

**Land at Flaggoners Green, South of the A44, West of
Panniers Lane, East of Chanctonbury and North of
Pencombe Lane, Bromyard, Herefordshire**

Application Ref: 190111

**Against the Refusal of Planning Permission by
Herefordshire Council on the Application for:**

***“Outline planning application for the erection of up to 120 dwellings with
public open space, landscaping and sustainable drainage system (SuDS)
and vehicular access point from the A44. All matters reserved except for
means of access.”***

Appellant’s Full Statement of Case



April 2024

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1 INTRODUCTION

1.1 Appeal Proposals

- 1.1.1 This Statement of Case ('SoC'), submitted by Gladman Developments Ltd ('the Appellant'), relates to an appeal against the refusal by Herefordshire Council's (HC) decision to refuse the outline application against an officer's recommendation for approval, for:

"Outline planning application for the erection of up to 120 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from the A44. All matters reserved except for means of access."

- 1.1.2 The application is all matters reserved save for access and the following drawings were submitted for approval:

- Location Plan – D7050.001C [CD 2.25]
- Proposed Site Access Arrangement – 1470/32/I [CD2.56]

- 1.1.3 A draft list of Core Documents that will be referred to during the course of the appeal has been provided separately to this document. This includes documentation considered during the planning application process including all documents submitted and assessed by the Council (CD1 and CD2), consultation responses (CD3), relevant correspondence (CD4), Committee Report and Decision Notice (CD5) and Core Document (CD6) which includes all the information relevant to the proposed highway revisions, as set out below in section 1.3.

- 1.1.4 A further list of relevant documents may be added to the Core Document library that will be referred to during the course of the Appeal. These documents may be added to by the Appellant or Council prior to the commencement of the Appeal and an agreed updated list will be provided in advance of the hearing.

- 1.1.5 Two draft Statements of Common Ground (SoCG) are also submitted with this appeal, the first focussing on planning matters and the second specifically on highways matters. It is expected that both signed SoCG will be available prior to the hearing commencing.

- 1.1.6 Further Statements of Common Ground on technical matters may be produced should this be necessary, to assist the Inspector in highlighting any areas of agreement or disagreement between the parties.

- 1.1.7 This full SoC is supported by evidence provided by Mr Ben Jackson, Director at Ashley Helme Associates, in respect of highway matters. This can be found in Appendix 1.

1.2 Hearings Procedure

- 1.2.1 The appellant had appealed to the Planning Inspectorate in December 2023 requesting an inquiry procedure. Following feedback from the council and consideration of the topics to be addressed the Inspectorate has indicated the requirement for a hearing procedure, the date of which is yet to be determined.

1.3 Material Change in Circumstances Post Submission of the Appeal

- 1.3.1 In January 2024, the Council resolved to grant a strategic housing development to the north of the A44, known as Hardwick Bank (Application Ref: P163932/O), Changes to the proposed access and pedestrian strategy of this development were made prior to the committee, notably after the Gladman site was refused.
- 1.3.2 As detailed in the following section of this statement and Mr Jackson's evidence (Appendix 1), the appellant had worked closely with the highways authority throughout the application process to ensure that the appeal scheme took due consideration of the access proposals for the above application.
- 1.3.3 Changes to the proposed access and pedestrian strategy of the Hardwick Bank development were made prior to the committee, notably after the Gladman site was refused. The changes implemented subsequently directly affect the deliverability of the appeal site, as land forming part of the pedestrian strategy for the appeal site, which was previously to be adopted by HC, is to now remain in third party ownership.
- 1.3.4 Consequently, the requirement from the Highways Authority for the access points of the two proposals to 'tie in' together, means there is a need for minor amendments to be made to the access and pedestrian proposals for Gladman's appeal scheme to reflect the final form of the Harwick Bank access and to ensure that the Gladman proposals can be delivered within dedicated Highway Land.
- 1.3.5 The proposed revisions do not fundamentally change the proposed access or pedestrian strategy; they change, rather the detail of the works to be undertaken. Whilst most of the revisions could simply be considered under a subsequent Section 278 Agreement, given the reasons for refusal are related to the highways and pedestrian proposals, Gladman wanted to ensure that these revisions were widely communicated prior to the appeal. The revised access

proposals are a result of discussions between Gladman and Herefordshire Council's highways team and Gladman has undertaken additional public and stakeholder consultation in respect of this matter.

1.3.6 We therefore respectfully request that the planning inspector takes these amendments into consideration in the determination of this appeal given these amendments have been necessary due to a change in circumstances beyond the appellants control.

1.3.7 As a result of the proposed amendments the Appellant now requests that the Inspector considers access plan Ref 1470/45/C (Appendix 2 and CD6.2) in lieu of access plan Reference 2470/32/I that formed part of the application.

1.3.8 Further information in respect of this matter is provided in section 2 and Mr Jackson's evidence in Appendix 1.

1.4 Site and Surroundings

1.4.1 Land off Pencombe Lane ('the appeal site'), comprising approximately 4.7ha of agricultural land comprising two field parcels separated by a hedgerow boundary, is located adjacent to the existing settlement boundary on the western edge of Bromyard, approximately 750m from the centre of the settlement. A full description of the appeal site and surroundings is set out in the Statement of Common Ground for agreement with the Council.

1.5 Planning History

1.5.1 The site has been subject to three previously refused planning applications and one refused appeal decision issued by the Planning Inspectorate:

Table 1: Planning History

Reference No.	Description	Decision
P142175/O (March 2015)	Site for up to 120 dwellings with associated open space and landscaping	Refused (04/03/2015)
Appeal APP/W1850/W/15/3039164 (May 2016) (Provided in Appendix 3)		Appeal Dismissed (19/05/2016)

P150727/O (June 2015)	Outline application for up to 120 dwellings with associated open space and landscaping with all other matters reserved, except access.	Refused (16/06/2015)
P163001/O (March 2018)	Outline planning application for the construction of up to 120 residential dwellings (including 40% affordable housing), the introduction of structural planting and landscaping, informal public open space and children's play area, surface water flood mitigation and attenuation, vehicular access point from the A44 Worcester Road and associated works. All matters to be reserved, save for access.	Refused (28/03/2018)
P171407/F	Planning application for a 4-arm roundabout on land to the north and south of the A44 Worcester Road and to the west of Cedarwood and Winslow View, Upper Hardwick Lane (Land off A44 Worcester Road)	Withdrawn

1.5.2 The previous planning appeal (APP/W1850/W/15/3039164 in Appendix 3) was refused in May 2016. This decision relates solely to the legal deliverability of the pedestrian access proposed at that time along the southern side of the A44, rather than the principle of development or the ability of the site to accommodate a high-quality residential development at this location.

1.5.3 The application prior to that currently being appealed (P163001/O), was refused under delegated powers as per the delegated Officer Recommendation (OR) dated 28th March 2018. The reasons for refusal pertained to firstly the pedestrian access, which stated it had not been demonstrated that improvements along Panniers Lane could be constructed either within the extents of the public highway or on land under the applicants control; secondly the proposed access was deemed to compromise the delivery of the Council's strategic housing site at Hardwick Bank to the north; thirdly, the proposal failed to meet the three dimensions of sustainable development; and finally the lack of a signed S106 Agreement. The current appeal proposals have addressed each of these reasons for refusal.

1.5.4 It was agreed as part of the Statement of Common Ground to the previous appeal in May 2016, that the application site is free from technical impediments and that it would largely comply with the adopted Local Plan Core Strategy. There have been no changes to the ability

of the site to deliver housing in regard to technical/deliverability issues since this appeal, other than the revised pedestrian linkages now proposed. The Decision Letter for the previous appeal confirmed that landscape impacts would not outweigh the benefits the housing would deliver. It is therefore expected that these matters can be agreed again through common ground.

1.5.5 All reasons for refusal given for each of the previous applications and planning appeal on this site have been addressed as part of the application now before the Planning Inspectorate, notably those relating to highway matters. This was confirmed in the Committee Report (CD5.01) and reflected in the council's recommendation for approval.

1.5.6 As outlined on the case officers Committee Report (CD5.01):

"The application is not considered to be materially different in nature to previous applications considered by the Local Planning Authority (and the Inspector) with respect to the quantum of development proposed. Although all matters material to the consideration of this application will be discussed in the following sections, the crucial matters to be resolved are whether safe vehicular and pedestrian access can be provided to serve the development and this will determine the in-principle acceptability of the development of this site and whether the proposal can be considered to accord with the development plan in the round".

1.5.7 Whilst the highways officer and planning case officer had accepted the proposals provided for safe vehicular and pedestrian access, the local planning committee voted against the officer recommendation for approval and refused the application.

Application submission

1.5.8 The planning application for the proposed development was validated by Herefordshire Council on 25/02/2019 (Application ref: P190111/O). The application was supported by a comprehensive suite of technical reports in accordance with the Council's planning application validation requirements, which are set out in the Planning Statement that accompanied the application.

1.5.9 The documentation submitted in support of the planning application demonstrated that the site will provide:

- Up to 120 dwellings in a sustainable location
- Up to 40% affordable housing on-site to address an identified affordable housing need (up to 72 market and up to 48 affordable dwellings (40% affordable)).

- Vehicular access on to the A44;
- Pedestrian links on to Pancombe Lane and along the A44;
- New areas of open space and green infrastructure;
- Structural landscape planting and the retention and positive management of key landscape features;
- Sustainable Urban Drainage Systems (SuDS); and
- A New Local Play facility (LEAP).

1.5.10 An Illustrative Masterplan was submitted with the planning application to demonstrate how the above on-site features could be delivered. The illustrative masterplan can be found in the Design and Access Statement (CD1.04, Page 40). This is just one iteration of how the site could potentially be developed.

Post Application Discussions & Amendments

1.5.11 Substantial additional information and amendments to the scheme were made in respect of highway matters post validation and prior to determination of the application, following further discussions with the highways officers. These changes were to accommodate ongoing changes to access arrangements made to the proposed residential scheme, Hardwick Bank, to the north of The Site, to ensure that both schemes would 'tie in' together but could be independently deliverable. Further information was also provided in respect of phosphates and nutrient neutrality, as discussed later in this report in section 5.3.

Public and Statutory Consultation

1.5.12 The Appellant undertook a public consultation exercise prior to submission. The process of engagement allowed the Appellant to consider the concerns and suggestions of interested parties through the application process. Full details of the public consultation exercise are also set out in the Statement of Community Involvement (CD1.14). Further public consultation was undertaken in October 2020, in respect of amended highways proposals as agreed with highways officers. Comments made in respect of this additional consultation were collated by the council.

1.5.13 Throughout the determination process, the Appellant has engaged with Council officers and consultees to address any technical objections or comments, as far as possible.

Consultee Responses

1.5.14 Table 2 lists the statutory consultee responses received during the application process. A formal re-consultation was undertaken by the council in the early part of 2023 prior to the application going to committee due to the length of time the application had been running.

Table 2- Statutory Consultee Responses

CD Ref	Consultee	Response Date	Comments
CD3.01	Housing – Planning Services	16/01/2019	<ul style="list-style-type: none"> Requirement for 40% affordable housing of which 60% would be for social rent and 40% for intermediate tenure. 72 open market and 48 affordable housing. Seeking conditions
CD3.02	Open Space	16/01/2019	<ul style="list-style-type: none"> Proposal provides 1.5ha open space / GI is in excess of policy requirement. Location of Children's play area provides safer pedestrian access for children. Off-Site Outdoor Sports Contribution requested
CD3.03	HCC Archaeology	16/01/2019	<ul style="list-style-type: none"> No objection
CD3.04	NHS Wyre Valley	30/01/2019	<ul style="list-style-type: none"> Contribution requested
CD3.13	Environmental Health	04/07/2019	<ul style="list-style-type: none"> Consider the noise assessment report dated 2014 to constitute an initial noise risk assessment of the site in accordance with Stage 1 of the ProPG guidance. Should it be minded to grant outline planning permission, the applicant will be requested to supply an Acoustic Design Statement with any application for Reserved Matters which sets out in full how the acoustic environment has been taken into account in the design and layout of the site in accordance with Stage 2 of the ProPG guidance.
CD3.14	EHO Air Quality	23/07/2019	<ul style="list-style-type: none"> The Warden Armstrong Air Quality Screening Assessment dated the 8th November 2018 did not indicate the need for an Air Quality Assessment.

			<ul style="list-style-type: none"> Conditions sought in respect of vehicular charging points (now covered by building regulations).
CD3.20	Flood Risk and Drainage	23/09/2019	<ul style="list-style-type: none"> Second response following updated and amended information being provided. Principles of design have not changed so previous response Feb 2019 still valid. No objection but recommend information to be included as part of RM application.
CD3.21	Landscape	11/11/2019	<p>3rd landscape response</p> <ul style="list-style-type: none"> Letter received outlines development of the landscape will take place at a future reserved matter and detailed design stage. Recommended to consult with a qualified arboriculturist and horticulturalist as slopes would need the appropriate species selection, soil specification, construction details and management regime.
CD3.28	Ecology	24/01/2023	<p>2023 Ecology Consultation response.</p> <ul style="list-style-type: none"> Updated bat survey report and preliminary ecological appraisal feb 2022 are noted. A condition to limit and control lighting associated with the new dwellings is suggested. For each agreed phase of development, prior to any works or site preparation commencing on a detailed Construction Environmental Management Plan – including ecological working method statement based on the assessment and details of the person responsible for the implementation of the CEMP, shall be supplied to the LPA for written approval.
CD3.29	Education	10/10/2023	<ul style="list-style-type: none"> Total contribution to be calculated on approved housing mix once known.
CD3.32	Highways	21/09/2023	<p>3rd Highways response, No Objection:</p> <ul style="list-style-type: none"> Having reviewed the most recent submission of drawings the local highway authority (LHA) can confirm that they are acceptable.

			<ul style="list-style-type: none"> The plans demonstrate that both a three arm and a four arm signalised junction can be accommodated to serve as access points off the A44 into the proposed site as well as the Hardwick Bank site. Pedestrian facilities out of the site are provided either via the A44 or Panniers Lane. The LHA find the proposals acceptable in highway terms and have no objections to the application.
CD3.31	Highways	29/09/2023	<p>4th Highways Consultation response:</p> <ul style="list-style-type: none"> Request conditions for the application. CAE – Vehicular Access Construction CAP – Highway Improvements – Could the following plans be conditioned: <ul style="list-style-type: none"> Panniers Lane Footway Scheme – Ashley Helme dwg 1470/41 Rev A and if in the unlikely case this isn't achievable 1470/42 Rev A. A44 Pedestrian Improvements/Footways – Ashley Helme dwg 1470/36 Rev E/F depending on whether the Hardwick Bank site has come forward. A44 Signalised Access Junction – Ashley Helme dwg 1470/32 Rev I/K depending on whether the Hardwick Bank site has come forward. CAT – Construction Management Plan CB3 – Travel Plan Informatives
CD3.34	Natural England	20/04/2023	<ul style="list-style-type: none"> No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection. This is on the

			basis of nutrient neutrality being secured.
CD3.36	Bromyard and Winslow Town Council	08/02/2023	Further consultation response from the town council: <ul style="list-style-type: none"> • Object to this application. • All of Bromyard and Winslow Town Council's previous reasons for objection were reiterated, as submitted to Herefordshire Council on 5th February 2019, 8th October 2019, 5th November 2019, 6th October 2020 and 4th May 2021.
CD3.37	Welsh Water	09/02/2023	2 nd Welsh Water response. <ul style="list-style-type: none"> • Conditions to be added if application is approved.

1.5.15 All other statutory consultees raised no objection subject to certain conditions and/or planning obligations being secured. The appellant is agreeable to securing the requested financial contributions, subject to CIL compliance, through a Section 106 obligation.

1.5.16 Section 106 obligations and Conditions are discussed further at Section 7.1.

Determination of the Planning Application & Reasons for Refusal

1.5.17 The application went before Planning Committee on 25th October 2023. Despite a recommendation for approval the Planning Committee resolved to refuse permission, which the council confirmed by notice on 27th October 2023. The reasons for refusal are:

- Reasons for Refusal 1:** *By virtue of the insufficient width of the proposed footway provision, taken together with the unsatisfactory nature and environment of the existing local highway network, the application fails to demonstrate that a safe and suitable means of pedestrian access can be provided to serve the development for all users including the needs of people with disabilities and reduced mobility, as well as minimising the scope for conflicts between pedestrians, cyclists and vehicles. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan – Core Strategy, as well as the principles as set out within Paragraphs 106, 110, 111 and 112 of the National Planning Policy Framework (2023).*
- Reasons for Refusal 2:** *In the absence of any dedicated cycle provision forming part of the access arrangements serving the proposed development, the application fails to demonstrate that the proposal would facilitate a genuine choice of modes of travel which includes cycling as an alternative to the private car and thus does not have*

regard to the location of the site and the need to promote sustainable travel choices. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan - Core Strategy, as well as the principles set out within Paragraph 106 of the National Planning Policy Framework (2023).

1.5.18 A full copy of the Decision Notice is enclosed at CD5.02.

1.6 Summary to Appellant's Case

1.6.1 It is the Appellant's case that it is necessary for the decision-maker to consider, in the light of the presumption in favour of sustainable development:

- (i) Whether the proposals accord with the local development plan;
- (ii) Whether the application of policies in the Framework or local development plan provides a clear reason for refusing the development;
- (iii) Any claimed adverse impacts (that cannot be addressed via planning conditions and/or Section 106 planning obligation);
- (iv) The benefits of the development;
- (v) If there are any other material considerations that need to be considered in the decision-making process; and
- (vi) Whether the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework as a whole.

1.6.2 It is the Appellant's case that the proposed development is in accordance with the development plan and that there are no significant harms that would outweigh granting planning permission on this site.

2 PROPOSED AMENDMENTS

- 2.1.1 As previously outlined, In January 2024, the Council resolved to grant a strategic housing development to the north of the A44, known as Hardwick Bank (Application Ref: P163932/O). Changes to the proposed access and pedestrian strategy of this development were made prior to the application being taken to committee, notably after the Gladman site was refused and subsequent to the appeal being submitted to the planning Inspectorate on 5th December 2023.
- 2.1.2 The revised proposals removed the footway onto the A44 and along the northern side of the A44 directly beside the main vehicular access into Hardwick Bank, between the site access and Upper Hardwick Lane. As an alternative, it was agreed between the applicant and the council that a financial contribution would be made via the section 106 Agreement for the highways authority to widen and upgrade the footpath between Upper Hardwick Lane and Winslow Road, where the revised pedestrian access would bring pedestrians and cyclists back onto the A44 via Upper Hardwick Lane. This has resulted in a significant reduction in land alongside the A44, beside the site access of Hardwick Bank, being dedicated and adopted for highway purposes.
- 2.1.3 The requirement from the Highways Authority for the access points of the two proposals to 'tie in' together, for minor amendments to be made to the access and pedestrian proposals for Gladman's appeal scheme to reflect the final form of the Harwick Bank access and to ensure that the Gladman proposals can be delivered within adopted Highway Land.
- 2.1.4 The proposed revisions do not fundamentally change the access or pedestrian strategy, the change, rather the detail of the works that would be ultimately agreed through the S278 process.

2.2 Minor Revision Required to the Appeal Scheme

- 2.2.1 The appellant has sought advice on the revised access proposals from the Herefordshire Council's highways, with a meeting being held on 7th March 2024 (under the reference 240519 - (Flaggners) Land off Pencombe Lane, Bromyard).
- 2.2.2 Two schemes were originally presented, both of which:
- Increase carriageway widening of the A44, using the land within the appeal site, to allow the access to be formed, following changes to the Hardwick Bank access;

- Include provision of a 3m wide shared footway/cycleway between Hardwick bank access point and circa 10m west of Upper Hardwick Lane;
- Provide a short section of off-road cycle lane on approach to the access on the south side of the A44;
- Include advanced cycle stop lines on A44 and appeal site access arms; and
- Include pedestrian/cycle access point on Pencombe Lane further to the west to improve cycle access point.

2.2.3 The key difference between the two options presented to the Highways authority is the provision of a staggered pedestrian/cycle crossing (Drawing Reference: 1470/45/C, CD6.2) and a straight pedestrian/cycle crossing (Drawing Reference: 1470/44/D, Appendix 2 & CD61). Further details in respect of the options presented are provided in Mr Jackson's evidence in Appendix 1.

2.2.4 A formal written response was received from Herefordshire Council on the 20th March 2024, which can be found in CD6.7. This outlines HC's highways officer's preference for a single, straight pedestrian crossing of the A44 rather than the staggered crossing. Further details of this are outlined in Mr Jackson's evidence.

2.2.5 A Road Safety Audit of both schemes, with the designers response, is provided in CD6.9.

2.3 Public Consultation on Minor Amendments

2.3.1 Additional public consultation has been undertaken to inform local residents; interested parties; local councillors; members of the planning committee; and Bromyard and Winslow Town Council of the revised access proposals. A leaflet was distributed to 579 homes and local businesses, including to those parties who had submitted comments to the council in respect of the original application. This provided a link to a dedicated website outlining the key details of the proposed amendments. The public leaflet, website consultation boards and letters sent to Councillors can be found in CD6.11 and 6.12.

2.3.2 A comprehensive list of responses to this consultation is provided in Appendix 4.

2.4 Potential Arborocultural and Ecological Impacts

2.4.1 In light of the above amendments, an updated technical note in respect of the arborocultural and ecological impacts is provided in Appendix 5. This outlines that the revised access arrangements along the northern Site boundary will result in no additional loss of hedgerow

over and above the losses previously considered within the submitted Arboricultural Assessment and Ecological Appraisal. The revised pedestrian access in the south-east corner of the Site will result in a small additional loss of hedgerow, however it is considered that this loss can be compensated for with new species-rich hedgerow planting within the proposed development scheme.

2.4.2 No significant changes to habitats on-site were recorded. No changes to the preliminary protected species survey results detailed in the submitted Ecological Appraisal were noted during the 2024 walkover survey. Therefore, given these updated survey results and the unchanged nature of habitats on-site, it is considered that no additional protected species surveys are required.

2.4.3 The report identifies that there will be no additional ecological impacts upon the ecology of the hedgerow along the northern boundary as a result of the revised access arrangements, particularly given the majority of hedgerow in the north will be translocated and repositioned or replanted. In respect of the small hedgerow loss in the south east it is noted that despite this qualifying as Important, it was not considered to be of particular ecological significance and its partial removal would not be considered as a constraint to the development proposals.

2.5 Summary

2.5.1 The proposed revisions do not fundamentally change the proposed access or pedestrian strategy; they change, rather the detail of the works to be undertaken. Whilst most of the revisions could simply be considered under a subsequent Section 278 Agreement, given the reasons for refusal are related to the highways and pedestrian proposals, the Appellant wanted to ensure that the revisions were widely communicated prior to the appeal. The revised access proposals are a result of discussions between Gladman and Herefordshire Council's highways team and Gladman has undertaken additional public and stakeholder consultation in respect of this matter.

2.5.2 We therefore respectfully request that the planning inspector takes these amendments into consideration in the determination of this appeal given these amendments have been necessary due to a change in circumstances beyond the appellants control.

2.5.3 As outlined previously, the appellant now requests that the Inspector considered access plan Reference: 1470/45/C (Appendix 2 and CD 6.2) in place of access plan reference: 1470/32/I which was submitted with the application.

2.5.4 The proposed Appeal Site access arrangements indicated on Drg No 1470/45/C comprise:

-
- I. The introduction of a four-arm traffic signal junction on the A44, incorporating the Hardwick Bank access arm;
 - II. Assisted pedestrian/cycle crossing on the A44 (eastern) arm and the Appeal development;
 - III. Assisted pedestrian crossing on the Appeal Site arm of the junction;
 - IV. Provision of advanced cycle stop lines on the Appeal Site and A44 arms of the junction;
 - V. Widening of the A44 along the Site frontage;
 - VI. Introduction of 3.0m shared footway/cycleway on the north side of the A44 where footway is not currently present, between the Hardwick Bank Access arm and a point circa 10m west of Upper Hardwick Lane;
 - VII. Widen the existing footway on the A44 between Upper Hardwick Lane and Winslow Road to provide a 2.0m footway and a circa 0.5-1.0m verge separating the footway from the A44;
 - VIII. Introduction of pedestrian/cycle access on Pencombe Lane;
 - IX. Introduction of a 1.5-2.0m footway on the west side of Panniers Lane, linking the pedestrian/cycle access on Pencombe Lane to the existing footway at the northern end of Panniers Lane;
 - X. Relocation of the commencement of the 30mph speed limit to the west of the new traffic signal junction.
- 2.5.5 The Appeal Site access proposals have been designed to be incorporate the Hardwick Bank access proposals, without prejudicing them, but also not requiring land outside of the control of the Appellant or the adopted highway. In the situation that the Hardwick Bank three arm signal junction were to come first, the junction could be modified to provide the four arm signal junction shown on Plan Reference 1470/45/C. However, if for whatever reason, the Hardwick Bank signal junction did not come forward first, then Appeal Site access proposals could be built and the Hardwick Bank arm added at a later date.

3 ISSUES TO BE ADDRESSED

3.1 Decision-making

3.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

3.1.2 Thus, the appellant's view is that the principal issues in respect of this appeal are:

1) Do the appeal proposals accord with the statutory development plan when taken as a whole?

2) If the appeal proposals do not comply with the development plan, are there any material considerations that indicate a decision should be taken other than in accordance with it?

3.1.3 Paragraph 12 of the NPPF notes that the presumption in favour of sustainable development at paragraph 11 does not remove the statutory presumption that the development plan is the starting point for decision-making.

3.1.4 In light of the above it needs to be considered whether the appeal proposals accord with the development plan when taken as a whole for Herefordshire Council. If they do, and there are no significant harms, planning permission should be granted.

3.1.5 It is the Appellants case that the proposed development is in compliance with the relevant Development Plan policies within the Local Authority. Whilst the site is not allocated for housing development in the Core Strategy, it does direct a minimum of 500 homes to Bromyard.

3.1.6 Whilst the strategic site, Hardwick Bank, has recently been given a resolution to grant for 250 new homes, this is an allocation that should have delivered in the earlier stages of the plan period. There remains scope for the appeal site within the minimum housing target of 500 homes for Bromyard within the Core Strategy. Furthermore, the proposals would deliver much long awaited and needed housing to the area, particularly in light of the levels of unaffordability and increasing number on the housing register in the district, as detailed in section 6.3.

- 3.1.7 The proposed development is therefore in accordance with the development plan. Harm that arises from development is limited, and there are material considerations to justify the grant of planning permission.
- 3.1.8 Section 5 of this statement outlines in detail the appellant's position on the proposals' compliance with the development plan and section 6 provides the material considerations that need to be considered in the decision-making process.
- 3.1.9 It is the Appellant's case that the proposals are in line with the strategic policies of the development plan and that the appeal proposals constitute sustainable development. Furthermore, there are no specific policies of the Framework which would either preclude or restrict the development and in the circumstances. Consequently, in line with Paragraph 11c of the Framework the proposals should be approved without delay.

4 A SUSTAINABLE LOCATION FOR HOUSING

4.1 Introduction

- 4.1.1 This section assesses the suitability of the site and settlement as a location for new housing development, particularly in terms of its relationship to local services and facilities and sustainable transport opportunities.
- 4.1.2 The site itself is not the subject of any landscape or environmental designations. It is not a valued landscape. The site falls within flood zone 1 and is not identified as being at risk from any surface water flooding.
- 4.1.3 Technical work submitted with the planning application [CD1 and CD2] demonstrates that the site represents a suitable and sustainable location for residential development.

4.2 Bromyard as a Suitable Location for New Development

- 4.2.1 The Core Strategy (2011-31) is the principal development plan document for the area covering Bromyard.
- 4.2.2 In accordance with the NPPF, the delivery of sustainable housing development to meet objectively assessed need is a central theme of the Core Strategy. Policy SS2 confirms that Hereford City, with the market towns in the tier below, is the main focus for new housing development. In the rural areas new housing development will be acceptable “where it helps to meet housing needs and requirements, supports the rural economy and local services and facilities and is responsive to the needs of its community.
- 4.2.3 Policy BY1 of the Core Strategy set out that Bromyard, one of the key market towns, will accommodate a minimum of 500 new homes with around 5 hectares of employment land during the plan period. It states that the majority of new homes will be located in the northwestern areas of the town, with a minimum of 250 new homes.
- 4.2.4 As outlined in the previous appeal (ref 142175/O (APP/W1850/W/15/3039164) that there will be instances where the minimum growth targets that are prescribed by the Core Strategy will be exceeded over the plan period through the granting of planning permissions which represent sustainable development. Such housing growth figures should not act as a ceiling, rather they are targets.
- 4.2.5 The appeal site is located adjacent to the main built up part of the town and would extend the settlement in a westerly direction away from development located along Panniers Lane. It

is reasonably expected to be common ground that the site is located sustainably, particularly given the comments made in the officer's report.

Town Facilities

4.2.6 The town has a range of local facilities within an 800m walk of the Site (some within 400m) and these include:

- (i) Education: Primary and Secondary Schools,
- (ii) Shopping: Convenience store with ATM,
- (iii) Health: Dentist,
- (iv) Leisure: Bromyard Cricket Club, and
- (v) Transport: Bus stops.

4.2.7 There are additional amenities within a 1600m walk of the Site and these include:

- (vi) Community: Places of worship, Bromyard public hall, library,
- (vii) Shopping: Supermarket, banks, greengrocer, butchers, various local shops
- (viii) Health: GP Surgery, community hospital, opticians, pharmacy
- (ix) Leisure: Hair salons, public houses, sports/gym facilities, playgrounds,
- (x) theatre, restaurants/takeaways,
- (xi) Employment: Industrial units.

4.2.8 The walking distances to some of the key amenities in Bromyard from the Site centre are set out below:

- Bus Stop (A44 Flaggoner's green, adj shop): 350m,
- Bus Stop (A44 Flaggoner's green, opp shop): 390m,
- St Peter's Primary School: 760m,
- Queen Elizabeth High School: 180m,
- Bromyard Cricket Club: 370m,
- Convenience Store (includes ATM): 380m,

- Dentist: 420m,
- Post Office: 1525m,
- The Bromyard Centre: 1215m,
- Co-op Supermarket: 1390m,
- Medical Centre (Nunwell Surgery): 1260m,
- Bromyard Community Hospital: 1310m.

4.2.9 The location of these facilities is outlined in Figure 4 of the Transport Assessment (CD1.06). These amenities are all located within a 1.2km walk from the site frontage. As explained in the Transport Statement, all these facilities are within recommended CIHT guidance 'Planning for Walking' and Manual for Streets, which identifies a comfortable walk as 800m and a 'preferred maximum walk' as 2km. As such, it is likely that future residents will take the opportunity to walk to the facilities / amenities which are available within the town.

4.2.10 The footways within the vicinity of the site are in an adequate state of repair, allowing journeys to be undertaken safely on foot at all times. Future residents are expected to walk north of the site, across the A44 utilising the proposed pedestrian crossing facilities onto the footpath provided along the northern side of the A44 where the nearest facilities / amenities and public transport services are available. It is also proposed to provide a pedestrian access point at Pencombe Lane in addition to a footpath on the western side of the road, which will provide residents easier access to bus stops and local schools. There is continuous footway on Winslow Road and Cherry Tree Close providing a good pedestrian linkage to the primary school. Queen Elizabeth Humanities College is located to the southeast of the Site and is within a 400m walk distance. The proposed pedestrian link and new footway on Panniers Lane will provide a good and direct link to the school.

4.2.11 In addition to the local footways linking the site to the local community, there are a number of Public Rights of Way (PRoW) routes through and around Bromyard, offering good linkages to the wider area. These are indicated on Figure 5 of the Transport Assessment (CD1.06).

4.2.12 Further details in respect of pedestrian and cycling provision and safety are discussed in section 7 which address the reasons for refusal, as well as Mr Jackson's evidence in Appendix 1.

Access by Cycling

- 4.2.13 It is recognised that cycling has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 4.2.14 The CIHT guidance 'Cycle Friendly Infrastructure' states that most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)
- 4.2.15 Figure 6 in the Transport Assessment (CD2.02 & 2.03) indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 6 shows that all of Bromyard is within a 2km cycle journey of the Site and there are a number of outlying villages within a 5km journey of the Site.
- 4.2.16 The revised access plan outlines a short cycle lane along the southern side of the A44 adjacent to the proposed site in addition to cycle access onto Panniers Lane. Information in respect of wider cycling provision is provided in the Transport Assessment (CD2.02 & 2.03) and Mr Jackson's evidence in Appendix 1.

Access by Bus

- 4.2.17 The site is easily accessible by bus with services running frequently between Hereford and Bromyard, as outlined in Table 3 below. Further details in respect of the bus services, is provided In Mr Jackson evidence in Appendix 1.

Table 3- Bus Services in Bromyard

Service	Monday - Friday	Saturday	Sunday
420 Bromyard – Hereford	07:33	07:33	09:18
	07:48	11:43	11:43
	11:43	14:33	14:43
	14:33	17:03	
	17:03		

- 4.2.18 Given the very short walk to bus stops and the short journeys into Hereford, it is realistic to assume that future residents will utilise this mode of transport.

Access to Services Summary

- 4.2.19 The above information demonstrates that the site is located in close proximity to bus stops and services, which provide the opportunity to travel to stations and into Hereford. In addition, there are opportunities to walk and cycle to nearby services and amenities within Bromyard,

with additional amenities located within Hereford, which are accessible within a short bus journey. It is therefore considered that the site is suitably located to take advantage of the existing local services, amenities and access to sustainable transport. It is expected to be common ground that the site is in a sustainable location.

4.3 Summary

- 4.3.1 In summary, the site is in a suitable and sustainable location for development in a location close to town services. There are no identified technical constraints that would prevent the development of the appeal site and it has been demonstrated that the site could accommodate up to 120 new homes.

5 THE DEVELOPMENT PLAN AND NATIONAL POLICY

5.1 Introduction

5.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. So far as relevant to this appeal, the statutory development plan comprises the Herefordshire Local Plan Core Strategy, adopted in October 2015.

5.1.2 National policy set out in the National Planning Policy Framework (NPPF, 2023) is an important material consideration in the determination of this appeal.

5.1.3 The following section will analyse the degree to which the proposal is in accordance with the relevant policies of the development plan and the extent to which these policies are consistent with the Framework and implications of national policy itself.

5.2 National Planning Policy Framework

5.2.1 The NPPF sets out the government's planning policies for England and how they are expected to be applied. The latest version of the NPPF was published on 20th December 2023 and its policies are material considerations to be taken into account when determining planning applications.¹

5.2.2 Through the NPPF, the government has made clear its expectation that the planning system will positively embrace well-conceived development to deliver the economic growth necessary and the housing needed to create inclusive and mixed communities of good quality design so that sustainable development is pursued in a positive way. At the heart of the Framework is a 'presumption in favour of sustainable development'.

5.2.3 Paragraph 11 of the NPPF states:

"Plans and decisions should apply a presumption in favour of sustainable development.

...

For decision-taking this means:

¹ NPPF paragraph 218.

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. "*

5.2.4 As outlined in this section, the proposals are judged to be in accordance with the policies of the development plan and is therefore found to be representative of a sustainable form of development and in line with Paragraph 11(c) should be approved without delay.

Sustainable Development

An economic role

5.2.5 Evidence is provided in the Socio-Economic Report in CD1.15 in respect of the beneficial economic impacts of the appeal proposal. Delivery of new market and affordable homes now in Bromyard is a key contributor that will enable Herefordshire to promote and sustain a strong, responsive and competitive economy.

A social role

5.2.6 The appeal proposals will deliver new homes of the right type and mix, at the right place and at the right time to meet market and affordable housing need and in turn will support growth aspirations. Without a sufficient supply of new homes, Herefordshire Council cannot meet the needs of present or future generations. It will be demonstrated that the site is located in an accessible and sustainable location close to key services and facilities, and the wider area, that will help support the health, social and cultural wellbeing of Bromyard and Herefordshire.

An environmental role

5.2.7 The appeal proposals have no unacceptable adverse effects on environmental considerations. The proposals involve the provision of a significant area of informal and formal public open space, landscaping and ecological mitigation works and mitigation is to be secured through the S106 Agreement to ensure conservation of phosphate levels in the River Lugg, which is part of the River Wye Special Area of Conservation (SAC).

5.2.8 Appendix 6 considers in detail the appeal scheme's conformity with the relevant provision of the NPPF. In summary, the assessment in Appendix 6 confirms that the proposals comprise 'sustainable development' as a result of:

- (i) Providing a deliverable housing development that will make a valuable contribution towards national and local objectives for economic growth;
- (ii) Benefitting from a real choice of sustainable transport modes, promoted through a Travel Plan, as well as providing enhancements and the ability to promote and partake in travel by sustainable modes easily from the appeal site;
- (iii) Benefitting from a safe vehicular and pedestrian access and wider footpath linkages;
- (iv) A safe and suitable access to the site that can be achieved for all users;
- (v) Making a valuable contribution towards continuing to meet the housing land supply requirement in the district;
- (vi) Contributing towards housing choice and the mix of housing in the area, making effective use of land and making a contribution towards meeting affordable housing needs;
- (vii) Being capable of delivering beautiful design;
- (viii) Promoting healthy communities through integration with the existing settlement and the provision of open space;
- (ix) Being located on land at low risk of flooding and ensuring that the development will not increase flood risk downstream;
- (x) Being resilient to the challenge of climate change; and
- (xi) Conserving and enhancing the natural and historic environments.

5.2.9 In respect of highway matters, the NPPF is clear that:

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

5.2.10 As outlined in Appendix 2; section 7 below and Mr Jackson's evidence in Appendix 1, the appeal site provides a safe and accessible vehicular and pedestrian access and connections and is compliant with the policies, objectives and aims of national policy in the NPPF, including highway matters.

5.2.11 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless

material considerations indicate otherwise. The following sections goes on to look at the compliance of the scheme with policies within the development plan.

5.3 Local Plan Core Strategy

- 5.3.1 Herefordshire Local Plan Core Strategy, adopted in October 2015 and is now somewhat dated. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (the 2012 Regulations) and paragraph 33 of the National Planning Policy Framework requires a review of local plans be undertaken at least every five years in order to determine whether the plan policies and spatial development strategy are in need of updating.
- 5.3.2 The level of consistency of the policies in the local plan with the NPPF will need to be taken into account by the Council in deciding any applications. In this case the relevant policies have been reviewed by the Council and considered entirely consistent with the NPPF.
- 5.3.3 In accordance with the NPPF, the delivery of sustainable housing development to continue to meet objectively assessed need is a central theme of the Core Strategy. Policy SS2 confirms that Hereford City, with the market towns in the tier below (including Bromyard), is the main focus for new housing development. In the rural areas new housing development will be acceptable where it helps to meet housing needs and requirements.

5.4 Most Important Policies for Determining the Application

- 5.4.1 The Appellant considers that Spatial Policies SS1, SS2, BY1 and BY2 of the Core Strategy are the most important in respect of the overall principle of development of this site. Policy M1, as outlined in the reasons for refusal, is however perhaps the most important for the determination of this appeal given that it is expected that the principle of development within Bromyard in this location is expected to be common ground. These policies are considered further in section 6 which addresses the reasons for refusal.

Policy SS1 (Presumption in Favour of Sustainable Development)

- 5.4.2 This policy states that when considering development proposals Herefordshire Council will take a positive approach that reflects the presumption in favour of sustainable development contained within national policy. It will always work proactively to find solutions which mean that proposals can be approved wherever possible and to secure development that improves the social, economic and environmental conditions in Herefordshire.

- 5.4.3 Planning applications that accord with the policies in this Core Strategy (and, where relevant with policies in other Development Plan Documents and Neighbourhood Development Plans) will be approved, unless material considerations indicate otherwise.
- 5.4.4 Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise - taking into account whether: a) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in national policy taken as a whole; or b) specific elements of national policy indicate that development should be restricted.
- 5.4.5 As outlined in the committee report (CD5.01) at Paragraph 7.77, the development plan policies most important in determining the application are consistent with the principles established in the NPPF and as such the relevant policies as contained within this are therefore considered up to date. At paragraph 7.84 it goes on to state that subject to a well considered reserved matters application(s), it is reasonable to conclude that there would be no adverse environmental impact, or if any do arise, that they would be of such insufficient magnitude to outweigh the benefits of providing residential development, including affordable housing, in a sustainable location.
- 5.4.6 The appeal site therefore constitutes sustainable development in accordance with Policy SS1. It is evidenced that there are no harms that outweigh the benefits of the appeal site, therefore permission should be granted in line with this policy.

Policy SS2 (Delivering New Homes)

- 5.4.7 Policy SS2 makes an overall provision for the delivery of a minimum 16,500 homes in Herefordshire between 2011 and 2031 to meet market and affordable housing need. Of these, just over two thirds are directed to Hereford City and the market towns, including Bromyard. The Market Towns are to deliver 4,700 new dwellings over the plan period. Policy SS2 clearly identifies Bromyard as a sustainable location for development.

Policy BY1 (Development in Bromyard)

- 5.4.8 Policy BY1 of the Core Strategy sets out that Bromyard will accommodate a minimum of 500 new homes with around 5 hectares of employment land during the plan period. It states that the majority of new homes will be located in the northwestern areas of the town, with a minimum of 250 new homes. This policy clearly identifies that this housing target for Bromyard is expressed as a minimum and proposes that the remaining housing numbers (after

considering the 250 dwellings which are allocated to the settlement under policy BY2) are to be met through existing commitments, windfall developments and sites allocated through the Bromyard Development Plan (BDP). It would appear the Council are yet to commence preparation of the BDP and so there is no case to answer regarding any potential prematurity or prejudice to that document.

5.4.9 Research undertaken by the appellant utilising information from Landstack², outlines all approved applications over the period of the adopted Core Strategy from 2011 to December 2023. This suggests that that 234 homes (Appendix 7) have been approved in Bromyard since the core strategy was adopted. Together with the 250 allocated at Hardwick Bank, which was recently given a resolution to grant at committee in January 2024, this total figure falls 16 homes below the minimum requirement for 500 homes.

5.4.10 However, it is important to note that *"there will be instances where the minimum growth targets that are prescribed by the Core Strategy will be exceeded over the plan period through the granting of planning permissions which represent sustainable development"*³, as affirmed by Inspector Nixon. Such housing growth figures should therefore not act as a ceiling, rather they are minimum targets.

5.4.11 The proposals therefore fully accord with Policy BY1.

Policy BY2 (Land at Hardwick Bank)

5.4.12 Policy BY2 identifies a sustainable urban extension at Hardwick Bank to the northwest of the town. Proposals for this sustainable urban extension comprising up-to 250 dwellings; open space, allotments and landscaping; school expansion land; areas of children's play; sustainable urban drainage infrastructure; internal roads; and associated infrastructure, was given a resolution to grant in January 2024⁴.

5.4.13 The appeal site was previously considered within the Core Strategy Draft of March 2013 under policy BY2 as a potential housing allocation alongside Hardwick Bank (Appendix 8), however it was later removed from the policy, with additional supporting text instead incorporated to indicate that further growth in this location may be acceptable.

² Source Landstack – applications approved in Bromyard from 2011 to December 2023.

³³ Appeal Ref: (APP/W1850/W/15/3039164 refers) Paragraph 35 – Appendix 3.

⁴ Application Reference:163932/O

- 5.4.14 The adopted Core Strategy does however state at Paragraph 4.3.3 in respect of new homes at Bromyard:

"The environmental suitability of including additional land south of the A44 and/or eastwards towards the B4214 will also be considered and consulted upon following completion of further technical analysis of these areas".

- 5.4.15 It goes on to state at paragraphs 4.3.5 and 4.3.6:

"The A44 Leominster Road will provide the primary access to housing and employment areas likely to be in the form of a roundabout serving land to the north and south of the A44. The new visual and landscape impact of the access will also require mitigation with significant new landscaping.

The highway infrastructure within the new development area should also facilitate a connection for vehicular access which will serve the new land uses over the plan period. It must also be designed so as not to prejudice the delivery of additional development beyond the plan period and the eventual completion of a full road connection from the A44 to Tenbury Road" (emphasis added).

- 5.4.16 The Core Strategy therefore anticipated further growth in Bromyard in the direction of the appeal site. It is also unequivocal that the development of Hardwick Bank strategic site should not prejudice the delivery of additional land, south of the A44, clearly indicating the potential of the appeal site for future development.

- 5.4.17 Furthermore, it is agreed as part of the Statement of Common Ground that the proposals would not undermine the delivery of the Hardwick Bank strategic site, as required by Policy BY2. As outlined earlier, the appellant has worked closely with the highways officers to ensure this has been the case.

- 5.4.18 The proposals therefore fully accord with Policy BY2.

Policy MT1 (Traffic management, highway safety and promoting active travel)

- 5.4.19 This policy requires that the local highway network be capable of accommodating the traffic impacts of a development. Integrated transport connections are sought, along with travel plans and safe entrance and exit to sites for all modes of transport and people. The policy seeks for traffic management schemes to be designed in such a way that respects the character of the surrounding area.

5.4.20 More specifically Policy MT1, states that development proposals should incorporate the following principle requirements covering movement and transportation:

- (i) demonstrate that the strategic and local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be managed to acceptable levels to reduce and mitigate any adverse impacts from the development;
- (ii) promote and, where possible, incorporate integrated transport connections and supporting infrastructure (depending on the nature and location of the site), including access to services by means other than private motorised transport;
- (iii) encourage active travel behaviour to reduce numbers of short distance car journeys through the use of travel plans and other promotional and awareness raising activities;
- (iv) ensure that developments are designed and laid out to achieve safe entrance and exit, have appropriate operational and manoeuvring space, accommodate provision for all modes of transport, the needs of people with disabilities and provide safe access for the emergency services;
- (v) protect existing local and long distance footways, cycleways and bridleways unless an alternative route of at least equal utility value can be used, and facilitate improvements to existing or provide new connections to these routes, especially where such schemes have been identified in the Local Transport Plan and/or Infrastructure Delivery Plan; and
- (vi) have regard to with both the council's Highways Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan - having regard to the location of the site and need to promote sustainable travel choices.

5.4.21 It is the appellants case that the proposals do not give rise to any highway safety concerns and sustainable travel patterns are encouraged through the Framework Travel Plan submitted in support of the scheme. As outlined in Mr Jackson's evidence (Appendix 1) the local and strategic network can absorb the additional flows, even taking into account other planned developments in Bromyard. Traffic can be appropriately managed without any severe impact on the road network.

5.4.22 The pedestrian and access provision has been consulted upon with highways officers at the council who have raised no objection in respect of safe and suitable means of pedestrian and cycle access. Further details in this respect are provided in Mr Jackson's evidence in Appendix 1.

5.4.23 The proposals therefore comply with Policy MT1.

5.5 Other Policies of Relevance

Policy SS4 (Movement and Transportation)

5.5.1 This is the key policy of the Core Strategy in the determination of the proposal. The policy requires new developments to be designed to minimise the impacts on the transport network. Development proposals should be accessed by and facilitate a genuine choice of mode of travel, including walking, cycling and public transportation. Policy SS4 requires new public transport, walking and cycling infrastructure to be provided.

5.5.2 Policy SS4 also states that development proposals that will generate high journey numbers should be in sustainable locations, accessible by means other than private car. Alternatively, such developments will be required to demonstrate that they can be made sustainable by reducing unsustainable transport patterns and promoting travel by walking, cycling and public transport.

5.5.3 As demonstrated within the submitted revised access plan (Appendix 2, CD6), the proposed access strategy is to provide vehicular access from the A44 via a three arm traffic signal junction on this site, which will tie into the revised access strategy for the Hardwick Bank site to the north of the A44, to provide a four arm traffic signal junction in this location to suitably serve both developments. The proposals would therefore not prejudice the provision of vehicular access to the Hardwick Bank strategic site. The Transport Assessment (CDxx) and Mr Jackson's evidence (Appendix 1) also confirm that the traffic generated by the site would not have an unacceptable impact on the local highway network or on highway safety and therefore, the proposals are acceptable in principle on highways grounds.

5.5.4 The Framework Travel Plan (CD1.07) submitted alongside the application provides an adequate framework for travel planning initiatives for the new development and it would encourage the use of public transport and other non-car modes to minimise car journeys to and from the site.

- 5.5.5 The site would be linked to existing pedestrian infrastructure and accessible to surrounding shops, services and community facilities. The Highways Authority have no objections to the pedestrian or vehicular links proposed as part of this appeal site.

Policy SS6 (Environmental quality and local distinctiveness)

- 5.5.6 This policy requires that development proposals should conserve and enhance those environmental assets that contribute towards the areas distinctiveness, in particular its settlement pattern, landscape, biodiversity and heritage assets and especially those with specific environmental designations. Development proposals should be shaped through an integrated approach from the outset and based upon sufficient information to determine the effects upon each where they are relevant. Matters for consideration include, *inter alia*:

- (i) landscape, townscape and local distinctiveness, especially in Areas of Outstanding Natural Beauty;
- (ii) biodiversity and geodiversity especially Special Areas of Conservation and Sites of Special Scientific Interest;
- (iii) the network of green infrastructure; and
- (iv) local amenity, including light pollution, air quality and tranquillity.

- 5.5.7 In the previous inquiry, the Inspector was clear in his conclusions (at Paragraph 78) (Appendix 3) that in landscape terms (a principle matter for that appeal) that any harm would be relatively localised and that the harm would not be determinative.

- 5.5.8 As noted within the previous appeal decision at §71, the site hosts no protected or uncommon species of flora or fauna. The proposals therefore comply with Policy LD2. The previous Inspector also considered that the loss of some grade 2 agricultural land on this site would need to be tempered against the fact that a large proportion of the surrounding land is of similar quality and this parcel only forms a very small part of a large land holding.

- 5.5.9 The proposals are therefore in compliance with Policy SS6.

Policy SS7 (Addressing climate change)

- 5.5.10 This policy expects development proposals to include measures which will mitigate their impact on climate change. This includes developing in the most sustainable locations and reducing the need to travel by private car.

- 5.5.11 The site is located to the west of the settlement of Bromyard. As a Market Town within the settlement hierarchy, it is considered a sustainable settlement. The site is located within

walking distance of a variety of facilities, including nearby bus stops. The location of the application site therefore facilitates opportunities to use sustainable modes of transport. The proposal will include measures in accordance with building regulations to reduce the effects of development on the climate.

- 5.5.12 The proposed development is therefore in compliance with policy SS7.

Policy H1 (Affordable Housing – thresholds and targets)

- 5.5.13 This policy identifies a target of 40% affordable housing provision on sites in the Ledbury, Ross and Rural Hinterlands; and Northern Rural Housing value areas (which includes Bromyard).
- 5.5.14 The proposals are policy compliant and provide for up to 40% affordable housing. This will be secured through the S106 Agreement.

Policy H3 (Ensuring an Appropriate Range and Mix of Housing)

- 5.5.15 This sets out the detailed requirements for residential schemes, including a range of house types to meet the needs of households, capable of meeting the needs of different sectors of the community.
- 5.5.16 The application site could accommodate a range of properties, comprising a range of house types from mews to detached properties. This will add to the choice of high quality homes available in the area and contribute to the creation of a balanced and inclusive community. The proposals are in compliance with this policy, insofar as possible for an outline application.

Policy OS1 (Requirement for open space, sport and recreation facilities)

- 5.5.17 This requires the provision of open space, sports and recreation facilities to be delivered as part of new residential proposals and Policy OS2 (Meeting open space, sport and recreation needs) sets out that in order to meet the needs of the community, provision for open space, sports and recreation facilities will be sought taking into account applicable standards with regard to quality, quantity and accessibility. Open space should be located on-site, unless a level of off-site contribution can result in an equal beneficial enhancement to an existing open space, sport and/or recreation facility.
- 5.5.18 The Development Framework Plan illustrates that a total of 1.15ha of public open space will be provided on-site, which will also include a children's play space and amenity space. Contributions necessary to support additional open space, sport and recreation needs are be

addressed through a s106 obligation. A financial contribution of £1,398.00 (index linked) per open market dwelling is currently proposed to provide sports facilities for football, cricket, rugby, tennis, shooting, archery and skate park in Bromyard. The proposals are therefore in compliance with both Policy OS1 and Policy OS2.

Policy LD1 (Landscape and townscape)

- 5.5.19 This states that development proposals should demonstrate that character of the landscape and townscape has positively influenced the design, scale, nature and site section, protection and enhancement of the setting of settlements and designated areas.
- 5.5.20 As noted, the Inspector for the previous inquiry on this site states (Appendix 3) that overall, the negative effects on landscape would not themselves be judged as “significant and demonstrable” to the setting of Bromyard or the wider rural landscape. The application is therefore in compliance with Policy LD1.

Policy LD2 (Biodiversity and Geodiversity)

- 5.5.21 This policy states that development proposals should conserve, restore and enhance the biodiversity and geodiversity assets of Herefordshire. Proposals should retain and protect the existing features of geodiversity and biodiversity on-site and create new opportunities for biodiversity and wildlife habitats.
- 5.5.22 The previous appeal decision (Appendix 3) confirms that the site hosts no protected or uncommon species of flora or fauna. The proposals therefore comply with Policy LD2.

Policy LD3 (Green infrastructure)

- 5.5.23 This requires the provision for new and/or the enhancement of existing infrastructure, services and facilities to support development and sustainable communities. A number of objectives are presented, including retaining existing corridors and linkages, protecting valued landscapes, trees, hedgerows and woodlands and by providing on-site green infrastructure.

Policy LD4 (Historic environment and heritage assets)

- 5.5.24 This states that proposals should protect, conserve and enhance (where possible) heritage assets and their settings. The application is accompanied by a desk-based archaeological appraisal prepared by CgMs (CD1.13), which confirms that the site is not in or adjacent to a conservation area, there are no impacts on the setting of any archaeological heritage assets in the surrounding landscape and there is no reason to believe the site has any undiscovered

below-ground archaeological remains. It is agreed as part of the statement of common ground that a condition can be imposed to secure the evaluation and recording of any archaeological remains and the proposed development would not affect the significance of any built heritage asset and relevant policies of the LPCS and Framework are not engaged. The proposed development therefore complies with Policy LD4.

Policy SD1 (Sustainable design and energy efficiency)

- 5.5.25 This states that development proposals should create safe, sustainable, well integrated environments for all members of the community. The Design and Access Statement submitted alongside the planning application (CD1.04) demonstrates how the proposals will deliver a high quality residential sustainable development, in accordance with Policy SD1. Detailed design matters can be dealt with at the Reserved Matters stage.
- 5.5.26 A climate change Measures compliance checklist is also provided in appendix C of CD 2.26, as requested by the council.

Policy SD3 (Sustainable water management and water resources)

- 5.5.27 This requires measures for sustainable water management to be an integral element of new development in order to reduce flood risk; to avoid an adverse impact on water quality to protect and enhance groundwater resources and to provide opportunities to enhance biodiversity, health and recreation. This can be secured through any subsequent reserved matters application(s).

Policy SD4 (Wastewater treatment and river water quality)

- 5.5.28 This states that development should not undermine the achievement of water quality targets for rivers within the county, in particular through the treatment of waste water.
- 5.5.29 The proposals are not in an area of flood risk. Matters relating to foul and surface water can be adequately dealt with, and there is no objection from officers in this respect. The applicant will secure phosphate mitigation credits to address any potential impact of the development on the River Lugg through the S106 Agreement. The proposals are therefore in compliance with both Policy SD3 and Policy SD4.

Policy ID1 (Infrastructure delivery)

- 5.5.30 This policy requires the provision for new and/or the enhancement of existing infrastructure, services and facilities to support development and sustainable communities which will be

achieved through a co-ordinated approach. Where necessary, developer contributions towards strategic infrastructure will be secured through s106 agreements. Any contributions necessary to address the under provision of existing community facilities will be secured through planning conditions and s106 negotiations. A draft list of planning conditions is provided in the SoCG and the heads of terms for the S106 Agreement to date are outlined in section 7.

5.6 Draft Local Plan (Regulation 18)

5.6.1 HC released its Strategic Policies and Place Shaping Policies for public consultation on 25th March 2024, which together form the draft Local Plan 2021-2041. This states that 805 dwellings per year over the next 20 years are required in Herefordshire to meet current housing need. This adds up to 16,100 dwellings during the plan period. (The plan period covers 20 years starting from 2021.) However, 6,512 homes have either already been built or granted planning permission since April 2021. Therefore, this means that the Local Plan needs to provide for approximately 9,608 dwellings up to 2041.

5.6.2 Bromyard remains a second tier market town, which will accommodate a minimum of 750 new homes during the plan period. Of these, 500 new homes will be provided through the strategic housing site on Land at Hardwick Bank, in accordance with draft policy BROM2. As previously stated, phase one of this allocation including 250 of these homes has now been given a resolution to grant at planning committee in January 2024. A further 178 homes have also been accounted for between 2021-31 according to the information presented. Therefore, the residual growth target for Bromyard to be found on sites that have not been allocated or delivered is 72 dwellings. Again, this can be read as a minimum as opposed to a ceiling figure.

5.6.3 As outlined in the NPPF, paragraph 48;

“Local planning authorities may give weight to relevant policies in emerging plans according to:

a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).”

- 5.6.4 Given the plan is at a relatively early stage in its preparation and there are unresolved issues to be addressed it should be given limited weight.

5.7 Bromyard and Winslow Neighbourhood Plan

- 5.7.1 Although the site falls partly within the Parish of Avenbury, the area, alike Bromyard and Winslow, does not benefit from a Neighbourhood Plan which directs / allocates sites for new residential development.

- 5.7.2 The Bromyard and Winslow Neighbourhood Plan (BWNP) area was designated in November 2015 and has not progressed any further. As such paragraph 14 of the Framework does not apply.

5.8 Summary

- 5.8.1 The application must be considered in the context of the presumption in favour of sustainable development as required by the NPPF. This means approving development where it accords with the development plan without delay. The development plan policies are deemed by the council to be consistent with the principles established through the NPPF.

- 5.8.2 The site represents a western extension to the town and is well contained by existing field boundaries and by the A44 and Pencombe Lane. It is therefore, an appropriate location for residential development and this has not been disputed, including by the Planning Inspectorate previously, nor by the case officer in his report to committee (CD5.01).

- 5.8.3 While the site is not identified for housing within the Core Strategy, housing targets should not be read as a ceiling to preclude any further growth where it is considered to represent sustainable development.

- 5.8.4 It has previously also been established that the site has capacity to accommodate the proposed quantum of development, without eliciting any demonstrable landscape harms whilst acknowledging that there would be an expected visual change. It is also demonstrated through the application documentation that there are safe and accessible pedestrian, cycle and vehicular access and linkages provided to and from the site, to which the highways authority are in agreement, This is discussed further in section 6.

- 5.8.5 Limited weight should be given to the emerging draft local plan given this remains at the early stages (regulation 18) and remains subject to unresolved objections.

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- 5.8.6 As such, the proposals are in accordance with the policies of the NPPF and the development plan and is therefore representative of a sustainable form of development.

6 MATERIAL CONSIDERATIONS

6.1 Introduction

6.1.1 Planning law requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

6.1.2 Other material considerations relevant to this appeal are:

- Local planning guidance relating to nutrient management;
- Affordable Housing Need;
- The council's five-year housing land supply position;
- Economic recovery from COVID-19.

6.2 Nutrient Management – Guidance for Developers

6.2.1 The appeal site lies within the hydrological catchment of the River Lugg, which forms part of the River Wye Special Area of Conservation (SAC). The River Wye SAC is currently failing to meet its conservation targets and maintain its conservation status as a result of phosphate entering the watercourses and increasing levels within the river, which adversely affects its quality.

6.2.2 The NPPF gives Special Areas of Conservation the same protection as habitats sites. As outlined in paragraph 188, the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.

6.2.3 Developers are therefore required to utilise Natural England's nutrient budget calculator and undertake a Habitat Regulations Assessment for any development within the Lugg catchment and to demonstrate nutrient neutrality. The appellant has undertaken this assessment (CD2.32 and 2.24), and mitigation is required in order to ensure phosphate levels do not have a significant impact on the river Lugg.

6.2.4 The Appellant has applied for, and received, an allocation of phosphate mitigation credits from Herefordshire Council. In purchasing these credits, the Appellant will be funding the delivery of the council's wetland project which, in turn, will mitigate for the effects of the development and deliver net betterment to the Lugg. The nutrient assessment and mitigation

strategy has been approved by both the council and Natural England (CD3.34) and is agreed in the SoCG. Credits are to be secured through the S106 Agreement, as outlined in section 7. Consequently, the presumption in favour of sustainable Development therefore remains applicable to this proposal.

6.3 Affordable Housing Need and Housing Completions

6.3.1 Herefordshire Council's affordable housing team outline that the previous annual affordable homes target for the district was 230 homes per annum. From April 2023 this increased to 250 new homes per year⁵.

6.3.2 As indicated in the table below, delivery of much needed affordable housing in Herefordshire has been, more often than not, below these targets and does not go near meeting the annual affordable housing requirement. The council only hit their target on one year, 2019-20 with more recent completions being nearly 80 affordable new homes below the annual target.

Table 4- Affordable Housing Completions 2017-22

Year	Affordable Housing Completions
2017-18	149
2018-19	219
2019-20	258
2020-21	199
2021-22	147

(Source: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-affordable-housing-supply>)

6.3.1 As outlined in Table 5 as of 1st April 2023, there were 1,520 households on the housing register within Herefordshire, which is more than a two fold increase on the 2020 register. Each year since 2020, the number of people on the register has increased significantly. This increase also coincides with the reduced delivery of affordable homes in this period.

Table 5- Herefordshire Households on Housing Register 2018-2023

⁵ <https://www.herefordshire.gov.uk/housing-3/affordable-housing/4>

Year	Households on Housing Register
2018	1270
2019	1093
2020	697
2021	872
2022	1340
2023	1520

(Source: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-rents-lettings-and-tenancies>)

- 6.3.2 The continuous under-delivery has caused direct impact on the ever-growing unaffordability of the district. The district is inherently unaffordable, with high affordability ratios. As demonstrated below, Herefordshire district has a significant issue with affordability, the ratio is higher than the rest of the West Midlands and notably higher than the average across England.

Table 6- Affordability Ratios Comparatively Across Herfordshire, West Midlands and UK

Median Affordability Ratio	2012	2021	2022
Herefordshire	9.22	10.27	9.82
West Midlands	5.90	7.69	7.12
England	6.77	9.05	8.28

Affordability ratio of median house price to median gross annual workplace-based earnings.
(Source: House price to workplace-based earnings ratio, ONS)

- 6.3.3 The unaffordability of housing in the district and the continuous high numbers of households on the housing register in housing need, clearly indicates that that, by any measure of affordability, Herefordshire district is in the midst of an affordable housing crisis, and urgent action must be taken to deliver more affordable homes.
- 6.3.4 As outlined in the earlier section of this statement, Policy H1 of the Core Strategy sets a requirement for 40% affordable housing to be provided on sites of more than 10 dwellings which have a maximum combined gross floor space of more than 1000m². The development proposals will provide a significant provision of affordable housing in compliance with the Council's affordable housing need target for Bromyard of 40%. This will contribute significantly

towards the district's affordable housing supply requirements and will provide people with a local connection to the area an affordable property to call their own.

- 6.3.5 As a substantial benefit, the provision of affordable housing should be given significant weight when considering the proposals, given the increasing unaffordability of housing in the region and district itself and the unacceptably high number of households on the Council's Housing Register.

6.4 Housing Land Supply

- 6.4.1 In accordance with the NPPF, in light of the recent release of the Regulation 18 Local Plan, which allocates housing sites, the council now only has to demonstrate a 4 year supply of housing. The Council claims it can demonstrate a 4 year housing land supply and Gladman do not intend to dispute the council's position in this respect.
- 6.4.2 Despite the council's housing land supply position, it is expected to be common ground that the market and affordable homes proposed on the appeal site could make a significant contribution to maintaining housing supply in Herefordshire and will also assist in meeting the central government objective of "boosting significantly" the supply of housing.
- 6.4.3 The Appellant reserves the right to adduce evidence on housing land supply in due course should the council publish any new evidence in this respect.

6.5 Economic Recovery from COVID-19

- 6.5.1 The COVID-19 epidemic has had a significant impact on all elements of life in the UK during the last two years, not least the construction sector.
- 6.5.2 The view of the Government is that the planning system can help kick start a future economic recovery. The planning system unlocks the investment and development that underpins regeneration, and this enables businesses to grow, new housing, jobs, productivity and social cohesion. In the opening to his Written Ministerial Statement on 13th May 2020 (which detailed the steps to ensure the planning system kept moving), the Secretary of State made clear:

"The planning system has a vital role to play in enabling the delivery of housing and economic growth that will support the UK's economic recovery."⁶

⁶ Planning update: Written statement - HCWS235 (13 May 2020) <https://www.parliament.uk/business/publications/written-questions-answers-statements/written-statement/Commons/2020-05-13/HCWS235/> [Accessed 30/01/2022]

- 6.5.3 Construction has been identified as a key sector to drive recovery. Housing is always the port of call to help economic recovery, as evidenced by the last recession. As such, planning reforms and the first iteration of the NPPF in 2012 were an instrumental policy tool to ensure that sustainable developments were permitted, to aid economic recovery and boost the supply of housing. Ultimately, the thrust of the latest iteration of the NPPF is no different and again the country needs new sustainable developments permitted to once again support economic recovery.

6.6 Third Party Representations

Representations Made During the Application Process

- 6.6.1 Further to the RfRs outlined by Herefordshire Council, the appellant is aware that additional points were raised in respect of the proposals by several representations, which were received from third parties to the planning application.
- 6.6.2 The appellant does not consider that they raise any substantive issues that have not been addressed within this SoC and the supporting Core Documents [CD1 and CD2]. However, the appellant reserves the right to respond to any further issues raised by third parties at the hearing.

Representations Made to Additional Highways Consultation March 2024

- 6.6.3 A list of all consultation responses received in respect of the additional consultation on highways matters, along with a summary of the key issues outlined, are provided in Appendix 4 and CD6.13.
- 6.6.4 The Appellant reserves the right to adduce further evidence to address any matters raised by third parties to the appeal or where an interested party granted Rule 6 status puts forward evidence on matters beyond any putative reasons for refusal.

7 REASONS FOR REFUSAL

- 7.1.1 The decision notice (CD5.02) was dated the 27th October 2023, and outlines two Reasons for Refusal (RfR).

7.2 Reason for Refusal 1

- 7.2.1 The first RfR states:

"By virtue of the insufficient width of the proposed footway provision, taken together with the unsatisfactory nature and environment of the existing local highway network, the application fails to demonstrate that a safe and suitable means of pedestrian access can be provided to serve the development for all users including the needs of people with disabilities and reduced mobility, as well as minimising the scope for conflicts between pedestrians, cyclists and vehicles. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan – Core Strategy, as well as the principles as set out within Paragraphs 106, 110, 111 and 112 of the National Planning Policy Framework (2023)."

- 7.2.2 The first point made within this RfR relates to the width of the proposed footways. The Appeal Site provides a pedestrian access on the A44, via the Appeal Site access arm of the traffic signal junction. A 2m footway has been provided on the west side of the access and a 3m wide shared footway cycleway is provided on the east side. These are consistent with local/national standards for pedestrian infrastructure provision, as outlined below.
- 7.2.3 Those pedestrians using the footway on the west side of the access road will have the benefit of an assisted crossing at the junction to cross to the east side of the road. Pedestrians will also be able to use the assisted pedestrian/cycle crossing facility on the A44 to access the north side of the road.
- 7.2.4 Drg No 1470/45/C (Appendix 2 shows the widening of the A44 using the Appeal Site land to allow the footway to be widened on the north side of the road to provide a 3m shared footway/cycleway between the crossing point and a position circa 10m west of Upper Harwick Bank Lane. At this point, cyclists heading east would enter the carriageway to continue their journey east, with pedestrians continuing along the footway.
- 7.2.5 The existing footway on the north side of the A44 between Upper Hardwick Lane and Winslow Road is quite narrow, being only 1-1.1m wide. However, as indicated on Drg No 1470/45/C it is proposed to use the highway land at the back of the footway to widen the footway to 2.0m and introduce a 0.5-1.0m verge, separating the footway from the carriageway.

- 7.2.6 Pedestrians will therefore benefit from minimum 2m wide footway or 3m shared footway/cycleway between the Site access and the existing footway on Winslow Road. They will also benefit from an assisted crossing on the A44, in the form of a pedestrian stage (green man) in the traffic signal junction phasing.
- 7.2.7 Section 2 of the Herefordshire Highways Design Guide suggests that:
- “Footways should always be provided where the use of shared surfaces would not be appropriate. Footway widths should normally be 2m.”*
- 7.2.8 The footway linking the Appeal Site access to the footway on Winslow Road is consistent with this guidance.
- 7.2.9 With regard to shared footway/cycleway, the Hereford Design Guide does suggest this should be 3.5m, rather than the 3.0m proposed. However, HC highways have accepted the 3.0m wide shared facility and as Mr Jackson outlines in his evidence, LTN 1/20 suggests a shared use facility of 3.0m could accommodate up to 300 pedestrians and 300 cyclists. These are volumes well above those that will occur on the proposed 3m shared cycle facilities. Therefore, I am satisfied a 3m shared footway/cycleway is acceptable in this location.
- 7.2.10 The footway provision between the Site and Winslow Road is consistent with local/national guidance. Beyond this point, the residents of the Appeal are reliant on the existing footway, as are existing residents and those at Hardwick Bank, when the latter is developed and occupied. Winslow Road offers a route to the town centre. It is of reasonably modern highway design and benefits from circa 1.8m footways on both sides of the road. There is also street lighting on this route. Residents of the Appeal Site can use the footway on Winslow Road to walk to/from the town centre to access the amenities.
- 7.2.11 The footway on the north side of A44 in the vicinity of the existing pedestrian crossing narrows to around 1.1-1.3m at the crossing point. It is also noteworthy, that this was not deemed unacceptable by HC in relation to the Hardwick Bank scheme which entirely relies on this route for pedestrian access to/from the High School on Panniers Lane. Residents of the Appeal Site are only likely to use this section of the footway to travel along the north side of the A44 to travel in the direction of the town centre and as set out previously, Winslow Road offers an alternative route with wider footways to/from the town centre.
- 7.2.12 A pedestrian/cycle link is proposed on Pencombe Lane and a 1.5-2.0m footway on the west side of Panniers Lane. It is acknowledged that the footway on the west side of Panniers Lane is not 2m in width for the full length. This is due to land ownership constraints. However, based

on the MfS guidance the footway is wide enough to accommodate two people and a pram and is actually wider than some of the narrowed sections of the existing footway on the east side of Panniers Lane. It is also agreed as acceptable by HC Highways.

- 7.2.13 The second point within this RfR relates to the perceived unsatisfactory nature and environment of the existing local highway network. The access and pedestrian proposals will fundamentally change the environment along this stretch of the A44. The Hardwick Bank development to the north, whilst set back from the main road, will change the way in which this western entrance into the town is perceived. There will be the perception of a more urban environment which will be perceived earlier along the entrance route into the town, which will subconsciously slow vehicular movements down. The proposals seek the relocation of the 30mph speed limit commencement point to the west of the new traffic signal junction, which will slow vehicles further. The road widening into the appeal site will also inevitably change the environment in this area also.
- 7.2.14 The RFR also states that the proposals fail to provide a safe and suitable means of pedestrian access. To the north of the site, residents would look to travel east along the A44. The current strategy provides an assisted pedestrian crossing on the Appeal Site arm of the junction to allow residents to cross safely to the northern side of the A44. The proposals then provide a 3.0m shared footway/cycleway on the north side of the A44 where footway is not currently present, between the Hardwick Bank Access arm and a point circa 10m west of Upper Hardwick Lane. Widening of the existing footway on the A44 beyond this point between Upper Hardwick Lane and Winslow Road will then provide a 2.0m footway and a circa 0.5-1.0m verge separating the footway from the A44.
- 7.2.15 On the southern side of the site, where the desire line is to the local Queen Victoria High School, there is the introduction of a 1.5-2.0m footway on the west side of Panniers Lane, linking the pedestrian/cycle access on Pencombe Lane to the existing footway at the northern end of Panniers Lane.
- 7.2.16 The sustainable access strategy for Hardwick Bank shows the main pedestrian routes to the town centre and hospital will be along Winslow Road, Old Road, the A44 and New Road. These will also be the same routes that the Appeal Site utilises to/from these facilities. The sustainable access strategy doesn't specify cycle routes, but I believe these will be the same as the pedestrian routes. The pedestrian route to/from the Queen Elizabeth High School is shown along the A44 and along Panniers Lane. Whilst the applicant for Hardwick Bank had removed originally proposed improvements to the footpath along the A44 the council has

requested that a S106 contribution is made for the highways department to undertake footway improvements between Upper Hardwick Lane and Winslow Road, as the highways officer noted that this is required in order to make the proposals safe and to make the development acceptable in planning terms. This was outlined in the supplementary report that went to committee ahead of the committee (Appendix 9).

- 7.2.17 It is evident that the pedestrian and cycle routes to/from Hardwick Bank are very similar to those that will be used by the Appeal Site. The main difference is that the Appeal Site pedestrians and cyclists will need to cross the A44 to access the primary school and the Town Centre and Hardwick Bank pedestrians will need to cross the A44 to access the High School and the Morrisons Daily (convenience store). The principle of residents walking along the A44 in part has already been established and accepted by the committee and highways officers when a resolution to grant was given for this scheme. The proposals here are no different.
- 7.2.18 They simply allow residents to walk an additional length of the A44 safely from the Hardwick Bank site access to Upper Harwick Lane, which as stated above will be 3.0m in width and set within a wider change to the surrounding environment. The new footway infrastructure in these locations offer a significant improvement to the existing pedestrian infrastructure.
- 7.2.19 The latter part of the RFR states that there is scope for conflict between vehicles, cyclists and pedestrians. As outlined above, there clear areas for pedestrian and cycle use are to be provided, thus there will be no conflict between the different users.
- 7.2.20 A Stage 1 RSA of the access proposals (CD6.9), identified two issues relating to the proposed pedestrian infrastructure. A Designers response to these issues has been agreed with HC and both parties agreed that they were satisfied that these, and the other issues raised, can be addressed. This is also the view of HC Highways.
- 7.2.21 Further details in respect of the pedestrian access [proposals are provided in Mr Jackson's evidence in Appendix 1.

7.3 Reason for Refusal 2

- 7.3.1 The second RfR states:

"In the absence of any dedicated cycle provision forming part of the access arrangement serving the proposed development, the application fails to demonstrate that the proposal would facilitate a genuine choice of modes of travel which includes cycling as an alternative to the private car and thus does not have regard to the location of the site and the need to promote

sustainable travel choices. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan - Core Strategy, as well as the principles set out within Paragraph 106 of the National Planning Policy Framework (2023)."

- 7.3.2 Cycle access to the Appeal Site will be available from both the A44 and Pencombe Lane.
- 7.3.3 As outlined in Mr Jackson's evidence in Appendix 1, cyclists using the Appeal Site access on the A44 can either ride on the carriageway and use the advanced cycle stop lines or, if they are travelling in the direction of Bromyard as will likely be the case for the majority of movements, they can use the shared footway/cycleway on the east side of the access road, cross at the assisted crossing at junction and use the shared footway/cycleway on the north side of the A44 before entering the carriageway on the approach to Upper Hardwick Lane. Those travelling back to the Appeal Site from the direction of Bromyard will be able to use advanced cycle stop lines or the short section of cycle lane on the south side of the A44 that connects to the 3m shared footway/cycleway.
- 7.3.4 When the Hardwick Bank access road is built, cyclists will also have the opportunity to travel between the two developments, with the Hardwick Bank access road providing an alternative route to Winslow Road which avoids using the A44 (except for the point where it is crossed when the Appeal access arm receives a green signal). This provides an opportunity for residents of the Appeal Site to use the Hardwick Bank access road to travel to Winslow Road (via Cherry Tree Lane) and avoids the short section on the A44 between Upper Hardwick Lane and Winslow Road. Similarly, residents of the Hardwick Bank site can avoid travelling along the A44 by crossing into the appeal site and on to Panniers Lane.
- 7.3.5 The Appeal development also proposes a cycle access on Pencombe Lane. This provides a cycle link to the High School on Panniers Lane or can provide an alternative route to the B4214 Old Road and Bromyard Town Centre, for those wishing to avoid cycling on the A44, though they would need to cross it. There is a pedestrian crossing on the A44 close to the junction with Panniers Lane and Old Road. Cyclists could use this to cross the A44, but they would need to dismount. The new cycle infrastructure at the junction of Pencombe Lane offers a significant improvement to cycle connections between the Hardwick Bank development and the High School.
- 7.3.6 None of the issues highlighted in the Road Safety Audit (CD6.9) related to cycling provision and the HA comments in respect of the revised access plans (CD6.7) state:

" LHA are of the view that the revised aspects of the access arrangements, both onto the A44 and Pannier's Lane, encourage cycle access to and from the site".

Sustainable travel options are available from the site, as outlined in Mr Jackson's evidence. Furthermore, a travel plan will be secured through the S106 Agreement which will look to promote sustainable travel options to new residents.

7.4 Summary

- 7.4.1 The evidence presented by Mr Jackson (Appendix 1) demonstrates that the proposed footway provision is sufficient as part of the proposed development and that a safe and suitable means of access can be provided to serve the development and offer a significant improvement to the existing pedestrian and cycle infrastructure available. The access arrangements allow for safe and convenient cycle trips to/from the surrounding highway network with the new cycle infrastructure at the junction of Pencombe Lane offerings a significant improvement to cycle connections between the Hardwick Bank development and the High School.
- 7.4.2 The principle of pedestrians walking along the A44 has already been accepted by Members and the highways officers at the council through their resolution to grant the scheme at Hardwick Bank, which directs pedestrians in part onto the A44.
- 7.4.3 The wider environment of the A44 will change as a result of the Hardwick Bank development and appeal scheme, which will introduce urban form earlier on the approach into the Town. The roadway realignment and wider footpaths, together with the traffic signals and change in speed limit further to the west all provide for slower traffic movements and a more pedestrian/cycle friendly environment.
- 7.4.4 The proposals have demonstrated that the development would give genuine choice as to regards to movement, with delivery secured through mechanisms such as Section 278 and S106 Agreement.

8 SECTION 106 AND CONDITIONS

8.1 Section 106 Obligations

8.1.1 It is proposed that the planning obligations that are necessary to make the appeal proposals acceptable in planning terms will be secured by way of S106 Agreement prepared and agreed by both the Appellant and LDC.

8.1.2 The Planning Act 2008 and the Community Infrastructure Levy Regulations 2010 (the CIL Regulations) (Regulation 122) requires that obligations in a legal agreement are:

- Necessary;
- Related to the development; and
- Reasonably related in scale and kind.

8.1.3 Table 7 summarises the Section 106 requests which have been made by the relevant bodies and provided by the case officer. The appellant will work with the council to prepare a draft Section 106 Agreement based upon the requests that have been submitted as part of the planning application consultation and this will be provided to the Council for comment prior to the appeal Hearing:

8.1.4 The financial requests outlined in the table below are subject to CIL compliance.

Table 7- Section 106 Requests to Date

Infrastructure	Quantum of contribution
Affordable Housing	40% of the residential units will be affordable dwellings intended for occupation as Social Rented and Intermediate tenure with local priority to Bromyard.
Hospital contribution	A financial contribution of £530.14 (index linked) per dwelling to provide the health care facilities required at Hereford County Hospital.
Healthcare contribution	A financial contribution of £268.67 (index linked) per dwelling to provide infrastructure for the provision of

	primary and community healthcare services in Bromyard.
Education contribution	<p>A financial contribution of;</p> <ul style="list-style-type: none"> £7,629.00 (index linked) per 2 bedroom open market dwelling £7,629.00 (index linked) per 3 bedroom open market dwelling £13,816.00 (index linked) per 4 bedroom open market dwelling <p>to provide the education facilities at Bromyard Early Years, St Peters Primary School, Queen Elizabeth Humanities College, Bromyard Youth and Special Education Needs.</p>
Recycling and waste contribution	A financial contribution of £80.00 (index linked) per dwelling to provide 1 x black bin and 1 x green bin
Sports contribution	A financial contribution of £1,398.00 (index linked) per open market dwelling to provide sports facilities for football, cricket, rugby, tennis, shooting, archery and skate park in Bromyard
Transport contribution	<p>A financial contribution of;</p> <ul style="list-style-type: none"> £2,458.00 (index linked) per 2 bedroom open market dwelling £3,690.00 (index linked) per 3 bedroom open market dwelling £4,917.00 (index linked) per 4 bedroom open market dwelling <p>To provide any or all of the following transport infrastructure improvements;</p> <ul style="list-style-type: none"> Upgrade the uncontrolled crossing in Panniers Lane to a Toucan crossing if the Hardwick Bank site is built out as this would increase demand Upgrade the uncontrolled pedestrian crossing at the site access junction with the A44 to a toucan crossing if the Hardwick Bank site is built out as cycle use at this crossing would increase.

	<p>The later of these will be delivered as part of the proposed access/pedestrian scheme and S278 works, therefore further discussions are required with HDC in respect of Highway contributions.</p> <p>A section 278 highway agreement will be required for the proposed access, provision of footways and reduction in speeds</p>
On site Public Open Space and Play	<p>The developer covenants with Herefordshire Council to provide a minimum of 3300ha (0.33sqm) of on-site green infrastructure comprising;</p> <ul style="list-style-type: none"> • 0.11 ha (1100sqm) of Public Open Space (@ 0.4ha per 1000 population) • 0.22ha (2200sq m) of Children's Play (@ 0.8ha per 1000 population) of which 0.07ha (700sqm) should be formal children's play. (@ 0.25ha per 1000 population). <p>The management and maintenance of any on site POS will be by a management company which is demonstrably adequately self funded or will be funded through on going arrangement; or through local arrangements such as the parish council and/or a Trust set up for the new community.</p>
Phosphate credit purchase	<p>Purchase of phosphate credits to ensure that the development is phosphate neutral and will not adversely affect the catchment as a habitat site;</p> <ul style="list-style-type: none"> • 14.82 kg = £207,480.00

- 8.1.5 Should any further requests be made for financial contributions, the appellant will consider these against the tests set out above and are willing to discuss with the Council for inclusion in the S106 Agreement.

8.2 Conditions

- 8.2.1 A draft list of conditions as outlined in the committee report (CD 5.01) is provided in the draft SoCG. The Appellant will seek to update and agree a final list of conditions in advance of the appeal event with the Council and include these in an agreed Statement of Common Ground.

9 BENEFITS AND HARMS

9.1 Benefits

- 9.1.1 The Appellant submits that the development of the appeal scheme would result in a considerable number of benefits, as outlined in the table below:

Table 8- Benefits & Harms of the Proposals

BENEFITS	HARMS
Social	
Provision of up to 120 Market and affordable homes to boost the supply of housing in Bromyard , meeting local housing targets for the town as well as contributing to address the shortfall nationally.	None
The provision of affordable housing (40% or up to 48 units) in a district where there is an existing unmet need unlikely to be delivered through alternative means.	
New footpaths to be incorporated into the areas of public open space and surrounding road network	
Environmental	
Provision of Green Infrastructure much of which will be publicly accessible, and which would link the footpath network both into the town and out to the countryside.	Limited impact upon the character of the landscape at completion reducing to a very limited impact post mitigation
A significant area of formal and informal open space and additional new tree planting	Removal of 230m the existing hedgerow along A44 (G2); a dense outgrown hedge, shall be removed with new replacement

	hedgerow planting being positioned to back of kerb as mitigation.
Additional landscape planting	The proposed pedestrian access in the south-east corner of the Site will result in the loss of 25m of vegetation (which includes 25m of hedgerow H1 and 20m of G1). This additional tree cover would not be considered significant from an arboricultural perspective. Several trees within G1 displayed signs of ash die back which is highly likely to significantly reduce their future contribution. The trees are situated adjacent to a highway and will likely require removal, irrespective of development due to the potential risk they pose to road users.
The provision of an electric vehicle charging point for each property.	
Economic	
The Construction Cost of the development is expected to be around £12.7 million . Calculations suggest that this construction expenditure would support around 105 Full Time Equivalent (FTE) construction jobs and 114 FTE indirect jobs in associated industries over the period of the build. The development of new homes in the proposed development could help to address local unemployment in the industry and provide apprenticeship and training opportunities for young unemployed people.	None

<p>Household expenditure from the 120 new homes would be circa £ 2.98 million per year. This will benefit the local area.</p>	
<p>Over the four years following the completion of the development, the Councils will benefit from circa £800,000 via the New Homes Bonus.</p>	
<p>The new residents will increase demand for and use of local services and businesses and increased spending will help to protect, maintain and enhance the services available and accessible within the village and surrounding area.</p>	

- 9.1.2 Even where these benefits are required to mitigate the impacts of the appeal proposals, they will also be of benefit to existing residents of the local area.
- 9.1.3 The extensive and detailed supporting material, assessments and reports submitted with the application demonstrate that there are no unacceptable adverse impacts associated with the scheme.
- 9.1.4 As with any greenfield site, the development will introduce changes to the area and some urbanising effects and it will involve the loss of some agricultural land. However, this is to be expected and the LVA demonstrates the scheme can be delivered without unacceptable wider landscape and visual impacts and the loss of agricultural land will be negligible.
- 9.1.5 In addition, the appellant acknowledges that during the construction of the development there may be some effects that are short-term, temporary and local to the site and immediate area. In any event, best practice measures will be put in place to mitigate any adverse, temporary impacts in terms of noise, the operation of construction traffic, plant and machinery or the management of any other related disturbances or nuisance. This is likely to include controls on working hours and dust-suppression measures.

10 PLANNING CONCLUSION

- 10.1.1 The application must be considered in the context of the presumption in favour of sustainable development as required by the NPPF. This means approving development where it accords with the development plan without delay.
- 10.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that determination must be made in accordance with the development plan unless material considerations indicate otherwise. The development plan policies have been assessed by the council as being consistent with the principles established through the NPPF and Herefordshire is able to demonstrate a 4 year housing land supply.
- 10.1.3 The Appellant considers that the proposals are in accordance with the current development plan and there are no material considerations that indicate otherwise. The proposals are therefore to be assessed on a 'flat' planning balance.
- 10.1.4 The accessibility of the site and its connectivity with the adjacent built up area of Bromyard and the services and amenities afforded within the town itself is a principal consideration. The site represents a western extension to the town and is well contained by existing field boundaries and by the A44 and Pencombe Lane. It is therefore, an appropriate location for residential development and this has not previously been disputed, including by the Planning Inspectorate.
- 10.1.5 Policy SS1 of the development plan allows sustainable development such as this that is in line with the development plan and where there are no adverse impact of doing so. While the site does not form part of a site identified for housing within the Core Strategy under policy BY2, the explanatory text does suggest that housing in this location south of the A44, could be acceptable in the future. Furthermore, the housing targets set within Policy BY1 should not be read as a ceiling to preclude any further growth where it is considered to represent sustainable development.
- 10.1.6 It has previously been established that the site has capacity to accommodate the proposed quantum of development, without eliciting any demonstrable landscape harms whilst acknowledging that there would be an expected visual change. Indeed, all other matters such as appearance, layout and landscaping would be for consideration and determination as part of any forthcoming reserved matters applications, and officers have identified key issues that will be key to informing an acceptable scheme is brought forward. These include, recognising key constraints such as existing landscape and biodiversity features and integrating them into

- the development successfully whilst addressing technical matters such as highway layouts and drainage.
- 10.1.7 Furthermore, following extensive dialogue with the Local Highway Authority it has been concluded that the local highway network can absorb the traffic impact of the development without adversely affecting the safe and efficient flow of traffic on the network. It has also been demonstrated that safe and deliverable pedestrian and cycle connectivity can be provided as part of the development, including those proposed along the A44. The proposals have demonstrated that the development would give genuine choice as to regards to movement, with delivery secured through mechanisms such as Section 278.
- 10.1.8 Whilst the reasons for refusal outlined in the decision notice (CD5.02) pertained to the proposals providing unsafe pedestrian provision along the A44, the same planning committee approved the Hardwick Bank application (Reference 3039164), which will also ultimately provide for a pedestrian footway along the A44 (to be provided by the Council via a financial contribution) alongside the same road, albeit a slightly shorter stretch of the road. It has been demonstrated through evidence that by widening the carriageway into the proposed development site that adequate footway provision can be provided. Furthermore, a change in speed limit to 30mph coupled with built development on either side of the A44 on the western approach into the town will inevitably act as a natural speed deterrent as the built environment will undoubtedly influence driver speeds.
- 10.1.9 The benefits of the proposals far outweigh any harms. The development would give rise to both social and economic benefits which would include but not be limited to the initial boost to the local economy during the construction phase, albeit the extent and magnitude of this cannot be guaranteed. There would however be inevitable spend from future occupiers and additional dwellings to increase choice within the market including affordable provision. The securing of an appropriate mix of open-market and affordable housing would also help to contribute towards a mixed and balanced community.
- 10.1.10 Financial contributions would also be secured and these would provide for additional local infrastructure capacity where required, including local education and GP provision. In the context of local concerns with respect to capacity, this is considered to be a benefit of the development.
- 10.1.11 Subject to a well considered reserved matters application(s), it is reasonable to conclude that there would be no adverse environmental impact; or if any do arise, that they would be of

such insufficient magnitude to outweigh the benefits of providing residential development, including affordable housing, in a sustainable location.

- 10.1.12 As such, the proposal is judged to be in accordance with the policies of the development plan and is therefore found to be representative of a sustainable form of development and should be approved without delay.

APPENDIX 1 -

Mr Ben Jackson, Director at Ashley Helme Associates, in respect of highway matters

APP/W1850/W/23/3334520
Appeal by Gladman Developments Ltd

**Land at Flaggoners Green,
Bromyard**

**Hearing Statement of
Benjamin David Jackson
Ashley Helme Associates Ltd**

April 2024

Report Reference 1470/12/B



ASHLEY HELME
ASSOCIATES



Hearing Statement of Benjamin David Jackson

Land at Flaggoners Green, Bromyard

Report Ref: 1470/12/B

Status: Final

Date: April 2024

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Hearing Statement of Benjamin David Jackson

Land at Flaggoners Green, Bromyard

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6	Appeal Site Access Arrangements
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1 Introduction

- 1.1 My name is Benjamin David Jackson. I hold a Bachelor of Engineering Honours Degree in Civil Engineering and a Master of Science Degree in Transportation Engineering and Planning, and I am a Member of the Chartered Institution of Highways and Transportation.
- 1.2 I am a Director of Ashley Helme Associates Ltd (AHA). I am responsible for the preparation and submission of highways and transportation information to accompany planning applications. I have extensive experience of the analysis of traffic behaviour and performance of highway networks, with emphasis placed on providing appropriately for the needs of all road users, issues of capacity and highway safety and transport sustainability.
- 1.3 I have over 20 years of experience covering a broad range of highways and transportation issues. I have provided advice to a wide range of clients including institutional funds, house builders, commercial property developers and private land owners. I have acted as an expert witness at planning inquiries and hearings on numerous occasions. I have also provided guest lectures at the University of Salford on the subject of acting as an expert witness at Planning Appeals.
- 1.4 I am appointed by Gladman Developments Ltd for the Appeal against the refusal of planning permission by the planning authority Herefordshire Council (HC) of the residential development proposed in the planning application ref 190111. My involvement with the Appeal proposal commenced pre-application. I have been involved in the various applications at this Site since 2016. I also gave evidence at the 2016 planning appeal.
- 1.5 The planning application was in outline for the erection of up to 120 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from the A44. All matters reserved except for means of access. The planning application was refused and the decision notice is dated 27 October 2023 (CD 5.02), with two reasons for refusal given in the decision notice, both relating to highways matters.
- 1.6 Reason for Refusal No. 1 states:

“By virtue of the insufficient width of the proposed footway provision, taken together with the unsatisfactory nature and environment of the existing local highway network, the application fails to demonstrate that a safe and suitable means of pedestrian access can be provided to serve the development for all users including the needs of people with disabilities and reduced mobility, as well as minimising the scope for conflicts between pedestrians, cyclists and vehicles. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan – Core Strategy, as



well as the principles as set out within Paragraphs 106, 110, 111 and 112 of the National Planning Policy Framework (2023)."

1.7 Reason for Refusal No. 2 states:

"In the absence of any dedicated cycle provision forming part of the access arrangements serving the proposed development, the application fails to demonstrate that the proposal would facilitate a genuine choice of modes of travel which includes cycling as an alternative to the private car and thus does not have regard to the location of the site and the need to promote sustainable travel choices. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan - Core Strategy, as well as the principles set out within Paragraph 106 of the National Planning Policy Framework (2023)."

- 1.8 This Hearing Statement addresses both reasons for refusal. The evidence which I have prepared and provide in this Hearing Statement for the Appeal reference APP/W1850/W/23/3334520 is true and has been prepared and is given in accordance with the guidance of my professional institutions and I confirm that the opinions expressed are my true and professional opinions.
- 1.9 In Chapter 2 of the Hearing Statement I summarise the current situation in respect of the highway/transport matters relating to the Appeal development, and the background to this position being reached. I also summarise the national and local policies relating to highways/transportation that I consider relevant to the Appeal in Chapter 2.
- 1.10 In Chapter 3, I identify the key issues that I believe need to be addressed in this Hearing Statement.
- 1.11 I set out the existing conditions in the vicinity of the Appeal Site in Chapter 4.
- 1.12 I estimate the number of pedestrian and cycle trips that will be generated by the Appeal Site in Chapter 5.
- 1.13 In Chapter 6 of this Hearing Statement I set out the agreed Appeal Site access arrangements, including the pedestrian/cycle and public transport infrastructure.
- 1.14 I review and address the Highways/Transport issues raised by third parties in Chapter 7.
- 1.15 The summary and conclusions of the Hearing Statement are presented in Chapter 8.



2 Background & Policy

2.1 Background

2.1.1 My involvement in this Appeal Site dates back to late 2015, when I was asked to provide evidence at the Planning Appeal scheduled for April 2016 (Appeal Ref APP/W1850/W/15/3039164). I had taken over from another Transport Consultant (Hydrock) that had prepared the TA report in support of the 2014 planning application (ref 14/1481/OUT), which had been refused on 4 March 2015.

2.1.2 The Hydrock TA report indicated the introduction of a T-junction on the A44 to serve the appeal Site. It also proposed a continuous 2.0m footway on the south side of the A44 between the Site and an existing assisted pedestrian crossing to the east. A pedestrian access on Panniers Lane was also proposed. A copy of the Hydrock Access arrangements plan included in my Appendix A.

2.1.3 The land on the north side of the A44 opposite the Appeal Site is known as Hardwick Bank and had been identified in part for the delivery of around 250 homes in the Local Plan Core Strategy through Policy BY2 (adopted October 2015). The planning Gladman application was refused on the 3 March 2015 by Herefordshire Council (HC). Despite the highway authority not objecting to the development, reason for refusal No 3 of the HC decision notice stated:

“The development of the site would be premature and prejudicial to the delivery of the strategic housing land allocation at Hardwick Bank as defined by Policy BY2 of the emerging Herefordshire Local Plan-Core Strategy 2011-2031. It would undermine the plan-making process by predetermining decisions about the scale and phasing of new development on the strategic site and it would serve to pre-determine the provision of vehicular access via the A44. The emerging plan is considered to be at an advanced stage, having been subject to an Examination in Public in February 2015, and therefore the tests to justify grounds of prematurity as outlined by Paragraph: 014 Reference ID: 21b-014-20140306 of the National Planning Practice Guidance are met.”

2.1.4 I was instructed by Gladman to provide highways evidence at the Public Inquiry, to address the above reason for refusal. However, I was concerned about the potential conflict between the Hydrock T-junction and an access to the Hardwick Bank allocation. Prior to the opening of the Public Inquiry the Appellant decided that in the interests of securing an access solution that would be acceptable to all parties (ie themselves and the developer of Hardwick Bank), they would request that access to the development would be a reserved matter. This approach was agreed with HC and the planning authority did not pursue reason for refusal No3 at the Public



Inquiry. I prepared a roundabout scheme that could serve both the Appeal Site and the Hardwick Bank allocation. A copy of this scheme is included in Appendix C.

2.1.5 However, in the lead up to the inquiry, I identified a potential issue with the footway link that had been proposed by Hydrock on the south side of the A44. There was a short section of land required to form the continuous footway between the Appeal Site and the existing pedestrian crossing that was not within the adopted highway and was under the ownership of a third party.

2.1.6 The Appeal was heard at a Public Inquiry which commenced on the 5 April 2016. At the start of the Inquiry the developer advised the Inspector (Mr J S Nixon) about the section of land that was not adopted highway. During the Inquiry the developer provided Mr Nixon with a letter from the owner of this land indicating his willingness to sell this land to Gladman. Alternative options for providing pedestrian links to/from the Appeal Site to the local amenities were also discussed at the Inquiry.

2.1.7 The appeal was dismissed on 19 May 2016 and a copy of the decision is included in Appendix B. The principal reason the appeal was dismissed is set out in para 79 of the decision notice and this states:

“The compelling reason for resisting the proposal is the problems with access. Without reasonable prospect of providing safe and convenient pedestrian access to the site, it would not be practical to allow the means of access to be withdrawn at this stage. Consequently, the access proposed in the application must be the default position and this would be unacceptable having regard for the potential conflict with the access to serve the strategic housing site at Hardwick Bank.”

2.1.8 It is clear from the decision notice that Mr Nixon felt unable to allow means of access to be reserved due to his concerns about the ability of the developer to secure suitable pedestrian links to the site, specifically along the A44. He also decided that the access proposed in the original Gladman application would not be acceptable as would create a conflict with an access to the Hardwick Bank site.

2.1.9 Following the Appeal decision, Gladman submitted a new application in October 2016. The developer secured the land to the east of the Appeal Site that was not adopted highway and was an important factor in Mr Nixon's decision.

2.1.10 The 2016 application proposed a priority-controlled T-junction on the A44 to serve the Gladman development, with land reserved around the junction to allow it to be upgraded to form a four arm roundabout junction to also serve the Hardwick Bank allocation. Drg No 1470/20/B (Appendix D) shows both the priority-controlled junction with the land reserved for a roundabout and a potential roundabout design.



- 2.1.11 During the application process HC raised concern about the ability of the developer to provide suitable footway links. HC were particularly concerned that there was insufficient highway land to the east of the Site to form a suitable footway on the south side of the A44. Though the developer had secured the section to the east that had concerned Mr Nixon, there remained another section between this land and the Site frontage that HC was now concerned about (this had not been raised by HC in relation to the original application). HC were also concerned about the phased access strategy (ie T-junction, with roundabout upgrade at a later date).
- 2.1.12 An application for development on the Hardwick Bank site was also made during the application process by Bovis Homes (December 2016). The application included proposals to introduce a three arm roundabout on the A44 in the vicinity of the proposed Gladman access, which would have been in conflict with it.
- 2.1.13 HC refused the Gladman application on 28 March 2018 for four reasons and these are set out below:

“THE COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL hereby gives notice in pursuance of the provisions of the above Acts that PLANNING PERMISSION has been REFUSED for the carrying out of the development described above for the following reasons:

1 The applicant has failed to demonstrate that safe and convenient means of pedestrian access can be provided for the site, or that the improvements shown on their Proposed Access Strategy (Drawing No. 1470/20 Rev B) can be constructed either within the extent of the public highway or on land which they control. The proposal is therefore contrary to Policies SS4 and MT1 of the Herefordshire Local Plan – Core Strategy and paragraphs 32 and 35 of the National Planning Policy Framework that seek to provide safe access to new schemes.

Furthermore, in the absence of a reasonable prospect of their delivery, the imposition of a planning condition to require their delivery would not meet the test of reasonableness or enforceability prescribed by Paragraph 206 of the National Planning Policy Framework and Planning Practice Guidance.

2 The applicant has proposed a phased approach towards the delivery of vehicular access to the site from the A44 whereby a priority T junction would be constructed in the first instance followed by a four armed roundabout to serve this site and the allocated strategic housing site at Hardwick Bank. However, no mechanism has been proposed to ensure the delivery of the roundabout. The Council considers that an acceptance of the phased approach suggested by the applicant would potentially compromise the delivery of the Council's strategic housing site at



Hardwick Bank contrary to Policy BY2 of the Herefordshire Local Plan - Core Strategy.

3 The proposal fails to meet the three dimensions of sustainable development as described by paragraph 7 of the National Planning Policy Framework. The negative impacts of the development in terms of its inability to deliver safe and convenient pedestrian access to the site are not outweighed by the economic and social benefits that might be derived by permitting the scheme. The proposal therefore represents an unsustainable form of development, contrary to Policy SS1 of the Herefordshire Local Plan – Core Strategy and the National Planning Policy Framework.

4 The application is not accompanied by a completed Section 106 Agreement which is considered necessary to make the development acceptable. It is therefore contrary to Policy ID1 of the Herefordshire Local Plan – Core Strategy and the Council's Supplementary Planning Document on Planning Obligations."

- 2.1.14 Gladman submitted a further planning application in February 2019 (190111) and I prepared TA report 1470/3/D (CD 1.06) in support of the planning application. The 2019 Access strategy initially comprised:
- Use the proposed Bovis Homes roundabout scheme as the starting point,
 - Increase the size of the Bovis Homes roundabout and add a fourth arm to serve the Gladman development.
- 2.1.15 A copy of the access proposals (Drg No 1470/27/C) is included in Appendix E. The access proposals included the introduction of footway on the west side of Panniers Lane, which had not been proposed previously.
- 2.1.16 However, following the submission of the latest planning application, the access strategy for the Hardwick Bank application changed. A roundabout junction had been originally proposed on the A44 to serve Hardwick Bank, but had been subsequently changed to a traffic signal control junction.
- 2.1.17 I subsequently prepared Transport Assessment Supplementary Report 1470/7A (CD 2.86). This updated the Gladman access to show two traffic signal junction arrangements. One that would just serve the Appeal Site and one that would serve both the Appeal Site and Hardwick Bank, to show that access proposals would not be in conflict. The report included capacity testing of the traffic signal junctions to demonstrate that they could accommodate the development traffic from both Hardwick Bank and the Appeal Development.



- 2.1.18 Following the submission of TA Supplementary Report 1470/7A, I attended a meeting with HC planning and highways departments on 11 April 2019 to discuss the proposals. Some alterations were made to the signal schemes following these discussions and in May 2019 I commissioned TMS consultancy to undertake an independent State 1 Road Safety (RSA) Audit of the access proposals. I produced Designers Response Report 1470/8 (2.85) the same month in response to the RSA and this was submitted to HC highways on 24 May 2019.
- 2.1.19 HC highways indicated that they were generally satisfied with the proposals and Gladman Developments instructed Jackson Purdue Lever (JPL), engineering consultants, to review the works in more detail to ensure the buildability of the design. Following the JPL review of the works, it was determined that it would not be possible to have a continuous 2.0m footway on the west side of Panniers Lane, with a need to reduce the width in some sections due to level differences between the highway land and gardens of the properties fronting the west side of Panniers Lane. A series of further revisions were made to the access proposals after discussions with HC highways officers.
- 2.1.20 During the application, one of the property owners on the west side of Panniers Lane also disputed the extent of adopted highway, though this was contested by the Highway Authority through the Land Registry. During this period, I had looked at a series of alternative schemes that had partial footway on the west side of the road with a crossing facility, to allow pedestrians to cross over and use the existing footway. We agreed an alternative footway scheme on Panniers Lane, should Land Registry find against HC. This scheme was also the subject of a Stage 1 RSA and I prepared Designers Response Report 1470/10 (CD 2.44), which was submitted to HC Highways officers. However, Land Registry found in favour of the Highway Authority and the alternative footway scheme on Panniers Lane was ultimately not required.
- 2.1.21 I prepared TA Supplementary report 1470/9 (CD 2.02 & 2.03) in July 2019 to set out the latest access proposals and to address some third-party comments.
- 2.1.22 I prepared Highways Report 1470/11 (CD 2.84) in May 2021 in response to a Technical Note prepared by Flow Consult on behalf of Bromyard & Winslow Town Council.
- 2.1.23 The final access arrangement scheme that was agreed with HC Highways prior to the refusal of the planning application is Drg No 1470/32/I (Appendix F).
- 2.1.24 The planning application was recommended for approval, with the Highway Authority not objecting to the application subject to conditions. The committee report, dated 25th October 2023, includes a detailed section on Access, Highway Safety and Connectivity, which explains why the Highway Authority was satisfied with the proposals.



2.1.25 Despite this, the Planning Committee refused the application for two highways/transportation reasons.

2.1.26 Reason for Refusal No. 1 states:

“By virtue of the insufficient width of the proposed footway provision, taken together with the unsatisfactory nature and environment of the existing local highway network, the application fails to demonstrate that a safe and suitable means of pedestrian access can be provided to serve the development for all users including the needs of people with disabilities and reduced mobility, as well as minimising the scope for conflicts between pedestrians, cyclists and vehicles. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan – Core Strategy, as well as the principles as set out within Paragraphs 106, 110, 111 and 112 of the National Planning Policy Framework (2023).”

2.1.27 Reason for Refusal No. 2 states:

“In the absence of any dedicated cycle provision forming part of the access arrangements serving the proposed development, the application fails to demonstrate that the proposal would facilitate a genuine choice of modes of travel which includes cycling as an alternative to the private car and thus does not have regard to the location of the site and the need to promote sustainable travel choices. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan - Core Strategy, as well as the principles set out within Paragraph 106 of the National Planning Policy Framework (2023).”

2.1.28 Following the refusal of the Appeal Site application, the application for the development on the Hardwick Bank land opposite the Site was given a resolution to grant planning permission subject to the completion of a S106 agreement. Importantly, the Hardwick Bank access proposal on the A44 had been changed to remove the footway that had previously been shown. I was aware of this prior to the Appeal Site going to committee, but we had been advised by Herefordshire Highways that they would be seeking to safe guard a 3m strip where the footway had been previously proposed. This would have ensured that the agreed Appeal Site access proposals could still be achieved. However, I understand that the request for the 3m strip was rejected by the applicant and not imposed by the Planning Authority.

2.1.29 Without the footway or a secured strip of land where the footway was previously proposed, the agreed Appeal Site access arrangements could not be implemented. The agreed Appeal Site access arrangements proposed an assisted crossing on the A44, but without any land secured on the north side of the A44, a footway on the north side of the A44 could not be achieved at the crossing point. Consequently, it was necessary to amend the access proposals.



- 2.1.30 I prepared three alternative access options that still provided an assisted crossing point on the A44, but did not need rely on land from Hardwick Bank. These were sent to HC Highways and I attended a subsequent online meeting with HC Highways and Planning Officers to discuss the options.
- 2.1.31 Following this meeting, we made a few changes to the plans and the two preferred options were the subject of separate Stage 1 Road Safety Audits (RSAs). I prepared Designs Response Reports and these were issued in draft to HC on 7 March 2024. I attended a further online meeting with HC Highways and Planning Officers to discuss the RSAs. One of the issues raised in the RSA related to the provision of a 2% gradient on the approach arms to the A44. HC requested that a 2% gradient should be provided on the Appeal Site access arm, as was agreed with the Hardwick Bank access arm of the junction.
- 2.1.32 I subsequently received an email on 20 March 2024 (CD 6.7) from katy Jones which stated:

“Dear All,

The local highway authority has the following comments regarding the recent pre-app and revised drawings:

- ***The increased 3m footway/cycleway width on the northern side of the A44 is welcomed and will provide extra protection for pedestrians from HGVs. Given the anomalies of OS mapping it is likely that the pinch point by Upper Hardwick Lane could be eliminated entirely.***
- ***The preference is for the single, straight pedestrian crossing of the A44 rather than the staggered crossing, even though it is noted that there will have to be a relaxation of standards in regards to the required intervisibility due to the crossing of Hardwick Bank land.***
- ***As stated within the RSA Decision Log a gradient of 2% for the dwell area at the signalised junction on the A44 should be achieved, as per what was requested of the Hardwick Bank site.***
- ***The introduction of a 3m pedestrian/cycle access into the site from Pencombe Lane rather than a 2m pedestrian access from Pannier’s Lane is considered acceptable (subject to the inclusion of 85th percentile speed data with any application submitted).***
- ***Attached are the completed RSA Decision Logs.***

The LHA are of the view that the revised aspects of the access arrangements, both onto the A44 and Pannier’s Lane, encourage cycle access to and from the site.

Kind Regards,

Katy”

- 21.33 The access proposals were both considered acceptable to HC, but the preferred HC option is the scheme shown on Drg No 1470/45/C (Appendix G).



- 21.34 The Appellant instructed consulting engineers JPL to check this was achievable. This was confirmed and I updated the Designers Response reports (CD 6.8 & 6.9), which included the JPL plans and sent these to HC for further review.
- 21.35 I prepared a draft Statement of Common Ground (SoCG) and submitted this for agreement with Herefordshire Highways on 4 April 2024. As part of preparing the SoCG, I updated the traffic impact assessment and junction modelling. The updated traffic flows and junction modelling is included in Appendix H.
- 21.36 In preparing the SoCG, I also prepared updated walk and cycle isochrone plans, a PROW plan and provided an updated bus service summary table. Copies of all of these are included in Appendix I.

2.2 Policy

- 2.2.1 Reason for Refusal No.1 and 2 of the Herefordshire Council (HC) decision notice references Policy MT1 of the Herefordshire Local Plan-Core Strategy. It also references the following paragraphs from the National Planning Policy Framework (NPPF)

- 106,
- 110,
- 111,
- 112.

2.2.2 MT1 of Herefordshire Local Plan – Core Strategy

- 2.2.2.1 Policy MT1 (Traffic management, highway safety and promoting active travel) states:

“Development proposals should incorporate the following principle requirements covering movement and transportation:

- 1. demonstrate that the strategic and local highway network can absorb the traffic impacts of the development without adversely affecting the safe and efficient flow of traffic on the network or that traffic impacts can be managed to acceptable levels to reduce and mitigate any adverse impacts from the development;***
- 2. promote and, where possible, incorporate integrated transport connections and supporting infrastructure (depending on the nature and location of the site), including access to services by means other than private motorised transport;***
- 3. encourage active travel behaviour to reduce numbers of short distance car journeys through the use of travel plans and other promotional and awareness raising activities;***

4. ensure that developments are designed and laid out to achieve safe entrance and exit, have appropriate operational and manoeuvring space, accommodate provision for all modes of transport, the needs of people with disabilities and provide safe access for the emergency services;

5. protect existing local and long distance footways, cycleways and bridleways unless an alternative route of at least equal utility value can be used, and facilitate improvements to existing or provide new connections to these routes, especially where such schemes have been identified in the Local Transport Plan and/or Infrastructure Delivery Plan; and

6. have regard to with both the council's Highways Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan - having regard to the location of the site and need to promote sustainable travel choices. Where traffic management measures are introduced they should be designed in a way which respects the character of the surrounding area including its landscape character. Where appropriate, the principle of shared spaces will be encouraged."

2.2.3 National Planning Policy Framework (NPPF)

2.2.3.1 The decision notice also references the following paragraphs from the National Planning Policy Framework (NPPF)

- 106,
- 110,
- 111,
- 112.

2.2.3.2 However, a new version of NPPF was released in December 2023 after the Decision Notice was issued and I believe the above paragraphs are now:

- 110,
- 114,
- 115,
- 116.

2.2.3.4 Paragraph 110 of the NPPF (December 2023) states:

"Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;



b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy."

2.2.3.5 NPPF states in paragraph 114 that:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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."

2.2.3.6 NPPF makes it clear in paragraph 115 that:



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

2.2.3.7 NPPF paragraph 116 states that:

“Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.2.4 Summary

2.2.4.1 In preparing my Hearing Statement I have given due consideration to the national and local policies set out above.



3 Key Issues

3.1 In Chapter 2, I have set out the local and national policies cited by Herefordshire Council (HC) in the Decision Notice. I considered that the key issues that needs to be addressed within my Hearing Statement are:

- (i) **Does the Appeal Site access arrangements provide a safe and suitable means of pedestrian access for all users?**
- (ii) **Does the Appeal Site access arrangements allow for safe and convenient cycle trips to/from the surrounding highway network?**

3.2 I address these questions in the subsequent chapters of this Hearing Statement.



4 Existing Conditions

- 4.1 The A44 runs along the northern boundary of the Appeal Site, with Panniers Lane located to the east and Pencombe Lane to the south. The location of the Appeal Site is indicated on Figure 1.1 in the context of the local highway network.

4.2 A44

- 4.2.1 The A44 is a single carriageway road, circa 5.6-6.9m wide along the Appeal Site frontage. The A44 passes through Bromyard. The majority of the town located to the north of the A44, but there is a significant area of residential properties, as well as the high school and hospital to the south of the road. The A44 forms a priority controlled junction with the B4214 Old Road to the east of the Site.
- 4.2.2 The A44 is subject to a national speed limit (60mph) along the majority of the Site frontage, but this changes to a 30mph speed limit at a point circa 95m west of Winslow Road.
- 4.2.3 There is no footway on the south side of the A44 along the Site frontage. Footway commences on the south side of the road at a point circa 45m west of Panniers Lane, where there is an assisted crossing on the A44.
- 4.2.4 There is footway on the north side of the A44 and this commences immediately east of Upper Harwick Lane.

4.2.5 Traffic Flows

- 4.2.5.1 I commissioned 3No Automatic Traffic Count (ATC) surveys on the A44. These are an update to surveys carried some years earlier and used in the design of the access. Figure 4.1 (Appendix J) presents the locations of these ATCs, as well as ATCs on Panniers Lane and Pencombe Lane. The ATC surveys were carried out using a pneumatic tube on 21-27 November 2023. A copy of the ATC Data is also included in Appendix J.
- 4.2.5.2 The ATC surveys recorded vehicle volumes as well as speeds on the A44 in the vicinity of the Appeal Site. The AM, PM and 24-hour traffic flows recorded on the A44 by ATC 1 (Appeal Site access) are set out below in passenger car units (pcu):

Period	Eastbound	Westbound	Two-way
AM (0800-0900)	190	220	410
PM (1600-1700)	191	204	395



24-Hr	2333	2373	4706.
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- 4.2.5.3 The AM, PM and 24-hour traffic flows recorded on the A44 by ATC 2 (west of the Appeal Site Access) in pcu are set out below:

Period	Eastbound	Westbound	Two-way
AM (0800-0900)	192	222	414
PM (1600-1700)	193	203	396
24-Hr	2340	2371	4711.

- 4.2.5.4 The AM, PM and 24-hour traffic flows recorded on the A44 by ATC 3 (east of Winslow Road) in pcu are set out below:

Period	Eastbound	Westbound	Two-way
AM (0800-0900)	297	283	580
PM (1500-1600)	254	270	524
24-Hr	3010	2919	5929.

- 4.2.5.5 It is noted that the traffic flows at ATC 3 (east of Winslow Road) are actually slightly higher during the period of 1500-1600 and this may be due to the proximity of the Queen Elizabeth High School on Pannier Lane.

4.2.6 Traffic Speeds

- 4.2.6.1 The ATCs also recorded the speeds of vehicles on the A44. The 20-hour average weekday mean and 85%ile speeds are set out below for the various ATC positions:

ATC No	Mean EB	Mean WB	85%ile EB	85%ile WB
1	42.9mph	44.3mph	47.4mph	49.3mph
2	47.5mph	47.8mph	52.7mph	53.2mph
3	25.5mph	28.2mph	30.1mph	33.7mph.

- 4.2.6.2 Review of the above shows that the speeds on the A44 decrease on the approach to the built-up area of the town and the 30mph speed limit, as would be expected. ATCs 1 & 2 are located to the west of the existing 30mph speed limit (ATC 2 is the furthest west) and ATC 3 is located circa 120m to the east of the introduction of the 30mph limit and average speeds are lower than 30mph in this location.



4.3 Panniers Lane

4.3.1 Panniers Lane is located to the east of the Site. It forms a priority controlled staggered junction with the A44 and Old Road. It also forms a priority-controlled junction with Pencombe Lane to the south.

4.3.2 Panniers Lane is single carriageway road, circa 6.0-6.8m wide and is subject to a 30mph speed limit. There is footway on the west side of the road for a distance of circa 25m south of the A44, after this point there is no footway on the west side of Panniers Lane.

4.3.3 There is continuous footway on the east side of Panniers Lane between the A44 and the pedestrian entrance to Queen Elizabeth High School. The footway varies in width from circa 1.1-2.7m in width. This is shown on Drg No 1470/48 (Appendix K).

4.3.4 Traffic Flows

4.3.4.1 The ATC surveys I commissioned also included Panniers Lane. The recorded vehicle volumes as well as speeds on Panniers Lane were recorded by ATC 4 and the AM, PM and 12-hour traffic flows are set out below:

Period	Northbound	Southbound	Two-way
AM (0800-0900)	181	228	409
PM (1500-1600)	151	131	282
24-Hr	1459	1558	3017.

4.3.4.2 The traffic flows along Panniers Lane appear to be significantly impacted by the presence of the Queen Elizabeth High School, with a noticeable increase in traffic during the school drop-off/pick-up times.

4.3.5 Traffic Speeds

4.3.5.1 The 20-hour average weekday mean and 85%ile speeds recorded by ATC 4 on Panniers Lane are set out below:

ATC No	Mean EB	Mean WB	85%ile EB	85%ile WB
4	27.6mph	27.7mph	32.6mph	31.8mph.

4.3.5.2 Review of the above shows that average speeds are below 30mph on Panniers Lane.



4.4 Pencombe Lane

4.4.1 Pencombe Lane is located to the south of the Site. It forms a priority-controlled T-junction with Panniers Lane.

4.4.2 Pencombe Lane is subject to a 30mph speed limit for the first circa 15m from Panniers Lane, before changing to a national speed limit. There are no footways on either side of Pencombe Lane at present.

4.4.3 Traffic Flows

4.4.3.1 I commissioned an ATC survey of Pencombe Lane. The survey was undertaken by pneumatic tube on 9-15 April 2024. The recorded vehicle volumes (pcu) on Pencombe Lane were recorded by ATC 5 and the AM, PM and 12-hour traffic flows are set out below:

Period	Eastbound	Westbound	Two-way
AM (0800-0900)	37	37	74
PM (1500-1600)	33	30	63
24-Hr	299	284	583.

4.4.3.2 Review of the above shows that the traffic volumes on Pencombe Lane are very low.

4.4.4 Traffic Speeds

4.4.4.1 The 20-hour average weekday mean and 85%ile speeds recorded by the ATC on Panniers Lane are set out below:

ATC No	Mean EB	Mean WB	85%ile EB	85%ile WB
5	28.9mph	32.4mph	27.9mph	30.7mph.

4.4.4.2 Review of the above shows that average speeds are below 30mph on Pencombe Lane.

4.5 Pedestrian and Cycle Flows

4.5.1 I commissioned pedestrian and cycle surveys on the A44 and Panniers Lane. The surveys were undertaken on 9 and 10 April 2024. Figure 4.2 (Appendix L) presents the locations of the surveys and can be summarised as follows:

Link 1:	Old Road (on the approach to the A44);
Link 2:	A44 (east of Old Road on the north side of the road);
Link 3:	A44 (east of Old Road on the south side of the road);



- Link 4: Panniers Lane (in the vicinity of the school entrance);
 Link 5: A44 (between Winslow Road and the Pedestrian Crossing);
 Crossing 1: Pedestrians crossing the A44 at the assisted crossing;
 Crossing 2: Pedestrians crossing the A44 at the junction, but not at the assisted crossing.

4.5.2 The two-way hourly pedestrian and cycle flows at Links 1-5 recorded on Tuesday the 9 April are set out below:

Time	Link1 (Old Rd)		Link2 (A44)		Link 3 (A44)		Link 4 (Panniers Ln)		Link 5 (A44)	
	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle
0700-0800	4	0	4	0	10	0	1	0	13	0
0800-0900	38	0	43	0	88	0	125	0	34	0
0900-1000	7	0	3	0	9	0	8	0	6	0
1000-1100	4	0	1	0	4	0	3	0	5	0
1100-1200	12	0	6	0	3	0	3	0	15	0
1200-1300	7	0	5	0	7	0	6	1	16	0
1300-1400	6	0	4	0	8	0	5	0	10	0
1400-1500	12	1	15	1	10	0	12	0	15	1
1500-1600	32	1	48	2	108	0	190	0	36	1
1600-1700	18	0	18	0	5	0	12	0	15	0
1700-1800	21	0	32	0	23	0	13	0	29	0
1800-1900	22	1	12	0	6	0	10	0	29	0
Total	183	3	191	3	281	0	388	1	223	2.

4.5.3 The two-way hourly pedestrian and cycle flows at Links 1-5 recorded on Wednesday the 10 April are set out below:

Time	Link1 (Old Rd)		Link2 (A44)		Link 3 (A44)		Link 4 (Panniers Ln)		Link 5 (A44)	
	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle
0700-0800	3	0	5	0	14	0	0	0	14	0
0800-0900	29	0	41	0	98	0	136	0	28	0
0900-1000	3	0	8	0	9	0	4	0	13	0
1000-1100	3	0	2	0	2	0	3	0	6	0
1100-1200	2	0	11	0	5	0	6	0	6	0
1200-1300	3	0	2	0	2	0	5	0	8	0
1300-1400	4	0	7	0	4	0	3	0	7	0
1400-1500	11	0	9	0	11	0	10	0	17	0
1500-1600	31	0	4	0	42	0	191	0	48	0
1600-1700	13	0	1	0	15	0	17	0	15	0
1700-1800	10	0	5	0	14	0	8	0	15	0
1800-1900	6	0	2	0	7	0	5	0	15	0
Total	118	0	97	0	223	0	388	0	192	0.



4.5.4 The two-way hourly pedestrian and cycle flows at the crossing locations on both days of the survey are set out below:

Time	Crossing 1 (Tue)		Crossing 1 (Wed)		Crossing 2 (Tue)		Crossing 2 (wed)	
	Ped	Cycle	Ped	Cycle	Ped	Cycle	Ped	Cycle
0700-0800	4	1	7	0	13	0	3	0
0800-0900	40	0	39	0	43	0	7	0
0900-1000	3	0	1	0	11	0	11	0
1000-1100	1	0	3	0	8	0	7	0
1100-1200	3	0	1	0	5	0	3	0
1200-1300	6	0	4	0	9	0	1	0
1300-1400	0	0	2	0	7	0	0	0
1400-1500	3	0	4	0	14	0	9	0
1500-1600	58	0	47	0	76	0	36	0
1600-1700	9	0	7	0	3	0	13	0
1700-1800	3	1	4	0	15	0	2	0
1800-1900	8	0	0	0	12	0	5	0
Total	138	2	119	0	216	0	97	0.

4.5.5 Review of the pedestrian and cycle data identifies the following:

- (i) There are a significant number of pedestrian movements on the A44 and Panniers Lane, particularly during periods that coincide with the High School opening and closing times;
- (ii) There were a few cycle movements recorded on the Tuesday survey, but none on the Wednesday. Pedestrian flows were also generally lower on the Wednesday and there may have been some other factor, such as the weather, that impacted pedestrian and cycle movements on that day;
- (iii) There were significantly more pedestrians crossing at Crossing 2 (not at the assisted crossing) than at Crossing 1 (assisted pedestrian crossing) on the Tuesday, but slightly more crossing at Crossing 1 than 2 on the Wednesday. The explanation for this could be the presence of the convenience store and bus stop that influences the crossing movements in this location. For example, anyone travelling to/from these via Old Road, would need to take a detour to use the assisted crossing and may chose to cross to the east of the A44/Panniers Lane/Old Road junction;
- (iv) Provision of advanced cycle stop lines on the Appeal Site and A44 arms of the junction;

4.5.6 A copy of the survey data is included in Appendix L.



4.6 Collision History

4.6.1 I purchased the latest 5 years collision data from Herefordshire Council for the A44, Panniers Lane and Pencombe Lane in the vicinity of the Site. The data covers the period 01/01/19 to 16/03/24. The collision data and a plan showing the area included in the collision search is presented in Appendix M.

4.6.2 There have been a total of 5 recorded collisions during this period as follows:

Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	1	0	1	2
Slight	1	0	2	0	0	0	3

4.6.3 Two of the recorded collisions are classified as serious and three are classified as slight.

4.6.4 The first recorded collision occurred in February 2019 and is classified as slight. The collision occurred on Pencombe Road around 75m west of Panniers Lane. Two vehicles travelling in opposite directions collided at a narrow section of the lane.

4.6.5 The second recorded collision occurred in April 2021 and is classified as slight. Vehicle 1 (motorcycle) was travelling east to west along the A44. Vehicle 2 (car) was also travelling east to west along the A44, but slowed down to turn into the convenience store just before the junction with Panniers Lane. Vehicle 1 broke late misjudging Vehicle 2's speed and dropped his bike causing minor injuries to the rider's ribs.

4.6.6 The third recorded collision occurred at A44/Hatton Park junction, which is located circa 60m east of Panniers Lane. The collision occurred in May 2021 and is classified as slight. Vehicle 1 was travelling east to west on the A44. Vehicle 2 was travelling behind Vehicle 1. Vehicle 1 indicated to turn left into the convenience store car park, before realising the intended junction was Hatton Park, causing Vehicle 1 to brake suddenly. Vehicle 2 collided with the rear of Vehicle 1 as a result of the sudden braking.

4.6.7 The fourth recorded collision occurred in January 2022 and is classified as serious. Vehicle 1 was travelling on the A44. Vehicle 2 attempted to turn left out of Panniers Lane, but a vehicle waiting to turn right blocked the view of Vehicle 2 and the driver did not see Vehicle 1 when they pulled out onto the A44 and was struck by V1.

4.6.8 The fourth recorded collision occurred in February 2024 and is classified a serious. A vehicle travelling east to west on the A44 towards the pedestrian crossing near Winslow Road. A child ran from behind another vehicle travelling west to east and was struck by the front offside wing



of Vehicle 1. The coordinates given within the collision data, suggest that the collision took place circa 10m west of the pedestrian crossing. Though, these are not always 100% accurate, so I cannot rule out that the collision took place at the crossing. However, it would appear that the child ran out and perhaps didn't use the pedestrian crossing or if they did, that they did not wait for the green man signal. If the child had used the crossing properly, then I would have expected something in the collision description to state that Vehicle 1 failed to stop.

4.6.9 From a review of the historic Google Earth imagery it appears that the pedestrian crossing has been in this location since at least 2009. In addition to the latest HC collision data, I have also looked at the CrashMap data for the period 1999-2018 (ie the years prior to the HC data) to check whether there have been any further collisions in this location. A copy of the CrashMap data website data is included in Appendix N and it is demonstrated that no further collisions have been recorded in this location. I therefore, conclude that this collision appears to have been an isolated incident.

4.6.10 All collisions are regrettable, but there nothing within the collision data that suggests that there are any recurring collision patterns or types that would lead me to believe there are any inherent highway safety issues in the vicinity of the Appeal Site. The pedestrian collision in the vicinity of the pedestrian crossing appears to have been as a result of a child failing to use the crossing correctly. It should also be recognised that, based on the surveys I commissioned, there are a significant number of pedestrian movements that take place along the A44 and the crossing of this road in the vicinity of the A44/Panniers Lane/Old Road junction. Despite this, there does not appear to be any pedestrian safety issue identified in this location.

5 Walk and Cycle Trips

5.1 Walk Trips

5.1.1 The original trip generation rates adopted and agreed with HC to assess the traffic impact of the development were not multi-modal. Therefore, they did not include any trip rates for walking and cycling. However, in the context of considering the walk and cycle facilities, I believe it would be useful to estimate the number of pedestrian and cycle trips that may be generated by the proposed development.

5.1.2 TRICS is interrogated for information about trip generation rates for Houses. Criteria adopted for this interrogation include:

- Houses privately owned;
- Sites between 80-195 units;
- All surveys 2015 or more recent;
- Sites in Ireland, Northern Ireland and Greater London excluded on the basis that they may have significantly different travel characteristics;
- If a site has multiple survey date entries, include only the most recent survey used within the identified TRICS sample, (to avoid statistical bias in the trip rates identified for use in the analysis),
- Town centre and edge of town centre sites manually removed,

5.1.3 On this basis, 13 sites are identified and the results of the TRICS interrogation are included in Appendix O. TRICS suggests that the 85%ile statistic is not reliable for a database with less than 20 entries. Thus, average trip rates are adopted to estimate the traffic generated by the proposed residential development.

5.1.4 The pedestrian trip rates are set out below for the AM and PM peak periods, which also coincide with the school opening and closing times:

Period	Arrival	Departure	Two-way
AM (0800-0900)	0.042	0.114	0.156
PM (1500-1600)	0.118	0.072	0.190.

5.1.5 The above trip rates also include the public transport trips on the basis these must start or end with a walk trip. The estimate of the walk trips generated by the proposed residential development of 120 dwellings adopted the TRICS data are set out below:

Period	Arrival	Departure	Two-way
AM (0800-0900)	5	14	19
PM (1500-1600)	14	9	23.

5.1.6 In addition to TRICS, I have also considered the walking trip generation rates set out in the CIHT publication Providing for Journeys on Foot. An extract of this is included in my Appendix P. The CIHT document suggests pedestrian trip generation rates for one person, two person, three plus person and 'All' households.

5.1.7 The development is outline, so at this stage we don't know the exact composition of the house types and number of bedrooms each of these will have. Nevertheless, if we adopt the three bed or above trip rates suggested by the CIHT publication, these are as follows:

Period	Arrival	Departure	Two-way
AM (0800-0859)	0.040	0.460	0.500
PM (1500-1559)	0.410	0.110	0.520.

5.1.8 On this basis, the development would generate the following pedestrian trips:

Period	Arrival	Departure	Two-way
AM (0800-0859)	5	55	60
PM (1500-1559)	49	13	62.

5.1.9 Review of the above shows that the CIHT trip rates are much higher than those estimated using TRICS. The Queen Elizabeth High School is located within a circa 175m walk of the Appeal Site and St Peter's Primary School is within an 775m walk of the Appeal Site. Therefore, I think this will result in a large number of pupils walking to/from these schools in the AM and PM peaks. Consequently, I believe the adoption of the more robust CIHT estimates are appropriate in this specific case.

5.2 Cycle Trips

5.2.1 The TRICS data also provides trip generation rates for cyclists and these are set out below:

Period	Arrival	Departure	Two-way
AM (0800-0900)	0.003	0.017	0.020
PM (1500-1600)	0.013	0.002	0.015.

5.2.2 The estimate of the cycle trips generated by the proposed residential development of 120 dwellings adopting the TRICS data are set out below:



Period	Arrival	Departure	Two-way
AM (0800-0900)	0	2	2
PM (1500-1600)	2	0	2.

- 5.2.3 The CIHT publication set out earlier does not provide cycle trip rates due to the fact that is principally about walking. Therefore, I am unable to use that document to provide an alternative estimate the number of cycle trips. It is possible that the cycle trips might be slightly higher than above, but these numbers are likely to be much lower than the number of pedestrian trips generated by the Appeal development, so I wouldn't expect them to be significantly higher than those set out above.

5.3 Conclusions

- 5.3.1 I have estimated the number of pedestrian and cycle trips that the Appeal Site will generate in the peak periods. These will also coincide with the peak pedestrian flows in the vicinity of the Appeal Site, due to the nearby High School. These trips provide the context for considering the pedestrian and cycle provision that will be provided as part of the Appeal Development.



6 Proposed Appeal Site Access Arrangements

6.1 Appeal Site Access Arrangements

6.1.1 The proposed Appeal Site access arrangements are indicated on Drg No 1470/45/C (Appendix G) and comprise:

- (i) The introduction of a four-arm traffic signal junction on the A44, incorporating the Hardwick Bank access arm;
- (ii) Assisted pedestrian/cycle crossing on the A44 (eastern) arm and the Appeal development;
- (v) Assisted pedestrian crossing on the Appeal Site arm of the junction;
- (vi) Provision of advanced cycle stop lines on the Appeal Site and A44 arms of the junction;
- (v) Widening of the A44 along the Site frontage;
- (vi) Introduction of 3.0m shared footway/cycleway on the north side of the A44 where footway is not currently present, between the Hardwick Bank Access arm and a point circa 10m west of Upper Hardwick Lane;
- (vii) Widen the existing footway on the A44 between Upper Hardwick Lane and Winslow Road to provide a 2.0m footway and a circa 0.5-1.0m verge separating the footway from the A44;
- (viii) Introduce pedestrian/cycle access on Pencombe Lane;
- (ix) Introduction of a 1.5-2.0m footway on the west side of Panniers Lane, linking the pedestrian/cycle access on Pencombe Lane to the existing footway at the northern end of Panniers Lane;
- (x) Relocate the commencement of the 30mph speed limit to the west of the new traffic signal junction.

6.1.2 The Appeal Site access proposals have been designed to be incorporate the Hardwick Bank access proposals, without prejudicing them, but also not requiring land outside of the control of the Appellant or the adopted highway. In the situation that the Hardwick Bank three arm signal junction were to be constructed first, the junction could be modified to provide the four arm signal junction shown on Drg No 1470/45/C. However, if for whatever reason, the Hardwick Bank signal junction did not come forward first, then Appeal Site access proposals could be built and the Hardwick Bank arm added at a later date.



6.2 Design Guidance

6.2.1 In the design of the Appeal Site access proposals, consideration has been given to various guidance including:

- (i) Design Manual for Roads and Bridges, CD 123 – Geometric design of at grade priority and signal controlled junctions;
- (ii) Manual for Streets 1 & 2;
- (iii) Herefordshire Development Design Guide;
- (vii) Local Transport Note 1/20 – Cycle Infrastructure Design.

6.3 Hardwick Bank Access Proposals

6.3.1 The Hardwick Bank planning application for 250 dwellings with all matters reserved except access, has a resolution to grant planning permission subject to the signing of a Section 106 Agreement. Therefore, I believe it is useful to consider the Hardwick Bank access proposals and compare these with those for the Appeal Site.

6.3.2 Figure RSA001 Rev B (Appendix Q) presents the Offsite Sustainable Transport Strategy for the Hardwick Bank application.

6.3.3 The pedestrian and cycle access strategy for the Hardwick Bank development proposes access points at the following locations:

- (i) Pedestrian link to Winslow Road via Upper Harwick Lane and Broxash Close;
- (ii) Pedestrian link to Winslow Road via Upper Harwick Lane and Flaggoner's Close;
- (iii) Pedestrian link to Winslow Road via Damson Tree Close;
- (iv) Pedestrian and cycle link to Winslow Road via Cherry Tree Close;
- (v) Cycle access to the A44 via the Hardwick Bank vehicular access.

6.3.4 The Hardwick Bank sustainable access strategy shows the main pedestrian routes to the town centre and hospital will be along Winslow Road, Old Road, the A44 and New Road. These will also be the same routes for the Appeal Site to/from these facilities. The sustainable access strategy doesn't specify cycle routes, but these are likely to be the same as the pedestrian routes.

6.3.5 The pedestrian route to/from the Queen Elizabeth High School is shown along the A44 and along Panniers Lane. Again, the cycle route isn't specified, but would likely to be similar, with cyclists using either of the following routes:

- (i) Hardwick Bank Access Road - A44-Pannier Lane;
- (ii) Hardwick Bank Access Road - Cherry Tree Close - Winslow Road - A44-Pannier Lane.

6.3.6 Review of the above shows that the pedestrian and cycle routes to/from Hardwick Bank are very similar to those that will be used by the Appeal Site. The main difference is that the Appeal Site pedestrians and cyclists will need to cross the A44 to access the primary school and the Town Centre and Hardwick Bank pedestrians will need to cross the A44 to access the High School and the Morrisons Daily (convenience store).

6.3.7 The Hardwick Bank application has a resolution to grant planning permission, subject to an agreed Section 106 Agreement. Therefore, HC must have determined that the pedestrian and cycle links to/from the Hardwick Bank Scheme are acceptable. It is in this context that I considered the Appeal Site pedestrian and cycle access arrangements.

6.4 Pedestrian Access

6.4.1 Reason for Refusal No 1 states:

“By virtue of the insufficient width of the proposed footway provision, taken together with the unsatisfactory nature and environment of the existing local highway network, the application fails to demonstrate that a safe and suitable means of pedestrian access can be provided to serve the development for all users including the needs of people with disabilities and reduced mobility, as well as minimising the scope for conflicts between pedestrians, cyclists and vehicles. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan – Core Strategy, as well as the principles as set out within Paragraphs 106, 110, 111 and 112 of the National Planning Policy Framework (2023).”

6.4.2 Figure 6.1 presents the amenities in Bromyard. Review of this shows that, whilst there are amenities on the south side of the A44, including the High School, hospital and convenience store, the majority of amenities in Bromyard are to the north of this road. Routes to these amenities are likely to be via the following roads:

- (i) Winslow Road;
- (ii) Old Road;
- (iii) New Road.

6.4.3 To access these roads, pedestrians will need to cross and use the A44.

6.4.4 However, as stated earlier the Queen Elizabeth High School is located on Panniers Lane and there is also a Morrisons Daily store on the South side of the A44 close to Panniers Lane. Therefore, Panniers Lane is likely to be the desired route to these amenities.

6.4.5 A44 Access

6.4.5.1 The Appeal Site access provides a pedestrian access on the A44, via the Appeal Site access arm of the traffic signal junction. A 2m footway has been provided on the west side of the access and a 3m wide shared footway cycleway is provided on the east side.

6.4.5.2 Those pedestrians using the footway on the west side of the access road will have the benefit of an assisted crossing at the junction to cross to the east side of the road. Pedestrians will also be able to use the assisted pedestrian/cycle crossing facility on the A44 to access the north side of the road.

6.4.5.3 Drg No 1470/45/C shows the widening of the A44 using the Appeal Site land to allow the footway to be widened on the north side of the road to provide a 3m shared footway/cycleway between the crossing point and a position circa 10m west of Upper Harwick Bank Lane. At this point, cyclists heading east would enter the carriageway to continue their journey east, with pedestrians continuing along the footway.

6.4.5.4 The existing footway on the north side of the A44 between Upper Hardwick Lane and Winslow Road is quite narrow, being only 1-1.1m wide. However, as indicated on Drg No 1470/45/C it is proposed to use the highway land at the back of the footway to widen the footway to 2.0m and introduce a 0.5-1.0m verge, separating the footway from the carriageway.

6.4.5.5 Pedestrians will therefore benefit from minimum 2m wide footway or 3m shared footway/cycleway between the Site access and the existing footway on Winslow Road. They will also benefit from an assisted crossing on the A44, in the form of a pedestrian stage (green man) in the traffic signal junction phasing.

6.4.5.6 Section 2 of the Herefordshire Highways Design Guide suggests that:

"Footways should always be provided where the use of shared surfaces would not be appropriate. Footway widths should normally be 2m."

6.4.5.7 The footway linking the Appeal Site access to the footway on Winslow Road is consistent with this guidance.

6.4.5.8 With regard to shared footway/cycleway, the Hereford Design Guide does suggest this should be 3.5m, rather than the 3.0m proposed. However, HC highways have accepted

the 3.0m wide shared facility and Table 6-3 in LTN 1/20 (Appendix R) suggests a shared use facility of 3.0m could accommodate up to 300 pedestrians and 300 cyclists. These are volumes well above those that will occur on the proposed 3m shared cycle facilities. Therefore, I am satisfied a 3m shared footway/cycleway is acceptable in this location.

- 6.4.5.9 The footway provision between the Site and Winslow Road is consistent with local/national guidance. Beyond this point, the residents of the Appeal are reliant on the existing footway, as are existing residents and those at Hardwick Bank, when the latter is developed and occupied. Winslow Road offers a route to the town centre. It is of reasonably modern highway design and benefits from circa 1.8m footways on both sides of the road. There is also street lighting on this route. Residents of the Appeal Site can use the footway on Winslow Road to walk to/from the town centre to access the amenities.
- 6.4.5.10 The footway on the north side of A44 in the vicinity of the existing pedestrian crossing narrows to around 1.1-1.3m at the crossing point. This is shown on Drg No 1470/48 (Appendix K). It is also noteworthy, that this was deemed acceptable by HC in relation to the Hardwick Bank scheme which entirely relies on this route for pedestrian access to/from the High School on Panniers Lane and also the nearby convenience store. Residents of the Appeal Site are only likely to use this section of the footway to travel along the north side of the A44 to travel in the direction of the town centre and as set out previously, Winslow Road offers an alternative route with wider footways to/from the town centre.
- 6.4.5.11 The pedestrian and cycle survey I commissioned recorded 40 two-way pedestrian movements at the pedestrian crossing between 0800-0900 and 58 two-way pedestrian movements between 1500-1600 on Tuesday 9 April. On Wednesday the 10 April, these figures were 39 and 47 respectively. The footway is less than 2m on the north side of the A44 at the crossing, but this does not appear to have resulted in a pedestrian safety issue at the crossing. Whilst, there was a serious collision involving a pedestrian in this location, it does appear to have been an isolated incident and there have been no other collisions in this location.
- 6.4.5.12 Given all of the above, I conclude that the footway proposals on the A44 provide safe and convenient access to the Appeal Development. Furthermore, I consider that the new footway and crossing point on the A44 provides a significant improvement to the existing pedestrian infrastructure.

6.4.6 Pencombe Lane and Panniers Lane

- 6.4.6.1 Drg No 1470/45/C indicates a pedestrian/cycle link on Pencombe Lane and a 1.5-2.0m footway on the west side of Panniers Lane. At the request of HC Highways, the plan also shows a short section of 3m wide footway between the pedestrian/cycle link and the new footway on



Panniers Lane. HC requested a 3m wide footway in this location to safe guard the land so that should at some future point they wish to provide a short section of footway/cycleway on the west of Panniers Lane (probably by building out the footway), they will have a continuous cycle link through the Appeal Site to the High School.

6.4.6.2 I acknowledge, that the footway on the west side of Panniers Lane is not 2m in width for the full length. This is due to land ownership constraints. The Appellant instructed the consulting engineers JPL to look at this issue and the footway scheme shown on Drg No 1470/45/C is based on their findings as to what could be achieved within the available adopted highway.

6.4.6.3 A footway of around 1.5-2.0m is achievable on Panniers Lane and this is indicated on plans submitted to the highway authority. The first circa 85m of footway along the west side of Panniers Lane will be 2.0m, with the exception of a circa 12m driveway crossing point where it will reduce to 1.5m, before widening to 2m, Then the following circa 50m will be a 1.5m footway (the final section of this footway is shown as 1.45-1.5m on the engineering plans).

6.4.6.3 It is acknowledged that a continuous 2m footway would be preferable, but it is agreed with the highway authority that the footway proposed on Panniers Lane is acceptable in this location. MfS provides guidance on the width of footway that can be accommodated and suggests:

Footway Width	Pedestrians
0.75m	Person with a walking stick,
0.9m	Wheelchair user,
1.2m	Person and child,
1.5m	Two people and a pram.

6.4.6.4 Review of the above shows that a 1.5m footway can still accommodate two persons and a pram, as well as a wheelchair user and person walking with a stick. It should also be recognised that the footway proposals on Panniers Lane will represent a significant improvement over the existing situation. At present, apart from a short section at the northern end, there is no footway on the western side of the road. The Appeal access proposals will introduce a continuous footway on the west side of the road, which will be available to existing residents and particularly pupils and staff walking to/from The Queen Elizabeth High School. At present, anyone walking to/from the school must use the footway on the east side of the road, but in the situation that the Appeal development comes forward, these pedestrian movements could be shared over the two footways, creating more spaces for these movements.

6.4.6.5 Drg No 1470/48 (Appendix K) also shows the footway widths along the east side of Panniers Lane.



- 6.6.6.7 Review of Drg No 1470/48 shows that the footway on Panniers Lane is less than 2m in some locations. As discussed earlier, the Hardwick Bank scheme will rely on the footway along the north side of the A44 between Winslow Road and Panniers Lane and on the east side of Panniers Lane for pedestrian movements to/from the High School. Notwithstanding this, HC considered this to be acceptable, despite the footway being less than 2.0m in width along some sections. This seems an inconsistent approach with regards to the Appeal development when compared to Hardwick Bank.
- 6.4.6.8 The pedestrian and cycle survey I commissioned recorded 125 two-way pedestrian movements along Panniers Lane between 0800-0900 and 190 two-way pedestrian movements between 1500-1600 on Tuesday 9 April. On Wednesday the 10 April, these figures were 136 and 191 respectively. These pedestrians are currently using the existing footway on the east side of the road. The footway along the eastern side of Panniers Lane varies from 1.1-2.7m in width. The footway is less than 2m in some parts, but even with the relatively high volume of pedestrian movements, this does not appear to have resulted in a pedestrian safety issue, based on my review of the collision data.
- 6.4.6.8 Given all of the above, I also concluded that the footway proposals on Pencombe/Panniers Lane provide safe and convenient access to the Appeal Development. Furthermore, I believe the footway on the west side of the road will provide a significant improvement over the existing situation by allowing the pedestrian movements to/from the school to take place on both sides of Panniers Lane.

6.5 Cycle Access

- 6.5.1 Reason for Refusal No. 2 states:

“In the absence of any dedicated cycle provision forming part of the access arrangements serving the proposed development, the application fails to demonstrate that the proposal would facilitate a genuine choice of modes of travel which includes cycling as an alternative to the private car and thus does not have regard to the location of the site and the need to promote sustainable travel choices. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan - Core Strategy, as well as the principles set out within Paragraph 106 of the National Planning Policy Framework (2023).”

- 6.5.2 Cycle access to the Appeal Site will be available from the A44 and Pencombe Lane.
- 6.5.2 Cyclists using the Appeal Site access on the A44 can either ride on the carriageway and use the advanced cycle stop lines or, if they are travelling in the direction of Bromyard as will likely be the case for the majority of movements, they can use the shared footway/cycleway on the



east side of the access road, cross at the assisted crossing at junction and use the shared footway/cycleway on the north side of the A44 before entering the carriageway on the approach to Upper Hardwick Lane. Those travelling back to the Appeal Site from the direction of Bromyard will be able to use advanced cycle stop lines or the short section of cycle lane on the south side of the A44 that connects to the 3m shared footway/cycleway.

6.5.3 When the Hardwick Bank access road is built, cyclists will also have the opportunity to travel between the two developments, with the Hardwick Bank access road providing an alternative route to Winslow Road which avoids using the A44 (except for the point where it is crossed when the Appeal access arm receives a green signal). This provides an opportunity for residents of the Appeal Site to use the Hardwick Bank access road to travel to Winslow Road (via Cherry Tree Lane) and avoids the short section on the A44 between Upper Hardwick Lane and Winslow Road. Similarly, residents of the Hardwick Bank site can avoid travelling along the A44 between the access and Panniers Lane by cycling through the Appeal Site to and from the High School.

6.5.4 The Appeal development also proposes a cycle access on Pencombe Lane. This provides a cycle link to the High School on Panniers Lane or can provide an alternative route to the B4214 Old Road and Bromyard Town Centre, for those wishing to avoid cycling on the A44, though they would need to cross it. There is a pedestrian crossing on the A44 close to the junction with Panniers Lane and Old Road. Cyclists could use this to cross the A44, but they would need to dismount.

6.5.5 Cycle Flows

6.5.5.1 The surveys I commissioned on the 9 and 10 April also recorded cycle movements on the A44 and Panniers Lane. There were no recorded cycle movements on the Wednesday survey, but the following movements were recorded on the Tuesday:

Time	Link1 (Old Rd)	Link2 (A44)	Link 3 (A44)	Link 4 (Panniers Ln)	Link 5 (A44)
0700-1900	3	3	0	1	2.

6.5.5.2 Whilst some cyclists were recording using the A44, Old Road and Panniers Lane, these were fairly low. There were 2 cycle movements across the A44 and these occurred at the assisted crossing.

6.5.6 Local Transport Note 1/20 – Cycle Infrastructure Design.

6.5.6.1 Figure 4.1 in the DfT design guidance LTN 1/20 sets out the summarises the traffic conditions when protected space for cycling (fully kerbed cycle tracks, stepped cycle tracks and light segregation), marked cycle lanes without physical features and cycling in mixed traffic are appropriate. LTN 1/20 Figure 4.1 is included in my Appendix R.



- 6.5.6.2 Based on the guidance in Figure 4.1 and the recorded flows and speed limit, appropriate protection for cyclists on the A44 and Panniers Lane that would be suitable provision for most people would be light segregation (or cycle tracks).
- 6.5.6.3 Whilst a shared footway/cycleway is proposed on both sides of the A44 in the vicinity of the Appeal access, land constraints restrict the extent over which this can be provided and cyclists travelling between the Access Site access and Winslow Road would need to travel on the carriageway for a distance of circa 80-120m (there is a shorter section of cycleway on the south side of the A44) to Winslow Road. There is also a lack of highway land available on Panniers Lane to provide segregated cycle facilities and cyclists will be required to travel on the carriageway as happens at present.
- 6.5.6.4 It should be noted that there is a general absence of segregated cycle facilities in Bromyard and existing residents are required to cycle on carriageway when travelling around the town.

6.6 Stage 1 Road Safety Audit

- 6.6.1 I commissioned an independent Stage 1 Road Safety Audit of the Appeal Site access proposals. The RSA was undertaken by TMS Consultancy, a leading expert in Road Safety Audits and Road Safety Engineering.
- 6.6.2 The RSA identified six issues and provided recommendations to each of these problems. Following receipt of the RSA, I prepared Designers Response Report 1470/14/A (Cd 6.9) and agreed the RSA actions with HC Highways.
- 6.6.3 Of these problems, none related to cycling and only two related to pedestrian infrastructure. The first related to ensuring that sufficient green time is allocated to pedestrians and the correct tactile paving is implemented at the detailed design stage. The second issue related to street furniture on Panniers Lane and recommended that this is relocated out of the footway. A response to these issues has been agreed with HC and I am satisfied that these, and the other issues raised, can be addressed. This is also the view of HC Highways.

6.7 Summary & Conclusions

- 6.7.1 In Chapter 3 of this Hearing Statement, I identified the following key issues to be answered:
- (i) Does the Appeal Site access arrangements provide a safe and suitable means of pedestrian access for all users?**
 - (ii) Does the Appeal Site access arrangements allow for safe and convenient cycle trips to/from the surrounding highway network?**



6.7.2 The Appeal Site access proposals have been submitted to Herefordshire Highways Officers, along with another similar option that showed a staggered pedestrian crossing on the A44. Both of these options were the subject of a Stage 1 Road Safety, which was also submitted to HC along with a Designers Response report. In response HC stated.

“Dear All,

The local highway authority has the following comments regarding the recent pre-app and revised drawings:

- The increased 3m footway/cycleway width on the northern side of the A44 is welcomed and will provide extra protection for pedestrians from HGVs. Given the anomalies of OS mapping it is likely that the pinch point by Upper Hardwick Lane could be eliminated entirely.***
- The preference is for the single, straight pedestrian crossing of the A44 rather than the staggered crossing, even though it is noted that there will have to be a relaxation of standards in regards to the required intervisibility due to the crossing of Hardwick Bank land.***
- As stated within the RSA Decision Log a gradient of 2% for the dwell area at the signalised junction on the A44 should be achieved, as per what was requested of the Hardwick Bank site.***
- The introduction of a 3m pedestrian/cycle access into the site from Pencombe Lane rather than a 2m pedestrian access from Pannier's Lane is considered acceptable (subject to the inclusion of 85th percentile speed data with any application submitted).***
- Attached are the completed RSA Decision Logs.***

The LHA are of the view that the revised aspects of the access arrangements, both onto the A44 and Pannier's Lane, encourage cycle access to and from the site.

Kind Regards,

Katy”

6.7.3 The Appeal Site access provides a pedestrian access on the A44, via the Appeal Site access arm of the traffic signal junction. A 2m footway has been provided on the west side of the access and a 3m wide shared footway cycleway is provided on the east side. These are consistent with local/national standards for pedestrian infrastructure provision.

6.7.4 A pedestrian/cycle link is proposed on Pencombe Lane and a 1.5-2.0m footway on the west side of Panniers Lane. I acknowledge, that the footway on the west side of Panniers Lane is not 2m in width for the full length. This is due to land ownership constraints. However, based on the MfS guidance the footway is wide enough to accommodate two people and is actually wider than some of the narrowed sections of the existing footway on the east side of Panniers Lane and the north side of the A44 in the vicinity of the existing crossing. It is also agreed as acceptable by HC Highways.



- 6.7.5 I commissioned an independent Stage 1 RSA of the access proposals, which identified two issues relating to the proposed pedestrian infrastructure. A Designers response to these issues has been agreed with HC and I am satisfied that these, and the other issues raised, can be addressed. This is also the view of HC Highways.
- 6.7.6 Consequently, I believe that the Appeal Site does provide a safe and convenient means of pedestrian access for all users. Furthermore, I consider that the new footway infrastructure in these locations offer a significant improvement to the existing pedestrian infrastructure.
- 6.7.7 Cycle access to the Appeal Site will be available from the A44 and Pencombe Lane.
- 6.7.8 Cyclists using the Appeal Site access on the A44 can either ride on the carriageway and use the advanced cycle stop lines or, if they are travelling in the direction of Bromyard as will likely be the case for the majority of movements, they can use the shared footway/cycleway on the east side of the access road, cross at the assisted crossing at junction and use the shared footway/cycleway on the north side of the A44 before entering the carriageway on the approach to Upper Hardwick Lane. Those travelling back to the Appeal Site from the direction of Bromyard will be able to use advanced cycle stop lines or the short section of cycle lane on the south side of the A44 that connects to the 3m shared footway/cycleway.
- 6.7.9 The Hardwick Bank access road will also provide an alternative route to Winslow Road that avoids using the A44, except in crossing this road.
- 6.7.10 The Appeal development also proposes a cycle access on Pencombe Lane. This provides a cycle link to the High School on Panniers Lane or can provide an alternative route to the B4214 Old Road and Bromyard Town Centre, for those wishing to avoid cycling on the A44, though they would need to cross it. There is a pedestrian crossing on the A44 close to the junction with Panniers Lane and Old Road. Cyclists could use this to cross the A44, but they would need to dismount.
- 6.7.11 Consequently, I believe the Appeal Site access arrangements do allow for safe and convenient cycle trips to/from the surrounding highway network. Furthermore, I consider that the new cycle infrastructure at the junction offers a significant improvement to the cycle links between the Hardwick Bank development and the High School.



7 Third Party Comments

- 7.1 Third Party comments have been reviewed by the Appellant and the highways/transport concerns raised are broadly categorised under the following headings:
- (i) Appeal Site Access;
 - (ii) Road Safety;
 - (iii) Sustainability;
 - (iv) Traffic Impact.
- 7.2 Table 7.1 (Appendix S) presents the comments provided to my by the Appellant and my response to each of these.
- 7.3 I have considered the points raised by third parties I am satisfied that the highways/transportation issues raised by third parties do **not** provide a reason for refusal of planning permission.



8 Summary & Conclusions

- 8.1 I am appointed by Gladman Developments Ltd for the Appeal against the refusal of planning permission by the planning authority Herefordshire Council (HC) of the residential development proposed in the planning application ref 190111.
- 8.2 The planning application was in outline for the erection of up to 120 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from the A44. All matters reserved except for means of access. The planning application was refused and the decision notice is dated 27 October 2023 (CD 5.02), with two reasons for refusal given in the decision notice, both relating to highways matters.
- 8.3 Reason for Refusal No. 1 states:
- “By virtue of the insufficient width of the proposed footway provision, taken together with the unsatisfactory nature and environment of the existing local highway network, the application fails to demonstrate that a safe and suitable means of pedestrian access can be provided to serve the development for all users including the needs of people with disabilities and reduced mobility, as well as minimising the scope for conflicts between pedestrians, cyclists and vehicles. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan – Core Strategy, as well as the principles as set out within Paragraphs 106, 110, 111 and 112 of the National Planning Policy Framework (2023).”***
- 8.4 Reason for Refusal No. 2 states:
- “In the absence of any dedicated cycle provision forming part of the access arrangements serving the proposed development, the application fails to demonstrate that the proposal would facilitate a genuine choice of modes of travel which includes cycling as an alternative to the private car and thus does not have regard to the location of the site and the need to promote sustainable travel choices. The proposal is therefore contrary to Policy MT1 of the Herefordshire Local Plan - Core Strategy, as well as the principles set out within Paragraph 106 of the National Planning Policy Framework (2023).”***
- 8.5 My Hearing Statement addresses both of these Reasons for Refusal.
- 8.6 In Chapter 2 of this Hearing Statement I set out the background of events prior to the Appeal. I also reviewed the local and national policies that I believe are relevant to the Appeal.
- 8.7 In Chapter 3 I identified the following key issues:



- (i) Does the Appeal Site access arrangements provide a safe and suitable means of pedestrian access for all users?
- (ii) Does the Appeal Site access arrangements allow for safe and convenient cycle trips to/from the surrounding highway network?

8.8 The Appeal Site access proposals have been submitted to Herefordshire Highways Officers, along with another similar option that showed a staggered pedestrian crossing on the A44. Both of these options were the subject of a Stage 1 Road Safety, which was also submitted to HC along with a Designers Response report. In response from HC stated.

“Dear All,

The local highway authority has the following comments regarding the recent pre-app and revised drawings:

- ***The increased 3m footway/cycleway width on the northern side of the A44 is welcomed and will provide extra protection for pedestrians from HGVs. Given the anomalies of OS mapping it is likely that the pinch point by Upper Hardwick Lane could be eliminated entirely.***
- ***The preference is for the single, straight pedestrian crossing of the A44 rather than the staggered crossing, even though it is noted that there will have to be a relaxation of standards in regards to the required intervisibility due to the crossing of Hardwick Bank land.***
- ***As stated within the RSA Decision Log a gradient of 2% for the dwell area at the signalised junction on the A44 should be achieved, as per what was requested of the Hardwick Bank site.***
- ***The introduction of a 3m pedestrian/cycle access into the site from Pencombe Lane rather than a 2m pedestrian access from Pannier’s Lane is considered acceptable (subject to the inclusion of 85th percentile speed data with any application submitted).***
- ***Attached are the completed RSA Decision Logs.***

The LHA are of the view that the revised aspects of the access arrangements, both onto the A44 and Pannier’s Lane, encourage cycle access to and from the site.

Kind Regards,

Katy”

8.9 The Appeal Site access provides a pedestrian access on the A44, via the Appeal Site access arm of the traffic signal junction. A 2m footway has been provided on the west side of the access and a 3m wide shared footway cycleway is provided on the east side. These are consistent with local/national standards for pedestrian infrastructure provision.

8.10 A pedestrian/cycle link is proposed on Pencombe Lane and a 1.5-2.0m footway on the west side of Panniers Lane. I acknowledge, that the footway on the west side of Panniers Lane is not 2m in width for the full length. This is due to land ownership constraints. However, based on the



MfS guidance the footway is wide enough to accommodate two people and is actually wider than some of the narrowed sections of the existing footway on the east side of Panniers Lane and on the north side of the A44 in the vicinity of the existing assisted crossing. It is also agreed as acceptable by HC Highways.

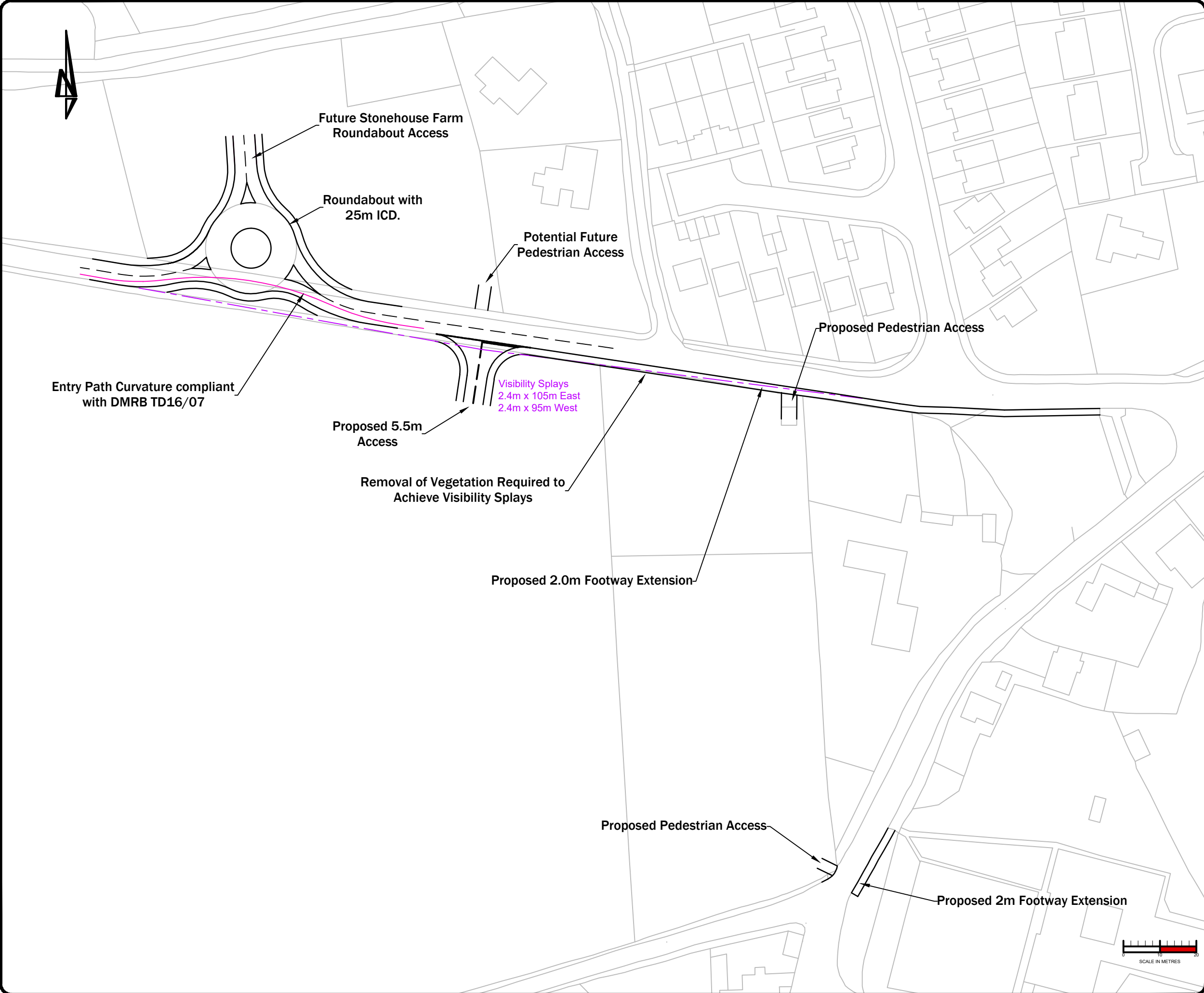
- 8.11 I commissioned an independent Stage 1 RSA of the access proposals, which identified two issues relating to the proposed pedestrian infrastructure. A Designers response to these issues has been agreed with HC and I am satisfied that these, and the other issues raised, can be addressed. This is also the view of HC Highways.
- 8.12 Consequently, I believe that the Appeal Site does provide a safe and convenient means of pedestrian access for all users. Furthermore, I consider that the new footway infrastructure in these locations offer a significant improvement to the existing pedestrian infrastructure.
- 8.13 Cycle access to the Appeal Site will be available from the A44 and Pencombe Lane.
- 8.14 Cyclists using the Appeal Site access on the A44 can either ride on the carriageway and use the advanced cycle stop lines or, if they are travelling in the direction of Bromyard as will likely be the case for the majority of movements, they can use the shared footway/cycleway on the east side of the access road, cross at the assisted crossing at junction and use the shared footway/cycleway on the north side of the A44 before entering the carriageway on the approach to Upper Hardwick Lane. Those travelling back to the Appeal Site from the direction of Bromyard will be able to use advanced cycle stop lines or the short section of cycle lane on the south side of the A44 that connects to the 3m shared footway/cycleway.
- 8.15 The Hardwick Bank access road will also provide an alternative route to Winslow Road that avoids using the A44, except in crossing this road.
- 8.16 The Appeal development also proposes a cycle access on Pencombe Lane. This provides a cycle link to the High School on Panniers Lane or can provide an alternative route to the B4214 Old Road and Bromyard Town Centre, for those wishing to avoid cycling on the A44, though they would need to cross it. There is a pedestrian crossing on the A44 close to the junction with Panniers Lane and Old Road. Cyclists could use this to cross the A44, but they would need to dismount.
- 8.17 I commissioned an independent Stage 1 RSA of the access proposals. These did not identify any issues associated with the cycle access or the proposed cycle infrastructure.
- 8.18 Consequently, I believe the Appeal Site access arrangements do allow for safe and convenient cycle trips to/from the surrounding highway network. Furthermore, I consider that the new cycle



infrastructure at the junction offers a significant improvement to the cycle links between the Hardwick Bank development and the High School.

- 8.19 I have carefully considered highways/transportation issues relating to the Appeal development and conclude that the Appeal development is in accordance with local and national policy and that there are **no** highways/transportation reasons for refusal of planning permission.

A



- Notes:**
1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect or Engineer for verification. Figured dimensions only are to be taken from this drawing.
 2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING	
CONSTRUCTION	
MAINTENANCE / CLEANING	
DECOMMISSIONING / DEMOLITION	
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT	

P2	12-11-14	Roundabout geometry revised.	PMA	TC
Rev	Date	Description	Ckd	By



St Baldred's Hall
239 Ashley Road, Hale,
Cheshire
WA15 9NE
Tel No. 0161 233 0746

Client

Gladman Developments Ltd.

Project

Pencombe Lane Bromyard

Title

Proposed Access Arrangement
Stonehouse Farm Access

Drawing Status

PRELIMINARY

Job No.

C14303

Drawn	Checked	Scale at A3	Date	Issue Date
MC	TC	1:1000	09/10/2014	09/10/2014

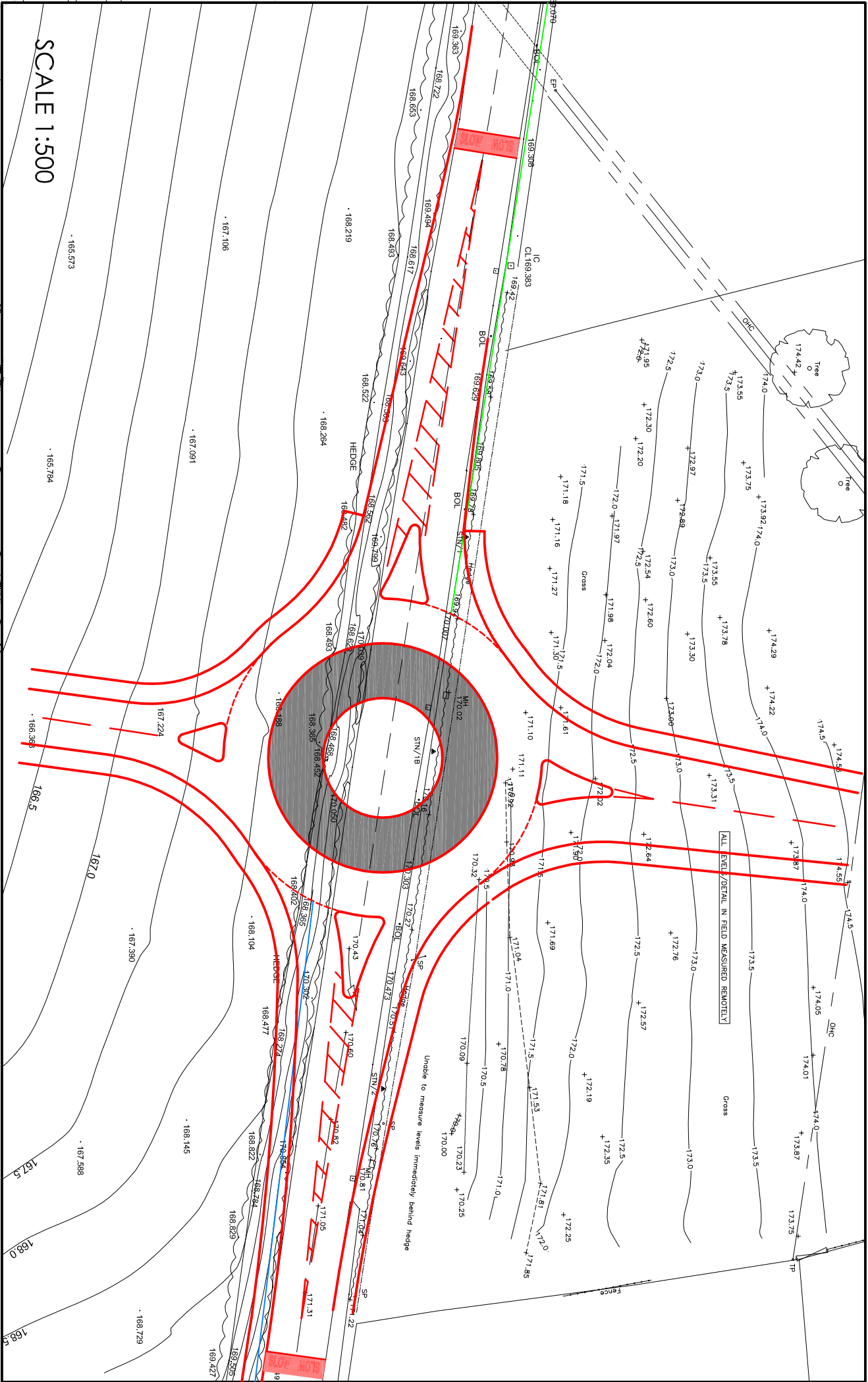
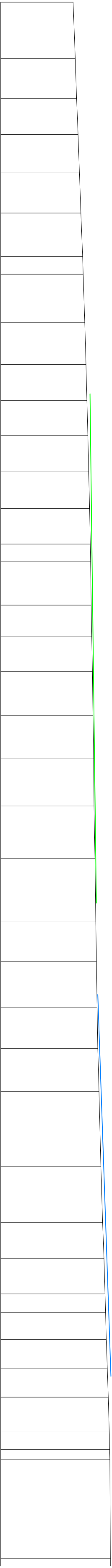
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B

Key:

- 120m stopping sight distance
- 160m stopping sight distance

VERTICAL PROFILE



SCALE 1:500

Key:

- 120m stopping sight distance
- 160m stopping sight distance
- Proposed kerbline
- Proposed road markings
- Existing road markings



Introduce 30mph speed limit and 'gateway' traffic calming feature. Details to be agreed with Highway Authority

Introduce 32m compact roundabout

Appeal Site

Existing 30mph speed limit to be relocated to the west

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Project

BROMYARD, HEREFORDSHIRE

Client

GLADMAN DEVELOPMENTS

Title

COMPACT ROUNDABOUT JUNCTION OPTION

ashleyhelme
associates

76 washway road, sale, manchester, m33 7je
e: aha@ashleyhelme.co.uk t: 0161 972 0552 f: 0161 972 0553

Dwg No

1470/06

Date

JANUARY 2016

Rev

Scale

1:1,000@A2

C

Appeal Decision

Inquiry opened 5 April 2016

Site visit made on 7 April 2016

by J S Nixon BSc(Hons) DipTE CEng MICE MRTPI MCIHT

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 19 May 2016

Appeal Ref: APP/W1850/W/15/3039164

Land off Penkcombe Lane, Bromyard, Hereford, HR7 4SS.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (the Act) against the refusal to grant outline planning permission.
 - The appeal is made by Gladman Developments Ltd against the decision of Herefordshire Council.
 - The application Ref. No: 14/1481/OUT, dated 15 July 2014 was refused by notice dated 4 March 2015.
 - The development proposed is for a residential development of up to 120 dwellings with associated open space and landscaping, with all matters reserved except for access.
-

Decision

1. For the reasons given below, this appeal is dismissed.

Preliminary matters

2. The application was made in outline, with all matters other than access reserved for future consideration. There was an Officer recommendation for approval, but Members took the decision to refuse the application for four reasons. Of these, the first two embracing landscape objections were pursued at the inquiry. The third, concerning prematurity, was dropped following the adoption of the Herefordshire Local Plan Core Strategy 2011-31 (CS), in October 2015. The fourth, relating to the lack of a s.106 Undertaking, was not defended once a draft s.106 had been tabled.
 3. Following issue of the Council's refusal notice, the Appellants submitted a further identical application for development on the appeal site. This was also refused and appealed. However, in this case the appeal was withdrawn, before the exchange of evidence.
 4. After the refusals of both applications, it was decided to request that the appeal was dealt with on the basis that all matters should be reserved for subsequent approval, including access, which would form part of the reserved matters application. The intention was to avoid objections by the local highway authority to the creation of a priority junction close to where it was envisaged that a main roundabout access would be located to serve a large strategic housing site at Hardwick Bank, confirmed in the adopted CS.
-

However, late in the day, and mainly highlighted by Members of the Town Council and some third parties, a further concern arose about the ability to deliver a safe and convenient pedestrian access to the site from the A44.

5. It is argued by the Appellants, and supported by the Council, that this change would deliver benefits without adversely affecting any relevant interest or party. The Wheatcroft Judgement was prayed in aid on the basis that this Judgement allowed a change in an application so long as no person or party would be prejudiced adversely. As such, it was asked that the amendment be considered as a substitute proposal.
6. This approach raises two main questions. First, has the consultation on the withdrawal of access been canvassed sufficiently to remove the possibility that any interested person or party would be unduly prejudiced? If not, this would fall foul of the Wheatcroft Judgement. The second point is whether there is a reasonable prospect of delivering an acceptable and safe access regime to the site? These are looked at in turn.
7. There was extensive consultation on the desired withdrawal of access as a matter to be determined at this stage and all those commenting on the proposals were advised of the position. This consultation attracted a number of objections to this change from the Bromyard Town Council and other individual interests. Having carefully considered the scope of the consultation and the points of objection, I am confident that, in terms of removing the vehicle access to the appeal site from consideration at this stage, no-one's position would be unduly prejudiced. Moreover, as the vehicle access would have to be submitted as a reserved matters application everyone would again have the opportunity to comment on the details of the proposals, which seem likely to involve a roundabout access to serve both the appeal site and Hardwick Bank.
8. Importantly, having regard to the exchange of correspondence, there is reasonable prospect of a positive outcome, and, of course, it is in both 'developers' interests. This would fall within the envelope provided in the Wheatcroft Judgement.
9. A specific concern raised by third parties is that the delay in deciding the location and form of the vehicle access to the appeal site could somehow prejudice the construction of a link road through the Hardwick Bank site to bypass the Town and join the A44 to B4214 Tenbury Road on the northern edge of Bromyard. From the submissions, I see no reason for this to be the case.
10. The Council confirmed that it has no proposal for the link road and it is not a scheme referred to in the existing or emerging Local Transport Plans. As such it would have to be developer led. The first section could be built as part of the first stage of the Hardwick Bank scheme, with the opportunity to link this through the second or subsequent phases. The crucial point is that the CS Policy BY2 does not envisage a second phase that would provide the opportunity to complete the link within the current CS Plan period, but leaves the option open for some time after.
11. This means that the build-out of the Hardwick Bank site would not be affected by progress on the appeal site, as there would still be the balance of the 500 houses to be found for Bromyard during the Plan period. Thus, the creation of

an access for the appeal site and the building out of the proposed scheme should have little or no effect on the building out of the later phases of the Hardwick Bank proposals. In practice, it is possible that the creation of a main access from the A44 could be a driver towards later provision of a through route. As it stands today, there is no economic viability assessment to demonstrate that the Hardwick Bank development could fund the through route locals desire. As such, this does not constitute a cogent objection to amending the appeal scheme to withdraw consideration of vehicle access.

12. Having looked very carefully at the likely effects of the changes to the proposal, I find myself unable to acquiesce to the request to remove access as a matter for consideration at this stage. Although there are technical/geometric and common sense arguments to suggest that the envisaged location and form of the vehicle access, to combine with that likely to come forward as part of the Hardwick Bank site, should be acceptable, the same cannot be said of the pedestrian access.
13. The technical justification for this conclusion is explained later, but I am clear that it would be inappropriate to grant outline planning permission if there is not a reasonable prospect of achieving a safe and acceptable access for vehicles, cycles and, in this case, crucially pedestrians. I cannot conclude on the basis of the information available that there is a reasonable prospect of delivering a safe and acceptable access for pedestrians. Accordingly, it is necessary to consider the merits of both the proposed vehicle and pedestrian accesses as contained in the application and elevates this to a main issue.
14. Statements of Common Ground on planning, including an update, and highways matters were agreed by the main parties and a draft s.106 Planning Agreement was tendered before the inquiry opened. Following discussions at the inquiry an updated set of draft conditions was agreed by the main parties.
15. Finally, the Council did issue a Screening Opinion confirming its view that the building of up to 120 dwellings on the appeal site did not constitute Environmental Impact Development and that the preparation of an Environmental Statement was unnecessary. On the basis of the information provided, I see no reason to disagree and the appeal has been determined on this basis.

The relevant policies

16. In line with s.36(6) of the Planning and Compulsory Purchase Act 2004, this appeal must be determined in accordance with the prevailing development plan (DP) policies unless the material considerations indicate otherwise. In this case, the DP includes the recently adopted Local Plan Core Strategy. This replaces the Herefordshire Unitary Development Plan 2007 (UDP).
17. In the CS, the appeal site is grade 2 agricultural land, which lies in open countryside, outside, but abutting the former settlement curtilage of Bromyard. Although the appeal land comprises two sites that were included in the Strategic Housing Land Availability Assessment (SHLAA), for landscape impact reasons these were not taken forward as preferred sites into the CS. As such, the appeal site is not allocated for housing.
18. Having said this, Bromyard is one of five towns, outside Hereford itself, where growth potential is identified and CS Policy SS2 confirms that a minimum of

500 new homes is expected to be accommodated in the Town during the Plan period. Moreover, apart from the major strategic site of Hardwick Bank around the north and west of Bromyard, where a minimum of 250 new homes is planned for the Plan period and outline planning permission granted recently for 76 further dwellings on land to the north of the Town on Tenbury Road, the preferred location for the balance is to the west of the Town. This is entirely understandable as development of land to the east of the Town is constrained by the River Frome flood plain and rising land to the Bromyard Downs. As the Appellants point out, the appeal site lies to the west of the Town and the CS, in its reasoned justification for Policy BY2, states that “...*the environmental suitability of including additional land south of the A44...will also be considered and consulted upon after further technical analysis*”. This reference would, of course, include the appeal site.

19. In the Council’s reasons for refusal four saved policies from the UDP are cited. These are Policies S1, LA2, LA3 and LA5. With the adoption of the CS, these policies have been superseded and replaced by the closest equivalents in the CS, which are Policies SS1, SS6, LD1 and LD3. Policy SS1 confirms the presumption in favour of sustainable development, with the other three designed, respectively, to retain and improve environmental quality and local distinctiveness, landscape and townscape and green infrastructure.
20. In addition, CS Policy SS3 is important in ensuring a continuous supply of available housing land and Policy SS4 looks for development to deliver sustainable and safe modes of travel. Specific to Bromyard are CS Policies BY1 and BY2. As referenced above, the former looks for the provision of a minimum of 500 new homes in Bromyard over the Plan period and Policy BY2 provides for the Hardwick Bank development to deliver a minimum of 250 new homes over the same period.
21. As these policies were adopted following publication of the National Planning Policy Framework (the Framework), under normal circumstances these can be afforded full weight. That is, unless the housing land supply position is such that any are deemed to control the building of houses, which would render them out of date.
22. In terms of Supplementary Planning Guidance, there is a Landscape Character Assessment 2004 (updated in 2009), which places the appeal site in the Timbered Plateau Farmlands and forms part of the evidence base informing the application of CS Policy LD1. A Supplementary Planning Document entitled Planning Obligations 2008 is also tendered.
23. The Town is in the process of preparing a Neighbourhood Plan, which is at a very preliminary draft stage, whereby only the boundaries of consideration have been agreed. Under these circumstances no material weight can be lawfully accorded to aspirations for the Plan expressed by third parties, including the Bromyard and Winslow Town and Avenbury Parish Councils.
24. Returning to the Framework and the Planning Practice Guidance (PPG), which is a living document designed to put flesh on the Framework policies, these clearly deliver the Government’s position. Of relevance to the appeal scheme, there is the presumption in favour of sustainable development, the urgency to boost significantly the supply of housing and the consequences of not being able to demonstrate a 5-year supply of readily available housing land and a continuing failure to deliver at the planned annual rate. In addition, the policy

guidance on the approach in assessing and the weight to be accorded landscape interests are also pertinent, and especially Framework paragraphs 109 and 131. With regard to access and transport matters, paragraphs 32 and 35 of the Framework are also important.

Main Issues

25. Having regard to the above, and from the evidence presented to the inquiry, the written representations and visits to the appeal site and surroundings, it follows that the main issues to be decided in this appeal are:-
- a) whether the Council has a 5-year supply of deliverable housing land;
 - b) the effects on the character and appearance of the area, including the wider landscape and the setting of Bromyard;
 - c) whether satisfactory and safe access can be provided to serve the development; and
 - d) whether, in the planning balance, the proposed development can be considered sustainable the terms expressed in the Framework.

Reasons

Housing land supply

26. At the time the Council decided to refuse the application the CS had not yet been adopted and it accepted that it could not identify a 5-year supply of readily available housing land (the housing land supply or HLS). The Officer's recommendation was predicated on this basis. However, on adoption of the CS the Inspector's Report said that the Council could demonstrate a 5.24 years supply, which she considered marginal, but realistic. The adopted CS does not allocate land directly and neither does it define any settlement boundaries. Rather it proposes broad, strategic directions for growth in sustainable locations, the intention being that subsequent plans will identify non-strategic sites to meet the housing development requirements for the authority.
27. From this apparently settled position in October 2015, two appeals into the refusal of housing development in Herefordshire have been dismissed with the Inspectors concluding in each case that there was not a robust 5-year HLS. In the more recent case in Ledbury, the Inspector concluded that the circumstances relating to housing land supply are fluid and, based primarily on early slippage in delivery on some sites and an over optimistic expectation about lead times for others, there was not a 5-year supply of readily available housing land and that this needs to be addressed now.
28. The Bromyard inquiry did not investigate the housing land position on a site by site basis, but there is nothing in the evidence to suggest that the Inspector's conclusions at Ledbury do not still pertain and in reality, the supply figure may be somewhat worse.
29. In this context, the Council has not moved to address the shortfall in the supply of housing land by adopting any of the protocols outlined in the recently adopted CS Policy SS3, which sets out options and mechanisms where, as here, monitoring shows that the number of new dwelling completions is below the cumulative target figure over a 12-month period (1

April to 31 March). This could include a partial review of the CS, preparation of a HLS Development Plan Document (DPD), or publication of an interim position statement using evidence from the SHLAA to identify additional housing land.

30. As noted, the appeal site was identified in the SHLAA as having the potential to deliver housing within the Plan period. This, of course, does not guarantee that it will be allocated for residential development in any new plan or indicate that an application for housing would be successful in obtaining planning permission. However, the appeal site, lying as it does, to the west of the Town is in the preferred location for additional sites and is a site where more consideration and analysis is expected. This further assessment has been undertaken as part of this appeal application, a fact accepted by the Council. As such, and with no evidence to suggest that the Council can now demonstrate a 5-year HLS, development of the appeal site would not offend CS Policy SS3, designed to ensure the availability of sufficient housing land.
31. Thus, and pursuant to paragraph 49 of the Framework, it is common ground that CS Policies SS2, SS3, BY1 and BY2 are not to be considered as up-to-date for the purposes of this appeal. In these circumstances, paragraph 14 of the Framework advises that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
32. In this case, albeit the appeal site abuts the built curtilage of the Town, it is in the open countryside and comprises agricultural Land Classification Grade 2. Where a 5-year housing land supply cannot be demonstrated, and no lower quality agricultural land is available locally for needed development, Grade 2 land would need to come under consideration.
33. Similarly, for land on the edge of a town, with no higher level of landscape protection, as here, sites warrant further scrutiny. In this regard, the Council accepts that there will be instances where the minimum growth targets of the CS are exceeded over the Plan period through the granting of planning permissions that represent sustainable development. Bearing this in mind, it is the environmental dimension of the development that needs to be considered, including landscape and townscape setting and access, and this is examined below.

Effect on landscape and townscape

34. The appeal site attracts no special landscape designation. It is neither internationally nor nationally recognised and is not covered by a local qualitative landscape designation such that it falls within paragraph 113 of the Framework. Even so, the difference between the parties about the effect the appeal scheme would have on the landscape character and visual presentation is marked.
35. In its evidence, the Council submits that it is within the Landscape Strategic Corridor as part of BroLSC 2 and in the Urban Fringe Landscape Sensitivity Analysis it is judged to be highly sensitive. In the Landscape Character Assessment it forms part of the Timbered Plateau Farmland and lies in the Bromyard Fringe Zone BroFZ2. It claims further that the site is part of a locally valued landscape asset under Framework paragraph 109 and should be

safeguarded. Against this background, the Council concludes that the adverse effects on its character and visual presentation would be highly significant, justifying a compelling reason for resisting the loss of the contribution it makes in its undeveloped state. As such, the adverse landscape impacts on their own constitute the significant and demonstrable harm sufficient to outweigh the benefits of the proposal taken as a whole.

36. On the other hand, as the Appellants argue that the site is not a designated or valued landscape in the terms expressed in the Framework and represents nothing rare, unique or specific or of notable qualities that define the landscape character of the area. Consequently, the objections on landscape grounds cannot be significant. Although local people might value it, this does not, of itself, make it into a valued landscape in the Framework terms. The appeal scheme, and especially the Landscape Strategy Proposals, would respond positively through the retention and management of the existing landscape features of import and provide a new gateway area of open space. As such, the Appellants contend that harm to the landscape character and value should not be judged as "*significant and demonstrable*" to the setting of Bromyard or the wider rural context. At worst the overall visual effects would be moderate adverse and in the wider context minor adverse.
37. For my part, I acknowledge that the theoretical zone of visibility includes land immediately to the west and then a more extensive tranche of distant land occupying an elevated position. In between these two areas there exists a section of lower lying ground that offers only very limited views from distance.
38. Looking at these areas on site, I agree that the landscape impacts would be limited in extent and no distant views would be affected to any significant degree. From the higher land to the west, the appeal site occupies only a relatively small area in the wider panorama and during summer, the site would benefit from appreciable screening, thereby offering only filtered views.
39. From the roads either side of the appeal site and the PF AV8 to the south west, which is part of a circular walk around Bromyard, the views of the site would be much more prominent, even with the retention of the hedges and the strengthened landscape belt to the west. However, the recent development that tops the crest immediately to the east of the appeal site has changed views towards the Town and eroded the previous landscape character appreciably.
40. In earlier views when approaching Bromyard from the west along the A44 Worcester Road, there was one prominent building rendered in white that looked just like an isolated rural structure. The photograph produced shows that nothing beyond this building was visible. Similarly, from Pencombe Lane and the PF, nothing other than this building stood to the west of the crest. However, the recent additions in a brick that materially changes the visual perspective on this approach to Bromyard. Importantly, these dwellings are right on the crest, even appearing from some locations to tip over the edge. Thus, they have introduced a prominent urban feature on what was previously a distinctly rural approach to Bromyard. As such, the boundary and setting to Bromyard, on approaches from the west, have been eroded markedly.
41. There is no doubt that the appeal scheme would extend development much further down the slope and greatly emphasise the urban feel. This would be increased by the usual trappings of domesticity and the public and private

lighting that would be introduced during the hours of darkness. Whereas the adverse impact on the character and visual appreciation of the landscape would have been much more highly significant without the recent additions, in the context of which the proposed development would now be closely seen and read, the current adverse impact could, at worst, only be moderate adverse. Even then, with the envisaged roundabout access and other highway accoutrements that would come with the access to the Hardwick Bank Site this would itself extend the urban grain and create a new gateway to the Town further to the west.

42. In summary, there are positives in the arguments advanced by both the Appellants' and the Council's landscape experts. However, when looked at in the context of what is there now and approved strategy for development to the west of the Town, the adverse changes to landscape character and visual presentation would be modest and localised and not detract a great deal in the wider landscape panorama. Overall, the negative effects on landscape would be there and this should be taken forward to the planning balance. However, I concur with the Appellants that the adverse effects on landscape would not of themselves be judged as "*significant and demonstrable*" to the setting of Bromyard or in the wider rural landscape. In particular, the proposal would not breach any CS landscape protection Policies LD1 and LD3 or impinge on the relevant paragraphs of the Framework policy.

Access

43. As a matter to be considered at this stage, there are two strands to the issue. First, whether the proposed T-junction access would be acceptable, having regard to the proximity of the access options to serve Hardwick Bank. Secondly, the ability to provide a sensible and safe pedestrian access to the appeal site. These are looked at in turn.
44. As for the first strand, it is obvious from the debate that full discussion had taken place between the Appellants and the Local Highway Authority. This concluded in an agreement that the priority junction proposed initially would work perfectly well in isolation. From the information provided, I see no reason to disagree.
45. It is the recent adoption of the CS, with the Hardwick Bank site included as a strategic housing site, which brings into question the acceptability of the priority junction. The proximity of the available access point from the A44 to the Hardwick Bank site means that the two access points would be relatively close together. As such, it is necessary to consider the interaction between the two schemes and the potential risks to highway safety and maintaining the free flow of traffic. When this is appraised, there can be no doubt that two junctions so close together would be untenable in highway safety and capacity terms.
46. In particular, the need to accommodate right turning traffic into and out of the two sites would be extremely difficult, if not impossible, and likely to require substandard geometry. This would almost certainly involve landtake on both sides of the A44 to complete the necessary works, and there is no agreement or even approved design to this effect. If allowed to proceed in this way, I am certain that it would produce a residual outcome that would be severe in the terms espoused by paragraph 32 of the Framework and should be strongly resisted. As is demonstrated, and agreed by the main parties, a

combined roundabout access to serve both the Hardwick Bank and the appeal site would be a safe and sensible way forward.

47. Moving to the second matter, that of pedestrian access, the submitted scheme shows two pedestrian access points towards the eastern end of the appeal site. One would be to the A44, providing a footway link to the existing Pelican Crossing just west of the junction of the A44 and the B4214 and the other would come out at the junction of Pencombe Lane and the B4214 Pannier's Lane, with a footway turning north to allow a crossing point to the High School at a location away from the junction. These form part of the outline application submitted and were not reserved for subsequent approval.
48. If we look first at the access to the A44, there are several difficulties in achieving what is proposed. Crucially, the land to provide the footway link from the appeal site to the Pelican Crossing is not under the control of the Appellants and neither is it within the adopted highway boundary. What vacant land there is lies within the curtilage of a new dwelling. Although the Appellants state a belief that the necessary rights could be obtained from the owners at a 'reasonable' cost, common sense says that market forces would prevail. In the final analysis, to provide the necessary footway width and protection could involve buying the entire property. This would raise viability questions for contributions towards affordable housing and other infrastructure needs. If this was left open ended then, in my opinion, it would breach the Wheatcroft Judgement principles and could change the application proposals materially.
49. Even if the acquisition of the land between the kerb and the structural wall of the new dwelling could be achieved at a 'reasonable' cost, this would not address the problem. Crucially, the width between the dwelling recently constructed and the kerb of the A44 would not allow a 2m footway to be provided. Equally important, the dwelling appears to have been constructed with a floor level considerably higher than the carriageway level of the A44 at that point. This means that the footway would have to be retained either alongside the dwelling or carriageway. Whichever is chosen, this would take space to engineer, further reducing the available width for the footway. There must also be the possibility of compromising the foundations of the dwelling.
50. Next, this is intended to be a link for children from the existing residential development to the north of the A44 to use the open space in the north eastern corner of the appeal site and for residents on the appeal site to access the bus stops in Winslow Road. Now design is a reserved matter, but the open space is promoted as a key element of the appeal scheme in this location. It is described as a 'gateway' feature, with its availability to be used by children from north of the A44 advanced as a major benefit of the appeal scheme.
51. In my professional judgement, and as indicated at the inquiry, the risk to children attempting to cross the road just to the west of the Pelican in a direct line with the open space would be unacceptable unless controlled. As a consequence, I have no hesitation in saying that the footway between the play area and the Pelican must be segregated from the traffic on the A44 by a pedestrian guardrail and this again would require further width. I am convinced that all these tensions are incapable of resolution within the 'vacant' space available.

52. When these doubts were raised, the Appellants' highway witness devoted considerable time and expertise in trying to devise a satisfactory alternative. Four options were tabled. The first of these was a minimalist fall-back position that adopted the pedestrian access from the south east corner of the appeal site to the junction of Pencombe Lane and Pannier's Lane, as described above.
53. Again there are physical challenges insofar as there is an appreciable level difference between the appeal site and the roads. However, with careful grading of the pedestrian route and a guardrail to prevent people emerging onto the junction itself, I agree that an acceptable pedestrian access could be achieved in this location. Crucially, however, this would not provide an attractive pedestrian access route for children to the north of the A44 to access the open space feature on the appeal site. For this, the minimalist fall-back option would involve a lengthy diversion and would, therefore, be unacceptable.
54. Additionally, whereas this might provide acceptable general pedestrian access to the High School and the Town, for many on the appeal site it would place the bus routes beyond the 400m usually seen as acceptable distance. This would render bus use far less attractive.
55. It was suggested that this could be addressed by one of three further options. An uncontrolled crossing point on the A44 in the vicinity of the open space; a pedestrian crossing point utilising the splitter island on the envisaged roundabout access that would be designed to serve both the appeal site and Hardwick Bank; or the introduction of an island within the main carriageway of the A44 at a location at some point between the proposed roundabout and the Pelican Crossing. The second and third options would then require pedestrians walking on the north side of the A44 to reach the Pelican Crossing and through the appeal site internal road/footway system to effect the return journey.
56. Once again the site visit demonstrated to me the unsuitability of these three options, without significant engineering intervention. For the first, an uncontrolled crossing adjacent to the open space would be a hostage to fortune for children wishing to use the desire line between properties to the north of the A44 and the open space. Crucially, for vehicles travelling east along the A44 towards Bromyard there is a 'see through' situation, whereby the signal head of the Pelican can be seen for a considerable distance to the west. To allow uncontrolled crossing in these circumstances would be potentially dangerous. Experience shows that locations in the 'shadow' of a controlled crossing are inherently less safe.
57. As for the other two options, I found walking along the northern verge of the A44 extremely intimidating and this would be unacceptable for children or the elderly. There is no kerb for most of the route and it offers only a narrow useable track. In my professional opinion, for this to prove a realistic route for pedestrians, and especially unaccompanied minors, it would have to be kerbed, with some physical segregation. It is not clear that this could be achieved within the current highway boundary. Even if it was possible, it would not provide a realistic and attractive desire line for access to the open space from the existing dwellings to the north of the A44.

58. In this context, I acknowledge that vehicle speeds on the A44 should reduce if the speed limit is lowered. However, this does not remove my concern brought about by the intimate relationship that would exist between the categories of vehicles using an A-class road and a substandard footway.
59. In summary on this second matter, I do not believe there is a reasonable prospect of achieving an acceptable and safe pedestrian solution to from the appeal scheme to the A44 that links with the existing Pelican Crossing and provides a safe route for children from the north to access the open space/play area.
60. There is one other matter that should be aired at this stage and that is the consequences for the hedge on the northern boundary of the appeal site running alongside the A44. For any of the options for a priority junction, a roundabout or a pedestrian crossing point, other than the application proposal, it would result in the removal of an extensive length of this hedge. This is an important landscape feature and its replacement away from the A44 would have some problems to address.
61. As was talked about at the inquiry, it would be possible to translocate the existing hedge at the right time of the year or to plant a new hedge as a replacement. The difficulty here is the level difference between the appeal site and the carriageway of the A44. If the ground was built up then the hedge could be judged as an equivalent reinstatement, but if it had to be planted at the lower level, then its usefulness as a feature and as a screen to the new development would be substantially diminished. Although the basis of the replacement could be conditioned, it would be sensible to know what is achievable and realistic beforehand.
62. Summing up on the access front, as noted previously, I would be content to withdraw determination of the proposed priority junction access to the appeal site at this stage. However, the same cannot be said of the pedestrian accesses to the appeal site scheme. Here, the difficulties in providing something acceptable leads me to conclude that there is not a reasonable prospect of delivery. Crucially, the lack of an identified safe and convenient pedestrian access to the appeal site from the A44 constitutes a compelling reason for resisting the current proposal on this basis alone.
63. As such, conditioning an outline planning permission, would essentially be accepting in principle a scheme without such reasonable prospect. This would not meet the tests of reasonableness evinced by the PPG. Looked at in this way, the problems pertaining to both the vehicle and pedestrian accesses under consideration at this time, produce compelling reasons, both individually and cumulatively, for resisting the present proposal. This would contravene CS Policy SS4 and Framework paragraphs 32 and 35 that seek to provide safe access to new schemes.

Sustainability

64. The Framework defines sustainability as the golden thread running through both plan-making and decision-taking, and looks for proposals to be assessed against the three dimensions, economic, social and environmental. The Framework also sets out the 12 core planning principles underpinning planning decision taking and these provide useful guidance on how the sustainability accreditation of individual applications should be assessed.

These principles have been factored in when weighing the benefits and disbenefits of the appeal scheme.

Economic benefits

65. As for the economic dimension, this particular proposal would generate most of the benefits of any housing development and Government recognises the importance of these. There would be the short term construction jobs and purchase of building materials and, in the future the generation of service jobs such as cleaning, child care, decorating and household repairs. A proportion of the income of new residents would be disposable and this could be used to support the local facilities, businesses, buses and other activities in the Town.
66. The Town offers a range of facilities and most of these are within the maximum walking range. Taken together, these factors would deliver a positive sustainability accreditation for this dimension.

Social benefits

67. Turning to the social benefits, depending on the outcome of a final viability assessment for the site, a gain would be some affordable housing provision. Other than the significant caveat about securing a suitable pedestrian access, there appears to be few other unknowns in the construction and related costs. Then there would be the provision of general market housing, in a situation where the supply and delivery falls short of the planned figure.
68. The appeal scheme would deliver nothing new for the Town in terms of providing services. However, again depending on the final viability assessment there would be financial contributions of support through a s.106 Undertaking. There would also be the open space/play area available for existing residents to the north of the A44. Against this background, I find the social benefits of the proposed development for the existing Town limited, if just positive.

Environmental benefits

69. Finally, when considering the environmental dimension, benefits are very definitely harder to find. As for the effects on landscape character and visual impact, these would be negative for the reasons given previously, albeit not determinative on their own.
70. Turning to the accessibility of the Town, the appeal site allows most of the existing facilities to be reached by walking, though some destinations would be at the limit of acceptability. Any alternative pedestrian access from that shown on the application plan would add walking distance to key destinations in the Town. As it currently stands, however, the lack of being able to identify a deliverable, suitable and safe vehicle and pedestrian connectivity does provide a compelling reason for objection.
71. Turning now to other possible environmental effects, on the topic of ecology, the appeal site hosts no protected or uncommon species of flora or fauna. There may be rarer visitors, but the redevelopment of the site would provide some opportunity to enhance the habitat. Next, there would be the loss of Grade 2 agricultural land, which is a negative component. However, this is tempered by the fact that a large proportion of the surrounding land is of

similar quality and this parcel forms only a very small part of a large land holding, located predominantly on the other side of the Town. As such, its loss would not prejudice the viability of the holding.

72. A number of the third party representations raise objections to the loss of view and the consequent fall in house values that would follow building on the open land. I have attributed only very little weight to these lines of argument. The resulting view might be foreshortened for a very few, but it would not be reduced to the extent of being unacceptable as an outlook, let alone oppressive, and no-one has the right to an uninterrupted view. As for house prices, this is not a planning matter.
73. Summarising on the environmental dimension, primarily due to difficulties over pedestrian access, this falls well short of a positive sustainable outcome.

Other matters

74. The Appellants submitted a signed s.106 Unilateral Undertaking, which covers contributions towards education, open space, including management, an outdoor sports contribution, a contribution towards the provision of waste bins and money towards a Traffic Regulation Order. The Council assured the hearing that the obligations meet the tests set out in the current CIL Regulation 122 and are otherwise CIL compliant and that the '5-rule' since 2010, implemented by way of Regulation 123 in April 2015, had not been exceeded.
75. As for the contributions, the only one in contention is that towards the provision of waste bins. Had I been minded to allow the appeal, I would not have supported this. I agree with the Appellants that this is something that should be provided by the Council Tax payments by residents. There was certainly no CS policy or any supplementary planning guidance advanced to support the Council's position.
76. A set of draft conditions was submitted and a discussion took place at the inquiry. With some minor amendments to accord with the guidance in the PPG, these would be sensible had I allowed the appeal and granted planning permission. However, they do not overcome the matters in objection to the appeal scheme that have led to my conclusion.

Overall planning balance

77. The starting point must be to consider the appeal scheme's conformity with the DP. In a strict application of the LP, it is not allocated for housing and, as such, would not comply. However, the recently adopted CS looks for a minimum of 500 new houses in Bromyard, with land in the area of the appeal site being in the favoured location. In fact, as CS Policy BY2 looks for at least half the Hardwick Bank strategic site to be developed beyond the Plan period to 2031, more sites in Bromyard must be found. Coupled with the shortfall in the 5-year supply of available housing land, there is significant benefit in releasing this site for both market and affordable housing.
78. On the negative side of the equation, we have the harm to the landscape in both character and visual terms. However, following a detailed assessment I agree with the Appellants that the harm would not be determinative. This is for four key reasons. First, the harm would be relatively localised. Secondly, the new building just the east of the appeal site has seriously eroded the

approach to Bromyard and thirdly, the distant views are filtered and relatively limited in the wider landscape panorama. Finally, access to the Hardwick Bank site would advance the entrance to the Town further to the west to incorporate much of the appeal site

79. The compelling reason for resisting the proposal is the problems with access. Without reasonable prospect of providing a safe and convenient pedestrian access to the site, it would not be practical to allow the means of access to be withdrawn at this stage. Consequently, the access proposed in the application must be the default position and this would be unacceptable having regard to the potential for conflict with the access to serve the strategic housing site at Hardwick Bank.
80. Thus, despite the significant benefits in terms of housing provision and some social and economic benefits, the proposal cannot be judged sustainable in the terms given in the Framework. Importantly, the harm caused would be sufficient, cumulatively, to significantly and demonstrably outweigh the benefits of the appeal scheme taken as a whole.

Formal decision

81. Having regard to the evidence presented to the inquiry, the written representations and visits to the appeal site and surroundings, I have found that, notwithstanding the HLS position, the adverse impacts of the appeal scheme would not accord with the DP and Framework policies referred to above and, thereby, significantly and demonstrably outweigh the benefits of the appeal scheme, when looked at against the Framework as a whole. Accordingly, and having taken into account all other matters raised, I conclude, on balance, that the appeal should fail.

JS Nixon

Inspector

APPEARANCES

FOR HEREFORDSHIRE COUNCIL:

Ms R Meager of Counsel	Instructed by the Council's Legal Officer
She called:	
Dr D Nicholson BSc PhD MRTPI	Planning Consultant , DJN Planning Ltd.
Mr C Potterton BA DipLA CMLI Ltd.	Landscape Architect, Potterton Associates

FOR THE APPELLANTS – GLADMAN DEVELOPMENTS LTD:

Mr A Evans of Counsel	
He called:	
Mr B Jackson BEng(Hons) MSc MCIHT	Director, Ashley Helme Associates Ltd, Highways and transportation Consultants
Mrs B Moss BA(Hons) MPlan MRTPI	Hourigan Connelly, Chartered Town Planning
Mr J Berry BA(Hons) DipLA CMLI AIEMA MArborA	Tyler Grange LLP, Landscape Architects
Mr L Lane BSc(Hons) MRTPI	Planning Manager, Gladman Developments Ltd

INTERESTED PERSONS

Mr G Swinford BA(Hons)	Acting Town Clerk Bromyard and Winslow Town Council
Councillor R Page MIHCM	Chair Planning and Economic Committee Bromyard and Winslow Town Council
Councillor Ms G Churchill Dip Ed	Chair Avenbury Parish Council
Professor M Whithorn MA(Hons) PhD	Resident

DOCUMENTS HANDED IN AT THE HEARING

- Document 1 - Attendance List (not included)
- Document 2 – Opening form Herefordshire Council
- Document 3 – Opening statement by Gladman
- Document 4 – Inquiry note on Wheatcroft
- Document 5 – Correspondence from Bovis Homes re Hardwick Bank
- Document 6 – Distances to amenities north of A44
- Document 7 – Appeal decision re housing at Ledbury Ref: 3009456
- Document 8 – Plan showing location of amenities
- Document 9 – Extract from Green Infrastructure Strategy
- Document 10 – E-mail exchange re land for footway along A44
- Document 11 – Note re education contribution necessary
- Document 12 – Update on 5-year housing land supply
- Document 13 – Plans showing extent of adopted highway
- Document 14 - Plan showing location of land in same ownership
- Document 15 – Note on surface water drainage
- Document 16 – Plan and note showing education catchment
- Document 17 – CIL compliance note
- Document 18 – Bus timetables
- Document 19 – Draft conditions
- Document 20 – Plan showing location and layout of roundabout access
- Document 21 – Note on SHLAA Historic Landscape sensitivity scale
- Document 22 – Plan showing contours
- Document 23 – Plans showing extent of adopted highway and available footway widths
- Document 24 – Bromyard inset map Core Strategy 2007
- Document 25 – Correspondence from Bovis Homes re Hardwick Bank access
- Document 26 – Note re Hardwick Bank access
- Document 27 – Plans showing new development and landtake
- Document 28 – Herefordshire LTP 2016-2031 extract
- Document 29 – Herefordshire LTP 2013/4-2015/16 extract
- Document 30 – Notification of change of procedure from hearing to inquiry

Document 31 – Plan showing pedestrian access submitted by 3rd party

Document 32 – Agricultural land classification

Document 33 – Signed Unilateral Undertaking

Document 34 – Extract from National Travel Survey England 2014

Document 35 – Closing statement from Herefordshire Council

Document 36 – Closing statement by Gladman

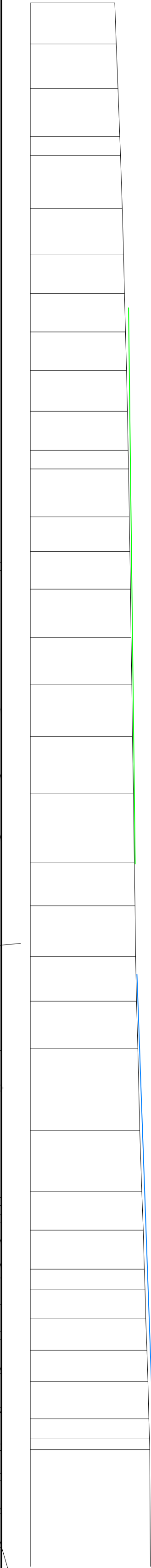
D

E

Key:

- 120m stopping sight distance
- 160m stopping sight distance

VERTICAL PROFILE



Introduce 30mph speed limit and 'gateway' traffic calming feature. Details to be agreed with Highway Authority

- Key:
- 120m stopping sight distance
 - 160m stopping sight distance
 - Proposed kerbline
 - Proposed road markings
 - Existing road markings



Note:
1. Dropped kerbs, tactile paving and pedestrian guardrail to be provided where necessary. Details to be agreed with highway authority

Rev	Description	Date
C	Minor change to roundabout scheme	02.10.18
B	Correction to vertical profile and change to key	18.08.18
A	Changes to footway scheme	22.07.18

Project

BROMYARD, HEREFORDSHIRE

Client

GLADMAN DEVELOPMENTS

Title

BOVIS ROUNDABOUT ENLARGED TO SERVE GLADMAN SITE

ashleyhelme

associates

76 washway road, sale, manchester, m33 7re

ea@ashleyhelme.co.uk t: 0161 972 0552 f: 0161 972 0553

Dwg No

1 470/27

Scale

C

Rev

1 470/27

Scale

1:1000@A2

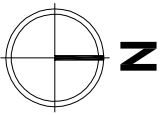
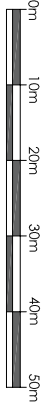
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Key:

- 120m stopping sight distance
- 160m stopping sight distance

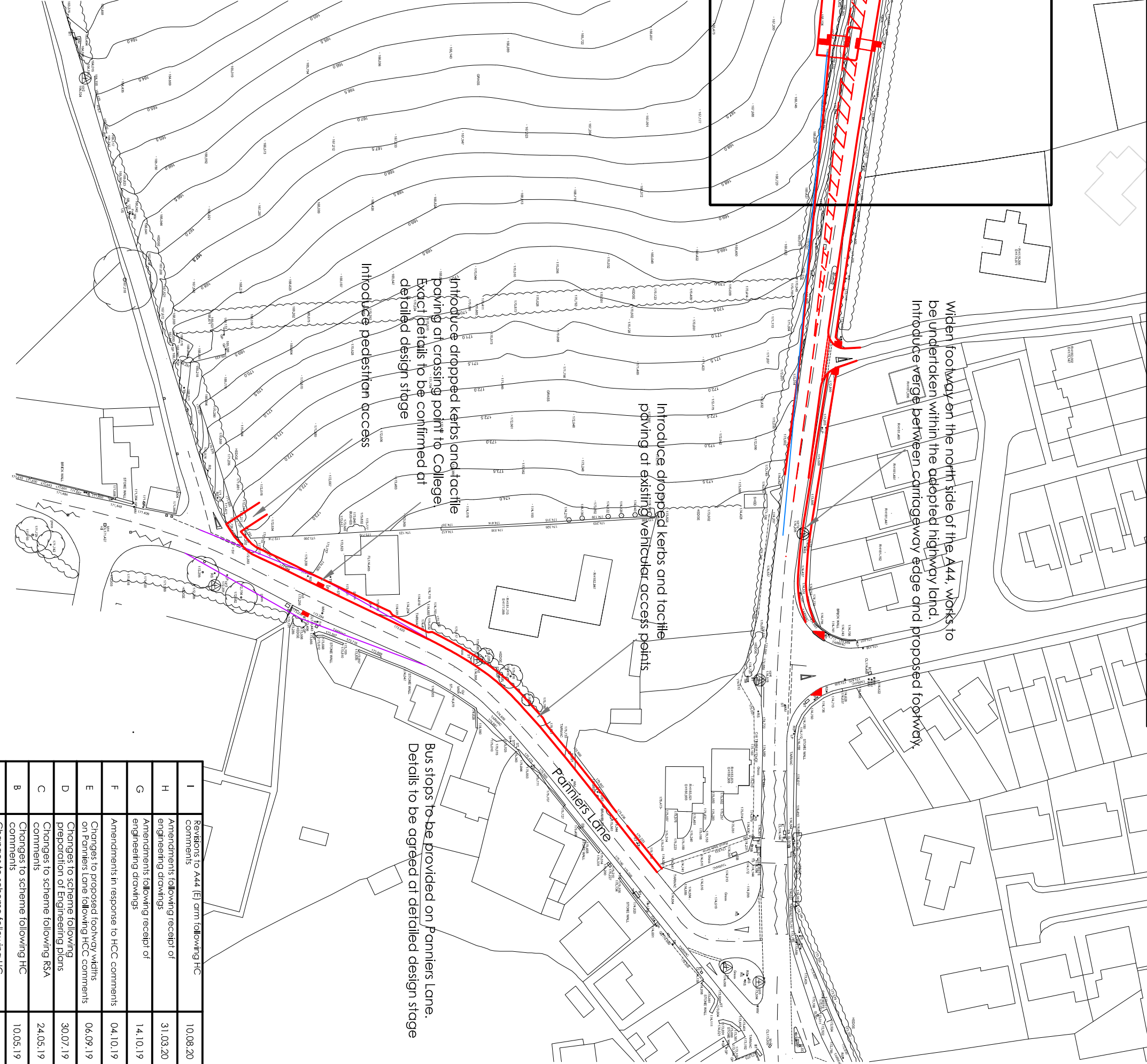
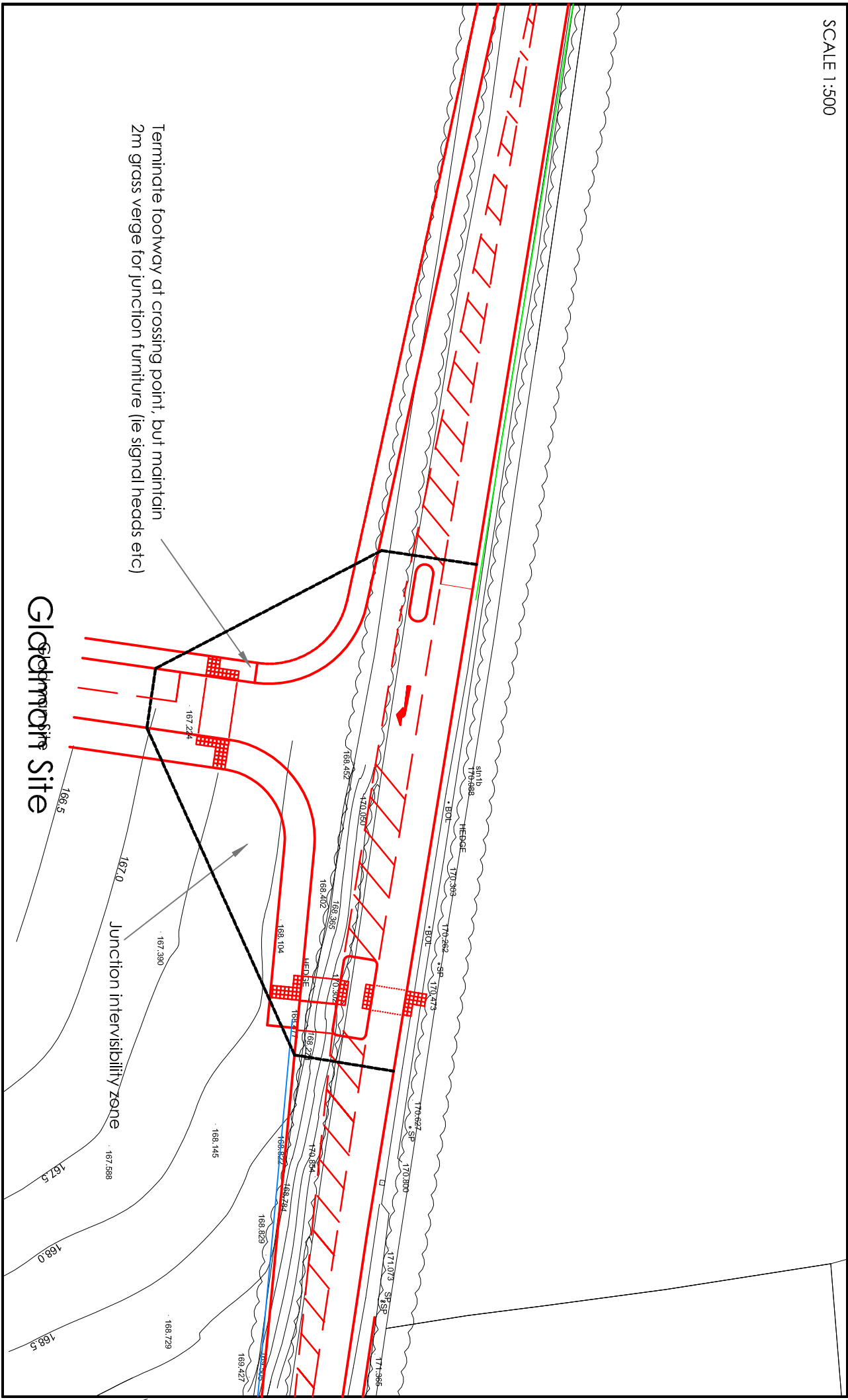
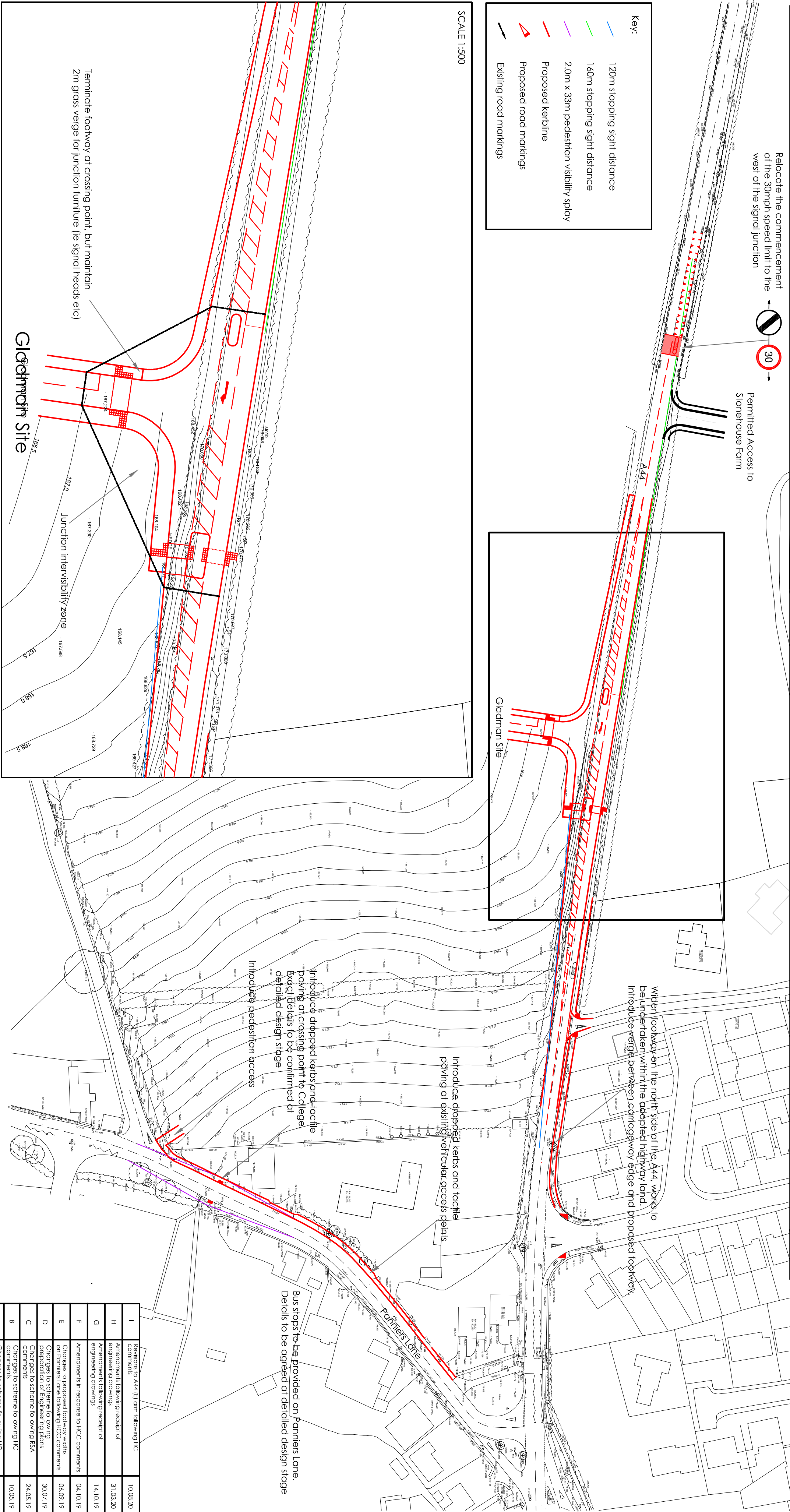
VERTICAL PROFILE

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 - Subject to detailed design
 - Based upon topographical survey



Key:

- 120m stopping sight distance
- 160m stopping sight distance
- 2.0m x 33m pedestrian visibility splay
- Proposed kerbline
- Proposed road markings
- Existing road markings

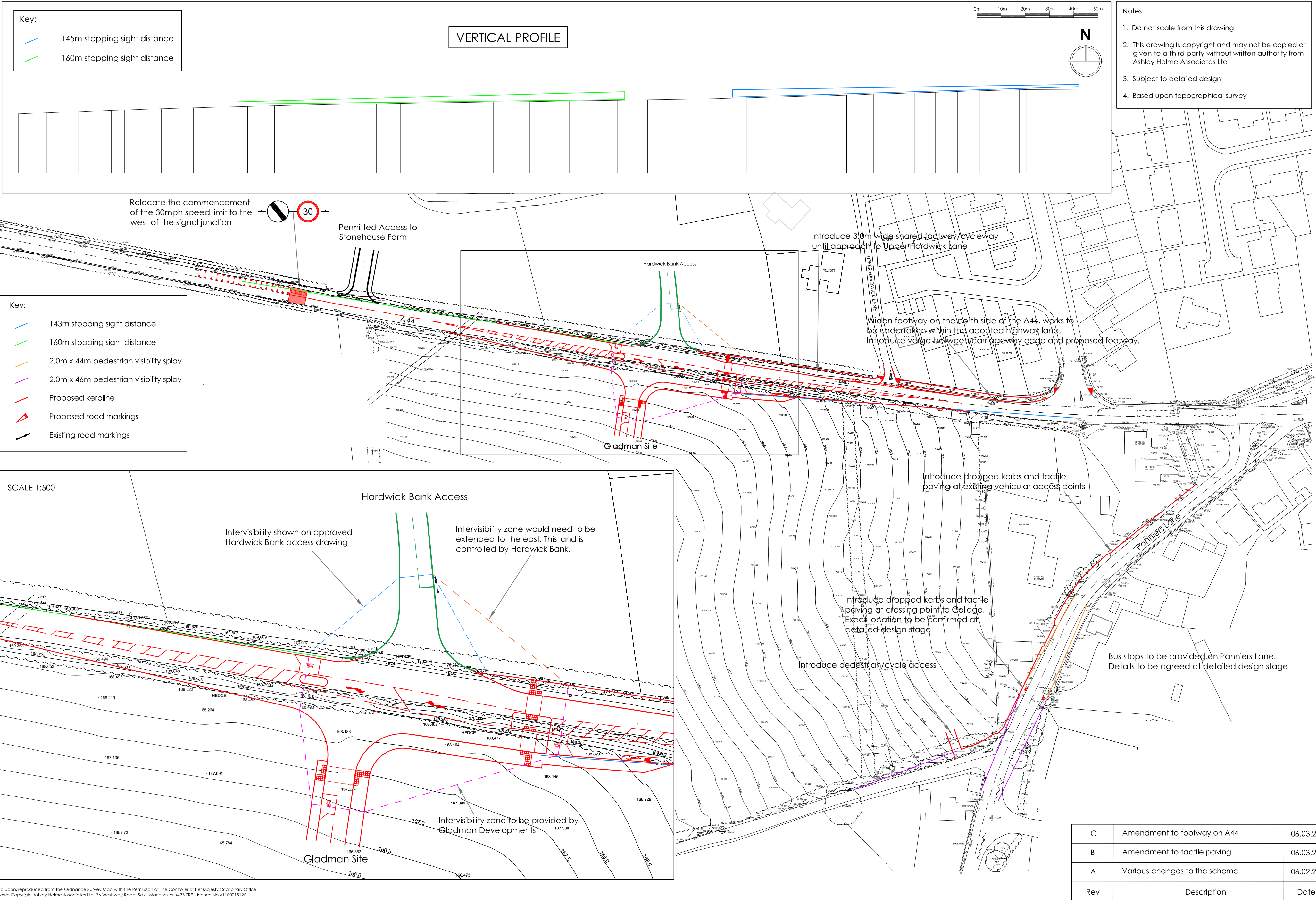


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Project		Title	
BROWYARD, HEREFORDSHIRE		TRAFFIC SIGNAL ARRANGEMENT	
Client		GLADMAN DEVELOPMENTS	
Dwg No	1470/32	Rev	I
	Date		MARCH 2020
Scale		1:1,000@A2	
		ASHLEY HELME ASSOCIATES	
Telephone		0161 972 0552	
Email		info@ashleyhelme.co.uk	
Website		www.ashleyhelme.co.uk	
Address		76 Watney Road, Salford, Manchester, M33 7RE	

I	Revisions to A44 (I) am following HC comments	10.08.20
H	Amendments following receipt of engineering drawings	31.03.20
G	Amendments following receipt of engineering drawings	14.10.19
F	Amendments in response to HCC comments	04.10.19
E	Changes to proposed footway widths on Panniers Lane following HCC comments	06.09.19
D	Preparation of Engineering Plans	30.07.19
C	Changes to scheme following RSA comments	24.05.19
B	Changes to scheme following HC comments	10.05.19
A	Changes to scheme following HC comments	22.03.19
Rev	Description	Date


G



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Project	BROMYARD, HEREFORDSHIRE	Title	TRAFFIC SIGNAL ARRANGEMENT	Dwg No	1470/45	Rev	C	 ASHLEY HELME ASSOCIATES	Telephone 0161 972 0552 Email aha@ashleyhelme.co.uk Website www.ashleyhelme.co.uk Address 76 Washway Road, Sale, Manchester, M33 7RE
Client	GLADMAN DEVELOPMENTS			Date	JANUARY 2024	Scale	1:1000@A2		

H

TECHNICAL FILE NOTE 2B						 ASHLEY HELME <small>ASSOCIATES</small>
Project	Bromyard			Project No	1470	
Contact		Originator	PL	Date	21/03/24	

Traffic Growth: Tempro 8.1

Methodology

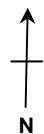
Methodology for growing background traffic from count year (2023) to Development Year of Opening (2034) is to use the Tempro 8.1 Core Scenario NTEM for Herefordshire 005 geographical area.

2023 to 2034 <Year of Opening>

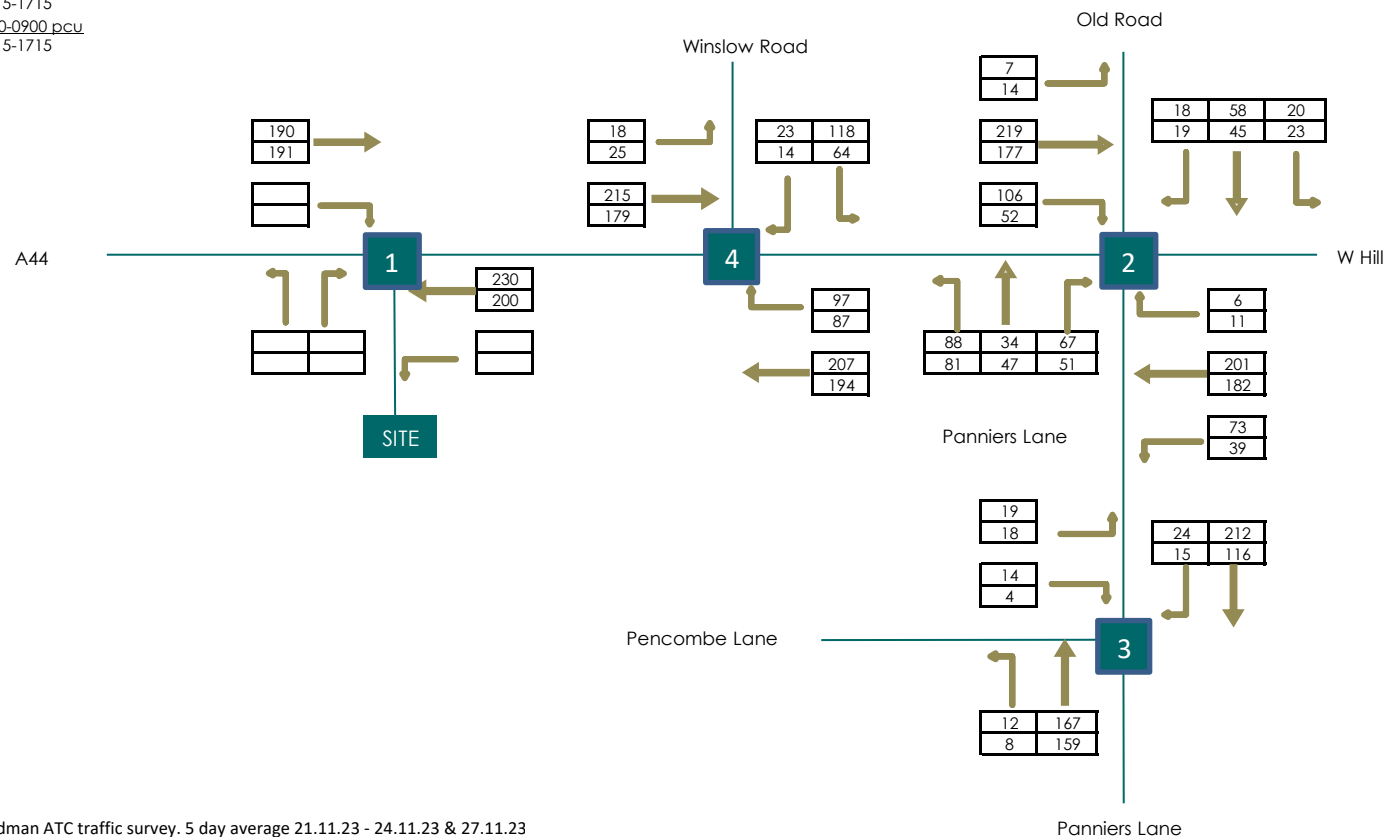
AM peak period: 1.1001

PM peak period: 1.1023

Average of AM and PM peak period: 1.1012



Peak Hours:
 SJ1: 0800-0900 pcu
 1600-1700
 SJ2: 0800-0900 pcu
 1615-1715
 SJ3: 0800-0900 pcu
 1615-1715
 SJ4: 0800-0900 pcu
 1615-1715



Notes

1. Source: SJ1 Gladman ATC traffic survey. 5 day average 21.11.23 - 24.11.23 & 27.11.23
2. Source: SJ3 Gladman traffic surveys 21.11.23

FIGURE F1 **TRAFFIC COUNT:**
AM & PM PEAK HOURS

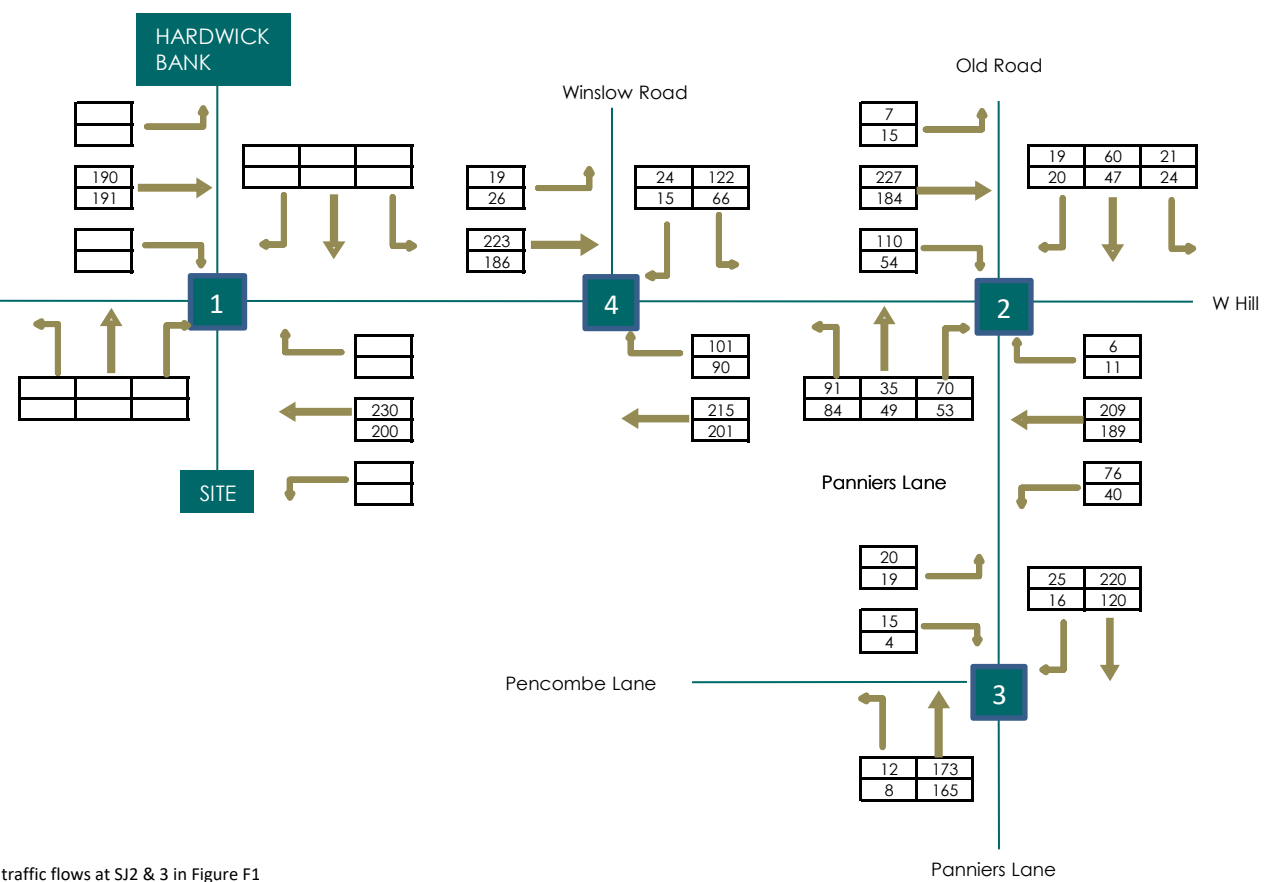


Peak Hours:
SJ1: 0800-0900 pcu
1600-1700
SJ2: 0800-0900 pcu
1615-1715
SJ3: 0800-0900 pcu
1615-1715
SJ4: 0800-0900 pcu
1615-1715

ATC factor

1.038

A44



Notes

1. ATC derived growth factored applied to traffic flows at SJ2 & 3 in Figure F1

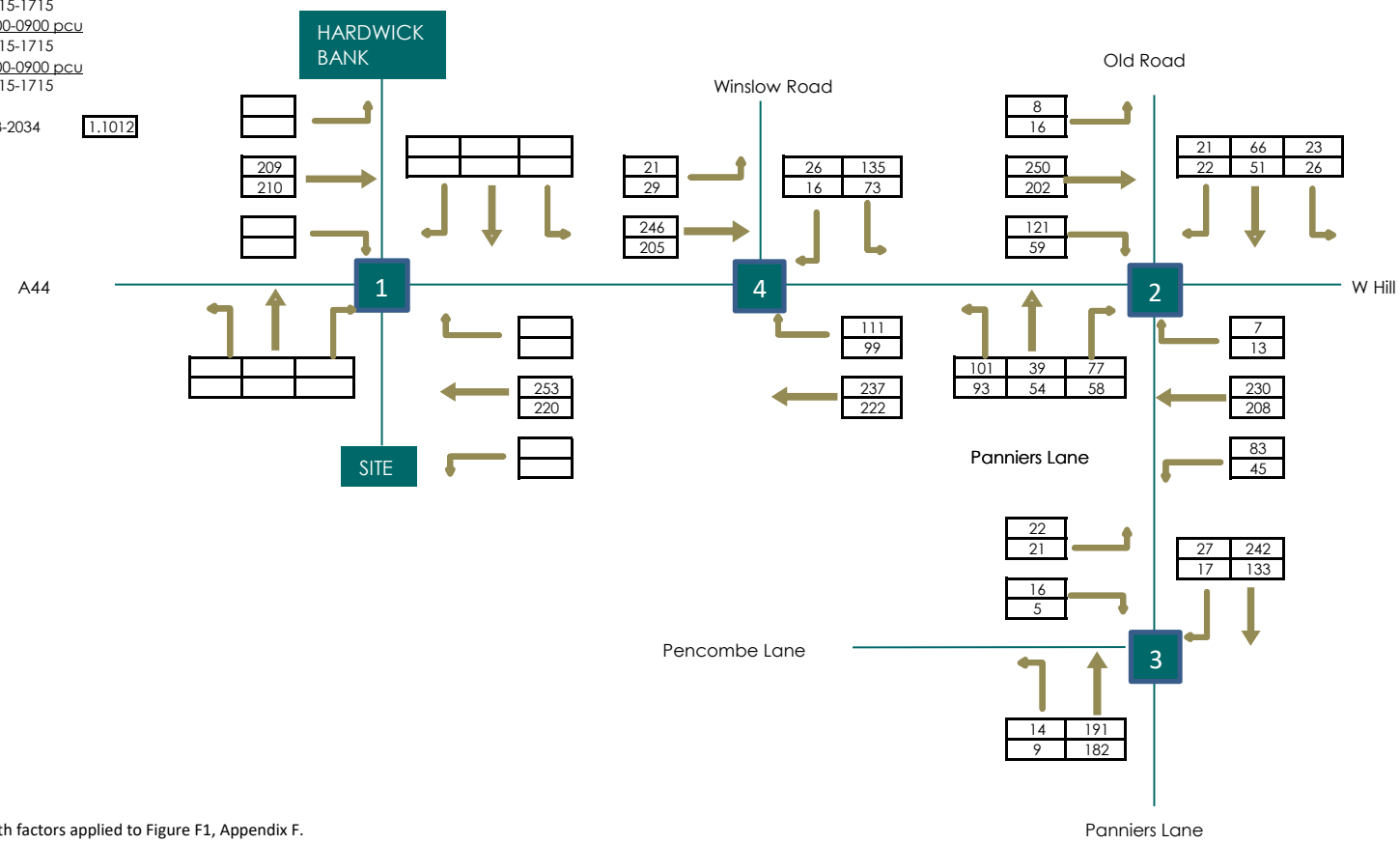
FIGURE F2 **FACTORED COUNT: SJ2 & SJ3 SCHOOL PM PEAK HOUR**
AM & PM PEAK HOURS





Peak Hours:
SJ1: 0800-0900 pcu
1600-1700
SJ2: 0800-0900 pcu
1615-1715
SJ3: 0800-0900 pcu
1615-1715
SJ4: 0800-0900 pcu
1615-1715

NTM 2023-2034 1.1012



Notes
1. DfT NTM growth factors applied to Figure F1, Appendix F.

FIGURE F3 **FACTORED COUNT: 2034**
AM & PM PEAK HOURS



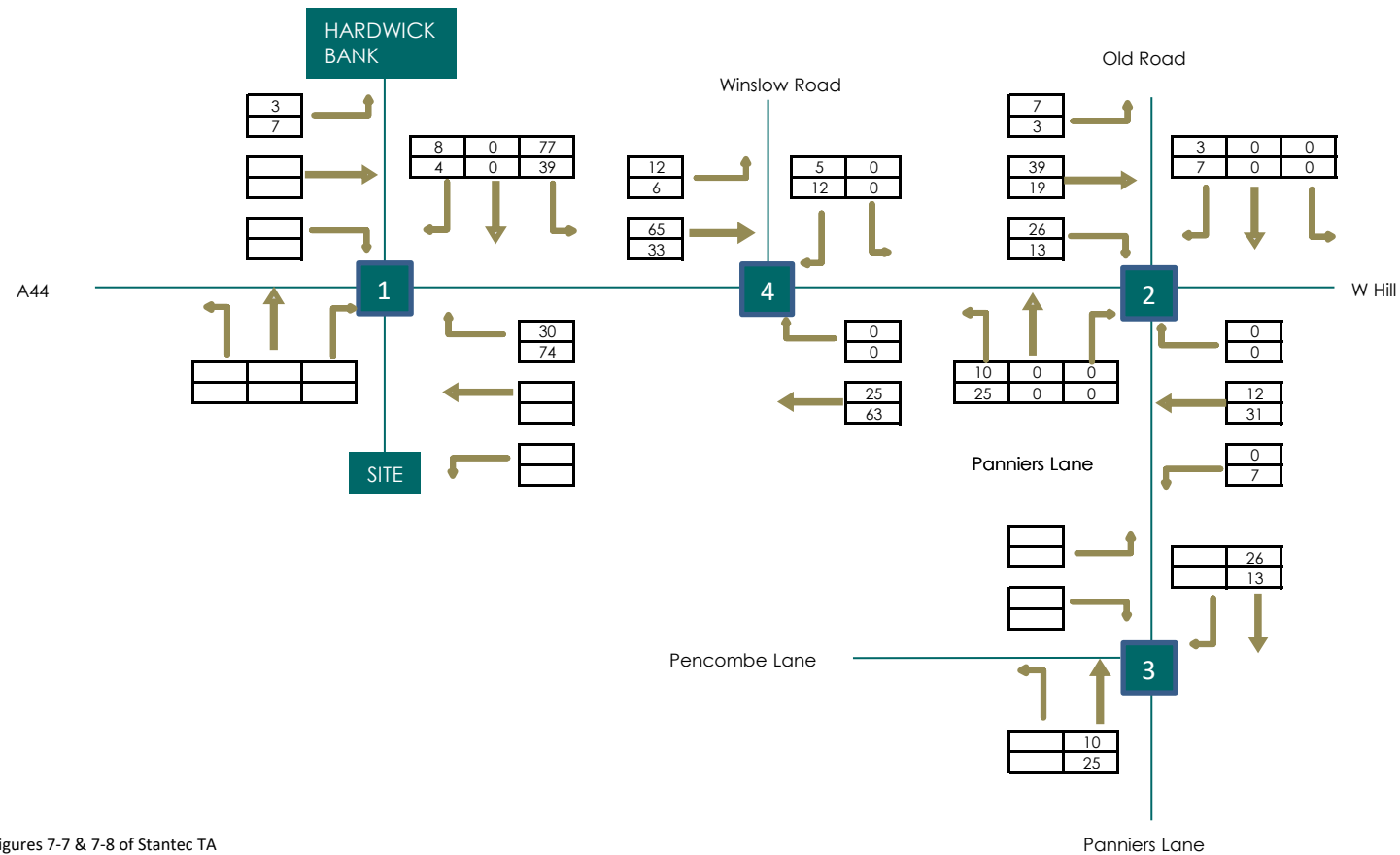
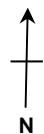


FIGURE F4 **COMMITTED DEVELOPMENT: HARDWICK BANK PHASE 1**
AM & PM PEAK HOURS



Peak Hours:
SJ1: 0800-0900 pcu
1600-1700
SJ2: 0800-0900 pcu
1615-1715
SJ3: 0800-0900 pcu
1615-1715
SJ4: 0800-0900 pcu
1615-1715

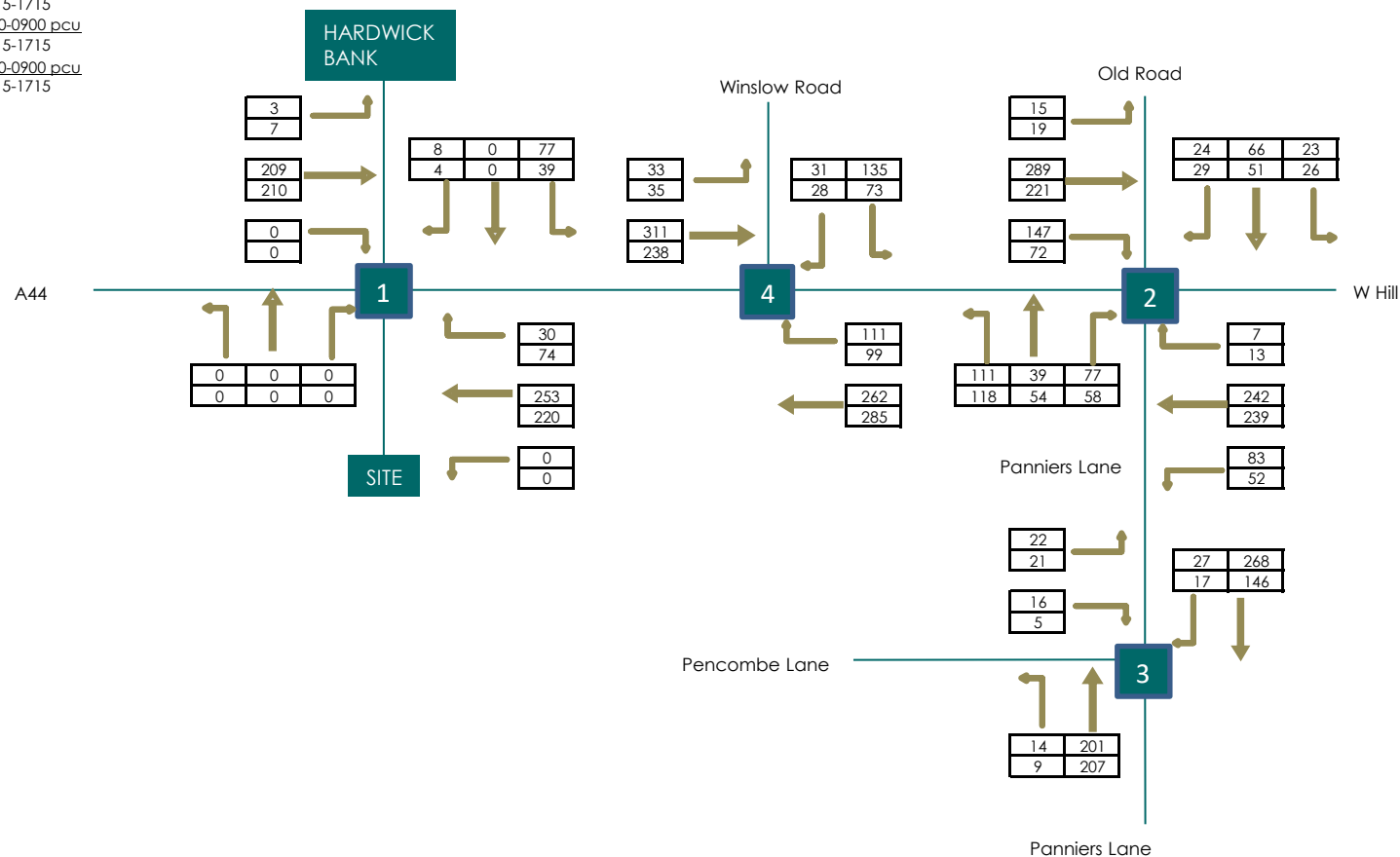


FIGURE F5 **BASE: 2034**
(F3 + F4)



Peak Hours:
SJ1: 0800-0900 pcu
1600-1700
SJ2: 0800-0900 pcu
1615-1715
SJ3: 0800-0900 pcu
1615-1715
SJ4: 0800-0900 pcu
1615-1715

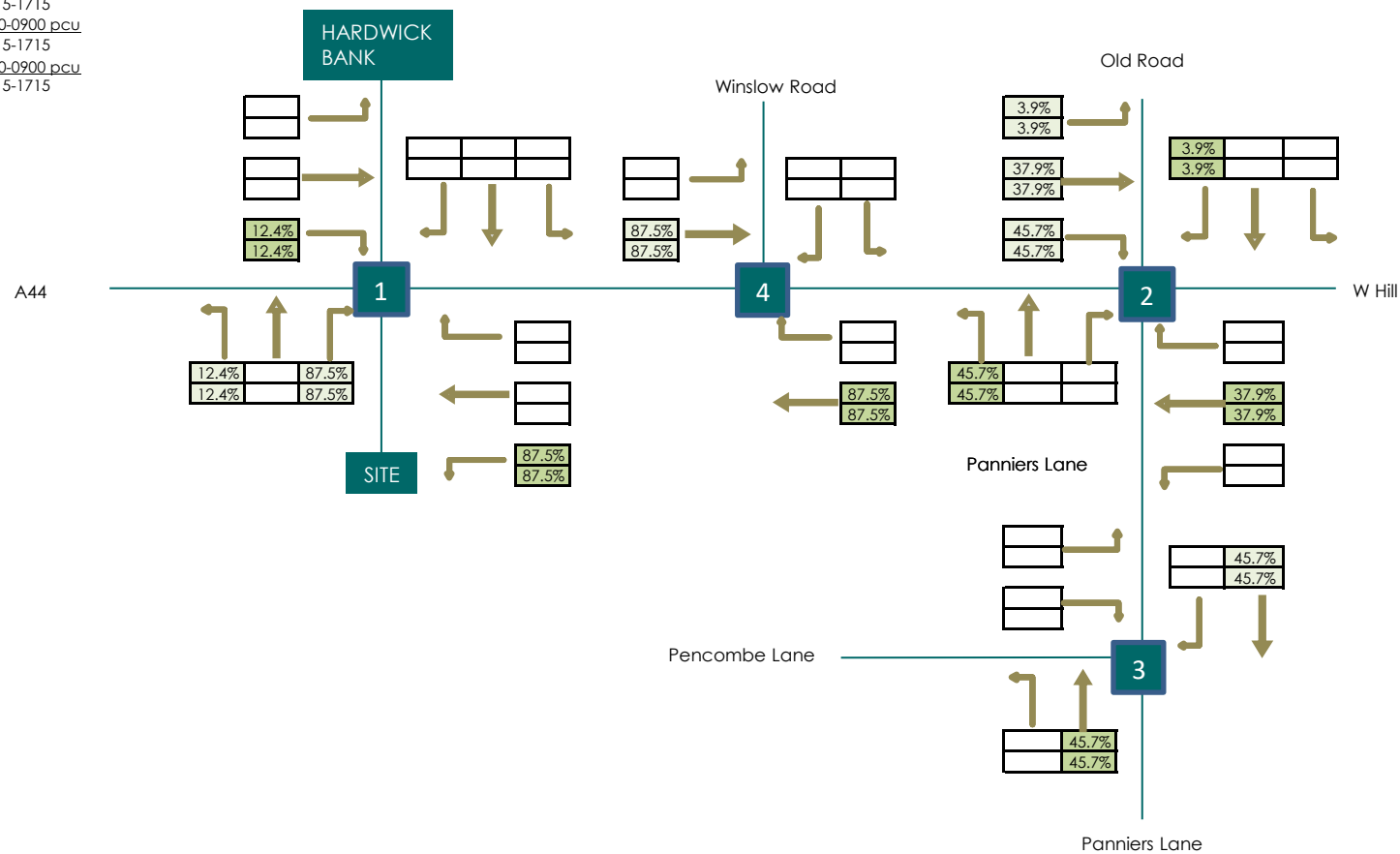


FIGURE F6 **% DISTRIBUTION**
AM & PM PEAK HOURS



Peak Hours:
SJ1: 0800-0900 pcu
1600-1700
SJ2: 0800-0900 pcu
1615-1715
SJ3: 0800-0900 pcu
1615-1715
SJ4: 0800-0900 pcu
1615-1715

	ARR	DEP	2WAY
AM	21	52	73
PM	48	28	76

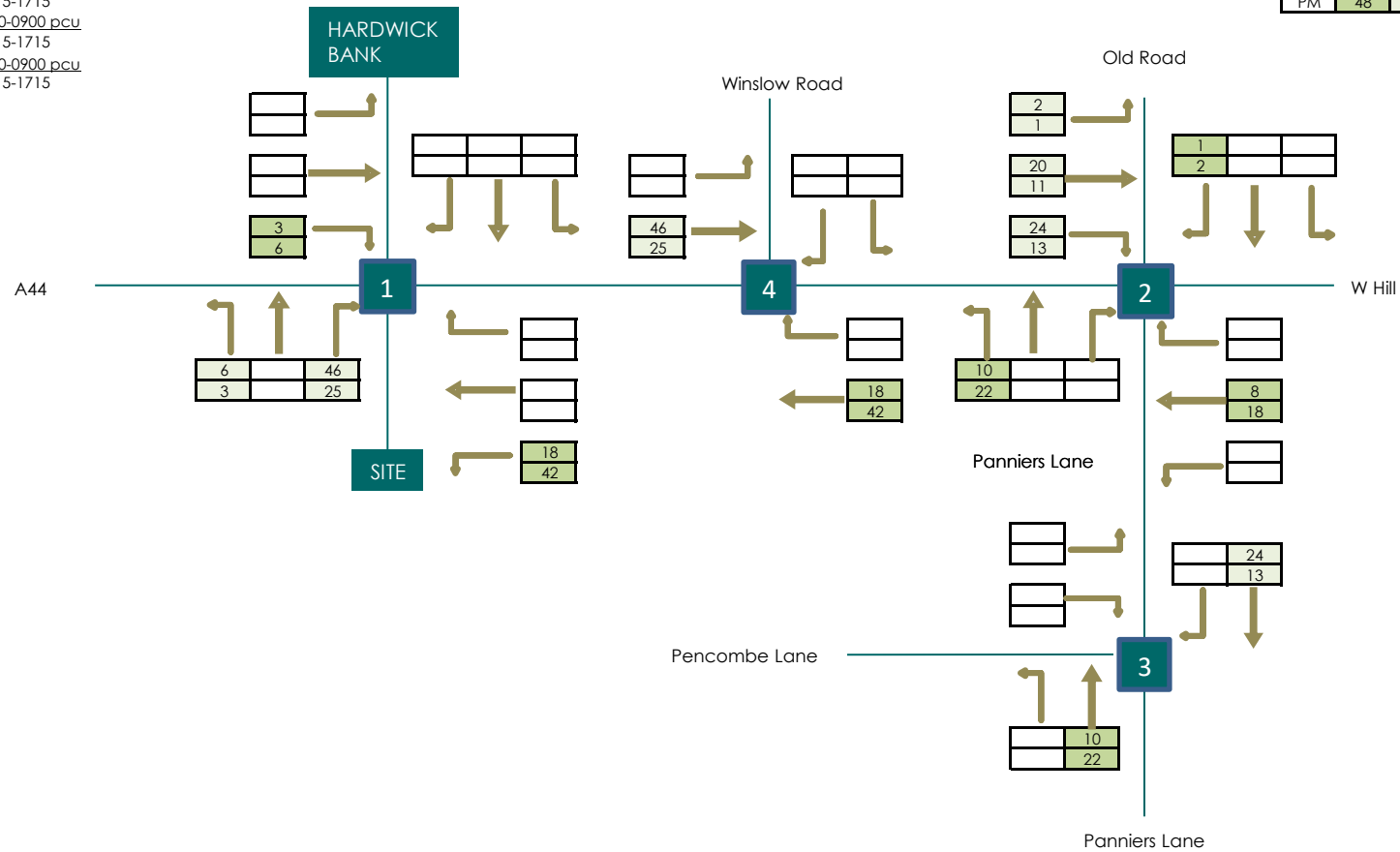
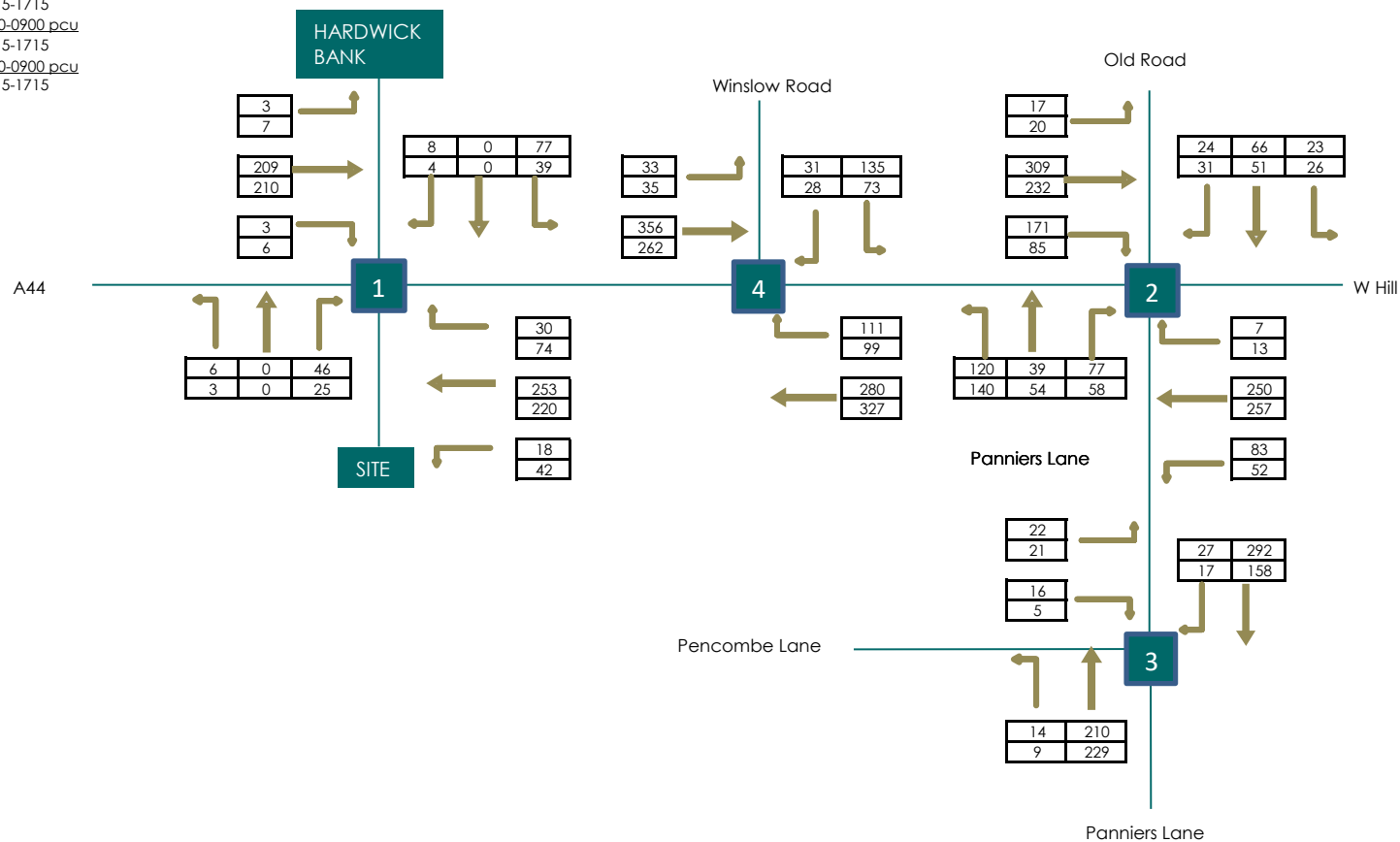


FIGURE F7 GENERATED TRAFFIC: PROPOSED DEVELOPMENT
AM & PM PEAK HOURS



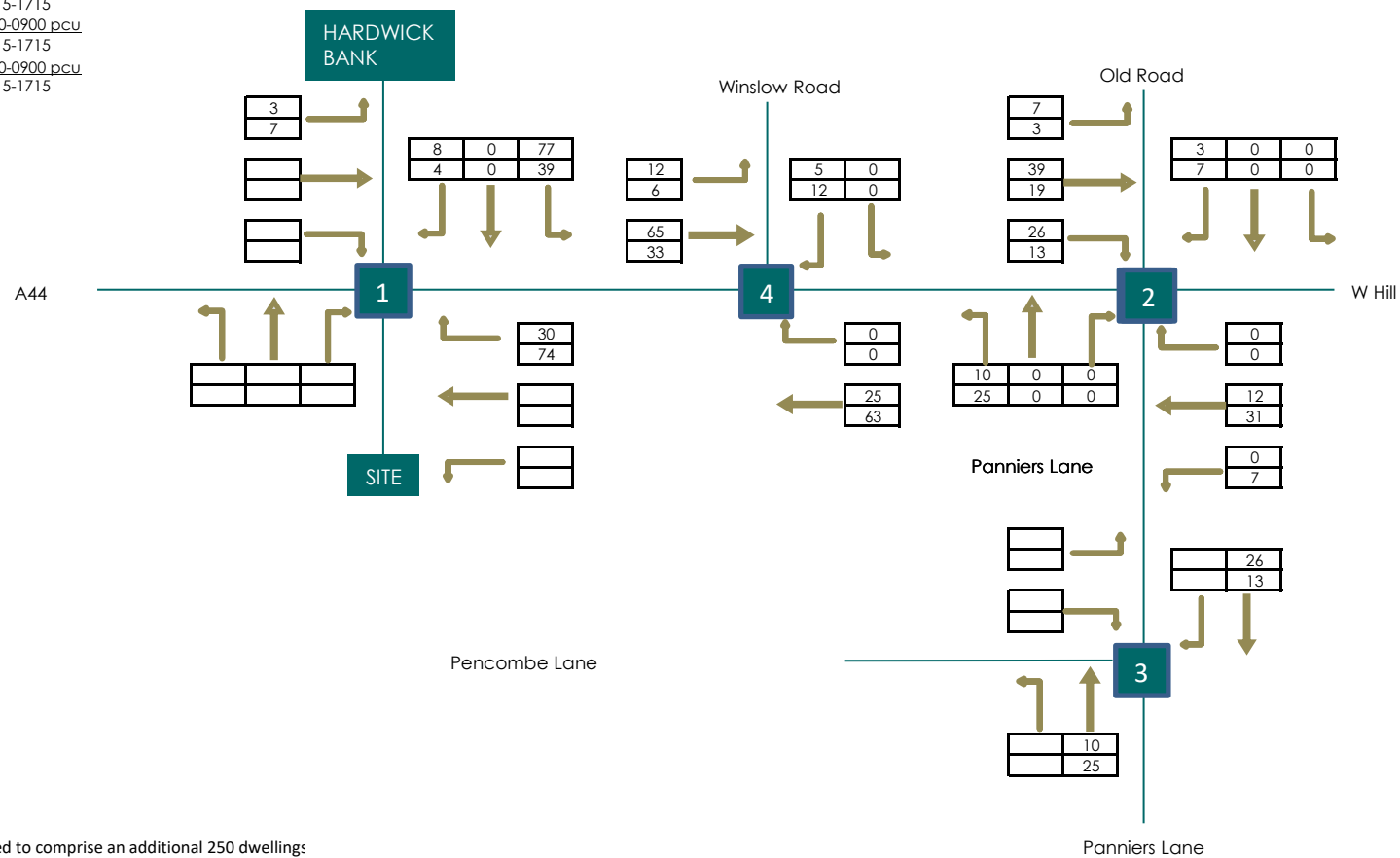
Peak Hours:
 SJ1: 0800-0900 pcu
 1600-1700
 SJ2: 0800-0900 pcu
 1615-1715
 SJ3: 0800-0900 pcu
 1615-1715
 SJ4: 0800-0900 pcu
 1615-1715



**FIGURE F8 WITH DEVELOPMENT: 2034
 AM & PM PEAK HOURS
 (F5 + F7)**



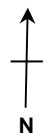
Peak Hours:
SJ1: 0800-0900 pcu
1600-1700
SJ2: 0800-0900 pcu
1615-1715
SJ3: 0800-0900 pcu
1615-1715
SJ4: 0800-0900 pcu
1615-1715



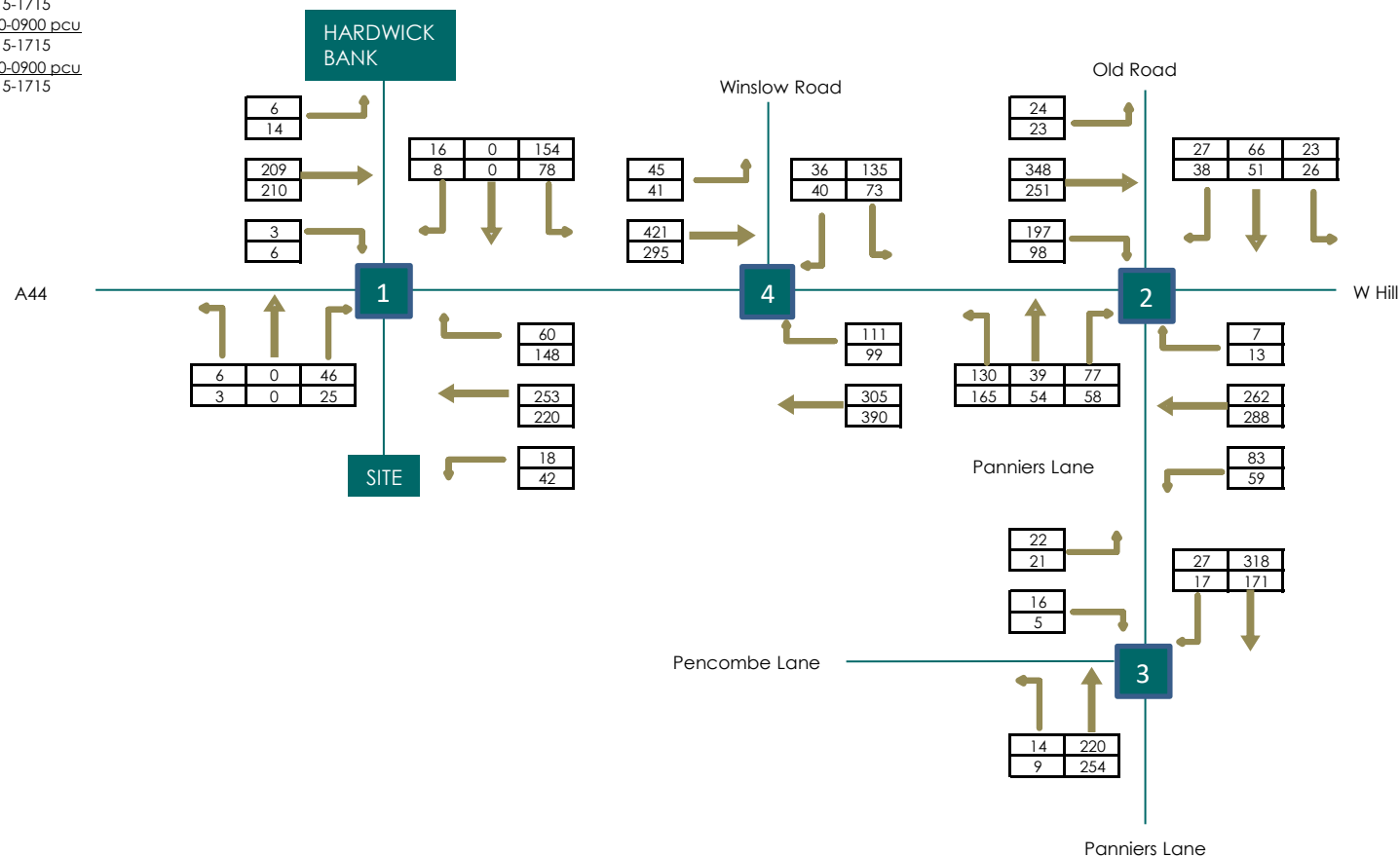
Notes

1. Phase 2 assumed to comprise an additional 250 dwellings

FIGURE F9 SENSITIVITY TEST: HARDWICK BANK PHASE 2
AM & PM PEAK HOURS



Peak Hours:
SJ1: 0800-0900 pcu
1600-1700
SJ2: 0800-0900 pcu
1615-1715
SJ3: 0800-0900 pcu
1615-1715
SJ4: 0800-0900 pcu
1615-1715



**FIGURE F10 WITH DEVELOPMENT + SENSITIVITY TEST 2034
(F8 + F9)
AM & PM PEAK HOURS**

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	DS	QUEUE (pcu)	DELAY (secs/pcu)	DS	QUEUE (pcu)	DELAY (secs/pcu)

2034 with Development ⁽²⁾						
A44 (E)	37.3	6.0	23.7	37.4	6.2	20.1
Site	37.4	1.7	64.2	20.1	0.8	59.3
A44 (W)	26.2	4.1	21.9	23.8	3.7	18.0
Hardwick Bank	34.9	2.4	50.2	30.9	1.3	62.0

2034 Sensitivity Test ⁽³⁾						
A44 (E)	48.4	7.5	30.4	49.8	8.6	24.3
Site	37.4	1.7	64.2	20.1	0.8	59.3
A44 (W)	31.0	4.6	26.9	25.7	4.1	19.3
Hardwick Bank	48.8	4.6	45.5	49.4	2.7	62.8

Notes:

1. Refer to Drg No 1470/45/C for junction geometry
2. Refer to Figure F8 for traffic flows
3. Refer to Figure F10 for traffic flows

Table 9.1 LINSIG ANALYSIS RESULTS SJ1 Site Access

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)

2034 Base ⁽¹⁾						
Panniers Lane Nearside	0.23	0.3	9.33	0.24	0.3	8.69
Panniers Lane Offside	0.37	0.6	17.08	0.31	0.5	13.66
A44 (E)	0.02	0.0	4.91	0.03	0.0	4.95
Old Road Nearside	0.05	0.0	7.07	0.05	0.1	6.69
Old Road Offside	0.24	0.3	12.30	0.21	0.3	10.55
A44 (W)	0.37	0.9	7.56	0.17	0.3	5.99

2034 with Development ⁽²⁾						
Panniers Lane Nearside	0.26	0.4	9.74	0.28	0.4	9.35
Panniers Lane Offside	0.39	0.7	18.64	0.33	0.5	14.75
A44 (E)	0.02	0.0	4.91	0.03	0.0	4.90
Old Road Nearside	0.05	0.1	7.15	0.05	0.1	6.75
Old Road Offside	0.25	0.3	12.60	0.21	0.3	10.82
A44 (W)	0.43	1.2	8.34	0.20	0.4	6.21

2034 Sensitivity Test ⁽³⁾						
Panniers Lane Nearside	0.28	0.4	10.42	0.34	0.5	10.49
Panniers Lane Offside	0.42	0.7	21.36	0.36	0.6	16.67
A44 (E)	0.02	0.0	4.93	0.03	0.0	4.81
Old Road Nearside	0.05	0.1	7.37	0.05	0.1	6.89
Old Road Offside	0.27	0.4	13.37	0.24	0.3	11.48
A44 (W)	0.52	1.7	9.56	0.24	0.5	6.49

Notes:

1. Refer to Figure F5 for traffic flows
2. Refer to Figure F8 for traffic flows
3. Refer to Figure F10 for traffic flows

Table 9.2 **PICADY ANALYSIS RESULTS SJ2**

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (secs/pcu)	RFC	QUEUE (pcu)	DELAY (secs/pcu)

2034 Base ⁽¹⁾						
Pencombe Lane	0.09	0.1	8.20	0.06	0.1	7.39
Panniers Lane	0.07	0.1	5.56	0.04	0.1	6.02

2034 with Development ⁽²⁾						
Pencombe Lane	0.09	0.1	8.30	0.06	0.1	7.49
Panniers Lane	0.07	0.1	5.48	0.04	0.1	6.00

2034 Sensitivity Test ⁽³⁾						
Pencombe Lane	0.09	0.1	8.40	0.06	0.1	7.61
Panniers Lane	0.07	0.1	5.39	0.04	0.1	5.97

Notes:

1. Refer to Figure F5 for traffic flows
2. Refer to Figure F8 for traffic flows
3. Refer to Figure F10 for traffic flows

Table 9.3 PICADY ANALYSIS RESULTS SJ3

|

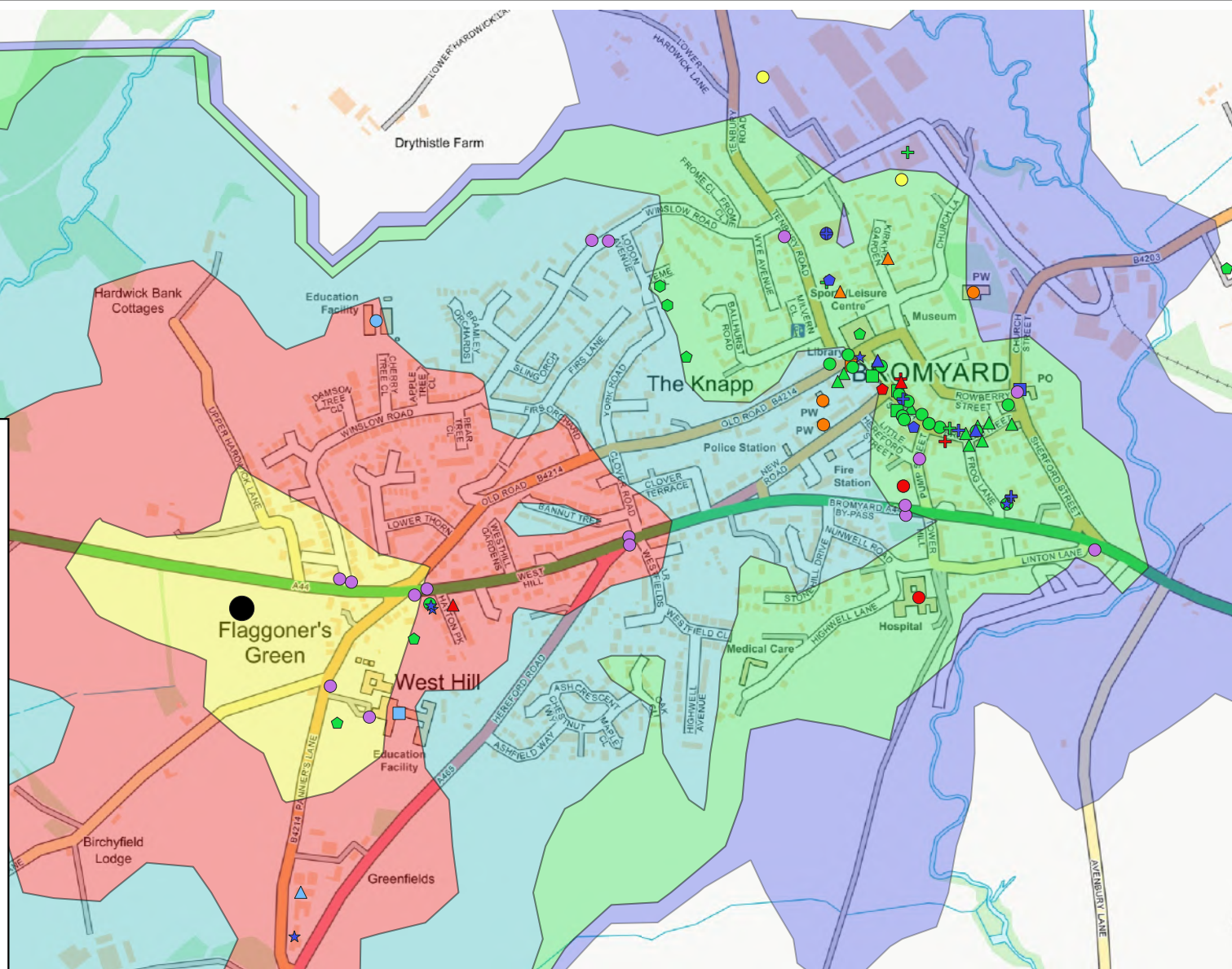
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KEY:

- | | |
|----------------------|---------------------|
| ● Site | ◆ Pharmacy |
| + ATM | ○ Place of Worship |
| ▲ Bakery | ◆ Playgrounds |
| ● Bus Stop | ■ Post Office |
| ● Business Parks | ● Primary School |
| ◆ Butchers | ■ Pubs |
| ★ Convenience Stores | ■ Secondary School |
| ▲ Dentists | ◆ Sports Facilities |
| + Farm Grocers | ● Supermarket Chain |
| ● Food Outlets | |
| ▲ Hair Salons | |
| ▲ Halls & Theatres | |
| ● Health Centre | |
| ■ Library | |
| ▲ Nursery | |
| + Opticians | |
-
- | Walk Isochrone | |
|----------------|-------|
| 400m | 800m |
| 1200m | 1600m |
| 2000m | |



Project:
BROMYARD, HEREFORDSHIRE

Client:
GLADMAN DEVELOPMENTS

Title:
WALK ISOCHRONES AND AMENITIES

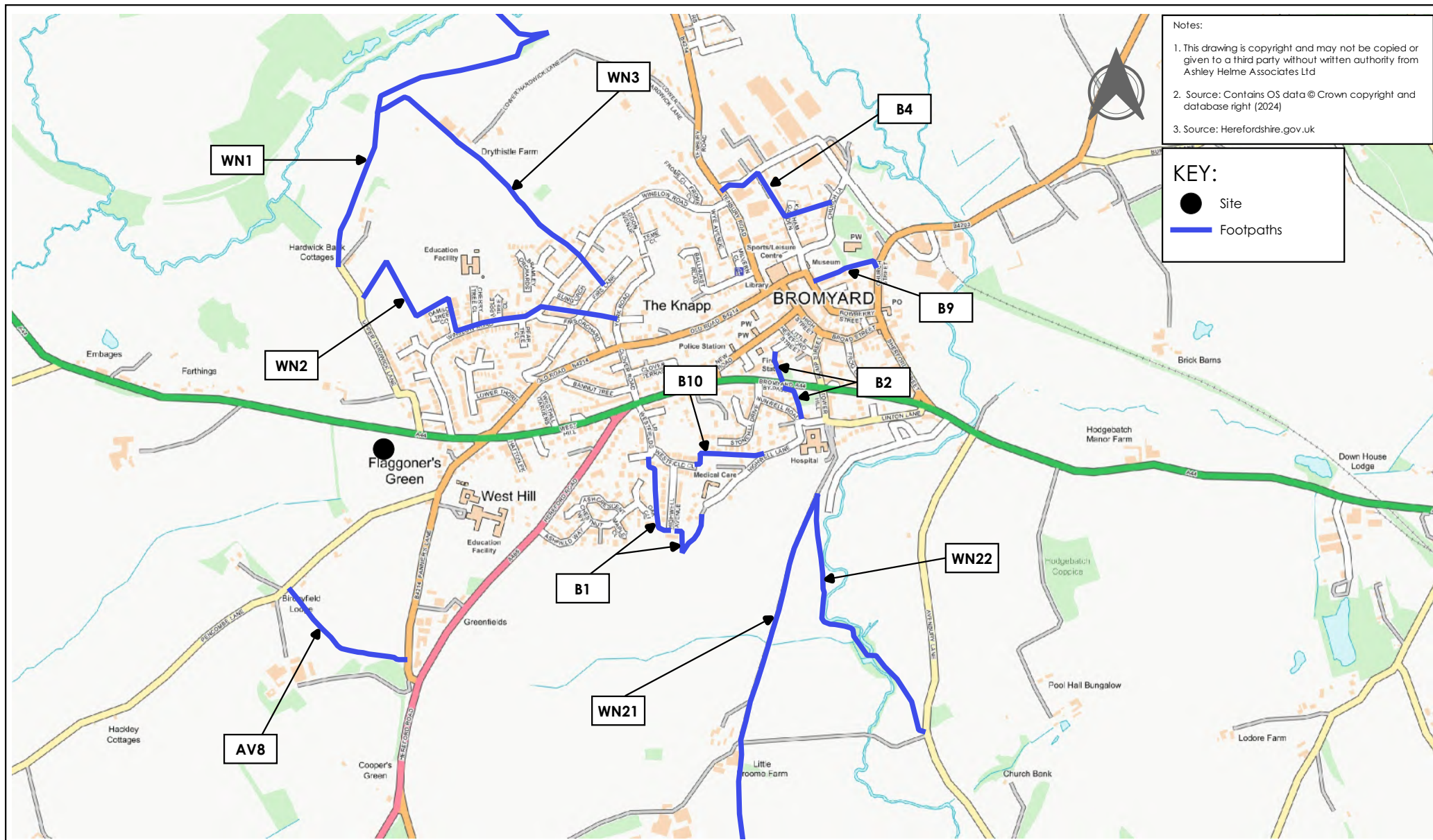
FIGURE 6.1


Date:
MARCH 2024

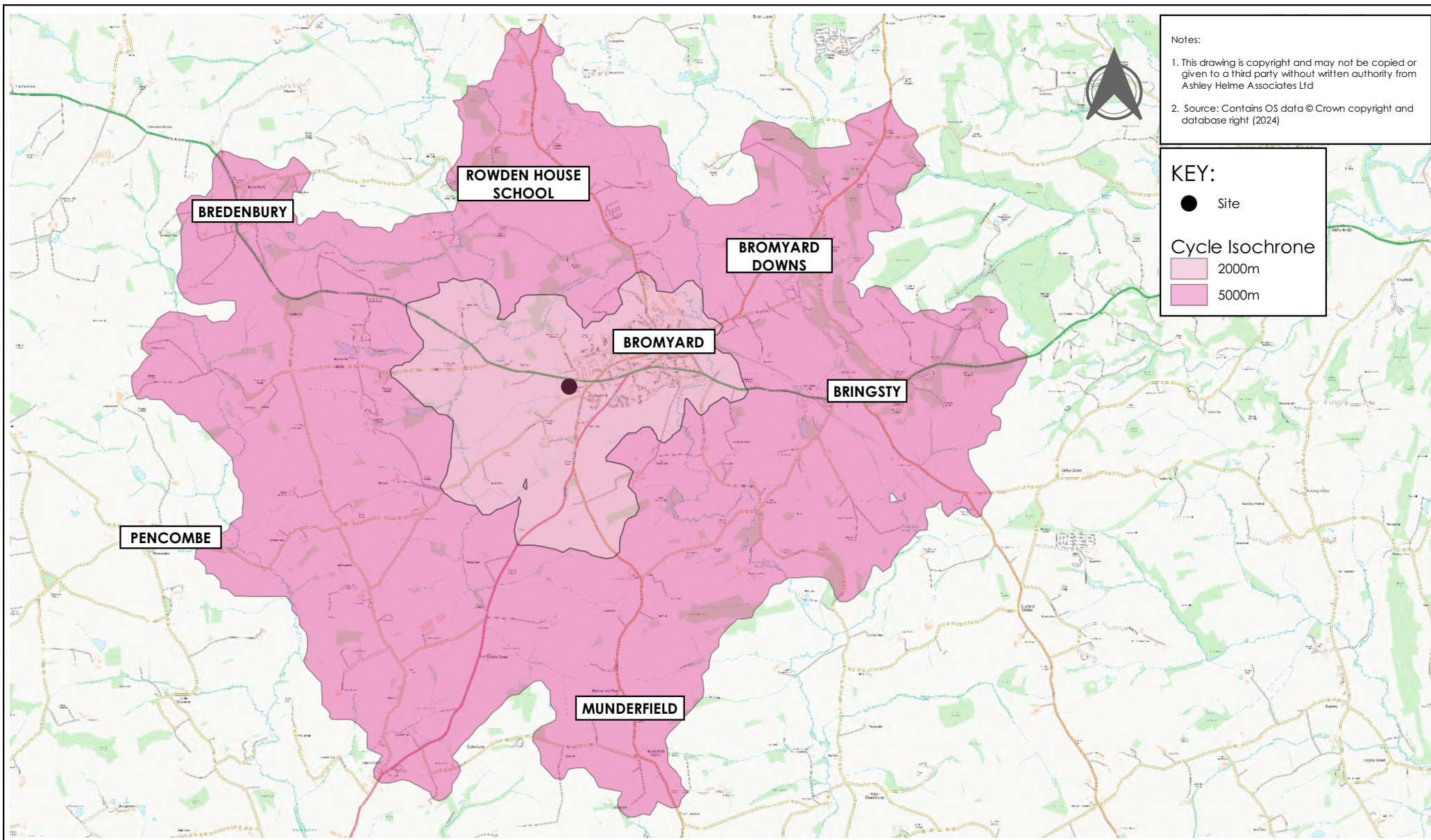
Scale:
NTS



ASHLEY HELME
ASSOCIATES



Project: BROMYARD, HEREFORSHIRE	Title: PUBLIC RIGHTS OF WAY (PROW)	FIGURE 6.2		 ASHLEY HELME ASSOCIATES
Client: GLADMAN DEVELOPMENTS		Date: MARCH 2024	Scale: NTS	



Project: BROMYARD, HEREFORDSHIRE	Title: CYCLE ISOCHRONES	FIGURE 6.3		 ASHLEY HELME ASSOCIATES
Client: GLADMAN DEVELOPMENTS		Date: MARCH 2024	Scale: NTS	

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY		SUN	
		DAY	EVE		

Services calling on A44 West Hill (Flaggoner's Green Stop) within 400m of Site					
420	Bromyard – Stoke Lacy – Burley Gate – Withington – Hereford Bus Station	5 trips ⁽¹⁾	-	3 trips	DRM
420	Bromyard – Knightwick – Broadwas – Worcester Crowngate Bus Station	1 trip ⁽²⁾	-	-	FBW
469	Bromyard – Munderfield – Bishop's Frome – Withington – Hereford Bus Station	2 trips ⁽³⁾	-	-	DRM
482	Ledbury – Bromyard – Bredenbury – Steen's Bridge – Leominster	1 trip ⁽⁴⁾	-	-	FBW

Services calling on Winslow Road within 400m of the Site					
405	Ledbury – Cradley – Bromyard – Westhide – Hereford Bus Station	1 trip ⁽⁵⁾	-	-	FBW
672	Bromyard – Munderfield – Bishop's Frome – Ledbury	1 trip ⁽⁶⁾	-	-	FWB
673	Bromyard – Munderfield – Bshop's Frome – Ledbury	1 trip ⁽⁷⁾	-	-	FWB

Services calling at stops on the A44 within 800m of the Site					
674	Bromyard – John Masfield School, Ledbury	1 trip ⁽⁸⁾	-	-	FBW

Notes:

- All 5 services call at the Flaggoner's Green stop in the direction of Hereford, but only 4 call at this stop in the opposite direction.
- Service only operates Mon-Fri, with one trip each way a day which leaves Flaggoner's Green stop at 0705, arriving in Worcester for 0755. Return journey leaves Worcester Bus Station at 1650 returning to Flaggoner's Green for 1741. Two trips in each directions undertaken on Tuesdays.
- Two trips in each direction Mon-Fri, with only one trip in each direction on Saturdays.
- Service only operates on Fridays, with one trip in each direction.
- Service only operates on Wednesdays, with only one trip each way a day, leaving Clover Road in Bromyard at 0946 westbound, then returning eastbound at 1421.
- Service only operates on Thursdays, with only one trip in each direction.
- Service only operates on Tuesdays and Thursdays, with one trip in each way direction.
- Designated School Service which only operates Mon-Fri at school times. Morning trip leaves Clover Road stop at 0726, with the return journey arriving back at 1620.

Key:

DRM – David Robert Morris Buses

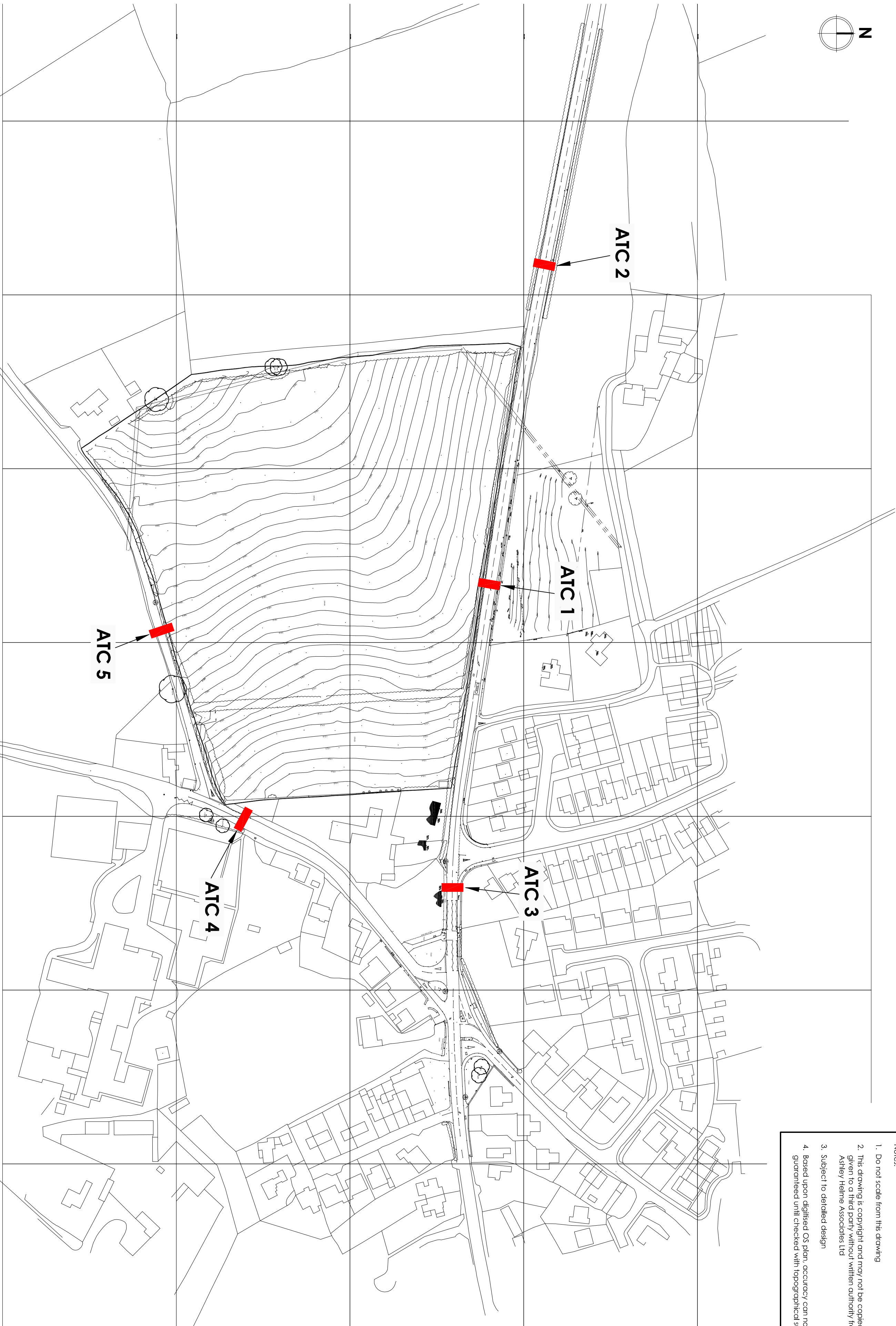
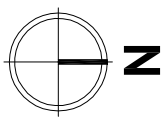
FBW – First Bus Worcester

Source:

Bustimes.org

Table 6.1 Bus Services & Frequencies

J



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 2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
 3. Subject to detailed design
 4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey

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Project		Title	
BROMYARD, HEREFORDSHIRE		ATCS LOCATION PLAN	
Client		Date	
GLADMAN DEVELOPMENTS		MARCH 2024	
Dwg No		Rev	
FIGURE 4.1		Scale	
MARCH 2024		1:1 500 @ A2	
Ashley Helme Associates		Telephone	
Ashley Helme Associates		Email	
Ashley Helme Associates		Website	
Ashley Helme Associates		Address	
Ashley Helme Associates		0161 972 0552	
Ashley Helme Associates		0161 972 0552	
Ashley Helme Associates		www.ashleyhelme.co.uk	
Ashley Helme Associates		www.ashleyhelme.co.uk	
Ashley Helme Associates		76 Walsley Road,	
Ashley Helme Associates		Sale, Manchester, M33 7RE	

Bromyard - ATC 1 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

Tuesday 21/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	0	5	1	0	0	0	0	0	1	0	0	2	0	0	9
5	0	12	9	0	0	1	0	0	0	1	0	2	0	0	25
6	0	49	15	1	1	2	0	0	0	2	0	0	0	0	70
7	0	116	34	0	0	1	0	0	0	0	0	1	0	0	152
8	0	160	44	0	0	2	0	0	0	1	0	1	3	0	211
9	0	113	26	0	0	4	0	0	0	7	0	1	1	0	152
10	0	112	26	0	0	2	0	0	0	1	0	1	1	0	143
11	0	111	29	0	1	4	0	1	0	1	0	1	3	0	151
12	0	110	26	1	1	2	0	0	0	7	0	2	1	0	150
13	0	102	27	2	0	1	0	0	0	1	0	2	3	0	138
14	0	117	37	3	0	0	0	0	0	3	0	2	3	0	165
15	0	127	35	3	0	1	0	1	0	1	0	0	0	0	168
16	0	150	29	1	0	1	0	0	0	2	0	2	2	0	187
17	0	144	26	0	0	1	0	0	0	3	0	0	0	0	174
18	0	80	18	1	0	1	0	0	0	4	0	0	1	0	105
19	0	60	8	1	0	0	0	0	0	0	0	0	0	0	69
20	0	24	1	0	0	0	0	0	0	1	0	0	0	0	26
21	0	21	4	1	0	1	0	0	0	0	0	0	0	0	27
22	0	6	3	0	0	0	0	0	0	0	0	1	0	0	10
23	0	6	0	0	0	1	0	0	0	0	0	1	0	0	8
Hour	7-19	1442	357	11	2	20	0	2	0	31	0	13	18	0	1896
Ranges:	6-22	1596	385	14	3	23	0	2	0	34	0	13	18	0	2088
	6-24	1608	388	14	3	24	0	2	0	34	0	15	18	0	2106
	0-24	1633	400	14	3	25	0	2	1	35	0	20	18	0	2151

Channel - Westbound

Tuesday 21/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	2	1	0	0	0	0	0	0	2	0	0	0	0	5
1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
4	0	3	1	0	0	1	0	0	0	3	0	0	0	0	8
5	0	11	5	0	0	0	0	0	0	2	0	0	0	0	18
6	0	36	15	0	0	1	0	0	0	2	0	1	0	0	55
7	0	109	25	0	0	3	0	0	0	2	0	2	3	0	144
8	0	159	45	1	0	0	0	0	0	3	0	1	1	0	210
9	0	101	32	0	0	2	0	1	1	2	0	0	7	0	146
10	0	104	22	3	0	3	0	0	0	1	0	2	2	0	137
11	0	121	32	3	0	5	0	0	0	4	0	1	0	0	166
12	0	112	24	0	2	3	0	1	0	2	0	1	4	0	149
13	0	88	24	0	0	1	0	0	0	2	0	0	3	0	118
14	0	108	31	0	0	2	0	0	0	3	0	4	0	0	148
15	0	136	37	2	0	3	0	0	1	4	0	2	2	0	187
16	0	139	45	0	0	1	0	0	0	1	0	2	2	0	190
17	0	135	27	0	0	1	0	0	0	2	0	0	0	0	165
18	0	85	19	0	0	1	0	0	0	2	0	0	1	0	108
19	0	47	7	1	0	0	0	0	0	0	0	1	0	0	56
20	0	32	9	0	0	0	0	0	0	0	0	0	0	0	41
21	0	27	2	0	0	0	0	0	0	1	0	2	0	0	32
22	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
23	0	8	0	0	0	0	0	0	0	2	0	0	0	0	10
Hour	7-19	1397	363	9	2	25	0	2	2	28	0	15	25	0	1868
Ranges:	6-22	1539	396	10	2	26	0	2	2	31	0	19	25	0	2052
	6-24	1569	399	10	2	26	0	2	2	33	0	19	25	0	2087
	0-24	1588	409	10	2	27	0	2	2	41	0	19	25	0	2125

Channel - Eastbound

Wednesday 22/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	2	0	1	0	0	4
4	0	4	2	0	0	0	0	0	0	3	0	1	0	0	10
5	0	22	15	0	0	0	0	0	0	5	0	2	1	0	45
6	0	42	18	0	1	2	0	0	0	2	0	0	0	0	65
7	0	119	33	3	0	0	0	1	0	1	0	3	3	0	163
8	0	130	31	1	0	4	0	0	0	1	0	0	1	0	168
9	0	112	26	3	1	2	0	0	0	2	0	7	2	0	155
10	0	96	21	1	0	1	0	0	0	3	0	4	3	0	129
11	0	101	17	0	0	4	0	1	0	6	0	3	3	0	135
12	0	92	30	0	0	2	0	1	0	4	0	3	2	0	134
13	0	124	29	0	0	0	0	0	0	4	0	3	3	0	163
14	0	118	27	1	0	1	0	0	0	1	0	2	5	0	155
15	0	126	39	0	0	2	0	0	1	4	0	1	1	0	174
16	0	137	41	1	0	0	0	0	0	1	0	0	2	0	182
17	0	180	27	0	0	0	0	0	0	3	0	3	0	0	213
18	0	88	12	0	0	3	0	0	0	1	0	0	0	0	104
19	0	48	4	0	0	0	0	1	0	0	0	1	0	0	54
20	0	29	4	0	0	0	0	0	0	0	0	0	0	0	33
21	0	16	2	0	0	0	0	0	0	0	0	1	0	0	19
22	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23
23	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour	7-19	1423	333	10	1	19	0	3	1	31	0	29	25	0	1875
Ranges:	6-22	1558	361	10	2	21	0	4	1	33	0	31	25	0	2046
	6-24	1587	362	10	2	21	0	4	1	33	0	31	25	0	2076
	0-24	1618	380	10	2	21	0	4	1	43	0	35	26	0	2140

Channel - Westbound

Wednesday 22/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3
2	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
3	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4

Bromyard - ATC 1 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

Tuesday		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
2	0	0	0	0	0	0	2	0	2	0	1	0	0	5	
3	0	0	0	0	0	0	0	0	1	0	2	0	0	3	
4	0	0	0	0	0	0	0	2	2	1	3	0	1	9	
5	0	0	0	0	0	0	0	6	9	7	3	0	0	25	
6	0	0	0	0	0	3	3	10	15	24	14	1	0	70	
7	0	0	0	0	0	6	10	49	62	16	8	1	0	152	
8	0	0	0	0	0	11	34	84	53	19	10	0	0	211	
9	0	0	0	0	0	7	33	45	46	15	5	1	0	152	
10	0	0	0	0	0	9	25	39	46	18	6	0	0	143	
11	0	0	0	0	1	9	20	54	50	15	1	1	0	151	
12	0	0	0	0	0	1	17	63	51	12	6	0	0	150	
13	0	0	0	0	0	5	10	51	45	17	8	2	0	138	
14	0	0	0	0	0	5	34	59	36	20	11	0	0	165	
15	0	0	2	0	0	0	15	59	66	20	5	1	0	168	
16	0	0	0	0	0	3	24	62	63	24	9	2	0	187	
17	0	0	0	0	0	12	53	35	48	23	3	0	0	174	
18	0	0	0	0	0	2	9	30	33	23	8	0	0	105	
19	0	0	0	0	1	2	8	25	14	10	9	0	0	69	
20	0	0	0	0	0	0	1	8	10	6	0	1	0	26	
21	0	0	0	0	0	0	2	8	6	6	4	0	1	27	
22	0	0	0	0	0	2	5	1	0	2	0	0	0	10	
23	0	0	0	0	0	0	2	3	2	0	0	1	0	8	

Hour	7-19	0	2	0	1	70	284	630	599	222	80	8	0	1896
Ranges:	6-22	0	2	0	2	75	298	681	644	268	107	10	1	2088
	6-24	0	2	0	2	77	305	685	646	270	107	11	1	2106
	0-24	0	2	0	2	77	307	696	660	278	116	11	2	2151

Channel - Westbound

Tuesday		Vehicle Speeds (MPH)													TOTAL
21/11/2023		0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
Hour	Min	0	0	0	0	0	0	0	3	1	0	1	0	5	
1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
2	0	0	0	0	0	0	1	1	1	0	0	0	0	3	
3	0	0	0	0	0	0	1	0	1	0	0	0	0	2	
4	0	0	0	0	0	0	0	3	1	2	2	0	0	8	
5	0	0	0	0	0	0	0	4	5	5	4	0	0	18	
6	0	0	0	0	1	1	8	9	13	14	8	1	0	55	
7	0	0	0	0	0	0	9	26	50	40	19	0	0	144	
8	0	0	0	0	1	5	25	62	44	41	31	1	0	210	
9	0	0	0	0	1	2	10	47	47	26	10	1	2	146	
10	0	0	0	0	0	2	8	46	49	25	7	0	0	137	
11	0	0	0	0	0	1	22	64	47	20	11	1	0	166	
12	0	0	0	0	0	0	15	47	51	30	6	0	0	149	
13	0	0	0	0	0	4	7	45	32	20	8	1	1	118	
14	0	0	0	0	0	3	21	36	44	23	15	6	0	148	
15	0	0	0	0	0	0	20	58	60	29	19	0	1	187	
16	0	0	0	0	0	2	10	54	60	42	18	3	1	190	
17	0	0	0	0	0	0	14	40	50	37	20	2	2	165	
18	0	0	0	0	0	0	17	12	34	29	13	1	2	108	
19	0	0	0	0	0	0	1	10	8	18	17	2	0	56	
20	0	0	0	0	0	0	2	5	19	10	4	1	0	41	
21	0	0	0	0	0	0	0	10	12	6	3	1	0	32	
22	0	0	0	0	0	0	1	3	6	8	7	0	0	25	
23	0	0	0	0	0	0	0	1	2	6	1	0	0	10	

Hour	7-19	0	0	0	2	19	178	537	568	362	177	16	9	1868
Ranges:	6-22	0	0	0	3	20	189	571	620	410	209	21	9	2052
	6-24	0	0	0	3	20	190	575	628	424	217	21	9	2087
	0-24	0	0	0	3	20	192	583	639	432	225	22	9	2125

Channel - Eastbound

Wednesday 22/11/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	1	0	1	1	1	0	0	4	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
3	0	0	0	0	0	0	0	1	1	0	2	0	0	4	
4	0	0	0	0	0	0	0	1	4	2	1	1	1	10	
5	0	0	0	0	1	0	2	8	11	12	8	3	0	45	
6	0	0	0	0	0	0	4	14	15	18	13	1	0	65	
7	0	0	0	0	0	3	17	53	48	30	11	1	0	163	
8	0	0	0	0	0	0	15	66	55	22	10	0	0	168	
9	0	0	0	0	1	9	55	46	27	12	5	0	0	155	
10	0	0	0	0	6	19	15	32	33	19	5	0	0	129	
11	0	0	0	0	0	4	17	47	46	13	8	0	0	135	
12	0	0	0	0	0	12	38	40	31	11	2	0	0	134	
13	0	0	2	0	3	5	37	56	39	17	4	0	0	163	
14	0	0	1	3	8	12	36	56	32	6	1	0	0	155	
15	0	0	0	0	0	5	30	53	56	22	7	1	0	174	
16	0	0	0	0	0	3	28	87	45	15	4	0	0	182	
17	0	0	0	0	11	31	39	56	52	17	6	1	0	213	
18	0	0	0	0	0	1	16	40	24	17	4	2	0	104	
19	0	0	0	0	0	0	4	11	15	13	9	2	0	54	
20	0	0	0	0	0	1	4	4	7	12	5	0	0	33	
21	0	0	0	0	0	0	2	3	3	9	2	0	0	19	
22	0	0	0	0	0	0	1	3	9	5	4	1	0	23	
23	0	0	0	0	0	0	0	1	2	0	4	0	0	7	

Hour	7-19	0	3	3	29	104	343	632	488	201	67	5	0	1875
Ranges:	6-22	0	3	3	29	105	357	664	528	253	96	8	0	2046
	6-24	0	3	3	29	105	358	668	539	258	104	9	0	2076
	0-24	0	3	3	30	105	361	678	557	273	116	13	1	2140

Channel - Westbound

Wednesday															TOTAL
22/11/2023		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	2	2	1	1	0	6	
1	0	0	0	0	0	0	0	1	0	1	0	1	0	3	
2	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
3	0	0	0	0	0	0	0	0	2	0	2	0	0	4	

Bromyard - ATC 1 - A44

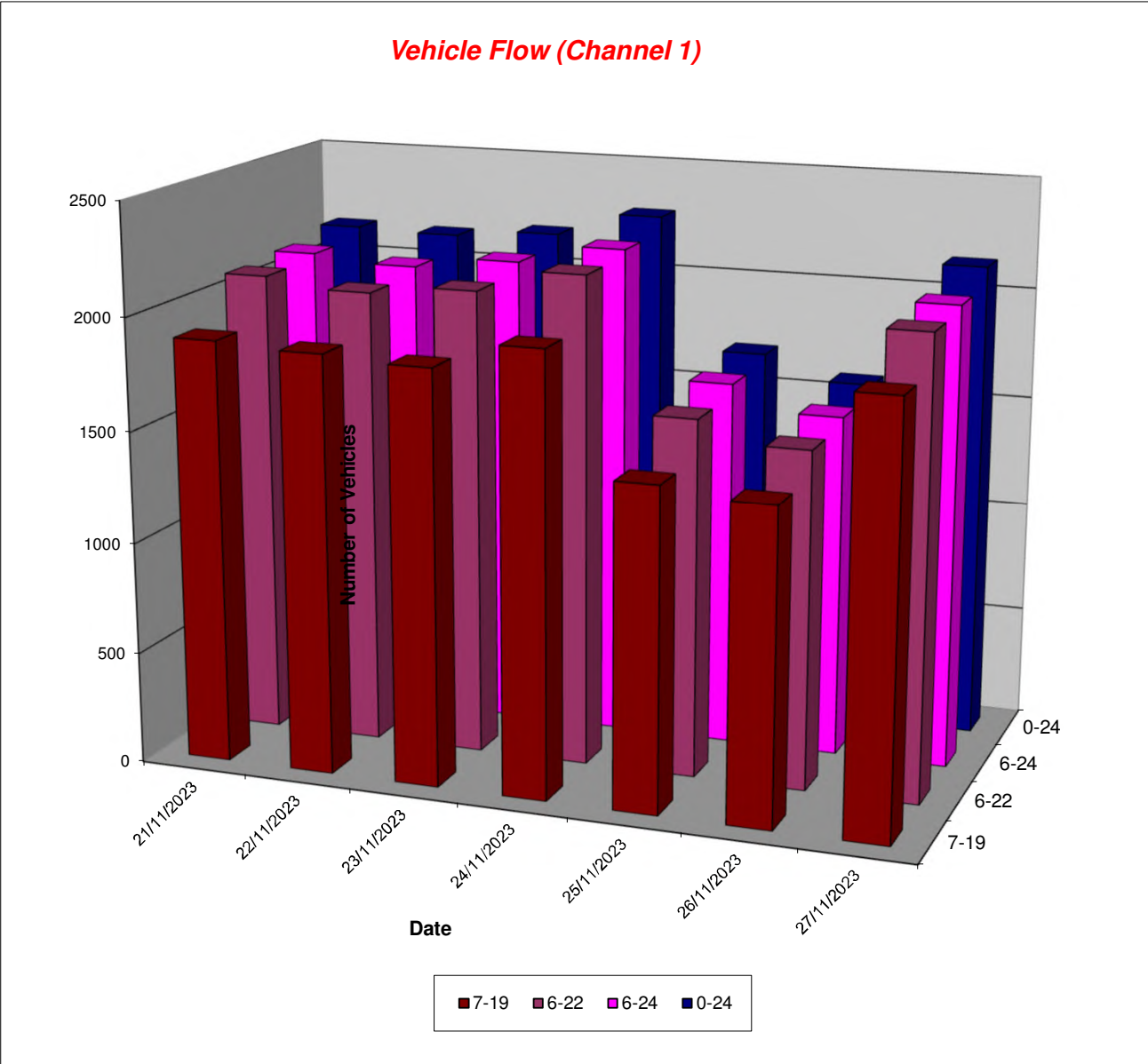
Produced by Streetwise Services Ltd.



Channel - Eastbound
Vehicle Flow

Hour	Min	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5 Day Ave	7 Day Ave
0	0	2	4	4	17	5	18	5	6	8
1	0	1	0	1	1	6	9	3	2	4
2	0	5	1	0	1	0	2	1	2	2
3	0	3	4	2	2	6	3	9	4	4
4	0	9	10	11	12	3	3	23	13	10
5	0	25	45	27	34	13	3	36	33	26
6	0	70	65	71	54	19	13	77	67	53
7	0	152	163	151	136	44	28	169	154	120
8	0	211	168	192	179	97	44	155	181	149
9	0	152	155	147	146	132	109	162	152	143
10	0	143	129	146	154	147	135	169	148	146
11	0	151	135	113	140	121	181	133	134	139
12	0	150	134	167	167	132	152	154	154	151
13	0	138	163	141	171	137	150	116	146	145
14	0	165	155	161	202	145	146	150	167	161
15	0	168	174	174	215	143	141	203	187	174
16	0	187	182	171	188	149	144	183	182	172
17	0	174	213	165	170	106	95	187	182	159
18	0	105	104	125	102	87	75	110	109	101
19	0	69	54	65	71	72	49	41	60	60
20	0	26	33	46	50	44	26	27	36	36
21	0	27	19	51	43	29	24	12	30	29
22	0	10	23	28	12	19	20	12	17	18
23	0	8	7	14	14	27	9	7	10	12

Hour	7-19	1896	1875	1853	1970	1440	1400	1891	1897	1761
Ranges:	6-22	2088	2046	2086	2188	1604	1512	2048	2091	1939
	6-24	2106	2076	2128	2214	1650	1541	2067	2118	1969
	0-24	2151	2140	2173	2281	1683	1579	2144	2178	2022



Channel - Westbound
Vehicle Flow

Hour	Min	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5 Day Ave	7 Day Ave
0	0	5	6	6	7	23	22	2	5	10
1	0	2	3	5	3	7	6	2	3	4
2	0	3	2	3	2	3	10	5	3	4
3	0	2	4	3	5	5	2	1	3	3
4	0	8	6	7	6	4	1	7	7	6
5	0	18	9	18	15	5	9	22	16	14
6	0	55	50	61	57	14	8	54	55	43
7	0	144	152	144	147	50	25	152	148	116
8	0	210	201	201	214	106	64	199	205	171
9	0	146	136	156	184	125	87	165	157	143
10	0	137	171	132	132	156	115	166	148	144
11	0	166	121	134	168	164	148	142	146	149
12	0	149	124	155	166	175	170	127	144	152
13	0	118	155	169	177	163	124	135	151	149
14	0	148	162	137	187	135	133	142	155	149

Bromyard - ATC 1 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

Average Speed

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	37.5	45.1	49.0	48.2	39.2	41.7	43.3
1	0	36.8	-	53.1	53.7	46.1	41.2	45.5
2	0	41.4	41.1	-	56.0	-	41.0	40.8
3	0	50.5	45.7	46.1	55.0	39.3	43.6	46.2
4	0	50.1	50.3	49.7	45.7	47.9	41.1	46.3
5	0	44.3	46.2	48.8	46.4	43.4	39.1	46.9
6	0	45.4	45.3	44.7	48.7	46.4	44.4	43.5
7	0	41.4	41.9	41.3	40.6	44.6	42.5	42.5
8	0	39.8	41.3	39.7	41.1	43.2	41.5	41.6
9	0	39.5	37.9	40.2	41.2	43.4	42.0	41.2
10	0	40.1	38.5	41.6	40.0	42.8	40.8	39.8
11	0	39.5	40.5	42.8	42.8	43.4	38.9	40.7
12	0	40.6	37.8	41.7	41.6	43.8	41.4	39.3
13	0	41.4	38.5	41.6	40.3	43.3	40.2	40.2
14	0	40.0	36.3	40.0	41.8	42.6	43.4	39.3
15	0	41.1	40.6	38.9	39.4	42.2	43.2	39.5
16	0	41.0	39.5	38.6	40.2	39.0	40.8	39.1
17	0	38.6	37.4	39.8	40.6	39.7	41.7	37.0
18	0	42.4	41.1	41.5	42.4	40.3	40.9	38.8
19	0	41.4	44.7	42.9	41.5	40.8	42.5	39.7
20	0	42.4	44.3	44.1	42.1	40.5	44.3	42.9
21	0	44.5	45.5	45.9	44.2	43.7	40.2	44.6
22	0	35.2	45.8	44.2	42.6	39.7	43.3	41.5
23	0	41.0	48.7	47.9	46.0	43.8	41.7	51.0

Hour	10-12	39.8	39.5	42.1	41.3	43.1	39.7	40.2
Ranges:	14-16	40.5	38.6	39.5	40.6	42.4	43.3	39.4
	0-24	40.7	40.0	41.2	41.4	42.2	41.4	40.3

7 Day Ave	41.0
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Channel - Eastbound

85th Percentile

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	37.6	50.9	59.3	56.9	41.5	51.5	45.3
1	0	36.8	-	53.1	53.7	49.9	46.4	52.3
2	0	48.2	41.1	-	56.0	-	42.2	40.8
3	0	54.8	51.7	50.2	61.4	44.0	44.8	51.7
4	0	57.7	59.0	59.7	53.0	51.8	44.6	53.9
5	0	49.3	54.4	55.0	54.5	50.2	47.1	52.2
6	0	52.3	52.2	51.6	55.8	52.2	52.6	51.3
7	0	46.0	48.5	47.0	46.8	51.7	51.3	47.5
8	0	45.3	46.0	46.3	48.8	48.7	49.6	48.6
9	0	45.4	44.2	46.8	46.5	48.8	48.7	47.1
10	0	45.9	46.2	46.9	45.3	47.9	45.9	44.4
11	0	44.0	45.7	49.3	48.7	48.5	45.0	45.5
12	0	44.2	44.1	48.4	46.5	47.4	47.0	45.7
13	0	46.7	44.8	47.5	46.2	48.3	46.6	44.9
14	0	46.7	42.2	45.6	47.4	47.5	48.5	45.5
15	0	45.6	46.1	46.1	45.2	47.7	48.7	44.8
16	0	46.4	43.5	44.5	46.6	47.2	45.2	46.2
17	0	45.3	44.5	45.1	44.7	45.3	47.1	43.7
18	0	48.1	47.7	48.1	48.0	46.5	47.8	44.8
19	0	49.2	50.9	49.3	47.6	47.7	47.6	46.7
20	0	47.0	50.5	54.0	47.0	45.8	50.1	47.5
21	0	50.6	49.9	54.3	50.3	50.6	43.9	51.8
22	0	42.8	52.0	47.6	47.0	44.8	47.6	48.1
23	0	42.9	56.5	54.1	50.3	49.1	47.0	57.8

Hour	10-12	45.1	46.1	48.0	47.4	48.0	45.5	45.0
Ranges:	14-16	45.9	44.6	45.9	46.6	47.5	48.5	45.1
	0-24	46.6	46.7	47.9	47.5	48.2	47.4	46.5

7 Day Ave	47.3
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Channel - Westbound

Average Speed

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	49.6	51.0	49.5	49.1	48.7	49.6	46.2
1	0	54.2	50.1	49.3	53.8	45.9	43.9	52.5
2	0	36.8	43.7	42.8	40.6	38.0	45.6	37.7
3	0	38.4	48.3	47.3	53.7	43.2	44.9	43.1
4	0	44.8	49.0	46.6	50.6	50.8	45.3	40.5
5	0	45.8	47.2	46.7	43.2	49.0	44.3	46.7
6	0	43.7	43.6	43.3	45.2	43.5	43.8	44.1
7	0	44.4	43.8	44.3	43.8	45.3	44.6	44.3
8	0	42.7	43.7	43.1	44.7	43.3	43.8	43.4
9	0	42.6	42.4	41.4	40.9	42.2	45.4	41.9
10	0	42.0	41.8	41.4	42.2	43.6	42.5	42.1
11	0	41.1	43.3	42.6	42.4	44.2	44.2	42.9
12	0	41.7	42.1	42.6	43.3	44.2	44.3	40.1
13	0	42.1	38.8	42.0	43.0	44.7	43.6	42.5
14	0	42.9	35.8	41.9	43.8	43.5	44.1	41.9
15	0	42.6	41.6	42.6	43.5	44.5	44.0	41.6
16	0	43.7	42.6	43.3	42.7	44.3	41.8	43.1
17	0	44.1	43.5	43.2	45.0	44.5	41.8	43.9
18	0	44.3	45.7	44.7	44.7	43.8	41.4	46.4
19	0	48.0	48.5	44.9	47.5	43.6	41.7	45.3
20	0	45.1	48.7	46.1	46.5	46.6	43.7	45.4
21	0	43.9	44.5	46.0	46.9	47.8	46.6	48.1
22	0	47.1	46.5	47.6	46.9	44.6	44.4	47.7
23	0	45.2	33.5	48.8	49.3	44.7	42.5	47.6

Hour	10-12	41.5	42.4	42.0	42.3	43.9	43.5	42.5
Ranges:	14-16	42.7	39.0	42.3	43.6	44.0	44.1	41.7
	0-24	43.1	42.6	43.2	43.8	44.2	43.6	43.1

7 Day Ave	43.3
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Channel - Westbound

85th Percentile

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	57.0	58.3	53.9	54.6	54.3	55.1	47.1
1	0	55.6	60.6	55.5	59.9	51.9	48.7	60.2
2	0	40.1	44.3	50.9	40.7	41.7	53.1	44.5
3	0	40.6	51.5	49.5	63.7	50.8	48.7	43.1

Bromyard - ATC 1 - A44

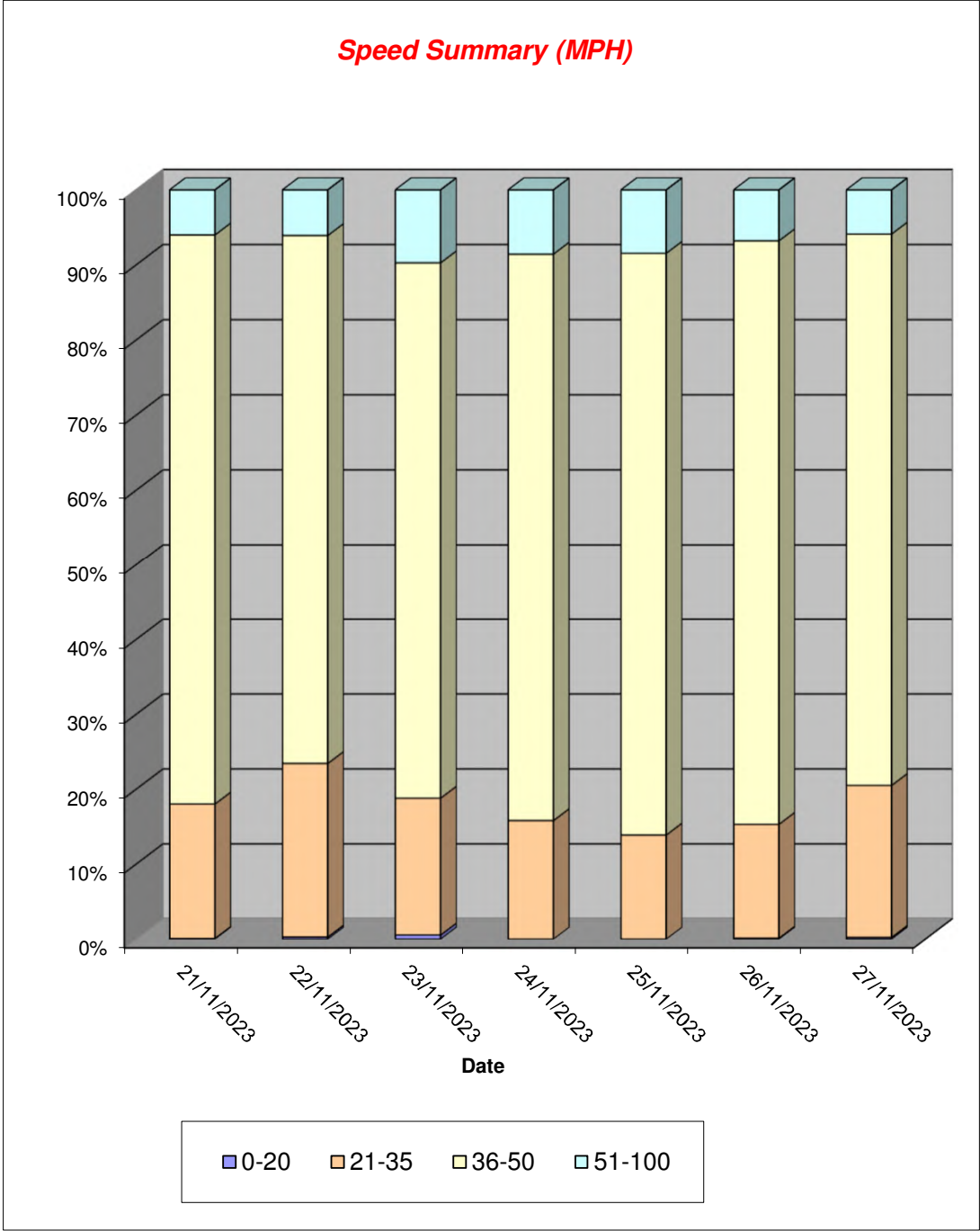
Produced by Streetwise Services Ltd.



Channel - Eastbound

Speed Summary

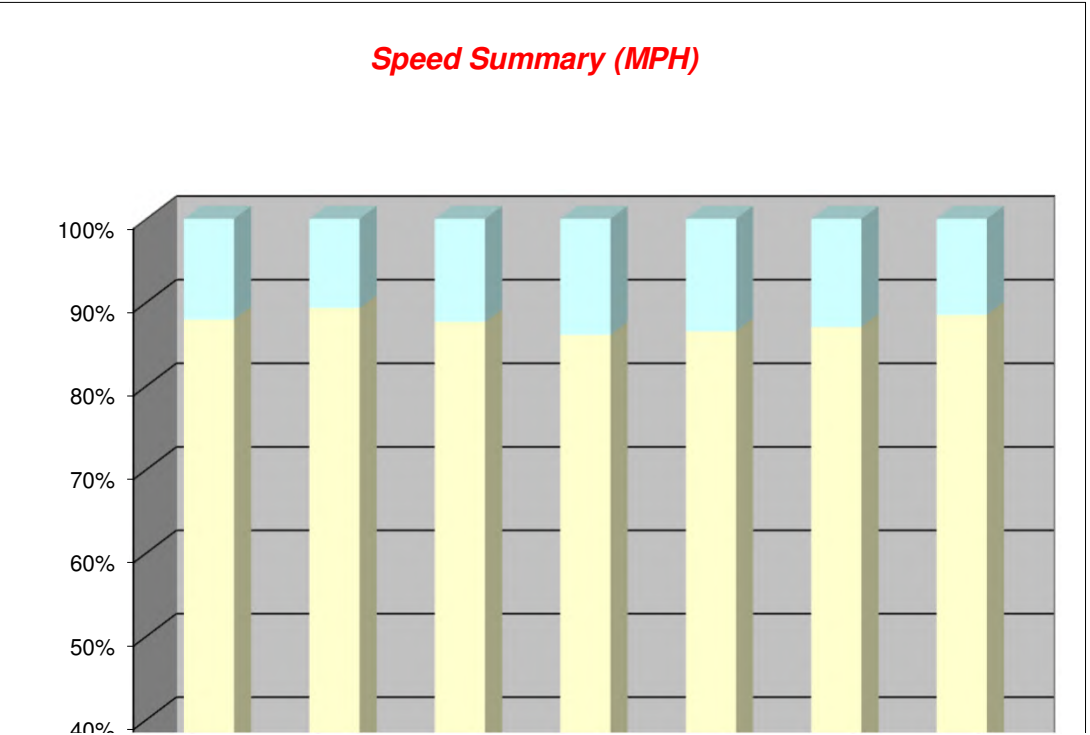
	21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	2	6	12	0	0	2	5
21-35	386	496	397	361	234	240	435
36-50	1634	1508	1553	1725	1307	1230	1578
51-100	129	130	211	195	142	107	126
TOTAL	2151	2140	2173	2281	1683	1579	2144



Channel - Westbound

Speed Summary

	21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	0	21	2	0	0	3	1
21-35	215	222	206	187	122	116	178
36-50	1654	1673	1764	1930	1408	1145	1622
51-100	256	229	278	341	238	188	234
TOTAL	2125	2145	2250	2458	1768	1452	2035



Bromyard - ATC 1 - A44

Produced by Streetwise Services Ltd.

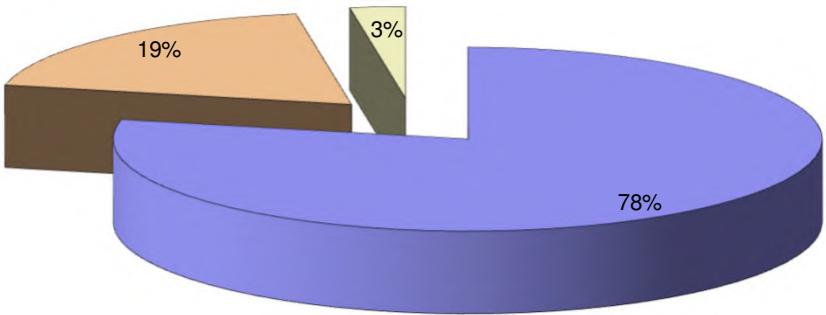


Channel - Eastbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/11/2023				
7-19	1442	408	46	1896
6-22	1596	442	50	2088
6-24	1608	446	52	2106
0-24	1633	459	59	2151
22/11/2023				
7-19	1423	390	62	1875
6-22	1558	421	67	2046
6-24	1587	422	67	2076
0-24	1618	441	81	2140
23/11/2023				
7-19	1403	401	49	1853
6-22	1591	443	52	2086
6-24	1630	446	52	2128
0-24	1659	460	54	2173
24/11/2023				
7-19	1527	397	46	1970
6-22	1697	440	51	2188
6-24	1722	441	51	2214
0-24	1760	458	63	2281
25/11/2023				
7-19	1243	191	6	1440
6-22	1380	217	7	1604
6-24	1422	221	7	1650
0-24	1445	226	12	1683
26/11/2023				
7-19	1216	168	16	1400
6-22	1309	183	20	1512
6-24	1336	185	20	1541
0-24	1365	190	24	1579
27/11/2023				
7-19	1436	407	48	1891
6-22	1550	445	53	2048
6-24	1568	446	53	2067
0-24	1615	466	63	2144
Average				
7-19	1384	337	39	1761
6-22	1526	370	43	1939
6-24	1553	372	43	1969
0-24	1585	386	51	2022

Total Vehicle Class Distribution



Channel - Westbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/11/2023				
7-19	1397	424	339	2160
6-22	1539	459	389	2387
6-24	1569	462	434	2465
0-24	1588	473	493	2554
22/11/2023				
7-19	1442	395	56	1893
6-22	1605	422	60	2087
6-24	1626	427	62	2115
0-24	1641	437	67	2145
23/11/2023				
7-19	1460	405	54	1919
6-22	1659	447	60	2166
6-24	1695	452	61	2208
0-24	1724	460	66	2250
24/11/2023				
7-19	1651	449	45	2145
6-22	1841	489	48	2378
6-24	1879	491	50	2420
0-24	1900	503	55	2458
25/11/2023				
7-19	1314	200	15	1529
6-22	1430	222	17	1669
6-24	1480	224	17	1721
0-24	1514	235	19	1768
26/11/2023				
7-19	1075	163	14	1252
6-22	1178	187	14	1379
6-24	1198	190	14	1402
0-24	1243	195	14	1452
27/11/2023				
7-19	1354	413	41	1808
6-22	1482	437	47	1966
6-24	1507	441	48	1996
0-24	1535	449	51	2035
Average				
7-19	1385	350	81	1815
6-22	1533	380	91	2005
6-24	1565	384	98	2047
0-24	1592	393	109	2095

4	0	2	3	0	0	0	0	0	0	1	0	0	0	0	6
5	0	7	1	0	0	0	0	0	0	0	0	1	0	0	9
6	0	32	12	0	0	2	0	0	0	2	0	2	0	0	50
7	0	104	36	0	0	4	0	0	0	3	0	3	2	0	152
8	0	150	39	1	0	1	0	0	0	7	0	0	3	0	201
9	0	101	30	0	0	3	0	0	0	0	0	1	1	0	136
10	0	125	34	0	0	0	0	0	0	3	0	6	3	0	171
11	0	88	20	0	0	3	0	0	0	5	0	0	5	0	121
12	0	90	22	0	0	3	0	0	0	5	0	2	2	0	124
13	0	119	28	3	0	1	0	0	0	2	0	1	1	0	155
14	0	125	22	1	0	1	0	0	0	6	0	6	1	0	162
15	0	148	40	1	0	6	0	0	0	3	0	0	4	0	202
16	0	155	34	0	0	1	0	1	0	2	0	0	0	0	193
17	0	140	17	1	0	3	0	0	0	0	1	0	1	0	163
18	0	97	15	0	0	1	0	0	0	0	0	0	0	0	113
19	0	66	6	0	0	0	0	0	0	0	0	0	0	0	72
20	0	37	5	0	0	0	0	1	0	0	0	0	0	0	43
21	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29
22	0	20	4	0	0	0	0	0	0	2	0	0	0	0	26
23	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2

Hour	7-19	1442	337	7	0	27	0	1	0	36	1	19	23	0	1893
Ranges:	6-22	1605	361	7	0	29	0	2	0	38	1	21	23	0	2087
	6-24	1626	366	7	0	29	0	2	0	40	1	21	23	0	2115
	0-24	1641	374	7	0	31	0	2	0	44	1	22	23	0	2145

Channel - Eastbound

Thursday 23/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	4	4	0	0	0	0	0	0	1	0	1	1	0	11
5	0	18	7	0	0	0	0	1	0	0	0	0	1	0	27
6	0	44	21	1	1	2	0	0	0	2	0	0	0	0	71
7	0	115	29	0	2	0	0	0	0	1	0	3	1	0	151
8	0	150	32	2	0	4	0	0	0	1	0	2	1	0	192
9	0	105	36	1	0	0	0	0	0	3	0	0	2	0	147
10	0	111	27	0	1	0	0	0	0	3	0	1	3	0	146
11	0	81	22	1	2	2	0	0	0	2	0	3	0	0	113
12	0	125	35	1	0	2	0	0	0	2	0	1	1	0	167
13	0	110	22	2	0	1	0	0	0	2	0	3	1	0	141
14	0	124	28	1	0	4	0	0	1	1	0	2	0	0	161
15	0	125	41	1	0	2	0	0	0	3	0	0	2	0	174
16	0	119	42	0	0	2	0	0	0	3	0	3	2	0	171
17	0	129	34	0	0	0	0	1	0	1	0	0	0	0	165
18	0	109	11	0	0	1	0	0	0	3	0	0	1	0	125
19	0	54	11	0	0	0	0	0	0	0	0	0	0	0	65
20	0	44	2	0	0	0	0	0	0	0	0	0	0	0	46
21	0	46	5	0	0	0	0	0	0	0	0	0	0	0	51
22	0	26	2	0	0	0	0	0	0	0	0	0	0	0	28
23	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14

Hour	7-19	1403	359	9	5	18	0	1	1	25	0	18	14	0	1853
Ranges:	6-22	1591	398	10	6	20	0	1	1	27	0	18	14	0	2086
	6-24	1630	401	10	6	20	0	1	1	27	0	18	14	0	2128
	0-24	1659	412	10	6	20	0	2	1	28	0	19	16	0	2173

Channel - Westbound

Thursday 23/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	3	1	0	0	0	0	0	0	2	0	0	0	0	6
1	0	3	1	0	0	0	0	0	0	1	0	0	0	0	5
2	0	1	1	0	0	0	0	0	0	1	0	0	0	0	3
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
5	0	14	2	0	0	0	0	0	0	1	0	0	1	0	18
6	0	35	16	2	1	3	0	0	0	1	0	2	1	0	61
7	0	106	31	1	0	1	0	2	0	0	0	1	2	0	144
8	0	148	37	2	2	5	0	0	0	3	0	1	3	0	201
9	0	114	29	2	2	2	0	0	0	4	0	1	2	0	156
10	0	97	26	1	0	2	0	0	0	2	0	2	2	0	132
11	0	96	29	0	0	2	0	0	0	2	0	2	3	0	134
12	0	127	16	3	0	0	0	0	0	3	0	4	2	0	155
13	0	124	28	2	0	4	0	0	0	6	0	5	0	0	169
14	0	95	31	1	0	5	0	0	0	3	0	1	1	0	137
15	0	138	35	0	0	3	0	0	0	2	0	0	0	0	178
16	0	145	44	0	0	1	0	0	0	1	0	5	4	0	200
17	0	168	26	1	0	1	0	0	0	0	0	0	1	0	197
18	0	102	12	0	0	0	0	0	0	2	0	0	0	0	116
19	0	79	9	0	0	0	0	0	0	0	0	2	1	0	91
20	0	50	6	0	0	1	0	0	0	0	0	0	0	0	57
21	0	35	3	0	0	0	0	0	0	0	0	0	0	0	38
22	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
23	0	11	2	0	0	0	0	0	0	1	0	0	0	0	14

Hour	7-19	1460	344	13	4	26	0	2	0	28	0	22	20	0	1919
Ranges:	6-22	1659	378	15	5	30	0	2	0	29	0	26	22	0	2166
	6-24	1695	383	15	5	30	0	2	0	30	0	26	22	0	2208
	0-24	1724	390	15	5	30	0	2	0	35	0	26	23	0	2250

Channel - Eastbound

Friday 24/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	

4	0	0	0	0	0	0	0	0	2	1	3	0	0	6
5	0	0	0	0	0	0	0	1	1	6	1	0	0	9
6	0	0	0	0	0	0	0	2	20	11	10	6	1	50
7	0	0	0	0	0	0	1	4	50	43	31	21	2	152
8	0	0	0	0	1	0	13	35	79	55	18	0	0	201
9	0	0	0	0	0	1	14	44	42	22	12	1	0	136
10	0	0	0	0	0	5	16	51	61	28	10	0	0	171
11	0	0	0	0	0	1	6	29	46	26	13	0	0	121
12	0	0	0	0	0	1	8	44	42	24	3	2	0	124
13	0	1	3	4	9	11	19	33	41	20	14	0	0	155
14	0	2	3	1	9	25	30	46	34	8	3	1	0	162
15	0	0	1	6	2	1	8	64	63	46	9	2	0	202
16	0	0	0	0	0	0	15	57	77	26	17	1	0	193
17	0	0	0	0	0	3	6	43	54	42	14	1	0	163
18	0	0	0	0	1	1	3	11	45	29	21	2	0	113
19	0	0	0	0	0	0	2	5	19	21	20	4	1	72
20	0	0	0	0	0	1	0	5	13	10	8	6	0	43
21	0	0	0	0	0	0	1	6	9	11	2	0	0	29
22	0	0	0	0	0	0	1	4	11	5	3	1	1	26
23	0	0	0	0	1	0	0	0	0	1	0	0	0	2

Hour	7-19	3	7	11	22	50	142	507	627	357	155	12	0	1893
Ranges:	6-22	3	7	11	22	51	147	543	679	409	191	23	1	2087
	6-24	3	7	11	23	51	148	547	690	415	194	24	2	2115
	0-24	3	7	11	23	51	148	549	699	425	201	26	2	2145

Channel - Eastbound

Thursday 23/11/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	1	1	1	0	1	0	4
1	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	1	0	0	1	0	0	2
4	0	0	0	0	0	0	1	2	1	1	4	2	0	11
5	0	0	0	0	0	0	0	5	5	2	14	1	0	27
6	0	0	0	0	0	0	3	18	22	13	15	0	0	71
7	0	0	0	0	0	2	20	55	50	9	14	1	0	151
8	0	0	0	0	2	10	40	62	39	27	12	0	0	192
9	0	0	0	0	0	4	36	44	34	16	13	0	0	147
10	0	0	0	0	1	8	6	39	64	15	13	0	0	146
11	0	0	0	0	0	1	11	32	31	24	14	0	0	113
12	0	0	0	0	3	9	19	41	46	35	11	2	1	167
13	0	0	0	0	0	4	15	49	39	23	9	2	0	141
14	0	0	0	0	1	12	19	54	50	14	11	0	0	161
15	0	0	4	8	0	2	34	48	46	25	6	1	0	174
16	0	0	0	0	1	2	60	44	41	20	3	0	0	171
17	0	0	0	0	1	10	23	61	48	13	9	0	0	165
18	0	0	0	0	0	4	14	37	40	21	9	0	0	125
19	0	0	0	0	0	3	3	18	20	12	9	0	0	65
20	0	0	0	0	0	0	5	12	13	7	7	2	0	46
21	0	0	0	0	0	3	3	6	15	10	11	3	0	51
22	0	0	0	0	0	0	1	6	12	5	4	0	0	28
23	0	0	0	0	0	0	1	2	3	3	4	1	0	14

Hour	7-19	0	4	8	9	68	297	566	528	242	124	6	1	1853
Ranges:	6-22	0	4	8	9	74	311	620	598	284	166	11	1	2086
	6-24	0	4	8	9	74	313	628	592	292	174	12	1	2128
	0-24	0	4	8	9	74	314	637	620	296	194	16	1	2173

Channel - Westbound

Thursday 23/11/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	1	3	2	0	0	6
1	0	0	0	0	0	0	0	1	1	0	3	0	0	5
2	0	0	0	0	0	0	1	1	0	0	1	0	0	3
3	0	0	0	0	0	0	0	0	1	2	0	0	0	3
4	0	0	0	0	0	0	0	1	1	3	2	0	0	7
5	0	0	0	0	0	0	1	2	2	9	4	0	0	18
6	0	0	0	0	0	0	5	22	14	11	8	1	0	61
7	0	0	0	0	0	1	7	32	50	33	18	3	0	144
8	0	0	0	0	0	2	17	56	61	42	21	2	0	201
9	0	0	0	0	0	3	16	51	60	17	8	1	0	156
10	0	0	0	0	0	2	21	40	36	22	11	0	0	132
11	0	0	0	0	1	1	12	37	46	22	15	0	0	134
12	0	0	0	0	0	0	10	42	62	27	12	2	0	155
13	0	0	0	0	0	3	19	50	52	31	11	2	1	169
14	0	0	0	0	0	5	13	36	52	18	13	0	0	137
15	0	0	1	1	0	1	18	50	59	28	18	1	1	178
16	0	0	0	0	1	2	12	51	74	36	22	1	1	200
17	0	0	0	0	0	1	15	54	63	41	19	4	0	197
18	0	0	0	0	0	0	2	28	40	28	17	1	0	116
19	0	0	0	0	0	0	5	18	34	18	15	1	0	91
20	0	0	0	0	0	1	4	5	14	19	14	0	0	57
21	0	0	0	0	0	0	1	2	18	9	8	0	0	38
22	0	0	0	0	0	0	2	1	5	13	7	0	0	28
23	0	0	0	0	0	0	1	1	3	2	6	1	0	14

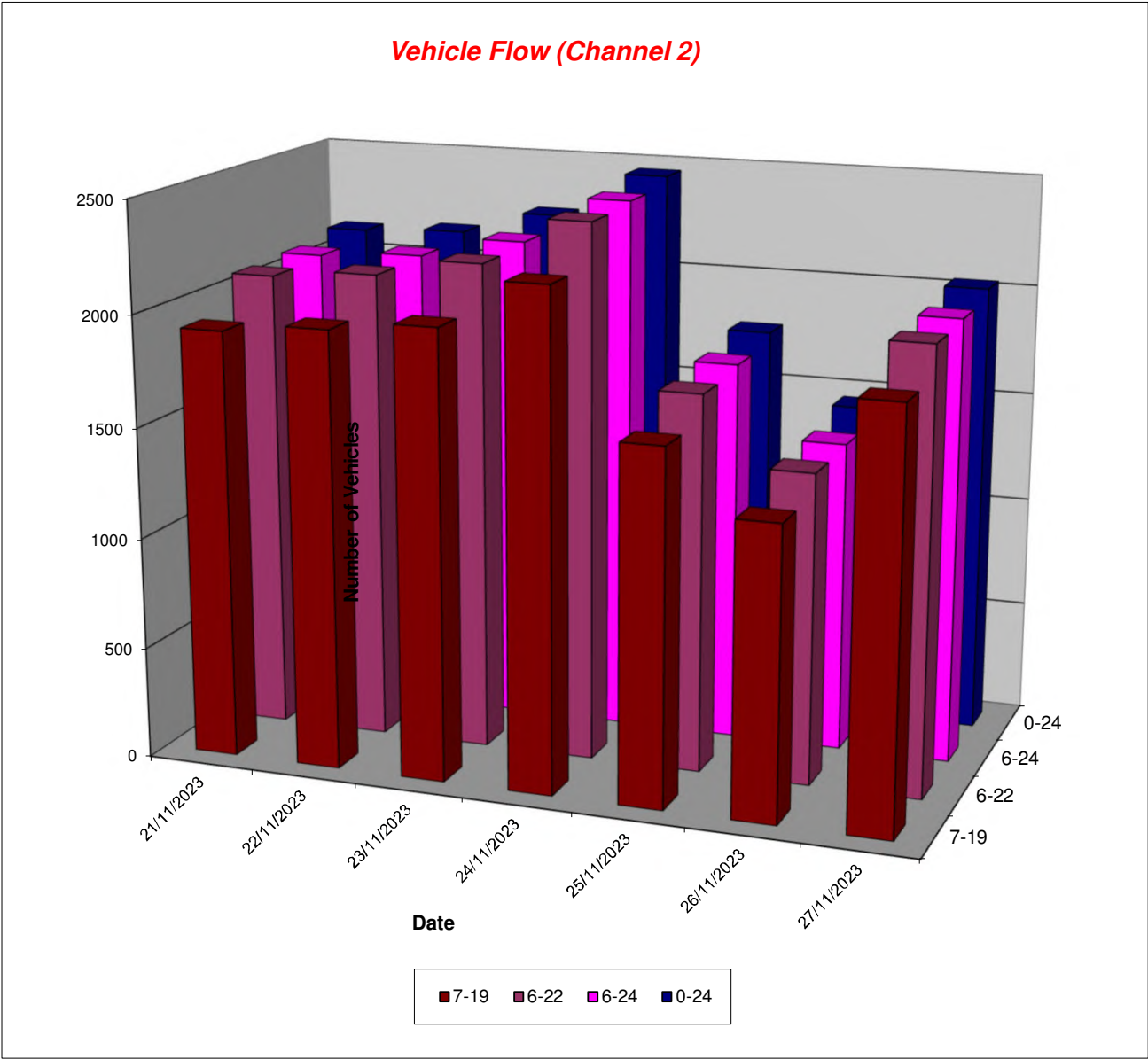
Hour	7-19	0	1	1	2	21	162	527	655	345	185	17	3	1919
Ranges:	6-22	0	1	1	2	22	177	574	735	402	230	19	3	2166
	6-24	0	1	1	2	22	180	576	743	417	243	20	3	2208
	0-24	0	1	1	2	22	182	581	749	434	255	20	3	2250

Channel - Eastbound

Friday 24/11/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL

15	0	187	202	178	213	139	103	156	187	168
16	0	190	193	200	232	131	108	163	196	174
17	0	165	163	197	193	107	102	162	176	156
18	0	108	113	116	132	78	73	99	114	103
19	0	56	72	91	79	57	50	41	68	64
20	0	41	43	57	51	42	37	40	46	44
21	0	32	29	38	46	27	32	23	34	32
22	0	25	26	28	27	27	14	20	25	24
23	0	10	2	14	15	25	9	10	10	12

Hour	7-19	1924	1965	2010	2224	1586	1302	1849	1994	1837
Ranges:	6-22	2077	2113	2194	2405	1696	1393	1986	2155	1981
	6-24	2087	2115	2208	2420	1721	1402	1996	2165	1993
	0-24	2125	2145	2250	2458	1768	1452	2035	2203	2033

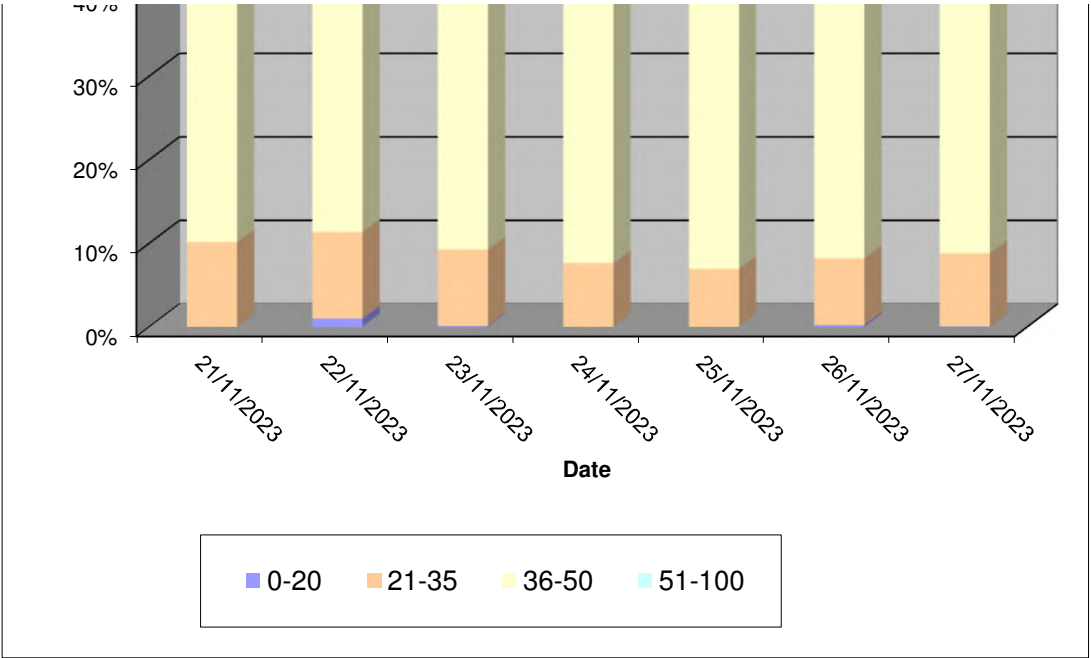


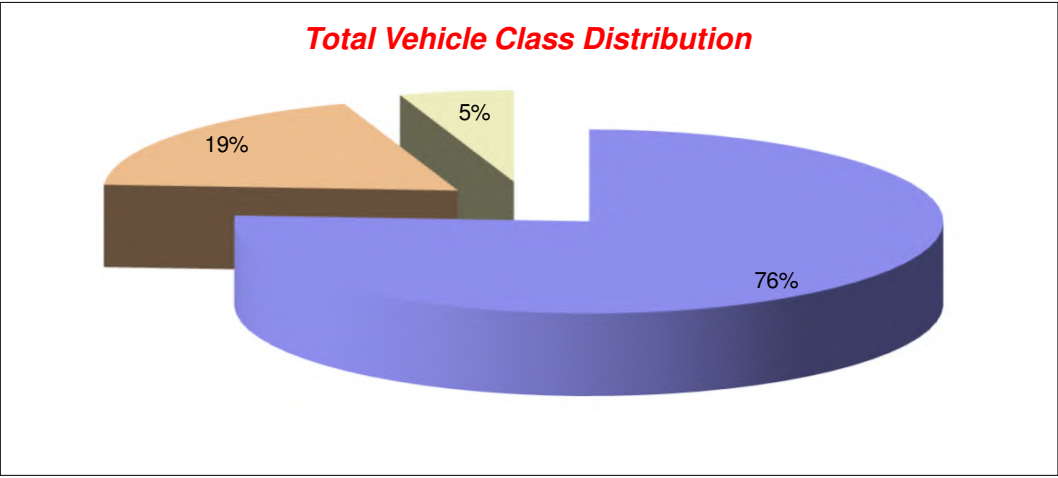
4	0	52.2	54.5	52.1	52.3	60.4	45.3	48.1
5	0	52.3	50.0	51.7	48.0	53.3	47.6	55.0
6	0	50.6	49.7	50.4	51.9	51.6	50.8	52.3
7	0	50.3	50.5	50.4	51.2	51.8	50.2	50.3
8	0	50.5	49.3	49.6	50.6	48.8	49.2	48.3
9	0	48.2	48.6	46.0	45.9	48.0	51.8	48.1
10	0	47.0	47.2	47.9	48.9	49.6	49.9	47.4
11	0	46.4	48.4	47.6	48.3	48.7	50.5	47.7
12	0	46.7	47.0	47.8	49.1	50.5	50.3	46.7
13	0	49.1	47.7	47.4	49.1	49.8	48.6	48.3
14	0	50.1	43.9	47.3	49.9	50.1	49.5	47.5
15	0	48.4	47.8	49.3	48.4	48.9	50.1	47.8
16	0	49.4	48.1	50.0	48.4	50.5	47.1	50.8
17	0	50.5	48.7	49.1	51.1	50.2	49.0	49.8
18	0	50.3	52.4	50.7	51.7	49.4	48.5	51.1
19	0	55.6	56.2	52.9	54.9	48.9	46.4	51.8
20	0	49.7	58.9	51.9	52.8	52.1	49.8	52.8
21	0	49.6	48.0	51.6	53.7	52.1	55.9	56.8
22	0	54.1	53.7	52.1	52.1	50.5	52.5	51.4
23	0	47.5	42.0	55.7	61.0	49.9	45.3	56.4

Hour
Ranges:

10-12	46.6	47.6	47.7	48.9	49.5	50.5	47.6
14-16	48.9	46.7	48.5	49.0	49.4	49.8	47.5
0-24	49.4	49.0	49.6	50.1	50.1	50.0	49.2

7 Day Ave	49.6
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0	0	14	2	0	0	0	0	0	0	1	0	0	0	0	17
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
4	0	5	1	0	0	0	0	0	0	2	0	2	2	0	12
5	0	17	10	0	0	1	0	0	0	3	0	3	0	0	34
6	0	31	18	0	0	1	0	0	0	1	0	2	1	0	54
7	0	102	22	2	0	2	0	0	0	1	0	4	3	0	136
8	0	137	35	0	0	1	0	0	0	2	0	2	2	0	179
9	0	114	22	3	1	2	0	0	0	3	0	1	0	0	146
10	0	117	25	2	0	3	0	0	0	3	0	3	1	0	154
11	0	111	24	0	0	2	0	1	0	0	0	1	1	0	140
12	0	128	28	1	0	1	0	1	0	6	0	1	1	0	167
13	0	128	30	2	0	3	0	1	0	2	0	3	2	0	171
14	0	165	26	1	0	1	0	1	0	4	0	3	1	0	202
15	0	149	52	3	0	4	0	0	0	3	0	1	3	0	215
16	0	145	40	0	0	2	0	0	0	0	0	1	0	0	188
17	0	143	26	0	0	0	0	0	0	0	0	1	0	0	170
18	0	88	12	0	0	2	0	0	0	0	0	0	0	0	102
19	0	59	10	1	0	0	0	0	0	0	0	1	0	0	71
20	0	42	8	0	0	0	0	0	0	0	0	0	0	0	50
21	0	38	4	0	0	0	0	0	0	0	0	1	0	0	43
22	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
23	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14

Hour	7-19	1527	342	14	1	23	0	4	0	24	0	21	14	0	1970
Ranges:	6-22	1697	382	15	1	24	0	4	0	25	0	25	15	0	2188
	6-24	1722	383	15	1	24	0	4	0	25	0	25	15	0	2214
	0-24	1760	397	15	1	25	0	4	0	32	0	30	17	0	2281

Channel - Westbound

Friday 24/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	4	2	0	0	0	0	0	0	1	0	0	0	0	7
1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
3	0	2	2	0	0	0	0	0	0	1	0	0	0	0	5
4	0	3	2	0	0	0	0	0	0	1	0	0	0	0	6
5	0	11	0	1	0	0	0	0	0	0	0	1	2	0	15
6	0	34	13	0	0	6	0	0	0	1	0	1	2	0	57
7	0	102	33	0	0	3	0	0	0	2	0	3	4	0	147
8	0	151	49	1	0	6	0	0	1	3	0	1	2	0	214
9	0	132	38	1	0	5	0	2	0	1	0	2	3	0	184
10	0	92	24	2	0	2	0	0	0	4	0	3	5	0	132
11	0	129	24	1	0	5	0	1	0	6	0	2	0	0	168
12	0	122	33	3	0	1	0	1	0	2	0	1	3	0	166
13	0	147	22	0	0	1	0	5	0	1	0	1	0	0	177
14	0	139	42	0	0	4	0	1	0	0	0	0	1	0	187
15	0	172	34	2	0	1	0	0	0	1	0	2	1	0	213
16	0	185	39	0	0	1	0	0	1	4	0	1	1	0	232
17	0	169	23	0	0	0	0	0	0	0	0	1	0	0	193
18	0	111	16	0	0	3	0	0	0	1	0	1	0	0	132
19	0	70	9	0	0	0	0	0	0	0	0	0	0	0	79
20	0	44	6	0	0	0	0	0	0	0	0	1	0	0	51
21	0	42	4	0	0	0	0	0	0	0	0	0	0	0	46
22	0	24	2	0	0	0	0	0	0	1	0	0	0	0	27
23	0	14	0	0	0	0	0	0	0	1	0	0	0	0	15

Hour	7-19	1651	377	10	0	32	0	10	2	25	0	18	20	0	2145
Ranges:	6-22	1841	409	10	0	38	0	10	2	26	0	20	22	0	2378
	6-24	1879	411	10	0	38	0	10	2	28	0	20	22	0	2420
	0-24	1900	420	11	0	38	0	10	2	32	0	21	24	0	2458

Channel - Eastbound

Saturday 25/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
1	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	1	0	0	0	0	0	3	0	1	0	0	6
4	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
5	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
6	0	8	9	0	0	1	0	0	0	0	0	1	0	0	19
7	0	31	11	0	0	1	0	1	0	0	0	0	0	0	44
8	0	74	17	1	0	3	0	0	0	0	0	1	1	0	97
9	0	112	18	0	0	1	0	0	0	1	0	0	0	0	132
10	0	127	19	0	0	1	0	0	0	0	0	0	0	0	147
11	0	101	16	0	0	2	0	0	0	1	0	1	0	0	121
12	0	123	8	0	0	1	0	0	0	0	0	0	0	0	132
13	0	121	11	0	0	3	0	0	0	0	0	0	2	0	137
14	0	124	20	0	0	0	0	0	0	0	0	0	1	0	145
15	0	124	18	0	0	0	0	0	0	0	0	1	0	0	143
16	0	131	15	1	0	1	0	1	0	0	0	0	0	0	149
17	0	94	12	0	0	0	0	0	0	0	0	0	0	0	106
18	0	81	5	0	0	0	0	0	1	0	0	0	0	0	87
19	0	67	5	0	0	0	0	0	0	0	0	0	0	0	72
20	0	35	8	0	0	0	0	0	0	0	0	0	1	0	44
21	0	27	2	0	0	0	0	0	0	0	0	0	0	0	29
22	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
23	0	24	3	0	0	0	0	0	0	0	0	0	0	0	27

Hour	7-19	1243	170	2	0	13	0	2	1	2	0	3	4	0	1440
Ranges:	6-22	1380	194	2	0	14	0	2	1	2	0	4	5	0	1604
	6-24	1422	198	2	0	14	0	2	1	2	0	4	5	0	1650
	0-24	1445	201	3	0	14	0	3	1	6	0	5	5	0	1683

Channel - Westbound

Saturday 25/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	16	6	0	0	0	0	0	0	0	0	0	1	0	23
1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
2	0	1	1	0	0	0	0	0	0	1	0	0	0	0	3
3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	0	9	3	0	0	0	0	1	0	0	0	1	0	0	14
7	0	35	12	0	0	2	0	0	0	1	0	0	0	0	50
8	0	86	15	0	0	0	0	0	0	2	0	1	2	0	106
9	0	107	12	0	0	3	0	0	0	1	0	1	1	0	125
10	0	127	27	0	0	2	0	0	0	0	0	0	0	0	156
11	0	146	17	0	0	0	0	0	0	0	0	0	1	0	164
12	0	154	17	0	0	0	0	0	0	4	0	0	0	0	175
13	0	143	17	0	0	0	0	0	0	1	0	0	2	0	163

0	0	0	0	0	0	0	2	2	3	2	6	2	0	17
1	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3	0	0	0	0	0	0	0	0	0	1	0	1	0	2
4	0	0	0	0	0	0	1	2	4	1	3	1	0	12
5	0	0	0	0	0	0	1	6	15	3	7	2	0	34
6	0	0	0	0	0	0	1	5	11	14	21	2	0	54
7	0	0	0	0	0	5	21	53	32	12	12	1	0	136
8	0	0	0	0	5	11	22	48	43	29	19	2	0	179
9	0	0	0	0	1	4	11	55	48	20	6	1	0	146
10	0	0	0	0	2	2	30	48	51	17	4	0	0	154
11	0	0	0	0	0	1	12	37	43	31	16	0	0	140
12	0	0	0	0	0	6	9	61	60	21	10	0	0	167
13	0	0	0	0	0	10	25	55	49	24	8	0	0	171
14	0	0	0	0	0	5	24	42	81	42	8	0	0	202
15	0	0	0	0	0	9	44	76	58	20	8	0	0	215
16	0	0	0	0	0	11	30	62	49	24	12	0	0	188
17	0	0	0	0	0	3	23	58	66	13	6	1	0	170
18	0	0	0	0	0	0	12	23	43	12	12	0	0	102
19	0	0	0	0	0	1	9	26	15	13	7	0	0	71
20	0	0	0	0	0	0	3	19	17	6	5	0	0	50
21	0	0	0	0	0	0	3	8	15	10	6	1	0	43
22	0	0	0	0	0	0	2	1	6	2	1	0	0	12
23	0	0	0	0	0	0	0	2	7	3	1	1	0	14

Hour	7-19	0	0	0	8	67	263	618	623	265	121	5	0	1970
Ranges:	6-22	0	0	0	8	68	279	676	681	308	160	8	0	2188
	6-24	0	0	0	8	68	281	679	694	313	162	9	0	2214
	0-24	0	0	0	8	68	285	689	716	320	180	15	0	2281

Channel - Westbound

Friday 24/11/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	4	0	2	1	0	7	
1	0	0	0	0	0	0	0	0	1	0	1	1	0	3	
2	0	0	0	0	0	0	0	1	1	0	0	0	0	2	
3	0	0	0	0	0	0	0	0	2	2	0	0	1	5	
4	0	0	0	0	0	0	0	0	1	0	5	0	0	6	
5	0	0	0	0	0	0	3	1	4	6	1	0	0	15	
6	0	0	0	0	0	1	4	9	18	14	8	2	1	57	
7	0	0	0	0	0	2	13	29	55	22	24	1	1	147	
8	0	0	0	0	0	0	9	46	75	51	30	3	0	214	
9	0	0	0	0	0	2	30	55	66	25	5	1	0	184	
10	0	0	0	0	0	2	13	39	42	21	13	2	0	132	
11	0	0	0	0	0	2	14	53	54	31	13	1	0	168	
12	0	0	0	0	0	2	11	39	60	34	19	1	0	166	
13	0	0	0	0	1	3	17	41	59	38	15	2	1	177	
14	0	0	0	0	1	0	8	48	70	37	18	4	1	187	
15	0	0	0	0	0	0	6	57	91	39	18	2	0	213	
16	0	0	0	0	0	6	16	62	72	60	14	2	0	232	
17	0	0	0	0	0	0	7	39	59	55	29	4	0	193	
18	0	0	0	0	0	2	8	25	44	23	29	1	0	132	
19	0	0	0	0	0	0	1	13	21	20	19	5	0	79	
20	0	0	0	0	0	0	0	7	18	13	12	1	0	51	
21	0	0	0	0	0	1	1	2	17	12	13	0	0	46	
22	0	0	0	0	0	0	1	2	9	8	6	1	0	27	
23	0	0	0	0	0	0	0	2	4	2	4	3	0	15	

Hour	7-19	0	0	0	2	21	152	533	747	436	227	24	3	2145
Ranges:	6-22	0	0	0	2	23	158	564	821	495	279	32	4	2378
	6-24	0	0	0	2	23	159	568	834	505	289	36	4	2420
	0-24	0	0	0	2	23	162	570	847	513	298	38	5	2458

Channel - Eastbound

Saturday 25/11/2023		Vehicle Speeds (MPH)												TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
1	0	0	0	0	0	0	0	1	2	2	1	0	0	6
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	1	0	3	2	0	0	0	0	6
4	0	0	0	0	0	0	0	0	1	1	1	0	0	3
5	0	0	0	0	0	0	2	4	1	4	2	0	0	13
6	0	0	0	0	0	0	0	4	5	5	5	0	0	19
7	0	0	0	0	0	0	4	11	8	12	9	0	0	44
8	0	0	0	0	0	0	14	15	37	21	10	0	0	97
9	0	0	0	0	0	0	9	28	54	28	12	1	0	132
10	0	0	0	0	2	1	6	43	47	38	10	0	0	147
11	0	0	0	0	0	0	6	29	51	27	6	0	2	121
12	0	0	0	0	0	0	8	21	59	34	10	0	0	132
13	0	0	0	0	0	1	15	34	37	39	8	2	1	137
14	0	0	0	0	0	0	16	40	46	32	10	1	0	145
15	0	0	0	0	0	0	14	49	42	25	13	0	0	143
16	0	0	0	0	7	20	16	44	31	23	8	0	0	149
17	0	0	0	0	2	9	21	28	30	9	5	1	1	106
18	0	0	0	0	0	2	22	24	24	10	3	2	0	87
19	0	0	0	0	0	6	10	23	17	8	7	1	0	72
20	0	0	0	0	0	0	9	13	12	9	1	0	0	44
21	0	0	0	0	0	0	4	6	8	5	5	1	0	29
22	0	0	0	0	0	2	2	4	9	2	0	0	0	19
23	0	0	0	0	0	0	2	7	9	6	2	1	0	27

Hour	7-19	0	0	0	11	33	151	366	466	298	104	7	4	1440
Ranges:	6-22	0	0	0	11	39	174	412	508	325	122	9	4	1604
	6-24	0	0	0	11	41	178	423	526	333	124	10	4	1650
	0-24	0	0	0	11	42	181	433	534	340	128	10	4	1683

Channel - Westbound

Saturday 25/11/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	2	4	9	7	1	0	23	
1	0	0	0	0	0	0	0	1	3	1	2	0	0	7	
2	0	0	0	0	0	0	1	1	1	0	0	0	0	3	
3	0	0	0	0	0	1	0	1	0	2	1	0	0	5	
4	0	0	0	0	0	0	0	1	0	1	1	1	0	4	
5	0	0	0	0	0	0	0	0	1	2	2	0	0	5	
6	0	0	0	0	0	0	2	3	4	2	3	0	0	14	
7	0	0	0	0	0	0	2	7	19	12	10	0	0	50	
8	0	0	0	0	0	2	8	20	41	27	7	1	0	106	
9	0	0	0	0	0	1	15	34	35	30	10	0	0	125	
10	0	0	0	0	0	1	11	35	61	28	17	3	0	156	
11	0	0	0	0	0	0	10	32	56	46	19	1	0	164	
12	0	0	0	0	1	1	10	30	67	40	24	2	0	175	
13	0	0	0	0	0	0	6	41	59	36	16	3	2	163	

14	0	116	14	1	0	0	0	0	0	1	0	2	1	0	135
15	0	120	16	0	0	2	0	0	0	1	0	0	0	0	139
16	0	116	15	0	0	0	0	0	0	0	0	0	0	0	131
17	0	96	11	0	0	0	0	0	0	0	0	0	0	0	107
18	0	68	10	0	0	0	0	0	0	0	0	0	0	0	78
19	0	46	10	0	0	0	0	0	0	0	0	0	1	0	57
20	0	35	6	0	0	0	0	0	0	1	0	0	0	0	42
21	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
22	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
23	0	24	0	0	0	0	0	0	0	0	0	0	1	0	25

Hour	7-19	1314	183	1	0	9	0	0	0	11	0	4	7	0	1529
Ranges:	6-22	1430	203	1	0	9	0	1	0	12	0	5	8	0	1669
	6-24	1480	204	1	0	9	0	1	0	12	0	5	9	0	1721
	0-24	1514	214	1	0	9	0	1	1	13	0	5	10	0	1768

Channel - Eastbound

Sunday 26/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	16	0	1	0	0	0	0	0	0	0	0	1	0	18
1	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
5	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3
6	0	10	1	0	0	0	0	0	0	1	0	1	0	0	13
7	0	23	4	0	0	0	0	0	0	1	0	0	0	0	28
8	0	32	8	0	0	2	0	0	0	1	0	0	1	0	44
9	0	94	13	0	0	1	0	0	0	1	0	0	0	0	109
10	0	120	13	0	0	1	0	0	0	0	0	1	0	0	135
11	0	161	14	0	0	2	0	2	0	1	0	1	0	0	181
12	0	134	14	0	0	1	0	0	0	0	0	3	0	0	152
13	0	133	13	0	0	1	0	1	1	0	0	1	0	0	150
14	0	124	19	0	0	1	0	0	0	1	0	1	0	0	146
15	0	125	11	0	0	2	0	1	0	0	0	1	1	0	141
16	0	130	13	0	0	0	0	0	0	0	0	1	0	0	144
17	0	80	13	0	0	0	0	2	0	0	0	0	0	0	95
18	0	60	13	0	0	0	0	0	0	1	0	0	1	0	75
19	0	44	4	0	0	0	0	0	0	1	0	0	0	0	49
20	0	19	6	0	0	1	0	0	0	0	0	0	0	0	26
21	0	20	3	0	0	0	0	0	0	1	0	0	0	0	24
22	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
23	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9

Hour	7-19	1216	148	0	0	11	0	6	1	6	0	9	3	0	1400
Ranges:	6-22	1309	162	0	0	12	0	6	1	9	0	10	3	0	1512
	6-24	1336	164	0	0	12	0	6	1	9	0	10	3	0	1541
	0-24	1365	167	1	0	12	0	6	1	12	0	11	4	0	1579

Channel - Westbound

Sunday 26/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	21	0	0	0	1	0	0	0	0	0	0	0	0	22
1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	0	7	1	0	0	1	0	0	0	0	0	0	0	0	9
6	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
7	0	19	2	0	0	2	0	0	0	2	0	0	0	0	25
8	0	50	9	0	0	0	1	0	0	4	0	0	0	0	64
9	0	75	9	0	0	1	0	0	0	1	0	0	1	0	87
10	0	93	17	0	0	3	0	1	0	0	0	1	0	0	115
11	0	122	22	0	0	2	0	1	0	1	0	0	0	0	148
12	0	151	13	0	0	2	0	1	0	1	0	0	2	0	170
13	0	106	16	0	0	0	0	0	0	2	0	0	0	0	124
14	0	116	13	0	0	2	0	1	0	1	0	0	0	0	133
15	0	98	5	0	0	0	0	0	0	0	0	0	0	0	103
16	0	93	13	0	0	2	0	0	0	0	0	0	0	0	108
17	0	93	8	0	0	0	0	0	0	0	0	1	0	0	102
18	0	59	13	0	0	0	0	0	0	0	0	0	1	0	73
19	0	40	10	0	0	0	0	0	0	0	0	0	0	0	50
20	0	28	9	0	0	0	0	0	0	0	0	0	0	0	37
21	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32
22	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
23	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9

Hour	7-19	1075	140	0	0	14	1	4	0	12	0	2	4	0	1252
Ranges:	6-22	1178	164	0	0	14	1	4	0	12	0	2	4	0	1379
	6-24	1198	167	0	0	14	1	4	0	12	0	2	4	0	1402
	0-24	1243	170	0	0	16	1	4	0	12	0	2	4	0	1452

Channel - Eastbound

Monday 27/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	6	1	0	0	0	0	0	0	0	0	2	0	0	9

14	0	0	0	0	0	0	14	31	41	30	18	1	0	135
15	0	0	0	0	0	1	5	17	58	45	12	1	0	139
16	0	0	0	0	1	0	8	22	47	33	19	1	0	131
17	0	0	0	0	0	0	3	32	32	24	12	3	1	107
18	0	0	0	0	0	0	9	12	28	20	9	0	0	78
19	0	0	0	0	0	0	6	15	13	17	5	1	0	57
20	0	0	0	0	0	0	1	4	15	14	7	0	1	42
21	0	0	0	0	0	0	1	2	7	9	7	1	0	27
22	0	0	0	0	0	0	0	6	11	6	4	0	0	27
23	0	0	0	0	0	0	1	4	8	10	2	0	0	25

Hour	7-19	0	0	0	2	6	101	313	544	371	173	16	3	1529
Ranges:	6-22	0	0	0	2	6	111	337	583	413	195	18	4	1669
	6-24	0	0	0	2	6	112	347	602	429	201	18	4	1721
	0-24	0	0	0	2	7	113	353	611	444	214	20	4	1768

Channel - Eastbound

Sunday		Vehicle Speeds (MPH)												
26/11/2023														
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	7	1	3	4	3	0	0	18
1	0	0	0	0	0	1	0	1	5	2	0	0	0	9
2	0	0	0	0	0	0	0	1	1	0	0	0	0	2
3	0	0	0	0	0	0	0	0	2	1	0	0	0	3
4	0	0	0	0	0	0	0	2	0	1	0	0	0	3
5	0	0	0	0	0	1	0	1	0	0	1	0	0	3
6	0	0	0	0	0	0	0	6	1	3	3	0	0	13
7	0	0	0	0	0	0	5	7	9	2	5	0	0	28
8	0	0	0	2	0	5	0	11	12	8	6	0	0	44
9	0	0	0	0	3	1	14	24	35	24	8	0	0	109
10	0	0	0	0	0	8	16	35	51	22	3	0	0	135
11	0	0	0	0	2	21	24	69	41	14	10	0	0	181
12	0	0	0	0	0	2	22	40	49	32	7	0	0	152
13	0	0	0	0	1	11	18	44	46	21	9	0	0	150
14	0	0	0	0	0	7	3	26	63	31	16	0	0	146
15	0	0	0	0	0	0	8	35	57	28	12	1	0	141
16	0	0	0	0	0	4	18	48	53	14	7	0	0	144
17	0	0	0	0	0	1	8	37	28	16	4	1	0	95
18	0	0	0	0	0	3	12	17	26	15	2	0	0	75
19	0	0	0	0	0	0	4	16	17	7	5	0	0	49
20	0	0	0	0	0	0	3	6	3	11	2	1	0	26
21	0	0	0	0	0	0	4	9	9	1	1	0	0	24
22	0	0	0	0	0	0	2	4	4	10	0	0	0	20
23	0	0	0	0	0	0	1	3	3	2	0	0	0	9

Hour	7-19	0	0	2	6	63	148	393	470	227	89	2	0	1400
Ranges:	6-22	0	0	2	6	63	159	430	500	249	100	3	0	1512
	6-24	0	0	2	6	63	162	437	507	261	100	3	0	1541
	0-24	0	0	2	6	65	169	443	518	269	104	3	0	1579

Channel - Westbound

Sunday		Vehicle Speeds (MPH)												
26/11/2023														
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	1	7	3	10	1	0	22
1	0	0	0	0	0	0	0	1	3	2	0	0	0	6
2	0	0	0	0	0	0	1	2	1	3	3	0	0	10
3	0	0	0	0	0	0	0	1	0	1	0	0	0	2
4	0	0	0	0	0	0	0	0	1	0	0	0	0	1
5	0	0	0	0	0	0	1	1	1	6	0	0	0	9
6	0	0	0	0	0	0	1	2	1	2	2	0	0	8
7	0	0	0	0	0	0	0	6	10	6	3	0	0	25
8	0	0	0	1	0	0	4	16	17	20	5	1	0	64
9	0	0	0	0	0	1	4	12	27	25	18	0	0	87
10	0	0	0	0	1	1	13	39	29	15	15	2	0	115
11	0	0	0	0	0	1	5	39	46	35	18	4	0	148
12	0	0	0	0	0	0	6	39	51	52	22	0	0	170
13	0	0	0	0	0	1	4	25	55	28	11	0	0	124
14	0	0	0	0	0	0	3	25	64	28	12	1	0	133
15	0	0	0	1	1	1	4	18	37	28	12	1	0	103
16	0	0	0	0	0	0	13	29	41	18	7	0	0	108
17	0	0	0	1	0	1	20	24	29	15	10	2	0	102
18	0	0	0	0	0	2	12	23	14	15	7	0	0	73
19	0	0	0	0	0	1	4	16	19	7	3	0	0	50
20	0	0	0	0	0	2	2	6	12	12	2	1	0	37
21	0	0	0	0	1	0	2	4	11	4	8	1	1	32
22	0	0	0	0	0	0	2	4	2	2	4	0	0	14
23	0	0	0	0	0	0	1	1	5	1	1	0	0	9

Hour	7-19	0	0	3	2	8	88	295	420	285	140	11	0	1252
Ranges:	6-22	0	0	3	3	11	97	323	463	310	155	13	1	1379
	6-24	0	0	3	3	11	100	328	470	313	160	13	1	1402
	0-24	0	0	3	3	11	102	334	483	328	173	14	1	1452

Channel - Eastbound

Monday		Vehicle Speeds (MPH)												
27/11/2023														
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
1	0	0	0	0	0	0	0	1	1	0	1	0	0	3
2	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3	0	0	0	0	0	0	1	0	2	3	3	0	0	9

4	0	10	6	0	0	0	0	0	0	3	0	3	1	0	23
5	0	23	10	0	0	0	0	0	0	2	0	0	1	0	36
6	0	51	21	1	0	3	0	0	0	0	0	1	0	0	77
7	0	126	36	1	0	3	0	0	0	1	0	0	2	0	169
8	0	120	31	2	0	0	0	0	0	0	0	2	0	0	155
9	0	110	42	1	0	1	0	0	0	3	0	4	1	0	162
10	0	128	36	0	0	1	0	0	0	1	0	1	2	0	169
11	0	101	19	1	1	4	0	2	0	3	0	1	1	0	133
12	0	122	24	0	0	0	0	1	1	3	0	3	0	0	154
13	0	92	18	0	0	0	0	0	0	2	0	2	2	0	116
14	0	116	23	2	0	2	0	1	1	2	0	1	2	0	150
15	0	146	49	0	0	0	0	0	0	5	0	1	2	0	203
16	0	135	41	0	0	1	0	0	1	2	0	1	2	0	183
17	0	150	32	0	0	0	0	0	0	2	0	2	1	0	187
18	0	90	16	0	0	0	0	1	0	1	0	1	1	0	110
19	0	31	5	0	0	1	0	0	0	3	0	1	0	0	41
20	0	20	6	0	0	0	0	1	0	0	0	0	0	0	27
21	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
22	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
23	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7

Hour	7-19	1436	367	7	1	12	0	5	3	25	0	19	16	0	1891
Ranges:	6-22	1550	399	8	1	16	0	6	3	28	0	21	16	0	2048
	6-24	1568	400	8	1	16	0	6	3	28	0	21	16	0	2067
	0-24	1615	418	8	1	16	0	6	3	33	0	26	18	0	2144

Channel - Westbound

Monday 27/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4	0	5	1	0	0	1	0	0	0	0	0	0	0	0	7
5	0	18	3	0	0	0	0	0	0	1	0	0	0	0	22
6	0	37	10	0	0	1	0	0	1	3	0	1	1	0	54
7	0	112	34	0	0	1	0	0	0	2	0	2	1	0	152
8	0	151	37	1	0	4	0	0	0	2	0	1	3	0	199
9	0	116	33	0	1	5	0	0	0	2	0	2	6	0	165
10	0	123	30	4	0	2	0	0	0	2	0	2	3	0	166
11	0	98	37	0	0	3	0	1	0	1	0	0	2	0	142
12	0	91	24	0	0	1	0	1	0	3	0	2	5	0	127
13	0	99	24	3	0	3	0	0	0	3	0	1	2	0	135
14	0	96	31	1	0	4	0	0	1	3	0	4	2	0	142
15	0	122	24	1	0	3	0	1	0	3	0	0	2	0	156
16	0	130	31	0	0	1	0	0	0	1	0	0	0	0	163
17	0	132	24	0	0	4	0	0	0	0	0	2	0	0	162
18	0	84	14	0	0	0	0	0	0	1	0	0	0	0	99
19	0	35	6	0	0	0	0	0	0	0	0	0	0	0	41
20	0	34	5	0	0	0	0	0	0	1	0	0	0	0	40
21	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23
22	0	18	1	0	0	0	0	0	0	1	0	0	0	0	20
23	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10

Hour	7-19	1354	343	10	1	31	0	3	1	23	0	16	26	0	1808
Ranges:	6-22	1482	365	10	1	32	0	3	2	27	0	17	27	0	1966
	6-24	1507	369	10	1	32	0	3	2	28	0	17	27	0	1996
	0-24	1535	376	10	1	33	0	3	2	31	0	17	27	0	2035

4	0	0	0	0	0	1	1	4	4	7	5	1	0	23
5	0	0	0	0	0	1	3	4	8	7	11	1	1	36
6	0	0	0	0	0	0	0	8	17	26	13	0	0	77
7	0	0	0	0	0	0	0	15	46	60	36	12	0	169
8	0	0	0	0	0	6	18	43	52	21	15	0	0	155
9	0	0	0	0	3	2	19	40	64	27	7	0	0	162
10	0	0	0	0	0	5	28	58	62	13	3	0	0	169
11	0	0	0	0	0	0	16	47	50	16	4	0	0	133
12	0	0	0	0	5	11	18	49	47	18	6	0	0	154
13	0	0	0	0	0	1	20	51	27	12	5	0	0	116
14	0	0	0	0	5	11	23	42	46	15	7	1	0	150
15	0	0	0	0	3	8	34	79	55	18	6	0	0	203
16	0	2	2	1	1	6	37	58	42	28	6	0	0	183
17	0	0	0	0	6	12	63	60	31	13	2	0	0	187
18	0	0	0	0	1	9	23	38	27	7	3	2	0	110
19	0	0	0	0	0	2	5	16	10	5	3	0	0	41
20	0	0	0	0	0	0	1	7	11	6	2	0	0	27
21	0	0	0	0	0	1	0	3	2	4	1	1	0	12
22	0	0	0	0	1	0	1	2	3	5	0	0	0	12
23	0	0	0	0	0	0	0	1	0	2	4	0	0	7

Hour	7-19	2	2	1	24	71	314	611	563	224	76	3	0	1891
Ranges:	6-22	2	2	1	24	74	328	654	612	252	95	4	0	2048
	6-24	2	2	1	25	74	329	657	615	259	99	4	0	2067
	0-24	2	2	1	25	76	334	666	635	277	119	6	1	2144

Channel - Westbound														
Monday														
27/11/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1	0	0	0	0	0	0	0	0	1	0	0	1	0	2
2	0	0	0	0	0	1	1	1	1	0	0	0	0	5
3	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4	0	0	0	0	0	0	2	2	1	2	0	0	0	7
5	0	0	0	0	0	0	2	5	5	2	6	2	0	22
6	0	0	0	0	0	1	5	14	13	11	8	2	0	54
7	0	0	0	0	0	0	6	30	60	35	20	1	0	152
8	0	0	0	0	0	1	5	52	75	53	10	2	1	199
9	0	0	0	0	0	4	21	47	50	30	12	1	0	165
10	0	0	0	0	0	0	15	56	51	30	13	1	0	166
11	0	0	0	0	0	0	11	32	59	32	8	0	0	142
12	0	0	0	0	4	6	17	36	41	14	9	0	0	127
13	0	0	0	0	0	3	11	35	48	24	14	0	0	135
14	0	0	0	0	0	2	10	47	48	26	9	0	0	142
15	0	0	0	0	0	6	10	60	45	20	15	0	0	156
16	0	1	0	0	0	0	13	46	50	27	26	0	0	163
17	0	0	0	0	0	2	9	43	45	41	21	1	0	162
18	0	0	0	0	0	0	1	18	25	36	14	4	1	99
19	0	0	0	0	0	1	3	2	13	15	7	0	0	41
20	0	0	0	0	0	1	1	6	11	12	9	0	0	40
21	0	0	0	0	0	0	1	2	8	4	5	3	0	23
22	0	0	0	0	0	0	1	1	3	10	5	0	0	20
23	0	0	0	0	0	0	1	1	2	3	2	1	0	10

Hour	7-19	1	0	0	4	24	129	502	597	368	171	10	2	1808
Ranges:	6-22	1	0	0	4	27	139	526	642	410	200	15	2	1966
	6-24	1	0	0	4	27	141	528	647	423	207	16	2	1996
	0-24	1	0	0	4	28	146	536	657	429	213	19	2	2035

Bromyard - ATC 1 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

























	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2151	2140	2173	2281	1683	1579	2144	2178	2022
Mean Speed	40.7	40.0	41.2	41.4	42.2	41.4	40.3	40.7	41.0
85%ile Speed	46.6	46.7	47.9	47.5	48.2	47.4	46.5	47.0	47.3
No. Vehicles > 60 MPH Limit	14	14	20	16	15	3	10	15	13
% Vehicles > 60 MPH Limit	0.7	0.7	0.9	0.7	0.9	0.2	0.5	0.7	0.6
No. Vehicles > 75 MPH	0	0	1	0	1	0	0	1	1
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

Channel - Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2125	2145	2250	2458	1768	1452	2035	2203	2033
Mean Speed	43.1	42.6	43.2	43.8	44.2	43.6	43.1	43.2	43.4
85%ile Speed	49.4	49.0	49.6	50.1	50.1	50.0	49.2	49.5	49.6
No. Vehicles > 60 MPH Limit	38	32	23	44	25	17	24	32	29
% Vehicles > 60 MPH Limit	1.8	1.5	1.0	1.8	1.4	1.2	1.2	1.5	1.4
No. Vehicles > 75 MPH	4	1	1	3	2	0	2	2	2
% Vehicles > 75 MPH	0.2	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.1

Eastbound & Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	4276	4285	4423	4739	3451	3031	4179	4380	4055
Mean Speed	41.9	41.3	42.2	42.6	43.2	42.5	41.7	41.9	42.2
85%ile Speed	48.2	48.0	48.8	49.0	49.1	48.7	48.0	48.4	48.5
No. Vehicles > 60 MPH Limit	52	46	43	60	40	20	34	47	42
% Vehicles > 60 MPH Limit	1.2	1.1	1.0	1.3	1.2	0.7	0.8	1.1	1.0
No. Vehicles > 75 MPH	4	1	2	3	3	0	2	2	3
% Vehicles > 75 MPH	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Bromyard - ATC 1 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	1427	1414	1494	1608	1287	1268	1450	1479	1421
Mean Speed	42.5	42.7	43.5	43.8	42.8	41.8	41.8	42.9	42.7
85%ile Speed	47.2	47.1	48.6	47.7	48.2	47.4	46.6	47.4	47.5
No. Vehicles > 60 MPH Limit	11	12	19	11	13	2	10	13	11
% Vehicles > 60 MPH Limit	0.8	0.8	1.3	0.7	1.0	0.2	0.7	0.9	0.8
No. Vehicles > 75 MPH	0	0	1	0	1	0	0	1	1
% Vehicles > 75 MPH	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1

Channel - Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	1416	1436	1508	1672	1374	1153	1359	1478	1417
Mean Speed	44.0	44.3	44.2	45.0	45.0	44.4	44.2	44.3	44.4
85%ile Speed	48.9	49.0	49.5	50.1	50.0	50.2	49.1	49.3	49.5
No. Vehicles > 60 MPH Limit	28	26	12	33	18	13	17	23	21
% Vehicles > 60 MPH Limit	2.0	1.8	0.8	2.0	1.3	1.1	1.3	1.6	1.5
No. Vehicles > 75 MPH	2	1	1	2	2	0	1	1	2
% Vehicles > 75 MPH	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1

Eastbound & Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	2843	2850	3002	3280	2661	2421	2809	2957	2838
Mean Speed	43.3	43.5	43.9	44.5	43.9	43.1	43.0	43.7	43.6
85%ile Speed	48.2	48.1	49.0	49.1	49.1	48.8	47.8	48.4	48.6
No. Vehicles > 60 MPH Limit	39	38	31	44	31	15	27	36	32
% Vehicles > 60 MPH Limit	1.4	1.3	1.0	1.3	1.2	0.6	1.0	1.2	1.1
No. Vehicles > 75 MPH	2	1	2	2	3	0	1	2	2
% Vehicles > 75 MPH	0.1	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.1

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Bromyard - ATC 2 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound															
Tuesday															
21/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	0	6	1	0	0	0	0	0	1	0	0	2	0	0	10
5	0	13	8	0	0	1	0	0	0	1	0	2	0	0	25
6	0	47	17	1	1	2	0	0	0	2	0	0	0	0	70
7	0	107	41	0	0	1	0	0	0	0	0	2	0	0	151
8	0	156	47	0	0	2	0	0	0	1	0	1	2	0	209
9	0	112	28	0	0	3	0	0	0	7	0	1	1	0	152
10	0	110	28	0	0	2	0	0	0	2	0	1	1	0	144
11	0	108	32	1	1	4	0	1	0	1	0	1	4	0	153
12	0	100	30	1	1	2	0	0	0	8	0	2	2	0	146
13	0	100	28	2	0	1	0	0	0	1	0	2	4	0	138
14	0	118	36	3	0	0	0	0	0	3	0	2	4	0	166
15	0	120	39	3	0	1	0	1	0	1	0	0	0	0	165
16	0	145	31	1	0	2	0	0	0	2	0	2	4	0	187
17	0	140	28	0	0	1	0	0	0	3	0	1	1	0	174
18	0	78	20	1	0	1	0	0	0	4	0	0	1	0	105
19	0	58	9	1	0	0	0	0	1	0	0	0	0	0	69
20	0	25	1	0	0	0	0	0	0	1	0	0	0	0	27
21	0	20	4	1	0	1	0	0	0	0	0	0	0	0	26
22	0	6	3	0	0	0	0	0	0	0	0	1	0	0	10
23	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7
Hour	7-19	1394	388	12	2	20	0	2	0	33	0	15	24	0	1890
Ranges:	6-22	1544	419	15	3	23	0	2	1	36	0	15	24	0	2082
	6-24	1556	422	15	3	24	0	2	1	36	0	16	24	0	2099
	0-24	1582	434	15	3	25	0	2	2	37	0	20	24	0	2144

Channel - Westbound															
Tuesday															
21/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	2	1	0	0	0	0	0	0	2	0	0	0	0	5
1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
4	0	5	1	0	0	1	0	0	0	2	0	0	0	0	9
5	0	9	5	0	0	0	0	0	0	2	0	0	0	0	16
6	0	36	14	0	0	1	0	0	0	2	0	1	0	0	54
7	0	110	27	0	0	2	0	0	0	2	0	2	2	0	145
8	0	162	42	1	0	0	0	0	0	4	0	2	1	0	212
9	0	103	33	0	0	2	0	1	1	2	0	0	5	0	147
10	0	106	21	2	0	3	0	0	0	2	0	1	2	0	137
11	0	119	31	3	0	5	0	0	0	4	0	2	0	0	164
12	0	109	25	0	1	4	0	1	0	2	0	1	3	0	146
13	0	91	20	0	0	1	0	0	0	2	0	0	3	0	117
14	0	110	30	0	0	2	0	0	0	3	0	4	0	0	149
15	0	139	32	2	0	3	0	0	1	2	1	1	2	0	183
16	0	138	47	0	0	1	0	0	0	2	0	2	1	0	191
17	0	142	26	0	0	1	0	0	0	0	0	0	0	0	169
18	0	88	18	0	0	1	0	0	0	2	0	0	1	0	110
19	0	46	7	1	0	0	0	0	0	0	0	2	0	0	56
20	0	31	10	0	0	0	0	0	0	0	0	0	0	0	41
21	0	27	2	0	0	0	0	0	0	1	0	2	0	0	32
22	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
23	0	7	1	0	0	0	0	0	0	2	0	0	0	0	10
Hour	7-19	1417	352	8	1	25	0	2	2	27	1	15	20	0	1870
Ranges:	6-22	1557	385	9	1	26	0	2	2	30	1	20	20	0	2053
	6-24	1586	389	9	1	26	0	2	2	32	1	20	20	0	2088
	0-24	1605	399	9	1	27	0	2	2	39	1	20	20	0	2125

Channel - Eastbound															
Wednesday															
22/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	2	0	1	0	0	4
4	0	4	2	0	0	0	0	0	0	3	0	1	0	0	10
5	0	20	17	0	0	0	0	0	0	5	0	2	1	0	45
6	0	40	20	0	1	2	0	0	0	2	0	0	0	0	65
7	0	112	40	3	0	0	0	1	0	1	0	4	2	0	163
8	0	128	38	1	0	5	0	0	0	1	0	0	1	0	174
9	0	116	32	3	1	1	0	0	0	2	0	6	2	0	163
10	0	84	24	1	0	1	0	0	0	4	0	4	3	0	121
11	0	98	19	0	0	7	0	0	0	5	0	3	4	0	136
12	0	86	32	0	0	4	0	1	0	4	0	3	3	0	133
13	0	123	33	0	0	0	0	0	1	5	0	3	3	0	168
14	0	113	32	1	0	4	0	0	0	1	0	2	6	0	159
15	0	119	46	0	0	3	0	0	0	4	0	1	1	0	174
16	0	136	41	1	0	0	0	0	0	1	0	0	4	0	183
17	0	180	31	0	0	0	0	0	1	2	0	1	0	0	215
18	0	86	14	0	0	3	0	0	0	1	0	1	0	0	105
19	0	47	5	0	0	0	0	1	0	0	0	1	0	0	54
20	0	29	4	0	0	0	0	0	0	0	0	0	0	0	33
21	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
22	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23
23	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour	7-19	1381	382	10	1	28	0	2	2	31	0	28	29	0	1894
Ranges:	6-22	1513	413	10	2	30	0	3	2	33	0	29	29	0	2064
	6-24	1542	414	10	2	30	0	3	2	33	0	29	29	0	2094
	0-24	1571	434	10	2	30	0	3	2	43	0	33	30	0	2158

Bromyard - ATC 2 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

Tuesday		Vehicle Speeds (MPH)													TOTAL
21/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
2	0	0	0	0	0	0	2	0	1	1	1	0	0	5	
3	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
4	0	0	0	0	0	0	0	1	2	1	2	3	1	10	
5	0	0	0	0	0	0	1	1	5	8	10	0	0	25	
6	0	0	0	0	0	1	1	12	3	17	32	4	0	70	
7	0	0	0	0	0	0	10	16	43	53	24	4	1	151	
8	0	0	0	0	0	3	9	33	69	55	38	2	0	209	
9	0	0	0	0	0	1	8	33	53	32	23	2	0	152	
10	0	0	0	0	2	5	17	15	35	43	24	3	0	144	
11	0	0	0	0	0	1	9	20	62	45	14	1	1	153	
12	0	0	0	0	0	0	6	35	56	29	18	2	0	146	
13	0	0	0	0	0	0	1	24	50	38	20	4	1	138	
14	0	0	0	0	0	0	3	32	63	35	29	4	0	166	
15	0	0	0	0	0	0	1	10	74	47	30	3	0	165	
16	0	0	0	0	0	0	9	44	44	52	35	3	0	187	
17	0	0	0	0	0	3	22	37	36	49	26	1	0	174	
18	0	0	0	0	0	0	1	4	38	34	20	7	1	105	
19	0	0	0	0	2	1	0	13	19	14	15	4	1	69	
20	0	0	0	0	0	0	0	3	4	10	7	1	2	27	
21	0	0	0	0	0	0	1	0	6	6	12	1	0	26	
22	0	0	0	0	0	1	2	0	1	3	3	0	0	10	
23	0	0	0	0	0	0	0	1	2	3	0	1	0	7	

Hour Ranges:	7-19	0	0	0	2	13	96	303	623	512	301	36	4	1890
	6-22	0	0	0	4	15	98	331	655	559	367	46	7	2082
	6-24	0	0	0	4	16	100	332	658	565	370	47	7	2099
	0-24	0	0	0	4	16	103	335	667	575	386	50	8	2144

Channel - Westbound

Tuesday		Vehicle Speeds (MPH)													TOTAL
21/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	0	3	1	0	1	5	
1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	
2	0	0	0	0	0	0	0	2	1	0	0	0	0	3	
3	0	0	0	0	0	0	0	1	1	0	0	0	0	2	
4	0	0	0	0	0	0	0	1	2	2	2	2	0	9	
5	0	0	0	0	0	0	0	0	4	4	8	0	0	16	
6	0	0	0	0	0	2	1	10	8	11	20	1	1	54	
7	0	0	0	0	0	0	0	18	38	46	40	3	0	145	
8	0	0	0	0	0	4	10	33	65	45	49	5	1	212	
9	0	0	0	0	2	1	2	23	47	40	26	2	4	147	
10	0	0	0	0	0	0	1	22	53	43	17	1	0	137	
11	0	0	0	0	0	0	8	36	61	34	21	4	0	164	
12	0	0	0	0	0	0	8	24	50	33	29	2	0	146	
13	0	0	0	0	0	0	3	38	30	25	18	1	2	117	
14	0	0	0	0	0	0	1	33	35	38	33	8	1	149	
15	0	0	0	0	0	0	10	33	66	40	28	5	1	183	
16	0	0	0	0	0	0	3	16	67	60	40	4	1	191	
17	0	0	0	0	0	0	6	18	48	54	37	6	0	169	
18	0	0	0	0	0	0	3	15	25	34	27	3	3	110	
19	0	0	0	0	1	0	0	3	9	12	24	6	1	56	
20	0	0	0	0	0	0	1	5	6	17	8	2	2	41	
21	0	0	0	0	0	0	0	4	11	7	8	2	0	32	
22	0	0	0	0	0	0	0	3	3	5	13	1	0	25	
23	0	0	0	0	0	0	0	1	0	2	7	0	0	10	

Hour Ranges:	7-19	0	0	0	2	5	55	309	585	492	365	44	13	1870
	6-22	0	0	0	3	7	57	331	619	539	425	55	17	2053
	6-24	0	0	0	3	7	57	335	622	546	445	56	17	2088
	0-24	0	0	0	3	7	57	339	630	556	457	58	18	2125

Channel - Eastbound

Wednesday		Vehicle Speeds (MPH)													TOTAL
22/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
3	0	0	0	0	0	0	1	1	0	0	2	0	0	4	
4	0	0	0	0	0	0	0	0	0	5	2	3	0	10	
5	0	0	0	0	0	1	4	1	7	10	16	6	0	45	
6	0	0	0	0	1	3	0	3	9	15	29	4	1	65	
7	0	0	0	0	0	3	8	21	41	42	44	3	1	163	
8	0	0	0	0	0	0	3	25	42	69	35	0	0	174	
9	0	0	0	1	6	7	22	40	35	25	25	1	1	163	
10	0	0	0	0	4	9	7	20	27	36	14	4	0	121	
11	0	0	0	0	0	1	2	26	51	31	21	3	1	136	
12	0	0	0	0	0	6	25	33	24	32	12	1	0	133	
13	0	0	0	2	3	9	15	32	34	50	22	1	0	168	
14	0	0	0	0	10	0	13	41	39	32	23	1	0	159	
15	0	0	0	0	0	2	6	32	51	51	29	3	0	174	
16	0	0	0	0	0	1	5	33	66	58	20	0	0	183	
17	0	0	0	0	0	10	29	46	48	47	33	1	1	215	
18	0	0	0	0	2	1	8	14	26	26	25	2	1	105	
19	0	0	0	0	0	0	2	4	12	10	23	3	0	54	
20	0	0	0	0	0	0	3	3	3	9	14	1	0	33	
21	0	0	0	0	0	0	0	2	1	3	8	4	0	18	
22	0	0	0	0	0	0	0	0	3	6	12	2	0	23	
23	0	0	0	0	0	0	0	0	0	3	3	1	0	7	

Hour	7-19	0	0	3	25	49	143	363	484	499	303	20	5	1894
Ranges:	6-22	0	0	3	26	52	148	375	509	536	377	32	6	2064
	6-24	0	0	3	26	52	148	375	512	545	392	35	6	2094
	0-24	0	0	3	26	53	153	377	519	561	416	44	6	2158

Bromyard - ATC 2 - A44

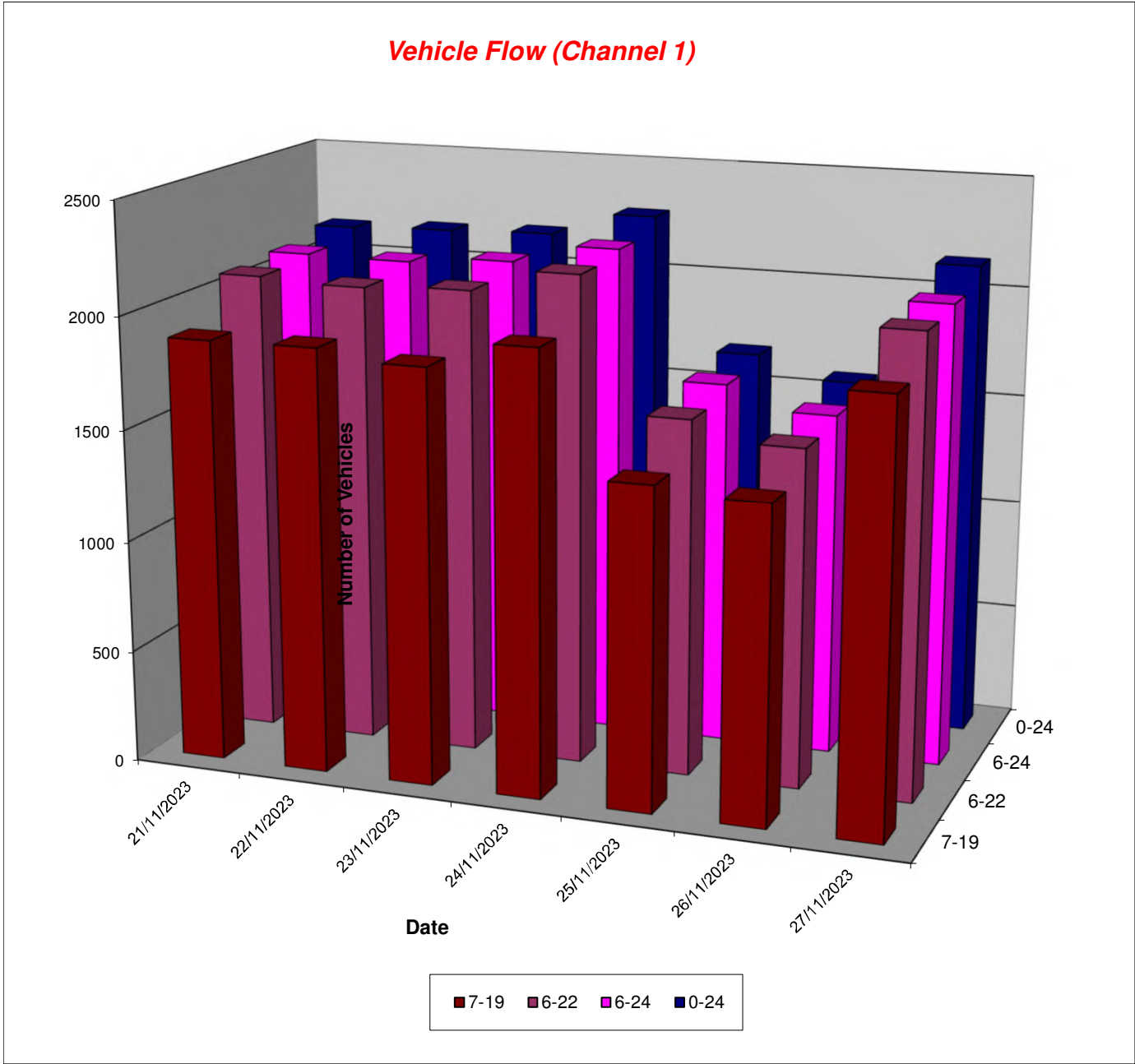
Produced by Streetwise Services Ltd.



Channel - Eastbound
Vehicle Flow

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023	5 Day Ave	7 Day Ave
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
0	0	1	4	4	17	5	18	5	6	8
1	0	1	0	1	1	6	10	3	2	4
2	0	5	1	0	1	0	1	1	2	2
3	0	3	4	2	2	6	3	9	4	4
4	0	10	10	11	12	3	3	24	13	10
5	0	25	45	27	34	13	3	35	33	26
6	0	70	65	70	54	19	13	77	67	53
7	0	151	163	148	135	43	28	170	153	120
8	0	209	174	191	179	95	46	159	182	150
9	0	152	163	146	147	135	108	162	154	145
10	0	144	121	147	155	144	138	170	147	146
11	0	153	136	113	137	119	178	130	134	138
12	0	146	133	168	167	131	152	155	154	150
13	0	138	168	139	176	134	150	115	147	146
14	0	166	159	164	198	145	145	149	167	161
15	0	165	174	174	215	144	140	202	186	173
16	0	187	183	173	186	149	144	182	182	172
17	0	174	215	162	170	105	95	187	182	158
18	0	105	105	124	103	86	75	110	109	101
19	0	69	54	65	70	72	49	40	60	60
20	0	27	33	47	50	44	26	27	37	36
21	0	26	18	52	43	29	24	12	30	29
22	0	10	23	27	12	19	20	12	17	18
23	0	7	7	15	14	27	9	7	10	12

Hour	7-19	1890	1894	1849	1968	1430	1399	1891	1898	1760
Ranges:	6-22	2082	2064	2083	2185	1594	1511	2047	2092	1938
	6-24	2099	2094	2125	2211	1640	1540	2066	2119	1968
	0-24	2144	2158	2170	2278	1673	1578	2143	2179	2021



Channel - Westbound
Vehicle Flow

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023	5 Day Ave	7 Day Ave
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
0	0	5	6	6	7	23	22	2	5	10
1	0	2	3	5	3	7	6	2	3	4
2	0	3	2	3	2	3	10	5	3	4
3	0	2	4	2	5	5	2	1	3	3
4	0	9	6	8	6	4	1	7	7	6
5	0	16	8	18	15	5	9	22	16	13

Bromyard - ATC 2 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound		Average Speed						
		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	38.1	52.0	52.2	53.7	43.8	49.1	42.4
1	0	45.1	-	61.5	51.9	48.6	47.9	48.4
2	0	43.1	53.9	-	59.2	-	46.0	48.1
3	0	53.7	44.6	48.5	58.5	39.0	48.2	50.4
4	0	55.3	54.3	52.2	48.3	49.5	45.9	50.7
5	0	48.7	49.9	53.2	49.5	48.7	47.7	50.0
6	0	49.8	50.1	48.8	52.1	50.5	51.5	48.7
7	0	46.3	46.6	46.2	45.3	48.0	45.8	46.3
8	0	45.1	46.2	44.5	46.5	47.2	45.5	46.9
9	0	44.1	41.5	44.5	44.6	47.8	46.9	45.0
10	0	44.4	43.4	45.1	44.6	47.2	44.9	44.9
11	0	44.6	45.2	46.3	47.3	47.7	43.5	44.6
12	0	44.1	41.6	45.9	45.3	48.1	45.8	43.5
13	0	45.8	42.6	45.8	44.3	48.2	45.2	43.9
14	0	45.1	42.4	44.8	45.6	46.9	47.1	43.3
15	0	46.3	45.1	43.3	43.1	46.2	44.7	43.8
16	0	45.0	44.6	43.0	44.9	43.1	41.9	43.7
17	0	43.6	42.8	44.6	45.3	44.8	44.1	43.9
18	0	48.3	45.7	46.8	47.1	45.6	44.4	44.6
19	0	46.9	49.5	47.3	48.7	48.0	48.7	45.5
20	0	50.2	48.7	48.2	48.1	45.3	47.5	47.9
21	0	49.9	52.9	49.0	50.2	48.9	43.6	49.8
22	0	44.4	52.8	49.1	49.6	45.2	43.7	49.7
23	0	47.1	54.4	52.2	51.9	49.7	40.4	55.8
Hour	10-12	44.5	44.4	45.6	45.8	47.4	44.1	44.8
Ranges:	14-16	45.7	43.9	44.0	44.3	46.6	45.9	43.6
	0-24	45.6	44.8	45.6	45.9	46.8	45.1	45.0
7 Day Ave							45.5	

Channel - Eastbound		85th Percentile						
		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	38.1	55.8	61.2	62.7	46.1	58.9	44.0
1	0	45.1	-	61.5	51.9	54.6	53.2	53.9
2	0	51.2	53.9	-	59.2	-	46.0	48.1
3	0	55.1	53.0	53.4	65.3	42.9	50.7	58.3
4	0	65.3	65.9	61.7	55.9	54.0	48.9	60.2
5	0	54.7	59.8	63.0	57.2	56.5	55.1	57.4
6	0	57.9	56.6	56.2	57.1	57.1	61.7	56.5
7	0	51.4	53.1	52.8	54.2	53.3	52.4	53.0
8	0	51.2	52.1	52.5	54.2	53.9	54.1	52.5
9	0	51.5	50.6	52.6	50.0	53.3	55.1	51.2
10	0	51.7	50.4	51.8	50.2	52.2	50.8	49.7
11	0	49.8	51.5	52.9	53.5	52.5	50.1	49.6
12	0	50.3	48.9	53.5	51.7	52.4	52.8	49.6
13	0	52.4	50.3	51.3	52.3	53.3	51.9	50.0
14	0	51.5	50.5	51.5	52.3	54.0	53.2	50.5
15	0	51.4	51.0	50.9	48.4	52.0	50.5	48.6
16	0	51.5	49.4	50.1	51.1	50.5	46.8	50.5
17	0	51.0	50.7	51.4	51.3	49.3	49.0	49.5
18	0	54.2	53.4	53.3	53.4	52.5	50.8	52.4
19	0	55.3	56.0	54.7	54.9	54.4	54.4	53.8
20	0	56.9	56.5	55.8	53.7	50.9	52.2	53.1
21	0	55.4	62.2	57.5	56.0	59.0	49.4	58.9
22	0	52.5	57.1	55.6	57.4	48.0	49.7	57.4
23	0	51.0	59.9	59.7	57.5	55.7	46.8	62.7
Hour	10-12	50.1	51.2	52.8	51.7	52.5	50.6	49.7
Ranges:	14-16	51.4	50.7	51.3	50.4	53.0	52.5	49.4
	0-24	52.0	52.2	53.0	53.0	52.9	51.9	51.5
7 Day Ave							52.4	

Channel - Westbound		Average Speed						
		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	54.0	55.9	52.6	52.8	49.7	50.8	46.7
1	0	53.4	55.2	52.1	57.9	49.8	46.9	55.2
2	0	39.0	46.5	43.8	43.8	40.8	45.6	41.1
3	0	42.1	51.4	47.6	56.8	45.0	45.3	43.6
4	0	51.0	53.1	50.8	54.0	52.6	51.4	46.1
5	0	49.9	53.1	51.7	48.1	54.3	49.3	49.9
6	0	47.6	46.0	46.3	48.0	48.8	47.3	47.7
7	0	47.7	47.5	47.2	47.3	47.8	48.0	47.3
8	0	45.8	47.7	46.8	48.4	45.4	46.3	46.7
9	0	46.4	46.7	45.0	44.2	45.2	49.7	44.9
10	0	45.1	44.7	45.2	45.6	46.5	46.3	44.9
11	0	44.2	45.6	45.6	45.8	47.3	47.8	45.9
12	0	45.2	45.1	45.9	45.3	47.7	48.1	42.8
13	0	44.6	44.0	45.6	46.0	48.2	47.2	45.7
14	0	47.2	43.4	45.9	46.9	46.8	47.4	44.4
15	0	45.4	44.8	45.7	47.0	48.0	46.5	45.6
16	0	46.8	45.4	45.8	46.1	47.3	44.3	47.0
17	0	46.7	47.1	45.7	47.8	47.0	43.7	46.4
18	0	47.9	49.1	47.8	47.9	46.6	43.4	49.0
19	0	51.5	52.4	48.0	50.7	46.7	44.7	48.4
20	0	49.6	52.6	49.6	48.9	49.6	45.9	49.5
21	0	47.7	48.6	48.4	50.3	51.1	47.7	51.2
22	0	49.9	50.8	51.8	49.6	46.8	46.6	51.0
23	0	50.8	46.9	51.8	51.3	46.3	42.5	52.4
Hour	10-12	44.7	45.1	45.4	45.7	46.9	47.2	45.3
Ranges:	14-16	46.2	44.2	45.8	47.0	47.4	47.0	45.0
	0-24	46.5	46.4	46.4	47.0	47.2	46.6	46.2
7 Day Ave							46.6	

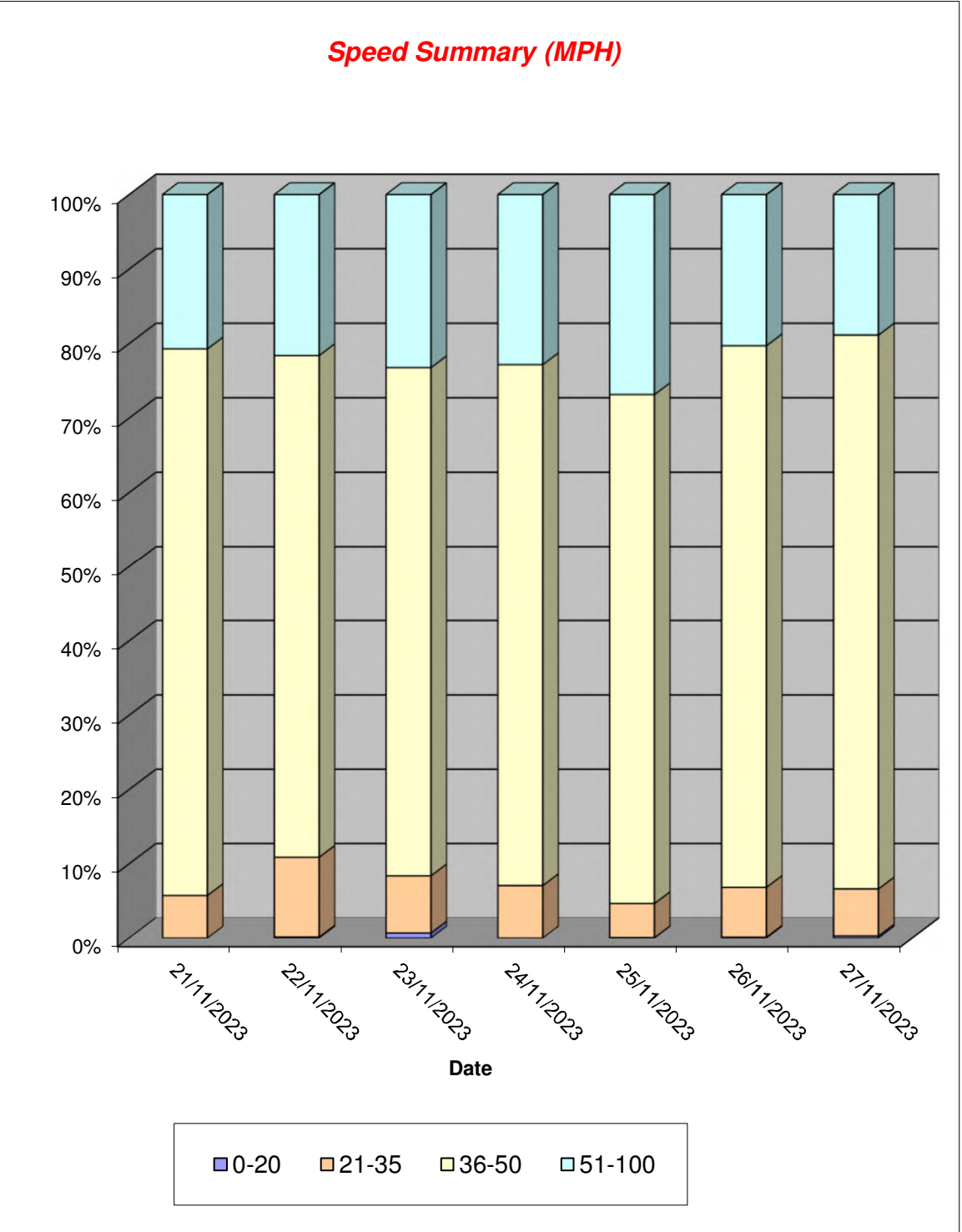
Bromyard - ATC 2 - A44

Produced by Streetwise Services Ltd.



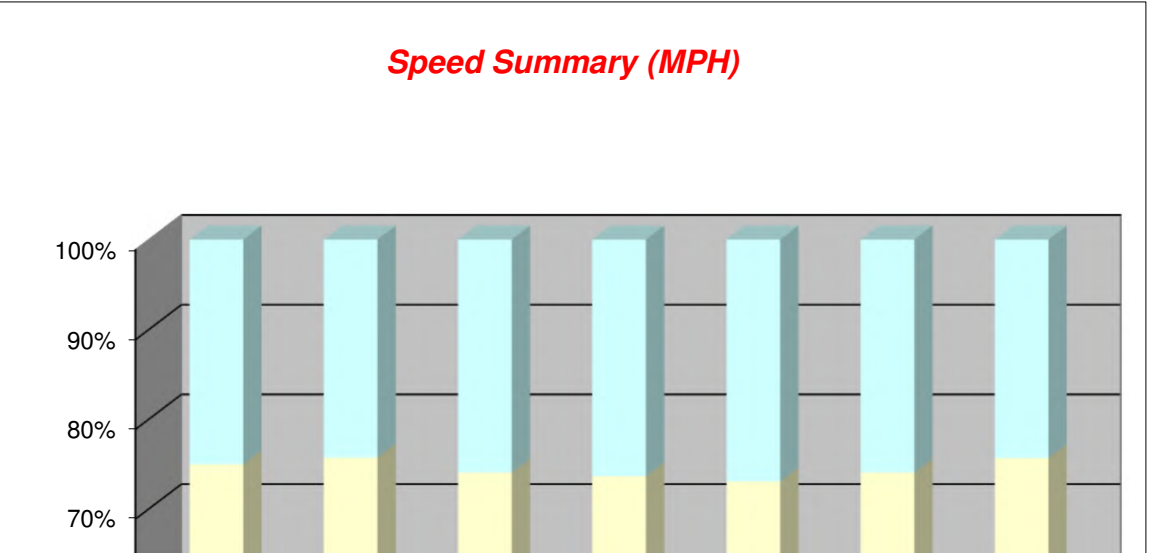
Channel - Eastbound
Speed Summary

	21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	0	3	15	0	1	2	6
21-35	123	232	167	161	77	106	136
36-50	1577	1457	1484	1597	1146	1150	1597
51-100	444	466	504	520	449	320	404
TOTAL	2144	2158	2170	2278	1673	1578	2143



Channel - Westbound
Speed Summary

	21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	0	8	1	0	0	3	0
21-35	67	76	86	68	46	60	62
36-50	1525	1549	1577	1738	1245	1013	1477
51-100	533	525	584	648	477	378	496
TOTAL	2125	2158	2248	2454	1768	1454	2035



Bromyard - ATC 2 - A44

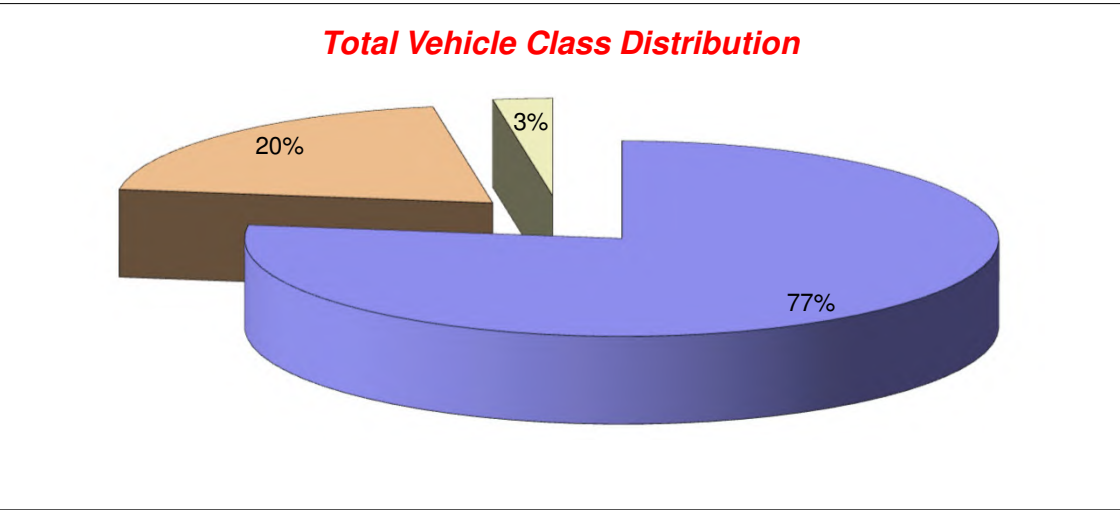
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Channel - Eastbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/11/2023				
7-19	1394	446	50	1890
6-22	1544	483	55	2082
6-24	1556	487	56	2099
0-24	1582	500	62	2144
22/11/2023				
7-19	1381	451	62	1894
6-22	1513	485	66	2064
6-24	1542	486	66	2094
0-24	1571	507	80	2158
23/11/2023				
7-19	1362	436	51	1849
6-22	1548	480	55	2083
6-24	1586	483	56	2125
0-24	1615	497	58	2170
24/11/2023				
7-19	1516	409	43	1968
6-22	1684	454	47	2185
6-24	1709	455	47	2211
0-24	1746	473	59	2278
25/11/2023				
7-19	1229	193	8	1430
6-22	1367	218	9	1594
6-24	1409	222	9	1640
0-24	1432	227	14	1673
26/11/2023				
7-19	1210	173	16	1399
6-22	1303	188	20	1511
6-24	1329	191	20	1540
0-24	1359	195	24	1578
27/11/2023				
7-19	1442	403	46	1891
6-22	1553	441	53	2047
6-24	1571	442	53	2066
0-24	1617	463	63	2143
Average				
7-19	1362	359	39	1760
6-22	1502	393	44	1938
6-24	1529	395	44	1968
0-24	1560	409	51	2021



Channel - Westbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/11/2023				
7-19	1417	407	356	2180
6-22	1557	442	407	2406
6-24	1586	446	452	2484
0-24	1605	457	511	2573
22/11/2023				
7-19	1456	392	59	1907
6-22	1618	419	64	2101
6-24	1639	424	66	2129
0-24	1653	435	70	2158
23/11/2023				
7-19	1460	402	56	1918
6-22	1661	440	63	2164
6-24	1697	445	64	2206
0-24	1726	453	69	2248
24/11/2023				
7-19	1684	408	46	2138
6-22	1881	444	49	2374
6-24	1920	445	51	2416
0-24	1943	455	56	2454
25/11/2023				
7-19	1338	175	16	1529
6-22	1455	196	18	1669
6-24	1505	198	18	1721
0-24	1540	209	19	1768
26/11/2023				
7-19	1094	146	14	1254
6-22	1200	167	14	1381
6-24	1221	169	14	1404
0-24	1266	174	14	1454
27/11/2023				
7-19	1402	362	42	1806

Channel - Westbound

Wednesday		Vehicle Classes														TOTAL
22/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	
1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
3	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4	
4	0	2	3	0	0	0	0	0	0	1	0	0	0	0	6	
5	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8	
6	0	30	13	0	0	1	0	0	1	2	0	2	0	0	49	
7	0	106	37	0	0	3	0	0	0	2	0	6	3	0	157	
8	0	159	35	1	0	1	0	0	0	5	0	0	4	0	205	
9	0	103	28	0	0	4	0	0	0	0	0	0	1	0	136	
10	0	127	31	0	0	0	0	0	0	3	0	6	4	0	171	
11	0	88	25	0	0	3	0	0	0	5	0	0	1	0	122	
12	0	90	22	0	0	3	0	0	0	5	0	2	2	0	124	
13	0	124	25	2	0	1	0	0	0	1	0	1	1	0	155	
14	0	122	24	1	0	1	0	0	1	9	0	6	1	0	165	
15	0	150	40	1	0	6	0	0	0	3	0	0	4	0	204	
16	0	149	35	0	0	1	0	1	0	3	0	0	1	0	190	
17	0	140	17	1	0	3	0	0	0	0	1	0	1	0	163	
18	0	98	16	0	0	1	0	0	0	0	0	0	0	0	115	
19	0	66	7	0	0	0	0	0	0	0	0	0	0	0	73	
20	0	38	4	0	0	0	0	1	0	0	0	0	0	0	43	
21	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29	
22	0	20	4	0	0	0	0	0	0	2	0	0	0	0	26	
23	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	

Hour

Ranges:

7-19	1456	335	6	0	27	0	1	1	36	1	21	23	0	1907
6-22	1618	360	6	0	28	0	2	2	38	1	23	23	0	2101
6-24	1639	365	6	0	28	0	2	2	40	1	23	23	0	2129
0-24	1653	374	6	0	30	0	2	2	44	1	23	23	0	2158

Channel - Eastbound

Thursday		Vehicle Classes														TOTAL
23/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
4	0	4	4	0	0	0	0	0	0	1	0	1	1	0	11	
5	0	18	6	0	0	1	0	0	0	0	0	0	2	0	27	
6	0	40	22	2	1	2	0	0	1	2	0	0	0	0	70	
7	0	107	34	0	2	0	0	0	0	1	0	3	1	0	148	
8	0	138	43	2	0	4	0	0	0	1	0	2	1	0	191	
9	0	101	39	1	0	0	0	0	1	3	0	0	1	0	146	
10	0	106	31	0	1	0	0	0	1	3	0	1	4	0	147	
11	0	81	23	1	1	2	0	0	0	2	0	3	0	0	113	
12	0	124	36	2	0	2	0	0	0	2	0	1	1	0	168	
13	0	106	25	1	0	1	0	0	0	2	0	2	2	0	139	
14	0	125	30	1	0	3	0	0	1	1	0	2	1	0	164	
15	0	124	40	1	0	2	0	0	2	3	0	0	2	0	174	
16	0	119	44	0	0	2	0	0	0	3	0	3	2	0	173	
17	0	124	36	0	0	0	0	1	0	1	0	0	0	0	162	
18	0	107	12	0	0	1	0	0	0	3	0	0	1	0	124	
19	0	55	10	0	0	0	0	0	0	0	0	0	0	0	65	
20	0	45	2	0	0	0	0	0	0	0	0	0	0	0	47	
21	0	46	6	0	0	0	0	0	0	0	0	0	0	0	52	
22	0	25	2	0	0	0	0	0	0	0	0	0	0	0	27	
23	0	13	1	0	0	0	0	0	0	0	0	1	0	0	15	

Hour

Ranges:

7-19	1362	393	9	4	17	0	1	5	25	0	17	16	0	1849
6-22	1548	433	11	5	19	0	1	6	27	0	17	16	0	2083
6-24	1586	436	11	5	19	0	1	6	27	0	18	16	0	2125
0-24	1615	446	11	5	20	0	1	6	28	0	19	19	0	2170

Channel - Westbound

Thursday		Vehicle Classes														TOTAL
23/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	3	1	0	0	0	0	0	0	2	0	0	0	0	6	
1	0	3	1	0	0	0	0	0	0	1	0	0	0	0	5	
2	0	1	1	0	0	0	0	0	0	1	0	0	0	0	3	
3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
4	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8	
5	0	14	1	0	0	0	0	0	0	1	0	0	2	0	18	
6	0	33	16	2	1	2	0	0	1	1	0	2	1	0	59	
7	0	100	34	1	0	2	0	1	0	0	0	1	3	0	142	
8	0	146	38	2	1	6	0	0	1	3	0	2	2	0	201	
9	0	107	31	2	2	2	0	0	0	4	0	2	3	0	153	
10	0	96	25	1	0	1	0	0	1	2	0	1	2	0	129	
11	0	100	27	0	0	2	0	0	0	2	0	2	2	0	135	
12	0	121	19	3	0	0	0	0	0	3	0	4	4	0	154	
13	0	131	25	2	0	4	0	0	0	6	0	5	0	0	173	
14	0	102	27	0	0	5	0	0	0	2	0	1	2	0	139	
15	0	137	34	0	0	3	0	0	0	2	0	0	0	0	176	
16	0	152	40	0	0	1	0	0	0	1	0	5	3	0	202	
17	0	167	27	1	0	1	0	0	0	0	0	0	1	0	197	
18	0	101	12	1	1	0	0	0	0	2	0	0	0	0	117	
19	0	82	6	0	0	0	0	0	0	0	0	2	1	0	91	
20	0	50	7	0	0	1	0	0	0	0	0	0	0	0	58	
21	0	36	2	0	0	0	0	0	0	0	0	0	0	0	38	
22	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28	
23	0	11	2	0	0	0	0	0	0	1	0	0	0	0	14	

Hour

Ranges:

7-19	1460	339	13	4	27	0	1	2	27	0	23	22	0	1918
6-22	1661	370	15	5	30	0	1	3	28	0	27	24	0	2164
6-24	1697	375	15	5	30	0	1	3	29	0	27	24	0	2206
0-24	1726	381	15	5	30	0	1	3	34	0	27	26	0	2248

Channel - Eastbound

Friday															TOTAL
24/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	

Channel - Westbound

Wednesday 22/11/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	0	2	3	1	0	6	
1	0	0	0	0	0	0	0	0	1	0	1	0	1	3	
2	0	0	0	0	0	0	0	0	1	1	0	0	0	2	
3	0	0	0	0	0	0	0	0	0	2	2	0	0	4	
4	0	0	0	0	0	0	0	0	0	2	3	1	0	6	
5	0	0	0	0	0	0	0	0	0	2	6	0	0	8	
6	0	0	0	0	0	2	1	6	14	11	13	2	0	49	
7	0	0	0	0	0	0	2	15	47	54	33	6	0	157	
8	0	0	0	0	0	0	0	24	57	63	58	2	1	205	
9	0	0	0	0	0	0	2	22	40	34	36	2	0	136	
10	0	0	0	0	0	0	7	35	57	44	26	2	0	171	
11	0	0	0	0	0	0	2	19	46	38	15	1	1	122	
12	0	0	0	0	0	2	3	25	39	35	17	3	0	124	
13	0	0	0	0	1	2	19	27	38	40	25	3	0	155	
14	0	0	0	0	0	3	18	32	47	50	12	2	1	165	
15	0	0	0	8	2	2	0	24	73	57	30	7	1	204	
16	0	0	0	0	0	0	0	41	59	65	21	4	0	190	
17	0	0	0	0	0	0	4	18	42	54	44	1	0	163	
18	0	0	0	0	0	3	1	6	28	29	43	5	0	115	
19	0	0	0	0	0	0	0	1	10	20	35	6	1	73	
20	0	0	0	0	0	0	0	3	5	10	17	6	2	43	
21	0	0	0	0	0	0	0	1	7	12	8	1	0	29	
22	0	0	0	0	0	0	0	3	6	4	10	2	1	26	
23	0	0	0	0	0	0	0	1	0	0	1	0	0	2	

Hour Ranges:	7-19	0	0	8	3	12	58	288	573	563	360	38	4	1907
	6-22	0	0	8	3	14	59	299	609	616	433	53	7	2101
	6-24	0	0	8	3	14	59	303	615	620	444	55	8	2129
	0-24	0	0	8	3	14	59	303	617	629	459	57	9	2158

Channel - Eastbound

Thursday		Vehicle Speeds (MPH)													TOTAL
23/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	1	1	1	1	0	4	
1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	1	0	1	0	0	2	
4	0	0	0	0	0	0	1	2	0	1	4	2	1	11	
5	0	0	0	0	0	0	0	1	6	3	10	7	0	27	
6	0	0	0	0	0	0	1	10	13	17	25	4	0	70	
7	0	0	0	0	0	1	6	24	40	46	24	7	0	148	
8	0	0	0	0	6	9	18	18	45	56	31	8	0	191	
9	0	0	0	0	0	3	21	20	38	33	25	6	0	146	
10	0	0	0	0	7	3	3	14	49	38	30	3	0	147	
11	0	0	0	0	0	1	4	14	36	28	26	4	0	113	
12	0	0	0	0	4	9	2	18	47	47	37	2	2	168	
13	0	0	0	0	1	0	7	24	34	48	20	4	1	139	
14	0	0	0	0	3	2	4	36	45	42	31	1	0	164	
15	0	0	13	1	0	0	2	26	53	51	23	4	1	174	
16	0	0	0	0	1	5	16	36	47	45	23	0	0	173	
17	0	0	0	0	0	2	10	33	51	36	27	3	0	162	
18	0	0	0	0	0	1	7	9	31	46	27	3	0	124	
19	0	0	0	1	0	0	0	9	18	16	20	0	1	65	
20	0	0	0	0	0	1	0	3	15	14	8	6	0	47	
21	0	0	0	0	1	2	1	1	13	13	15	5	1	52	
22	0	0	0	0	0	0	1	0	7	10	8	1	0	27	
23	0	0	0	0	0	0	1	0	2	3	7	1	1	15	

Hour Ranges:	7-19	0	13	1	22	36	100	272	516	516	324	45	4	1849
	6-22	0	13	2	23	39	102	295	575	576	392	60	6	2083
	6-24	0	13	2	23	39	104	295	584	589	407	62	7	2125
	0-24	0	13	2	23	39	105	298	592	594	423	73	8	2170

Channel - Westbound

Thursday		Vehicle Speeds (MPH)													TOTAL
23/11/2023		0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
Hour	Min	0	0	0	0	0	0	0	1	1	3	1	0	6	
1	0	0	0	0	0	0	0	0	2	0	2	1	0	5	
2	0	0	0	0	0	0	1	0	1	0	1	0	0	3	
3	0	0	0	0	0	0	0	0	1	0	1	0	0	2	
4	0	0	0	0	0	0	0	0	2	1	5	0	0	8	
5	0	0	0	0	0	0	0	1	2	3	11	1	0	18	
6	0	0	0	0	0	0	0	14	19	10	14	2	0	59	
7	0	0	0	0	0	0	4	16	41	40	36	4	1	142	
8	0	0	0	0	0	0	4	34	55	54	49	4	1	201	
9	0	0	0	0	0	3	3	33	43	43	25	3	0	153	
10	0	0	0	0	0	0	8	28	33	34	22	4	0	129	
11	0	0	0	0	0	1	4	29	38	36	25	2	0	135	
12	0	0	0	0	0	0	1	25	51	39	37	1	0	154	
13	0	0	0	0	0	1	12	31	49	33	42	4	1	173	
14	0	0	0	0	0	3	3	22	38	50	19	2	2	139	
15	0	0	1	0	0	3	11	22	54	46	30	6	3	176	
16	0	0	0	0	2	0	8	32	61	58	36	4	1	202	
17	0	0	0	0	0	0	5	31	70	49	39	3	0	197	
18	0	0	0	0	0	0	2	9	39	31	30	6	0	117	
19	0	0	0	0	0	0	1	13	18	27	27	5	0	91	
20	0	0	0	0	0	0	4	4	4	16	26	4	0	58	
21	0	0	0	0	0	0	0	2	12	10	13	1	0	38	
22	0	0	0	0	0	0	1	1	3	8	12	3	0	28	
23	0	0	0	0	0	0	1	0	2	2	7	2	0	14	

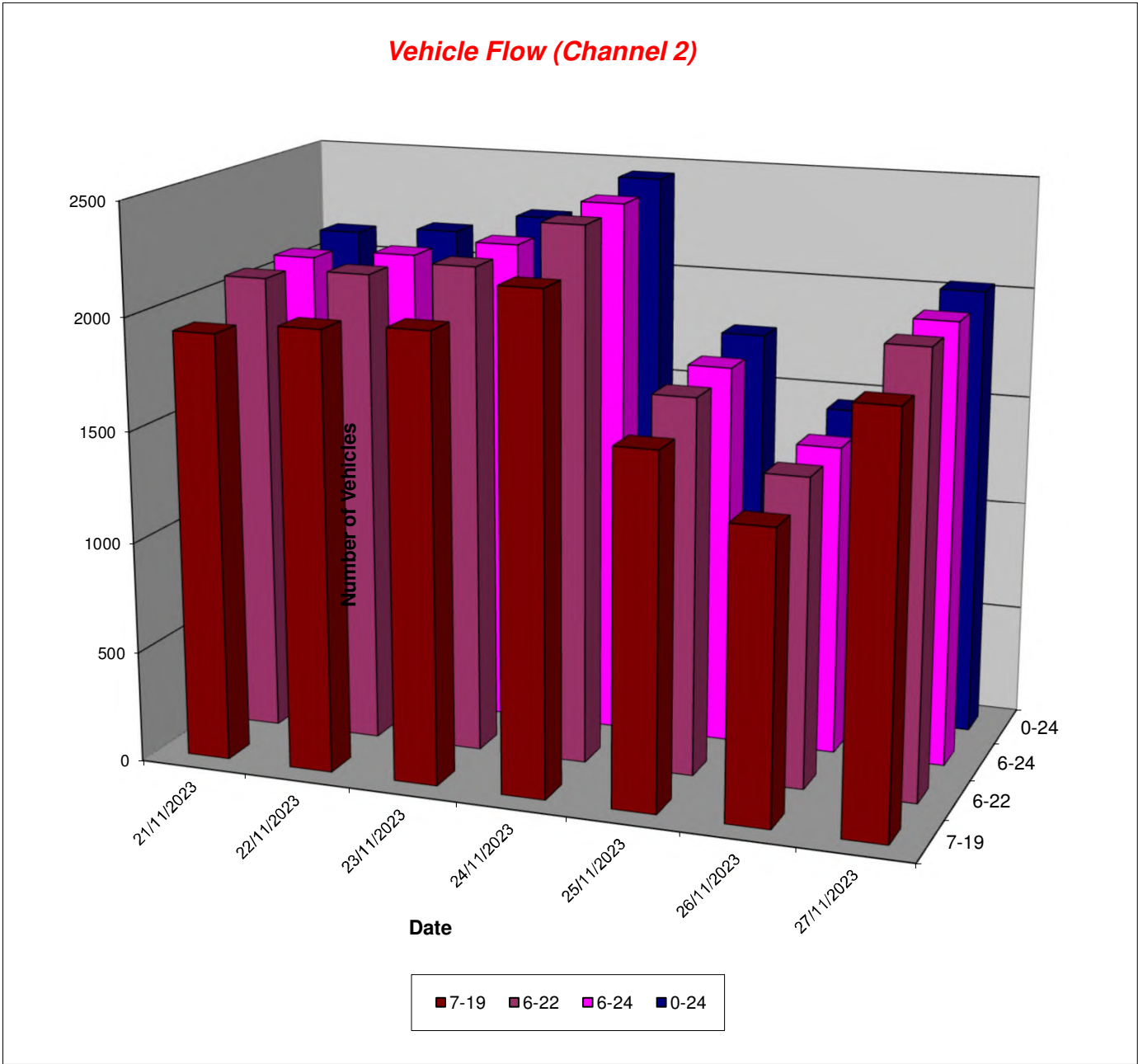
Hour Ranges:	7-19	0	1	0	2	11	65	312	572	513	390	43	9	1918
	6-22	0	1	0	2	11	70	345	625	576	470	55	9	2164
	6-24	0	1	0	2	11	72	346	630	586	489	60	9	2206
	0-24	0	1	0	2	11	73	347	639	591	512	63	9	2248

Channel - Eastbound

Friday															
24/11/2023		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	

6	0	54	49	59	58	14	8	55	55	42
7	0	145	157	142	146	50	25	151	148	117
8	0	212	205	201	215	104	64	200	207	172
9	0	147	136	153	184	126	87	163	157	142
10	0	137	171	129	135	157	115	169	148	145
11	0	164	122	135	165	164	146	137	145	148
12	0	146	124	154	165	172	170	128	143	151
13	0	117	155	173	177	163	126	135	151	149
14	0	149	165	139	183	138	134	142	156	150
15	0	183	204	176	214	139	104	154	186	168
16	0	191	190	202	230	131	108	164	195	174
17	0	169	163	197	193	108	99	163	177	156
18	0	110	115	117	131	77	76	100	115	104
19	0	56	73	91	81	57	50	42	69	64
20	0	41	43	58	51	42	37	40	47	45
21	0	32	29	38	46	27	32	23	34	32
22	0	25	26	28	27	27	14	20	25	24
23	0	10	2	14	15	25	9	10	10	12

Hour	7-19	1926	1980	2009	2219	1586	1304	1848	1996	1839
Ranges:	6-22	2078	2127	2192	2401	1696	1395	1986	2157	1982
	6-24	2088	2129	2206	2416	1721	1404	1996	2167	1994
	0-24	2125	2158	2248	2454	1768	1454	2035	2204	2035



Channel - Westbound

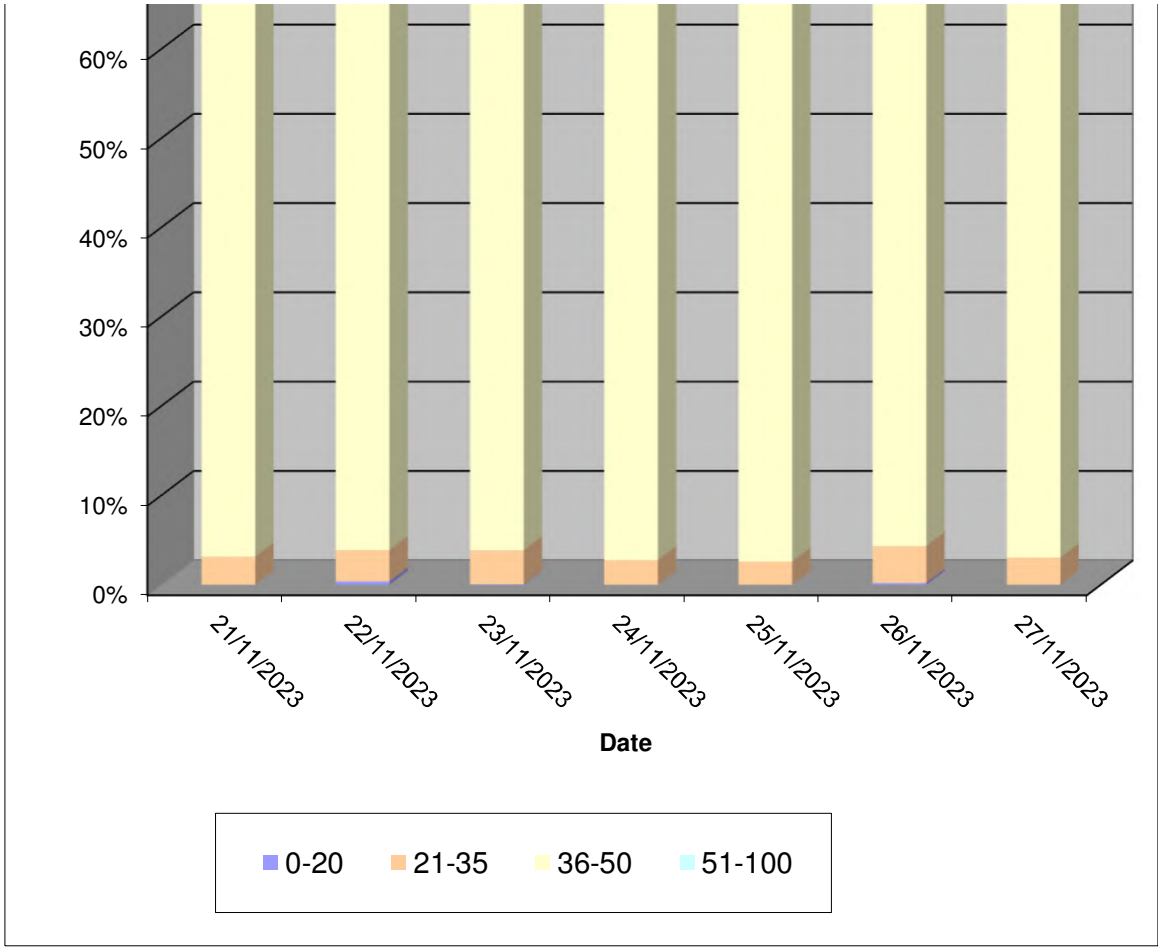
85th Percentile

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	59.8	61.3	58.9	59.7	53.2	60.2	47.3
1	0	58.1	66.5	59.9	65.4	56.8	52.7	64.4
2	0	41.7	47.2	51.9	43.8	43.1	54.6	47.2
3	0	43.9	55.1	51.0	67.6	52.0	48.5	43.6
4	0	62.8	61.2	55.6	58.8	62.5	51.4	52.0
5	0	55.6	57.5	57.5	55.6	56.7	52.1	58.8
6	0	56.2	52.9	54.6	56.7	58.9	53.1	56.7
7	0	52.9	54.0	53.8	54.9	53.9	53.9	53.4
8	0	53.7	53.7	54.4	55.4	51.9	51.5	52.1
9	0	52.4	54.0	51.7	49.7	51.3	56.2	51.3
10	0	49.7	51.2	51.4	52.1	53.0	52.8	49.9
11	0	50.3	50.0	52.8	51.6	52.5	54.3	50.8
12	0	51.7	50.8	52.4	51.0	53.7	54.4	50.4
13	0	52.4	51.2	53.5	52.1	53.2	52.9	51.4
14	0	54.8	48.6	51.1	52.7	54.4	52.7	50.7
15	0	52.0	51.6	52.1	52.0	53.4	55.6	52.6
16	0	52.5	50.3	53.1	51.4	53.4	50.6	53.0
17	0	52.7	52.6	52.6	54.5	53.3	51.6	53.1
18	0	54.3	56.8	54.1	55.1	53.6	50.9	55.1
19	0	60.2	58.0	55.1	59.4	53.0	49.4	54.9
20	0	52.6	62.3	56.1	55.8	54.5	51.7	56.8
21	0	54.5	54.1	54.0	57.5	56.7	55.0	61.6
22	0	56.4	59.9	57.8	55.0	51.3	54.7	54.8
23	0	53.4	53.8	59.7	60.9	52.5	46.5	60.3

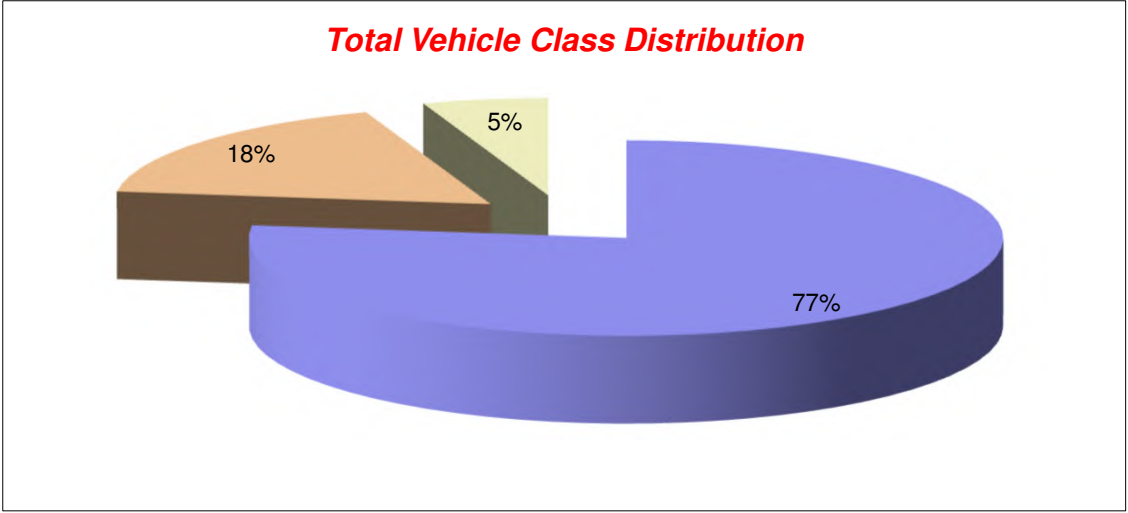
Hour
Ranges:

10-12	50.1	50.7	51.9	52.0	52.6	53.8	50.5
14-16	54.0	50.4	52.0	52.2	53.8	54.3	51.9
0-24	53.1	53.3	53.5	53.5	53.4	53.6	52.9

7 Day Ave	53.4
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6-22	1535	383	48	1966
6-24	1560	387	49	1996
0-24	1588	395	52	2035
Average				
7-19	1407	327	84	1819
6-22	1558	356	95	2009
6-24	1590	359	102	2051
0-24	1617	368	113	2099



0	0	0	0	0	0	0	2	0	1	1	10	2	1	17
1	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3	0	0	0	0	0	0	0	0	0	1	0	1	0	2
4	0	0	0	0	0	0	1	2	1	3	3	2	0	12
5	0	0	0	0	0	0	1	2	8	9	11	3	0	34
6	0	0	0	0	0	0	4	0	2	14	31	3	0	54
7	0	0	0	0	0	0	10	32	36	25	27	5	0	135
8	0	0	0	0	0	2	20	6	46	55	45	4	1	179
9	0	0	0	0	0	1	13	20	44	49	18	2	0	147
10	0	0	0	0	1	0	12	20	52	47	21	2	0	155
11	0	0	0	0	0	0	0	13	46	45	30	3	0	137
12	0	0	0	0	0	4	10	14	57	51	31	0	0	167
13	0	0	0	0	0	5	16	39	37	44	32	3	0	176
14	0	0	0	0	0	5	14	19	56	62	39	2	1	198
15	0	0	0	0	2	1	12	49	84	48	17	2	0	215
16	0	0	0	0	0	2	18	23	56	56	28	1	2	186
17	0	0	0	0	0	1	0	34	60	46	27	2	0	170
18	0	0	0	0	0	0	1	13	32	27	26	4	0	103
19	0	0	0	0	0	0	3	8	16	15	23	3	2	70
20	0	0	0	0	0	0	0	5	16	14	13	2	0	50
21	0	0	0	0	0	0	0	3	5	15	17	3	0	43
22	0	0	0	0	0	0	0	1	2	5	4	0	0	12
23	0	0	0	0	0	0	0	1	3	1	7	2	0	14

Hour	7-19	0	0	0	3	21	126	282	606	555	341	30	4	1968
Ranges:	6-22	0	0	0	3	21	133	298	645	613	425	41	6	2185
	6-24	0	0	0	3	21	133	300	650	619	436	43	6	2211
	0-24	0	0	0	3	21	137	304	660	633	462	51	7	2278

Channel - Westbound

Friday		Vehicle Speeds (MPH)													TOTAL
24/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	1	2	3	1	0	7	
1	0	0	0	0	0	0	0	0	0	1	0	2	0	3	
2	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
3	0	0	0	0	0	0	0	0	1	3	0	0	1	5	
4	0	0	0	0	0	0	0	0	0	1	5	0	0	6	
5	0	0	0	0	0	0	0	2	3	5	5	0	0	15	
6	0	0	0	0	0	0	0	8	20	14	9	7	0	58	
7	0	0	0	0	0	0	3	18	44	38	38	4	1	146	
8	0	0	0	0	0	0	9	21	44	63	68	9	1	215	
9	0	0	0	0	0	0	10	36	68	47	21	2	0	184	
10	0	0	0	0	0	0	6	26	42	36	20	5	0	135	
11	0	0	0	0	0	1	3	25	53	48	34	1	0	165	
12	0	0	0	0	0	1	3	27	59	45	30	0	0	165	
13	0	0	0	0	2	0	5	28	48	56	34	4	0	177	
14	0	0	0	0	0	1	1	20	54	61	42	3	1	183	
15	0	0	0	0	0	2	2	11	82	72	37	8	0	214	
16	0	0	0	0	2	3	2	27	69	77	46	4	0	230	
17	0	0	0	0	0	1	1	16	51	67	56	1	0	193	
18	0	0	0	0	0	0	5	19	28	34	36	9	0	131	
19	0	0	0	0	0	0	1	5	17	20	28	7	3	81	
20	0	0	0	0	0	0	2	4	9	16	19	0	1	51	
21	0	0	0	0	0	0	2	2	7	12	20	3	0	46	
22	0	0	0	0	0	0	0	1	4	11	10	1	0	27	
23	0	0	0	0	0	0	0	2	4	1	5	3	0	15	

Hour	7-19	0	0	0	4	9	50	274	642	644	462	50	3	2138
Ranges:	6-22	0	0	0	4	9	55	293	695	706	538	67	7	2374
	6-24	0	0	0	4	9	55	296	703	718	553	71	7	2416
	0-24	0	0	0	4	9	55	298	710	730	566	74	8	2454

Channel - Eastbound

Saturday		Vehicle Speeds (MPH)													TOTAL
25/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	1	3	1	0	0	0	5	
1	0	0	0	0	0	0	0	0	2	2	2	0	0	6	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	1	0	2	2	1	0	0	0	6	
4	0	0	0	0	0	0	0	0	1	1	1	0	0	3	
5	0	0	0	0	0	0	1	2	0	4	5	1	0	13	
6	0	0	0	0	0	0	0	2	2	5	10	0	0	19	
7	0	0	0	0	0	0	1	2	11	13	15	1	0	43	
8	0	0	0	0	0	0	7	13	16	25	30	4	0	95	
9	0	0	0	0	0	1	1	8	33	53	37	2	0	135	
10	0	0	0	1	2	0	1	10	39	52	36	3	0	144	
11	0	0	0	0	0	1	4	6	29	43	33	2	1	119	
12	0	0	0	0	0	0	3	7	32	47	38	3	1	131	
13	0	0	0	0	0	0	2	8	37	48	32	7	0	134	
14	0	0	0	0	0	0	7	15	47	34	37	5	0	145	
15	0	0	0	0	0	0	4	29	32	43	34	2	0	144	
16	0	0	0	0	5	12	11	19	40	39	19	2	2	149	
17	0	0	0	0	0	1	6	16	35	34	11	2	0	105	
18	0	0	0	0	0	1	3	14	24	26	15	3	0	86	
19	0	0	0	0	0	0	0	4	25	21	19	2	1	72	
20	0	0	0	0	0	0	2	6	17	10	9	0	0	44	
21	0	0	0	0	0	0	0	4	7	8	9	1	0	29	
22	0	0	0	0	0	0	0	2	6	10	1	0	0	19	
23	0	0	0	0	0	0	0	3	7	6	10	0	1	27	

Hour	7-19	0	0	1	7	16	50	147	375	457	337	36	4	1430
Ranges:	6-22	0	0	1	7	16	52	163	426	501	384	39	5	1594
	6-24	0	0	1	7	16	52	168	439	517	395	39	6	1640
	0-24	0	0	1	7	17	53	173	447	526	403	40	6	1673

Channel - Westbound

Saturday															
25/11/2023		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	
0	0	0	0	0	0	0	0	1	4	10	6	2	0	23	
1	0	0	0	0	0	0	0	0	3	1	3	0	0	7	
2	0	0	0	0	0	0	0	1	2	0	0	0	0	3	
3	0	0	0	0	0	0	0	1	2	0	2	0	0	5	
4	0	0	0	0	0	0	0	1	0	1	1	1	0	4	

5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	0	9	3	0	0	1	0	0	0	0	0	1	0	0	14
7	0	37	10	0	0	2	0	0	0	1	0	0	0	0	50
8	0	87	14	0	0	0	0	0	0	1	0	1	1	0	104
9	0	111	11	0	0	1	0	0	0	1	0	1	1	0	126
10	0	133	22	0	0	2	0	0	0	0	0	0	0	0	157
11	0	147	16	0	0	0	0	0	0	0	0	0	1	0	164
12	0	155	13	0	0	0	0	0	0	4	0	0	0	0	172
13	0	146	14	0	0	0	0	0	0	1	0	0	2	0	163
14	0	121	12	1	0	0	0	0	1	1	0	1	1	0	138
15	0	121	14	0	0	2	0	0	0	2	0	0	0	0	139
16	0	116	15	0	0	0	0	0	0	0	0	0	0	0	131
17	0	97	10	0	0	0	0	0	0	1	0	0	0	0	108
18	0	67	10	0	0	0	0	0	0	0	0	0	0	0	77
19	0	47	9	0	0	0	0	0	0	0	0	0	1	0	57
20	0	35	6	0	0	0	0	0	0	1	0	0	0	0	42
21	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
22	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27
23	0	24	0	0	0	0	0	0	0	0	0	0	1	0	25

Hour	7-19	1338	161	1	0	7	0	0	1	12	0	3	6	0	1529
Ranges:	6-22	1455	180	1	0	8	0	0	1	13	0	4	7	0	1669
	6-24	1505	181	1	0	8	0	0	1	13	0	4	8	0	1721
	0-24	1540	190	1	0	9	0	0	1	14	0	4	9	0	1768

Channel - Eastbound

Sunday		Vehicle Classes														TOTAL
26/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	16	0	1	0	0	0	0	0	0	0	0	1	0	18	
1	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10	
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
4	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	
5	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3	
6	0	10	1	0	0	0	0	0	0	1	0	1	0	0	13	
7	0	22	5	0	0	0	0	0	0	1	0	0	0	0	28	
8	0	34	8	0	0	2	0	0	0	1	0	0	1	0	46	
9	0	94	12	0	0	1	0	0	0	1	0	0	0	0	108	
10	0	122	13	0	0	1	0	0	0	1	0	1	0	0	138	
11	0	159	14	0	0	3	0	1	0	1	0	0	0	0	178	
12	0	132	16	0	0	1	0	0	0	0	0	3	0	0	152	
13	0	132	14	0	0	1	0	1	1	0	0	1	0	0	150	
14	0	124	18	0	0	1	0	0	0	1	0	1	0	0	145	
15	0	123	11	0	0	2	0	2	0	0	0	1	1	0	140	
16	0	129	14	0	0	0	0	0	0	0	0	1	0	0	144	
17	0	79	14	0	0	0	0	2	0	0	0	0	0	0	95	
18	0	60	13	0	0	0	0	0	0	1	0	0	1	0	75	
19	0	44	4	0	0	0	0	0	0	1	0	0	0	0	49	
20	0	19	6	0	0	1	0	0	0	0	0	0	0	0	26	
21	0	20	3	0	0	0	0	0	0	1	0	0	0	0	24	
22	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20	
23	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	

Hour	7-19	1210	152	0	0	12	0	6	1	7	0	8	3	0	1399
Ranges:	6-22	1303	166	0	0	13	0	6	1	10	0	9	3	0	1511
	6-24	1329	169	0	0	13	0	6	1	10	0	9	3	0	1540
	0-24	1359	171	1	0	13	0	6	1	13	0	10	4	0	1578

Channel - Westbound

Sunday																TOTAL
26/11/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	21	0	0	0	1	0	0	0	0	0	0	0	0	22	
1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
2	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10	
3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
5	0	7	1	0	0	1	0	0	0	0	0	0	0	0	9	
6	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8	
7	0	19	2	0	0	2	0	0	0	2	0	0	0	0	25	
8	0	53	6	0	0	1	0	0	0	4	0	0	0	0	64	
9	0	75	9	0	0	1	0	0	0	1	0	0	1	0	87	
10	0	95	14	0	0	4	0	1	0	0	0	1	0	0	115	
11	0	123	19	0	0	2	0	1	0	1	0	0	0	0	146	
12	0	153	11	0	0	2	0	0	1	1	0	0	2	0	170	
13	0	111	13	0	0	0	0	0	0	2	0	0	0	0	126	
14	0	119	11	0	0	2	0	1	0	0	0	0	1	0	134	
15	0	99	5	0	0	0	0	0	0	0	0	0	0	0	104	
16	0	95	12	0	0	0	0	1	0	0	0	0	0	0	108	
17	0	90	8	0	0	0	0	0	0	0	0	1	0	0	99	
18	0	62	13	0	0	0	0	0	0	0	0	0	1	0	76	
19	0	42	8	0	0	0	0	0	0	0	0	0	0	0	50	
20	0	29	8	0	0	0	0	0	0	0	0	0	0	0	37	
21	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32	
22	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14	
23	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9	

Hour	7-19	1094	123	0	0	14	0	4	1	11	0	2	5	0	1254
Ranges:	6-22	1200	144	0	0	14	0	4	1	11	0	2	5	0	1381
	6-24	1221	146	0	0	14	0	4	1	11	0	2	5	0	1404
	0-24	1266	149	0	0	16	0	4	1	11	0	2	5	0	1454

Channel - Eastbound

Monday																TOTAL
27/11/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
3	0	6	1	0	0	0	0	0	0	0	0	2	0	0	9	

5	0	0	0	0	0	0	0	0	0	0	5	0	0	5
6	0	0	0	0	0	0	0	2	3	4	4	1	0	14
7	0	0	0	0	0	0	1	3	15	16	14	1	0	50
8	0	0	0	0	0	2	4	17	32	29	19	1	0	104
9	0	0	0	0	0	1	4	19	44	34	24	0	0	126
10	0	0	0	0	0	0	6	17	51	46	35	1	1	157
11	0	0	0	0	2	0	2	10	47	64	37	2	0	164
12	0	0	0	0	0	1	0	18	52	50	43	8	0	172
13	0	0	0	0	0	0	1	11	51	49	41	7	3	163
14	0	0	0	0	0	0	4	16	43	40	32	3	0	138
15	0	0	0	0	0	0	3	10	28	57	37	4	0	139
16	0	0	0	0	0	1	3	12	35	44	32	4	0	131
17	0	0	0	0	0	0	1	21	28	32	20	4	2	108
18	0	0	0	0	0	0	4	7	22	25	19	0	0	77
19	0	0	0	0	0	0	4	5	13	20	14	1	0	57
20	0	0	0	0	0	0	1	1	9	15	15	0	1	42
21	0	0	0	0	0	0	0	0	7	6	12	2	0	27
22	0	0	0	0	0	0	0	4	6	10	7	0	0	27
23	0	0	0	0	0	0	1	4	7	7	6	0	0	25

Hour	7-19	0	0	0	2	5	33	161	448	486	353	35	6	1529
Ranges:	6-22	0	0	0	2	5	38	169	480	531	398	39	7	1669
	6-24	0	0	0	2	5	39	177	493	548	411	39	7	1721
	0-24	0	0	0	2	5	39	181	504	560	428	42	7	1768

Channel - Eastbound

Sunday		Vehicle Speeds (MPH)													TOTAL
26/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	1	3	3	5	3	3	0	18	
1	0	0	0	0	0	0	0	2	1	1	6	0	0	10	
2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
3	0	0	0	0	0	0	0	0	1	1	1	0	0	3	
4	0	0	0	0	0	0	0	0	1	2	0	0	0	3	
5	0	0	0	0	0	0	1	0	0	0	2	0	0	3	
6	0	0	0	0	0	0	0	3	0	2	5	3	0	13	
7	0	0	0	0	0	0	1	6	8	6	6	1	0	28	
8	0	0	0	2	0	0	2	9	6	13	13	1	0	46	
9	0	0	0	0	2	0	8	11	26	26	31	4	0	108	
10	0	0	0	0	0	8	0	20	40	46	22	2	0	138	
11	0	0	0	0	1	6	13	33	66	34	22	3	0	178	
12	0	0	0	0	0	0	11	17	49	39	34	2	0	152	
13	0	0	0	0	1	5	7	21	32	53	30	1	0	150	
14	0	0	0	0	0	5	2	10	27	61	39	1	0	145	
15	0	0	0	0	0	0	2	32	46	39	21	0	0	140	
16	0	0	0	0	0	1	8	52	52	21	10	0	0	144	
17	0	0	0	0	0	0	3	17	45	19	9	2	0	95	
18	0	0	0	0	0	0	10	9	28	16	10	2	0	75	
19	0	0	0	0	0	0	0	4	14	13	16	2	0	49	
20	0	0	0	0	0	0	1	3	7	7	7	0	1	26	
21	0	0	0	0	0	2	2	2	10	6	1	1	0	24	
22	0	0	0	0	0	0	2	5	3	7	3	0	0	20	
23	0	0	0	0	0	0	1	5	1	2	0	0	0	9	

Hour	7-19	0	0	2	4	25	67	237	425	373	247	19	0	1399
Ranges:	6-22	0	0	2	4	27	70	249	456	401	276	25	1	1511
	6-24	0	0	2	4	27	73	259	460	410	279	25	1	1540
	0-24	0	0	2	4	27	75	264	466	420	291	28	1	1578

Channel - Westbound

Sunday		Vehicle Speeds (MPH)													TOTAL
26/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	2	3	7	7	3	0	22	
1	0	0	0	0	0	0	0	0	4	0	2	0	0	6	
2	0	0	0	0	0	0	1	1	4	1	3	0	0	10	
3	0	0	0	0	0	0	0	0	1	1	0	0	0	2	
4	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5	0	0	0	0	0	0	0	1	0	4	4	0	0	9	
6	0	0	0	0	0	0	2	0	1	1	4	0	0	8	
7	0	0	0	0	0	0	0	0	9	7	9	0	0	25	
8	0	0	0	0	0	0	4	8	15	25	9	2	1	64	
9	0	0	0	0	0	0	0	3	23	25	32	4	0	87	
10	0	0	0	0	1	0	0	17	43	28	24	2	0	115	
11	0	0	0	0	0	0	1	9	50	45	36	4	1	146	
12	0	0	0	0	0	0	3	6	48	62	49	2	0	170	
13	0	0	0	0	0	0	4	8	33	47	34	0	0	126	
14	0	0	0	0	0	0	3	3	46	50	31	1	0	134	
15	0	0	0	2	2	2	5	9	20	30	30	4	0	104	
16	0	0	0	0	0	0	4	23	42	22	17	0	0	108	
17	0	0	0	0	0	2	9	19	37	12	18	2	0	99	
18	0	0	0	0	1	2	5	17	23	16	12	0	0	76	
19	0	0	0	0	0	1	3	9	17	14	5	1	0	50	
20	0	0	0	0	0	1	3	3	10	12	6	2	0	37	
21	0	0	1	0	0	1	0	4	6	9	9	0	2	32	
22	0	0	0	0	0	0	0	3	4	3	4	0	0	14	
23	0	0	0	0	0	0	0	4	2	2	1	0	0	9	

Hour	7-19	0	0	2	4	6	38	122	389	369	301	21	2	1254
Ranges:	6-22	0	1	2	4	9	46	138	423	405	325	24	4	1381
	6-24	0	1	2	4	9	46	145	429	410	330	24	4	1404
	0-24	0	1	2	4	9	47	149	441	423	347	27	4	1454

Channel - Eastbound

Monday															TOTAL
27/11/2023		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	
1	0	0	0	0	0	0	0	0	2	0	1	0	0	3	
2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
3	0	0	0	0	0	0	0	2	1	2	3	1	0	9	

4	0	10	7	0	0	0	0	0	0	3	0	3	1	0	24
5	0	22	10	0	0	0	0	0	0	2	0	0	1	0	35
6	0	52	21	0	1	2	0	0	0	0	0	1	0	0	77
7	0	130	34	1	0	3	0	0	0	0	0	0	2	0	170
8	0	122	33	2	0	0	0	0	0	0	0	2	0	0	159
9	0	113	38	1	0	1	0	0	0	3	0	4	2	0	162
10	0	127	38	0	0	2	0	0	0	1	0	1	1	0	170
11	0	103	16	1	1	3	0	2	0	2	0	1	1	0	130
12	0	121	26	0	0	0	0	1	1	3	0	3	0	0	155
13	0	92	18	0	0	0	0	0	0	2	0	1	2	0	115
14	0	115	24	2	0	2	0	0	1	2	0	1	2	0	149
15	0	148	46	0	0	0	0	0	0	5	0	1	2	0	202
16	0	134	41	0	0	1	0	0	1	2	0	1	2	0	182
17	0	150	30	0	0	0	0	0	0	2	0	3	2	0	187
18	0	87	19	0	0	0	0	1	0	1	0	1	1	0	110
19	0	28	7	0	0	0	0	0	0	4	0	1	0	0	40
20	0	19	7	0	0	0	0	1	0	0	0	0	0	0	27
21	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
22	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
23	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7

Hour	7-19	1442	363	7	1	12	0	4	3	23	0	19	17	0	1891
Ranges:	6-22	1553	398	7	2	14	0	5	3	27	0	21	17	0	2047
	6-24	1571	399	7	2	14	0	5	3	27	0	21	17	0	2066
	0-24	1617	418	7	2	14	0	5	3	32	0	26	19	0	2143

Channel - Westbound

Monday																TOTAL
27/11/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
4	0	5	1	0	0	1	0	0	0	0	0	0	0	0	7	
5	0	18	3	0	0	0	0	0	0	1	0	0	0	0	22	
6	0	39	10	0	0	1	0	0	1	3	0	1	0	0	55	
7	0	112	33	0	0	1	0	0	0	2	0	2	1	0	151	
8	0	156	33	1	0	4	0	0	0	2	0	2	2	0	200	
9	0	117	32	0	1	6	0	0	0	2	0	2	3	0	163	
10	0	131	27	4	0	2	0	0	0	2	0	0	3	0	169	
11	0	101	28	0	0	2	0	1	0	2	0	1	2	0	137	
12	0	96	21	0	0	1	0	0	0	3	0	2	5	0	128	
13	0	103	21	2	0	3	0	0	0	3	0	1	2	0	135	
14	0	100	27	1	0	4	0	0	1	2	0	4	3	0	142	
15	0	125	20	1	0	3	0	1	1	3	0	0	0	0	154	
16	0	133	29	0	0	1	0	0	0	1	0	0	0	0	164	
17	0	140	18	0	0	3	0	0	0	0	0	2	0	0	163	
18	0	88	11	0	0	0	0	0	0	1	0	0	0	0	100	
19	0	37	5	0	0	0	0	0	0	0	0	0	0	0	42	
20	0	35	4	0	0	0	0	0	0	1	0	0	0	0	40	
21	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23	
22	0	18	1	0	0	0	0	0	0	1	0	0	0	0	20	
23	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10	

Hour	7-19	1402	300	9	1	30	0	2	2	23	0	16	21	0	1806
Ranges:	6-22	1535	320	9	1	31	0	2	3	27	0	17	21	0	1966
	6-24	1560	324	9	1	31	0	2	3	28	0	17	21	0	1996
	0-24	1588	331	9	1	32	0	2	3	31	0	17	21	0	2035

4	0	0	0	0	0	0	2	2	2	6	8	4	0	24
5	0	0	0	0	0	0	3	1	7	6	15	2	1	35
6	0	0	0	0	0	0	3	10	15	14	30	5	0	77
7	0	0	0	0	0	0	9	25	33	60	40	3	0	170
8	0	0	0	0	0	1	5	20	35	60	31	6	1	159
9	0	0	0	0	1	9	7	14	46	56	27	2	0	162
10	0	0	0	0	0	0	2	35	64	48	18	2	1	170
11	0	0	0	0	0	0	0	24	59	31	16	0	0	130
12	0	0	0	0	0	7	14	14	57	44	18	1	0	155
13	0	0	0	0	0	1	5	32	38	22	15	2	0	115
14	0	0	0	6	1	3	9	31	36	40	21	1	1	149
15	0	0	0	0	0	0	8	43	85	50	16	0	0	202
16	0	0	0	0	0	0	22	41	37	54	26	2	0	182
17	0	0	0	0	0	0	10	48	60	47	20	2	0	187
18	0	0	0	0	0	0	11	30	26	20	18	2	3	110
19	0	0	0	0	0	1	1	9	10	7	11	1	0	40
20	0	0	0	0	0	0	0	3	3	12	9	0	0	27
21	0	0	0	0	1	0	0	0	2	3	5	1	0	12
22	0	0	0	0	0	0	0	2	1	3	6	0	0	12
23	0	0	0	0	0	0	0	0	1	0	3	3	0	7

Hour	7-19	0	0	6	2	21	102	357	576	532	266	23	6	1891
Ranges:	6-22	0	0	6	3	22	106	379	606	568	321	30	6	2047
	6-24	0	0	6	3	22	106	381	608	571	330	33	6	2066
	0-24	0	0	6	3	22	111	386	624	587	357	40	7	2143

Channel - Westbound

Monday		Vehicle Speeds (MPH)													TOTAL
27/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
1	0	0	0	0	0	0	0	0	1	0	0	1	0	2	
2	0	0	0	0	0	1	0	1	2	0	1	0	0	5	
3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
4	0	0	0	0	0	0	0	3	0	1	3	0	0	7	
5	0	0	0	0	0	0	1	3	5	3	7	3	0	22	
6	0	0	0	0	0	0	1	10	15	8	16	5	0	55	
7	0	0	0	0	0	0	2	17	43	44	40	5	0	151	
8	0	0	0	0	0	0	2	17	69	67	41	3	1	200	
9	0	0	0	0	0	0	6	29	62	38	27	1	0	163	
10	0	0	0	0	0	0	0	36	65	45	21	2	0	169	
11	0	0	0	0	0	0	1	18	48	47	23	0	0	137	
12	0	0	0	0	1	11	8	25	34	30	17	2	0	128	
13	0	0	0	0	0	0	5	23	40	42	21	4	0	135	
14	0	0	0	0	0	0	4	34	52	29	20	3	0	142	
15	0	0	0	0	0	0	3	34	47	35	34	1	0	154	
16	0	0	0	0	0	0	2	30	35	50	42	4	1	164	
17	0	0	0	0	0	2	5	24	46	41	41	4	0	163	
18	0	0	0	0	0	0	1	9	18	31	39	1	1	100	
19	0	0	0	0	0	0	3	1	8	15	14	1	0	42	
20	0	0	0	0	0	0	2	4	5	12	12	4	1	40	
21	0	0	0	0	0	0	0	3	4	5	6	5	0	23	
22	0	0	0	0	0	0	0	1	2	5	12	0	0	20	
23	0	0	0	0	0	0	1	0	1	2	4	1	1	10	

Hour	7-19	0	0	0	1	13	39	296	559	499	366	30	3	1806
Ranges:	6-22	0	0	0	1	13	45	314	591	539	414	45	4	1966
	6-24	0	0	0	1	13	46	315	594	546	430	46	5	1996
	0-24	0	0	0	1	14	47	322	603	552	441	50	5	2035

Bromyard - ATC 2 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

























	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2144	2158	2170	2278	1673	1578	2143	2179	2021
Mean Speed	45.6	44.8	45.6	45.9	46.8	45.1	45.0	45.4	45.5
85%ile Speed	52.0	52.2	53.0	53.0	52.9	51.9	51.5	52.3	52.4
No. Vehicles > 60 MPH Limit	66	55	85	61	56	32	51	64	58
% Vehicles > 60 MPH Limit	3.1	2.5	3.9	2.7	3.3	2.0	2.4	2.9	2.9
No. Vehicles > 75 MPH	1	2	1	5	4	0	1	2	2
% Vehicles > 75 MPH	0.0	0.1	0.0	0.2	0.2	0.0	0.0	0.1	0.1

Channel - Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2125	2158	2248	2454	1768	1454	2035	2204	2035
Mean Speed	46.5	46.4	46.4	47.0	47.2	46.6	46.2	46.5	46.6
85%ile Speed	53.1	53.3	53.5	53.5	53.4	53.6	52.9	53.3	53.3
No. Vehicles > 60 MPH Limit	88	75	80	93	54	34	59	79	69
% Vehicles > 60 MPH Limit	4.1	3.5	3.6	3.8	3.1	2.3	2.9	3.6	3.3
No. Vehicles > 75 MPH	8	4	2	3	3	1	0	4	4
% Vehicles > 75 MPH	0.4	0.2	0.1	0.1	0.2	0.1	0.0	0.2	0.2

Eastbound & Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	4269	4316	4418	4732	3441	3032	4178	4383	4055
Mean Speed	46.0	45.6	46.0	46.4	47.0	45.8	45.6	45.9	46.1
85%ile Speed	52.7	52.8	53.3	53.2	53.2	52.7	52.3	52.8	52.9
No. Vehicles > 60 MPH Limit	154	130	165	154	110	66	110	143	127
% Vehicles > 60 MPH Limit	3.6	3.0	3.7	3.3	3.2	2.2	2.6	3.2	3.1
No. Vehicles > 75 MPH	9	6	3	8	7	1	1	5	5
% Vehicles > 75 MPH	0.2	0.1	0.1	0.2	0.2	0.0	0.0	0.1	0.1

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Bromyard - ATC 2 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	1423	1423	1496	1608	1281	1265	1445	1479	1420
Mean Speed	47.6	47.3	47.8	48.2	47.4	46.6	46.5	47.5	47.3
85%ile Speed	52.5	52.8	53.5	53.0	53.0	52.2	51.8	52.7	52.7
No. Vehicles > 60 MPH Limit	54	48	67	46	44	27	34	50	46
% Vehicles > 60 MPH Limit	3.8	3.4	4.5	2.9	3.4	2.1	2.4	3.4	3.2
No. Vehicles > 75 MPH	1	2	1	2	3	0	1	1	2
% Vehicles > 75 MPH	0.1	0.1	0.1	0.1	0.2	0.0	0.1	0.1	0.1

Channel - Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	1408	1443	1506	1670	1375	1158	1357	1477	1417
Mean Speed	47.7	48.0	47.5	48.2	48.0	47.0	47.4	47.8	47.7
85%ile Speed	53.2	53.5	53.4	53.2	53.5	54.0	53.0	53.2	53.4
No. Vehicles > 60 MPH Limit	63	57	58	69	41	29	40	57	51
% Vehicles > 60 MPH Limit	4.5	4.0	3.9	4.1	3.0	2.5	2.9	3.9	3.5
No. Vehicles > 75 MPH	7	4	1	2	2	1	0	4	3
% Vehicles > 75 MPH	0.5	0.3	0.1	0.1	0.1	0.1	0.0	0.2	0.2

Eastbound & Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	2831	2866	3002	3278	2656	2423	2802	2956	2837
Mean Speed	47.7	47.7	47.7	48.3	47.7	46.8	47.0	47.7	47.6
85%ile Speed	52.8	53.2	53.4	53.1	53.3	53.1	52.3	53.0	53.0
No. Vehicles > 60 MPH Limit	117	105	125	115	85	56	74	107	97
% Vehicles > 60 MPH Limit	4.1	3.7	4.2	3.5	3.2	2.3	2.6	3.6	3.4
No. Vehicles > 75 MPH	8	6	2	4	5	1	1	4	4
% Vehicles > 75 MPH	0.3	0.2	0.1	0.1	0.2	0.0	0.0	0.1	0.1

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Bromyard - ATC 3 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

Tuesday		Vehicle Classes														TOTAL
21/11/2023		1	2	3	4	5	6	7	8	9	10	11	12	13		
Hour	Min	0	0	3	0	0	0	0	0	0	0	0	1	0	0	4
1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
4	0	8	2	0	0	0	0	0	1	0	0	2	0	0	0	13
5	0	16	12	0	0	1	0	0	0	1	0	2	0	0	0	32
6	0	64	24	1	1	2	0	0	0	1	0	0	0	0	0	93
7	0	178	43	0	0	1	0	0	0	0	0	2	0	0	0	224
8	0	254	50	0	0	1	0	0	2	0	0	1	3	0	0	311
9	0	172	31	0	0	4	0	0	1	5	0	1	1	0	0	215
10	0	145	31	0	0	2	0	0	1	1	0	1	0	0	0	181
11	0	144	31	1	1	3	0	1	0	1	0	1	3	0	0	186
12	0	140	36	1	1	1	0	0	0	8	0	2	1	0	0	190
13	0	142	31	1	0	1	0	0	0	1	0	2	3	0	0	181
14	0	157	40	2	0	0	0	0	0	2	0	2	3	0	0	206
15	0	189	28	2	0	1	0	0	0	1	0	0	1	0	0	222
16	0	191	30	1	0	1	0	0	0	1	0	2	3	0	0	229
17	0	185	30	0	0	0	0	0	0	1	0	1	0	0	0	217
18	0	113	17	1	0	1	0	0	0	3	0	0	1	0	0	136
19	0	76	9	1	0	0	0	0	1	0	0	0	0	0	0	87
20	0	33	2	0	0	0	0	0	0	1	0	0	0	0	0	36
21	0	27	5	1	0	1	0	0	0	0	0	0	0	0	0	34
22	0	9	3	0	0	0	0	0	0	0	0	1	0	0	0	13
23	0	7	1	0	0	0	0	0	0	0	0	1	0	0	0	9

Hour Ranges:	7-19	2010	398	9	2	16	0	1	4	24	0	15	19	0	2498
	6-22	2210	438	12	3	19	0	1	5	26	0	15	19	0	2748
	6-24	2226	442	12	3	19	0	1	5	26	0	17	19	0	2770
	0-24	2259	459	12	3	20	0	1	6	27	0	22	19	0	2828

Channel - Westbound

Tuesday		Vehicle Classes														TOTAL
21/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	6	1	0	0	0	0	0	0	2	0	0	0	0	9	
1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	
4	0	3	1	0	0	1	0	0	0	3	0	0	0	0	8	
5	0	12	7	0	0	0	0	0	0	2	0	0	0	0	21	
6	0	40	12	0	0	0	0	0	0	1	0	1	0	0	54	
7	0	120	29	0	0	1	0	0	0	2	0	2	2	0	156	
8	0	226	43	2	0	0	0	0	0	2	0	2	1	0	276	
9	0	142	31	0	0	2	0	1	1	2	0	0	6	0	185	
10	0	123	22	1	0	2	0	0	0	2	0	1	3	0	154	
11	0	144	33	3	0	4	0	0	0	3	0	2	0	0	189	
12	0	149	26	0	2	4	0	0	0	1	0	0	3	0	185	
13	0	112	28	0	0	1	0	0	0	2	0	0	3	0	146	
14	0	152	33	0	0	2	0	0	0	3	0	4	1	0	195	
15	0	207	37	2	0	2	0	0	1	3	0	1	4	0	257	
16	0	215	49	1	0	1	0	0	0	0	0	0	1	0	267	
17	0	214	25	1	0	1	0	0	1	1	0	0	0	0	243	
18	0	125	17	0	0	1	0	0	0	2	0	0	1	0	146	
19	0	65	13	1	0	0	0	0	0	0	0	1	0	0	80	
20	0	54	8	0	0	0	0	0	0	0	0	0	0	0	62	
21	0	36	1	0	0	0	0	0	0	1	0	2	0	0	40	
22	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29	
23	0	10	0	0	0	0	0	0	0	2	0	0	0	0	12	

Hour Ranges:	7-19	1929	373	10	2	21	0	1	3	23	0	12	25	0	2399
	6-22	2124	407	11	2	21	0	1	3	25	0	16	25	0	2635
	6-24	2160	410	11	2	21	0	1	3	27	0	16	25	0	2676
	0-24	2186	422	11	2	22	0	1	3	35	0	16	25	0	2723

Channel - Eastbound

Wednesday		Vehicle Classes														TOTAL
22/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
3	0	2	0	0	0	0	0	0	0	2	0	1	0	0	5	
4	0	7	3	0	0	0	0	0	0	3	0	1	0	0	14	
5	0	24	17	0	0	0	0	0	0	5	0	2	0	0	48	
6	0	63	29	0	1	2	0	0	0	2	0	0	0	0	97	
7	0	174	41	3	0	0	0	0	2	1	0	4	3	0	228	
8	0	234	42	2	0	4	0	0	0	1	0	0	1	0	284	
9	0	163	29	3	0	2	0	0	0	2	0	5	2	0	206	
10	0	120	24	1	0	1	0	0	1	4	0	4	3	0	158	
11	0	138	23	0	0	6	0	0	0	4	0	3	4	0	178	
12	0	128	31	0	0	3	0	1	0	4	0	2	2	0	171	
13	0	160	33	0	0	0	0	0	0	3	0	3	3	0	202	
14	0	155	31	1	0	3	0	0	0	1	0	1	6	0	198	
15	0	182	41	0	0	2	0	0	0	4	0	1	1	0	231	
16	0	180	43	1	0	0	0	0	0	1	0	0	3	0	228	
17	0	223	34	1	0	1	0	0	0	3	0	3	1	0	266	
18	0	126	12	0	0	3	0	0	0	2	0	1	0	0	144	
19	0	58	6	0	0	0	0	0	0	0	0	1	0	0	65	
20	0	37	6	0	0	0	0	0	0	0	0	1	0	0	44	
21	0	25	1	0	0	0	0	0	0	0	0	1	0	0	27	
22	0	20	1	0	0	0	0	0	0	0	0	0	0	0	21	
23	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	

Hour Ranges:	7-19	1983	384	12	0	25	0	1	3	30	0	27	29	0	2494
	6-22	2166	426	12	1	27	0	1	3	32	0	30	29	0	2727
	6-24	2195	427	12	1	27	0	1	3	32	0	30	29	0	2757
	0-24	2235	450	12	1	27	0	1	3	42	0	34	29	0	2834

Channel - Westbound

Bromyard - ATC 3 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

Tuesday		Vehicle Speeds (MPH)													TOTAL
21/11/2023		0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
Hour	Min														
0	0	0	1	0	1	1	1	0	0	0	0	0	0	4	
1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
2	0	0	0	0	0	2	1	0	1	0	0	0	0	4	
3	0	0	0	1	0	2	0	0	1	0	0	0	0	4	
4	0	0	0	2	3	2	2	3	0	1	0	0	0	13	
5	0	0	1	7	7	7	5	4	1	0	0	0	0	32	
6	0	0	4	25	16	22	19	3	3	0	1	0	0	93	
7	0	2	21	61	64	59	14	2	0	1	0	0	0	224	
8	0	4	46	111	72	69	9	0	0	0	0	0	0	311	
9	0	3	21	65	52	59	13	2	0	0	0	0	0	215	
10	0	3	17	35	45	59	20	2	0	0	0	0	0	181	
11	0	2	16	46	38	59	21	3	1	0	0	0	0	186	
12	0	1	14	43	50	65	14	3	0	0	0	0	0	190	
13	0	0	12	44	39	72	12	2	0	0	0	0	0	181	
14	0	0	5	43	57	78	20	2	1	0	0	0	0	206	
15	0	2	15	60	65	59	16	3	2	0	0	0	0	222	
16	0	1	15	66	74	57	14	1	1	0	0	0	0	229	
17	0	1	21	64	74	43	11	3	0	0	0	0	0	217	
18	0	0	6	29	40	45	13	2	1	0	0	0	0	136	
19	0	0	1	19	30	29	4	2	2	0	0	0	0	87	
20	0	0	0	11	13	6	4	2	0	0	0	0	0	36	
21	0	0	2	5	8	8	6	3	1	1	0	0	0	34	
22	0	0	1	4	3	4	1	0	0	0	0	0	0	13	
23	0	0	0	3	4	1	1	0	0	0	0	0	0	9	

Hour Ranges:

7-19	19	209	667	670	724	177	25	6	1	0	0	0	2498
6-22	19	216	727	737	789	210	35	12	2	1	0	0	2748
6-24	19	217	734	744	794	212	35	12	2	1	0	0	2770
0-24	19	219	744	755	809	221	42	15	3	1	0	0	2828

Channel - Westbound

Tuesday		Vehicle Speeds (MPH)													TOTAL
21/11/2023		0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
Hour	Min														
0	0	0	0	2	1	1	2	1	1	0	1	0	0	9	
1	0	0	0	0	1	0	0	0	1	1	0	0	0	3	
2	0	0	0	1	1	2	0	0	0	0	0	0	0	4	
3	0	0	0	0	0	1	1	0	0	0	0	0	0	2	
4	0	0	0	0	0	2	1	2	3	0	0	0	0	8	
5	0	0	0	4	1	2	6	4	2	2	0	0	0	21	
6	0	0	2	5	4	17	14	8	3	1	0	0	0	54	
7	0	0	4	23	22	37	48	18	3	1	0	0	0	156	
8	0	2	29	71	49	73	42	8	2	0	0	0	0	276	
9	0	0	9	32	29	75	25	14	1	0	0	0	0	185	
10	0	0	5	18	28	49	48	4	2	0	0	0	0	154	
11	0	0	9	21	41	60	41	15	2	0	0	0	0	189	
12	0	1	5	35	39	56	36	12	1	0	0	0	0	185	
13	0	0	12	31	27	34	29	10	3	0	0	0	0	146	
14	0	0	7	30	52	48	42	10	6	0	0	0	0	195	
15	0	2	12	44	73	75	41	8	2	0	0	0	0	257	
16	0	3	17	56	67	66	44	11	3	0	0	0	0	267	
17	0	0	12	74	48	55	45	6	3	0	0	0	0	243	
18	0	1	5	31	33	34	23	16	2	1	0	0	0	146	
19	0	0	4	14	17	16	14	8	4	3	0	0	0	80	
20	0	1	3	14	13	10	10	7	3	1	0	0	0	62	
21	0	0	6	6	3	8	14	3	0	0	0	0	0	40	
22	0	0	0	5	1	8	3	8	3	1	0	0	0	29	
23	0	0	1	2	2	2	4	1	0	0	0	0	0	12	

Hour Ranges:

7-19	9	126	466	508	662	464	132	30	2	0	0	0	2399
6-22	10	141	505	545	713	516	158	40	7	0	0	0	2635
6-24	10	142	512	548	723	523	167	43	8	0	0	0	2676
0-24	10	142	519	552	731	533	174	50	11	1	0	0	2723

Channel - Eastbound

Wednesday		Vehicle Speeds (MPH)													TOTAL
22/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	2	2	0	2	0	0	0	0	0	6	
1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	
2	0	0	0	1	0	1	0	0	0	0	0	0	0	2	
3	0	0	0	1	0	0	4	0	0	0	0	0	0	5	
4	0	0	0	1	5	2	2	2	1	1	0	0	0	14	
5	0	0	2	8	4	15	8	7	3	1	0	0	0	48	
6	0	0	7	20	19	20	15	11	5	0	0	0	0	97	
7	0	1	19	58	48	85	12	3	1	0	1	0	0	228	
8	0	7	29	114	89	28	15	2	0	0	0	0	0	284	
9	0	3	20	54	77	42	9	1	0	0	0	0	0	206	
10	0	0	5	39	40	58	14	2	0	0	0	0	0	158	
11	0	2	12	44	48	51	19	1	1	0	0	0	0	178	
12	0	0	11	54	46	47	9	4	0	0	0	0	0	171	
13	0	7	16	46	45	70	14	4	0	0	0	0	0	202	
14	0	3	13	46	72	51	12	1	0	0	0	0	0	198	
15	0	3	16	59	70	68	11	4	0	0	0	0	0	231	
16	0	2	20	69	58	67	10	2	0	0	0	0	0	228	
17	0	3	26	90	72	66	4	5	0	0	0	0	0	266	
18	0	0	4	37	42	48	12	1	0	0	0	0	0	144	
19	0	2	2	14	16	20	3	8	0	0	0	0	0	65	
20	0	0	1	11	14	8	9	1	0	0	0	0	0	44	
21	0	0	2	5	2	10	7	1	0	0	0	0	0	27	
22	0	0	0	3	3	7	7	1	0	0	0	0	0	21	
23	0	0	0	1	1	3	1	0	3	0	0	0	0	9	

Hour Ranges:

7-19	31	191	710	707	681	141	30	2	0	1	0	0	2494
6-22	33	203	760	758	739	175	51	7	0	1	0	0	2727
6-24	33	203	764	762	749	183	52	10	0	1	0	0	2757
0-24	33	205	777	773	769	197	63	14	2	1	0	0	2834

Channel - Westbound

Bromyard - ATC 3 - A44

Produced by Streetwise Services Ltd.

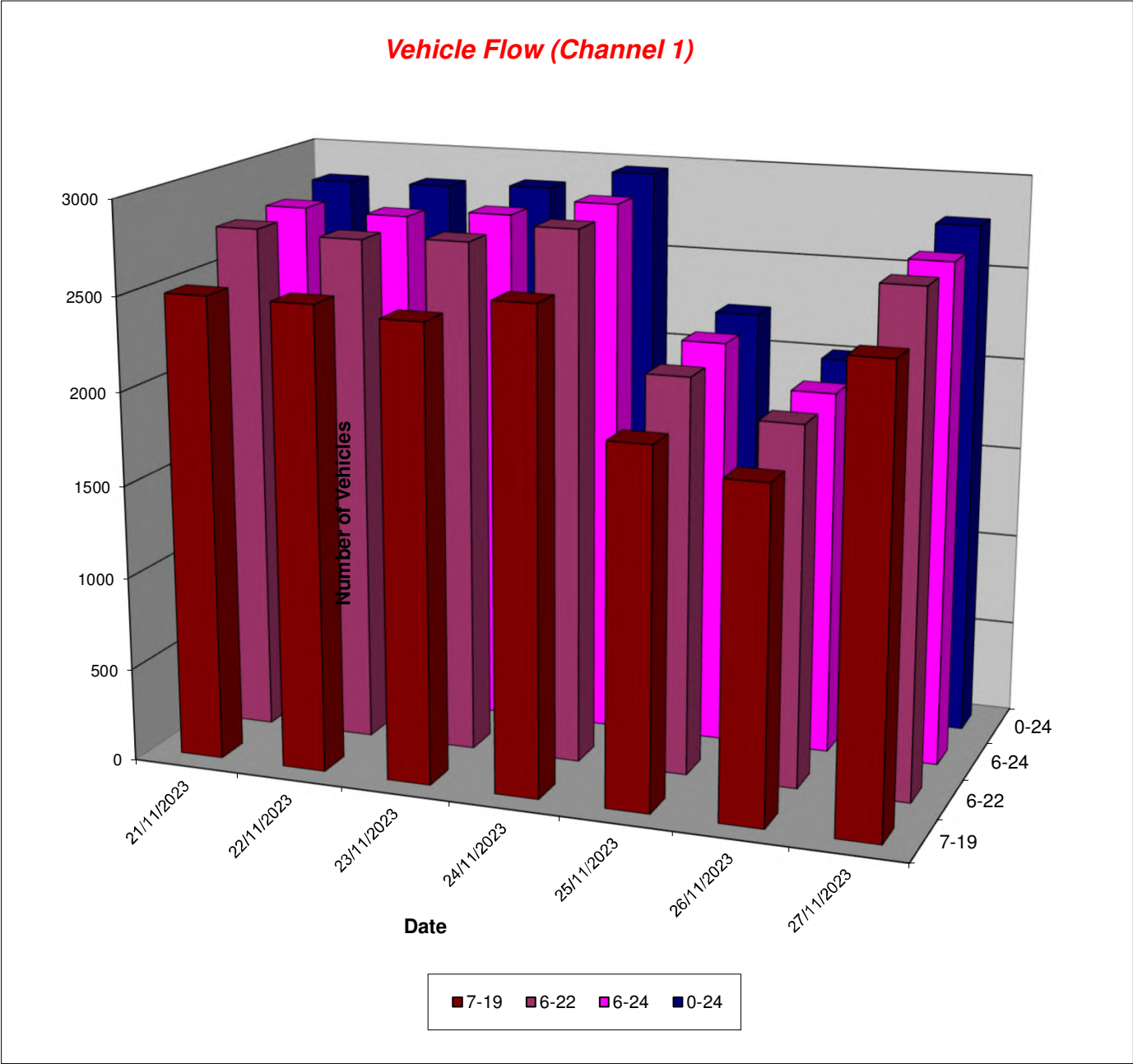


Channel - Eastbound
Vehicle Flow

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023		
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	5 Day Ave	7 Day Ave
0	0	4	6	4	17	6	19	5	7	9
1	0	1	2	0	2	8	11	2	2	4
2	0	4	2	0	2	0	5	2	3	3
3	0	4	5	3	2	6	3	11	5	5
4	0	13	14	14	13	5	5	25	16	13
5	0	32	48	37	39	15	6	44	40	32
6	0	93	97	95	71	32	19	114	94	74
7	0	224	228	212	210	70	44	238	222	175
8	0	311	284	314	283	146	60	241	287	234
9	0	215	206	200	190	170	141	222	207	192
10	0	181	158	184	213	204	191	195	186	189
11	0	186	178	157	184	172	236	166	174	183
12	0	190	171	193	199	182	199	197	190	190
13	0	181	202	181	221	166	191	154	188	185
14	0	206	198	192	235	178	167	194	205	196
15	0	222	231	249	273	181	166	242	243	223
16	0	229	228	220	231	184	178	227	227	214
17	0	217	266	200	202	138	118	218	221	194
18	0	136	144	144	138	128	90	141	141	132
19	0	87	65	89	91	89	60	64	79	78
20	0	36	44	64	59	58	47	40	49	50
21	0	34	27	56	51	33	28	22	38	36
22	0	13	21	35	18	21	20	9	19	20
23	0	9	9	13	19	34	8	9	12	14

Hour Ranges:

7-19	2498	2494	2446	2579	1919	1781	2435	2490	2307
6-22	2748	2727	2750	2851	2131	1935	2675	2750	2545
6-24	2770	2757	2798	2888	2188	1963	2693	2781	2579
0-24	2828	2834	2856	2963	2226	2012	2782	2853	2643



Channel - Westbound
Vehicle Flow

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023		
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	5 Day Ave	7 Day Ave
0	0	9	7	6	8	26	25	2	6	12
1	0	3	6	5	5	7	10	2	4	5
2	0	4	4	4	2	2	10	4	4	4
3	0	2	5	4	4	5	2	1	3	3
4	0	8	7	9	8	5	0	5	7	7
5	0	21	14	22	18	6	9	24	20	16
6	0	54	56	62	59	20	13	57	58	46
7	0	156	170	159	159	54	28	167	162	128

Bromyard - ATC 3 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

Average Speed

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	24.4	29.3	27.4	31.7	28.0	25.6	34.8
1	0	29.0	17.8	-	22.9	27.6	28.3	20.3
2	0	33.0	22.8	-	28.5	-	24.4	24.3
3	0	30.4	29.3	26.3	39.9	30.8	34.0	31.1
4	0	29.7	29.9	30.9	30.7	28.6	27.5	30.0
5	0	26.8	29.3	28.8	28.2	26.4	25.4	29.6
6	0	26.0	26.6	26.7	28.2	25.6	27.3	25.9
7	0	22.7	23.6	23.5	23.4	25.5	25.3	23.3
8	0	20.9	20.6	20.5	21.5	25.1	24.7	21.6
9	0	22.2	22.2	24.0	24.4	24.2	25.4	24.5
10	0	23.6	24.2	24.6	23.4	24.0	24.2	24.1
11	0	23.7	23.6	24.5	23.9	23.7	24.2	24.3
12	0	23.9	23.1	23.8	24.9	24.3	25.2	23.9
13	0	24.0	23.3	24.9	24.2	25.6	24.0	23.7
14	0	24.8	22.8	24.3	24.4	25.7	26.8	24.3
15	0	23.2	22.9	21.2	21.8	25.2	25.5	22.2
16	0	22.9	22.5	23.7	24.0	24.0	26.1	22.9
17	0	22.3	21.8	23.1	24.1	24.4	26.4	23.1
18	0	24.6	24.1	24.9	24.2	23.6	25.4	23.2
19	0	24.5	24.9	24.7	25.2	25.6	27.8	23.7
20	0	23.8	24.5	26.0	26.9	25.1	25.1	25.5
21	0	27.5	26.4	29.4	26.5	25.3	27.1	25.8
22	0	22.7	27.9	27.7	24.8	26.2	30.1	25.1
23	0	23.5	31.5	34.0	26.0	26.8	29.5	28.7

Hour Ranges:	10-12	23.6	23.9	24.6	23.6	23.8	24.2	24.2
	14-16	24.0	22.9	22.6	23.0	25.4	26.1	23.1
	0-24	23.4	23.2	23.9	24.0	24.7	25.4	23.8

7 Day Ave	24.0
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Channel - Eastbound

85th Percentile

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	29.5	37.7	34.8	42.3	31.3	30.5	39.2
1	0	29.0	18.4	-	26.4	34.4	33.9	22.5
2	0	39.5	26.3	-	36.1	-	30.5	26.0
3	0	37.8	33.2	33.7	42.1	37.1	37.1	36.4
4	0	37.9	38.5	41.1	37.0	35.4	31.7	38.1
5	0	34.3	37.5	36.7	37.9	32.9	33.7	37.6
6	0	33.2	35.9	34.7	38.0	33.5	32.1	33.5
7	0	28.8	28.7	29.1	29.5	31.7	34.8	29.0
8	0	27.6	25.9	26.4	27.3	32.0	33.1	27.1
9	0	28.0	27.0	29.5	29.9	30.0	31.1	29.5
10	0	29.7	29.1	30.2	28.8	29.8	29.8	29.5
11	0	30.1	29.2	30.4	30.0	29.3	29.2	29.6
12	0	29.4	29.0	30.0	30.4	29.9	30.3	29.7
13	0	29.2	29.2	31.5	29.0	31.7	29.8	29.2
14	0	29.6	28.2	29.2	29.8	30.9	32.0	29.9
15	0	29.1	27.6	27.6	28.0	30.1	30.7	28.0
16	0	28.6	27.4	27.9	29.8	29.4	30.9	28.5
17	0	28.2	27.3	28.8	28.7	29.9	32.9	28.0
18	0	30.1	29.3	29.9	29.3	29.1	31.5	28.5
19	0	28.8	32.4	30.0	30.2	30.8	33.9	28.1
20	0	30.6	31.4	33.9	31.2	31.4	32.6	30.6
21	0	34.4	33.0	38.2	32.3	30.6	32.3	33.7
22	0	29.3	33.2	33.9	29.1	32.8	35.1	29.9
23	0	26.2	42.9	42.5	31.2	33.5	36.9	38.6

Hour Ranges:	10-12	29.9	29.3	30.2	29.7	29.6	29.4	29.5
	14-16	29.2	27.9	28.5	28.9	30.5	31.5	29.3
	0-24	29.2	29.0	30.0	29.9	30.5	31.2	29.5

7 Day Ave	29.9
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Channel - Westbound

Average Speed

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	31.8	34.8	37.4	34.7	32.9	33.2	27.3
1	0	38.5	30.9	38.1	34.4	29.0	23.2	44.7
2	0	23.6	25.4	27.5	25.5	24.5	30.7	36.4
3	0	32.3	32.6	27.6	41.2	30.8	42.7	34.0
4	0	36.5	34.0	36.8	34.2	37.0	-	34.9
5	0	32.6	29.8	29.1	28.7	34.9	31.8	31.8
6	0	29.7	28.4	31.5	31.9	27.1	28.5	28.4
7	0	28.6	28.1	27.4	28.8	30.4	28.1	28.5
8	0	24.1	24.6	24.6	24.8	28.5	29.3	24.8
9	0	26.3	26.3	26.1	25.6	27.7	28.6	26.5
10	0	27.5	27.5	27.2	26.3	27.5	27.4	27.3
11	0	27.0	27.3	26.5	27.4	27.2	27.5	27.3
12	0	26.3	27.0	26.6	26.7	28.0	27.5	25.1
13	0	25.8	25.9	26.8	26.2	28.3	27.3	26.2
14	0	26.6	24.2	24.5	26.9	26.5	28.3	26.0
15	0	25.2	24.3	24.0	25.4	27.1	25.8	22.8
16	0	24.8	23.7	26.2	25.1	26.1	26.8	25.1
17	0	24.6	24.9	24.6	27.2	25.9	27.9	24.0
18	0	26.2	26.7	27.7	26.4	26.8	28.1	27.0
19	0	28.0	27.0	29.6	27.6	28.6	28.1	28.2
20	0	26.3	28.9	29.2	29.2	28.5	30.4	26.3
21	0	26.6	26.9	25.8	30.7	27.7	29.2	28.3
22	0	31.6	28.0	32.7	28.2	26.7	33.6	28.9
23	0	27.0	26.4	31.2	28.1	29.2	31.6	31.6

Hour Ranges:	10-12	27.2	27.4	26.8	26.9	27.3	27.4	27.3
	14-16	25.8	24.3	24.2	26.1	26.8	27.1	24.2
	0-24	26.2	25.9	26.4	26.7	27.5	27.9	26.0

7 Day Ave	26.6
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Channel - Westbound

85th Percentile

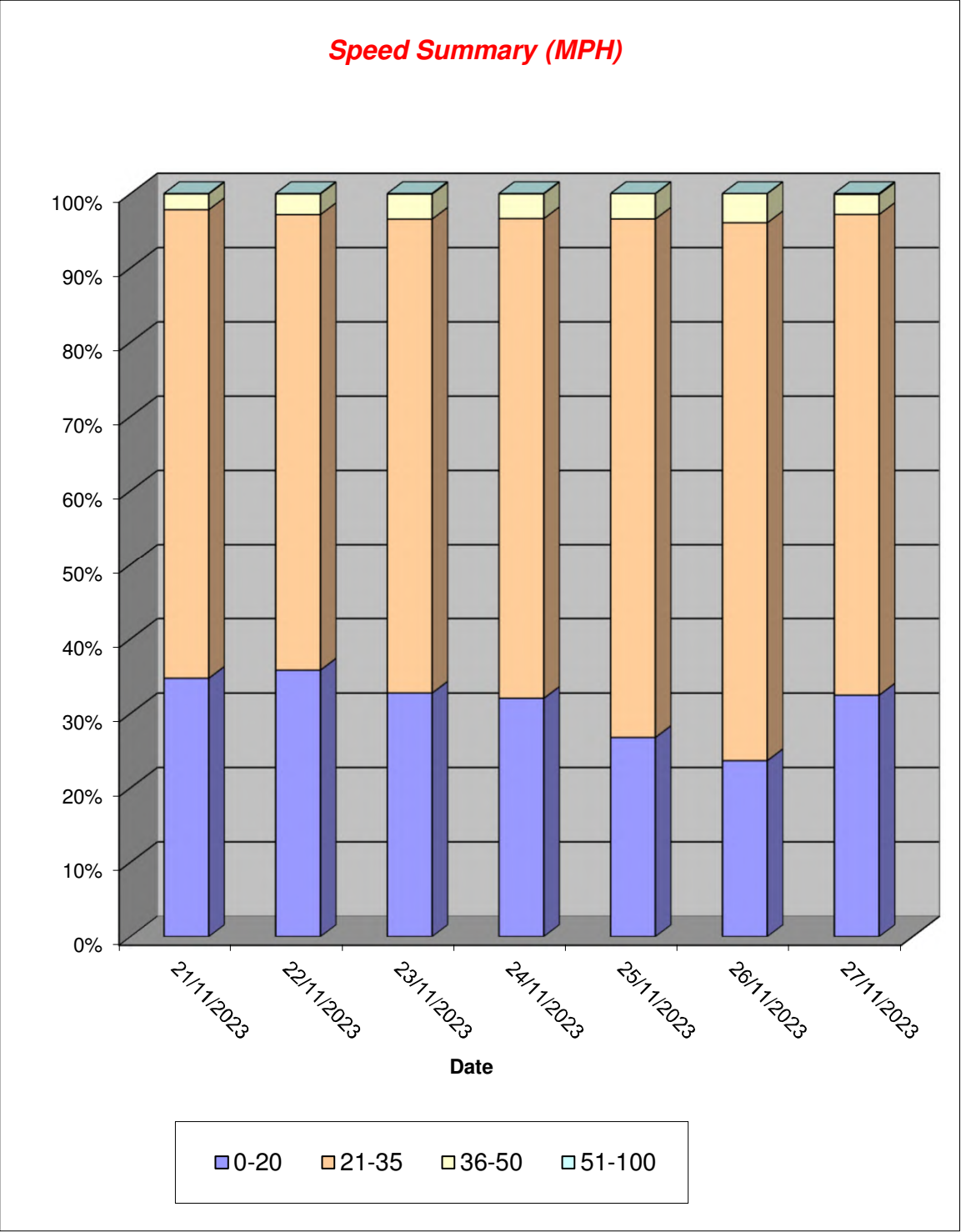
Bromyard - ATC 3 - A44

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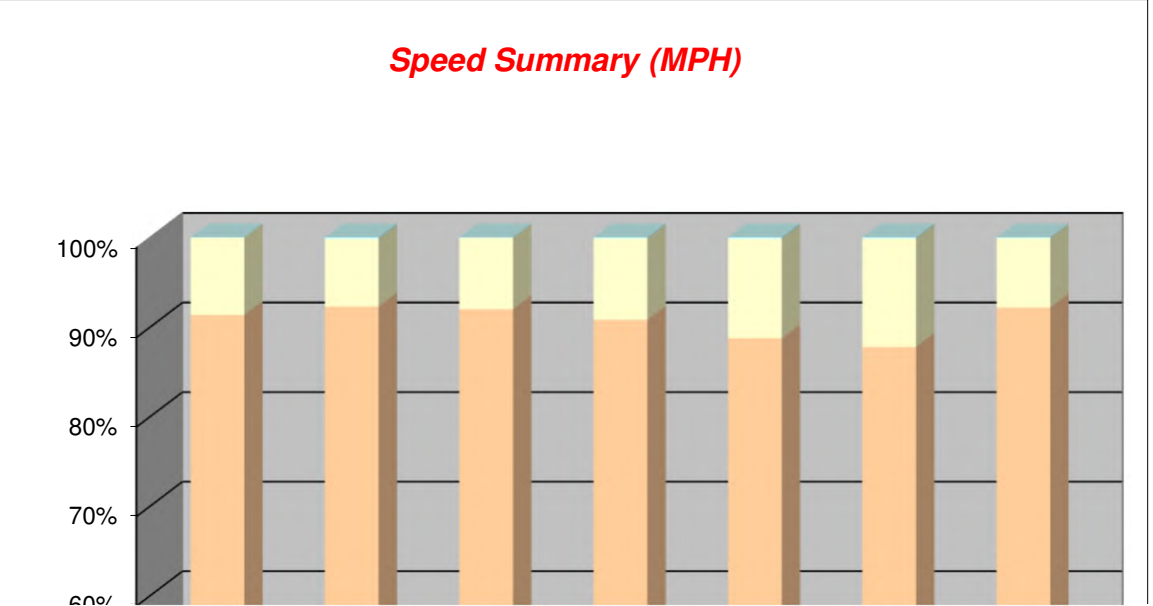
Channel - Eastbound
Speed Summary

	21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	982	1015	935	949	596	476	903
21-35	1785	1739	1823	1914	1554	1457	1801
36-50	60	79	96	99	76	79	75
51-100	1	1	2	1	0	0	3
TOTAL	2828	2834	2856	2963	2226	2012	2782



Channel - Westbound
Speed Summary

	21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	671	712	661	678	417	313	668
21-35	1816	1785	1912	2043	1507	1252	1730
36-50	235	204	222	272	240	215	201
51-100	1	5	2	4	4	3	3
TOTAL	2723	2706	2797	2997	2168	1783	2602



Bromyard - ATC 3 - A44

Produced by Streetwise Services Ltd.

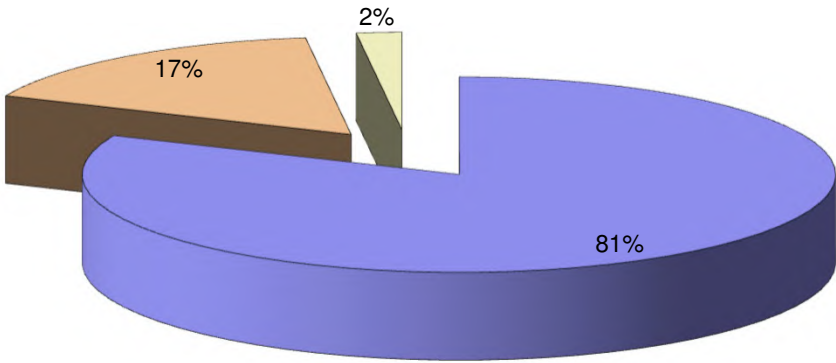


Channel - Eastbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/11/2023				
7-19	2010	443	45	2498
6-22	2210	489	49	2748
6-24	2226	493	51	2770
0-24	2259	511	58	2828
22/11/2023				
7-19	1983	451	60	2494
6-22	2166	495	66	2727
6-24	2195	496	66	2757
0-24	2235	519	80	2834
23/11/2023				
7-19	1941	459	46	2446
6-22	2187	514	49	2750
6-24	2230	518	50	2798
0-24	2266	538	52	2856
24/11/2023				
7-19	2094	436	49	2579
6-22	2309	488	54	2851
6-24	2345	489	54	2888
0-24	2389	508	66	2963
25/11/2023				
7-19	1683	229	7	1919
6-22	1863	259	9	2131
6-24	1913	264	9	2186
0-24	1942	270	14	2226
26/11/2023				
7-19	1568	198	15	1781
6-22	1696	220	19	1935
6-24	1720	224	19	1963
0-24	1760	229	23	2012
27/11/2023				
7-19	1974	412	49	2435
6-22	2159	460	56	2675
6-24	2176	461	56	2693
0-24	2230	486	66	2782
Average				
7-19	1893	375	39	2307
6-22	2084	418	43	2545
6-24	2115	421	44	2579
0-24	2154	437	51	2643

Total Vehicle Class Distribution



Channel - Westbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/11/2023				
7-19	1929	430	318	2677
6-22	2124	465	360	2949
6-24	2160	468	396	3024
0-24	2186	481	447	3114
22/11/2023				
7-19	1891	415	53	2359
6-22	2117	444	58	2619
6-24	2154	449	60	2663
0-24	2181	459	66	2706
23/11/2023				
7-19	1955	394	50	2399
6-22	2213	430	56	2699
6-24	2254	436	57	2747
0-24	2289	446	62	2797
24/11/2023				
7-19	2142	429	39	2610
6-22	2375	467	42	2884
6-24	2439	469	44	2952
0-24	2469	479	49	2997
25/11/2023				
7-19	1663	181	19	1863
6-22	1822	206	20	2048
6-24	1887	210	20	2117
0-24	1926	220	22	2168
26/11/2023				
7-19	1376	146	12	1534
6-22	1522	165	12	1699
6-24	1548	167	12	1727
0-24	1600	171	12	1783
27/11/2023				
7-19	1911	381	34	2326
6-22	2081	407	38	2526
6-24	2113	412	39	2564

Wednesday															
22/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
1	0	4	1	0	0	0	0	0	0	1	0	0	0	0	6
2	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
3	0	2	0	0	0	2	0	0	0	1	0	0	0	0	5
4	0	3	3	0	0	0	0	0	0	1	0	0	0	0	7
5	0	10	2	0	1	0	0	0	0	0	0	1	0	0	14
6	0	41	9	0	0	1	0	0	1	2	0	2	0	0	56
7	0	123	32	0	0	5	0	0	0	2	0	5	3	0	170
8	0	215	41	1	0	1	0	0	0	6	0	0	5	0	269
9	0	126	27	1	0	2	0	0	0	0	0	1	1	0	158
10	0	132	26	0	0	0	0	0	0	3	0	6	4	0	171
11	0	112	31	0	0	3	0	0	0	5	0	0	2	0	153
12	0	115	24	1	0	2	0	0	0	5	0	2	2	0	151
13	0	144	23	1	0	0	0	1	0	2	0	2	1	0	174
14	0	156	22	1	0	2	0	0	0	5	0	5	2	0	193
15	0	223	39	1	0	5	0	0	0	2	0	0	3	0	273
16	0	205	45	0	0	2	0	1	0	2	0	0	2	0	257
17	0	209	25	2	0	1	0	0	0	0	0	0	1	0	238
18	0	131	18	0	0	2	0	0	0	0	0	0	1	0	152
19	0	87	12	0	0	0	0	0	0	0	0	0	0	0	99
20	0	57	6	0	0	0	0	0	0	0	0	0	0	0	63
21	0	41	1	0	0	0	0	0	0	0	0	0	0	0	42
22	0	34	4	0	0	0	0	0	0	2	0	0	0	0	40
23	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4

Hour	7-19	1891	353	8	0	25	0	2	0	32	0	21	27	0	2359
Ranges:	6-22	2117	381	8	0	26	0	2	1	34	0	23	27	0	2619
	6-24	2154	386	8	0	26	0	2	1	36	0	23	27	0	2663
	0-24	2181	394	8	1	28	0	2	1	40	0	24	27	0	2706

Channel - Eastbound

Thursday															
23/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	0	7	4	0	0	0	0	0	0	1	0	1	1	0	14
5	0	23	11	0	0	1	0	0	0	0	0	0	2	0	37
6	0	60	28	2	1	2	0	0	0	2	0	0	0	0	95
7	0	163	41	1	2	0	0	0	2	1	0	2	0	0	212
8	0	258	46	3	0	2	0	0	0	1	0	2	2	0	314
9	0	150	45	1	0	0	0	0	0	3	0	0	1	0	200
10	0	135	36	0	1	1	0	0	0	4	0	1	6	0	184
11	0	128	23	1	1	1	0	0	0	2	0	0	1	0	157
12	0	147	39	1	0	2	0	0	0	2	0	1	1	0	193
13	0	147	25	2	0	1	0	0	0	2	0	3	1	0	181
14	0	156	27	1	0	2	0	0	1	1	0	2	2	0	192
15	0	196	46	2	0	2	0	0	1	1	0	0	1	0	249
16	0	169	41	0	0	1	0	0	0	3	0	2	4	0	220
17	0	164	33	0	0	0	0	1	1	1	0	0	0	0	200
18	0	128	12	0	0	1	0	0	0	3	0	0	0	0	144
19	0	74	15	0	0	0	0	0	0	0	0	0	0	0	89
20	0	62	2	0	0	0	0	0	0	0	0	0	0	0	64
21	0	50	6	0	0	0	0	0	0	0	0	0	0	0	56
22	0	32	3	0	0	0	0	0	0	0	0	0	0	0	35
23	0	11	1	0	0	0	0	0	0	0	0	1	0	0	13

Hour	7-19	1941	414	12	4	13	0	1	5	24	0	13	19	0	2446
Ranges:	6-22	2187	465	14	5	15	0	1	5	26	0	13	19	0	2750
	6-24	2230	469	14	5	15	0	1	5	26	0	14	19	0	2798
	0-24	2266	485	14	5	16	0	1	5	27	0	15	22	0	2856

Channel - Westbound

Thursday															
23/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	3	1	0	0	0	0	0	0	2	0	0	0	0	6
1	0	3	1	0	0	0	0	0	0	1	0	0	0	0	5
2	0	2	1	0	0	0	0	0	0	1	0	0	0	0	4
3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
5	0	17	3	0	0	0	0	0	0	1	0	0	1	0	22
6	0	38	16	2	1	1	0	0	1	1	0	1	1	0	62
7	0	122	30	2	0	2	0	0	0	0	0	1	2	0	159
8	0	217	35	2	1	3	0	1	0	2	0	2	1	0	264
9	0	133	31	3	3	1	0	0	0	4	0	1	3	0	179
10	0	108	23	2	0	1	0	0	1	2	0	1	2	0	140
11	0	125	34	1	0	1	0	0	0	1	0	2	1	0	165
12	0	162	14	2	0	0	0	0	0	2	0	4	4	0	188
13	0	149	27	2	0	2	0	0	0	5	0	3	0	0	188
14	0	157	27	1	0	2	0	0	0	3	0	0	2	0	192
15	0	205	34	1	1	2	0	1	0	2	0	0	0	0	246
16	0	199	43	0	0	0	0	0	0	1	0	5	3	0	251
17	0	246	31	1	0	0	0	0	0	0	0	0	1	0	279
18	0	132	13	0	1	0	0	0	0	2	0	0	0	0	148
19	0	97	6	0	0	0	0	0	0	0	0	1	1	0	105
20	0	69	6	0	0	1	0	0	0	0	0	0	0	0	76
21	0	54	2	0	0	0	0	0	0	1	0	0	0	0	57
22	0	27	4	0	0	0	0	0	0	0	0	0	0	0	31
23	0	14	2	0	0	0	0	0	0	1	0	0	0	0	17

Hour	7-19	1955	342	17	6	14	0	2	1	24	0	19	19	0	2399
Ranges:	6-22	2213	372	19	7	16	0	2	2	26	0	21	21	0	2699
	6-24	2254	378	19	7	16	0	2	2	27	0	21	21	0	2747
	0-24	2289	387	19	7	16	0	2	2	32	0	21	22	0	2797

Channel - Eastbound

Friday															
24/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL

Wednesday 22/11/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	3	0	1	1	0	1	1	0	0	7	
1	0	0	0	2	0	2	0	0	1	0	1	0	0	6	
2	0	0	0	2	0	1	1	0	0	0	0	0	0	4	
3	0	0	0	0	1	1	1	1	1	0	0	0	0	5	
4	0	0	0	0	1	1	2	1	2	0	0	0	0	7	
5	0	0	0	4	0	2	5	1	1	1	0	0	0	14	
6	0	0	0	11	9	15	10	5	6	0	0	0	0	56	
7	0	1	10	21	26	42	41	19	10	0	0	0	0	170	
8	0	1	28	58	53	66	51	12	0	0	0	0	0	269	
9	0	0	10	22	35	47	30	12	2	0	0	0	0	158	
10	0	0	7	21	27	61	42	10	2	1	0	0	0	171	
11	0	0	6	21	27	47	41	11	0	0	0	0	0	153	
12	0	0	0	23	38	43	42	3	1	1	0	0	0	151	
13	0	3	9	27	34	55	36	9	1	0	0	0	0	174	
14	0	3	17	44	47	45	31	5	1	0	0	0	0	193	
15	0	3	19	70	60	67	46	7	1	0	0	0	0	273	
16	0	1	26	63	59	66	35	5	2	0	0	0	0	257	
17	0	0	9	71	45	57	45	9	2	0	0	0	0	238	
18	0	2	9	26	35	28	32	15	4	1	0	0	0	152	
19	0	0	3	24	17	16	29	7	2	0	1	0	0	99	
20	0	0	2	12	14	7	12	6	9	0	1	0	0	63	
21	0	0	5	6	6	8	10	6	1	0	0	0	0	42	
22	0	0	3	5	4	16	6	4	1	0	1	0	0	40	
23	0	0	0	2	0	0	2	0	0	0	0	0	0	4	

Hour	7-19	14	150	467	486	624	472	117	26	3	0	0	0	2359
Ranges:	6-22	14	160	520	532	670	533	141	44	3	2	0	0	2619
	6-24	14	163	527	536	686	541	145	45	3	3	0	0	2663
	0-24	14	163	535	541	693	551	149	50	5	5	0	0	2706

Channel - Eastbound

Thursday		Vehicle Speeds (MPH)													TOTAL
23/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	1	1	1	0	1	0	0	0	0	0	4	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	1	1	0	0	1	0	0	0	0	0	3	
4	0	0	1	1	1	4	2	2	3	0	0	0	0	14	
5	0	0	0	7	10	2	10	4	3	1	0	0	0	37	
6	0	0	5	21	14	26	17	8	2	2	0	0	0	95	
7	0	0	15	56	62	59	12	8	0	0	0	0	0	212	
8	0	15	40	107	88	46	17	1	0	0	0	0	0	314	
9	0	0	8	54	50	65	20	2	1	0	0	0	0	200	
10	0	0	7	44	47	60	24	2	0	0	0	0	0	184	
11	0	0	9	39	27	59	22	0	1	0	0	0	0	157	
12	0	0	13	49	62	46	19	3	0	0	1	0	0	193	
13	0	2	14	36	38	50	32	7	0	2	0	0	0	181	
14	0	0	7	44	58	64	15	2	1	1	0	0	0	192	
15	0	6	25	95	61	50	10	2	0	0	0	0	0	249	
16	0	0	17	40	75	76	11	0	1	0	0	0	0	220	
17	0	2	15	49	67	48	18	1	0	0	0	0	0	200	
18	0	0	6	30	41	47	19	1	0	0	0	0	0	144	
19	0	0	6	18	23	30	8	1	3	0	0	0	0	89	
20	0	0	7	10	16	12	11	4	3	1	0	0	0	64	
21	0	0	0	5	11	19	10	7	3	0	1	0	0	56	
22	0	0	3	4	1	17	6	3	1	0	0	0	0	35	
23	0	0	0	1	1	4	0	4	2	1	0	0	0	13	

Hour	7-19	25	176	643	676	670	219	29	4	3	1	0	0	2446
Ranges:	6-22	25	194	697	740	757	265	49	15	6	2	0	0	2750
	6-24	25	197	702	742	778	271	56	18	7	2	0	0	2798
	0-24	25	198	712	755	785	283	64	24	8	2	0	0	2856

Channel - Westbound

Thursday		Vehicle Speeds (MPH)													TOTAL
23/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	1	5	0	0	0	0	0	6	
1	0	0	0	0	0	1	1	1	1	1	0	0	0	5	
2	0	0	0	1	2	0	0	0	1	0	0	0	0	4	
3	0	0	0	1	1	0	0	2	0	0	0	0	0	4	
4	0	0	0	0	0	0	2	6	1	0	0	0	0	9	
5	0	0	0	6	1	4	5	6	0	0	0	0	0	22	
6	0	0	0	7	6	10	21	10	7	1	0	0	0	62	
7	0	5	9	23	21	31	49	18	1	2	0	0	0	159	
8	0	0	18	58	68	70	40	8	2	0	0	0	0	264	
9	0	0	13	24	30	68	40	4	0	0	0	0	0	179	
10	0	0	5	24	23	40	38	10	0	0	0	0	0	140	
11	0	0	8	31	24	53	38	10	0	1	0	0	0	165	
12	0	0	13	22	36	62	46	8	1	0	0	0	0	188	
13	0	1	8	22	39	67	38	11	2	0	0	0	0	188	
14	0	0	12	50	47	41	38	3	0	1	0	0	0	192	
15	0	3	22	48	74	58	34	6	1	0	0	0	0	246	
16	0	0	16	40	47	79	57	11	0	1	0	0	0	251	
17	0	0	22	74	53	64	58	5	2	1	0	0	0	279	
18	0	0	5	23	22	38	46	11	2	1	0	0	0	148	
19	0	0	5	10	17	27	27	8	9	0	2	0	0	105	
20	0	0	3	8	11	20	18	12	3	1	0	0	0	76	
21	0	0	4	11	13	12	9	7	1	0	0	0	0	57	
22	0	0	2	1	2	4	10	7	4	1	0	0	0	31	
23	0	0	1	2	2	2	6	0	2	2	0	0	0	17	

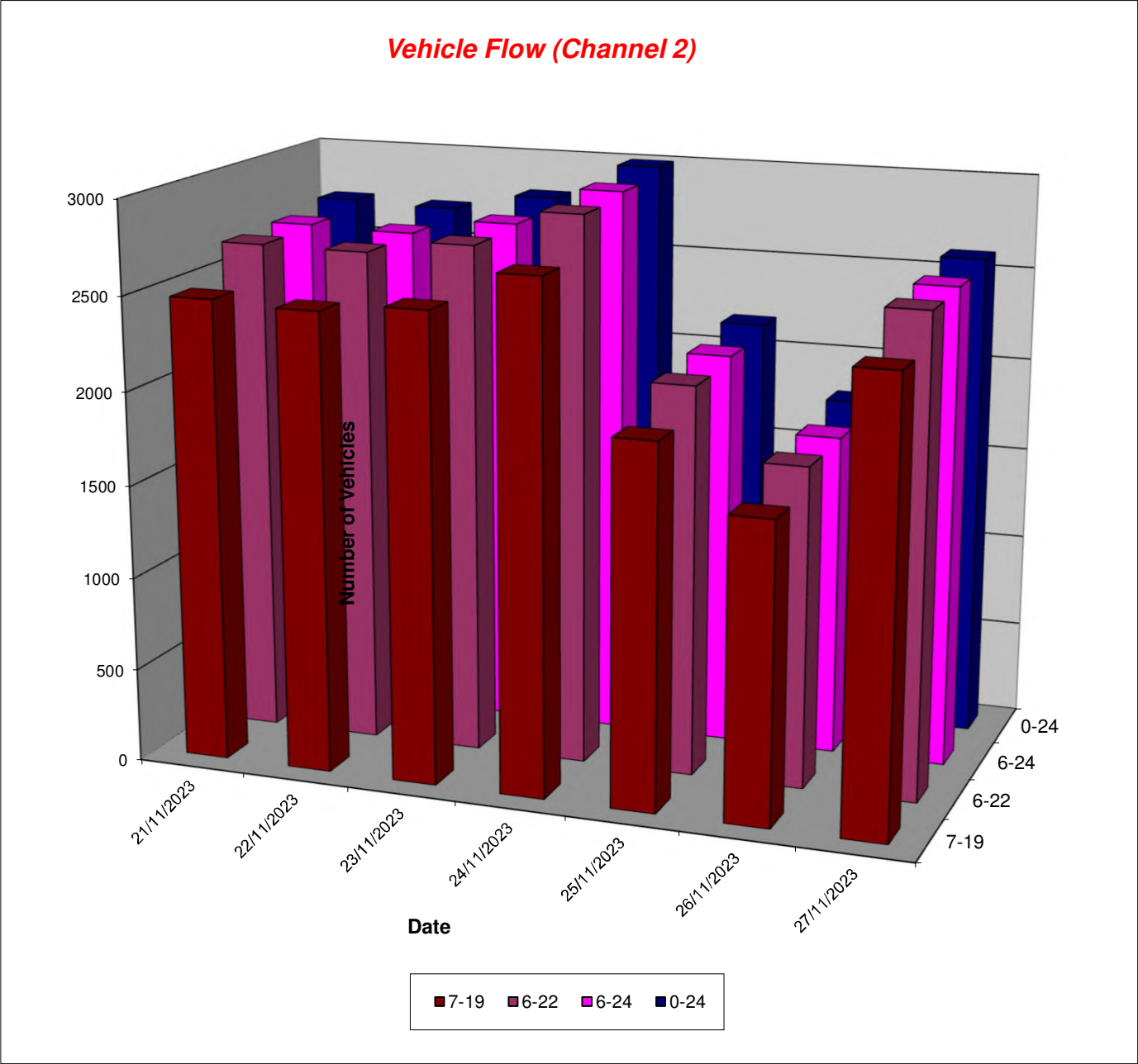
Hour	7-19	9	151	439	484	671	522	105	11	7	0	0	0	2399
Ranges:	6-22	9	163	475	531	740	597	142	31	9	2	0	0	2699
	6-24	9	166	478	535	746	613	149	37	12	2	0	0	2747
	0-24	9	166	486	539	751	622	169	40	13	2	0	0	2797

Channel - Eastbound

Friday														
24/11/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL

8	0	276	269	264	272	126	78	271	270	222
9	0	185	158	179	206	139	99	197	185	166
10	0	154	171	140	162	183	129	180	161	160
11	0	189	153	165	192	185	160	173	174	174
12	0	185	151	188	198	198	195	155	175	181
13	0	146	174	188	207	191	159	176	178	177
14	0	195	193	192	230	169	162	182	198	189
15	0	257	273	246	282	185	145	231	258	231
16	0	267	257	251	308	174	150	216	260	232
17	0	243	238	279	228	158	128	239	245	216
18	0	146	152	148	166	101	101	139	150	136
19	0	80	99	105	104	75	62	53	88	83
20	0	62	63	76	61	53	44	59	64	60
21	0	40	42	57	50	37	46	31	44	43
22	0	29	40	31	40	38	19	28	34	32
23	0	12	4	17	28	31	9	10	14	16

Hour	7-19	2479	2458	2504	2714	1938	1596	2379	2507	2295
Ranges:	6-22	2664	2659	2730	2924	2086	1718	2554	2706	2476
	6-24	2676	2663	2747	2952	2117	1727	2564	2720	2492
	0-24	2723	2706	2797	2997	2168	1783	2602	2765	2539

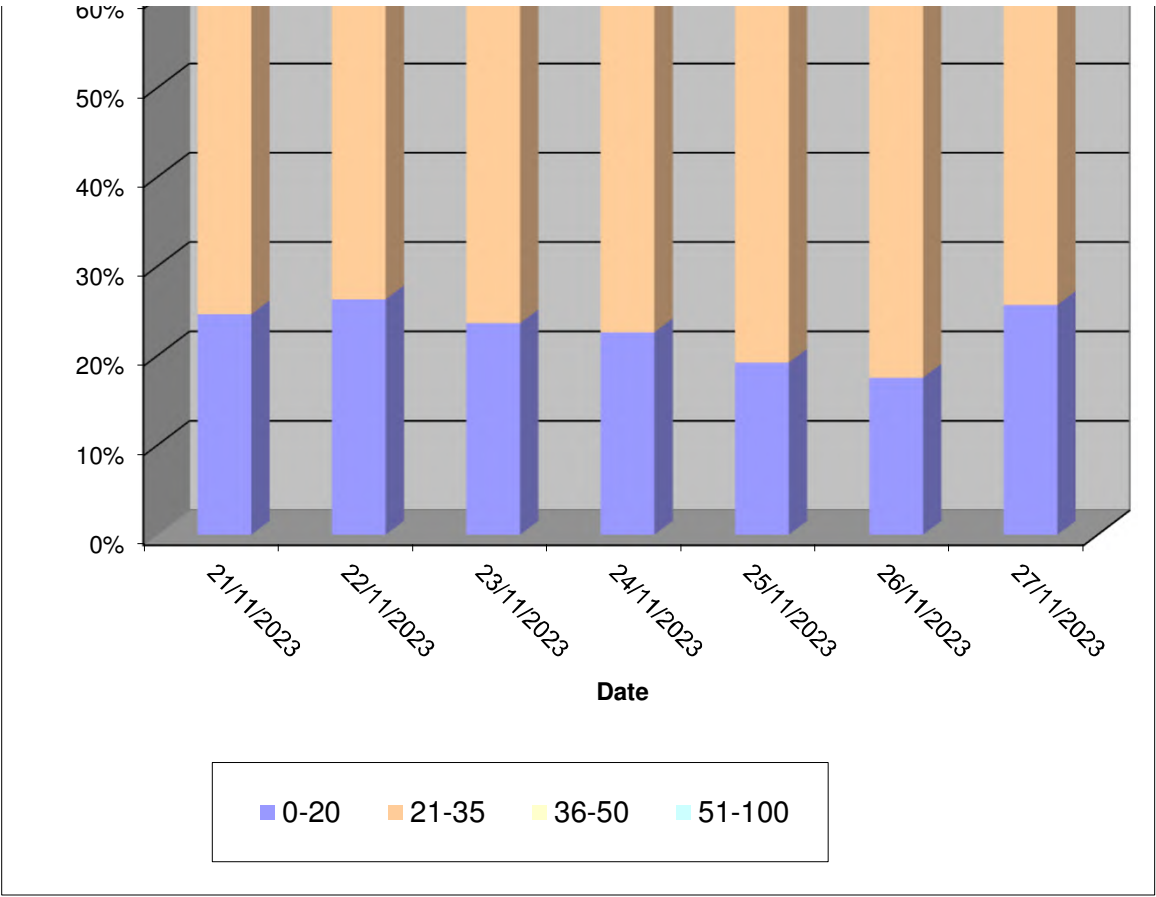


50th Percentile

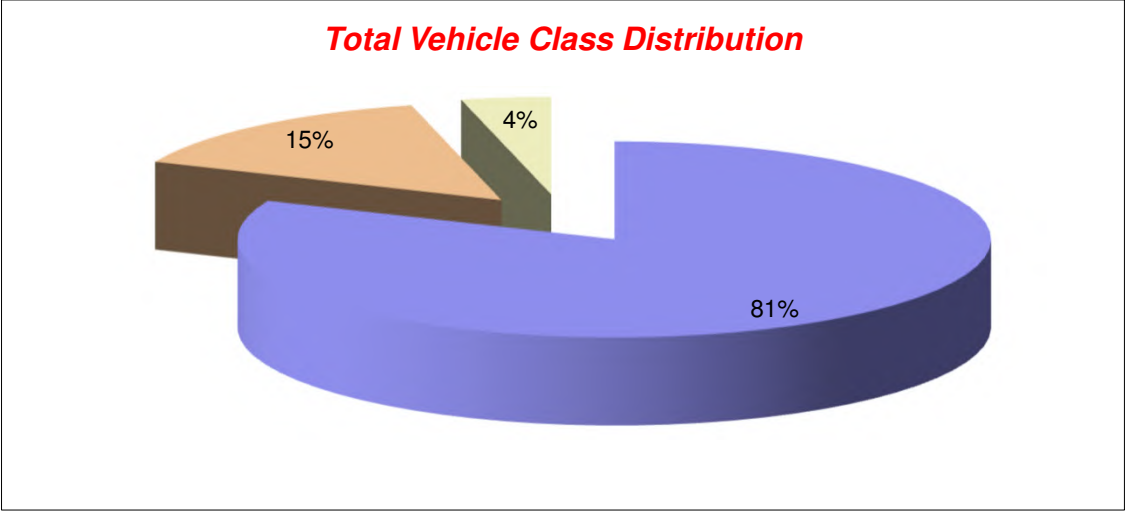
		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	41.8	46.6	38.6	38.8	40.9	40.1	29.1
1	0	46.4	45.6	43.9	48.5	36.3	29.5	50.0
2	0	28.3	31.9	35.2	25.9	24.8	38.4	38.5
3	0	34.4	39.5	36.6	53.3	36.8	47.5	34.0
4	0	41.9	42.7	40.0	38.6	45.4	-	39.5
5	0	43.4	38.8	38.4	38.7	41.3	40.2	44.3
6	0	36.7	37.0	39.1	39.3	33.9	38.0	36.8
7	0	35.4	35.8	35.0	34.9	37.2	34.3	34.6
8	0	31.2	31.7	31.0	32.2	34.6	33.8	31.3
9	0	32.3	32.7	31.4	32.4	34.2	36.5	33.3
10	0	33.4	33.0	33.9	31.3	33.2	34.0	32.1
11	0	33.2	33.6	32.8	33.5	32.9	33.2	33.9
12	0	32.8	31.9	32.6	32.5	34.4	34.3	33.3
13	0	33.5	32.3	32.4	32.7	35.3	33.4	33.2
14	0	33.3	31.2	31.6	33.2	32.5	34.7	32.9
15	0	31.6	31.4	30.8	32.7	33.9	32.6	30.7
16	0	31.3	30.6	32.5	32.2	33.9	33.2	31.7
17	0	32.0	32.2	32.2	34.3	33.0	34.3	31.9
18	0	34.2	35.0	34.2	34.1	34.9	34.0	34.7
19	0	36.3	34.4	38.1	35.4	34.2	34.1	35.6
20	0	36.1	40.4	37.8	35.4	37.1	38.3	32.8
21	0	33.3	36.1	33.6	36.4	40.1	39.2	36.0
22	0	40.2	34.7	40.3	38.8	35.0	45.7	37.6
23	0	33.6	34.9	43.6	39.7	36.2	35.7	36.6

Hour	10-12	33.2	33.3	33.4	32.9	33.0	33.7	33.2
Ranges:	14-16	32.4	31.4	31.3	32.9	33.2	34.1	32.1
	0-24	33.4	32.9	33.2	33.8	34.4	34.8	33.1

7 Day Ave	33.6
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0-24	2139	421	42	2602
Average				
7-19	1838	339	75	2253
6-22	2036	369	84	2489
6-24	2079	373	90	2542
0-24	2113	382	100	2595



0	0	14	2	0	0	0	0	0	0	1	0	0	0	0	17
1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
4	0	6	1	0	0	0	0	0	0	2	0	2	2	0	13
5	0	21	11	0	0	1	0	0	0	3	0	3	0	0	39
6	0	43	23	0	0	1	0	0	0	1	0	2	1	0	71
7	0	173	26	2	0	1	0	0	0	1	0	4	3	0	210
8	0	238	34	1	1	2	0	0	0	3	0	1	3	0	283
9	0	151	29	3	1	2	0	0	1	2	0	1	0	0	190
10	0	168	31	3	0	2	0	0	2	3	0	2	2	0	213
11	0	152	25	0	0	4	0	1	0	0	0	1	1	0	184
12	0	157	31	0	0	1	0	1	0	6	0	1	2	0	199
13	0	168	40	2	0	3	0	1	1	2	0	2	2	0	221
14	0	197	28	2	0	1	0	1	1	2	0	2	1	0	235
15	0	211	49	2	0	3	0	1	1	3	0	1	2	0	273
16	0	185	40	0	0	4	0	0	1	0	0	1	0	0	231
17	0	173	27	0	1	0	0	0	0	0	0	1	0	0	202
18	0	121	15	0	0	2	0	0	0	0	0	0	0	0	138
19	0	76	13	1	0	0	0	0	0	0	0	1	0	0	91
20	0	52	7	0	0	0	0	0	0	0	0	0	0	0	59
21	0	44	6	0	0	0	0	0	0	0	0	1	0	0	51
22	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
23	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19

Hour Ranges:	7-19	2094	375	15	3	25	0	5	7	22	0	17	16	0	2579
	6-22	2309	424	16	3	26	0	5	7	23	0	21	17	0	2851
	6-24	2345	425	16	3	26	0	5	7	23	0	21	17	0	2888
	0-24	2389	441	16	3	27	0	5	7	30	0	26	19	0	2963

Channel - Westbound

Friday 24/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	6	1	0	0	0	0	0	0	1	0	0	0	0	8
1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
3	0	1	2	0	0	0	0	0	0	1	0	0	0	0	4
4	0	6	1	0	0	0	0	0	0	1	0	0	0	0	8
5	0	14	1	1	0	0	0	0	0	0	0	1	1	0	18
6	0	36	14	0	0	5	0	0	0	1	0	1	2	0	59
7	0	120	28	0	0	2	0	0	0	2	0	3	4	0	159
8	0	212	48	1	0	6	0	0	2	1	0	0	2	0	272
9	0	159	34	1	0	5	0	0	0	2	0	1	4	0	206
10	0	125	26	2	0	1	0	0	0	4	0	2	2	0	162
11	0	153	28	1	0	2	0	1	0	5	0	2	0	0	192
12	0	160	29	3	0	1	0	1	0	1	0	1	2	0	198
13	0	177	21	0	0	3	0	5	0	0	0	1	0	0	207
14	0	183	41	0	0	3	0	0	0	1	0	0	2	0	230
15	0	245	30	1	1	1	0	0	0	1	0	2	1	0	282
16	0	259	43	0	0	1	0	0	0	4	0	0	1	0	308
17	0	200	26	1	0	0	0	0	0	0	0	1	0	0	228
18	0	149	14	0	0	1	0	0	0	1	0	1	0	0	166
19	0	96	7	0	0	0	0	0	0	0	0	0	1	0	104
20	0	54	6	0	0	0	0	0	0	0	0	1	0	0	61
21	0	47	3	0	0	0	0	0	0	0	0	0	0	0	50
22	0	37	2	0	0	0	0	0	0	1	0	0	0	0	40
23	0	27	0	0	0	0	0	0	0	1	0	0	0	0	28

Hour Ranges:	7-19	2142	368	10	1	26	0	7	2	22	0	14	18	0	2610
	6-22	2375	398	10	1	31	0	7	2	23	0	16	21	0	2884
	6-24	2439	400	10	1	31	0	7	2	25	0	16	21	0	2952
	0-24	2469	408	11	1	31	0	7	2	29	0	17	22	0	2997

Channel - Eastbound

Saturday 25/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1	0	7	0	0	0	0	0	1	0	0	0	0	0	0	8
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	1	0	0	0	0	0	3	0	1	0	0	6
4	0	3	1	0	0	0	0	0	0	1	0	0	0	0	5
5	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
6	0	19	12	0	0	0	0	0	0	0	0	1	0	0	32
7	0	54	14	0	0	2	0	0	0	0	0	0	0	0	70
8	0	125	16	1	0	3	0	0	0	0	0	1	0	0	146
9	0	150	19	0	0	1	0	0	0	0	0	0	0	0	170
10	0	185	18	0	0	1	0	0	0	0	0	0	0	0	204
11	0	148	19	1	0	2	0	0	0	1	0	1	0	0	172
12	0	164	15	1	0	1	0	0	1	0	0	0	0	0	182
13	0	145	16	0	0	3	0	0	0	0	0	0	2	0	166
14	0	150	27	0	0	0	0	0	0	0	0	0	1	0	178
15	0	161	18	0	0	0	0	0	1	0	0	1	0	0	181
16	0	167	16	1	0	0	0	0	0	0	0	0	0	0	184
17	0	114	22	0	0	1	0	0	0	0	0	0	1	0	138
18	0	120	7	0	0	0	0	0	1	0	0	0	0	0	128
19	0	83	6	0	0	0	0	0	0	0	0	0	0	0	89
20	0	49	8	0	0	0	0	0	0	0	0	0	1	0	58
21	0	29	3	0	0	0	0	0	0	1	0	0	0	0	33
22	0	20	1	0	0	0	0	0	0	0	0	0	0	0	21
23	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34

Hour Ranges:	7-19	1683	207	4	0	14	0	0	3	1	0	3	4	0	1919
	6-22	1863	236	4	0	14	0	0	3	2	0	4	5	0	2131
	6-24	1913	241	4	0	14	0	0	3	2	0	4	5	0	2186
	0-24	1942	245	5	0	14	0	1	3	6	0	5	5	0	2226

Channel - Westbound

Saturday 25/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	21	4	0	0	0	0	0	0	0	0	0	1	0	26
1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
5	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
6	0	14	5	0	0	1	0	0	0	0	0	0	0	0	20
7	0	40	11	0	0	2	0	0	0	1	0	0	0	0	54

0	0	0	1	1	2	4	3	2	4	0	0	0	0	17
1	0	0	0	1	0	1	0	0	0	0	0	0	0	2
2	0	0	0	1	0	0	0	1	0	0	0	0	0	2
3	0	0	0	0	0	0	0	1	1	0	0	0	0	2
4	0	0	0	1	0	7	2	1	2	0	0	0	0	13
5	0	0	2	8	6	5	11	3	2	2	0	0	0	39
6	0	1	2	16	5	18	12	11	6	0	0	0	0	71
7	0	0	18	58	50	59	18	6	1	0	0	0	0	210
8	0	2	30	108	77	45	15	5	1	0	0	0	0	283
9	0	0	14	41	42	69	20	4	0	0	0	0	0	190
10	0	4	12	54	62	62	15	3	0	0	0	0	1	213
11	0	2	12	44	51	56	15	4	0	0	0	0	0	184
12	0	0	5	52	37	78	25	2	0	0	0	0	0	199
13	0	0	16	45	46	95	16	3	0	0	0	0	0	221
14	0	1	13	48	51	94	27	1	0	0	0	0	0	235
15	0	2	23	103	72	60	11	2	0	0	0	0	0	273
16	0	2	10	63	52	78	18	8	0	0	0	0	0	231
17	0	0	7	43	77	55	15	3	2	0	0	0	0	202
18	0	0	7	30	38	49	9	5	0	0	0	0	0	138
19	0	0	2	16	27	35	7	4	0	0	0	0	0	91
20	0	0	0	8	9	29	11	1	1	0	0	0	0	59
21	0	0	1	10	13	12	10	4	1	0	0	0	0	51
22	0	0	2	2	7	5	1	1	0	0	0	0	0	18
23	0	0	1	4	2	9	2	1	0	0	0	0	0	19

Hour	7-19	13	167	689	655	800	204	46	4	0	0	0	1	2579
Ranges:	6-22	14	172	739	709	894	244	66	12	0	0	0	1	2851
	6-24	14	175	745	718	908	247	68	12	0	0	0	1	2888
	0-24	14	178	757	726	925	263	76	21	2	0	0	1	2963

Channel - Westbound

Friday		Vehicle Speeds (MPH)												
24/11/2023														
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	1	0	0	4	2	0	1	0	0	0	8
1	0	0	0	0	2	1	0	0	0	2	0	0	0	5
2	0	0	0	0	1	1	0	0	0	0	0	0	0	2
3	0	0	0	0	0	1	1	1	0	0	0	1	0	4
4	0	0	0	0	1	1	1	5	0	0	0	0	0	8
5	0	0	0	4	3	4	1	5	1	0	0	0	0	18
6	0	0	1	2	9	11	19	11	5	1	0	0	0	59
7	0	0	6	18	17	53	47	14	3	1	0	0	0	159
8	0	0	27	64	46	73	51	10	0	1	0	0	0	272
9	0	5	9	38	38	64	41	9	2	0	0	0	0	206
10	0	0	10	20	39	58	27	6	1	0	0	0	1	162
11	0	1	3	35	30	59	43	14	7	0	0	0	0	192
12	0	0	4	32	45	64	39	10	4	0	0	0	0	198
13	0	0	12	36	32	58	57	12	0	0	0	0	0	207
14	0	0	9	40	40	71	52	14	2	2	0	0	0	230
15	0	0	21	58	58	76	52	16	1	0	0	0	0	282
16	0	0	21	66	75	71	59	14	0	2	0	0	0	308
17	0	0	7	34	54	53	53	19	5	3	0	0	0	228
18	0	0	5	37	32	44	33	11	4	0	0	0	0	166
19	0	1	2	16	22	26	21	11	5	0	0	0	0	104
20	0	0	2	7	9	16	19	5	1	0	2	0	0	61
21	0	0	0	5	6	8	19	9	3	0	0	0	0	50
22	0	0	1	8	7	8	6	6	3	1	0	0	0	40
23	0	0	2	8	1	5	5	3	2	2	0	0	0	28

Hour	7-19	6	134	478	506	744	554	149	29	9	0	0	1	2610
Ranges:	6-22	7	139	508	552	805	632	185	43	10	2	0	1	2884
	6-24	7	142	524	560	818	643	194	48	13	2	0	1	2952
	0-24	7	142	529	567	826	650	207	49	16	2	1	1	2997

Channel - Eastbound

Saturday		Vehicle Speeds (MPH)												
25/11/2023														
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
1	0	0	0	2	0	4	1	0	1	0	0	0	0	8
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	2	1	1	1	0	0	0	0	6
4	0	0	0	1	1	1	1	1	0	0	0	0	0	5
5	0	0	1	2	4	4	3	0	1	0	0	0	0	15
6	0	0	2	10	4	5	7	4	0	0	0	0	0	32
7	0	0	2	20	11	22	11	2	2	0	0	0	0	70
8	0	0	6	34	41	35	20	8	0	2	0	0	0	146
9	0	0	8	43	48	49	19	2	1	0	0	0	0	170
10	0	0	9	54	57	66	16	2	0	0	0	0	0	204
11	0	2	9	43	51	49	15	3	0	0	0	0	0	172
12	0	0	9	47	38	66	17	5	0	0	0	0	0	182
13	0	0	5	33	43	50	27	6	1	1	0	0	0	166
14	0	0	6	32	40	67	28	4	1	0	0	0	0	178
15	0	1	6	30	51	71	18	4	0	0	0	0	0	181
16	0	4	10	35	59	57	14	4	1	0	0	0	0	184
17	0	0	7	25	49	41	12	3	1	0	0	0	0	138
18	0	1	8	33	34	39	11	1	1	0	0	0	0	128
19	0	0	1	17	18	38	13	0	1	1	0	0	0	89
20	0	0	5	9	16	16	9	1	2	0	0	0	0	58
21	0	0	0	9	7	12	4	1	0	0	0	0	0	33
22	0	0	2	3	3	5	6	2	0	0	0	0	0	21
23	0	0	2	8	6	6	8	1	2	1	0	0	0	34

Hour	7-19	8	85	429	522	612	208	44	8	3	0	0	0	1919
Ranges:	6-22	8	93	474	567	683	241	50	11	4	0	0	0	2131
	6-24	8	97	485	576	694	255	53	13	5	0	0	0	2186
	0-24	8	98	490	584	707	263	55	16	5	0	0	0	2226

Channel - Westbound

Saturday		Vehicle Speeds (MPH)												
25/11/2023														
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	1	6	3	5	7	2	1	1	0	0	26
1	0	0	0	2	1	1	2	0	1	0	0	0	0	7
2	0	0	0	0	2	0	0	0	0	0	0	0	0	2
3	0	0	0	1	0	1	1	2	0	0	0	0	0	5
4	0	0	0	1	0	0	0	2	1	1	0	0	0	5
5	0	0	0	0	0	2	1	2	1	0	0	0	0	6
6	0	0	0	4	6	4	5	1	0	0	0	0	0	20
7	0	0	1	3	8	15	17	3	5	2	0	0	0	54

8	0	104	15	0	0	1	0	0	1	2	0	1	2	0	126
9	0	121	11	0	0	2	0	1	0	1	0	1	2	0	139
10	0	160	22	0	0	1	0	0	0	0	0	0	0	0	183
11	0	167	17	0	0	0	0	0	0	0	0	0	1	0	185
12	0	179	14	0	0	0	0	0	0	5	0	0	0	0	198
13	0	177	11	0	0	0	0	0	0	1	0	0	2	0	191
14	0	150	12	1	0	0	0	0	0	2	0	2	2	0	169
15	0	162	19	0	0	1	0	1	0	2	0	0	0	0	185
16	0	164	10	0	0	0	0	0	0	0	0	0	0	0	174
17	0	147	11	0	0	0	0	0	0	0	0	0	0	0	158
18	0	92	9	0	0	0	0	0	0	0	0	0	0	0	101
19	0	63	11	0	0	0	0	0	0	0	0	0	1	0	75
20	0	47	5	0	0	0	0	0	0	1	0	0	0	0	53
21	0	35	2	0	0	0	0	0	0	0	0	0	0	0	37
22	0	35	3	0	0	0	0	0	0	0	0	0	0	0	38
23	0	30	0	0	0	0	0	0	0	0	0	0	1	0	31

Hour	7-19	1663	162	1	0	7	0	2	1	14	0	4	9	0	1863
Ranges:	6-22	1822	185	1	0	8	0	2	1	15	0	4	10	0	2048
	6-24	1887	188	1	0	8	0	2	1	15	0	4	11	0	2117
	0-24	1926	197	1	0	8	0	2	2	16	0	4	12	0	2168

Channel - Eastbound

Sunday															
26/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	17	0	1	0	0	0	0	0	0	0	0	1	0	19
1	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5
5	0	5	0	0	0	0	0	0	0	0	0	1	0	0	6
6	0	15	2	0	0	0	0	0	0	1	0	1	0	0	19
7	0	38	6	0	0	0	0	0	0	0	0	0	0	0	44
8	0	48	8	0	0	2	0	0	0	1	0	0	1	0	60
9	0	124	14	0	0	2	0	0	0	1	0	0	0	0	141
10	0	168	18	0	0	2	0	0	1	1	0	1	0	0	191
11	0	210	19	0	0	3	0	1	1	1	0	1	0	0	236
12	0	172	22	2	0	1	0	0	0	0	0	2	0	0	199
13	0	173	15	2	0	0	0	1	0	0	0	0	0	0	191
14	0	146	18	0	0	1	0	0	0	1	0	1	0	0	167
15	0	153	9	0	0	2	0	0	0	0	0	1	1	0	166
16	0	161	16	0	0	0	0	0	0	0	0	1	0	0	178
17	0	100	16	0	0	1	0	1	0	0	0	0	0	0	118
18	0	75	13	0	0	0	0	0	0	1	0	0	1	0	90
19	0	51	8	0	0	0	0	0	0	1	0	0	0	0	60
20	0	39	7	0	0	1	0	0	0	0	0	0	0	0	47
21	0	23	4	0	0	0	0	0	0	1	0	0	0	0	28
22	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
23	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8

Hour	7-19	1568	174	4	0	14	0	3	2	6	0	7	3	0	1781
Ranges:	6-22	1696	195	4	0	15	0	3	2	9	0	8	3	0	1935
	6-24	1720	199	4	0	15	0	3	2	9	0	8	3	0	1963
	0-24	1760	202	5	0	15	0	3	2	12	0	9	4	0	2012

Channel - Westbound

Sunday															
26/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	24	0	0	0	1	0	0	0	0	0	0	0	0	25
1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
2	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	7	1	0	0	1	0	0	0	0	0	0	0	0	9
6	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
7	0	22	2	0	0	2	0	0	0	2	0	0	0	0	28
8	0	65	7	0	0	1	0	0	0	4	0	0	1	0	78
9	0	86	10	0	0	1	0	0	0	1	0	0	1	0	99
10	0	114	12	0	0	1	0	1	0	0	0	1	0	0	129
11	0	143	15	0	0	1	0	1	0	0	0	0	0	0	160
12	0	177	13	0	0	1	0	1	0	1	0	0	2	0	195
13	0	146	10	1	0	0	0	0	0	2	0	0	0	0	159
14	0	143	16	0	0	1	0	1	0	0	0	0	1	0	162
15	0	140	5	0	0	0	0	0	0	0	0	0	0	0	145
16	0	132	16	0	0	2	0	0	0	0	0	0	0	0	150
17	0	120	7	0	0	0	0	0	0	0	0	1	0	0	128
18	0	88	12	0	0	0	0	0	0	0	0	0	1	0	101
19	0	53	9	0	0	0	0	0	0	0	0	0	0	0	62
20	0	39	5	0	0	0	0	0	0	0	0	0	0	0	44
21	0	43	3	0	0	0	0	0	0	0	0	0	0	0	46
22	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
23	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9

Hour	7-19	1376	125	1	0	10	0	4	0	10	0	2	6	0	1534
Ranges:	6-22	1522	144	1	0	10	0	4	0	10	0	2	6	0	1699
	6-24	1548	146	1	0	10	0	4	0	10	0	2	6	0	1727
	0-24	1600	148	1	0	12	0	4	0	10	0	2	6	0	1783

Channel - Eastbound

Monday															
27/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	0	7	2	0	0	0	0	0	0	0	0	2	0	0	11

8	0	0	0	21	20	34	36	13	1	0	1	0	0	126
9	0	1	3	20	24	42	34	13	2	0	0	0	0	139
10	0	0	2	33	28	55	46	16	3	0	0	0	0	183
11	0	0	5	30	27	63	49	10	1	0	0	0	0	185
12	0	0	4	25	28	78	40	19	3	1	0	0	0	198
13	0	0	5	27	30	62	41	19	4	1	2	0	0	191
14	0	0	5	26	37	52	45	4	0	0	0	0	0	169
15	0	0	5	34	28	56	47	14	1	0	0	0	0	185
16	0	0	9	39	35	29	45	15	2	0	0	0	0	174
17	0	0	9	35	30	41	28	11	4	0	0	0	0	158
18	0	0	2	19	20	30	18	11	1	0	0	0	0	101
19	0	0	0	9	16	17	24	6	3	0	0	0	0	75
20	0	0	0	9	10	12	11	8	3	0	0	0	0	53
21	0	0	1	8	12	3	4	4	4	1	0	0	0	37
22	0	0	3	10	2	9	9	4	1	0	0	0	0	38
23	0	0	1	4	5	5	10	5	1	0	0	0	0	31

Hour	7-19	1	50	312	315	557	446	148	27	4	3	0	0	1863
Ranges:	6-22	1	51	342	359	593	490	167	37	5	3	0	0	2048
	6-24	1	55	356	366	607	509	176	39	5	3	0	0	2117
	0-24	1	55	361	375	614	518	189	44	7	4	0	0	2168

Channel - Eastbound

Sunday 26/11/2023		Vehicle Speeds (MPH)												TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
0	0	0	2	1	3	10	1	2	0	0	0	0	0	19
1	0	0	0	2	2	1	5	0	1	0	0	0	0	11
2	0	0	0	2	0	2	1	0	0	0	0	0	0	5
3	0	0	0	0	0	1	1	1	0	0	0	0	0	3
4	0	0	0	0	2	2	1	0	0	0	0	0	0	5
5	0	0	0	2	1	1	2	0	0	0	0	0	0	6
6	0	0	1	2	4	8	3	0	1	0	0	0	0	19
7	0	0	3	13	8	7	8	5	0	0	0	0	0	44
8	0	3	4	14	11	12	10	5	1	0	0	0	0	60
9	0	0	4	35	19	55	23	5	0	0	0	0	0	141
10	0	0	9	43	53	65	21	0	0	0	0	0	0	191
11	0	0	9	62	55	87	19	4	0	0	0	0	0	236
12	0	0	5	42	37	86	23	5	1	0	0	0	0	199
13	0	0	11	45	52	61	19	2	1	0	0	0	0	191
14	0	0	2	21	41	61	35	7	0	0	0	0	0	167
15	0	0	8	31	33	67	24	3	0	0	0	0	0	166
16	0	1	4	21	43	79	26	4	0	0	0	0	0	178
17	0	0	5	21	20	40	21	10	1	0	0	0	0	118
18	0	0	2	15	30	27	13	3	0	0	0	0	0	90
19	0	0	1	8	13	20	11	4	2	1	0	0	0	60
20	0	0	4	11	8	13	8	2	1	0	0	0	0	47
21	0	0	0	5	5	12	4	2	0	0	0	0	0	28
22	0	0	1	0	1	9	6	2	1	0	0	0	0	20
23	0	0	1	0	0	3	2	2	0	0	0	0	0	8

Hour	7-19	4	66	363	402	647	242	53	4	0	0	0	0	1781
Ranges:	6-22	4	72	389	432	700	268	61	8	1	0	0	0	1935
	6-24	4	74	389	433	712	276	65	9	1	0	0	0	1963
	0-24	4	76	396	441	729	287	68	10	1	0	0	0	2012

Channel - Westbound

Sunday 26/11/2023		Vehicle Speeds (MPH)												TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
0	0	0	0	3	1	3	4	11	3	0	0	0	0	25
1	0	0	1	4	1	3	0	1	0	0	0	0	0	10
2	0	0	0	1	1	4	0	4	0	0	0	0	0	10
3	0	0	0	0	0	0	0	1	0	1	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	1	2	1	3	1	0	0	0	0	9
6	0	0	1	2	1	4	2	2	1	0	0	0	0	13
7	0	0	0	6	2	10	7	2	1	0	0	0	0	28
8	0	0	0	5	17	21	28	4	1	1	1	0	0	78
9	0	0	2	13	20	23	20	17	2	2	0	0	0	99
10	0	0	3	24	24	34	29	12	3	0	0	0	0	129
11	0	1	2	24	31	49	39	9	5	0	0	0	0	160
12	0	0	5	27	33	62	50	15	3	0	0	0	0	195
13	0	0	8	18	31	41	51	9	1	0	0	0	0	159
14	0	0	3	24	20	45	53	15	2	0	0	0	0	162
15	0	0	7	30	36	34	28	10	0	0	0	0	0	145
16	0	0	8	26	33	33	37	9	4	0	0	0	0	150
17	0	0	3	21	16	41	31	14	2	0	0	0	0	128
18	0	0	0	14	23	23	32	7	2	0	0	0	0	101
19	0	1	1	9	9	15	20	7	0	0	0	0	0	62
20	0	0	1	4	6	10	12	6	4	0	1	0	0	44
21	0	0	2	5	8	12	9	6	3	1	0	0	0	46
22	0	0	0	2	2	2	6	2	2	2	1	0	0	19
23	0	0	0	1	1	1	4	1	0	1	0	0	0	9

Hour	7-19	1	41	232	286	416	405	123	26	3	1	0	0	1534
Ranges:	6-22	2	46	252	310	457	448	144	34	4	2	0	0	1699
	6-24	2	46	255	313	460	458	147	36	7	3	0	0	1727
	0-24	2	47	264	317	472	463	167	40	8	3	0	0	1783

Channel - Eastbound

Monday 27/11/2023		Vehicle Speeds (MPH)												TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
0	0	0	0	0	1	0	1	3	0	0	0	0	0	5
1	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2	0	0	0	0	1	1	0	0	0	0	0	0	0	2
3	0	0	0	1	2	2	1	5	0	0	0	0	0	11

4	0	12	6	0	0	0	0	0	0	3	0	3	1	0	25
5	0	27	14	0	0	0	0	0	0	2	0	0	1	0	44
6	0	82	26	1	1	3	0	0	0	0	0	1	0	0	114
7	0	193	39	1	0	1	0	0	1	1	0	0	2	0	238
8	0	212	25	1	1	0	0	0	0	0	0	2	0	0	241
9	0	169	42	1	0	2	0	0	0	3	0	4	1	0	222
10	0	148	40	2	0	2	0	0	0	1	0	1	1	0	195
11	0	136	18	2	1	2	0	2	0	3	0	1	1	0	166
12	0	159	29	0	0	0	0	1	2	2	0	4	0	0	197
13	0	125	23	0	0	0	0	0	1	2	0	1	2	0	154
14	0	160	26	2	0	1	0	0	1	2	0	1	1	0	194
15	0	190	45	0	1	0	0	0	0	3	0	1	2	0	242
16	0	185	36	0	0	1	0	0	1	2	0	0	2	0	227
17	0	180	32	0	0	0	0	0	0	2	0	2	2	0	218
18	0	117	21	0	0	0	0	0	0	1	0	1	1	0	141
19	0	48	11	0	0	0	0	0	0	4	0	1	0	0	64
20	0	34	5	0	0	0	0	1	0	0	0	0	0	0	40
21	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
23	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9

Hour Ranges:	7-19	1974	376	9	3	9	0	3	6	22	0	18	15	0	2435
	6-22	2159	419	10	4	12	0	4	6	26	0	20	15	0	2675
	6-24	2176	420	10	4	12	0	4	6	26	0	20	15	0	2693
	0-24	2230	443	10	4	12	0	4	6	31	0	25	17	0	2782

Channel - Westbound

Monday 27/11/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
5	0	19	4	0	0	0	0	0	0	1	0	0	0	0	24
6	0	43	10	0	0	0	0	0	0	3	0	1	0	0	57
7	0	138	25	0	0	0	0	0	0	2	0	2	0	0	167
8	0	227	37	1	0	1	0	0	0	2	0	1	2	0	271
9	0	149	36	0	1	6	0	0	0	2	0	0	3	0	197
10	0	141	29	3	0	2	0	0	0	1	0	2	2	0	180
11	0	137	30	0	0	2	0	0	0	2	0	0	2	0	173
12	0	119	23	1	0	2	0	1	0	2	0	2	5	0	155
13	0	140	23	3	0	3	0	0	0	3	0	1	3	0	176
14	0	143	25	1	1	3	0	0	0	3	0	2	4	0	182
15	0	194	28	2	0	2	0	1	0	3	0	0	1	0	231
16	0	184	31	0	0	1	0	0	0	0	0	0	0	0	216
17	0	214	22	0	0	0	0	1	0	0	0	1	1	0	239
18	0	125	12	0	0	1	0	0	0	1	0	0	0	0	139
19	0	45	8	0	0	0	0	0	0	0	0	0	0	0	53
20	0	53	5	0	0	1	0	0	0	0	0	0	0	0	59
21	0	29	2	0	0	0	0	0	0	0	0	0	0	0	31
22	0	25	2	0	0	0	0	0	0	1	0	0	0	0	28
23	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10

Hour Ranges:	7-19	1911	321	11	2	23	0	3	0	21	0	11	23	0	2326
	6-22	2081	346	11	2	24	0	3	0	24	0	12	23	0	2526
	6-24	2113	351	11	2	24	0	3	0	25	0	12	23	0	2564
	0-24	2139	359	11	2	25	0	3	0	28	0	12	23	0	2602

4	0	0	0	2	3	11	3	4	2	0	0	0	0	25
5	0	0	1	5	9	13	6	8	1	0	1	0	0	44
6	0	0	4	26	23	29	24	7	1	0	0	0	0	114
7	0	1	16	67	59	74	20	1	0	0	0	0	0	238
8	0	4	32	76	63	55	8	2	1	0	0	0	0	241
9	0	2	14	44	58	79	21	3	0	0	0	0	1	222
10	0	0	17	33	59	62	22	2	0	0	0	0	0	195
11	0	0	7	40	40	58	16	4	1	0	0	0	0	166
12	0	1	12	46	55	59	23	0	1	0	0	0	0	197
13	0	1	6	48	32	55	10	2	0	0	0	0	0	154
14	0	0	9	50	52	56	21	5	1	0	0	0	0	194
15	0	12	27	59	65	56	16	4	1	1	1	0	0	242
16	0	1	18	70	56	65	14	3	0	0	0	0	0	227
17	0	0	10	56	78	66	7	1	0	0	0	0	0	218
18	0	1	9	37	47	37	7	2	1	0	0	0	0	141
19	0	0	1	17	26	15	3	2	0	0	0	0	0	64
20	0	0	0	9	9	16	5	1	0	0	0	0	0	40
21	0	0	0	6	6	2	6	2	0	0	0	0	0	22
22	0	0	0	2	3	2	2	0	0	0	0	0	0	9
23	0	0	0	2	2	2	0	2	1	0	0	0	0	9

Hour	7-19	23	177	626	664	722	185	29	6	1	1	0	1	2435
Ranges:	6-22	23	182	684	728	784	223	41	7	1	1	0	1	2675
	6-24	23	182	688	733	788	225	43	8	1	1	0	1	2693
	0-24	23	183	697	750	815	236	63	11	1	2	0	1	2782

Channel - Westbound

Monday														
27/11/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1	0	0	1	0	0	2
2	0	0	0	0	0	0	1	3	0	0	0	0	0	4
3	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	1	2	1	1	0	0	0	0	5
5	0	0	1	4	1	8	1	3	3	2	1	0	0	24
6	0	0	1	9	11	19	6	7	3	1	0	0	0	57
7	0	0	7	16	23	53	49	15	4	0	0	0	0	167
8	0	1	18	57	71	71	41	11	1	0	0	0	0	271
9	0	0	15	25	35	74	30	15	1	2	0	0	0	197
10	0	0	7	18	28	78	39	10	0	0	0	0	0	180
11	0	0	3	32	24	48	50	16	0	0	0	0	0	173
12	0	0	19	28	26	40	35	6	1	0	0	0	0	155
13	0	0	5	40	31	51	35	12	2	0	0	0	0	176
14	0	0	5	44	31	47	49	5	1	0	0	0	0	182
15	0	5	25	72	48	45	28	6	2	0	0	0	0	231
16	0	0	14	42	49	66	37	7	1	0	0	0	0	216
17	0	1	20	64	60	43	37	13	1	0	0	0	0	239
18	0	0	2	29	28	35	29	12	4	0	0	0	0	139
19	0	0	2	9	5	20	9	4	4	0	0	0	0	53
20	0	0	0	16	14	13	10	2	3	1	0	0	0	59
21	0	0	3	4	3	8	7	3	2	1	0	0	0	31
22	0	0	1	3	6	7	4	4	3	0	0	0	0	28
23	0	0	1	0	1	2	4	1	0	0	1	0	0	10

Hour	7-19	7	140	467	454	651	459	128	18	2	0	0	0	2326
Ranges:	6-22	7	146	505	487	711	491	144	30	5	0	0	0	2526
	6-24	7	148	508	494	720	499	149	33	5	1	0	0	2564
	0-24	7	149	512	496	730	504	157	37	7	3	0	0	2602

Bromyard - ATC 3 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

























	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2828	2834	2856	2963	2226	2012	2782	2853	2643
Mean Speed	23.4	23.2	23.9	24.0	24.7	25.4	23.8	23.6	24.1
85%ile Speed	29.2	29.0	30.0	29.9	30.5	31.2	29.5	29.5	29.9
No. Vehicles > 30 MPH Limit	336	323	432	427	396	414	352	374	383
% Vehicles > 30 MPH Limit	11.9	11.4	15.1	14.4	17.8	20.6	12.7	13.1	14.8
No. Vehicles > 45 MPH	4	5	10	4	5	1	6	6	5
% Vehicles > 45 MPH	0.1	0.2	0.4	0.1	0.2	0.0	0.2	0.2	0.2

Channel - Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2723	2706	2797	2997	2168	1783	2602	2765	2539
Mean Speed	26.2	25.9	26.4	26.7	27.5	27.9	26.0	26.2	26.7
85%ile Speed	33.4	32.9	33.2	33.8	34.4	34.8	33.1	33.3	33.7
No. Vehicles > 30 MPH Limit	841	828	919	1023	835	726	783	879	851
% Vehicles > 30 MPH Limit	30.9	30.6	32.9	34.1	38.5	40.7	30.1	31.7	34.0
No. Vehicles > 45 MPH	15	13	16	22	14	11	11	15	15
% Vehicles > 45 MPH	0.6	0.5	0.6	0.7	0.6	0.6	0.4	0.6	0.6

Eastbound & Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	5551	5540	5653	5960	4394	3795	5384	5618	5182
Mean Speed	24.8	24.5	25.1	25.4	26.1	26.6	24.8	24.9	25.3
85%ile Speed	31.5	31.3	32.0	32.1	32.8	33.0	31.5	31.7	32.0
No. Vehicles > 30 MPH Limit	1177	1151	1351	1450	1231	1140	1135	1253	1234
% Vehicles > 30 MPH Limit	21.2	20.8	23.9	24.3	28.0	30.0	21.1	22.3	24.2
No. Vehicles > 45 MPH	19	18	26	26	19	12	17	21	20
% Vehicles > 45 MPH	0.3	0.3	0.5	0.4	0.4	0.3	0.3	0.4	0.4

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Bromyard - ATC 3 - A44

Produced by Streetwise Services Ltd.



Channel - Eastbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	1847	1828	1910	2037	1688	1612	1858	1896	1826
Mean Speed	25.0	25.3	25.9	26.0	25.5	26.2	25.2	25.5	25.6
85%ile Speed	29.8	29.8	30.8	30.2	30.6	31.0	30.1	30.1	30.3
No. Vehicles > 30 MPH Limit	263	258	350	319	304	318	282	294	299
% Vehicles > 30 MPH Limit	14.2	14.1	18.3	15.7	18.0	19.7	15.2	15.5	16.5
No. Vehicles > 45 MPH	3	4	10	4	3	1	6	5	4
% Vehicles > 45 MPH	0.2	0.2	0.5	0.2	0.2	0.1	0.3	0.3	0.2

Channel - Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	1781	1772	1844	2030	1656	1399	1709	1827	1742
Mean Speed	28.2	27.6	28.7	28.7	28.7	29.1	27.9	28.2	28.4
85%ile Speed	33.9	33.2	33.7	34.0	34.4	34.9	33.6	33.7	34.0
No. Vehicles > 30 MPH Limit	580	577	645	712	638	569	543	611	609
% Vehicles > 30 MPH Limit	32.6	32.6	35.0	35.1	38.5	40.7	31.8	33.4	35.2
No. Vehicles > 45 MPH	13	12	12	15	10	9	11	13	12
% Vehicles > 45 MPH	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.7	0.7

Eastbound & Westbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	3628	3600	3754	4067	3344	3011	3567	3723	3567
Mean Speed	26.5	26.4	27.2	27.3	27.1	27.6	26.4	26.7	26.9
85%ile Speed	32.0	31.8	32.5	32.2	32.8	33.0	32.0	32.1	32.3
No. Vehicles > 30 MPH Limit	843	835	995	1031	942	887	825	906	908
% Vehicles > 30 MPH Limit	23.2	23.2	26.5	25.4	28.2	29.5	23.1	24.3	25.6
No. Vehicles > 45 MPH	16	16	22	19	13	10	17	18	16
% Vehicles > 45 MPH	0.4	0.4	0.6	0.5	0.4	0.3	0.5	0.5	0.4

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Bromyard - ATC 4 - Panniers Lane

Produced by Streetwise Services Ltd.



Channel - Northbound

Tuesday																TOTAL
21/11/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
5	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19	
6	0	17	5	0	0	0	0	0	0	0	0	0	1	0	23	
7	0	38	18	0	0	1	0	0	0	0	0	0	1	0	58	
8	0	137	36	0	0	2	0	0	0	0	0	0	2	0	177	
9	0	74	18	0	0	0	0	0	0	0	0	0	1	0	93	
10	0	59	16	1	0	0	0	0	0	0	0	0	0	0	76	
11	0	66	21	0	0	1	0	0	0	1	0	0	2	0	91	
12	0	59	9	0	0	2	0	0	0	1	0	0	0	0	71	
13	0	67	20	0	0	0	0	0	1	0	0	0	0	0	88	
14	0	66	16	0	0	0	0	0	0	0	0	0	2	0	84	
15	0	112	19	1	0	0	0	0	0	0	0	0	1	0	133	
16	0	134	23	0	0	0	0	0	0	0	0	0	2	0	159	
17	0	145	15	0	0	0	0	0	0	0	0	0	0	0	160	
18	0	73	9	0	0	1	0	0	0	0	0	0	1	0	84	
19	0	38	12	0	0	0	0	0	0	0	0	0	0	0	50	
20	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26	
21	0	23	3	0	0	0	0	0	0	0	0	1	0	0	27	
22	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12	
23	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	

Hour	7-19	1030	220	2	0	7	0	0	1	2	0	0	12	0	1274
Ranges:	6-22	1131	243	2	0	7	0	0	1	2	0	1	13	0	1400
	6-24	1148	243	2	0	7	0	0	1	2	0	1	13	0	1417
	0-24	1168	246	2	0	7	0	0	1	2	0	1	13	0	1440

Channel - Southbound

Tuesday		Vehicle Classes														TOTAL
21/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
5	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14	
6	0	26	8	0	0	0	0	0	0	0	0	0	0	0	34	
7	0	129	12	0	0	0	0	0	1	0	0	0	1	0	143	
8	0	194	30	0	0	1	0	0	0	0	0	0	2	0	227	
9	0	86	27	0	0	0	0	0	0	0	0	0	2	0	115	
10	0	72	17	0	0	3	0	0	0	1	0	0	1	0	94	
11	0	69	13	0	0	0	0	0	0	0	0	0	4	0	86	
12	0	68	23	0	0	2	0	0	0	0	0	0	0	0	93	
13	0	68	15	1	0	1	0	0	0	0	0	0	1	0	86	
14	0	90	13	0	0	1	0	0	0	0	0	0	1	0	105	
15	0	85	18	0	0	0	0	0	0	0	0	0	1	0	104	
16	0	99	26	0	0	1	0	0	0	0	0	0	0	0	126	
17	0	89	14	0	0	0	0	0	0	1	0	0	1	0	105	
18	0	49	11	0	0	0	0	0	0	0	0	0	2	0	62	
19	0	28	3	0	0	1	0	0	0	0	0	0	0	0	32	
20	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34	
21	0	21	4	0	0	0	0	0	0	0	0	0	0	0	25	
22	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17	
23	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	

Hour	7-19	1098	219	1	0	9	0	0	1	2	0	0	16	0	1346
Ranges:	6-22	1203	238	1	0	10	0	0	1	2	0	0	16	0	1471
	6-24	1222	238	1	0	11	0	0	1	2	0	0	16	0	1491
	0-24	1243	242	1	0	11	0	0	1	2	0	0	16	0	1516

Channel - Northbound

Wednesday		Vehicle Classes														TOTAL
22/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
6	0	16	6	0	0	0	0	0	0	0	0	0	0	1	0	23
7	0	46	18	0	0	0	0	0	1	0	0	0	1	0	0	66
8	0	152	35	0	0	0	0	0	1	1	0	0	2	0	0	191
9	0	73	18	0	0	0	0	1	0	0	0	0	1	0	0	93
10	0	57	19	0	0	1	0	0	0	0	0	0	1	0	0	78
11	0	60	18	0	0	0	0	0	0	0	0	0	2	0	0	80
12	0	59	10	1	0	0	0	0	0	0	0	0	0	0	0	70
13	0	77	16	1	0	2	0	0	0	0	0	0	1	0	0	97
14	0	84	14	0	0	1	0	0	1	1	0	0	0	0	0	101
15	0	114	24	0	0	0	0	0	0	0	0	0	2	0	0	140
16	0	107	28	0	0	0	0	0	0	1	0	0	1	0	0	137
17	0	137	19	0	0	0	0	0	0	0	0	0	1	0	0	157
18	0	71	14	0	0	0	0	0	0	0	0	0	1	0	0	86
19	0	52	7	0	0	0	0	0	0	0	0	0	0	0	0	59
20	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
21	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
22	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
23	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Hour	7-19	1037	233	2	0	4	0	1	3	3	0	0	13	0	1296
Ranges:	6-22	1152	254	2	0	4	0	1	3	3	0	0	14	0	1433
	6-24	1167	255	2	0	4	0	1	3	3	0	0	14	0	1449
	0-24	1189	258	2	0	4	0	1	3	3	0	0	14	0	1474

Bromyard - ATC 4 - Panniers Lane

Produced by Streetwise Services Ltd.



Channel - Northbound														
Tuesday														
21/11/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	2	5	5	3	3	1	0	0	0	0	19
6	0	0	0	1	3	9	9	1	0	0	0	0	0	23
7	0	0	2	10	7	17	18	3	1	0	0	0	0	58
8	0	1	9	36	62	55	11	3	0	0	0	0	0	177
9	0	0	3	13	21	34	15	5	2	0	0	0	0	93
10	0	0	11	18	13	18	11	2	2	0	1	0	0	76
11	0	1	5	15	19	33	15	3	0	0	0	0	0	91
12	0	0	0	12	17	29	11	1	1	0	0	0	0	71
13	0	0	2	13	18	38	14	2	1	0	0	0	0	88
14	0	0	5	13	17	22	19	5	2	1	0	0	0	84
15	0	0	17	29	37	33	14	2	0	1	0	0	0	133
16	0	0	4	29	47	53	24	2	0	0	0	0	0	159
17	0	0	5	12	32	72	28	7	3	0	1	0	0	160
18	0	0	0	8	24	33	16	1	2	0	0	0	0	84
19	0	0	2	7	2	17	19	3	0	0	0	0	0	50
20	0	0	0	0	7	9	7	1	2	0	0	0	0	26
21	0	0	1	5	3	8	9	1	0	0	0	0	0	27
22	0	0	0	0	2	7	3	0	0	0	0	0	0	12
23	0	0	0	1	1	1	1	1	0	0	0	0	0	5
Hour	7-19	2	63	208	314	437	196	36	14	2	2	0	0	1274
Ranges:	6-22	2	66	221	329	480	240	42	16	2	2	0	0	1400
	6-24	2	66	222	332	488	244	43	16	2	2	0	0	1417
	0-24	2	66	224	340	493	247	46	18	2	2	0	0	1440

Channel - Southbound														
Tuesday														
21/11/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	1	0	0	1	0	0	0	0	2
3	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	2	0	2	0	1	0	0	0	0	5
5	0	0	0	0	3	5	3	2	1	0	0	0	0	14
6	0	0	0	4	9	10	6	5	0	0	0	0	0	34
7	0	0	1	6	33	64	31	4	4	0	0	0	0	143
8	0	1	3	30	86	82	20	5	0	0	0	0	0	227
9	0	3	3	6	44	41	14	3	1	0	0	0	0	115
10	0	0	0	17	32	30	14	1	0	0	0	0	0	94
11	0	0	0	9	22	38	16	0	1	0	0	0	0	86
12	0	0	0	18	18	42	15	0	0	0	0	0	0	93
13	0	0	0	6	30	33	10	7	0	0	0	0	0	86
14	0	0	1	13	31	35	21	4	0	0	0	0	0	105
15	0	1	13	25	32	27	6	0	0	0	0	0	0	104
16	0	0	3	17	42	46	17	1	0	0	0	0	0	126
17	0	0	0	10	21	51	19	3	1	0	0	0	0	105
18	0	0	1	5	22	24	8	1	1	0	0	0	0	62
19	0	0	0	5	7	16	3	1	0	0	0	0	0	32
20	0	0	0	0	6	18	6	2	1	1	0	0	0	34
21	0	0	0	4	9	6	3	0	2	0	1	0	0	25
22	0	0	0	2	6	4	2	3	0	0	0	0	0	17
23	0	0	0	0	1	1	0	1	0	0	0	0	0	3
Hour	7-19	5	25	162	413	513	191	29	8	0	0	0	0	1346
Ranges:	6-22	5	25	175	444	563	209	37	11	1	1	0	0	1471
	6-24	5	25	177	451	568	211	41	11	1	1	0	0	1491
	0-24	5	25	177	458	576	216	43	14	1	1	0	0	1516

Channel - Northbound														
Wednesday														
22/11/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	1	1	0	0	0	0	0	2
3	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5	0	0	0	2	4	6	5	1	0	0	0	0	0	18
6	0	0	1	1	0	7	9	4	1	0	0	0	0	23
7	0	0	2	8	12	30	8	5	1	0	0	0	0	66
8	0	0	4	48	75	45	16	3	0	0	0	0	0	191
9	0	0	3	14	18	33	15	7	2	1	0	0	0	93
10	0	0	4	11	15	24	19	4	1	0	0	0	0	78
11	0	0	8	7	19	31	13	2	0	0	0	0	0	80
12	0	1	3	18	15	23	7	3	0	0	0	0	0	70
13	0	0	5	13	25	28	24	2	0	0	0	0	0	97
14	0	0	6	12	20	39	20	4	0	0	0	0	0	101
15	0	1	13	24	42	34	19	6	1	0	0	0	0	140
16	0	0	5	22	36	56	11	7	0	0	0	0	0	137
17	0	1	2	15	41	62	29	5	2	0	0	0	0	157
18	0	0	4	10	21	24	21	5	1	0	0	0	0	86
19	0	0	1	16	9	20	10	1	2	0	0	0	0	59
20	0	0	0	3	3	9	10	5	1	0	0	0	0	31
21	0	0	2	2	3	6	11	0	0	0	0	0	0	24
22	0	0	0	0	2	2	2	1	1	0	0	0	0	8
23	0	0	1	2	0	4	0	0	1	0	0	0	0	8
Hour	7-19	3	59	202	339	429	202	53	8	1	0	0	0	1296
Ranges:	6-22	3	63	224	354	471	242	63	12	1	0	0	0	1433
	6-24	3	64	226	356	477	244	64	14	1	0	0	0	1449
	0-24	3	64	228	360	484	254	66	14	1	0	0	0	1474

Bromyard - ATC 4 - Panniers Lane

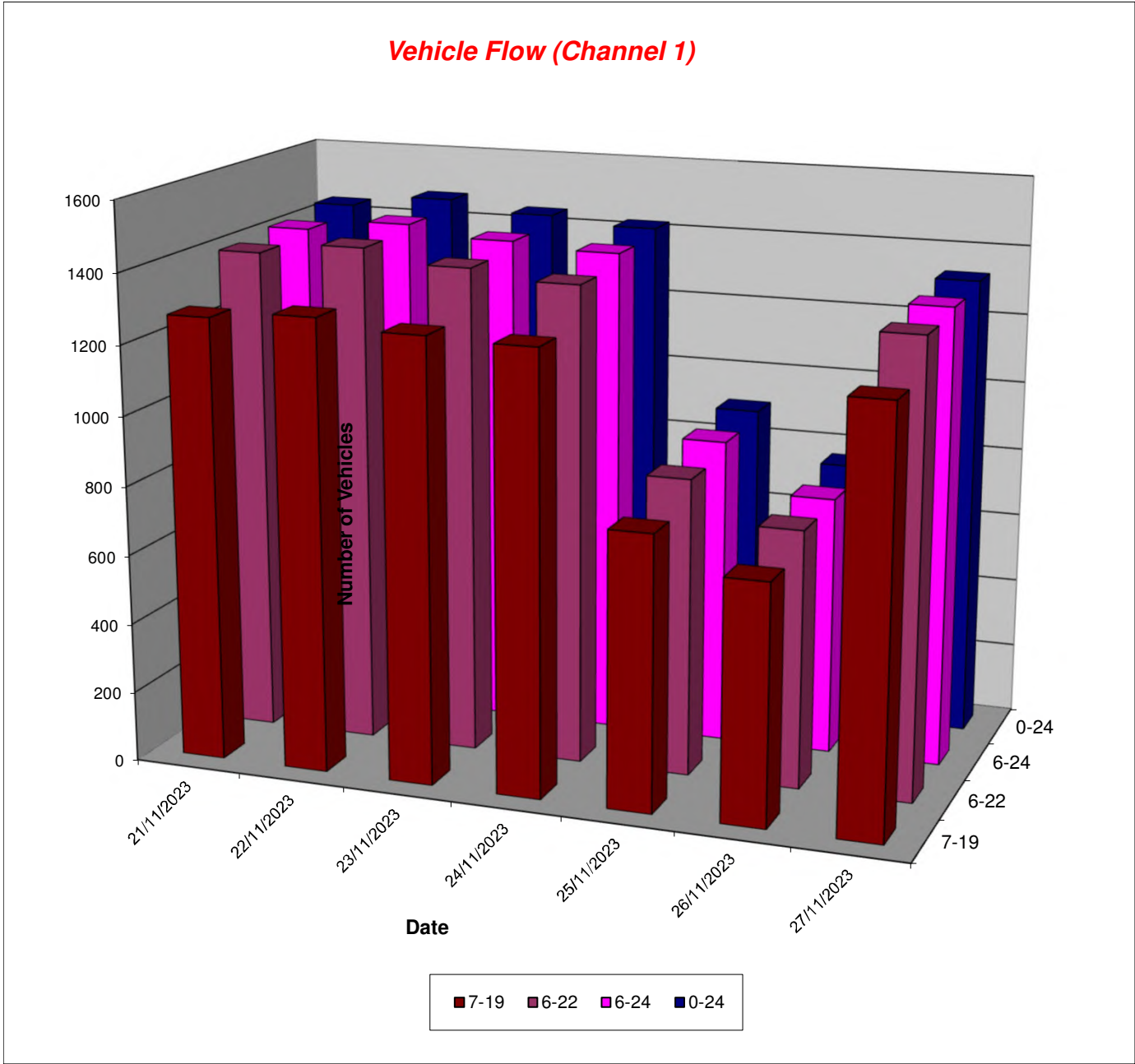
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Channel - Northbound
Vehicle Flow

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023	5 Day Ave	7 Day Ave
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
0	0	2	0	0	3	8	7	0	3	5
1	0	0	3	1	0	2	7	0	2	3
2	0	1	2	1	0	2	1	0	1	1
3	0	0	1	2	0	1	0	0	2	1
4	0	1	1	0	0	1	0	0	1	1
5	0	19	18	21	17	5	2	15	18	14
6	0	23	23	22	18	9	6	25	22	18
7	0	58	66	65	58	14	9	57	61	47
8	0	177	191	169	176	52	31	167	176	138
9	0	93	93	87	107	70	63	94	95	87
10	0	76	78	72	72	78	74	69	73	74
11	0	91	80	83	99	74	78	71	85	82
12	0	71	70	75	71	68	80	82	74	74
13	0	88	97	78	87	66	72	77	85	81
14	0	84	101	122	93	64	56	90	98	87
15	0	133	140	132	173	84	63	156	147	126
16	0	159	137	152	156	78	70	114	144	124
17	0	160	157	154	105	78	45	139	143	120
18	0	84	86	80	64	56	42	78	78	70
19	0	50	59	42	47	28	22	33	46	40
20	0	26	31	30	27	17	14	26	28	24
21	0	27	24	33	17	17	12	21	24	22
22	0	12	8	14	20	21	6	11	13	13
23	0	5	8	9	13	9	2	4	8	7

Hour	7-19	1274	1296	1269	1261	782	683	1194	1259	1108
Ranges:	6-22	1400	1433	1396	1370	853	737	1299	1380	1213
	6-24	1417	1449	1419	1403	883	745	1314	1400	1233
	0-24	1440	1474	1444	1423	902	762	1329	1422	1253



Channel - Southbound
Vehicle Flow

		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023	5 Day Ave	7 Day Ave
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
0	0	3	0	2	4	5	5	0	3	4
1	0	0	2	2	1	3	7	2	2	3
2	0	2	1	1	1	1	2	2	1	1
3	0	1	2	2	2	0	0	2	2	2
4	0	5	4	5	3	1	0	6	5	4
5	0	14	18	12	18	7	4	13	15	12

Bromyard - ATC 4 - Panniers Lane

Produced by Streetwise Services Ltd.



Channel - Northbound		Average Speed						
		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	32.7	-	-	31.4	29.3	29.4	-
1	0	-	33.3	35.6	-	30.7	27.3	-
2	0	25.5	35.7	33.5	-	26.5	29.0	-
3	0	-	29.0	24.9	-	25.8	-	-
4	0	23.4	31.2	-	-	36.0	-	-
5	0	28.3	27.9	29.3	27.8	25.2	27.5	27.7
6	0	29.1	30.8	29.1	30.0	32.3	29.1	30.3
7	0	27.4	27.2	26.6	25.9	26.5	24.8	26.5
8	0	23.9	23.8	22.6	22.8	26.5	25.0	23.7
9	0	26.5	27.0	26.4	25.2	26.3	28.6	25.6
10	0	24.3	26.6	27.4	26.0	26.2	23.9	26.0
11	0	25.3	25.3	27.1	25.2	26.0	25.3	25.7
12	0	25.9	24.5	26.7	28.8	29.0	25.6	24.8
13	0	26.1	26.0	27.0	26.4	29.4	27.4	27.5
14	0	27.0	26.3	27.0	27.8	29.1	27.9	25.8
15	0	23.4	24.5	24.2	23.5	28.3	28.7	23.6
16	0	25.3	25.5	24.9	27.1	26.7	27.4	26.1
17	0	27.4	26.8	26.8	27.5	27.2	26.7	26.8
18	0	27.2	27.0	26.4	28.2	28.0	26.6	28.1
19	0	28.3	26.1	27.9	29.8	27.8	25.0	26.8
20	0	29.4	29.9	31.5	26.7	29.5	28.0	27.5
21	0	26.8	27.5	27.6	28.0	27.7	26.7	25.3
22	0	29.1	31.6	30.1	29.3	28.4	33.1	24.9
23	0	27.6	25.6	28.9	27.2	30.4	25.6	27.1
Hour	10-12	24.8	25.9	27.3	25.5	26.1	24.6	25.9
Ranges:	14-16	24.8	25.2	25.6	25.0	28.7	28.3	24.4
	0-24	25.9	26.0	26.2	26.1	27.6	26.7	25.8
7 Day Ave							26.2	

Channel - Northbound		85th Percentile						
		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	38.8	-	-	36.6	34.5	31.6	-
1	0	-	34.2	35.6	-	31.0	32.6	-
2	0	25.5	36.6	33.5	-	29.4	29.0	-
3	0	-	29.0	25.8	-	25.8	-	-
4	0	23.4	31.2	-	-	36.0	-	-
5	0	36.3	31.7	34.5	35.3	28.1	34.7	33.1
6	0	33.0	36.3	33.6	35.6	37.9	33.3	34.9
7	0	33.5	33.3	32.8	32.5	35.0	31.4	31.5
8	0	29.3	29.2	28.3	28.3	34.1	31.5	29.1
9	0	32.2	33.4	32.6	32.4	32.3	34.1	32.0
10	0	32.4	32.5	34.1	32.3	33.3	29.7	30.7
11	0	31.3	31.0	34.3	31.1	32.1	30.7	31.7
12	0	31.0	29.6	33.2	34.5	35.4	32.1	30.0
13	0	31.2	32.9	33.3	33.1	35.7	32.8	32.1
14	0	33.0	33.2	31.8	34.5	34.9	35.0	31.3
15	0	29.6	31.1	30.7	29.9	34.0	34.9	30.9
16	0	30.8	30.3	29.6	32.7	31.7	32.7	31.3
17	0	32.6	31.8	31.8	33.1	32.9	32.7	30.6
18	0	32.3	34.2	30.9	34.3	33.9	32.5	33.1
19	0	33.8	32.0	35.2	35.4	35.2	32.0	32.2
20	0	33.2	36.1	37.6	33.0	34.7	33.7	34.7
21	0	33.2	33.1	31.1	34.4	32.4	33.0	31.3
22	0	31.9	38.2	33.4	38.4	33.9	35.8	34.7
23	0	34.3	29.1	32.2	33.8	33.6	27.9	37.2
Hour	10-12	31.8	31.8	34.2	31.7	33.1	30.3	31.5
Ranges:	14-16	31.5	32.0	31.4	31.5	34.8	35.0	30.9
	0-24	31.9	32.2	32.3	32.7	34.4	32.9	31.4
7 Day Ave							32.4	

Channel - Southbound		Average Speed						
		21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Hour	Min	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0	0	24.1	-	37.1	31.1	32.4	28.2	-
1	0	-	28.7	33.9	28.3	30.0	26.3	27.4
2	0	35.1	25.2	30.0	27.9	26.4	28.3	29.1
3	0	26.2	28.2	28.8	33.5	-	-	30.1
4	0	32.1	30.4	29.1	29.1	27.2	-	34.8
5	0	30.2	33.2	35.2	29.7	29.9	26.3	30.3
6	0	27.8	29.8	30.7	30.7	28.5	32.5	29.8
7	0	28.2	28.8	27.5	28.4	28.7	24.2	27.5
8	0	25.2	24.5	23.8	23.9	27.9	24.5	24.3
9	0	25.8	26.7	27.3	27.5	28.5	28.0	28.1
10	0	25.5	26.7	26.6	26.8	27.1	26.5	27.1
11	0	26.7	26.6	27.6	25.6	28.0	26.7	25.6
12	0	26.1	26.5	26.7	27.5	28.7	26.4	25.8
13	0	26.9	26.1	26.7	26.7	27.4	28.0	27.7
14	0	26.3	25.4	26.1	26.2	28.0	26.8	25.5
15	0	22.2	23.9	24.5	21.9	27.6	28.1	22.8
16	0	25.4	25.8	25.8	26.6	25.4	26.9	27.0
17	0	27.2	25.9	26.3	28.0	26.5	27.1	26.4
18	0	26.2	25.3	26.2	27.3	27.3	27.0	27.4
19	0	26.2	27.1	27.6	27.9	26.1	26.3	28.3
20	0	29.6	26.8	24.8	25.8	26.7	25.0	24.9
21	0	27.2	22.4	28.6	24.8	29.9	28.2	28.5
22	0	27.0	27.2	26.7	25.1	25.2	25.3	28.6
23	0	29.8	28.3	27.7	30.7	29.1	-	29.3
Hour	10-12	26.1	26.6	27.0	26.2	27.5	26.6	26.4
Ranges:	14-16	24.3	24.6	25.2	23.6	27.8	27.5	24.0
	0-24	26.2	26.1	26.3	26.2	27.5	26.9	26.3
7 Day Ave							26.4	

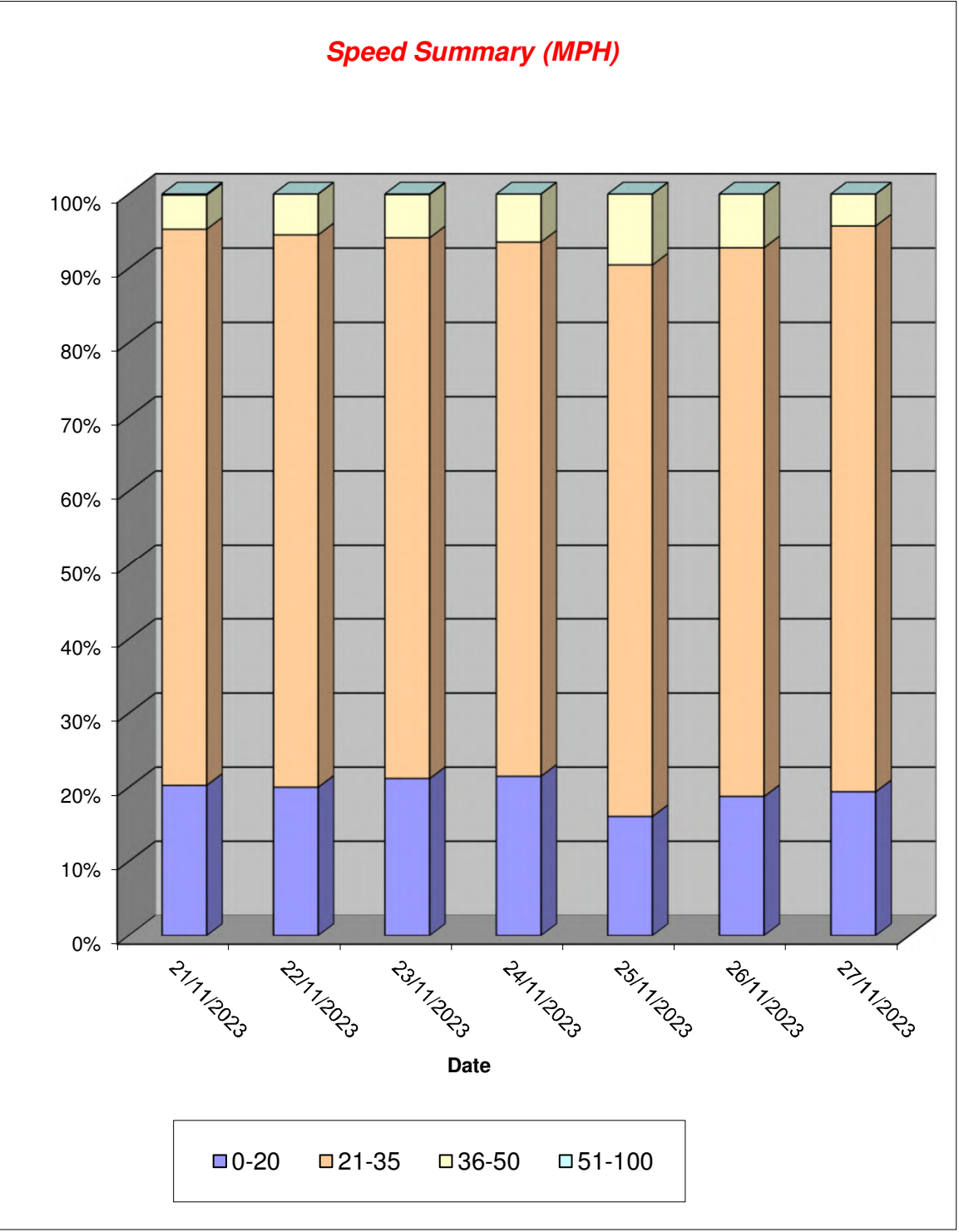
Bromyard - ATC 4 - Panniers Lane

Produced by Streetwise Services Ltd.



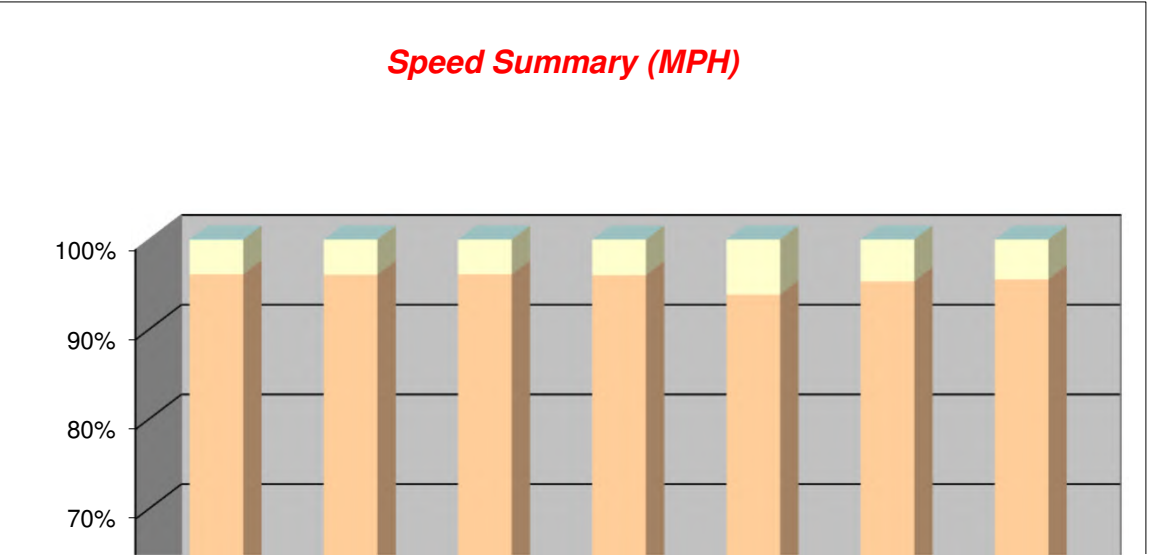
Channel - Northbound
Speed Summary

	21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	292	295	306	306	145	143	258
21-35	1080	1098	1053	1025	671	564	1014
36-50	66	81	84	92	86	55	57
51-100	2	0	1	0	0	0	0
TOTAL	1440	1474	1444	1423	902	762	1329



Channel - Southbound
Speed Summary

	21/11/2023	22/11/2023	23/11/2023	24/11/2023	25/11/2023	26/11/2023	27/11/2023
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	207	218	198	221	105	95	214
21-35	1250	1294	1259	1222	888	679	1204
36-50	58	62	59	60	65	38	66
51-100	1	0	0	0	0	0	0
TOTAL	1516	1574	1516	1503	1058	812	1484



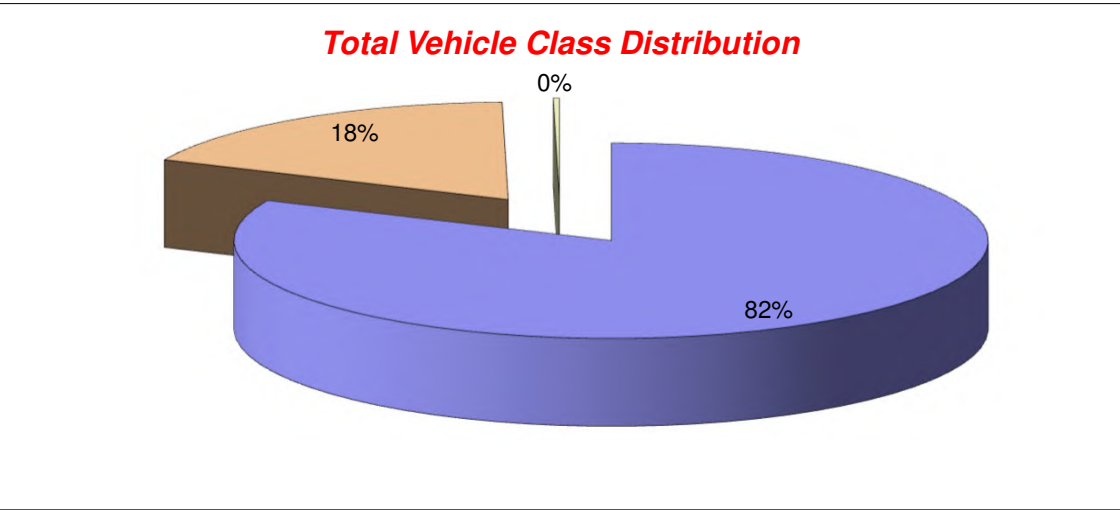
Bromyard - ATC 4 - Panniers Lane

Produced by Streetwise Services Ltd.



Channel - Northbound
Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/11/2023				
7-19	1030	241	3	1274
6-22	1131	265	4	1400
6-24	1148	265	4	1417
0-24	1168	268	4	1440
22/11/2023				
7-19	1037	253	6	1296
6-22	1152	275	6	1433
6-24	1167	276	6	1449
0-24	1189	279	6	1474
23/11/2023				
7-19	1028	239	2	1269
6-22	1135	259	2	1396
6-24	1157	260	2	1419
0-24	1177	265	2	1444
24/11/2023				
7-19	1013	242	6	1261
6-22	1103	261	6	1370
6-24	1130	267	6	1403
0-24	1148	269	6	1423
25/11/2023				
7-19	659	122	1	782
6-22	722	130	1	853
6-24	748	134	1	883
0-24	765	136	1	902
26/11/2023				
7-19	585	97	1	683
6-22	637	99	1	737
6-24	645	99	1	745
0-24	661	100	1	762
27/11/2023				
7-19	946	246	2	1194
6-22	1034	262	3	1299
6-24	1048	263	3	1314
0-24	1062	264	3	1329
Average				
7-19	900	206	3	1108
6-22	988	222	3	1213
6-24	1006	223	3	1233
0-24	1024	226	3	1253



Channel - Southbound
Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/11/2023				
7-19	1098	245	25	1368
6-22	1203	265	27	1495
6-24	1222	266	29	1517
0-24	1243	270	31	1544
22/11/2023				
7-19	1147	256	1	1404
6-22	1252	270	2	1524
6-24	1274	271	2	1547
0-24	1295	277	2	1574
23/11/2023				
7-19	1098	231	4	1333
6-22	1212	251	4	1467
6-24	1232	256	4	1492
0-24	1253	259	4	1516
24/11/2023				
7-19	1105	243	2	1350
6-22	1194	262	2	1458
6-24	1210	262	2	1474
0-24	1234	267	2	1503
25/11/2023				
7-19	779	145	0	924
6-22	857	158	0	1015
6-24	877	164	0	1041
0-24	893	165	0	1058
26/11/2023				
7-19	621	99	3	723
6-22	677	102	3	782
6-24	688	103	3	794
0-24	703	106	3	812
27/11/2023				
7-19	1074	256	1	1331

Channel - Southbound

Wednesday		Vehicle Classes														TOTAL
22/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
5	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18	
6	0	30	6	0	0	0	0	0	1	0	0	0	0	0	37	
7	0	110	18	0	0	0	0	0	0	0	0	0	3	0	131	
8	0	201	31	1	0	1	0	0	0	0	0	0	1	0	235	
9	0	84	25	0	0	0	0	0	0	0	0	0	2	0	111	
10	0	54	21	0	0	0	0	0	0	0	0	0	1	0	76	
11	0	84	13	0	0	3	0	1	0	0	0	0	2	0	103	
12	0	77	17	1	0	1	0	0	0	0	0	0	1	0	97	
13	0	80	13	1	0	0	0	0	0	0	0	0	0	0	94	
14	0	94	17	0	0	1	0	1	0	0	0	1	1	0	115	
15	0	104	22	0	0	1	0	0	0	0	0	0	0	0	127	
16	0	114	24	0	0	0	0	0	0	0	0	0	1	0	139	
17	0	87	19	0	0	0	0	0	0	0	0	0	2	0	108	
18	0	58	8	0	0	2	0	0	0	0	0	0	0	0	68	
19	0	30	2	0	0	0	0	0	0	0	0	0	0	0	32	
20	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33	
21	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18	
22	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19	
23	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	

Hour

Ranges:

7-19	1147	228	3	0	9	0	2	0	0	0	0	1	14	0	1404
6-22	1252	242	3	0	9	0	2	1	0	0	0	1	14	0	1524
6-24	1274	243	3	0	9	0	2	1	0	0	0	1	14	0	1547
0-24	1295	249	3	0	9	0	2	1	0	0	0	1	14	0	1574

Channel - Northbound

Thursday		Vehicle Classes														TOTAL
23/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	42	17	2	0	1	0	0	1	0	0	0	2	0	0	
8	0	138	29	0	0	1	0	0	0	1	0	0	0	0	0	
9	0	69	11	1	0	2	0	0	0	0	0	0	4	0	0	
10	0	59	13	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	58	22	0	0	2	0	0	0	0	0	0	1	0	0	
12	0	56	17	0	0	2	0	0	0	0	0	0	0	0	0	
13	0	65	12	1	0	0	0	0	0	0	0	0	0	0	0	
14	0	101	18	1	0	1	0	0	0	0	0	0	1	0	0	
15	0	109	20	0	0	2	0	0	0	0	0	0	1	0	0	
16	0	125	26	0	0	0	0	0	0	0	0	0	1	0	0	
17	0	140	13	0	0	0	0	0	0	0	0	0	1	0	0	
18	0	66	13	0	0	0	0	0	0	0	0	0	1	0	0	
19	0	32	10	0	0	0	0	0	0	0	0	0	0	0	0	
20	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	
21	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	
22	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	
23	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	

Hour

Ranges:

7-19	1028	211	5	0	11	0	0	1	1	0	0	12	0	1269
6-22	1135	231	5	0	11	0	0	1	1	0	0	12	0	1396
6-24	1157	232	5	0	11	0	0	1	1	0	0	12	0	1419
0-24	1177	237	5	0	11	0	0	1	1	0	0	12	0	1444

Channel - Southbound

Thursday		Vehicle Classes														TOTAL
23/11/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
5	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12	
6	0	31	8	0	0	1	0	0	0	0	0	0	0	0	40	
7	0	116	20	1	0	0	0	0	0	0	0	1	2	0	140	
8	0	191	26	2	1	1	0	0	0	0	0	0	0	0	221	
9	0	73	16	0	0	0	0	0	0	0	0	0	1	0	90	
10	0	75	17	0	0	0	0	0	0	0	0	0	1	0	93	
11	0	63	10	0	0	0	0	0	0	0	0	0	0	0	73	
12	0	75	24	0	0	2	0	0	0	1	0	0	2	0	104	
13	0	79	9	0	0	2	0	0	0	0	0	0	0	0	90	
14	0	76	10	1	0	1	0	0	0	0	0	0	2	0	90	
15	0	106	26	0	0	2	0	0	0	0	0	0	2	0	136	
16	0	107	25	0	0	1	0	0	0	0	0	0	0	0	133	
17	0	79	17	0	0	1	0	0	0	0	0	0	0	0	97	
18	0	58	7	0	0	0	0	0	1	0	0	0	0	0	66	
19	0	41	7	0	0	0	0	1	0	0	0	0	0	0	49	
20	0	27	3	0	0	0	0	0	0	0	0	0	0	0	30	
21	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15	
22	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19	
23	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	

Hour

Ranges:

7-19	1098	207	4	1	10	0	0	1	1	0	1	10	0	1333
6-22	1212	225	4	1	11	0	1	1	1	0	1	10	0	1467
6-24	1232	230	4	1	11	0	1	1	1	0	1	10	0	1492
0-24	1253	233	4	1	11	0	1	1	1	0	1	10	0	1516

Channel - Northbound

Friday															TOTAL
24/11/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	

Channel - Southbound

Wednesday 22/11/2023		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
3	0	0	0	0	1	0	1	0	0	0	0	0	0	2	
4	0	0	0	0	1	1	1	1	0	0	0	0	0	4	
5	0	0	0	0	1	6	6	2	3	0	0	0	0	18	
6	0	0	0	1	7	13	11	5	0	0	0	0	0	37	
7	0	0	0	6	25	55	32	11	2	0	0	0	0	131	
8	0	1	3	42	104	59	20	6	0	0	0	0	0	235	
9	0	0	1	7	38	41	19	5	0	0	0	0	0	111	
10	0	0	4	5	20	31	14	1	1	0	0	0	0	76	
11	0	0	0	11	29	45	17	1	0	0	0	0	0	103	
12	0	0	2	7	32	36	15	4	1	0	0	0	0	97	
13	0	0	0	13	31	35	11	2	2	0	0	0	0	94	
14	0	1	2	17	40	35	17	3	0	0	0	0	0	115	
15	0	1	9	23	43	38	13	0	0	0	0	0	0	127	
16	0	0	2	15	51	48	21	1	0	1	0	0	0	139	
17	0	0	3	13	36	40	10	6	0	0	0	0	0	108	
18	0	1	2	10	26	16	10	2	1	0	0	0	0	68	
19	0	0	0	4	10	6	12	0	0	0	0	0	0	32	
20	0	0	1	3	7	11	11	0	0	0	0	0	0	33	
21	0	0	1	6	4	7	0	0	0	0	0	0	0	18	
22	0	0	0	1	8	6	3	1	0	0	0	0	0	19	
23	0	0	0	0	1	2	1	0	0	0	0	0	0	4	

Hour	7-19	4	28	169	475	479	199	42	7	1	0	0	0	1404
Ranges:	6-22	4	30	183	503	516	233	47	7	1	0	0	0	1524
	6-24	4	30	184	512	524	237	48	7	1	0	0	0	1547
	0-24	4	30	184	516	533	245	51	10	1	0	0	0	1574

Channel - Northbound

Thursday															
23/11/2023		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
3	0	0	0	0	1	1	0	0	0	0	0	0	0	2	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	2	3	5	10	0	1	0	0	0	0	21	
6	0	0	0	1	3	10	7	1	0	0	0	0	0	22	
7	0	0	3	10	9	22	20	1	0	0	0	0	0	65	
8	0	0	18	51	50	32	13	5	0	0	0	0	0	169	
9	0	0	2	20	12	25	20	7	1	0	0	0	0	87	
10	0	0	2	10	11	25	21	3	0	0	0	0	0	72	
11	0	0	6	10	17	20	21	8	1	0	0	0	0	83	
12	0	0	6	8	13	24	19	5	0	0	0	0	0	75	
13	0	1	6	7	13	30	14	5	1	1	0	0	0	78	
14	0	0	4	16	20	54	19	6	3	0	0	0	0	122	
15	0	1	8	29	39	34	15	6	0	0	0	0	0	132	
16	0	0	10	29	38	54	15	3	2	1	0	0	0	152	
17	0	0	6	16	33	56	39	3	0	0	1	0	0	154	
18	0	0	1	13	16	36	12	1	1	0	0	0	0	80	
19	0	0	2	3	11	14	6	6	0	0	0	0	0	42	
20	0	0	0	2	2	9	9	5	2	1	0	0	0	30	
21	0	0	1	1	5	16	9	1	0	0	0	0	0	33	
22	0	0	0	0	1	7	5	1	0	0	0	0	0	14	
23	0	0	0	1	3	3	1	0	0	1	0	0	0	9	

Hour	7-19	2	72	219	271	412	228	53	9	2	1	0	0	1269
Ranges:	6-22	2	75	226	292	461	259	66	11	3	1	0	0	1396
	6-24	2	75	227	296	471	265	67	11	4	1	0	0	1419
	0-24	2	75	229	300	477	276	68	12	4	1	0	0	1444

Channel - Southbound

Thursday		Vehicle Speeds (MPH)													TOTAL
23/11/2023															
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	
1	0	0	0	0	0	1	0	1	0	0	0	0	0	2	
2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
3	0	0	0	0	1	0	1	0	0	0	0	0	0	2	
4	0	0	0	0	1	2	1	1	0	0	0	0	0	5	
5	0	0	0	0	0	3	3	4	2	0	0	0	0	12	
6	0	0	0	0	6	14	14	4	2	0	0	0	0	40	
7	0	0	2	8	39	53	33	1	4	0	0	0	0	140	
8	0	1	8	44	91	59	18	0	0	0	0	0	0	221	
9	0	0	0	9	30	27	22	1	1	0	0	0	0	90	
10	0	0	2	7	32	34	14	3	0	1	0	0	0	93	
11	0	0	0	4	16	37	13	3	0	0	0	0	0	73	
12	0	0	3	5	30	41	23	2	0	0	0	0	0	104	
13	0	0	0	4	31	39	14	2	0	0	0	0	0	90	
14	0	0	2	13	27	31	11	5	1	0	0	0	0	90	
15	0	3	7	18	49	40	17	2	0	0	0	0	0	136	
16	0	0	3	20	46	39	21	2	1	1	0	0	0	133	
17	0	0	2	12	30	33	15	3	2	0	0	0	0	97	
18	0	0	0	10	18	27	8	2	1	0	0	0	0	66	
19	0	0	0	3	11	24	9	1	1	0	0	0	0	49	
20	0	0	0	4	13	10	3	0	0	0	0	0	0	30	
21	0	0	0	1	2	5	6	1	0	0	0	0	0	15	
22	0	0	1	2	5	5	4	2	0	0	0	0	0	19	
23	0	0	0	0	3	1	1	1	0	0	0	0	0	6	

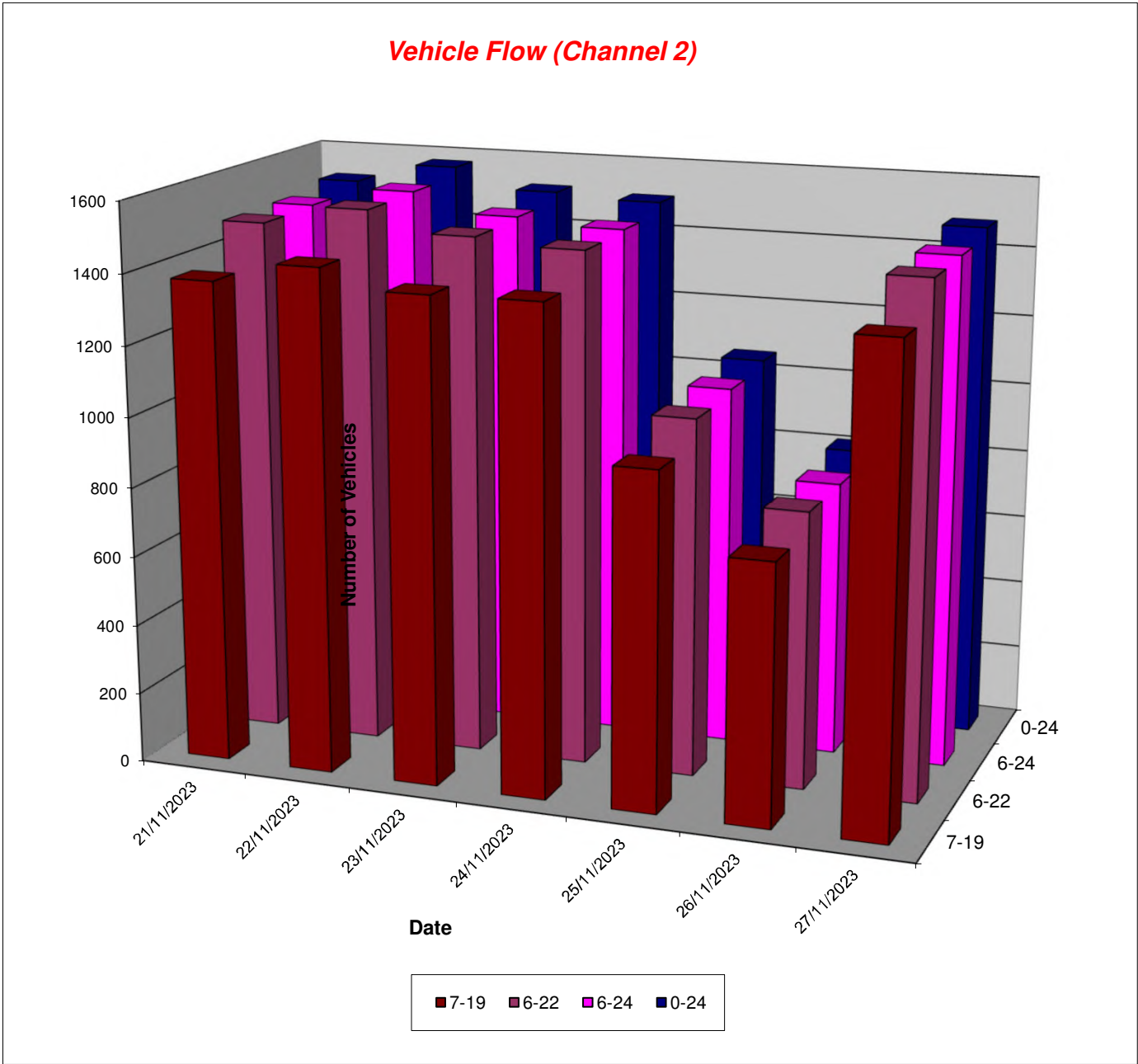
Hour	7-19	4	29	154	439	460	209	26	10	2	0	0	0	1333
Ranges:	6-22	4	29	162	471	513	241	32	13	2	0	0	0	1467
	6-24	4	30	164	479	519	246	35	13	2	0	0	0	1492
	0-24	4	30	164	481	526	252	41	16	2	0	0	0	1516

Channel - Northbound

Friday															
24/11/2023		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	

6	0	34	37	40	29	11	5	51	38	30
7	0	143	131	140	140	29	21	138	138	106
8	0	227	235	221	212	62	32	223	224	173
9	0	115	111	90	84	90	47	98	100	91
10	0	94	76	93	114	89	73	103	96	92
11	0	86	103	73	101	90	103	89	90	92
12	0	93	97	104	87	83	109	92	95	95
13	0	86	94	90	103	81	84	102	95	91
14	0	105	115	90	97	80	63	98	101	93
15	0	104	127	136	141	79	71	137	129	114
16	0	126	139	133	109	94	48	101	122	107
17	0	105	108	97	89	73	39	93	98	86
18	0	62	68	66	73	74	33	57	65	62
19	0	32	32	49	35	38	19	27	35	33
20	0	34	33	30	22	24	20	13	26	25
21	0	25	18	15	22	18	15	13	19	18
22	0	17	19	19	10	12	12	19	17	15
23	0	3	4	6	6	14	0	5	5	6

Hour	7-19	1378	1436	1382	1385	962	742	1358	1388	1235
Ranges:	6-22	1488	1543	1486	1468	1027	794	1454	1488	1323
	6-24	1491	1547	1492	1474	1041	794	1459	1493	1328
	0-24	1516	1574	1516	1503	1058	812	1484	1519	1352



Channel - Southbound

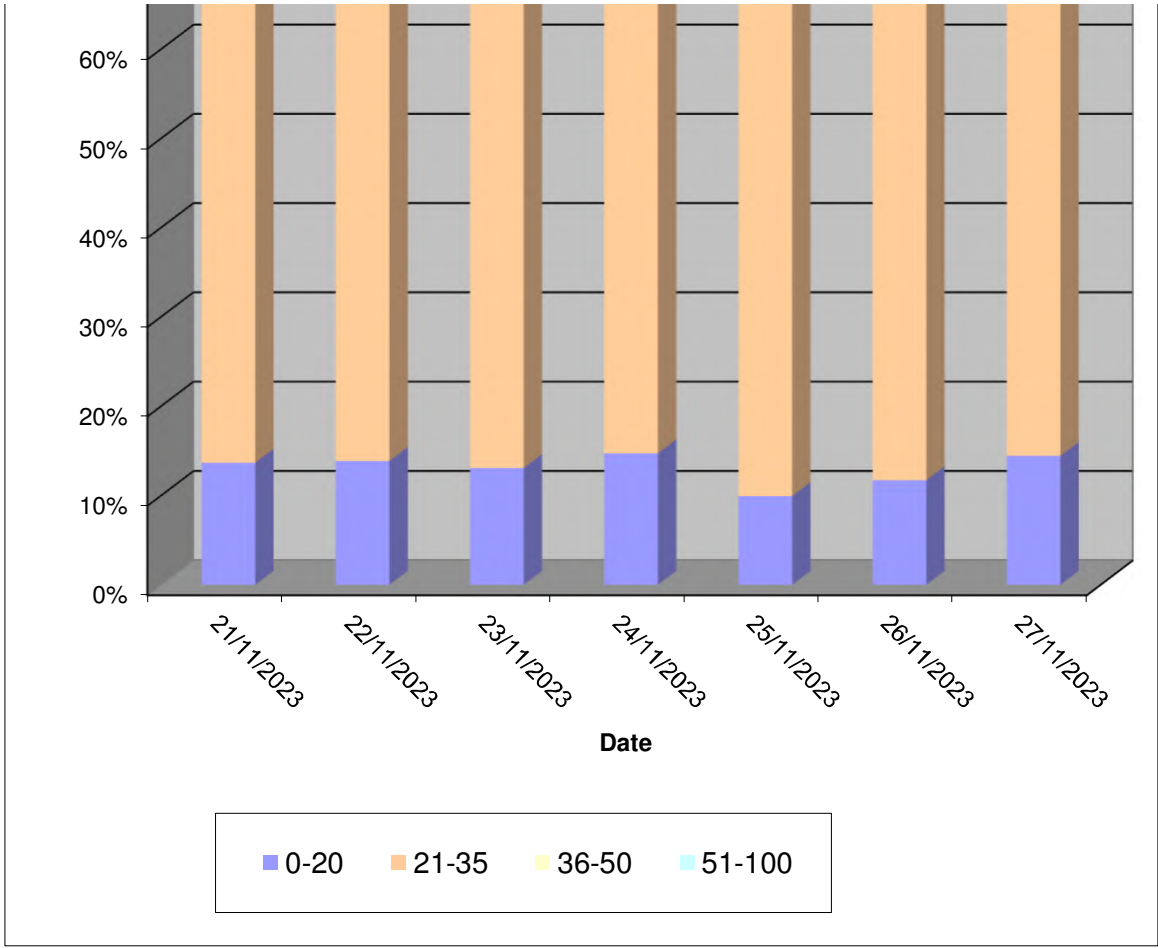
85th Percentile

Hour	Min	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday
0	0	25.6	-	40.0	38.4	41.0	34.3	-
1	0	-	29.4	37.7	28.3	30.9	30.3	28.7
2	0	39.9	25.2	30.0	27.9	26.4	29.3	33.3
3	0	26.2	30.6	31.1	34.3	-	-	31.2
4	0	38.3	34.7	32.7	38.5	27.2	-	37.9
5	0	39.2	40.2	40.4	34.2	36.9	27.9	35.2
6	0	35.2	34.2	34.7	37.6	32.1	38.3	33.0
7	0	32.8	34.1	31.9	33.4	31.9	31.7	32.5
8	0	29.6	29.4	28.6	29.6	33.6	29.3	29.6
9	0	31.0	31.1	32.8	32.1	33.1	32.5	32.1
10	0	30.8	32.0	32.1	32.4	31.4	31.8	32.8
11	0	31.1	31.1	31.2	29.8	33.0	31.7	30.4
12	0	30.6	31.4	31.6	32.1	33.4	31.8	31.6
13	0	31.2	31.2	31.2	32.0	32.3	32.8	32.9
14	0	31.6	30.8	31.4	30.8	32.7	32.2	30.1
15	0	27.5	29.5	30.3	28.8	32.8	33.6	28.0
16	0	30.4	30.6	31.3	31.3	30.9	32.6	31.0
17	0	31.2	30.5	32.0	33.8	30.6	33.2	32.2
18	0	30.8	30.7	30.9	33.0	32.6	30.6	32.2
19	0	30.4	33.1	32.1	32.5	30.6	32.5	34.2
20	0	32.9	32.2	29.5	32.1	33.0	29.0	31.3
21	0	33.2	27.1	32.1	30.1	36.9	32.5	31.7
22	0	35.2	32.0	33.9	30.7	27.8	30.3	33.4
23	0	33.7	32.1	32.9	37.8	33.6	-	33.9

Hour
Ranges:

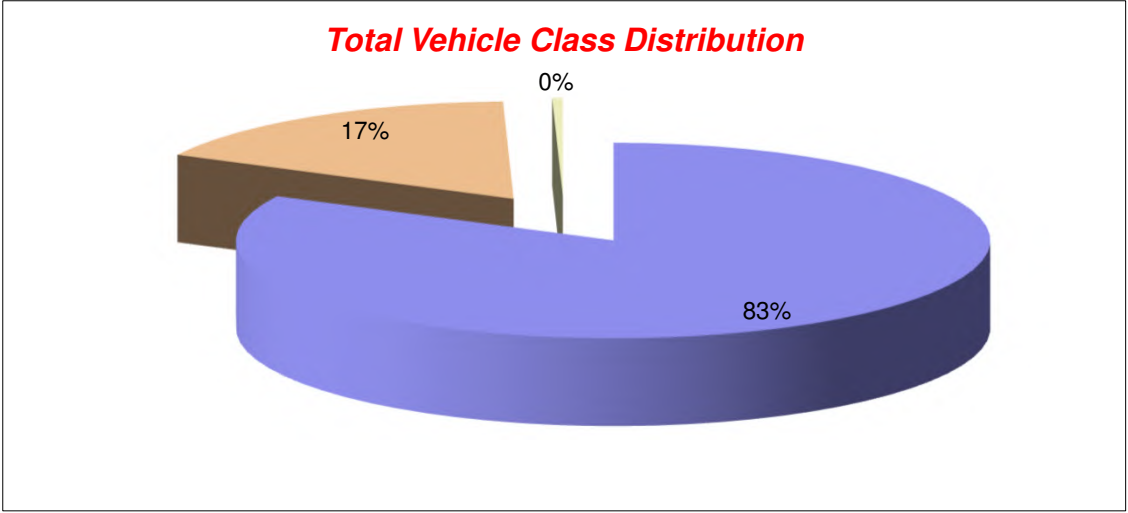
10-12	31.0	31.6	31.8	30.5	32.2	31.7	31.1
14-16	30.2	30.1	30.6	29.9	32.8	32.7	29.4
0-24	31.1	31.5	31.7	31.7	32.6	32.3	31.8

7 Day Ave	31.8
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6-22	1165	269	1	1435
6-24	1186	272	1	1459
0-24	1206	277	1	1484

Average				
7-19	989	211	5	1205
6-22	1080	225	6	1311
6-24	1098	228	6	1332
0-24	1118	232	6	1356



0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	3	3	5	4	2	0	0	0	0	0	17
6	0	0	0	1	2	8	3	4	0	0	0	0	0	18
7	0	0	5	9	10	17	16	0	1	0	0	0	0	58
8	0	2	12	42	68	38	10	4	0	0	0	0	0	176
9	0	1	10	18	21	31	23	3	0	0	0	0	0	107
10	0	0	6	10	10	28	14	3	1	0	0	0	0	72
11	0	0	5	19	27	31	12	4	1	0	0	0	0	99
12	0	0	2	5	7	30	21	6	0	0	0	0	0	71
13	0	0	5	14	18	28	15	4	2	1	0	0	0	87
14	0	0	4	10	9	37	22	9	2	0	0	0	0	93
15	0	1	16	44	40	52	14	6	0	0	0	0	0	173
16	0	0	4	17	28	67	30	9	1	0	0	0	0	156
17	0	0	4	13	12	42	27	7	0	0	0	0	0	105
18	0	0	1	7	11	24	14	6	1	0	0	0	0	64
19	0	0	0	3	6	16	15	5	2	0	0	0	0	47
20	0	0	2	3	6	4	11	1	0	0	0	0	0	27
21	0	0	0	4	0	8	3	1	1	0	0	0	0	17
22	0	0	1	1	4	7	3	3	1	0	0	0	0	20
23	0	0	0	2	3	4	4	0	0	0	0	0	0	13

Hour	7-19	4	74	208	261	425	218	61	9	1	0	0	0	1261
Ranges:	6-22	4	76	219	275	461	250	72	12	1	0	0	0	1370
	6-24	4	77	222	282	472	257	75	13	1	0	0	0	1403
	0-24	4	77	225	285	479	261	77	14	1	0	0	0	1423

Channel - Southbound

Friday 24/11/2023		Vehicle Speeds (MPH)												TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
0	0	0	0	1	0	0	2	0	1	0	0	0	0	4
1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4	0	0	0	1	0	1	0	0	1	0	0	0	0	3
5	0	0	0	0	4	9	3	2	0	0	0	0	0	18
6	0	0	0	1	6	8	8	5	1	0	0	0	0	29
7	0	1	0	3	37	61	30	7	1	0	0	0	0	140
8	0	6	9	32	83	58	22	2	0	0	0	0	0	212
9	0	0	0	7	19	38	16	3	1	0	0	0	0	84
10	0	0	0	13	33	46	19	3	0	0	0	0	0	114
11	0	0	2	13	27	49	9	0	1	0	0	0	0	101
12	0	0	0	4	24	39	16	4	0	0	0	0	0	87
13	0	0	1	11	27	40	22	2	0	0	0	0	0	103
14	0	0	1	11	29	38	17	1	0	0	0	0	0	97
15	0	14	11	33	34	40	8	1	0	0	0	0	0	141
16	0	0	1	12	35	38	16	6	1	0	0	0	0	109
17	0	0	0	8	20	33	22	6	0	0	0	0	0	89
18	0	0	1	5	23	18	23	3	0	0	0	0	0	73
19	0	0	0	7	7	6	12	2	1	0	0	0	0	35
20	0	0	1	3	6	6	5	1	0	0	0	0	0	22
21	0	0	0	5	6	8	2	1	0	0	0	0	0	22
22	0	0	1	2	2	3	1	1	0	0	0	0	0	10
23	0	0	0	0	2	1	1	2	0	0	0	0	0	6

Hour	7-19	21	26	152	391	498	220	38	4	0	0	0	0	1350
Ranges:	6-22	21	27	168	416	526	247	47	6	0	0	0	0	1458
	6-24	21	28	170	420	530	249	50	6	0	0	0	0	1474
	0-24	21	28	172	424	542	256	52	8	0	0	0	0	1503

Channel - Northbound

Saturday 25/11/2023		Vehicle Speeds (MPH)												TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
0	0	0	0	2	0	1	4	1	0	0	0	0	0	8
1	0	0	0	0	0	1	1	0	0	0	0	0	0	2
2	0	0	0	0	1	0	1	0	0	0	0	0	0	2
3	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5	0	0	0	0	2	3	0	0	0	0	0	0	0	5
6	0	0	0	0	0	6	1	1	1	0	0	0	0	9
7	0	0	4	1	0	2	5	2	0	0	0	0	0	14
8	0	0	1	16	5	7	17	6	0	0	0	0	0	52
9	0	0	6	9	13	23	14	5	0	0	0	0	0	70
10	0	0	4	16	8	30	17	2	0	1	0	0	0	78
11	0	0	5	12	11	25	17	4	0	0	0	0	0	74
12	0	1	2	6	8	22	20	7	2	0	0	0	0	68
13	0	0	0	6	11	20	17	12	0	0	0	0	0	66
14	0	0	1	5	6	26	17	9	0	0	0	0	0	64
15	0	0	3	6	12	35	18	9	1	0	0	0	0	84
16	0	0	3	7	21	27	18	2	0	0	0	0	0	78
17	0	0	2	10	15	29	15	5	2	0	0	0	0	78
18	0	0	4	3	11	15	19	4	0	0	0	0	0	56
19	0	0	2	3	6	6	7	4	0	0	0	0	0	28
20	0	0	0	1	2	6	7	1	0	0	0	0	0	17
21	0	0	0	2	4	7	3	1	0	0	0	0	0	17
22	0	0	1	1	3	8	6	2	0	0	0	0	0	21
23	0	0	0	0	2	3	3	0	1	0	0	0	0	9

Hour	7-19	1	35	97	121	261	194	67	5	1	0	0	0	782
Ranges:	6-22	1	37	103	133	286	212	74	6	1	0	0	0	853
	6-24	1	38	104	138	297	221	76	7	1	0	0	0	883
	0-24	1	38	106	141	303	227	78	7	1	0	0	0	902

Channel - Southbound

Saturday 25/11/2023		Vehicle Speeds (MPH)												TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	
0	0	0	0	0	2	0	1	1	1	0	0	0	0	5
1	0	0	0	0	0	2	1	0	0	0	0	0	0	3
2	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	1	0	0	0	0	0	0	0	1

4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
6	0	18	6	0	0	1	0	0	0	0	0	0	0	0	0	25
7	0	39	16	0	0	1	0	0	0	0	0	0	0	1	0	57
8	0	132	33	0	0	1	0	0	0	0	0	0	0	1	0	167
9	0	67	20	1	0	1	0	0	0	0	0	0	0	5	0	94
10	0	57	10	1	0	0	0	0	0	0	0	0	0	1	0	69
11	0	51	19	0	0	0	0	0	0	0	0	0	0	1	0	71
12	0	65	16	0	0	0	0	0	0	1	0	0	0	0	0	82
13	0	62	15	0	0	0	0	0	0	0	0	0	0	0	0	77
14	0	69	19	0	0	1	0	0	0	0	0	0	0	1	0	90
15	0	128	23	0	0	2	0	0	0	0	0	0	0	3	0	156
16	0	93	19	0	0	1	0	0	0	0	0	0	0	1	0	114
17	0	117	20	0	0	1	0	0	0	0	0	0	1	0	0	139
18	0	66	11	0	0	0	0	0	0	0	0	0	0	1	0	78
19	0	26	6	0	0	0	0	0	0	0	0	0	0	1	0	33
20	0	24	1	0	0	0	0	0	0	1	0	0	0	0	0	26
21	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
22	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
23	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Hour	7-19	946	221	2	0	8	0	0	0	1	0	1	15	0	1194
Ranges:	6-22	1034	235	2	0	9	0	0	0	2	0	1	16	0	1299
	6-24	1048	236	2	0	9	0	0	0	2	0	1	16	0	1314
	0-24	1062	237	2	0	9	0	0	0	2	0	1	16	0	1329

Channel - Southbound

Monday																TOTAL
27/11/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
2	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	
3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
4	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6	
5	0	11	1	0	0	0	0	0	0	0	0	0	1	0	13	
6	0	43	8	0	0	0	0	0	0	0	0	0	0	0	51	
7	0	113	21	0	0	2	0	0	0	0	0	0	2	0	138	
8	0	198	22	1	0	1	0	0	0	0	0	0	1	0	223	
9	0	75	21	0	0	0	0	0	0	0	0	0	2	0	98	
10	0	78	22	1	0	2	0	0	0	0	0	0	0	0	103	
11	0	68	17	2	0	1	0	0	0	0	0	0	1	0	89	
12	0	73	18	0	0	1	0	0	0	0	0	0	0	0	92	
13	0	87	13	0	0	0	0	1	0	0	0	0	1	0	102	
14	0	79	17	0	0	0	0	0	0	0	0	0	2	0	98	
15	0	107	29	0	0	0	0	0	0	0	0	0	1	0	137	
16	0	78	23	0	0	0	0	0	0	0	0	0	0	0	101	
17	0	68	20	1	0	0	0	0	0	1	0	0	3	0	93	
18	0	50	6	0	0	1	0	0	0	0	0	0	0	0	57	
19	0	25	2	0	0	0	0	0	0	0	0	0	0	0	27	
20	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13	
21	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
22	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19	
23	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	

Hour	7-19	1074	229	5	0	8	0	1	0	1	0	0	13	0	1331
Ranges:	6-22	1165	242	5	0	8	0	1	0	1	0	0	13	0	1435
	6-24	1186	245	5	0	8	0	1	0	1	0	0	13	0	1459
	0-24	1206	248	5	0	8	0	1	0	1	0	0	15	0	1484

4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	3	1	7	3	1	0	0	0	0	0	15
6	0	0	0	1	1	11	10	2	0	0	0	0	0	25
7	0	0	2	8	10	24	9	4	0	0	0	0	0	57
8	0	0	6	41	66	37	13	2	2	0	0	0	0	167
9	0	0	4	17	24	31	13	4	1	0	0	0	0	94
10	0	0	3	8	20	25	8	4	0	1	0	0	0	69
11	0	0	2	12	18	25	13	1	0	0	0	0	0	71
12	0	0	6	17	17	30	8	3	0	1	0	0	0	82
13	0	0	0	5	21	28	20	3	0	0	0	0	0	77
14	0	0	1	16	27	29	14	2	0	1	0	0	0	90
15	0	0	18	34	44	33	23	4	0	0	0	0	0	156
16	0	0	5	9	35	41	23	1	0	0	0	0	0	114
17	0	0	4	5	43	63	20	4	0	0	0	0	0	139
18	0	0	0	8	13	36	14	6	0	1	0	0	0	78
19	0	2	1	4	3	15	6	1	1	0	0	0	0	33
20	0	0	0	3	5	12	3	2	1	0	0	0	0	26
21	0	0	1	6	1	9	3	1	0	0	0	0	0	21
22	0	0	1	3	2	2	2	1	0	0	0	0	0	11
23	0	0	0	2	0	0	0	2	0	0	0	0	0	4

Hour	7-19	0	51	180	338	402	178	38	3	4	0	0	0	1194
Ranges:	6-22	2	53	194	348	449	200	44	5	4	0	0	0	1299
	6-24	2	54	199	350	451	202	47	5	4	0	0	0	1314
	0-24	2	54	202	351	458	205	48	5	4	0	0	0	1329

Channel - Southbound

Monday		Vehicle Speeds (MPH)												
27/11/2023														
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	2	0	0	0	0	0	0	0	2
2	0	0	0	0	1	0	1	0	0	0	0	0	0	2
3	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4	0	0	0	0	0	1	3	2	0	0	0	0	0	6
5	0	0	0	1	2	5	4	0	1	0	0	0	0	13
6	0	0	0	0	7	18	22	3	1	0	0	0	0	51
7	0	0	2	15	26	57	31	7	0	0	0	0	0	138
8	0	1	5	43	90	59	20	5	0	0	0	0	0	223
9	0	0	1	3	27	38	19	8	2	0	0	0	0	98
10	0	0	1	13	19	47	18	5	0	0	0	0	0	103
11	0	0	0	15	28	34	10	2	0	0	0	0	0	89
12	0	0	2	10	29	33	16	2	0	0	0	0	0	92
13	0	1	0	4	24	49	18	5	1	0	0	0	0	102
14	0	0	2	15	34	34	12	0	1	0	0	0	0	98
15	0	3	11	31	47	34	8	3	0	0	0	0	0	137
16	0	0	0	8	26	48	16	3	0	0	0	0	0	101
17	0	0	4	8	28	32	18	3	0	0	0	0	0	93
18	0	0	0	4	16	23	8	5	1	0	0	0	0	57
19	0	0	0	4	7	6	7	1	2	0	0	0	0	27
20	0	0	0	5	1	4	3	0	0	0	0	0	0	13
21	0	0	0	1	5	3	3	0	0	1	0	0	0	13
22	0	0	0	1	4	9	3	2	0	0	0	0	0	19
23	0	0	0	0	1	2	2	0	0	0	0	0	0	5

Hour	7-19	5	28	169	394	488	194	48	5	0	0	0	0	1331
Ranges:	6-22	5	28	179	414	519	229	52	8	1	0	0	0	1435
	6-24	5	28	180	419	530	234	54	8	1	0	0	0	1459
	0-24	5	28	181	422	539	243	56	9	1	0	0	0	1484

Bromyard - ATC 4 - Panniers Lane

Produced by Streetwise Services Ltd.



Channel - Northbound

























	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	1440	1474	1444	1423	902	762	1329	1422	1253
Mean Speed	25.9	26.0	26.2	26.1	27.6	26.7	25.8	26.0	26.3
85%ile Speed	31.9	32.2	32.3	32.7	34.4	32.9	31.4	32.1	32.5
No. Vehicles > 30 MPH Limit	350	374	403	384	341	245	298	362	342
% Vehicles > 30 MPH Limit	24.3	25.4	27.9	27.0	37.8	32.2	22.4	25.4	28.1
No. Vehicles > 45 MPH	4	2	5	2	1	2	4	3	3
% Vehicles > 45 MPH	0.3	0.1	0.3	0.1	0.1	0.3	0.3	0.2	0.2

Channel - Southbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	1516	1574	1516	1503	1058	812	1484	1519	1352
Mean Speed	26.2	26.1	26.3	26.2	27.5	26.9	26.3	26.2	26.5
85%ile Speed	31.1	31.5	31.7	31.7	32.6	32.3	31.8	31.6	31.8
No. Vehicles > 30 MPH Limit	321	362	364	371	331	216	351	354	331
% Vehicles > 30 MPH Limit	21.2	23.0	24.0	24.7	31.3	26.6	23.7	23.3	24.9
No. Vehicles > 45 MPH	2	1	3	0	4	1	2	2	2
% Vehicles > 45 MPH	0.1	0.1	0.2	0.0	0.4	0.1	0.1	0.1	0.2

Northbound & Southbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2956	3048	2960	2926	1960	1574	2813	2941	2605
Mean Speed	26.1	26.0	26.2	26.2	27.6	26.8	26.1	26.1	26.4
85%ile Speed	31.5	31.8	32.0	32.2	33.3	32.6	31.6	31.8	32.1
No. Vehicles > 30 MPH Limit	671	736	767	755	672	461	649	716	673
% Vehicles > 30 MPH Limit	22.7	24.1	25.9	25.8	34.3	29.3	23.1	24.3	26.5
No. Vehicles > 45 MPH	6	3	8	2	5	3	6	5	5
% Vehicles > 45 MPH	0.2	0.1	0.3	0.1	0.3	0.2	0.2	0.2	0.2

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Bromyard - ATC 4 - Panniers Lane

Produced by Streetwise Services Ltd.



Channel - Northbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	886	923	904	928	680	607	852	899	826
Mean Speed	27.3	27.7	27.9	27.8	28.5	27.3	27.3	27.6	27.7
85%ile Speed	32.2	32.9	33.0	33.2	34.7	33.1	31.7	32.6	33.0
No. Vehicles > 30 MPH Limit	234	268	290	266	265	193	209	253	246
% Vehicles > 30 MPH Limit	26.4	29.0	32.1	28.7	39.0	31.8	24.5	28.1	30.2
No. Vehicles > 45 MPH	3	2	3	2	1	1	4	3	2
% Vehicles > 45 MPH	0.3	0.2	0.3	0.2	0.1	0.2	0.5	0.3	0.3

Channel - Southbound

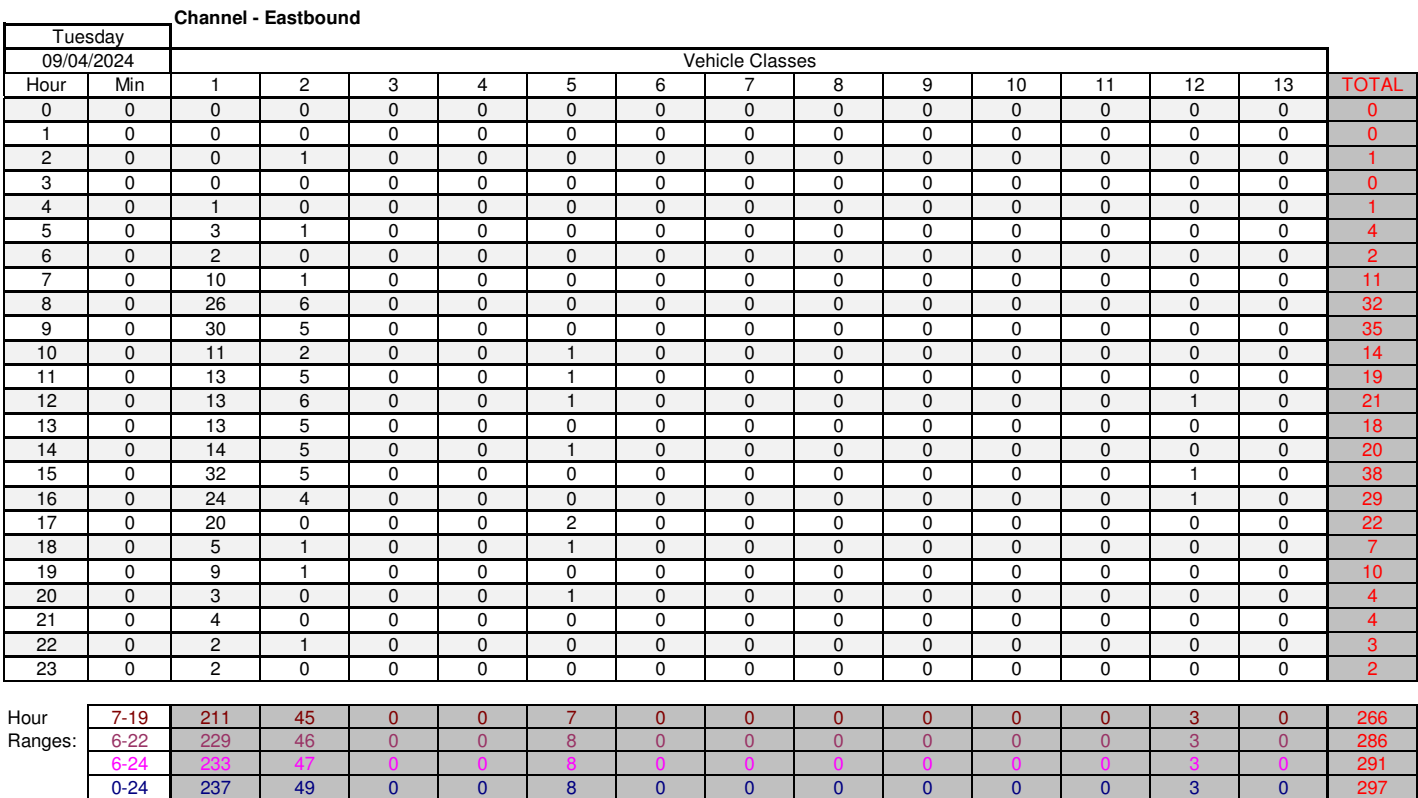
	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	915	961	925	953	800	672	929	937	879
Mean Speed	27.2	27.5	28.2	27.7	28.2	27.3	28.0	27.7	27.7
85%ile Speed	31.2	31.7	32.1	31.8	32.8	32.3	32.1	31.8	32.0
No. Vehicles > 30 MPH Limit	192	230	249	236	258	185	233	228	226
% Vehicles > 30 MPH Limit	21.0	23.9	26.9	24.8	32.3	27.5	25.1	24.3	25.9
No. Vehicles > 45 MPH	2	0	1	0	4	1	2	2	2
% Vehicles > 45 MPH	0.2	0.0	0.1	0.0	0.5	0.1	0.2	0.2	0.2

Northbound & Southbound

	21/11/2023 Tuesday	22/11/2023 Wednesday	23/11/2023 Thursday	24/11/2023 Friday	25/11/2023 Saturday	26/11/2023 Sunday	27/11/2023 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	1801	1884	1829	1881	1480	1279	1781	1835	1705
Mean Speed	27.3	27.6	28.1	27.8	28.4	27.3	27.7	27.7	27.7
85%ile Speed	31.8	32.1	32.5	32.4	33.6	32.6	31.9	32.2	32.4
No. Vehicles > 30 MPH Limit	426	498	539	502	523	378	442	481	473
% Vehicles > 30 MPH Limit	23.7	26.4	29.5	26.7	35.3	29.6	24.8	26.2	28.0
No. Vehicles > 45 MPH	5	2	4	2	5	2	6	4	4
% Vehicles > 45 MPH	0.3	0.1	0.2	0.1	0.3	0.2	0.3	0.2	0.2

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Produced by Streetwise Services Ltd.



Channel - Westbound																
Tuesday 09/04/2024		Vehicle Classes														TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
8	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
9	0	17	3	0	0	1	0	0	0	0	0	0	0	0	0	21
10	0	12	5	0	0	0	0	0	0	0	0	1	0	0	0	18
11	0	9	11	1	0	0	0	0	0	0	0	0	1	0	0	22
12	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
13	0	9	5	0	0	0	0	0	0	0	0	0	2	0	0	16
14	0	23	6	0	0	0	0	0	0	0	0	1	0	0	0	30
15	0	20	1	0	0	0	0	0	0	0	0	1	0	0	0	22
16	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
17	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	12
18	0	13	4	0	0	1	0	0	0	0	0	1	0	0	0	19
19	0	14	2	0	0	0	0	0	0	0	0	1	0	0	0	17
20	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Ranges:	7-19	194	55	1	0	3	0	0	0	0	0	4	3	0	260	
	6-22	219	57	1	0	3	0	0	0	0	5	3	0	288		
	6-24	221	57	1	0	3	0	0	0	0	5	3	0	290		
	0-24	221	58	1	0	3	0	0	0	0	5	3	0	291		

Channel - Eastbound																
Wednesday 10/04/2024		Vehicle Classes														TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
6	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
8	0	31	9	0	0	1	0	0	0	0	0	0	0	0	0	41
9	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
10	0	11	7	0	0	1	0	0	1	0	0	0	0	0	0	20
11	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
12	0	12	4	0	0	1	0	0	0	0	0	0	0	0	0	17
13	0	9	3	0	0	2	0	0	0	0	0	0	0	0	0	14
14	0	20	6	0	0	1	0	0	0	0	0	0	0	0	0	27
15	0	23	3	0	0	1	0	0	0	0	0	0	0	0	0	27
16	0	18	4	0	0	1	0	0	0	0	0	0	0	0	0	23
17	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
18	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
19	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Ranges:	7-19	199	51	0	0	8	0	0	1	0	0	0	0	0	0	259
	6-22	219	52	0	0	8	0	0	1	0	0	0	0	0	0	280
	6-24	220	52	0	0	8	0	0	1	0	0	0	0	0	0	281
	0-24	223	56	0	0	8	0	0	1	0	0	0	0	0	0	288

[illegible]

Bromyward - ATC 5 - Pencombe Lane

Produced by Streetwise Services Ltd.



Channel - Eastbound														
Tuesday														
09/04/2024		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	1	1	0	0	2	0	0	0	0	0	4
6	0	0	0	0	0	0	1	1	0	0	0	0	0	2
7	0	0	0	0	5	4	2	0	0	0	0	0	0	11
8	0	0	0	1	6	16	7	2	0	0	0	0	0	32
9	0	0	2	5	12	11	4	1	0	0	0	0	0	35
10	0	0	0	1	4	8	1	0	0	0	0	0	0	14
11	0	0	2	1	4	8	4	0	0	0	0	0	0	19
12	0	0	2	2	12	5	0	0	0	0	0	0	0	21
13	0	0	0	3	6	8	1	0	0	0	0	0	0	18
14	0	0	0	2	7	3	7	1	0	0	0	0	0	20
15	0	1	1	9	13	5	7	2	0	0	0	0	0	38
16	0	2	3	0	5	12	6	1	0	0	0	0	0	29
17	0	0	0	2	5	7	7	1	0	0	0	0	0	22
18	0	0	0	0	3	0	2	2	0	0	0	0	0	7
19	0	0	0	0	2	3	3	2	0	0	0	0	0	10
20	0	0	0	0	0	3	1	0	0	0	0	0	0	4
21	0	0	0	0	1	1	2	0	0	0	0	0	0	4
22	0	0	0	0	1	0	1	0	1	0	0	0	0	3
23	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour	7-19	3	10	26	82	87	48	10	0	0	0	0	0	266
Ranges:	6-22	3	10	26	85	94	55	13	0	0	0	0	0	286
	6-24	3	10	26	86	94	58	13	1	0	0	0	0	291
	0-24	3	10	27	88	94	59	15	1	0	0	0	0	297

Channel - Westbound														
Tuesday														
09/04/2024		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	2	2	10	1	0	0	0	0	0	0	15
8	0	0	2	3	14	16	5	0	0	0	0	0	0	40
9	0	0	2	1	6	9	3	0	0	0	0	0	0	21
10	0	0	1	3	6	7	1	0	0	0	0	0	0	18
11	0	0	2	7	8	3	2	0	0	0	0	0	0	22
12	0	0	2	3	11	4	1	0	0	0	0	0	0	21
13	0	0	2	7	2	5	0	0	0	0	0	0	0	16
14	0	0	0	3	8	15	3	1	0	0	0	0	0	30
15	0	0	0	1	11	10	0	0	0	0	0	0	0	22
16	0	0	1	0	12	7	4	0	0	0	0	0	0	24
17	0	0	0	0	3	6	3	0	0	0	0	0	0	12
18	0	0	0	0	4	9	6	0	0	0	0	0	0	19
19	0	0	0	0	2	8	6	1	0	0	0	0	0	17
20	0	0	0	1	2	3	2	1	0	0	0	0	0	9
21	0	0	0	0	0	2	0	0	0	0	0	0	0	2
22	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour	7-19	0	12	30	87	101	29	1	0	0	0	0	0	260
Ranges:	6-22	0	12	31	91	114	37	3	0	0	0	0	0	288
	6-24	0	12	31	92	115	37	3	0	0	0	0	0	290
	0-24	0	12	31	92	116	37	3	0	0	0	0	0	291

Channel - Eastbound														
Wednesday														
10/04/2024		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	1	1	0	0	0	0	0	2
5	0	0	0	0	1	0	0	2	0	1	0	0	0	4
6	0	0	0	0	1	1	0	1	0	0	0	0	0	3
7	0	0	0	0	1	3	7	0	0	0	0	0	0	11
8	0	0	2	1	16	13	8	1	0	0	0	0	0	41
9	0	0	2	0	4	12	4	0	0	0	0	0	0	22
10	0	0	1	2	9	7	1	0	0	0	0	0	0	20
11	0	0	1	2	7	13	1	1	0	0	0	0	0	25
12	0	1	0	3	6	4	1	2	0	0	0	0	0	17
13	0	0	2	5	4	1	2	0	0	0	0	0	0	14
14	0	0	0	2	9	8	7	1	0	0	0	0	0	27
15	0	0	0	6	9	10	1	1	0	0	0	0	0	27
16	0	0	1	3	2	11	4	2	0	0	0	0	0	23
17	0	0	0	0	5	11	5	0	0	0	0	0	0	21
18	0	0	0	3	1	4	1	2	0	0	0	0	0	11
19	0	0	0	1	2	3	3	0	0	0	0	0	0	9
20	0	0	0	0	1	1	0	0	0	0	0	0	0	2
21	0	0	0	1	2	2	2	0	0	0	0	0	0	7
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour	7-19	1	9	27	73	97	42	10	0	0	0	0	0	259
Ranges:	6-22	1	9	29	79	104	47	11	0	0	0	0	0	280
	6-24	1	9	29	80	104	47	11	0	0	0	0	0	281
	0-24	1	9	29	81	105	48	14	0	1	0	0	0	288

Channel - Westbound														
Wednesday														
10/04/2024		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	1	0	0	0	0	0	0	0	1

Bromyward - ATC 5 - Pencombe Lane

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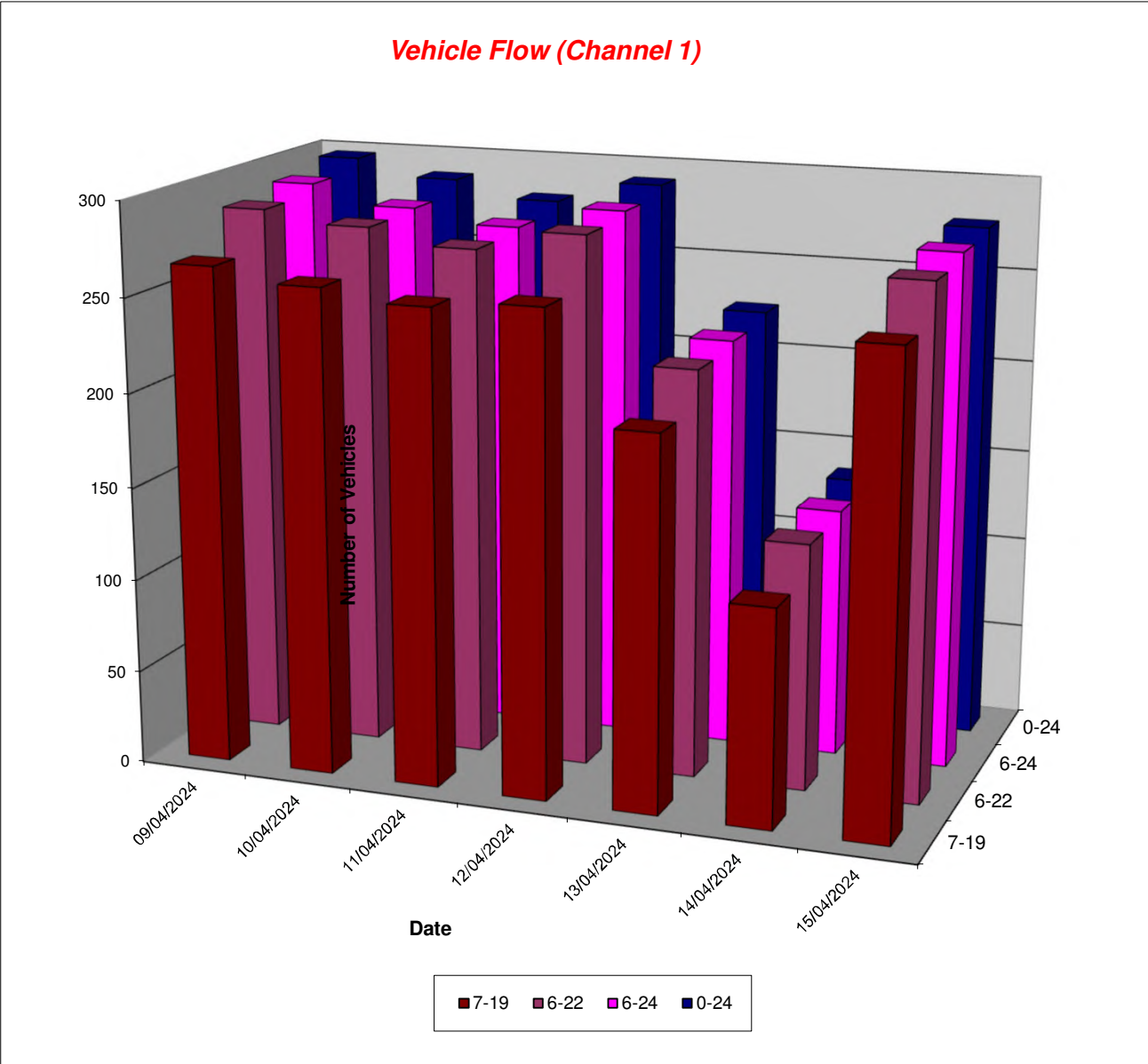


Channel - Eastbound

Vehicle Flow

Hour	Min	09/04/2024	10/04/2024	11/04/2024	12/04/2024	13/04/2024	14/04/2024	15/04/2024	5 Day Ave	7 Day Ave
		Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
0	0	0	1	0	0	1	1	0	1	1
1	0	0	0	0	0	2	0	0	-	2
2	0	1	0	0	0	0	0	0	1	1
3	0	0	0	1	0	0	1	0	1	1
4	0	1	2	0	0	0	0	0	2	2
5	0	4	4	4	5	1	0	3	4	4
6	0	2	3	3	1	0	1	1	2	2
7	0	11	11	19	15	3	4	12	14	11
8	0	32	41	36	37	14	8	36	36	29
9	0	35	22	17	22	21	13	22	24	22
10	0	14	20	19	17	22	20	18	18	19
11	0	19	25	17	22	24	8	23	21	20
12	0	21	17	22	19	24	11	18	19	19
13	0	18	14	18	17	21	10	15	16	16
14	0	20	27	25	16	23	11	20	22	20
15	0	38	27	32	35	19	7	29	32	27
16	0	29	23	14	26	10	5	27	24	19
17	0	22	21	15	17	10	6	21	19	16
18	0	7	11	19	14	8	13	10	12	12
19	0	10	9	5	12	11	8	9	9	9
20	0	4	2	5	5	3	3	5	4	4
21	0	4	7	6	8	5	4	5	6	6
22	0	3	0	0	1	0	2	2	2	2
23	0	2	1	2	2	3	0	2	2	2

Hour Ranges:	7-19	266	259	253	257	199	116	251	257	229
	6-22	286	280	272	283	218	132	271	278	249
	6-24	291	281	274	286	221	134	275	281	252
	0-24	297	288	279	291	225	136	278	287	256



Channel - Westbound

Vehicle Flow

Hour	Min	09/04/2024	10/04/2024	11/04/2024	12/04/2024	13/04/2024	14/04/2024	15/04/2024	5 Day Ave	7 Day Ave
		Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday		
0	0	0	1	0	2	1	2	0	2	2
1	0	0	0	0	0	1	1	0	-	1
2	0	0	0	0	0	0	0	0	-	-
3	0	0	1	0	0	0	0	0	1	1
4	0	1	0	0	0	0	1	0	1	1
5	0	0	0	0	0	0	0	0	-	-
6	0	0	1	1	1	0	0	2	1	1
7	0	15	15	12	11	6	5	15	14	11
8	0	40	39	37	32	16	8	35	37	30
9	0	21	14	14	16	18	8	11	15	15
10	0	18	14	12	19	22	10	31	19	18
11	0	22	19	17	21	34	8	11	18	19
12	0	21	23	18	19	22	10	15	19	18
13	0	16	13	20	20	29	13	15	17	18
14	0	30	27	20	18	16	11	22	23	21

Bromyward - ATC 5 - Pencombe Lane

Produced by Streetwise Services Ltd.



Channel - Eastbound		Average Speed						
Hour	Min	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday
0	0	-	26.8	-	-	28.5	26.8	-
1	0	-	-	-	-	28.8	-	-
2	0	33.4	-	-	-	-	-	-
3	0	-	-	31.5	-	-	32.7	-
4	0	22.0	34.5	-	-	-	-	-
5	0	29.5	36.0	32.0	32.1	38.8	-	32.5
6	0	35.4	29.6	32.5	30.3	-	26.8	28.1
7	0	26.3	30.4	28.7	31.3	27.6	27.7	30.2
8	0	29.1	26.3	29.9	26.8	28.7	27.9	27.7
9	0	25.2	26.9	28.9	27.1	26.2	21.6	27.0
10	0	26.4	23.9	27.5	26.6	25.0	27.7	23.3
11	0	25.7	25.9	26.3	25.5	25.9	29.8	25.9
12	0	22.3	25.3	27.3	26.8	24.1	30.0	26.9
13	0	24.7	22.1	24.3	25.4	24.5	30.4	28.7
14	0	27.0	27.2	26.0	30.0	24.1	28.8	28.8
15	0	24.3	24.8	26.4	25.4	20.3	27.5	26.7
16	0	25.1	27.2	28.0	26.0	25.6	22.3	28.0
17	0	28.2	27.8	28.7	25.4	25.0	29.0	29.4
18	0	29.7	26.9	29.3	28.3	29.8	30.7	32.4
19	0	30.6	27.6	29.7	27.0	28.1	28.6	30.5
20	0	28.4	25.9	31.1	27.0	24.3	25.0	34.1
21	0	29.2	27.6	31.4	26.7	27.8	24.6	27.8
22	0	33.8	-	-	31.6	-	21.0	18.4
23	0	31.8	22.4	28.9	32.2	27.4	-	26.7
Hour	10-12	26.0	25.0	26.9	26.0	25.5	28.3	24.8
Ranges:	14-16	25.2	26.0	26.2	26.8	22.4	28.3	27.6
	0-24	26.4	26.5	28.0	27.0	25.4	27.7	27.8
7 Day Ave							26.9	

Channel - Eastbound		85th Percentile						
Hour	Min	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday
0	0	-	26.8	-	-	28.5	26.8	-
1	0	-	-	-	-	30.0	-	-
2	0	33.4	-	-	-	-	-	-
3	0	-	-	31.5	-	-	32.7	-
4	0	22.0	35.6	-	-	-	-	-
5	0	37.9	43.6	39.1	39.4	38.8	-	37.5
6	0	35.7	33.9	34.3	30.3	-	26.8	28.1
7	0	30.6	33.7	33.4	36.2	29.8	30.7	32.7
8	0	32.9	32.5	33.8	31.4	33.1	31.8	31.6
9	0	30.2	30.6	33.4	31.6	31.8	26.0	32.9
10	0	29.2	27.8	31.5	30.0	30.9	32.7	27.7
11	0	31.1	29.7	31.9	29.5	31.7	34.9	30.3
12	0	26.3	31.7	31.5	33.7	29.3	35.1	31.8
13	0	29.3	28.6	28.2	31.2	28.3	36.4	32.2
14	0	33.5	32.5	30.8	36.2	30.6	33.5	34.1
15	0	31.9	30.1	31.0	29.1	25.6	29.0	31.8
16	0	31.4	31.8	31.8	31.4	33.0	27.1	32.2
17	0	33.3	31.7	35.5	31.7	31.9	31.1	34.1
18	0	36.4	33.3	31.6	31.7	34.8	35.7	36.6
19	0	35.0	34.4	32.2	32.6	32.2	34.5	33.0
20	0	29.6	28.4	34.8	30.4	26.3	28.4	38.7
21	0	31.9	33.0	33.1	29.5	32.4	26.0	30.3
22	0	41.1	-	-	31.6	-	25.1	23.1
23	0	32.3	22.4	35.4	36.4	30.8	-	26.9
Hour	10-12	30.5	29.0	31.8	29.8	31.4	33.9	29.5
Ranges:	14-16	32.9	31.8	31.1	31.2	28.9	33.4	32.5
	0-24	32.5	32.4	32.8	32.1	31.7	34.3	32.7
7 Day Ave							32.6	

Channel - Westbound		Average Speed						
Hour	Min	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday
0	0	-	34.3	-	27.4	22.7	27.1	-
1	0	-	-	-	-	30.3	30.5	-
2	0	-	-	-	-	-	-	-
3	0	-	28.0	-	-	-	-	-
4	0	26.9	-	-	-	-	30.1	-
5	0	-	-	-	-	-	-	-
6	0	-	39.4	35.6	28.5	-	-	31.5
7	0	26.2	26.7	27.5	26.8	24.4	25.6	27.1
8	0	25.1	26.4	26.7	27.3	22.1	27.0	25.1
9	0	24.9	20.5	24.7	25.4	23.1	24.6	26.0
10	0	23.9	25.1	26.4	27.3	23.4	26.5	24.1
11	0	22.0	23.3	24.7	24.9	22.3	26.4	24.3
12	0	23.0	24.2	25.9	24.7	23.6	25.9	24.7
13	0	21.2	22.8	25.8	24.0	23.3	24.1	26.6
14	0	26.4	25.3	27.4	24.9	27.0	26.1	26.5
15	0	24.7	24.7	25.2	24.7	17.3	25.3	24.9
16	0	25.5	26.1	27.9	24.7	25.6	26.6	27.0
17	0	28.2	28.2	27.1	25.2	27.6	27.3	27.3
18	0	29.0	29.3	27.4	25.5	25.3	25.8	27.0
19	0	29.1	26.9	31.6	23.9	24.3	27.4	27.8
20	0	28.1	27.1	29.7	28.7	29.1	26.0	30.2
21	0	28.4	25.7	25.7	27.5	28.1	29.6	27.3
22	0	25.1	32.1	-	33.6	31.9	21.7	22.8
23	0	-	28.1	26.6	27.7	28.6	-	41.0
Hour	10-12	22.8	24.1	25.4	26.0	22.7	26.4	24.1
Ranges:	14-16	25.7	25.0	26.1	24.8	22.2	25.7	25.5
	0-24	25.3	25.6	26.7	25.7	24.0	26.1	26.0
7 Day Ave							25.6	

Channel - Westbound		85th Percentile						
Hour	Min	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday
0	0	-	34.3	-	29.0	22.7	28.6	-
1	0	-	-	-	-	30.3	30.5	-
2	0	-	-	-	-	-	-	-
3	0	-	28.0	-	-	-	-	-

Bromyward - ATC 5 - Pencombe Lane

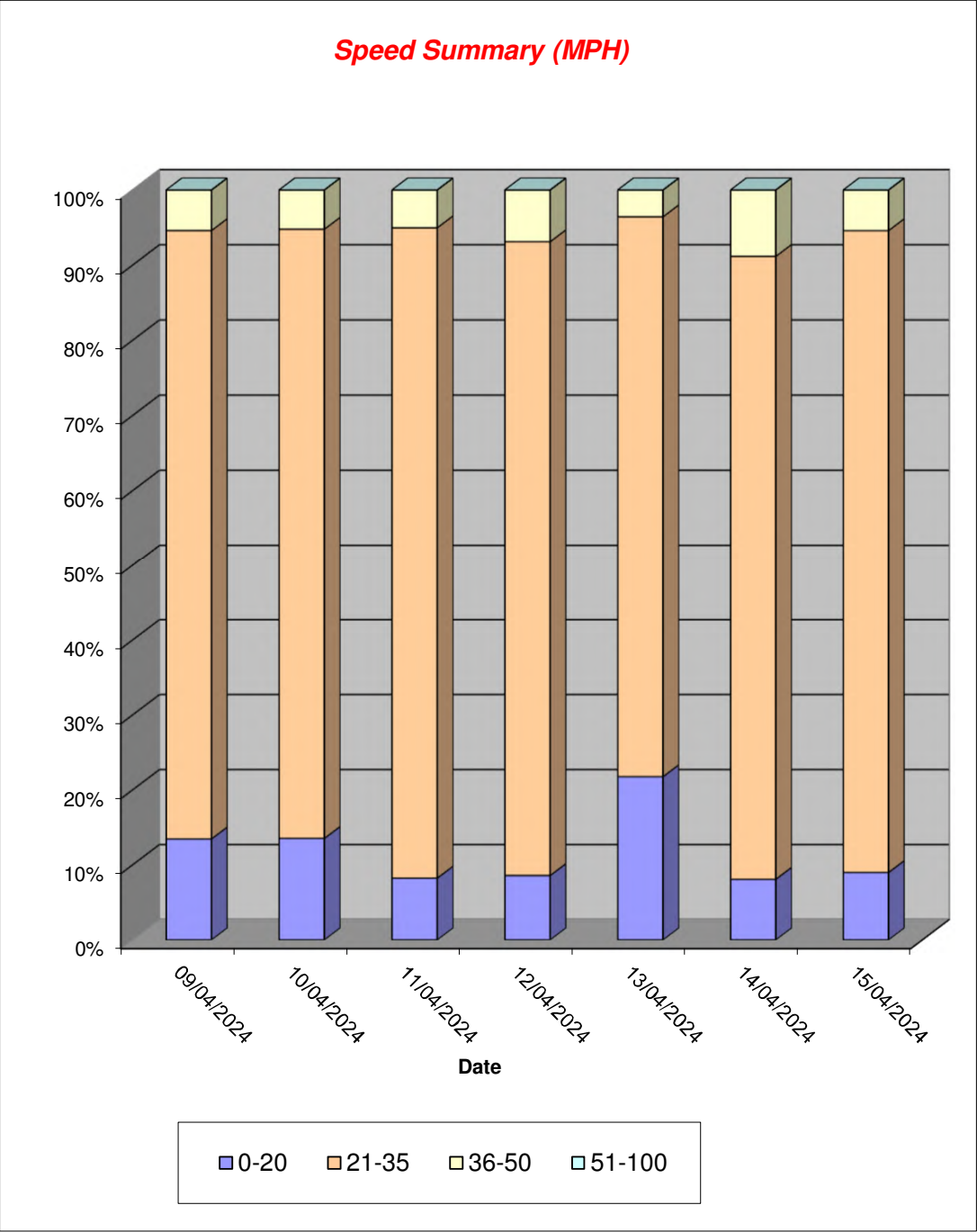
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Channel - Eastbound

Speed Summary

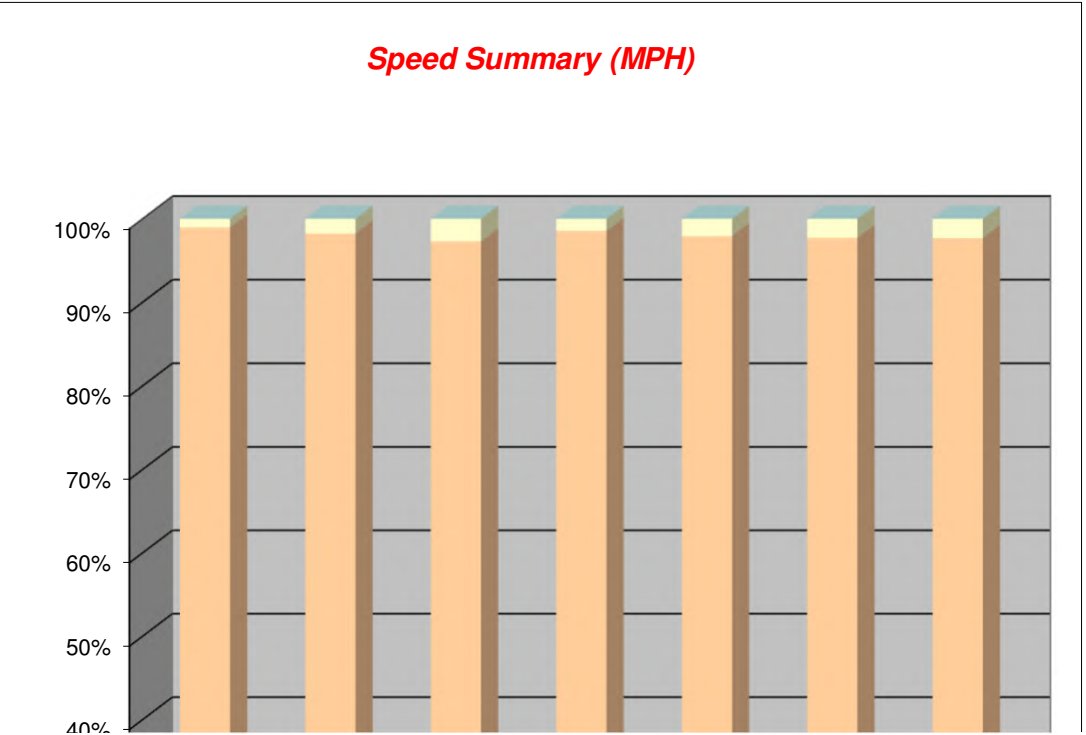
	09/04/2024	10/04/2024	11/04/2024	12/04/2024	13/04/2024	14/04/2024	15/04/2024
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	40	39	23	25	49	11	25
21-35	241	234	242	246	168	113	238
36-50	16	15	14	20	8	12	15
51-100	0	0	0	0	0	0	0
TOTAL	297	288	279	291	225	136	278



Channel - Westbound

Speed Summary

	09/04/2024	10/04/2024	11/04/2024	12/04/2024	13/04/2024	14/04/2024	15/04/2024
Speed (MPH)	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
0-20	43	39	17	42	62	13	27
21-35	245	237	233	229	173	115	226
36-50	3	5	7	4	5	3	6
51-100	0	0	0	0	0	0	0
TOTAL	291	281	257	275	240	131	259



Bromyward - ATC 5 - Pencombe Lane

Produced by Streetwise Services Ltd.

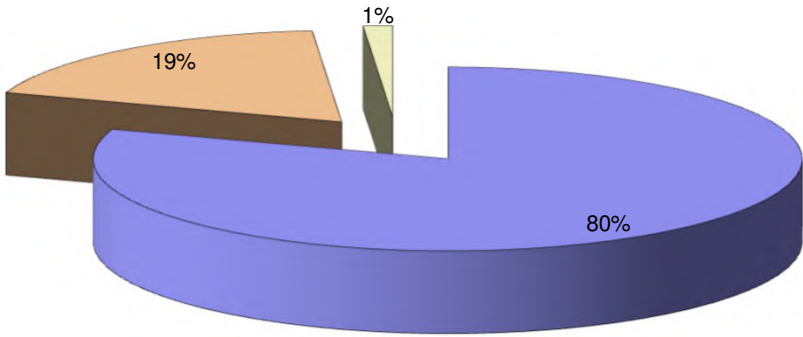


Channel - Eastbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
09/04/2024				
7-19	211	55	0	266
6-22	229	57	0	286
6-24	233	58	0	291
0-24	237	60	0	297
10/04/2024				
7-19	199	59	1	259
6-22	219	60	1	280
6-24	220	60	1	281
0-24	223	64	1	288
11/04/2024				
7-19	213	40	0	253
6-22	227	45	0	272
6-24	229	45	0	274
0-24	234	45	0	279
12/04/2024				
7-19	196	58	3	257
6-22	215	60	8	283
6-24	218	60	8	286
0-24	222	61	8	291
13/04/2024				
7-19	147	39	13	199
6-22	165	40	13	218
6-24	168	40	13	221
0-24	172	40	13	225
14/04/2024				
7-19	103	13	0	116
6-22	118	14	0	132
6-24	120	14	0	134
0-24	121	15	0	136
15/04/2024				
7-19	205	44	2	251
6-22	224	45	2	271
6-24	227	46	2	275
0-24	230	46	2	278
Average				
7-19	182	44	3	229
6-22	200	46	3	249
6-24	202	46	3	252
0-24	206	47	3	256

Total Vehicle Class Distribution



Channel - Westbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
09/04/2024				
7-19	194	62	9	265
6-22	219	64	14	297
6-24	221	64	19	304
0-24	221	65	24	310
10/04/2024				
7-19	187	51	5	243
6-22	216	53	5	274
6-24	220	54	5	279
0-24	221	55	5	281
11/04/2024				
7-19	184	49	1	234
6-22	203	52	1	256
6-24	204	52	1	257
0-24	204	52	1	257
12/04/2024				
7-19	184	62	1	247
6-22	201	62	2	265
6-24	209	62	2	273
0-24	210	63	2	275
13/04/2024				
7-19	153	51	8	212
6-22	170	52	8	230
6-24	177	53	8	238
0-24	179	53	8	240
14/04/2024				
7-19	96	14	1	111
6-22	109	16	1	126
6-24	110	16	1	127
0-24	112	18	1	131
15/04/2024				
7-19	182	43	3	228
6-22	204	48	3	255
6-24	208	48	3	259
0-24	208	48	3	259
Average				
7-19	169	47	4	220
6-22	189	50	5	243
6-24	193	50	6	248
0-24	194	51	6	250

4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	0	11	3	0	0	0	0	0	0	0	0	1	0	0	15
8	0	33	5	0	0	1	0	0	0	0	0	0	0	0	39
9	0	7	5	1	0	0	0	0	0	0	0	1	0	0	14
10	0	8	6	0	0	0	0	0	0	0	0	0	0	0	14
11	0	14	4	0	0	0	0	0	0	0	0	1	0	0	19
12	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
13	0	11	1	0	0	0	0	0	0	0	0	1	0	0	13
14	0	24	3	0	0	0	0	0	0	0	0	0	0	0	27
15	0	16	10	0	0	0	0	0	0	0	0	1	0	0	27
16	0	16	5	0	0	0	0	0	0	0	0	0	0	0	21
17	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
18	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
19	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
20	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
21	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3

Hour	7-19	187	49	1	0	1	0	0	0	0	0	5	0	0	243
Ranges:	6-22	216	51	1	0	1	0	0	0	0	0	5	0	0	274
	6-24	220	52	1	0	1	0	0	0	0	0	5	0	0	279
	0-24	221	53	1	0	1	0	0	0	0	0	5	0	0	281

Channel - Eastbound

Thursday 11/04/2024		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
7	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
8	0	33	3	0	0	0	0	0	0	0	0	0	0	0	36
9	0	15	1	0	0	1	0	0	0	0	0	0	0	0	17
10	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
11	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
12	0	20	1	1	0	0	0	0	0	0	0	0	0	0	22
13	0	13	3	0	0	1	0	0	0	0	0	0	1	0	18
14	0	21	4	0	0	0	0	0	0	0	0	0	0	0	25
15	0	27	5	0	0	0	0	0	0	0	0	0	0	0	32
16	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
17	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
18	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
19	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
20	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
21	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2

Hour	7-19	213	36	1	0	2	0	0	0	0	0	0	1	0	253
Ranges:	6-22	227	39	1	0	4	0	0	0	0	0	0	1	0	272
	6-24	229	39	1	0	4	0	0	0	0	0	0	1	0	274
	0-24	234	39	1	0	4	0	0	0	0	0	0	1	0	279

Channel - Westbound

Thursday 11/04/2024		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
8	0	32	4	0	0	1	0	0	0	0	0	0	0	0	37
9	0	11	2	1	0	0	0	0	0	0	0	0	0	0	14
10	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
11	0	13	2	1	0	0	0	0	0	0	0	0	1	0	17
12	0	16	1	0	0	1	0	0	0	0	0	0	0	0	18
13	0	11	9	0	0	0	0	0	0	0	0	0	0	0	20
14	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
15	0	23	5	0	0	1	0	0	0	1	0	0	0	0	30
16	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
17	0	13	4	0	0	1	0	0	0	0	0	0	0	0	18
18	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
19	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
20	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

Hour	7-19	184	42	2	0	4	0	0	0	1	0	0	1	0	234
Ranges:	6-22	203	45	2	0	4	0	0	0	1	0	0	1	0	256
	6-24	204	45	2	0	4	0	0	0	1	0	0	1	0	257
	0-24	204	45	2	0	4	0	0	0	1	0	0	1	0	257

Channel - Eastbound

Friday 12/04/2024		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	

4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7	0	0	1	1	2	8	2	1	0	0	0	0	0	0
8	0	0	0	0	16	20	3	0	0	0	0	0	0	0
9	0	1	3	1	8	1	0	0	0	0	0	0	0	0
10	0	0	0	2	6	4	2	0	0	0	0	0	0	0
11	0	0	0	7	5	7	0	0	0	0	0	0	0	0
12	0	0	3	4	6	6	3	1	0	0	0	0	0	0
13	0	0	1	2	5	5	0	0	0	0	0	0	0	0
14	0	0	0	5	11	7	4	0	0	0	0	0	0	0
15	0	0	1	3	13	7	2	1	0	0	0	0	0	0
16	0	0	0	0	9	10	2	0	0	0	0	0	0	0
17	0	0	0	0	8	6	7	0	1	0	0	0	0	0
18	0	0	0	0	2	3	4	0	0	0	0	0	0	0
19	0	0	1	1	3	8	3	0	0	0	0	0	0	0
20	0	0	0	1	1	4	2	0	0	0	0	0	0	0
21	0	0	0	1	2	2	1	0	0	0	0	0	0	0
22	0	0	0	0	0	1	1	0	0	0	0	0	0	0
23	0	0	0	0	1	2	0	0	0	0	0	0	0	0

Hour	7-19	1	9	25	91	84	29	3	1	0	0	0	0	243
Ranges:	6-22	1	10	28	97	98	35	4	1	0	0	0	0	274
	6-24	1	10	28	98	101	36	4	1	0	0	0	0	279
	0-24	1	10	28	98	102	37	4	1	0	0	0	0	281

Channel - Eastbound

Thursday 11/04/2024		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	1	1	0	1	1	0	0	0	0	4
6	0	0	0	0	0	1	2	0	0	0	0	0	0	3
7	0	0	0	0	5	8	6	0	0	0	0	0	0	19
8	0	0	1	0	3	16	12	2	2	0	0	0	0	36
9	0	0	1	0	1	8	7	0	0	0	0	0	0	17
10	0	0	0	0	7	8	4	0	0	0	0	0	0	19
11	0	1	1	1	3	7	3	1	0	0	0	0	0	17
12	0	0	2	1	1	12	6	0	0	0	0	0	0	22
13	0	0	1	3	5	7	2	0	0	0	0	0	0	18
14	0	0	0	4	7	10	4	0	0	0	0	0	0	25
15	0	0	0	1	13	12	6	0	0	0	0	0	0	32
16	0	0	0	1	3	6	4	0	0	0	0	0	0	14
17	0	0	1	2	1	5	3	2	1	0	0	0	0	15
18	0	0	0	1	1	12	4	0	1	0	0	0	0	19
19	0	0	0	0	1	1	3	0	0	0	0	0	0	5
20	0	0	0	0	0	3	1	1	0	0	0	0	0	5
21	0	0	0	0	0	2	3	1	0	0	0	0	0	6
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	1	0	0	0	1	0	0	0	0	0	2

Hour	7-19	1	7	14	50	111	61	5	4	0	0	0	0	253
Ranges:	6-22	1	7	14	51	118	70	7	4	0	0	0	0	272
	6-24	1	7	15	51	118	70	8	4	0	0	0	0	274
	0-24	1	7	15	52	119	71	9	5	0	0	0	0	279

Channel - Westbound

Thursday 11/04/2024		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7	0	0	0	0	4	5	3	0	0	0	0	0	0	12
8	0	0	0	2	14	18	2	1	0	0	0	0	0	37
9	0	0	0	1	8	3	2	0	0	0	0	0	0	14
10	0	0	0	0	4	6	2	0	0	0	0	0	0	12
11	0	1	1	2	2	9	2	0	0	0	0	0	0	17
12	0	0	0	2	7	6	3	0	0	0	0	0	0	18
13	0	0	2	0	5	10	3	0	0	0	0	0	0	20
14	0	0	0	1	6	8	5	0	0	0	0	0	0	20
15	0	0	0	2	14	11	2	1	0	0	0	0	0	30
16	0	0	0	0	5	14	3	1	0	0	0	0	0	23
17	0	0	1	1	3	9	3	1	0	0	0	0	0	18
18	0	0	0	0	4	6	3	0	0	0	0	0	0	13
19	0	0	0	0	1	1	3	0	0	0	0	0	0	5
20	0	0	0	1	1	5	2	1	1	0	0	0	0	11
21	0	0	0	0	3	1	1	0	0	0	0	0	0	5
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	1	0	0	0	0	0	0	0	1

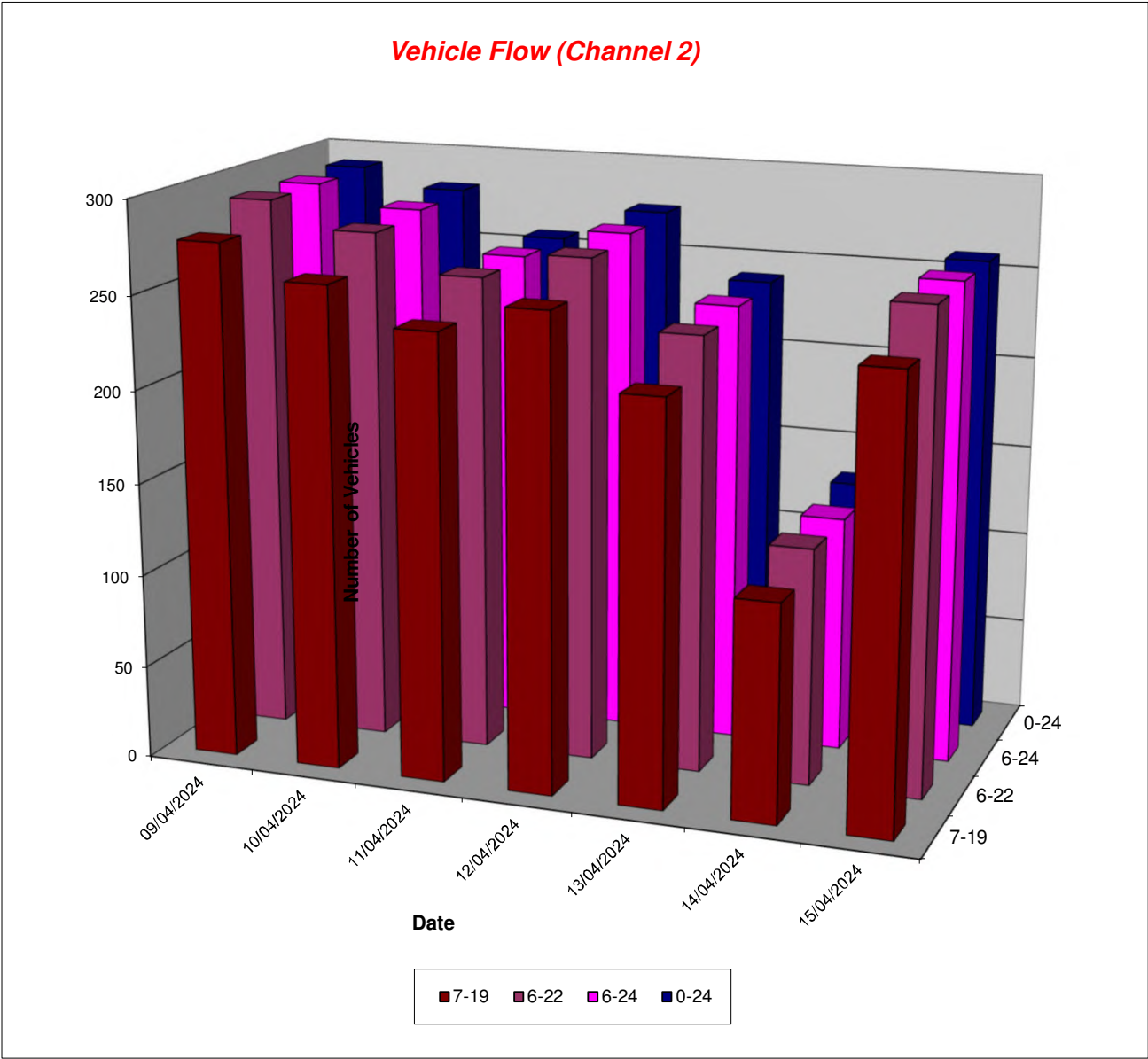
Hour	7-19	1	4	11	76	105	33	4	0	0	0	0	0	234
Ranges:	6-22	1	4	12	81	112	39	6	1	0	0	0	0	256
	6-24	1	4	12	81	113	39	6	1	0	0	0	0	257
	0-24	1	4	12	81	113	39	6	1	0	0	0	0	257

Channel - Eastbound

Friday 12/04/2024		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL

15	0	22	27	30	34	16	14	31	29	25
16	0	24	21	23	24	7	14	21	23	19
17	0	12	22	18	15	15	5	11	16	14
18	0	19	9	13	18	11	5	10	14	12
19	0	17	16	5	7	3	5	10	11	9
20	0	9	8	11	5	8	6	9	8	8
21	0	2	6	5	5	7	4	6	5	5
22	0	2	2	0	5	4	1	3	3	3
23	0	0	3	1	3	4	0	1	2	2

Hour	7-19	277	259	239	254	215	116	238	253	228
Ranges:	6-22	290	276	256	270	234	127	258	270	244
	6-24	290	279	257	273	238	127	259	272	246
	0-24	291	281	257	275	240	131	259	273	248

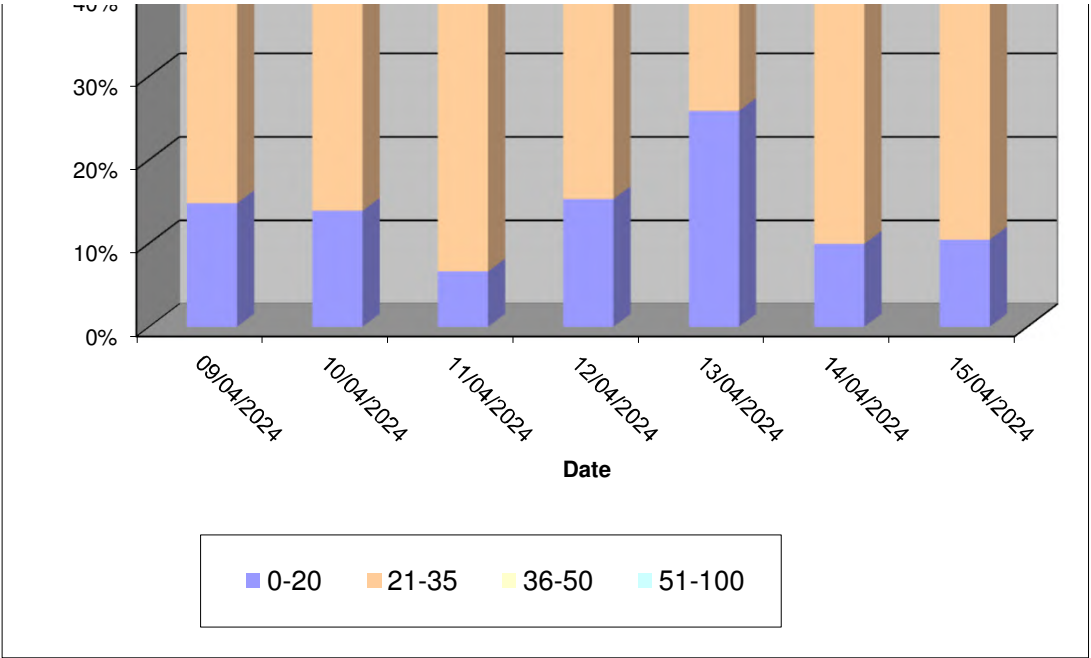


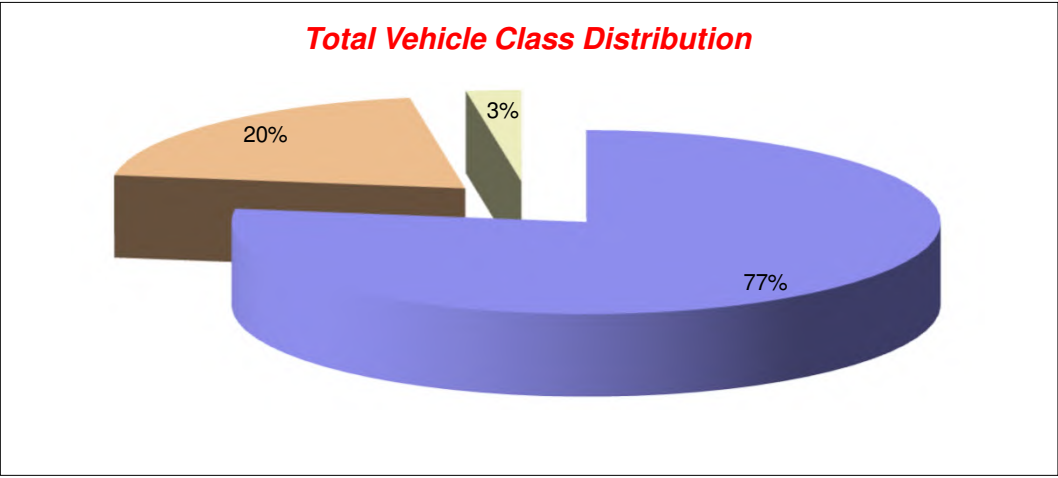
4	0	26.9	-	-	-	-	30.1	-
5	0	-	-	-	-	-	-	-
6	0	-	39.4	35.6	28.5	-	-	34.9
7	0	29.0	31.5	31.9	27.5	29.4	27.3	30.0
8	0	28.2	29.3	29.8	32.4	27.6	29.5	30.3
9	0	30.4	24.7	28.9	29.8	28.1	28.5	29.9
10	0	29.1	30.6	29.8	31.4	29.6	30.3	28.5
11	0	26.9	28.4	30.2	27.6	26.6	29.8	28.2
12	0	28.5	30.6	29.9	29.8	28.7	28.5	29.6
13	0	28.5	27.9	30.5	32.7	28.2	28.1	31.4
14	0	30.4	30.1	31.7	31.0	30.0	30.9	30.1
15	0	28.2	29.3	28.7	28.6	24.5	28.9	29.7
16	0	29.9	28.8	30.9	30.9	30.2	33.8	29.5
17	0	31.6	32.5	32.5	29.3	30.6	30.4	32.2
18	0	32.7	32.9	31.9	30.6	29.4	28.5	30.3
19	0	32.8	30.7	34.7	26.8	28.5	29.8	30.5
20	0	32.8	31.1	35.2	31.7	31.7	28.1	35.8
21	0	28.9	28.4	29.1	28.3	31.3	36.4	30.2
22	0	26.0	33.5	-	37.5	38.2	21.7	27.2
23	0	-	30.2	26.6	30.8	33.0	-	41.0

Hour
Ranges:

10-12	28.6	28.9	30.3	30.0	28.7	30.2	28.6
14-16	29.7	30.0	30.1	29.7	29.4	29.6	30.1
0-24	30.3	30.5	31.3	31.3	29.6	30.3	30.4

7 Day Ave	30.4
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	1	1	1	1	1	0	0	0	0	5
6	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7	0	0	0	0	2	5	5	2	1	0	0	0	0	15
8	0	0	2	0	13	13	8	1	0	0	0	0	0	37
9	0	0	0	2	4	10	6	0	0	0	0	0	0	22
10	0	0	1	1	2	11	1	1	0	0	0	0	0	17
11	0	0	0	1	12	6	2	1	0	0	0	0	0	22
12	0	1	1	0	4	7	4	2	0	0	0	0	0	19
13	0	1	2	0	6	4	3	1	0	0	0	0	0	17
14	0	0	0	0	3	6	3	4	0	0	0	0	0	16
15	0	0	1	5	10	15	4	0	0	0	0	0	0	35
16	0	0	1	3	8	8	5	1	0	0	0	0	0	26
17	0	0	0	1	10	2	4	0	0	0	0	0	0	17
18	0	0	0	1	3	7	2	1	0	0	0	0	0	14
19	0	0	0	1	5	3	2	1	0	0	0	0	0	12
20	0	0	0	0	1	3	1	0	0	0	0	0	0	5
21	0	0	0	0	3	4	0	1	0	0	0	0	0	8
22	0	0	0	0	0	0	1	0	0	0	0	0	0	1
23	0	0	0	0	0	1	0	1	0	0	0	0	0	2

Hour	7-19	2	8	14	77	94	47	14	1	0	0	0	0	257
Ranges:	6-22	2	8	15	86	105	50	16	1	0	0	0	0	283
	6-24	2	8	15	86	106	51	17	1	0	0	0	0	286
	0-24	2	8	15	87	107	52	18	2	0	0	0	0	291

Channel - Westbound

Friday															
12/04/2024		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	
0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
7	0	0	0	0	0	11	0	0	0	0	0	0	0	11	
8	0	0	0	3	7	11	11	0	0	0	0	0	0	32	
9	0	0	1	1	7	5	1	1	0	0	0	0	0	16	
10	0	0	1	1	5	8	3	1	0	0	0	0	0	19	
11	0	0	0	2	10	7	2	0	0	0	0	0	0	21	
12	0	0	3	1	5	7	3	0	0	0	0	0	0	19	
13	0	1	2	4	4	4	5	0	0	0	0	0	0	20	
14	0	0	3	3	3	6	2	1	0	0	0	0	0	18	
15	0	0	4	0	13	13	4	0	0	0	0	0	0	34	
16	0	1	1	4	5	9	4	0	0	0	0	0	0	24	
17	0	0	0	3	5	5	2	0	0	0	0	0	0	15	
18	0	0	0	2	8	5	3	0	0	0	0	0	0	18	
19	0	0	0	1	4	1	1	0	0	0	0	0	0	7	
20	0	0	0	0	1	2	2	0	0	0	0	0	0	5	
21	0	0	0	0	1	4	0	0	0	0	0	0	0	5	
22	0	0	0	0	1	0	3	0	1	0	0	0	0	5	
23	0	0	0	0	1	1	1	0	0	0	0	0	0	3	

Hour	7-19	2	15	24	72	91	40	3	0	0	0	0	0	247
Ranges:	6-22	2	15	25	78	99	43	3	0	0	0	0	0	265
	6-24	2	15	25	80	100	47	3	1	0	0	0	0	273
	0-24	2	15	25	81	101	47	3	1	0	0	0	0	275

Channel - Eastbound

Saturday															
13/04/2024		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	
0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1	0	0	0	0	0	1	1	0	0	0	0	0	0	2	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	1	2	0	0	0	0	0	0	0	3	
8	0	0	0	1	2	6	5	0	0	0	0	0	0	14	
9	0	0	2	3	3	7	5	1	0	0	0	0	0	21	
10	0	2	1	1	6	8	4	0	0	0	0	0	0	22	
11	0	0	0	4	7	8	4	1	0	0	0	0	0	24	
12	0	0	0	10	4	7	3	0	0	0	0	0	0	24	
13	0	0	1	4	7	6	2	1	0	0	0	0	0	21	
14	0	0	4	2	8	5	2	2	0	0	0	0	0	23	
15	0	0	3	5	8	3	0	0	0	0	0	0	0	19	
16	0	0	0	2	4	0	4	0	0	0	0	0	0	10	
17	0	0	2	1	1	3	3	0	0	0	0	0	0	10	
18	0	0	0	0	2	2	3	1	0	0	0	0	0	8	
19	0	0	0	1	1	6	2	1	0	0	0	0	0	11	
20	0	0	0	0	1	2	0	0	0	0	0	0	0	3	
21	0	0	0	0	2	1	2	0	0	0	0	0	0	5	
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23	0	0	0	0	1	1	1	0	0	0	0	0	0	3	

Hour	7-19	2	13	33	53	57	35	6	0	0	0	0	0	199
Ranges:	6-22	2	13	34	57	66	39	7	0	0	0	0	0	218
	6-24	2	13	34	58	67	40	7	0	0	0	0	0	221
	0-24	2	13	34	58	69	41	8	0	0	0	0	0	225

Channel - Westbound

Saturday 13/04/2024		Vehicle Speeds (MPH)													TOTAL
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100		
0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	2	1	2	1	0	0	0	0	0	0	6	
8	0	0	2	4	4	6	0	0	0	0	0	0	0	16	
9	0	1	1	1	8	6	1	0	0	0	0	0	0	18	
10	0	0	2	6	4	8	2	0	0	0	0	0	0	22	
11	0	0	5	3	19	5	2	0	0	0	0	0	0	34	
12	0	0	2	4	8	8	0	0	0	0	0	0	0	22	
13	0	0	1	9	10	8	1	0	0	0	0	0	0	29	

4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7	0	10	1	0	0	0	0	0	0	1	0	0	0	0	0	12
8	0	27	9	0	0	0	0	0	0	0	0	0	0	0	0	36
9	0	19	1	0	0	1	0	0	0	0	0	0	0	1	0	22
10	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
11	0	20	1	0	0	1	0	0	0	1	0	0	0	0	0	23
12	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
13	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
14	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
15	0	27	1	0	0	1	0	0	0	0	0	0	0	0	0	29
16	0	20	6	0	0	0	0	0	0	0	0	0	0	1	0	27
17	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
18	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
19	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
20	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
22	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Hour	7-19	205	39	0	0	3	0	0	0	2	0	0	2	0	251
Ranges:	6-22	224	40	0	0	3	0	0	0	2	0	0	2	0	271
	6-24	227	41	0	0	3	0	0	0	2	0	0	2	0	275
	0-24	230	41	0	0	3	0	0	0	2	0	0	2	0	278

Channel - Westbound

Monday 15/04/2024		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	0	12	2	0	0	0	0	0	0	1	0	0	0	0	15
8	0	30	4	0	0	0	0	0	0	0	0	0	1	0	35
9	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
10	0	20	9	0	0	1	0	0	0	1	0	0	0	0	31
11	0	8	2	0	0	1	0	0	0	0	0	0	0	0	11
12	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
13	0	11	2	0	0	1	0	0	0	1	0	0	0	0	15
14	0	19	2	0	0	0	0	0	0	0	0	0	1	0	22
15	0	28	2	0	0	1	0	0	0	0	0	0	0	0	31
16	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
17	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
18	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
19	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
20	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
21	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

Hour	7-19	182	37	0	0	4	0	0	0	3	0	0	2	0	228
Ranges:	6-22	204	42	0	0	4	0	0	0	3	0	0	2	0	255
	6-24	208	42	0	0	4	0	0	0	3	0	0	2	0	259
	0-24	208	42	0	0	4	0	0	0	3	0	0	2	0	259

4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7	0	0	0	0	0	1	5	5	1	0	0	0	0	0	12
8	0	0	0	2	7	19	6	2	0	0	0	0	0	0	36
9	0	0	1	3	3	10	3	2	0	0	0	0	0	0	22
10	0	0	2	2	8	6	0	0	0	0	0	0	0	0	18
11	0	1	0	3	6	10	2	1	0	0	0	0	0	0	23
12	0	0	0	1	8	5	4	0	0	0	0	0	0	0	18
13	0	0	0	0	3	8	4	0	0	0	0	0	0	0	15
14	0	0	0	0	6	6	6	2	0	0	0	0	0	0	20
15	0	1	0	4	5	9	10	0	0	0	0	0	0	0	29
16	0	0	0	2	5	12	8	0	0	0	0	0	0	0	27
17	0	0	0	2	1	10	7	1	0	0	0	0	0	0	21
18	0	0	0	0	0	4	4	2	0	0	0	0	0	0	10
19	0	0	0	0	1	2	6	0	0	0	0	0	0	0	9
20	0	0	0	0	1	0	1	2	1	0	0	0	0	0	5
21	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
22	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
23	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2

Hour	7-19	2	3	19	53	104	59	11	0	0	0	0	0	0	251
Ranges:	6-22	2	3	19	56	110	67	13	1	0	0	0	0	0	271
	6-24	2	4	19	57	112	67	13	1	0	0	0	0	0	275
	0-24	2	4	19	57	114	67	13	2	0	0	0	0	0	278

Channel - Westbound

Monday															
15/04/2024		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	1	0	1	0	0	0	0	0	2	
7	0	0	0	1	2	10	2	0	0	0	0	0	0	15	
8	0	0	2	2	16	11	4	0	0	0	0	0	0	35	
9	0	0	0	1	5	3	2	0	0	0	0	0	0	11	
10	0	0	4	0	13	13	1	0	0	0	0	0	0	31	
11	0	0	0	2	4	4	1	0	0	0	0	0	0	11	
12	0	0	1	1	6	6	1	0	0	0	0	0	0	15	
13	0	0	0	1	4	6	4	0	0	0	0	0	0	15	
14	0	0	0	2	5	12	2	1	0	0	0	0	0	22	
15	0	0	2	3	8	16	2	0	0	0	0	0	0	31	
16	0	0	1	0	5	13	1	0	1	0	0	0	0	21	
17	0	0	0	1	3	3	4	0	0	0	0	0	0	11	
18	0	0	1	0	1	7	1	0	0	0	0	0	0	10	
19	0	0	0	1	0	7	2	0	0	0	0	0	0	10	
20	0	0	0	0	2	3	2	2	0	0	0	0	0	9	
21	0	0	0	0	1	4	1	0	0	0	0	0	0	6	
22	0	0	0	1	1	1	0	0	0	0	0	0	0	3	
23	0	0	0	0	0	0	0	0	1	0	0	0	0	1	

Hour	7-19	0	11	14	72	104	25	1	1	0	0	0	0	0	228
Ranges:	6-22	0	11	15	75	119	30	4	1	0	0	0	0	0	255
	6-24	0	11	16	76	120	30	4	2	0	0	0	0	0	259
	0-24	0	11	16	76	120	30	4	2	0	0	0	0	0	259

Bromyard - ATC 1 - Pencombe Lane

Produced by Streetwise Services Ltd.



Channel - Eastbound

























	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	297	288	279	291	225	136	278	287	256
Mean Speed	26.4	26.5	28.0	27.0	25.4	27.7	27.8	27.1	27.0
85%ile Speed	32.5	32.4	32.8	32.1	31.7	34.3	32.7	32.5	32.7
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Channel - Westbound

	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	291	281	257	275	240	131	259	273	248
Mean Speed	25.3	25.6	26.7	25.7	24.0	26.1	26.0	25.9	25.6
85%ile Speed	30.3	30.5	31.3	31.3	29.6	30.3	30.4	30.7	30.5
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Eastbound & Westbound

	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	588	569	536	566	465	267	537	559	504
Mean Speed	25.9	26.1	27.3	26.3	24.7	26.9	26.9	26.5	26.3
85%ile Speed	31.5	31.2	32.1	31.7	30.6	32.2	31.9	31.7	31.6
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

Bromyard - ATC 1 - Pencombe Lane

Produced by Streetwise Services Ltd.



Channel - Eastbound

	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	203	192	195	196	188	113	182	194	181
Mean Speed	28.6	28.4	29.6	28.7	27.9	28.2	29.5	28.9	28.7
85%ile Speed	32.6	32.4	32.3	32.2	31.5	35.1	32.6	32.4	32.7
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Channel - Westbound

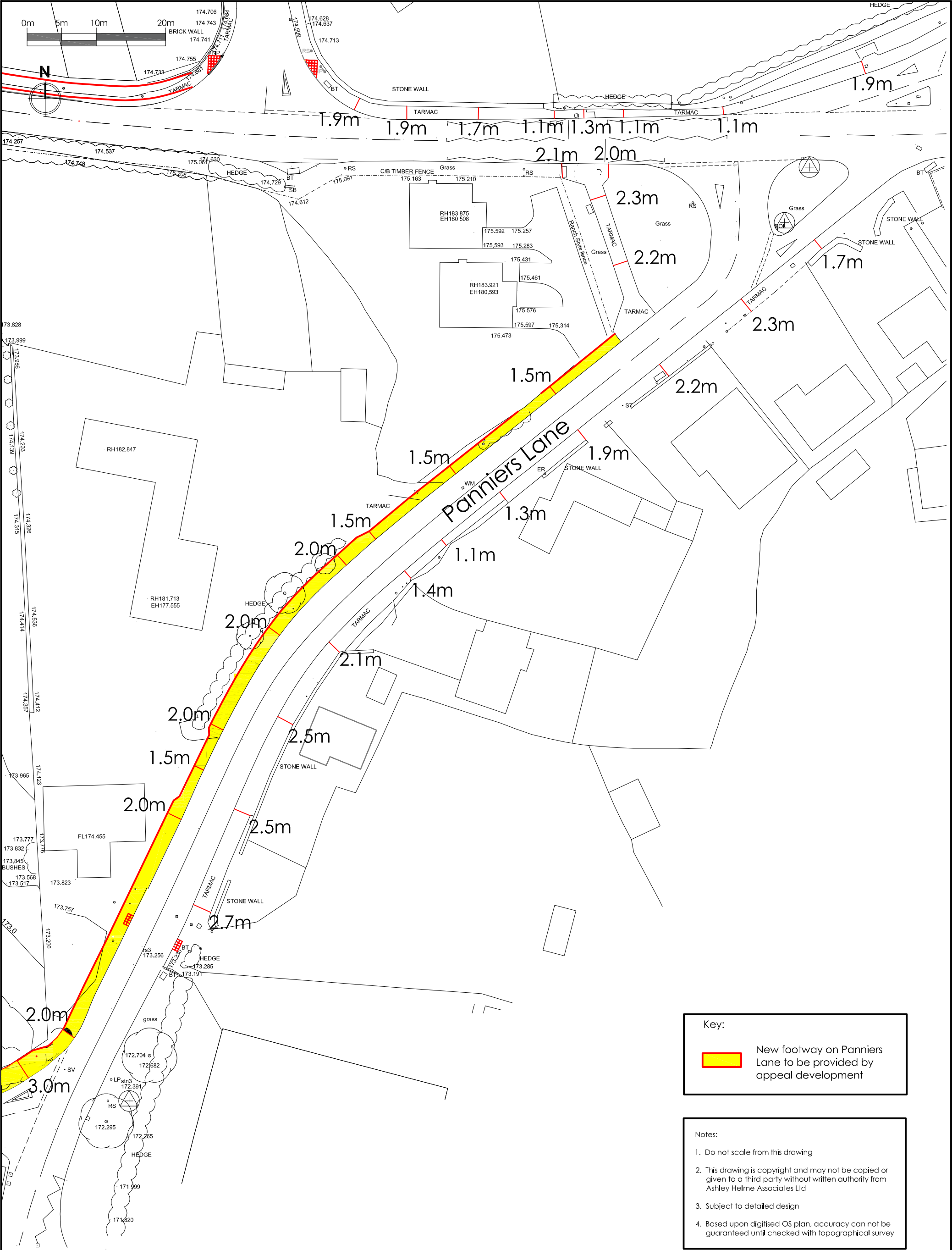
	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	200	184	167	193	196	99	177	184	174
Mean Speed	26.5	28.5	29.9	26.6	25.7	27.0	28.2	27.9	27.5
85%ile Speed	30.3	30.4	31.3	31.3	29.2	30.1	30.4	30.7	30.4
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Eastbound & Westbound


	09/04/2024 Tuesday	10/04/2024 Wednesday	11/04/2024 Thursday	12/04/2024 Friday	13/04/2024 Saturday	14/04/2024 Sunday	15/04/2024 Monday	5-DAY MEAN	7-DAY MEAN
Vehicle Flow	403	376	362	389	384	212	359	378	355
Mean Speed	28.0	28.4	29.3	27.8	27.0	27.6	28.8	28.5	28.1
85%ile Speed	31.5	30.8	32.0	31.6	30.3	32.5	31.9	31.6	31.5
No. Vehicles > 60 MPH Limit	0	0	0	0	0	0	0	-	-
% Vehicles > 60 MPH Limit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-
No. Vehicles > 75 MPH	0	0	0	0	0	0	0	-	-
% Vehicles > 75 MPH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

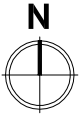
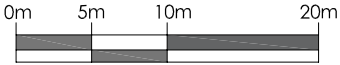
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Project BROMYARD, HEREFORSHIRE		Client GLADMAN DEVELOPMENTS		Drawing No 1470/48		 ASHLEY HELME ASSOCIATES		Telephone 0161 972 0552 aha@ashleyhelme.co.uk www.ashleyhelme.co.uk	
Title PANNIERS LANE FOOTWAY WIDTHS		Date MAR 2024	Scale 1:500 @ A3	Rev				Address 76 Washway Road, Sale, Manchester, M33 7RE	

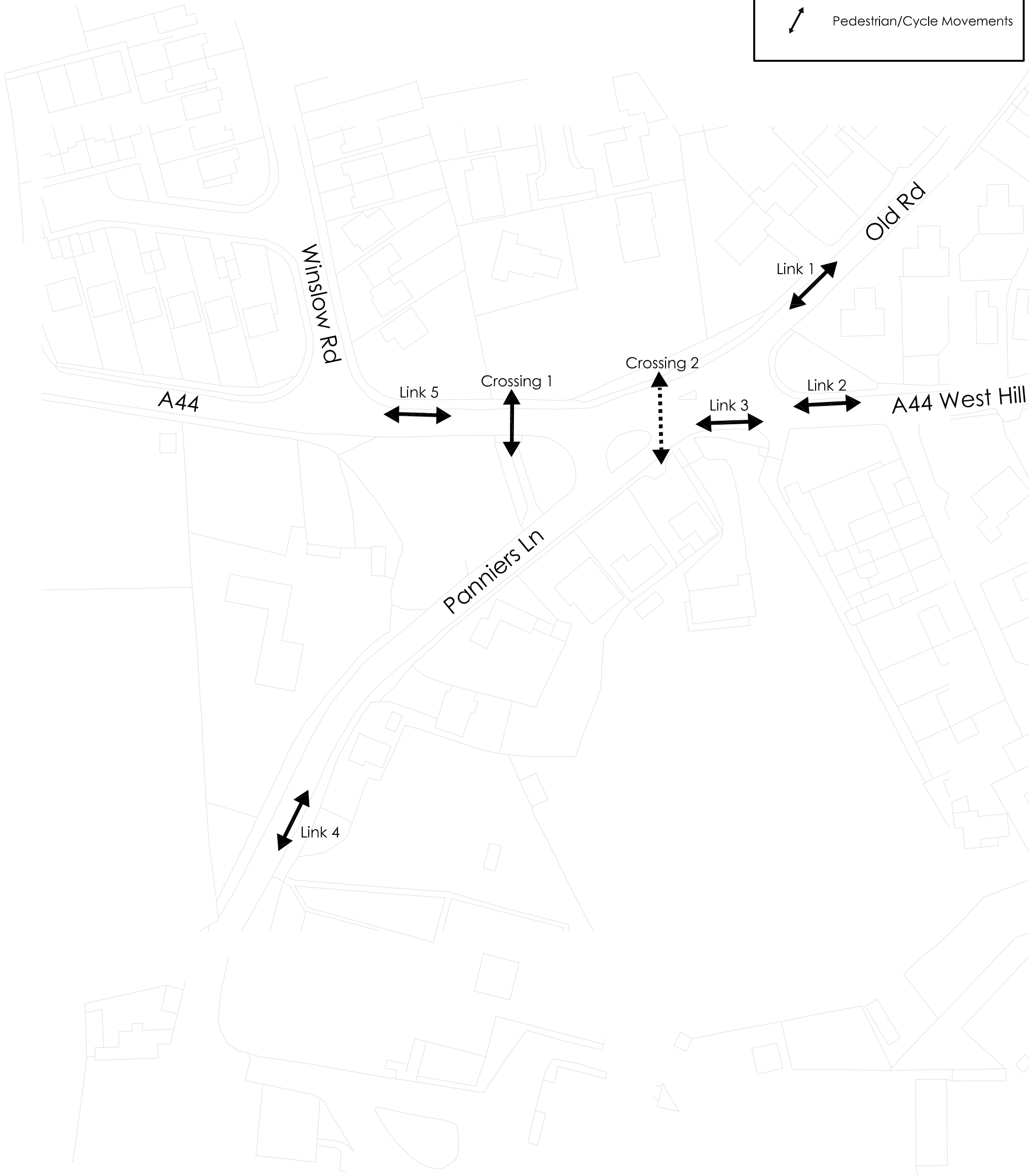
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- Notes:
1. Do not scale from this drawing
 2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
 3. Subject to detailed design
 4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey

Key:

 Pedestrian/Cycle Movements

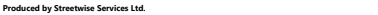


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Project BROMYARD, HEREFORDSHIRE		Client GLADMAN DEVELOPMENTS		Drawing No FIGURE 4.2		 ASHLEY HELME ASSOCIATES	Telephone 0161 972 0552 Email aha@ashleyhelme.co.uk Website www.ashleyhelme.co.uk Address 76 Washway Road, Sale, Manchester, M33 7RE
Title PEDESTRIAN AND CYCLE SURVEY LOCATIONS		Date APRIL 2024	Scale 1:1000 @ A3	Rev			

Junction: A4214 Panniers Lane / A44 West Hill / A4214 Panniers Lane / A44

Session Total	82	2	84	101	1	102	93	2	95	98	1	99	165	0	165	116	0	116	232	1	233	156	0	156	103	1	104	120	1	121	79	1	80	59	1	60	127	0	127	89	0	89
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Session Total	58	0	58	60	0	60	28	0	28	69	0	69	66	0	66	157	0	157	237	0	237	151	0	151	99	0	99	94	0	94	56	0	56	63	0	63	72	0	72	25	0	25
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Contributory Factors Report Summary - 2024 Ashley Helme Assoc - BJ - A44 & B4214 Panniers Lane, Pencombe Rd Bromyard Request area

Accidents Found Date Range: 23/02/2019 - 05/02/2024
Grid Coordinate Range: 364416, 254199 - 364670, 254361
Accident Date BETWEEN '01-Jan-2019' AND '16-Mar-2024'

Accident Severity

	2019	2021	2022	2024	Total
Serious	0	0	1	1	2
Slight	1	2	0	0	3
Total	1	2	1	1	5

Casualty Severity

	2019	2021	2022	2024	Total
Serious	0	0	1	1	2
Slight	1	2	0	0	3
Total	1	2	1	1	5

Casualty KSI

	2019	2021	2022	2024	Total
Adult KSI	0	0	1	0	1
Child KSI	0	0	0	1	1
Slight	1	2	0	0	3
Total	1	2	1	1	5

Accident Date BETWEEN '01-Jan-2019' AND '16-Mar-2024'

Accident Reference:828114 **Slight** **PENCOMBE ROAD - 79 METRES FROM JUNCTION WITH PANNIERS LANE (B4214)** Accident 1 of 5

Saturday 23/02/2019 15:00

Grid Coordinates: 364416 / 254199**Lighting:** Daylight**Surface:** Dry**Weather:** Fine without high winds**Contributory Factors**

307 Travelling too fast for conditions (Driver/Rider - Injudicious)
307 Travelling too fast for conditions (Driver/Rider - Injudicious)
406 Failed to judge other person's path/speed (Driver/Rider - Error)
406 Failed to judge other person's path/speed (Driver/Rider - Error)
607 Inexperience with vehicle type (Driver/Rider - Behaviour)
702 Vegetation (Driver/Rider - Vision Affected)

Participant

Vehicle 001
Vehicle 002
Vehicle 001
Vehicle 002
Vehicle 001
Vehicle 002

Confidence

Very likely
Very likely
Possible
Possible
Possible
Possible

Did a police officer attend?

Yes

Accident Description

V1 has been travelling west towards Pencombe, V2 has been travelling east in the opposite direction. The road is a narrow U/C back lane which narrows even more. Both Vehicle tried to pass at a point where there was not enough room and have collided. Impact point for both is the front offside corner. There is a slight kink in the road which may of obstructed their vision of each other until too late.

Vehicles

1 Car	Going ahead other	No skid	Negative	E to W	Female Age 25
2 Car	Going ahead other	No skid	Negative	W to E	Male Age 25

Casualties

1 Driver or Rider	Slight	Vehicle no.2	Male 25
-------------------	--------	--------------	---------

Accident Reference:1036877 **Slight** **A44 WEST HILL J/W MCCOLLS CAR PARK BROMYARD** Accident 2 of 5

Sunday 18/04/2021 17:00

Grid Coordinates: 364648 / 254358**Lighting:** Daylight**Surface:** Dry**Weather:** Fine without high winds**Contributory Factors**

408 Sudden braking (Driver/Rider - Error)
406 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant

Vehicle 002
Vehicle 001

Confidence

Possible
Very likely

Did a police officer attend?

Yes

Accident Description

V1 was following his friends in a group travelling East to West. V2 also travelling East to West has gone to turn into Maccalls. V1 and friends have all braked late misjudging V2 speed. V1 has braked hard and dropped his bike causing minor injuries to his ribs. He avoided al other vehicle and roadside furniture. Rider of V1 checked out by ambulance. All parties exchanged details.

Vehicles

1 M/cycle > 500cc	Going ahead other	Skid	Negative	E to W	Male Age 42
2 Car	Turning left	No skid	Negative	E to W	Male Age 54

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 42
-------------------	--------	--------------	---------

Accident Date BETWEEN '01-Jan-2019' AND '16-Mar-2024'

Accident Reference: 1042914	Slight	A44 WEST HILL JW HATTON PARK BROMYARD	Accident 3 of 5
Tuesday 04/05/2021 10:00	Grid Coordinates: 364670 / 254361	Lighting: Daylight	
Surface: Wet/Damp	Weather: Fine without high winds		
Contributory Factors		Participant	Confidence Did a police officer attend?
408 Sudden braking (Driver/Rider - Error)		Vehicle 001	Very likely Yes
406 Failed to judge other person's path/speed (Driver/Rider - Error)		Vehicle 002	Very likely
308 Following too close (Driver/Rider - Injudicious)		Vehicle 002	Possible

Accident Description

VEHICLE 1 HAS BEEN TRAVELLING ON THE A44 IN THE DIRECTION OF WORCESTER TO LEAMINSTER. VEHICLE 2 HAS BEEN TRAVELLING DIRECTLY BEHIND VEHICLE 1. VEHICLE 1 HAS BEEN INDICATING LEFT TO TURN ONTO THE FORECOURSE CAR PARK OF MCCOLLS ON A44, NEAR TO PANNIERS LANE. VEHICLE 1 HAS SUDDENLY BRAKED UPON REALISING THAT THE INTENDED JUNCTION WAS IN FACT HATTON PARK, JUST PRIOR TO MCCOLLS. VEHICLE 2 HAS COLLIDED WITH THE REAR OF VEHICLE 1 AS A RESULT OF THE SUDDEN BRAKING.

Vehicles

1 Car	Stopping	No skid	Negative	E to W	Male Age 66
2 Car	Going ahead other	No skid	Negative	E to W	Male Age 63

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 66
-------------------	--------	--------------	---------

Accident Reference: 1133429	Serious	A44 WEST HILL J/W B4214 PANNIERS LANE, BROMYARD	Accident 4 of 5
Saturday 08/01/2022 21:00	Grid Coordinates: 364583 / 254357	Lighting: Dark/lights lit	
Surface: Wet/Damp	Weather: Fine without high winds		
Contributory Factors		Participant	Confidence Did a police officer attend?
403 Poor turn or manoeuvre (Driver/Rider - Error)		Vehicle 002	Very likely Yes
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)		Vehicle 002	Very likely

Accident Description

Vehicle 1 driving on A44 to Bromyard and as approaching junction of Panniers Lane a vehicle has been waiting at junction to turn right and then Vehicle 2 has approached junction to turn left and with view blocked has not seen Vehicle 1 and pulls out into its path.

Vehicles

1 Car	Going ahead other	No skid	Negative	W to E	Male Age 31
2 Car	Turning left	No skid	Negative	SW to W	Female Age 24

Casualties

1 Driver or Rider	Serious	Vehicle no.1	Male 31
-------------------	---------	--------------	---------

Accident Date BETWEEN '01-Jan-2019' AND '16-Mar-2024'

Accident Reference:1406503	Serious	A44 WEST HILL 31 M FROM JW B4214 OLD ROAD, BROMYARD.			Accident 5 of 5
Monday 05/02/2024 08:30	Grid Coordinates: 364560 / 254357	Lighting: Daylight			
Surface: Dry	Weather: Fine without high winds				Did a police officer attend?
Contributory Factors		Participant	Confidence	Yes	

Accident Description

Vehicle 1 travelling on A44 from the direction of Bromyard towards Leominster. As driver of vehicle 1 has travelled towards the pelican crossing within a 30mph zone on the main A44 near to the junction of Winslow Road a child (Injured party) has ran from behind another vehicle travelling in the opposite direction towards Bromyard. The pedestrian has collided with front offside of wing and windscreen of vehicle 1 which after the impact has braked heavily coming to a stop. Driver of vehicle 1 was on route to take her 3 x grandchildren to school at the time of the collision.

Vehicles					
1	Car	Going ahead other	No skid	Negative	E to W Female Age 63
Casualties					
2	Pedestrian	Serious	Vehicle no.1	Male 12	



Map

Satellite



A44



Incident Severity



Slight Serious Fatal

1 results found

^ Hide

Location:

bromyard

Years

20 of 24 years selected

Severity

Fatal



Serious



Slight



Casualty Types:

All Casualty Types

○

Calculation Reference: AUDIT-733101-240321-0357

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

ASHLEY HELME ASSOCIATES 76 WSHWAY ROAD SALE

Licence No: 733101

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 80 to 195 (units:)
Range Selected by User: 80 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	13 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	8
Village	4
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	28 days - Selected

Secondary Filtering selection:

Use Class:

C3	13 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	7 days
10,001 to 15,000	3 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	2 days
50,001 to 75,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	10 days
No	3 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	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES	ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	131	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
2	CA-03-A-08 GIDDING ROAD SAWTRY	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	83	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
3	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
4	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
5	HC-03-A-33 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	195	
	Survey date: TUESDAY	04/07/23	Survey Type: MANUAL
6	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
7	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>		
9	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD	MIXED HOUSES & FLATS	NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>		
10	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 143 <i>Survey date: THURSDAY 29/09/22</i>		
11	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 80 <i>Survey date: TUESDAY 27/09/22</i>		
12	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>		
13	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 92 <i>Survey date: MONDAY 15/05/23</i>		

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
DH-03-A-02	Very Low Trip Rates
KC-03-A-08	Low Trip Rates

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.084	13	116	0.287	13	116	0.371
08:00 - 09:00	13	116	0.142	13	116	0.347	13	116	0.489
09:00 - 10:00	13	116	0.147	13	116	0.170	13	116	0.317
10:00 - 11:00	13	116	0.143	13	116	0.169	13	116	0.312
11:00 - 12:00	13	116	0.130	13	116	0.144	13	116	0.274
12:00 - 13:00	13	116	0.167	13	116	0.154	13	116	0.321
13:00 - 14:00	13	116	0.183	13	116	0.180	13	116	0.363
14:00 - 15:00	13	116	0.173	13	116	0.184	13	116	0.357
15:00 - 16:00	13	116	0.248	13	116	0.158	13	116	0.406
16:00 - 17:00	13	116	0.257	13	116	0.167	13	116	0.424
17:00 - 18:00	13	116	0.306	13	116	0.164	13	116	0.470
18:00 - 19:00	13	116	0.275	13	116	0.142	13	116	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.255			2.266			4.521

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:

80 - 195 (units:)

Survey date date range:

01/01/15 - 04/07/23

Number of weekdays (Monday-Friday):

13

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

2

Surveys manually removed from selection:

2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.003	13	116	0.004	13	116	0.007
08:00 - 09:00	13	116	0.005	13	116	0.005	13	116	0.010
09:00 - 10:00	13	116	0.003	13	116	0.003	13	116	0.006
10:00 - 11:00	13	116	0.003	13	116	0.003	13	116	0.006
11:00 - 12:00	13	116	0.002	13	116	0.003	13	116	0.005
12:00 - 13:00	13	116	0.003	13	116	0.002	13	116	0.005
13:00 - 14:00	13	116	0.004	13	116	0.004	13	116	0.008
14:00 - 15:00	13	116	0.002	13	116	0.003	13	116	0.005
15:00 - 16:00	13	116	0.004	13	116	0.004	13	116	0.008
16:00 - 17:00	13	116	0.001	13	116	0.001	13	116	0.002
17:00 - 18:00	13	116	0.002	13	116	0.001	13	116	0.003
18:00 - 19:00	13	116	0.001	13	116	0.001	13	116	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.034			0.067

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.003	13	116	0.003	13	116	0.006
08:00 - 09:00	13	116	0.001	13	116	0.001	13	116	0.002
09:00 - 10:00	13	116	0.005	13	116	0.003	13	116	0.008
10:00 - 11:00	13	116	0.004	13	116	0.005	13	116	0.009
11:00 - 12:00	13	116	0.004	13	116	0.003	13	116	0.007
12:00 - 13:00	13	116	0.002	13	116	0.004	13	116	0.006
13:00 - 14:00	13	116	0.005	13	116	0.003	13	116	0.008
14:00 - 15:00	13	116	0.002	13	116	0.003	13	116	0.005
15:00 - 16:00	13	116	0.003	13	116	0.003	13	116	0.006
16:00 - 17:00	13	116	0.000	13	116	0.001	13	116	0.001
17:00 - 18:00	13	116	0.002	13	116	0.001	13	116	0.003
18:00 - 19:00	13	116	0.002	13	116	0.001	13	116	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.031			0.064

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.001	13	116	0.000	13	116	0.001
08:00 - 09:00	13	116	0.000	13	116	0.001	13	116	0.001
09:00 - 10:00	13	116	0.000	13	116	0.000	13	116	0.000
10:00 - 11:00	13	116	0.000	13	116	0.000	13	116	0.000
11:00 - 12:00	13	116	0.000	13	116	0.000	13	116	0.000
12:00 - 13:00	13	116	0.000	13	116	0.000	13	116	0.000
13:00 - 14:00	13	116	0.000	13	116	0.000	13	116	0.000
14:00 - 15:00	13	116	0.000	13	116	0.000	13	116	0.000
15:00 - 16:00	13	116	0.000	13	116	0.000	13	116	0.000
16:00 - 17:00	13	116	0.001	13	116	0.001	13	116	0.002
17:00 - 18:00	13	116	0.000	13	116	0.000	13	116	0.000
18:00 - 19:00	13	116	0.000	13	116	0.000	13	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.001	13	116	0.007	13	116	0.008
08:00 - 09:00	13	116	0.003	13	116	0.017	13	116	0.020
09:00 - 10:00	13	116	0.000	13	116	0.008	13	116	0.008
10:00 - 11:00	13	116	0.001	13	116	0.001	13	116	0.002
11:00 - 12:00	13	116	0.001	13	116	0.002	13	116	0.003
12:00 - 13:00	13	116	0.002	13	116	0.001	13	116	0.003
13:00 - 14:00	13	116	0.001	13	116	0.001	13	116	0.002
14:00 - 15:00	13	116	0.003	13	116	0.001	13	116	0.004
15:00 - 16:00	13	116	0.013	13	116	0.002	13	116	0.015
16:00 - 17:00	13	116	0.009	13	116	0.005	13	116	0.014
17:00 - 18:00	13	116	0.005	13	116	0.001	13	116	0.006
18:00 - 19:00	13	116	0.005	13	116	0.003	13	116	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.049			0.093

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.091	13	116	0.376	13	116	0.467
08:00 - 09:00	13	116	0.166	13	116	0.547	13	116	0.713
09:00 - 10:00	13	116	0.168	13	116	0.210	13	116	0.378
10:00 - 11:00	13	116	0.167	13	116	0.216	13	116	0.383
11:00 - 12:00	13	116	0.163	13	116	0.185	13	116	0.348
12:00 - 13:00	13	116	0.205	13	116	0.192	13	116	0.397
13:00 - 14:00	13	116	0.239	13	116	0.223	13	116	0.462
14:00 - 15:00	13	116	0.234	13	116	0.236	13	116	0.470
15:00 - 16:00	13	116	0.404	13	116	0.202	13	116	0.606
16:00 - 17:00	13	116	0.361	13	116	0.232	13	116	0.593
17:00 - 18:00	13	116	0.435	13	116	0.224	13	116	0.659
18:00 - 19:00	13	116	0.369	13	116	0.195	13	116	0.564
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.002			3.038			6.040

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.019	13	116	0.042	13	116	0.061
08:00 - 09:00	13	116	0.038	13	116	0.098	13	116	0.136
09:00 - 10:00	13	116	0.042	13	116	0.047	13	116	0.089
10:00 - 11:00	13	116	0.026	13	116	0.028	13	116	0.054
11:00 - 12:00	13	116	0.048	13	116	0.050	13	116	0.098
12:00 - 13:00	13	116	0.036	13	116	0.033	13	116	0.069
13:00 - 14:00	13	116	0.030	13	116	0.034	13	116	0.064
14:00 - 15:00	13	116	0.038	13	116	0.034	13	116	0.072
15:00 - 16:00	13	116	0.095	13	116	0.066	13	116	0.161
16:00 - 17:00	13	116	0.057	13	116	0.031	13	116	0.088
17:00 - 18:00	13	116	0.041	13	116	0.036	13	116	0.077
18:00 - 19:00	13	116	0.044	13	116	0.030	13	116	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.529			1.043

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.001	13	116	0.019	13	116	0.020
08:00 - 09:00	13	116	0.004	13	116	0.015	13	116	0.019
09:00 - 10:00	13	116	0.001	13	116	0.007	13	116	0.008
10:00 - 11:00	13	116	0.004	13	116	0.002	13	116	0.006
11:00 - 12:00	13	116	0.006	13	116	0.003	13	116	0.009
12:00 - 13:00	13	116	0.003	13	116	0.004	13	116	0.007
13:00 - 14:00	13	116	0.005	13	116	0.002	13	116	0.007
14:00 - 15:00	13	116	0.004	13	116	0.003	13	116	0.007
15:00 - 16:00	13	116	0.022	13	116	0.006	13	116	0.028
16:00 - 17:00	13	116	0.007	13	116	0.006	13	116	0.013
17:00 - 18:00	13	116	0.007	13	116	0.003	13	116	0.010
18:00 - 19:00	13	116	0.006	13	116	0.001	13	116	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.071			0.141

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.000	13	116	0.009	13	116	0.009
08:00 - 09:00	13	116	0.000	13	116	0.000	13	116	0.000
09:00 - 10:00	13	116	0.000	13	116	0.000	13	116	0.000
10:00 - 11:00	13	116	0.000	13	116	0.001	13	116	0.001
11:00 - 12:00	13	116	0.000	13	116	0.000	13	116	0.000
12:00 - 13:00	13	116	0.000	13	116	0.001	13	116	0.001
13:00 - 14:00	13	116	0.001	13	116	0.001	13	116	0.002
14:00 - 15:00	13	116	0.001	13	116	0.001	13	116	0.002
15:00 - 16:00	13	116	0.001	13	116	0.000	13	116	0.001
16:00 - 17:00	13	116	0.003	13	116	0.000	13	116	0.003
17:00 - 18:00	13	116	0.001	13	116	0.000	13	116	0.001
18:00 - 19:00	13	116	0.001	13	116	0.000	13	116	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.013			0.021

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.000	13	116	0.000	13	116	0.000
08:00 - 09:00	13	116	0.000	13	116	0.001	13	116	0.001
09:00 - 10:00	13	116	0.000	13	116	0.000	13	116	0.000
10:00 - 11:00	13	116	0.000	13	116	0.000	13	116	0.000
11:00 - 12:00	13	116	0.000	13	116	0.000	13	116	0.000
12:00 - 13:00	13	116	0.000	13	116	0.000	13	116	0.000
13:00 - 14:00	13	116	0.000	13	116	0.000	13	116	0.000
14:00 - 15:00	13	116	0.000	13	116	0.000	13	116	0.000
15:00 - 16:00	13	116	0.000	13	116	0.000	13	116	0.000
16:00 - 17:00	13	116	0.001	13	116	0.000	13	116	0.001
17:00 - 18:00	13	116	0.000	13	116	0.000	13	116	0.000
18:00 - 19:00	13	116	0.000	13	116	0.000	13	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.001	13	116	0.028	13	116	0.029
08:00 - 09:00	13	116	0.004	13	116	0.016	13	116	0.020
09:00 - 10:00	13	116	0.001	13	116	0.007	13	116	0.008
10:00 - 11:00	13	116	0.004	13	116	0.003	13	116	0.007
11:00 - 12:00	13	116	0.006	13	116	0.003	13	116	0.009
12:00 - 13:00	13	116	0.003	13	116	0.005	13	116	0.008
13:00 - 14:00	13	116	0.006	13	116	0.003	13	116	0.009
14:00 - 15:00	13	116	0.005	13	116	0.003	13	116	0.008
15:00 - 16:00	13	116	0.023	13	116	0.006	13	116	0.029
16:00 - 17:00	13	116	0.011	13	116	0.006	13	116	0.017
17:00 - 18:00	13	116	0.008	13	116	0.003	13	116	0.011
18:00 - 19:00	13	116	0.007	13	116	0.001	13	116	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.084			0.163

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.112	13	116	0.453	13	116	0.565
08:00 - 09:00	13	116	0.210	13	116	0.677	13	116	0.887
09:00 - 10:00	13	116	0.211	13	116	0.273	13	116	0.484
10:00 - 11:00	13	116	0.199	13	116	0.248	13	116	0.447
11:00 - 12:00	13	116	0.218	13	116	0.240	13	116	0.458
12:00 - 13:00	13	116	0.246	13	116	0.230	13	116	0.476
13:00 - 14:00	13	116	0.276	13	116	0.261	13	116	0.537
14:00 - 15:00	13	116	0.280	13	116	0.275	13	116	0.555
15:00 - 16:00	13	116	0.535	13	116	0.276	13	116	0.811
16:00 - 17:00	13	116	0.439	13	116	0.274	13	116	0.713
17:00 - 18:00	13	116	0.488	13	116	0.263	13	116	0.751
18:00 - 19:00	13	116	0.425	13	116	0.228	13	116	0.653
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.639			3.698			7.337

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.069	13	116	0.250	13	116	0.319
08:00 - 09:00	13	116	0.120	13	116	0.310	13	116	0.430
09:00 - 10:00	13	116	0.116	13	116	0.148	13	116	0.264
10:00 - 11:00	13	116	0.114	13	116	0.138	13	116	0.252
11:00 - 12:00	13	116	0.103	13	116	0.116	13	116	0.219
12:00 - 13:00	13	116	0.142	13	116	0.123	13	116	0.265
13:00 - 14:00	13	116	0.144	13	116	0.147	13	116	0.291
14:00 - 15:00	13	116	0.150	13	116	0.153	13	116	0.303
15:00 - 16:00	13	116	0.220	13	116	0.138	13	116	0.358
16:00 - 17:00	13	116	0.228	13	116	0.146	13	116	0.374
17:00 - 18:00	13	116	0.271	13	116	0.148	13	116	0.419
18:00 - 19:00	13	116	0.254	13	116	0.130	13	116	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.931			1.947			3.878

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.009	13	116	0.030	13	116	0.039
08:00 - 09:00	13	116	0.015	13	116	0.029	13	116	0.044
09:00 - 10:00	13	116	0.022	13	116	0.017	13	116	0.039
10:00 - 11:00	13	116	0.021	13	116	0.023	13	116	0.044
11:00 - 12:00	13	116	0.021	13	116	0.021	13	116	0.042
12:00 - 13:00	13	116	0.020	13	116	0.024	13	116	0.044
13:00 - 14:00	13	116	0.028	13	116	0.024	13	116	0.052
14:00 - 15:00	13	116	0.017	13	116	0.023	13	116	0.040
15:00 - 16:00	13	116	0.020	13	116	0.013	13	116	0.033
16:00 - 17:00	13	116	0.025	13	116	0.018	13	116	0.043
17:00 - 18:00	13	116	0.030	13	116	0.014	13	116	0.044
18:00 - 19:00	13	116	0.017	13	116	0.010	13	116	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.245			0.246			0.491

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	116	0.000	13	116	0.001	13	116	0.001
08:00 - 09:00	13	116	0.000	13	116	0.001	13	116	0.001
09:00 - 10:00	13	116	0.001	13	116	0.000	13	116	0.001
10:00 - 11:00	13	116	0.001	13	116	0.001	13	116	0.002
11:00 - 12:00	13	116	0.001	13	116	0.001	13	116	0.002
12:00 - 13:00	13	116	0.000	13	116	0.001	13	116	0.001
13:00 - 14:00	13	116	0.001	13	116	0.001	13	116	0.002
14:00 - 15:00	13	116	0.003	13	116	0.001	13	116	0.004
15:00 - 16:00	13	116	0.001	13	116	0.001	13	116	0.002
16:00 - 17:00	13	116	0.002	13	116	0.000	13	116	0.002
17:00 - 18:00	13	116	0.001	13	116	0.001	13	116	0.002
18:00 - 19:00	13	116	0.000	13	116	0.000	13	116	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.009			0.020

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.

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P

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

3.33. Planning Policy Guidance Note 6 states that the acceptable distance from a supermarket car park to the town centre is about 200–300m (DOE, 1996). Further sources of information on acceptable walking distances are provide by IHT (1997 and 1999) and DETR (1998).

3.34. For shopping, Carley and Donaldsons (1996) advise that that “acceptable” walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

Table 3.3: Acceptable walking distances for car-borne shoppers.

Parking time (hours)	Acceptable walking distance (metres)
30 mins	100
1	200
2	400
4	800
8	1000

Source: Carley and Donaldsons (1997).

Individual Sites/Redevelopment

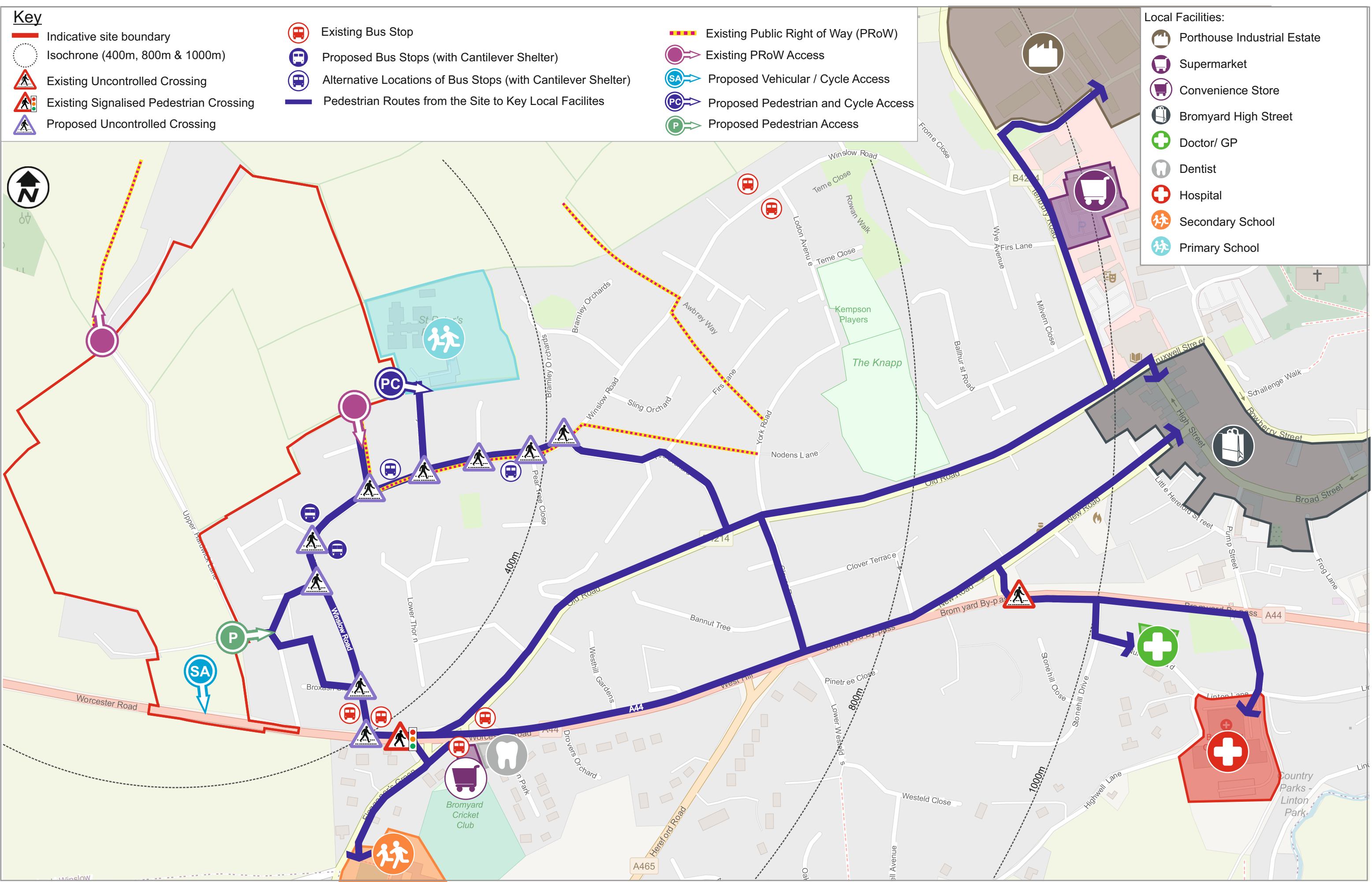
3.35. For smaller areas and individual new developments or redevelopment, usually within an existing urban area, origin /destination surveys and network planning may not be appropriate. It will be important to identify the anticipated desire lines, crossing locations, volume and type of pedestrian activity. The practicality and attractiveness of walking depend not only on the general location but also on the access details. The most important considerations are likely to be:

- the ease of pedestrian access to the site
- the orientation and location of buildings within the site
- the access arrangements within the site
- the architectural style of the development (car or pedestrian oriented).

3.36. Additional walking distances or gradients, can be crucial in determining whether a development is pedestrian friendly. Layouts that require pedestrians to walk through car parks or to follow indirect footpaths should be avoided as far as possible. These are issues that should be addressed jointly by planners and engineers involved in development control.

3.37. If the development is sufficiently large to warrant a Transport Impact Assessment, the local authority should ensure that this thoroughly addresses the issues of pedestrian access, both to the site and within it. Some guidance is provided in IHT *Guidelines for Providing for Public Transport in Developments* (IHT, 1999). Further Guidelines on Transport Assessments are expected from DETR.

Q



R

On busier and faster highways, most people will not be prepared to cycle on the carriageway, so they will not cycle at all, or some may unlawfully use the footway.

4.4.2 Figure 4.1 summarises the traffic conditions when protected space for cycling (fully kerbed cycle tracks, stepped cycle tracks and light segregation), marked cycle lanes without physical features and cycling in mixed traffic are appropriate.

4.4.3 More detail on the design of these types of cycle infrastructure is given in Chapters 6 and 7.

4.4.4 Figure 4.1 shows that:

- Protected space for cycling will enable most people to cycle, regardless of the volume of motor traffic, although stepped cycle tracks and light segregation are not generally considered suitable for roads with speed limits above 40mph in urban areas. Stepped cycle tracks and light segregation may be appropriate on some suburban and interurban roads with 40mph
- speed limits where HGV traffic is limited and traffic flows are less than 6,000 PCU per day.
- Although there may be fewer cyclists and pedestrians in rural areas, the same requirement for separation from fast moving motor vehicles applies. A well-constructed shared use facility designed to meet the needs of cycle traffic – including its width, alignment and treatment at side roads and other junctions – may be adequate where pedestrian numbers are very low.
- Reducing the volume and speed of motor traffic can create acceptable conditions for on-carriageway cycling in mixed traffic and should always be considered as it delivers other safety and environmental benefits to streets. This is often the only feasible approach on narrow roads lined by buildings.
- Cycle lanes on the carriageway can be appropriate on less busy roads with lower speed limits, but do not provide any physical protection from motor vehicles and so do not adequately meet the needs of most people on busier and faster roads.

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

	Provision suitable for most people
	Provision not suitable for all people and will exclude some potential users and/or have safety concerns
	Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

- If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
- The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
- In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

- In situations where high cycle and high pedestrian flows occur at different times (also see Figure 6.27).

6.5.7 Recommended minimum widths of shared use routes carrying up to 300 pedestrians per hour are given in Table 6-3. Wherever possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

6.5.8 Designers should be realistic about cyclists wanting to make adequate progress. The preferred approach for shared use routes is therefore to provide sufficient space so that cyclists can comfortably overtake groups of pedestrians and slower cyclists.

6.5.9 Research shows that cyclists alter their behaviour according to the density of pedestrians – as pedestrian flows rise, cyclists tend to ride more slowly and where they become very high cyclists typically dismount.³⁰ It should therefore rarely be necessary to provide physical calming features to slow cyclists down on shared use routes, but further guidance on this, and reducing conflict more generally, is given in Chapter 8, section 8.2.

6.6 Cycling on bus and tram routes

Bus lanes

6.6.1 Cyclists are usually permitted to use with-flow and contraflow bus lanes. Whilst not specifically a cycle facility, bus lanes can offer some degree of segregation for cyclists as they significantly reduce the amount of interaction with motor traffic. However, they do not provide an environment attractive to a wide range of people and should therefore not be regarded as inclusive. Some bus lanes also allow taxis and motorcycles to use them, which can significantly increase traffic flows, thereby acting as a deterrent to cycling while also increasing risk of conflict.

6.6.2 Where cyclists are using bus lanes, the lane should be at least 4m wide, and preferably 4.5m, to enable buses to pass cyclists with sufficient room. Bus lanes less than 4m in width are not recommended and widths between 3.2m and 3.9m wide should not be used.

6.6.3 Cycle lanes or protected space for cycling may be provided within or adjacent to bus lanes where the overall width available is 4.5m or more – see Figure 6.28. At bus stops a bus stop bypass or bus boarder arrangement may be appropriate (see 6.6.7).

Figure 6.28: Cycle lane within bus lane, Brighton



Bus gates and bus-only roads

6.6.4 Bus gates are used to control routes and access to bus-only roads by preventing access by general traffic. Nearside bus gates and bus-only roads should by default be accessible by cyclists.

6.6.5 Bus gates may be implemented through the use of rising bollards, traffic signals or simply traffic signs. Where bus activated signals are used without a cycle bypass, it will be necessary to provide a means for cyclists to activate the signals. This may be achieved by a suitable means of detection or a pushbutton unit for cyclists to operate. Care should be taken to ensure push-buttons can be reached by cyclists who cannot dismount, including from a recumbent position.

30 Davies DG et al. (2003) Cycling in Vehicle Restricted Areas: TRL583

OBJECTION		RESPONSE
APPEAL SITE ACCESS		
	The pedestrian access both onto the A44 and onto Panniers Lane, are well below the acceptable standards for footway/carriageway width.	I have addressed this specific issue with the Hearing Statement and I have concluded that the pedestrian access proposals on both the A44 and Panniers Lane are acceptable.
	The proposed access roundabout is on the slope of a hill on the main A44 and will cause traffic disruption to a through road on a hill.	The Appeal development proposes a traffic signal junction and not a roundabout junction. This has been the subject of a Stage 1 RSA and a Designers Response report.
	I note the alterations to the proposed plans. However, it appears to me that, in certain respects, they go beyond the requirements to tie-in to the approved plans for the Hardwick Bank Development. The fundamental problems with carriageway and envelope widths East of Upper Hardwick Lane remain and are unacceptably dangerous.	Following the changes to the Hardwick Bank access proposals, it was necessary to revise the Appeal Access proposals and this was done after discussions with Herefordshire Council Highways Officers. These discussions influenced the updated design. The Appeal Site access proposals have been the subject of a Stage 1 Road Safety Audit and this did not highlight any issues relating to unacceptable carriageway widths.
ROAD SAFETY		
	Reduce the speed limit on the A44 approaching Bromyard due to the high volume of traffic on this road.	It is proposed to extend the existing 30mph speed limit further to the west of the Appeal Site access arrangements.
	Your plans do not improve the situation at all - the increased traffic will actually make the area more dangerous.	I have reviewed the collision data for the local highway network and I am satisfied that there is no indication of a recurring collision type of problem. I have also undertaken a traffic impact assessment of the Appeal development and this demonstrates that the study junctions will operate within capacity.
	Your plans do not affect and cannot improve the bottleneck between Acacia Dental surgery and Upper Hardwick Lane. Seven traffic intersections and a pedestrian crossing within 130 metres of a busy, narrow 'A' rated trunk road, adjacent to but outside your proposed carriageway works. Over the past 10 months there have been 5 incidents that I have witnessed.	I have reviewed the collision data for the local highway network and I am satisfied that there is no indication of a recurring collision type of problem.
	The A44 has had numerous accidents along the northern edge of the proposed site including a tragically fatal one not so long ago. Panniers Lane and particularly the junction with Pencombe Lane opposite the QE School is a blind junction.	I have reviewed the collision data for the local highway network and I am satisfied that there is no indication of a recurring collision type of problem.

TABLE 7.1 THIRD PARTY OBJECTIONS

OBJECTION	RESPONSE
None of the areas outlined in your communication have roads wide enough to provide a safe pedestrian footpath along the A44 or Panniers Lane or Pencombe Lane AND safe two-way traffic.	As I have set out in the Hearing Statement, the Access proposals include suitable pedestrian infrastructure. It is proposed to widen the A44 along the Appeal Site frontage
There is no right to amend a REFUSED application unless it is for the purposes of re submission to the LPA who will carry out the Statutory Consultation, HM Inspectors are examining the REFUSED application not a post refusal amended application although it is conceded that the Appellant may introduce Comparators into their evidence and it is apparent in this case that they rely on the GRANT OF CONSENT of application P163932/O at Hardwick Bank due to the inclusion of an extended S106 agreement in the stead of a S278 agreement to improve the sub optimal desire line of a footway from Upper Hardwick Lane to Winslow Road to a standard still below sub optimal and not in accordance with the Manual for Streets (MFS) in order to make it more safer (not safe) for those residents on the Hardwick Bank development who may be tempted to use it (it is not one of the planned safe routes from the development to Winslow Road proposed on Hardwick Bank) and certainly not accepted as suitable as a safe route from the Appeal site.	Further consultation has been undertaken on the latest access proposals. With respect to the pedestrian routes, I have addressed this issue within the Hearing Statement and I am satisfied that the access proposals are acceptable.
The proposed site, south of the A44 is not capable of delivering a safe travel plan within the access proposals contrary to the NPPF requirements.	I have addressed this issue within the Hearing Statement and I am satisfied that the access proposals are acceptable.
SUSTAINABILITY	
Under Regulation 8 Consultation the 2021 - 2041 is now published in draft form and commenced on 25th March 2024, there are shocking statistics showing that 67% of employees travel to their place of work by private car and only a total of 18% travel by cycling / walking or public transport (and there is no rail link unlike other Market towns in the County). Any proposed development in Bromyard must as a priority start with a deliverable access and travel plan this I submit the Appellants have failed to achieve with this Appealed scheme or any prior schemes refused, amended or withdrawn over a span of more than 6 years.	A Travel Plan was submitted and has been agreed with Herefordshire Council. It is currently proposed that this will be secured and delivered through a planning condition.
No public transport	There are a number of bus services that call at stops within a reasonable short walk of the Appeal Site. These are set out in Table 7.1 (Appendix S)

TABLE 7.1

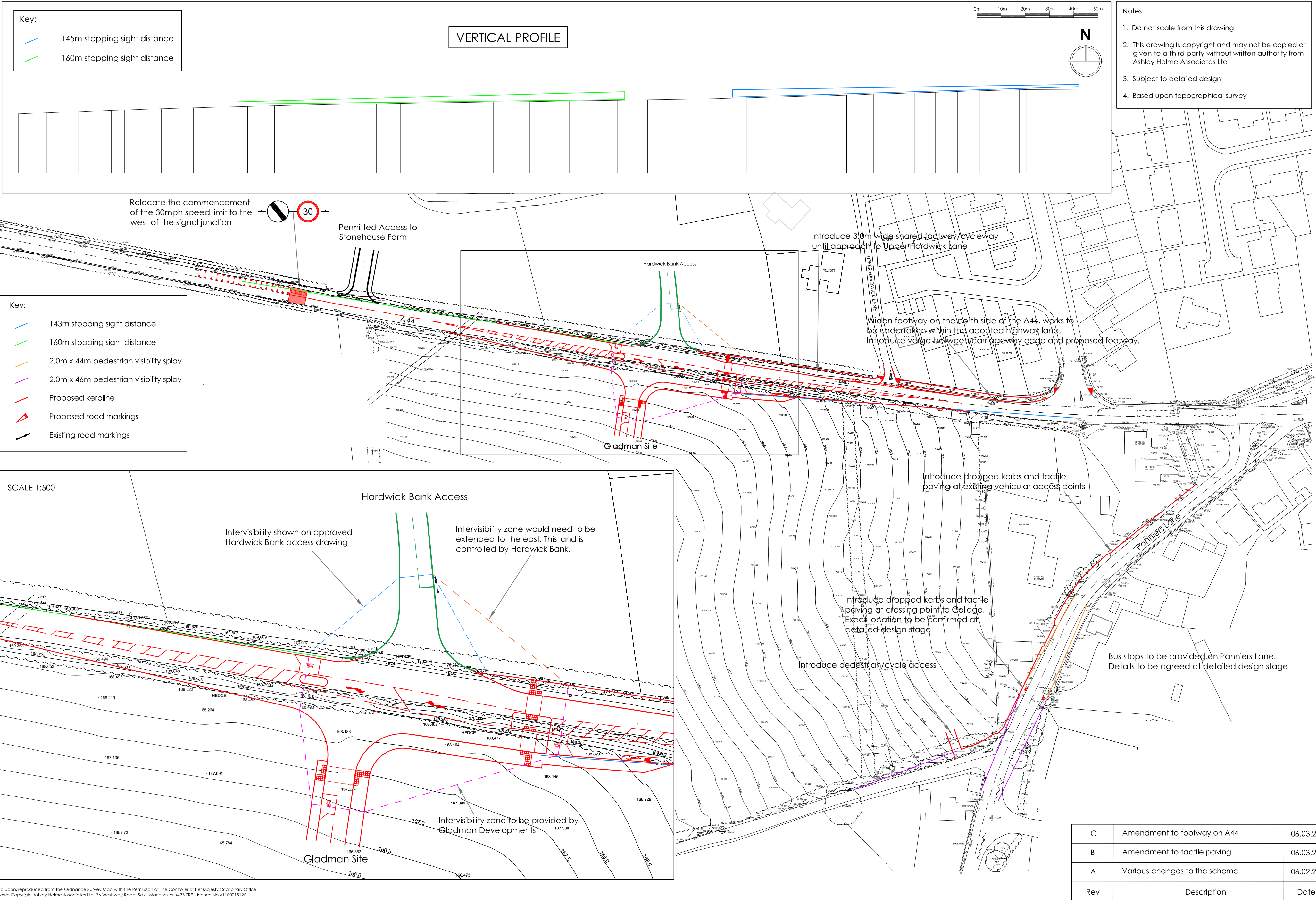
THIRD PARTY OBJECTIONS

	OBJECTION	RESPONSE
	TRAFFIC IMPACT	
	Your plans do not improve the situation at all - the increased traffic will actually make the area more dangerous.	I have undertaken a traffic impact assessment of the Appeal development and this demonstrates that the study junctions will operate within capacity.

TABLE 7.1 THIRD PARTY OBJECTIONS

APPENDIX 2 -

Revised Access Plan Reference 1470/45/C



APPENDIX 3 -

Appeal Ref APP/W1850/W/15/3039164 (May 2016)

Appeal Decision

Inquiry opened 5 April 2016

Site visit made on 7 April 2016

by J S Nixon BSc(Hons) DipTE CEng MICE MRTPI MCIHT

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 19 May 2016

Appeal Ref: APP/W1850/W/15/3039164

Land off Penkcombe Lane, Bromyard, Hereford, HR7 4SS.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (the Act) against the refusal to grant outline planning permission.
 - The appeal is made by Gladman Developments Ltd against the decision of Herefordshire Council.
 - The application Ref. No: 14/1481/OUT, dated 15 July 2014 was refused by notice dated 4 March 2015.
 - The development proposed is for a residential development of up to 120 dwellings with associated open space and landscaping, with all matters reserved except for access.
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Decision

1. For the reasons given below, this appeal is dismissed.

Preliminary matters

2. The application was made in outline, with all matters other than access reserved for future consideration. There was an Officer recommendation for approval, but Members took the decision to refuse the application for four reasons. Of these, the first two embracing landscape objections were pursued at the inquiry. The third, concerning prematurity, was dropped following the adoption of the Herefordshire Local Plan Core Strategy 2011-31 (CS), in October 2015. The fourth, relating to the lack of a s.106 Undertaking, was not defended once a draft s.106 had been tabled.
 3. Following issue of the Council's refusal notice, the Appellants submitted a further identical application for development on the appeal site. This was also refused and appealed. However, in this case the appeal was withdrawn, before the exchange of evidence.
 4. After the refusals of both applications, it was decided to request that the appeal was dealt with on the basis that all matters should be reserved for subsequent approval, including access, which would form part of the reserved matters application. The intention was to avoid objections by the local highway authority to the creation of a priority junction close to where it was envisaged that a main roundabout access would be located to serve a large strategic housing site at Hardwick Bank, confirmed in the adopted CS.
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However, late in the day, and mainly highlighted by Members of the Town Council and some third parties, a further concern arose about the ability to deliver a safe and convenient pedestrian access to the site from the A44.

5. It is argued by the Appellants, and supported by the Council, that this change would deliver benefits without adversely affecting any relevant interest or party. The Wheatcroft Judgement was prayed in aid on the basis that this Judgement allowed a change in an application so long as no person or party would be prejudiced adversely. As such, it was asked that the amendment be considered as a substitute proposal.
6. This approach raises two main questions. First, has the consultation on the withdrawal of access been canvassed sufficiently to remove the possibility that any interested person or party would be unduly prejudiced? If not, this would fall foul of the Wheatcroft Judgement. The second point is whether there is a reasonable prospect of delivering an acceptable and safe access regime to the site? These are looked at in turn.
7. There was extensive consultation on the desired withdrawal of access as a matter to be determined at this stage and all those commenting on the proposals were advised of the position. This consultation attracted a number of objections to this change from the Bromyard Town Council and other individual interests. Having carefully considered the scope of the consultation and the points of objection, I am confident that, in terms of removing the vehicle access to the appeal site from consideration at this stage, no-one's position would be unduly prejudiced. Moreover, as the vehicle access would have to be submitted as a reserved matters application everyone would again have the opportunity to comment on the details of the proposals, which seem likely to involve a roundabout access to serve both the appeal site and Hardwick Bank.
8. Importantly, having regard to the exchange of correspondence, there is reasonable prospect of a positive outcome, and, of course, it is in both 'developers' interests. This would fall within the envelope provided in the Wheatcroft Judgement.
9. A specific concern raised by third parties is that the delay in deciding the location and form of the vehicle access to the appeal site could somehow prejudice the construction of a link road through the Hardwick Bank site to bypass the Town and join the A44 to B4214 Tenbury Road on the northern edge of Bromyard. From the submissions, I see no reason for this to be the case.
10. The Council confirmed that it has no proposal for the link road and it is not a scheme referred to in the existing or emerging Local Transport Plans. As such it would have to be developer led. The first section could be built as part of the first stage of the Hardwick Bank scheme, with the opportunity to link this through the second or subsequent phases. The crucial point is that the CS Policy BY2 does not envisage a second phase that would provide the opportunity to complete the link within the current CS Plan period, but leaves the option open for some time after.
11. This means that the build-out of the Hardwick Bank site would not be affected by progress on the appeal site, as there would still be the balance of the 500 houses to be found for Bromyard during the Plan period. Thus, the creation of

an access for the appeal site and the building out of the proposed scheme should have little or no effect on the building out of the later phases of the Hardwick Bank proposals. In practice, it is possible that the creation of a main access from the A44 could be a driver towards later provision of a through route. As it stands today, there is no economic viability assessment to demonstrate that the Hardwick Bank development could fund the through route locals desire. As such, this does not constitute a cogent objection to amending the appeal scheme to withdraw consideration of vehicle access.

12. Having looked very carefully at the likely effects of the changes to the proposal, I find myself unable to acquiesce to the request to remove access as a matter for consideration at this stage. Although there are technical/geometric and common sense arguments to suggest that the envisaged location and form of the vehicle access, to combine with that likely to come forward as part of the Hardwick Bank site, should be acceptable, the same cannot be said of the pedestrian access.
13. The technical justification for this conclusion is explained later, but I am clear that it would be inappropriate to grant outline planning permission if there is not a reasonable prospect of achieving a safe and acceptable access for vehicles, cycles and, in this case, crucially pedestrians. I cannot conclude on the basis of the information available that there is a reasonable prospect of delivering a safe and acceptable access for pedestrians. Accordingly, it is necessary to consider the merits of both the proposed vehicle and pedestrian accesses as contained in the application and elevates this to a main issue.
14. Statements of Common Ground on planning, including an update, and highways matters were agreed by the main parties and a draft s.106 Planning Agreement was tendered before the inquiry opened. Following discussions at the inquiry an updated set of draft conditions was agreed by the main parties.
15. Finally, the Council did issue a Screening Opinion confirming its view that the building of up to 120 dwellings on the appeal site did not constitute Environmental Impact Development and that the preparation of an Environmental Statement was unnecessary. On the basis of the information provided, I see no reason to disagree and the appeal has been determined on this basis.

The relevant policies

16. In line with s.36(6) of the Planning and Compulsory Purchase Act 2004, this appeal must be determined in accordance with the prevailing development plan (DP) policies unless the material considerations indicate otherwise. In this case, the DP includes the recently adopted Local Plan Core Strategy. This replaces the Herefordshire Unitary Development Plan 2007 (UDP).
17. In the CS, the appeal site is grade 2 agricultural land, which lies in open countryside, outside, but abutting the former settlement curtilage of Bromyard. Although the appeal land comprises two sites that were included in the Strategic Housing Land Availability Assessment (SHLAA), for landscape impact reasons these were not taken forward as preferred sites into the CS. As such, the appeal site is not allocated for housing.
18. Having said this, Bromyard is one of five towns, outside Hereford itself, where growth potential is identified and CS Policy SS2 confirms that a minimum of

500 new homes is expected to be accommodated in the Town during the Plan period. Moreover, apart from the major strategic site of Hardwick Bank around the north and west of Bromyard, where a minimum of 250 new homes is planned for the Plan period and outline planning permission granted recently for 76 further dwellings on land to the north of the Town on Tenbury Road, the preferred location for the balance is to the west of the Town. This is entirely understandable as development of land to the east of the Town is constrained by the River Frome flood plain and rising land to the Bromyard Downs. As the Appellants point out, the appeal site lies to the west of the Town and the CS, in its reasoned justification for Policy BY2, states that “...*the environmental suitability of including additional land south of the A44...will also be considered and consulted upon after further technical analysis*”. This reference would, of course, include the appeal site.

19. In the Council’s reasons for refusal four saved policies from the UDP are cited. These are Policies S1, LA2, LA3 and LA5. With the adoption of the CS, these policies have been superseded and replaced by the closest equivalents in the CS, which are Policies SS1, SS6, LD1 and LD3. Policy SS1 confirms the presumption in favour of sustainable development, with the other three designed, respectively, to retain and improve environmental quality and local distinctiveness, landscape and townscape and green infrastructure.
20. In addition, CS Policy SS3 is important in ensuring a continuous supply of available housing land and Policy SS4 looks for development to deliver sustainable and safe modes of travel. Specific to Bromyard are CS Policies BY1 and BY2. As referenced above, the former looks for the provision of a minimum of 500 new homes in Bromyard over the Plan period and Policy BY2 provides for the Hardwick Bank development to deliver a minimum of 250 new homes over the same period.
21. As these policies were adopted following publication of the National Planning Policy Framework (the Framework), under normal circumstances these can be afforded full weight. That is, unless the housing land supply position is such that any are deemed to control the building of houses, which would render them out of date.
22. In terms of Supplementary Planning Guidance, there is a Landscape Character Assessment 2004 (updated in 2009), which places the appeal site in the Timbered Plateau Farmlands and forms part of the evidence base informing the application of CS Policy LD1. A Supplementary Planning Document entitled Planning Obligations 2008 is also tendered.
23. The Town is in the process of preparing a Neighbourhood Plan, which is at a very preliminary draft stage, whereby only the boundaries of consideration have been agreed. Under these circumstances no material weight can be lawfully accorded to aspirations for the Plan expressed by third parties, including the Bromyard and Winslow Town and Avenbury Parish Councils.
24. Returning to the Framework and the Planning Practice Guidance (PPG), which is a living document designed to put flesh on the Framework policies, these clearly deliver the Government’s position. Of relevance to the appeal scheme, there is the presumption in favour of sustainable development, the urgency to boost significantly the supply of housing and the consequences of not being able to demonstrate a 5-year supply of readily available housing land and a continuing failure to deliver at the planned annual rate. In addition, the policy

guidance on the approach in assessing and the weight to be accorded landscape interests are also pertinent, and especially Framework paragraphs 109 and 131. With regard to access and transport matters, paragraphs 32 and 35 of the Framework are also important.

Main Issues

25. Having regard to the above, and from the evidence presented to the inquiry, the written representations and visits to the appeal site and surroundings, it follows that the main issues to be decided in this appeal are:-
- a) whether the Council has a 5-year supply of deliverable housing land;
 - b) the effects on the character and appearance of the area, including the wider landscape and the setting of Bromyard;
 - c) whether satisfactory and safe access can be provided to serve the development; and
 - d) whether, in the planning balance, the proposed development can be considered sustainable the terms expressed in the Framework.

Reasons

Housing land supply

26. At the time the Council decided to refuse the application the CS had not yet been adopted and it accepted that it could not identify a 5-year supply of readily available housing land (the housing land supply or HLS). The Officer's recommendation was predicated on this basis. However, on adoption of the CS the Inspector's Report said that the Council could demonstrate a 5.24 years supply, which she considered marginal, but realistic. The adopted CS does not allocate land directly and neither does it define any settlement boundaries. Rather it proposes broad, strategic directions for growth in sustainable locations, the intention being that subsequent plans will identify non-strategic sites to meet the housing development requirements for the authority.
27. From this apparently settled position in October 2015, two appeals into the refusal of housing development in Herefordshire have been dismissed with the Inspectors concluding in each case that there was not a robust 5-year HLS. In the more recent case in Ledbury, the Inspector concluded that the circumstances relating to housing land supply are fluid and, based primarily on early slippage in delivery on some sites and an over optimistic expectation about lead times for others, there was not a 5-year supply of readily available housing land and that this needs to be addressed now.
28. The Bromyard inquiry did not investigate the housing land position on a site by site basis, but there is nothing in the evidence to suggest that the Inspector's conclusions at Ledbury do not still pertain and in reality, the supply figure may be somewhat worse.
29. In this context, the Council has not moved to address the shortfall in the supply of housing land by adopting any of the protocols outlined in the recently adopted CS Policy SS3, which sets out options and mechanisms where, as here, monitoring shows that the number of new dwelling completions is below the cumulative target figure over a 12-month period (1

April to 31 March). This could include a partial review of the CS, preparation of a HLS Development Plan Document (DPD), or publication of an interim position statement using evidence from the SHLAA to identify additional housing land.

30. As noted, the appeal site was identified in the SHLAA as having the potential to deliver housing within the Plan period. This, of course, does not guarantee that it will be allocated for residential development in any new plan or indicate that an application for housing would be successful in obtaining planning permission. However, the appeal site, lying as it does, to the west of the Town is in the preferred location for additional sites and is a site where more consideration and analysis is expected. This further assessment has been undertaken as part of this appeal application, a fact accepted by the Council. As such, and with no evidence to suggest that the Council can now demonstrate a 5-year HLS, development of the appeal site would not offend CS Policy SS3, designed to ensure the availability of sufficient housing land.
31. Thus, and pursuant to paragraph 49 of the Framework, it is common ground that CS Policies SS2, SS3, BY1 and BY2 are not to be considered as up-to-date for the purposes of this appeal. In these circumstances, paragraph 14 of the Framework advises that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
32. In this case, albeit the appeal site abuts the built curtilage of the Town, it is in the open countryside and comprises agricultural Land Classification Grade 2. Where a 5-year housing land supply cannot be demonstrated, and no lower quality agricultural land is available locally for needed development, Grade 2 land would need to come under consideration.
33. Similarly, for land on the edge of a town, with no higher level of landscape protection, as here, sites warrant further scrutiny. In this regard, the Council accepts that there will be instances where the minimum growth targets of the CS are exceeded over the Plan period through the granting of planning permissions that represent sustainable development. Bearing this in mind, it is the environmental dimension of the development that needs to be considered, including landscape and townscape setting and access, and this is examined below.

Effect on landscape and townscape

34. The appeal site attracts no special landscape designation. It is neither internationally nor nationally recognised and is not covered by a local qualitative landscape designation such that it falls within paragraph 113 of the Framework. Even so, the difference between the parties about the effect the appeal scheme would have on the landscape character and visual presentation is marked.
35. In its evidence, the Council submits that it is within the Landscape Strategic Corridor as part of BroLSC 2 and in the Urban Fringe Landscape Sensitivity Analysis it is judged to be highly sensitive. In the Landscape Character Assessment it forms part of the Timbered Plateau Farmland and lies in the Bromyard Fringe Zone BroFZ2. It claims further that the site is part of a locally valued landscape asset under Framework paragraph 109 and should be

safeguarded. Against this background, the Council concludes that the adverse effects on its character and visual presentation would be highly significant, justifying a compelling reason for resisting the loss of the contribution it makes in its undeveloped state. As such, the adverse landscape impacts on their own constitute the significant and demonstrable harm sufficient to outweigh the benefits of the proposal taken as a whole.

36. On the other hand, as the Appellants argue that the site is not a designated or valued landscape in the terms expressed in the Framework and represents nothing rare, unique or specific or of notable qualities that define the landscape character of the area. Consequently, the objections on landscape grounds cannot be significant. Although local people might value it, this does not, of itself, make it into a valued landscape in the Framework terms. The appeal scheme, and especially the Landscape Strategy Proposals, would respond positively through the retention and management of the existing landscape features of import and provide a new gateway area of open space. As such, the Appellants contend that harm to the landscape character and value should not be judged as "*significant and demonstrable*" to the setting of Bromyard or the wider rural context. At worst the overall visual effects would be moderate adverse and in the wider context minor adverse.
37. For my part, I acknowledge that the theoretical zone of visibility includes land immediately to the west and then a more extensive tranche of distant land occupying an elevated position. In between these two areas there exists a section of lower lying ground that offers only very limited views from distance.
38. Looking at these areas on site, I agree that the landscape impacts would be limited in extent and no distant views would be affected to any significant degree. From the higher land to the west, the appeal site occupies only a relatively small area in the wider panorama and during summer, the site would benefit from appreciable screening, thereby offering only filtered views.
39. From the roads either side of the appeal site and the PF AV8 to the south west, which is part of a circular walk around Bromyard, the views of the site would be much more prominent, even with the retention of the hedges and the strengthened landscape belt to the west. However, the recent development that tops the crest immediately to the east of the appeal site has changed views towards the Town and eroded the previous landscape character appreciably.
40. In earlier views when approaching Bromyard from the west along the A44 Worcester Road, there was one prominent building rendered in white that looked just like an isolated rural structure. The photograph produced shows that nothing beyond this building was visible. Similarly, from Pencombe Lane and the PF, nothing other than this building stood to the west of the crest. However, the recent additions in a brick that materially changes the visual perspective on this approach to Bromyard. Importantly, these dwellings are right on the crest, even appearing from some locations to tip over the edge. Thus, they have introduced a prominent urban feature on what was previously a distinctly rural approach to Bromyard. As such, the boundary and setting to Bromyard, on approaches from the west, have been eroded markedly.
41. There is no doubt that the appeal scheme would extend development much further down the slope and greatly emphasise the urban feel. This would be increased by the usual trappings of domesticity and the public and private

lighting that would be introduced during the hours of darkness. Whereas the adverse impact on the character and visual appreciation of the landscape would have been much more highly significant without the recent additions, in the context of which the proposed development would now be closely seen and read, the current adverse impact could, at worst, only be moderate adverse. Even then, with the envisaged roundabout access and other highway accoutrements that would come with the access to the Hardwick Bank Site this would itself extend the urban grain and create a new gateway to the Town further to the west.

42. In summary, there are positives in the arguments advanced by both the Appellants' and the Council's landscape experts. However, when looked at in the context of what is there now and approved strategy for development to the west of the Town, the adverse changes to landscape character and visual presentation would be modest and localised and not detract a great deal in the wider landscape panorama. Overall, the negative effects on landscape would be there and this should be taken forward to the planning balance. However, I concur with the Appellants that the adverse effects on landscape would not of themselves be judged as "*significant and demonstrable*" to the setting of Bromyard or in the wider rural landscape. In particular, the proposal would not breach any CS landscape protection Policies LD1 and LD3 or impinge on the relevant paragraphs of the Framework policy.

Access

43. As a matter to be considered at this stage, there are two strands to the issue. First, whether the proposed T-junction access would be acceptable, having regard to the proximity of the access options to serve Hardwick Bank. Secondly, the ability to provide a sensible and safe pedestrian access to the appeal site. These are looked at in turn.
44. As for the first strand, it is obvious from the debate that full discussion had taken place between the Appellants and the Local Highway Authority. This concluded in an agreement that the priority junction proposed initially would work perfectly well in isolation. From the information provided, I see no reason to disagree.
45. It is the recent adoption of the CS, with the Hardwick Bank site included as a strategic housing site, which brings into question the acceptability of the priority junction. The proximity of the available access point from the A44 to the Hardwick Bank site means that the two access points would be relatively close together. As such, it is necessary to consider the interaction between the two schemes and the potential risks to highway safety and maintaining the free flow of traffic. When this is appraised, there can be no doubt that two junctions so close together would be untenable in highway safety and capacity terms.
46. In particular, the need to accommodate right turning traffic into and out of the two sites would be extremely difficult, if not impossible, and likely to require substandard geometry. This would almost certainly involve landtake on both sides of the A44 to complete the necessary works, and there is no agreement or even approved design to this effect. If allowed to proceed in this way, I am certain that it would produce a residual outcome that would be severe in the terms espoused by paragraph 32 of the Framework and should be strongly resisted. As is demonstrated, and agreed by the main parties, a

combined roundabout access to serve both the Hardwick Bank and the appeal site would be a safe and sensible way forward.

47. Moving to the second matter, that of pedestrian access, the submitted scheme shows two pedestrian access points towards the eastern end of the appeal site. One would be to the A44, providing a footway link to the existing Pelican Crossing just west of the junction of the A44 and the B4214 and the other would come out at the junction of Pencombe Lane and the B4214 Pannier's Lane, with a footway turning north to allow a crossing point to the High School at a location away from the junction. These form part of the outline application submitted and were not reserved for subsequent approval.
48. If we look first at the access to the A44, there are several difficulties in achieving what is proposed. Crucially, the land to provide the footway link from the appeal site to the Pelican Crossing is not under the control of the Appellants and neither is it within the adopted highway boundary. What vacant land there is lies within the curtilage of a new dwelling. Although the Appellants state a belief that the necessary rights could be obtained from the owners at a 'reasonable' cost, common sense says that market forces would prevail. In the final analysis, to provide the necessary footway width and protection could involve buying the entire property. This would raise viability questions for contributions towards affordable housing and other infrastructure needs. If this was left open ended then, in my opinion, it would breach the Wheatcroft Judgement principles and could change the application proposals materially.
49. Even if the acquisition of the land between the kerb and the structural wall of the new dwelling could be achieved at a 'reasonable' cost, this would not address the problem. Crucially, the width between the dwelling recently constructed and the kerb of the A44 would not allow a 2m footway to be provided. Equally important, the dwelling appears to have been constructed with a floor level considerably higher than the carriageway level of the A44 at that point. This means that the footway would have to be retained either alongside the dwelling or carriageway. Whichever is chosen, this would take space to engineer, further reducing the available width for the footway. There must also be the possibility of compromising the foundations of the dwelling.
50. Next, this is intended to be a link for children from the existing residential development to the north of the A44 to use the open space in the north eastern corner of the appeal site and for residents on the appeal site to access the bus stops in Winslow Road. Now design is a reserved matter, but the open space is promoted as a key element of the appeal scheme in this location. It is described as a 'gateway' feature, with its availability to be used by children from north of the A44 advanced as a major benefit of the appeal scheme.
51. In my professional judgement, and as indicated at the inquiry, the risk to children attempting to cross the road just to the west of the Pelican in a direct line with the open space would be unacceptable unless controlled. As a consequence, I have no hesitation in saying that the footway between the play area and the Pelican must be segregated from the traffic on the A44 by a pedestrian guardrail and this again would require further width. I am convinced that all these tensions are incapable of resolution within the 'vacant' space available.

52. When these doubts were raised, the Appellants' highway witness devoted considerable time and expertise in trying to devise a satisfactory alternative. Four options were tabled. The first of these was a minimalist fall-back position that adopted the pedestrian access from the south east corner of the appeal site to the junction of Pencombe Lane and Pannier's Lane, as described above.
53. Again there are physical challenges insofar as there is an appreciable level difference between the appeal site and the roads. However, with careful grading of the pedestrian route and a guardrail to prevent people emerging onto the junction itself, I agree that an acceptable pedestrian access could be achieved in this location. Crucially, however, this would not provide an attractive pedestrian access route for children to the north of the A44 to access the open space feature on the appeal site. For this, the minimalist fall-back option would involve a lengthy diversion and would, therefore, be unacceptable.
54. Additionally, whereas this might provide acceptable general pedestrian access to the High School and the Town, for many on the appeal site it would place the bus routes beyond the 400m usually seen as acceptable distance. This would render bus use far less attractive.
55. It was suggested that this could be addressed by one of three further options. An uncontrolled crossing point on the A44 in the vicinity of the open space; a pedestrian crossing point utilising the splitter island on the envisaged roundabout access that would be designed to serve both the appeal site and Hardwick Bank; or the introduction of an island within the main carriageway of the A44 at a location at some point between the proposed roundabout and the Pelican Crossing. The second and third options would then require pedestrians walking on the north side of the A44 to reach the Pelican Crossing and through the appeal site internal road/footway system to effect the return journey.
56. Once again the site visit demonstrated to me the unsuitability of these three options, without significant engineering intervention. For the first, an uncontrolled crossing adjacent to the open space would be a hostage to fortune for children wishing to use the desire line between properties to the north of the A44 and the open space. Crucially, for vehicles travelling east along the A44 towards Bromyard there is a 'see through' situation, whereby the signal head of the Pelican can be seen for a considerable distance to the west. To allow uncontrolled crossing in these circumstances would be potentially dangerous. Experience shows that locations in the 'shadow' of a controlled crossing are inherently less safe.
57. As for the other two options, I found walking along the northern verge of the A44 extremely intimidating and this would be unacceptable for children or the elderly. There is no kerb for most of the route and it offers only a narrow useable track. In my professional opinion, for this to prove a realistic route for pedestrians, and especially unaccompanied minors, it would have to be kerbed, with some physical segregation. It is not clear that this could be achieved within the current highway boundary. Even if it was possible, it would not provide a realistic and attractive desire line for access to the open space from the existing dwellings to the north of the A44.

58. In this context, I acknowledge that vehicle speeds on the A44 should reduce if the speed limit is lowered. However, this does not remove my concern brought about by the intimate relationship that would exist between the categories of vehicles using an A-class road and a substandard footway.
59. In summary on this second matter, I do not believe there is a reasonable prospect of achieving an acceptable and safe pedestrian solution to from the appeal scheme to the A44 that links with the existing Pelican Crossing and provides a safe route for children from the north to access the open space/play area.
60. There is one other matter that should be aired at this stage and that is the consequences for the hedge on the northern boundary of the appeal site running alongside the A44. For any of the options for a priority junction, a roundabout or a pedestrian crossing point, other than the application proposal, it would result in the removal of an extensive length of this hedge. This is an important landscape feature and its replacement away from the A44 would have some problems to address.
61. As was talked about at the inquiry, it would be possible to translocate the existing hedge at the right time of the year or to plant a new hedge as a replacement. The difficulty here is the level difference between the appeal site and the carriageway of the A44. If the ground was built up then the hedge could be judged as an equivalent reinstatement, but if it had to be planted at the lower level, then its usefulness as a feature and as a screen to the new development would be substantially diminished. Although the basis of the replacement could be conditioned, it would be sensible to know what is achievable and realistic beforehand.
62. Summing up on the access front, as noted previously, I would be content to withdraw determination of the proposed priority junction access to the appeal site at this stage. However, the same cannot be said of the pedestrian accesses to the appeal site scheme. Here, the difficulties in providing something acceptable leads me to conclude that there is not a reasonable prospect of delivery. Crucially, the lack of an identified safe and convenient pedestrian access to the appeal site from the A44 constitutes a compelling reason for resisting the current proposal on this basis alone.
63. As such, conditioning an outline planning permission, would essentially be accepting in principle a scheme without such reasonable prospect. This would not meet the tests of reasonableness evinced by the PPG. Looked at in this way, the problems pertaining to both the vehicle and pedestrian accesses under consideration at this time, produce compelling reasons, both individually and cumulatively, for resisting the present proposal. This would contravene CS Policy SS4 and Framework paragraphs 32 and 35 that seek to provide safe access to new schemes.

Sustainability

64. The Framework defines sustainability as the golden thread running through both plan-making and decision-taking, and looks for proposals to be assessed against the three dimensions, economic, social and environmental. The Framework also sets out the 12 core planning principles underpinning planning decision taking and these provide useful guidance on how the sustainability accreditation of individual applications should be assessed.

These principles have been factored in when weighing the benefits and disbenefits of the appeal scheme.

Economic benefits

65. As for the economic dimension, this particular proposal would generate most of the benefits of any housing development and Government recognises the importance of these. There would be the short term construction jobs and purchase of building materials and, in the future the generation of service jobs such as cleaning, child care, decorating and household repairs. A proportion of the income of new residents would be disposable and this could be used to support the local facilities, businesses, buses and other activities in the Town.
66. The Town offers a range of facilities and most of these are within the maximum walking range. Taken together, these factors would deliver a positive sustainability accreditation for this dimension.

Social benefits

67. Turning to the social benefits, depending on the outcome of a final viability assessment for the site, a gain would be some affordable housing provision. Other than the significant caveat about securing a suitable pedestrian access, there appears to be few other unknowns in the construction and related costs. Then there would be the provision of general market housing, in a situation where the supply and delivery falls short of the planned figure.
68. The appeal scheme would deliver nothing new for the Town in terms of providing services. However, again depending on the final viability assessment there would be financial contributions of support through a s.106 Undertaking. There would also be the open space/play area available for existing residents to the north of the A44. Against this background, I find the social benefits of the proposed development for the existing Town limited, if just positive.

Environmental benefits

69. Finally, when considering the environmental dimension, benefits are very definitely harder to find. As for the effects on landscape character and visual impact, these would be negative for the reasons given previously, albeit not determinative on their own.
70. Turning to the accessibility of the Town, the appeal site allows most of the existing facilities to be reached by walking, though some destinations would be at the limit of acceptability. Any alternative pedestrian access from that shown on the application plan would add walking distance to key destinations in the Town. As it currently stands, however, the lack of being able to identify a deliverable, suitable and safe vehicle and pedestrian connectivity does provide a compelling reason for objection.
71. Turning now to other possible environmental effects, on the topic of ecology, the appeal site hosts no protected or uncommon species of flora or fauna. There may be rarer visitors, but the redevelopment of the site would provide some opportunity to enhance the habitat. Next, there would be the loss of Grade 2 agricultural land, which is a negative component. However, this is tempered by the fact that a large proportion of the surrounding land is of

similar quality and this parcel forms only a very small part of a large land holding, located predominantly on the other side of the Town. As such, its loss would not prejudice the viability of the holding.

72. A number of the third party representations raise objections to the loss of view and the consequent fall in house values that would follow building on the open land. I have attributed only very little weight to these lines of argument. The resulting view might be foreshortened for a very few, but it would not be reduced to the extent of being unacceptable as an outlook, let alone oppressive, and no-one has the right to an uninterrupted view. As for house prices, this is not a planning matter.
73. Summarising on the environmental dimension, primarily due to difficulties over pedestrian access, this falls well short of a positive sustainable outcome.

Other matters

74. The Appellants submitted a signed s.106 Unilateral Undertaking, which covers contributions towards education, open space, including management, an outdoor sports contribution, a contribution towards the provision of waste bins and money towards a Traffic Regulation Order. The Council assured the hearing that the obligations meet the tests set out in the current CIL Regulation 122 and are otherwise CIL compliant and that the '5-rule' since 2010, implemented by way of Regulation 123 in April 2015, had not been exceeded.
75. As for the contributions, the only one in contention is that towards the provision of waste bins. Had I been minded to allow the appeal, I would not have supported this. I agree with the Appellants that this is something that should be provided by the Council Tax payments by residents. There was certainly no CS policy or any supplementary planning guidance advanced to support the Council's position.
76. A set of draft conditions was submitted and a discussion took place at the inquiry. With some minor amendments to accord with the guidance in the PPG, these would be sensible had I allowed the appeal and granted planning permission. However, they do not overcome the matters in objection to the appeal scheme that have led to my conclusion.

Overall planning balance

77. The starting point must be to consider the appeal scheme's conformity with the DP. In a strict application of the LP, it is not allocated for housing and, as such, would not comply. However, the recently adopted CS looks for a minimum of 500 new houses in Bromyard, with land in the area of the appeal site being in the favoured location. In fact, as CS Policy BY2 looks for at least half the Hardwick Bank strategic site to be developed beyond the Plan period to 2031, more sites in Bromyard must be found. Coupled with the shortfall in the 5-year supply of available housing land, there is significant benefit in releasing this site for both market and affordable housing.
78. On the negative side of the equation, we have the harm to the landscape in both character and visual terms. However, following a detailed assessment I agree with the Appellants that the harm would not be determinative. This is for four key reasons. First, the harm would be relatively localised. Secondly, the new building just the east of the appeal site has seriously eroded the

approach to Bromyard and thirdly, the distant views are filtered and relatively limited in the wider landscape panorama. Finally, access to the Hardwick Bank site would advance the entrance to the Town further to the west to incorporate much of the appeal site

79. The compelling reason for resisting the proposal is the problems with access. Without reasonable prospect of providing a safe and convenient pedestrian access to the site, it would not be practical to allow the means of access to be withdrawn at this stage. Consequently, the access proposed in the application must be the default position and this would be unacceptable having regard to the potential for conflict with the access to serve the strategic housing site at Hardwick Bank.
80. Thus, despite the significant benefits in terms of housing provision and some social and economic benefits, the proposal cannot be judged sustainable in the terms given in the Framework. Importantly, the harm caused would be sufficient, cumulatively, to significantly and demonstrably outweigh the benefits of the appeal scheme taken as a whole.

Formal decision

81. Having regard to the evidence presented to the inquiry, the written representations and visits to the appeal site and surroundings, I have found that, notwithstanding the HLS position, the adverse impacts of the appeal scheme would not accord with the DP and Framework policies referred to above and, thereby, significantly and demonstrably outweigh the benefits of the appeal scheme, when looked at against the Framework as a whole. Accordingly, and having taken into account all other matters raised, I conclude, on balance, that the appeal should fail.

JS Nixon

Inspector

APPEARANCES

FOR HEREFORDSHIRE COUNCIL:

Ms R Meager of Counsel

Instructed by the Council's Legal Officer

She called:

Dr D Nicholson BSc PhD MRTPI

Planning Consultant , DJN Planning Ltd.

Mr C Potterton BA DipLA CMLI
Ltd.

Landscape Architect, Potterton Associates

FOR THE APPELLANTS – GLADMAN DEVELOPMENTS LTD:

Mr A Evans of Counsel

He called:

Mr B Jackson BEng(Hons) MSc
MCIHT

Director, Ashley Helme Associates Ltd,
Highways and transportation Consultants

Mrs B Moss BA(Hons) MPlan
MRTPI

Hourigan Connelly, Chartered Town Planning

Mr J Berry BA(Hons) DipLA
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Tyler Grange LLP, Landscape Architects

Mr L Lane BSc(Hons) MRTPI

Planning Manager, Gladman Developments
Ltd

INTERESTED PERSONS

Mr G Swinford BA(Hons)

Acting Town Clerk Bromyard and Winslow
Town Council

Councillor R Page MIHCM

Chair Planning and Economic Committee
Bromyard and Winslow Town Council

Councillor Ms G Churchill Dip Ed

Chair Avenbury Parish Council

Professor M Whithorn MA(Hons) PhD

Resident

DOCUMENTS HANDED IN AT THE HEARING

- Document 1 - Attendance List (not included)
- Document 2 – Opening form Herefordshire Council
- Document 3 – Opening statement by Gladman
- Document 4 – Inquiry note on Wheatcroft
- Document 5 – Correspondence from Bovis Homes re Hardwick Bank
- Document 6 – Distances to amenities north of A44
- Document 7 – Appeal decision re housing at Ledbury Ref: 3009456
- Document 8 – Plan showing location of amenities
- Document 9 – Extract from Green Infrastructure Strategy
- Document 10 – E-mail exchange re land for footway along A44
- Document 11 – Note re education contribution necessary
- Document 12 – Update on 5-year housing land supply
- Document 13 – Plans showing extent of adopted highway
- Document 14 - Plan showing location of land in same ownership
- Document 15 – Note on surface water drainage
- Document 16 – Plan and note showing education catchment
- Document 17 – CIL compliance note
- Document 18 – Bus timetables
- Document 19 – Draft conditions
- Document 20 – Plan showing location and layout of roundabout access
- Document 21 – Note on SHLAA Historic Landscape sensitivity scale
- Document 22 – Plan showing contours
- Document 23 – Plans showing extent of adopted highway and available footway widths
- Document 24 – Bromyard inset map Core Strategy 2007
- Document 25 – Correspondence from Bovis Homes re Hardwick Bank access
- Document 26 – Note re Hardwick Bank access
- Document 27 – Plans showing new development and landtake
- Document 28 – Herefordshire LTP 2016-2031 extract
- Document 29 – Herefordshire LTP 2013/4-2015/16 extract
- Document 30 – Notification of change of procedure from hearing to inquiry

Document 31 – Plan showing pedestrian access submitted by 3rd party

Document 32 – Agricultural land classification

Document 33 – Signed Unilateral Undertaking

Document 34 – Extract from National Travel Survey England 2014

Document 35 – Closing statement from Herefordshire Council

Document 36 – Closing statement by Gladman

APPENDIX 4 -

Summary of Responses to Additional Highways Consultation 2024

APPENDIX 4 - SUMMARY OF RESPONSES TO ADDITIONAL HIGHWAYS CONSULTATION 2024

1.1 Consultation Outcomes

- 1.1.1 Gladman have carried out a further consultation following minor amendments to the access proposals for this scheme. A leaflet outlining the amendments together with details of our dedicated website were distributed on 25th March 2024 to approximately 560 households and businesses within the proximity of the site along with addresses who had commented on the application consultation.
- 1.1.2 Gladman launched a website containing details of the site's location and our initial development proposals at <http://www.your-views.co.uk/bromyard> and was operational from 25th March 2024.
- 1.1.3 The consultation period ended Friday 19th April 2024 and the responses received are summarised below and fully copies can be found at CD6.13

1.2 Summary of Comments and Responses

- 1.2.1 Responses to matters which emerged from the various forms of community engagement are detailed in the table below, together with Gladman's response.

HIGHWAYS AND TRANSPORTATION	
Summary of Consultation Comments	Gladman's Response
Traffic and Highways Impacts	
<ul style="list-style-type: none">Under Regulation 8 Consultation the 2021 - 2041 is now published in draft form and commenced on 25th March 2024, there are shocking statistics showing that 67% of employees travel to their place of work by private car and only a total of 18% travel by cycling / walking or public transport (and there is no rail link unlike other Market towns in the County). Any proposed development in Bromyard must as a priority start with a deliverable access and travel plan this I	<ul style="list-style-type: none"><i>A Travel Plan was submitted and has been agreed with Herefordshire Council. It is currently proposed that this will be secured and delivered through a planning condition.</i><i>As part of the development, it is proposed to relocate the existing 30mph speed limit commencement point to a position west of the proposed traffic signal junction. Therefore, reducing the speed limit on the A44 as you approach Bromyard</i>

<p>submit the Appellants have failed to achieve with this Appealed scheme or any prior schemes refused, amended or withdrawn over a span of more than 6 years.</p> <ul style="list-style-type: none"> • Reduce the speed limit on the A44 approaching Bromyard due to the high volume of traffic on this road. 	
Road Safety	
<ul style="list-style-type: none"> • The pedestrian access both onto the A44 and onto Panniers Lane, are well below the acceptable standards for footway/carriageway width. • Your plans do not improve the situation at all - the increased traffic will actually make the area more dangerous. • Your plans do not affect and cannot improve the bottleneck between Acacia Dental surgery and Upper Hardwick Lane. Seven traffic intersections and a pedestrian crossing within 130 metres of a busy, narrow 'A' rated trunk road, adjacent to but outside your proposed carriageway works. Over the past 10 months there have been 5 incidents that I have witnessed. • The A44 has had numerous accidents along the northern edge of the proposed site including a tragically fatal one not so long ago. Panniers Lane and particularly the junction with Pencombe Lane opposite the QE School is a blind junction. 	<ul style="list-style-type: none"> • <i>Herefordshire Council as the Local Highways Authority had no objection to the proposed development subject to recommended planning conditions. Officers concluded that the proposals are acceptable in highways terms and have no objections. The proposed access and pedestrian facilities have also been subject to a safety audit.</i> • <i>Herefordshire County Council Highway Officers have reviewed the Transport Assessment and other highways documents submitted as part of the application and conclude that suitable pedestrian links are provided as part of the scheme.</i> • The nature of the A44 in this area will change dramatically with built development to the north and south as well as wider footpaths, road realignment and traffic lights which will all serve to slow vehicle speeds and increase driver awareness of pedestrians in this area.

- | | |
|--|--|
| <ul style="list-style-type: none">• None of the areas outlined in your communication have roads wide enough to provide a safe pedestrian footpath along the A44 or Panniers Lane or Pencombe Lane AND safe two-way traffic.• There is no right to amend a REFUSED application unless it is for the purposes of re submission to the LPA who will carry out the Statutory Consultation, HM Inspectors are examining the REFUSED application not a post refusal amended application although it is conceded that the Appellant may introduce Comparators into their evidence and it is apparent in this case that they rely on the GRANT OF CONSENT of application P163932/O at Hardwick Bank due to the inclusion of an extended S106 agreement in the stead of a S278 agreement to improve the sub optimal desire line of a footway from Upper Hardwick Lane to Winslow Road to a standard still below sub optimal and not in accordance with the Manual for Streets (MFS) in order to make it more safer (not safe) for those residents on the Hardwick Bank development who my be tempted to use it (it is not one of the planned safe routes from the development to Winslow Road proposed on Hardwick Bank) and certainly not accepted as suitable as a safe route from the Appeal site.• The proposed site, south of the A44 is not capable of delivering a safe travel plan within | |
|--|--|

the access proposals contrary to the NPPF requirements.	
Accessibility	
<ul style="list-style-type: none"> The proposed access roundabout is on the slope of a hill on the main A44 and will cause traffic disruption to a through road on a hill. 	<ul style="list-style-type: none"> <i>The proposed development is not accessed by a roundabout and instead by a priority T-junction. Detailed engineering work has been undertaken to ensure that the access is deliverable and it has been agreed with the Highways authority that a gradient of 2% for the dwell area at the signalised junction on the A44</i>
Public Transport	
<ul style="list-style-type: none"> No public transport 	<ul style="list-style-type: none"> <i>The site is easily accessible by bus with services running frequently between Hereford and Bromyard, as outlined in Table 3 of the Statement of Case. Given the very short walk to bus stops and the short journeys into Hereford, it is realistic to assume that future residents will utilise this mode of transport.</i>

SERVICES AND FACILITIES	
Summary of Consultation Comments	Gladman's Response
Local services	
<ul style="list-style-type: none"> Upgrade the sewage system which frequently cannot take the volume of use. Smaller developments have been refused in the past due to constrictions of Primary and Secondary School places, Doctors Surgery and water treatment services. "How will you overcome these hurdles?" 	<ul style="list-style-type: none"> <i>Welsh Water have been consulted on as part of the planning application and have confirmed available capacity in both the public sewer and potable water networks. Welsh Water also provided a suggested planning condition of "No development shall commence until a drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority."</i> <i>No objections have been raised by the education authority or NHS and financial</i>

	<i>contributions will be agreed as part of the Section 106 to provide education and healthcare places.</i>
Schools	
<ul style="list-style-type: none"> The school is at capacity. As part of any new developments in the area specific improvements to both school and doctors should be enshrined in any contract as a bare minimum before any planning is granted. 	<ul style="list-style-type: none"> <i>Herefordshire Council Education were consulted upon as part of the application and provided comments on the financial contribution required for the proposed development to provide education spaces. Money will to provide the education facilities at Bromyard Early Years, St Peters Primary School, Queen Elizabeth Humanities College, Bromyard Youth and Special Education Needs.</i>
GPs / Doctors / Healthcare	
<ul style="list-style-type: none"> Extra GP and medical services because it's difficult enough getting appointments without extra inhabitants. The existing surgery cannot cope as it is. The doctors in Bromyard can't cope already without the additional pressure of more residents. As part of any new developments in the area specific improvements to both school and doctors should be enshrined in any contract as a bare minimum before any planning is granted. 	<ul style="list-style-type: none"> <i>Wye Valley NHS Trust and Herefordshire and Worcestershire CCG were consulted upon as part of the planning application and requested Section 106 capital contributions from the developer for the provision of additional accommodation for primary medical care facilities in Herefordshire, Bromyard area. Gladman have agreed to these Section 106 contributions.</i>
Employment / Jobs	
<ul style="list-style-type: none"> No jobs in Bromyard so more pollution to the environment because people will have to travel to work. 	<ul style="list-style-type: none"> <i>Bromyard is a town that offers existing local job opportunities. Further jobs will be created through the development of additional housing in the area.</i>

<ul style="list-style-type: none"> • We need more businesses in Bromyard then possibly more houses. • There is no work in Bromyard for 300 families so there would be an increase in traffic to Worcester or Hereford. 	
Community Infrastructure (On and Off-Site) including Community Benefits	
<ul style="list-style-type: none"> • 'No infrastructure' • You need to be specific in what additional improvements you'll make to the wider Bromyard town area, and be held to that by planning, not give a vague suggestion that these things will happen, when they invariably don't. 	<ul style="list-style-type: none"> • <i>Package of financial contributions is to be provided through the S106 Agreement.</i>

HOUSING AND AFFORDABLE HOUSING	
Summary of Consultation Comments	Gladman's Response
Affordable Housing	
<ul style="list-style-type: none"> • To say homes for first time buyers and young professionals are on the agenda is whitewash as we all know low price housing is snapped up by landlords. It happened on my development. 	<ul style="list-style-type: none"> • <i>The scheme's affordable housing will be distributed in accordance with Herefordshire Council's system. Market housing will be open to any potential buyers.</i>
Number of dwellings / size of development	
<ul style="list-style-type: none"> • Development is not necessary as there is no shortage of housing in Bromyard. 	<ul style="list-style-type: none"> • <i>The proposed housing meets current needs as well as those over the next plan period.</i>

MISCELLANEOUS	
Summary of Consultation Comments	Gladman's Response
Consultation Process	
<ul style="list-style-type: none"> The Gladman consultation document states that their application was refused by the Planning Committee of Herefordshire Council despite officers recommending approval, I am not sure what is inferred by this statement in that elected Planning Committees should not in the opinion of the applicant refuse against officers recommendations. Such a theory taken to its logical conclusion would render democratic Planning Committees to no more than rubber stamps and their very reason of being of no use, worse still such a theory would be a breach of the Nolan Principles that members of a quasi judicial body cannot and must not be instructed or coerced by any party including political groups, officers, members of the public et al into voting in a certain way. If members do not agree with recommendation/s of officers or feel that officers have erred in their recommendation then they (the members) must exercise their own judgement, in this case by a unanimous vote` with the failed applicant having the right of Appeal to the Secretary of State. Further it is stated that it is a requirement of the Local Highways Authority for access points of the two proposals to `tie in together` in respect of application P163932/O - phase 1, strategic site (Local Development Plan 2011 - 2031), however 	<ul style="list-style-type: none"> <i>As stated in the Officer's Report to Planning Committee (CD5.01) the recommendation from the planning officer was to grant outline planning permission, subject to the conditions below and any other further conditions. This recommendations from officers followed no objections being raised by statutory technical consultees who have assessed the documents submitted as part of the planning application. The point mentioned was not to suggest committee members should 'rubber stamp' applications but instead highlighting that the planning officer recommended the application for approval.</i>

<p>this is no more than their opinion and can be afforded no weight more than that.</p> <ul style="list-style-type: none">• I note the alterations to the proposed plans. However, it appears to me that, in certain respects, they go beyond the requirements to tie-in to the approved plans for the Hardwick Bank Development. The fundamental problems with carriageway and envelope widths East of Upper Hardwick Lane remain and are unacceptably dangerous.	<ul style="list-style-type: none">• <i>Noted, this will be discussed at the hearing.</i>
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APPENDIX 5 -

Arboriculture and Ecology Technical Note



April 2024

Arboriculture and Ecology Update and Review of amended Highways Arrangements

Pencombe Lane, Bromyard

Introduction

FPCR Environment and Design Ltd. produced an Arboricultural Assessment¹ and Ecological Appraisal² of a Site proposed for residential development to inform the Outline planning application (Herefordshire Council Ref: 190111).

Following submission of the above application, revisions have been made to the proposed access arrangements at the northern boundary of the Site with the A44 as a result of the approval of an adjoining planning application to the north ('Hardwick Bank'). The revised arrangements require the A44 to be widened, and to facilitate this, there will be loss of hedgerow along the northern boundary.

In addition to the above, the pedestrian access in the south-east corner of the Site has been revised. This will result in a small loss (25m) of hedgerow/tree group in the south-east corner of the Site.

This Technical Note has been produced to review the updated access arrangements in respect of arboricultural and ecological impacts and determine whether there are any additional implications to the previously submitted reports.

Arboriculture

A walkover tree survey was undertaken on Tuesday 9th April to reassess the tree cover and ensure arboricultural constraints and opportunities are based upon up-to-date information.

The latest tree survey found the tree cover on site to be in a similar condition to when recorded in 2016 for the submitted Arboricultural Assessment, with the only significant differences being:

- Sections of hedgerow (H1) along the eastern boundary which abutted residential dwellings had been removed.
- The tree group (G2) along the northern boundary with the A44 was previously unmanaged and outgrown. However, since the survey in 2016, this has been reduced and maintained as a hedgerow along much of its length. This does not increase or reduce its value from an arboricultural perspective.
- The tree group (G1) in the southeast corner of the site which comprised of coppiced ash *Fraxinus excelsior* within the boundary hedgerow (H1), was previously recorded as moderate quality (Category B) displaying no significant defects. The 2024 survey

¹ FPCR August 2019 Arboricultural Assessment Pencombe Lane, Bromyard

² FPCR February 2022 Ecological Appraisal Pencombe Lane, Bromyard, Herefordshire

identified several trees within this group as having suspected ash die back *Hymenoscyphus fraxineus*, a fungal pathogen which has spread rapidly across the UK in recent years and was unlikely to be present in 2016 at the time of the original survey. The presence of this pathogen, which is predicted to kill up to 80% of ash trees in the UK, reduced the life expectancy of the trees within G1 and the group was downgraded to low quality (Category C) with this being more appropriate for their current condition and anticipated future contribution.

Following this assessment, a review of the revised access arrangements was undertaken based on the latest tree survey information and a Tree Retention Plan, which includes an overlay of the access proposals, has been produced and is appended to this letter (Appendix A - Tree Retention Access Plan - 6158-A-04).

The submitted Arboricultural Assessment identified a 230m section of outgrown hedgerow (G2) from the northern boundary of the site to be removed to allow for the proposed new site access via a three-arm traffic signal junction with signalised crossing points. The revised arrangements would require the same length of tree cover be removed albeit now much of this group is maintained as hedgerow, and this would result in no additional arboricultural impact along the site's northern boundary.

A replacement hedgerow was previously identified as being provided within the site to the back of kerb as mitigation. The revised access proposed would still allow for this replacement hedgerow to be planted.

The submitted Arboricultural Impact Assessment was based upon the Illustrative Framework Plan which identified a pedestrian gateway feature in the south-east of the site but provided no further details on exact number of trees or length of hedgerows to be removed. The additional detailed provided within the revised access arrangements now allows for an assessment of the impacts to tree cover from the provision of this pedestrian access.

The proposed pedestrian access in the south-east corner of the Site will result in the loss of 25m of vegetation (which includes 25m of hedgerow H1 and 20m of G1). The loss of a section of hedgerow is unavoidable to create a pedestrian access from the Site in the south-east corner.

While the revised access position now impacts a section of G1, the loss of this additional tree cover would not be considered significant from an arboricultural perspective. Several trees within G1 displayed signs of ash die back which is highly likely to significantly reduce their future contribution. The trees are situated adjacent to a highway and will likely require removal, irrespective of development due to the potential risk they pose to road users.

The removal of a section or entirety of G1 would allow for new tree planting in this area which would mitigate for the removal of these trees and provide trees of higher quality with the potential to provide a greater contribution to the site.

Ecology

The site was subject to a walkover survey on Tuesday 9th April to update the baseline habitat and preliminary protected species survey data.

No significant changes to habitats on-site were recorded. The two fields comprised managed poor semi-improved grassland with limited areas of tall ruderal vegetation and scrub present at the margins. Hedgerows and trees were largely as reported in the 2022 Ecological Appraisal, however upon review of the previous hedgerow assessment it has been noted that none of the roads adjacent to on-site hedgerows fall under the definitions included within Schedule 1, paragraph 8 of the Hedgerow Regulations 1997. This does not however change the outcome of the hedgerow assessment.

No changes to the preliminary protected species survey results detailed in the submitted Ecological Appraisal were noted during the 2024 walkover survey. Therefore, given these updated survey results and the unchanged nature of habitats on-site, it is considered that no additional protected species surveys are required.

Following this updated assessment, a review of the revised access arrangements has been undertaken. It should be noted that due to the different survey requirements and methodologies, hedgerow numbering within the Ecological Appraisal differs from the Arboricultural Assessment.

The Ecological Appraisal included the following relating to hedgerow loss within the Site at paragraph 5.14:

'The majority of hedgerows are being retained within the design. The majority of H1 and H7 will be translocated and repositioned, or replanted. In order to retain open lines of sight along roadways, the translocated or replanted hedgerows will be managed to this end, where required.'

As shown on the Phase I Habitat Plan (Figure 2 within the Ecological Appraisal), hedgerows H1 and H7 are located on the northern boundary of the Site adjacent to the A44. Therefore, as above for Arboriculture, the Ecological Appraisal submitted to inform the outline planning application concluded that the majority of hedgerow along the northern boundary would be removed. As shown by the updated Tree Retention Access Plan, there will be no additional hedgerow impacts along the northern boundary as a result of the revised access arrangements.

The proposed pedestrian access in the south-east corner of the Site will result in an additional 25m loss of hedgerow H4. This hedgerow was found to contain the required number of woody species and associated features to qualify as Important under the Hedgerow Regulations 1997, however the hedgerow was largely dominated by hawthorn, blackthorn and ash (with suspected ash die back) and comprised only a short length of vegetation (40m) which was poorly connected at its eastern end. Therefore, despite its qualifying as Important, hedgerow H4 was not considered to be of particular ecological significance and its partial removal would not be considered as a constraint to the development proposals.

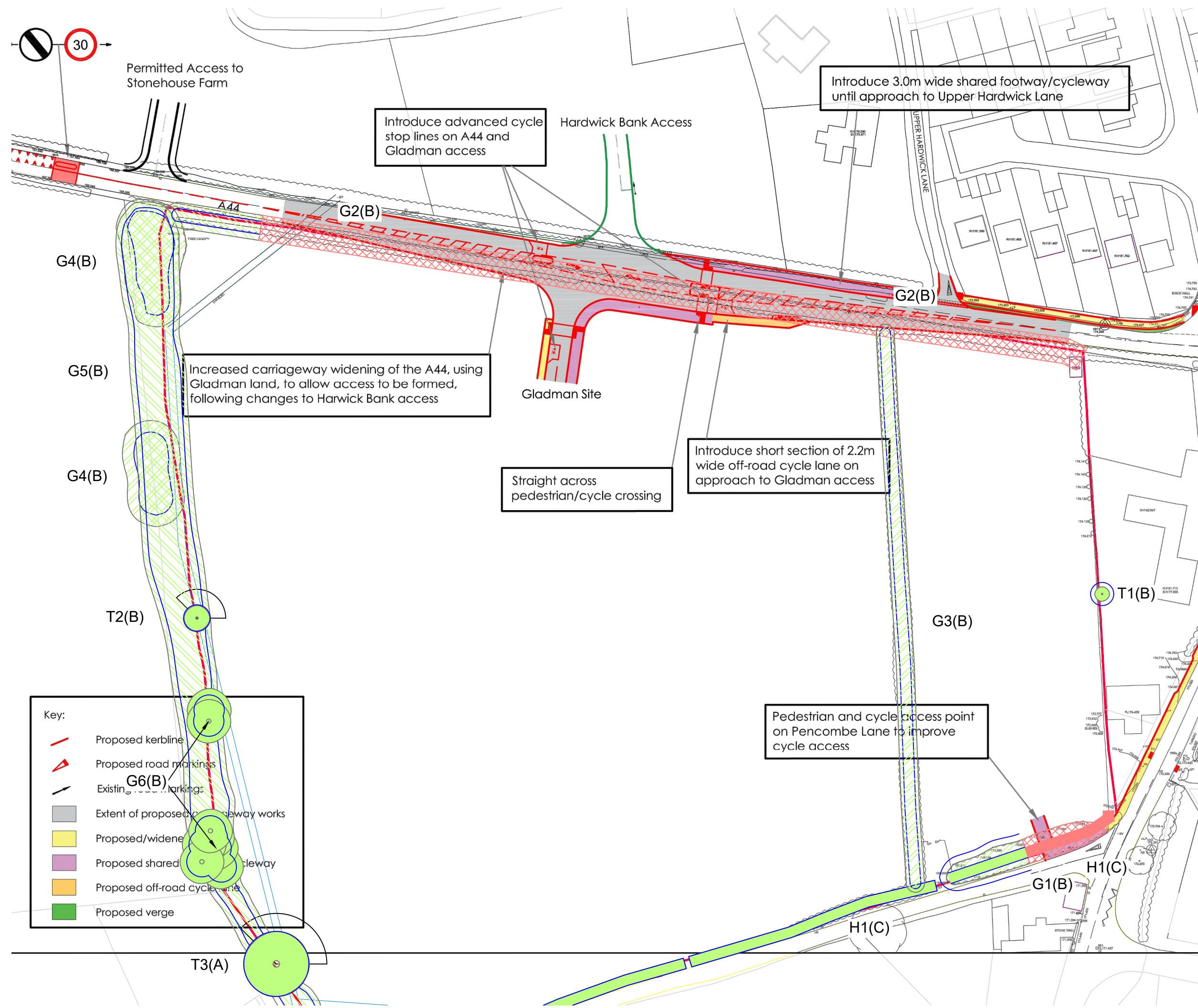
As recommended by the Ecological Appraisal, species-rich hedgerow planting to compensate for this loss can be included within the scheme such as along the eastern Site boundary or along the edge of the proposed open space within the south of the Site.

Conclusion

The revised access arrangements along the northern Site boundary will result in no additional loss of hedgerow over and above the losses previously considered within the submitted Arboricultural Assessment and Ecological Appraisal.

The revised pedestrian access in the south-east corner of the Site will result in a small additional loss of hedgerow, however it is considered that this loss can be compensated for with new species-rich hedgerow planting within the proposed development scheme.

Appendix A – Tree Retention Access Plan - 6158-A-04



KEY

- Tree/Group to be Retained
- Tree/Group to be removed to facilitate the proposals
- Hedgerow Proposed to be Retained and Incorporated into the New Development
- Hedgerow Proposed to be Removed to Facilitate the Development upon Approval of the Application
- Root Protection Area (Shown for retained trees only)
- Individual / Group Number and BS Category
- Indicative Shade Pattern (where appropriate)

Scale 1:1000 @ A3

0 25 50m

NOTES

All dimensions to be verified on site. Do not scale this drawing. All discrepancies to be clarified with project Arboriculturalist. Drawing to be read in conjunction with Arboricultural Assessment and Appendix A - Tree Schedule.

Drawing produced in colour, a monochrome copy should not be relied upon, and is based on digital information supplied by the client in dwg format. The exact position of trees are to be checked and verified on site prior to any tree work or construction work being undertaken.

Trees are living organisms that change over time, the condition of all trees illustrated herein, are to be checked by a qualified arboriculturalist or tree surgeon should works commence 12 months after the time of this survey. Please note that no works should be undertaken to any trees illustrated herein without first obtaining the proper authorisation to do so.

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Key:

- Proposed kerbline
- Proposed road markings
- Existing road markings
- Extent of proposed new works
- Proposed/widened carriageway
- Proposed shared footway/cycleway
- Proposed off-road cycle lane
- Proposed verge

rev	date	description	by
-	10.04.2024	First Issue	EC

fpcr

masterplanning ■
environmental assessment ■
landscape design ■
urban design ■ FPCR Environment and Design Ltd
ecology ■ Lockington Hall
architecture ■ Lockington
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Gladman Developments Limited

project
Pencombe Lane Bromyard

drawing title
TREE RETENTION PLAN ACCESS

scale
1:1000 @ A3

drawn/checked
EC / HCK

date
April 2024

drawing number
6158-A-04

rev
-

APPENDIX 6 -

Appeal scheme's conformity with the relevant provision of the NPPF

NPPF ASSESSMENT

1.1 Introduction

- 1.1.1 As stated in the main body of the Statement of Case, the appellant considers that the appeal proposals are in accordance with the development plan.
- 1.1.2 This Appendix considers in detail the appeal scheme's conformity with the relevant provisions of the NPPF (December 2023).

1.2 Assessment of the Appeal Proposals Against the NPPF

Achieving sustainable development

- 1.2.1 Paragraph 7 of the Framework summarises the objective of sustainable development as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs.' Paragraph 7 also refers to the UK's commitment to meeting the '17 Global Goals for Sustainable Development', which address social progress, economic wellbeing and environmental protection.
- 1.2.2 Paragraph 8 notes that to achieve sustainable development, there are three overarching objectives that need to be pursued in mutually supportive ways: social, economic and environmental. Under the 2021 Framework, greater reference is made to 'beautiful and safe' places as a social objective.
- 1.2.3 The appeal proposals will deliver homes that are required now to meet both market and affordable housing need in a sustainable location and allow for a choice of modes of transport to be used to access local facilities and services.

Delivering a sufficient supply of homes

- 1.2.4 Paragraphs 60-81 set out how the Government's objective of "significantly boosting"¹ the supply of homes is to be achieved. The appeal proposals will assist the Council by helping to boost the supply of both market and affordable housing at a point in time when the Council acknowledges it has a shortage and on a site that can contribute towards the windfall requirement of the area as identified in the Local Plan.

¹ NPPF paragraph 60.

- 1.2.5 Paragraphs 60 and 61 of the Framework, respectively, state that local authorities should seek to deliver a wide choice of quality homes and widen opportunities for home ownership, planning for a mix of housing based on current and future demographic trends. The proposal can provide for a range of market and affordable homes of various sizes and tenures meeting the expectations of the Framework.
- 1.2.6 Paragraph 67 states that Strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. The requirement may be higher than the identified housing need if, for example, it includes provision for neighbouring areas, or reflects growth ambitions linked to economic development or infrastructure investment. Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations.
- 1.2.7 The appeal proposals are in line with the overall strategy set out in the core strategy as the site will deliver homes in Bromyard, where a minimum of 500 new homes was expected to be delivered over the plan period.
- 1.2.8 Furthermore, the appeal proposals will assist the Council by helping to boost the supply of affordable housing at a point in time when the Council acknowledges it has a shortage.
- 1.2.9 Based on the Council's current position, the appellant reasonably anticipates that it will be common ground that the proposals will help further boost the council's housing land supply and help to meet the ever increasing affordable housing needs in the area. land supply for the purpose of the appeal.

Building a strong, competitive economy

- 1.2.10 Paragraph 85 of the Framework maintains that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 1.2.11 The proposals generate economic benefits that are set out in the appellant's overall planning balance. The appellant considers that these are real benefits that are derived from the scheme and are a significant benefit.

Promoting healthy and safe communities

- 1.2.12 Paragraph 96 of the Framework promotes the aim of achieving healthy, inclusive and safe places by promoting social interaction, creation of places which are safe and accessible and also supporting healthy lifestyles through the provision of green infrastructure places.
- 1.2.13 The Illustrative Masterplan [CD1.03] shows a large amount of formal and informal open space, including recreational routes can be enjoyed by new and existing residents.

Promoting sustainable transport

- 1.2.14 Paragraphs 114-117 of the Framework set out how transport factors should be taken into account when considering development.

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and

d) 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.

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

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

1.2.15 The planning application was supported by a Transport Statement [CD1.06], and Travel Plan [CD1.07]. Updated access drawings and a Road Safety Audit are also provided in CD6. The submitted documents demonstrate that the development proposals are acceptable in highways and transportation terms, in accordance with paragraph 114 of the Framework.

1.2.16 Provision has been made for pedestrians which facilitates a safe and convenient movements. It is the appellants case that despite the reasons for refusal, the proposals do not give rise to any highway safety concerns and traffic can be appropriately managed and sustainable travel patterns are encouraged through the Framework Travel Plan submitted in support of the scheme. Further details in this respect are provided in section Mr Jacksons evidence in Appendix 1.

1.2.17 Herefordshire Council, in its capacity as local highway authority, has thoroughly scrutinised the proposals and does not object subject to the imposition of conditions and obligations [see CD3.32 and 6.7]. The appellant is agreeable to the provisions requested.

Making effective use of land

1.2.18 Paragraph 123 of the Framework states:

“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions...”

1.2.19 The appellant considers that the proposals make efficient and effective use of land, bearing in mind the site’s constraints and influences (in particular considering design, see below).

1.2.20 The proposals accord with paragraph 124 as they enable new habitat creation and public access to open space not previously available.

Achieving well-designed places

- 1.2.21 The Framework states that good design is a “key aspect of sustainable development”; the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. The latest iteration of the Framework places greater emphasis on design being ‘beautiful’, with paragraph 134 focusing on the need to produce design codes at an area-wide, neighbourhood or site-specific scale. Paragraph 136 states that planning decisions should ensure that new streets are tree-lined, for amenity and climate change resilience reasons.
- 1.2.22 The appeal scheme is in outline, with all matters reserved except for details of the main site access. The Design and Access Statement [CD1.04] and Illustrative Masterplan [C1.03] demonstrates how the site will deliver a high quality sustainable residential development. It provides a thorough appraisal of how the design of the proposals have evolved through an iterative process that was informed by comprehensive environmental and technical work and an understanding of the relationship of the site with Bromyard and the surrounding context.

Meeting the challenge of climate change, flooding and coastal change

- 1.2.23 Chapter 14 of the Framework states that the planning system should support the transition to a low carbon future in a changing climate, helping to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience (particularly in respect of flood risk) and support renewable and low carbon energy.
- 1.2.24 Paragraphs 158-164 set out the government’s approach to tackling climate change through the planning system. It is stated that new development should avoid vulnerability from impacts arising from climate change, ensuring adaptation measures are brought forward such as encouraging green infrastructure, and helping to reduce emissions through the location, orientation and design of development.
- 1.2.25 The above matters have been considered in designing the proposal, which includes green infrastructure provision. Matters such as design and massing will be required to conform to the Framework and any local policies in place at the reserved matters application stage. The development will also be required to meet the requirements of the Building Regulations in place at the time in respect of energy generation.
- 1.2.26 Paragraph 173 of the NPPF deals with potential flooding issues by requiring applications to be supported by a site-specific flood-risk assessment where appropriate. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable), it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate
- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

1.2.27 Balfour Beatty, in its capacity as advisor to the council in respect of flood risk and drainage matters, were consulted as part of the application process and consider the drainage strategy put forward by the appellant to be acceptable subject to conditions [CD 3.09].

Conserving and enhancing the natural environment

Ecology

1.2.28 Paragraph 180(d) of the Framework states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

1.2.29 The ecology report (CD2.09) outlines how the proposals can deliver additional boundary planting to provide a buffer and wildlife corridor around the site, as well as providing connections through the development. A balancing pond will be created to be compatible with the SUDS on site so to help naturally manage run off and add biodiversity. The pond will be left to naturally colonise by species of local provenance and will be surrounded by a buffer zone of grassland to provide additional terrestrial habitats for amphibians and invertebrates.

1.2.30 An updated ecology technical note is provided to assess the revised access proposals Appendix 5 of the Statement if Case.

Landscape and agricultural land

1.2.31 Paragraph 180(b) and 181 of the Framework states that the planning system should contribute to and enhance the natural and local environment by, *inter alia*, protecting and enhancing valued landscapes (in a manner commensurate with their statutory status or identified quality

in the development plan) and recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

- 1.2.32 As explained in the appellant's LVIA [CD1.05] the site is not statutorily designated and neither its landscape value nor quality are specifically identified in the development plan. The site is not considered to comprise a 'valued' landscape in Framework terms.
- 1.2.33 As explained in the appellant's LVA [CD1.05], neither the site nor the immediate landscape is covered by any statutory or non-statutory designations for landscape. The site benefits from this enclosed character, resulting in a limited visual envelope. The proposals retain as many of the existing landscape features as possible. Although there is some hedgerow to facilitate development, additional planting will mitigate against this loss.
- 1.2.34 The Illustrative Masterplan [CD1.03] shows how an appropriate development can be accommodated on the site, which respects and retains the vast majority of the site's existing landscape features. The substantial new tree-planting will add to the landscape character of the settlement and afford further filtering of the site in views from the surrounding area.
- 1.2.35 The appeal site comprises undeveloped greenfield land sometimes used for agricultural purpose. Natural England's Agricultural Land Classification maps indicate that the site comprises the eastern half of the land within the urban categorisation and half of the land to the west as grade 2 agricultural land^{2,3}.
- 1.2.36 Footnote 62 of the Framework states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The 4.7ha site falls far below the 20ha threshold above which planning authorities must consult Natural England and the appellant does not consider that the development of up a limited piece of BMV agricultural land can be considered 'significant'. Therefore, the appellant does not consider it necessary to appraise the site in these terms.

² <https://naturalengland-defra.opendata.arcgis.com/datasets/5d2477d8d04b41d4bbc9a8742f858f4d/explore?location=52.186601%2C-2.519339%2C15.50> [Accessed 09/01/24].

³ The Framework defines 'best and most versatile' agricultural land as that which comprises grades 1, 2 and 3a under the Agricultural Land Classification.

- 1.2.37 The appellant recognises that BMV has some economic benefits. However, as a small site, the site is of limited value in business terms (yield and profitability).

Habitats and Biodiversity

- 1.2.38 Paragraphs 187 and 188 state that:

"The following should be given the same protection as habitats sites:

a) potential Special Protection Areas and possible Special Areas of Conservation;

b) listed or proposed Ramsar sites⁶⁸; and

c) sites identified, or required, as compensatory measures for adverse effects on habitats sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.

The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site."

- 1.2.39 The appeal site lies within the hydrological catchment of the River Lugg, which forms part of the River Wye Special Area of Conservation (SAC). The River Wye SAC is currently failing its to meet its conservation targets and maintain its conservation status as a result of phosphate entering the watercourses and increasing levels within the river, which adversely affects its quality.
- 1.2.40 A Habitat Regulations Assessment is required for any development within the Lugg catchment and to demonstrate nutrient neutrality. The appellant has undertaken this assessment (CD2.24) and outlined the required mitigation in order to ensure phosphate levels do not have a significant impact on the River Lugg.
- 1.2.41 The Appellant has applied for, and received, an allocation of phosphate credits from Herefordshire Council. In purchasing these credits, the Appellant will be funding the delivery of the council's wetland project which, in turn, will mitigate for the effects of the development and deliver net betterment to the Lugg. The nutrient assessment and mitigation strategy has been approved by both the council and Natural England (CD3.34) and is agreed in the SoCG. Credits are to be secured through the S106 Agreement. Consequently, the presumption in favour of sustainable Development therefore remains applicable to this proposal.

Air quality

1.2.42 Paragraph 191 of the Framework states:

“Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development...”

1.2.43 Air Quality was assessed through the Air Quality Screening Report submitted with the planning application [CD1.11]. It concluded that future residents of the proposed development will experience acceptable air quality, the development-generated traffic will not have a significant impact on local roadside air quality and, overall, the operational air quality effects would be ‘not significant’.

Noise

1.2.44 Paragraph 191(a) of the NPPF states that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site of the wider area to impacts that could arise from the development. In doing so they should:

“...mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.⁶⁵”

1.2.45 A Noise Assessment [C1.12] was undertaken to predict the impact on environmental noise sources. The assessment demonstrated that the development is likely to be acceptable from a noise perspective and the application need not be delayed on noise grounds. Consideration of good acoustic design has the potential to minimise noise levels across the site.

Conserving and enhancing the historic environment

1.2.46 Section 16 of the Framework provides policy guidance on the conservation and investigation of heritage assets.

1.2.47 In the Framework (Para 195), heritage significance is defined as:

“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”

1.2.48 Paragraph 208 of the Framework states:

"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

1.2.49 With regard to heritage, the Archaeology and Built Heritage Assessment [CD1.13] concludes that the proposal no designated heritage assets lie on the site, it is not located within a conservation area or within the setting of any other designated heritage assets. and the study site is considered likely to have a low archaeological potential for all period.

Conclusion

1.2.50 The appeal proposals have been assessed against the various relevant chapters of the Framework. The appellant considers that the above demonstrates that the proposals amount to sustainable development.

APPENDIX 7 -

Residential planning approvals in Bromyard since Core Strategy Adoptions in October 2015

Appendix 7 - Residential planning approvals in Bromyard since Core Strategy Adoptions in October 2015

Site Name	District	Address	Postcode	Settlement	Application Reference	Decision	Application Notes	Applicant	Planning Consultant	Updated At	Submitted Date	Decision Date	Appeal Submitted Date	Appeal Decision Date	Application Type	Classification
HRFR1242	Herefordshire	Land off Ashfield Way Bromyard Herefordshire	HR7 4BF	Bromyard	P162261/O	Approved with Conditions	Proposed site for up to 80 dwellings, garages, parking, open space and indicative road layout.	NT & R Eckley	John Needham Associates	13/08/2022	19/07/2016	11/12/2018	N/A	N/A	Outline Application	Residential
HRFR799	Herefordshire	School House Much Cowarne Bromyard Herefordshire	HR7 4JQ	Bromyard	P162906/O	Approved with Conditions	Proposed site for 3 dwellings with existing accesses.	Mr & Mrs Richard and Margaret Bradbury		09/06/2022	05/09/2016	31/10/2016	N/A	N/A	Outline Application	Residential
HRFR1785	Herefordshire	Land between Beech House, Firs Lane and 102 Old Road Bromyard Herefordshire.	HR7 4BA	Bromyard	P141946/F	Approved with Conditions	Erection of 4 two bed houses with 8 parking spaces.			29/06/2022	27/06/2014	22/08/2014	N/A	N/A	Full Application	Residential
HRFR1126	Herefordshire	Land to the South of Church Lane Much Cowarne Bromyard Herefordshire	HR7 4JQ	Bromyard	P172911/F	Approved with Conditions	Erection of five dwellings and associated works at land south of Church Lane (For DOC 3 6 & 8 see 201767)	Evans Jones Ltd	Evans Jones Ltd	09/06/2022	04/08/2017	24/01/2018	N/A	N/A	Full Application	Residential
HRFR902	Herefordshire	Land off Hereford Road Bromyard Herefordshire		Bromyard	P182239/C D4	Approved with Conditions	Demolition of existing buildings, structures and hardstanding and erection of 45 dwellings (including affordable housing) and drainage attenuation, open space and associated landscaping and infrastructure works.(Amended Layout)	Keepmoat Homes	Pegasus Group	09/06/2022	15/06/2018	05/02/2019	N/A	N/A	Full Application	Residential

HRFR995	Herefordshire	Land at The Crown and Sceptre Public House 7 Sherford Street Bromyard Herefordshire	HR7 4DL	Bromyard	P180843/F	Approved with Conditions	Conversion of listed public house into 3 x 1 bed flats; demolition of function room and associated building for provision of 11 car parking spaces and development of 4 x 2 bed new build flats.		Page and Associates	17/07/2023	22/02/2018	17/07/2018	N/A	N/A	Full Application	Residential
HRFR1838	Herefordshire	Land at 77 Old Road Bromyard Herefordshire.	HR7 4BQ	Bromyard	P143013/F	Approved with Conditions	Proposed residential development consisting of 6 no. new detached dwellings (For DOC 38 & 11 see 174241)			03/07/2022	02/10/2014	27/11/2014	N/A	N/A	Full Application	Residential
HRFR909	Herefordshire	21-23 & 31 Rowberry Street Bromyard Herefordshire	HR7 4DT	Bromyard	P182588/F	Approved with Conditions	Proposed demolition of 21-23 Rowberry Street and replace with 6 no. 2 bed residential units. Change of use and conversion of 31 Rowberry Street from car garage to 1 no. 2 bed residential unit.	Glazzard Architects	Glazzard Architects	09/06/2022	12/07/2018	08/08/2019	N/A	N/A	Full Application	Residential
HRFR639	Herefordshire	Land at Porthouse Farm, Tenbury Road, Bromyard, Herefordshire, .	HR7 4NJ	Bromyard	P140285/O	Approved with Conditions	Hybrid application - part Outline for 76 dwellings (35% affordable) and a business centre for B1 uses, with all matters except access to be reserved. Part Full, for the development of a single B1 business unit and the means of access thereto. (For DOC 6, 7, 8, 9 & 13 see 170696). (For DOC 10, 15, 17 & 18 see 171490). (For DOC 11 15 17 & 18 see 173249) (For DOC 19 & 20 see 181550)	Marsten Developments Ltd.	The Tyler-Parkes Partnership Ltd	09/06/2022	03/02/2014	06/08/2014	N/A	N/A	Outline Application	Mixed Use
HRFR908	Herefordshire	Site at Old Grammar School Church Street Bromyard Herefordshire	HR7 4DP	BROMYARD	P162480/F	Approved with Conditions	Conversion of former Grammar school building into five residential dwellings. Demolition works include the removal of part of an extension to the west elevation (For DOC 5 see 193830).			21/12/2023	05/08/2016	21/12/2016	N/A	N/A	Full Application	Residential

APPENDIX 8 -

Core Strategy Draft March 2013 - Policy BY2

Policy BY2 – Land at Hardwick Bank and south of the A44 Leominster Road

Development proposals at Land at Hardwick Bank and South of the A44 will be required to bring forward the following to achieve a sustainable urban extension of the town:

- a comprehensively planned mixed use development of around 350 new homes of a mix of predominantly 2 and 3 bedroom size dwellings at a density of up to 35 dwellings per hectare and around 5 hectares of employment land;
- a 40% target of the total number of dwellings shall be affordable housing meeting the tenure requirements set out in Policy H1;
- a new formal park to form part of the residential development complemented by new play and sports facilities and allotments;
- the development areas should be linked by a suitable vehicular access likely to take the form of a roundabout on the A44. The development areas should also be serviced by a residential road which will allow for opportunities to extend development beyond the plan period and serve as a future link road to other parts of the local highway network;
- the residential roads leading off Winslow Road should be utilised to provide sustainable links to the town (including pedestrian and cycle links) as well as public transport links between the area and the town centre;
- the provision of and contributions towards any identified need for new/improved community facilities. This shall include improvements to classroom provision for the local primary school which should incorporate publicly accessible youth facilities;
- a high standard of design and layout which respects the townscape, landscape and green infrastructure of the area.

- development that is sustainable in terms of its construction materials and methods, use of energy, water and other resources and contributes towards the Government's zero carbon buildings policy to include the use of renewable and low carbon energy sources;
- incorporate significant landscape buffers to mitigate the impacts of the developments areas on the wider landscape.
- an evaluation of the archaeological importance of the area in order to ensure appropriate protection of heritage assets and inform the detailed development proposals.

New homes

Around 350 new homes will be provided within the Hardwick Bank area and south of the A44 Leominster Road. It is important that the scheme is brought forward as a comprehensively planned development to enable the proper planning of the site and not prejudice any future development. All homes will be built to high design standards with energy efficient measures in place. The land on which the strategic site is expected to be developed is on an area of high ground which slopes steeply to the north and west, down to the River Frome. The land south of the A44 slopes from east down to the west and is open to long distance views to the west. It is anticipated that the layout of the site will incorporate the existing historic field pattern to respect the local distinctiveness of the area. It is expected that 40% of the homes will be affordable and with an appropriate mix of housing, informed by the Local Housing Market Assessment in order to meet the needs of all sections of the community including housing for older persons – a need highlighted in the study of the Housing and Support needs of Older People in Herefordshire 2012.



New jobs

The policy to deliver around 5 hectares of employment land to the west of Panniers Lane will help create greater and more diverse employment opportunities for Bromyard. It is a relatively flat site in agricultural use primarily adjacent to non-residential uses and open to long distance views to the west. It will be necessary to provide significant landscaping particularly along the western boundary to mitigate the visual impact of any development. The land will be adjacent to the proposed new housing urban extension and it will be necessary to co-ordinate both developments to achieve greater economies of scale and ensure neighbouring land uses are compatible. This may include the restriction of the employment areas next to the residential to use class B1. The policy enabling small scale employment/mixed use opportunities as part of the housing site will allow for a more sustainable development reducing the need to travel. Further small scale sites for employment use will be identified through a neighbourhood development plan and/or other development plan documents.

Movement

The A44 Leominster Road will provide the primary access to housing and employment areas likely to be in the form of a roundabout serving land to the north and south of the A44. The visual and landscape impact of the access will also require mitigation with significant new landscaping. The employment area could also be accessed off Panniers Lane but highways improvements will be required at the junction of the B4214 Panniers Lane and the A465 Hereford Road.

The highway infrastructure within the new development area should also facilitate a new road link on the periphery of the development which will serve the proposed new land uses over the plan period but must also be designed so as not to prejudice the delivery of additional development beyond the plan period and the eventual completion of a full road link.

The new development should have a network of cycleways and footpaths that are easily accessible and connect with the town centre, existing employment sites, community facilities and the surrounding countryside. This is particularly important given the peripheral location of the development area.

Car parking will be addressed through a neighbourhood development plan and/or other development plan documents.



Green infrastructure, biodiversity and open space

In addition to new play facilities to serve the additional population created, a new park will form part of the residential development at Hardwick Bank. This will be designed for both informal recreation and biodiversity enhancement purposes. There will be a network of green infrastructure routes through the area with linkages to the park to encourage sustainable travel choices. Access to the River Frome and surrounding countryside will also form part of the enhanced linkages.

Due to the sensitive nature and landscape visibility of the housing and employment locations particularly from long distance views from the north-west and east, strong landscape mitigation measures will be required. This will include the restoration of the degraded landscape character through the conservation and enhancement of hedgerows, with new planting to include hedgerow oak trees, planting of new orchard to replace degraded orchard land to the north of the A44 and elsewhere and new landscape buffers around the western and northern boundaries.

The employment area is situated mainly within a Local Enhancement Zone as set out in the Green Infrastructure Strategy and therefore tree and hedge planting should be introduced to reduce the visual impact of development along the ridge-line following the route of the B4214. Part of the employment area is a local Biodiversity Action Plan priority habitat and the landscape buffer around the employment area will also compensate for any loss of biodiversity resulting from the development.

Community and educational facilities

The local primary school will require additional classroom provision as well as additional contributions to pre-school, post 16, youth and Special Educational services. Additional community requirement needs include improvements to the fire service, police service and improvements to existing community buildings. Such requirements should be met by developer contributions.

Heritage and archaeological value

The conservation area of Bromyard has been identified as an area at risk. It is important that new development respects the character of the area.

The proposed employment land is adjacent to an (unregistered) landscape park to the south and there will be siting and design issues that will need to be taken into account in this area.

Recent field investigations in the area have revealed moderate to high potential for the presence of currently undiscovered prehistoric remains. Further archaeological field evaluation will be required to inform the proposed development of the area.



APPENDIX 9 -

Supplementary Report to Planning Committee - Hardwick Bank

Supplement to the agenda for

Planning and Regulatory Committee

Wednesday 17 January 2024

10.00 am

**Herefordshire Council Offices, Plough Lane, Hereford, HR4
0LE**

Schedule of updates

Public speakers

Pages

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PLANNING COMMITTEE

Date: 17 JANUARY 2024

Schedule of Committee Updates/Additional Representations

Note: The following schedule represents a summary of the additional representations received following the publication of the agenda and received up to midday on the day before the Committee meeting where they raise new and relevant material planning considerations.

SCHEDULE OF COMMITTEE UPDATES

163932 - OUTLINE PLANNING APPLICATION FOR A SUSTAINABLE URBAN EXTENSION COMPRISING: UP-TO 250 DWELLINGS; OPEN SPACE, ALLOTMENTS AND LANDSCAPING; SCHOOL EXPANSION LAND; AREAS OF CHILDREN'S PLAY; SUSTAINABLE URBAN DRAINAGE INFRASTRUCTURE; INTERNAL ROADS; AND ASSOCIATED INFRASTRUCTURE. DETAILED APPROVAL IS SOUGHT FOR PRINCIPAL MEANS OF ACCESS AND LAYOUT WITH ALL OTHER MATTERS RESERVED AT LAND AT HARDWICK BANK, BROMYARD, HEREFORDSHIRE

For: Vistry Homes Limited and Mosiac Estates per Russell Smith, McLoughlin Planning, 119 Promenade, Cheltenham, GL50 1NW

AGENT'S RESPONSE TO THE LOCAL HIGHWAY AUTHORITY (LHA) COMMENTS

The applicant's agent has provided a response to the LHA comments which was also circulated to Members of the Planning Committee on 11 January 2023. The response has also been published to the relevant application page on the Herefordshire Council website.

ADDITIONAL CONSULTATION RESPONSES

Herefordshire and Worcestershire Clinical Commission Group – updated comment- 16/1/24 – see **Appendix 1**.

An updated draft Heads of Terms is provided in **Figure 1** to reflect the changes sought by the CCG.

OFFICER COMMENTS

With respect to the response provide by the agent's response to the LHA comments 11 January 2023, the following comments and updates can be provided on the following matters; -

Additional transport contributions for footway improvements along the A44;

Paragraph 7.35 of the Committee Report advises that additional contributions would be sought to provide the footway improvements between Upper Hardwick Lane and Winslow Road that have been omitted from the scheme. This is in response to the comments provided by the LHA.

It should be noted that Planning Practice Guidance advises that planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be:

- *necessary to make the development acceptable in planning terms;*
- *directly related to the development; and*
- *fairly and reasonably related in scale and kind to the development.*

As per the LHA comments, the view is taken that notwithstanding the conclusions of the Stage 1 Road Safety Audit (RSA), improvements along the southern section of Upper Hardwick Lane should be provided, together with the widening of the footway along the northern side of the A44 between Upper Hardwick Lane and Winslow Road. It is considered that the additional contributions sought (as set out in **Figure 1**) would be required to make the development acceptable in planning terms. It is clearly directly related to the development insofar it would provide acceptable pedestrian connections from the development to services and facilities within Bromyard, namely the Queen Elizabeth High School. On the basis that it is anticipated that pedestrians would use Upper Hardwick Lane to access the aforementioned, it is in turn considered that the additional contributions are fairly and reasonably related in scale and kind to the development.

Offering of 3-metre strip between Upper Hardwick Lane and site access with A44

Condition 36 is removed. Following further consideration it is considered that the condition does not meet the six tests as set out at Paragraph 56 of the NPPF. The requirement for the developer to make a strip of land available to enable adoption / aspirations of wider connectivity is not necessary to make this development acceptable when having regard to the requirements of Policy BY2 of the Core Strategy. It is also therefore not considered reasonable in all other respects.

Visibility splays

In addition to the above, the following update / corrections to the published Committee Report should be noted.

Updated list of relevant policies

Herefordshire Local Plan – Core Strategy

SS1	Presumption in favour of sustainable development
SS2	Delivering new homes
SS3	Releasing land for residential development
SS4	Movement and transportation
SS6	Environmental quality and local distinctiveness
BY1	Development in Bromyard
BY2	Land at Hardwick Bank
RA1	Rural housing distribution
RA2	Housing in settlements outside Hereford and the market towns
H1	Affordable housing – thresholds and targets
H3	Ensuring an appropriate range and mix of housing
OS1	Requirement for open space, sports and recreation facilities
OS2	Meeting open space, sports and recreation needs
MT1	Traffic management, highway safety and promoting active travel
LD1	Landscape and townscape
LD2	Biodiversity and Geodiversity
LD3	Green infrastructure
SD1	Sustainable design and energy efficiency
SD3	Sustainable water management and water resources
SD4	Water treatment and river water quality
ID1	Infrastructure delivery

Correction to Paragraph 7.26

Corrected to read as follows; -

As set out within the latest comments from the LHA, there are a number of persisting issues relating to the design of the spine road. These relate to incorrectly drawn and demonstrated Visibility splays. These broadly **not** would appear to compromise the delivery of the layout of the development as currently under consideration and therefore officers are satisfied that details could be supplied at a later stage, through planning conditions. Such details would be required for the road to be adopted through Section 38 of the Highways Act, but are otherwise required to be set out in the interests of highway safety in accordance with Policy MT1 of the Core Strategy.

Update / clarification to Paragraph 7.53

The Section 106 agreement would secure a minimum of 0.23 ha (2300sqm) of POS (@ 0.4ha per 1000 population) and 0.46ha of children's play. However, it should be noted that the development incorporates 3.76ha of open-space (excluding the drainage infrastructure - i.e attenuation features) which includes opportunities for equipped play and trim trial equipment, allotments and orchards which accords with Core Strategy Policy OS1 and OS2.

Update / clarification to Paragraph 7.99

The wording of Condition 3 (approved plans) and Condition 30 (housing mix) is such which allows for a change to the housing mix to be approved by the Local Planning Authority

UPDATE TO SECTION 106 DRAFT HEADS OF TERMS

As per the above updates, the following revised Section 106 Draft Heads of Terms table is provided. This also accounts for contributions towards library provision. Updates are shown in **red**.

Infrastructure	Quantum of contribution
Affordable Housing	40% of the residential units will be affordable dwellings intended for occupation as First Homes, Affordable Rented and Shared Ownership tenure with local priority to Bromyard.
Healthcare contribution	A financial contribution of £652.80 (index linked) per dwelling to provide infrastructure for the provision of primary and community healthcare services in Bromyard.
Education contribution	<p>A financial contribution of;</p> <ul style="list-style-type: none"> £4,566.00 (index linked) per 2 bedroom open market dwelling £4,566.00 (index linked) per 3 bedroom open market dwelling £8,798.00 (index linked) per 4 bedroom open market dwelling <p>to provide the education facilities at Bromyard Early</p>

	<p>Years, St Peters Primary School, Queen Elizabeth Humanities College, Bromyard Youth and Special Education Needs.</p> <p>In addition the developer is required to transfer land for an extension to St Peters Primary School at nil consideration with all rights of access.</p> <p>If the transfer does not proceed having used all reasonable endeavours to do so then the payment of a financial contribution towards St Peters will be paid in lieu of the land as follows;</p> <ul style="list-style-type: none"> • £3,063.00 (index linked) per 2 bedroom open market dwelling • £3,063.00 (index linked) per 3 bedroom open market dwelling • £5,018.00 (index linked) per 4 bedroom open market dwelling
Recycling and waste contribution	A financial contribution of £80.00 (index linked) per dwelling to provide 1 x black bin and 1 x green bin
Sports contribution	A financial contribution of £1,398.00 (index linked) per open market dwelling to provide sports facilities for football, cricket, rugby, tennis, shooting, archery and skate park in Bromyard
Transport contribution (<i>Sustainable Active Travel Measures</i>)	<p>A financial contribution of;</p> <ul style="list-style-type: none"> • £2,458.00 (index linked) per 2 bedroom open market dwelling • £3,690.00 (index linked) per 3 bedroom open market dwelling • £4,917.00 (index linked) per 4 bedroom open market dwelling <p>The monies shall be used by Herefordshire Council towards the costs of public realm improvements and</p>

	<p>supporting active travel measures <i>which may include;</i></p> <ul style="list-style-type: none"> • <i>Pedestrian/crossing improvements on Tenbury Road close to Winslow Road junction</i> • <i>Footpath improvements between the site and the Town Centre</i> • <i>Relocation of the bus station to the A44</i> • <i>Broad Street and High Street HGV Access Restrictions</i> • <i>Broad Street and High Street 20mph limit</i> • <i>Pump Street HGV Access Restrictions</i> • <i>New Road HGV Access Restrictions</i> • <i>Cruxwell Street Parking Charges</i> • <i>Rowberry Street Parking Charges</i> • <i>Winslow Road HGV Access Restrictions</i> • <i>Station Road improvements</i> • <i>Hardwick Bank: improvements to the public rights of way</i> • <i>A44 pedestrian subway improvements with potential closure and at grade crossing</i>
<i>A44 footway improvements (to be delivered in lieu of s278 delivery by the applicant)</i>	<i>The full costs of the s278 works have been costed by the applicant. The costings will be reviewed and the A44 footway improvements costs will be extracted and secured in the section 106 agreement</i>
<i>Library contribution</i>	<p><i>The developer covenants with Herefordshire Council to pay Herefordshire Council the sum of;</i></p> <p><i>£120.00</i> <i>(index linked) 1 bedroom open market dwelling</i></p> <p><i>£146.00</i> <i>(index linked) for a 2 bedroom open market dwelling</i></p> <p><i>£198.00</i> <i>(index linked) for a 3 bedroom open market dwelling</i></p> <p><i>£241.00</i> <i>(index linked) for a 4+ bedroom open market dwelling</i></p> <p><i>The contribution will provide for improved library infrastructure at Bromyard library</i></p>
On site Public Open Space and Play	<p>The developer covenants with Herefordshire Council to provide a <u>minimum</u> of 6,900ha (6900sqm) of on-site green infrastructure comprising;</p> <ul style="list-style-type: none"> • 0.23 ha (2300sqm) of Public Open Space (@ 0.4ha per 1000 population)

	<ul style="list-style-type: none"> 0.46ha (2200sq m) of Children's Play (@ 0.8ha per 1000 population) of which 0.14ha (1,400sqm) should be formal children's play. (@ 0.25ha per 1000 population) to the value of £182,000.00 <p>The management and maintenance of any on site POS and allotments will be by two management companies which is demonstrably adequately self-funded or will be funded through on going arrangement; or through local arrangements such as the parish council and/or a Trust set up for the new community.</p>
Phosphate credit purchase	<p>Purchase of phosphate credits to ensure that the development is phosphate neutral and will not adversely affect the catchment as a habitat site;</p> <ul style="list-style-type: none"> 35.08kg = £491,120.00

Figure 1 – Updated Section 106 Draft Heads of Terms

CHANGES TO SCHEDULE OF CONDITIONS

Condition 22 (EV Charging) – Removed as required by Building Regulations.

Condition 36 (3-metre strip) – Removed.

NO CHANGE TO RECOMMENDATION

231560 - TO ERECT UP TO 9.5 HECTARES OF FIXED POLYTUNNELS OVER ARABLE (SOFT FRUIT); THE RELOCATION AND UPGRADING OF A FARM ACCESS/EGRESS ON THE C1124; THE ERECTION OF A 648 M2 PROFILED-STEEL-CLAD PORTAL FRAME GENERAL PURPOSE AGRICULTURAL STORAGE BUILDING; THE ERECTION OF 6 NO. 14.7 METRE DIAMETER 600 M3 CAPACITY WATER STORAGE TANKS, LAYING OUT AT DRAKELEY FARM, MARDEN, HEREFORD, HR1 3ES

For: Mr Kerr per Mr Antony Aspbury, Unit 20, Park Lane Business Centre, Park Lane, Basford, Nottingham, NG6 0DW

ADDITIONAL REPRESENTATIONS

Addition representation received by local resident reported below:

Further to my message left on your answer phone yesterday, as time is very limited until this application goes to committee on Wednesday 18th, just 7 days from an email informing of this, I feel the only way I can communicate with you is this way, I hope you will have the courtesy and find time to read this.

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We are extremely disappointed and shocked to have been given only 6 days for the parish, also Parish Council, to prepare for their 3 minute final speak on this very important moment for the future of our Parish. We have been fighting this application for two years, obviously the 'three minutes' needs to be very carefully planned, discussed with all those concerned and put forward by the right speaker, those who would have taken on this important roll have work commitments and are unable to step in at such short notice. I would ask for your understanding and to consider postponing this meeting, reschedule for a later date when more time can be given to the very important preparation needed in putting forward our final case.

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Response to additional representation

To provide clarification on the date of publicising and consultation on applications there is a statutory period of 21 days from the date on any notification letter, or press or site notice, to allow for comments to be submitted. This date is always taken from the latest action date, giving people the maximum possible time to respond. Anyone can comment on a planning application and all representation received on an application will be considered up until its determination.

Although this application was a resubmission of application P221524, it is considered a separate proposal. As with all planning applications there is a requirement for separate consultations and publicising to be carried out on the proposal put forward. Representations and comments made on previous applications cannot be considered as the proposal needs to be judged and assessed individually on its own merits.

If during an application process amended drawings or additional supporting documents are received, Officers will arrange for the amended consultations to be carried out. This occurred during this application on the 6 October 2023 due to the submission of a Flood Risk Assessment and Nutrient Neutrality Assessment. Further site notices were posted and the website re-opened to allow for further comments.

Further minor amendments were received in relation to the drainage strategy following concerns raised by the drainage officer relating to the proposed Basin 1. On receipt of the amendments the Drainage Officer was re-consulted and documents published on the website. At the same time, due to some concerns raised within representations received, Officers requested that the Councils Archaeologist was consulted. The website was reopened to allow for comments. Due to the minor scale of the amendments received Officers did not feel it was necessary to post site notices in the local area.

All required statutory procedures and timescales have been adhered to by Officers and there is not considered to be any reason to delay the determination of the application.

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For clarification it should read that the reservoir is located outside of the application site.

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Following the committee site visit, condition 7 has been amended to include details of finished site levels to be agreed. See change to recommendation below.

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Correction to paragraph 1.3:-

It is stated that S & A currently employ 425 seasonal workers. This should quote 395. In a letter dated the 5th October 2023 addressing the Parish Council comments the applicants confirm at point 26 that seasonal workers will increase from 395 to 425, with 5 additional permanent staff.

For clarification application 184613/F granted permission for accommodation of up to 850 workers at Brook Farm (162 static caravans, 44 demountable buildings and 110 persons within accommodation block).

Concerns relating to local pond and water system

Commentary is provided at paragraph 4.6 by the Councils Planning Ecologist. The Councils completed HRA identified a net reduction in agricultural pathway for nutrients into the Lugg SAC catchment by reducing rainfall and water movements through existing top soil and reducing the pathway for 'legacy' P to enter the hydrological catchment. Clean surface water created by the proposed tunnels is to be utilised to provide required crop irrigation with any excess being diverted in to the local pond systems to maintain their biodiversity potential. All irrigation water is managed on a demand and supply basis and any outfall from the table top cultivation systems is directly recycled so any residual nutrients remain within the closed system.

CHANGE TO RECOMMENDATION

Amendment to condition 7 to capture finished ground levels.

7. No development approved by this permission including site clearance shall be commenced until a hard and soft landscape scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include a scaled plan identifying:
- a) Trees and hedgerow to be retained, setting out measures for their protection during construction, in accordance with BS5837:2012.
 - b) Trees and hedgerow to be removed.
 - c) Full details of all proposed planting, accompanied by a written specification setting out; species, size, quantity, density with cultivation and irrigation details.
 - d) Confirmation of finished levels across the site to include cross sections in a north to south direction through fields Skymes 2, Skymes 3 and Drakely 1, and is a west to east direction through Skymes 1.

The scheme as approved shall be completed in full not later than the end of the first planting season following the commencement of the development on site hereby permitted.

Reason: To safeguard and enhance the character and amenity of the area in order to conform with policies SS6, LD1 and LD3 of the Herefordshire Local Plan - Core Strategy, Policies M7 and M10 of the Marden Neighbourhood Development Plan and the National Planning Policy Framework.

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WR3 7NS

hw.primarycare@nhs.net

Yvonne Coleman
Development Manager
Planning Services
Herefordshire Council
PO Box 4
Hereford
HR4 0XH

Planning Ref: 16 3932

16 January 2024

Dear Sir / Madam

Hardwick Bank, Bromyard, Herefordshire

Planning Application 163932

1.0 Introduction

- 1.1 Thank you for consulting NHS Herefordshire and Worcestershire on the above planning application.
- 1.2 I refer to the above planning application and advise that, further to a review of the applicant's submission, and concurrent with a refresh of the ICS Estates Strategy and a more strategic view of developments, the following comments are with regard to the primary healthcare provision on behalf of Herefordshire & Worcestershire Integrated Care Board (ICB).

2.0 Existing Healthcare Position Proximate to the Planning Application Site

- 2.1 The proposed development will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. Herefordshire and Worcestershire ICB would therefore expect these impacts to be fully assessed and mitigated.

3.0 Review of Planning Application

- 3.1 A Healthcare Impact Assessment (HIA) has been prepared by Herefordshire and Worcestershire ICB to provide the basis for a developer contribution towards capital funding to increase capacity within the GP Catchment Area.

4.0 Assessment of Development Impact on Existing Healthcare Provision

- 4.1 The development could generate approximately 600 residents and subsequently increase demand upon existing services.

- 4.2 The development would have an impact on primary healthcare provision in the area and the proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.

5.0 Healthcare Needs Arising From the Proposed Development

- 5.1 The intention of Herefordshire and Worcestershire ICB is to promote Primary Healthcare Hubs with coordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View and the Fuller Stocktake Report: Next Steps for Integrating Primary Care.
- 5.2 The development would give rise to a need for improvements to capacity, in line with emerging ICB estates strategy, by way of new and additional premises or infrastructure, extension to existing premises, or improved digital infrastructure and telehealth facilities.
- 5.3 This housing development falls within the boundary of a practice which is a member of the East Herefordshire Primary Care Network (PCN) and, as such, a number of services for these patients may be provided elsewhere within the PCN. The ICB would therefore wish to secure the funding for the East Herefordshire PCN for the patients within this vicinity.
- 5.4 The table below provides the Capital Cost Calculation of additional primary healthcare services relating to the development proposal.

Primary Care Network	Additional Population Growth (250 dwellings)¹	Floorspace required to meet growth (m²)²	Capital required to create additional floor space (£)³
East Herefordshire PCN	600	40.8	163,200

Notes:

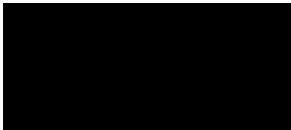
1. Calculated using an average household size of 2.4 taken from the 2021 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number)
 2. Based on 120m² per 1750 patients (this is an average list size for a single GP). Space requirement aligned to DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
 3. Based on a locally agreed m² cost multiplier for primary healthcare construction prices, adjusted for professional fees, fit out and contingencies (£4,000/m²).
- 5.5 A developer contribution will be required to mitigate the impacts of this proposal. Herefordshire and Worcestershire ICB calculates the level of contribution required in this instance directly relating to the number of dwellings to be **£163,200**. Payment should be made before the development commences.
- 5.6 Herefordshire and Worcestershire ICB therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission, in the form of a Section 106 planning obligation.

6.0 Conclusions

- 6.1 In its capacity as the primary healthcare commissioner, Herefordshire and Worcestershire ICB has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development.

- 6.2 The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.
- 6.3 Assuming the above is considered in conjunction with the current application process, Herefordshire and Worcestershire ICB would not wish to raise an objection to the proposed development. Otherwise the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.
- 6.4 The terms set out above are those that Herefordshire and Worcestershire ICB deem appropriate having regard to the formulated needs arising from the development.
- 6.5 Herefordshire and Worcestershire ICB is satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the National Planning Policy Framework (NPPF).
- 6.6 Herefordshire and Worcestershire ICB looks forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response.

Yours faithfully



Jo Hall
Primary Care Commissioning Manager

231560 - TO ERECT UP TO 9.5 HECTARES OF FIXED POLYTUNNELS OVER ARABLE (SOFT FRUIT); THE RELOCATION AND UPGRADING OF A FARM ACCESS/EGRESS ON THE C1124; THE ERECTION OF A 648 M2 PROFILED-STEEL-CLAD PORTAL FRAME GENERAL PURPOSE AGRICULTURAL STORAGE BUILDING; THE ERECTION OF 6 NO. 14.7 METRE DIAMETER 600 M3 CAPACITY WATER STORAGE TANKS, LAYING OUT AT DRAKELEY FARM, MARDEN, HEREFORD, HR1 3ES

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PLANNING and REGULATORY COMMITTEE

17 January 2024

PUBLIC SPEAKERS

APPLICATIONS RECEIVED

Ref No.	Applicant	Proposal and Site	Application No.	Page No.
6	Vistry Homes Limited and Mosaic Estates per Russell Smith	Outline planning application for a sustainable urban extension comprising: up-to 250 dwellings; open space, allotments and landscaping; school expansion land; areas of children's play; sustainable urban drainage infrastructure; internal roads; and associated infrastructure. Detailed approval is sought for principal means of access and layout with all other matters reserved at LAND AT HARDWICK BANK, BROMYARD, HEREFORDSHIRE.	163932	35
PARISH COUNCIL		MR PAGE (on behalf of Bromyard and Winslow Town Council)		
OBJECTOR		MR WHITEHORN (Local resident)		
SUPPORTER		MR SMITH (Applicant's agent)		
7	Mrs Rogan per Mrs Julie Joseph	To erect up to 9.5 hectares of fixed polytunnels over arable (soft fruit); the relocation and upgrading of a farm access/egress on the c1124; the erection of a 648 m2 profiled-steel-clad portal frame general purpose agricultural storage building; the erection of 6 no. 14.7 metre diameter 600 m3 capacity water storage tanks. Laying out and surfacing (in loose granular material) of internal farm tracks at DRAKELEY FARM, MARDEN, HEREFORD, HR1 3ES.	231560	181
PARISH COUNCIL		MR LEES (on behalf of Marden Parish Council)		
OBJECTOR		MS SUART (Local resident)		
SUPPORTER		MR WHITE (on behalf of the Applicant)		

8	Mr Priestman per Mr Matt Tompkins	Proposed restoration of the farmhouse, the conversion of the granary attached to the farmhouse to an annex; the conversion of a stone and timber framed barn to form two dwellings; the erection of two new build dwellings in lieu of an extant permission for the conversion of the modern portal framed agricultural building to two dwellings at BARLEY KNAPP FARM, LONG LANE, PETERCHURCH, HEREFORD, HR2 0TE.	223199/223432	221
<div> <div>PARISH COUNCIL OBJECTOR</div> <div>MS SALTER (on behalf of Peterchurch Parish Council) MR EACOCK (Local resident)</div> </div>				

9	Mr and Mrs Lewis per Mr and Mrs Lewis	Proposed demolition of existing side and rear extension, erection of replacement side and rear extensions and new front porch at WESTERINGS, KINGTON, HEREFORDSHIRE, HR5 3HE.	233080	261
No registered speakers				