



Hawthorn
transport planning



**Area Traffic Study,
Harnhill, Cirencester**
Transport Statement



Hawthorn
transport planning

Area Traffic Study, Harnhil, Cirencester

Transport Statement

Hawthorn Transport Planning
29 St Bartholomew's Close
Cam
Gloucestershire
GL11 5US
T 01453 799468
E malcolm.jones@hawthorntransportplanning.co.uk

www.hawthorntransportplanning.co.uk

Job No. 17023

Report No. 1

Prepared by Malcolm Jones

Verified

Approved by

Status: Draft

Issue No. 1

Date : 29th June 2017



Area Traffic Study, Harnhill, Cirencester

Transport Statement

Contents Amendments Record

This document has been issued and amended as follows:

Status/Revision	Revision description	Issue Number	Approved By	Date
Draft for Approval		1		29/06/2017



Hawthorn
transport planning

Contents

1	INTRODUCTION	1
2	FARM491	2
3	PREDICTED TRAFFIC GENERATION.....	3
4	SURVEY RESULTS	4
5	FARM491 RESULTS.....	5
6	WESTERN SURVEY POINT.....	7
7	EASTERN SURVEY POINT.....	9
8	VEHICLE SPEEDS	11
9	CONCLUSIONS	14

Appendices

APPENDIX A Full Survey Results

1 Introduction

- 1.1 Hawthorn Transport Planning has been appointed by The Royal Agricultural University, Cirencester to prepare a short report to look at traffic around Harnhill following the implementation of the planning permission for the workshop and office building at Manor Farm, Harnhill, Cirencester.
- 1.2 A site location plan is attached to this report as Appendix A
- 1.3 The building at Manor Farm is known as Farm491 from the Royal Agricultural University and is a space for innovators to grow their businesses by applying technology into agriculture and provides them with direct access to 491 hectares of farmland for research and trials.

2 Farm491

- 2.1 The original buildings at Manor Farm comprise the Rural Innovation Centre, A straw barn, Livestock Shed and Agricultural barn.
- 2.2 The Rural Innovation Centre is a conversion of an existing agricultural building which provides classrooms, teaching areas and reception facilities. It is largely enclosed and serviced apart from the barn on its west side which is not serviced.
- 2.3 The straw barn is an open agricultural building with a lightweight construction to the south of the Rural Innovation Centre. It is used for educational purposes and storage.
- 2.4 The Livestock shed is an open building constructed of traditional heavyweight masonry and was originally used to store sheep. It is currently used for storage and car parking.
- 2.5 The agricultural barn is an open lightweight structure that is used for the storage of agricultural machinery and equipment.
- 2.6 The most recent development on the site is for a 401m² building that provides a start-up space for new agricultural businesses that are developing the use of new technologies in agriculture. It is used for some small-scale business, primarily research and development with some additional educational use.
- 2.7 The building is located on the footprint of the old pole barn and the entrance has been sited facing the Rural Innovation Centre and slightly further into the site than the RIC to stress the buildings subservience to the RIC.
- 2.8 To make the site safer the layout is designed to separate the movement of cars, pedestrians and farm vehicles as much as possible. By locating the parking to the "rear" of the building a safe pedestrian zone has been created between the proposed building and the RIC.
- 2.9 The workshops have been provided with direct access to the fields to minimise conflict with other movements as much as possible.

3 Predicted Traffic Generation

- 3.1 The following paragraphs are taken from the original Transport Statement submitted with the planning application for the most recent development of the site.
- 3.2 *The proposed development doesn't fit neatly into one single Use Class and as a result Cotswold Districty Council planning officers have asked us to assess the possible traffic generation from Use Classes B1(a), B1(b), B1(c) and D1.*
- 3.3 *The proposed development has a total gross floor area of 401 m² however the division between the various uses is not fixed and the traffic generation calculations cannot therefore be simply broken down into so many square metres of office, workshop, Research and Development or educational uses.*
- 3.4 *Therefore for the purposes of this report we have considered each of the Use Classes as being the total use of the entire building. This is considered to provide a reasonable indication of the maximum possible traffic from the site particularly in the Office and Education catagories as the building is to be used only partially for offices and the Education catagory in the TRICS Database is primarily made up of "traditional" college situations where there would be large numbers of students attending lectures at the site. This is clearly not the caes here but this assessment has been included for completeness as it was requested by the District Council Planning Officer.*
- 3.5 *The TRICS printouts for each use are attached to this report as Appendix C and summarised in the table below.*

Figure 6.1 Potential Traffic Generation

Use Class	B1(a)		B1(b)		B1(c)		D1	
	Trip Rate	Vehicles	Trip Rate	Vehicles	Trip Rate	Vehicles	Trip Rate	Vehicles
AM Peak Hour	0.526	2	0.557	2	0.805	3	1.115	4
PM Peak Hour	0.544	2	0.414	2	0.646	3	0.784	3
Daily Total	6.487	26	6.263	25	9.411	38	9.825	39

- 3.6 *As stated above it is considered that even these low levels of traffic represent a significant overestimate of the traffic likely to be generated by the proposal as a significant number of people attending the site will be brought to the site by minibus. This particularly applies to students who reside at the main University campus.*
- 3.7 *It has been confirmed that the proposed "commercial" use of the premises will be limited to those uses directly connected to and requiring access to the adjoining agricultural land and that the use will be subservient to the adjoining and recently approved Rural Innovation Centre in terms of the traffic likely traffic generation.*

4 Survey Results

- 4.1 An Automatic Traffic Count survey was carried out at three locations in that area for the week of the 8th – 14th March 2017.
- 4.2 The Counters were placed at locations on the road into and out of the villages to the east and west and onto the access road to the Royal Agricultural University site.
- 4.3 The full survey report is attached to the report as Appendix A.

5 Farm491 Results

5.1 The results of the survey on the access road to the Farm and the "Healing Centre" are shown below:

Survey Results

	Channel 1 - Northbound							Vehicle Flow		Week 1	
	08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017				
Hr Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	5 Day Ave	7 Day Ave		
1	0	0	0	0	0	0	0	0	0		
2	0	0	0	0	0	0	0	0	0		
3	0	0	0	0	0	0	0	0	0		
4	0	0	0	0	0	0	0	0	0		
5	0	0	0	0	0	0	0	0	0		
6	0	0	0	0	1	0	0	0	0		
7	2	2	1	1	2	1	1	1	1		
8	5	5	2	2	1	8	6	5	4		
9	10	9	7	5	3	5	7	8	7		
10	6	4	3	9	10	9	7	6	7		
11	3	1	2	20	12	2	4	2	6		
12	5	3	8	24	30	3	4	5	11		
13	6	7	4	34	32	3	8	6	13		
14	11	6	7	27	29	10	22	11	16		
15	4	3	11	35	18	1	2	4	11		
16	2	1	1	17	12	8	4	3	6		
17	1	3	2	9	7	8	2	3	5		
18	2	2	3	0	0	1	1	2	1		
19	1	8	0	2	1	0	2	2	2		
20	2	9	1	3	0	1	1	3	2		
21	0	0	0	0	0	0	0	0	0		
22	1	0	0	0	0	0	0	0	0		
23	0	0	0	0	0	0	0	0	0		
24	1	0	1	0	0	0	0	0	0		
7-19	56	52	50	184	155	58	69	57	89		
6-22	61	63	52	188	157	60	71	61	93		
6-24	62	63	53	188	157	60	71	62	93		
0-24	62	63	53	188	158	60	71	62	94		

	Channel 2 - Southbound							Vehicle Flow		Week 1	
	08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017				
Hr Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	5 Day Ave	7 Day Ave		
1	0	0	0	0	0	0	0	0	0		
2	0	0	0	0	0	0	0	0	0		
3	0	0	0	0	0	0	0	0	0		
4	0	0	0	0	0	0	0	0	0		
5	0	0	0	0	0	0	0	0	0		
6	0	0	0	0	0	0	0	0	0		
7	1	2	0	8	0	1	0	1	2		
8	2	3	1	0	0	2	1	2	1		
9	2	1	1	5	0	2	5	2	2		
10	1	2	1	3	2	6	4	3	3		
11	6	4	1	16	7	1	5	3	6		
12	7	5	7	14	12	6	2	5	8		
13	6	10	4	16	19	1	9	6	9		
14	8	2	2	18	28	5	1	4	9		
15	6	5	2	25	27	7	4	5	11		
16	11	9	13	33	30	5	17	11	17		
17	3	2	13	28	23	10	13	8	13		
18	5	2	8	13	9	9	8	6	8		
19	3	1	1	3	2	2	1	2	2		
20	2	0	0	0	0	0	0	0	0		
21	1	1	0	4	0	0	0	0	1		
22	0	15	0	0	0	0	3	4	3		
23	0	0	0	0	0	0	0	0	0		
24	0	0	0	0	0	0	0	0	0		
7-19	60	46	54	174	159	56	70	57	88		
6-22	64	64	54	186	159	57	73	62	94		
6-24	64	64	54	186	159	57	73	62	94		
0-24	64	64	54	186	159	57	73	62	94		

- 5.2 The University provided the following information about scheduled events and classes at the farm during that week:

8th March - 1 day First Aid (11 candidates) + Instructor - 9.00 - 5.00pm
8th & 9th March - 2 days Forklift (3 Candidates) + Instructor - 9.00 - 5.00pm
8th & 10th March - 2 days PA2 (6 candidates) - 9.00am - 5.00pm
8th March - 1 day Lambing (9 candidates) - 1.00pm - 5.00pm
9th & 10th March - 2 days Chainsaw (4 candidates) + Instructor - 9.30am - 5.00pm
10th March - 1 day ATV (4 candidates) + Instructor - 9.30am - 5.00pm
11th March - 1 Day Dry Stone Walling [Mod. 1] (3 candidates) + Instructor - 9.30am - 4.30pm
13th & 14th March - 2 days Tractor driving (4 candidates) + Instructor - 9.00am - 4.30pm
13th & 14th March - 2 days Chainsaw (4 candidates) + Instructor - 9.30am - 5.00pm
11th, 12th, 13th March - 3 Days Paul Hill (approx 17 in total) - 8.00am - 5.00pm
11th & 12th March - 2 days Bee Keepers (30 people) - 9.00am - 4.00pm
11th March - 1 day Mary Bainbridge (10 people) - 10.00am - 3.00pm
14th March - 1 day (15 GDA students) - 8.30am - 5.30pm
All week - 8 OYFC students each day - 9.00am - 5pm

- 5.3 The original predictions in the Transport Statement submitted with the planning application suggested that there would be 128 vehicles per day accessing the site which was at the time considered to be an overestimate of the likely traffic generation due to the problems with producing a comparable site and uses from the TRICS Data available.
- 5.4 This survey has shown that there are around 50-60 vehicles actually accessing the site on a daily basis and that the impact of the RAU use of the site is around half of that accepted by the planning and highway authorities as being acceptable in these circumstances.
- 5.5 The Saturday and Sunday of the survey week were exceptional in that the university had an open farm lambing event which drew in a considerable number of members of the public over and above what would normally be a quiet time at the weekend.
- 5.6 The University also run a free shuttle bus from the main campus and other locations to the Harnhill site so the number of students is unlikely to match the number of vehicles accessing the site. A number of students also live on the main campus and so are more likely to arrange lift sharing.

6 Western Survey Point

6.1 The data collected at the western entrance to the survey area is shown in the tables below:

Survey Results

Channel 1 - Westbound								Vehicle Flow		Week 1
	08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017			
Hr Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	5 Day Ave	7 Day Ave	
1	1	0	0	1	6	0	0	0	1	
2	0	0	0	0	2	0	0	0	0	
3	0	1	0	1	0	0	0	0	0	
4	0	0	0	0	0	0	1	0	0	
5	0	0	0	0	2	0	1	0	0	
6	2	0	0	1	1	3	0	1	1	
7	2	4	5	0	1	3	3	3	3	
8	6	15	17	2	1	22	11	14	11	
9	21	17	12	14	3	27	17	19	16	
10	13	14	18	14	15	21	12	16	15	
11	22	16	20	13	13	5	16	16	15	
12	31	19	26	5	20	19	8	21	18	
13	18	19	10	7	18	20	21	18	16	
14	18	12	24	8	6	16	14	17	14	
15	17	32	21	13	13	19	12	20	18	
16	37	31	52	9	11	26	32	36	28	
17	26	20	20	15	8	23	35	25	21	
18	11	13	17	9	14	16	29	17	16	
19	4	9	12	2	3	3	2	6	5	
20	7	10	3	2	3	15	5	8	6	
21	1	5	4	2	3	7	2	4	3	
22	0	19	0	0	2	2	6	5	4	
23	4	0	2	3	1	0	1	1	2	
24	0	0	2	1	0	0	1	1	1	
7-19	224	217	249	111	125	217	209	223	193	
6-22	234	255	261	115	134	244	225	244	210	
6-24	238	255	265	119	135	244	227	246	212	
0-24	241	256	265	122	146	247	229	248	215	

Channel 2 - Eastbound								Vehicle Flow		Week 1
	08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017			
Hr Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	5 Day Ave	7 Day Ave	
1	1	1	0	0	1	0	3	1	1	
2	1	0	0	0	0	0	1	0	0	
3	1	0	0	0	0	0	0	0	0	
4	0	0	0	0	1	0	3	1	1	
5	1	0	0	0	0	0	0	0	0	
6	0	0	0	1	0	3	2	1	1	
7	5	2	3	0	2	4	4	4	3	
8	20	14	8	0	1	26	11	16	11	
9	42	30	32	6	4	16	32	30	23	
10	34	20	15	13	10	20	20	22	19	
11	8	9	17	21	14	24	15	15	15	
12	6	24	20	13	13	15	7	14	14	
13	18	27	22	20	14	28	13	22	20	
14	27	17	56	13	12	19	41	32	26	
15	17	19	17	6	9	10	19	16	14	
16	14	8	17	7	9	20	9	14	12	
17	13	10	12	4	1	15	19	14	11	
18	12	20	6	4	1	16	11	13	10	
19	10	21	10	3	3	19	9	14	11	
20	4	11	6	8	0	10	10	8	7	
21	1	9	2	1	10	5	3	4	4	
22	2	2	6	2	4	0	3	3	3	
23	4	2	0	1	1	0	1	1	1	
24	3	1	3	1	0	0	1	2	1	
7-19	221	219	232	110	91	228	206	221	187	
6-22	233	243	249	121	107	247	226	240	204	
6-24	240	246	252	123	108	247	228	243	206	
0-24	244	247	252	124	110	250	237	246	209	

- 6.2 Looking at the peak arrivals at the University site, 09:00 and 14:00, it would appear that they represent only about 25% of the traffic entering the village from the West.
- 6.3 Looking at the vehicles arriving from the West in the morning and leaving to the East it would appear that there are around 20-30 vehicles running through the village in that direction and slightly fewer travelling in the opposite direction.

7 Eastern Survey Point

7.1 The data collected at the Eastern entrance to the survey area is shown in the tables below:

Survey Results

Channel 1 - Westbound								Vehicle Flow		Week 1	
	08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017				
Hr Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	5 Day Ave	7 Day Ave		
1	1	1	1	0	0	1	2	1	1		
2	1	0	1	0	0	0	0	0	0		
3	0	0	0	0	0	0	0	0	0		
4	0	0	0	0	0	0	0	0	0		
5	0	0	0	0	0	0	0	0	0		
6	0	0	0	0	0	1	1	0	0		
7	2	2	1	4	0	1	3	2	2		
8	13	6	6	0	0	8	6	8	6		
9	21	17	13	2	1	6	25	16	12		
10	20	12	13	8	3	11	15	14	12		
11	13	5	13	14	8	14	15	12	12		
12	13	13	13	4	8	15	11	13	11		
13	15	17	16	4	8	19	13	16	13		
14	15	10	27	4	7	12	16	16	13		
15	7	15	16	5	12	9	10	11	11		
16	8	15	10	13	12	9	10	10	11		
17	12	10	15	11	6	11	13	12	11		
18	5	12	6	11	1	11	8	8	8		
19	4	10	8	4	4	12	6	8	7		
20	2	7	7	1	0	4	8	6	4		
21	1	7	2	3	5	2	1	3	3		
22	1	4	4	2	4	0	2	2	2		
23	3	1	0	1	1	0	1	1	1		
24	1	1	1	1	0	0	1	1	1		
7-19	146	142	156	80	70	137	148	146	126		
6-22	152	162	170	90	79	144	162	158	137		
6-24	156	164	171	92	80	144	164	160	139		
0-24	158	165	173	92	80	146	167	162	140		

Channel 2 - Eastbound								Vehicle Flow		Week 1	
	08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017				
Hr Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	5 Day Ave	7 Day Ave		
1	1	1	0	0	5	0	1	1	1		
2	0	0	0	0	2	0	0	0	0		
3	0	0	0	0	0	0	0	0	0		
4	0	0	0	0	0	0	0	0	0		
5	0	0	0	0	1	0	1	0	0		
6	2	0	0	1	1	0	0	0	1		
7	1	2	2	0	0	3	2	2	1		
8	7	12	11	3	1	12	12	11	8		
9	26	12	12	6	4	16	12	16	13		
10	14	11	12	11	14	18	14	14	13		
11	11	12	12	14	10	6	11	10	11		
12	17	10	17	10	23	15	11	14	15		
13	17	14	11	6	17	13	12	13	13		
14	11	15	20	9	7	11	13	14	12		
15	8	15	16	12	6	11	11	12	11		
16	15	23	35	6	4	18	17	22	17		
17	19	15	13	3	0	11	16	15	11		
18	4	10	8	7	2	10	16	10	8		
19	6	7	10	3	2	3	2	6	5		
20	4	10	4	2	1	6	4	6	4		
21	1	2	2	2	2	2	2	2	2		
22	0	7	0	0	2	1	3	2	2		
23	2	0	2	1	1	0	1	1	1		
24	0	0	1	0	0	0	1	0	0		
7-19	155	156	177	90	90	144	147	156	137		
6-22	161	177	185	94	95	156	158	167	147		
6-24	163	177	188	95	96	156	160	169	148		
0-24	166	178	188	96	105	156	162	170	150		

- 7.2 The traffic entering the village from this direction is noticeably lower than the Western Survey point which would equate with the traffic heading towards the RAU site being more likely to approach from the West.
- 7.3 With average hourly traffic figures being below 20 it would not appear that there is a significant issue with vehicles using the village as a short cut in any significant level.

8 Vehicle Speeds

8.1 The survey also collected the speeds through the village and these are tabulated below.

Average Vehicle Speeds

Farm491

Hr Ending	Channel 1 - Northbound			Average Speed			Week 1
	08/03/2017 Wednesday	09/03/2017 Thursday	10/03/2017 Friday	11/03/2017 Saturday	12/03/2017 Sunday	13/03/2017 Monday	14/03/2017 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	33.0	-	-
7	15.5	15.5	15.5	15.5	15.5	15.5	15.5
8	15.5	11.3	15.5	33.0	33.0	8.9	6.8
9	12.4	12.0	10.9	13.4	33.0	9.2	12.5
10	10.2	12.9	12.0	14.3	33.0	8.5	9.5
11	18.8	5.0	15.5	13.9	33.0	10.2	7.6
12	13.4	8.5	12.9	14.6	14.4	8.5	7.6
13	13.8	14.0	15.5	14.6	14.5	5.0	12.9
14	15.5	10.2	14.0	14.3	14.8	12.4	11.7
15	5.0	12.0	12.6	33.0	14.9	5.0	10.2
16	10.2	5.0	5.0	14.3	33.0	8.9	12.9
17	33.0	12.0	10.2	33.0	14.0	12.9	10.2
18	10.2	10.2	12.0	-	-	5.0	15.5
19	15.5	11.6	-	15.5	15.5	-	15.5
20	10.2	9.7	5.0	15.5	-	15.5	15.5
21	-	-	-	-	-	-	-
22	15.5	-	-	-	-	-	-
23	-	-	-	-	-	-	-
24	15.5	-	15.5	-	-	-	-
10-12	15.4	7.6	13.4	14.3	19.8	9.2	7.6
14-16	6.8	10.2	12.0	26.9	22.2	8.5	12.0
0-24	13.4	11.3	12.7	18.9	19.2	9.9	11.1
						Average	13.8

Hr Ending	Channel 2 - Southbound			Average Speed			Week 1
	08/03/2017 Wednesday	09/03/2017 Thursday	10/03/2017 Friday	11/03/2017 Saturday	12/03/2017 Sunday	13/03/2017 Monday	14/03/2017 Tuesday
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	15.5	10.2	-	14.2	-	15.5	-
8	15.5	8.5	15.5	-	-	15.5	5.0
9	10.2	5.0	5.0	13.4	-	10.2	13.4
10	5.0	10.2	5.0	15.5	10.2	8.5	10.2
11	15.4	10.2	5.0	14.2	14.0	5.0	7.1
12	14.0	15.4	9.5	14.0	13.8	6.8	5.0
13	10.2	13.4	12.9	33.0	13.8	5.0	14.3
14	12.9	10.2	10.2	14.9	14.4	9.2	5.0
15	12.0	7.1	10.2	33.0	14.3	12.5	12.9
16	14.5	9.7	13.1	33.0	33.0	9.2	13.0
17	12.0	15.5	13.9	14.0	33.0	12.4	12.3
18	13.4	10.2	8.9	13.9	33.0	14.3	14.2
19	8.5	15.5	15.5	33.0	10.2	10.2	15.5
20	15.5	-	-	-	-	-	-
21	15.5	5.0	-	33.0	-	-	-
22	-	10.6	-	-	-	-	15.5
23	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-
10-12	14.7	13.1	8.9	14.1	13.8	6.5	6.5
14-16	13.6	8.8	12.7	33.0	24.2	11.1	13.0
0-24	13.0	10.9	11.6	22.4	21.4	10.9	12.3
						Average	14.6

Western Survey Point

		Channel 1 - Westbound			Average Speed			Week 1
		08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017
Hr Ending		Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday
1		33.0	-	-	33.0	15.5	-	-
2		-	-	-	-	33.0	-	-
3		-	33.0	-	33.0	-	-	-
4		-	-	-	-	-	-	33.0
5		-	-	-	-	38.0	-	25.5
6		25.5	-	-	25.5	33.0	38.0	-
7		33.0	20.5	33.0	-	33.0	18.8	33.0
8		25.1	27.8	26.7	25.5	38.0	29.7	23.0
9		24.8	25.4	22.6	22.3	28.0	25.6	22.4
10		24.3	27.6	23.0	26.2	23.0	19.6	21.3
11		25.5	24.2	21.4	22.4	28.3	25.0	23.5
12		26.2	21.9	24.6	25.0	24.4	19.3	20.2
13		24.1	25.4	25.8	18.4	26.9	26.0	25.9
14		24.8	27.8	25.0	27.4	26.3	22.3	23.0
15		22.0	25.1	21.7	24.5	26.8	20.1	25.9
16		23.1	23.4	27.0	22.7	25.7	26.5	23.5
17		28.0	27.9	23.5	26.5	27.4	23.7	23.9
18		21.6	25.7	25.5	23.8	32.5	29.4	27.5
19		29.9	27.7	26.5	29.2	28.0	25.5	29.2
20		19.6	28.2	28.0	29.2	43.0	26.5	28.5
21		25.5	30.0	25.5	25.5	33.0	25.5	33.0
22		-	24.4	-	-	29.2	33.0	25.5
23		25.5	-	25.5	25.5	43.0	-	25.5
24		-	-	25.5	33.0	-	-	25.5
10-12		25.9	23.0	23.2	23.1	25.9	20.5	22.4
14-16		22.7	24.3	25.5	23.8	26.3	23.8	24.1
0-24		24.8	25.5	24.9	24.6	27.3	24.7	24.5
							Average	25.2

		Channel 2 - Eastbound			Average Speed			Week 1
		08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017
Hr Ending		Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday
1		33.0	33.0	-	-	33.0	-	33.0
2		33.0	-	-	-	-	-	33.0
3		33.0	-	-	-	-	-	-
4		-	-	-	-	33.0	-	33.0
5		33.0	-	-	-	-	-	-
6		-	-	-	38.0	-	33.0	25.5
7		28.5	20.5	25.5	-	35.5	28.6	18.0
8		21.5	25.0	25.2	-	33.0	23.6	22.7
9		24.2	25.2	25.2	15.4	23.0	24.1	25.0
10		21.6	23.6	26.2	26.6	23.5	25.7	25.0
11		26.4	23.0	14.2	24.6	27.6	20.1	21.3
12		18.8	25.8	27.6	23.6	25.5	21.5	27.3
13		24.6	27.7	25.5	25.2	26.0	21.2	24.5
14		25.6	26.7	24.7	24.3	23.8	24.3	24.5
15		24.5	25.6	26.4	30.5	21.9	22.4	23.2
16		24.4	26.1	25.4	26.9	24.4	21.4	22.9
17		26.1	26.0	22.1	29.2	33.0	26.3	23.8
18		27.8	24.0	28.0	27.4	25.5	29.6	30.0
19		27.5	26.8	25.2	29.7	28.0	30.5	31.3
20		22.4	24.4	26.3	23.0	-	27.5	27.8
21		38.0	29.7	25.5	25.5	29.2	28.5	33.0
22		25.5	25.5	33.0	25.5	27.4	-	25.5
23		29.2	29.2	-	25.5	38.0	-	25.5
24		29.7	33.0	30.5	25.5	-	-	33.0
10-12		23.1	25.0	21.4	24.2	26.6	20.6	23.2
14-16		24.4	25.8	25.9	28.6	23.1	21.8	23.1
0-24		24.6	25.7	24.9	25.2	26.0	24.4	25.2
							Average	25.1

Eastern Survey Point

	Channel 1 - Westbound			Average Speed				Week 1
	08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017	
Hr Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	
1	33.0	33.0	33.0	-	-	33.0	24.2	
2	33.0	-	33.0	-	-	-	-	
3	-	-	-	-	-	-	-	
4	-	-	-	-	-	-	-	
5	-	-	-	-	-	-	-	
6	-	-	-	-	-	25.5	25.5	
7	29.2	25.5	25.5	25.5	-	25.5	18.8	
8	21.7	20.5	23.8	-	-	24.2	20.4	
9	21.1	22.2	24.5	10.2	15.5	20.0	25.3	
10	19.5	22.8	24.3	22.6	22.2	20.5	23.5	
11	23.6	21.5	14.7	22.4	21.4	19.4	22.5	
12	17.0	24.7	23.7	27.4	25.2	20.0	17.3	
13	21.3	25.6	24.8	20.5	25.8	20.0	23.8	
14	26.8	26.0	23.5	23.0	21.1	21.1	22.7	
15	22.6	24.0	24.6	25.0	26.5	21.0	22.2	
16	20.1	23.8	22.5	24.3	24.9	19.8	19.4	
17	24.0	25.2	25.0	27.5	28.0	23.7	21.4	
18	23.5	24.2	25.1	23.5	25.5	26.4	25.5	
19	25.5	24.0	27.1	26.8	26.1	25.5	23.8	
20	20.5	22.3	25.1	15.5	-	26.8	26.1	
21	33.0	22.6	20.5	28.0	25.0	29.2	25.5	
22	25.5	23.0	27.4	25.5	27.4	-	25.5	
23	28.0	25.5	-	25.5	38.0	-	25.5	
24	25.5	15.5	15.5	25.5	-	-	25.5	
10-12	20.3	23.8	19.2	23.5	23.3	19.7	20.3	
14-16	21.3	23.9	23.8	24.5	25.7	20.4	20.8	
0-24	22.3	23.8	23.7	24.0	25.0	22.0	22.8	
						Average	23.4	

	Channel 2 - Eastbound			Average Speed				Week 1
	08/03/2017	09/03/2017	10/03/2017	11/03/2017	12/03/2017	13/03/2017	14/03/2017	
Hr Ending	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	
1	33.0	33.0	-	-	17.5	-	33.0	
2	-	-	-	-	29.2	-	-	
3	-	-	-	-	-	-	-	
4	-	-	-	-	-	-	-	
5	-	-	-	-	33.0	-	25.5	
6	25.5	-	-	15.5	25.5	-	-	
7	25.5	20.5	24.2	-	-	18.8	29.2	
8	26.9	25.7	23.5	28.0	38.0	25.1	20.4	
9	24.0	25.1	23.4	23.8	30.5	24.1	20.2	
10	23.7	26.6	20.4	26.4	22.5	19.1	20.1	
11	26.0	22.0	21.3	21.9	21.0	22.2	23.5	
12	23.6	24.0	24.2	21.5	23.3	18.0	20.0	
13	22.5	22.6	25.0	18.8	26.2	22.4	22.2	
14	24.1	28.2	23.2	23.0	22.6	18.2	21.0	
15	20.5	24.2	20.8	25.9	26.3	18.2	24.1	
16	23.5	23.0	25.1	23.4	17.9	24.2	21.2	
17	24.6	27.7	20.1	22.2	-	24.6	20.9	
18	15.5	23.2	21.4	23.7	29.2	25.8	24.7	
19	23.4	25.1	22.2	25.5	25.5	28.0	29.2	
20	15.2	24.5	20.5	29.2	38.0	23.4	23.0	
21	25.5	20.5	25.5	25.5	20.5	25.5	25.5	
22	-	22.6	-	-	25.5	25.5	28.0	
23	20.5	-	20.5	25.5	33.0	-	25.5	
24	-	-	25.5	-	-	-	25.5	
10-12	24.5	22.9	23.0	21.8	22.6	19.2	21.8	
14-16	22.5	23.4	23.8	25.1	23.0	22.0	22.4	
0-24	23.5	24.6	22.9	23.7	24.1	22.1	22.2	
						Average	23.3	

8.2 With average vehicle speeds being well below 30mph it is not considered that vehicle speeds at the points of the Automatic Traffic Counters is a problem however this clearly can only account for these specific points rather than at other points in the village. However it would indicate that the majority of drivers in the area are driving relatively safely for the conditions.

9 Conclusions

- 9.1 The survey has confirmed that the predictions made in the original Transport Statement were, as identified in the Statement, an overestimate of the actual traffic using accessing the Royal Agricultural University's development.
- 9.2 It shows that there is relatively little traffic flowing through the village with around 400-450 vehicles entering a leaving the village from the West, which is the most likely route for students accessing the RAU site, and around 300 entering a leaving from the east each day.
- 9.3 Even allowing for the exceptional event of the Lambing Weekend falling within the survey period there is an average flow through the village of around 50-60 vehicles in the busiest hour which equates to around one vehicle per minute.
- 9.4 Without a number plate "Origin and Destination" survey it is impossible to demonstrate with any confidence the precise level of "rat running" through the village it would appear that from the total level of traffic through the village there isn't a significant issue with "rat running" traffic at the present time.

Appendix A

Survey Detail

Job No	Report No	Issue no	Report Name	Page
17023	Issue 1	1	Area Study, Harnhill	1