

Transport Technical Note.

Land at Gate Farm, High Street, Sutton Benger.

On behalf of Gleeson Land Limited.

Date: September 2026 | Pegasus Ref: P25-0894 TRO4

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
1 st	April 2026	HB	LRD/TS	–
2 nd	April 2026	HB	LRD/TS	Minor Text Changes
3 rd	May 2026	TS	LRD/TS	Minor Text Changes
4 th	May 2026	TS	TS	Drawing Title Changes
5 th	September 2026	LRD	TS	Minor Layout Changes

Contents.

1. Introduction.....	1
2. Access Strategy.....	2
3. Proposed Off-Site Improvements.....	4
4. Forecast Traffic Impact	7
5. Conclusions.....	9

Figures.

Figure 3.1 Non-Motorised User Audit Plan

Appendices.

Appendix A	Site Access Arrangements
Appendix B	Indicative Pedestrian/Cycle Access
Appendix C	Illustrative Site Layout
Appendix D	Stage One Road Safety Audit Brief, Report and Designers Response
Appendix E	Non-Motorised User Audit Photographs
Appendix F	Proposed Footway Provision
Appendix G	Revised Traffic Flow Diagrams
Appendix H	Revised Junctions 11 PICADY Modelling Results

1. Introduction

- 1.1. This Transport Technical Note (TN) has been prepared by Pegasus Group on behalf of Gleeson Land Ltd in order to address transport matters associated with the proposed development of up to 90 residential dwellings on land at Gate Farm, High Street, Sutton Benger. The scheme is the subject of live planning application PL/2025/09825.
- 1.2. Planning application PL/2025/09825 comprises an outline planning application (with all matters reserved except means of access from the B4069) for up to 90 no. (class C3) residential dwellings (including 40% affordable dwellings) including the creation of a new vehicular access (from the B4069), pedestrian and cycle paths, parking spaces, public open space, biodiversity enhancement, landscape planting, surface water attenuation, associated infrastructure and other associated works.
- 1.3. The planning application submission was supported by a Transport Assessment (TA) and a Framework Residential Travel Plan (FTP), both dated December 2025. The TA sets out the site context including a review of local highway safety and the relative accessibility of the site in relation to local facilities and amenities. It also sets out the development proposals and access strategy for all users, the forecast multi-modal trip generation and a junction impact assessment of the proposed site access point. The FTP sets out the measures and initiatives that could be implemented at the site to encourage sustainable travel, as well as indicative targets and a monitoring strategy.
- 1.4. A consultation response from the local highway authority at Wiltshire Council (WC) dated 03 February 2026 has since been received, and a MS Teams meeting was subsequently held between Pegasus Group and the local highway officer on 12 March 2026 and 30 April 2026. Informed by these discussions, the following matters are addressed in this TN:
 - i. Access strategy for vehicles and non-motorised users.
 - ii. Potential off-site improvements, informed by an informal non-motorised user audit; and
 - iii. Forecast traffic impact.
- 1.5. The consultation response suggests that the 'wider sustainability' of the scheme will be subject to agreement with the planning officer. As such, this is not specifically addressed in this TN.
- 1.6. This TN concludes that the revised access strategy accommodates safe and suitable movement for vehicles and non-motorised users to and from the site. It is also concluded that proposed off-site improvements can be introduced to provide a betterment for existing and future pedestrians. It is concluded that the traffic generated by the development proposal will not have a material impact on the safety or operation of the local or strategic highway network.
- 1.7. It is finally concluded that there are no valid highway or transportation reasons which would prevent the proposed development of the site.

2. Access Strategy

Vehicular Access Strategy

- 2.1. The consultation response dated February 2026 suggests that the proposed vehicular access point would conflict with the access to a residential dwelling on the southern side of the B4069. In order to rectify this, the response sets out that either the site access is moved or an appropriate crossing point is provided for pedestrians crossing the B4069 in this location.
- 2.2. As set out in the TA, the location of the vehicular access reflects that of a permitted agricultural access point within planning permission PL/2022/01518 (allowed at appeal APP/Y3940/W/23/3314906). As such, it is considered that the principle of the access location is agreed. However, a crossing point for pedestrians just to the east of the access point is now provided as part of the revised access strategy, as shown at **Appendix A**.
- 2.3. A footway on the southern side of the B4069 to the east of the residential access point is now provided that measures two metres wide. A new uncontrolled pedestrian crossing point is also provided with dropped kerbs and tactile paving. Pedestrian visibility splays of 1.5 x 58.05 metres to the south and 1.5 x 48.47 metres to the north are provided, in accordance with recorded weekday average 85th percentile speeds. This is set out in further detail in the TA within the wider planning application submission.
- 2.4. It is currently anticipated that the footway on the southern side of the B4069 would only serve the residents at the dwelling on the southern side of the B4069 near the site access point, and therefore would be associated with few pedestrian movements.
- 2.5. The consultation response also requests that a crossing point over the site vehicular access is added for pedestrians travelling along the site boundary. An uncontrolled crossing with dropped kerbs and tactile paving is now provided, as shown on **Appendix A**.

Pedestrian and Cyclist Access Strategy

- 2.6. The highways consultation response requests that the proposed pedestrian/cyclist access point at the southeastern corner of the site is expanded upon. The TA refers to this access point at Chapter 5; however further detail is now provided.
- 2.7. It is proposed that a dedicated pedestrian and cyclist access point will be provided at the southeast corner of the site. This will be in the form of a shared footway/cycleway that measures three metres wide and will provide a connection between the site and the existing footway on the northern side of the B4069 for pedestrians, and to the carriageway for cyclists (via a dropped kerb). The proposed pedestrian/cyclist access arrangement is indicatively shown at **Appendix B**.

- 2.8. It is anticipated that the vast majority (if not all) of pedestrian and cyclist trips will route to and from the east of the site, as this is where some existing facilities and amenities are located (including the primary school, public house and village hall). As such, it is currently considered that this route will be used by most future residents associated with the proposed scheme.
- 2.9. An illustrative layout is included as part of the wider application (and at **Appendix C** for reference), and provides an indication of internal pedestrian/cycle routes, with the exact location and design to be secured at reserved matters stage.
- 2.10. The illustrative layout includes a three metre wide pedestrian and cycle route as part of the internal site arrangement. This route extends from the proposed vehicular access to the non-motorised access at the southeast corner of the site, broadly running parallel to the B4069. It is considered that this internal route would provide a more attractive and desirable option than the existing footway along the northern side of this section of the B4069.
- 2.11. Accordingly, no improvements are proposed to the existing footway between the vehicular and non-motorised access points, as the intention is to encourage pedestrians and cyclists to use the alternative three metre wide route within the site.
- 2.12. Following discussions with WC, the proposed access strategy and associated off-site improvements (as set out in **Chapter 3** of this TN) has been subject to an independent Stage 1 Road Safety Audit (RSA). The Audit Brief, Report, Designer's Response and associated drawings are provided at **Appendix D**.

3. Proposed Off-Site Improvements

Non-Motorised User Audit

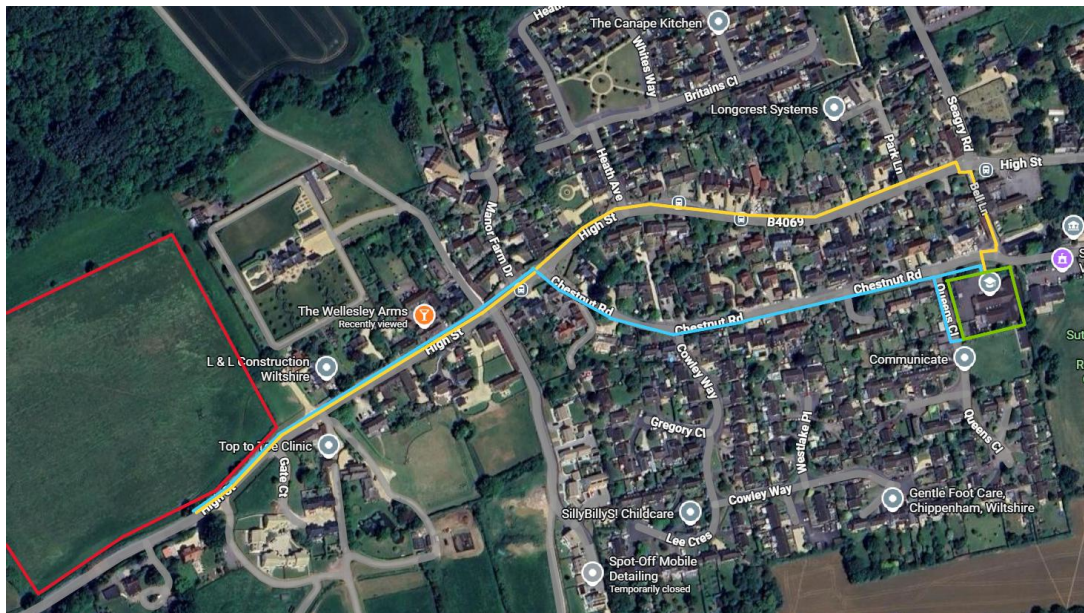
- 3.1. The highways consultation response dated February 2026 requests that the Applicant investigates potential improvements for existing footway provisions. It was confirmed at the subsequent meeting with the local highway officer on 12 March that an informal non-motorised user audit (or walking assessment) would be undertaken to assess any off-site footway improvements that could be required.
- 3.2. Further to those discussions, an informal Non-Motorised User (NMU) audit has been undertaken in order to assess the existing conditions of the pedestrian routes to Sutton Benger Primary School to the southeast of the site. The principal routes between the site and the school have been identified via the Google Directions tool, which is understood to calculate the most efficient routes for pedestrians. The routes to the school are identified as follows and are illustrated at **Plate 3.1** below.
 - a) **Route A** – B4069 High Street and Chestnut Road

This route provides the most direct pedestrian access to the school.

 - b) **Route B** – B4069 High Street, Bell Lane, and Chestnut Road

This route provides a longer pedestrian route to the school, avoiding Chestnut Road.

Plate 3.1 – Pedestrian Routes between the site and Sutton Benger Primary School



- 3.3. Further to discussions with the local highway officer, an additional route using a cut-through had been identified from a desktop assessment, located approximately 95 metres west of the Bell Lane junction. However, on-site observations confirmed that this was not a through-route. Therefore, this route has not been assessed further.

- 3.4. An informal audit of the routes has been carried out by Pegasus Group on Friday 20th March 2026. The audit evaluated pedestrian facilities and surface quality. Issues and potential for improvements have also been considered. The full audit results including a summary of each route are contained at **Table 3.1**. Photographs are provided at **Appendix E**.
- 3.5. The key issues and proposed measures to improve pedestrian facilities are set out at **Table 3.1**. It also sets out, in some places, why improvements cannot be provided or would not be appropriate. The location of physical improvement strategies are identified on the plan at **Figure 3.1**.

Table 3.1 – Review of Key Pedestrian Routes between the Site and Sutton Benger Primary School

Issue	Proposed Measures
Both Routes	
i – The existing footway located on the northern side of the B4069 High Street between the proposed site access and the junction with Manor Farm Drive is under one metre wide in some places	It is anticipated that the existing footway will be widened on the northern side of the B4069 High Street between the proposed non-motorised user access point and the junction with Manor Farm Drive, where it is below one metre in width. Where possible, the footway will be widened to a maximum of two metres and a minimum of 1.2 metres within land maintained at public expense. A width of 1.2 metres allows for an adult and a child to walk side by side, in accordance with Manual for Streets (2007) guidance. The proposed improvement scheme is indicatively shown at Appendix F . This will be subject to discussions with local highway officers and detailed design in due course.
ii – Some of the existing junctions on route to the school are not provided with tactile paving, such as Manor Farm Drive	It is anticipated that tactile paving will be provided at the Manor Farm Drive junction, as indicatively shown at Appendix F . This will be subject to discussions with local highway officers and detailed design in due course.
iii – Some sections of footway are uneven, cracked, rutted etc.	It is considered that this is an existing issue that the highway authority has a duty to maintain.
Route A	
i – A section of the footway a few metres to the west of Heath Avenue bus stop has no curb and the footway becomes level with the road.	Painted dashed lines are provided to show the edge of the carriageway. From a review of the online Crashmap database, there is no evident highway safety pattern in this location within the most recent three year period (2022 – 2024). It is therefore considered that no improvements are necessary here to serve the proposed development.
Route B	
i – There is no kerbed footway provision for approximately 70 metres of Chestnut Road	An existing virtual footway is provided within the carriageway extents on Chestnut Road that measures around 1.5 metres wide. Chestnut Road is subject to a 20mph speed limit and signage is provided to make drivers aware of the fact that pedestrians are walking in the carriage way. A review of the online crashmap database confirms that there have been no recorded incidents on Chestnut Road within the most recent three year period of

Issue	Proposed Measures
	available records (2022 – 2024). It is therefore considered that no improvements are necessary here to serve the proposed development.
ii – There are some sections of the footway that measure around one metre or less along Chestnut Road, primarily to the west of the Chestnut Road cul-de-sac junction.	The existing footway serves existing residents walking to school with children. As set out above, there is no evident highway safety record on Chestnut Road. It is therefore considered that no improvements are necessary here to serve the proposed development.

- 3.6. The measures set out at **Table 3.1** are considered appropriate to improve conditions for existing and future residents and users on the local highway network. They have been set out with consideration to Pegasus Group's observations and professional judgement. It is considered that the proposed measures are possible and feasible within the relatively constrained urban environment along the routes, and that in some locations improvements cannot be made, yet those locations still encourage use by pedestrians.
- 3.7. It is concluded that the routes are suitable to serve the future demand of the development and that improvements schemes can be introduced to encourage pedestrian use towards the primary school and other local amenities. The findings suggest that routes can be made safer with the appropriate footway improvements and widening, where possible within land maintained at public expense.
- 3.8. Following subsequent discussions with WC it was suggested that an appropriate developer contribution may be requested in respect of an additional Vehicle Activated Sign (VAS), to be located along the B4069 Bath Road in order to encourage reduced vehicle speeds through Sutton Benger. Whilst it is considered that this is not necessary to make the development acceptable in safety terms, the Applicant has confirmed that they are willing to make an appropriate contribution towards this measure, subject to agreement in due course.

Southern Site Boundary

- 3.9. The highways consultation response requests that widening is also investigated along the southern site boundary, at the footway on the northern side of the carriageway in this location.
- 3.10. As set out in **Chapter 2**, a dedicated pedestrian and cyclist access point will be provided at the southeastern corner of the site, and it is anticipated that this will be used by the majority of pedestrians as this is on the route to facilities and amenities within Sutton Benger. It is therefore considered that a minority of pedestrians associated with the proposed development would utilise the footway along the southern boundary, and that this would likely be mostly associated with existing users. As set out in the TA, there is no evident highway safety record within 250 metres of the site access within the most recent three year period of available records. It is therefore considered that the existing footway on the southern site boundary is appropriate to serve the proposed scheme.

4. Forecast Traffic Impact

- 4.1. The highways consultation response dated February 2026 requests that the junction assessment at the site access (set out at Chapter 7 of the TA) accounts for committed developments elsewhere in Sutton Benger. Further to the meeting with the highway officer on 12 March, it was agreed that a revised future year would be appropriate for the purposes of this TN.

Growth Rates

- 4.2. In order to assess the impact of the development in a revised future year of 2031 (five years hence), the base traffic data in Chapter 3 of the TA on the B4069 High Street has been growthed using TEMPro (version 8.1) National Transport Model growth factors. The parameters applied for the original assessment at Chapter 7 of the TA are applied to the new future year. For the avoidance of doubt, these are replicated below:

- Middle Super Output Area (MSOA) E02006651: Wiltshire 008.
- Car Driver.
- Trip end type: origin/destination.
- Minor Road type; and
- N RTP 2022 Core dataset (dataset version 80).
- The growth factors are summarised in **Table 4.1** below.

Table 4.1 – TEMPro Growth Rates

E02006651: Wiltshire 008		
Time Period	Weekday AM Peak Period (07:00 – 09:59)	Weekday PM Peak Period (16:00 – 18:59)
2025 – 2031	1.0398	1.0413

Committed Developments

- 4.3. A list of committed developments has been provided by the planning consultant and this has been verbally agreed with the local highway officer at the meeting on 12 March. The relevant sites are as follows:
- 20/O3487/FUL – Residential development of 21 dwellings with associated infrastructure, landscaping, and construction of a new access onto Sutton Lane. This detailed planning application was refused in April 2021 and subsequently allowed at appeal (ref: APP/Y3940/W/21/3285458) in June 2022.
 - 20/O3876/OUT – Residential development for 24 dwellings and associated infrastructure. This outline planning application was refused in September 2021 and subsequently allowed at appeal (ref: APP/Y3940/W/22/3292118) in June 2022.

- PL/2023/06204 – Residential development for 60 dwellings and associated infrastructure. This outline planning application was refused in February 2024 and subsequently allowed at appeal (ref: APP/Y3940/W/24/3349828) in January 2025.

4.4. The forecast traffic flows set out in the transport documents associated with each planning permission listed above have now been accounted for on the B4069 within the vicinity of the site. The revised traffic flow diagrams are included at **Appendix G**.

Junction Capacity Assessment Results

- 4.5. The industry standard Junctions 11 PICADY modelling software has been used to assess the capacity of the site access junction, accounting for the traffic associated with the committed developments in Sutton Benger.
- 4.6. The revised full modelling results are included at **Appendix H** and summarised in **Table 4.2**.

Table 4.2 – Site Access Junction with The B4069 High Street Modelling Results

Arm	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Queue (Veh)	Delay (seconds)	RFC	Queue (Veh)	Delay (seconds)	RFC
	2031 Future Year Plus Committed Development Plus Development					
B4069 West	0.0	5.33	0.01	0.0	5.56	0.00
Site Access	0.1	8.71	0.06	0.0	8.48	0.03
B4069 East	0.0	4.37	0.01	0.0	4.93	0.01

- 4.7. **Table 4.2** confirms that the site access point is forecast to operate well within capacity in a future year of 2031, with a highest RFC of 0.06 forecast on the site access arm in the AM peak hour with a delay of 8.71 seconds.

Conclusions on Traffic Impact

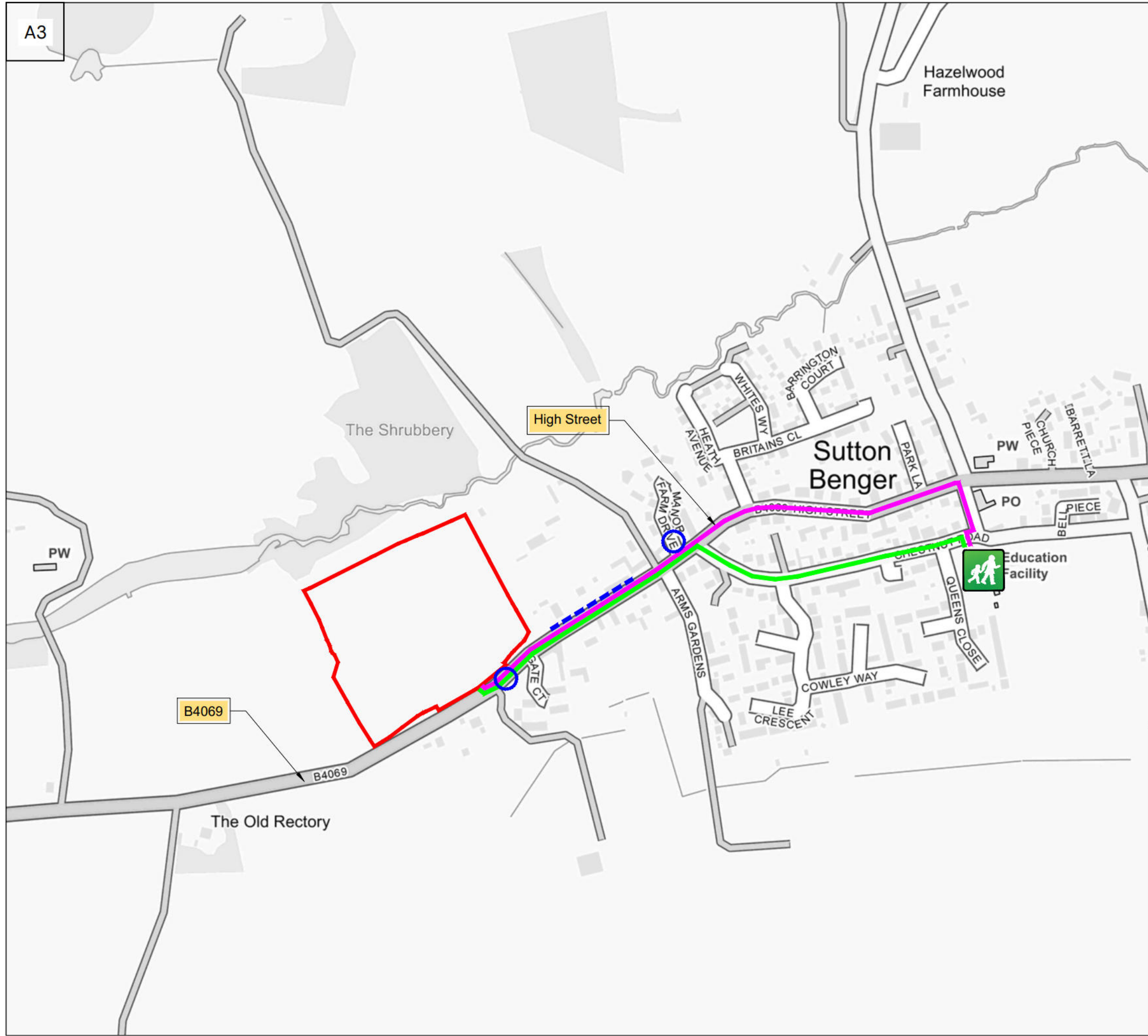
- 4.8. It is concluded that the traffic generated by the development proposal will not have a material effect in real terms on the safety or operation of the local or strategic highway network.

5. Conclusions

- 5.1. This Transport Technical Note (TN) has been prepared by Pegasus Group on behalf of Gleeson Land Ltd in order to address transport matters associated with the proposed development of up to 90 residential dwellings on land at Gate Farm, High Street, Sutton Benger. The scheme is the subject of live planning application PL/2025/09825.
- 5.2. The planning application submission was supported by a Transport Assessment (TA) and a Framework Residential Travel Plan (FTP), both dated December 2025. A consultation response from the local highway authority at Wiltshire Council (WC) dated 03 February 2026 has since been received, and MS Teams meetings was subsequently held between Pegasus Group and the local highway officer on 12 March 2026 and 30 April 2026.
- 5.3. This TN concludes that the revised access strategy is appropriate to serve vehicles and non-motorised users associated with the proposed development. It is also concluded that off-site improvements for non-motorised users can be provided, where appropriate, that will provide a betterment for existing and new residents.
- 5.4. The proposed access strategy and associated off-site improvements shall be subject to an independent Stage 1 Road Safety Audit (RSA) and Designer's Response, to be provided as standalone document.
- 5.5. This TN concludes that the traffic generated by the development proposal will not have a material impact on the safety or operation of the local or strategic highway network.
- 5.6. Finally, it is concluded that there are no remaining highway or transportation reasons which should prevent the proposed development.



Figures



Key:

-  Approximate Red Line Boundary
-  Route A
-  Route B
-  Sutton Benger C of E Primary School
-  Proposed New Tactile Paving
-  Extent of Existing Footway to be widened to 1.2m in places where it is currently less than 1.2m

DDMMYY				
REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

NON MOTORISED USERS AUDIT PLAN

LAND AT GATE FARM, SUTTON BENG

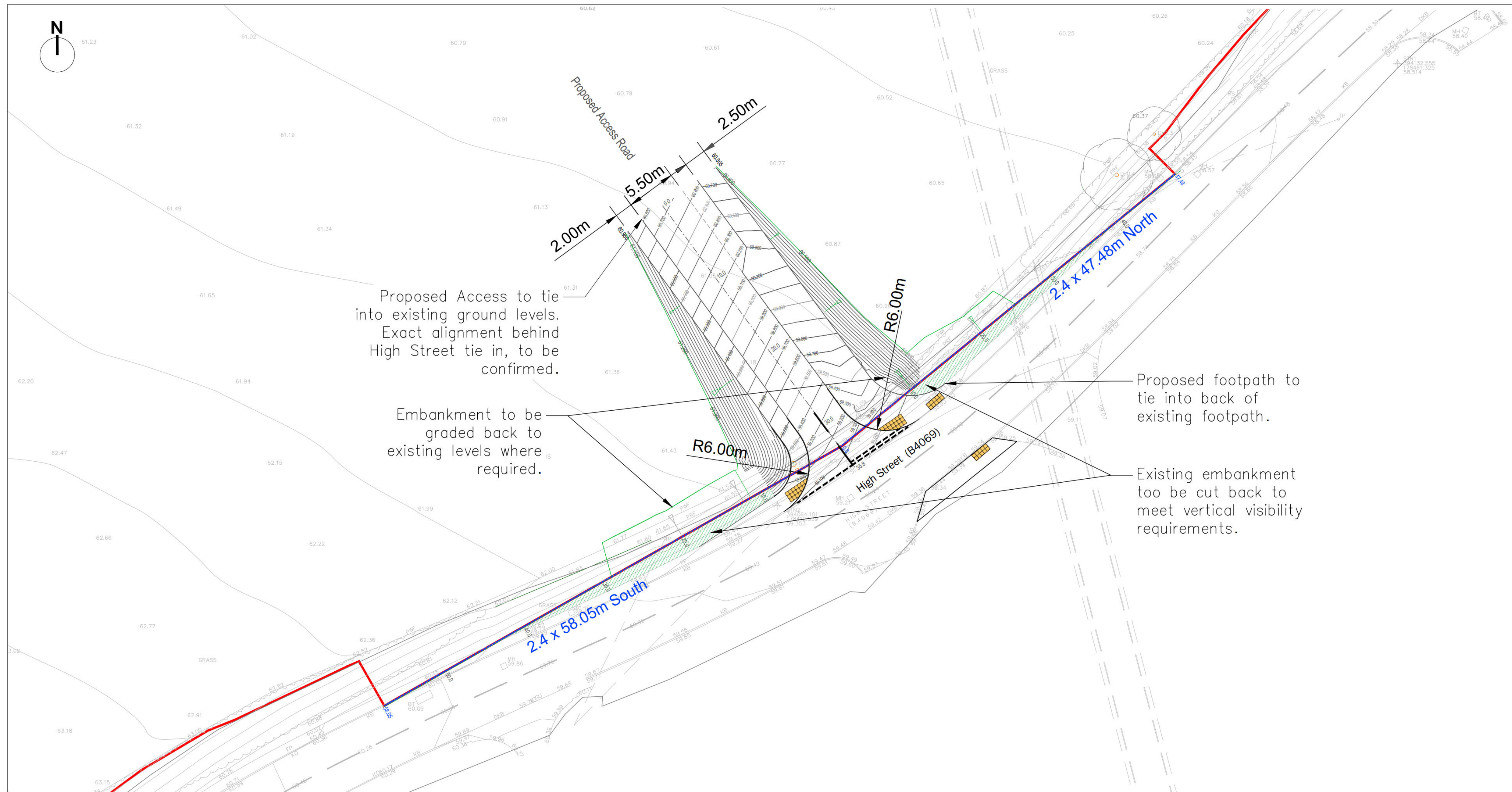
CLIENT: GLEESON LAND STATUS: INDICATIVE

DATE: 23/03/2026 SCALE: 1:5000 DRAWN/CHECKED BY: JAN/LRD APPROVED BY: TS

JOB NUMBER: P25-0894 DRAWING NUMBER: FIGURE 3.1 REVISION No: PEGASUS GROUP



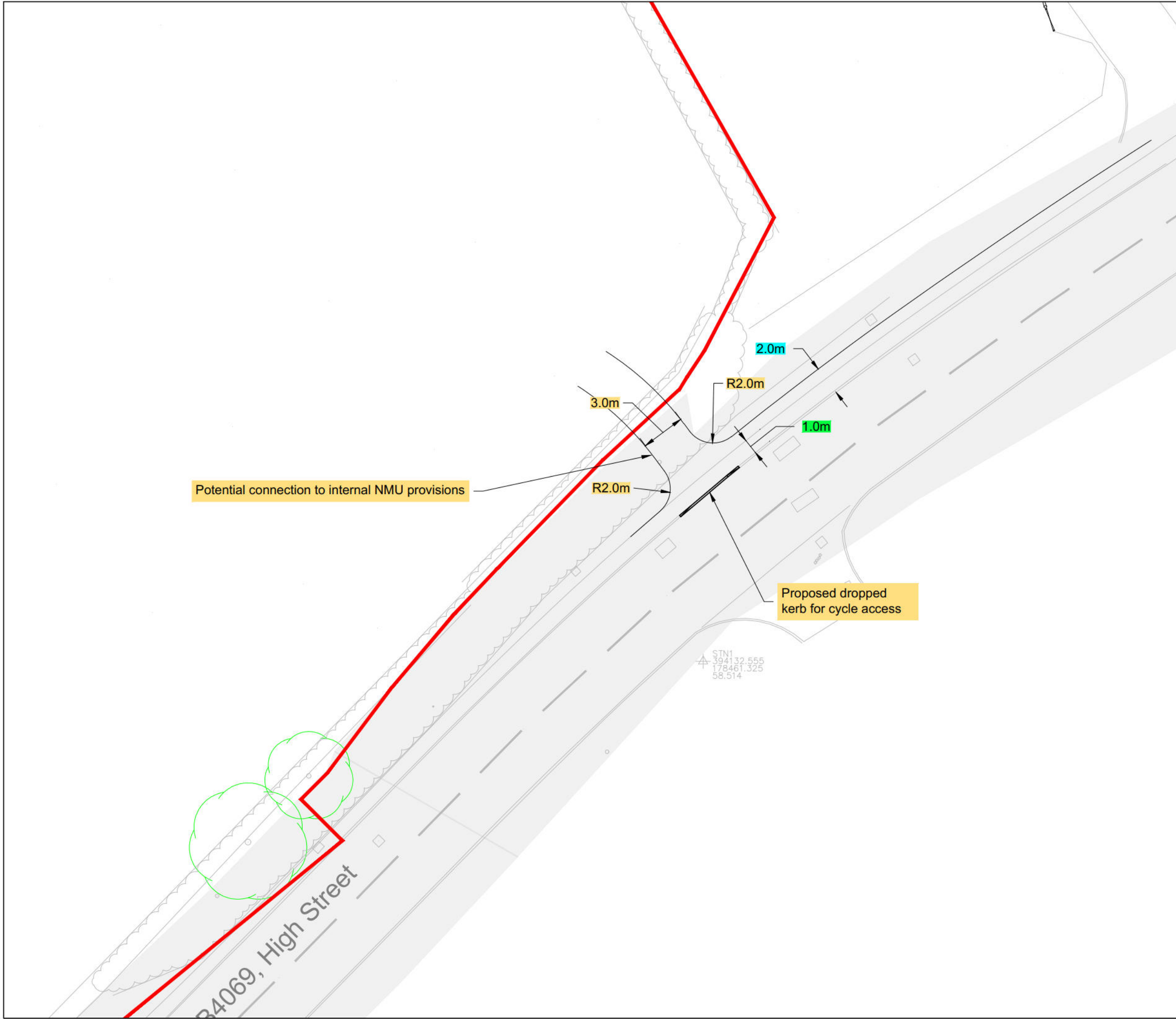
Appendix A





Appendix B

All Intellectual Property Rights (including but not limited to copyright) subsisting in or arising out of this drawing and the building works depicted are owned by Pegasus Planning Group Ltd (Pegasus Group) and may not be copied, adapted, disseminated, redistributed, reproduced and/or otherwise used without a written licence. Pegasus Group accepts no liability for any use of this drawing other than for its original purpose and by the original client except in circumstances where approval for use has been provided by Pegasus Group in writing. Use only written dimensions. Drawing prepared for planning application purposes only. Do not scale (or use) for construction, sales or any other purpose. Any queries to be reported to Pegasus Planning Group Limited [2025] Use of this drawing is subject to the Terms & Conditions available @ pegasusgroup.co.uk



1:250

0

5m

Key:

Approximate Extent of Adopted Highway

Approximate Red Line Boundary

Existing Dimension

Proposed Dimension

Notes:

1. Title plans translated onto topographical survey as shown on OS plan and are to be treated as approximate.

2. Highway boundary extents translated onto topographical survey as shown on OS plan, subject to confirmation from Wiltshire Council and are to be treated as approximate.

A

SURGEON

LAYOUT REMOVED

JANUARD

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-----	------	-------------	------------	-------------

POTENTIAL SITE ACCESS PLAN –
INDICATIVE PEDESTRIAN / CYCLE
ACCESS

LAND AT GATE FARM, SUTTON BENDER

CLIENT:
GLEESON LAND

DATE:
12/05/2026

SCALE:
1:250@A3

DRAWING STATUS:

REVISION:
A

DRAWING NUMBER:
P25-O894_DRAWING 103

DRAWN BY:
JAN/LRD

APPROVED BY:
TS

OFFICE:
BRS

PEGASUS
GROUP



Appendix C



The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
G	Layout updated following comments	18.08.26	M.D. F.N.

- Site Boundary
- Dwelling House
- Gardens
- Primary Vehicular Route
- Key Space Shared Surface
- Shared Surface
- Lane / Private Drive
- Parking
- Footpath
- Play Space
- Attenuation Basin and Swale
- Proposed Tree Planting
- Existing Tree Planting

Project
Sutton Benger

Drawing Title
Illustrative Site Layout

Date
31.07.25

Scale
1:1,250 @A2

Project No
333102291

Drawn by
M.D.

Check by
F.N./S.B.

Drawing No
STN-GEN-SW-DR-MP-06 G

Revision

0 10 20 30 40 50m



Stantec

Stantec UK Limited
The Blade
Abbey Square
Reading
RG1 3BE
T: 0118 9430 000



stantec.com\uk



Appendix D

Project Summary	
Date:	15/05/2026
Document Reference:	P25-0894 TR05 RSA Brief
Prepared by:	Pegasus Planning Group Ltd
On Behalf of:	Gleeson Land Limited
AUTHORISATION SHEET	
Project:	Land at Gate Farm, High Street, Sutton Benger
Report title:	Stage 1 Road Safety Audit Brief
PREPARED BY:	
Name:	Tim Slater
Signed:	
Organisation:	Pegasus Planning Group Ltd
Date:	15/05/2026

General Details				
Highway Scheme Name & Road Number		Land at Gate Farm, High Street, Sutton Benger		
Type of Scheme: New simple Priority junction access point and proposed footway improvements comprising, widening of the existing footway east of the site access and creation of a pedestrian/ cycle access to the south eastern corner of the development.				
RSA Stage <i>Tick as appropriate ✓</i>	1	✓	2	3
	Interim			4
Overseeing Organisation Details		Design Organisation Details		
Wiltshire County Council County Hall Bythesea Road Trowbridge Wiltshire BA14 8JN		Pegasus Planning Group Ltd 33 Sheep Street Cirencester GL7 1RQ		
Police Contact Details (RSA3 Only)		Maintaining Agent Contact Details		
N/A				
RSA Team Membership				
<i>Unsure of Auditors to be instructed at this current time - therefore section left blank for now.</i>				
Terms of Reference <i>Make reference to relevant DMRB documents and other guidance where appropriate.</i>				
GG 119, MfS, MfS2, Wiltshire Council Design Guide 2024				

Scheme Details
Scheme Description/Objective
General <i>Define the extents of the RSA, include a brief scheme description, the scheme objectives, a start date for construction if known and a completion date. In addition, for stage 4 RSAs, confirm when all related traffic management has been removed.</i> This Stage One Road Safety Audit Brief has been prepared by Pegasus Planning Group Ltd on behalf of Gleeson Land Ltd in respect of the proposed residential development comprising 90 dwellings, with access provided from the B4069 High Street. The site location in its geographical context is shown at Appendix A and the proposed site layout is included at Appendix B. The site currently comprises open land and is located directly to the west of Sutton Benger. It is bound by the B4069 to the South and a residential dwellings to the East. A new vehicular access is proposed from the B4069 High Street at the southern site boundary. Drawing P25-0894-PEG-XX-XX-DR-C-100-P4 indicates the proposed access arrangements to the site comprising a simple T Junction arrangement with minor road width of 5.5 metres and associated 6 metre radii. Footways measuring two metres wide are proposed on both sides of the access, which then tie into the existing footway provisions on the B4069 High Street. Dropped kerbs and tactile paving will be provided to cross both the access road and the B4069 High Street.

Calculated visibility splays equate to 2.4 x 58.05 metres to the south, and 2.4 x 48.47 metres to the north. This is shown to be achievable in the horizontal plane and the vertical plane (with associated earthworks). Visibility in the vertical plane is shown on **Drawing P25-0894-PEG-XX-XX-DR-C-101-P3**

Drawing P25-0894_102 sets out proposed widening of the existing footway to the east, ranging from circa 0.7m width to be widened to 1.2 metres width (minimum).

Drawing P25-0894_103 sets out proposals for a 3 metre wide Non Motorised User connection located to the south east corner of the proposed site to provide an alternative route through the site to/from the centre of Sutton Benger.

It is not considered that dedicated cyclist facilities are required on the basis of the relatively low forecast number of cyclist movements generated by the proposed development

We request the proposals set out in the drawings are audited to account for the off-site widening of the existing footway to the East, the proposed site access arrangements and the Non-Motorised User access located south east of the site.

Design Standards Applied to the Scheme Design

For example, DMRB.

DMRB, MfS, MfS2, Wiltshire Council Design Guide 2024

Design Speeds

Provide details of applied and/or existing design speeds.

Two Automatic Traffic Count (ATC) surveys have been undertaken on the B4069 High Street, located each side of the proposed site access. The surveys were undertaken between 04th July 2025 and 10th July 2025 and the data is reproduced at **Appendix C**.

The weekday average 85th percentile speeds have been calculated in line with Design Manual for Roads and Bridges (DMRB) document CA185 'Vehicle Speed Measurement' and are summarised in **Table 1** below. The weather was dry throughout the period of assessment.

Table 1 - Recorded 85th Percentile Vehicle Speeds

Direction of Flow	10:00 – 12:00 (mph)	14:00 – 16:00 (mph)	Averaged 85th Percentile Speed (mph)
Eastbound	37.18	37.20	37.19
Westbound	32.18	32.45	32.42

Speed Limits

State whether mandatory or advisory, available speed data.

The B4069 High Street comprises an unlit single carriageway that is subject to a 30mph speed limit, changing to 50mph near the southwest corner of the site.

Existing Traffic Flows/Queues

To include current automatic traffic counter (ATC) data, up-to-date turning count and queue information etc.

The ATC data contained at **Appendix C** has been used to confirm existing weekday average traffic flows on B4059 High Street within the vicinity of the site. These are summarised at **Table 2** below.

Table 2 – Recorded Average Weekday Vehicle Flows

ATC Location	Direction of Flow	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Western Site	Eastbound	240	336
	Westbound	383	260
	Two-Way	623	596

Forecast Traffic Flows

Where available and relevant, provide future traffic flow data including vehicle proportions.

The proposed scheme for 90 residential dwellings is forecast to be associated with 45 two-way vehicular movements in the Peak AM house (08:00-09:00) and 41 Two-way vehicular movements in the PM peak (17:00-18:00). This works out at an average of approximately two trips every three minutes. It is forecast that the proposed development could attract around three two-way cyclist trips in the weekday AM peak period and around four two-way cyclist trips in the weekday PM peak period. For pedestrian trips, it is forecast that the proposed development could generate 27 two-way pedestrian trips in the weekday AM peak period and around 11 two-way pedestrian trips in the weekday PM peak period. For public transport users, it is forecast that the proposed development could attract approximately one two-way trip in both the AM and the PM peak.
Pedestrian, Cyclist & Equestrian Desire Lines <i>Include details of pedestrian, cyclist and equestrian movements in the vicinity of the scheme and, when applicable the relevant walking, cycling and horse-riding assessment and review reports HD 42/17 [Ref 7.1].</i>
A continuous footway that measures between around 0.6 and two metres wide is provided on the northern side of B4069 High Street. A footway is provided on the southern side of the carriageway from the junction with Arms Gardens around 200 metres to the east of the site boundary. It measures between around one and two metres wide. Dropped kerbs and tactile paving is generally provided at junctions. As set out further above, it is proposed that these existing facilities will be improved as part of the development proposal. Public Right of Way (PRoW) route SBEN22 is a bridleway located on the southern side of the B4069 High Street at Gate Court. It provides a connection between the B4069 High Street in the north and the wider PRoW network to the south and facilitates access to Kington Langley and Chippenham to the southwest. There are no dedicated cycle facilities on the B4069 High Street, however the local topography is relatively flat and it is considered that it is suitable for confident cyclists. The nearest bus stop to the site is Manor Farm Drive on the B4059 High Street, approximately 300 metres east (around a four-minute walk). It is equipped with a raised kerb, shelter, seating, and timetable information, and serves eastbound services only. Additional bus stops are located about 500 metres east at Heath Avenue, with basic facilities on both eastbound and westbound sides.
Environmental Constraints <i>Include all environmental constraints within the scheme extents, for example sites of special scientific interest (SSSI), conservation areas, listed properties etc.</i>
N/A
Locality
Description of Locality.
The site is located directly to the north of the B4069 High Street and is bound by existing dwellings to the east and open land to the north and west. Access is currently taken from the existing track to the southeast of the site, which also serves an existing residential dwelling.
General Description <i>Include road network, road type, relevant land uses etc.</i>
B4069 High Street The B4069 High Street comprises an unlit single carriageway that is subject to a 30mph speed limit, changing to 50mph near the southwest corner of the site. The carriageway measures around 5.5 metres wide and serves existing residential dwellings, as well as providing a route through the village. The B4069 High Street provides a connection between the centre of Sutton Benger in the east and the B4122 to the west. Beyond this, it also provides connection with Chippenham to the southwest of the site. A continuous footway between the site boundary and the centre of the village is provided on the northern side of the carriageway, measuring between around one to two metres wide within the immediate vicinity of the site. Between the site and the village centre, the footway varies in width between 0.6 metres and two metres. Dropped kerbs are provided at crossing points.

It is observed that there are parts of the existing highway network that are already used by existing school children (and that could be used by school children associated with the proposed development) with geometries that accord with modern guidelines and some that don't because they are more historic, yet still function well.).		
Relevant Factors Which May Affect Road Safety <i>Factors known to the Design Organisation and considered as part of the design. This should also include anything that would not be immediately obvious to the RSA Team – such as school crossing patrols and large events, for example.</i>		
N/A		
Analysis		
Collision Data Analysis <i>Stages 1,2, and 3 provide a summary of road traffic collision data covering both the extent of the scheme and the adjoining sections of highway. As a minimum, the most recent 36 month of data. At Stage 4, provide 12 months of post-opening validated road traffic collision data. Raw data should be provided as an appendix.</i>		
Personal Injury Collision (PIC) data was requested from Wiltshire Council for the most recent three-year period between 01 December 2022 and 21 November 2025. The study area comprised 250 metres either side of the site boundary on the B4069 High Street. The data confirms that one incident was recorded during this period and study area. The incident is summarised below, and the full record and location is contained at Appendix D. The recorded incident occurred on the 19 August 2025 at 10:52 in light and dry conditions at the Gate Court/B4069 High Street junction. It appears to have occurred when one vehicle turning out of Gate Court collided with an oncoming vehicle on the B4069 travelling in the opposite direction, resulting in one serious injury. The recorded incident appears to have occurred due to temporary driver misjudgement or error. The PIC data indicates that there is no existing highway safety cluster or pattern within the vicinity of the site.		
Departures from Standards <i>Include status details, i.e. approved/pending/rejected, and any design strategy records produced for improvements to existing trunk roads and motorways.</i>		
N/A		
Previous Road Safety Audit Stage Reports, Road Safety Audit Response Reports & Evidence of Agreed Actions <i>Attach previous reports to the RSA Brief, or provide an explanation where these are not available.</i>		
N/A		
Strategic Decisions <i>Includes items outside the scope of this RSA, which will not change irrespective of the RSA, for example route choice, junction type, approved departures from standard.</i>		
N/A		
List of Included Documents and Drawings <i>For example: previous RSA reports; Design Responses; Departures; Road Traffic Collision Data; Walking, Cycling and Horse-Riding Assessment and Reviews. This could include any relevant operational data such as damage-only collision data or incident logs. This list could be included as an attachment to the RSA Brief or a hyperlink to a shared electronic location where the RSA Brief information has been collated.</i>		
Documents		
Reference	Title	Date
Appendix A	Site Location Plan	April 2026
Appendix B	Illustrative Site layout	May 2026
Appendix C	ATC data	July 2025
Appendix D	Accident data	Dec 2025

Drawings		
Reference/ Revision	Title	Date
P25-0894-PEG-XX-XX-DR-C-100-P4	Site Access from High Street (B4069) General Arrangement Plan Access	12/06/2026
P25-0894-PEG-XX-XX-DR-C-101-P3	Site Access from High Street (B4069) Vertical Visibility Splay Sections	11/06/2026
P25-0894_102	Proposed footway provision	12/06/2026
P25-0894_103	Site Access Plan - Pedestrian / Cycle Access	12/06/2026

Appendix A

Appendix B



The scaling of this drawing cannot be assured			
Revision	Date	Drn	Ckd
E Graphics Updated	07.04.26	ALC	TL/FN

- Site Boundary
- Dwelling House
- Gardens
- Primary Vehicular Route
- Formal Square
- Shared Surface
- Lane / Private Drive
- Parking
- Footpath
- Play Space
- Attenuation Basin and Swale
- Proposed Tree Planting
- Existing Tree Planting

Project
Sutton Benger



Drawing Title
Illustrative Site Layout

Date
31.07.25

Scale
1:1,250 @A2

Drawn by
M.D.

Check by
F.M./S.B.

Project No
333102291

Drawing No
STN-GEN-SW-DR-MP-06

Revision
E





Stantec UK Limited
The Blade
Abbey Square
Reading
RG1 3BE
T: 0118 9430 000



stantec.com\uk

Appendix C



	Site / Location:	High St, B4069	Project No:	17007	Site No:	1
	Survey Date:	26 June 2025 to 02 July 2025	Project Name:	Sutton Benger		
	Survey Times:	24 hours	Drawing Title:	Installation Photo		

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	High St, B4069	Northbound	30	26 June 2025	02 July 2025	24121	3757	3446	5229	21.7	1114	4.6	244	1.0	27.8	31.0
		Southbound	30	26 June 2025	02 July 2025	24253	3798	3465	10721	44.2	2177	9.0	415	1.7	29.8	33.4
		Two Way	30	26 June 2025	02 July 2025	48374	7555	6911	15950	33.0	3291	6.8	659	1.4	28.8	32.4

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirA - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirA - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirA - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirA - Results

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Northbound
30 June 2025

17007 - Sutton Benger ATC 1 DirA - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirA - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Bengier ATC 1 DirA - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirA - Results

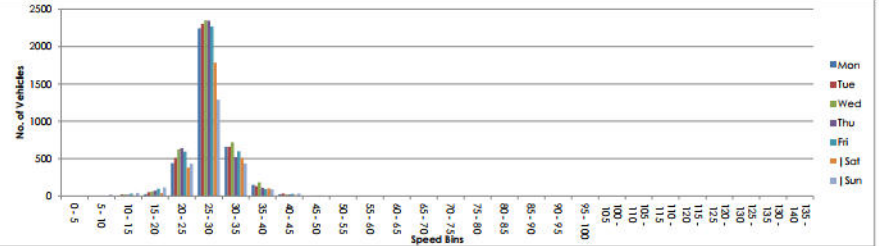
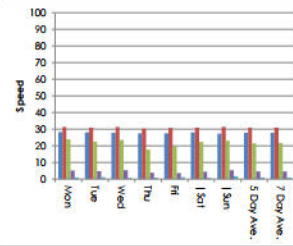
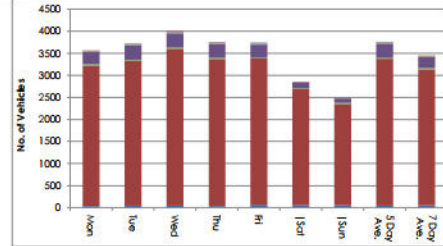
Site 1
Location High St, B4069
Direction Northbound
Virtual Week (1)

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Northbound
Virtual Week (1)

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Mon	3562	37	3178	36	282	8	9	0	7	2	3	0	0	846	23.8	184	5.2	34	1.0	28.3	31.4	0	0	4	28	442	2242	662	150	28	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

Summary Graphs



17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

[illegible]

Site
Location
Direction

1
High St, B4069
Southbound
27 June 2025 Friday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound
27 June 2025 Friday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	4	57.1	1	14.3	33.4	-	0	0	0	0	1	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location High St, B4069
Direction Southbound

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

28 June 2025														Saturday																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
0000	11	0	11	0	0	0	0	0	0	0	0	0	10	90.9	6	54.6	3	27.3	36.8	44.9	0	0	0	0	0	1	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Bengier ATC 1 DirB - Results

Site
Location
Direction

1
High St, B4069
Southbound
30 June 2025

Monday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound

30 June 2025 Monday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	9	1	8	0	0	0	0	0	0	0	0	0	0	7	77.8	4	44.4	2	22.2	35.5	-	0	0	0	0	0	2	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	1	25.0	1	25.0	30.1	-	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	7	70.0	4	40.0	1	10.0	33.6	-	0	0	1	0	0	2	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	9	0	7	0	1	1	0	0	0	0	0	0	0	4	44.4	2	22.2	0	0.0	31.1	-	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	18	0	17	0	1	0	0	0	0	0	0	0	0	11	61.1	7	38.9	3	16.7	34.5	46.6	0	0	0	0	1	6	4	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	48	1	39	1	5	0	0	0	0	0	2	0	0	34	70.8	14	29.2	4	8.3	33.1	39.2	0	0	1	0	0	13	20	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	148	1	139	2	5	0	0	0	0	0	0	1	0	100	67.6	41	27.7	12	8.1	32.9	38.2	0	0	0	0	1	47	59	29	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	346	6	317	2	19	0	1	0	1	0	0	0	0	161	46.5	28	8.1	2	0.6	30.1	32.8	0	0	0	1	15	169	133	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	353	4	322	2	21	1	1	0	1	1	0	0	0	98	27.8	13	3.7	1	0.3	28.4	31.5	0	0	0	2	51	202	85	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	262	0	236	1	23	2	0	0	0	0	0	0	0	106	40.5	14	5.3	2	0.8	29.2	32.6	0	0	0	2	30	124	92	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	243	2	220	2	17	0	2	0	0	0	0	0	0	94	38.7	20	8.2	1	0.4	29.5	33.5	0	0	1	0	17	131	74	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	231	1	200	1	25	0	4	0	0	0	0	0	0	117	50.7	30	13.0	8	3.5	30.4	34.2	0	0	0	0	15	99	87	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	193	1	168	1	17	1	3	0	1	0	1	0	0	90	46.6	11	5.7	1	0.5	29.5	33.5	0	0	0	9	12	82	79	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	215	1	190	1	20	1	0	0	1	0	1	0	0	119	55.4	25	11.6	5	2.3	30.7	34.2	0	0	0	0	10	86	94	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	242	2	205	4	30	0	0	1	0	0	0	0	0	107	44.2	15	6.2	2	0.8	30	33.1	0	1	0	1	11	122	92	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	240	1	205	2	29	1	0	0	2	0	0	0	0	134	55.8	25	10.4	7	2.9	30.8	33.9	0	0	0	0	7	99	109	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	238	5	215	3	14	0	1	0	0	0	0	0	0	149	62.6	26	10.9	4	1.7	30.9	34	0	1	0	2	6	80	123	22	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	221	4	201	1	14	1	0	0	0	0	0	0	0	139	62.9	46	20.8	10	4.5	31.8	36.3	0	0	1	0	10	71	93	36	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	159	5	143	1	9	0	0	0	1	0	0	0	0	97	61.0	23	14.5	5	3.1	31.1	35	0	1	2	2	3	54	74	18	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	110	2	103	0	4	0	1	0	0	0	0	0	0	67	60.9	20	18.2	5	4.5	31.2	36.1	0	0	0	2	6	35	47	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	81	3	73	1	3	0	0	0	0	0	0	1	0	40	49.4	17	21.0	5	6.2	30.9	36.6	0	0	0	1	5	35	23	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	63	0	61	1	1	0	0	0	0	0	0	0	0	31	49.2	12	19.1	5	7.9	31.1	35.9	0	0	0	1	3	28	19	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	31	2	27	0	1	0	0	0	1	0	0	0	0	22	71.0	8	25.8	5	16.1	33	40.4	0	0	0	0	1	8	14	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	16	1	15	0	0	0	0	0	0	0	0	0	0	13	81.3	9	56.3	2	12.5	34.8	40.5	0	0	0	0	1	2	4	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	2943	32	2622	21	238	7	12	1	7	1	2	0	0	1411	47.9	276	9.4	48	1.6	30.1	33.6	0	3	4	19	187	1319	1135	228	36	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04-22	3345	38	2998	25	251	7	13	1	7	1	4	0	0	1649	49.3	366	10.9	75	2.2	30.3	33.9	0	3	4	23	202	1464	1283	291	59	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04-00	3392	41	3040	25	252	7	13	1	8	1	4	0	0	1684	49.7	383	11.3	82	2.4	30.3	34	0	3	4	23	204	1474	1301	301	63	15	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3490	43	3124	26	260	8	13	1	8	3	4	0	0	1749	50.1	415	11.9	93	2.7	30.4	34.2	0	3	6	23	206	1503	1334	322	68	19	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound
01 July 2025

17007 - Sutton Benger ATC 1 DirB - Results

[illegible]

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Bengert ATC 1 DirB - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirB - Results

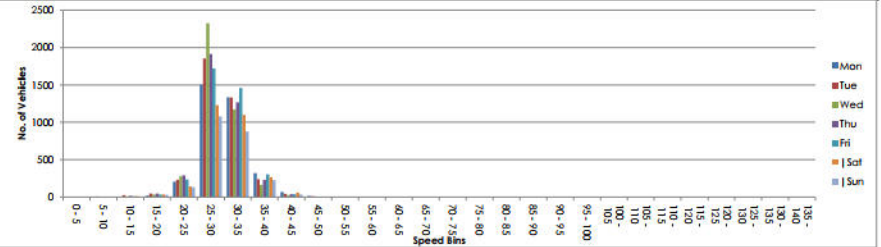
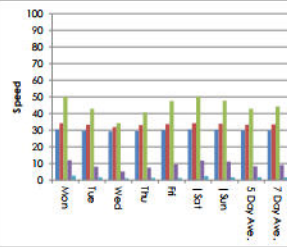
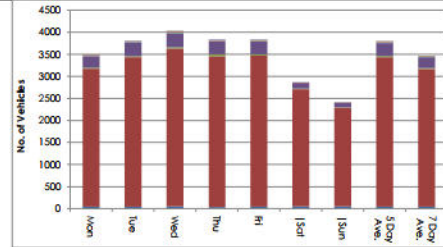
Site 1
Location High St, B4069
Direction Southbound
Virtual Week (1)

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound
Virtual Week (1)

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Mon	3490	43	3124	26	260	8	13	1	8	3	4	0	0	1749	50.1	415	11.9	93	2.7	30.4	34.2	0	3	6	23	206	1503	1334	322	68	19	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs



17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

Site 1
Location High St, B4069
Direction Two Way
Virtual Day (7)

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Two Way
Virtual Day (7)

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	25	0	22	0	2	0	0	0	0	0	0	0	0	15	60.3	6	24.1	2	9.2	32.4	37.2	0	0	0	0	1	8	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	13	0	2	0	0	0	0	0	0	0	0	10	67.9	5	35.9	2	12.3	33	38.9	0	0	0	0	1	4	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	11	0	10	0	2	0	0	0	0	0	0	0	0	8	67.1	3	25.3	1	10.1	33.3	38.3	0	0	0	0	0	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	11	0	10	0	1	0	0	0	0	0	0	0	0	8	74.7	4	38.0	2	19.0	34.3	42.1	0	0	0	0	0	3	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	17	1	15	0	1	0	0	0	0	0	0	0	0	12	70.3	5	31.4	3	17.4	34	41.6	0	0	0	0	0	5	7	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	51	2	42	0	6	1	0	0	0	0	0	0	0	32	63.3	14	27.7	5	10.1	32.3	38.6	0	0	1	1	1	16	18	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	172	1	153	1	12	2	1	0	0	0	0	1	0	103	59.4	34	19.8	11	6.5	31.7	36.4	0	0	0	0	5	64	68	23	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	447	7	395	2	38	2	1	0	1	0	1	0	0	170	38.0	32	7.3	6	1.4	29.4	32.8	0	0	0	0	4	32	241	138	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	538	5	479	6	42	2	1	0	1	0	1	0	0	160	28.0	25	4.7	3	0.6	28.3	31.7	0	1	3	7	64	313	125	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	438	4	383	4	39	2	3	0	1	0	1	0	0	113	25.7	18	4.1	2	0.5	28.1	31.4	0	1	2	8	59	255	95	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	459	7	401	6	39	1	2	0	1	0	2	0	0	116	25.2	18	3.8	2	0.4	28	31.3	0	1	4	8	62	269	98	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	467	6	407	4	45	1	3	0	1	0	0	0	0	137	29.3	19	4.0	3	0.6	28.4	31.7	0	1	2	8	55	264	118	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	456	5	403	3	38	2	1	0	1	0	2	0	0	142	31.2	22	4.8	4	0.9	28.6	32	0	0	3	6	45	260	121	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	460	6	408	4	36	1	2	0	1	0	1	0	0	156	34.0	26	5.7	5	1.0	28.9	32.2	0	0	1	5	44	254	130	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	465	7	413	4	36	1	1	0	1	0	0	0	0	138	29.7	23	4.9	3	0.6	28.5	31.8	0	1	3	10	46	267	115	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	558	6	497	6	45	1	2	0	1	0	1	0	0	156	28.0	25	4.6	4	0.8	28.2	31.8	0	2	6	11	68	315	131	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	544	9	491	5	34	1	1	0	1	1	1	0	0	181	33.4	33	6.0	5	0.9	28.7	32.2	0	1	4	11	57	290	149	28	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	538	9	494	5	28	1	0	0	0	0	1	0	0	188	34.9	40	7.5	6	1.1	29.1	32.8	0	0	1	6	53	289	148	34	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	402	10	372	2	17	0	0	0	0	0	0	0	0	143	35.4	31	7.6	5	1.3	28.9	32.9	0	1	4	7	44	204	113	25	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	291	5	272	1	11	0	1	0	0	0	0	0	0	100	34.5	25	8.7	4	1.5	28.7	32.9	0	0	3	7	35	145	75	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	221	4	203	2	11	0	0	0	0	0	0	0	0	73	33.0	21	9.3	4	1.6	28.9	33.1	0	1	1	3	23	121	52	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	156	2	148	1	4	0	0	0	0	0	0	0	0	51	32.7	17	10.8	4	2.5	29	32.9	0	0	0	2	21	82	34	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	107	1	104	0	2	0	0	0	0	0	0	0	0	44	41.2	13	12.1	4	3.5	29.6	33.8	0	0	0	1	12	50	31	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	61	1	58	0	2	0	0	0	0	0	0	0	0	31	50.4	11	18.0	4	6.3	30.7	36.1	0	0	0	1	6	24	20	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	5772	81	5143	90	438	14	18	2	12	4	9	1	0	1791	31.0	311	5.4	48	0.8	28.6	32	1	7	32	90	630	3220	1480	263	39	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04-22	4611	94	5920	55	476	16	20	2	13	4	10	1	0	2118	32.0	408	6.2	71	1.1	28.7	32.3	1	8	37	101	714	3632	1710	337	57	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04-00	6780	97	6082	56	479	16	20	2	13	4	10	1	0	2193	32.3	432	6.4	79	1.2	28.7	32.3	1	8	37	103	732	3705	1761	353	63	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6911	99	6194	56	492	17	20	2	13	4	11	1	0	2279	33.0	470	6.8	94	1.4	28.8	32.4	1	8	38	104	737	3744	1808	376	73	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

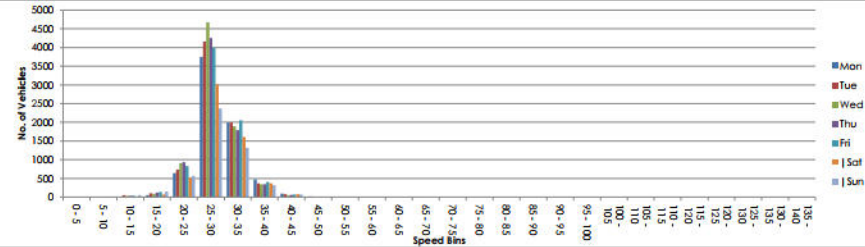
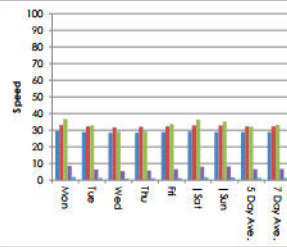
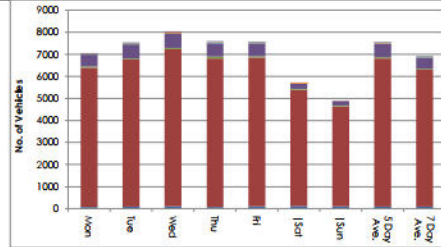
Site 1
Location High St, B4069
Direction Two Way
Virtual Week (1)

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Two Way
Virtual Week (1)

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Mon	7052	80	6302	62	542	16	22	1	15	5	7	0	0	2595	36.8	599	8.5	127	1.8	29.4	33	0	3	10	51	648	3745	1996	472	96	23	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



ATC VEHICLE CATEGORIES

Axis	Group	Description	Class	Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	M/C	1	$d[(1) \times 1.7m \& codes \times 2]$	
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d[(1) \times 4.7m, d[(1) \times 3.2m \& codes \times 2]$	
3, 4 or 5	3	Short towing - Trailer, Caravan, Boat, etc.	SVT	3	$group \times 3, d[(1) \times 2.1m, d[(1) \times 2.2m, d[(2) \times 2.1m \& codes \times 2]$	1 (Light)
2	2	Two axle truck or Bus	TR	4	$d[(1) \times 3.2m \& codes \times 2]$	
3	2	Three axle truck or Bus	TR	5	$codes \times 3 \& group \times 2$	
>3	2	Four axle truck	TR	6	$codes \times 3 \& group \times 2$	2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d[(1) \times 3.2m, codes \times 3 \& group \times 3]$	
		Four axle articulated vehicle or Rigid vehicle and trailer			$d[(2) \times 2.1m \& codes \times 4, d[(1) \times 2.1m \& codes \times 3]$	
4	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$codes \times 4 \& group \times 2$	
5	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$codes \times 5 \& group \times 2$	
>6	>2	Seven (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	$codes \times 6 \& group \times 2$	
>6	4	8-Axle or heavy truck and trailer	BD	11	$group \times 4 \& codes \times 6$	
>6	>5	Double or triple road train or heavy truck and two (or more) trailers	DRT	12	$group \times 5 \& codes \times 6$	3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL	Greater than ACPO (Association of Chief Police Officers) standard, ACPO is PSL x 105+2mph
>SL%	Greater than ACPO displayed as a percentage
>SL2	Greater than DFT (Department for Transport) standard, DFT is PSL plus 10mph.
>SL2%	Greater than DFT displayed as a percentage
Mean	Average speed
Ypp 85	85th percentile speed



	Site / Location:	High St, B4070	Project No:	17007	Site No:	2
	Survey Date:	04 July 2025 to 10 July 2025	Project Name:	Sutton Bengert		
	Survey Times:	24 hours	Drawing Title:	Installation Photo		

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
2	High St, B4070	Northbound	30	04 July 2025	10 July 2025	24692	3845	3527	17886	72.4	8397	34.0	2186	8.9	33.2	38.3
		Southbound	30	04 July 2025	10 July 2025	25004	3904	3572	22215	88.9	12931	51.7	4015	16.1	35.5	40.3
		Two Way	30	04 July 2025	10 July 2025	49696	7749	7099	40101	80.7	21328	42.9	6201	12.5	34.3	39.4

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirA - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirA - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirA - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirA - Results

Site
Location
Direction

2
High St, B4070
Northbound
08 July 2025

Tuesday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound

08 July 2025

Tuesday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75.0	5	62.5	2	25.0	36.1	-	0	0	0	0	0	2	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirA - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirA - Results

Site 2
Location High St, B4070
Direction Northbound
Virtual Day (7)

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound
Virtual Day (7)

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
0000	19	0	18	0	1	0	0	0	0	0	0	0	0	16	82.8	12	60.5	5	27.6	36.5	43.4	0	0	0	0	0	3	4	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

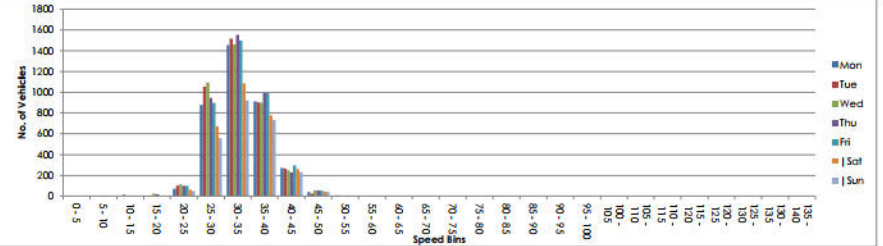
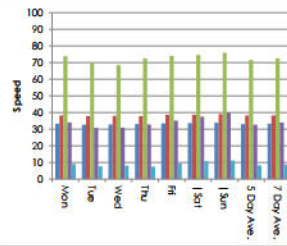
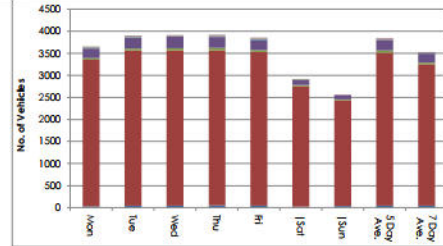
Site 2
Location High St, B4070
Direction Northbound
Virtual Week (1)

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound
Virtual Week (1)

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DFI	JSL2% 40 DFI	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Mon	3653	31	3326	28	221	16	11	6	7	3	4	0	0	2695	73.8	1240	33.9	327	9.0	33.3	38.3	0	0	2	4	72	878	1455	913	273	42	8	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

Summary Graphs



17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirB - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirB - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirB - Results

Site
Location
Direction

2
High St, B4070
Southbound
07 July 2025

Monday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound

07 July 2025

Monday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	7	0	6	0	1	0	0	0	0	0	0	0	0	5	71.4	3	42.9	3	42.9	35.2	-	0	0	0	0	0	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	5	0	3	0	2	0	0	0	0	0	0	0	0	4	80.0	4	80.0	3	60.0	43.1	-	0	0	0	0	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	3	75.0	1	25.0	38.3	-	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100.0	2	40.0	1	20.0	37.9	-	0	0	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	16	0	12	2	2	0	0	0	0	0	0	0	0	15	93.8	11	68.8	3	18.8	36.6	40.2	0	0	0	0	0	1	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	52	0	46	1	4	0	0	0	0	0	1	0	0	47	90.4	38	73.1	22	42.3	38.5	45	0	0	0	0	0	5	9	16	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	142	2	123	1	13	0	1	0	1	0	1	0	0	134	94.4	82	57.8	33	23.2	36.5	42.2	0	0	0	0	0	8	52	49	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	327	2	299	2	14	3	2	0	1	2	2	0	0	292	89.3	189	57.8	66	20.2	36.1	41	0	1	0	0	1	33	103	123	53	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	373	0	336	6	29	0	0	1	0	0	1	0	0	329	88.2	179	48.0	39	10.5	35.1	39	0	0	0	0	1	43	150	140	27	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	288	0	261	1	25	0	1	0	0	0	0	0	0	265	92.0	129	44.8	31	10.8	35	38.8	0	0	0	0	0	23	136	98	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	266	1	239	2	19	0	1	2	2	0	0	0	0	233	87.6	107	40.2	26	9.8	34.4	38.2	0	0	0	0	1	32	126	81	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	249	3	213	0	26	1	3	1	0	1	1	0	0	223	89.6	120	48.2	32	12.9	34.7	39.3	0	0	3	2	1	20	103	88	29	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	234	6	200	2	23	2	0	0	0	0	1	0	0	194	82.9	106	45.3	34	14.5	34.5	40	0	2	0	5	1	32	88	72	30	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	234	1	197	3	27	2	3	0	1	0	0	0	0	195	83.3	104	44.4	21	9.0	34.3	38.7	0	0	0	0	9	30	91	83	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	244	1	210	2	25	3	0	0	1	1	1	0	0	205	84.0	119	48.8	41	16.8	34.8	40.5	0	0	1	0	6	32	86	78	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	272	3	240	1	28	0	0	0	0	0	0	0	0	238	87.5	127	46.7	25	9.2	34.7	38.7	0	1	1	0	4	28	111	102	22	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	303	4	269	4	26	0	0	0	0	0	0	0	0	273	90.1	143	47.2	40	13.2	35	39.6	0	2	0	1	2	25	130	103	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	243	7	222	1	12	0	1	0	0	0	0	0	0	224	92.2	144	59.3	53	21.8	36.3	41.6	0	0	0	3	3	13	80	91	41	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	193	3	179	2	9	0	0	0	0	0	0	0	0	170	88.1	128	66.3	54	28.0	36.5	42	0	1	0	5	0	17	42	74	45	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	113	1	105	1	6	0	0	0	0	0	0	0	0	104	93.8	81	71.7	34	30.1	37.7	44.3	0	0	0	0	1	6	25	47	19	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	74	0	66	1	5	0	1	0	0	0	0	1	0	68	91.9	47	63.5	13	17.6	36.5	40.9	0	0	0	0	1	5	21	34	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	49	0	49	0	0	0	0	0	0	0	0	0	0	39	79.6	23	46.9	9	18.4	34.9	40.8	0	0	0	0	1	3	6	16	14	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	34	0	31	0	3	0	0	0	0	0	0	0	0	33	97.1	17	50.0	6	17.7	35.9	40.7	0	0	0	0	0	1	16	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	8	0	7	0	1	0	0	0	0	0	0	0	0	4	50.0	0	0.0	0	0.0	29.5	-	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3226	31	2865	26	263	11	11	4	5	4	6	0	0	2841	88.1	1595	49.4	462	14.3	35.1	39.8	0	7	5	16	29	328	1246	1133	383	62	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04-22	3604	34	3208	29	287	11	13	4	6	4	8	0	0	3188	88.5	1828	50.7	551	15.3	35.3	40.1	0	7	5	17	34	353	1360	1277	441	89	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04-00	3646	34	3246	29	291	11	13	4	6	4	8	0	0	3225	88.5	1845	50.6	557	15.3	35.3	40.1	0	7	5	17	36	356	1380	1288	445	91	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3735	34	3321	32	301	11	13	4	6	5	8	0	0	3305	88.5	1906	51.0	590	15.8	35.3	40.2	0	7	5	17	36	365	1399	1316	446	100	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 2
Location High St, B4070
Direction Southbound

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	08 July 2025 Tuesday												08 July 2025 Tuesday																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
0000	4	0	4	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	1	25.0	34.8	-	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirB - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirB - Results

Site
Location
Direction

2
High St, B4070
Southbound
Virtual Day (7)

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound
Virtual Day (7)

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
0000	10	0	9	0	1	0	0	0	0	0	0	0	0	8	83.8	5	52.9	2	25.0	35.9	-	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

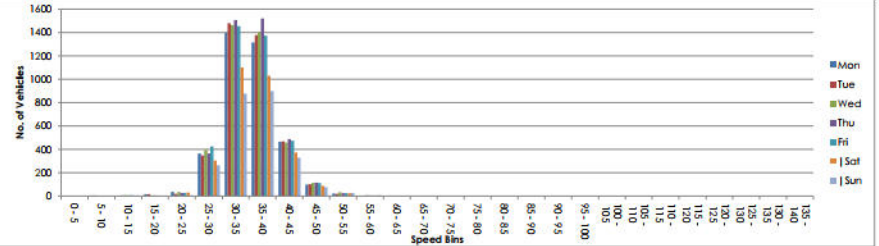
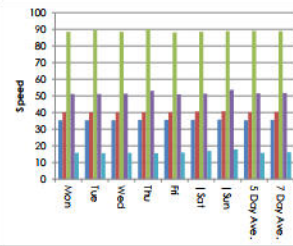
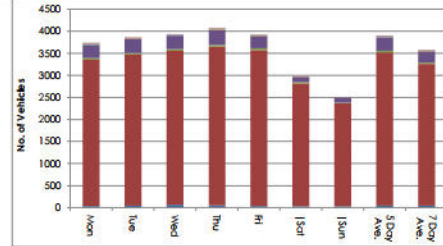
Site 2
Location High St, B4070
Direction Southbound
Virtual Week (1)

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound
Virtual Week (1)

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Mon	3735	34	3321	32	301	11	13	4	6	5	8	0	0	3305	86.5	1906	51.0	590	15.8	35.3	40.2	0	7	5	17	36	365	1399	1316	466	100	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 2
Location High St, B4070
Direction Two Way

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Two Way

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	04 July 2025												Midday												04 July 2025												Midday												Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
0000	30	0	27	0	3	0	0	0	0	0	0	0	27	90.0	19	63.3	9	30.0	37.7	43.5	0	0	0	0	0	3	8	10	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

NDC for
Pegasus Group

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 Two-Way - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 Two-Way - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 Two-Way - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 Two-Way - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 Two-Way - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

NDC for
Pegasus Group

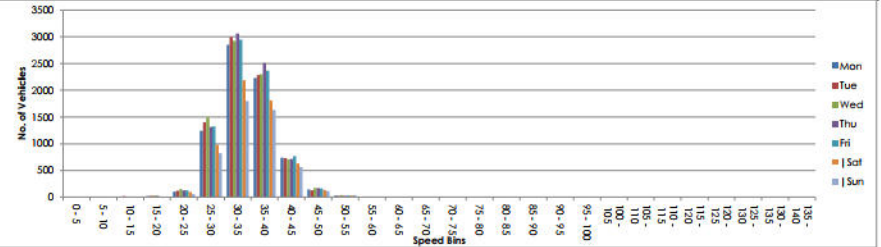
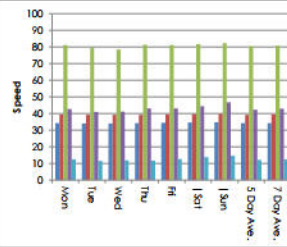
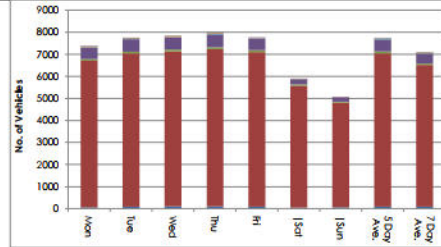
Site 2
Location High St, B4070
Direction Two Way
Virtual Week (1)

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Two Way
Virtual Week (1)

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
Mon	7388	65	6647	60	522	27	24	10	13	8	12	0	0	6000	81.2	3146	42.6	917	12.4	34.3	39.3	0	7	7	23	108	1243	2854	2229	739	142	30	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
Tue	7754	86	6956	68	561	23	27	3	14	5	11	0	0	6170	79.6	3174	40.9	893	11.5	34	39.1	1	9	22	26	121	1405	2996	2281	733	125	27	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Wed	7843	114	7008	86	561	16	16	12	13	7	10	0	0	6157	78.5	3232	41.2	930	11.9	34.1	39.2	0	5	10	31	150	1490	2925	2302	708	171	37	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	7991	112	7109	93	585	17	39	7	10	5	13	1	0	6502	81.4	3441	43.1	931	11.7	34.3	39.2	0	12	12	27	127	1311	3061	2510	718	172	27	7	2	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Fri	7769	88	7012	88	506	18	18	5	13	7	14	0	0	6299	81.1	3349	43.1	983	12.7	34.4	39.4	0	0	10	8	127	1325	2950	2366	772	165	34	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sat	5893	50	5521	57	232	5	8	7	7	2	3	0	1	4810	81.6	2621	44.5	813	13.8	34.6	39.6	0	2	4	7	95	975	2189	1808	633	134	33	8	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
Sun	5058	65	4736	39	195	9	2	6	4	0	2	0	0	4163	82.3	2365	46.8	734	14.5	34.8	39.9	0	1	10	4	56	824	1798	1631	563	119	38	11	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	7749	93	6946	79	547	20	25	7	13	6	12	0	0	6226	80.3	3268	42.2	931	12.0	34.2	39.2	0	7	12	23	127	1355	2957	2338	734	155	31	8	1	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	7099	83	6427	70	452	16	19	7	11	5	9	0	0	5729	80.7	3047	42.9	886	12.5	34.3	39.4	0	5	11	18	112	1225	2682	2161	695	147	32	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	49696	580	44989	491	3162	115	134	50	74	34	65	1	1	40101	80.7	21328	42.9	6201	12.5	34.3	39.4	1	36	75	126	784	8573	18773	15127	4866	1028	226	57	9	6	0	1	3	2	0	3	0	0	0	0	0	0	0	0	0	0

Summary Graphs



ATC VEHICLE CATEGORIES

Axis	Group	Description	Class	Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d[(l)<1.7m \ \& \ codes=2]$	
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d[(l)<4.7m, \ d[(w)<3.2m \ \& \ codes=2]$	
3, 4 or 5	3	Short towing - Trailer, Caravan, Boat, etc.	SVT	3	$codes=3, \ d[(l)<2.1m, \ d[(w)<2.2m, \ d[(l)<2.1m \ \& \ codes=2]$	1 (Light)
2	2	Two axle truck or Bus	TR	4	$d[(l)<3.2m \ \& \ codes=2]$	
3	2	Three axle truck or Bus	TR	5	$codes=3 \ \& \ groups=2$	
>3	2	Four axle truck	TR	6	$codes=3 \ \& \ groups=2$	2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d[(l)<3.2m, \ codes=3 \ \& \ groups=3]$	
		Four axle articulated vehicle or Rigid vehicle and trailer			$d[(l)<2.1m \ \& \ codes=3]$	
4	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$codes = 4 \ \& \ groups=2$	
5	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$codes=5 \ \& \ groups=2$	
>6	>2	Seven (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	$codes=6 \ \& \ groups=2 \ \& \ codes=3 \ \& \ groups=3$	
>6	4	8-Axle or heavy truck and trailer	BD	11	$groups=4 \ \& \ codes=6$	
>6	>5	Double or triple road train or heavy truck and two (or more) trailers	DRT	12	$groups=5 \ \& \ codes=6$	3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL ACPO	Greater than ACPO (Association of Chief Police Officers) standard, ACPO is PSL x 105+2mph
>SL1%	Greater than ACPO displayed as a percentage
>SL2 DFT	Greater than DFT (Department for Transport) standard, DFT is PSL plus 10mph.
>SL2%	Greater than DFT displayed as a percentage
Mean	Average speed
Ypp 85	85th percentile speed

Appendix D



INTERPRETED LISTING REPORT

Run on: 27/11/2025 12:06:03

Accidents between dates: 01/12/2022 and 21/11/2025
Selection:

Notes: Sutton Benger

251633203	19/08/2025	Tuesday	1052	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Moderately serious	B 4069	Speed limit: 30		Single carriageway	Road surface Dry	E394094	N178429
Junction detail:	Using private drive or entrance				Crossing facilities:		
Junction Control:	Not applicable				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions:		

HIGH STREET (B4069) AT JUNCTION WITH UNCLASSIFIED ROAD, SUTTON BENDER, WILTSHIRE

VEH 1 WAS RIDING AROUND LEFT HAND BEND WHEN IT CONTINUED STRAIGHT OFF OF THE BEND INTO THE FRONT OFFSIDE OF VEH 2 TRAVELLING IN THE OPPOSITE CARRIAGEWAY

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Driver/rider travelling too fast for conditions (including loss of control)	Vehicle 1	Possible	Illness or disability
Vehicle 1	Possible	Vehicle defect (excluding tyres and light)	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Driver / rider overshot junction or poor turn / manoeuvre	Not Coded	Not Coded	Not coded

Vehicle 1 : Motor Cycle over 50 cc and up to 125cc

Age: 61 Male

SN15

Going ahead

VRM:

Travelling SW - NE

Impact: Front

Breath test: Self-reported only

Location Lane: On main carriageway

Junction location: Approaching junction/Parked at approach

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Unknown

Casualty 1: Driver / Rider

Age: 61 Male

SN15

Moderately serious

Seatbelt: Not applicable

Deep penetrating wound

Vehicle 2 : Car

Age: 87 Male

SN4

Going ahead

VRM:

Travelling NE - SW

Impact: Offside

Breath test: Self-reported only

Location Lane: On main carriageway

Junction location: Approaching junction/Parked at approach

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Personal business or leisure



Accidents between dates: 01/12/2022 and 21/11/2025
Selection:

Notes: Sutton Benger

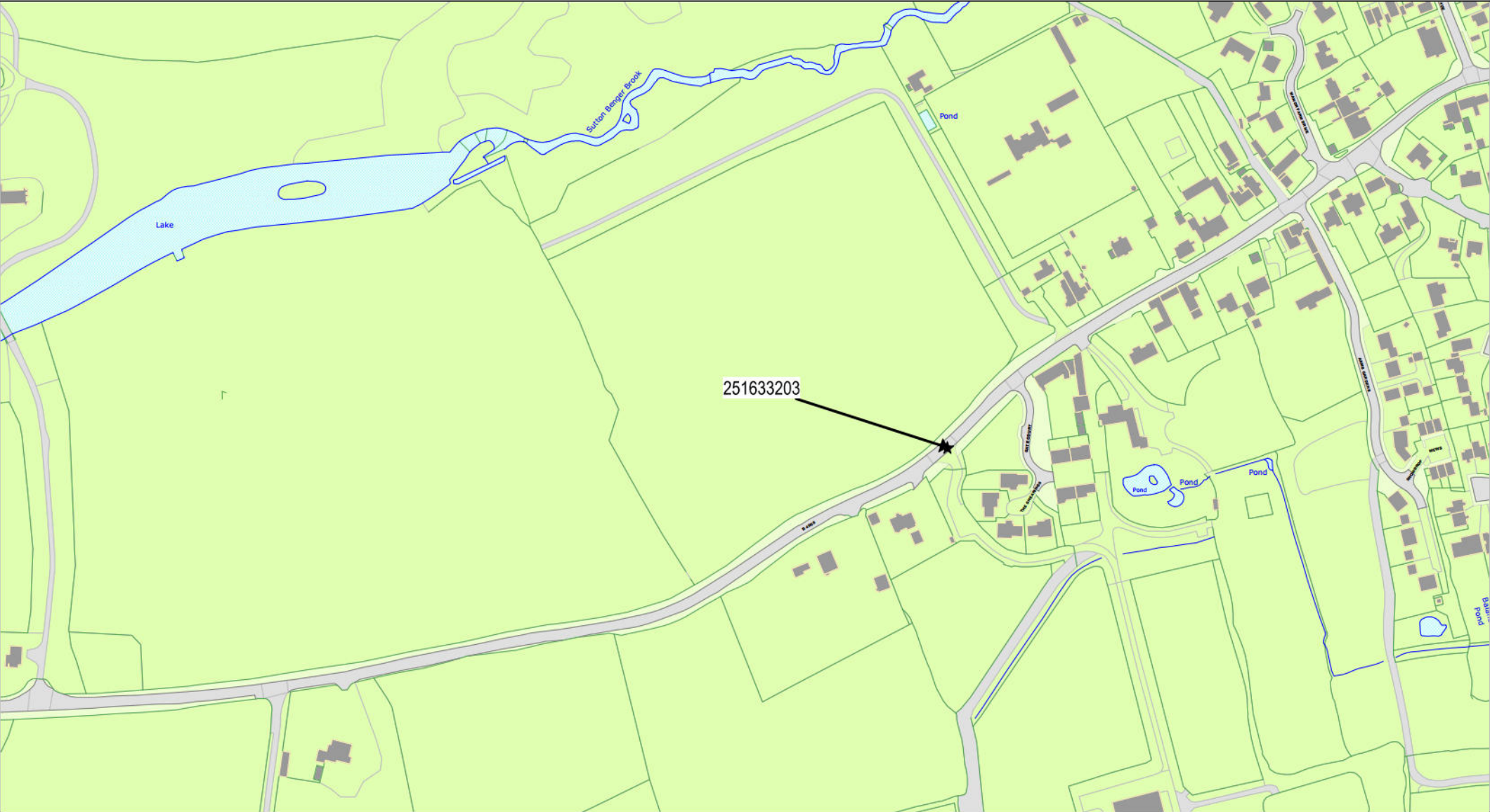
Accidents involving:

	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	0	0	0
2-wheeled motor vehicles	0	1	0	1
Pedal Cycles	0	0	0	0
Horses & Other	0	0	0	0

Total Accidents	0	1	0	1
------------------------	----------	----------	----------	----------

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	0	0
Vehicle Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrians	0	0	0	0
Other	0	0	0	0
Total	0	1	0	1



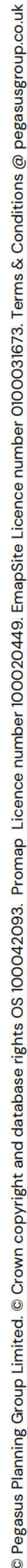
Her Majesty's Office (c) Crown Copyright



Sutton Benger

SCALE	1 : 3280
DATE	27/11/2025
DRAWING No.	
DRAWN BY	

Drawings



KEY

-
- Legend:
- Assumed site boundary contiguous with Highway Maintainable in Public Extent to be confirmed by the client.
 - Proposed Contour Levels
 - Junction Visibility
 - Proposed surface
 - Existing Surface
 - Existing embankment in area to be cut back for vertical visibility clearance



Site Access from High Street (B4069)
General Arrangement Plan Access

Land at Gate Farm
Sutton Bengar

CLIENT:
GLEESON LAND

DATE: 30.07.2025 SCALE: 1:250 @ A1

DRAWN BY: JG
CHECKED BY: HC
APPROVED BY: SD

DRAWING NUMBER: P25-0894-PEG-XX-XX-DR-C- 100 -P4 PG OFFICE / TEAM: BIR / INF

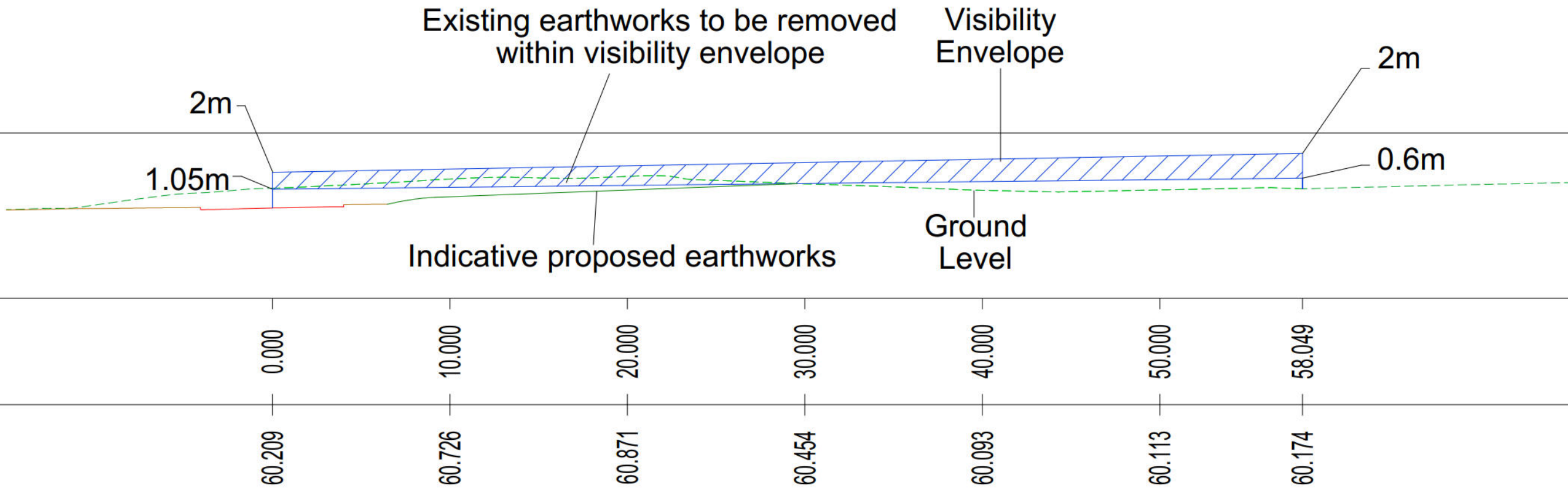
PEGASUS REF No:	DRAWING STATUS
P25-0894	Information

Junction visibility splay looking south 58.05m

Vertical Exaggeration: 1
Datum: 54.000M AOD

CHAINAGE ON CENTRELINE (m)

EXISTING LEVELS (m)

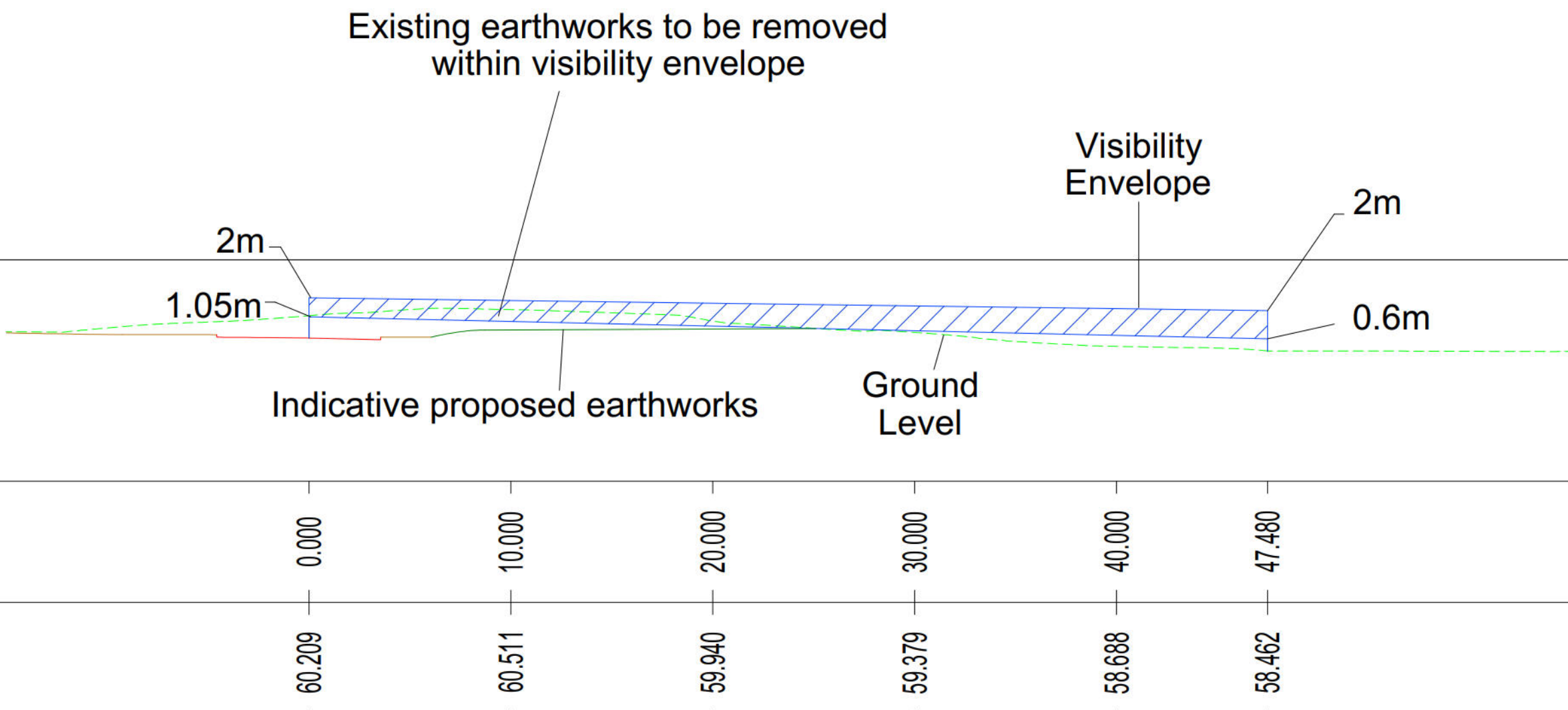


Junction visibility splay looking north 47.48m

Vertical Exaggeration: 1
Datum: 52.000M AOD

CHAINAGE ON CENTRELINE (m)

EXISTING LEVELS (m)



NOTES

- This drawing is based on the Topographical Survey provided by Corner Point Surveys Ltd.
- The works shown on this drawing could affect Statutory Undertaker's apparatus and the Contractor is required to verify the location and depth of all such apparatus prior to commencement of the works and to take any precautions necessary when working in the vicinity of any such apparatus.
 - All dimensions shown in metres (m) unless otherwise stated, and all levels relate to Ordnance Datum.
 - All vertical visibility splay requirements shown on this drawing have been derived in accordance with the guidance set out in Manual for Streets (DfT, 2007).
 - A standard X-distance of 2.4 metres has been applied for driver setback from the carriageway edge, with Y-distances determined according to the 85th percentile speed surveys.

P3	03.12.2025	Proposed Access Road alignment updated	JG	AT	AT
P2	30.07.2025	Updated to include proposed earthworks in visibility splays	JG	HC	HC
P1	30.07.2025	First Issue	JG	HC	SD

Site Access from High Street (B4069)
Vertical Visibility Splay Sections

Land at Gate Farm
Sutton Bengar

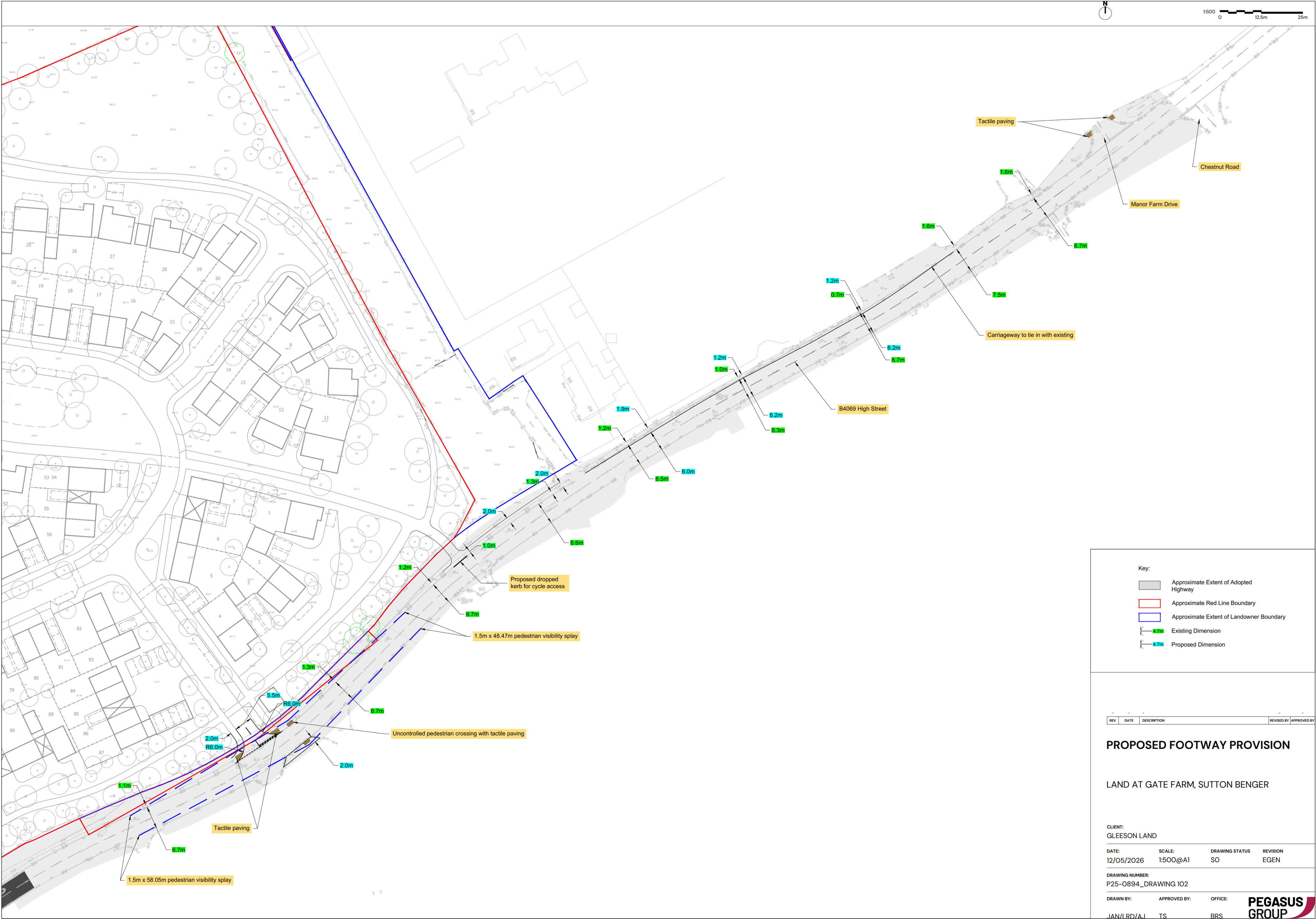
CLIENT:
GLEESON LAND

DATE: 29.07.2025
SCALE: 1:250 @ A1
DRAWN BY: JG
CHECKED BY: HC
APPROVED BY: SD

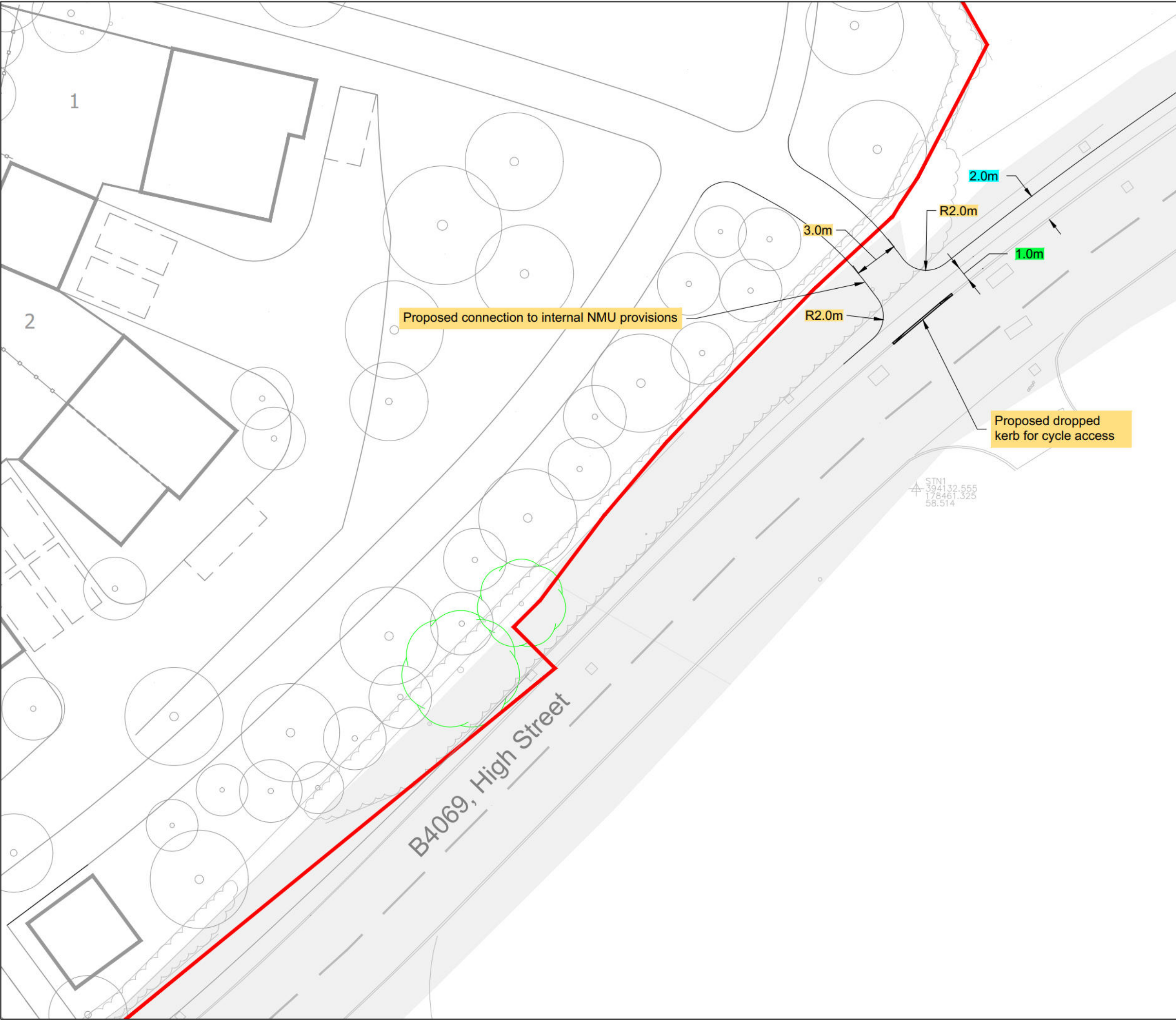
DRAWING NUMBER: P25-0894-PEG-XX-XX-DR-C- 101 -P3
PG OFFICE / TEAM: BIR / INF

PEGASUS REF No: P25-0894
DRAWING STATUS: Information
PEGASUS GROUP

All Intellectual Property Rights (including but not limited to copyright) subsisting in or arising out of this drawing and the building works depicted are owned by Pegasus Planning Group Ltd (Pegasus Group) and may not be copied, adapted, disseminated, reproduced and/or otherwise used without a written licence. Pegasus Group accepts no liability for any use of this drawing other than for its original purposes and by the original client except as has been provided by Pegasus Group in writing. Use only written dimensions. Drawing prepared for planning application purposes only. Do not scale (or use) for construction, sales or any other purpose. Any queries to be reported to Pegasus Group for clarification. Copyright © Pegasus Planning Group Limited [2025]. Use of this drawing is subject to the Terms & Conditions available @ pegasusgroup.co.uk



All Intellectual Property Rights (including but not limited to copyright) subsisting in or arising out of this drawing and the building works depicted are owned by Pegasus Planning Group Ltd (Pegasus Group) and may not be copied, adapted, disseminated, redistributed, reproduced and/or otherwise used without a written licence. Pegasus Group accepts no liability for any use of this drawing other than for its original purpose and by the original client except in circumstances where approval for use has been provided by Pegasus Group in writing. Use only written dimensions. Drawing prepared for planning application purposes only. Do not scale (or use) for construction, sales or any other purpose. Any queries to be reported to Pegasus Planning Group Limited [2025]. Use of this drawing is subject to the Terms & Conditions available @ pegasusgroup.co.uk



1:250

0

5m

N

Key:

Approximate Extent of Adopted Highway

Approximate Red Line Boundary

Existing Dimension

Proposed Dimension

Notes:

1. Title plans translated onto topographical survey as shown on OS plan and are to be treated as approximate.

2. Highway boundary extents translated onto topographical survey as shown on OS plan, subject to confirmation from Wiltshire Council and are to be treated as approximate.

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-----	------	-------------	------------	-------------

SITE ACCESS PLAN – PEDESTRIAN / CYCLE ACCESS

LAND AT GATE FARM, SUTTON BENDER

CLIENT:
GLEESON LAND

DATE:
12/05/2026

SCALE:
1:250@A3

DRAWING STATUS:

REVISION:

DRAWING NUMBER:
P25-O894_DRAWING 103

DRAWN BY:
JAN/LRD

APPROVED BY:
TS

OFFICE:
BRS

PEGASUS GROUP



safer roads for everyone

**Land at Gate Farm, High Street,
Sutton Benger, Chippenham, Wiltshire**

Section 278 Highway Works

Road Safety Audit Stage 1

on behalf of Wiltshire Council

TMS Client – Pegasus Group

TMS Reference No: 19979

Date: 3rd June 2026

Revision: 0



Client: Pegasus Group

Scheme: Land at Gate Farm, High Street, Sutton Benger, Chippenham, Wiltshire (S278 works) safer roads for everyone

1. Project Details

Report Title:	Land at Gate Farm, High Street, Sutton Benger, Chippenham, Wiltshire Section 278 Highway Works Road Safety Audit Stage 1
Author	Mike Fuller
Document Ref No:	TMS Report Ref No: 19979
Revision	0
Prepared by:	TMS Consultancy
On behalf of:	Wiltshire Council (Overseeing Organisation)
TMS Client	Pegasus Group

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	MF/LW	02/06/2026	03/06/2026

2. Introduction

2.1 This report describes a Stage 1 Road Safety Audit carried out on the Section 278 Highway Works associated with a residential development on land at Gate Farm, High Street, Sutton Benger, near Chippenham in Wiltshire.

2.2 The audit team members are as follows:

Audit Team Leader

Mike Fuller – BSc (Hons), IEng, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Associate, TMS Consultancy

Audit Team Member

Lee Williams – BSc (Hons), MIHE, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Audit Brief supplied by Elliot Hogg of Pegasus Group.

2.4 The site was visited by the Audit Team on Monday 1st June 2026 between 11.20am and 11.55am. The weather was overcast and the road surface dry. Traffic flows were low. Pedestrian flows were low. Cycle flows were not observed.

2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

Scheme Description

- 2.8 The scheme consists of the Section 278 Highway Works associated with a c.90 dwelling residential development on land at Gate Farm, to the north side of High Street (B4069) in Sutton Benger.

The works subject to this audit comprise a simple priority junction with a 5.5m wide road width and 6m kerb radii. A 2m wide footway is proposed to be provided to the west side of the site access. A 3m wide shared use footway/cycleway link is proposed to be provided at the eastern extent of the site. The works also include localised footway widening to the north side of the High Street between the proposed footway/cycleway link and The Wellesley Arms public house. The works seek to widen the footway to between 1.2 and 2m with subsequent reductions in width of the carriageway to a minimum of 6m.

In the vicinity of the works B4069 High Street is a single carriageway road with a footway to its north side. It is subject to a 30mph speed limit and has a sporadic system of street lighting.

The Road Safety Audit Brief provided traffic survey data. This confirms two-way peak hour traffic flows in the vicinity of the site of around 600 vehicles. 85th percentile vehicle speeds were 37.2mph eastbound and 32.4mph westbound.

2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated.
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action.

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Audit Team for their information.

3. Items resulting from the Stage 1 Audit Road Safety Audit

3.1 PROBLEM

Location: Pedestrian crossing of site access

Summary: Risk of vehicles overrunning the footway

The proposed uncontrolled crossing point and associated tactile paving is located on the radius of the junction bellmouth. The lack of a raised radius reduces guidance for vehicles turning into a junction increasing the risk of vehicles overrunning the footway and colliding with pedestrians.

RECOMMENDATION

It is recommended that the uncontrolled crossing is located away from the radius kerb at a location where appropriate pedestrian visibility can be provided. A straight section of kerb (c 1m long) beyond the kerb radius helps pedestrians including the visually impaired to align themselves correctly before crossing the road.

3.2 PROBLEM

Location: Pedestrian/cycle access – gradient

Summary: Risk of wheelchair users or pedestrians with pushchairs losing control

The proposed gradient of the pedestrian and cycle access is not known at this stage. Steep longitudinal gradients may be difficult for pedestrians with a mobility impairment to use. It could also result in wheelchair users and pedestrians with pushchairs losing control and entering or being tipped over into the carriageway where they are at increased risk of being struck by vehicles. Steep longitudinal gradients may also encourage excessive cycle speeds which may increase the severity of collisions with other road users such as pedestrians.

RECOMMENDATION

It is recommended that an appropriate longitudinal gradient of the site access road and footways are reduced. Active Travel England recommends that gradients on cycleways and footways should ideally be under 3% and no more than 5%. It is further recommended that appropriate visibility splays are provided at its junction with the B4069 footway.

3.3 PROBLEM

Location: Gravel Access, north side of B4069 High Street

Summary: Risk of pedestrian trips and falls and vehicle loss of control

Gravel from a private driveway has overspilled across the footway. The underlying footway crossover appears to be in poor condition with a number of visible surface defects. The combination of loose material and an uneven footway could increase the risk of pedestrian slip and trip type collisions.

Gravel overspilling on to the carriageway also increases the risk of loss of control type collisions involving two wheeled vehicles as a result of differing surface friction.



RECOMMENDATION

It is recommended that the footway crossover surface is made good and means of preventing loose gravel overspill onto the highway from the private driveway provided.

3.4 PROBLEM

Location: B4069 High Street Footway between Box Cottages and Wellesley Arms Public House

Summary: Risk of pedestrians being struck by vehicles

To accommodate the increased footfall from the proposed development, the scheme proposals to increase the footway width from a minimum of 0.7m to a minimum of 1.2m for this section, with a subsequent reduction in carriageway width.

A section of c.50m would be subject to a footway width of c.1.2m and this would require pedestrians to step into the carriageway to pass one another. This increases the risk of pedestrians being struck by vehicles.

RECOMMENDATION

It is recommended that the width of the B4069 carriageway is further reduced through this section to suit vehicle tracking by the design vehicle(s), with the footway widened accordingly. The reduced carriageway width will have the added benefit of assisting in reducing vehicle speeds through the village.



4. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

Audit Team Leader

Mike Fuller – BSc (Hons), IEng, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Associate, TMS Consultancy

Signed	
Date	3 rd June 2026

Audit Team Member

Lee Williams – BSc (Hons), MIHE, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Signed	
Date	3 rd June 2026

TMS Consultancy

Unit 36, Business Innovation Centre
Binley Business Park
Harry Weston Road
Coventry, CV3 2TX

☎ + 44 (0)24 7669 0900
✉ info@tmsconsultancy.co.uk
🌐 www.tmsconsultancy.co.uk



Appendix A

Documents Examined:

- P25-0894_TR05 RSA Brief_May26 (FULL)
- App C1 - ATC 1
- App C2 - ATC 2
- App D1 - SuttonBenger Accident Data
- App D2 - SuttonBenger Accident Plan
- Drawing No. P25-0894-PEG-XX-XX-DR-C-100 General Arrangement Plan1-100P4
- Drawing No. P25-0894-PEG-XX-XX-DR-C-101 P3 Vertical Visibility Splay Sections
- Drawing No. P25-0894_102_Footway
- Drawing No. P25-0894_103_Ped Cycle access

Other Information Provided:

- Sutton Benger outline

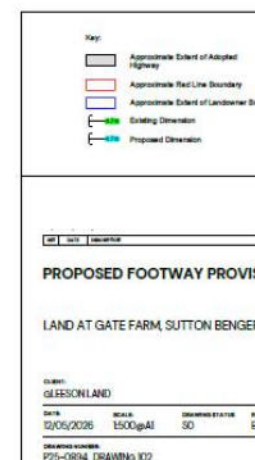
Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:



Scheme: Land at Gate Farm, High Street, Sutton Benger, Chippenham, Wiltshire (S278 works)



GG 119 - ROAD SAFETY AUDIT RESPONSE

Project/Report Title:

Audit Stage:

Date:

Document Reference:

Document Revision:

Prepared by (Design Organisation):

On behalf of (Overseeing Organisation):

P25-0894_TR06 Land at Gate Farm, High Street, Sutton Benger

Stage 1

02/09/2026

P25-0894_TR06

-

Pegasus Planning Group Ltd

Wiltshire Council



Scheme Summary:

Section 278 Highway Works associated with a proposed residential development comprising 90 dwellings, with access provided from the B4069 High Street, Sutton Benger, Wiltshire. The works comprise a new simple Priority junction access point and proposed footway improvements comprising, widening of the existing footway east of the site access and creation of a pedestrian/ cycle access to the south eastern corner of the development.

Audit Report Reference

Stage 1 Road Safety Audit Section 278 Highway Works associated with Land at Gate Farm, High Street, Sutton Benger

Details of Personnel:

Overseeing Organisation

Road Safety Audit Team

Design Organisation

Wiltshire Council

Mike Fuller TMS Consultancy - BSc (Hons), IEng, MCIHT, MSoRSA

Lee Williams TMS Consultancy - BSc (Hons), MIHE, MSoRSA

Tim Slater, Transport Director - Pegasus Group

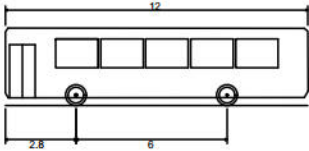
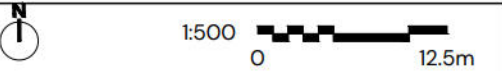
Lydia Dean, Principal Transport Planner - Pegasus Group

RSA Problem		RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Audit Ref	Problem				
3.1	The proposed uncontrolled crossing point and associated tactile paving is located on the radius of the junction bellmouth. The lack of a raised radius reduces guidance for vehicles turning into a junction increasing the risk of vehicles overrunning the footway and colliding with pedestrians.	It is recommended that the uncontrolled crossing is located away from the radius kerb at a location where appropriate pedestrian visibility can be provided. A straight section of kerb (c 1m long) beyond the kerb radius helps pedestrians including the visually impaired to align themselves correctly before crossing the road.	Agreed with RSA Recommendation. Relocation of the uncontrolled crossing can be included at S278 detailed design stage, and is shown on drawing P25-0894 PEG-XX-XX-DR C100 P5 for information.		
3.2	The proposed gradient of the pedestrian and cycle access is not known at this stage. Steep longitudinal gradients may be difficult for pedestrians with a mobility impairment to use. It could also result in wheelchair users and pedestrians with pushchairs losing control and entering or being tipped over into the carriageway where they are at increased risk of being struck by vehicles. Steep longitudinal gradients may also encourage excessive cycle speeds which may increase the severity of collisions with other road users such as pedestrians.	It is recommended that an appropriate longitudinal gradient of the site access road and footways are reduced. Active Travel England recommends that gradients on cycleways and footways should ideally be under 3% and no more than 5%. It is further recommended that appropriate visibility splays are provided at its junction with the B4069 footway.	Agreed with RSA Recommendation. Detail levels will be included in the internal layout as part of the reserved matters application, with footways to be designed to a minimum gradient of 1 in 20 (5%) in accordance with DDA requirements. Appropriate visibility splays at its junction with the B4069 footway are shown on drawing P25-0894-102 Rev B.		
3.3	Gravel from a private driveway has overspilled across the footway. The underlying footway crossover appears to be in poor condition with a number of visible surface defects. The combination of loose material and an uneven footway could increase the risk of pedestrian slip and trip type collisions. Gravel overspilling on to the carriageway also increases the risk of loss of control type collisions involving two wheeled vehicles as a result of differing surface friction.	It is recommended that the footway crossover surface is made good and means of preventing loose gravel overspill onto the highway from the private driveway provided.	Agreed with RSA Recommendation. Further details will be included at S278 detailed design stage, with proposed footway improvements to incorporate appropriate edge restrict / footway edging and prevent loose gravel from the private driveway.		
3.4	To accommodate the increased footfall from the proposed development, the scheme proposals to increase the footway width from a minimum of 0.7m to a minimum of 1.2m for this section, with a subsequent reduction in carriageway width. A section of c.50m would be subject to a footway width of c.1.2m and this would require pedestrians to step into the carriageway to pass one another. This increases the risk of pedestrians being struck by vehicles.	It is recommended that the width of the B4069 carriageway is further reduced through this section to suit vehicle tracking by the design vehicle(s), with the footway widened accordingly. The reduced carriageway width will have the added benefit of assisting in reducing vehicle speeds through the village.	Consideration given to recommendation. As shown on attached drawing P25-0894 SK07 SPA the proposed carriageway width has been designed such that two buses can pass along the B4069 High Street. This results in a minimum footway width of 1.2m for part of the route.		
DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS		On behalf of the design organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.		On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.	
		Name:	Tim Slater	Name:	
		Signed		Signed	
		Position:	Transport Director	Position:	
		Organisation:	Pegasus Group	Organisation:	
		Date:	02/09/2026	Date:	

All Intellectual Property Rights (including but not limited to copyright) subsisting in or arising out of this drawing and the building works depicted are owned by Pegasus Planning Group Ltd (Pegasus Group) and may not be copied, adapted, disseminated, redistributed, reproduced and/or otherwise used without a written licence. Pegasus Group accepts no liability for any use of this drawing other than for its original purpose and by the original client except in circumstances where approval for use has been provided by Pegasus Group in writing. Use only written dimensions. Drawing prepared for planning application purposes only. Do not scale (or use) for construction, sales or any other purpose. Any queries to be reported to Pegasus Group for clarification. Copyright © Pegasus Planning Group Limited [2025] Use of this drawing is subject to the Terms & Conditions available @ pegasusgroup.co.uk



Swept Path Analysis of a Two 12m Buses Passing Each Other at Proposed Carriageway Narrowing



'Standard' Rigid Bus	12.000m
Overall Length	2.550m
Overall Width	3.069m
Overall Body Height	0.309m
Min Body Ground Clearance	2.350m
Track Width	4.00s
Lock to lock time	10.771m
Wall to Wall Turning Radius	

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
-----	------	-------------	------------	-------------

SWEPT PATH ANALYSIS OF TWO 12M BUSES

LAND AT GATE FARM, SUTTON BENDER

CLIENT:
GLEESON LAND

DATE:	SCALE:	DRAWING STATUS	REVISION
03/06/2026	1:500@A3	INDICATIVE	----

DRAWING NUMBER:
P25-O894_SK07

DRAWN BY:	APPROVED BY:	OFFICE:	PEGASUS GROUP
JAN	TS	BRS	



Appendix E

Both Routes









Route A (High Street to Sutton Benger Primary School Via Bell Lane)









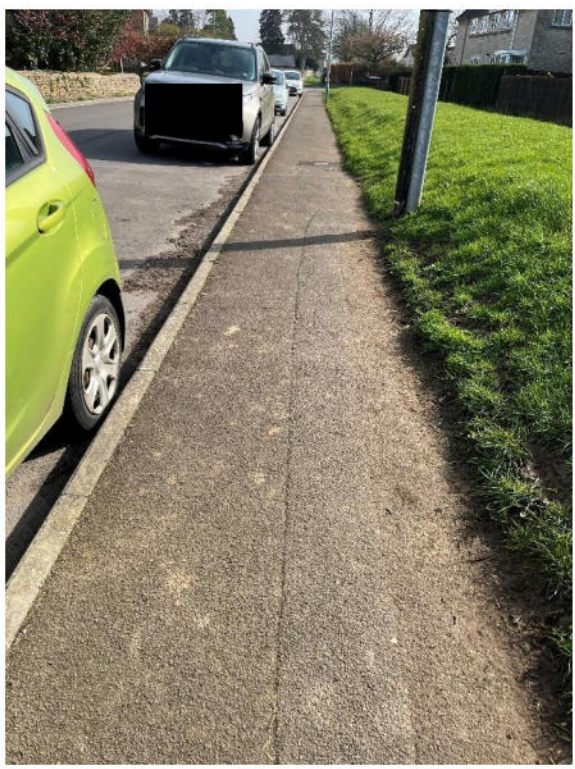


Route B (High Street to Sutton Benger Primary School via Chestnut Road)





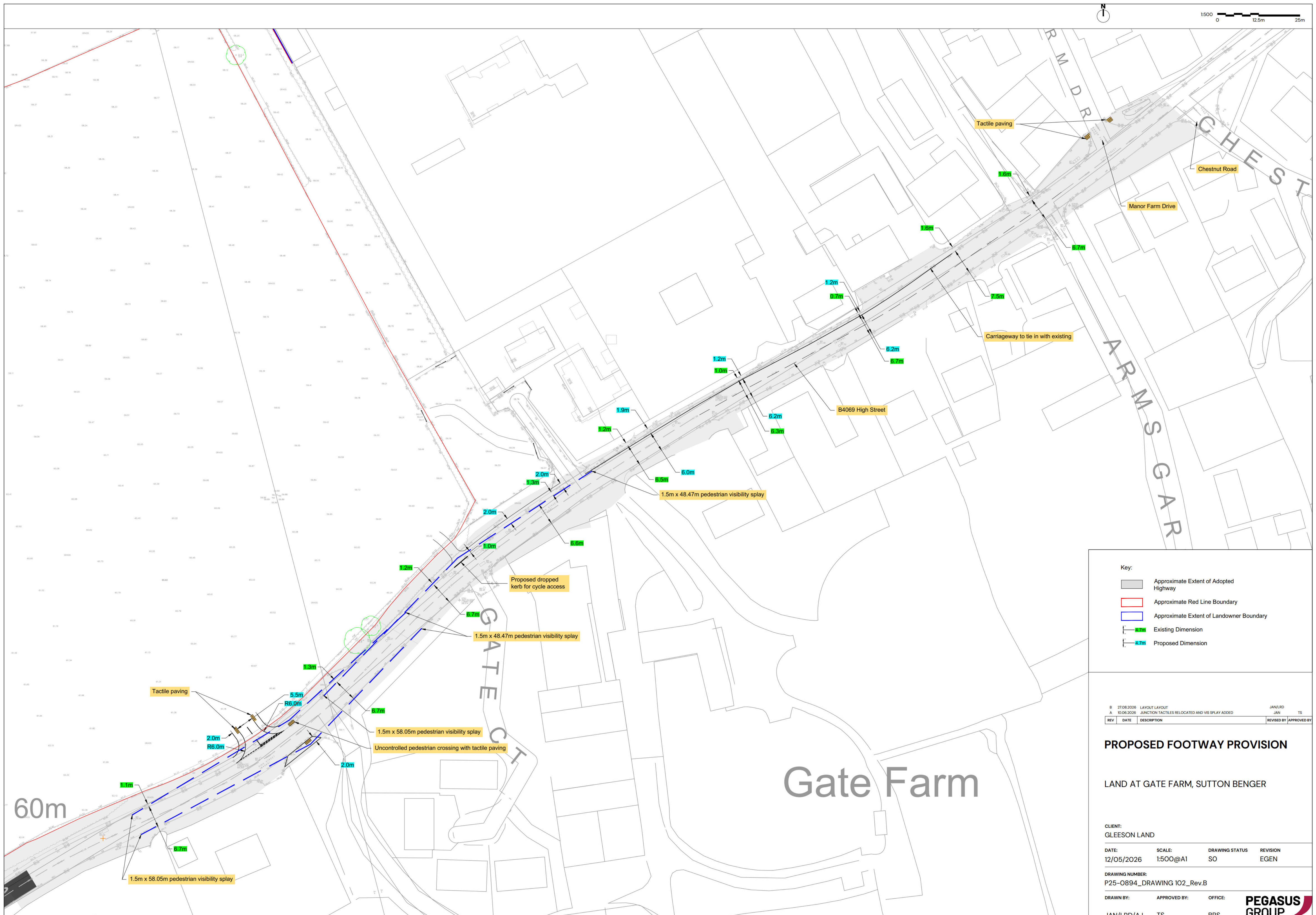








Appendix F



Key:

	Approximate Extent of Adopted Highway
	Approximate Red Line Boundary
	Approximate Extent of Landowner Boundary

	Existing Dimension
	Proposed Dimension

B	27.08.2026	LAYOUT LAYOUT	JAN/LRD	
A	10.06.2026	JUNCTION TACTILES RELOCATED AND VIS SPLAY ADDED	JAN	TS
REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED FOOTWAY PROVISION

LAND AT GATE FARM, SUTTON BINGER

CLIENT:
GLEESON LAND

DATE:	SCALE:	DRAWING STATUS	REVISION
12/05/2026	1:500@A1	SO	EGEN

DRAWING NUMBER:
P25-0894_DRAWING 102_Rev.B

DRAWN BY:	APPROVED BY:	OFFICE:
JAN/IRD/AJ	TS	BRS

PEGASUS
GROUP

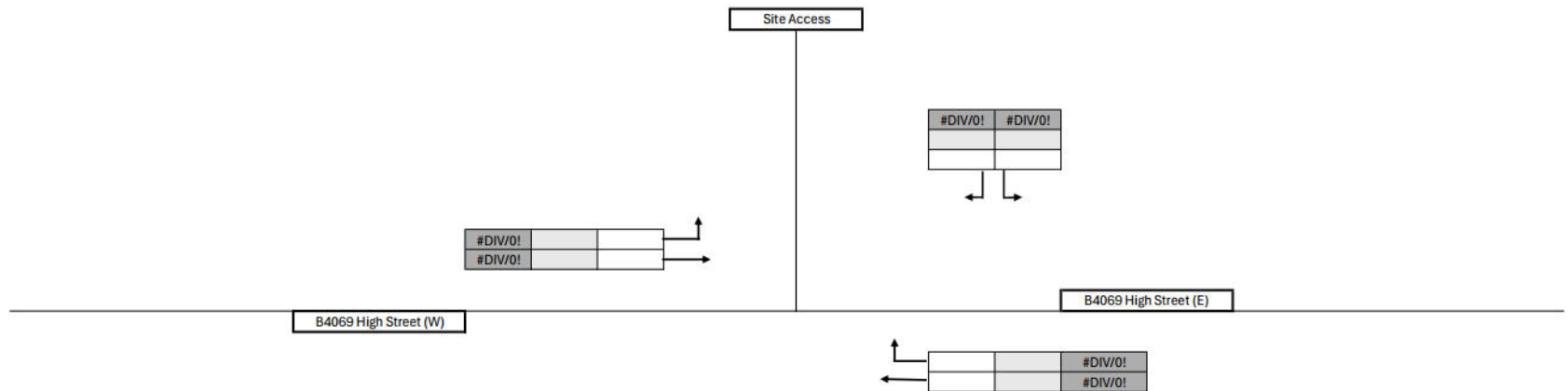


Appendix G



TITLE	Template		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs



90

Total Vehicle Trips

AM

PM

In

Out

Two-Way

In

Out

Two-Way

Trip Rate

0.176

0.319

0.495

0.314

0.143

0.457

Trip Number

16

29

45

28

13

41

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 13 June 2025]

Population :

Units :

Date :

usual residence :

All usual residents aged 16 and over in employment the week before the census

Persons

2011

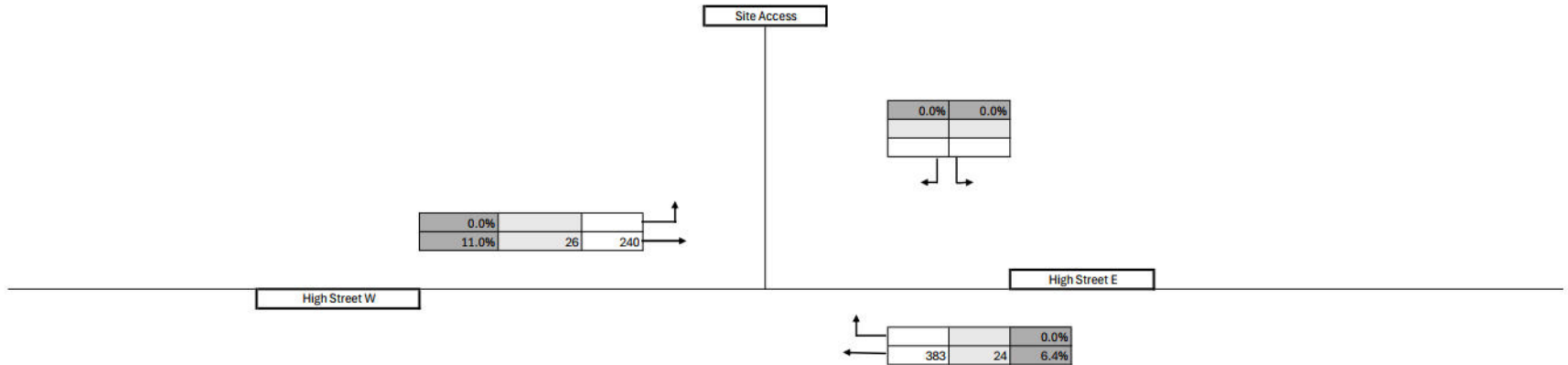
E02006651 : Wiltshire 008 (2011 super output area - middle layer)

		Site Access		J17			
		Driving a car or van	%age	East	West	J17 East	J17 West
		Route to J17?					
place of work : 2011 super output area - middle layer							
E02006651 : Wiltshire 008	177	15.4%		15.4%	N		
E02006654 : Wiltshire 011	137	11.9%		11.9%	N		
E02006660 : Wiltshire 018	125	10.9%		10.9%	N		
E02006652 : Wiltshire 009	94	8.2%		8.2%	N		
E02006653 : Wiltshire 010	76	6.6%		6.6%	N		
E02003106 : South Gloucestershire 017	66	5.7%		5.7%	Y		5.7%
E02002991 : Bath and North East Somerset 007	48	4.2%		4.2%	Y		4.2%
E02006645 : Wiltshire 002	48	4.2%	4.2%		N		
E02003113 : South Gloucestershire 024	45	3.9%		3.9%	Y		3.9%
E02003043 : Bristol 032	43	3.7%		3.7%	Y		3.7%
E02006655 : Wiltshire 013	41	3.6%	3.6%		N		
E02006648 : Wiltshire 005	32	2.8%		2.8%	N		
E02006659 : Wiltshire 017	32	2.8%	2.8%		N		
E02006657 : Wiltshire 015	31	2.7%	2.7%		N		
E02006684 : Wiltshire 031	31	2.7%		2.7%	N		
E02006679 : Wiltshire 021	30	2.6%		2.6%	N		
E02003223 : Swindon 012	26	2.3%		2.3%	Y	2.3%	
E02006650 : Wiltshire 007	26	2.3%	2.3%		N		
E02002996 : Bath and North East Somerset 012	22	1.9%		1.9%	Y		1.9%
E02003225 : Swindon 014	22	1.9%		1.9%	Y	1.9%	
TOTAL	1152	100%	15%	85%		4.2%	19.4%
			100.0%			23.6%	



TITLE	2025 Base AM (08:00 - 09:00)		
DATE CREATED	#####		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

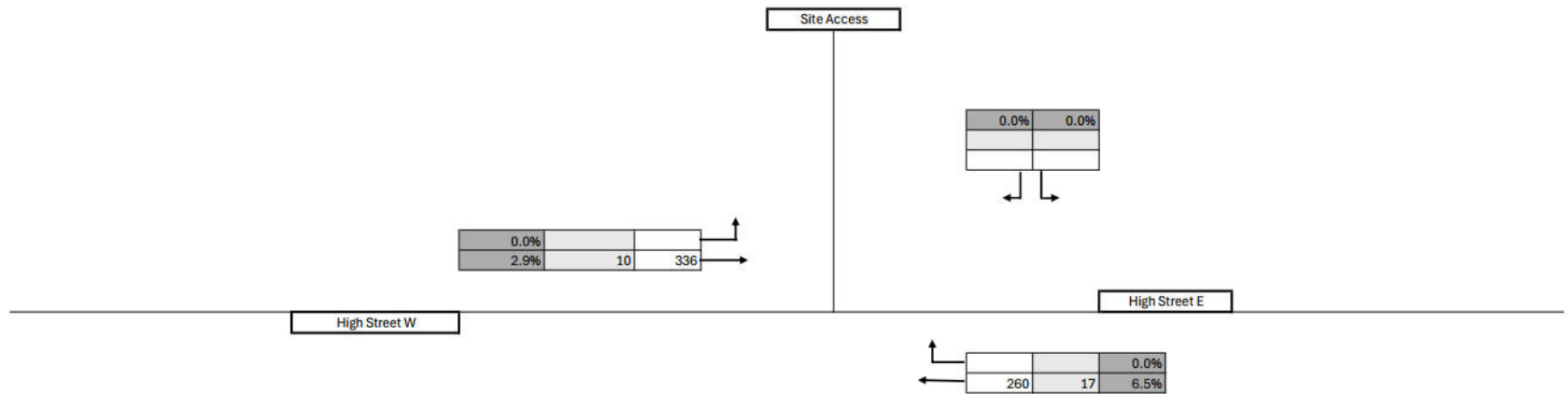
Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	2025 Base PM (17:00 - 18:00)		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key		
	Total Vehicles	
	Number of HGVs	
	% HGVs	

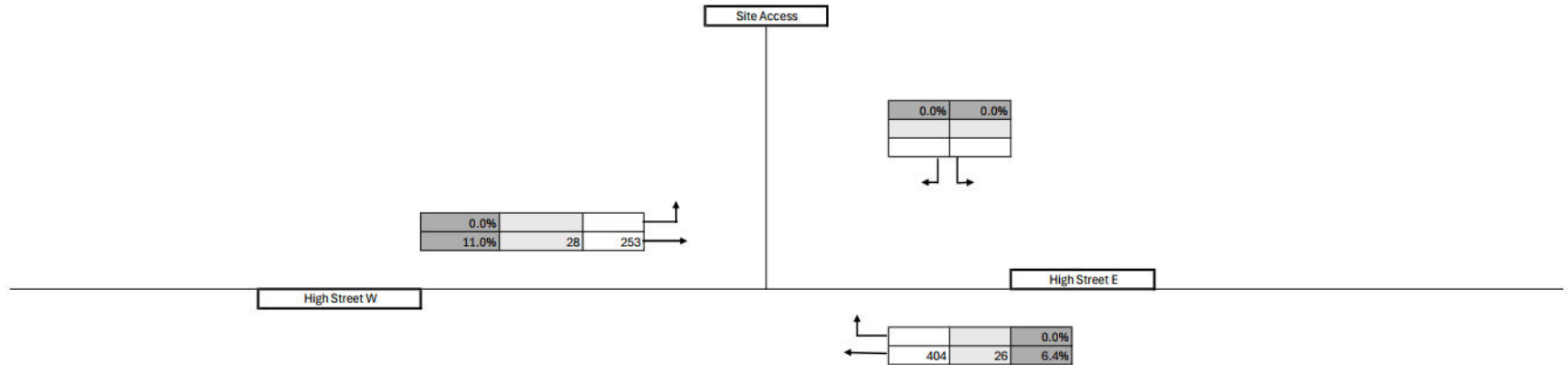




TITLE	2031 Base AM (08:00 - 09:00)		
DATE CREATED	#####		
CREATED BY	HB	CHECKED BY	LRD
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs

TEMPRO Growth Rates
AM 1.0548
PM 1.0413

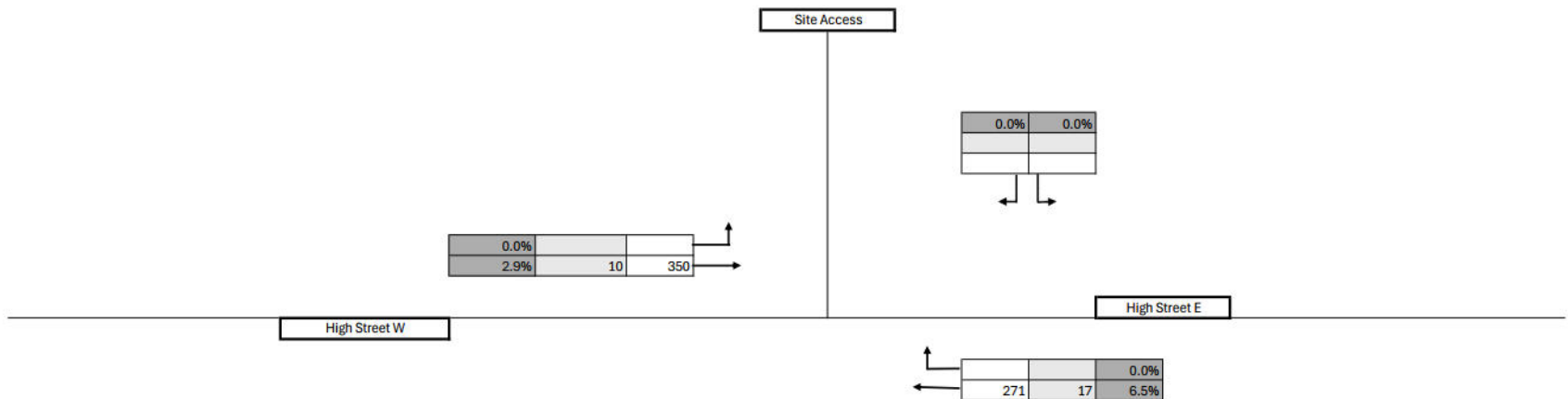




TITLE	2031 Base PM (17:00 - 18:00)		
DATE CREATED	#####		
CREATED BY	HB	CHECKED BY	LRD
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs

TEMPro Growthrates
AM 1.0548
PM 1.0413

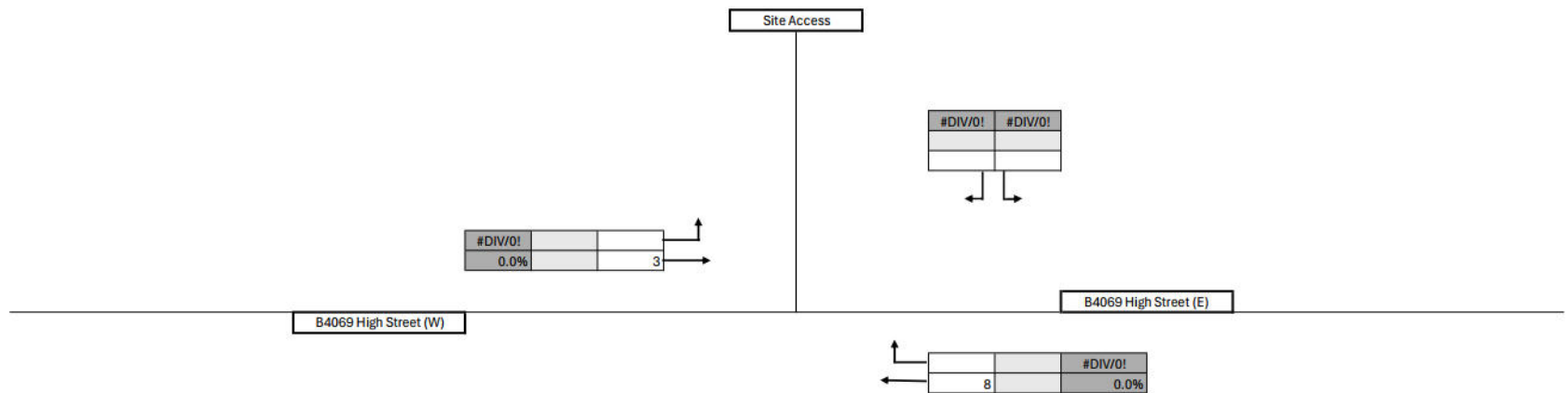




TITLE	20_03487_FULAM		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs

Note: Traffic flows taken from Table 6.1 of Transport Statement dated November 2020 for planning application 20/03487/FUL. Direction of travel dictated by the forecast number of trips arriving and departing from the site (located on Sutton Lane). In order to provide a robust case, all trips are assumed to travel past the proposed development site, although this may not be the case in reality.

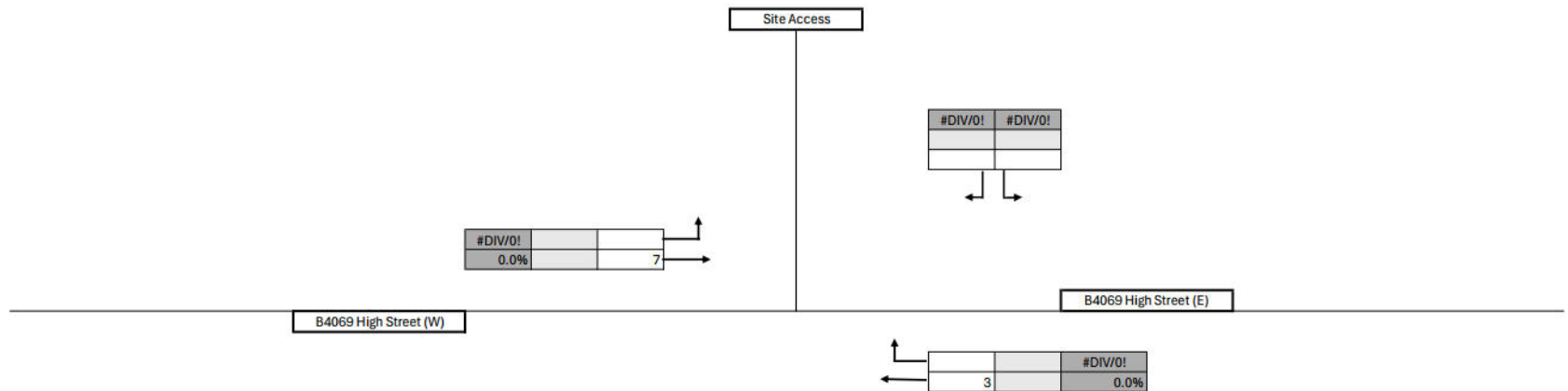




TITLE	20_03487_FUL PM		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs

Note: Traffic flows taken from Table 6.1 of Transport Statement dated November 2020 for planning application 20/03487/FUL. Direction of travel dictated by the forecast number of trips arriving and departing from the site (located on Sutton Lane). In order to provide a robust case, all trips are assumed to travel past the proposed development site, although this may not be the case in reality.

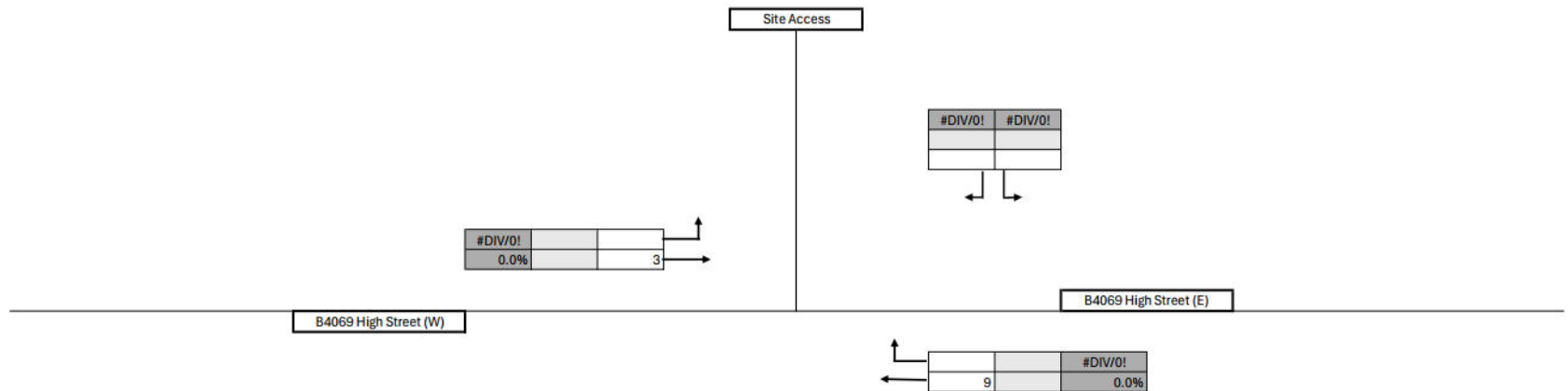




TITLE	20_03876_OUT AM		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Note: Traffic flows taken from Appendix C of Transport Statement dated March 2020 for planning application 20/03876/OUT.

Key	
	Total Vehicles
	Number of HGVs
	% HGVs

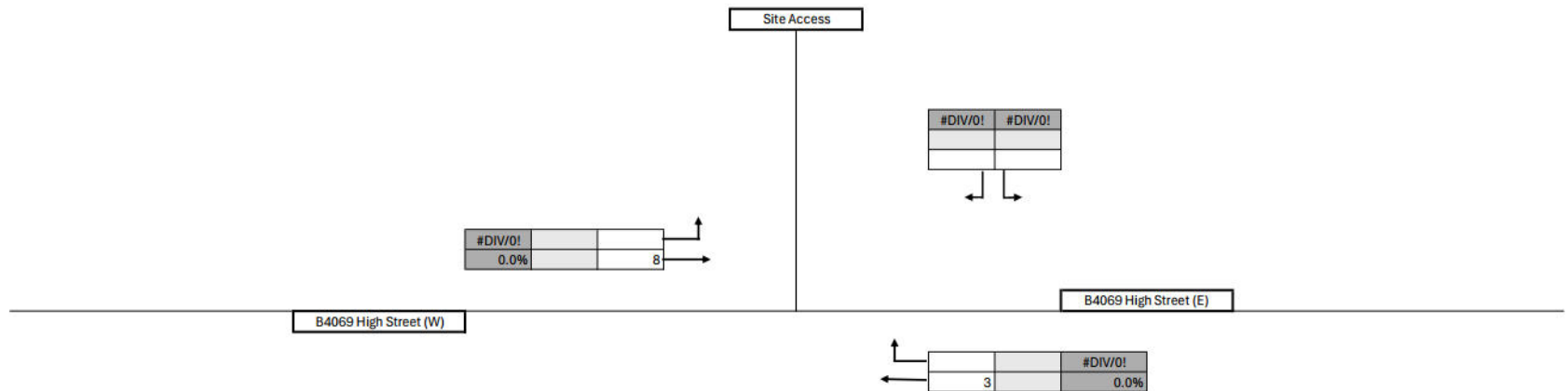




TITLE	20_03876_OUT PM		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs

Note: Traffic flows taken from Appendix C of Transport Statement dated March 2020 for planning application 20/03876/OUT.

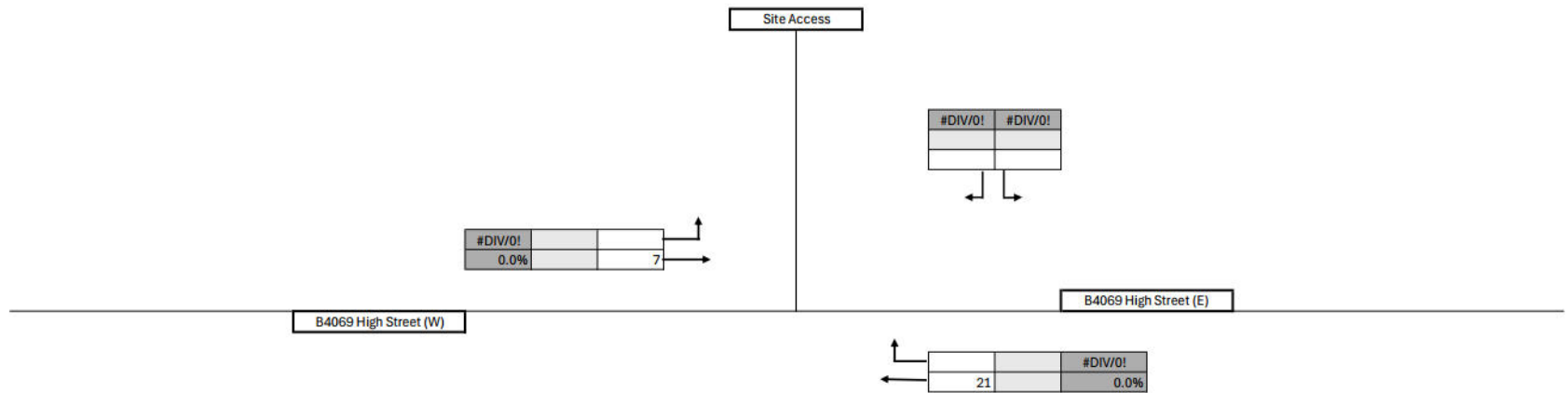




TITLE	PL/2023/06204 AM		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs

Note: Traffic flows taken from Figure 12 of Transport Assessment dated May 2023 for planning application PL/2023/06204.

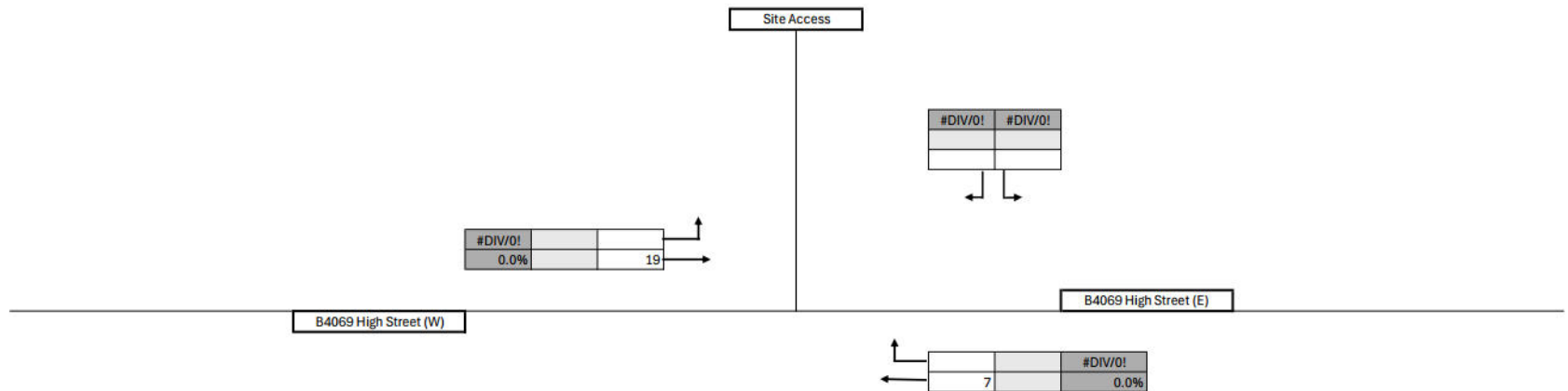




TITLE	PL_2023_06204 PM		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key		
	Total Vehicles	
	Number of HGVs	
	% HGVs	

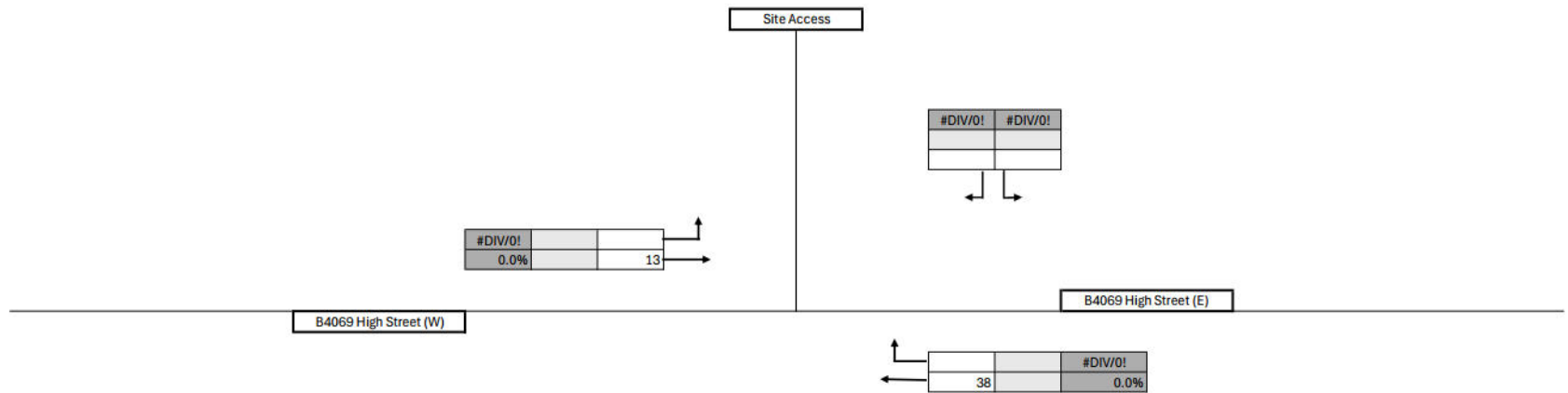
Note: Traffic flows taken from Figure 13 of Transport Assessment dated May 2023 for planning application PL/2023/06204.





TITLE	Total Committed Development AM		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

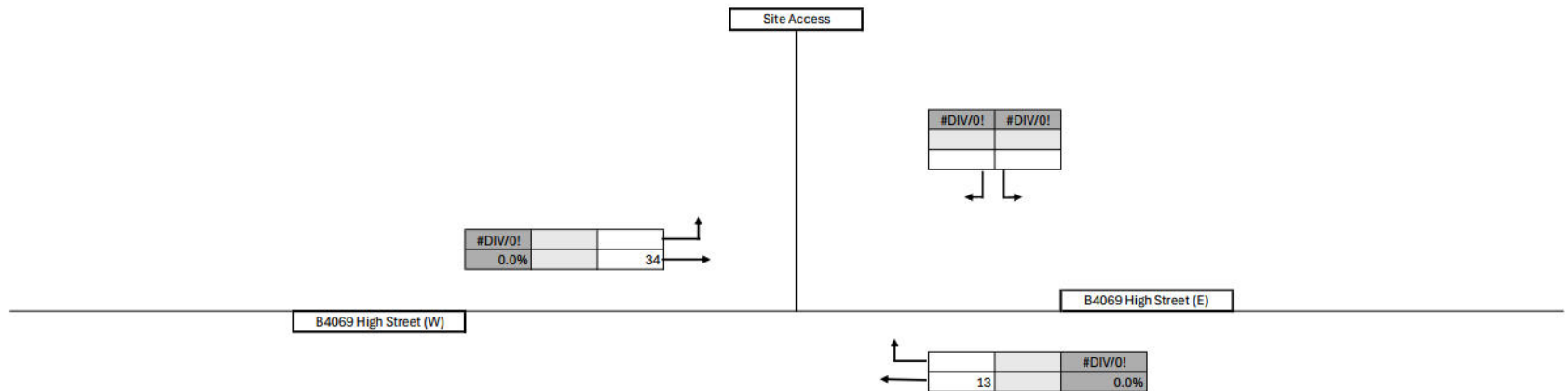
Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	Total Committed Development PM		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

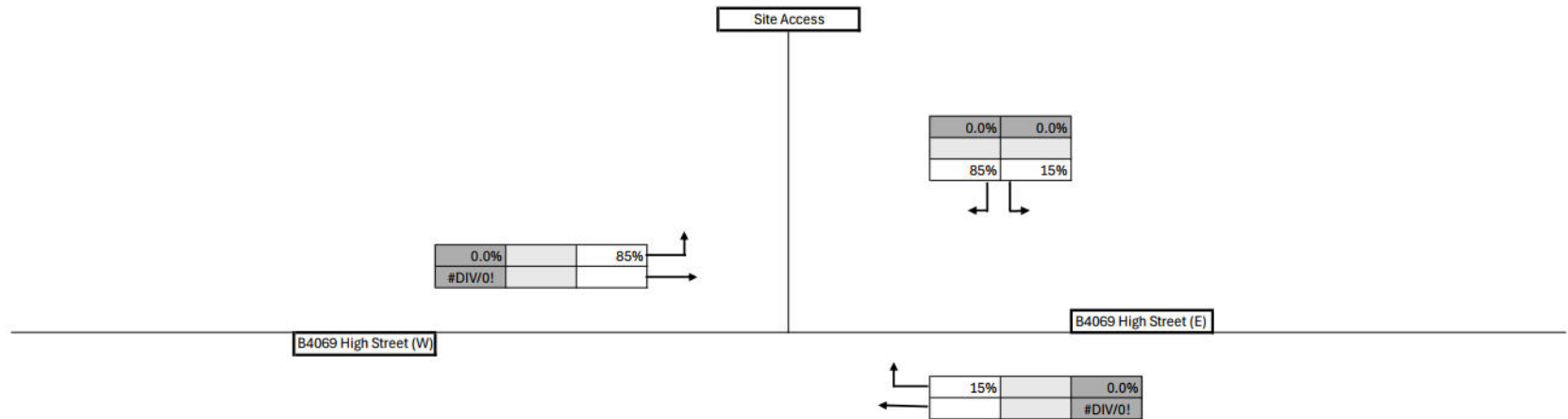
Key		
	Total Vehicles	
	Number of HGVs	
	% HGVs	





TITLE	Development Trip Distribution		
DATE CREATED	#####		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

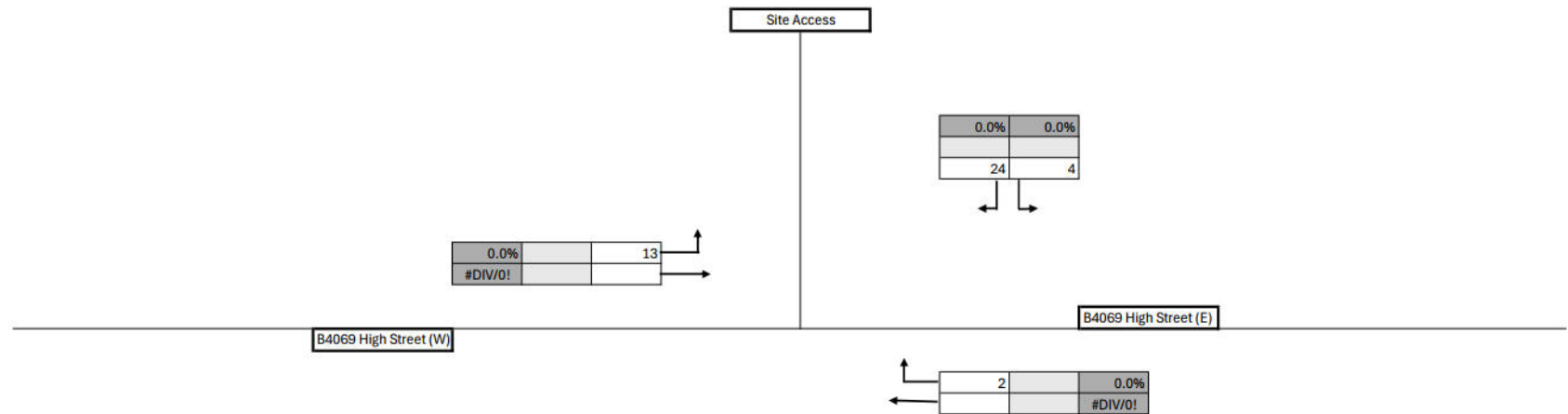
Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	Development Trips AM (08:00 - 09:00)		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

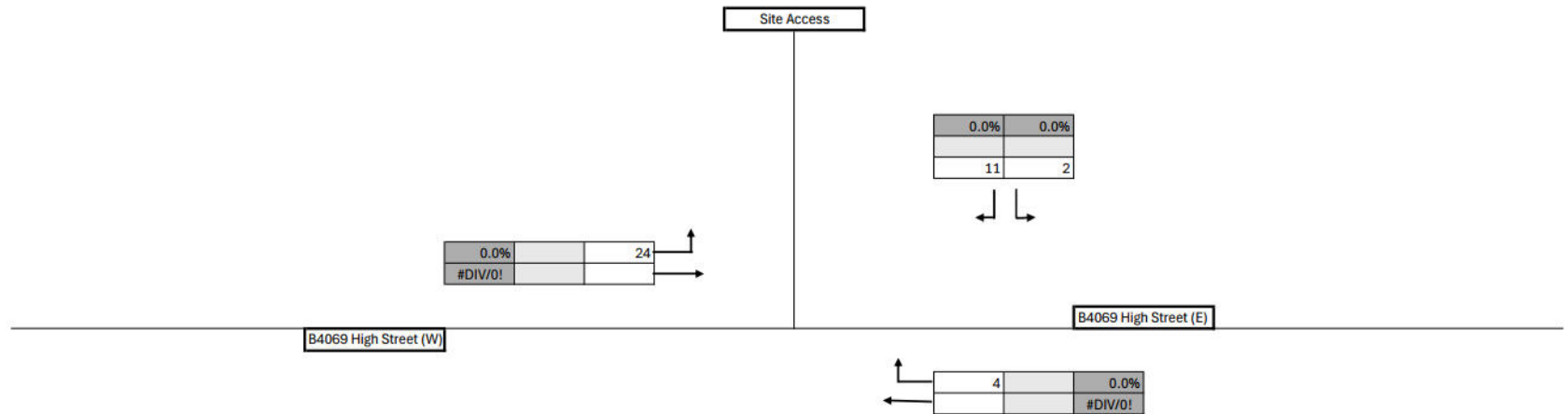
Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	Development Trips PM (17:00 - 18:00)		
DATE CREATED	01/03/2026		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

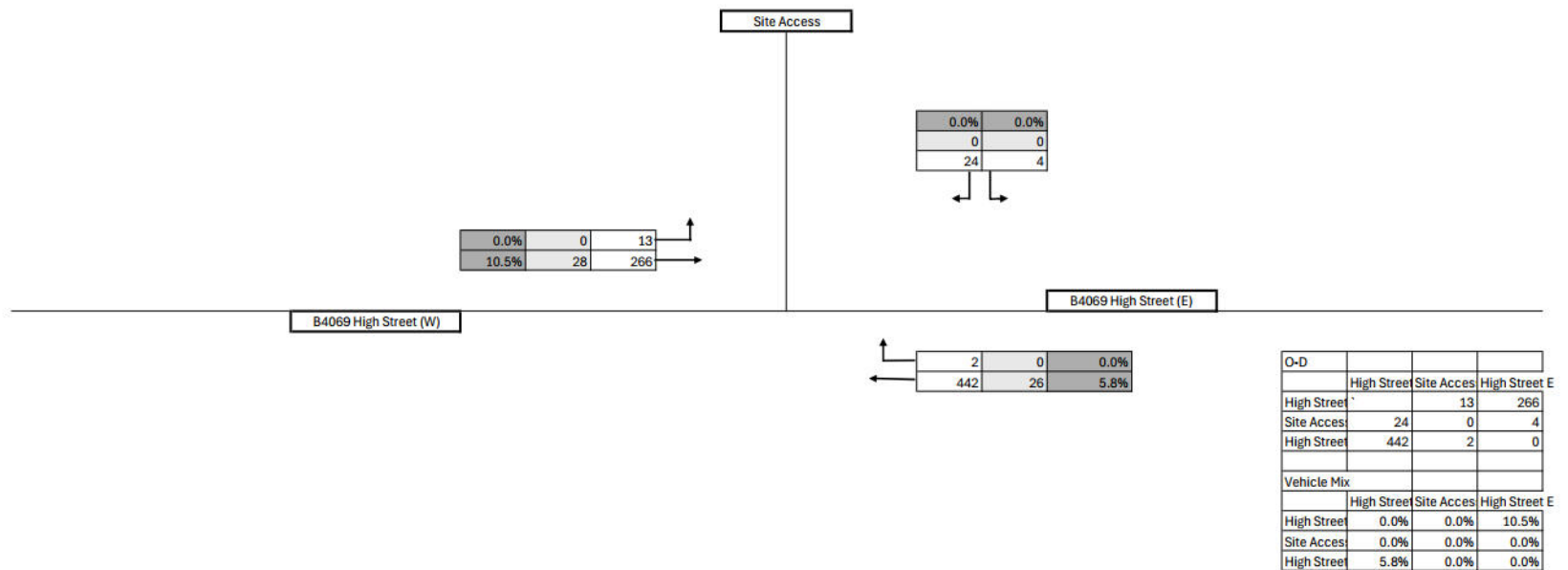
Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	2031 + Committed Development + Development AM		
DATE CREATED	01/03/2026		
CREATED BY	HB	CHECKED BY	LRD
REVISION	-		

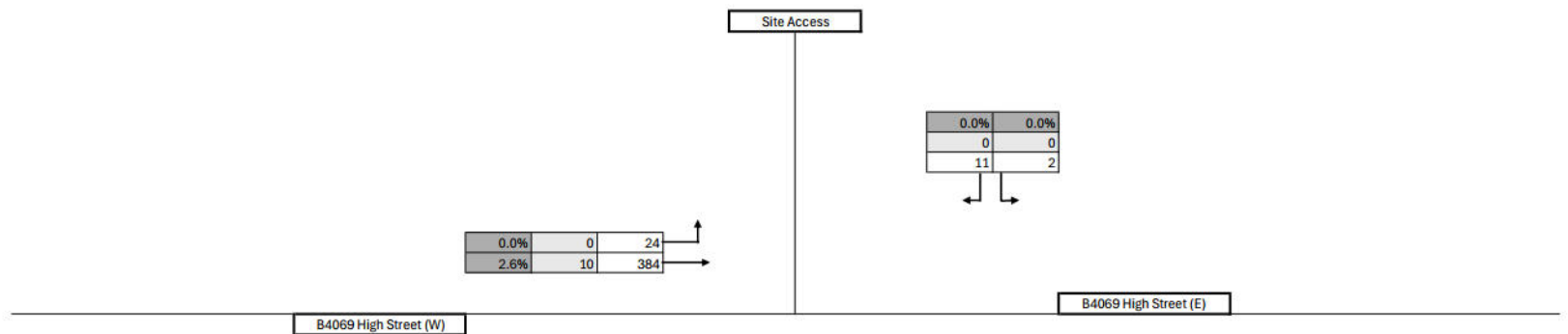
Key		
	Total Vehicles	
	Number of HGVs	
	% HGVs	





TITLE	2031 + Committed Development + Development PM		
DATE CREATED	01/03/2026		
CREATED BY	HB	CHECKED BY	LRD
REVISION	-		

Key		
	Total Vehicles	
	Number of HGVs	
	% HGVs	



4	0	0.0%
284	17	6.2%

O-D			
	High Street	Site Acces	High Street E
High Street	0	24	384
Site Acces	11	0	2
High Street	284	4	0
Vehicle Mix			
	High Street	Site Acces	High Street E
High Street	0.0%	0.0%	2.6%
Site Acces	0.0%	0.0%	0.0%
High Street	6.2%	0.0%	0.0%



Appendix H

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.1.0.2307									
© Copyright TRL Software Limited, 2024									
For sales and distribution information, program advice and maintenance, contact TRL Software:									
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Site Access.j11

Path: \\lucidlink\pegasusgroup\01 All Offices\02 BRS\Data\Bristol Projects\Bristol - Live\P25\P25-0801-0900\P25-0894 - GLEESON LAND - LAND AT GATE FARM, SUTTON BENDER\03 Research\09 TR\02 Base Data\Junction Modelling
Report generation date: 25/03/2026 16:34:08

»D1 - 2031 | Com Dev + Dev | AM

»D2 - 2031 | Com Dev + Dev | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2031 - Com Dev + Dev										
Stream B-C	D1	0.0	5.33	0.01	A	D2	0.0	5.56	0.00	A
Stream B-A		0.1	8.71	0.06	A		0.0	8.48	0.03	A
Stream C-AB		0.0	4.37	0.01	A		0.0	4.93	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

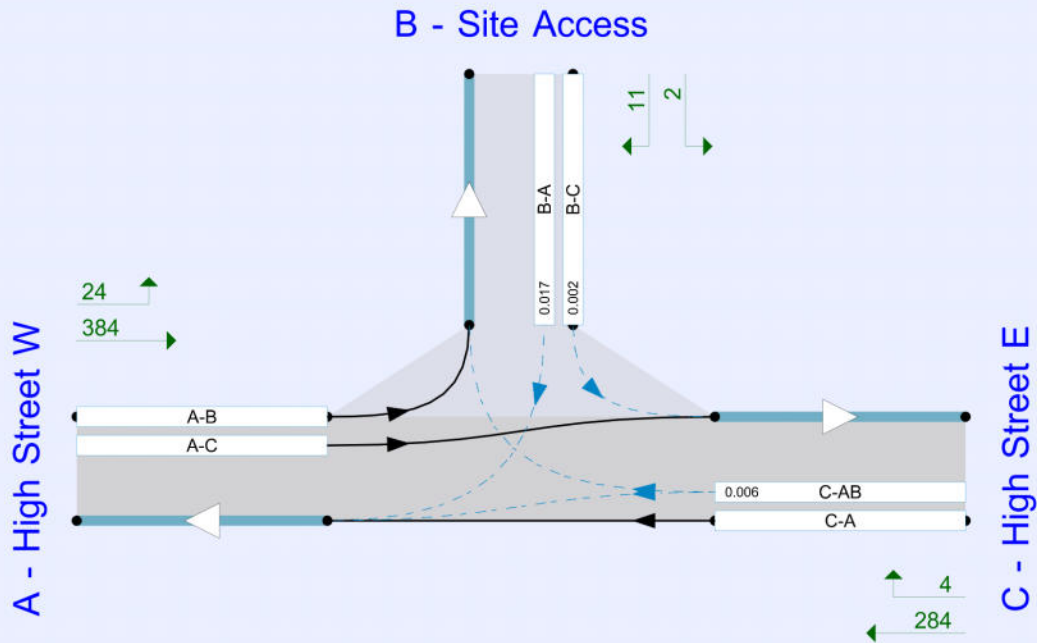
File summary

File Description

Title	
Location	
Site number	
Date	04/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PEGASUSGROUP\pg.transport
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2031	Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2031 | Com Dev + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

Arms

Arms

Arm	Name	Description	Arm type
A	High Street W		Major
B	Site Access		Minor
C	High Street E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - High Street E	6.60			180.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	8.67	2.78	2.76	2.76	2.76	✓	1.00	96	187

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
B-A	621	0.110	0.279	0.176	0.399
B-C	786	0.117	0.296	-	-
C-B	678	0.256	0.256	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		✓	276	100.000
B - Site Access		✓	28	100.000
C - High Street E		✓	438	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - High Street W	B - Site Access	C - High Street E
From	A - High Street W	0	13	263
	B - Site Access	24	0	4
	C - High Street E	436	2	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - High Street W	B - Site Access	C - High Street E
From	A - High Street W	0	0	11
	B - Site Access	0	0	0
	C - High Street E	6	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - High Street W	208	229
	B - Site Access	21	21
	C - High Street E	330	349
08:00-08:15	A - High Street W	248	273
	B - Site Access	25	25
	C - High Street E	394	416
08:15-08:30	A - High Street W	304	334
	B - Site Access	31	31
	C - High Street E	482	510
08:30-08:45	A - High Street W	304	334
	B - Site Access	31	31
	C - High Street E	482	510
08:45-09:00	A - High Street W	248	273
	B - Site Access	25	25
	C - High Street E	394	416
09:00-09:15	A - High Street W	208	229
	B - Site Access	21	21
	C - High Street E	330	349

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.33	0.0	A
B-A	0.06	8.71	0.1	A
C-AB	0.01	4.37	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.00	714	0.004	3	0.0	5.063	A
B-A	18	0.00	497	0.036	18	0.0	7.513	A
C-AB	2	0.00	828	0.003	2	0.0	4.358	A
C-A	327	0.00			327			
AB	10	0.00			10			
AC	198	0.00			198			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	700	0.005	4	0.0	5.172	A
B-A	22	0.00	473	0.046	22	0.0	7.976	A
C-AB	3	0.00	860	0.004	3	0.0	4.195	A
C-A	390	0.00			390			
AB	12	0.00			12			
AC	236	0.00			236			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	679	0.006	4	0.0	5.332	A
B-A	26	0.00	440	0.060	26	0.1	8.708	A
C-AB	5	0.00	905	0.005	5	0.0	3.989	A
C-A	478	0.00			478			
AB	14	0.00			14			
AC	290	0.00			290			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	679	0.006	4	0.0	5.332	A
B-A	26	0.00	440	0.060	26	0.1	8.710	A
C-AB	5	0.00	905	0.005	5	0.0	3.996	A
C-A	478	0.00			478			
AB	14	0.00			14			
AC	290	0.00			290			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	699	0.005	4	0.0	5.174	A
B-A	22	0.00	473	0.046	22	0.0	7.979	A
C-AB	3	0.00	860	0.004	3	0.0	4.211	A
C-A	390	0.00			390			
AB	12	0.00			12			
AC	236	0.00			236			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.00	714	0.004	3	0.0	5.064	A
B-A	18	0.00	497	0.036	18	0.0	7.518	A
C-AB	2	0.00	828	0.003	3	0.0	4.369	A
C-A	327	0.00			327			
AB	10	0.00			10			
AC	198	0.00			198			

D2 - 2031 | Com Dev + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.18	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		✓	408	100.000
B - Site Access		✓	13	100.000
C - High Street E		✓	288	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - High Street W	B - Site Access	C - High Street E
From	A - High Street W	0	24	384
	B - Site Access	11	0	2
	C - High Street E	284	4	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - High Street W	B - Site Access	C - High Street E
From	A - High Street W	0	0	3
	B - Site Access	0	0	0
	C - High Street E	6	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - High Street W	307	315
	B - Site Access	10	10
	C - High Street E	217	230
17:00-17:15	A - High Street W	367	376
	B - Site Access	12	12
	C - High Street E	259	275
17:15-17:30	A - High Street W	449	460
	B - Site Access	14	14
	C - High Street E	317	336
17:30-17:45	A - High Street W	449	460
	B - Site Access	14	14
	C - High Street E	317	336
17:45-18:00	A - High Street W	367	376
	B - Site Access	12	12
	C - High Street E	259	275
18:00-18:15	A - High Street W	307	315
	B - Site Access	10	10
	C - High Street E	217	230

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	5.56	0.0	A
B-A	0.03	8.48	0.0	A
C-AB	0.01	4.93	0.0	A
C-A				
AB				
AC				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	693	0.002	1	0.0	5.203	A
B-A	8	0.00	495	0.017	8	0.0	7.394	A
C-AB	4	0.00	736	0.006	4	0.0	4.918	A
C-A	213	0.00			213			
AB	18	0.00			18			
AC	289	0.00			289			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	675	0.003	2	0.0	5.346	A
B-A	10	0.00	471	0.021	10	0.0	7.813	A
C-AB	5	0.00	750	0.007	5	0.0	4.830	A
C-A	253	0.00			253			
AB	22	0.00			22			
AC	345	0.00			345			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	650	0.003	2	0.0	5.556	A
B-A	12	0.00	437	0.028	12	0.0	8.476	A
C-AB	7	0.00	770	0.010	7	0.0	4.714	A
C-A	310	0.00			310			
AB	26	0.00			26			
AC	423	0.00			423			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	650	0.003	2	0.0	5.556	A
B-A	12	0.00	437	0.028	12	0.0	8.476	A
C-AB	7	0.00	770	0.010	7	0.0	4.722	A
C-A	310	0.00			310			
AB	26	0.00			26			
AC	423	0.00			423			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	675	0.003	2	0.0	5.348	A
B-A	10	0.00	471	0.021	10	0.0	7.814	A
C-AB	5	0.00	750	0.007	5	0.0	4.850	A
C-A	253	0.00			253			
AB	22	0.00			22			
AC	345	0.00			345			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	693	0.002	2	0.0	5.206	A
B-A	8	0.00	495	0.017	8	0.0	7.395	A
C-AB	4	0.00	736	0.006	4	0.0	4.929	A
C-A	213	0.00			213			
AB	18	0.00			18			
AC	289	0.00			289			

Bristol

First Floor, South Wing, Equinox North,
Great Park Road, Almondsbury, Bristol, BS32 4QL
T 01454 625945
E Bristol@pegasusgroup.co.uk
Offices throughout the UK.

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales.

Registered office: 33 Sheep Street, Cirencester, GL7 1RQ
We are ISO certified 9001, 14001, 45001



[Pegasus_Group](#)



[pegasusgroup](#)



[Pegasus_Group](#)

PEGASUSGROUP.CO.UK