

APPENDIX A. WSCC Consultation Note

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steve King
FROM:	WSCC – Highways Authority
DATE:	25 February 2025
LOCATION:	Land West Of Turners Hill Road And South Of Huntsland Turners Hill Road Crawley Down West Sussex
SUBJECT:	DM/25/0014 Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 200 dwellings, and associated infrastructure including new access points off of Turners Hill Road with associated spine roads and car and cycle parking; the provision of open space and associated play facilities; utilities infrastructure, surface water drainage features, and associated features, on land west of Turners Hill Road and south of Huntsland, Crawley Down, West Sussex.
DATE OF SITE VISIT:	13 th February 2025
RECOMMENDATION:	Advice

1. Comments are made in respects of,
 - Transport Assessment, reference MS/LJ/MS/ITB9155-052D, dated 15th January 2025
 - Travel Plan, reference MS/SG/ITB9155-055C
 - Proposed Southern Site Access Priority Junction, drawing ITB9155-GA-029 revision I
 - Proposed Central Site Access Priority Junction, drawing ITB9155-GA-038 revision G
 - Illustrative Master Plan, drawing number SK001-01 revision V14
 - Access and Movement Parameter Plan, drawing, number 008-04 revision C

2. It's recognised that duplicate applications have been submitted for both the northern and southern parcels. For the purposes of the duplicate applications, identical comments are issued by WSCC Highways for the respective duplicate southern and northern planning applications.

3. Given the northern and southern parcels form a single allocation within the Mid Sussex Local Plan, certain aspects of the proposals have been considered cumulatively. As appropriate, site wide comments covering both the northern and southern planning applications are made against respective elements. These comments remain the same for all planning applications.

Access

4. There are two land parcels forming part of the current planning application (comprising fields 3, 4, 5, 6 and 7 as shown on the Illustrative Masterplan) providing a total of 200 dwellings. Separate vehicular accesses are proposed for those parcels within field 5 and fields 3, 4, 6 and 7.
5. With regards to the parcel formed by fields 3, 4, 6 and 7, these will provide up to 150 dwellings. Access is proposed via a simple 6-metre-wide priority junction onto the B2028 Turners Hill Road, which in this location is subject to a 30mph speed limit. It's noted that there is an existing field gate access in the same position as the proposed access. The proposed access forms a very slightly staggered crossroad arrangement with Vicarage Road opposite. Details of the proposed access are shown on drawing ITB9155-GA-029 revision I.
6. For the purposes of the access design further information would be requested to address the following,
7. It's accepted that the visibility splays/stopping sight distances shown at the proposed junction are based on recorded 85th percentile speeds. The raw speed survey data should though be provided as part of the current planning application. This data should include information concerning the location of the speed survey and weather conditions at the time of the survey.
8. A Stage One Road Safety Audit needs also to be provided for the proposed simple priority junction with signalised crossing arrangement. Whilst Stage One RSA's are provided, none cover the situation as presented. The inclusion of the signalled controlled crossing is not considered as a minor update as referenced in 5.2.5 of the submitted TA.
9. Detailed comments were also made by the WSCC Traffic Signals team concerning the proposed signalised crossing as part of the pre-application discussions. Some of these points may well have been addressed through the revised scheme, however no commentary has been provided covering these matters. These comments are repeated below. The Applicant would be requested to provide responses,
 - A crossing should be located a minimum of 20m from a conflict point with a side road; at this location, the point at which vehicles exiting Vicarage Road and turning left, conflict with Turner Hills Road, appears to be less than this. Could it be clarified please?
 - There is a comment on the drawing stating the width behind a signal pole of 0.79m. This distance is substandard; the absolute minimum required is 1.2m, however our preferred minimum is 1.5m to enable wheelchairs/pushchairs to safely pass.
 - Looking at this location on Google Street View, there are a number of established trees which have the potential to impact approaching driver & waiting pedestrian visibility. A green man is only an invitation to begin crossing, and pedestrians should be able to see the approaches clearly; anyone crossing from West to East may have challenges observing southbound traffic flow.

- Every signalised crossing requires street lighting, and there does not appear to be suitable locations to install lighting columns. This would need to be checked with the authorities PFI provider, to ensure the proposed crossing can be suitably lit.
- At this stage, it is important to identify the proposed location for the signals controller and location for a maintenance bay. Normally this is something that would be defined during the detailed design stage, however given the site constraints, it is important to clearly establish these as early as possible, to ensure the proposals are suitable.

10. The design also includes a length of shared use foot/cycle way along the development access road. This stops abruptly at the junction with the B2028. Through pre-application discussions, WSCC Highways has highlighted concerns with this arrangement given the lack of onward connectivity; ending the route at the very busy B2028 would not be appropriate. Continuity for the route for cyclists across the B2028 and then into Crawley Down village to a reasonable point must form part of the design.

11. Field 5 provides access for 50 dwellings. Again, a simple 5.5-metre-wide priority junction is proposed onto the B2028 Turners Hill Road. Details are shown on drawing number ITB9155-GA-038 revision G. There are a number of points concerning the access.

12. It's accepted that the visibility splays/stopping sight distances shown at the proposed junction are based on recorded 85th percentile speeds. The raw speed survey data should though be provided as part of the current planning application.

13. The design also includes a length of shared use foot/cycle way along the development access road. This stops abruptly at the junction with the B2028 with the drawing implying that cyclist rejoin the carriageway. Through pre-application discussions, WSCC Highways has highlighted concerns with this arrangement given the lack of onward connectivity; ending the route at the very busy B2028 would not be appropriate. Continuity for the route for cyclists across the B2028 and then into Crawley Down village to a reasonable point must form part of the design.

14. The submitted Stage One RSA is relevant for the design shown on the latest drawing revision. An editable version of the RSA response should be provided to WSCC to enable comments to be added to the Overseeing Organisation and Agreed Actions sections. It's suggested that the RSA Response is agreed between the Applicant and WSCC, and the agreed version then submitted for the planning file.

15. In commenting on the vehicular access proposals, WSCC acknowledge the detailed pre-application comments previously made. It's apparent that there are issues to be resolved.

Active Travel (including bus and travel plan)

16. The linear nature of the site is acknowledged as influencing distances and journey times to nearby destinations. It's important to note that comments

here relate to active travel (walking, cycling, and access to bus services) for the both the northern and southern parcels of development.

17. The TA also refers to bus frequency enhancements covering Saturday and Sunday evenings having been agreed for the 272 with Metrobus. WSCC endorse any service enhancement albeit this has been privately negotiated for an existing commercial service. Any s106 obligation would therefore be upon the Applicant to enhance the service frequency as set out in the TA rather than make any contribution towards WSCC. It's accepted that the s106 may still include a capped figure to provide certainty of costs to the Applicant.
18. The complication with this obligation is that the service enhancement has been agreed on the basis of the whole draft allocation that has now been split between two planning applications. The Applicant would need to clearly set out how the enhancement will be secured in light of this. The suggested 50/50 contribution split between the two planning applications raises potential issues of long-term viability or service continuity should both applications not come forward in a timely way.
19. In terms of wider connectivity to Crawley Down, an assessment of walking/cycling routes was undertaken as part of pre application discussion (referred to within 4.6.1 of the TA). The details of this assessment haven't been submitted with the TA. Nevertheless, the assessment identified opportunities for various improvements and these are listed in 4.6.4 of the TA. Further details of the improvements are shown on drawing ITB9155-GA-056 revision A (Off Site Pedestrian/Cyclist Improvements). These improvements relate to both the planning applications covering the northern and southern parcels. The improvements will need to be appropriately allocated to one or other parcel in terms of relevance and need.
20. In terms of the detailed schemes presented on ITB9155-GA-056 revision A, the following comments would be offered,
21. The proposed crossing point on Vicarage Road is such that pedestrians crossing from the north to south wouldn't be able to see vehicles turning into the junction. There is also no footway on the southern side of Vicarage Road for a crossing point to land into. Whilst desirable to keep a crossing on the shortest possible desire line, this may not be possible in this instance.
22. The pedestrian crossing point on Grange Road is placed at the widest point at the junction. This will result in pedestrians crossing a significant expanse of carriageway. It may be necessary to inset the crossing away from the junction.
23. No improvements have been identified to footways along the B2028. There is the expectation for increased pedestrian activity along the existing footway on the eastern side of the carriageway. This is narrow in places due to the grass verge encroaching. Whilst highway maintenance is the responsibility of WSCC, the current application has the potential to increase activity and as such there would be merit to the Applicant committing to a simple scheme of verge clearance/footway widening.

24. The improvement to the northbound bus stop south of Grange Road doesn't appear to account for the existing vehicular crossovers. The existing vehicular accesses should be plotted onto the drawing.
25. It should be noted that WSCC do not adopt or maintain bus shelters. An agreement would need to be reached with a 3rd party to take on responsibility for these. The design of the shelters would also need to be agreed with the adopting 3rd party.
26. As a general point, the absence of any consideration for potential cycling improvements towards the village centre other than along Worth Way is notable. This matter was raised as part of pre-application discussions. WSCC acknowledge that significant improvements in accordance with the principles in LTN 1/20 will not be achievable within the extents of the existing highway but some consideration needs to be provided. As highlighted by WSCC through pre application discussions, the presence of a 30mph speed limit does not mean that all routes are appropriate for cycling by default.
27. The Applicant should acknowledge that any physical improvement schemes will need to be delivered as schemes of works rather than contributions to WSCC. Exceptions to this include those works to the Worth Way and the bus service enhancement.
28. With regards to Worth Way, the Applicant should note that this does not form part of the adopted highway network nor is a public right of way (it is not a bridleway as indicated within the TA); WSCC are though the landowner. In light of this any works or contributions to Worth Way, would need to be agreed with WSCC as landowner. These are not matters that would be agreed with WSCC Highways.
29. As required by the National Planning Policy Framework, a travel plan has also been submitted. This has been reviewed and the following comments would be offered.
- 4.2.1 – A degree of caution should be used with the 2021 Census given this was undertaken when the COVID Pandemic was very much influencing travel habits.
 - 4.2.3 – For reasons stated above and in connection with the 'vision led' approach, using the 2021 Census as a baseline to inform future targets is not appropriate; this approach very much reflects the 'predict and provide' approach that 'vision led' planning is seeking to move away from. Any targets should not be based upon existing travel characteristics.
 - 7.3.2 – The car club will need to be secured via a separate s106 obligation. A suitable trigger point will need to be agreed for this. This will need to include details of the car club location/s.
 - 10.2.1 – WSCC cannot accept monitoring simply by way of travel questionnaires. From experience, response rates even with incentives are generally poor and do not provide an accurate representation of travel.

Given also the target is to reduce vehicular trip generation, travel questionnaires may not provide a means of recording the relevant information.

- 10.2.4 – Given the comment above, the inclusion of reference to having to redo surveys further raises the expectation that these are unlikely to generate the required response rates. An alternate means of monitoring must be included.

Vehicle Trip Generation and Highway Capacity

30. The TA provides the conclusions of the highway capacity assessment with it noted that this is based on 350 dwellings (i.e. the total number of units within the northern and southern planning applications). It's further recognised that the scheme is not anticipated to result in any severe or unacceptable impacts upon the operation of those junctions within the study area. The approach to highway modelling was agreed with WSCC Highways through pre-application discussions. For transparency, the background work should be presented with the TA for the public file.

31. The TA also includes 'vision led' scenario. This approach is required within the National Planning Policy Framework and encourages developers to introduce measures and proactively try to influence how residents choose to travel. The purpose of the 'vision led' approach is not to look at existing travel trends (e.g. by using Census data) and simply seek to replicate these for the proposed development.

32. It's accepted that different areas will require different 'vision led' approaches, and in turn have different outcomes. The key aspects of the approach nevertheless include the setting of clear transport interventions, targets, monitoring to ensure targets are met, and a scheme of proportionate remedial actions to be implemented should targets be missed.

33. For the purposes of the current application, a 10% trip reduction is being applied by way of the travel plan. Whilst a 10% target is not unacceptable, the concern is that this is being based upon baseline travel characteristics with these taken from Census 2021 data (4.2.3 of the Travel Plan). Using existing data in this way is not appropriate for the 'vision led' approach. As already noted, it is widely acknowledged that the Census 2021 travel outputs will have been heavily influenced by the COVID pandemic and travel restrictions in place at that time. The Applicant will need to revisit their suggested 'vision led' approach. It's further recommended that this approach is embedded within the travel plan with this document setting out the monitoring and remedial actions.

Layout

34. Matters relating to the on-site layout of roads and footways are not being approved at this stage. It would though be expected for general design principles to be established and secured either within the Design and Access Statement or on the Access and Movement Parameter Plan. The DAS itself includes very high-level design principles for on-site roads and footways but doesn't include any level of detail concerning hierarchies or parameters that

can then follow into the detail design. It's suggested that the DAS is updated to include more detailed design parameters.

35. With regards to the Access and Movement Parameter Plan, a key aspect missing is the north-south foot/cycle route that links to right of way 33W and Worth Way. This link will also connect into the northern parcels that are subject to a separate planning application. The indicative alignment of this route should be included on the Parameter Plan.
36. Details of other external pedestrian/cyclist connections would be expected as part of any subsequent reserved matters application.

Other Matters

37. A scheme of traffic management works is shown drawings ITB9155-GA-066a, 67A, and 68A for the B2028. The scheme presented includes 30mph roundels on the carriageway along with 'islands' of coloured surfacing. It's understood that the details reflect a scheme implemented on the B2133 through Loxwood. For the purposes of the proposed scheme, WSCC understands that there are aspirations within the Crawley Down Parish Council Neighbourhood Plan concerning traffic calming on the B2028.
38. WSCC would request details of what the scheme seeks to achieve. Unlike the B2133 in Loxwood, the B2028 also includes street lighting. The Applicant should note that roundels or any other 30mph speed limit repeater signage wouldn't be permitted based on the Traffic Signs Regulations and General Directions.

Conclusions

39. There are a number of matters contained within the response above that the Applicant would need to address in respects of this application. WSCC Highways will provide further formal recommendations once this additional information has been provided.

Ian Gledhill
West Sussex County Council – Planning Services

APPENDIX B. 17 March 2025 Meeting Notes

Mark Stead

From: Mark Stead
Sent: 18 March 2025 17:36
To: Steven.King@midsussex.gov.uk; Ian Gledhill
Cc: 'Judith Ashton <Judith@judithashton.co.uk> (Judith@judithashton.co.uk)'; Lucy Jardine
Subject: Land north and south of Huntsland, west of Turners Hill Road, Crawley Down

Steve, Ian

Good to see you both yesterday. Please see below a summary of our discussion, which I trust you find representative.

Introduction

- Pre-application evidence now received by MSDC / WSCC. This addresses many of the comments raised in WSCC's notes.
- I-Transport to produce Transport Assessment Addendum notes for each application site, responding to the note.

WSCC Comments

- Access - north
 - WP shared surface section.
 - Substantially dealt with by pre-application evidence.
 - Establish traffic implications of C2 care home. Form / use of care home to be discussed and agreed with MSDC. Traffic study to consider worst case.
 - Demonstrate access remains adequate technically with care home.
 - Set out why access can't be taken from somewhere else.
 - RSA recommendation of new footways on WP.
 - MSDC agree that the footway should have been provided as part of the reserved matters application for Wychwood Place. SK researching why not there.
 - MS outlines justification for not including footway, as set out scoping – vehicle flows under 100 vph as per MfS guidance; there is a verge to walk in (with dropped kerbs); and new residents have an alternative route.
 - Whilst not unacceptable as built, IG's preference is for a footway to be provided on Wychwood Place from the Turners Hill Road junction until the footway restarts at the second phase of housing.
 - SK to report back this week on what enforcement action can be taken.
- Access – south
 - MS to provide all speed surveys and Designer's Responses (Word files) to IG.
 - IG will be main point of contact on addressing Safety Audit comments.
 - RSA has been undertaken on southern access.
 - iT to present updated southern access with Toucan crossing, reflecting WSCC and safety audit recommendations.
 - TA Addendum to respond on WSCC signals team comments:
 - Over 1.2m can be delivered behind footway.
 - Potential controller box location to be shown.
 - Lighting levels are similar to the signal-controlled crossing south of Huntsland – there's a clear precedent that existing lighting is acceptable.

- There is visibility between crossing pedestrians and oncoming vehicles, provided trees continue to be cut back for vehicle passage.
 - Footbridge crossing agreed to be unnecessary having regard to paragraph 58 of NPPF. Addendum to confirm.
 - Provide justification for existing footway widths on bridge.
- Access – central
 - Cycling improvements can be achieved at central access – introduction of Toucan crossing.
 - iT to share with auditor – seek confirmation that it’s acceptable in road safety terms and seek letter of response.
- Active travel
 - S106 splits between the application sites – work is in hand. Response note to table proposal.
 - Comments on off-site highways works.
 - Vicarage Road crossing set back from Turners Hill Road junction.
 - Grange Road crossing set back from junction (confirm whether it can go any further).
 - Bus stop repositioned northward away from access using land at hardstanding to the north.
 - Commit to scheme of vegetation clearance and maintenance on Turners Hill Road.
 - Crossings of Turners Hill Road address comment about improving connection to the village. Explain limitations of enhancement on Vicarage Road or Sandy Lane
 - Update Travel Plan with appropriate, proportionate vision led targets; alternative source for observed mode share; and commitment to monitor with traffic surveys.
- Vehicle trip generation / highway capacity
 - No further work sought.
- Layout
 - DAS includes street typologies (access and movement chapter) and street design (character areas). TA has street hierarchy. Addendum to cross reference
 - Access and Movement Parameter Plan – updated with unbroken links. Addendum to append.
- Other
 - It is agreed that the traffic calming proposal is not necessary to make development acceptable in planning terms.

AOB

- Timescales going forward (May committee).
- May 29th committee – reports completed two weeks in advance.
- Ian on leave from 9th to 22nd April.
- Target for submission of completed notes: end of this week.

Regards

Mark



Mark Stead
Associate Partner
for i-Transport LLP

E: mark.stead@i-transport.co.uk

W: www.i-transport.co.uk

Solent Office:

Building 1000, Lakeside North Harbour,
Western Road, Portsmouth, PO6 3EZ
T: 03316 300366 **M:** 07841 446726



APPENDIX C. Speed Surveys – Southern Access

APPENDIX D. Road Safety Audit



Specialists in Road Safety Engineering

Stage 1 Road Safety Audit

Turners Hill Road, Crawley Down

Proposed Site Access Arrangement on Turners Hill Road

On behalf of: **i-Transport**

Report Ref: 25016-2

Date: 13 March 2025

Courzons Ltd
23 Oaktree Drive
Hook
Hampshire
RG27 9RA

Email: office@courzons.co.uk

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Contents

Page

SECTION 1	DOCUMENT CONTROL	1
SECTION 2	INTRODUCTION	2
SECTION 3	SAFETY ISSUES RAISED AT PREVIOUS AUDITS.....	4
SECTION 4	ITEMS RAISED AT THIS STAGE 1 AUDIT	5
SECTION 5	AUDIT TEAM STATEMENT	9

Appendices

APPENDIX A	LIST OF ITEMS SUBMITTED FOR AUDITING	10
APPENDIX B	ITEM LOCATION PLAN	11



SECTION 1 DOCUMENT CONTROL

Report Title:	Stage 1 Road Safety Audit
Date:	March 25
Document reference and revision:	25016-1
Prepared by:	Courzons Limited
On behalf of the Overseeing Organisation:	West Sussex County Council
Design Organisation:	i-Transport
Project Sponsor:	Wates Developments

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Draft for Audit Team Review	ZB			5 th March 2025
1	Report finalised and issued to the Design Organisation	ZB	JJF	ZB	13 th March 2025



SECTION 2 INTRODUCTION

2.1 Background

2.1.1 This report has been prepared by Courzons Limited and describes a Stage 1 Road Safety Audit of a proposal to form a site access arrangement and associated works on Turners Hill Road in Crawley Down, Hampshire. The scheme comprises the provision of a new simple priority junction off the western side of the carriageway, almost directly opposite the existing Vicarage Road priority junction forming a minor left right stagger. The proposed junction is to serve a development access road that is to be 6 metres in width and accommodate a maintenance bay located 15 metres from the give-way. A 3 metre wide shared footway / cycleway is to be provided along the southern side of the access road that wraps around the corner radii before narrowing to 2.4 metres providing a connection to the footpath / cyclepath known as Worth Way. As part of the works, over-run areas are to be provided at both corner radii of the Vicarage Road priority junction, a controlled crossing is to be provided on Turners Hill Road just south of the new access, a northbound advance 'side road ahead' warning sign is to be installed to the south and uncontrolled crossing points at the Vicarage Road and Grange Road junctions. It is understood the proposed site access arrangement is to serve circa. 200 dwellings of a wider development for up to 350 residential dwellings. Additional site access arrangements are proposed to serve the remaining dwellings, however, these do not form part of the scope of this Audit. Stage 1 Road Safety Audits of the further site access arrangements were undertaken in November 2024 by Fenley Road Safety Limited.

2.1.2 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team comprised:

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA, Road Safety / Highway Engineer – Courzons Limited

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency, Road Safety / Highway Engineer – Courzons Limited



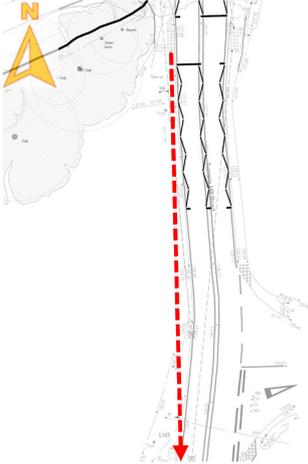
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- 2.1.3 The audit was carried out in accordance with GG 119 of The Design Manual for Roads and Bridges (DMRB).
- 2.1.4 The Road Safety Audit was undertaken during March 2025 in accordance with the Road Safety Audit Brief provided on 4th March 2025 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Wates Developments, and comprised an examination of the documents and other information provided, as is listed in **Appendix A**. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme, therefore, any associated road safety concerns are only raised if considered fundamental.
- 2.1.5 A site has been visited twice as part of previous Road Safety Audits, in June 2022 and again in November 2024. The latest site visit associated with this Audit was undertaken during the afternoon on Thursday 21st November 2024 between the hours of 1:10pm and 1:35pm. This site visit involved walking and driving around the local highway network for a 25-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was overcast, the road surface was dry with damp patches and visibility was good. A number of pedestrians but no cyclists were observed during the site visit. Vehicular traffic was observed to include cars, a passenger service vehicle and light as well as heavy goods vehicles.
- 2.1.6 The audit team have not been informed of any Departures from Standard (DfS) in the scheme subject to this Stage 1 Road Safety Audit.
- 2.1.7 A scheme drawing illustrating where the locations of specific problems are referenced is included in **Appendix B**.
- 2.1.8 This Road Safety Audit has been compiled, only with regards to the safety implications for road users of the proposals presented in the supplied documentation. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals.



SECTION 3 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

3.1 Courzons Limited undertook a Stage 1 Road Safety Audit of a similar scheme subject to this audit in July 2022, reference 22042-1. That scheme has been further developed which has addressed some of the previous road safety concerns raised and presented within the current Audit Brief. This Stage 1 Road Safety Audit undertakes a review of the proposed scheme and re-assesses the road safety implications of the current proposals in its entirety.

SECTION 4 ITEMS RAISED AT THIS STAGE 1 AUDIT

4.1	LOCAL ALIGNMENT
	No road safety concerns raised at this stage.
4.2	GENERAL
4.2.1	Problem
Location:	Turners Hill Road – Proposed Controlled Crossing Point
Summary:	Insufficient visibility to primary signal head
<p>The scheme includes the provision of a new access on the western side of Turners Hill Road and the provision of a controlled crossing south of the access. Primary signal heads are shown on either side of the crossing, with a forward visibility splay of 49.9 metres, in accordance with the recorded 85th percentile speed of 33.33mph, illustrated to the signal head on the eastern side of the carriageway. It is noted, however, that no forward visibility splay is shown to the signal head located on the western side. The Audit Team have concerns that if the signal head on the eastern side fails, or is blocked by a high sided vehicle, approaching drivers may not be made aware of the presence of the crossing in their path ahead and subsequently where non-motorised users may be crossing the carriageway, which could result in vehicle to non-motorised user collisions.</p>	
Recommendation:	
It is recommended that appropriate visibility to the primary signal head on the western side of Turners Hill Road is achievable.	
Location Plan:	
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4.3	JUNCTIONS
	No road safety concerns raised at this stage.

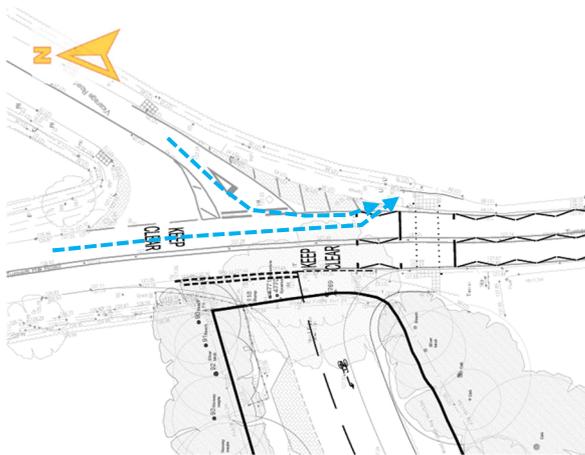
4.4	NON-MOTORISED USER PROVISION
4.4.1	Problem
Location:	Scheme
Summary:	Insufficient visibility to / from users at the proposed crossing points
<p>The scheme includes the provision of a new access on the western side of Turners Hill Road. The Audit Brief identifies visibility splays of 61.7 metres and 49.9 metres to the north and south on Turners Hill Road respectively. At this stage, no visibility splays have been shown for non-motorised users at the proposed crossing points. This is of particular concern for the proposed controlled crossing point as it is common for non-motorised users to cross a carriageway at a controlled crossing point when no approaching traffic is observed. Items such as vegetation, bridge parapets and guard railing appear to be situated within the likely visibility envelope. Limited visibility at a crossing point could result in a non-motorised user attempting to cross the carriageway when it is not safe to do so, into the path of an approaching vehicle, which could lead to vehicle to non-motorised user collision.</p>	
Recommendation:	
<p>It is recommended that sufficient visibility to / from the crossing points is achievable and that any obstructions in excess of 600mm in height, to include vegetation and street furniture, within the visibility splay envelopes are cleared, and maintained clear, to ensure an appropriate level of visibility is achievable.</p>	
Location Plan:	
4.4.2	Problem
Location:	Turners Hill Road
Summary:	Insufficient facilities to enable cyclists access to Worthy Way footpath / cyclepath
<p>The scheme includes the provision of a new access on the western side of Turners Hill Road, a 3 metre wide shared footway / cycleway on the southern side of the access road that wraps around the corner radii before narrowing to 2.4 metres providing a connection</p>	

to the footpath / cyclepath known as Worth Way and the provision of a signal controlled pedestrian crossing to the south of the proposed access. Cyclists travelling from the north along Turners Hill Road or north-east along Vicarage Road, looking to gain access to the Worthy Way footpath / cyclepath, are likely to utilise the proposed crossing point. There is a concern the proposed signal controlled pedestrian crossing and existing footway are insufficient to accommodate both cyclists as well as pedestrians that can be expected to utilise them. An inadequate width controlled crossing and footway could lead to cyclist to pedestrian collisions or cyclists attempting to enter / exit the footway where full height kerbs are present, which could destabilise a cyclist, leading to a fall and personal injury or vehicle to cyclist collisions.

Recommendation:

It is recommended that a dedicated cycle on / off-slip is provided in proximity of the controlled crossing point, the footway is widened to accommodate both pedestrians and cyclists and the crossing upgraded to a toucan crossing.

Location Plan:



4.4.2

Problem

Location:

Turners Hill Road

Summary:

Insufficient facilities to inform users of the change in route characteristics

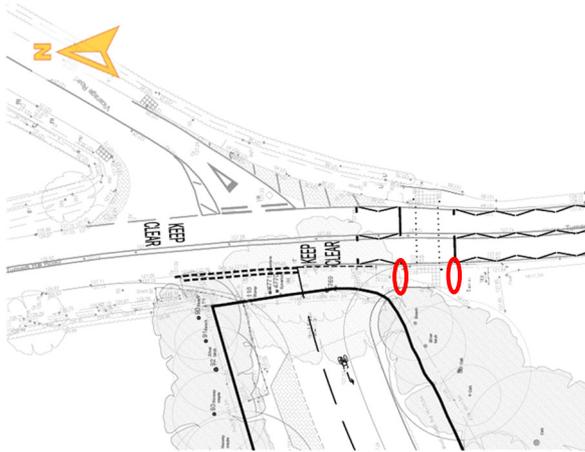
The scheme includes the provision of a new access on the western side of Turners Hill Road, a 3 metre wide shared footway / cycleway on the southern side of the access road that wraps around the corner radii before narrowing to 2.4 metres providing a connection to the footpath / cyclepath known as Worth Way and the provision of a signal controlled pedestrian crossing to the south of the proposed access. It is unclear from the scheme drawings if suitable measures, such as hazard corduroy paving and signage, are to be provided to indicate to users the change in route characteristics from footway to shared footway / cycleway once users have crossed Turners Hill Road at the proposed crossing point. Insufficient measures to inform users, particularly the vision impaired, of the change in route characteristics from footway to shared footway / cycleway, could lead to a non-

motorised user unknowingly entering the shared footway / cycleway, into the path of a cyclist, resulting in cyclist to non-motorised user collisions.

Recommendation:

It is recommended that suitable measures are provided to highlight the change in route characteristics.

Location Plan:



4.5

ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

No road safety concerns raised at this stage.

SECTION 5 AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA

Signed:



Position: Road Safety / Highway Engineer

Organisation: Courzons Limited

Date: 13th March 2025

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA
Certificate of Competency

Signed:



Position: Road Safety / Highway Engineer

Organisation: Courzons Limited

Date: 13th March 2025



APPENDIX A LIST OF ITEMS SUBMITTED FOR AUDITING

List of items examined as part of this Stage 1 Road Safety Audit

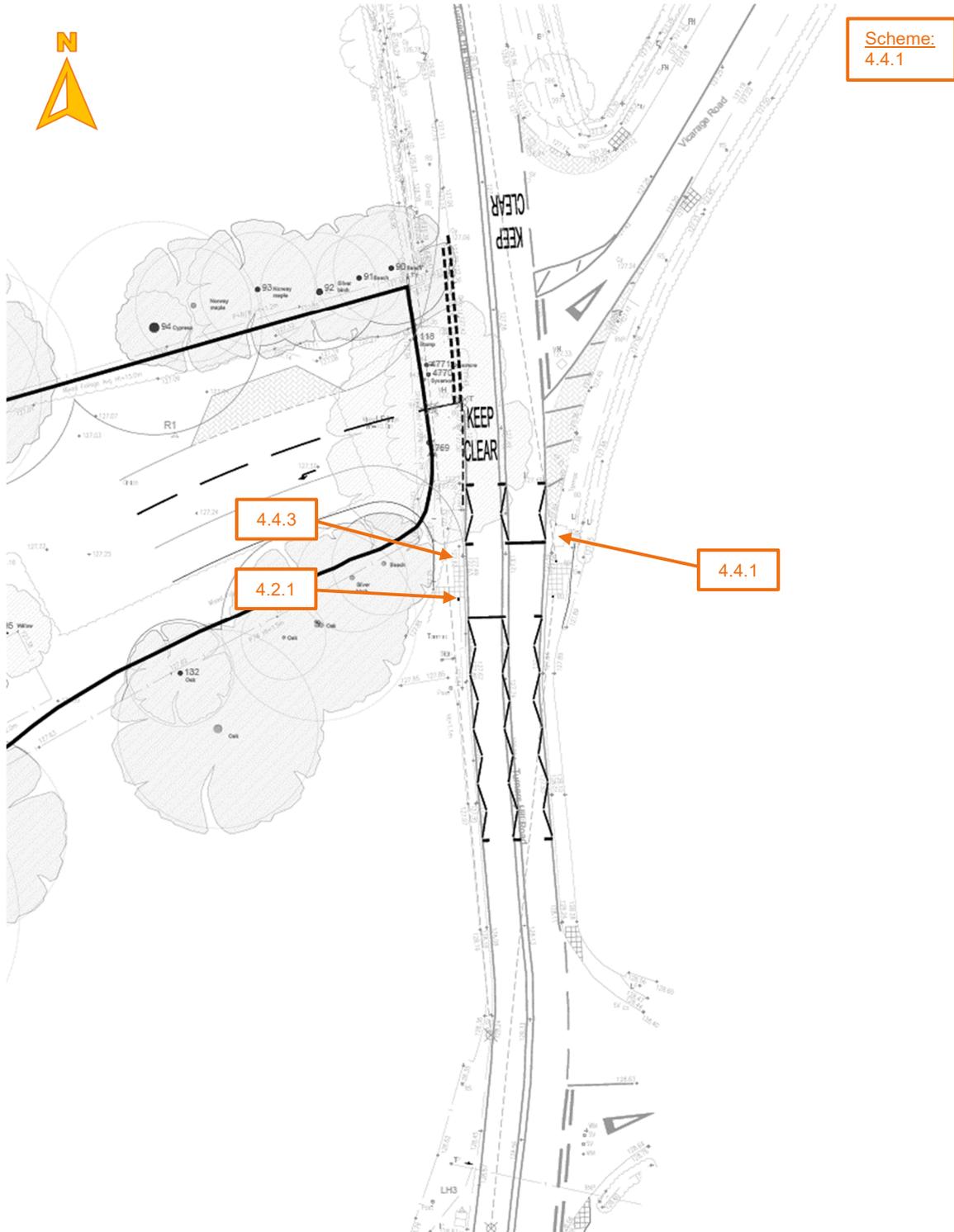
Documents

Document Reference	Document Title
ITB9155-059	Land West of Turners Hill Road, Crawley Down: Stage 1 Road Safety Audit Brief
MS/ITB9155-065	Technical Note: RSA GG119 Response –Southern Access

Drawings

Drawing Reference	Drawing Title
ITB9155-GA-029 I	Proposed Southern Site Access Priority Junction
ITB9155-GA-031 C	Swept Path Analysis – Refuse Vehicle & Estate Car
ITB9155-GA-034 B	Forward Visibility to Turning Vehicle

APPENDIX B ITEM LOCATION PLAN

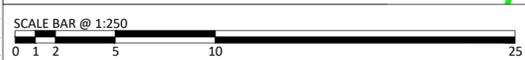
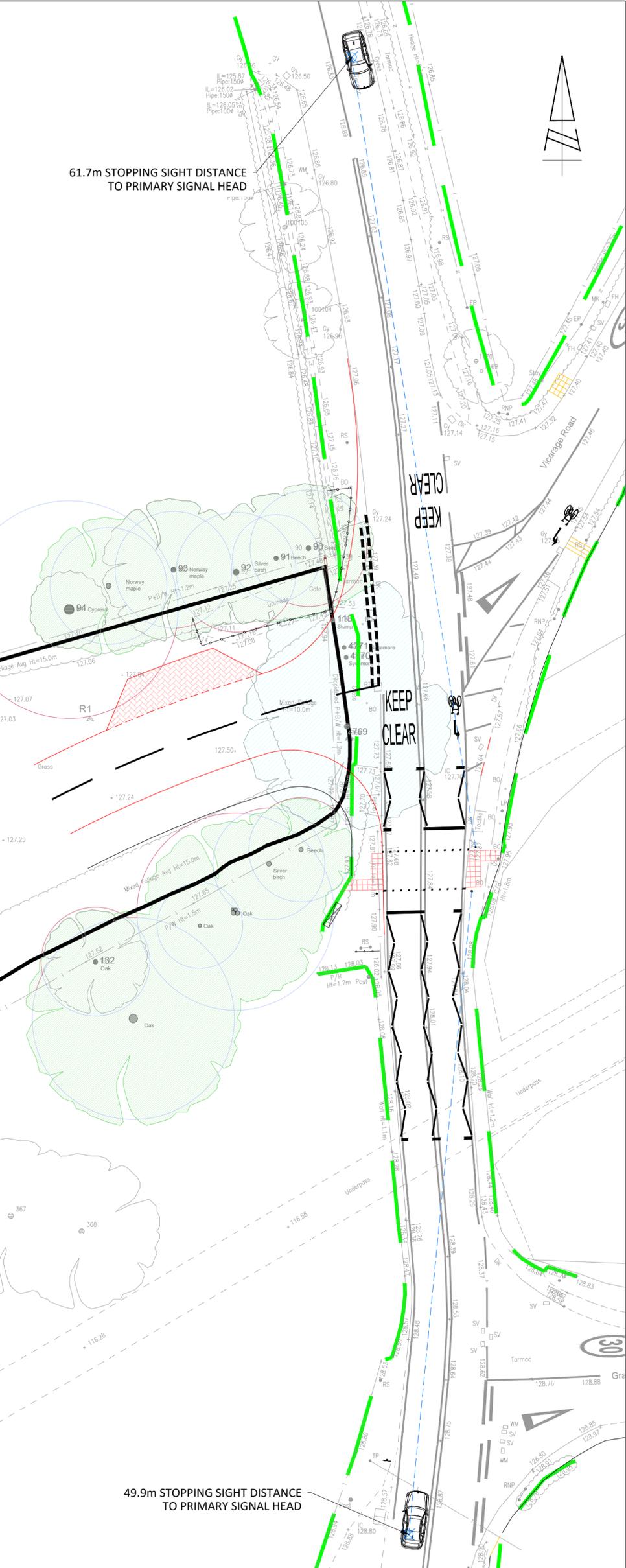
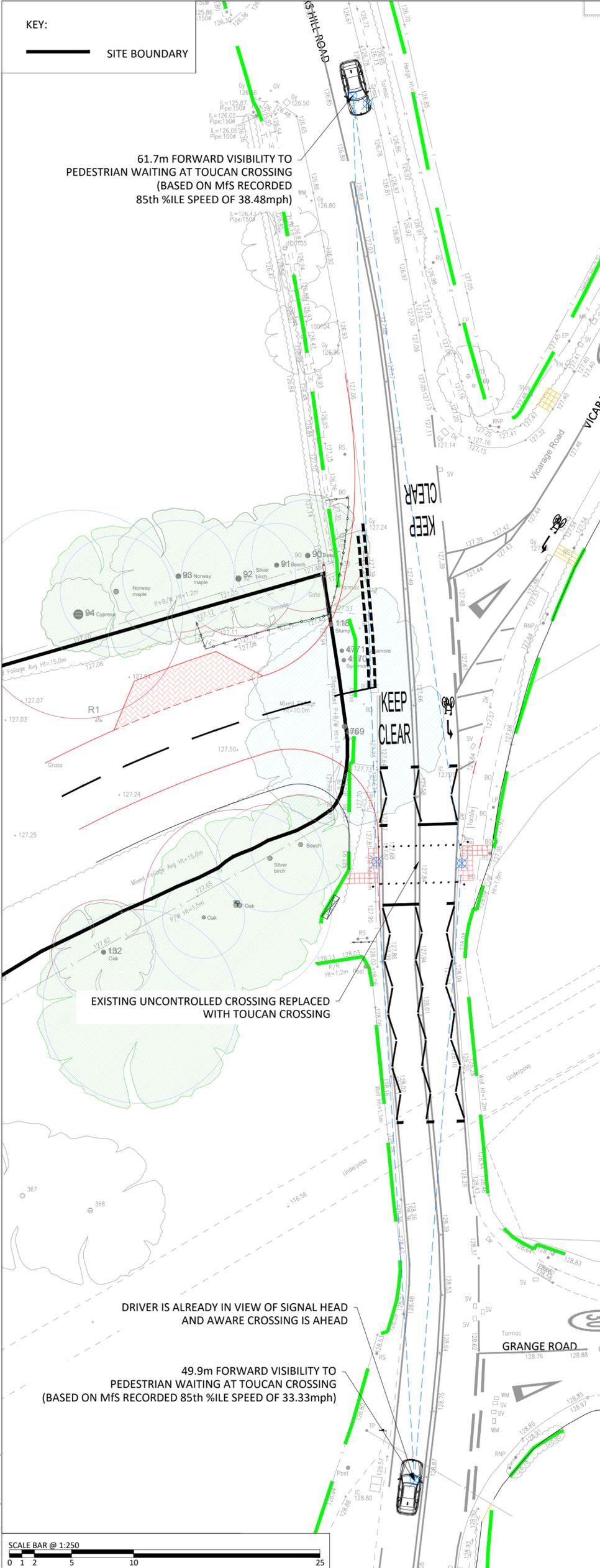




Specialists in Road Safety Engineering

APPENDIX E. Designer's Response

APPENDIX F. Visibility towards Waiting Pedestrian



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DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

CLIENT: WATES DEVELOPMENTS

TITLE: PROPOSED SOUTHERN SITE ACCESS PRIORITY JUNCTION - VISIBILITY CHECKS

PROJECT: WYCHWOOD, TURNERS HILL ROAD, CRAWLEY DOWN

The Square, Basing View, Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APP
A	20.03.25	SH	WSSC COMMENTS INCORPORATED	MS	MS
STATUS: FOR INFORMATION					
DRAWN: SH		CHECKED: MS		APPROVED: MS	
PROJECT No: ITB9155		SCALE @ A2: 1:500		DATE: 17.03.25	
DRAWING No: ITB9155-GA-071					REV: A

APPENDIX G. Speed Surveys – Central Access



SITE: Turners Hill Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.122613, -0.085659

DIRECTION: NORTHBOUND SPEED LIMIT: 30

09 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0100	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	39	-
0200	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	40.8	53.4
0300	16	9	0	3	3	0	1	0	0	0	0	0	0	0	0	39	47.9
0400	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	42.5	50.2
0500	89	82	0	6	0	0	0	0	0	0	0	0	0	1	0	37.6	43.8
0600	252	213	1	30	2	2	0	1	0	0	0	0	0	3	0	35.2	40.6
0700	425	361	0	54	2	3	1	0	1	0	0	0	0	3	0	32.8	37.1
0800	436	396	2	32	1	0	1	2	0	0	0	0	0	2	0	31.5	35.4
0900	366	324	2	33	2	1	1	3	0	0	0	0	0	0	0	31.9	36.3
1000	304	263	0	32	1	3	1	0	1	1	0	0	0	1	1	31.6	35
1100	273	238	0	28	3	2	0	0	0	1	0	0	0	1	0	30.5	35.3
1200	265	222	1	37	1	0	0	0	0	1	0	0	0	1	2	32.3	37.4
1300	233	199	2	24	2	3	0	0	1	1	0	0	0	1	0	32.8	37.9
1400	276	228	3	39	0	4	0	1	0	0	0	1	0	0	0	33.3	37.5
1500	365	326	0	38	0	1	0	0	0	0	0	0	0	0	0	32.6	36.5
1600	396	345	2	43	1	0	0	2	0	1	0	0	0	2	0	32	36.2
1700	333	300	3	26	1	1	0	0	1	0	0	0	0	1	0	31.9	36.9
1800	245	226	0	18	0	0	0	0	0	0	0	0	0	1	0	33.2	37.4
1900	150	138	0	11	0	0	0	0	0	0	0	0	0	1	0	33.9	39.1
2000	100	88	0	11	0	0	0	0	0	0	1	0	0	0	0	34.3	41.6
2100	66	60	0	6	0	0	0	0	0	0	0	0	0	0	0	35	39.5
2200	35	33	0	1	0	0	0	0	0	0	0	0	0	1	0	36.3	43
2300	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	35.4	41.4
07-19	3917	3428	15	404	14	18	4	8	4	5	0	1	0	13	3	32.2	36.6
06-22	4485	3927	16	462	16	20	4	9	4	5	1	1	0	17	3	32.5	37.1
06-00	4543	3979	16	467	16	20	4	9	4	5	1	1	0	18	3	32.5	37.2
00-00	4704	4119	16	482	19	20	5	9	4	5	1	1	0	20	3	32.7	37.5

10 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	38.5	46.3
0100	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	31.7	-
0200	12	9	0	2	0	0	1	0	0	0	0	0	0	0	0	42.9	52.4
0300	11	9	0	1	1	0	0	0	0	0	0	0	0	0	0	43.8	57.5
0400	38	32	0	4	0	0	0	0	0	0	0	0	0	2	0	40.8	46.8
0500	85	78	1	3	1	0	0	0	0	0	0	0	0	2	0	38.6	46.2
0600	191	156	0	30	3	1	0	0	0	0	0	0	0	1	0	36.6	41.4
0700	405	341	1	56	3	1	0	0	0	1	0	0	0	1	1	33.6	38.4
0800	393	350	1	32	1	5	0	0	0	0	0	0	0	4	0	32.4	35.8
0900	328	290	1	30	3	1	0	0	0	1	0	0	0	2	0	32.4	36.5
1000	316	273	1	36	2	2	0	1	0	1	0	0	0	0	0	32.5	36.7
1100	305	268	0	27	1	5	0	1	1	1	0	0	0	1	0	32.5	37.4
1200	322	274	2	39	0	1	1	1	1	1	0	0	0	2	0	32.8	37
1300	283	241	1	34	2	3	1	0	0	0	0	0	0	0	1	32.5	36.1
1400	295	263	1	26	2	3	0	0	0	0	0	0	0	0	0	32.7	37.3
1500	367	323	0	39	3	0	0	2	0	0	0	0	0	0	0	31.9	36.4
1600	377	341	1	31	1	1	0	1	0	0	0	0	0	1	0	32	35.9
1700	377	353	2	21	0	0	0	0	0	0	0	0	0	1	0	31.3	35.6
1800	297	278	1	17	0	0	0	0	0	0	0	0	0	1	0	32.5	37
1900	169	152	0	16	0	0	0	0	0	1	0	0	0	0	0	34	39
2000	129	119	0	9	0	0	0	1	0	0	0	0	0	0	0	34.1	39.4
2100	85	78	0	7	0	0	0	0	0	0	0	0	0	0	0	34.2	38.5
2200	72	66	1	5	0	0	0	0	0	0	0	0	0	0	0	36	42.7
2300	58	56	0	2	0	0	0	0	0	0	0	0	0	0	0	36.1	44.5
07-19	4065	3595	12	388	18	22	2	6	2	5	0	0	0	13	2	32.4	36.7
06-22	4639	4100	12	450	21	23	2	7	2	6	0	0	0	14	2	32.7	37.2
06-00	4769	4222	13	457	21	23	2	7	2	6	0	0	0	14	2	32.8	37.4
00-00	4936	4368	14	469	23	23	3	7	2	6	0	0	0	18	3	33	37.7

11 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	36.1	42
0100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0300	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	38.8	45.9
0400	28	23	0	3	1	0	0	0	0	0	0	0	0	1	0	45.1	53.5
0500	54	48	0	3	0	0	0	0	0	0	0	0	0	3	0	37.9	44.2
0600	95	83	1	10	0	0	0	0	0	0	0	0	0	1	0	37.3	43.2
0700	143	122	1	19	0	0	0	0	0	0	0	0	0	0	1	35.7	42.5
0800	277	250	0	24	0	0	0	0	0	0	0	0	0	3	0	33.7	38.8
0900	398	371	2	21	0	0	0	0	0	0	0	0	0	4	0	32.9	36.6
1000	431	403	3	20	0	0	0	1	0	0	0	0	0	4	0	31.4	36.7
1100	448	415	1	23	0	2	1	0	1	1	0	0	0	3	1	32.5	36.8
1200	531	504	5	15	0	1	0	0	0	1	0	0	0	5	0	32.4	37.1
1300	491	457	3	20	0	1	0	0	0	0	0	0	0	7	3	32.6	36.5
1400	423	394	2	21	1	0	0	0	0	0	0	0	0	4	1	33.2	38.1
1500	493	465	2	25	0	0	0	0	0	0	0	0	0	1	0	32.1	36.2
1600	462	439	1	17	1	0	0	0	0	0	0	0	0	3	1	31.5	35
1700	358	346	0	12	0	0	0	0	0	0	0	0	0	0	0	32.2	35.4
1800	237	224	0	13	0	0	0	0	0	0	0	0	0	0	0	33.6	37.8
1900	133	124	1	8	0	0	0	0	0	0	0	0	0	0	0	34	39.8
2000	86	80	0	4	0	1	0	0	0	0	0	0	0	1	0	34	39.7
2100	78	76	0	2	0	0	0	0	0	0	0	0	0	0	0	34.9	40.6
2200	64	62	0	2	0	0	0	0	0	0	0	0	0	0	0	35	40.1
2300	47	46	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	43.4
07-19	4692	4390	20	230	2	4	1	1	1	2	0	0	0	34	7	32.6	36.8
06-22	5084	4753	22	254	2	5	1	1	1	2	0	0	0	36	7	32.8	37.1
06-00	5195	4861	22	257	2	5	1	1	1	2	0	0	0	36	7	32.8	37.2
00-00	5344	4994	22	268	3	5	1	1	1	2	0	0	0	40	7	33	37.6

12 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	37	41.4
0100	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	44.5
0200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0300	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	41.3	47.1
0400	22	20	0	1	0	0	0	0	0	0	0	0	0	1	0	38.2	49.5
0500	43	39	0	3	0	0	0	0	0	0	0	0	0	1	0	38.6	46.9
0600	66	65	0	0	0	0	0	0	0	0	0	0	0	1	0	36.3	43.1
0700	79	68	0	11	0	0	0	0	0	0	0	0	0	0	0	35.9	42.1
0800	158	141	0	15	0	0	0	0	0	0	0	0	0	1	1	34.7	39.3
0900	265	251	1	13	0	0	0	0	0	0	0	0	0	0	0	34	39.1
1000	321	308	1	8	0	2	0	0	0	0	0	0	0	1	1	32.2	37
1100	354	334	1	17	0	2	0	0	0	0	0	0	0	0	0	32.4	37
1200	344	335	1	7	0	0	0	0	0	0	0	0	0	1	0	33	37.7
1300	295	284	2	7	0	0	0	0	0	0	0	0	0	2	0	33.3	38.6
1400	293	281	2	10	0	0	0	0	0	0	0	0	0	0	0	33.4	37.6
1500	287	276	1	8	0	0	0	0	0	0	0	0	0	1	1	33.4	37.6
1600	301	287	1	11	0	1	0	0	0	0	0	0	0	0	1	32.8	36.4
1700	206	191	1	13	0	0	0	0	0	0	0	0	0	1	0	33.1	37.8
1800	148	142	0	6	0	0	0	0	0	0	0	0	0	0	0	33.7	39.7
1900	138	131	0	6	0	0	0	0	0	0	0	0	0	1	0	33.5	37.9
2000	93	84	0	5	0	0	0	2	0	2	0	0	0	0	0	35	40.8
2100	45	40	0	5	0	0	0	0	0	0	0	0	0	0	0	37.4	44
2200	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	45.2
2300	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	35	43.2
07-19	3051	2898	11	126	0	5	0	0	0	0	0	0	0	7	4	33.2	37.8
06-22	3393	3218	11	142	0	5	0	2	0	2	0	0	0	9	4	33.4	38.3
06-00	3441	3266	11	142	0	5	0	2	0	2	0	0	0	9	4	33.5	38.3
00-00	3580	3396	11	149	0	5	0	2	0	2	0	0	0	11	4	33.7	38.6

13 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	0	0	0	0	0	0	1	0	0	0	0	0	35.8	-
0100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0200	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	40.7	53.1
0300	14	12	0	1	1	0	0	0	0	0	0	0	0	0	0	41.8	51.8
0400	34	28	0	5	1	0	0	0	0	0	0	0	0	0	0	36.4	43.8
0500	119	100	0	15	1	0	0	0	0	0	0	0	0	3	0	35.3	41
0600	264	224	2	31	3	2	0	0	0	0	0	0	0	2	0	34.4	38.7
0700	474	406	1	54	6	2	1	0	1	1	0	0	0	2	0	32.9	37
0800	485	443	1	35	2	2	0	1	0	1	0	0	0	0	0	31.4	35.6
0900	381	328	2	41	5	2	0	0	1	1	0	0	0	1	0	32.1	36.3
1000	352	304	1	35	8	1	1	0	0	1	0	0	0	1	0	32.6	37.1
1100	308	260	3	42	1	1	0	0	0	0	0	0	0	0	1	32.5	37.4
1200	289	251	1	35	0	1	0	0	0	1	0	0	0	0	0	32.9	37.4
1300	285	250	0	27	3	1	2	0	0	0	0	0	0	2	0	32.7	36.8
1400	294	251	3	30	3	3	1	0	0	0	0	0	0	3	0	32.7	36.7
1500	371	324	1	40	1	1	1	1	0	1	0	0	0	1	0	32.2	36.6
1600	416	367	0	46	1	0	0	1	0	0	0	0	0	1	0	31.9	35.7
1700	363	343	1	16	0	1	0	1	0	0	0	0	0	1	0	32.6	36.9
1800	222	208	0	12	0	0	0	0	0	0	0	0	0	2	0	33.2	38.5
1900	131	122	3	6	0	0	0	0	0	0	0	0	0	0	0	34.6	39.7
2000	86	79	0	6	0	0	0	0	0	0	0	0	0	1	0	34.8	41
2100	72	64	0	7	0	0	0	0	0	0	0	0	0	1	0	36	41.4
2200	35	33	0	2	0	0	0	0	0	0	0	0	0	0	0	35.9	43
2300	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	39	47
07-19	4240	3735	14	413	30	15	6	4	2	6	0	0	0	14	1	32.4	36.7
06-22	4793	4224	19	463	33	17	6	4	2	6	0	0	0	18	1	32.7	37.1
06-00	4847	4275	19	466	33	17	6	4	2	6	0	0	0	18	1	32.7	37.1
00-00	5034	4432	19	489	36	17	6	4	2	7	0	0	0	21	1	32.8	37.4

14 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0100	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	-
0200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	41.3	48.2
0300	19	11	0	7	1	0	0	0	0	0	0	0	0	0	0	38.4	42.3
0400	40	30	0	7	0	2	0	1	0	0	0	0	0	0	0	39.5	45.7
0500	140	128	0	9	0	0	0	0	0	0	0	0	0	3	0	37	42.6
0600	260	223	1	31	2	0	0	0	0	0	0	0	0	3	0	35	39.5
0700	468	394	0	65	3	4	0	0	0	0	0	0	0	2	0	32.9	37
0800	457	413	2	34	2	1	1	1	0	0	0	0	0	3	0	32.3	36
0900	416	365	4	44	1	0	0	1	0	1	0	0	0	0	0	31.8	35.8
1000	322	272	1	36	3	4	1	1	1	1	0	0	0	2	0	32.2	36.5
1100	320	278	1	37	2	2	0	0	0	0	0	0	0	0	0	31.8	35.2
1200	344	303	0	39	0	1	0	0	1	0	0	0	0	0	0	32.6	36.4
1300	277	228	4	41	0	4	0	0	0	0	0	0	0	0	0	33.4	37.5
1400	346	305	1	37	1	0	1	0	0	1	0	0	0	0	0	33	37.2
1500	385	338	1	38	2	0	1	1	0	1	0	0	0	1	2	32	35.8
1600	411	370	5	30	2	2	0	1	0	0	0	0	0	1	0	31.3	35.4
1700	345	315	3	25	0	0	0	1	0	0	0	0	0	1	0	31.4	35.8
1800	244	221	1	19	1	0	0	0	0	0	0	0	0	1	1	32.7	37.1
1900	164	154	0	10	0	0	0	0	0	0	0	0	0	0	0	33.3	37.9
2000	80	73	0	7	0	0	0	0	0	0	0	0	0	0	0	33.6	42
2100	85	77	0	6	0	0	0	1	1	0	0	0	0	0	0	32.9	38
2200	41	36	0	4	0	0	0	0	0	0	0	0	0	1	0	36.6	44.1
2300	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	36.4	46.3
07-19	4335	3802	23	445	17	18	4	6	2	4	0	0	0	11	3	32.2	36.4
06-22	4924	4329	24	499	19	18	4	7	3	4	0	0	0	14	3	32.5	36.8
06-00	4992	4390	24	505	19	18	4	7	3	4	0	0	0	15	3	32.5	36.9
00-00	5220	4586	24	530	20	20	4	8	3	4	0	0	0	18	3	32.7	37.2

15 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0200	10	8	0	1	0	0	0	0	1	0	0	0	0	0	0	39.6	-
0300	17	11	0	4	1	1	0	0	0	0	0	0	0	0	0	41.1	54.6
0400	40	34	0	5	0	0	0	1	0	0	0	0	0	0	0	39.3	47.1
0500	141	118	0	19	1	1	0	0	0	0	0	0	0	1	1	36.8	43.7
0600	286	238	0	43	0	2	0	0	0	0	0	0	0	3	0	35.7	40.6
0700	477	405	5	55	1	4	0	1	1	1	0	0	0	4	0	33	37
0800	499	433	3	56	0	2	0	0	0	1	0	0	0	2	2	32	36.1
0900	429	369	1	52	2	2	0	1	0	1	0	1	0	0	0	31.4	35.3
1000	361	306	3	43	2	3	1	1	0	0	0	0	0	2	0	28.6	32.1
1100	316	262	2	46	2	2	0	1	0	0	0	0	0	1	0	32.6	37.3
1200	333	295	2	22	3	5	0	0	0	3	0	0	0	3	0	31.6	36.5
1300	383	340	1	32	3	1	0	1	0	0	0	0	0	3	2	31.7	34.8
1400	320	283	1	32	2	1	0	0	0	0	0	0	0	1	0	32.8	37.5
1500	439	383	1	47	2	2	0	0	0	0	0	0	0	3	1	31.3	35.7
1600	419	366	4	45	1	0	0	0	1	0	0	0	0	2	0	31.8	36.1
1700	388	360	1	27	0	0	0	0	0	0	0	0	0	0	0	31.1	35.4
1800	268	247	2	19	0	0	0	0	0	0	0	0	0	0	0	33.1	37.8
1900	153	139	0	12	0	0	0	0	0	1	0	0	0	1	0	33.3	37.7
2000	91	86	0	5	0	0	0	0	0	0	0	0	0	0	0	34.6	40.3
2100	58	51	0	7	0	0	0	0	0	0	0	0	0	0	0	34.1	39.6
2200	63	60	0	3	0	0	0	0	0	0	0	0	0	0	0	34.7	41.4
2300	32	29	0	2	0	0	0	0	0	0	0	0	0	1	0	37.5	43
07-19	4632	4049	26	476	18	22	1	5	2	6	0	1	0	21	5	31.7	36.1
06-22	5220	4563	26	543	18	24	1	5	2	7	0	1	0	25	5	32.1	36.6
06-00	5315	4652	26	548	18	24	1	5	2	7	0	1	0	26	5	32.1	36.8
00-00	5535	4834	26	578	20	26	1	6	3	7	0	1	0	27	6	32.4	37



SITE: Turners Hill Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.122613, -0.085659

DIRECTION: NORTHBOUND SPEED LIMIT: 30

09 November 2023

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	7	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	35.4	-	
0100	8	0	0	0	1	3	2	1	0	1	0	0	0	0	0	0	39	-	
0200	12	0	0	0	2	4	1	3	1	1	0	0	0	0	0	0	40.8	53.4	
0300	16	0	0	0	1	7	5	2	1	0	0	0	0	0	0	0	39	47.9	
0400	29	0	0	0	1	7	7	9	5	0	0	0	0	0	0	0	42.5	50.2	
0500	89	0	0	1	17	26	29	11	3	1	0	0	0	0	0	0	37.6	43.8	
0600	252	0	0	1	49	125	65	11	1	0	0	0	0	0	0	0	35.2	40.6	
0700	425	0	0	5	152	208	54	4	1	1	0	0	0	0	0	0	32.8	37.1	
0800	436	0	0	13	205	181	33	3	1	0	0	0	0	0	0	0	31.5	35.4	
0900	366	0	0	12	162	148	40	4	0	0	0	0	0	0	0	0	31.9	36.3	
1000	304	1	1	5	140	136	19	2	0	0	0	0	0	0	0	0	31.6	35	
1100	273	2	16	12	113	109	16	5	0	0	0	0	0	0	0	0	30.5	35.3	
1200	265	0	2	3	110	107	42	1	0	0	0	0	0	0	0	0	32.3	37.4	
1300	233	1	0	4	84	105	35	3	1	0	0	0	0	0	0	0	32.8	37.9	
1400	276	1	2	8	70	150	37	7	1	0	0	0	0	0	0	0	33.3	37.5	
1500	365	0	0	6	130	185	37	7	0	0	0	0	0	0	0	0	32.6	36.5	
1600	396	0	1	9	165	176	41	3	1	0	0	0	0	0	0	0	32	36.2	
1700	333	0	1	13	142	134	37	4	2	0	0	0	0	0	0	0	31.9	36.9	
1800	245	0	0	3	74	130	32	6	0	0	0	0	0	0	0	0	33.2	37.4	
1900	150	0	0	2	39	77	27	3	2	0	0	0	0	0	0	0	33.9	39.1	
2000	100	0	0	6	26	34	27	7	0	0	0	0	0	0	0	0	34.3	41.6	
2100	66	0	0	0	18	27	17	3	1	0	0	0	0	0	0	0	35	39.5	
2200	35	0	0	1	7	12	12	3	0	0	0	0	0	0	0	0	36.3	43	
2300	23	0	0	0	6	8	8	1	0	0	0	0	0	0	0	0	35.4	41.4	
07-19	3917	5	23	93	1547	1769	423	49	7	1	0	0	0	0	0	0	32.2	36.6	36.075
06-22	4485	5	23	102	1679	2032	559	73	11	1	0	0	0	0	0	0	32.5	37.1	
06-00	4543	5	23	103	1692	2052	579	77	11	1	0	0	0	0	0	0	32.5	37.2	
00-00	4704	5	23	104	1716	2102	625	103	21	4	1	0	0	0	0	0	32.7	37.5	

10 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	1	4	5	3	0	0	0	0	0	0	0	0	38.5	46.3
0100	8	1	0	0	3	2	1	1	0	0	0	0	0	0	0	0	31.7	-
0200	12	0	0	0	0	3	4	2	2	1	0	0	0	0	0	0	42.9	52.4
0300	11	0	0	0	0	1	6	2	0	2	0	0	0	0	0	0	43.8	57.5
0400	38	0	0	0	1	10	15	10	1	0	1	0	0	0	0	0	40.8	46.8
0500	85	0	0	0	9	29	27	14	5	1	0	0	0	0	0	0	38.6	46.2
0600	191	0	0	1	21	86	67	15	0	1	0	0	0	0	0	0	36.6	41.4
0700	405	0	1	7	114	204	68	9	2	0	0	0	0	0	0	0	33.6	38.4
0800	393	0	1	7	132	218	31	4	0	0	0	0	0	0	0	0	32.4	35.8
0900	328	0	0	5	142	148	25	8	0	0	0	0	0	0	0	0	32.4	36.5
1000	316	0	0	3	113	162	35	3	0	0	0	0	0	0	0	0	32.5	36.7
1100	305	0	0	6	118	135	42	2	2	0	0	0	0	0	0	0	32.5	37.4
1200	322	0	0	3	114	163	37	5	0	0	0	0	0	0	0	0	32.8	37
1300	283	0	1	4	99	151	22	6	0	0	0	0	0	0	0	0	32.5	36.1
1400	295	0	1	2	122	126	38	5	1	0	0	0	0	0	0	0	32.7	37.3
1500	367	0	0	9	155	161	41	1	0	0	0	0	0	0	0	0	31.9	36.4
1600	377	0	1	13	147	181	33	2	0	0	0	0	0	0	0	0	32	35.9
1700	377	0	3	23	165	154	27	5	0	0	0	0	0	0	0	0	31.3	35.6
1800	297	0	1	7	116	132	31	9	1	0	0	0	0	0	0	0	32.5	37
1900	169	0	0	7	36	85	31	10	0	0	0	0	0	0	0	0	34	39
2000	129	0	0	3	31	61	30	3	0	1	0	0	0	0	0	0	34.1	39.4
2100	85	0	0	2	20	41	20	2	0	0	0	0	0	0	0	0	34.2	38.5
2200	72	0	0	0	16	30	16	8	2	0	0	0	0	0	0	0	36	42.7
2300	58	0	0	1	13	23	11	8	1	1	0	0	0	0	0	0	36.1	44.5
07-19	4065	0	9	89	1537	1935	430	59	6	0	32.4	36.7						
06-22	4639	0	9	102	1645	2208	578	89	6	2	0	0	0	0	0	0	32.7	37.2
06-00	4769	0	9	103	1674	2261	605	105	9	3	0	0	0	0	0	0	32.8	37.4
00-00	4936	1	9	103	1688	2310	663	137	17	7	1	0	0	0	0	0	33	37.7

11 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	25	0	0	1	5	7	9	2	1	0	0	0	0	0	0	0	36.1	42
0100	9	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	36.9	-
0200	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	37.1	-
0300	29	0	0	0	2	10	10	6	1	0	0	0	0	0	0	0	38.8	45.9
0400	28	0	0	0	0	3	10	7	6	1	1	0	0	0	0	0	45.1	53.5
0500	54	0	0	0	8	16	22	7	1	0	0	0	0	0	0	0	37.9	44.2
0600	95	0	0	0	8	46	29	10	2	0	0	0	0	0	0	0	37.3	43.2
0700	143	1	1	1	23	61	41	15	0	0	0	0	0	0	0	0	35.7	42.5
0800	277	0	0	0	103	114	47	12	1	0	0	0	0	0	0	0	33.7	38.8
0900	398	0	0	8	120	223	42	5	0	0	0	0	0	0	0	0	32.9	36.6
1000	431	15	11	13	134	209	47	2	0	0	0	0	0	0	0	0	31.4	36.7
1100	448	0	3	9	159	219	50	7	1	0	0	0	0	0	0	0	32.5	36.8
1200	531	5	4	22	157	270	70	3	0	0	0	0	0	0	0	0	32.4	37.1
1300	491	0	5	19	153	257	48	7	2	0	0	0	0	0	0	0	32.6	36.5
1400	423	0	0	4	133	210	65	9	2	0	0	0	0	0	0	0	33.2	38.1
1500	493	1	2	12	181	245	51	0	1	0	0	0	0	0	0	0	32.1	36.2
1600	462	0	2	21	184	228	25	2	0	0	0	0	0	0	0	0	31.5	35
1700	358	0	0	4	123	202	27	1	1	0	0	0	0	0	0	0	32.2	35.4
1800	237	0	0	2	70	126	30	9	0	0	0	0	0	0	0	0	33.6	37.8
1900	133	0	2	1	38	64	20	7	1	0	0	0	0	0	0	0	34	39.8
2000	86	0	0	1	28	34	17	5	1	0	0	0	0	0	0	0	34	39.7
2100	78	0	0	1	18	38	12	8	0	1	0	0	0	0	0	0	34.9	40.6
2200	64	0	1	0	16	28	14	3	1	1	0	0	0	0	0	0	35	40.1
2300	47	0	1	1	4	24	10	7	0	0	0	0	0	0	0	0	36.2	43.4
07-19	4692	22	28	115	1540	2364	543	72	8	0	32.6	36.8						
06-22	5084	22	30	118	1632	2546	621	102	12	1	0	0	0	0	0	0	32.8	37.1
06-00	5195	22	32	119	1652	2598	645	112	13	2	0	0	0	0	0	0	32.8	37.2
00-00	5344	22	32	120	1669	2640	698	137	22	3	1	0	0	0	0	0	33	37.6

12 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	29	0	0	0	5	9	12	2	1	0	0	0	0	0	0	0	37	41.4
0100	13	0	0	1	1	5	4	1	1	0	0	0	0	0	0	0	36.6	44.5
0200	7	0	0	0	0	3	1	1	2	0	0	0	0	0	0	0	41.8	-
0300	25	0	0	0	1	4	12	6	2	0	0	0	0	0	0	0	41.3	47.1
0400	22	0	0	0	6	5	6	2	3	0	0	0	0	0	0	0	38.2	49.5
0500	43	0	0	2	2	18	9	8	4	0	0	0	0	0	0	0	38.6	46.9
0600	66	0	0	0	10	33	16	6	1	0	0	0	0	0	0	0	36.3	43.1
0700	79	0	0	1	10	39	24	5	0	0	0	0	0	0	0	0	35.9	42.1
0800	158	0	1	1	37	72	39	8	0	0	0	0	0	0	0	0	34.7	39.3
0900	265	0	0	2	70	132	57	4	0	0	0	0	0	0	0	0	34	39.1
1000	321	0	9	17	100	150	35	8	1	1	0	0	0	0	0	0	32.2	37
1100	354	0	2	6	130	169	41	6	0	0	0	0	0	0	0	0	32.4	37
1200	344	0	0	5	120	164	46	9	0	0	0	0	0	0	0	0	33	37.7
1300	295	0	0	3	102	128	58	2	2	0	0	0	0	0	0	0	33.3	38.6
1400	293	0	0	0	92	148	47	6	0	0	0	0	0	0	0	0	33.4	37.6
1500	287	0	1	3	86	148	42	5	2	0	0	0	0	0	0	0	33.4	37.6
1600	301	0	1	2	105	158	33	2	0	0	0	0	0	0	0	0	32.8	36.4
1700	206	0	0	2	80	85	30	7	2	0	0	0	0	0	0	0	33.1	37.8
1800	148	0	0	2	48	63	29	6	0	0	0	0	0	0	0	0	33.7	39.7
1900	138	0	0	3	31	79	21	3	0	1	0	0	0	0	0	0	33.5	37.9
2000	93	0	1	1	27	29	28	4	3	0	0	0	0	0	0	0	35	40.8
2100	45	0	0	0	6	18	14	5	1	1	0	0	0	0	0	0	37.4	44
2200	29	0	0	0	5	15	3	5	0	1	0	0	0	0	0	0	36.4	45.2
2300	19	0	0	0	7	6	4	2	0	0	0	0	0	0	0	0	35	43.2
07-19	3051	0	14	44	980	1456	481	68	7	1	0	0	0	0	0	0	33.2	37.8
06-22	3393	0	15	48	1054	1615	560	86	12	3	0	0	0	0	0	0	33.4	38.3
06-00	3441	0	15	48	1066	1636	567	93	12	4	0	0	0	0	0	0	33.5	38.3
00-00	3580	0	15	51	1081	1680	611	113	25	4	0	0	0	0	0	0	33.7	38.6

13 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	35.8	-	
0100	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	32.3	-	
0200	12	0	0	0	2	4	2	1	2	0	0	1	0	0	0	0	40.7	53.1	
0300	14	0	0	0	0	4	4	4	1	1	0	0	0	0	0	0	41.8	51.8	
0400	34	0	0	0	8	10	9	7	0	0	0	0	0	0	0	0	36.4	43.8	
0500	119	0	0	4	19	59	30	6	1	0	0	0	0	0	0	0	35.3	41	
0600	264	0	0	0	47	166	46	5	0	0	0	0	0	0	0	0	34.4	38.7	
0700	474	0	3	7	148	251	62	3	0	0	0	0	0	0	0	0	32.9	37	
0800	485	0	3	24	209	210	34	5	0	0	0	0	0	0	0	0	31.4	35.6	
0900	381	0	0	7	160	174	33	7	0	0	0	0	0	0	0	0	32.1	36.3	
1000	352	0	0	6	148	148	46	3	1	0	0	0	0	0	0	0	32.6	37.1	
1100	308	0	3	15	108	135	39	8	0	0	0	0	0	0	0	0	32.5	37.4	
1200	289	0	0	4	97	144	36	8	0	0	0	0	0	0	0	0	32.9	37.4	
1300	285	0	1	13	80	153	31	6	1	0	0	0	0	0	0	0	32.7	36.8	
1400	294	0	0	2	117	141	29	5	0	0	0	0	0	0	0	0	32.7	36.7	
1500	371	1	1	14	147	166	39	2	1	0	0	0	0	0	0	0	32.2	36.6	
1600	416	0	1	8	179	187	32	9	0	0	0	0	0	0	0	0	31.9	35.7	
1700	363	0	0	6	136	175	42	4	0	0	0	0	0	0	0	0	32.6	36.9	
1800	222	0	0	6	73	101	37	4	1	0	0	0	0	0	0	0	33.2	38.5	
1900	131	0	2	3	20	67	32	7	0	0	0	0	0	0	0	0	34.6	39.7	
2000	86	0	0	1	21	39	16	7	2	0	0	0	0	0	0	0	34.8	41	
2100	72	0	0	0	16	29	20	6	0	1	0	0	0	0	0	0	36	41.4	
2200	35	0	0	0	8	14	8	4	1	0	0	0	0	0	0	0	35.9	43	
2300	19	0	0	0	2	7	4	5	1	0	0	0	0	0	0	0	39	47	
07-19	4240	1	12	112	1602	1985	460	64	4	0	32.4	36.7							
06-22	4793	1	14	116	1706	2286	574	89	6	1	0	0	0	0	0	0	32.7	37.1	
06-00	4847	1	14	116	1716	2307	586	98	8	1	0	0	0	0	0	0	32.7	37.1	
00-00	5034	1	14	120	1748	2387	632	117	12	2	0	1	0	0	0	0	32.8	37.4	

14 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	34.9	-	
0100	10	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	33.9	-	
0200	13	0	0	0	1	2	5	4	0	1	0	0	0	0	0	0	41.3	48.2	
0300	19	0	0	0	2	6	9	1	1	0	0	0	0	0	0	0	38.4	42.3	
0400	40	0	0	0	3	13	16	6	1	1	0	0	0	0	0	0	39.5	45.7	
0500	140	0	0	0	20	56	50	7	5	2	0	0	0	0	0	0	37	42.6	
0600	260	0	0	0	63	124	55	16	1	1	0	0	0	0	0	0	35	39.5	
0700	468	0	1	2	157	244	59	5	0	0	0	0	0	0	0	0	32.9	37	
0800	457	0	1	7	188	214	41	5	1	0	0	0	0	0	0	0	32.3	36	
0900	416	0	0	6	195	173	38	4	0	0	0	0	0	0	0	0	31.8	35.8	
1000	322	0	0	4	137	142	35	3	1	0	0	0	0	0	0	0	32.2	36.5	
1100	320	0	0	3	155	132	27	2	0	1	0	0	0	0	0	0	31.8	35.2	
1200	344	0	0	4	125	181	32	2	0	0	0	0	0	0	0	0	32.6	36.4	
1300	277	0	1	0	85	147	39	5	0	0	0	0	0	0	0	0	33.4	37.5	
1400	346	0	1	1	125	168	42	8	1	0	0	0	0	0	0	0	33	37.2	
1500	385	0	2	9	148	187	37	2	0	0	0	0	0	0	0	0	32	35.8	
1600	411	0	1	10	209	156	33	2	0	0	0	0	0	0	0	0	31.3	35.4	
1700	345	0	0	14	163	139	27	2	0	0	0	0	0	0	0	0	31.4	35.8	
1800	244	1	1	2	73	134	28	5	0	0	0	0	0	0	0	0	32.7	37.1	
1900	164	0	2	2	50	80	25	5	0	0	0	0	0	0	0	0	33.3	37.9	
2000	80	1	1	3	21	34	15	5	0	0	0	0	0	0	0	0	33.6	42	
2100	85	0	0	3	26	40	13	2	1	0	0	0	0	0	0	0	32.9	38	
2200	41	0	0	0	10	14	11	6	0	0	0	0	0	0	0	0	36.6	44.1	
2300	27	0	0	1	7	6	8	4	1	0	0	0	0	0	0	0	36.4	46.3	
07-19	4335	1	8	62	1760	2017	438	45	3	1	0	0	0	0	0	0	32.2	36.4	36.175
06-22	4924	2	11	70	1920	2295	546	73	5	2	0	0	0	0	0	0	32.5	36.8	
06-00	4992	2	11	71	1937	2315	565	83	6	2	0	0	0	0	0	0	32.5	36.9	
00-00	5220	2	11	71	1968	2399	649	101	13	6	0	0	0	0	0	0	32.7	37.2	

15 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	9	0	0	1	1	4	2	1	0	0	0	0	0	0	0	0	35	-	
0100	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	38.5	-	
0200	10	0	0	0	1	3	2	4	0	0	0	0	0	0	0	0	39.6	-	
0300	17	0	0	0	1	8	3	2	3	0	0	0	0	0	0	0	41.1	54.6	
0400	40	0	0	0	3	10	16	9	2	0	0	0	0	0	0	0	39.3	47.1	
0500	141	0	1	1	28	44	45	18	4	0	0	0	0	0	0	0	36.8	43.7	
0600	286	0	0	0	44	144	79	17	1	1	0	0	0	0	0	0	35.7	40.6	
0700	477	0	1	3	154	254	61	4	0	0	0	0	0	0	0	0	33	37	
0800	499	0	7	15	186	241	43	6	1	0	0	0	0	0	0	0	32	36.1	
0900	429	0	0	17	205	182	24	0	1	0	0	0	0	0	0	0	31.4	35.3	
1000	361	0	7	43	229	67	13	2	0	0	0	0	0	0	0	0	28.6	32.1	
1100	316	0	5	10	99	155	41	5	1	0	0	0	0	0	0	0	32.6	37.3	
1200	333	2	4	11	133	151	30	2	0	0	0	0	0	0	0	0	31.6	36.5	
1300	383	0	1	9	181	165	23	3	1	0	0	0	0	0	0	0	31.7	34.8	
1400	320	0	0	5	108	157	46	4	0	0	0	0	0	0	0	0	32.8	37.5	
1500	439	0	7	22	197	171	38	3	0	1	0	0	0	0	0	0	31.3	35.7	
1600	419	0	3	8	173	200	31	4	0	0	0	0	0	0	0	0	31.8	36.1	
1700	388	0	3	26	172	153	33	1	0	0	0	0	0	0	0	0	31.1	35.4	
1800	268	0	1	6	81	133	40	7	0	0	0	0	0	0	0	0	33.1	37.8	
1900	153	0	0	5	39	82	23	4	0	0	0	0	0	0	0	0	33.3	37.7	
2000	91	0	0	1	26	38	20	5	1	0	0	0	0	0	0	0	34.6	40.3	
2100	58	0	0	1	13	29	13	2	0	0	0	0	0	0	0	0	34.1	39.6	
2200	63	0	0	1	17	27	16	2	0	0	0	0	0	0	0	0	34.7	41.4	
2300	32	0	0	0	3	17	8	2	1	0	1	0	0	0	0	0	37.5	43	
07-19	4632	2	39	175	1918	2029	423	41	4	1	0	0	0	0	0	0	31.7	36.1	35.65
06-22	5220	2	39	182	2040	2322	558	69	6	2	0	0	0	0	0	0	32.1	36.6	
06-00	5315	2	39	183	2060	2366	582	73	7	2	1	0	0	0	0	0	32.1	36.8	
00-00	5535	2	40	185	2095	2436	650	107	17	2	1	0	0	0	0	0	32.4	37	

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
--	34353	33	144	754	11965	15954	4528	815	127	28	4	1	0	0	0	0	32.9	37.6	



SITE: Turners Hill Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.122613, -0.085659

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

09 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	39.8	45.8
0100	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	46
0200	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0400	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	43.5	50
0500	27	23	0	3	0	0	0	0	0	0	0	0	0	1	0	40.1	44.8
0600	76	54	1	16	2	0	1	0	0	2	0	0	0	0	0	35.2	41.2
0700	286	243	1	39	1	1	0	1	0	0	0	0	0	0	0	33.7	38.8
0800	409	359	2	40	6	0	0	0	1	1	0	0	0	0	0	32	35.8
0900	258	221	0	32	2	2	0	1	0	0	0	0	0	0	0	31.5	35.3
1000	237	195	0	34	4	3	0	0	0	1	0	0	0	0	0	32	35.4
1100	275	246	2	18	4	2	1	0	0	2	0	0	0	0	0	31.6	36.5
1200	265	231	0	26	5	1	0	2	0	0	0	0	0	0	0	31.6	35.6
1300	246	211	0	24	9	1	0	0	0	0	0	0	0	1	0	32.4	36.8
1400	315	278	1	27	6	1	0	2	0	0	0	0	0	0	0	32.2	35.9
1500	387	336	0	36	11	2	0	0	0	0	0	0	0	2	0	31.3	35.2
1600	426	368	1	37	12	1	0	2	0	3	0	0	0	2	0	31	34.3
1700	457	418	2	32	5	0	0	0	0	0	0	0	0	0	0	32.1	35.8
1800	314	291	1	12	7	0	0	0	1	0	0	0	0	2	0	33.5	37.6
1900	212	201	1	6	2	0	1	0	0	0	0	0	0	1	0	34.3	38.9
2000	127	121	0	2	1	0	0	0	1	1	0	0	0	1	0	34.7	40
2100	81	75	0	3	0	0	0	0	0	0	0	0	0	3	0	37.1	42.1
2200	65	62	0	2	0	0	0	0	0	0	0	0	0	1	0	37	43.8
2300	32	29	0	3	0	0	0	0	0	0	0	0	0	0	0	36	43
07-19	3875	3397	10	357	72	14	1	8	2	7	0	0	0	7	0	32	36
06-22	4371	3848	12	384	77	14	3	8	3	10	0	0	0	12	0	32.4	36.6
06-00	4468	3939	12	389	77	14	3	8	3	10	0	0	0	13	0	32.5	36.6
00-00	4553	4010	13	400	77	14	3	8	3	10	0	0	0	15	0	32.6	36.9

10 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	43.4
0100	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	41.1
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	39.6	-
0400	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	35.4	44.4
0500	30	24	0	5	1	0	0	0	0	0	0	0	0	0	0	37.4	43.5
0600	89	74	1	14	0	0	0	0	0	0	0	0	0	0	0	36.3	40.8
0700	293	233	1	48	1	5	1	1	0	0	0	0	0	3	0	33.2	37.7
0800	388	334	2	42	7	0	1	0	0	1	0	0	0	1	0	31.2	35.7
0900	242	196	1	39	4	1	0	0	1	0	0	0	0	0	0	32.9	37.3
1000	281	245	2	24	4	3	1	0	0	1	0	0	0	1	0	32.2	36
1100	257	204	2	36	11	2	0	0	1	0	0	0	0	1	0	32.8	36.8
1200	304	272	2	20	8	1	0	0	1	0	0	0	0	0	0	32.1	36.2
1300	301	268	1	19	8	3	0	1	0	0	0	0	0	1	0	32.8	36.6
1400	363	312	1	34	7	3	0	1	1	1	0	0	0	3	0	32.6	37.1
1500	405	371	0	25	8	0	0	0	0	1	0	0	0	0	0	32.1	36.2
1600	507	449	1	40	13	1	1	0	0	1	0	0	0	1	0	31.9	35.3
1700	535	495	1	30	7	0	1	0	0	0	0	0	0	1	0	31.2	34.9
1800	352	327	0	14	8	0	0	1	0	0	0	0	0	2	0	33.2	36.8
1900	182	172	0	6	4	0	0	0	0	0	0	0	0	0	0	34.1	38.3
2000	129	122	0	7	0	0	0	0	0	0	0	0	0	0	0	34.7	39.3
2100	109	103	0	6	0	0	0	0	0	0	0	0	0	0	0	35.1	40.3
2200	87	85	0	2	0	0	0	0	0	0	0	0	0	0	0	36.1	41.7
2300	52	49	0	1	1	0	0	0	1	0	0	0	0	0	0	36.5	41.8
07-19	4228	3706	14	371	86	19	5	4	4	5	0	0	0	14	0	32.2	36.2
06-22	4737	4177	15	404	90	19	5	4	4	5	0	0	0	14	0	32.5	36.8
06-00	4876	4311	15	407	91	19	5	4	5	5	0	0	0	14	0	32.6	37
00-00	4963	4388	15	416	92	19	5	4	5	5	0	0	0	14	0	32.7	37.1

11 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	44	39	0	5	0	0	0	0	0	0	0	0	0	0	0	36.8	44.8
0100	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	36	42.6
0200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	41 -	
0300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5 -	
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	40.8 -	
0500	19	15	0	3	0	0	0	0	0	0	0	0	0	1	0	38.4	46.3
0600	51	43	0	8	0	0	0	0	0	0	0	0	0	0	0	37	43.3
0700	112	100	0	11	0	1	0	0	0	0	0	0	0	0	0	35.7	40.6
0800	197	172	0	17	4	0	0	0	0	0	0	0	0	2	2	33	37.8
0900	300	275	1	11	1	2	0	0	0	0	0	1	0	6	3	32.2	36.9
1000	404	379	1	17	2	1	0	0	0	0	0	0	0	2	2	31.5	35.3
1100	503	462	3	19	7	1	1	0	0	0	0	0	0	6	4	31.3	36.7
1200	547	518	4	8	8	0	0	1	0	0	0	1	0	2	5	31.2	34.7
1300	539	510	0	15	8	2	0	0	0	0	0	0	0	4	0	32.3	36.2
1400	452	425	4	12	6	1	0	0	0	0	0	0	0	3	1	31.9	35.7
1500	377	359	2	5	5	0	0	0	0	0	0	0	0	6	0	32.5	35.8
1600	392	368	2	11	7	0	0	0	0	0	0	0	0	3	1	32.1	36
1700	355	338	2	11	3	0	0	0	0	0	0	0	0	0	1	32.6	36.5
1800	293	279	1	11	1	0	0	0	1	0	0	0	0	0	0	32.9	37
1900	161	150	0	11	0	0	0	0	0	0	0	0	0	0	0	34.5	39.4
2000	116	111	0	4	1	0	0	0	0	0	0	0	0	0	0	33.9	39.6
2100	88	88	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	40.6
2200	72	71	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	42.5
2300	58	57	0	1	0	0	0	0	0	0	0	0	0	0	0	36.5	42
07-19	4471	4185	20	148	52	8	1	1	1	0	0	2	0	34	19	32.1	36.2
06-22	4887	4577	20	171	53	8	1	1	1	0	0	2	0	34	19	32.3	36.7
06-00	5017	4705	20	173	53	8	1	1	1	0	0	2	0	34	19	32.5	36.8
00-00	5117	4792	20	185	53	8	1	1	1	0	0	2	0	35	19	32.6	36.9

12 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	37.4	46.1
0100	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	35.6	41.7
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9 -	
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1 -	
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7 -	
0500	25	24	1	0	0	0	0	0	0	0	0	0	0	0	0	36.4	43.5
0600	36	34	0	2	0	0	0	0	0	0	0	0	0	0	0	35.9	41.3
0700	74	64	0	10	0	0	0	0	0	0	0	0	0	0	0	36	41.5
0800	117	107	1	7	0	0	0	0	0	0	0	0	0	1	1	33.6	38.5
0900	208	188	0	12	4	1	0	1	0	0	0	0	0	0	2	32.9	37.2
1000	233	220	0	6	3	1	0	0	0	0	0	0	0	0	3	31.9	36.6
1100	304	290	1	5	2	0	0	0	0	1	1	0	0	3	1	32.4	37.5
1200	371	355	2	7	7	0	0	0	0	0	0	0	0	0	0	32.6	36.7
1300	325	311	1	12	0	0	0	0	0	1	0	0	0	0	0	33.1	37.5
1400	292	279	1	9	2	0	0	0	0	0	0	0	0	1	0	33.5	37.9
1500	280	267	2	5	3	1	0	0	1	0	0	0	0	1	0	33.1	37.3
1600	269	252	0	10	6	1	0	0	0	0	0	0	0	0	0	33.2	37.4
1700	208	193	0	10	3	0	0	0	0	0	0	0	0	2	0	33.7	38.8
1800	143	136	0	3	3	0	0	0	0	0	0	0	0	1	0	34.6	39
1900	126	123	0	3	0	0	0	0	0	0	0	0	0	0	0	34.9	40
2000	94	88	0	5	1	0	0	0	0	0	0	0	0	0	0	34.7	39.3
2100	71	67	0	3	0	0	0	0	1	0	0	0	0	0	0	33.9	39.9
2200	43	42	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	39.7
2300	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	37.4	44.4
07-19	2824	2662	8	96	33	4	0	1	1	2	1	0	0	9	7	33.1	37.6
06-22	3151	2974	8	109	34	4	0	1	2	2	1	0	0	9	7	33.3	37.8
06-00	3215	3036	8	111	34	4	0	1	2	2	1	0	0	9	7	33.3	38
00-00	3297	3114	9	114	34	4	0	1	2	2	1	0	0	9	7	33.4	38.1

13 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	16	14	1	1	0	0	0	0	0	0	0	0	0	0	0	39.2	47.9
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2	-
0300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	41.2	-
0400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	38	-
0500	33	29	0	3	0	0	0	0	0	0	0	0	0	1	0	38.7	42.9
0600	89	76	0	10	0	1	0	0	0	2	0	0	0	0	0	35.7	39.8
0700	262	239	0	16	2	2	0	0	1	1	0	0	0	1	0	33.4	37.4
0800	374	355	1	12	3	1	1	1	0	0	0	0	0	0	0	32.1	35.8
0900	281	248	2	23	3	2	0	0	0	0	0	0	0	3	0	32.7	36.5
1000	261	235	2	19	2	0	0	1	0	0	0	0	0	2	0	33	36.9
1100	262	223	0	31	4	2	0	0	1	0	0	0	0	1	0	32.9	37.4
1200	250	207	0	37	3	2	0	0	1	0	0	0	0	0	0	33.7	38
1300	315	271	1	35	1	4	0	0	1	1	0	0	0	1	0	33	37
1400	369	329	1	27	2	5	0	1	1	1	0	0	0	1	1	31.9	35.5
1500	394	362	0	26	3	1	0	0	0	0	0	0	0	2	0	31.4	35.2
1600	480	435	3	35	4	0	1	0	0	0	0	0	0	2	0	31.2	35.6
1700	515	489	0	20	3	0	0	1	0	0	0	0	0	2	0	31.9	36
1800	300	281	1	14	2	0	1	1	0	0	0	0	0	0	0	33	36.7
1900	207	200	0	4	2	0	0	0	0	0	0	0	0	1	0	35.1	39.5
2000	114	108	0	4	2	0	0	0	0	0	0	0	0	0	0	36	41.2
2100	74	72	0	2	0	0	0	0	0	0	0	0	0	0	0	37.1	42.3
2200	53	49	0	4	0	0	0	0	0	0	0	0	0	0	0	37.8	43
2300	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	46.2
07-19	4063	3674	11	295	32	19	3	5	5	3	0	0	0	15	1	32.4	36.5
06-22	4547	4130	11	315	36	20	3	5	5	5	0	0	0	16	1	32.7	36.8
06-00	4630	4209	11	319	36	20	3	5	5	5	0	0	0	16	1	32.8	37.1
00-00	4701	4271	12	326	36	20	3	5	5	5	0	0	0	17	1	32.9	37.2

14 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	36.8	43.7
0100	14	9	0	4	0	0	0	1	0	0	0	0	0	0	0	39.7	48.8
0200	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0300	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	45.7	55
0400	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	40.4	48.5
0500	39	32	0	6	0	0	0	0	0	0	0	0	0	1	0	39.3	44.5
0600	100	72	2	22	1	1	0	0	0	1	0	0	0	1	0	36.2	42.7
0700	300	246	1	43	3	3	0	0	0	1	0	0	0	3	0	33.5	37.6
0800	495	443	2	45	1	3	0	1	0	0	0	0	0	0	0	31.5	35.1
0900	264	214	2	38	2	5	0	0	0	0	0	0	0	3	0	33	36.9
1000	260	219	0	33	2	4	0	0	1	0	0	0	0	0	1	32	35.7
1100	247	232	2	12	0	1	0	0	0	0	0	0	0	0	0	32.3	36.2
1200	265	241	0	16	3	4	0	0	0	0	0	0	0	1	0	32.3	35.2
1300	295	270	2	16	1	2	0	0	2	0	0	0	0	2	0	32.5	36.4
1400	313	280	2	23	4	2	1	0	0	0	0	0	0	1	0	33.2	36.8
1500	405	366	1	31	3	2	0	0	1	0	0	0	0	1	0	31.8	35.9
1600	524	478	0	42	2	0	1	0	0	0	0	0	0	1	0	31.5	34.9
1700	529	496	0	25	5	2	0	0	0	0	0	0	0	1	0	31.6	34.8
1800	372	348	0	18	4	0	0	0	0	0	0	0	0	2	0	32.9	36.2
1900	210	199	0	5	4	0	0	0	0	0	0	0	0	2	0	34.1	37.7
2000	126	120	0	5	1	0	0	0	0	0	0	0	0	0	0	35.2	40.4
2100	86	82	0	2	1	0	0	0	0	0	0	0	0	1	0	34.9	39.2
2200	61	60	0	1	0	0	0	0	0	0	0	0	0	0	0	36.7	41.5
2300	34	33	1	0	0	0	0	0	0	0	0	0	0	0	0	37	45.4
07-19	4269	3833	12	342	30	28	2	1	4	1	0	0	0	15	1	32.2	35.9
06-22	4791	4306	14	376	37	29	2	1	4	2	0	0	0	19	1	32.5	36.4
06-00	4886	4399	15	377	37	29	2	1	4	2	0	0	0	19	1	32.6	36.6
00-00	4988	4478	15	398	37	29	2	2	4	2	0	0	0	20	1	32.7	36.7

15 November 2023

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	38.6	45.1
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0200	9	6	0	2	0	0	0	0	1	0	0	0	0	0	0	39.9	-
0300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-
0400	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0500	25	18	0	5	1	0	0	0	0	0	0	0	0	1	0	40.9	49.2
0600	103	80	1	20	0	0	1	0	0	1	0	0	0	0	0	36.5	42.8
0700	333	269	2	48	6	4	0	1	0	1	0	0	0	2	0	33.5	37.8
0800	439	381	0	47	9	0	0	1	0	0	0	0	0	1	0	32	35.7
0900	339	272	2	55	5	2	0	0	0	0	0	0	0	3	0	32.6	36.5
1000	290	255	0	25	5	3	0	0	0	0	0	0	0	0	2	28.7	31.8
1100	319	275	0	26	6	3	0	0	0	1	0	0	0	5	3	32	37.1
1200	319	266	2	38	4	3	0	0	2	0	0	0	0	3	1	33	37.1
1300	315	277	1	26	3	4	0	0	1	0	0	0	0	1	2	32.6	36.5
1400	375	336	2	31	1	3	1	0	0	0	0	0	0	1	0	33.1	37.2
1500	457	394	3	48	4	2	0	1	0	1	0	0	0	3	1	32	35.9
1600	529	478	2	36	5	0	1	0	1	1	0	0	0	5	0	31	34.7
1700	587	531	1	41	7	1	0	0	0	1	0	0	0	5	0	31.4	35.1
1800	335	315	1	14	2	2	0	0	0	0	0	0	0	1	0	32.8	36.8
1900	224	208	0	11	4	0	0	0	0	0	0	0	0	1	0	33.9	37.9
2000	129	119	2	6	0	0	0	0	0	0	0	0	0	1	1	33.6	37.9
2100	88	78	0	10	0	0	0	0	0	0	0	0	0	0	0	35.3	40.2
2200	68	64	1	3	0	0	0	0	0	0	0	0	0	0	0	35.7	41.7
2300	31	28	0	1	1	0	0	0	0	0	0	0	0	1	0	36.2	41.5
07-19	4637	4049	16	435	57	27	2	3	4	5	0	0	0	30	9	32	36
06-22	5181	4534	19	482	61	27	3	3	4	6	0	0	0	32	10	32.3	36.5
06-00	5280	4626	20	486	62	27	3	3	4	6	0	0	0	33	10	32.4	36.6
00-00	5351	4684	20	496	63	27	3	3	5	6	0	0	0	34	10	32.5	36.7



SITE: Turners Hill Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.122613, -0.085659

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

09 November 2023

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	18	0	0	0	2	5	6	3	1	1	0	0	0	0	0	0	39.8	45.8	
0100	11	0	0	0	2	4	2	3	0	0	0	0	0	0	0	0	37.9	46	
0200	8	0	0	0	1	3	1	3	0	0	0	0	0	0	0	0	39.1	-	
0300	10	0	0	0	3	1	2	1	2	1	0	0	0	0	0	0	40.7	-	
0400	11	0	0	0	0	3	1	6	0	1	0	0	0	0	0	0	43.5	50	
0500	27	0	0	0	2	11	8	4	0	1	0	0	1	0	0	0	40.1	44.8	
0600	76	0	0	7	8	35	20	4	2	0	0	0	0	0	0	0	35.2	41.2	
0700	286	0	0	2	89	126	67	1	1	0	0	0	0	0	0	0	33.7	38.8	
0800	409	0	2	18	132	219	32	4	2	0	0	0	0	0	0	0	32	35.8	
0900	258	0	3	3	115	125	9	3	0	0	0	0	0	0	0	0	31.5	35.3	
1000	237	0	0	5	104	111	14	3	0	0	0	0	0	0	0	0	32	35.4	
1100	275	0	4	10	112	120	28	1	0	0	0	0	0	0	0	0	31.6	36.5	
1200	265	0	0	10	115	120	20	0	0	0	0	0	0	0	0	0	31.6	35.6	
1300	246	3	0	7	87	115	32	1	0	0	1	0	0	0	0	0	32.4	36.8	
1400	315	0	0	4	121	164	21	5	0	0	0	0	0	0	0	0	32.2	35.9	
1500	387	0	0	14	188	155	29	1	0	0	0	0	0	0	0	0	31.3	35.2	
1600	426	0	0	11	231	160	21	2	0	1	0	0	0	0	0	0	31	34.3	
1700	457	0	3	7	173	240	30	4	0	0	0	0	0	0	0	0	32.1	35.8	
1800	314	0	0	1	83	180	41	8	1	0	0	0	0	0	0	0	33.5	37.6	
1900	212	0	0	2	46	118	37	8	1	0	0	0	0	0	0	0	34.3	38.9	
2000	127	0	0	0	34	64	21	6	1	1	0	0	0	0	0	0	34.7	40	
2100	81	0	0	2	6	38	26	7	1	1	0	0	0	0	0	0	37.1	42.1	
2200	65	0	0	0	6	36	13	7	3	0	0	0	0	0	0	0	37	43.8	
2300	32	0	0	0	4	16	9	3	0	0	0	0	0	0	0	0	36	43	
07-19	3875	3	12	92	1550	1835	344	33	4	1	1	0	0	0	0	0	32	36	35.75
06-22	4371	3	12	103	1644	2090	448	58	9	3	1	0	0	0	0	0	32.4	36.6	
06-00	4468	3	12	103	1654	2142	470	68	12	3	1	0	0	0	0	0	32.5	36.6	
00-00	4553	3	12	103	1664	2169	490	88	15	7	1	0	1	0	0	0	32.6	36.9	

10 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	19	0	0	0	5	6	6	2	0	0	0	0	0	0	0	0	36.4	43.4	
0100	14	0	0	0	4	5	5	0	0	0	0	0	0	0	0	0	34.6	41.1	
0200	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	41.3	-	
0300	9	0	0	0	3	1	1	2	2	0	0	0	0	0	0	0	39.6	-	
0400	11	0	0	0	5	1	3	2	0	0	0	0	0	0	0	0	35.4	44.4	
0500	30	0	0	1	6	7	12	3	0	0	1	0	0	0	0	0	37.4	43.5	
0600	89	0	0	0	13	42	24	9	1	0	0	0	0	0	0	0	36.3	40.8	
0700	293	0	0	8	94	139	46	6	0	0	0	0	0	0	0	0	33.2	37.7	
0800	388	9	5	16	145	180	29	2	2	0	0	0	0	0	0	0	31.2	35.7	
0900	242	0	0	1	93	112	34	1	1	0	0	0	0	0	0	0	32.9	37.3	
1000	281	0	1	10	115	122	27	5	0	1	0	0	0	0	0	0	32.2	36	
1100	257	0	1	4	83	135	34	0	0	0	0	0	0	0	0	0	32.8	36.8	
1200	304	0	2	12	114	140	34	2	0	0	0	0	0	0	0	0	32.1	36.2	
1300	301	1	0	5	120	137	32	4	0	0	0	0	0	0	2	0	32.8	36.6	
1400	363	0	0	8	138	165	45	4	2	0	0	0	0	0	0	1	32.6	37.1	
1500	405	0	0	12	177	168	44	3	1	0	0	0	0	0	0	0	32.1	36.2	
1600	507	0	0	13	191	266	36	1	0	0	0	0	0	0	0	0	31.9	35.3	
1700	535	9	2	12	230	246	34	2	0	0	0	0	0	0	0	0	31.2	34.9	
1800	352	0	0	3	109	196	39	3	1	0	0	0	1	0	0	0	33.2	36.8	
1900	182	0	0	2	40	106	29	5	0	0	0	0	0	0	0	0	34.1	38.3	
2000	129	0	1	0	29	64	33	2	0	0	0	0	0	0	0	0	34.7	39.3	
2100	109	0	2	2	21	48	32	2	1	1	0	0	0	0	0	0	35.1	40.3	
2200	87	0	0	1	15	35	29	5	2	0	0	0	0	0	0	0	36.1	41.7	
2300	52	0	0	0	8	25	14	4	0	0	1	0	0	0	0	0	36.5	41.8	
07-19	4228	19	11	104	1609	2006	434	33	7	1	0	0	1	0	2	1	32.2	36.2	
06-22	4737	19	14	108	1712	2266	552	51	9	2	0	0	1	0	2	1	32.5	36.8	
06-00	4876	19	14	109	1735	2326	595	60	11	2	1	0	1	0	2	1	32.6	37	
00-00	4963	19	14	110	1758	2346	625	70	13	2	2	0	1	0	2	1	32.7	37.1	

11 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	44	0	0	0	9	17	10	6	2	0	0	0	0	0	0	0	36.8	44.8
0100	15	0	0	0	3	6	5	1	0	0	0	0	0	0	0	0	36	42.6
0200	9	0	0	0	3	0	1	4	1	0	0	0	0	0	0	0	41	-
0300	8	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	36.5	-
0400	5	0	0	0	0	2	2	0	0	1	0	0	0	0	0	0	40.8	-
0500	19	0	0	0	2	7	6	3	1	0	0	0	0	0	0	0	38.4	46.3
0600	51	0	0	1	8	17	18	6	1	0	0	0	0	0	0	0	37	43.3
0700	112	0	0	1	11	65	32	1	2	0	0	0	0	0	0	0	35.7	40.6
0800	197	1	6	2	48	108	28	4	0	0	0	0	0	0	0	0	33	37.8
0900	300	0	2	17	99	146	34	2	0	0	0	0	0	0	0	0	32.2	36.9
1000	404	2	10	14	138	212	26	2	0	0	0	0	0	0	0	0	31.5	35.3
1100	503	3	34	21	145	237	59	3	0	0	0	1	0	0	0	0	31.3	36.7
1200	547	1	7	30	192	291	24	2	0	0	0	0	0	0	0	0	31.2	34.7
1300	539	1	4	13	181	289	43	7	1	0	0	0	0	0	0	0	32.3	36.2
1400	452	1	0	17	167	230	32	2	2	0	0	0	1	0	0	0	31.9	35.7
1500	377	0	0	5	139	195	31	7	0	0	0	0	0	0	0	0	32.5	35.8
1600	392	0	1	6	158	188	37	2	0	0	0	0	0	0	0	0	32.1	36
1700	355	2	7	5	98	206	37	0	0	0	0	0	0	0	0	0	32.6	36.5
1800	293	1	2	7	86	156	35	6	0	0	0	0	0	0	0	0	32.9	37
1900	161	1	1	2	27	83	45	1	0	1	0	0	0	0	0	0	34.5	39.4
2000	116	2	1	2	23	61	25	2	0	0	0	0	0	0	0	0	33.9	39.6
2100	88	0	1	1	14	40	29	3	0	0	0	0	0	0	0	0	35.2	40.6
2200	72	0	0	1	9	30	25	5	2	0	0	0	0	0	0	0	36.6	42.5
2300	58	0	0	0	7	31	14	4	1	1	0	0	0	0	0	0	36.5	42
07-19	4471	12	73	138	1462	2323	418	38	5	0	0	1	1	0	0	0	32.1	36.2
06-22	4887	15	76	144	1534	2524	535	50	6	1	0	1	1	0	0	0	32.3	36.7
06-00	5017	15	76	145	1550	2585	574	59	9	2	0	1	1	0	0	0	32.5	36.8
00-00	5117	15	76	145	1568	2620	601	74	13	3	0	1	1	0	0	0	32.6	36.9

12 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	32	0	0	0	3	17	7	2	2	1	0	0	0	0	0	0	37.4	46.1	
0100	11	0	0	0	3	4	3	1	0	0	0	0	0	0	0	0	35.6	41.7	
0200	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.9	-	
0300	5	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	41.1	-	
0400	6	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	34.7	-	
0500	25	0	0	0	4	11	7	3	0	0	0	0	0	0	0	0	36.4	43.5	
0600	36	0	0	0	5	20	9	2	0	0	0	0	0	0	0	0	35.9	41.3	
0700	74	0	0	4	7	34	24	5	0	0	0	0	0	0	0	0	36	41.5	
0800	117	1	1	1	36	56	18	4	0	0	0	0	0	0	0	0	33.6	38.5	
0900	208	2	0	3	63	110	30	0	0	0	0	0	0	0	0	0	32.9	37.2	
1000	233	2	7	5	80	111	22	5	1	0	0	0	0	0	0	0	31.9	36.6	
1100	304	0	6	11	100	136	47	4	0	0	0	0	0	0	0	0	32.4	37.5	
1200	371	0	0	1	146	182	38	4	0	0	0	0	0	0	0	0	32.6	36.7	
1300	325	0	0	7	100	165	50	3	0	0	0	0	0	0	0	0	33.1	37.5	
1400	292	0	0	6	79	150	53	4	0	0	0	0	0	0	0	0	33.5	37.9	
1500	280	0	0	1	93	144	37	5	0	0	0	0	0	0	0	0	33.1	37.3	
1600	269	1	1	9	66	151	40	1	0	0	0	0	0	0	0	0	33.2	37.4	
1700	208	0	1	7	46	107	42	4	1	0	0	0	0	0	0	0	33.7	38.8	
1800	143	0	0	1	35	70	29	8	0	0	0	0	0	0	0	0	34.6	39	
1900	126	0	0	3	25	61	29	7	1	0	0	0	0	0	0	0	34.9	40	
2000	94	0	0	0	18	50	25	1	0	0	0	0	0	0	0	0	34.7	39.3	
2100	71	0	1	0	25	26	15	3	1	0	0	0	0	0	0	0	33.9	39.9	
2200	43	0	0	1	7	21	13	1	0	0	0	0	0	0	0	0	34.9	39.7	
2300	21	0	0	1	4	4	7	5	0	0	0	0	0	0	0	0	37.4	44.4	
07-19	2824	6	16	56	851	1416	430	47	2	0	33.1	37.6							
06-22	3151	6	17	59	924	1573	508	60	4	0	33.3	37.8							
06-00	3215	6	17	61	935	1598	528	66	4	0	33.3	38							
00-00	3297	6	17	61	949	1633	549	74	7	1	0	0	0	0	0	0	33.4	38.1	

13 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	1	6	4	4	1	0	0	0	0	0	0	0	39.2	47.9
0100	5	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	40.5	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	33.2	-
0300	9	0	0	0	1	1	4	2	1	0	0	0	0	0	0	0	41.2	-
0400	6	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	38	-
0500	33	1	0	0	2	9	18	0	1	2	0	0	0	0	0	0	38.7	42.9
0600	89	0	0	0	13	44	31	1	0	0	0	0	0	0	0	0	35.7	39.8
0700	262	0	0	2	68	153	37	2	0	0	0	0	0	0	0	0	33.4	37.4
0800	374	0	1	6	133	200	32	2	0	0	0	0	0	0	0	0	32.1	35.8
0900	281	0	0	6	98	143	32	1	1	0	0	0	0	0	0	0	32.7	36.5
1000	261	0	0	6	86	136	31	2	0	0	0	0	0	0	0	0	33	36.9
1100	262	0	0	5	82	134	40	1	0	0	0	0	0	0	0	0	32.9	37.4
1200	250	0	0	2	66	138	38	6	0	0	0	0	0	0	0	0	33.7	38
1300	315	1	0	4	96	171	38	5	0	0	0	0	0	0	0	0	33	37
1400	369	1	0	7	159	173	28	1	0	0	0	0	0	0	0	0	31.9	35.5
1500	394	0	0	21	165	176	29	2	1	0	0	0	0	0	0	0	31.4	35.2
1600	480	1	1	12	242	188	33	3	0	0	0	0	0	0	0	0	31.2	35.6
1700	515	4	3	5	204	248	50	1	0	0	0	0	0	0	0	0	31.9	36
1800	300	0	0	4	89	172	33	2	0	0	0	0	0	0	0	0	33	36.7
1900	207	0	0	0	36	116	49	5	0	1	0	0	0	0	0	0	35.1	39.5
2000	114	0	0	0	20	54	28	9	1	1	0	1	0	0	0	0	36	41.2
2100	74	0	0	0	14	24	28	6	2	0	0	0	0	0	0	0	37.1	42.3
2200	53	0	0	0	4	26	16	3	4	0	0	0	0	0	0	0	37.8	43
2300	30	0	0	0	4	6	11	7	2	0	0	0	0	0	0	0	39.7	46.2
07-19	4063	7	5	80	1488	2032	421	28	2	0	32.4	36.5						
06-22	4547	7	5	80	1571	2270	557	49	5	2	0	1	0	0	0	0	32.7	36.8
06-00	4630	7	5	80	1579	2302	584	59	11	2	0	1	0	0	0	0	32.8	37.1
00-00	4701	8	5	80	1585	2322	613	69	14	4	0	1	0	0	0	0	32.9	37.2

14 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	17	0	0	0	3	8	4	2	0	0	0	0	0	0	0	0	36.8	43.7	
0100	14	0	0	0	0	7	4	1	2	0	0	0	0	0	0	0	39.7	48.8	
0200	5	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	36.6	-	
0300	13	0	0	0	1	1	2	6	2	1	0	0	0	0	0	0	45.7	55	
0400	14	0	0	1	1	2	4	5	1	0	0	0	0	0	0	0	40.4	48.5	
0500	39	0	0	1	4	12	13	5	2	1	1	0	0	0	0	0	39.3	44.5	
0600	100	0	0	1	19	35	35	8	2	0	0	0	0	0	0	0	36.2	42.7	
0700	300	0	0	1	81	167	50	1	0	0	0	0	0	0	0	0	33.5	37.6	
0800	495	1	1	16	206	231	33	6	1	0	0	0	0	0	0	0	31.5	35.1	
0900	264	0	0	0	94	136	27	7	0	0	0	0	0	0	0	0	33	36.9	
1000	260	0	2	8	94	135	18	3	0	0	0	0	0	0	0	0	32	35.7	
1100	247	0	0	2	106	112	22	4	1	0	0	0	0	0	0	0	32.3	36.2	
1200	265	0	0	3	92	147	23	0	0	0	0	0	0	0	0	0	32.3	35.2	
1300	295	0	0	5	104	152	30	4	0	0	0	0	0	0	0	0	32.5	36.4	
1400	313	0	0	3	94	175	37	4	0	0	0	0	0	0	0	0	33.2	36.8	
1500	405	0	1	4	176	197	25	2	0	0	0	0	0	0	0	0	31.8	35.9	
1600	524	0	0	20	226	242	35	1	0	0	0	0	0	0	0	0	31.5	34.9	
1700	529	0	5	8	223	268	23	1	0	1	0	0	0	0	0	0	31.6	34.8	
1800	372	1	0	4	102	233	27	5	0	0	0	0	0	0	0	0	32.9	36.2	
1900	210	0	0	2	47	122	36	3	0	0	0	0	0	0	0	0	34.1	37.7	
2000	126	0	1	3	20	61	32	7	2	0	0	0	0	0	0	0	35.2	40.4	
2100	86	0	0	0	14	48	21	3	0	0	0	0	0	0	0	0	34.9	39.2	
2200	61	0	0	0	8	24	26	3	0	0	0	0	0	0	0	0	36.7	41.5	
2300	34	0	0	0	5	14	10	5	0	0	0	0	0	0	0	0	37	45.4	
07-19	4269	2	9	74	1598	2195	350	38	2	1	0	0	0	0	0	0	32.2	35.9	36.15
06-22	4791	2	10	80	1698	2461	474	59	6	1	0	0	0	0	0	0	32.5	36.4	
06-00	4886	2	10	80	1711	2499	510	67	6	1	0	0	0	0	0	0	32.6	36.6	
00-00	4988	2	10	82	1721	2529	541	86	13	3	1	0	0	0	0	0	32.7	36.7	

15 November 2023

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	15	0	0	0	2	4	6	3	0	0	0	0	0	0	0	0	38.6	45.1	
0100	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	38.7	-	
0200	9	0	0	0	0	5	2	1	1	0	0	0	0	0	0	0	39.9	-	
0300	9	0	0	0	1	1	5	1	1	0	0	0	0	0	0	0	41	-	
0400	9	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	39.7	-	
0500	25	0	0	0	1	7	10	4	2	0	1	0	0	0	0	0	40.9	49.2	
0600	103	0	0	0	20	36	35	11	1	0	0	0	0	0	0	0	36.5	42.8	
0700	333	0	0	6	85	183	54	5	0	0	0	0	0	0	0	0	33.5	37.8	
0800	439	1	6	9	160	226	34	3	0	0	0	0	0	0	0	0	32	35.7	
0900	339	0	2	4	119	180	32	2	0	0	0	0	0	0	0	0	32.6	36.5	
1000	290	1	5	22	202	57	2	1	0	0	0	0	0	0	0	0	28.7	31.8	
1100	319	2	10	23	73	164	43	4	0	0	0	0	0	0	0	0	32	37.1	
1200	319	1	1	8	84	182	39	4	0	0	0	0	0	0	0	0	33	37.1	
1300	315	1	4	6	100	167	33	4	0	0	0	0	0	0	0	0	32.6	36.5	
1400	375	0	3	14	93	210	52	3	0	0	0	0	0	0	0	0	33.1	37.2	
1500	457	0	0	8	184	226	37	2	0	0	0	0	0	0	0	0	32	35.9	
1600	529	0	3	14	268	225	19	0	0	0	0	0	0	0	0	0	31	34.7	
1700	587	0	1	21	266	267	30	2	0	0	0	0	0	0	0	0	31.4	35.1	
1800	335	0	3	5	109	171	39	8	0	0	0	0	0	0	0	0	32.8	36.8	
1900	224	0	0	0	52	125	42	3	1	1	0	0	0	0	0	0	33.9	37.9	
2000	129	3	0	1	24	77	19	3	2	0	0	0	0	0	0	0	33.6	37.9	
2100	88	0	1	0	17	46	16	6	2	0	0	0	0	0	0	0	35.3	40.2	
2200	68	0	0	0	12	37	12	6	1	0	0	0	0	0	0	0	35.7	41.7	
2300	31	0	0	0	7	11	10	3	0	0	0	0	0	0	0	0	36.2	41.5	
07-19	4637	6	38	140	1743	2258	414	38	0	32	36	35.5							
06-22	5181	9	39	141	1856	2542	526	61	6	1	0	0	0	0	0	0	32.3	36.5	
06-00	5280	9	39	141	1875	2590	548	70	7	1	0	0	0	0	0	0	32.4	36.6	
00-00	5351	9	39	141	1879	2610	578	82	11	1	1	0	0	0	0	0	32.5	36.7	

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
--	32970	62	173	722	11124	16229	3997	543	86	21	5	2	3	0	2	1	32.7	37	

APPENDIX H. Safety Auditor Letter



Highways, Transportation and Road Safety
2 Blaenant – Emmer Green
Reading – RG4 8PH
E: office@fenley.co.uk

Mark Stead
Associate Partner
i-Transport LLP
Building 1000
Lakeside North Harbour
Western Road
Portsmouth.
PO6 3EZ

Our Ref: RSA-24-241-L001

Thursday 20th March 2025

Dear Mr Stead

Re: Revision to the highway works along Turners Hill Road in Crawley Down that were assessed within our Stage 1 Road Safety Audits RSA-24-150.

Further to your email, I understand that the scheme proposals have been revised to enhance cyclist connectivity between the eastern and western sides of Turners Hill Road.

The scheme drawing, ref: ITB9155-GA-038 revision I, has been reviewed and the following revisions are noted:

- An upgrade to the existing controlled pedestrian crossing to a Toucan crossing;
- The provision of a shared footway cycleway along the eastern side of Turners Hill Road, extending circa 20 metres both sides of the proposed Toucan crossing with cycle on/off slips either side; and
- The provision of a shared footway cycleway along the western side of the carriageway between the proposed Toucan crossing and proposed development access with cycle on/off slips.

The above revisions do not raise and road safety concerns at this preliminary design stage and are discussed further in the following paragraphs.

Toucan Crossing

The proposed upgrade of the controlled crossing to a Toucan crossing does not raise any concerns at this preliminary design stage and should facilitate safe access across Turners Hill Road for both pedestrians and cyclists. It is noted that the width of the existing controlled crossing is to be increased to 3.0 metres, from 2.8 metres. This 3.0 metre width is the minimum recommended for Toucan crossings which should be sufficient as the controlled crossing is not within a Town Centre location and footfall as well as cyclist flows are not expected to be significant.

Eastern Shared Footway Cycleway

It is understood that the proposed circa 50 metre length of shared footway cycleway that is to be provided to the east of Turners Hill Road is to be between 2.3 and 2.9 metres wide. Whilst a minimum width of 3 metres is recommended for shared facilities that carrying less than 300 cyclists, CD143 suggests that

shared facilities can be a minimum of 2 metres where there are less than 200 users per hour. Further, the proposed shared footway cycleway commences just 25 metres either side of the Toucan crossing and therefore cyclists should not be travelling along the proposed facility at speed and should proceed cautiously. The facility is straight as are the approaches and therefore a good level of visibility is achievable to ensure that cyclists and pedestrian become aware of one another.

It is noted that a vehicular crossover associated with a shared unmade loop known as 'Rufwood', is situated within the proposed 50 metre section of shared footway cycleway. Intervisibility between a motorist exiting Rufwood and approaching pedestrians is of a good standard, some additional vegetation cut back within the public highway may be required to when upgrading the footway to a shared facility.

The existing footway to the east of Turners Hill Road is situated beyond a verge and is set at a lower level than the carriageway and therefore consideration of the crossfall, which should not exceed 2.5%, is required through the detail design stage.

Western Shared Footway Cycleway

The shared footway cycleway to the west is to be 3 metres wide which is ideal for a shared route. It was noted during the site visit that the verge to the west of the carriageway falls away from the carriageway. It is unknown if this is a ditch for drainage purposes or if the adjacent land lies at a lower level but the levels require further consideration through the detail design stage.

I trust that this correspondence is sufficient, should you need anything further please do not hesitate to contact me.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Jamie". The signature is fluid and cursive.

Jamie Fenning

For and on behalf of Fenley

APPENDIX I. Metrobus Correspondence

Mark Stead

From: Nick Hill <nick.hill@buses.co.uk>
Sent: 12 December 2024 10:59
To: Mark Stead
Cc: Dominic Smith
Subject: Re: [EXTERNAL] Land at Turners Hill Road, Crawley Down

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Hi Mark

I'm good thanks. I hope you are too.

If the developments are split, in order to deliver the full benefit sooner, I would suggest that each one delivers both elements of the project for a shorter period of time. E.g. 2.5 years each or one two years and the other three. Ideally it would be the first one doing three years and the second the final two.

There is a risk if there is a long delay between the first and second one though but if that doesn't happen then this delivers the full benefit sooner.

On the bus stop relocation, assuming that new homes aren't being built in the immediate vicinity of the new stop, we wouldn't be keen as it moves it further away from many existing users and the proposed location has extensive trees and hedges which will be a problem having to maintain a bus stop free of this on such a narrow footway.

Note that this stop is only served by the 272. I envisage that most potential users will walk to the route 281/291 bus stops in the village or at Sandy Lane on Turners Hill Road where there is a much more frequent service.

Kind regards

Nick Hill | Commercial Director
[Brighton & Hove Buses](#) and [Metrobus](#)



From: Mark Stead <mark.stead@i-transport.co.uk>
Sent: 11 December 2024 17:21
To: Nick Hill <nick.hill@buses.co.uk>
Cc: Dominic Smith <dominic.smith@i-transport.co.uk>
Subject: RE: [EXTERNAL] Land at Turners Hill Road, Crawley Down

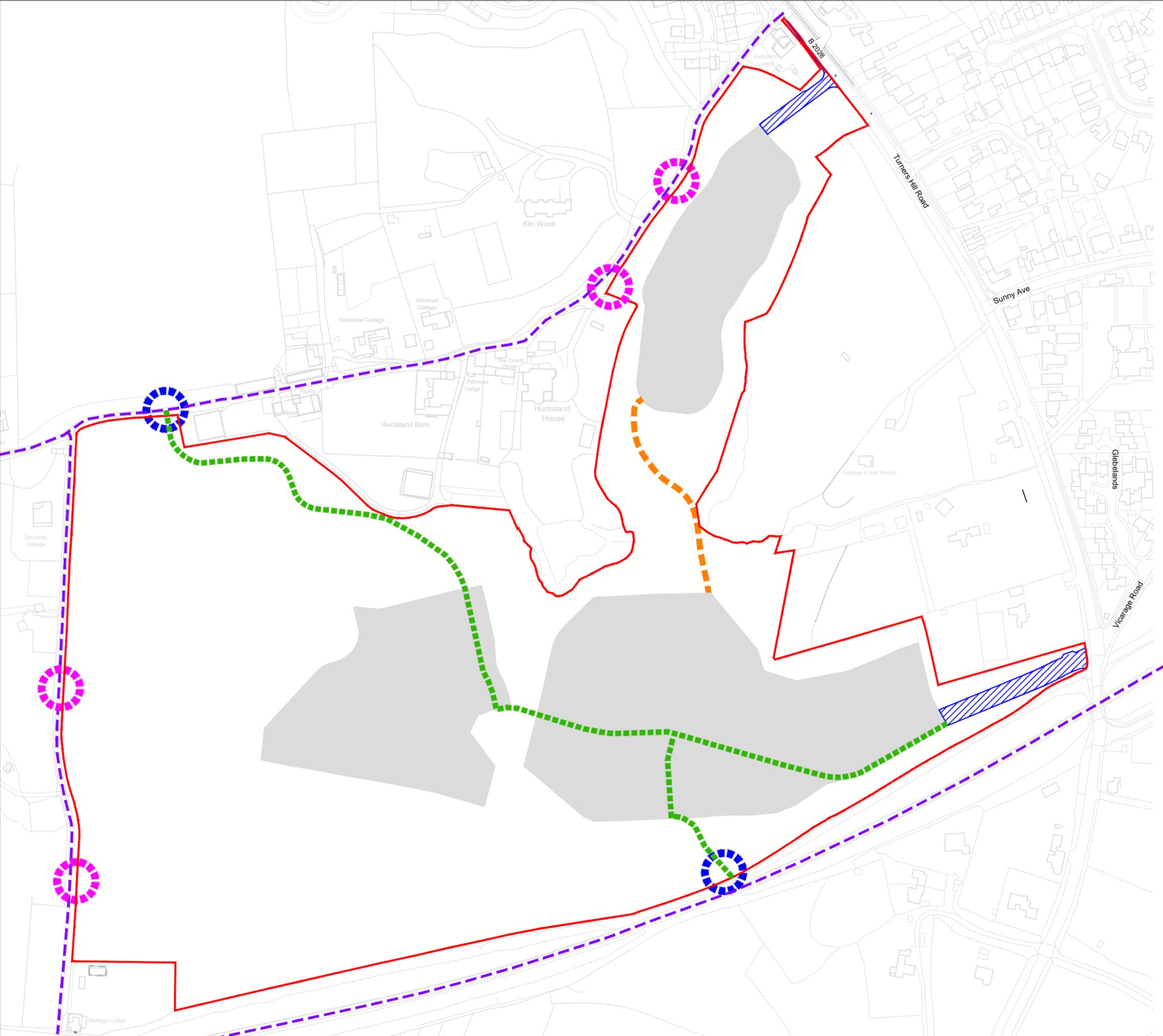
APPENDIX J. S106 Contributions – Split between Sites

Works	Drawing Reference
S278 /S38 Access Works	
Northern Site	
Proposed extension of Wychwood Place*	ITB9155-GA-048
Proposed amendments to Wychwood Place	ITB9155-GA-064
Southern Site	
Proposed southern access priority junction	ITB9155-GA-069A
Proposed Central access priority junction	ITB9155-GA-038I
S278 Transport Infrastructure Improvements	
<i>Transport Infrastructure Improvements</i>	
Northern Site	
Northwards extension of footways on Wychwood Place as far as shared surface leading to pedestrian / cycle access	ITB9155-GA-056C (Inset 7)
New facilities, including shelters (cantilever for the southbound bus stop), raised kerbs and RTPI information at bus stops north of the village.	ITB9155-GA-056C (Inset 9)
Surface improvements on Turners Hill Road footway and vegetation clearance	ITB9155-GA-056C
Southern Site	
Tactile paving and / or dropped kerbs at all side roads of Vicarage Road (Glebelands, Sunny Avenue, Squires Close, Buckley Place and Sunnyhill Close).	ITB9155-GA-056C (Inset 1,2,3,4,5,6)
Dropped kerb / tactile paving crossing on Vicarage Road and Grange Road	ITB9155-GA-056C (inset 8)
Widening of the footway on the eastern side of Turners Hill Road south of Grange Road using the overgrown highway verge to the east	ITB9155-GA-056 (inset 8)
Proposed improved footways and crossing connections to bus stops on Turners Hill Road south of village	ITB9155-GA-056 (inset 10)
Bus shelter, raised kerbs, RTPI and seating (cantilever for southbound bus stop) south of the village.	ITB9155-GA-056 (inset 10)

Section 106 Contributions

Works	Cost	Comments
Northern site		
Car club	£21,600.00	Total cost = £36,000 plus VAT (£43,200). One car per site and cost split 50/50
Bus contribution	£62,500.00	£25k per annum. 2.5 years each
Travel Plan monitoring fees- northern site	£3,650.00	TBC
Surfacing of Worth Way	£75,000.00	Based on Preliminary costing. Split 50/50
Southern Site		
Car club	£21,600.00	
Bus contribution (25kpa for 2.5 years)	£62,500.00	
Travel Plan monitoring fees- southern site	£3,650.00	
Surfacing of Worth Way	£75,000.00	
Total		
Northern site	£162,750.00	
Southern Site	£162,750.00	
Total	£325,500.00	

APPENDIX K. Access and Movement Parameters Plan



-  Site boundary
-  Location for proposed primary vehicular, pedestrian and cycle access roads (refer to Detailed Plans)
-  Public right of way: Footpath
-  Zone for pedestrian access
-  Zone for pedestrian and cycle access
-  Indicative alignment for emergency, cycle and pedestrian route
-  Indicative alignment of shared cycle and foot link (exact alignment to be resolved through reserved matters)



Project
Land to the west of Crawley Down and south of Huntsland

Drawing Title
Access and Movement Parameter Plan

Date 24/03/2025	Scale 1:2,500 @ A3	Drawn by JB	Check by SR
Project No 1314	Drawing No 008-04	Revision	F

