will not be necessary for the refuse vehicle to enter the Site.

5. CONCLUSION

- 5.1. For an access from this Site an X distance of 2.4m is considered appropriate.
- 5.2. A 7 day ATC was carried out by 360 TSL Ltd commencing on 08-01-22. From the proposed access the ATC counters were positioned 96.7m to the west and 66.9m to the east. The 85th Percentile 7 day speeds were westbound 34.2mph and eastbound 34.3mph.
- 5.3. Based on the formula in MfS, for a westbound speed of 34.2mph, the required visibility splay to the east is 51.8m, and for an eastbound speed of 34.3mph, it is 52.0m to the west.
- 5.4. The potential Y distance visibility splays which can be achieved from the access within the highway boundary or within land owned or controlled by Mr Cartwright are 90.0m to the west and 60.0m to the east.
- 5.5. The potential visibility splays are therefore in excess of the distances determined from the ATC vehicle speeds.
- 5.6. Visibility for right turning vehicles is in excess of 100m.
- 5.7. The existing field access is 5.0m and needs to be widened in a westerly direction to 5.5m with 45 degree splays onto the highway.
- 5.8. The access needs to be surfaced in a hardbound material for a distance of 10.0m from the highway.
- 5.9. Since the site falls away from the highway, no drainage provision is necessary to prevent water draining onto the highway. However to prevent water draining off the highway into the site it is recommended that a dropped kerb is constructed across the access.
- 5.10. The swept path of the largest car and caravan that is allowable on the highway shows that a car a caravan can enter the site and pass a car exiting the Site.
- 5.11. A refuse collection point will be provided adjoining the access, so it will not be necessary for the refuse vehicle to enter the Site.
- 5.12. It is considered that the proposed caravan site and access will not be detrimental to the safety and free flow of traffic along Whitewell Road.

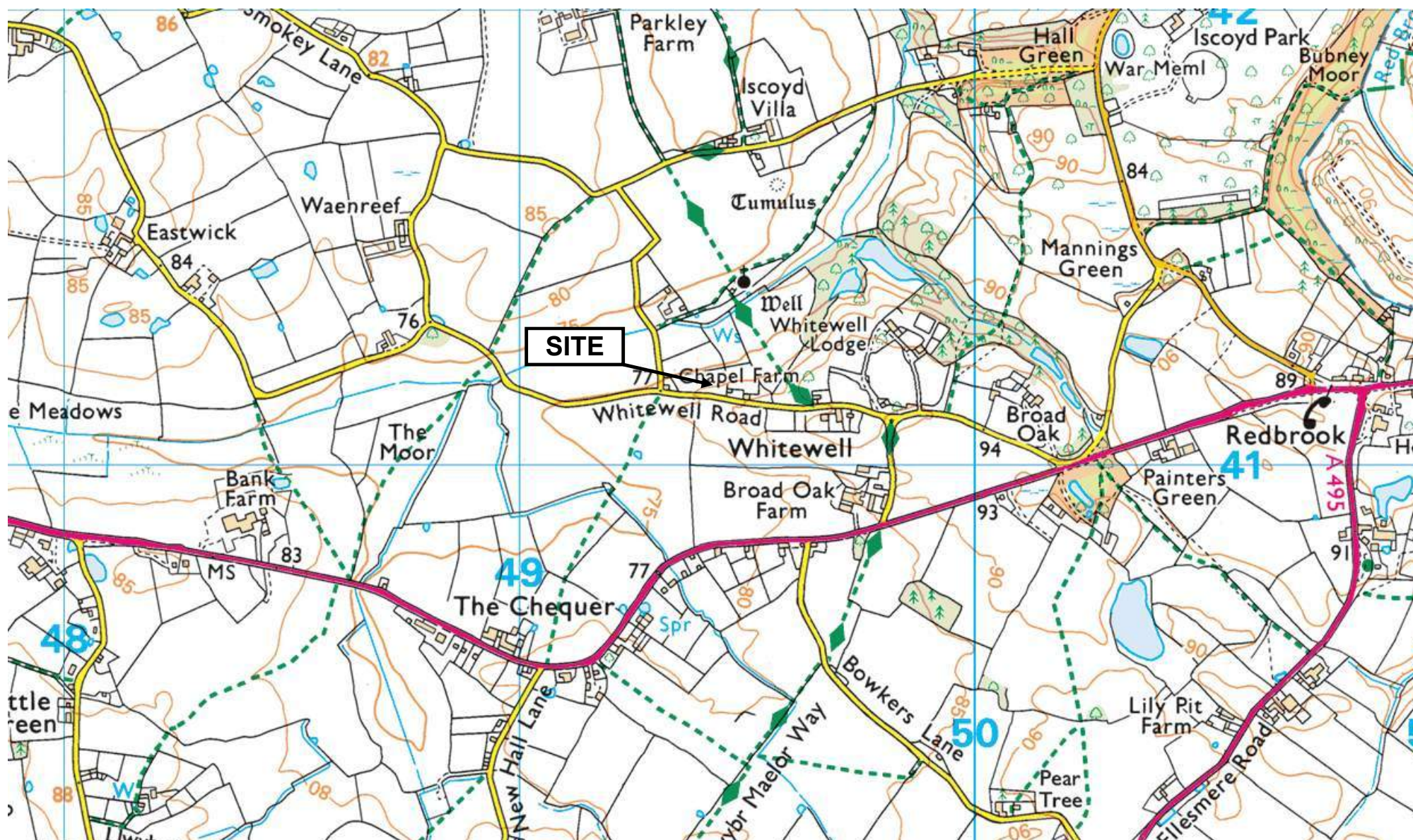
John Sumner IEng MICE
Director
Sumner Consultancy Ltd
January 2022

APPENDIX 1

SITE LOCATION PLAN

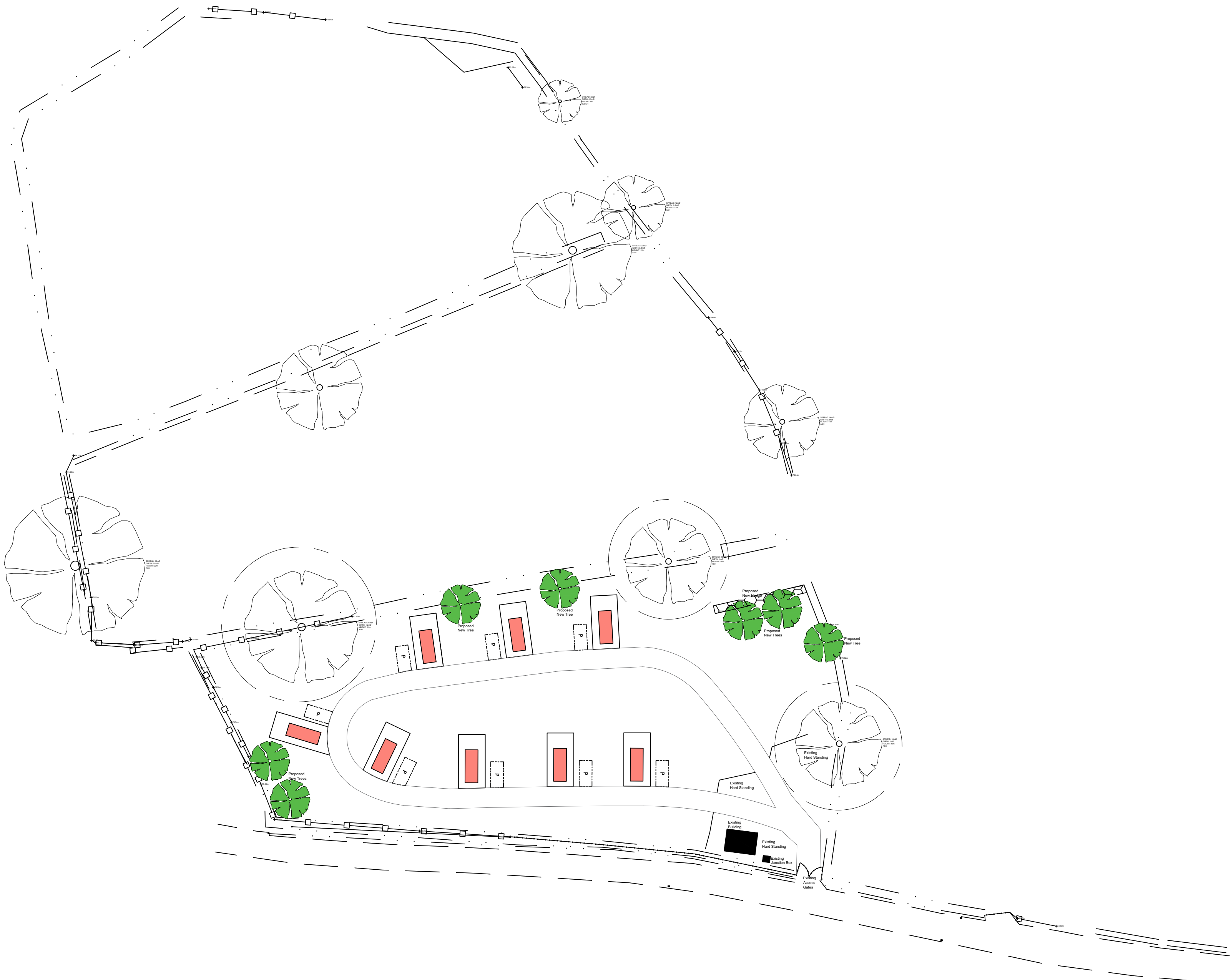
SITE LOCATION PLAN

Nearest Post Code SY13 3AL
Grid Reference X349400 Y341177



APPENDIX 2

GREEN PLANNING STUDIO'S PROPOSED SITE DRAWING 20_1124_003



NOTES
Do not scale from this drawing except for planning application purposes.
The contractor is to check all site dimensions, levels and sewer inverts before works commence.
This drawing must be checked and read against any structural or specialist consultant drawings.
The contractor is to comply in all respects with the current Building Regulations and BS Codes of Practice whether or not specifically stated on these drawings.
This drawing is not intended to show details of foundations, ground conditions or ground contaminants and confirmation and/or investigation is to be carried out by suitable experts.
This drawing and the building works/designs depicted are the copyright of Green Planning Studio Ltd and are not to be reproduced in any form or by any means without the written consent of Green Planning Studio Ltd.
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LANDSCAPING KEY:	
	PROPOSED NEW TREES
	EXISTING TREES
	ROOT PROTECTION AREA
	NEW HEDGE PLANTING
	Touring Caravan Base
	Towing Vehicle Hardstanding

B.	30/06/2021	Drawing number corrected	CH
A.	23/06/2021	Tree root protection area revise	CH
Rev.	Date	Amendments	Author



Client:
Mr Gerald Cartwright

Project title:
**Touring Caravan Site For 8 Pitches
Chapel Farm
Whitewell
Nr Whitchurch
Wrexham, SY13 3AL**

Drawing title:
Proposed Site

Scale @ A2: 1:500	Date of first issue: March 2021	Drawn: CH
Project No. 20_1124	Issue Status Planning	
Drawing No. 20_1124_003	Revision:	

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APPENDIX 3

SPEED & VISIBILITY CALCULATIONS

SPEED & VISIBILITY SPLAY CALCULATIONS

Manual for Streets (MfS)



Site Location **CHAPEL FARM WHITEWELL ROAD WHITCHURCH**

Grid Reference **X349400 Y341177**

Nearest Post Code **SY13 3AL**

Speed Limit **60**

Speed readings were taken on 08/01/2022 for 7 days

Traffic Direction Westbound mph
85th Percentile 34.2

Traffic Direction Eastbound mph
85th Percentile 34.3

Speed in wet weather

CA 185 Vehicle Speed Measurement

Speed increase for wet weather 0 mph (4 kph for AP Single Carriageways)

Traffic Direction Westbound mph
85th Percentile 34.2

Traffic Direction Eastbound mph
85th Percentile 34.3

Visibility Distances From Manual for Streets

SPEED	Km/h	16	20	24	25	30	32	40	45	48	50	60
	mph	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length		11	14	17	18	23	25	33	39	43	45	59

Traffic Direction Westbound
85th Percentile Visibility Splay 51.8 m

Traffic Direction Eastbound
85th Percentile Visibility Splay 52.0 m

Where:

Stopping Sight Distance = $vt + v^2/2(d+0.1a)$

v = Speed (m/s)

t = Reaction Time (s) =

d = Deceleration Time (g) =

g = Gravity (m/s²) =

Bonnet Length (m) =

a = Longitudinal Gradient (%)

Westbound Gradient (%) =

Eastbound Gradient (%) =

Westbound Eastbound

1.5 1.5

0.450 0.450

9.81 9.81

2.4 2.4

5.3%

3.4%

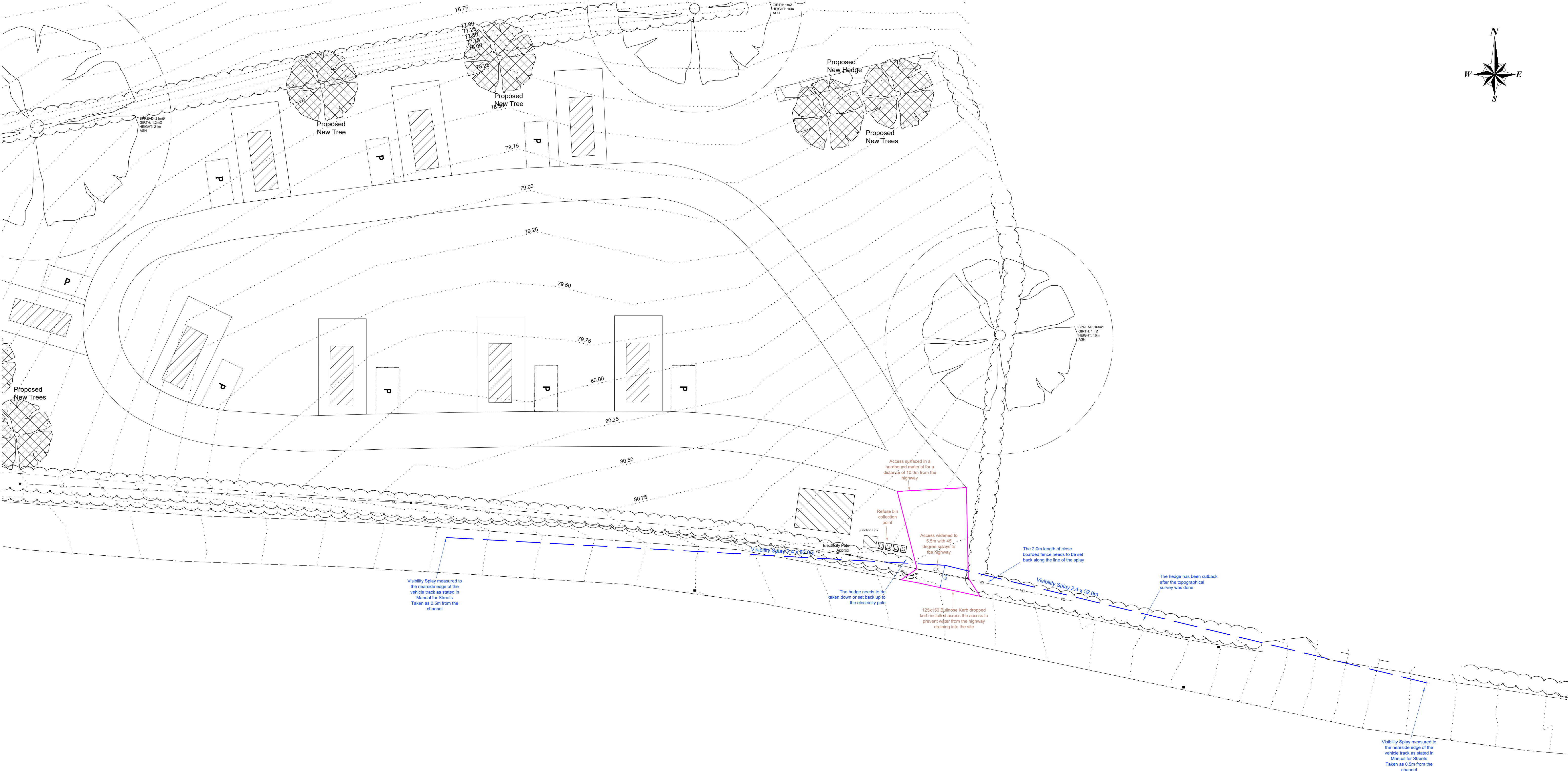
Note: The calculations above are based on the formula in Manual for Streets 2 for determining the Stopping Sight Distance

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APPENDIX 4

ACCESS PROPOSALS DRAWING 719-21-05a



Notes

1. Do not scale from this drawing.
2. All drawings are to be checked by the contractor and setting out engineer and read in conjunction with one another to ensure they are mutually compatible with each other before any setting out or construction commences.
In the event of apparent ambiguity or contradiction the engineer and/or architect shall be notified immediately. Sumner Consultancy accepts no liability in the event of not being so notified and where construction work has commenced.
3. The site survey was produced by Green Planning Studio Limited Reference: Whitewell-2d. Levels & grid are to OS Datum
Sumner Consultancy have not undertaken, nor have been instructed to undertake, any special investigations to verify the information provided. The Principle Contractor, sub contractors and others who may need to rely on this information must ascertain its accuracy before commencing the works. Sumner Consultancy accept no responsibility or liability for the accuracy of this information.

Revisions

Rev	Date	Description
A	18-01-22	Visibility splays revised following speed survey



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Client: GERALD CARTWRIGHT

Project: CHAPEL FARM WHITEWELL
WHITCHURCH

Drawing
Title: ACCESS PROPOSALS

Scale: 1:200 Drawn by: JRS Date: September 2021

Drawing
Number: 719-21-05 Revision: A

APPENDIX 5

PHOTOGRAPHS



PHOTOGRAPH 1
Existing field access



PHOTOGRAPH 2
Existing field access looking in a westerly direction



PHOTOGRAPH 3
Road channel in a westerly direction from the existing access



PHOTOGRAPH 4
Road channel in a easterly direction from the existing access



PHOTOGRAPH 5
At 2.4m from the road channel in a westerly direction



PHOTOGRAPH 6
At 2.4m from the road channel in a easterly direction



PHOTOGRAPH 7
Visibility from 90m in a westerly direction looking towards the access



PHOTOGRAPH 8
Visibility from 90m in a westerly direction looking towards the access
The photograph is zoomed in towards the access and shows a red & white ranging pole marking 2.4m



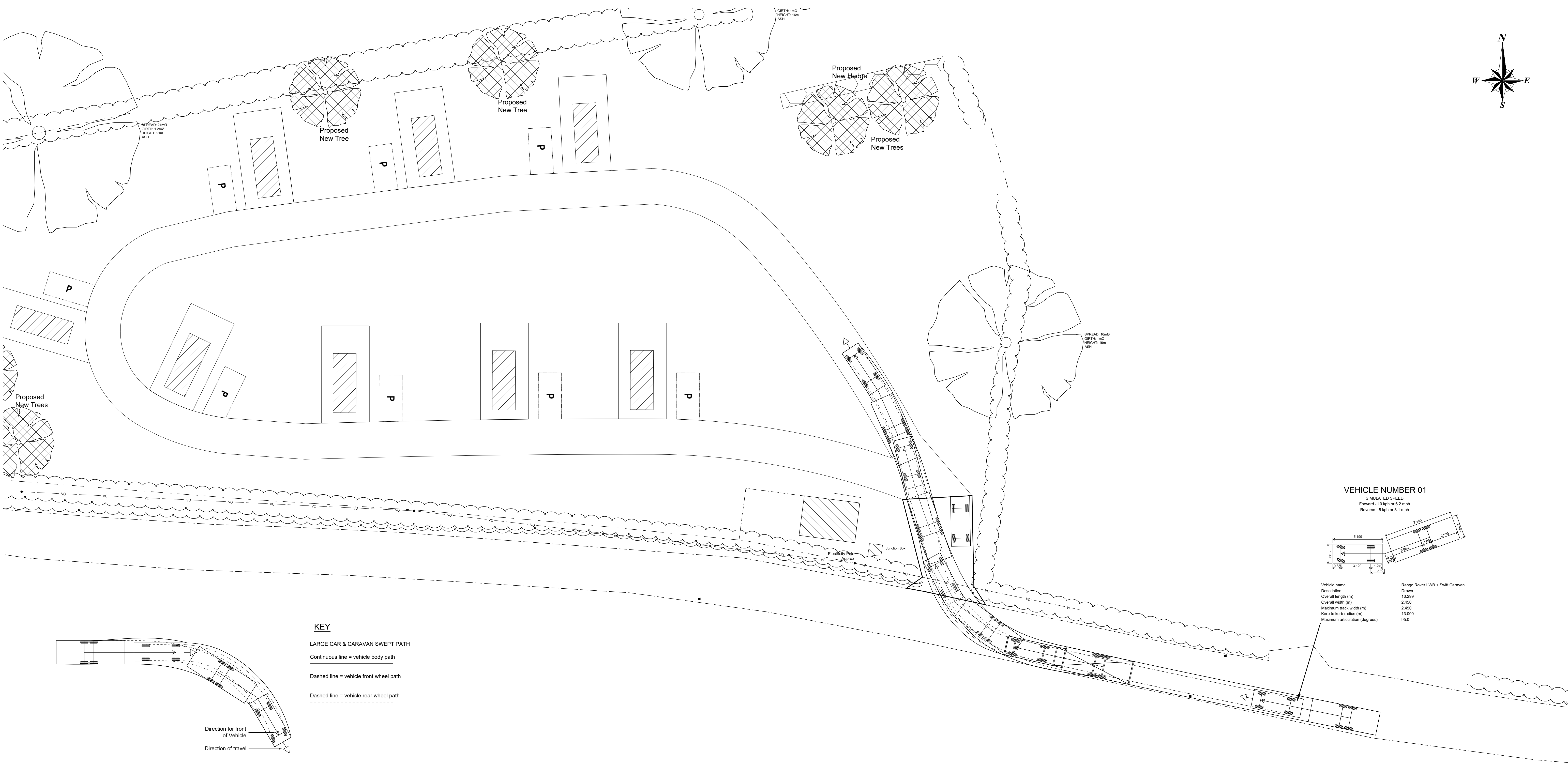
PHOTOGRAPH 9
Visibility from 60m in a easterly direction looking towards the access



PHOTOGRAPH 10
Visibility from 60m in a easterly direction looking towards the access
The photograph is zoomed in towards the access and shows a red & white ranging pole marking 2.4m

APPENDIX 6

CAR & CARAVAN SWEPT PATH ANALYSIS DRAWING 719-21-70



LARGE CAR & CARAVAN SWEPT PATH

Continuous line = vehicle body path

Dashed line = vehicle front wheel path

Dashed line = vehicle rear wheel path

Direction for front of Vehicle

Direction of travel

Notes

1. Do not scale from this drawing.

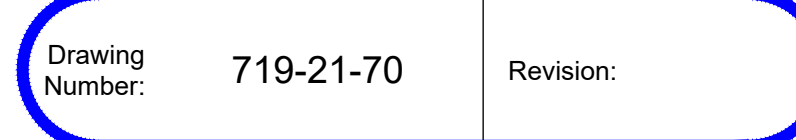
All drawings are to be checked by the contractor or construction setting out engineer and read in conjunction with one another to ensure they are mutually compatible with each other before any setting out or construction commences.

In the event of any apparent ambiguity or contradiction the engineer and/or architect shall be notified immediately. Sumner Consultancy accepts no liability in the event of not being so notified and where construction work has commenced.
3. The site survey was produced by Green Planning Studio Limited Reference whitlew22-24. Levels & grid are to OS Datum

Sumner Consultancy is not undertaking any investigation nor have been instructed to undertake, any special investigations to verify the information provided. The Principle Contractor, sub contractors and others who may need to rely on this information must ascertain its accuracy before commencing the works. Sumner Consultancy accept no responsibility or liability for the accuracy of this information.

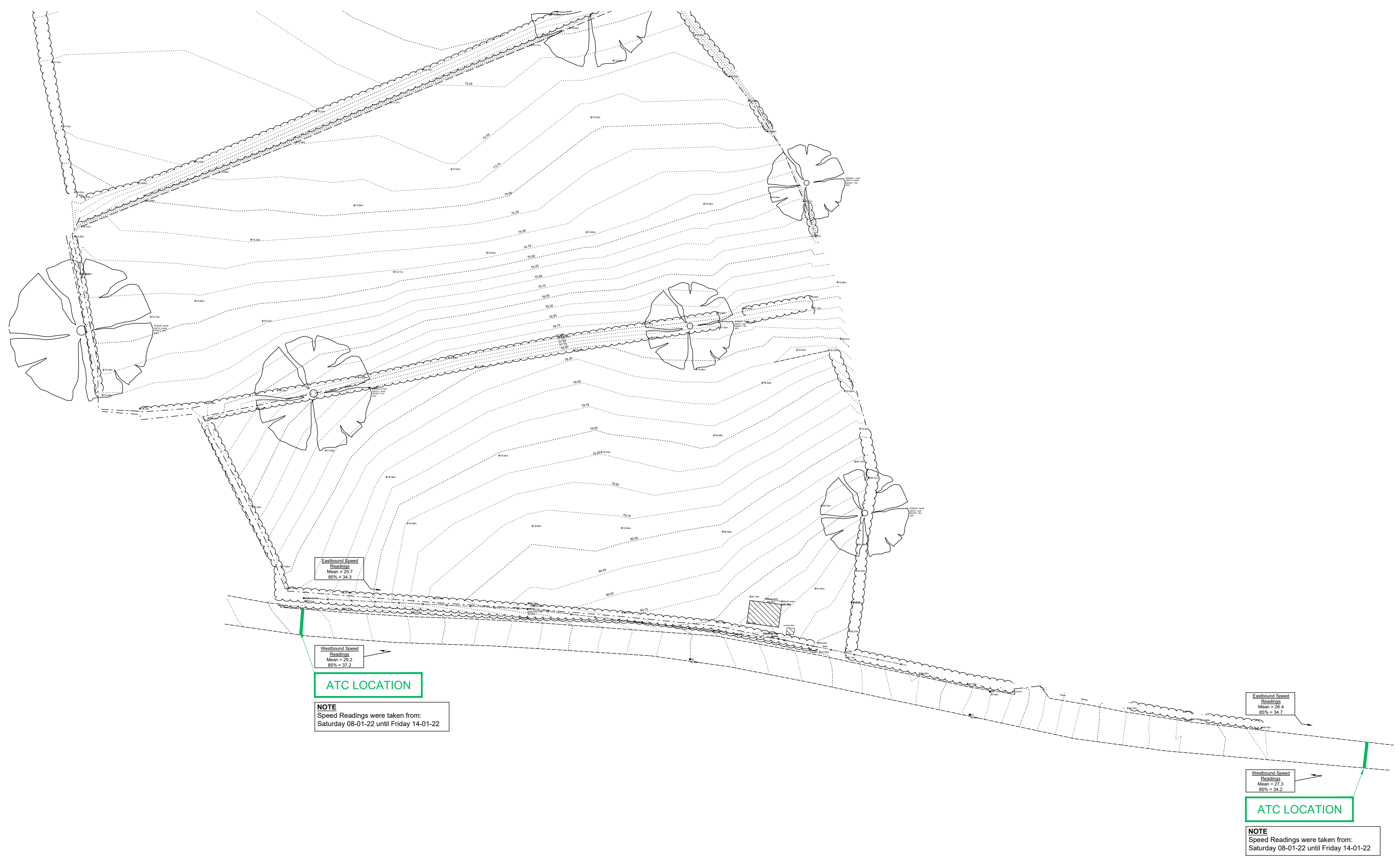
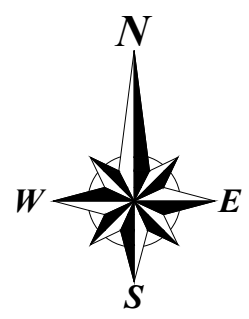
Revisions

Rev	Date	Description



APPENDIX 7

ATC LOCATIONS & SPEEDS
SKETCH DRAWING 719-21 SK03 &
ATC SPEED READINGS



Sc

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Scale:	1:500
Drawn:	JRS
Date:	18-01-22

Drawing Size:
A2

SKETCH
ATC LOCATIONS & SPEEDS
719-21 SK 03

Nearest Post Code: SY13 3AL
Grid Reference: X349400 Y341177

Whitewell ATC, Whitewell Road (Eastern Site)



Direction: Westbound

Hour Beginning	Sat Jan 08	Sun Jan 09	Mon Jan 10	Tue Jan 11	Wed Jan 12	Thu Jan 13	Fri Jan 14	5-Day Ave.	7-Day Ave.
00:00	0	3	0	1	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	1	0	0	0	0
03:00	0	0	0	0	0	1	1	0	0
04:00	0	0	1	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	1	1	1	1	1	0	1	1
07:00	2	1	4	2	5	2	1	3	2
08:00	5	1	12	8	9	10	8	9	8
09:00	3	4	11	10	12	6	13	10	8
10:00	14	20	12	8	6	7	7	8	11
11:00	11	10	7	5	3	4	6	5	7
12:00	6	7	7	6	3	14	8	8	7
13:00	10	3	3	13	6	11	7	8	8
14:00	12	8	5	6	5	3	9	6	7
15:00	5	8	8	8	8	9	8	8	8
16:00	7	8	9	14	11	6	6	9	9
17:00	8	7	16	14	11	14	11	13	12
18:00	4	0	8	3	4	5	7	5	4
19:00	3	3	2	4	4	5	4	4	4
20:00	2	1	0	1	3	4	5	3	2
21:00	1	2	2	2	2	0	1	1	1
22:00	4	0	1	0	0	3	1	1	1
23:00	1	0	0	1	0	1	2	1	1
Total 12H(7-19)	87	77	102	97	83	91	91	93	90
16H(6-22)	93	84	107	105	93	101	101	101	98
18H(6-24)	98	84	108	106	93	105	104	103	100
24H(0-24)	99	87	109	108	94	106	105	104	101
AM Peak	10:00 14	10:00 20	08:00 12	09:00 10	09:00 12	08:00 10	09:00 13	09:00 10	10:00 11
PM Peak	14:00 12	14:00 8	17:00 16	16:00 14	16:00 11	12:00 14	17:00 11	17:00 13	17:00 12

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Sat Jan 08	Sun Jan 09	Mon Jan 10	Tue Jan 11	Wed Jan 12	Thu Jan 13	Fri Jan 14	5-Day Ave.	7-Day Ave.
00:00	0	2	0	1	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	1	1	2	3	1	2	1
06:00	2	1	4	2	2	2	2	2	2
07:00	1	2	4	5	4	4	5	4	4
08:00	7	0	7	9	17	10	11	11	9
09:00	6	4	6	6	3	3	8	5	5
10:00	12	13	8	11	4	7	2	6	8
11:00	8	12	7	8	4	6	13	8	8
12:00	7	15	3	7	4	9	10	7	8
13:00	9	8	6	8	6	6	8	7	7
14:00	6	6	9	9	10	4	2	7	7
15:00	7	4	8	11	4	13	4	8	7
16:00	3	9	4	13	7	8	13	9	8
17:00	8	1	11	7	8	8	5	8	7
18:00	6	2	13	7	7	9	3	8	7
19:00	0	2	0	2	3	3	5	3	2
20:00	3	0	1	1	2	1	1	1	1
21:00	3	1	0	0	1	0	2	1	1
22:00	3	0	0	0	1	0	0	0	1
23:00	0	0	1	0	1	0	1	1	0
Total 12H(7-19)	80	76	86	101	78	87	84	87	85
16H(6-22)	88	80	91	106	86	93	94	94	91
18H(6-24)	91	80	92	106	88	93	95	95	92
24H(0-24)	91	82	93	108	90	97	96	97	94
AM Peak	10:00 12	10:00 13	10:00 8	10:00 11	08:00 17	08:00 10	11:00 13	08:00 11	08:00 9
PM Peak	13:00 9	12:00 15	18:00 13	16:00 13	14:00 10	15:00 13	16:00 13	16:00 9	16:00 8

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Sat Jan 08	Sun Jan 09	Mon Jan 10	Tue Jan 11	Wed Jan 12	Thu Jan 13	Fri Jan 14	5-Day Ave.	7-Day Ave.
00:00	0	5	0	2	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	1	1	0	1	1
03:00	0	0	0	0	0	1	1	0	0
04:00	0	0	1	0	0	0	0	0	0
05:00	0	0	1	1	2	3	1	2	1
06:00	2	2	5	3	3	3	3	2	3
07:00	3	3	8	7	9	6	6	7	6
08:00	12	1	19	17	26	20	19	20	16
09:00	9	8	17	16	15	9	21	16	14
10:00	26	33	20	19	10	14	9	14	19
11:00	19	22	14	13	7	10	19	13	15
12:00	13	22	10	13	7	23	18	14	15
13:00	19	11	9	21	12	17	15	15	15
14:00	18	14	14	15	15	7	11	12	13
15:00	12	12	16	19	12	22	12	16	15
16:00	10	17	13	27	18	14	19	18	17
17:00	16	8	27	21	19	22	16	21	18
18:00	10	2	21	10	11	14	10	13	11
19:00	3	5	2	6	7	8	9	6	6
20:00	5	1	1	2	5	5	6	4	4
21:00	4	3	2	2	3	0	3	2	2
22:00	7	0	1	0	1	3	1	1	2
23:00	1	0	1	1	1	1	3	1	1
Total 12H(7-19)	167	153	188	198	161	178	175	180	174
16H(6-22)	181	164	198	211	179	194	195	195	189
18H(6-24)	189	164	200	212	181	198	199	198	192
24H(0-24)	190	169	202	216	184	203	201	201	195
AM Peak	10:00 26	10:00 33	08:00 20	09:00 19	08:00 26	08:00 20	09:00 21	08:00 20	10:00 19
PM Peak	13:00 19	12:00 22	17:00 27	16:00 27	17:00 19	12:00 23	16:00 19	17:00 21	17:00 18

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Whitewell ATC, Whitewell Road (Eastern Site)

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	99	78	17	2	2
Sun 9 Jan	87	70	16	0	1
Mon 10 Jan	109	87	17	3	2
Tue 11 Jan	108	87	20	1	0
Wed 12 Jan	94	67	24	3	0
Thu 13 Jan	106	81	22	1	2
Fri 14 Jan	105	79	23	0	3
5 Day Ave.	104	80	21	2	1
7 Day Ave.	101	78	20	1	1

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	91	65	25	1	0
Sun 9 Jan	82	65	16	0	1
Mon 10 Jan	93	71	19	3	0
Tue 11 Jan	108	82	24	1	1
Wed 12 Jan	90	73	16	1	0
Thu 13 Jan	97	79	16	1	1
Fri 14 Jan	96	60	32	0	4
5 Day Ave.	97	73	21	1	1
7 Day Ave.	94	71	21	1	1

Direction: Total Flow

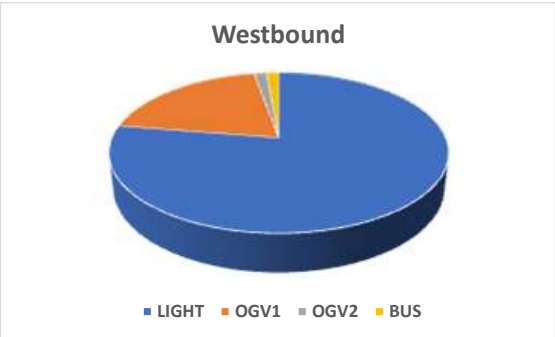
	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	190	143	42	3	2
Sun 9 Jan	169	135	32	0	2
Mon 10 Jan	202	158	36	6	2
Tue 11 Jan	216	169	44	2	1
Wed 12 Jan	184	140	40	4	0
Thu 13 Jan	203	160	38	2	3
Fri 14 Jan	201	139	55	0	7
5 Day Ave.	201	153	43	3	3
7 Day Ave.	195	149	41	2	2

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	100.0%	78.8%	17.2%	2.0%	2.0%
Sun 9 Jan	100.0%	80.5%	18.4%	0.0%	1.1%
Mon 10 Jan	100.0%	79.8%	15.6%	2.8%	1.8%
Tue 11 Jan	100.0%	80.6%	18.5%	0.9%	0.0%
Wed 12 Jan	100.0%	71.3%	25.5%	3.2%	0.0%
Thu 13 Jan	100.0%	76.4%	20.8%	0.9%	1.9%
Fri 14 Jan	100.0%	75.2%	21.9%	0.0%	2.9%
5 Day Ave.	100.0%	76.8%	20.3%	1.5%	1.3%
7 Day Ave.	100.0%	77.5%	19.6%	1.4%	1.4%

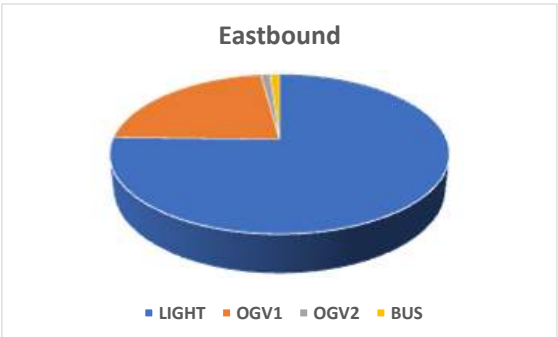
	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	100.0%	71.4%	27.5%	1.1%	0.0%
Sun 9 Jan	100.0%	79.3%	19.5%	0.0%	1.2%
Mon 10 Jan	100.0%	76.3%	20.4%	3.2%	0.0%
Tue 11 Jan	100.0%	75.9%	22.2%	0.9%	0.9%
Wed 12 Jan	100.0%	81.1%	17.8%	1.1%	0.0%
Thu 13 Jan	100.0%	81.4%	16.5%	1.0%	1.0%
Fri 14 Jan	100.0%	62.5%	33.3%	0.0%	4.2%
5 Day Ave.	100.0%	75.4%	22.1%	1.2%	1.2%
7 Day Ave.	100.0%	75.3%	22.5%	1.1%	1.1%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	100.0%	75.3%	22.1%	1.6%	1.1%
Sun 9 Jan	100.0%	79.9%	18.9%	0.0%	1.2%
Mon 10 Jan	100.0%	78.2%	17.8%	3.0%	1.0%
Tue 11 Jan	100.0%	78.2%	20.4%	0.9%	0.5%
Wed 12 Jan	100.0%	76.1%	21.7%	2.2%	0.0%
Thu 13 Jan	100.0%	78.8%	18.7%	1.0%	1.5%
Fri 14 Jan	100.0%	69.2%	27.4%	0.0%	3.5%
5 Day Ave.	100.0%	76.1%	21.2%	1.4%	1.3%
7 Day Ave.	100.0%	76.5%	21.0%	1.2%	1.2%

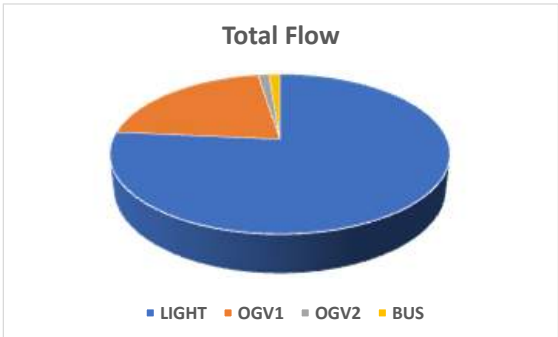
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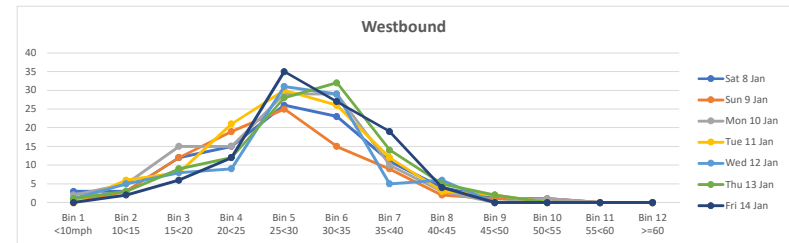


Whitewell ATC, Whitewell Road (Eastern Site)

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Sat 8 Jan	99	36.6	27.8	8.4	3	3	12	15	26	23	11	4	1	1	0	0
Sun 9 Jan	87	35.2	27.3	7.7	0	3	12	19	25	15	9	2	1	1	0	0
Mon 10 Jan	109	35.5	27.3	7.9	2	5	15	15	29	29	10	3	0	1	0	0
Tue 11 Jan	108	35.8	28.1	7.5	0	6	8	21	30	26	12	3	2	0	0	0
Wed 12 Jan	94	35.8	28.2	7.4	1	5	8	9	31	29	5	6	0	0	0	0
Thu 13 Jan	106	37.2	29.4	7.6	1	3	9	12	28	32	14	5	2	0	0	0
Fri 14 Jan	105	36.4	29.7	6.4	0	2	6	12	35	27	19	4	0	0	0	0
5 Day Ave.	104	36.2	28.5	7.4	1	4	9	14	31	29	12	4	1	0	0	0
7 Day Ave.	101	36.1	28.3	7.6	1	4	10	15	29	26	11	4	1	0	0	0

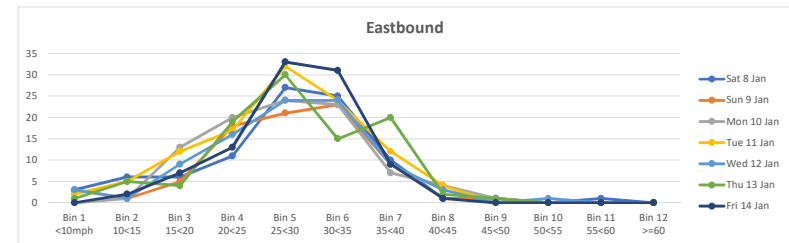
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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Sat 8 Jan	91	36.6	27.8	8.5	3	6	6	11	27	25	10	1	1	0	1	0
Sun 9 Jan	82	35.5	27.8	7.4	3	1	5	18	21	23	9	1	1	0	0	0
Mon 10 Jan	93	35.0	27.7	7.1	0	1	13	20	24	23	7	4	1	0	0	0
Tue 11 Jan	108	35.2	27.3	7.6	2	5	12	17	32	24	12	4	0	0	0	0
Wed 12 Jan	90	36.0	27.9	7.8	3	1	9	16	24	24	9	3	0	1	0	0
Thu 13 Jan	97	36.3	28.5	7.6	1	5	4	19	30	15	20	2	1	0	0	0
Fri 14 Jan	96	34.6	28.5	5.9	0	2	7	13	33	31	9	1	0	0	0	0
5 Day Ave.	97	35.4	28.0	7.2	1	3	9	17	29	23	11	3	0	0	0	0
7 Day Ave.	94	35.6	27.9	7.4	2	3	8	16	27	24	11	2	1	0	0	0

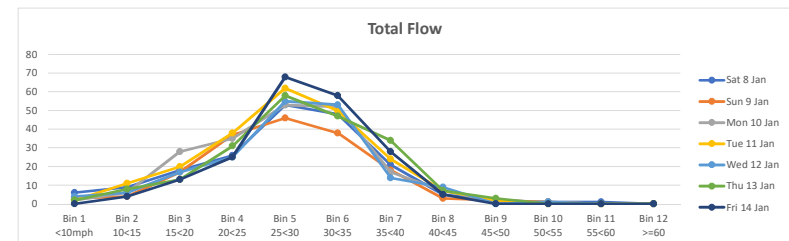
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Sat 8 Jan	190	36.6	27.8	8.4	6	9	18	26	53	48	21	5	2	1	1	0
Sun 9 Jan	169	35.3	27.5	7.5	3	4	17	37	46	38	18	3	2	1	0	0
Mon 10 Jan	202	35.3	27.5	7.5	2	6	28	35	53	52	17	7	1	1	0	0
Tue 11 Jan	216	35.5	27.7	7.5	2	11	20	38	62	50	24	7	2	0	0	0
Wed 12 Jan	184	35.9	28.1	7.6	4	6	17	25	55	53	14	9	0	1	0	0
Thu 13 Jan	203	36.8	29.0	7.6	2	8	13	31	58	47	34	7	3	0	0	0
Fri 14 Jan	201	35.6	29.1	6.2	0	4	13	25	68	58	28	5	0	0	0	0
5 Day Ave.	201	35.8	28.3	7.3	2	7	18	31	59	52	23	7	1	0	0	0
7 Day Ave.	195	35.8	28.1	7.5	3	7	18	31	56	49	22	6	1	1	0	0

360 TSL Ltd



Whitewell ATC, Whitewell Road (Western Site)



Direction: Westbound

Hour Beginning	Sat Jan 08	Sun Jan 09	Mon Jan 10	Tue Jan 11	Wed Jan 12	Thu Jan 13	Fri Jan 14	5-Day Ave.	7-Day Ave.
00:00	0	3	0	1	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	1	0	0	0	0
03:00	0	0	0	0	0	1	1	0	0
04:00	0	0	1	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	1	1	1	1	1	1	0	1	1
07:00	2	1	4	2	5	1	1	3	2
08:00	4	1	12	8	9	11	8	10	8
09:00	3	3	11	10	12	6	13	10	8
10:00	15	19	12	8	5	7	7	8	10
11:00	12	9	7	5	4	4	6	5	7
12:00	7	7	7	5	2	14	8	7	7
13:00	9	3	4	14	6	12	7	9	8
14:00	12	8	6	6	5	2	9	6	7
15:00	5	8	8	8	9	10	8	9	8
16:00	7	8	9	14	11	6	6	9	9
17:00	8	7	16	14	11	14	11	13	12
18:00	4	0	8	3	3	5	7	5	4
19:00	3	3	2	4	4	4	4	4	3
20:00	2	1	0	1	3	4	5	3	2
21:00	1	2	2	2	2	0	1	1	1
22:00	4	0	1	0	0	3	1	1	1
23:00	1	0	0	1	0	1	2	1	1
Total 12H(7-19)	88	74	104	97	82	92	91	93	90
16H(6-22)	95	81	109	105	92	101	101	102	98
18H(6-24)	100	81	110	106	92	105	104	103	100
24H(0-24)	101	84	111	108	93	106	105	105	101
AM Peak	10:00 15	10:00 19	08:00 12	09:00 10	09:00 12	08:00 11	09:00 13	09:00 10	10:00 10
PM Peak	14:00 12	14:00 8	17:00 16	13:00 14	16:00 11	12:00 14	17:00 11	17:00 13	17:00 12

360 TSL Ltd

Direction: Eastbound

Hour Beginning	Sat Jan 08	Sun Jan 09	Mon Jan 10	Tue Jan 11	Wed Jan 12	Thu Jan 13	Fri Jan 14	5-Day Ave.	7-Day Ave.
00:00	0	2	0	1	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	1	1	2	3	1	2	1
06:00	2	1	4	2	2	2	2	2	2
07:00	1	2	4	5	4	4	5	4	4
08:00	7	0	7	9	17	10	12	11	9
09:00	6	3	6	6	3	3	8	5	5
10:00	12	13	7	12	5	7	2	7	8
11:00	8	12	7	8	3	6	13	7	8
12:00	7	15	6	7	4	9	10	7	8
13:00	9	8	7	8	7	5	8	7	7
14:00	6	6	8	9	10	4	2	7	6
15:00	7	5	6	10	3	13	4	7	7
16:00	3	9	5	12	7	8	13	9	8
17:00	8	0	11	6	8	8	5	8	7
18:00	6	2	13	7	7	9	3	8	7
19:00	0	2	0	2	3	3	5	3	2
20:00	3	0	1	1	2	1	0	1	1
21:00	3	1	0	0	1	0	2	1	1
22:00	3	0	0	0	1	0	0	0	1
23:00	0	0	1	0	1	0	1	1	0
Total 12H(7-19)	80	75	87	99	78	86	85	87	84
16H(6-22)	88	79	92	104	86	92	94	94	91
18H(6-24)	91	79	93	104	88	92	95	94	92
24H(0-24)	91	81	94	106	90	96	96	96	93
AM Peak	10:00 12	10:00 13	08:00 7	10:00 12	08:00 17	08:00 10	11:00 13	08:00 11	08:00 9
PM Peak	13:00 9	12:00 15	18:00 13	16:00 12	14:00 10	15:00 13	16:00 13	16:00 9	12:00 8

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Sat Jan 08	Sun Jan 09	Mon Jan 10	Tue Jan 11	Wed Jan 12	Thu Jan 13	Fri Jan 14	5-Day Ave.	7-Day Ave.
00:00	0	5	0	2	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	1	1	0	1	1
03:00	0	0	0	0	0	1	1	0	0
04:00	0	0	1	0	0	0	0	0	0
05:00	0	0	1	1	2	3	1	2	1
06:00	3	2	5	3	3	3	3	2	3
07:00	3	3	8	7	9	5	6	7	6
08:00	11	1	19	17	26	21	20	21	16
09:00	9	6	17	16	15	9	21	16	13
10:00	27	32	19	20	10	14	9	14	19
11:00	20	21	14	13	7	10	19	13	15
12:00	14	22	13	12	6	23	18	14	15
13:00	18	11	11	22	13	17	15	16	15
14:00	18	14	14	15	15	6	11	12	13
15:00	12	13	14	18	12	23	12	16	15
16:00	10	17	14	26	18	14	19	18	17
17:00	16	7	27	20	19	22	16	21	18
18:00	10	2	21	10	10	14	10	13	11
19:00	3	5	2	6	7	7	9	6	6
20:00	5	1	1	2	5	5	5	4	3
21:00	4	3	2	2	3	0	3	2	2
22:00	7	0	1	0	1	3	1	1	2
23:00	1	0	1	1	1	1	3	1	1
Total 12H(7-19)	168	149	191	196	160	178	176	180	174
16H(6-22)	183	160	201	209	178	193	195	195	188
18H(6-24)	191	160	203	210	180	197	199	198	191
24H(0-24)	192	165	205	214	183	202	201	201	195
AM Peak	10:00 27	10:00 32	08:00 19	10:00 20	08:00 26	08:00 21	09:00 21	08:00 21	10:00 19
PM Peak	13:00 18	12:00 22	17:00 27	16:00 26	17:00 19	12:00 23	16:00 19	17:00 21	17:00 18

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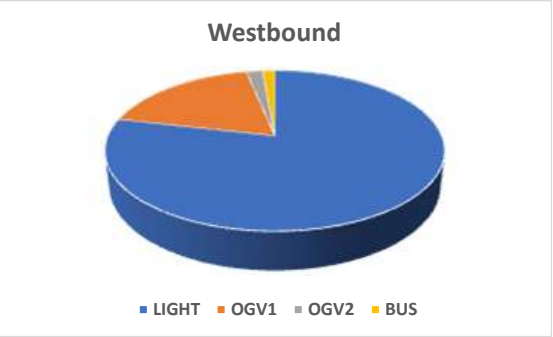
Whitewell ATC, Whitewell Road (Western Site)

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	101	78	19	3	1
Sun 9 Jan	84	73	10	0	1
Mon 10 Jan	111	87	19	4	1
Tue 11 Jan	108	87	18	3	0
Wed 12 Jan	93	69	19	3	2
Thu 13 Jan	106	80	24	0	2
Fri 14 Jan	105	82	20	0	3
5 Day Ave.	105	81	20	2	2
7 Day Ave.	101	79	18	2	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	100.0%	77.2%	18.8%	3.0%	1.0%
Sun 9 Jan	100.0%	86.9%	11.9%	0.0%	1.2%
Mon 10 Jan	100.0%	78.4%	17.1%	3.6%	0.9%
Tue 11 Jan	100.0%	80.6%	16.7%	2.8%	0.0%
Wed 12 Jan	100.0%	74.2%	20.4%	3.2%	2.2%
Thu 13 Jan	100.0%	75.5%	22.6%	0.0%	1.9%
Fri 14 Jan	100.0%	78.1%	19.0%	0.0%	2.9%
5 Day Ave.	100.0%	77.4%	19.1%	1.9%	1.5%
7 Day Ave.	100.0%	78.5%	18.2%	1.8%	1.4%

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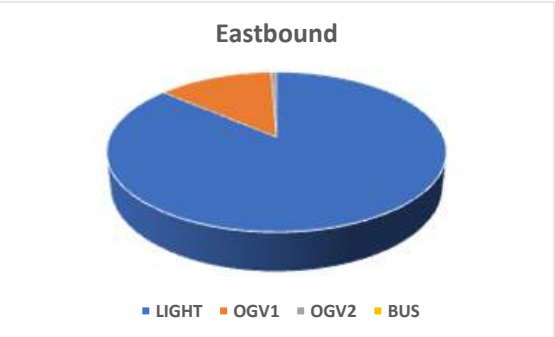


Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	91	78	13	0	0
Sun 9 Jan	81	72	9	0	0
Mon 10 Jan	94	81	12	1	0
Tue 11 Jan	106	92	13	1	0
Wed 12 Jan	90	80	10	0	0
Thu 13 Jan	96	85	9	2	0
Fri 14 Jan	96	76	20	0	0
5 Day Ave.	96	83	13	1	0
7 Day Ave.	93	81	12	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	100.0%	85.7%	14.3%	0.0%	0.0%
Sun 9 Jan	100.0%	88.9%	11.1%	0.0%	0.0%
Mon 10 Jan	100.0%	86.2%	12.8%	1.1%	0.0%
Tue 11 Jan	100.0%	86.8%	12.3%	0.9%	0.0%
Wed 12 Jan	100.0%	88.9%	11.1%	0.0%	0.0%
Thu 13 Jan	100.0%	88.5%	9.4%	2.1%	0.0%
Fri 14 Jan	100.0%	79.2%	20.8%	0.0%	0.0%
5 Day Ave.	100.0%	85.9%	13.3%	0.8%	0.0%
7 Day Ave.	100.0%	86.2%	13.1%	0.6%	0.0%

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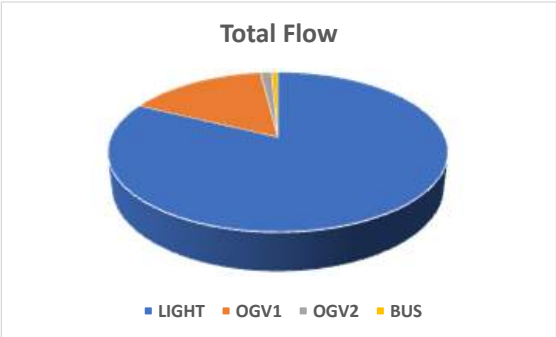


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	192	156	32	3	1
Sun 9 Jan	165	145	19	0	1
Mon 10 Jan	205	168	31	5	1
Tue 11 Jan	214	179	31	4	0
Wed 12 Jan	183	149	29	3	2
Thu 13 Jan	202	165	33	2	2
Fri 14 Jan	201	158	40	0	3
5 Day Ave.	201	164	33	3	2
7 Day Ave.	195	160	31	2	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Sat 8 Jan	100.0%	81.3%	16.7%	1.6%	0.5%
Sun 9 Jan	100.0%	87.9%	11.5%	0.0%	0.6%
Mon 10 Jan	100.0%	82.0%	15.1%	2.4%	0.5%
Tue 11 Jan	100.0%	83.6%	14.5%	1.9%	0.0%
Wed 12 Jan	100.0%	81.4%	15.8%	1.6%	1.1%
Thu 13 Jan	100.0%	81.7%	16.3%	1.0%	1.0%
Fri 14 Jan	100.0%	78.6%	19.9%	0.0%	1.5%
5 Day Ave.	100.0%	81.5%	16.3%	1.4%	0.8%
7 Day Ave.	100.0%	82.2%	15.8%	1.2%	0.7%

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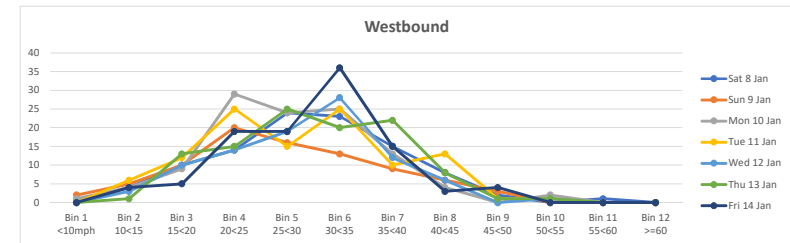


Whitewell ATC, Whitewell Road (Western Site)

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Sat 8 Jan	101	38.6	29.7	8.6	0	4	10	14	24	23	15	8	2	0	1	0
Sun 9 Jan	84	37.0	27.4	9.3	2	5	10	20	16	13	9	6	3	0	0	0
Mon 10 Jan	111	36.2	28.0	8.0	1	4	9	29	24	25	13	4	0	2	0	0
Tue 11 Jan	108	38.0	28.7	9.0	0	6	12	25	15	25	10	13	1	1	0	0
Wed 12 Jan	93	37.3	29.2	7.8	0	3	10	14	19	28	12	6	0	1	0	0
Thu 13 Jan	106	38.3	30.0	8.0	0	1	13	15	25	20	22	8	1	1	0	0
Fri 14 Jan	105	37.7	29.9	7.6	0	4	5	19	19	36	15	3	4	0	0	0
5 Day Ave.	105	37.5	29.2	8.1	0	4	10	20	20	27	14	7	1	1	0	0
7 Day Ave.	101	37.6	29.0	8.3	0	4	10	19	20	24	14	7	2	1	0	0

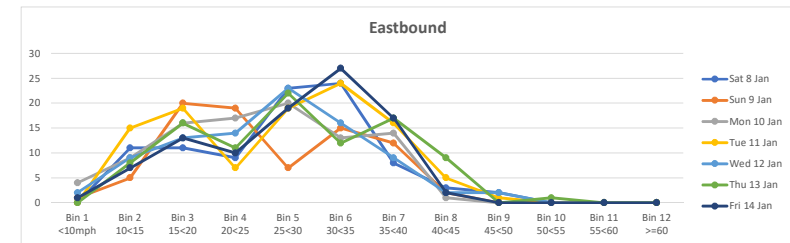
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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Sat 8 Jan	91	36.0	27.1	8.6	0	11	11	9	23	24	8	3	2	0	0	0
Sun 9 Jan	81	34.2	25.5	8.4	1	5	20	19	7	15	12	2	0	0	0	0
Mon 10 Jan	94	33.9	25.0	8.6	4	9	16	17	20	13	14	1	0	0	0	0
Tue 11 Jan	106	36.5	26.8	9.3	0	15	19	7	19	24	16	5	1	0	0	0
Wed 12 Jan	90	35.1	26.0	8.7	2	9	13	14	23	16	9	2	2	0	0	0
Thu 13 Jan	96	37.8	28.1	9.3	0	8	16	11	22	12	17	9	0	1	0	0
Fri 14 Jan	96	36.3	27.8	8.2	1	7	13	10	19	27	17	2	0	0	0	0
5 Day Ave.	96	35.9	26.7	8.8	1	10	15	12	21	18	15	4	1	0	0	0
7 Day Ave.	93	35.7	26.6	8.7	1	9	15	12	19	19	13	3	1	0	0	0

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Sat 8 Jan	192	37.5	28.5	8.7	0	15	21	23	47	47	23	11	4	0	1	0
Sun 9 Jan	165	35.7	26.4	8.9	3	10	30	39	23	28	21	8	3	0	0	0
Mon 10 Jan	205	35.3	26.6	8.4	5	13	25	46	44	38	27	5	0	2	0	0
Tue 11 Jan	214	37.3	27.8	9.2	0	21	31	32	34	49	26	18	2	1	0	0
Wed 12 Jan	183	36.4	27.6	8.4	2	12	23	28	42	44	21	8	2	1	0	0
Thu 13 Jan	202	38.1	29.1	8.7	0	9	29	26	47	32	39	17	1	2	0	0
Fri 14 Jan	201	37.1	28.9	7.9	1	11	18	29	38	63	32	5	4	0	0	0
5 Day Ave.	201	36.8	28.0	8.5	2	13	25	32	41	45	29	11	2	1	0	0
7 Day Ave.	195	36.7	27.8	8.6	2	13	25	32	39	43	27	10	2	1	0	0

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