LAND SOUTH OF HENFIELD ROAD, ALBOURNE

TRANSPORT ASSESSMENT

July 2022

Croudace Homes Ltd

RESIDENTIAL DEVELOPMENT
LAND SOUTH OF HENFIELD ROAD
ALBOURNE

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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TRANSPORT ASSESSMENT

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1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Croudace Homes Ltd to support an outline planning application for a residential development comprising up to 120 dwellings, a community shop and a formal pick up/drop off parking area for Albourne Church of England School at land to the south of Henfield Road, Albourne. Land has also been reserved within the proposed site to support the potential expansion of the existing Albourne CoE school.

1.2 The proposed development site is located approximately 1.4km south of Sayers Common, 580m west of the A23 and 1.7km west of Hurstpierpoint. The approximate site location is shown in **Figure 1** with copy of the proposed site layout within **Appendix A.**

Figure 1: Approximate Site Location

1.3 During August 2019, Paul Basham Associates attended an on-site meeting with West Sussex County Council as part of the pre-application discussions for a residential development of circa. 40 dwellings on a smaller portion of the site. A Land Promotion Transport Report (LPTR) was produced and informed the pre-application discussions and provided additional details required to support the larger quantum of development proposed. A copy of the formal highway's pre-application response (Ref: PRE-72-19) is attached within **Appendix B**. The principles of the pre-application discussions have been applied to this larger site.

1.4 Furthermore, Paul Basham Associates have prepared a Travel Plan (TP) in conjunction with this application which should be read accordingly. The TP seeks to facilitate and promote the use of

sustainable transport modes.

1.5 The remainder of this TA will discuss the development proposal in the context of the NPPF and whether the impact of the development proposal would have an 'unacceptable' or 'severe' impact on the local highway network. The scheme will also be assessed against the West Sussex Local Transport Plan (2022-2036).

Structure of the Report

1.6 This Transport Assessment is structured as follows:

- **Section 2:** Provides an overview of the relevant transport planning policy;
- **Section 3**: Examines the existing conditions with a review of the site location, existing local facilities and amenities, walking and cycling infrastructure, local bus and rail services and a review of the local highway network including analysis of Personal Injury Accident (PIA) data;
- **Section 4**: Provides a detailed description of the development including the proposed site access arrangements and the proposed car and cycle parking provision;
- **Section 5**: Outlines the existing operation of Albourne CoE Primary School.
- **Section 6**: Summarises the methodology used and forecast trip generation for the proposed development options;
- **Section 7**: Outlines the trip distribution methodology;
- **Section 8**: Provides analysis on the junction modelling assessments carried out to quantify the impact of the development on the local road network;
- **Section 9**: Provides an overview of the Transport Assessment before drawing conclusions.

2. POLICY REVIEW

2.1 This section of the TA reviews the following national and local policy documents relevant to Transport related matters. The following national and local guidance has been deemed relevant:

- National Planning Policy Framework (NPPF) 2021;
- Planning Practice Guidance (PPG);
- West Sussex County Council Local Transport Plan (LTP) (2022-2036);
- Mid Sussex District Plan 2014-2031 (Adopted March 2018); and
- Mid Sussex District Council Site Allocations Development Plan (June 2022)
- Albourne Parish Neighbourhood Plan (2014-2031)

Revised National Planning Policy Framework (NPPF)

2.2 The NPPF was updated in July 2021 and acts as the central guidance for development planning. The following NPPF extracts are relevant to this TA:

> Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
>
> a) The potential impacts of development on transport networks can be addressed;
> b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised...
> c) Opportunities to promote walking, cycling & public transport use are identified and pursued;
> d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
> e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high-quality places.
>
> **(NPPF Para. 104)**

> …Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health…
>
> **(NPPF Para. 105)**

> Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.
>
> **(NPPF Para. 108)**

> …It should be ensured that:
>
> a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
> b) Safe and suitable access to the site can be achieved for all users; and
> c) The design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance, including the National Design Guide and the National Model Design Code; and
> d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
>
> **(NPPF Para. 110)**

> Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. **(NPPF Para. 111)**

Planning Practice Guidance (PPG)

2.3 The PPG (2014) is due to be updated to reflect the revised NPPF, however, the existing PPG document still contains relevant planning principles which relate to the NPPF and therefore has been retained until an updated document has been published.

2.4 The PPG (2014) provides an overarching framework within which the transport implications of development should be considered. It provides advice on the preparation of Transport Assessments, Transport Statements and Travel Plans.

> Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.
>
> **(PPG Para. 3)**

2.5 The key principles within which Travel Plans, Transport Assessments and Statements should be undertaken are detailed as follows:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- Established at the earliest possible stage of a development proposal;
- Be tailored to particular local circumstances;

- Be brought forward through collaborative ongoing working between the Local Planning Authority, Transport Authority, transport operators and other relevant bodies.

2.6 The guidance emphasises the importance of consulting the relevant local authority at the outset in order to scope the Transport Assessment work on the basis of the principles highlighted above.

West Sussex County Council Local Transport Plan (LTP) (2022-2036)

2.7 The West Sussex Council Local Transport Plan covers the period up to 2036 and provides details of how the Council intends to improve transport and accessibility over the next 14/15 years. The vision for the Local Transport Plan (LTP) is: "*for a West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide*."

2.8 The WSCC LTP is based around five transport goals:

Active Travel Strategy Extending and improving the network of active travel facilities
Share Transport Strategy Facilitate a more efficient and customer focused bus network, using community transport and new mobility solutions where possible.
Rail Strategy Identifying priorities that will help rail networks to perform a strategic role in the transport network, providing connectivity between towns in West Sussex.
Access to Gatwick Airport Strategy Supporting initiatives that will increase sustainable transport mode share for passengers and employees and ensure community needs are taken into account.
Road Network Strategy Improve efficiency of the most strategically important local roads and provide facilities for active travel and shared transport services, supported by use of using demand management techniques.

2.9 The LTP sets out area strategies whereby Mid Sussex has area specific transport strategies which include, roadway improvements, increased and improved charging infrastructures, improve cycle routes, improvement to bus and rail services, and interchange facilities.

Mid Sussex Local Plan

2.10 The Mid Sussex Local Plan provides a long-term strategy that seeks to shape and guide new developments in the Mid Sussex area. The Vision states:

"A thriving and attractive district, a desirable place to live, work and visit. Our aim to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future".

2.11 The Vision is supported by four priority themes that promote the development of sustainable communities:

- Protecting and enhancing the environment;
- Promoting economic vitality;
- Ensuring cohesive and safe communities; and
- Supporting healthy lifestyles.

Mid Sussex District Council Site Allocations Development Plan (June 2022)

2.12 The Sites DPD allocates additional development sites to meet the residual necessary to meet the agreed housing requirement for the plan period as reflected in the District Plan 2014-2031. The additional allocations are in accordance with the Spatial Strategy and Strategic Policies set out in the District Plan.

2.13 The SADP has four main aims, which are:

- to allocate sufficient housing sites to address the residual necessary to meet the identified housing requirement for the district up to 2031 in accordance with the Spatial Strategy set out in the District Plan;
- to allocate sufficient employment land to meet the residual need and in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development;
- to allocate a site for a Science and Technology Park west of Burgess Hill in line with policy requirements set out in District Plan Policy DP1: Sustainable Economic Development, and
- to set out additional Strategic Policies necessary to deliver sustainable development

Albourne Parish Neighbourhood Plan (2014-2031)

2.14 Albourne Parish Council Neighbourhood plan is a report that '*covers the whole parish area for the period up to 2031. It sets out the development principles and allocation of areas for future building and land use'.* Policies and objectives have been derived and improved based upon public surveys and feedback. The following objects are therefore as follows:

- Keeping the 'village-feel' and sense of place
- Protecting and enhancing the environment

- Promoting economic vitality and diversity
- Ensuring cohesive and safe communities
- Supporting healthy lifestyles

2.15 Albourne Parish Neighbourhood Plan sets out policies and aims, whereby the policies and aims in relation to transport and the proposed site have been summarised below:

Country, Landscape and Conservation **Policy ALC3:** Development will be supported in the countryside provided that it does not individually or cumulatively result in coalescence and loss of separate identity of neighbouring settlements or perception thereof; and provided that it does not conflict with other policies in this Plan. Development for essential utility infrastructure will be acceptable in exceptional circumstances where it can be demonstrated that there are no alternative sites suitable and available, and that the benefit outweighs any harm or loss. Local gaps between the following settlements define those areas covered by this policy: Albourne and Sayers Common, and Albourne and Hustpierpoint.
Housing **Policy ALH1:** Development will generally be supported within or immediately adjoining the Built-Up Area Boundary provided that: The development is appropriate to a village setting in terms of scale, height and massing, The development is demonstrated to be sustainable, having regard to the settlement hierarchy, The development makes an appropriate use of a brownfield site or The development is infill and surrounded by existing development.
Employment **Policy ALE1:** Development (within the built-up areas of the sites shown on map 9.2 within the report) which maintains and enhances employment in these locations, will be supported, subject to the requirements of any relevant policies elsewhere in this plan.
Transport **Aim ALTA1:** A specific scheme will be developed aimed at improving the safety of road users and pedestrians utilising the Albourne stretches of the B2118 and B2116 roads **Aim ALTA2:** A specific scheme will be developed aimed at improving the safety of road users and pedestrians using The Street, Church Lane, Truslers Hill Lane, Shaveswood Lane and Reeds Lane. **Aim ALTA3:** A scheme to manage traffic congestion and parking arrangements in this area will be developed. It is intended that the scheme will include specific measures (in conjunction with the School) to seek to address the issues apparent at school drop off and pick up times. **Aim ALTA4:** A proposal will be developed in conjunction with the highways department at WSCC to downscale and streamline all road signage on the B2118 and its feeder roads. The proposal will also seek to remove all unnecessary and inappropriate roadside clutter. **Aim ALTA5:** The Council will lobby the appropriate bodies to ensure the earliest delivery of an up to date 'quiet tarmac' road surface for the length this trunk road (A23) as it passes through this and adjoining parishes.
Amenities

Aim ALAA3: The council will support and assist efforts by the school to increase capacity and improve facilities for teachers and pupils

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

3.1 The site is situated towards the western edge of Albourne Village, approximately 580m west of the A23 and 1.4km south of Sayers Common. Hurstpierpoint is located approximately 1.7km east of the site offering a wider variety of amenities and services including several shops and restaurants, places of worship, a pharmacy, dentist, health centre and library. The approximate site location is shown in **Figure 2.**

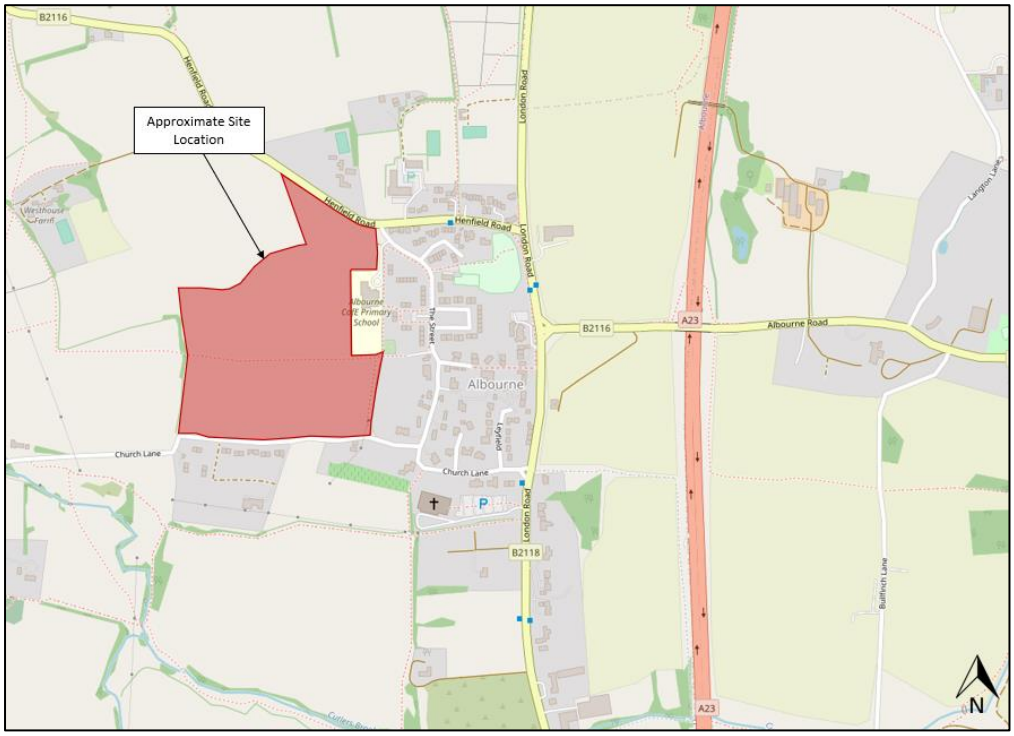


Figure 2: Site Location

3.2 The site comprises undeveloped agricultural land bordered by Henfield Road to the north and Church Lane to the south. To the east the site is bordered by Albourne CoE Primary School and existing residential dwellings whilst to the west the site is bordered by neighbouring agricultural fields.

3.3 There are currently two existing points of vehicular access to the site. The triangular parcel of land which extends across the site frontage, comprises an orchard and is accessed via a gated entrance approximately 90m west of The Street/Henfield Road junction.

3.4 The remainder of the site, also used for agricultural purposes, is served by a different gated access towards the north-east corner of the site on Henfield Road. This access is situated approximately 10m west of The Street/Henfield Road junction and is shown in Photograph 1. The existing site conditions are demonstrated in Photograph **2**-**4**.

Photograph 1: Existing Access Arrangement

Photograph 2: Existing Site Conditions

Photograph 3: Existing Site Conditions

Photograph 4: Existing Site conditions

Local Road Network

Henfield Road

3.5 Henfield Road (B2116) is a single carriageway road with an east-west alignment and measures approximately 6.5m in width. Within the vicinity of the existing site accesses Henfield road is subject to a 30mph speed limit however approximately 20m west of The Orchard access and halfway along the site frontage with Henfield Road, the speed limit changes to national speed limit. The existing conditions along Henfield Road within the vicinity of the site are demonstrated in Photographs 5-8.

Photograph 5: Conditions on Henfield Road (Eastbound)

Photograph 6: Conditions on Henfield Road (Westbound)

Photograph 7: Speed signposts along Henfield Road (Eastbound)

Photograph 8: Speed signposts along Henfield Road (Westbound)

3.6 In order to establish existing traffic flows along Henfield Road, a 7-day Traffic Survey was undertaken between 26th April – 2nd May 2022 in two separate locations either side of the proposed site access (and either side of the junction with The Street). A summary of the average weekday daily traffic flows are provided in **Table 1** and **Table 2** with the survey outputs attached in **Appendix C**.

	AM Peak (0800-0900)	PM Peak (1700-1800)	24 Hour Total Daily Flows
	No.	No.	
Westbound	127	90	1203
Eastbound	107	102	1184
Total	234	192	2387

Table 1: 2022 Average Daily Traffic Flows along Henfield Road (East Site)

	AM Peak (0800-0900)	PM Peak (1700-1800)	24 Hour Total Daily Flows
	No.	No.	
Westbound	84	95	1067
Eastbound	89	58	1047
Total	173	153	2114

Table 2: 2022 Average Daily Traffic Flows along Henfield Road (West Site)

3.7 **Table 1** and **2** demonstrates that in 2022 Henfield Road was subject to relatively low volumes of traffic with between 173-234 vehicle movements in the AM peak and between 153-192 vehicle movements in the PM peak. This equates to an average of 4 vehicle movements per minute in the AM peak, and 3 vehicle movements per minute in the PM peak. The difference in volume between the sites equates to the vehicle movements in/out of The Street junction with Henfield Road in between the two ATC locations.

3.8 Approximately 300m east of the site, Henfield Road joins with the B2118 via a priority junction. The B2118 provides good connections with the strategic road network including the A23 and the A272. The A23 is accessible via a 3-minute drive (2.5km) north of the site and provides connections with Crawley to the north (18 minutes) and Brighton to the south (23 minutes). The existing conditions along and adjacent the B2118 junction are shown in **Photographs 9** and **10.**

Photograph 9: Conditions at the B2118 Junction

Photograph 10: Conditions along the B2118 (southbound)

The Street

3.9 The Street is a single carriageway road with a north-south alignment, measuring 6m in width. The Street is subject to a 20mph speed limit and connects with Henfield Road to the north and Church Lane to the south, with connections to Barn Close approximately 90m south of the junction with Henfield Road. Albourne CoE Primary School's access is also located along this road, approximately 26m south of the junction. The existing conditions along The Street are shown in **Photographs 11** and **12.**

Photograph 11: The Street conditions (school keep clear markings) (southbound)

Photograph 12: The Street conditions (northbound)

Pedestrian Network

Henfield Road

3.10 Pedestrian footways in the immediate vicinity are currently provided along Henfield Road between The Street/Henfield Road junction, this area is known as the Millennium Trail. The existing pedestrian conditions are shown in Photographs 13-16.

Photograph 13: Pedestrian footpath access to the Millennium Trail

Photograph 14: Pedestrian footpath in the Millennium Trail

Photograph 15: Pedestrian footpath in the Millennium Trail

Photograph 16: Pedestrian footpath in the Millennium Trail

3.11 Pedestrian footways measuring approximately 1.5m width flank the southern side of the carriageway for approximately 105m swapping to the northern side for approximately 55m before alternating to the southern side for approximately 60m. These footways connect to the B2118 /Henfield Road junction and with The Street pedestrian routes (both to the east of the site). At the Henfield Road/B2118 junction, dropped kerbs and a pedestrian refuge island are present to facilitate the safe movement of pedestrians. Due to the nature of the Henfield Road and distance to alternative amenities on the western side of the site, no pedestrian footways are provided here. The existing pedestrian conditions are shown in Photographs 17-20.

Photograph 17: Pedestrian footpath on Henfield Road (eastbound)

Photograph 18: Pedestrian dropped kerbs on Henfield Road (eastbound)

Photograph 19: Pedestrian footpath on Henfield Road (eastbound)

Photograph 20: Pedestrian footpath on Henfield Road/B2118 junction

The Street

3.12 The Street provides pedestrian footways that flank both sides of the carriageway at varying widths (approximately 1.5m on the eastern side and approximately 1.8m on the western side). The eastern pedestrian footway heads towards the Albourne Parish Council building, and a public footpath continues east through a recreation ground connecting to the B2118. The western flanking pedestrian footway continues for 140m from the Parish Council connecting to The Twitten; providing further connections to the B2118 via a public footpath in the form of an alleyway that stretches approximately 70m east. These pedestrian footways feature dropped kerbs and tactile paving. The existing pedestrian conditions along The Street and Barn Close are shown within **Photographs 21-24** below.

Photograph 21: Pedestrian footpath adjacent Barn Close looking to the Parish Council and B2118 Footpaths

Photograph 22: Pedestrian Public Footpath Signage

Photograph 23: Pedestrian footpath along the Twitten

Photograph 24: The Street footpaths (northbound)

B2118

3.13 Footways continue along the B2118 in both directions towards Sayers Common to the north and Albourne Road (towards Hurstpierpoint) to the south. These footways measure approximately 2m in width providing connections to the 'Traffic Lights' Bus Stop and other amenities in Sayers Common. Existing pedestrian footways along the B2118 are demonstrated in **Photographs 25** and **26.**

Photograph 25: Pedestrian footpath along the B2118 (southbound)

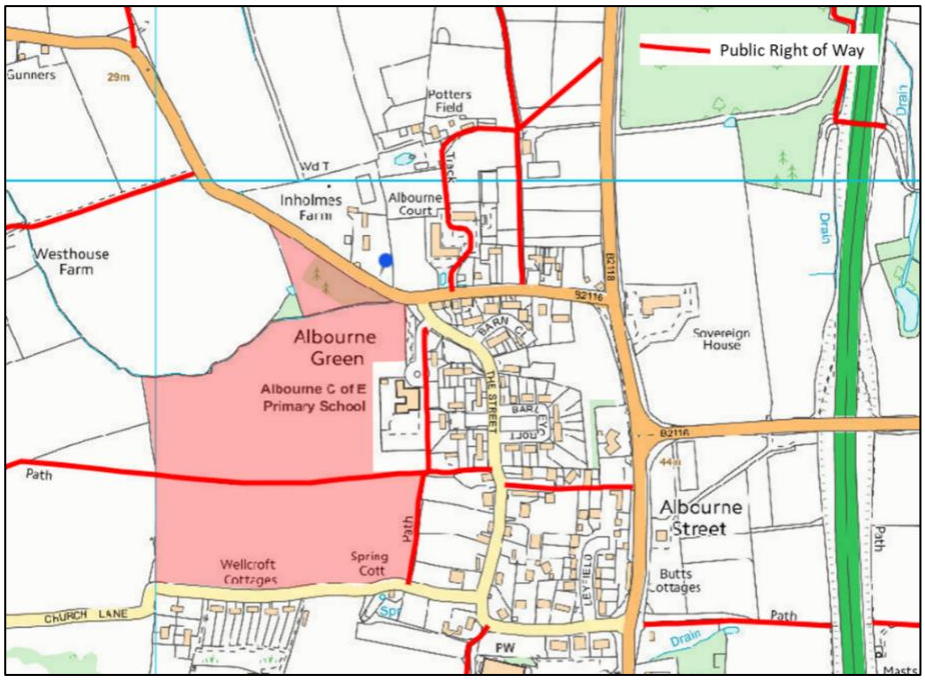
Photograph 26: Pedestrian footpath and gate access to Albourne Recreation Ground along the B2118

3.14 Approximately 25m north of the Henfield Road / B2118 junction a dropped kerb is featured flanking the southbound carraigeway (east) opposite a vehicle crossover on the northbound (west) side, provided to facilitate pedestrian movements across the B2118. The crossing point is supported by dropped kerbs, and the straight alignment of the road allows for good visibility along the carriageway. Approximately 15m south of the aforementioned junction a pedestrian crossing point is also provided, supported by a pedestrian refuge island in the centre of the carriageway and tactile paving.

3.15 Approximately 175m south of the Henfield Road/B2118 junction, signalised pedestrian crossings are provided at the B2118 / Albourne Road (B2116) junction providing a safe route for pedestrians travelling towards Hurstpierpoint.

3.16 In addition to the footways along Henfield Road, The Street and the B2118, the site is situated within the vicinity of a number of Public Right of Ways (PROWs) which provide pedestrian routes towards the neighbouring village of Hurstpierpoint as well as local facilities including the Singing Hills Golf Course and the Albourne Equestrian Centre.

3.17 An overview of the Public Rights of way within the vicinity of the site is provided in **Figure 3**.



3.18 PROW No.15_1Al runs through the centre of the site to the south of the proposed residential dwellings. The route connects the site with The Street to the east and provides a continuous pedestrian route towards the B2118 via The Twitten. Furthermore, pedestrian infrastructure and routes have been demonstrated in **Figure 4.**

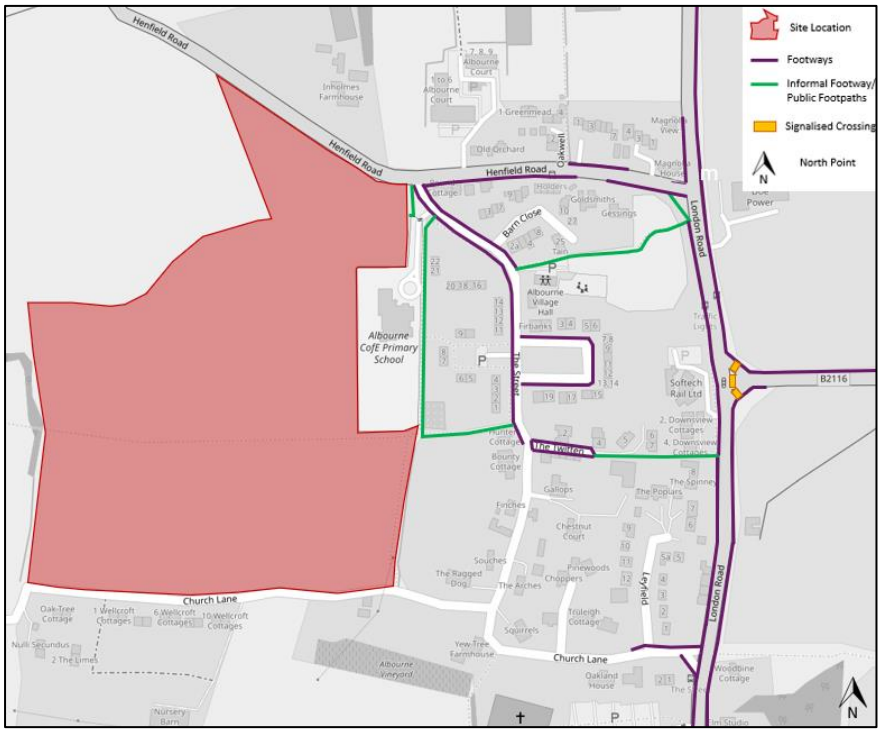
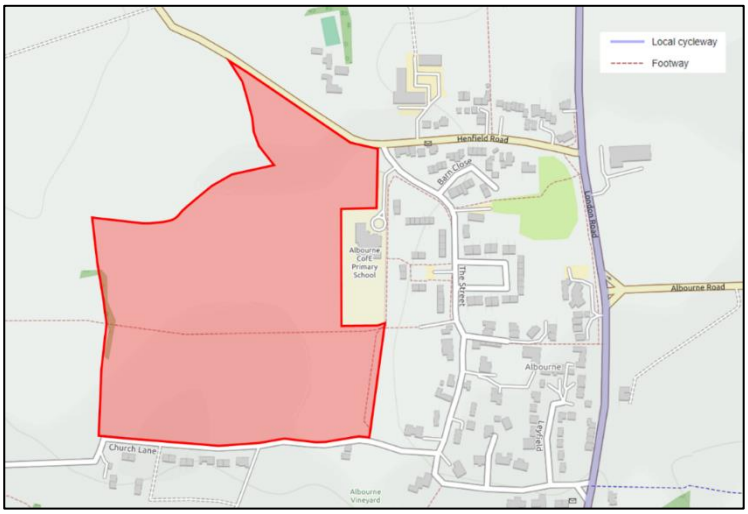


Figure 4: Local Walking Infrastructure and Routes

Cycle Network

3.19 Due to the nature of the Albourne topography, cycling is an attractive mode of travel. The site is situated approximately 300m west of National Cycle Route (NCR) 20 which follows the route of the B2118 within the vicinity of the site (**Figure 5**). The route connects the site with Crawley to the north via Sayers Common, Hickstead, Bolney, Staplefield, Handcross and Pease Pottage. To the south, the route connects the site with Brighton via Pyecombe, Withdean and Preston.



Facilities

3.20 The site is located within Albourne and is situated approximately 1.4km south of Sayers Common (a 6-minute cycle and 21-minute walk) and 1.7km west of Hurstpierpoint (a 6-minute cycle and 23-minute walk). Sayers Common provides a public house and Community Shop and Hurstpierpoint is facilitated by an abundance of facilities including, restaurants, cafés, schools, supermarkets, post office, theatre, pharmacy and health clinic.

3.21 The CIHT document, 'Planning for Walking' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within **Table 3** below.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 3: CIHT Guidance for 'Providing for Journeys on Foot' (2000)

3.22 The proximity of the site to the local amenities as well as the existing pedestrian infrastructure presents a good opportunity to promote the use of sustainable travel and create a sustainable development. A summary outlining the proximity to a select number of local amenities is provided within **Table 4**, using the average walking speed of 1.4m/s as defined by CIHT's 'Providing for journeys on foot' (2000). An accessibility map is attached as **Appendix D** to demonstrate the location of the facilities in relation to the proposed site.

Amenity	Distance	Walking Time	Cycle Time
Primary School (Albourne CE Primary School)	55m	1 min	1 min
Park (Albourne Recreation Ground)	200m	2 min	1 min
Public House (Duke of York – Sayers Common)	1600m	21 min	6 min
Restaurant (Crossways Fish and Chips Hurstpointpier)	1850m	22 min	6 min
Convenience Store (Sayers Common Community Shop)	1900m	25 min	6 min
Supermarket (Co-Op Hurstpointpier)	2000m	25 min	6 min
Post Office (Hurstpierpoint Post Office)	2100m	26 min	6 min
Pharmacy (Lloyds Pharmacy Hurstpierpoint)	2200m	27 min	7 min
Health (Hurstpierpoint Health Clinic)	2200m	27 min	7 min
Leisure (Hurstpointpier Village Theatre/Cinema)	2300m	28 min	7 min

Table 4: Proximity to Local Amenities

3.23 As exhibited within **Table 4** and referring to **Table 3**, there are a few facilities within the 'desirable' walking distances, however the distance between Albourne and these facilities is acceptable given the rural location of the site, especially when other nearby settlements such as Sayers Common Hurstpierpoint and the associated amenities found there, further enhancing the facilities available in the local area. The local bus routes, pedestrian and cycle routes, and the proposed introduction of a commercial unit onto the site presents the opportunity to travel to local facilities in a sustainable manner. This establishes that the proposed site would provide a good opportunity to create a sustainable development.

Public Transport

3.24 The closest bus stops to the site are the 'Holders' bus stop, located within 150m of the site (a two-minute walking distance). Both stops are served by the 590 bus service which departs at 08:25 during the week and serves Sayers Common, Muddleswood, Hurstpierpoint, and Clayton.

3.25 A better served bus stop includes the 'Traffic Lights' bus stops, located along the B2118, approximately 300m east of the site (5-minute walking distance). The northbound stop comprises a layby and sheltered

seating, whilst the southbound stop comprises a flag and pole style stop with printed timetables. Bus stop infrastructure is shown in **Photographs 27-29.**

Photograph 27: The Traffic Lights bus stop infrastructure (northbound side)

Photograph 28: The Traffic Lights bus stop infrastructure (northbound side)

Photograph 29: The Traffic Lights bus stop infrastructure (southbound side)

3.26 A summary of the bus services provided within the vicinity of the site are outlined within **Table 5** and a summary of the local bus routes are demonstrated in **Figure 6.**

Service	Stops At: (Closest Stop)	Route	Operator	Frequency		
				M-F	Sat	Sun
590	Traffic Lights & Holders	Sayers Common – Hurstpierpoint – Keymer - Albourne	The Sussex Bus	Once a day: 08:25	No Service	
100	Traffic Lights	Burgess Hill – Henfield – Steyning – Storrington – Pulborough - Horsham	Compass Travel	Hourly	Hourly	No Service
273	Traffic Lights	Crawley – Hurstpierpoint – Brighton	Metrobus	Every 2 hours approx.		No Service
331	Traffic Lights	Keymer – Hurstpierpoint – Sayers Common	The Sussex Bus	Once a day: 15:31	No Service	

Table 5: Summary of Local Bus Services

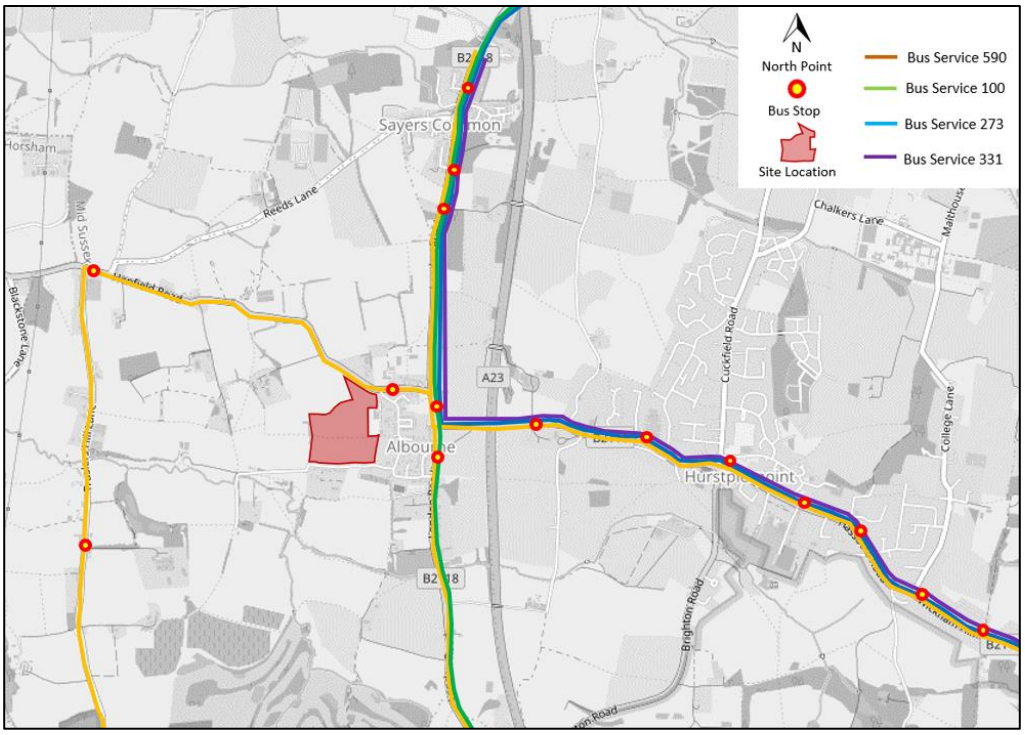


Figure 6: Summary of Local Bus Routes

Rail Services

3.27 The closest railway station to the site is Hassocks Station, situated approximately 4.5km east of the site. The station can be accessed from the site via a 15-minute (approx.) cycle or 25 minute journey (approx.) via the 273 bus service from the 'Traffic Lights' bus stop.

3.28 Frequent train services are available from Hassocks Station to destinations including Burgess Hill (4

minutes), Haywards Heath (10 mins), Brighton (11 mins), London Victoria via Gatwick Airport (54 mins), and Cambridge (2 hours 20 mins). The station benefits from ticket machines, sheltered cycle storage spaces, step free access and ramps for train access.

3.29 In July 2019, planning Approval was granted for an extra care development of up to 84 units on the former Hazelden's Nursery site, situated on London Road approximately 500m south-east of the proposed development site (App Ref: DM/19/1001). Paragraph 79 of the inspector's decision stated that "*Residents and staff would have genuine choices available to undertake journeys by modes other than the private car. This is a rural area where it is expected that travel options are more limited than in a town and the car would undoubtedly be used for some trips…I considered that the appeal scheme would be relatively sustainable in terms of location to minimise the need to travel. Overall, it would not conflict with policy DP21 in the MSDP."* The principles of this assessment can therefore be reasonably applied to the proposed site at Henfield Road.

Personal Injury Accident (PIA) Data

3.30 Personal Injury Accident (PIA) data for the most recent 5-year period (2017-2021) has been obtained to consider the existing safety conditions on the local road network. A summary of the incidents within the survey area is shown in **Figure 7**.

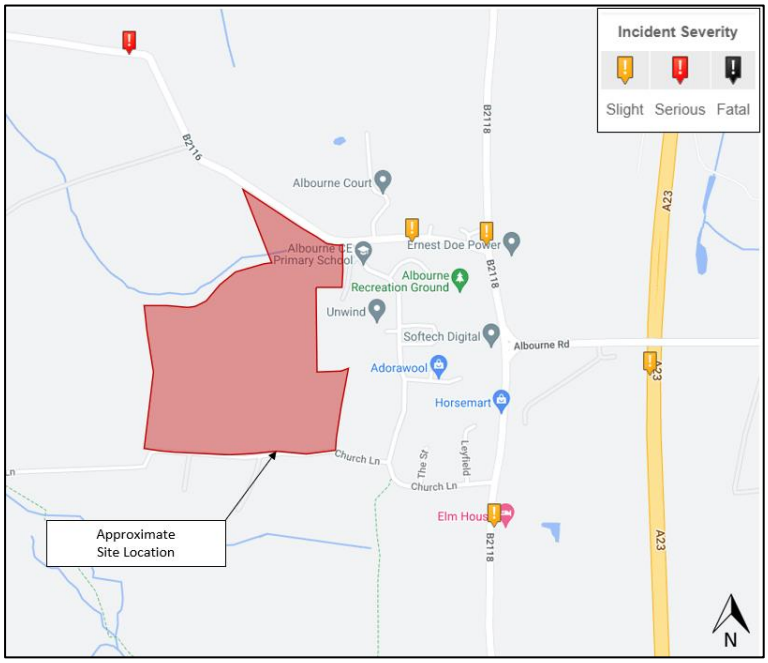


Figure 7: PIA Data (2017-2021)

3.31 The PIA data indicates that there have been 3 accidents within the vicinity of the site, whereby all three have occurred on Henfield Road (B2116). Two accidents were classified as 'Slight' and one as 'Serious' in nature. The serious accident occurred approximately 510m northwest of the site access, and the two slight incidents were situated approximately 145m and 270m east of the site access.

3.32 Whilst any accident is regrettable, the incidents that occurred are considered to be sporadic in nature and did not occur in the location of the proposed access point or in the immediate vicinity of the site. Therefore, the PIA data does not indicate any specific highways concern that would worsen as a result of the proposed development or pose a threat to future site users.

Summary of Site Accessibility

3.33 The proposed development site is located approximately 580m west of the A23, 1.4km south of Sayers Common, and 1.7km west of Hurstpierpoint. The site is well connected to the local public transport network which gives access to wider areas like Hurstpierpoint, Burgess Hill, Haywards Heath and Brighton. The site benefits from good pedestrian and cycle routes. Therefore, this proposed development presents an opportunity to promote sustainable travel to future site users and operate as a sustainable development.

4. PROPOSED DEVELOPMENT

4.1 The proposed development comprises of a residential scheme providing up to 120 dwellings accessed of Henfield Road (B2116), Albourne, indicative vehicle parking area for the neighbouring Albourne CoE Primary School, and a community shop. An indicative site layout is attached as **Appendix A.**

Access Arrangements

Residential Development Site

4.2 The current access points to the existing sites will be stopped-up (with the hedgerow reinstated), and a new formalised access is proposed to be provided 45m east of the existing orchard access and 50m west of the Henfield Road/The Street junction in the form of a bellmouth junction measuring 5.5m with 6m radii. The proposed access design is shown within **Appendix E**.

4.3 As per pre-application discussions the proposed access has been relocated to the west, maintaining appropriate junction spacing with The Street junction, and also allowing for appropriate visibility to be achieved.

4.4 The access geometries are sufficient to allow two vehicles to pass simultaneously without conflict; vehicle swept path analysis has been undertaken and assessed to demonstrate this manoeuvre. The relevant vehicle tracking drawings have been attached within **Appendix F**.

4.5 The development proposals also include a segregated pedestrian footway that measures 2m in width and connects the internal area of the site to the frontage along Henfield Road. This then continues west connecting the site to existing footways and pedestrian routes along The Street, with additional tactile paving provided to facilitate pedestrian crossing at this point. The proposed footway would adjoin Henfield Road in the approximate location of the existing agricultural access and would avoid the internal ditch within the site. The ditch would need to be culverted, and it is anticipated that this would be dealt with at the detail design stage.

4.6 Pedestrian connections are also proposed in the centre of the site, to the south of the proposed dwellings, which would connect to the existing PROW No.15_1Al that runs through the site and connects to The Street to the east.

Albourne CoE Primary School Parking Site

4.7 A vehicle parking area for Albourne CoE Primary School comprising 30 parking spaces is also proposed as part of the planning application. This has been provided to alleviate congestion and parking issues faced in the vicinity to the school site and along 'The Street' and ''Barn Close'. Access to the proposed vehicle parking area is to be via the internal carriageway within the development; serving a one-way

working arrangement whereby cars can enter to via the access to the north (adjacent to the site access), park up to drop children at school, and then leave to the south whereby they would re-join the main spine road of the development. This arrangement is deemed to improve queue and traffic flow within the proposed site and can be utilised as part of any expansion to the school using the safeguarded land within the proposed site should this come forward in the future

Community Shop

4.8 The development proposals include the indicative provision of a community shop, anticipated to run with reduced opening hours and to be primarily for the benefit of residents of the development and existing Albourne residents. The proposed community shop is to be accessed internally.

Visibility Splays

Residential Development Site

4.9 Henfield Road is subject to 30mph speed limits; however, speed surveys were undertaken along Henfield Road, whereby the results recorded 85th percentile vehicle speeds of 35.79mph (westbound) and 32.67mph (eastbound). The full outputs are attached within **Appendix C.**

4.10 Visibility splays of 2.4m x 120m have been demonstrated to be achievable within land under client control or within highway ownership, based upon the speed survey results and as required by DMRB for vehicle speeds of approximately 40mph. It is therefore considered that safe and suitable access is achievable in accordance with the requirements of NPPF and WSCC (as per pre-application agreements). Visibility splay drawings are demonstrated and attached within **Appendix G**.

4.11 An independent Stage 1 Road Safety Audit of the access proposals and off-site works has been undertaken. The RSA and Designer's Response is attached within **Appendix H**. Issues raised mainly relate to undertaking a Road Restraints Risk Assessment which can be addressed at detailed design stage, as well as ensuring that vegetation within the visibility splay envelope (that wholly comprises of land under either client ownership or highway ownership) is maintained. This is agreed and will be maintained between a height of 0.6m and 2.0m to ensure adequate visibility splays are achievable in perpetuity.

Parking Provision

Residential Development Site

4.12 While this application is outline, parking provision has been considered. The parking provision will be provided in accordance with West Sussex County Council's '*Guidance on Parking at New Developments*' (September 2020), parking would be provided in relation to Albourne as a location within the Parking Behaviour Zones (PBZ) whereby it is situated in PBZ1. **Table 6** demonstrates the relevant parking standards set out in PBZ1.

Number of Bedrooms	Number of Habitable Rooms	Spaces per Dwelling
1	1-3	1.5
2	4	1.7
3	5-6	2.2
4+	7+	2.7

Table 6: Residential Parking Demand (Spaces per Dwelling)

4.13 Cycle parking will be provided within the curtilage of each plot and will be within accordance of the local specific standards.

Albourne CoE Primary School Parking Site

4.14 The proposed parking area to accommodate the Albourne CoE Primary School pick up/drop off trips will be comprised of 30 parking spaces. This will alleviate the existing congestion experienced along The Street and Barn Close (detailed in Section 5) and would be primarily aimed at parent pick up and drop off, with staff parking remaining on site utilising the existing parking provided. The parking arrangement is within accordance of West Sussex County Council's parking standards which suggest a site specific assessment based on local conditions, and would bring provision in line with other recently consented school schemes in the county.

Community Shop Parking

4.15 The community shop is not anticipated to provide any parking, as the majority of trips are anticipated to be via sustainable modes from residents of the proposed development. Visitor parking can take place within the proposed school pick up/drop off area as this will not be busy outside of the school peaks. In any case, the proposed site layout is anticipated to accommodate any modest parking demand associated with this use.

Servicing Arrangements

4.16 Refuse vehicles will be able to access, manoeuvre and egress the site without conflict, while complying with Eurobins distances of 10m from the street and Manual for Streets carry distances of 25m/30m refuse operatives and residents respectively. Vehicle tracking of the appropriately sized refuse vehicle is contained within Appendix F.

4.17 Fire Tenders will be able to access up to 45m of all areas of the development, whereby the vehicle is able to access, manoeuvre and egress the development suitably. Vehicle tracking of the fire tender is contained within Appendix F.

5. OPERATION OF ALBOURNE COE PRIMARY

5.1 Albourne CoE Primary School has a significant impact on the local road network and influences vehicle movements on Henfield Road and The Street. Therefore, an assessment of the operation of Albourne CoE Primary school has been undertaken to assess the associated movements, parking, congestion and pick-up/drop-off scenarios of vehicles during an average weekday peak period. Parking data and Vehicle Movement Surveys have been completed and the following data is based off these results; the data has been attached as **Appendix I.**

Existing Vehicle Movements

5.2 Vehicle Movements have been assessed for Albourne CoE Primary School Access and have been summarised within **Table 7** and **Table 8,** with the full vehicle MCC data attached as **Appendix I**.

Vehicle Movements (School)	AM (7:30am-9am)	PM (2:30pm-5pm)
The Street Left Turn into Albourne CE Primary	5	0
Albourne CE Primary Right Turn to The Street	1	1
Albourne CE Primary Left Turn to The Street	9	16
The Street Right Turn into Albourne CE Primary	23	4

Table 7: Summary of Vehicle Movements - School

Vehicle Movements (School)	AM (7:30am-9am)	PM (2:30pm-5pm)	Combined Peak Periods (AM and PM)
Total Trips Into the School	28	4	32
Total Trips Out of the School	10	17	27

Table 8: Total Vehicle Movements During Combined Peak Periods – School

5.3 **Table 7** highlights that the majority of vehicles that access Albourne CoE Primary in the AM peak are arriving from Henfield Road and accessing the site from The Street (turning Right into the School) and in the PM peak are egressing the site onto The Street turning left towards Henfield Road. **Table 8** demonstrates that there are 32 vehicle trips across the peak periods coming into the school access and 27 vehicle trips across the peak periods coming out of the school access. These movements are likely to be mainly associated with staff trips, with parent pick up and drop off currently carried out via The Street (see later assessment).

5.4 Although these trips are directly accessing the site, congestion has been recorded on the public highway outside of the school access. During the AM peak period (specifically at 8:50am) 3 cars were seen to be

queuing along The Street, and in the PM peak (specifically between 15:25-15:35) 10 cars were also seen to be queuing along The Street. It is assumed to be generated by the influx of vehicles related to the school and parking availability.

Existing Parking Scenario

5.5 Parking surveys were also undertaken to assess the sufficiency of available spaces for parental, staff and residential parking during the AM and PM peaks along The Street and Barn Close. The Street and Barn Close were split into Zones (A-F) whereby parking was assessed on unrestricted and restricted areas. **Figure 8** demonstrates the zones assessed and **Table 9** summarises the parking conditions (restrictions e.g) within each area.

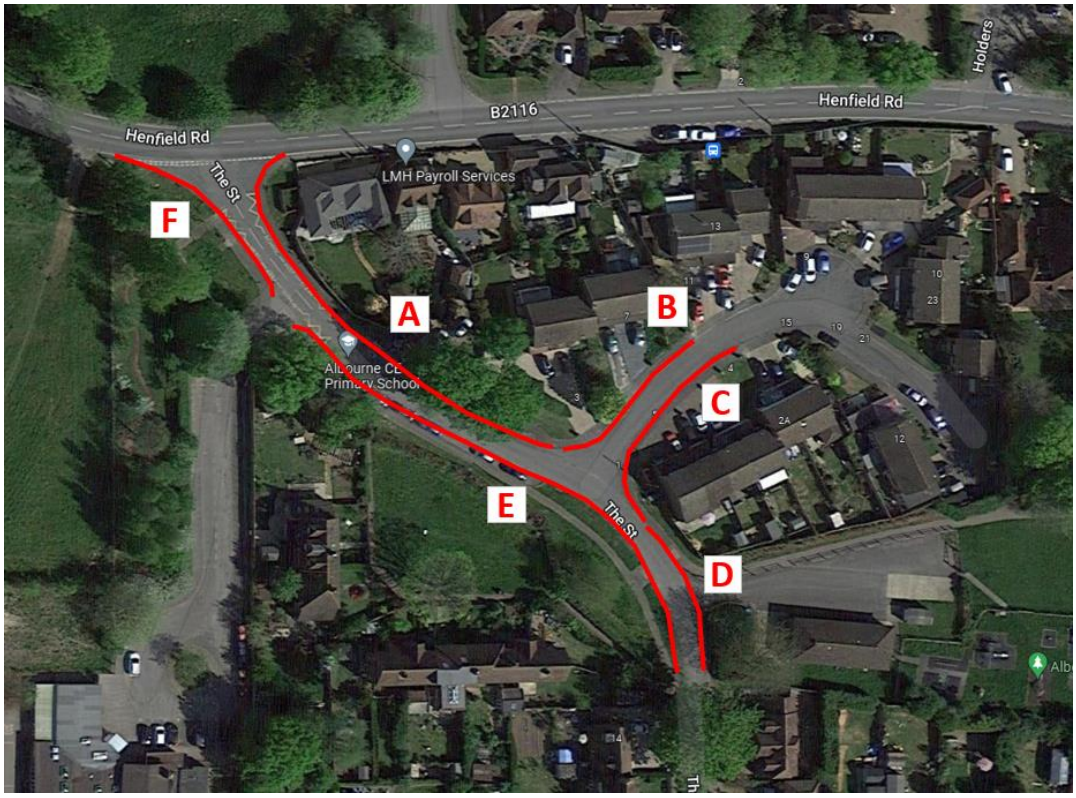


Figure 8: Vehicle Parking Survey Zone Locations (Source: Charge Survey)

Zones	Zone Parking Description					
	Road Name	Restriction	Maximum Spaces Observed per Restriction (Occupied and Unoccupied spaces)			
			AM		PM	
			Maximum Observed Space	Maximum Parked	Maximum Observed Space	Maximum Parked
A	The Street	School Keep Clear Markings	-	-	-	-
		Unrestricted	2	2	2	2
		Dropped Kerbs	-	-	-	-
		Layby	3	3	4	4
B	Barn Close	Unrestricted	3	2	3	2
		Dropped Kerbs	-	-	-	-
C	Barn Close	Unrestricted	3	0	3	3
		Dropped Kerbs	-	-	-	-
D	The Street	Unrestricted	-	-	-	-
		Dropped Kerbs	-	-	-	-
E	The Street	Unrestricted	6	6	6	6
		Dropped Kerbs	-	-	-	-
		Layby	7	7	8	8
		Grass Verge	-	-	-	1
F	The Street	School Keep Clear Markings	-	1	-	1
TOTAL			**24**	**21**	**26**	**27**

Table 9: Zone Conditions

5.6 The total spaces observed within all zones during the AM peak were 24 spaces, and 26 spaces in the PM peak (not including the grass verge and school keep clear markings or dropped kerbs) and the maximum parked vehicles in these spaces consisted of 21 in the AM peak and 27 in the PM peak (2 of the PM peak parked vehicles were on illegal spaces). The difference of 1 space between the AM and PM peak is due to the nature of the vehicles parking, creating less room for another car to fit into the space. Using the maximum 26 observed spaces, **Figure 9** represents the vehicle parking in the AM and PM across all Zones.

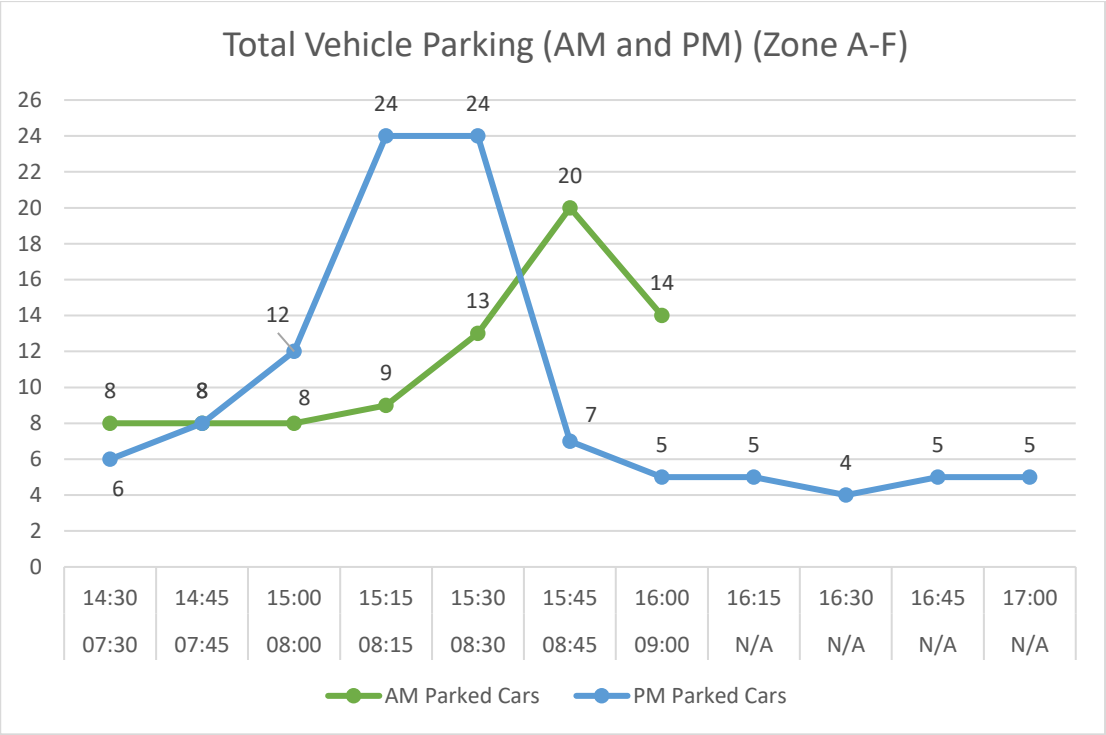


Figure 9: Total Vehicle Parking (AM and PM) (Zone A-F)

5.7 **Figure 9** demonstrates that during the AM peak, 8:45am was the peak period for vehicles parking along The Street and Barn Close with 20 of the 25 spaces being used. It is noted that Barn Close residential road was used for parking during this period. During the PM peak, 15:15-15:30pm shows the most vehicles parking (24 out of 26 spaces). The PM peak has been considered to be highly congested due to the influx of vehicles parking illegally along dropped kerbs and grass verges. Therefore, the current scenarios for parking are considered to have a detrimental impact upon the local road network.

5.8 In order to assess this further, the following results of the parking survey have been broken down into each Zone and have been evaluated below.

Zone A

5.9 The Parking Data for Zone A demonstrates that within the 2 observed spaces along the unrestricted area, 1 drop-off related parking was noted at 8:45am and was joined by another at 9:00am. It also shows that out of the 3 observed spaces available in the layby, 1 resident was seen parking across the total AM peak, and 2 drop-off related (parent) parking was noted between 8:15-9:00am. Full capacity for Zone A was observed at 9:00am.

5.10 During the PM peak, 2 pick-ups were noted at 15:30pm in the unrestricted area. Within the layby, 4 pick-up related parking trips was noted between 15:00-15:15pm, reducing to 2 pick-up related parking

trips at 15:30pm.

5.11 No cars were noted to use the school keep clear markings or the dropped kerbs. Across combined AM and PM peak periods saw 100% restriction stress 8 times, 2 of which were in unrestricted areas and 6 were in the layby area. **Figures 10-13** demonstrate the parking data over the AM and PM peak in the unrestricted and layby areas.

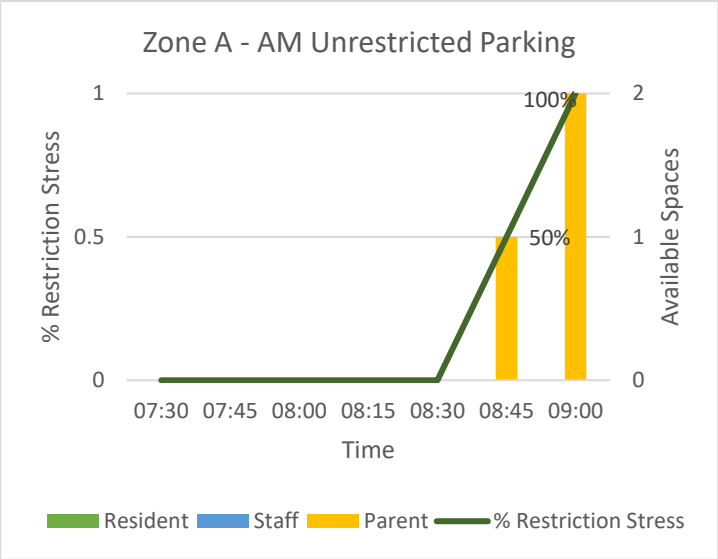


Figure 10: Zone A: AM Unrestricted Parking

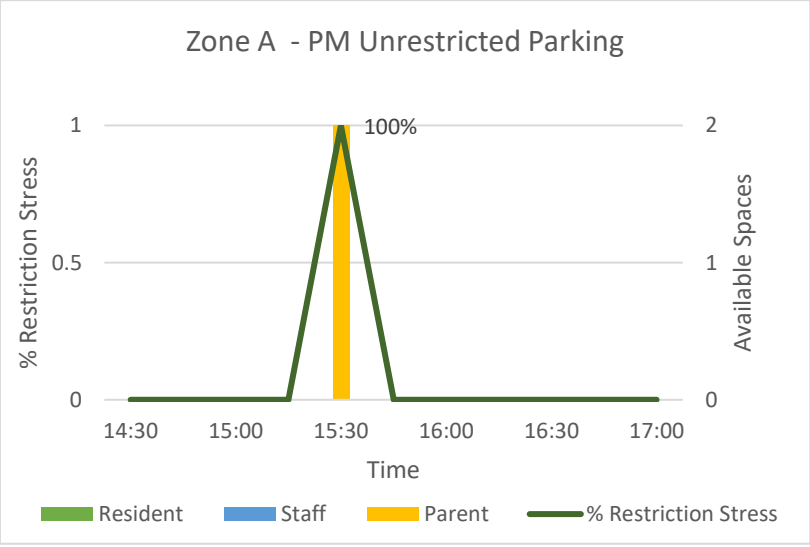


Figure 11: Zone A: PM Unrestricted Parking

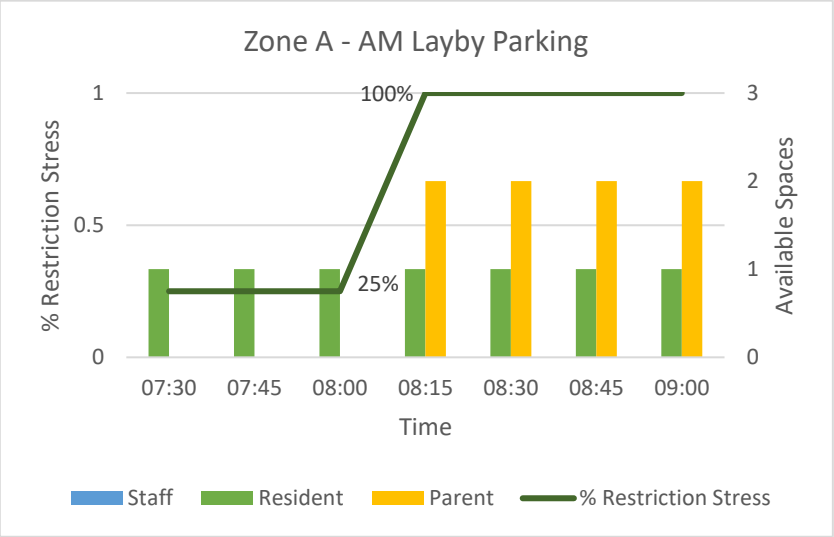


Figure 12: Zone A: AM Layby Parking

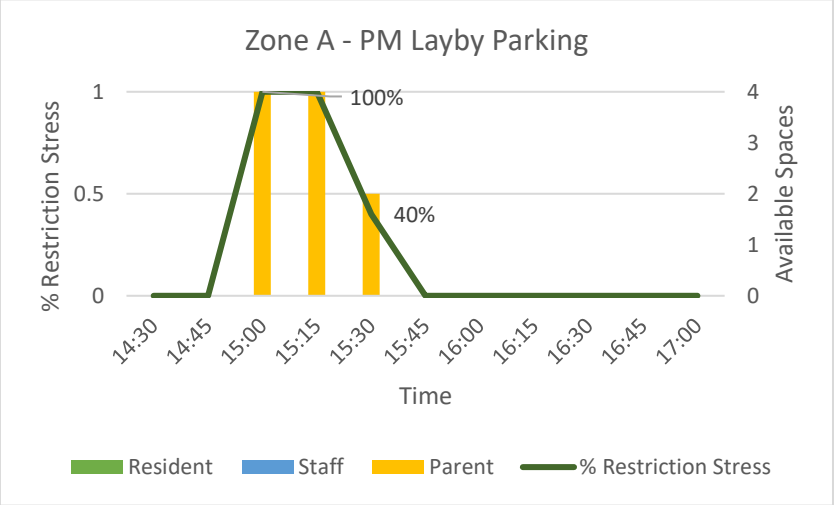


Figure 13: Zone A: PM Layby Parking

Zone B

5.12 The Parking Data for Zone B shows that out of the 3 observed spaces available in the unrestricted area, 1 drop-off was noted at 8:30am, another drop-off (parent) was noted at 8:45am (2 cars now parked), and then reducing to 1 drop off parked at 9:00am. No cars were noted to park on the dropped kerbs in the AM peak.

5.13 In the PM peak, 1 resident was noted to park in the unrestricted area at 14:30pm, increasing to 2 pick up related vehicles noted at 15:15pm. It is highlighted that although 3 observed spaces were available in the AM, due to the nature of the parking in the PM, the potential for 3 spaces were not available. Furthermore, 1 pick-up related trip was noted at 15:15pm on the dropped kerbs. **Figures 14-16** demonstrate the parking data over the AM and PM peak in the unrestricted and dropped kerb areas.

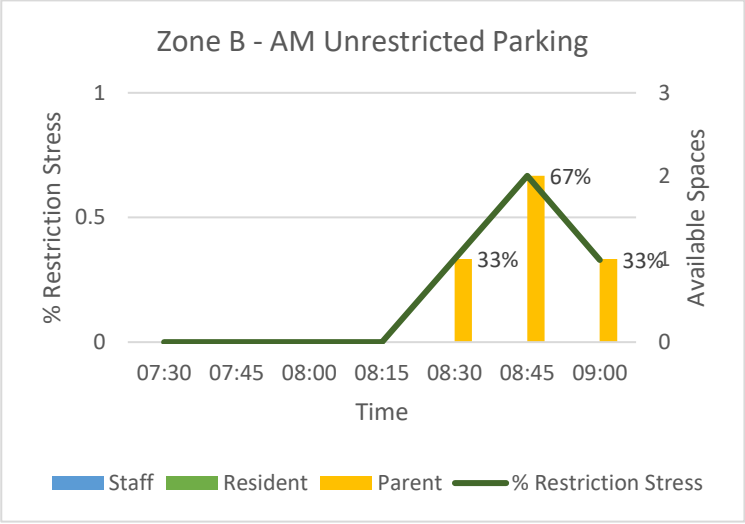


Figure 14: Zone B: AM Unrestricted Parking

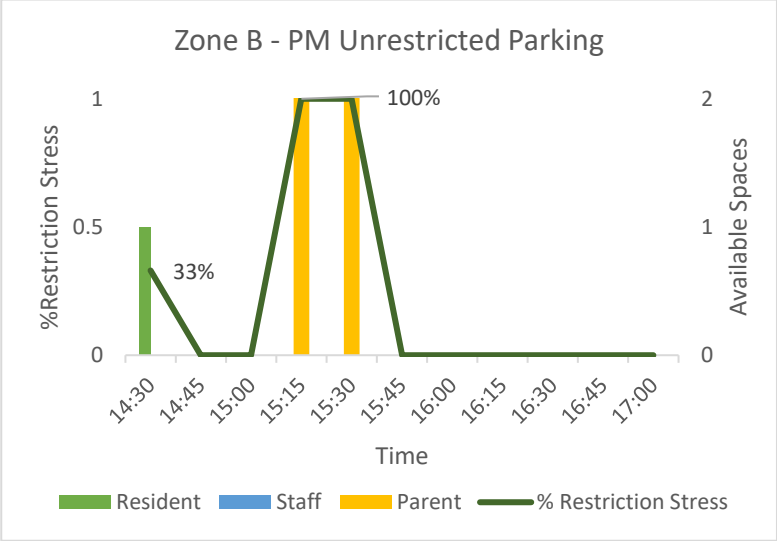


Figure 15: Zone B: PM Unrestricted Parking

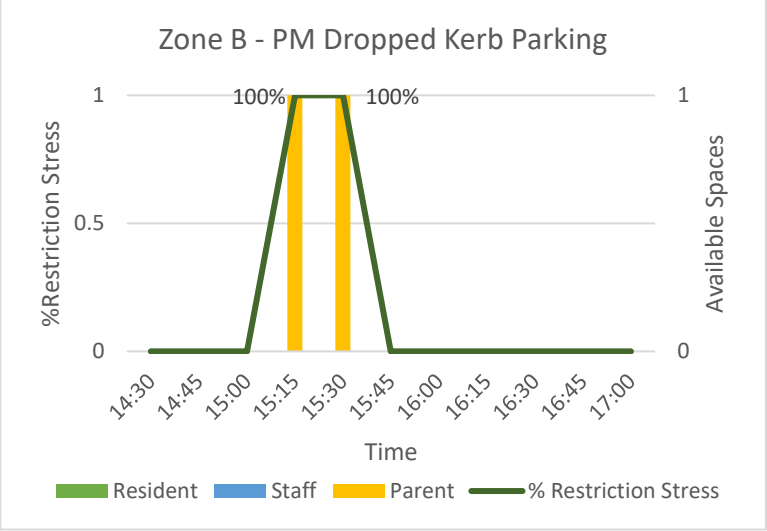


Figure 16: Zone B: PM Dropped Kerb Parking

Zone C

5.14 The Parking Data for Zone C highlights that no cars were noted to park on the unrestricted and dropped kerbs area in the AM peak. In the PM peak, out of the 3 available spaces for the unrestricted area, 3 pick-up related parking trips were noted between 15:15-15:30pm. No vehicles were noted to park on the dropped kerbs in the PM peak. **Figure 17** demonstrates the parking Data over the AM and PM peak in the unrestricted and layby areas.

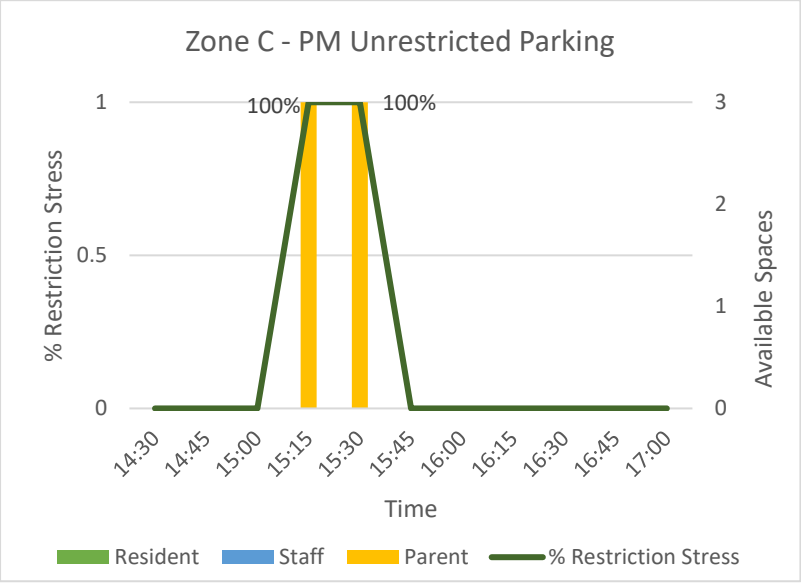


Figure 17: Zone C: PM Unrestricted Parking

Zone D

5.15 The Parking Data for Zone D shows that no cars were parked in either the unrestricted area or the along the dropped kerbs in both AM and PM periods.

Zone E

5.16 The Parking Data for Zone E during the AM peak highlights that out of the 6 observed spaces available for the unrestricted area, 2 drop-off related parking trips were noted at 8:30am, rising to 6 drop-off related spaces at 8:45am and reducing to 1 drop-off related parking at 9:00am. Out of the 7 observed spaces available within the layby, it was noted that 6 residents and 1 staff member were parked between 7:30-8:00am, reducing to 5 residents and 1 staff member at 8:15am. Between 8:30-9:00am 5 residents, 1 staff and 1 drop-off related parking trip was noted. The layby was at 100% restriction stress at any given point. No parking was witnessed along the dropped kerbs or grass verge during the AM peak.

5.17 In the PM peak, out of the 6 observed spaces for the unrestricted area, between 15:15-15:30 6 pick-up related parking trips were noted, then reducing to 2 occupied spaces at 15:45pm. In the layby area, out of the 8 observed spaces, at 14:30pm 3 residents and 2 pick-up related parking trips were noted.

Between 14:45-15:30 4 residents and 4 pick-up related parking trips were recorded in the layby. This then reduced to 3 residents and 1 pick-up related trips between 15:45-16:15pm, reducing once more to just 3 residents at 16:30pm and then increasing to 4 residents between 16:45-17:00pm. No vehicles were noted to park on the dropped kerbs in the PM peak, but 1 pick-up related vehicle was noted to illegally park along the grass verge between 15:30-17:00pm. **Figures 18-22** demonstrate the parking Data over the AM and PM peak in the relevant restrictions.

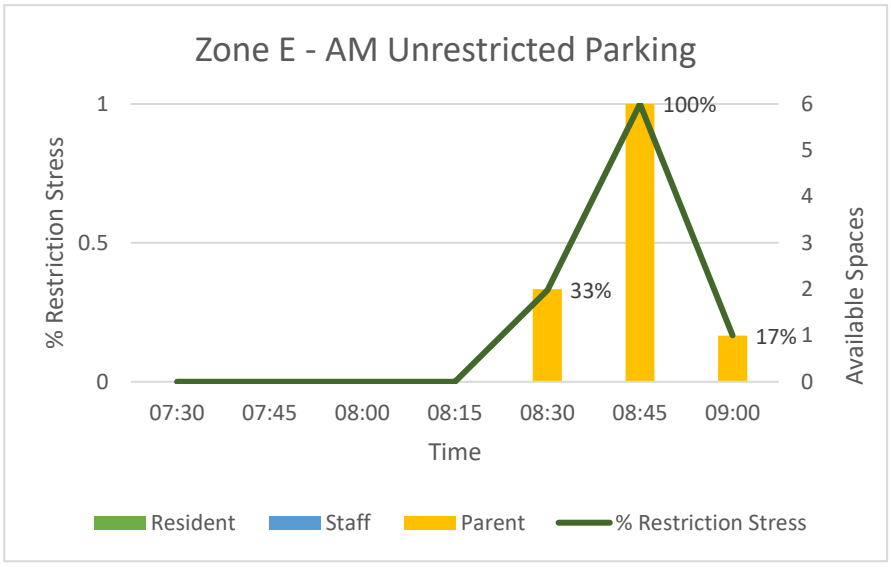


Figure 18: Zone E: AM Unrestricted Parking

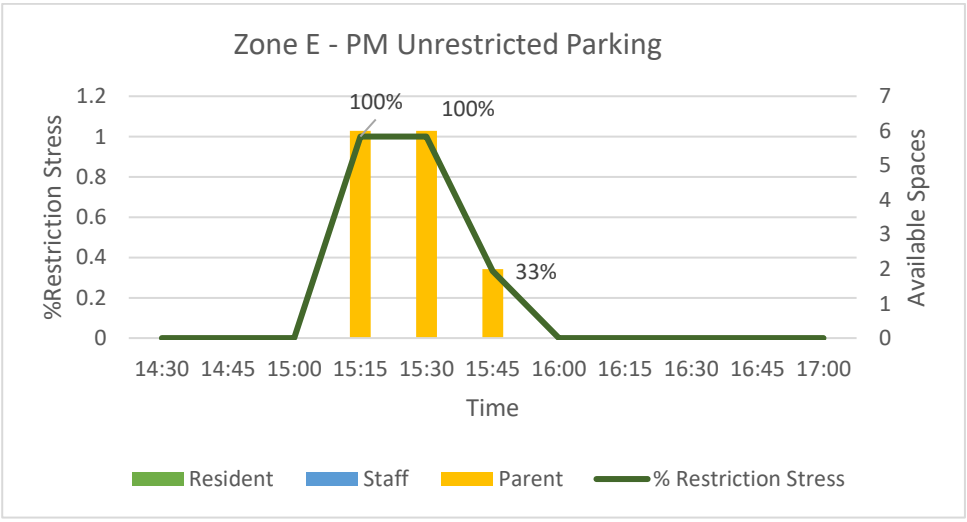


Figure 19: Zone E: PM Unrestricted Parking

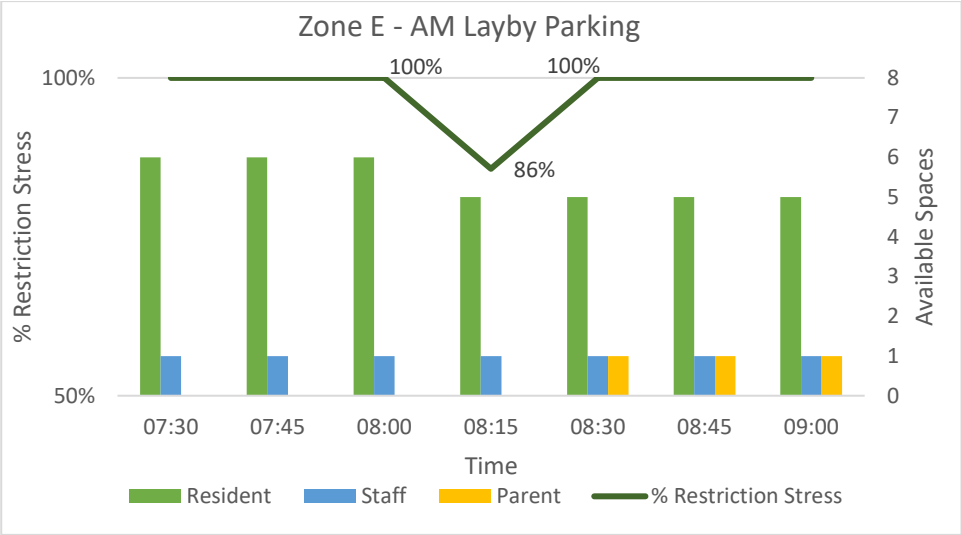


Figure 20: Zone E: AM Layby Parking

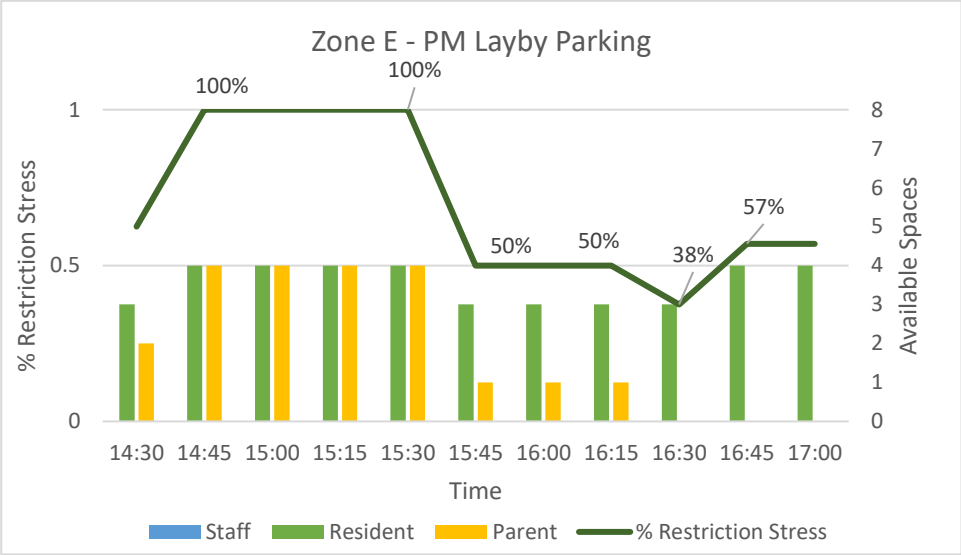


Figure 21: Zone E: PM Layby Parking

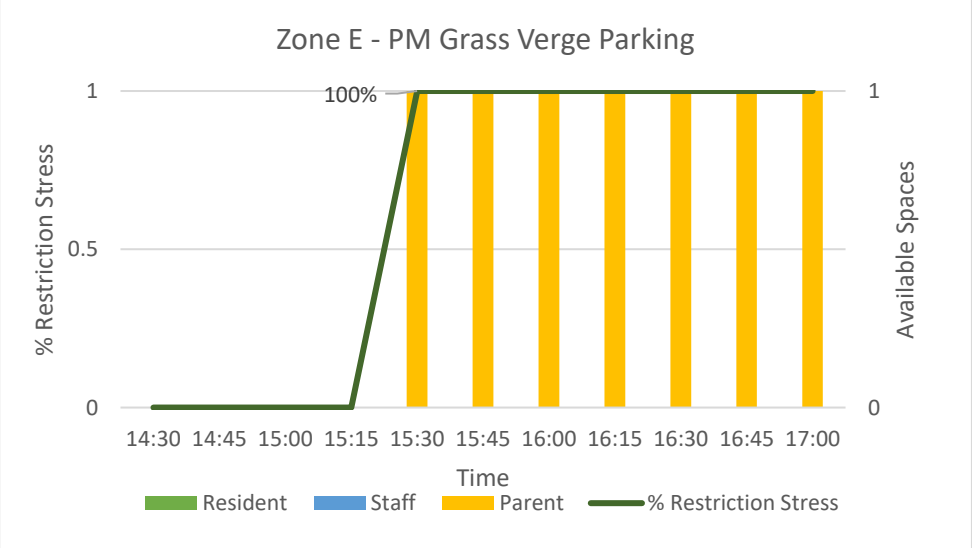


Figure 22: Zone E: PM Grass Verge Parking

Zone F

5.18 The Parking Data for Zone F during the AM and PM peak shows that there was a school bus drop-off related parking along the school keep clear markings noted at 8:45am and 15:30pm.

5.19 In summary, the parking scenario and current movements of Albourne CoE do impact upon the current operation of The Street, Barn Close and Albourne's local road network during peak periods. Vehicles parking illegally along dropped kerbs, grass verges, in turn create small queues that generates issues along the carriageway. Therefore, the proposed parcel of land dedicated to implement parking spaces for the school will alleviate a large proportion of vehicles during the AM and PM peak having to access The Street and Barn Close and overall, will provide a betterment when compared to the existing situation along these residential roads. Should the school expand in the future, then this will also be able to accommodate the additional parking/trips associated with this expansion too.

6. TRIP GENERATION

6.1 This section of the TA assesses the likely vehicular trip generation associated with the proposed development using a TRICS assessment. It has been concluded that in the absence of any survey data for the existing vacant/undeveloped land and for the sake of robustness, it has been assumed that there are no associated trips generated with the existing site.

6.2 Albourne CoE Primary School currently produces vehicle movements with significant movement during the AM network peak (0800-0900) and to a lesser extent the PM network peak (1600-1700) with a PM peak for the school of between 1500-1600. The school movements associated with the traditional AM and PM network peaks have been taken into account within these assessments as this is when the surrounding network is at its busiest. Trips associated with the school currently affect the local road network via congestion and parking capacity strain, most notably within The Street (as previously outlined). The movements currently associated with the school will be transferred into the new development whereby a proposed parking area will allow vehicle movements within the local road network along The Street and Barn Close to be contained within a dedicated parking area.

Existing Trip Generation Associated With Pick Up/Drop Off

6.3 To understand the likely vehicular impact of the proposed parking court introduced for Albourne CoE Primary, trip generation data has been taken from ATC and MCC survey data. ATC surveys and MCC surveys were undertaken (Tuesday 26th April 2022- Monday 02nd May 2022), relevant data outputs have been demonstrated within **Appendix C** and **Appendix I**.

6.4 Vehicle movements to and from the School access of The Street within the network peak AM and PM periods have been demonstrated within **Table 10.**

Vehicle Movements (School Access)	AM (8:00am-9:00am)	PM (4:00pm-5:00pm)	Combined Peak Periods (AM and PM)
Total Trips Into the School	14	5	19
Total Trips Out of the School	1	6	7
Total	15	11	26

Table 10: Existing School Access Trip Generation

6.5 **Table 10** indicates that the proposed development is likely to generate in the order of 26 vehicle movements from the school access across the peak periods, this includes 15 trips in the AM peak and 11 trips in the PM peak. As staff parking is primarily located within the curtilage of the school, all of these trips are assumed to be staff members with no parent pick up/drop off trips carried out via the main

school access. Whilst parking allocation in the future would be at the schools discretion, the allocation of trips within the site has been kept to parent pick up/drop off within this assessment.

6.6 Vehicle movements associated with parents picking up/dropping off their children via The Street have been isolated in terms of their impact on the junction between The Street and Henfield Road in order for these trips to be transposed to the proposed development access (assuming all trips will now utilise the proposed pick up and drop off area within the development site). These trips are demonstrated within Table 11 below.

Vehicle Movements (School Only The Street/Henfield Road)	AM (8:00am-9:00am)	PM (4:00pm-5:00pm)	Combined Peak Periods (AM and PM)
Arrivals	80	1	81
Departures	57	13	70
Total	137	14	151

Table 11: Existing School Trip Generation on Local Road Network

6.7 Table 11 indicates that the proposed development is likely to generate in the order of 151 vehicle movements from the School across the Peak Periods, this includes 137 trips in the AM peak and 14 trips in the PM peak.

6.8 Pedestrian Movements related to Albourne CoE Primary have been shown within Table 12 below.

Pedestrian Movements (School)	AM (8:00am-9:00am)	PM (4:00pm-5:00pm)	Combined Peak Periods (AM and PM)
Total Trips Into the School	207	1	208
Total Trips Out of the School	69	1	70
Total	276	2	278

Table 12: Existing School Pedestrian Movements

6.9 Table 12 indicates that the proposed development is likely to generate in the order of 278 pedestrian movements from the School access across the AM and PM Peak Periods, this includes 276 trips in the AM peak and 2 trips in the PM peak. The provision of a footway connecting the proposed parking area within the development site with the existing pedestrian infrastructure on The Street presents an opportunity to increase the safety and operation of the school in this regard.

Proposed Development Trip Generation

6.10 To understand the likely vehicular impact of the proposed development (whereby 140 units has been

assessed as a worst-case scenario), a TRICS assessment has been undertaken using the following parameters:

- Under land-use class 'residential' and sub-category 'Houses Privately Owned';
- Sites in England and Wales (Excluding Scotland, Ireland and Greater London);
- Weekdays Only;
- Sites in 'Edge of Town' locations; and
- Parameter of 6-250 units.

6.11 The results of this TRICS assessment are found in **Table 13**, with full outputs contained within **Appendix J**.

TRICS (V.7.9.2)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per Unit	0.141	0.366	0.507	0.329	0.158	0.487	4.781
Trip Generation (140 Units)	20	51	71	46	22	68	669

Table 13: Proposed Development Trip Generation

6.12 **Table 13** indicates that the proposed development is likely to generate in the order of 669 daily vehicle movements across a 12 hour day including 71 trips in the AM peak and 68 trips in the PM peak. Overall, this equates to approximately 56 trips every hour on average.

6.13 The trip generation outlined in **Table 13** does however represent a worst-case scenario for 140 dwellings whereby all housing units have been assumed to be privately owned. In reality, the site layout would include a mix of affordable and private units up to 120 and therefore the trip generation is likely to be lower than outlined above. In order to further assess the impact of the proposed development the local road network, subsequent junction modelling exercises have been completed with detail contained within **Section 8**.

Proposed Development – School Parking Trip Generation

6.14 As the existing trip generation of the school is not being increased but rather being relocated to the new development, predictions of trips from the new development have been assessed via trip distribution modelling. This assessment has been evaluated in more detail in Section 7, however any proposal for school expansion in the future will be subject to a separate planning application and traffic generation assessment.

Proposed Development – Community Shop Trip Generation

6.15 The proposed community shop is anticipated to be mainly used by the residents of the new development and/or existing residents from Albourne as opposed to that of a standard convenience store. Therefore, vehicle trips associated with the community shop will not be quantifiable enough to estimate using the TRICS database. However, as the TRICS assessment and trip distribution assessment with regards to the development calculated trip generation for 140 units (instead of up to 120) the upper limit for the modelling and over estimation of 20 dwellings (equating to 92 daily trips) will account for the worst-case scenario, and any trips associated with the community shop.

7. TRIP DISTRIBUTION

7.1 Within the previous submission of a Land Promotion Transport Report, trip distribution assessments were undertaken using the 2011 Census 'Travel to Work' data, whereby Albourne (Output Area: E01031698) was reviewed in order to predict distribution of trips from the proposed development across the local road network.

7.2 The 2011 Census Travel to work data within the LPTR indicated that 99% of all trips are expected to travel eastbound on Henfield Road towards the B2118, with 73% of trips expected to travel northbound on the B2118 before joining the A23 (northbound). 26% of trips were expected to travel southbound along the B2118 and join the A23 (southbound). The remaining 1% of trips are expected to travel westbound along Henfield Road before joining the A24. Whilst this may differ in reality, it can be considered a worst case assessment in this instance as cars waiting to turn right out of the site would need to wait for an adequate gap within the westbound traffic before turning out of the site, as well as cars turning left into the site needing to wait for an adequate gap in eastbound traffic.

7.3 Although Census data was used previously, a vehicle turning count survey was undertaken (Tuesday 26th April 2022) and an ATC survey was undertaken (Tuesday 26th April 2022 – Monday 02nd May 2022). By undertaking these surveys, a more accurate, robust and up-to-date distribution of vehicle movements at the junctions of Henfield Road/The Street' and Henfield Road/B2118 have been obtained. Therefore, this data has been used as the baseline for 2022.

7.4 It must be noted that the Street junction and Albourne CE Primary School trip distribution has been calculated using 8am-9am for the AM Peak, and 4pm-5pm for the PM peak. This is considered the peak times for the location due to the vehicle movements associated with the school. The PM Peak timing of 4-5pm has been applied as a worst-case scenario to the network peaks elsewhere of 5-6pm.

7.5 Traffic Distribution Diagrams, illustrating the assignment of the development trips on the local road network (including the relocation of Albourne CoE Primary trips into the development), are attached within Appendix K.

8. JUNCTION MODELLING

Site Access

8.1 Based on the trip distribution calculations outlined in Section 7 and attached within **Appendix K**, an indicative modelling assessment has been undertaken using Junctions 9 modelling software to assess the feasibility of the proposed site access.

8.2 In order to account for any background traffic growth TEMPro growth factors have been applied to the 2022 survey outputs to obtain 2027 baseline flows. The Growth Factors were calculated using the following criteria and are outlined in **Table 14**:

- Mid Sussex 016 (E02006619) Output Area;
- Car Driver Trips Only;
- Rural Areas; and
- Minor Roads.

Scenario	TEMPro Growth Factor	
2022-2027	AM Peak	PM Peak
	1.0596	1.0606

Table 14: TEMPro Growth Factors (2022-2027)

Baseline 2027 + Development (Future Years Scenario)

8.3 A summary of the '2027 Baseline + Development' modelling results are summarised in **Table 15** with the full outputs attached within **Appendix L**.

Arm	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
Henfield Road	0.0	0.03	0.0	0.00
Site Access	0.4	0.28	0.1	0.10

Table 15: 2027 Baseline + Additional Traffic Modelling Outputs (Site Access)

8.4 The modelling outputs demonstrate that the site access will operate well within capacity under the '2027 Baseline + Development' future years scenario with a maximum Ratio of Flow to Capacity (RFC) of 0.28 along the access arm in the AM peak. With an RFC of 0.85 being the threshold at which capacity improvements should be considered and 1.0 being the point at which a junction begins to exceed capacity the proposed access arrangement is considered sufficient to accommodate the proposed development based on the modelling outputs.

8.5 It is also pertinent to note that there would be adequate capacity at the site access junction to accommodate additional trips associated with any expansion of Albourne CoE School.

Henfield Road / B2118

8.6 On the basis that 99% of development trips are expected to travel to/from the site via the B2118, indicative junction modelling exercises have also been undertaken to assess the capacity at the Henfield Road/B2118 junction. This assessment once again uses TEMpro Growth Factors set out in **Table 14**.

2022 Baseline Scenario

8.7 A summary of the '2022 Baseline' modelling results is summarised in **Table 16** with the full outputs attached within **Appendix M**.

Arm	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
Henfield Road	0.4	0.26	0.3	0.25
B2118	0.1	0.12	0.0	0.04

Table 16: 2022 Baseline + Additional Traffic Modelling Outputs (Henfield Road / B2118)

8.8 The modelling outputs demonstrate that the Henfield Road / B2118 junction operates well within capacity under the '2022 Baseline' scenario with a maximum RFC of 0.26 along Henfield Road in the AM peak and 0.25 in the PM peak, alongside a maximum of 0.12 along the B2118 in the AM peak.

2027 Baseline Scenario

8.9 A modelling assessment has also been undertaken for a '2027 Baseline' scenario. The results of the assessment are summarised in **Table 17** with full outputs attached within **Appendix** M.

Arm	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
Henfield Road	0.4	0.28	0.4	0.27
B2118	0.1	0.13	0.1	0.05

Table 17: 2027 Baseline + Additional Traffic Modelling Outputs (Henfield Road / B2118)

8.10 The modelling outputs demonstrate that the Henfield Road / B2118 junction will continue to operate well within capacity under the '2027 Baseline' scenario with a maximum RFC of 0.28 along Henfield Road in the AM peak, 0.27 in the PM peak and 0.13 along the B2118 in the AM peak.

2027 Baseline + Development Scenario

8.11 In order to ensure that the Henfield Road/B2118 junction will remain suitable in future years, a modelling assessment has also been undertaken for a '2027 Baseline + Development' scenario. The results of the assessment are summarised in **Table 18** with full outputs attached within **Appendix** N.

Arm	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Queue (PCU)	RFC	Queue (PCU)	RFC
Henfield Road	0.8	0.45	0.5	0.33
B2118	0.2	0.18	0.1	0.07

Table 18: 2027 Baseline + Development + Additional Traffic Modelling Outputs (Henfield Road / B2118)

8.12 The modelling outputs demonstrate that the Henfield Road / B2118 junction will continue to operate well within capacity under the '2027 Baseline + Development' scenario with a maximum RFC of 0.45 along Henfield Road in the AM peak and 0.33 in the PM peak, and 0.18 along the B2118 in the AM peak.

8.13 Therefore, no traffic mitigation resolutions are necessary, and improvements to the local road network and junctions are not considered to be needed to support the proposed scale of development, though these can of course be investigated at the appropriate stage if this is sought from the local authority.

9. SUMMARY AND CONCLUSIONS

9.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Croudace Homes Ltd to support an outline planning application for a residential development comprising up to 120 dwellings, a community shop and a formal pick up/drop off parking area for Albourne Church of England School at land to the south of Henfield Road, Albourne. Land has also been reserved within the proposed site to support the potential expansion of the existing Albourne CoE school. The principles of the proposals in relation to a 40 unit scheme were discussed during the pre-application stage with WSCC highways in 2019.

9.2 The proposed development site is located to the west of Albourne village, bound by Albourne CoE Primary to the east, and residential dwellings to the south and vacant land to the west. The site benefits from good pedestrian and cycle routes available within near proximity to the site, as well as public transport links.

9.3 PIA data (2017-2021) recorded sporadic incidents on the local road network; whilst any accident is regrettable, the incidents did not occur in the location of the proposed access point or in the immediate vicinity of the site. Therefore, the PIA data does not indicate any specific highways concern that would worsen as a result of the proposed development or pose a threat to future site users.

9.4 The site access is proposed to be relocated west of the existing agricultural access in the form of a bellmouth arrangement measuring 5.5m with 6m radii which is considered suitable for the quantum of the development. The proposed footway that flanks the site access and frontage measures 2.0m in width connecting the development to the wider pedestrian network, with further connections found to the centre of the site which provide access to the east via The Street.

9.5 The development proposals also include a segregated pedestrian footway that measures 2m in width and connects the internal area of the site to the frontage along Henfield Road. This then continues west connecting the site to existing footways and pedestrian routes along The Street, with additional tactile paving provided to facilitate pedestrian crossing at this point. The proposed footway would adjoin Henfield Road in the approximate location of the existing agricultural access and would avoid the internal ditch within the site. The ditch would need to be culverted, and it is anticipated that this would be dealt with at the detail design stage.

9.6 Pedestrian connections are also proposed in the centre of the site, to the south of the proposed dwellings, which would connect to the existing PROW No.15_1Al that runs through the site and connects to The Street to the east.

9.7 Visibility splays of 2.4m x 120m are achievable in line with the recorded speeds. An independent Stage 1 Road Safety Audit of the access proposals and off-site works has been undertaken. Issues raised mainly relate to undertaking a Road Restraints Risk Assessment which can be addressed at detailed design stage, as well as ensuring that vegetation within the visibility splay envelope (that wholly comprises of land under either client ownership or highway ownership) is maintained. This is agreed and will be maintained between a height of 0.6m and 2.0m to ensure adequate visibility splays are achievable in perpetuity.

9.8 The proposed parking provision for all land uses on site will be explored as part of a subsequent Reserved Matters application but will be provided in accordance with West Sussex County Council parking guidance.

9.9 Refuse and servicing vehicle are able to access and egress the site in a safe manner, with fire Tenders will be able to reach 45m of all areas of the site via the internal access roads. The refuse vehicle will be able to access, manoeuvre and egress the site whilst meeting the required bin carry distances of 10m for Eurobins and 25m/30m for residential bins in accordance with Manual for Streets requirements.

9.10 The proposed development would result in 71 and 68 additional trips per hour in the AM and PM peaks respectively as a worst case scenario. The community shop is not anticipated to result in any additional movements and Primary School trips are already on the local network and are being relocated within the proposed site to alleviate pressure on surrounding streets.

9.11 Trip distribution and junction modelling assessments were carried out to show that the development proposals will operate well under capacity in the proposed development scenarios. The site access/Henfield Road junction (including relocated school trips) as well as the Henfield Road/B2118 junction operate well under capacity future year 2027 plus development scenario. Therefore, the development will not pose any negative impacts on highways safety, and would in fact seek to bring a wider benefit to the local road network by relocating parking pick up and drop of trips/parking congestion from The Street/Barn Close within a dedicated area within the proposed development.

9.12 This Transport Assessment has demonstrated that the proposed development will not have a significant impact on the operation of the local highway network, and we would therefore encourage the local highway and planning authorities to look favourably upon this development in relation to highways.

Appendix A

N

0m 10m 20m 30m 40m 50m 100m

Scale

Croudace
HOMES.CO.UK

Client: CROUDACE HOMES	Drawing Title: SITE SKETCH LAYOUT - FULL SITE					
Project: HENFIELD ROAD, ALBOURNE	Scale: 1:1000 @ A1	Revision: A	Drawn: OT	Check: JH	Date: 10/06/22	

Omega Architects
The Front Barn, 124 Manor Road North,
Thames Ditton Surrey, KT7 0BH
T: 01372 470 313 W: www.omega-architects.co.uk

Project No¹	Class	Dwg No¹	Status	Rev
3117	C	1006	SK	L

CLASS: C - COLOURED, A - BLACK & WHITE
STATUS: SK - SKETCH, PR - PRELIMINARY, PL - PLANNING, WD - WORKING DRAWING

N

0 m 10 m 20 m 30 m 40 m 50 m
Scale

Croudace HOMES.CO.UK

Client: CROUDACE HOMES	Drawing Title: ILLUSTRATIVE LAYOUT INCLUDING ADDITIONAL LAND				
Project: HENFIELD ROAD, ALBOURNE	Scale: 1:500 @ A1	Revision	Drawn	Check	Date 14/06/21

Omega Architects
The Front Barn, 124 Manor Road North, Thames Ditton Surrey, KT7 0BH
T: 01372 470 313 W: www.omega-architects.co.uk

Project No'	Class	Dwg No'	Status	Rev
3117	C	1005	SK	K

CLASS: C - COLOURED, A - BLACK & WHITE
STATUS: SK - SKETCH, PR - PRELIMINARY, PL - PLANNING, WD - WORKING DRAWING

Appendix B

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Paul Basham Associates FAO: Harry Cross
FROM:	WSCC - Highways Authority
DATE:	21 August 2019
LOCATION:	Residential Development of Circa 40 dwellings, Henfield Road, Albourne, Hassocks, BN6 9DH
SUBJECT:	Internal Reference: PRE-72-19 Residential Development of circa. 40 dwellings with access taken via Henfield Road.
DATE OF SITE VISIT:	22 August 2019
RECOMMENDATION:	Advice

Site Context
The land parcel in question is located on southern side of Henfield Road (B2116), west of the junction with The Street. Albourne Primary School and residential dwellings exist to the east/ south-east of site and open agricultural land is present to the west. The land is currently open field/ agricultural use and thus existing vehicle movements are anticipated to be negligible and have not been included within trip generation assessments.

Albourne is a small village with the nearest village store located at Sayers Common, approximately 1.2 miles north of the site. The unconnected footway network begins at junction with The Street and leads east toward the B2118. Main bus stops are located on east and west side of B2118 near traffic lights.

A number of Public Rights of Way (PROW) exist in the vicinity and provide off road link to The Street.

The larger settlement of Hurstpierpoint lies to the east with the A23 providing a vehicular link to Brighton at the south and Crawley to north.

Access Arrangements and Vehicle Visibility
The indicative access location plan details the 2 x existing field accesses which will be closed off and the approximate location for new bellmouth access with 6m radii. The currently indicated access position is at the point where 30mph speed restriction changes to National Speed Limit (NSL).

A seven day speed survey was carried out and location of speed counter confirmed to be within vicinity of extent of western splay for eastbound traffic and eastern splay for westbound traffic. Depending on the final proposed location for access the LHA may need to reassess the suitability of speed counter location. 85th percentile speeds of 35.79mph westbound (eastern splay) and 42.67mph eastbound (western splay) were recorded. Splays of 2.4m by 120m have been demonstrated which are suitable to recorded speeds following Manual for Streets (MfS) and Design Manual for Roads & Bridges (DMRB) coefficients, respectively.

On site the proposals to extend 30mph speed restriction further west along Henfield Road was discussed. This was proposed in order for the site access to be located further east toward village and designed wholly to MfS guidance by being inside the 30mph limit. WSCC Speed Limit Policy stipulates that mean average speed should be used to determine whether

a 30mph speed restriction is appropriate. Mean average speeds should be 33mph or lower. Whilst the mean speeds were 30.9mph westbound they were 36.9mph eastbound (although this is considered to be as a result of location of speed counter further west). Furthermore, the Road Safety Group Manager has advised that change in speed limit to 30mph would not meet WSCC policy due to the level of frontage/direct accesses not being predominant. This could therefore not be an officer decision and any proposal to change speed limit may require cabinet member decision. Additionally, it is advised that change of speed limit would require Traffic Regulation Order (TRO) a process separate to the planning process without guarantee of approval. Speeds may not reduce even if scheme was approved and thus the applicant may wish to consider additional measures to promote speed reduction in the vicinity such as vehicle activated signs (VAS).

On site it was observed that access on the slight outside bend and closer to junction with The Street could afford greater visibility and it is advised that maximum achievable visibility from the decided access location be demonstrated at full planning application stage and to ensure that splays are in accordance with 85th percentile speeds regardless of location inside or outside of the 30mph limit.

Swept path tracking has been provided at the site access. Whilst a refuse collection vehicle would cross the opposing carriageway the LHA consider this would be an infrequent manoeuvre and that forward visibility is sufficient in this location. Full tracking within the site would also be expected and demonstration that two cars can pass.

Road Network Capacity

On site the requirement for junction modelling was discussed and considering scale of proposals and predictions from TRICs that less than 30 vehicle movements would be expected in the peak hour, junction modelling was not considered necessary.

The LHA broadly accept the resultant trip generation figures from TRICs which set out 19 trips in AM and 20 in PM peak hour. It is expected that parameters will be refined further when housing tenure mix is known. Considering the level of traffic supported by the district distributor road the LHA does not raise an objection in principle in capacity terms, on the basis that safe and suitable access and all other matters are addressed.

Trip distribution data from 'Travel to Work' census data suggests that 1% of commuter travel will be westbound on Henfield Road then southbound to A24 with 99% of trips travelling east of site and onwards. Considering proximity of A23 to east this is broadly expected to be the case although in reality some further trips westbound may take place. Whilst the applicant could undertake a more robust survey of trip distribution the LHA do not raise an immediate concern with respect to additional vehicle trips across the road network in this location.

Accessibility & Local Infrastructure Improvements

If a footway link is proposed within the confines of the public highway then these works should be included within the Road Safety Audit of the access works. It is understood that there is preference to keep pedestrian/cycle links within the site and off the carriageway edge. Any links toward The Street and/ or PROW network should be detailed. Whether the road will be shared surface/ planned for adoption/ separate footways proposed should also be clarified at planning stage. It is also advised that any lighting within the site is sympathetic to dark skies and planning pre-app with the Local Planning Authority can provide more advice in this respect.

The nearest train station is at Hassocks and is anticipated to be reached by car or cycle for the more confident cyclist. It is advised that as part of the planning application the Transport Statement (TS) refer to walking/cycling distances as set out in national guidance. Other matters such as road traffic collision data and Travel Plan Statement which could

provide a residents welcome pack including information on walking/cycling routes should be addressed.

There are limited facilities within the village with the exception of the adjacent primary school. Commuting and retail trips are anticipated to be further afield and whilst may be by private car the LHA acknowledge that main bus stops on B2118 are approximately 5 minute walk distant. It is noted that to stay on footway from The Street eastwards it is necessary to cross the carriageway a couple of times. Whilst some dropped kerb is present the applicant may wish to consider providing tactile paving crossing points for pedestrians at key locations on the local footway network. These proposals should also be safety audited. The applicant should also liaise with local bus companies to scope out any improvements that could be made to local bus stops such as whether a bus shelter could be provided on east side of B2118.

Albourne Neighbourhood Plan

It is advised that the applicant consider the Neighbourhood Plan in relation to transport and parking topics. It is noted that para. 4.2 of plan states that any new housing development shall take account of a number of matters including lack of transport connections and distance from rail, congestion in village centre exacerbated by road layouts and limited parking. Para. 6.4 goes on to state that parking in and around The Street at pick up/ drop off times for school can be significant. It is therefore advised that sufficient parking provision in line with WSCC revised standards be provided for the development. It is understood that dedicated parking for the school may also be provided as part of the development and it is advised that the Parish Council is consulted regards these proposals.

Para. 6.2 also refers to an Aim of the plan to create specific scheme aimed at improving safety of road users and pedestrians on B2118 and B2116. Any proposals such as VAS, gateway features etc would be advised to be consulted with the parish council. and should be safety audited if submitted alongside a planning application.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Final Stage 1 Road Safety Audit of site access and any proposed highway works, with designers response and including amended plans.
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The page also includes a link to our latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) that sets out parking standards for development in West Sussex. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Manual for Streets:

http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf

DMRB supplementary documents TD/93:

http://www.dft.gov.uk/ha/standards/dmrb/vol6/section1/td993.pdf

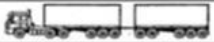
I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Katie Kurek
Planning Services

Appendix C

CHARGE SURVEYS

SITE: B2116 Albourne, West Site (50.937537, -0.204299)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound
Total	**7330**	**7468**
Mean Speed	**33.8**	**34.9**
85%	**39.7**	**40.5**

SITE: B2116 Albourne, West Site LOCATION: Attached to bushes

GRID REFERENCE: 50.937537, -0.204299 DIRECTION: Eastbound SPEED LIMIT: 30

26 April 2022

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	39.9	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-	
0500	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	34.2	-	
0600	22	17	0	4	1	0	0	0	0	0	0	0	0	0	0	36.1	41.8	
0700	98	68	0	20	0	2	3	3	0	0	0	0	0	1	1	35.1	40.2	
0800	139	98	4	25	4	2	0	4	0	1	0	0	0	1	0	33.9	39.4	
0900	85	60	0	14	3	2	0	1	1	1	0	0	0	1	2	34.1	40.1	
1000	70	47	0	18	1	2	0	0	0	1	0	0	0	0	1	33.7	38.8	
1100	76	47	2	17	1	3	0	0	1	2	0	0	0	3	0	34.5	40	
1200	74	51	4	13	0	2	0	0	1	1	0	0	0	1	1	33.6	38.8	
1300	72	50	0	14	1	2	0	1	0	2	0	0	0	0	2	33.3	38.4	
1400	90	68	1	13	0	2	0	0	2	0	0	0	0	1	3	33.6	39.3	
1500	81	61	0	13	0	2	0	0	0	1	0	0	0	2	2	34	38.2	
1600	100	76	1	16	2	1	0	2	0	0	0	0	0	0	2	34	39.5	
1700	112	104	0	6	0	0	0	0	0	0	0	0	0	2	0	35.7	40.3	
1800	68	59	0	6	0	0	0	0	0	0	0	0	0	0	3	34.8	40.3	
1900	42	35	0	1	0	0	0	1	0	0	0	0	0	2	3	34.2	42.4	
2000	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	35.1	41.3	
2100	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	38.6	
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-	
07-19	**1065**	**789**	**12**	**175**	**12**	**20**	**3**	**11**	**5**	**9**	**0**	**0**	**0**	**12**	**17**	**34.2**	**39.5**	
06-22	**1166**	**874**	**12**	**184**	**13**	**20**	**3**	**12**	**5**	**9**	**0**	**0**	**0**	**14**	**20**	**34.3**	**39.6**	
06-00	**1176**	**884**	**12**	**184**	**13**	**20**	**3**	**12**	**5**	**9**	**0**	**0**	**0**	**14**	**20**	**34.3**	**39.7**	
00-00	**1194**	**899**	**12**	**186**	**13**	**20**	**3**	**12**	**5**	**9**	**0**	**0**	**0**	**14**	**21**	**34.3**	**39.7**	

27 April 2022

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	42.2	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-	
0500	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	35	-	
0600	25	19	2	2	1	0	0	1	0	0	0	0	0	0	0	36.4	41.9	
0700	98	67	1	23	2	2	1	1	0	0	0	0	0	0	1	35.1	39.9	
0800	135	105	1	19	0	2	1	3	1	0	0	0	0	2	1	33.1	39.1	
0900	85	57	0	20	1	2	1	0	1	2	0	0	0	0	1	32.6	37.9	
1000	71	45	1	20	0	1	0	2	0	2	0	0	0	0	0	33	38.2	
1100	70	46	0	17	0	2	0	0	0	2	0	0	0	0	3	33	39.4	
1200	75	54	1	11	2	0	0	1	0	1	0	0	0	0	5	32.7	38.8	
1300	70	55	0	11	0	0	0	0	0	1	0	0	0	2	1	31.6	36.8	
1400	85	58	1	21	1	3	0	1	0	0	0	0	0	0	0	34.1	38.7	
1500	94	78	2	10	1	0	0	1	0	2	0	0	0	0	0	34.1	39.7	
1600	123	104	1	15	0	0	0	0	0	1	0	0	0	0	2	33.6	38.5	
1700	130	114	0	12	0	0	0	0	0	2	0	0	0	0	2	35.1	40.7	
1800	83	75	1	5	0	0	0	0	0	0	0	0	0	0	2	36.2	42	
1900	43	36	0	5	0	0	0	0	0	0	0	0	0	1	1	37	43.1	
2000	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	35.4	41.9	
2100	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	38.4	
2200	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	33.8	-	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	
07-19	**1119**	**858**	**9**	**184**	**7**	**12**	**3**	**9**	**2**	**13**	**0**	**0**	**0**	**4**	**18**	**33.8**	**39.3**	
06-22	**1221**	**945**	**11**	**193**	**8**	**12**	**3**	**10**	**2**	**13**	**0**	**0**	**0**	**5**	**19**	**34**	**39.5**	
06-00	**1233**	**955**	**11**	**195**	**8**	**12**	**3**	**10**	**2**	**13**	**0**	**0**	**0**	**5**	**19**	**34**	**39.5**	
00-00	**1247**	**966**	**11**	**197**	**8**	**12**	**3**	**10**	**2**	**13**	**0**	**0**	**0**	**5**	**20**	**34**	**39.5**	

28 April 2022

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	1	0	0	0	0	0	0	0	0	0	0	0	32.8	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-	
0500	5	3	0	0	0	0	0	0	1	0	0	0	0	0	1	28.3	-	
0600	23	18	0	5	0	0	0	0	0	0	0	0	0	0	0	36.1	43	
0700	111	76	1	23	2	4	2	2	0	0	0	0	0	0	1	35.6	41.1	
0800	126	97	0	21	1	0	2	1	0	2	0	0	0	2	0	33.8	38.9	
0900	80	55	0	21	0	1	0	1	1	0	0	0	0	1	0	32.9	37.9	
1000	75	44	2	17	2	1	0	3	1	2	0	0	0	1	2	31.4	38.6	
1100	95	72	2	14	0	1	0	0	1	1	0	0	0	2	2	32.8	39.4	
1200	95	69	1	14	3	2	0	0	1	3	0	0	0	0	2	31.8	36.9	
1300	84	58	0	15	1	3	0	1	0	4	0	0	0	1	1	33	37.7	
1400	87	58	1	18	1	1	0	2	0	2	0	0	0	1	3	32.2	38.2	
1500	106	85	0	13	0	0	0	1	2	2	0	0	0	1	2	34.2	39.9	
1600	145	109	1	28	0	0	0	0	0	1	0	0	0	2	4	34.1	39.7	
1700	142	124	0	10	1	0	0	0	1	0	0	0	0	3	3	33.5	39	
1800	70	58	1	7	0	0	0	0	0	0	1	0	0	1	2	34.9	41.6	
1900	31	29	0	0	0	0	0	0	0	0	0	0	0	2	0	35.4	40.8	
2000	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	37.2	41.7	
2100	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3	41.1	
2200	10	6	0	3	0	0	0	0	0	0	0	0	0	1	0	40	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**1216**	**905**	**9**	**201**	**11**	**13**	**4**	**11**	**7**	**17**	**1**	**0**	**0**	**15**	**22**	**33.5**	**39.3**	
06-22	**1309**	**987**	**9**	**210**	**11**	**13**	**4**	**11**	**7**	**17**	**1**	**0**	**0**	**17**	**22**	**33.6**	**39.5**	
06-00	**1319**	**993**	**9**	**213**	**11**	**13**	**4**	**11**	**7**	**17**	**1**	**0**	**0**	**18**	**22**	**33.7**	**39.5**	
00-00	**1330**	**1000**	**9**	**215**	**11**	**13**	**4**	**11**	**8**	**17**	**1**	**0**	**0**	**18**	**23**	**33.7**	**39.5**	

29 April 2022

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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	
0500	10	6	0	2	0	0	0	1	0	0	0	0	0	0	1	32.9	-	

0600	18	11	1	3	0	1	0	0	0	0	0	0	0	0	2	32.7	41.8
0700	89	58	1	20	2	1	2	2	0	0	0	0	0	0	3	35.7	40.8
0800	114	84	1	19	1	3	1	0	0	0	0	0	0	1	4	33.5	38.9
0900	85	54	3	17	1	3	1	0	0	4	0	0	0	0	2	32.2	37.8
1000	74	48	1	17	0	2	0	1	1	3	0	0	0	1	0	33.9	40
1100	96	60	1	19	2	4	0	0	0	4	0	0	0	3	3	31.8	36.9
1200	84	63	0	13	0	1	0	0	1	3	0	0	0	2	1	34.6	41.6
1300	90	68	0	15	1	0	0	1	0	1	0	0	0	2	2	34.3	39.9
1400	105	75	2	17	0	1	0	1	0	0	0	0	0	4	5	33.8	39
1500	111	87	2	17	0	0	1	0	1	1	0	0	0	0	2	32.5	40.3
1600	102	81	0	17	0	0	0	0	0	1	0	0	0	1	2	34.6	39.9
1700	114	93	0	15	0	0	0	2	0	0	0	0	0	2	2	34.3	40.1
1800	74	62	0	8	0	0	0	0	0	0	0	0	0	2	2	35.1	41
1900	45	41	0	3	0	0	0	0	0	0	0	0	0	1	0	35.5	41.7
2000	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	35	42.2
2100	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	44.2
2200	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	41.9
2300	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9	41.8
07-19	**1138**	**833**	**11**	**194**	**7**	**15**	**5**	**7**	**3**	**17**	**0**	**0**	**0**	**18**	**28**	**33.8**	**39.7**
06-22	**1242**	**924**	**12**	**202**	**7**	**16**	**5**	**7**	**3**	**17**	**0**	**0**	**0**	**19**	**30**	**33.9**	**39.8**
06-00	**1268**	**949**	**12**	**203**	**7**	**16**	**5**	**7**	**3**	**17**	**0**	**0**	**0**	**19**	**30**	**33.9**	**39.9**
00-00	**1286**	**963**	**12**	**205**	**7**	**16**	**5**	**8**	**3**	**17**	**0**	**0**	**0**	**19**	**31**	**33.9**	**39.8**

30 April 2022

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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-	
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	-	
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.3	-	
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	42.3	-	
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-	
0600	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-	
0700	27	20	0	3	1	1	0	0	0	0	0	0	0	0	2	34.8	40.8	
0800	45	32	0	3	0	2	1	0	0	0	0	0	0	1	6	31.1	38.3	
0900	67	55	1	4	0	3	0	0	1	0	0	0	0	0	3	34.4	40.7	
1000	78	58	0	6	0	0	0	0	0	0	0	0	0	6	8	33	39.7	
1100	96	69	0	5	1	2	1	0	0	0	0	0	0	3	15	31.3	37.6	

1200	86	69	0	4	0	1	0	0	0	0	0	0	0	8	4	32.8	40.6
1300	77	63	0	6	0	0	0	0	0	0	0	0	0	3	5	34.1	39.8
1400	56	46	0	7	0	0	0	0	0	0	0	0	0	1	2	33.1	39.5
1500	63	52	2	3	0	1	0	0	0	0	0	0	0	3	2	34.3	39.2
1600	65	54	1	5	0	0	0	0	0	0	0	0	0	1	4	33.8	39.3
1700	64	53	0	3	0	1	0	0	0	0	0	0	0	6	1	35.1	39.3
1800	37	32	0	4	0	0	0	0	0	0	0	0	0	0	1	34.7	38.7
1900	34	31	0	1	0	0	0	0	0	0	0	0	0	1	1	33.7	38.6
2000	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	37	44.3
2100	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	35	40.5
2200	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	36.4	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
07-19	**761**	**603**	**4**	**53**	**2**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**32**	**53**	**33.4**	**39.4**
06-22	**839**	**675**	**4**	**57**	**2**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**33**	**54**	**33.6**	**39.5**
06-00	**854**	**689**	**4**	**58**	**2**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**33**	**54**	**33.6**	**39.6**
00-00	**863**	**695**	**4**	**60**	**3**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**33**	**54**	**33.6**	**39.6**

01 May 2022

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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0600	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	38.7	-
0700	21	10	0	4	0	2	0	0	0	0	0	0	0	3	2	38.4	62.9
0800	33	21	0	2	0	0	0	0	0	0	0	0	0	1	9	30.2	39.6
0900	35	24	0	3	0	0	0	0	0	0	0	0	0	1	7	31.2	39.3
1000	69	53	0	4	0	1	0	0	0	0	0	0	0	1	10	30.3	37.9
1100	71	51	1	6	0	1	0	0	0	1	0	0	0	1	10	30.8	39.5
1200	82	60	1	2	0	1	0	0	0	0	0	0	0	10	8	31.6	39
1300	67	60	1	2	0	0	0	0	0	0	0	0	0	1	3	34.7	40.9
1400	62	50	1	3	0	0	0	0	0	0	0	0	0	5	3	33.4	38.5
1500	48	41	0	4	0	0	0	0	0	0	0	0	0	0	3	33.4	39.7
1600	48	41	0	3	0	0	0	0	0	0	0	0	0	0	4	33	39.7
1700	45	40	1	3	0	0	0	0	0	0	0	0	0	0	1	36.3	40.2

1800	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	40.7	
1900	29	24	0	3	0	0	0	0	0	0	0	0	0	2	0	35.9	42.3	
2000	24	23	0	0	0	0	0	1	0	0	0	0	0	0	0	35.9	40.4	
2100	6	3	1	1	0	0	0	0	0	0	0	0	0	1	0	33.3	-	
2200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-	
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-	
07-19	**613**	**483**	**5**	**36**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**23**	**60**	**32.8**	**39.6**	
06-22	**680**	**540**	**6**	**40**	**0**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**26**	**61**	**33.2**	**39.8**	
06-00	**687**	**546**	**6**	**41**	**0**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**26**	**61**	**33.2**	**39.8**	
00-00	**694**	**553**	**6**	**41**	**0**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**26**	**61**	**33.3**	**39.8**	

02 May 2022

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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-	
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-	
0700	16	11	0	2	0	0	0	0	0	0	0	0	0	0	3	31.6	40.6	
0800	28	20	0	3	0	1	0	0	0	0	0	0	0	0	4	31.5	38.4	
0900	45	29	0	2	0	0	0	0	0	0	0	0	0	6	8	33.2	41	
1000	57	47	1	2	0	1	0	0	0	0	0	0	0	0	6	31.7	38.7	
1100	72	61	0	4	0	0	0	0	0	0	0	0	0	0	7	32.8	39	
1200	70	57	1	4	0	1	0	0	0	0	0	0	0	2	5	34.1	40.7	
1300	54	48	0	2	0	0	0	0	0	0	0	0	0	2	2	34.4	40.1	
1400	67	62	0	1	0	1	0	0	0	0	0	0	0	3	0	34.7	38.6	
1500	54	47	1	1	0	1	0	0	0	0	0	0	0	0	4	32.9	38.3	
1600	59	53	0	0	0	0	0	0	0	0	0	0	0	0	6	32.7	39.1	
1700	61	56	0	1	0	0	0	0	0	0	0	0	0	3	1	35.5	40.6	
1800	45	41	0	1	0	0	0	0	0	0	0	0	0	3	0	36.6	41.2	
1900	39	33	0	4	0	0	0	0	0	0	0	0	0	2	0	34.3	39.4	
2000	18	15	0	1	0	0	0	1	0	0	0	0	0	1	0	36.6	42.6	
2100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-	
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-	

07-19	628	532	3	23	0	5	0	0	0	0	0	0	0	19	46	33.6	39.9	
06-22	700	595	3	28	0	5	0	1	0	0	0	0	0	22	46	33.8	39.9	
06-00	707	602	3	28	0	5	0	1	0	0	0	0	0	22	46	33.8	39.9	
00-00	716	611	3	28	0	5	0	1	0	0	0	0	0	22	46	33.9	39.9	

SITE: B2116 Albourne, West Site LOCATION: Attached to bushes

GRID REFERENCE: 50.937537, -0.204299 DIRECTION: Eastbound SPEED LIMIT: 30

26 April 2022

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	39.9	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0300	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	33.3	-
0400	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	35.3	-
0500	9	1	0	0	1	3	2	2	0	0	0	0	0	0	0	0	34.2	-
0600	22	0	0	0	3	10	9	0	0	0	0	0	0	0	0	0	36.1	41.8
0700	98	0	1	1	14	46	34	2	0	0	0	0	0	0	0	0	35.1	40.2
0800	139	0	0	0	38	65	35	1	0	0	0	0	0	0	0	0	33.9	39.4
0900	85	1	2	0	29	22	28	3	0	0	0	0	0	0	0	0	34.1	40.1
1000	70	0	2	0	17	35	13	3	0	0	0	0	0	0	0	0	33.7	38.8
1100	76	0	1	3	12	35	21	3	1	0	0	0	0	0	0	0	34.5	40
1200	74	0	1	1	18	36	16	2	0	0	0	0	0	0	0	0	33.6	38.8
1300	72	0	2	2	20	32	16	0	0	0	0	0	0	0	0	0	33.3	38.4
1400	90	1	2	3	22	35	27	0	0	0	0	0	0	0	0	0	33.6	39.3
1500	81	1	1	2	14	41	20	2	0	0	0	0	0	0	0	0	34	38.2
1600	100	0	2	6	16	43	32	1	0	0	0	0	0	0	0	0	34	39.5
1700	112	0	0	0	16	55	38	3	0	0	0	0	0	0	0	0	35.7	40.3
1800	68	1	3	0	8	30	23	3	0	0	0	0	0	0	0	0	34.8	40.3
1900	42	0	3	0	12	14	8	4	1	0	0	0	0	0	0	0	34.2	42.4
2000	24	0	0	0	4	12	7	1	0	0	0	0	0	0	0	0	35.1	41.3
2100	13	0	0	0	3	7	3	0	0	0	0	0	0	0	0	0	34.4	38.6
2200	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	36.2	-
2300	5	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	39.1	-
07-19	**1065**	**4**	**17**	**18**	**224**	**475**	**303**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.2**	**39.5**
06-22	**1166**	**4**	**20**	**18**	**246**	**518**	**330**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.3**	**39.6**
06-00	**1176**	**4**	**20**	**18**	**248**	**520**	**336**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.3**	**39.7**
00-00	**1194**	**5**	**20**	**18**	**253**	**524**	**341**	**31**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.3**	**39.7**

27 April 2022

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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	42.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.8	-
0400	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	36.5	-
0500	6	1	0	0	1	1	0	3	0	0	0	0	0	0	0	0	35	-
0600	25	0	0	0	5	6	12	2	0	0	0	0	0	0	0	0	36.4	41.9
0700	98	0	1	2	14	47	31	3	0	0	0	0	0	0	0	0	35.1	39.9
0800	135	0	1	4	36	64	27	3	0	0	0	0	0	0	0	0	33.1	39.1
0900	85	1	0	5	26	38	12	3	0	0	0	0	0	0	0	0	32.6	37.9
1000	71	1	1	5	18	30	16	0	0	0	0	0	0	0	0	0	33	38.2
1100	70	2	2	2	14	34	14	2	0	0	0	0	0	0	0	0	33	39.4
1200	75	1	3	2	17	32	17	3	0	0	0	0	0	0	0	0	32.7	38.8
1300	70	0	1	6	28	28	6	0	1	0	0	0	0	0	0	0	31.6	36.8
1400	85	0	0	2	18	43	19	3	0	0	0	0	0	0	0	0	34.1	38.7
1500	94	0	0	3	19	46	21	5	0	0	0	0	0	0	0	0	34.1	39.7
1600	123	1	1	6	25	59	28	3	0	0	0	0	0	0	0	0	33.6	38.5
1700	130	0	2	3	20	52	49	4	0	0	0	0	0	0	0	0	35.1	40.7
1800	83	0	1	2	10	38	26	5	0	1	0	0	0	0	0	0	36.2	42
1900	43	0	1	0	3	19	15	4	1	0	0	0	0	0	0	0	37	43.1
2000	17	0	0	0	4	5	7	1	0	0	0	0	0	0	0	0	35.4	41.9
2100	17	0	0	0	4	10	3	0	0	0	0	0	0	0	0	0	34.3	38.4
2200	8	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	33.8	-
2300	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	36.2	-
07-19	**1119**	**6**	**13**	**42**	**245**	**511**	**266**	**34**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.8**	**39.3**
06-22	**1221**	**6**	**14**	**42**	**261**	**551**	**303**	**41**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**39.5**
06-00	**1233**	**6**	**14**	**42**	**263**	**559**	**305**	**41**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**39.5**
00-00	**1247**	**7**	**14**	**42**	**266**	**562**	**308**	**45**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**39.5**

28 April 2022

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	2	0	0	0	0	0	0	0	0	0	0	32.8	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.2	-	
0400	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	33.5	-	
0500	5	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	28.3	-	
0600	23	0	0	0	4	10	6	2	1	0	0	0	0	0	0	0	36.1	43	
0700	111	0	0	1	22	49	33	5	0	1	0	0	0	0	0	0	35.6	41.1	
0800	126	0	1	2	37	55	31	0	0	0	0	0	0	0	0	0	33.8	38.9	
0900	80	0	3	4	16	42	11	4	0	0	0	0	0	0	0	0	32.9	37.9	
1000	75	0	3	8	19	32	12	1	0	0	0	0	0	0	0	0	31.4	38.6	
1100	95	1	1	7	23	41	19	3	0	0	0	0	0	0	0	0	32.8	39.4	
1200	95	1	2	10	24	45	11	2	0	0	0	0	0	0	0	0	31.8	36.9	
1300	84	0	2	5	20	40	16	1	0	0	0	0	0	0	0	0	33	37.7	
1400	87	0	4	9	18	36	16	4	0	0	0	0	0	0	0	0	32.2	38.2	
1500	106	3	0	5	18	49	26	5	0	0	0	0	0	0	0	0	34.2	39.9	
1600	145	0	5	4	26	66	40	4	0	0	0	0	0	0	0	0	34.1	39.7	
1700	142	0	7	7	25	68	29	5	1	0	0	0	0	0	0	0	33.5	39	
1800	70	0	3	5	8	21	29	4	0	0	0	0	0	0	0	0	34.9	41.6	
1900	31	0	0	1	7	8	15	0	0	0	0	0	0	0	0	0	35.4	40.8	
2000	24	0	0	0	3	9	10	2	0	0	0	0	0	0	0	0	37.2	41.7	
2100	15	0	0	0	1	8	6	0	0	0	0	0	0	0	0	0	36.3	41.1	
2200	10	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	40	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**1216**	**5**	**31**	**67**	**256**	**544**	**273**	**38**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.5**	**39.3**	
06-22	**1309**	**5**	**31**	**68**	**271**	**579**	**310**	**42**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.6**	**39.5**	
06-00	**1319**	**5**	**31**	**68**	**271**	**583**	**314**	**44**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**39.5**	
00-00	**1330**	**6**	**31**	**68**	**275**	**588**	**315**	**44**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**39.5**	

29 April 2022

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	0	2	1	0	0	0	0	0	0	0	0	0	36.7	-	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
0400	3	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	34.5	-	
0500	10	1	0	0	0	6	3	0	0	0	0	0	0	0	0	0	32.9	-	

0600	18	0	2	0	4	8	3	1	0	0	0	0	0	0	0	0	32.7	41.8
0700	89	0	2	1	9	46	25	6	0	0	0	0	0	0	0	0	35.7	40.8
0800	114	0	3	10	19	49	32	1	0	0	0	0	0	0	0	0	33.5	38.9
0900	85	1	3	1	25	41	14	0	0	0	0	0	0	0	0	0	32.2	37.8
1000	74	0	0	5	17	33	16	3	0	0	0	0	0	0	0	0	33.9	40
1100	96	1	2	5	29	47	12	0	0	0	0	0	0	0	0	0	31.8	36.9
1200	84	0	1	3	22	29	27	2	0	0	0	0	0	0	0	0	34.6	41.6
1300	90	0	2	1	21	39	21	6	0	0	0	0	0	0	0	0	34.3	39.9
1400	105	0	5	2	25	44	24	4	0	0	1	0	0	0	0	0	33.8	39
1500	111	2	4	5	32	40	26	2	0	0	0	0	0	0	0	0	32.5	40.3
1600	102	1	1	0	25	44	25	6	0	0	0	0	0	0	0	0	34.6	39.9
1700	114	0	3	0	25	49	34	3	0	0	0	0	0	0	0	0	34.3	40.1
1800	74	0	1	1	13	30	29	0	0	0	0	0	0	0	0	0	35.1	41
1900	45	0	0	0	9	18	14	4	0	0	0	0	0	0	0	0	35.5	41.7
2000	28	0	0	0	7	13	5	3	0	0	0	0	0	0	0	0	35	42.2
2100	13	0	0	0	5	3	3	2	0	0	0	0	0	0	0	0	35.1	44.2
2200	14	0	0	0	3	8	2	1	0	0	0	0	0	0	0	0	35.1	41.9
2300	12	0	0	0	1	7	3	1	0	0	0	0	0	0	0	0	35.9	41.8
07-19	**1138**	**5**	**27**	**34**	**262**	**491**	**285**	**33**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33.8**	**39.7**
06-22	**1242**	**5**	**29**	**34**	**287**	**533**	**310**	**43**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33.9**	**39.8**
06-00	**1268**	**5**	**29**	**34**	**291**	**548**	**315**	**45**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33.9**	**39.9**
00-00	**1286**	**6**	**29**	**36**	**292**	**556**	**321**	**45**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33.9**	**39.8**

30 April 2022

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	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	28	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.8	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0300	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	42.3	-
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	32.9	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.8	-
0600	8	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	37.9	-
0700	27	0	1	0	4	13	8	1	0	0	0	0	0	0	0	0	34.8	40.8
0800	45	1	4	3	10	19	8	0	0	0	0	0	0	0	0	0	31.1	38.3
0900	67	0	3	4	9	27	20	4	0	0	0	0	0	0	0	0	34.4	40.7
1000	78	0	7	1	17	35	14	4	0	0	0	0	0	0	0	0	33	39.7
1100	96	1	10	8	15	47	13	2	0	0	0	0	0	0	0	0	31.3	37.6

1200	86	1	9	1	16	35	20	3	1	0	0	0	0	0	0	0	32.8	40.6
1300	77	0	6	1	10	34	22	4	0	0	0	0	0	0	0	0	34.1	39.8
1400	56	0	2	4	14	19	15	2	0	0	0	0	0	0	0	0	33.1	39.5
1500	63	1	2	0	11	28	21	0	0	0	0	0	0	0	0	0	34.3	39.2
1600	65	2	2	0	17	25	18	0	0	0	1	0	0	0	0	0	33.8	39.3
1700	64	0	1	0	5	40	17	1	0	0	0	0	0	0	0	0	35.1	39.3
1800	37	1	0	0	5	20	9	2	0	0	0	0	0	0	0	0	34.7	38.7
1900	34	0	1	0	9	14	9	1	0	0	0	0	0	0	0	0	33.7	38.6
2000	19	0	0	0	5	5	6	3	0	0	0	0	0	0	0	0	37	44.3
2100	17	0	0	0	3	9	4	1	0	0	0	0	0	0	0	0	35	40.5
2200	10	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	36.4	-
2300	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	38.6	-
07-19	**761**	**7**	**47**	**22**	**133**	**342**	**185**	**23**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33.4**	**39.4**
06-22	**839**	**7**	**48**	**22**	**150**	**374**	**207**	**29**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33.6**	**39.5**
06-00	**854**	**7**	**48**	**22**	**151**	**382**	**213**	**29**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33.6**	**39.6**
00-00	**863**	**7**	**48**	**23**	**152**	**387**	**214**	**29**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**33.6**	**39.6**

01 May 2022

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	0	2	0	1	0	0	0	0	0	0	0	0	39.1	-
0100	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	41.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.7	-
0600	8	0	1	0	0	3	0	3	1	0	0	0	0	0	0	0	38.7	-
0700	21	0	1	1	5	6	3	1	0	1	3	0	0	0	0	0	38.4	62.9
0800	33	1	6	3	3	11	8	1	0	0	0	0	0	0	0	0	30.2	39.6
0900	35	0	7	0	6	13	7	2	0	0	0	0	0	0	0	0	31.2	39.3
1000	69	0	12	3	10	31	12	1	0	0	0	0	0	0	0	0	30.3	37.9
1100	71	2	10	3	13	25	17	1	0	0	0	0	0	0	0	0	30.8	39.5
1200	82	0	8	4	20	33	15	2	0	0	0	0	0	0	0	0	31.6	39
1300	67	0	3	3	9	26	24	2	0	0	0	0	0	0	0	0	34.7	40.9
1400	62	0	2	1	15	32	12	0	0	0	0	0	0	0	0	0	33.4	38.5
1500	48	0	3	0	10	22	11	2	0	0	0	0	0	0	0	0	33.4	39.7
1600	48	2	2	2	9	20	10	2	1	0	0	0	0	0	0	0	33	39.7
1700	45	1	0	0	6	17	17	3	1	0	0	0	0	0	0	0	36.3	40.2

1800	32	0	0	0	7	11	11	2	1	0	0	0	0	0	0	0	35.8	40.7
1900	29	0	0	0	6	13	7	2	0	1	0	0	0	0	0	0	35.9	42.3
2000	24	0	0	1	2	10	11	0	0	0	0	0	0	0	0	0	35.9	40.4
2100	6	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	33.3	-
2200	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	33.5	-
2300	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	40.8	-
07-19	**613**	**6**	**54**	**20**	**113**	**247**	**147**	**19**	**3**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**32.8**	**39.6**
06-22	**680**	**6**	**55**	**22**	**123**	**274**	**167**	**24**	**4**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**33.2**	**39.8**
06-00	**687**	**6**	**55**	**22**	**124**	**277**	**169**	**25**	**4**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**33.2**	**39.8**
00-00	**694**	**6**	**55**	**22**	**124**	**279**	**173**	**26**	**4**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**33.3**	**39.8**

02 May 2022

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	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	35.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	26.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	38.9	-
0600	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	38.5	-
0700	16	1	3	0	1	7	3	1	0	0	0	0	0	0	0	0	31.6	40.6
0800	28	1	2	2	4	14	4	1	0	0	0	0	0	0	0	0	31.5	38.4
0900	45	0	6	2	5	16	13	3	0	0	0	0	0	0	0	0	33.2	41
1000	57	2	6	0	12	22	13	2	0	0	0	0	0	0	0	0	31.7	38.7
1100	72	0	7	2	13	30	16	4	0	0	0	0	0	0	0	0	32.8	39
1200	70	0	6	0	11	36	11	5	1	0	0	0	0	0	0	0	34.1	40.7
1300	54	0	4	0	9	26	10	3	2	0	0	0	0	0	0	0	34.4	40.1
1400	67	0	1	1	11	37	14	3	0	0	0	0	0	0	0	0	34.7	38.6
1500	54	1	5	0	5	27	15	1	0	0	0	0	0	0	0	0	32.9	38.3
1600	59	2	3	1	10	30	11	2	0	0	0	0	0	0	0	0	32.7	39.1
1700	61	0	1	1	9	30	17	3	0	0	0	0	0	0	0	0	35.5	40.6
1800	45	0	1	0	4	19	20	0	0	0	1	0	0	0	0	0	36.6	41.2
1900	39	0	0	0	12	16	10	1	0	0	0	0	0	0	0	0	34.3	39.4
2000	18	0	0	0	2	7	8	1	0	0	0	0	0	0	0	0	36.6	42.6
2100	10	0	0	0	3	4	3	0	0	0	0	0	0	0	0	0	34.9	-
2200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	36.6	-
2300	4	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	38	-

07-19	628	7	45	9	94	294	147	28	3	0	1	0	0	0	0	0	33.6	39.9
06-22	700	7	45	9	111	323	171	30	3	0	1	0	0	0	0	0	33.8	39.9
06-00	707	7	45	9	112	325	174	31	3	0	1	0	0	0	0	0	33.8	39.9
00-00	716	7	45	10	113	328	178	31	3	0	1	0	0	0	0	0	33.9	39.9

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
--	7330	44	242	219	1475	3224	1850	251	15	4	6	0	0	0	0	0	33.8	39.7

CHARGE SURVEYS

SITE: B2116 Albourne, West Site

LOCATION: Attached to bushes

GRID REFERENCE: 50.937537, -0.204299

DIRECTION: Eastbound

SPEED LIM

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	26-Apr	27-Apr	28-Apr	29-Apr	30-Apr	01-May	02-May	1-5.	1-7.
Hour									
0000-0100	0	1	3	3	2	3	2	1.8	2
0100-0200	2	2	0	1	1	3	0	1	1.3
0200-0300	1	0	0	0	1	0	0	0.2	0.3
0300-0400	3	2	1	1	2	0	2	1.8	1.6
0400-0500	3	3	2	3	2	0	0	2.2	1.9
0500-0600	9	6	5	10	1	1	5	7	5.3
0600-0700	22	25	23	18	8	8	5	18.6	15.6
0700-0800	98	98	111	89	27	21	16	82.4	65.7
0800-0900	**139**	**135**	**126**	**114**	45	33	28	108.4	88.6
0900-1000	85	85	80	85	67	35	45	76	68.9
1000-1100	70	71	75	74	78	69	57	69.4	70.6
1100-1200	76	70	95	96	**96**	**71**	**72**	81.8	82.3
1200-1300	74	75	95	84	**86**	**82**	**70**	79.6	80.9
1300-1400	72	70	84	90	77	67	54	74	73.4
1400-1500	90	85	87	105	56	62	67	86.8	78.9
1500-1600	81	94	106	111	63	48	54	89.2	79.6
1600-1700	100	123	**145**	102	65	48	59	105.8	91.7
1700-1800	**112**	**130**	142	**114**	64	45	61	111.8	95.4
1800-1900	68	83	70	74	37	32	45	68	58.4
1900-2000	42	43	31	45	34	29	39	40	37.6
2000-2100	24	17	24	28	19	24	18	22.2	22
2100-2200	13	17	15	13	17	6	10	13.6	13
2200-2300	5	8	10	14	10	4	3	8	7.7
2300-2400	5	4	0	12	5	3	4	5	4.7
Totals									
0700-1900	1065	1119	1216	1138	761	613	628	1033.2	934.3
0600-2200	1166	1221	1309	1242	839	680	700	1127.6	1022.4
0600-0000	1176	1233	1319	1268	854	687	707	1140.6	1034.9
0000-0000	1194	1247	1330	1286	863	694	716	1154.6	1047.1
AM Peak	800	800	800	800	1100	1100	1100		
	139	135	126	114	96	71	72		
PM Peak	1700	1700	1600	1700	1200	1200	1200		
	112	130	145	114	86	82	70		

CHARGE SURVEYS

SITE: B2116 Albourne, West Site LOCATION: Attached to bushes

GRID REFERENCE: 50.937537, -0.204299 DIRECTION: Westbound SPEED LIMIT: 30

26 April 2022

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	1	0	0	0	0	0	0	0	0	0	0	0	41.6	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	39.8	-	
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-	
0600	48	37	0	10	0	0	0	1	0	0	0	0	0	0	0	36.9	41.5	
0700	105	79	1	19	0	1	1	0	0	0	0	0	0	1	3	36.6	41.6	
0800	128	102	3	21	1	0	0	1	0	0	0	0	0	0	0	35.6	40	
0900	81	60	1	16	1	1	0	0	0	0	0	0	0	0	2	35.3	40.4	
1000	99	63	1	21	1	6	0	0	1	2	0	0	0	3	1	34.1	38.1	
1100	81	51	2	16	2	1	1	1	0	0	0	0	0	3	4	34.1	39.3	
1200	93	69	1	14	1	3	0	0	0	2	0	1	0	1	1	35.5	41.1	
1300	72	45	0	10	0	5	2	1	1	2	0	0	0	1	5	33.6	39.6	
1400	79	51	0	17	1	2	1	1	1	1	0	0	0	1	3	33.8	38.4	
1500	97	73	0	17	2	1	1	0	0	1	0	0	0	0	2	34.5	39.8	
1600	106	87	2	10	0	1	1	1	0	0	0	0	0	2	2	35.6	41	
1700	111	96	0	11	0	0	0	0	0	0	0	0	0	1	3	35.5	40.2	
1800	76	68	1	2	1	0	0	1	0	0	0	0	0	1	2	35.2	41.6	
1900	42	37	0	1	1	0	0	0	0	0	0	0	0	2	1	35	41	
2000	21	19	0	0	0	0	0	0	0	0	0	0	0	2	0	37.9	48.7	
2100	13	11	0	1	0	0	0	0	0	0	0	0	0	1	0	40.6	47.7	
2200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	44.8	
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-	
07-19	**1128**	**844**	**12**	**174**	**10**	**21**	**7**	**6**	**3**	**8**	**0**	**1**	**0**	**14**	**28**	**35**	**40.2**	
06-22	**1252**	**948**	**12**	**186**	**11**	**21**	**7**	**7**	**3**	**8**	**0**	**1**	**0**	**19**	**29**	**35.2**	**40.4**	
06-00	**1269**	**965**	**12**	**186**	**11**	**21**	**7**	**7**	**3**	**8**	**0**	**1**	**0**	**19**	**29**	**35.2**	**40.4**	
00-00	**1280**	**974**	**12**	**187**	**12**	**21**	**7**	**7**	**3**	**8**	**0**	**1**	**0**	**19**	**29**	**35.3**	**40.4**	

27 April 2022

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	0	0	0	0	0	1	32.9	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	
0600	40	31	0	8	0	0	0	0	0	0	0	0	0	0	1	37.2	42.1	
0700	101	85	2	9	0	1	0	1	2	0	0	0	0	0	1	35.1	39.9	
0800	147	130	1	11	1	0	0	1	0	0	0	0	0	1	2	34.5	39.5	
0900	96	73	4	15	1	1	0	0	1	1	0	0	0	0	0	33.3	39.2	
1000	85	60	0	16	0	1	0	0	2	1	0	0	0	0	5	32.6	38.7	
1100	67	52	2	6	1	0	1	0	0	0	0	0	0	3	2	33.1	38.3	
1200	71	49	1	13	1	2	1	0	0	0	0	0	0	3	1	34.6	39.6	
1300	91	65	3	17	2	2	0	1	0	0	0	0	0	1	0	34.2	38.5	
1400	96	70	1	18	0	2	1	0	0	2	0	0	0	0	2	33.2	38.1	
1500	92	68	4	14	1	3	0	0	0	0	0	0	0	1	1	33.1	38.7	
1600	134	107	2	19	0	2	1	2	0	0	0	0	0	1	0	36.6	41.7	
1700	130	112	1	8	0	1	0	1	0	0	0	0	0	1	6	35.2	40.1	
1800	88	74	0	4	0	1	0	0	0	0	0	0	0	0	9	34	40.4	
1900	40	37	1	0	0	0	0	0	0	0	0	0	0	2	0	37	44.5	
2000	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	40.2	
2100	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	37.5	41.6	
2200	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	36.1	42.4	
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	
07-19	**1198**	**945**	**21**	**150**	**7**	**16**	**4**	**6**	**5**	**4**	**0**	**0**	**0**	**11**	**29**	**34.3**	**39.3**	
06-22	**1318**	**1051**	**22**	**160**	**7**	**16**	**4**	**6**	**5**	**4**	**0**	**0**	**0**	**13**	**30**	**34.5**	**39.6**	
06-00	**1334**	**1065**	**22**	**162**	**7**	**16**	**4**	**6**	**5**	**4**	**0**	**0**	**0**	**13**	**30**	**34.5**	**39.7**	
00-00	**1341**	**1071**	**22**	**162**	**7**	**16**	**4**	**6**	**5**	**4**	**0**	**0**	**0**	**13**	**31**	**34.5**	**39.7**	

28 April 2022

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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	-	
0500	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	31.7	-	
0600	41	30	1	8	0	0	0	0	0	0	0	0	0	0	2	36	41.6	
0700	107	84	0	18	1	1	0	0	0	0	0	0	0	0	3	36.3	41.9	
0800	146	129	0	12	2	1	0	1	0	0	0	0	0	0	1	34.3	39.5	
0900	87	61	2	18	1	2	0	1	1	0	0	0	0	0	1	33.3	38.1	
1000	74	47	3	17	1	2	0	0	1	2	0	0	0	0	1	32.5	38.5	
1100	74	52	3	10	2	0	0	2	0	2	0	0	0	2	1	33.6	37.6	
1200	87	58	2	14	0	4	0	0	0	0	0	0	0	3	6	34.1	40.8	
1300	61	43	0	13	0	1	0	0	0	1	0	0	0	1	2	34.6	40.3	
1400	73	52	2	10	3	0	1	0	0	1	0	0	0	1	3	33.7	40	
1500	119	87	3	23	0	1	0	1	2	0	0	0	0	0	2	33.4	38.7	
1600	115	92	3	15	1	1	0	0	0	0	0	0	0	1	2	35.5	40.7	
1700	110	98	1	5	0	0	0	1	0	0	0	0	0	2	3	36	41.2	
1800	79	67	1	4	0	0	0	0	0	0	0	0	0	2	5	35.2	41.3	
1900	30	27	0	1	0	0	0	0	0	0	0	0	0	2	0	38.5	44.6	
2000	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	36.5	41.9	
2100	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	37.3	43.1	
2200	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	36.9	-	
2300	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	37.6	-	
07-19	**1132**	**870**	**20**	**159**	**11**	**13**	**1**	**6**	**4**	**6**	**0**	**0**	**0**	**12**	**30**	**34.5**	**39.8**	
06-22	**1239**	**961**	**21**	**170**	**11**	**13**	**1**	**6**	**4**	**6**	**0**	**0**	**0**	**14**	**32**	**34.7**	**40**	
06-00	**1255**	**974**	**21**	**173**	**11**	**13**	**1**	**6**	**4**	**6**	**0**	**0**	**0**	**14**	**32**	**34.7**	**40**	
00-00	**1264**	**982**	**21**	**173**	**11**	**13**	**1**	**6**	**4**	**6**	**0**	**0**	**0**	**14**	**33**	**34.7**	**40.2**	

29 April 2022

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	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-	

0600	35	22	0	8	0	0	1	0	0	0	0	0	0	1	3	34.2	40.7
0700	123	95	3	13	1	2	0	2	2	1	0	0	0	1	3	36.9	43.3
0800	137	118	0	16	0	1	0	0	0	2	0	0	0	0	0	34.9	40.7
0900	96	72	3	13	0	2	0	0	0	2	0	0	0	1	3	34.1	39.7
1000	82	59	1	13	1	1	0	0	1	2	0	0	0	0	4	34.5	39.1
1100	79	54	0	15	1	4	2	0	0	1	0	0	0	1	1	34.7	40.2
1200	74	57	1	13	0	0	0	0	0	0	0	0	0	0	3	35.6	40.9
1300	80	52	0	19	1	3	1	0	0	1	0	0	0	1	2	34.3	39.7
1400	88	64	2	8	0	2	3	2	1	0	0	0	0	3	3	35.3	40.2
1500	128	98	3	16	1	1	1	1	0	1	0	0	0	4	2	34.9	40.1
1600	158	134	1	16	1	0	1	2	0	0	0	0	0	0	3	35.4	41.2
1700	103	88	0	11	0	0	0	1	0	0	0	0	0	1	2	35.8	40.6
1800	70	66	0	2	0	0	0	0	0	0	0	0	0	1	1	37.2	41.5
1900	38	35	0	1	0	0	0	0	0	0	0	0	0	1	1	36.1	41
2000	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	38.1	41.1
2100	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	37.6	44.3
2200	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	37.8	42.7
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-
07-19	**1218**	**957**	**14**	**155**	**6**	**16**	**8**	**8**	**4**	**10**	**0**	**0**	**0**	**13**	**27**	**35.3**	**40.6**
06-22	**1329**	**1048**	**14**	**168**	**6**	**16**	**9**	**8**	**4**	**10**	**0**	**0**	**0**	**15**	**31**	**35.4**	**40.7**
06-00	**1350**	**1068**	**14**	**169**	**6**	**16**	**9**	**8**	**4**	**10**	**0**	**0**	**0**	**15**	**31**	**35.4**	**40.7**
00-00	**1362**	**1080**	**14**	**169**	**6**	**16**	**9**	**8**	**4**	**10**	**0**	**0**	**0**	**15**	**31**	**35.4**	**40.7**

30 April 2022

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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	11	6	0	4	0	0	0	0	0	0	0	0	0	0	1	36.3	41.5
0700	28	21	0	4	0	1	0	0	0	0	0	0	0	1	1	36	41.1
0800	37	31	0	2	0	2	0	0	0	0	0	0	0	0	2	35.1	41
0900	67	55	2	0	0	2	0	0	1	2	0	0	0	0	5	33.8	40.2
1000	72	59	0	3	0	3	0	0	0	0	0	0	0	1	6	33.8	39.9
1100	97	77	2	4	0	2	1	0	0	1	0	0	0	2	8	34	40.5

1200	79	61	0	3	1	1	0	0	0	0	0	0	0	10	3	34.6	41.5
1300	72	59	0	4	0	1	0	0	0	0	0	0	0	1	7	34.4	42.5
1400	77	62	0	6	0	0	1	0	0	0	0	0	0	2	6	35.5	40.4
1500	50	45	0	1	0	0	0	0	0	0	0	0	0	1	3	35.1	40.6
1600	66	56	0	2	0	1	0	0	0	0	0	0	0	3	4	36.1	42.1
1700	55	48	1	3	0	0	0	1	0	0	0	0	0	1	1	36.7	41.2
1800	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	41.5
1900	21	18	0	0	0	1	0	0	0	0	0	0	0	1	1	34.9	40.8
2000	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	41.9
2100	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	40.3
2200	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	36	40.2
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
07-19	**737**	**611**	**5**	**32**	**1**	**13**	**2**	**1**	**1**	**3**	**0**	**0**	**0**	**22**	**46**	**35**	**40.9**
06-22	**800**	**666**	**5**	**36**	**1**	**14**	**2**	**1**	**1**	**3**	**0**	**0**	**0**	**23**	**48**	**35**	**40.8**
06-00	**821**	**687**	**5**	**36**	**1**	**14**	**2**	**1**	**1**	**3**	**0**	**0**	**0**	**23**	**48**	**35**	**40.8**
00-00	**824**	**690**	**5**	**36**	**1**	**14**	**2**	**1**	**1**	**3**	**0**	**0**	**0**	**23**	**48**	**35**	**40.8**

01 May 2022

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	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0600	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0700	17	11	0	4	0	0	0	0	0	0	0	0	0	0	2	34.4	40.8
0800	40	25	0	2	0	0	0	0	0	1	0	0	0	6	6	35	45.8
0900	43	31	1	1	0	1	0	0	0	0	0	0	0	1	8	32.2	39.9
1000	76	55	2	4	0	2	0	0	0	0	0	0	0	2	11	32.2	38.7
1100	84	68	3	2	0	2	0	0	0	0	0	1	0	1	7	32.7	38
1200	83	69	1	2	0	0	0	0	0	0	0	0	0	3	8	34	40.8
1300	70	63	0	3	0	0	0	0	0	0	0	0	0	3	1	35.7	41.6
1400	45	38	0	2	0	0	0	0	0	0	0	0	0	1	4	34.3	40.5
1500	53	50	1	1	0	0	0	0	0	0	0	0	0	0	1	34.9	41
1600	46	43	0	3	0	0	0	0	0	0	0	0	0	0	0	36	40.7
1700	43	38	0	2	0	0	0	0	0	0	0	0	0	1	2	35.4	41.7

1800	23	22	0	0	0	0	0	0	0	0	0	0	0	1	0	37	43.5	
1900	17	15	0	1	0	0	0	0	0	0	0	0	0	1	0	38.6	43.3	
2000	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	35.7	40.7	
2100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-	
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-	
2300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	-	
07-19	**623**	**513**	**8**	**26**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**19**	**50**	**34.2**	**40.5**	
06-22	**675**	**560**	**8**	**30**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**20**	**50**	**34.4**	**40.7**	
06-00	**686**	**570**	**8**	**31**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**20**	**50**	**34.4**	**40.7**	
00-00	**695**	**579**	**8**	**31**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**20**	**50**	**34.4**	**40.7**	

02 May 2022

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	-	
0600	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	37.6	-	
0700	20	18	0	1	0	0	0	0	0	0	0	0	0	1	0	37.8	42.8	
0800	29	19	1	4	0	1	0	0	0	0	0	0	0	0	4	32.2	37.9	
0900	51	36	2	2	0	2	0	0	0	1	0	0	0	1	7	32.2	39	
1000	64	53	0	3	0	2	0	0	0	0	0	0	0	1	5	33	39.3	
1100	73	60	0	2	0	1	0	0	0	0	0	0	0	2	8	33.2	39.3	
1200	90	72	0	3	0	2	0	0	0	0	0	0	0	9	4	34.4	41.5	
1300	61	55	0	2	0	0	0	0	0	0	0	0	0	3	1	35.5	41.1	
1400	64	60	0	2	0	0	0	0	0	0	0	0	0	1	1	35.6	40.9	
1500	60	55	1	0	0	0	0	0	0	0	0	0	0	1	3	35.7	42.4	
1600	48	42	0	2	0	1	0	0	0	0	0	0	0	0	3	36	43.8	
1700	38	33	0	2	0	0	0	0	0	0	0	0	0	0	3	34.4	39.6	
1800	29	28	0	0	0	0	0	0	0	0	0	0	0	1	0	36.5	40.2	
1900	30	25	0	3	0	0	0	1	0	0	0	0	0	0	1	36.1	44.8	
2000	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	38.9	46.5	
2100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-	
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-	
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	

07-19	627	531	4	23	0	9	0	0	0	1	0	0	0	20	39	34.5	40.4	
06-22	689	586	4	28	0	9	0	1	0	1	0	0	0	20	40	34.8	40.8	
06-00	697	594	4	28	0	9	0	1	0	1	0	0	0	20	40	34.8	40.8	
00-00	702	598	4	29	0	9	0	1	0	1	0	0	0	20	40	34.8	40.9	

SITE: B2116 Albourne, West Site

LOCATION: Attached to bushes

GRID REFERENCE: 50.937537, -0.204299

DIRECTION: Westbound

SPEED LIMIT: 30

26 April 2022

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	0	1	1	1	0	0	0	0	0	0	0	0	41.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	39.8	-
0500	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	36.3	-
0600	48	0	0	0	3	22	18	5	0	0	0	0	0	0	0	0	36.9	41.5
0700	105	0	2	2	8	45	42	4	1	1	0	0	0	0	0	0	36.6	41.6
0800	128	0	0	0	20	65	37	6	0	0	0	0	0	0	0	0	35.6	40
0900	81	0	2	0	9	44	23	3	0	0	0	0	0	0	0	0	35.3	40.4
1000	99	0	2	2	18	54	21	1	1	0	0	0	0	0	0	0	34.1	38.1
1100	81	0	3	1	14	41	19	3	0	0	0	0	0	0	0	0	34.1	39.3
1200	93	0	1	0	19	38	31	3	1	0	0	0	0	0	0	0	35.5	41.1
1300	72	1	2	5	11	31	22	0	0	0	0	0	0	0	0	0	33.6	39.6
1400	79	0	2	2	13	46	15	1	0	0	0	0	0	0	0	0	33.8	38.4
1500	97	0	2	3	19	42	30	0	1	0	0	0	0	0	0	0	34.5	39.8
1600	106	0	0	2	15	48	37	4	0	0	0	0	0	0	0	0	35.6	41
1700	111	0	1	2	18	44	43	1	2	0	0	0	0	0	0	0	35.5	40.2
1800	76	0	1	3	15	30	21	5	1	0	0	0	0	0	0	0	35.2	41.6
1900	42	1	0	0	12	12	13	4	0	0	0	0	0	0	0	0	35	41
2000	21	0	0	0	2	11	4	2	2	0	0	0	0	0	0	0	37.9	48.7
2100	13	0	0	0	0	3	7	3	0	0	0	0	0	0	0	0	40.6	47.7
2200	11	0	0	0	0	7	2	2	0	0	0	0	0	0	0	0	36.6	44.8
2300	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	36.8	-
07-19	**1128**	**1**	**18**	**22**	**179**	**528**	**341**	**31**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**40.2**
06-22	**1252**	**2**	**18**	**22**	**196**	**576**	**383**	**45**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.2**	**40.4**
06-00	**1269**	**2**	**18**	**22**	**196**	**586**	**388**	**47**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.2**	**40.4**
00-00	**1280**	**2**	**18**	**22**	**197**	**588**	**395**	**48**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.3**	**40.4**

27 April 2022

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	1	0	0	0	1	1	0	0	0	0	0	0	0	0	32.9	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.2	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	35.2	-
0600	40	0	0	1	4	17	13	4	1	0	0	0	0	0	0	0	37.2	42.1
0700	101	0	1	1	17	45	33	4	0	0	0	0	0	0	0	0	35.1	39.9
0800	147	0	1	2	27	81	32	3	1	0	0	0	0	0	0	0	34.5	39.5
0900	96	0	1	4	27	44	19	1	0	0	0	0	0	0	0	0	33.3	39.2
1000	85	0	2	7	21	39	15	1	0	0	0	0	0	0	0	0	32.6	38.7
1100	67	0	0	6	16	32	9	3	1	0	0	0	0	0	0	0	33.1	38.3
1200	71	0	0	1	13	40	15	2	0	0	0	0	0	0	0	0	34.6	39.6
1300	91	0	0	2	22	47	16	4	0	0	0	0	0	0	0	0	34.2	38.5
1400	96	0	1	3	26	46	19	1	0	0	0	0	0	0	0	0	33.2	38.1
1500	92	0	1	3	28	40	19	1	0	0	0	0	0	0	0	0	33.1	38.7
1600	134	0	0	0	12	65	46	10	1	0	0	0	0	0	0	0	36.6	41.7
1700	130	0	3	2	19	63	38	4	1	0	0	0	0	0	0	0	35.2	40.1
1800	88	0	3	8	10	37	28	1	1	0	0	0	0	0	0	0	34	40.4
1900	40	0	0	0	5	20	8	5	1	1	0	0	0	0	0	0	37	44.5
2000	20	0	0	0	5	8	7	0	0	0	0	0	0	0	0	0	34.9	40.2
2100	20	0	0	0	2	8	8	2	0	0	0	0	0	0	0	0	37.5	41.6
2200	11	0	0	0	0	8	2	1	0	0	0	0	0	0	0	0	36.1	42.4
2300	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	35.2	-
07-19	**1198**	**0**	**13**	**39**	**238**	**579**	**289**	**35**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.3**	**39.3**
06-22	**1318**	**0**	**13**	**40**	**254**	**632**	**325**	**46**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34.5**	**39.6**
06-00	**1334**	**0**	**13**	**40**	**255**	**643**	**328**	**47**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34.5**	**39.7**
00-00	**1341**	**0**	**14**	**40**	**255**	**646**	**330**	**48**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34.5**	**39.7**

28 April 2022

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	0	0	2	1	0	0	0	0	0	0	0	0	40.6	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.9	-	
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.7	-	
0500	4	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	31.7	-	
0600	41	0	0	3	5	13	15	4	1	0	0	0	0	0	0	0	36	41.6	
0700	107	0	1	4	12	41	43	3	2	1	0	0	0	0	0	0	36.3	41.9	
0800	146	0	1	1	34	69	34	7	0	0	0	0	0	0	0	0	34.3	39.5	
0900	87	0	1	3	24	41	18	0	0	0	0	0	0	0	0	0	33.3	38.1	
1000	74	0	4	4	16	34	14	2	0	0	0	0	0	0	0	0	32.5	38.5	
1100	74	0	0	1	21	39	12	1	0	0	0	0	0	0	0	0	33.6	37.6	
1200	87	0	2	7	15	36	20	5	2	0	0	0	0	0	0	0	34.1	40.8	
1300	61	0	1	2	13	25	17	2	1	0	0	0	0	0	0	0	34.6	40.3	
1400	73	0	2	4	12	34	20	1	0	0	0	0	0	0	0	0	33.7	40	
1500	119	1	2	0	30	55	30	1	0	0	0	0	0	0	0	0	33.4	38.7	
1600	115	0	0	2	16	54	38	5	0	0	0	0	0	0	0	0	35.5	40.7	
1700	110	0	0	4	14	44	41	6	0	1	0	0	0	0	0	0	36	41.2	
1800	79	0	2	3	11	31	27	3	2	0	0	0	0	0	0	0	35.2	41.3	
1900	30	0	1	0	4	7	11	5	1	1	0	0	0	0	0	0	38.5	44.6	
2000	18	0	0	1	2	5	9	1	0	0	0	0	0	0	0	0	36.5	41.9	
2100	18	0	0	0	3	8	6	0	1	0	0	0	0	0	0	0	37.3	43.1	
2200	10	0	0	0	0	6	2	2	0	0	0	0	0	0	0	0	36.9	-	
2300	6	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	37.6	-	
07-19	**1132**	**1**	**16**	**35**	**218**	**503**	**314**	**36**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**34.5**	**39.8**	
06-22	**1239**	**1**	**17**	**39**	**232**	**536**	**355**	**46**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**34.7**	**40**	
06-00	**1255**	**1**	**17**	**40**	**232**	**544**	**359**	**49**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**34.7**	**40**	
00-00	**1264**	**1**	**17**	**41**	**232**	**546**	**363**	**51**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**34.7**	**40.2**	

29 April 2022

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	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	39	-	
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.7	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.5	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	36.1	-	

0600	35	0	0	5	5	10	13	2	0	0	0	0	0	0	0	0	34.2	40.7
0700	123	0	0	2	17	44	43	17	0	0	0	0	0	0	0	0	36.9	43.3
0800	137	0	1	4	20	69	38	5	0	0	0	0	0	0	0	0	34.9	40.7
0900	96	0	4	2	22	39	24	4	1	0	0	0	0	0	0	0	34.1	39.7
1000	82	0	4	1	10	40	26	1	0	0	0	0	0	0	0	0	34.5	39.1
1100	79	1	0	1	13	37	25	2	0	0	0	0	0	0	0	0	34.7	40.2
1200	74	0	3	1	6	36	23	5	0	0	0	0	0	0	0	0	35.6	40.9
1300	80	1	0	4	13	37	23	2	0	0	0	0	0	0	0	0	34.3	39.7
1400	88	0	1	3	14	40	24	4	2	0	0	0	0	0	0	0	35.3	40.2
1500	128	0	1	3	23	60	36	5	0	0	0	0	0	0	0	0	34.9	40.1
1600	158	1	1	3	29	68	46	8	2	0	0	0	0	0	0	0	35.4	41.2
1700	103	0	3	0	10	51	34	5	0	0	0	0	0	0	0	0	35.8	40.6
1800	70	0	0	1	6	26	33	4	0	0	0	0	0	0	0	0	37.2	41.5
1900	38	0	0	0	6	15	15	2	0	0	0	0	0	0	0	0	36.1	41
2000	27	0	0	1	1	9	14	1	0	1	0	0	0	0	0	0	38.1	41.1
2100	11	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	37.6	44.3
2200	14	0	0	0	1	5	6	2	0	0	0	0	0	0	0	0	37.8	42.7
2300	7	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0	31.6	-
07-19	**1218**	**3**	**18**	**25**	**183**	**547**	**375**	**62**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.3**	**40.6**
06-22	**1329**	**3**	**18**	**31**	**196**	**585**	**421**	**69**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**40.7**
06-00	**1350**	**3**	**20**	**31**	**197**	**591**	**431**	**71**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**40.7**
00-00	**1362**	**3**	**20**	**31**	**197**	**597**	**436**	**72**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**40.7**

30 April 2022

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	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	11	0	0	1	0	4	6	0	0	0	0	0	0	0	0	0	36.3	41.5
0700	28	0	2	0	2	12	10	2	0	0	0	0	0	0	0	0	36	41.1
0800	37	0	1	1	2	22	9	2	0	0	0	0	0	0	0	0	35.1	41
0900	67	0	3	4	13	29	13	4	1	0	0	0	0	0	0	0	33.8	40.2
1000	72	0	1	8	11	30	19	2	1	0	0	0	0	0	0	0	33.8	39.9
1100	97	0	1	7	21	38	28	1	1	0	0	0	0	0	0	0	34	40.5

1200	79	0	2	7	11	31	23	3	1	1	0	0	0	0	0	0	34.6	41.5
1300	72	0	3	6	8	31	17	7	0	0	0	0	0	0	0	0	34.4	42.5
1400	77	0	2	6	3	31	30	3	2	0	0	0	0	0	0	0	35.5	40.4
1500	50	0	1	3	5	23	14	4	0	0	0	0	0	0	0	0	35.1	40.6
1600	66	0	2	2	6	25	27	3	0	1	0	0	0	0	0	0	36.1	42.1
1700	55	0	1	1	3	23	24	3	0	0	0	0	0	0	0	0	36.7	41.2
1800	37	0	0	0	5	14	15	3	0	0	0	0	0	0	0	0	36.6	41.5
1900	21	1	0	1	3	5	10	0	1	0	0	0	0	0	0	0	34.9	40.8
2000	19	0	0	0	6	6	6	1	0	0	0	0	0	0	0	0	35.5	41.9
2100	12	0	0	0	2	3	7	0	0	0	0	0	0	0	0	0	35.8	40.3
2200	14	0	0	0	1	7	5	1	0	0	0	0	0	0	0	0	36	40.2
2300	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	37.7	-
07-19	**737**	**0**	**19**	**45**	**90**	**309**	**229**	**37**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**40.9**
06-22	**800**	**1**	**19**	**47**	**101**	**327**	**258**	**38**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**40.8**
06-00	**821**	**1**	**19**	**47**	**102**	**336**	**268**	**39**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**40.8**
00-00	**824**	**1**	**19**	**47**	**103**	**337**	**269**	**39**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**40.8**

01 May 2022

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	5	0	1	0	0	1	2	1	0	0	0	0	0	0	0	0	34.1	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	41.3	-
0600	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	34.5	-
0700	17	0	0	2	1	9	5	0	0	0	0	0	0	0	0	0	34.4	40.8
0800	40	1	2	6	4	10	9	5	0	2	1	0	0	0	0	0	35	45.8
0900	43	0	3	6	6	12	16	0	0	0	0	0	0	0	0	0	32.2	39.9
1000	76	0	5	8	12	33	16	2	0	0	0	0	0	0	0	0	32.2	38.7
1100	84	0	5	5	14	45	14	1	0	0	0	0	0	0	0	0	32.7	38
1200	83	0	5	5	9	41	16	5	0	2	0	0	0	0	0	0	34	40.8
1300	70	0	0	2	10	33	19	6	0	0	0	0	0	0	0	0	35.7	41.6
1400	45	0	3	3	5	14	17	3	0	0	0	0	0	0	0	0	34.3	40.5
1500	53	0	2	0	6	26	16	3	0	0	0	0	0	0	0	0	34.9	41
1600	46	0	0	0	8	19	17	1	1	0	0	0	0	0	0	0	36	40.7
1700	43	1	0	1	7	18	14	1	0	1	0	0	0	0	0	0	35.4	41.7

1800	23	0	0	0	1	12	7	3	0	0	0	0	0	0	0	0	37	43.5
1900	17	0	0	0	2	7	6	1	0	0	0	1	0	0	0	0	38.6	43.3
2000	19	0	0	0	2	12	5	0	0	0	0	0	0	0	0	0	35.7	40.7
2100	9	0	0	0	2	3	1	2	1	0	0	0	0	0	0	0	37.9	-
2200	5	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	35.3	-
2300	6	0	1	0	0	3	1	1	0	0	0	0	0	0	0	0	34.2	-
07-19	**623**	**2**	**25**	**38**	**83**	**272**	**166**	**30**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**34.2**	**40.5**
06-22	**675**	**2**	**25**	**38**	**90**	**298**	**180**	**33**	**2**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**34.4**	**40.7**
06-00	**686**	**2**	**26**	**39**	**90**	**302**	**183**	**35**	**2**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**34.4**	**40.7**
00-00	**695**	**2**	**27**	**39**	**90**	**305**	**186**	**37**	**2**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**34.4**	**40.7**

02 May 2022

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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	38.1	-
0600	10	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	37.6	-
0700	20	0	0	0	0	7	12	1	0	0	0	0	0	0	0	0	37.8	42.8
0800	29	0	4	1	2	16	6	0	0	0	0	0	0	0	0	0	32.2	37.9
0900	51	0	4	6	9	19	12	0	1	0	0	0	0	0	0	0	32.2	39
1000	64	0	2	8	8	31	13	0	2	0	0	0	0	0	0	0	33	39.3
1100	73	0	2	7	12	31	20	1	0	0	0	0	0	0	0	0	33.2	39.3
1200	90	0	3	6	13	37	25	4	2	0	0	0	0	0	0	0	34.4	41.5
1300	61	0	0	2	10	30	16	2	1	0	0	0	0	0	0	0	35.5	41.1
1400	64	0	1	0	7	34	20	2	0	0	0	0	0	0	0	0	35.6	40.9
1500	60	0	2	2	6	27	20	2	0	1	0	0	0	0	0	0	35.7	42.4
1600	48	0	0	3	9	16	13	5	1	1	0	0	0	0	0	0	36	43.8
1700	38	0	0	2	7	17	10	2	0	0	0	0	0	0	0	0	34.4	39.6
1800	29	0	0	0	4	11	12	1	1	0	0	0	0	0	0	0	36.5	40.2
1900	30	0	0	1	6	11	7	5	0	0	0	0	0	0	0	0	36.1	44.8
2000	14	0	0	0	0	5	6	3	0	0	0	0	0	0	0	0	38.9	46.5
2100	8	0	0	0	2	4	0	2	0	0	0	0	0	0	0	0	36.5	-
2200	7	0	0	0	1	2	3	0	0	1	0	0	0	0	0	0	40	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.3	-

07-19	627	0	18	37	87	276	179	20	8	2	0	0	0	0	0	0	34.5	40.4
06-22	689	0	18	38	95	301	196	31	8	2	0	0	0	0	0	0	34.8	40.8
06-00	697	0	18	38	96	304	199	31	8	3	0	0	0	0	0	0	34.8	40.8
00-00	702	0	18	38	97	305	201	32	8	3	0	0	0	0	0	0	34.8	40.9

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
--	7468	9	133	258	1171	3324	2180	327	48	16	1	1	0	0	0	0	34.9	40.5

CHARGE SURVEYS

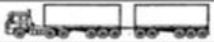
SITE: B2116 Albourne, West Site LOCATION: Attached to bushes

GRID REFERENCE: 50.937537, -0.204299 DIRECTION: Westbound SPEED LIM

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	26-Apr	27-Apr	28-Apr	29-Apr	30-Apr	01-May	02-May	1-5.	1-7.
Hour									
0000-0100	3	3	3	5	2	5	1	3	3.1
0100-0200	0	1	0	1	0	2	0	0.4	0.6
0200-0300	0	1	0	0	0	0	1	0.4	0.3
0300-0400	0	0	1	1	1	0	0	0.4	0.4
0400-0500	3	0	1	0	0	0	0	0.8	0.6
0500-0600	5	2	4	5	0	2	3	3.8	3
0600-0700	48	40	41	35	11	7	10	34.8	27.4
0700-0800	105	101	107	123	28	17	20	91.2	71.6
0800-0900	**128**	**147**	**146**	**137**	37	40	29	117.4	94.9
0900-1000	81	96	87	96	67	43	51	82.2	74.4
1000-1100	99	85	74	82	72	76	64	80.8	78.9
1100-1200	81	67	74	79	**97**	**84**	**73**	74.8	79.3
1200-1300	93	71	87	74	**79**	**83**	**90**	83	82.4
1300-1400	72	91	61	80	72	70	61	73	72.4
1400-1500	79	96	73	88	77	45	64	80	74.6
1500-1600	97	92	**119**	128	50	53	60	99.2	85.6
1600-1700	106	**134**	115	**158**	66	46	48	112.2	96.1
1700-1800	**111**	130	110	103	55	43	38	98.4	84.3
1800-1900	76	88	79	70	37	23	29	68.4	57.4
1900-2000	42	40	30	38	21	17	30	36	31.1
2000-2100	21	20	18	27	19	19	14	20	19.7
2100-2200	13	20	18	11	12	9	8	14	13
2200-2300	11	11	10	14	14	5	7	10.6	10.3
2300-2400	6	5	6	7	7	6	1	5	5.4
Totals									
0700-1900	1128	1198	1132	1218	737	623	627	1060.6	951.9
0600-2200	1252	1318	1239	1329	800	675	689	1165.4	1043.1
0600-0000	1269	1334	1255	1350	821	686	697	1181	1058.9
0000-0000	1280	1341	1264	1362	824	695	702	1189.8	1066.9
AM Peak	800	800	800	800	1100	1100	1100		
	128	147	146	137	97	84	73		
PM Peak	1700	1600	1500	1600	1200	1200	1200		
	111	134	119	158	79	83	90		

CHARGE SURVEYS

SITE: B2116 Albourne, East Site (50.937300, -0.202867)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound
Total	**8289**	**8423**
Mean Speed	**28.8**	**29.5**
85%	**35.2**	**35.6**

SITE: B2116 Albourne, East Site LOCATION: Attached to footpath sign

GRID REFERENCE: 50.937300, -0.202867 DIRECTION: Eastbound SPEED LIMIT: 30

26 April 2022

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	-	
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-	
0500	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	
0600	35	30	0	4	0	0	0	0	0	0	0	0	0	1	0	27.7	37	
0700	112	84	2	15	0	2	3	3	0	0	0	0	0	1	2	29.5	35.9	
0800	173	136	3	21	5	3	0	2	0	1	0	0	0	2	0	26.4	32.9	
0900	100	75	2	15	2	2	0	0	0	2	0	0	0	1	1	29.5	36.5	
1000	77	60	0	13	2	1	0	0	0	1	0	0	0	0	0	29.8	35	
1100	82	57	1	13	0	3	0	0	1	2	0	0	0	3	2	30.1	35.9	
1200	81	58	3	11	1	2	0	0	1	2	0	0	0	1	2	29	35	
1300	77	60	1	11	1	1	0	0	0	2	0	0	0	0	1	29.2	35.5	
1400	95	76	2	12	0	1	0	0	2	0	0	0	0	1	1	28.6	35	
1500	124	104	1	13	0	2	0	0	0	1	0	0	0	2	1	24.6	32.7	
1600	118	101	1	13	0	1	0	1	0	0	0	0	0	0	1	28.8	34.9	
1700	123	118	0	3	0	0	0	0	0	0	0	0	0	2	0	29.9	36.2	
1800	66	60	0	4	0	0	0	0	0	0	0	0	0	0	2	30.6	36.9	
1900	42	37	1	3	0	0	0	0	0	0	0	0	0	0	1	28.4	36.5	
2000	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	30.2	38.3	
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	36.8	
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-	
2300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	-	
07-19	**1228**	**989**	**16**	**144**	**11**	**18**	**3**	**6**	**4**	**11**	**0**	**0**	**0**	**13**	**13**	**28.5**	**35**	
06-22	**1340**	**1088**	**17**	**154**	**11**	**18**	**3**	**6**	**4**	**11**	**0**	**0**	**0**	**14**	**14**	**28.6**	**35**	
06-00	**1351**	**1098**	**17**	**155**	**11**	**18**	**3**	**6**	**4**	**11**	**0**	**0**	**0**	**14**	**14**	**28.6**	**35.1**	
00-00	**1372**	**1118**	**17**	**156**	**11**	**18**	**3**	**6**	**4**	**11**	**0**	**0**	**0**	**14**	**14**	**28.6**	**35.1**	

27 April 2022

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-	
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.7	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	
0600	29	24	2	2	0	1	0	0	0	0	0	0	0	0	0	31.8	40.8	
0700	114	86	1	18	2	2	1	1	0	0	0	0	0	2	1	29.6	35.5	
0800	156	136	2	12	0	1	1	1	0	1	0	0	0	2	0	27.1	33.7	
0900	105	79	0	20	1	2	1	0	0	2	0	0	0	0	0	27.6	33.5	
1000	86	57	4	21	0	1	0	0	0	2	0	0	0	0	1	27.6	34	
1100	74	51	0	15	1	3	0	0	0	1	0	0	0	0	3	29.4	35.1	
1200	92	71	1	12	2	1	1	0	0	1	0	0	0	0	3	27.1	32.7	
1300	79	66	0	8	0	1	0	0	0	1	0	0	0	2	1	27.1	32.5	
1400	92	65	1	20	1	4	0	0	0	1	0	0	0	0	0	29.8	36	
1500	138	123	1	9	1	0	0	1	0	3	0	0	0	0	0	25.3	31.6	
1600	131	113	0	13	1	1	0	0	0	1	0	0	0	0	2	29.1	35.1	
1700	141	132	0	4	1	0	0	0	0	2	0	0	0	0	2	30.1	35.5	
1800	81	77	0	3	0	0	0	0	0	0	0	0	0	0	1	31.8	37.5	
1900	47	41	0	4	0	0	0	0	0	0	0	0	0	1	1	31.1	36.1	
2000	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	39.3	
2100	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	34.4	
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	
07-19	**1289**	**1056**	**10**	**155**	**10**	**16**	**4**	**3**	**0**	**15**	**0**	**0**	**0**	**6**	**14**	**28.3**	**34.7**	
06-22	**1403**	**1158**	**12**	**162**	**10**	**17**	**4**	**3**	**0**	**15**	**0**	**0**	**0**	**7**	**15**	**28.5**	**34.9**	
06-00	**1415**	**1170**	**12**	**162**	**10**	**17**	**4**	**3**	**0**	**15**	**0**	**0**	**0**	**7**	**15**	**28.6**	**34.9**	
00-00	**1430**	**1183**	**12**	**164**	**10**	**17**	**4**	**3**	**0**	**15**	**0**	**0**	**0**	**7**	**15**	**28.6**	**34.9**	

28 April 2022

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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-	
0500	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	26.9	-	
0600	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	32.7		39.5
0700	125	91	1	22	2	3	2	2	0	0	0	0	0	1	1	30.5		36.1
0800	155	133	3	13	1	0	1	0	0	1	0	0	0	2	1	27		33.5
0900	107	81	0	23	0	0	1	0	1	0	0	0	0	1	0	26.9		33.2
1000	85	52	6	17	2	1	0	1	1	2	0	0	0	1	2	27.5		32.7
1100	105	86	0	13	0	2	0	0	0	1	0	0	0	1	2	29.1		34.6
1200	110	82	0	13	4	3	0	1	1	2	0	0	0	2	2	27.7		33.1
1300	96	72	0	13	1	4	0	0	0	3	0	0	0	2	1	28.9		34.1
1400	93	67	3	13	2	1	0	0	0	1	0	0	0	1	5	27.5		34.8
1500	136	119	2	10	1	0	0	0	1	2	0	0	0	1	0	26.1		33.3
1600	169	138	1	21	1	1	0	0	0	0	0	0	0	2	5	28.2		35.1
1700	149	137	0	5	2	0	0	0	0	0	0	0	0	2	3	29.9		35.3
1800	74	71	1	1	0	0	0	0	0	0	1	0	0	0	0	30.9		36.8
1900	44	43	0	0	0	0	0	0	0	0	0	0	0	1	0	28.5		36.5
2000	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3		37.6
2100	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4		37.1
2200	13	12	0	0	0	0	0	0	0	0	0	0	0	1	0	34.5		39.8
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	14.1	-	
07-19	**1404**	**1129**	**17**	**164**	**16**	**15**	**4**	**4**	**4**	**12**	**1**	**0**	**0**	**16**	**22**	**28.3**		**34.7**
06-22	**1528**	**1244**	**17**	**172**	**16**	**15**	**4**	**4**	**4**	**12**	**1**	**0**	**0**	**17**	**22**	**28.4**		**34.9**
06-00	**1542**	**1256**	**17**	**172**	**17**	**15**	**4**	**4**	**4**	**12**	**1**	**0**	**0**	**18**	**22**	**28.5**		**34.9**
00-00	**1557**	**1268**	**18**	**174**	**17**	**15**	**4**	**4**	**4**	**12**	**1**	**0**	**0**	**18**	**22**	**28.5**		**34.9**

29 April 2022

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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-	
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	
0500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	-	

0600	22	14	0	2	1	2	0	1	0	0	0	0	0	0	2	27.8	34	
0700	96	66	1	18	2	1	2	1	0	0	0	1	0	1	3	29.2	35.5	
0800	152	122	1	18	2	4	0	0	0	0	0	0	0	1	4	26.9	34.1	
0900	101	68	3	17	2	4	1	0	0	4	0	0	0	0	2	27.2	33.5	
1000	74	52	1	13	0	3	0	0	1	3	0	0	0	1	0	30	36	
1100	106	69	2	18	2	4	0	0	0	4	0	0	0	4	3	28.9	33.4	
1200	97	80	0	10	0	1	0	0	1	3	0	0	0	2	0	29.5	34.9	
1300	101	81	0	13	1	0	0	1	0	1	0	0	0	2	2	29.2	35.7	
1400	113	85	2	16	0	1	0	0	0	1	0	0	0	4	4	29	34.6	
1500	140	119	1	14	1	1	0	0	1	1	0	0	0	0	2	25.9	32.1	
1600	124	107	1	13	0	0	0	0	0	0	0	0	0	1	2	28.4	34.1	
1700	122	107	0	12	0	0	0	0	0	0	0	0	0	2	1	30.5	35.9	
1800	74	65	0	5	0	0	0	0	0	0	0	0	0	2	2	30.3	36.3	
1900	61	58	0	2	0	0	0	0	0	0	0	0	0	1	0	28.1	34.6	
2000	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	37.6	
2100	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	37.4	
2200	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	36.3	
2300	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	38.4	
07-19	**1300**	**1021**	**12**	**167**	**10**	**19**	**3**	**2**	**3**	**17**	**0**	**1**	**0**	**20**	**25**	**28.5**	**34.6**	
06-22	**1423**	**1132**	**12**	**172**	**11**	**21**	**3**	**3**	**3**	**17**	**0**	**1**	**0**	**21**	**27**	**28.6**	**34.6**	
06-00	**1450**	**1158**	**12**	**173**	**11**	**21**	**3**	**3**	**3**	**17**	**0**	**1**	**0**	**21**	**27**	**28.6**	**34.7**	
00-00	**1469**	**1176**	**12**	**174**	**11**	**21**	**3**	**3**	**3**	**17**	**0**	**1**	**0**	**21**	**27**	**28.7**	**34.7**	

30 April 2022

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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-	
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	40.6	
0700	30	23	0	2	2	1	0	0	0	0	0	0	0	0	2	29.5	36.9	
0800	52	41	1	2	0	2	0	0	0	0	0	0	0	1	5	28.8	34.7	
0900	71	59	2	3	1	3	0	0	1	0	0	0	0	0	2	30	37.7	
1000	83	62	2	5	0	0	0	0	0	0	0	0	0	6	8	29.1	35.4	
1100	107	79	0	6	0	3	1	0	0	1	0	0	0	3	14	27.6	33.8	

1200	87	79	0	2	1	0	0	0	0	0	0	0	0	1	4	29.4	35.9
1300	80	71	0	2	0	0	0	0	0	0	0	0	0	2	5	29.7	35.5
1400	61	52	0	5	0	0	0	0	0	0	0	0	0	1	3	29.6	35.9
1500	70	60	2	2	0	1	0	0	0	0	0	0	0	3	2	29.3	35.2
1600	69	59	2	5	0	0	0	0	0	0	0	0	0	1	2	30.4	37.2
1700	63	49	0	4	0	0	0	0	0	0	0	0	0	8	2	31.4	36.6
1800	41	36	0	3	0	1	0	0	0	0	0	0	0	0	1	30.3	36.3
1900	40	36	0	1	1	0	0	0	0	0	0	0	0	1	1	30.1	36.3
2000	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	38.7
2100	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	36.4
2200	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	39.5
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
07-19	**814**	**670**	**9**	**41**	**4**	**11**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**26**	**50**	**29.5**	**35.8**
06-22	**903**	**753**	**9**	**44**	**5**	**11**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**27**	**51**	**29.6**	**35.8**
06-00	**920**	**770**	**9**	**44**	**5**	**11**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**27**	**51**	**29.6**	**35.9**
00-00	**928**	**777**	**9**	**45**	**5**	**11**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**27**	**51**	**29.6**	**35.9**

01 May 2022

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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0600	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	35.1	-
0700	19	11	0	2	0	1	0	0	0	1	0	0	0	2	2	33.7	47.2
0800	33	23	0	3	0	0	0	0	0	0	0	0	0	1	6	28.4	35.5
0900	44	34	0	3	0	0	0	0	0	0	0	0	0	0	7	26.4	35.4
1000	73	56	0	2	0	1	0	0	0	0	0	0	0	1	13	26.7	34
1100	74	60	1	3	0	2	0	0	0	1	0	0	0	1	6	27.6	35.4
1200	87	67	1	1	0	1	0	0	0	0	0	0	0	10	7	28.6	35.6
1300	74	66	1	2	0	0	0	0	0	0	0	0	0	1	4	29.1	35.7
1400	71	61	1	1	0	1	0	0	0	0	0	0	0	3	4	28.4	35.6
1500	56	51	0	2	0	0	0	0	0	0	0	0	0	0	3	28	35.5
1600	60	54	1	3	0	0	0	0	0	0	0	0	0	0	2	28.9	36.2
1700	52	46	1	3	0	0	0	0	0	0	0	0	0	0	2	31.5	38.1

1800	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	38.8	
1900	32	27	0	3	0	0	0	0	0	0	0	0	0	2	0	31.1	39.7	
2000	29	28	0	0	0	0	0	1	0	0	0	0	0	0	0	30.9	36.7	
2100	10	7	1	1	0	0	0	0	0	0	0	0	0	1	0	24.6	-	
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	25.4	-	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	
07-19	**679**	**565**	**6**	**25**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**19**	**56**	**28.7**	**35.8**	
06-22	**758**	**634**	**7**	**29**	**0**	**6**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**22**	**57**	**28.9**	**36.1**	
06-00	**769**	**644**	**7**	**30**	**0**	**6**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**22**	**57**	**28.9**	**36.2**	
00-00	**776**	**651**	**7**	**30**	**0**	**6**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**22**	**57**	**28.9**	**36.2**	

02 May 2022

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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	
0700	18	14	0	1	0	0	0	0	0	0	0	0	0	0	3	28.7	38.6	
0800	30	26	0	2	0	0	0	0	0	0	0	0	0	0	2	28.8	34.7	
0900	44	31	0	2	1	0	0	0	0	0	0	0	0	6	4	30.3	37.2	
1000	67	60	1	1	0	0	0	0	0	0	0	0	0	0	5	27.2	34.9	
1100	74	63	0	4	0	0	0	0	0	0	0	0	0	0	7	29	36	
1200	74	61	1	3	0	0	0	0	0	0	0	0	0	4	5	29.8	35.6	
1300	57	51	0	2	0	0	0	0	0	0	0	0	0	2	2	30.2	35.9	
1400	67	64	0	0	0	0	0	0	0	0	0	0	0	3	0	30.4	34.8	
1500	56	51	1	1	0	1	0	0	0	0	0	0	0	0	2	29.5	35.9	
1600	60	54	0	1	0	0	0	0	0	0	0	0	0	0	5	29.6	35.9	
1700	61	55	0	1	1	0	0	0	0	0	0	0	0	3	1	30.8	36	
1800	46	42	0	1	0	0	0	0	0	0	0	0	0	3	0	32.2	37.1	
1900	55	50	0	3	0	0	0	0	0	0	0	0	0	2	0	28.2	33.8	
2000	15	13	1	0	0	0	0	0	0	0	0	0	0	1	0	32.7	38.9	
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	36.7	
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	

07-19	654	572	3	19	2	1	0	0	0	0	0	0	0	21	36	29.7	35.8	
06-22	739	650	4	22	2	1	0	0	0	0	0	0	0	24	36	29.7	35.8	
06-00	747	658	4	22	2	1	0	0	0	0	0	0	0	24	36	29.7	35.8	
00-00	757	668	4	22	2	1	0	0	0	0	0	0	0	24	36	29.7	35.8	

SITE: B2116 Albourne, East Site

LOCATION: Attached to footpath sign

GRID REFERENCE: 50.937300, -0.202867

DIRECTION: Eastbound

SPEED LIMIT: 30

26 April 2022

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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.9	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.5	-
0400	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	29.1	-
0500	10	0	0	2	4	1	2	1	0	0	0	0	0	0	0	0	32.5	-
0600	35	0	6	7	7	10	5	0	0	0	0	0	0	0	0	0	27.7	37
0700	112	0	6	18	39	39	9	1	0	0	0	0	0	0	0	0	29.5	35.9
0800	173	2	9	58	68	31	5	0	0	0	0	0	0	0	0	0	26.4	32.9
0900	100	0	5	18	33	35	9	0	0	0	0	0	0	0	0	0	29.5	36.5
1000	77	0	4	9	34	23	7	0	0	0	0	0	0	0	0	0	29.8	35
1100	82	2	1	14	26	32	6	0	1	0	0	0	0	0	0	0	30.1	35.9
1200	81	2	3	12	31	27	6	0	0	0	0	0	0	0	0	0	29	35
1300	77	0	4	14	26	30	3	0	0	0	0	0	0	0	0	0	29.2	35.5
1400	95	1	4	17	40	30	3	0	0	0	0	0	0	0	0	0	28.6	35
1500	124	0	26	43	33	20	2	0	0	0	0	0	0	0	0	0	24.6	32.7
1600	118	0	10	20	40	42	6	0	0	0	0	0	0	0	0	0	28.8	34.9
1700	123	0	2	19	47	44	10	1	0	0	0	0	0	0	0	0	29.9	36.2
1800	66	0	5	7	18	28	7	1	0	0	0	0	0	0	0	0	30.6	36.9
1900	42	0	3	10	16	8	4	1	0	0	0	0	0	0	0	0	28.4	36.5
2000	24	0	1	5	9	4	5	0	0	0	0	0	0	0	0	0	30.2	38.3
2100	11	0	0	1	2	7	1	0	0	0	0	0	0	0	0	0	31.7	36.8
2200	5	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	34.4	-
2300	6	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	30.1	-
07-19	**1228**	**7**	**79**	**249**	**435**	**381**	**73**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**35**
06-22	**1340**	**7**	**89**	**272**	**469**	**410**	**88**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**35**
06-00	**1351**	**7**	**90**	**275**	**469**	**412**	**92**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**35.1**
00-00	**1372**	**7**	**90**	**279**	**478**	**417**	**94**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**35.1**

27 April 2022

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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.7	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.6	-
0400	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	28.6	-
0500	7	0	0	2	2	0	2	1	0	0	0	0	0	0	0	0	33.1	-
0600	29	0	2	3	7	11	5	1	0	0	0	0	0	0	0	0	31.8	40.8
0700	114	0	6	20	35	42	10	1	0	0	0	0	0	0	0	0	29.6	35.5
0800	156	0	14	35	67	32	6	2	0	0	0	0	0	0	0	0	27.1	33.7
0900	105	1	7	24	40	29	4	0	0	0	0	0	0	0	0	0	27.6	33.5
1000	86	2	6	20	29	24	5	0	0	0	0	0	0	0	0	0	27.6	34
1100	74	2	5	6	30	27	4	0	0	0	0	0	0	0	0	0	29.4	35.1
1200	92	0	12	20	37	18	5	0	0	0	0	0	0	0	0	0	27.1	32.7
1300	79	0	7	20	30	20	1	1	0	0	0	0	0	0	0	0	27.1	32.5
1400	92	0	4	11	43	25	9	0	0	0	0	0	0	0	0	0	29.8	36
1500	138	3	16	51	44	18	6	0	0	0	0	0	0	0	0	0	25.3	31.6
1600	131	1	9	21	48	41	11	0	0	0	0	0	0	0	0	0	29.1	35.1
1700	141	1	4	22	38	69	7	0	0	0	0	0	0	0	0	0	30.1	35.5
1800	81	1	1	3	31	33	11	1	0	0	0	0	0	0	0	0	31.8	37.5
1900	47	0	4	4	9	24	5	1	0	0	0	0	0	0	0	0	31.1	36.1
2000	21	0	1	6	4	6	4	0	0	0	0	0	0	0	0	0	29.5	39.3
2100	17	0	0	2	8	6	1	0	0	0	0	0	0	0	0	0	30.2	34.4
2200	8	0	1	0	5	2	0	0	0	0	0	0	0	0	0	0	28.6	-
2300	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	33.7	-
07-19	**1289**	**11**	**91**	**253**	**472**	**378**	**79**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**34.7**
06-22	**1403**	**11**	**98**	**268**	**500**	**425**	**94**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**34.9**
06-00	**1415**	**11**	**99**	**268**	**505**	**431**	**94**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**34.9**
00-00	**1430**	**11**	**99**	**271**	**509**	**435**	**97**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**34.9**

28 April 2022

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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27.9	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.3	-	
0400	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	27.7	-	
0500	8	0	0	4	1	3	0	0	0	0	0	0	0	0	0	0	26.9	-	
0600	29	0	1	2	7	12	6	0	1	0	0	0	0	0	0	0	32.7	39.5	
0700	125	1	2	13	43	54	12	0	0	0	0	0	0	0	0	0	30.5	36.1	
0800	155	0	9	50	58	36	2	0	0	0	0	0	0	0	0	0	27	33.5	
0900	107	1	7	34	34	29	2	0	0	0	0	0	0	0	0	0	26.9	33.2	
1000	85	0	9	15	44	13	3	1	0	0	0	0	0	0	0	0	27.5	32.7	
1100	105	1	2	19	47	27	9	0	0	0	0	0	0	0	0	0	29.1	34.6	
1200	110	0	5	29	44	27	5	0	0	0	0	0	0	0	0	0	27.7	33.1	
1300	96	0	4	19	39	31	2	1	0	0	0	0	0	0	0	0	28.9	34.1	
1400	93	0	16	13	30	32	2	0	0	0	0	0	0	0	0	0	27.5	34.8	
1500	136	2	16	44	35	34	4	1	0	0	0	0	0	0	0	0	26.1	33.3	
1600	169	0	12	44	51	51	11	0	0	0	0	0	0	0	0	0	28.2	35.1	
1700	149	0	6	23	48	63	7	2	0	0	0	0	0	0	0	0	29.9	35.3	
1800	74	0	2	15	14	34	9	0	0	0	0	0	0	0	0	0	30.9	36.8	
1900	44	0	4	12	13	9	6	0	0	0	0	0	0	0	0	0	28.5	36.5	
2000	32	0	1	8	4	14	5	0	0	0	0	0	0	0	0	0	30.3	37.6	
2100	19	0	1	2	10	4	2	0	0	0	0	0	0	0	0	0	29.4	37.1	
2200	13	0	0	1	2	7	2	1	0	0	0	0	0	0	0	0	34.5	39.8	
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-	
07-19	**1404**	**5**	**90**	**318**	**487**	**431**	**68**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**34.7**	
06-22	**1528**	**5**	**97**	**342**	**521**	**470**	**87**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**34.9**	
06-00	**1542**	**5**	**98**	**343**	**523**	**477**	**89**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**34.9**	
00-00	**1557**	**5**	**98**	**349**	**528**	**481**	**89**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**34.9**	

29 April 2022

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	0	2	1	0	0	0	0	0	0	0	0	0	34.4	-	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-	
0400	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	27.8	-	
0500	10	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	30.3	-	

0600	22	0	4	1	11	4	1	1	0	0	0	0	0	0	0	0	27.8	34
0700	96	1	8	16	29	33	9	0	0	0	0	0	0	0	0	0	29.2	35.5
0800	152	1	13	49	41	41	6	1	0	0	0	0	0	0	0	0	26.9	34.1
0900	101	0	9	20	44	26	2	0	0	0	0	0	0	0	0	0	27.2	33.5
1000	74	0	1	11	31	24	6	1	0	0	0	0	0	0	0	0	30	36
1100	106	1	6	17	46	33	2	0	0	0	0	1	0	0	0	0	28.9	33.4
1200	97	0	3	17	39	28	8	2	0	0	0	0	0	0	0	0	29.5	34.9
1300	101	1	3	18	41	28	10	0	0	0	0	0	0	0	0	0	29.2	35.7
1400	113	0	8	14	46	38	6	0	1	0	0	0	0	0	0	0	29	34.6
1500	140	3	13	47	46	28	2	1	0	0	0	0	0	0	0	0	25.9	32.1
1600	124	1	5	28	47	37	6	0	0	0	0	0	0	0	0	0	28.4	34.1
1700	122	0	4	7	53	47	11	0	0	0	0	0	0	0	0	0	30.5	35.9
1800	74	0	2	14	23	29	6	0	0	0	0	0	0	0	0	0	30.3	36.3
1900	61	1	4	14	19	19	4	0	0	0	0	0	0	0	0	0	28.1	34.6
2000	27	0	0	2	8	13	3	1	0	0	0	0	0	0	0	0	32.2	37.6
2100	13	0	0	3	6	2	2	0	0	0	0	0	0	0	0	0	29.7	37.4
2200	15	0	1	2	7	3	2	0	0	0	0	0	0	0	0	0	29.4	36.3
2300	12	0	0	0	6	4	2	0	0	0	0	0	0	0	0	0	32.5	38.4
07-19	**1300**	**8**	**75**	**258**	**486**	**392**	**74**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**28.5**	**34.6**
06-22	**1423**	**9**	**83**	**278**	**530**	**430**	**84**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**28.6**	**34.6**
06-00	**1450**	**9**	**84**	**280**	**543**	**437**	**88**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**28.6**	**34.7**
00-00	**1469**	**9**	**84**	**285**	**548**	**444**	**90**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**28.7**	**34.7**

30 April 2022

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	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.2	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	-
0300	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	32.5	-
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	32.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	11	0	1	2	2	4	2	0	0	0	0	0	0	0	0	0	30.5	40.6
0700	30	0	4	1	12	9	4	0	0	0	0	0	0	0	0	0	29.5	36.9
0800	52	1	4	10	13	21	3	0	0	0	0	0	0	0	0	0	28.8	34.7
0900	71	0	6	11	21	20	13	0	0	0	0	0	0	0	0	0	30	37.7
1000	83	0	13	4	28	28	8	2	0	0	0	0	0	0	0	0	29.1	35.4
1100	107	4	12	18	26	42	4	0	1	0	0	0	0	0	0	0	27.6	33.8

1200	87	2	9	8	26	32	10	0	0	0	0	0	0	0	0	0	29.4	35.9
1300	80	1	6	10	22	33	8	0	0	0	0	0	0	0	0	0	29.7	35.5
1400	61	0	5	6	24	18	8	0	0	0	0	0	0	0	0	0	29.6	35.9
1500	70	3	2	8	25	31	1	0	0	0	0	0	0	0	0	0	29.3	35.2
1600	69	0	5	7	21	29	6	1	0	0	0	0	0	0	0	0	30.4	37.2
1700	63	1	1	4	20	31	6	0	0	0	0	0	0	0	0	0	31.4	36.6
1800	41	1	1	5	13	18	3	0	0	0	0	0	0	0	0	0	30.3	36.3
1900	40	1	1	5	13	15	4	1	0	0	0	0	0	0	0	0	30.1	36.3
2000	20	0	1	2	8	5	4	0	0	0	0	0	0	0	0	0	30.9	38.7
2100	18	0	1	2	6	7	2	0	0	0	0	0	0	0	0	0	30.6	36.4
2200	12	0	2	1	2	5	2	0	0	0	0	0	0	0	0	0	29.8	39.5
2300	5	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	32.9	-
07-19	**814**	**13**	**68**	**92**	**251**	**312**	**74**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.5**	**35.8**
06-22	**903**	**14**	**72**	**103**	**280**	**343**	**86**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.6**	**35.8**
06-00	**920**	**14**	**74**	**105**	**283**	**349**	**90**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.6**	**35.9**
00-00	**928**	**14**	**74**	**106**	**286**	**352**	**90**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.6**	**35.9**

01 May 2022

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	1	0	0	1	1	0	0	0	0	0	0	0	0	0	31.2	-
0100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	36.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.7	-
0600	8	0	1	0	2	1	3	1	0	0	0	0	0	0	0	0	35.1	-
0700	19	0	2	0	8	4	2	1	1	0	1	0	0	0	0	0	33.7	47.2
0800	33	1	5	3	9	13	1	1	0	0	0	0	0	0	0	0	28.4	35.5
0900	44	1	9	8	12	12	2	0	0	0	0	0	0	0	0	0	26.4	35.4
1000	73	3	12	10	23	21	4	0	0	0	0	0	0	0	0	0	26.7	34
1100	74	1	8	16	19	25	5	0	0	0	0	0	0	0	0	0	27.6	35.4
1200	87	0	11	11	30	27	8	0	0	0	0	0	0	0	0	0	28.6	35.6
1300	74	1	7	12	18	29	7	0	0	0	0	0	0	0	0	0	29.1	35.7
1400	71	0	6	16	25	20	2	2	0	0	0	0	0	0	0	0	28.4	35.6
1500	56	1	4	11	21	17	2	0	0	0	0	0	0	0	0	0	28	35.5
1600	60	2	2	13	18	22	2	1	0	0	0	0	0	0	0	0	28.9	36.2
1700	52	2	1	6	10	23	8	1	1	0	0	0	0	0	0	0	31.5	38.1

1800	36	0	1	4	12	12	6	1	0	0	0	0	0	0	0	0	31.5	38.8
1900	32	0	2	4	11	9	5	0	1	0	0	0	0	0	0	0	31.1	39.7
2000	29	0	1	4	7	15	2	0	0	0	0	0	0	0	0	0	30.9	36.7
2100	10	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	24.6	-
2200	7	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	25.4	-
2300	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	36.9	-
07-19	**679**	**12**	**68**	**110**	**205**	**225**	**49**	**7**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**28.7**	**35.8**
06-22	**758**	**12**	**73**	**123**	**228**	**251**	**59**	**8**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**28.9**	**36.1**
06-00	**769**	**12**	**75**	**124**	**231**	**254**	**60**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**28.9**	**36.2**
00-00	**776**	**12**	**76**	**124**	**231**	**258**	**62**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**28.9**	**36.2**

02 May 2022

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	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	30.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
0300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	36.9	-
0600	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	34.5	-
0700	18	1	2	2	4	6	2	1	0	0	0	0	0	0	0	0	28.7	38.6
0800	30	1	4	2	11	9	3	0	0	0	0	0	0	0	0	0	28.8	34.7
0900	44	0	5	5	8	21	4	0	1	0	0	0	0	0	0	0	30.3	37.2
1000	67	2	9	10	26	16	4	0	0	0	0	0	0	0	0	0	27.2	34.9
1100	74	0	9	9	22	27	7	0	0	0	0	0	0	0	0	0	29	36
1200	74	0	8	6	21	33	6	0	0	0	0	0	0	0	0	0	29.8	35.6
1300	57	2	2	5	21	20	5	2	0	0	0	0	0	0	0	0	30.2	35.9
1400	67	0	2	6	27	29	2	1	0	0	0	0	0	0	0	0	30.4	34.8
1500	56	0	6	5	21	19	5	0	0	0	0	0	0	0	0	0	29.5	35.9
1600	60	2	3	6	19	25	5	0	0	0	0	0	0	0	0	0	29.6	35.9
1700	61	0	3	4	23	24	7	0	0	0	0	0	0	0	0	0	30.8	36
1800	46	0	1	4	15	21	4	0	0	0	1	0	0	0	0	0	32.2	37.1
1900	55	0	3	13	20	16	3	0	0	0	0	0	0	0	0	0	28.2	33.8
2000	15	0	1	0	3	8	3	0	0	0	0	0	0	0	0	0	32.7	38.9
2100	11	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	31.1	36.7
2200	4	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	29.5	-
2300	4	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	33.6	-

07-19	654	8	54	64	218	250	54	4	1	0	1	0	0	0	0	0	29.7	35.8
06-22	739	8	58	78	247	280	62	4	1	0	1	0	0	0	0	0	29.7	35.8
06-00	747	8	59	79	248	282	65	4	1	0	1	0	0	0	0	0	29.7	35.8
00-00	757	8	59	82	250	284	68	4	1	0	1	0	0	0	0	0	29.7	35.8

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
--	8289	66	580	1496	2830	2671	590	45	8	0	2	1	0	0	0	0	28.8	35.2

CHARGE SURVEYS

SITE: B2116 Albourne, East Site

LOCATION: Attached to footpath sign

GRID REFERENCE: 50.937300, -0.202867

DIRECTION: Eastbound

SPEED LIM

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	26-Apr	27-Apr	28-Apr	29-Apr	30-Apr	01-May	02-May	1-5.	1-7.
Hour									
0000-0100	1	1	2	3	2	3	2	1.8	2
0100-0200	2	2	0	1	1	3	0	1	1.3
0200-0300	1	0	1	0	1	0	1	0.6	0.6
0300-0400	2	2	1	1	2	0	2	1.6	1.4
0400-0500	5	3	3	4	2	0	0	3	2.4
0500-0600	10	7	8	10	0	1	5	8	5.9
0600-0700	35	29	29	22	11	8	4	23.8	19.7
0700-0800	112	114	125	96	30	19	18	93	73.4
0800-0900	**173**	**156**	**155**	**152**	52	33	30	133.2	107.3
0900-1000	100	105	107	101	71	44	44	91.4	81.7
1000-1100	77	86	85	74	83	73	67	77.8	77.9
1100-1200	82	74	105	106	**107**	**74**	**74**	88.2	88.9
1200-1300	81	92	110	97	**87**	**87**	**74**	90.8	89.7
1300-1400	77	79	96	101	80	74	57	82	80.6
1400-1500	95	92	93	113	61	71	67	92	84.6
1500-1600	**124**	138	136	**140**	70	56	56	118.8	102.9
1600-1700	118	131	**169**	124	69	60	60	120.4	104.4
1700-1800	123	**141**	149	122	63	52	61	119.2	101.6
1800-1900	66	81	74	74	41	36	46	68.2	59.7
1900-2000	42	47	44	61	40	32	55	49.8	45.9
2000-2100	24	21	32	27	20	29	15	23.8	24
2100-2200	11	17	19	13	18	10	11	14.2	14.1
2200-2300	5	8	13	15	12	7	4	9	9.1
2300-2400	6	4	1	12	5	4	4	5.4	5.1
Totals									
0700-1900	1228	1289	1404	1300	814	679	654	1175	1052.6
0600-2200	1340	1403	1528	1423	903	758	739	1286.6	1156.3
0600-0000	1351	1415	1542	1450	920	769	747	1301	1170.6
0000-0000	1372	1430	1557	1469	928	776	757	1317	1184.1
AM Peak	800	800	800	800	1100	1100	1100		
	173	156	155	152	107	74	74		
PM Peak	1500	1700	1600	1500	1200	1200	1200		
	124	141	169	140	87	87	74		

CHARGE SURVEYS

SITE: B2116 Albourne, East Site LOCATION: Attached to footpath sign

GRID REFERENCE: 50.937300, -0.202867 DIRECTION: Westbound SPEED LIMIT: 30

26 April 2022

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	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
0600	51	42	0	9	0	0	0	0	0	0	0	0	0	0	0	31.9	37.4
0700	112	87	0	20	2	0	1	0	0	0	0	0	0	1	1	31	36.7
0800	193	166	3	23	0	0	1	0	0	0	0	0	0	0	0	26.3	33.2
0900	80	62	2	14	1	1	0	0	0	0	0	0	0	0	0	30.8	37.3
1000	106	74	1	18	1	6	0	0	1	2	0	0	0	3	0	30.3	34.4
1100	84	57	2	14	2	2	1	0	0	0	0	0	0	3	3	29	35.6
1200	97	72	2	14	1	3	0	0	0	2	0	0	0	1	2	30.1	36.5
1300	76	50	0	14	0	5	2	1	1	2	0	0	0	1	0	29.1	34.9
1400	95	72	1	13	1	2	1	0	1	1	0	0	0	1	2	28.1	34.2
1500	126	106	0	14	3	1	1	0	0	1	0	0	0	0	0	26.2	32.5
1600	124	107	1	9	0	1	1	1	0	0	0	0	0	2	2	28.9	34.6
1700	112	99	0	10	0	0	0	0	0	0	0	0	0	1	2	30	35.6
1800	80	72	2	2	1	1	0	0	0	0	0	0	0	1	1	30.8	35.9
1900	48	43	0	2	1	0	0	0	0	0	0	0	0	2	0	28.6	35.7
2000	29	27	0	0	0	0	0	0	0	0	0	0	0	2	0	28.9	34.2
2100	17	15	0	1	0	0	0	0	0	0	0	0	0	1	0	33.5	43.9
2200	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	40.2
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
07-19	**1285**	**1024**	**14**	**165**	**12**	**22**	**8**	**2**	**3**	**8**	**0**	**0**	**0**	**14**	**13**	**28.9**	**35**
06-22	**1430**	**1151**	**14**	**177**	**13**	**22**	**8**	**2**	**3**	**8**	**0**	**0**	**0**	**19**	**13**	**29.1**	**35.2**
06-00	**1448**	**1169**	**14**	**177**	**13**	**22**	**8**	**2**	**3**	**8**	**0**	**0**	**0**	**19**	**13**	**29.1**	**35.2**
00-00	**1462**	**1182**	**14**	**178**	**13**	**22**	**8**	**2**	**3**	**8**	**0**	**0**	**0**	**19**	**13**	**29.2**	**35.3**

27 April 2022

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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0600	45	36	0	6	1	0	0	0	0	0	0	0	0	0	2	32.5	39.4
0700	113	99	1	8	0	2	0	1	1	0	0	0	0	0	1	30.1	34.7
0800	201	184	2	10	1	1	0	1	0	0	0	0	0	1	1	26.4	32.9
0900	107	86	3	13	1	0	0	0	2	1	0	0	0	1	0	28.5	33.9
1000	87	63	0	18	1	1	0	0	1	1	0	0	0	0	2	28.5	34.7
1100	76	62	1	7	1	1	1	0	0	0	0	0	0	3	0	28.8	33.8
1200	84	62	0	15	1	1	0	0	0	0	0	0	0	4	1	29.4	34
1300	95	70	3	16	2	2	0	1	0	0	0	0	0	0	1	29.8	33.8
1400	108	85	1	18	0	2	1	0	0	1	0	0	0	0	0	27.9	32.4
1500	132	108	3	14	2	3	0	0	0	1	0	0	0	0	1	25.2	31.9
1600	144	118	1	18	0	3	1	2	0	0	0	0	0	1	0	30.1	35.8
1700	136	125	0	5	0	0	0	1	0	0	0	0	0	1	4	30	35.8
1800	89	85	0	3	0	0	0	0	0	0	0	0	0	0	1	30.3	35.5
1900	47	44	1	0	0	0	0	0	0	0	0	0	0	2	0	30.7	38.3
2000	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	30	34.7
2100	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	37.9
2200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	37.8
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
07-19	**1372**	**1147**	**15**	**145**	**9**	**16**	**3**	**6**	**4**	**4**	**0**	**0**	**0**	**11**	**12**	**28.6**	**34.1**
06-22	**1507**	**1268**	**16**	**153**	**10**	**16**	**3**	**6**	**4**	**4**	**0**	**0**	**0**	**13**	**14**	**28.8**	**34.6**
06-00	**1524**	**1285**	**16**	**153**	**10**	**16**	**3**	**6**	**4**	**4**	**0**	**0**	**0**	**13**	**14**	**28.9**	**34.6**
00-00	**1531**	**1292**	**16**	**153**	**10**	**16**	**3**	**6**	**4**	**4**	**0**	**0**	**0**	**13**	**14**	**28.9**	**34.6**

28 April 2022

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	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-	
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	
0600	43	37	0	4	0	1	0	0	0	0	0	0	0	0	1	31.7		38
0700	112	89	0	17	2	1	0	0	0	0	0	0	0	1	2	32		36.8
0800	200	184	0	13	0	2	0	1	0	0	0	0	0	0	0	27.1		32.2
0900	97	76	2	17	0	1	0	1	0	0	0	0	0	0	0	28.8		33.2
1000	81	56	1	19	0	1	0	0	1	2	0	0	0	0	1	28.6		32.1
1100	92	71	4	10	1	1	0	1	0	2	0	0	0	1	1	28.2		32.8
1200	95	65	2	12	2	4	0	1	0	1	0	0	0	4	4	28.6		35.6
1300	69	51	0	14	0	1	0	0	0	1	0	0	0	1	1	29.7		34.8
1400	93	75	1	12	0	2	1	0	0	1	0	0	0	1	0	28.6		35.8
1500	147	114	5	23	0	1	0	1	2	0	0	0	0	0	1	25.5		31.7
1600	124	108	2	10	0	2	0	0	0	0	0	0	0	1	1	28.8		34.8
1700	119	106	3	7	0	0	0	0	0	0	0	0	0	2	1	31.1		37.2
1800	87	78	1	2	0	0	0	0	0	0	0	0	0	2	4	29.6		36
1900	46	43	0	1	0	0	0	0	0	0	0	0	0	2	0	29.2		36.1
2000	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2		39.2
2100	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4		35.8
2200	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	31		38.1
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-	
07-19	**1316**	**1073**	**21**	**156**	**5**	**16**	**1**	**5**	**3**	**7**	**0**	**0**	**0**	**13**	**16**	**28.6**		**34.6**
06-22	**1452**	**1199**	**21**	**162**	**5**	**17**	**1**	**5**	**3**	**7**	**0**	**0**	**0**	**15**	**17**	**28.8**		**34.8**
06-00	**1471**	**1217**	**21**	**163**	**5**	**17**	**1**	**5**	**3**	**7**	**0**	**0**	**0**	**15**	**17**	**28.9**		**34.9**
00-00	**1481**	**1227**	**21**	**163**	**5**	**17**	**1**	**5**	**3**	**7**	**0**	**0**	**0**	**15**	**17**	**28.9**		**35**

29 April 2022

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	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-

0600	33	22	0	7	0	0	1	0	0	0	0	0	0	1	2	33.1	39
0700	132	104	4	16	2	2	0	1	0	1	0	0	0	1	1	31.1	37.9
0800	183	165	0	14	0	2	0	0	0	2	0	0	0	0	0	27.2	33.3
0900	105	85	3	11	1	2	0	0	0	2	0	0	0	1	0	28.8	35.4
1000	82	59	0	13	1	2	0	0	1	2	0	0	0	0	4	29.7	36.2
1100	95	66	0	18	1	3	2	0	0	1	0	0	0	3	1	30.6	36.2
1200	83	65	1	14	0	0	0	0	0	0	0	0	0	1	2	29.6	36.5
1300	92	62	0	21	1	3	1	0	0	1	0	0	0	1	2	29.5	35.4
1400	103	81	3	7	0	3	2	2	1	0	0	0	0	3	1	29.4	34.9
1500	172	139	3	18	1	3	1	0	0	1	0	0	0	3	3	26	32.9
1600	164	138	3	16	0	0	2	2	0	0	0	0	0	0	3	29.8	36.2
1700	106	96	0	6	0	0	0	1	0	0	0	0	0	1	2	31.7	36.5
1800	82	79	0	1	0	0	0	0	0	0	0	0	0	1	1	31.5	36.5
1900	48	45	0	1	0	0	0	0	0	0	0	0	0	1	1	29.4	35
2000	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	33.4	38
2100	15	13	0	1	1	0	0	0	0	0	0	0	0	0	0	31.5	38.7
2200	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	39.2
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
07-19	**1399**	**1139**	**17**	**155**	**7**	**20**	**8**	**6**	**2**	**10**	**0**	**0**	**0**	**15**	**20**	**29.3**	**35.6**
06-22	**1525**	**1247**	**17**	**166**	**8**	**20**	**9**	**6**	**2**	**10**	**0**	**0**	**0**	**17**	**23**	**29.5**	**35.9**
06-00	**1548**	**1269**	**17**	**167**	**8**	**20**	**9**	**6**	**2**	**10**	**0**	**0**	**0**	**17**	**23**	**29.5**	**35.9**
00-00	**1561**	**1282**	**17**	**167**	**8**	**20**	**9**	**6**	**2**	**10**	**0**	**0**	**0**	**17**	**23**	**29.5**	**35.9**

30 April 2022

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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	33.2	36.4
0700	28	22	0	3	0	1	0	0	0	0	0	0	0	1	1	33.2	37.5
0800	40	34	0	2	0	2	0	0	0	0	0	0	0	0	2	32.1	38.4
0900	61	52	3	0	0	2	0	0	0	1	0	0	0	0	3	30.7	35.9
1000	71	59	0	3	0	3	0	0	0	0	0	0	0	1	5	30.4	36.6
1100	101	84	2	5	0	2	1	0	0	1	0	0	0	2	4	29.5	36.3

1200	72	63	0	3	0	1	0	0	0	0	0	0	0	4	1	30.7	36.2
1300	76	66	0	4	0	0	0	0	0	0	0	0	0	1	5	31	39
1400	80	68	0	5	0	0	1	0	0	0	0	0	0	2	4	30.8	36.8
1500	56	53	0	1	0	0	0	0	0	0	0	0	0	1	1	29.9	36.2
1600	64	55	0	3	0	1	0	0	0	0	0	0	0	3	2	31.9	36.7
1700	70	62	1	4	0	0	0	1	0	0	0	0	0	1	1	30.5	35.6
1800	41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	37.4
1900	23	22	0	0	0	0	0	0	0	0	0	0	0	1	0	30.7	35.5
2000	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	30	37.9
2100	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	37.3
2200	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32	37.1
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
07-19	**760**	**659**	**6**	**33**	**0**	**12**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**16**	**29**	**30.8**	**36.7**
06-22	**829**	**722**	**6**	**38**	**0**	**12**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**17**	**29**	**30.8**	**36.6**
06-00	**855**	**748**	**6**	**38**	**0**	**12**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**17**	**29**	**30.9**	**36.7**
00-00	**861**	**754**	**6**	**38**	**0**	**12**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**17**	**29**	**30.8**	**36.7**

01 May 2022

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	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0600	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0700	17	13	0	3	0	0	0	0	0	0	0	0	0	0	1	31.6	38.6
0800	41	30	0	2	0	0	0	0	0	0	0	0	0	5	4	31.1	39.6
0900	47	39	1	0	0	0	0	0	0	0	1	0	0	2	4	29	35.7
1000	74	59	2	2	0	0	0	0	0	0	0	0	0	2	9	28.9	34.6
1100	85	75	2	1	0	0	0	0	1	0	0	0	0	1	5	28.7	33.5
1200	92	78	1	1	1	0	0	0	0	0	0	0	0	5	6	29	34.9
1300	75	69	0	3	0	0	0	0	0	0	0	0	0	3	0	30.4	37
1400	63	56	0	3	0	0	0	0	0	0	0	0	0	2	2	27.9	34.4
1500	65	62	1	2	0	0	0	0	0	0	0	0	0	0	0	30.2	36.7
1600	54	51	0	3	0	0	0	0	0	0	0	0	0	0	0	30.5	37
1700	46	42	0	2	0	0	0	0	0	0	0	0	0	1	1	31.8	35.9

1800	36	35	0	0	0	0	0	0	0	0	0	0	0	1	0	29	36.7
1900	21	18	0	2	0	0	0	0	0	0	0	0	0	1	0	32.5	39.1
2000	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	37.9
2100	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	40.8
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
07-19	**695**	**609**	**7**	**22**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**22**	**32**	**29.6**	**35.6**
06-22	**756**	**666**	**7**	**25**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**23**	**32**	**29.8**	**36.1**
06-00	**771**	**681**	**7**	**25**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**23**	**32**	**29.9**	**36.1**
00-00	**780**	**690**	**7**	**25**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**23**	**32**	**29.9**	**36.1**

02 May 2022

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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0600	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0700	19	17	0	1	0	0	0	0	0	0	0	0	0	1	0	34.1	37.5
0800	29	21	1	3	0	0	0	0	0	0	0	0	0	0	4	29.5	35.4
0900	48	39	2	3	0	0	0	0	0	1	1	0	0	2	0	30.4	36.7
1000	63	55	0	3	0	1	0	0	0	0	0	0	0	2	2	28.7	33.7
1100	73	65	0	2	0	1	0	0	0	0	0	0	0	1	4	29.3	35
1200	86	73	0	1	1	1	0	0	0	0	1	0	0	6	3	30.3	36.1
1300	70	65	0	2	0	1	0	0	0	0	0	0	0	2	0	29.4	35.6
1400	67	65	0	1	0	1	0	0	0	0	0	0	0	0	0	31.1	36
1500	67	63	1	1	0	0	0	0	0	0	0	0	0	1	1	30.4	37
1600	57	53	0	2	0	1	0	0	0	0	0	0	0	0	1	30.3	37.9
1700	38	35	0	1	0	0	0	0	0	0	0	0	0	0	2	29.9	34.4
1800	40	39	0	0	0	0	0	0	0	0	0	0	0	1	0	28.9	35.4
1900	38	33	0	3	0	0	0	1	0	0	0	0	0	0	1	29.2	36.6
2000	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	41.2
2100	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	39.6
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-

07-19	657	590	4	20	1	6	0	0	0	1	2	0	0	16	17	30	35.6
06-22	732	658	4	25	1	6	0	1	0	1	2	0	0	16	18	30.1	35.9
06-00	741	667	4	25	1	6	0	1	0	1	2	0	0	16	18	30.1	35.9
00-00	747	673	4	25	1	6	0	1	0	1	2	0	0	16	18	30.2	35.9

SITE: B2116 Albourne, East Site LOCATION: Attached to footpath sign

GRID REFERENCE: 50.937300, -0.202867 DIRECTION: Westbound SPEED LIMIT: 30

26 April 2022

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	4	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	34.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	35.2	-
0500	7	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	32.8	-
0600	51	0	0	8	9	26	8	0	0	0	0	0	0	0	0	0	31.9	37.4
0700	112	0	4	17	26	50	13	1	1	0	0	0	0	0	0	0	31	36.7
0800	193	1	10	74	59	47	2	0	0	0	0	0	0	0	0	0	26.3	33.2
0900	80	0	1	9	33	25	12	0	0	0	0	0	0	0	0	0	30.8	37.3
1000	106	0	2	9	52	33	10	0	0	0	0	0	0	0	0	0	30.3	34.4
1100	84	1	5	8	42	25	3	0	0	0	0	0	0	0	0	0	29	35.6
1200	97	0	4	12	41	29	11	0	0	0	0	0	0	0	0	0	30.1	36.5
1300	76	0	2	13	35	22	4	0	0	0	0	0	0	0	0	0	29.1	34.9
1400	95	1	1	22	47	19	5	0	0	0	0	0	0	0	0	0	28.1	34.2
1500	126	2	10	45	41	26	1	1	0	0	0	0	0	0	0	0	26.2	32.5
1600	124	1	6	22	47	40	7	1	0	0	0	0	0	0	0	0	28.9	34.6
1700	112	0	5	17	43	37	10	0	0	0	0	0	0	0	0	0	30	35.6
1800	80	0	1	9	26	37	6	1	0	0	0	0	0	0	0	0	30.8	35.9
1900	48	1	1	8	23	11	4	0	0	0	0	0	0	0	0	0	28.6	35.7
2000	29	0	0	8	10	10	1	0	0	0	0	0	0	0	0	0	28.9	34.2
2100	17	0	0	4	2	6	3	2	0	0	0	0	0	0	0	0	33.5	43.9
2200	12	0	1	0	7	1	2	1	0	0	0	0	0	0	0	0	31.4	40.2
2300	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	32.9	-
07-19	**1285**	**6**	**51**	**257**	**492**	**390**	**84**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**35**
06-22	**1430**	**7**	**52**	**285**	**536**	**443**	**100**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**35.2**
06-00	**1448**	**7**	**53**	**285**	**543**	**450**	**102**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**35.2**
00-00	**1462**	**7**	**53**	**286**	**547**	**456**	**104**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.2**	**35.3**

27 April 2022

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	0	1	1	0	0	0	0	0	0	0	0	38.2	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32.4	-
0600	45	0	0	5	13	17	10	0	0	0	0	0	0	0	0	0	32.5	39.4
0700	113	0	1	16	43	46	7	0	0	0	0	0	0	0	0	0	30.1	34.7
0800	201	0	17	77	62	35	9	1	0	0	0	0	0	0	0	0	26.4	32.9
0900	107	0	2	24	49	27	5	0	0	0	0	0	0	0	0	0	28.5	33.9
1000	87	1	3	17	39	22	5	0	0	0	0	0	0	0	0	0	28.5	34.7
1100	76	1	3	12	32	22	6	0	0	0	0	0	0	0	0	0	28.8	33.8
1200	84	1	1	12	35	31	4	0	0	0	0	0	0	0	0	0	29.4	34
1300	95	0	0	9	53	30	3	0	0	0	0	0	0	0	0	0	29.8	33.8
1400	108	0	5	25	53	23	2	0	0	0	0	0	0	0	0	0	27.9	32.4
1500	132	1	11	59	40	17	4	0	0	0	0	0	0	0	0	0	25.2	31.9
1600	144	0	5	21	57	45	16	0	0	0	0	0	0	0	0	0	30.1	35.8
1700	136	0	2	22	55	46	10	1	0	0	0	0	0	0	0	0	30	35.8
1800	89	0	3	12	31	34	8	0	1	0	0	0	0	0	0	0	30.3	35.5
1900	47	0	0	9	18	12	7	1	0	0	0	0	0	0	0	0	30.7	38.3
2000	23	0	0	3	9	10	1	0	0	0	0	0	0	0	0	0	30	34.7
2100	20	0	0	1	5	11	2	1	0	0	0	0	0	0	0	0	33.7	37.9
2200	11	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	32.3	37.8
2300	6	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	31.2	-
07-19	**1372**	**4**	**53**	**306**	**549**	**378**	**79**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**34.1**
06-22	**1507**	**4**	**53**	**324**	**594**	**428**	**99**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**34.6**
06-00	**1524**	**4**	**53**	**326**	**600**	**434**	**102**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**34.6**
00-00	**1531**	**4**	**53**	**326**	**603**	**436**	**103**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**34.6**

28 April 2022

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	5	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	31.3	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.4	-	
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-	
0500	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	33	-	
0600	43	0	2	4	10	19	7	1	0	0	0	0	0	0	0	0	31.7		38
0700	112	0	2	9	35	51	13	2	0	0	0	0	0	0	0	0	32		36.8
0800	200	0	8	64	86	35	7	0	0	0	0	0	0	0	0	0	27.1		32.2
0900	97	0	1	20	41	31	4	0	0	0	0	0	0	0	0	0	28.8		33.2
1000	81	0	3	11	45	19	3	0	0	0	0	0	0	0	0	0	28.6		32.1
1100	92	1	2	13	54	19	3	0	0	0	0	0	0	0	0	0	28.2		32.8
1200	95	1	7	20	34	22	9	2	0	0	0	0	0	0	0	0	28.6		35.6
1300	69	0	2	14	22	27	3	1	0	0	0	0	0	0	0	0	29.7		34.8
1400	93	0	4	26	30	24	9	0	0	0	0	0	0	0	0	0	28.6		35.8
1500	147	3	17	49	53	21	4	0	0	0	0	0	0	0	0	0	25.5		31.7
1600	124	1	4	24	47	42	6	0	0	0	0	0	0	0	0	0	28.8		34.8
1700	119	1	0	18	39	44	16	1	0	0	0	0	0	0	0	0	31.1		37.2
1800	87	0	3	15	31	32	6	0	0	0	0	0	0	0	0	0	29.6		36
1900	46	0	0	13	16	11	6	0	0	0	0	0	0	0	0	0	29.2		36.1
2000	22	0	0	6	3	9	4	0	0	0	0	0	0	0	0	0	31.2		39.2
2100	25	0	0	4	10	9	1	0	1	0	0	0	0	0	0	0	30.4		35.8
2200	13	0	0	2	4	5	2	0	0	0	0	0	0	0	0	0	31		38.1
2300	6	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	35.9	-	
07-19	**1316**	**7**	**53**	**283**	**517**	**367**	**83**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**		**34.6**
06-22	**1452**	**7**	**55**	**310**	**556**	**415**	**101**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**		**34.8**
06-00	**1471**	**7**	**55**	**312**	**561**	**423**	**104**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**		**34.9**
00-00	**1481**	**7**	**55**	**313**	**561**	**431**	**105**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**		**35**

29 April 2022

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	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	34.5	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	31.9	-

0600	33	0	0	4	6	11	12	0	0	0	0	0	0	0	0	0	33.1	39
0700	132	0	2	21	39	47	21	2	0	0	0	0	0	0	0	0	31.1	37.9
0800	183	1	8	64	56	49	5	0	0	0	0	0	0	0	0	0	27.2	33.3
0900	105	2	7	18	39	28	10	1	0	0	0	0	0	0	0	0	28.8	35.4
1000	82	1	4	14	22	33	8	0	0	0	0	0	0	0	0	0	29.7	36.2
1100	95	1	1	19	33	30	9	0	0	0	0	2	0	0	0	0	30.6	36.2
1200	83	2	7	10	24	29	11	0	0	0	0	0	0	0	0	0	29.6	36.5
1300	92	1	1	16	35	34	5	0	0	0	0	0	0	0	0	0	29.5	35.4
1400	103	0	2	17	41	37	6	0	0	0	0	0	0	0	0	0	29.4	34.9
1500	172	3	21	54	48	39	6	1	0	0	0	0	0	0	0	0	26	32.9
1600	164	4	7	22	59	53	18	0	1	0	0	0	0	0	0	0	29.8	36.2
1700	106	0	2	7	35	50	11	1	0	0	0	0	0	0	0	0	31.7	36.5
1800	82	0	0	15	11	45	11	0	0	0	0	0	0	0	0	0	31.5	36.5
1900	48	0	1	7	23	15	2	0	0	0	0	0	0	0	0	0	29.4	35
2000	30	0	0	4	6	14	4	1	1	0	0	0	0	0	0	0	33.4	38
2100	15	0	0	3	4	5	3	0	0	0	0	0	0	0	0	0	31.5	38.7
2200	16	0	1	1	7	4	3	0	0	0	0	0	0	0	0	0	31.2	39.2
2300	7	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	32	-
07-19	**1399**	**15**	**62**	**277**	**442**	**474**	**121**	**5**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**29.3**	**35.6**
06-22	**1525**	**15**	**63**	**295**	**481**	**519**	**142**	**6**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**29.5**	**35.9**
06-00	**1548**	**15**	**64**	**296**	**491**	**527**	**145**	**6**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**29.5**	**35.9**
00-00	**1561**	**15**	**64**	**296**	**496**	**530**	**150**	**6**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**29.5**	**35.9**

30 April 2022

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	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.7	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	11	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	33.2	36.4
0700	28	0	2	0	4	18	4	0	0	0	0	0	0	0	0	0	33.2	37.5
0800	40	0	1	3	11	18	5	2	0	0	0	0	0	0	0	0	32.1	38.4
0900	61	0	1	5	25	26	3	1	0	0	0	0	0	0	0	0	30.7	35.9
1000	71	0	3	12	18	29	9	0	0	0	0	0	0	0	0	0	30.4	36.6
1100	101	1	2	22	35	30	10	1	0	0	0	0	0	0	0	0	29.5	36.3

1200	72	1	0	9	25	31	6	0	0	0	0	0	0	0	0	0	30.7	36.2
1300	76	0	2	11	23	23	17	0	0	0	0	0	0	0	0	0	31	39
1400	80	1	2	12	21	34	9	1	0	0	0	0	0	0	0	0	30.8	36.8
1500	56	0	2	8	21	19	6	0	0	0	0	0	0	0	0	0	29.9	36.2
1600	64	0	0	7	21	28	8	0	0	0	0	0	0	0	0	0	31.9	36.7
1700	70	0	3	11	18	33	5	0	0	0	0	0	0	0	0	0	30.5	35.6
1800	41	0	0	3	16	15	7	0	0	0	0	0	0	0	0	0	31.8	37.4
1900	23	0	2	1	8	10	2	0	0	0	0	0	0	0	0	0	30.7	35.5
2000	22	0	1	3	10	5	3	0	0	0	0	0	0	0	0	0	30	37.9
2100	13	0	0	3	3	5	2	0	0	0	0	0	0	0	0	0	30.7	37.3
2200	16	0	0	2	4	8	2	0	0	0	0	0	0	0	0	0	32	37.1
2300	10	0	0	1	2	5	1	1	0	0	0	0	0	0	0	0	32.9	-
07-19	**760**	**3**	**18**	**103**	**238**	**304**	**89**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**36.7**
06-22	**829**	**3**	**21**	**110**	**260**	**334**	**96**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**36.6**
06-00	**855**	**3**	**21**	**113**	**266**	**347**	**99**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.9**	**36.7**
00-00	**861**	**3**	**21**	**115**	**268**	**349**	**99**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**36.7**

01 May 2022

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	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	34.9	-
0100	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	31.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	39.2	-
0600	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	32.4	-
0700	17	0	1	2	2	9	3	0	0	0	0	0	0	0	0	0	31.6	38.6
0800	41	0	2	4	17	11	7	0	0	0	0	0	0	0	0	0	31.1	39.6
0900	47	0	3	9	17	16	2	0	0	0	0	0	0	0	0	0	29	35.7
1000	74	1	3	15	22	30	2	1	0	0	0	0	0	0	0	0	28.9	34.6
1100	85	1	3	13	40	25	3	0	0	0	0	0	0	0	0	0	28.7	33.5
1200	92	0	12	12	31	30	4	3	0	0	0	0	0	0	0	0	29	34.9
1300	75	1	1	10	33	21	8	1	0	0	0	0	0	0	0	0	30.4	37
1400	63	1	3	20	15	21	3	0	0	0	0	0	0	0	0	0	27.9	34.4
1500	65	0	1	14	23	20	6	1	0	0	0	0	0	0	0	0	30.2	36.7
1600	54	0	0	10	20	17	5	2	0	0	0	0	0	0	0	0	30.5	37
1700	46	0	0	3	21	19	1	1	1	0	0	0	0	0	0	0	31.8	35.9

1800	36	0	0	12	10	10	4	0	0	0	0	0	0	0	0	0	29	36.7
1900	21	0	0	2	9	4	5	0	0	1	0	0	0	0	0	0	32.5	39.1
2000	18	0	0	0	5	10	3	0	0	0	0	0	0	0	0	0	33.5	37.9
2100	15	0	0	4	2	4	4	1	0	0	0	0	0	0	0	0	31.8	40.8
2200	7	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	32.4	-
2300	8	0	1	1	1	3	2	0	0	0	0	0	0	0	0	0	30.3	-
07-19	**695**	**4**	**29**	**124**	**251**	**229**	**48**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.6**	**35.6**
06-22	**756**	**4**	**29**	**130**	**269**	**251**	**61**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**36.1**
06-00	**771**	**4**	**30**	**132**	**272**	**257**	**64**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**36.1**
00-00	**780**	**4**	**30**	**132**	**274**	**261**	**66**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**36.1**

02 May 2022

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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	33.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	34.8	-
0600	10	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	34.4	-
0700	19	0	0	0	4	11	4	0	0	0	0	0	0	0	0	0	34.1	37.5
0800	29	0	2	4	11	10	2	0	0	0	0	0	0	0	0	0	29.5	35.4
0900	48	0	2	8	13	19	6	0	0	0	0	0	0	0	0	0	30.4	36.7
1000	63	0	3	12	25	20	3	0	0	0	0	0	0	0	0	0	28.7	33.7
1100	73	1	3	10	28	27	4	0	0	0	0	0	0	0	0	0	29.3	35
1200	86	0	1	11	34	31	9	0	0	0	0	0	0	0	0	0	30.3	36.1
1300	70	0	2	14	28	19	7	0	0	0	0	0	0	0	0	0	29.4	35.6
1400	67	0	0	5	32	25	5	0	0	0	0	0	0	0	0	0	31.1	36
1500	67	0	6	7	18	27	8	0	0	1	0	0	0	0	0	0	30.4	37
1600	57	0	0	14	19	14	9	1	0	0	0	0	0	0	0	0	30.3	37.9
1700	38	0	0	6	16	15	1	0	0	0	0	0	0	0	0	0	29.9	34.4
1800	40	0	1	11	13	11	4	0	0	0	0	0	0	0	0	0	28.9	35.4
1900	38	0	1	12	9	12	4	0	0	0	0	0	0	0	0	0	29.2	36.6
2000	14	0	0	1	3	5	5	0	0	0	0	0	0	0	0	0	34.8	41.2
2100	13	0	1	2	6	2	1	1	0	0	0	0	0	0	0	0	29.3	39.6
2200	8	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	33	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31	-

07-19	657	1	20	102	241	229	62	1	0	1	0	0	0	0	0	0	30	35.6
06-22	732	1	22	117	261	255	73	2	0	1	0	0	0	0	0	0	30.1	35.9
06-00	741	1	22	118	263	259	74	3	0	1	0	0	0	0	0	0	30.1	35.9
00-00	747	1	22	118	265	261	76	3	0	1	0	0	0	0	0	0	30.2	35.9

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
--	8423	41	298	1586	3014	2724	703	47	6	2	0	2	0	0	0	0	29.5	35.6

SITE: B2116 Albourne, East Site

LOCATION: Attached to footpath sign

GRID REFERENCE: 50.937300, -0.202867

DIRECTION: Westbound

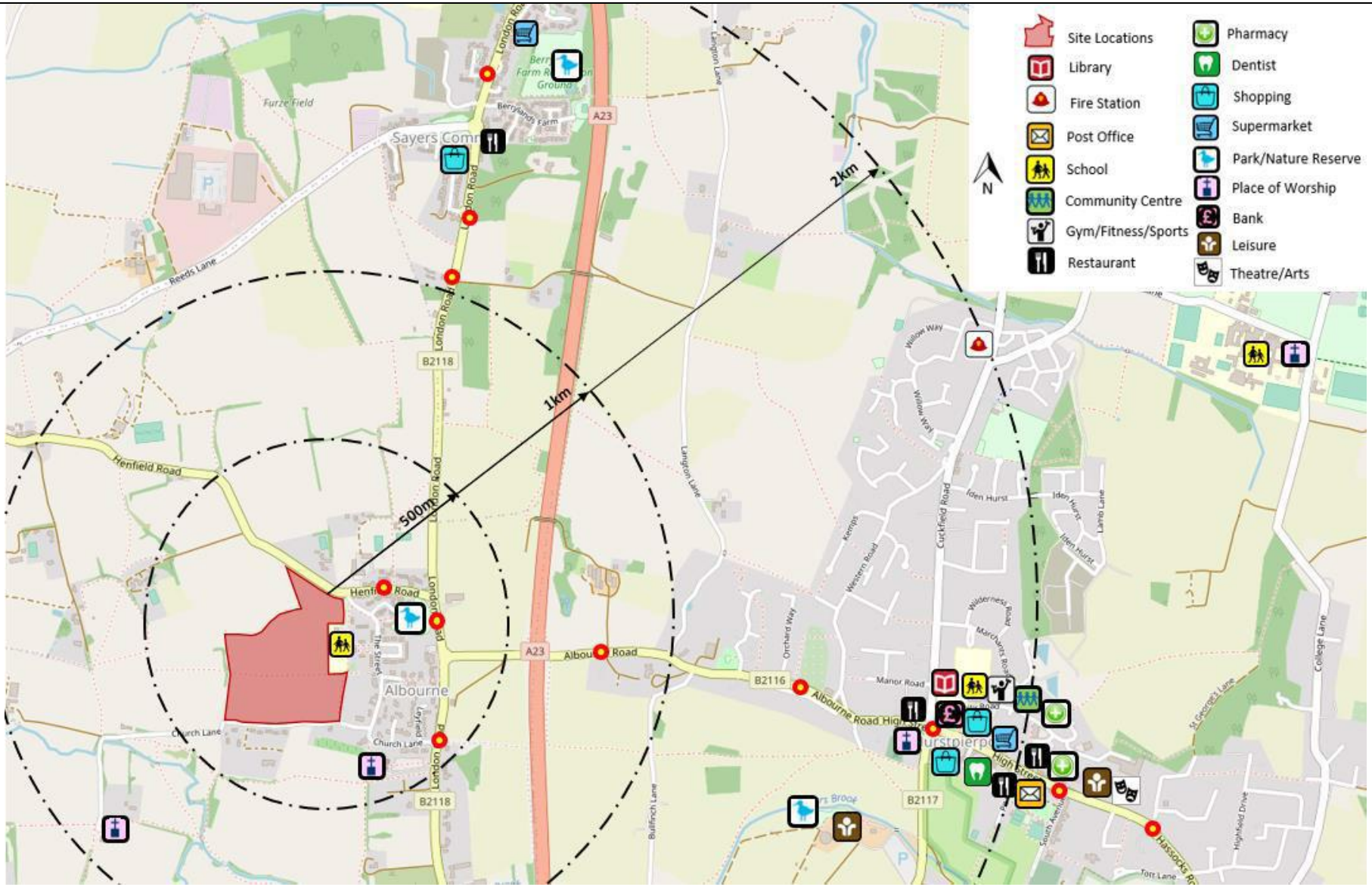
	Tue	Wed	Thu	Fri	Sat	Sun	Mon
	26-Apr	27-Apr	28-Apr	29-Apr	30-Apr	01-May	02-May
Hour							
0000-0100	4	3	5	5	2	4	1
0100-0200	0	1	0	2	2	3	0
0200-0300	0	1	0	0	1	0	2
0300-0400	0	0	1	1	1	0	0
0400-0500	3	0	1	0	0	0	0
0500-0600	7	2	3	5	0	2	3
0600-0700	51	45	43	33	11	7	10
0700-0800	112	113	112	132	28	17	19
0800-0900	**193**	**201**	**200**	**183**	40	41	29
0900-1000	80	107	97	105	61	47	48
1000-1100	106	87	81	82	71	74	63
1100-1200	84	76	92	95	**101**	**85**	**73**
1200-1300	97	84	95	83	72	**92**	**86**
1300-1400	76	95	69	92	76	75	70
1400-1500	95	108	93	103	**80**	63	67
1500-1600	**126**	132	**147**	**172**	56	65	67
1600-1700	124	**144**	124	164	64	54	57
1700-1800	112	136	119	106	70	46	38
1800-1900	80	89	87	82	41	36	40
1900-2000	48	47	46	48	23	21	38
2000-2100	29	23	22	30	22	18	14
2100-2200	17	20	25	15	13	15	13
2200-2300	12	11	13	16	16	7	8
2300-2400	6	6	6	7	10	8	1
Totals							
0700-1900	1285	1372	1316	1399	760	695	657
0600-2200	1430	1507	1452	1525	829	756	732
0600-0000	1448	1524	1471	1548	855	771	741
0000-0000	1462	1531	1481	1561	861	780	747
AM Peak	800	800	800	800	1100	1100	1100
	193	201	200	183	101	85	73
PM Peak	1500	1600	1500	1500	1400	1200	1200
	126	144	147	172	80	92	86

SPEED LIMIT: 30

Averages

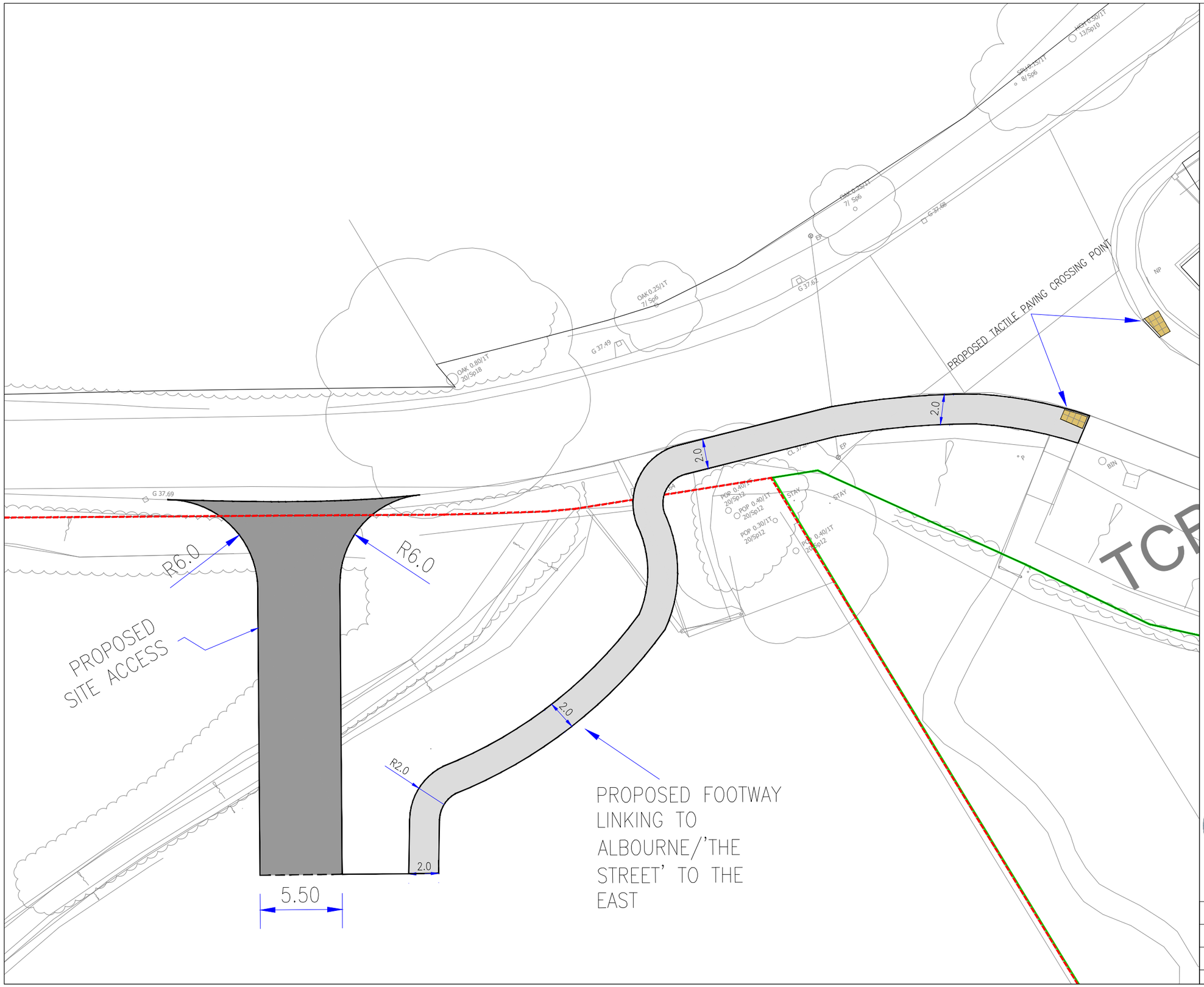
1-5.	1-7.
3.6	3.4
0.6	1.1
0.6	0.6
0.4	0.4
0.8	0.6
4	3.1
36.4	28.6
97.6	76.1
161.2	126.7
87.4	77.9
83.8	80.6
84	86.6
89	87
80.4	79
93.2	87
128.8	109.3
122.6	104.4
102.2	89.6
75.6	65
45.4	38.7
23.6	22.6
18	16.9
12	11.9
5.2	6.3
_____	_____
1205.8	1069.1
1329.2	1175.9
1346.4	1194
1356.4	1203.3

Appendix D



Project Number: 093.0002	Title:	paulbasham associates	Checked By: HC	Checked Date: 20.04.22	Scale: N/A
Project Name: Henfield Road, Albourne	Accessibility Map		Drawn By: JH	Drawn Date: 20.04.22	Drawing No: 093.0002.001

Appendix E



GENERAL NOTES

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6. INDICATIVE POSITIONING OF CROSSING SHOWN TO BE CONFIRMED FOLLOWING FURTHER EXPLORATION OF VISIBILITY REQUIREMENTS.
7. INDICATIVE TITLE BOUNDARIES SHOWN BASED ON INTERPRETATION OF AVAILABLE OS AND HIGHWAY BOUNDARY MAPPING.

KEY

– HIGHWAY BOUNDARY EXTENT

– LAND WITHIN CLIENT CONTROL

– LAND OUTSIDE OF CLIENT CONTROL

NORTH

Rev	Description	Date	By	Chkd
C	UPDATED SITE LAYOUT	27.07.22	JH	HC
B	UPDATED SITE LAYOUT	14.07.22	JH	HC
A	CLIENT COMMENTS	24.01.20	MW	JR

Project Name: LAND SOUTH OF HENFIELD ROAD, ALBOURNE	Title: PROPOSED ACCESS AND FOOTWAY DESIGN	Client: Croudace HOMES.CO.UK	Checked By: JR	Checked Date: 15.01.20	Scale: 1:250 (AT A3 SIZE)
Project Phase: PRELIMINARY			Drawn By: MW	Drawn Date: 14.01.20	Client Drawing No.: -

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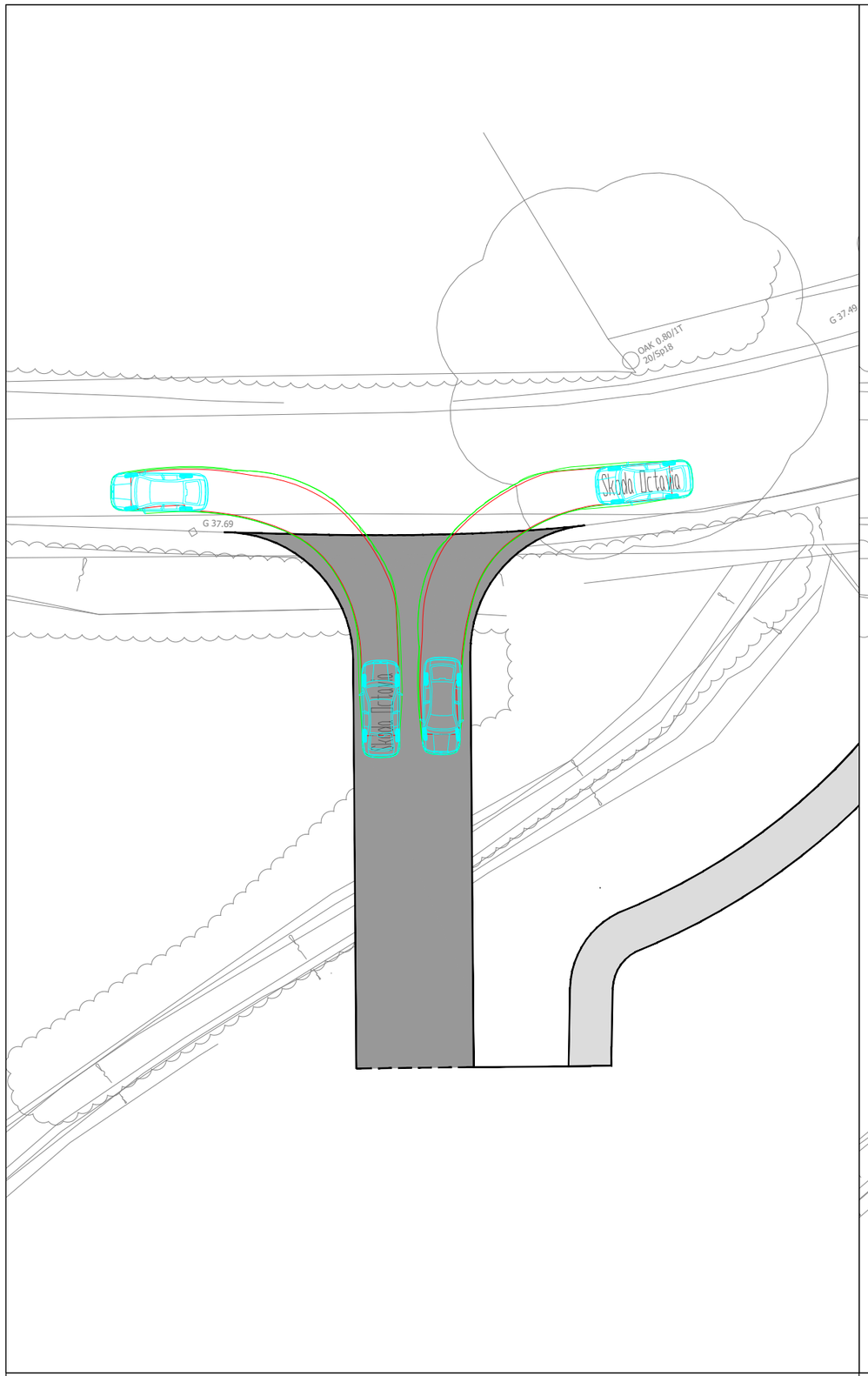
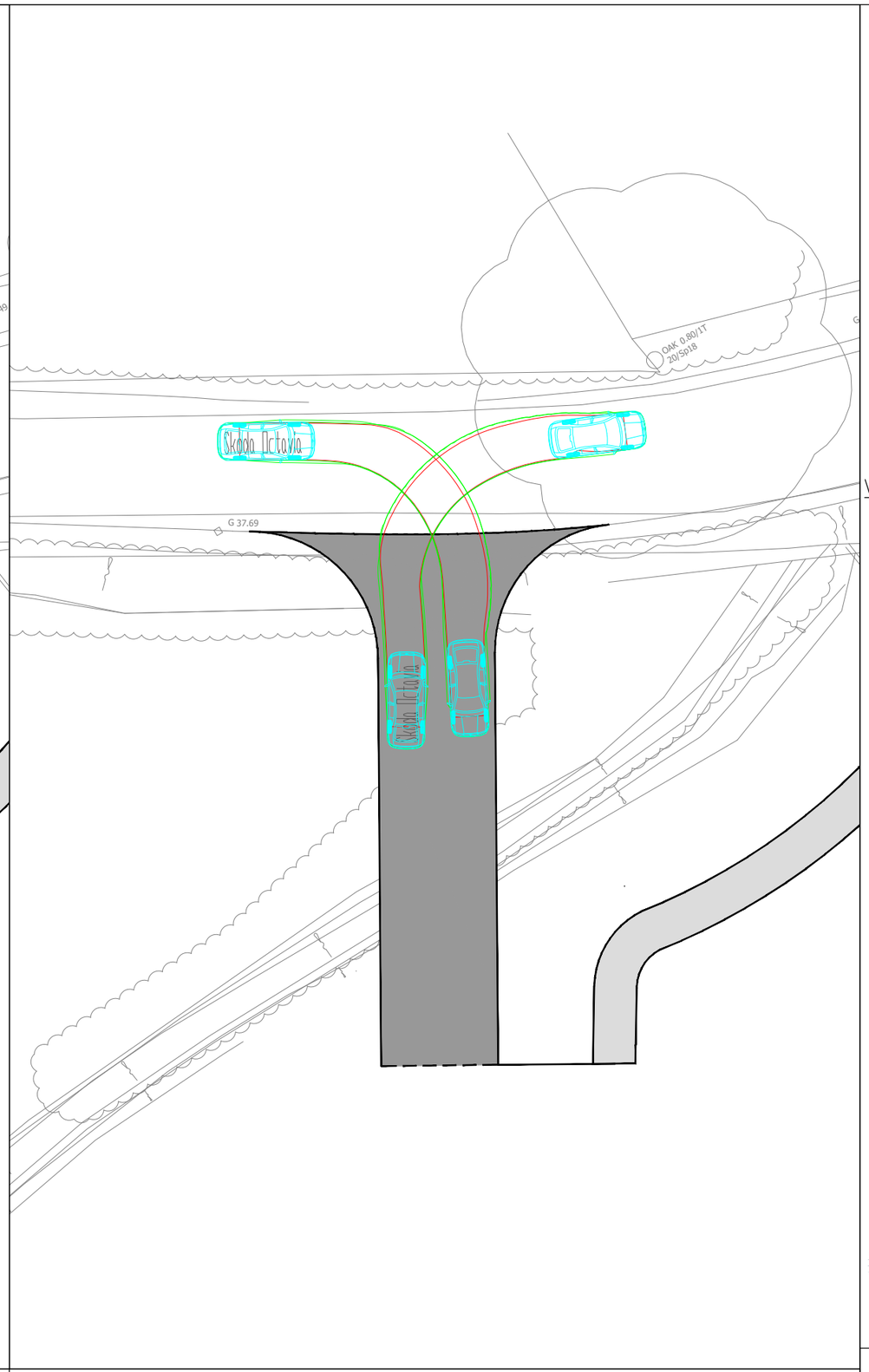
PBA Drawing No.	Revision
093.0002.005	C

Appendix F



PRIVATE VEHICLE LEFT IN AND LEFT OUT TRACKING



PRIVATE VEHICLE RIGHT IN AND RIGHT OUT TRACKING

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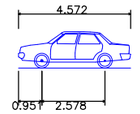
VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.100m

Rev	Description	Date	By	Chkd
A	UPDATED LAYOUT	27.07.22	JH	HC

Project Name: LAND SOUTH OF HENFIELD ROAD, ALBOURNE	Title: INDICATIVE EASTERN ACCESS PRIVATE VEHICLE TRACKING	paul basham associates	Client: Croudace HOMES.CO.UK	Checked By: HC	Checked Date: 14.07.22
Project Phase: PRELIMINARY				Drawn By: JH	Drawn Date: 14.07.22

Scale: 1:250 (AT A3 SIZE)

Client Drawing No.: -

PBA Drawing No.: 093.0002.003

Revision: A

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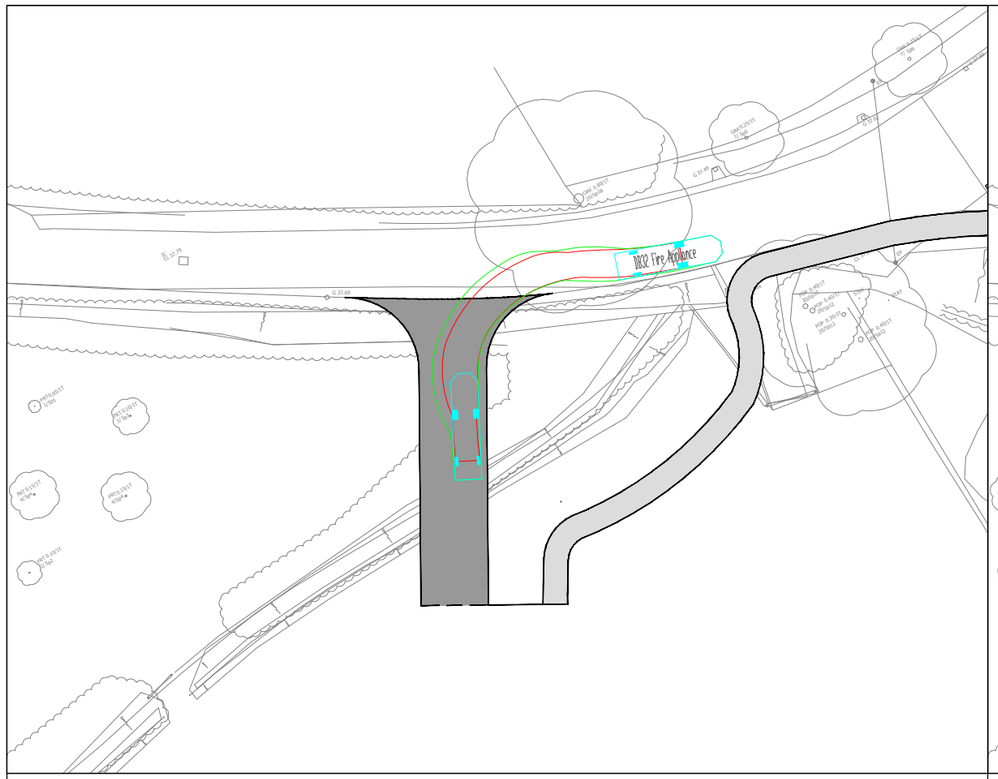
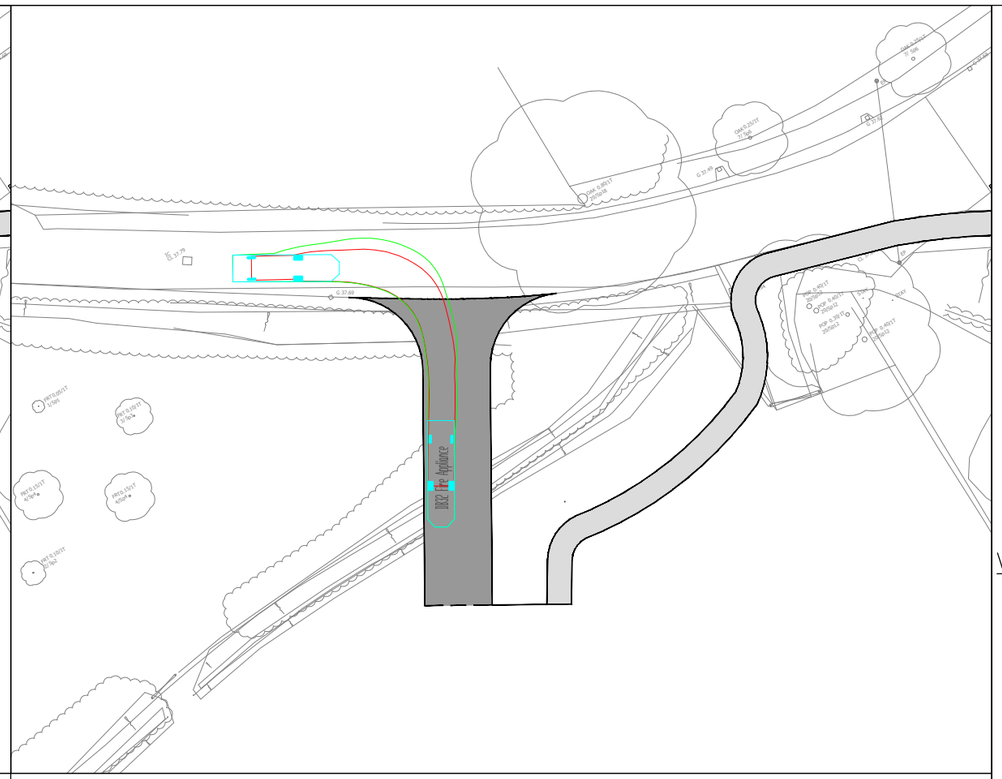
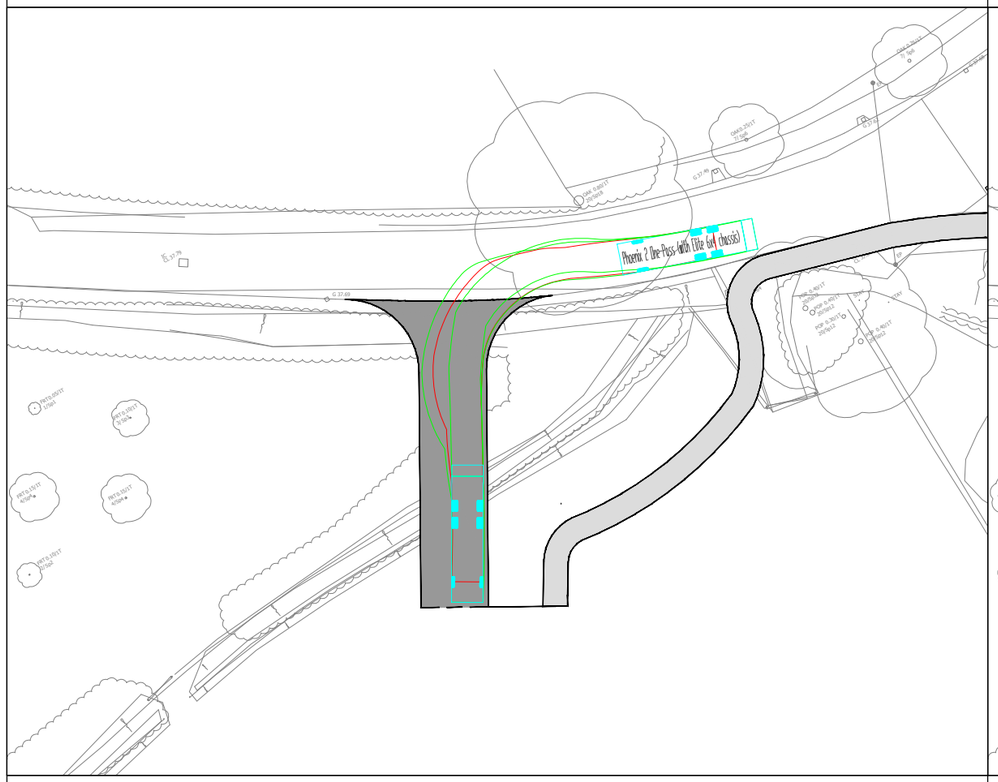


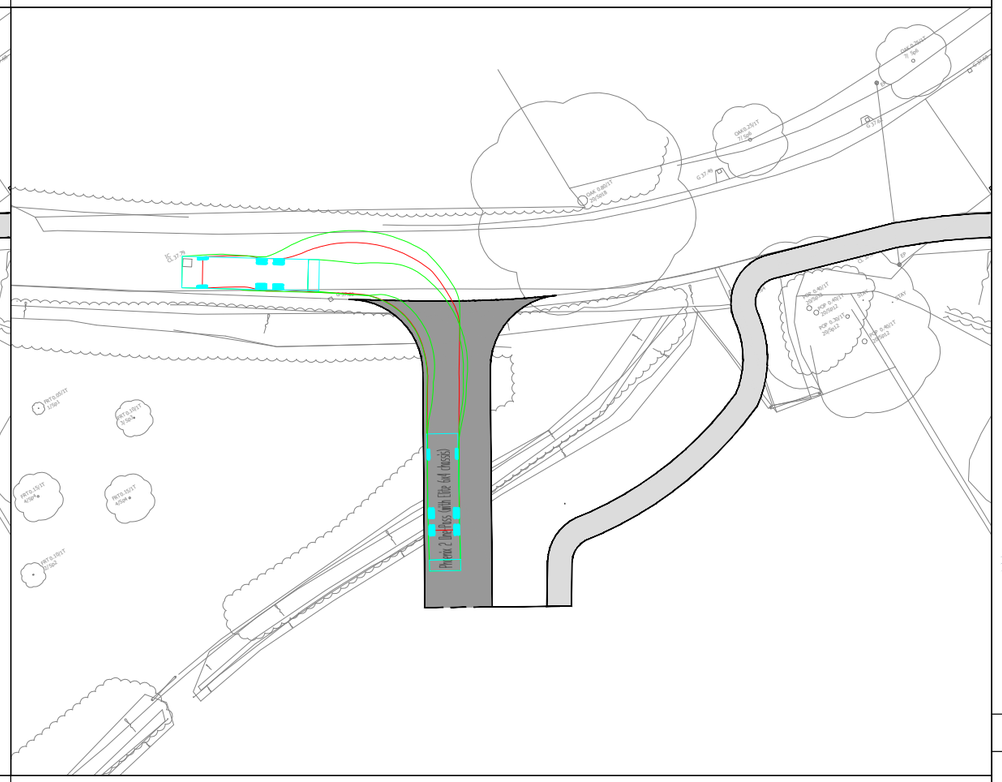
FIRE TENDER ACCESS TRACKING – IN



FIRE TENDER ACCESS TRACKING – OUT



REFUSE VEHICLE ACCESS TRACKING – IN



REFUSE VEHICLE ACCESS TRACKING – OUT

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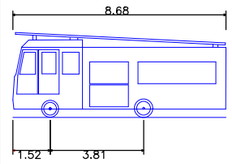
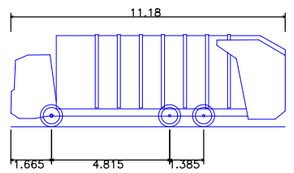
VEHICLE PROFILE



DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	7.910m



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

Rev	Description	Date	By	Chkd
B	UPDATED SITE LAYOUT	27.07.22	JH	HC
A	UPDATED SITE LAYOUT	14.07.22	JH	HC

Project Name: LAND SOUTH OF HENFIELD ROAD, ALBOURNE

Project Phase: PRELIMINARY

Title: PROPOSED EASTERN ACCESS REFUSE AND FIRE TENDER TRACKING

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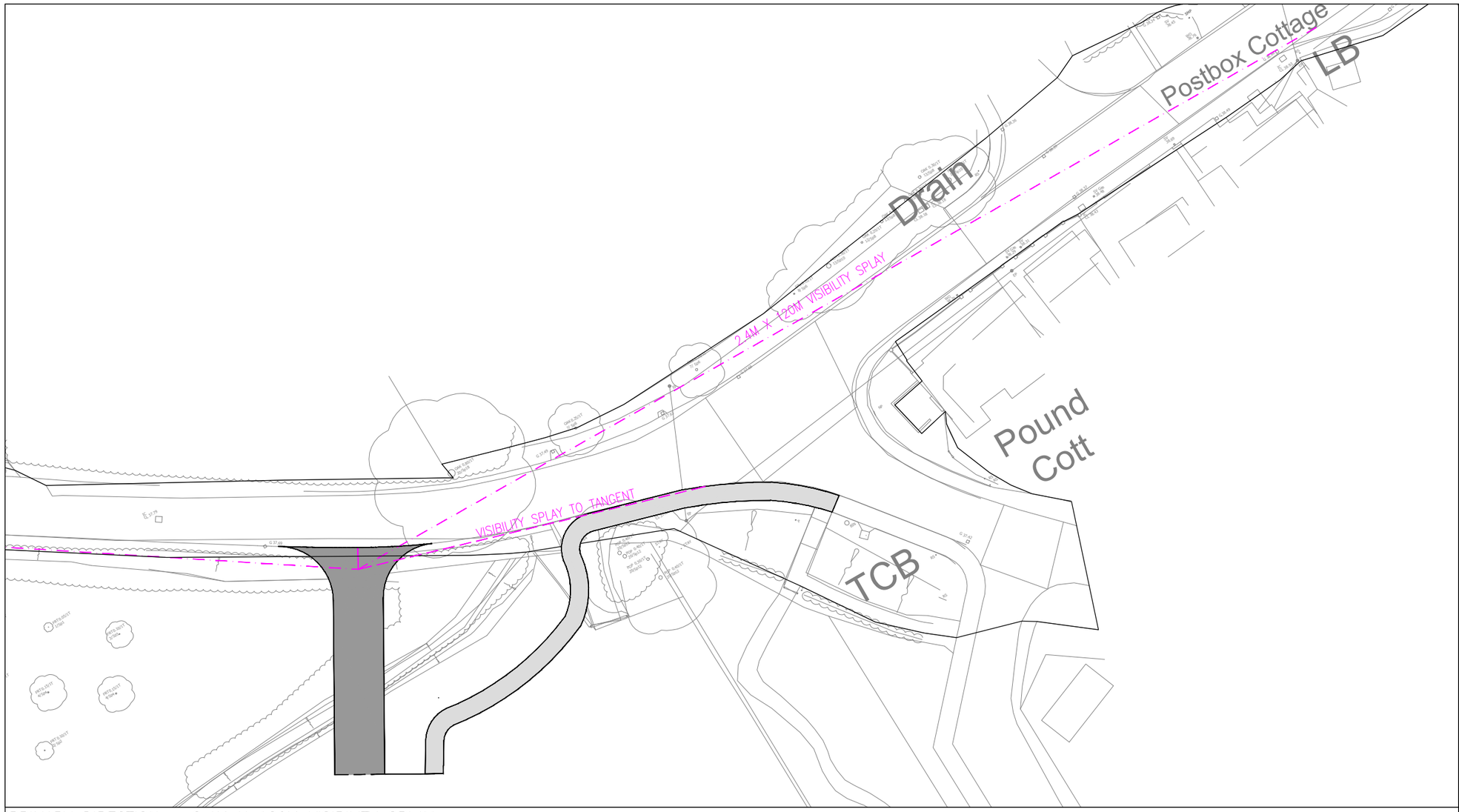
Client: Croudace HOMES.CO.UK

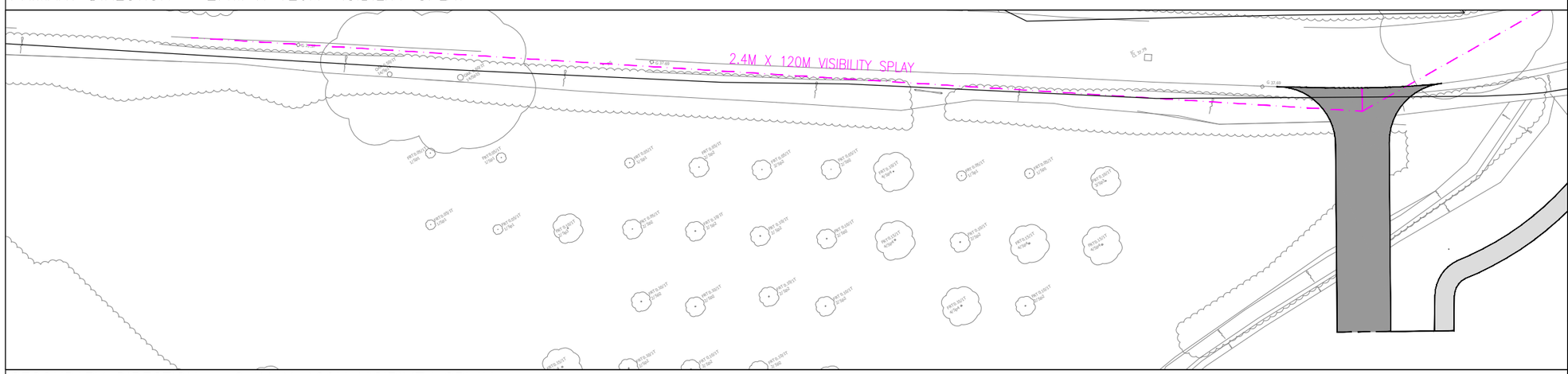
Checked By	Checked Date	Scale	
JR	19.11.19	1:500	(AT A3 SIZE)

Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
MW	19.11.19	-	093.0002.003	B

Appendix G



PRIMARY DIRECTION – 2.4M X 120M VISIBILITY SPLAY



SECONDARY DIRECTION – 2.4M X 120M VISIBILITY SPLAY

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6. THIS DRAWING HAS BEEN INFORMED BY HIGHWAY BOUNDARY MAPPING OBTAINED FROM WEST SUSSEX COUNTY COUNCIL WHICH IS AVAILABLE ON REQUEST.

KEY

HIGHWAY BOUNDARY EXTENT

NORTH

Rev	Description	Date	By	Chkd
C	UPDATED SITE LAYOUT	27.07.22	JH	HC
B	UPDATED SITE LAYOUT	14.07.22	JH	HC
A	CLIENT COMMENTS	19.11.19	MW	JR

Project Name: LAND SOUTH OF HENFIELD ROAD, ALBOURNE

Project Phase: PRELIMINARY

Title: PROPOSED EASTERN ACCESS LOCATION & VISIBILITY SPLAY

paulbasham associates
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Client: Croudace HOMES.CO.UK

Checked By	Checked Date	Scale	
JR	19.11.19	1:500	(AT A3 SIZE)
Drawn By	**Drawn Date**	**Client Drawing No.**	**PBA Drawing No.** / **Revision**
MW	19.11.19	-	093.0002.002 / C

Appendix H

M & S Traffic

Road Safety Audit Stage 1

Henfield Road

Albourne

West Sussex

Date: 26th July 2022

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Land south of Henfield Road, Albourne

Report Title Road Safety Audit Stage 1

Revision

Status Final

Audit Reference PBA/22/093.0002/1/MM

Record of Issue

Document Ref PBA/22/093.0002/1/MM	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		26th July 2022
Designers Response	Izzie Diment	Harry Cross		27th July 2022
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Izzie Diment	-
Paul Basham Associates	Jessica Harding	

CONTENTS

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with the residential development of circa 150 dwellings off Henfield Road, Albourne, West Sussex including:

- The provision of a priority junction access on Henfield Road.
- The provision of a footway link.

The Audit was requested by the design organisation, Paul Basham Associates, Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG on behalf of West Sussex County Council, as the Highway Authority.

1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA– Audit Team Member
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in July 2022 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the afternoon of the 25th July 2022 between 12:30 and 13:00. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were moderate. No pedestrian or cycle movements were observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. 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. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standard.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Henfield Road southern side of the carriageway.

Summary: Presence of ditch may increase severity of loss of control collision.

There is an existing ditch on the southern side of the carriageway, see figure 1 below, where the access is proposed. However, no protection system is proposed, or proposals shown to remove or pipe the ditch have been shown. Vehicles that lose control and exit the carriageway may enter the ditch, which could cause rapid deceleration, where injuries may be severe in nature.

Figure 1: Existing ditch on the southern side of the carriageway.

RECOMMENDATION

It is recommended that at the next stage of design that a road restraints risk assessment for local roads should be undertaken to determine whether protection is needed and installed as appropriate, or information should be provided on whether the ditch is to be piped.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: At the proposed junction.

Summary: Lack of forward visibility could lead to head on or side impact collisions.

No forward visibility splay has been provided for vehicles turning right into the proposed access. Visibility is restricted due to vegetation on the inside of the curve see figure 2 below. Restricted visibility could lead to vehicles turning in the path of approaching vehicles, which could lead to head on or side impact collisions.

Figure 2: Vegetation in forward visibility splay.

RECOMMENDATION

It is recommended that the visibility for turning traffic should be sufficient to enable the right turn to be undertaken safely. This may require vegetation removal or access relocation and that the visibility splay should be commensurate with vehicle approach speeds. Further, if the splay passes over non highway land, then visibility splays should be within highway ownership or that a suitable covenant should be in place.

3.3.2 PROBLEM

Location. At the proposed junction.

Summary: Restricted visibility could lead to side impact collisions.

The visibility splays are restricted by trees and hedgelines see figures 3 and 4 overleaf, and the splay passing over the northern verge maybe outside of highway ownership, Restricted visibility could lead to side impact collisions.

Figures 3&4: Vegetation in visibility splays.

RECOMMENDATION

It is recommended that there should be no physical obstruction of the visibility splays. Further, if the splay passes over non highway land, then visibility splays should be within highway ownership or that a suitable covenant should be in place.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 26/07/2022

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 26/07/2022

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	**Title**
093.0002.002A	Indicative Eastern Access Location and Visibility Splay
093.0002.003	Indicative Eastern Access Refuse Tracking
093.0002.006	Private Car Tracking

Supporting Documentation:

- Land Promotion Transport Report PBA February 2021

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Stage 1 RSA Land south of Henfield Road, Albourne

Date Audit Completed: 26th July 2022

This response is to a Stage 1/2 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.1.1 There is an existing ditch on the southern side of the carriageway, see figure 1, where the access is proposed. However, no protection system is proposed, or proposals shown to remove or pipe the ditch have been shown. Vehicles that lose control and exit the carriageway may enter the ditch, which could cause rapid deceleration, where injuries may be severe in nature.	It is recommended that at the next stage of design that a road restraints risk assessment for local roads should be undertaken to determine whether protection is needed and installed as appropriate, or information should be provided on whether the ditch is to be piped.	It is accepted that at the next audit stage a Road Restraints Risk Assessment will be carried out to determine whether protection is needed. Proposals include for a footway over the ditch, and so the ditch is likely to be piped, which would reduce the risk associated with the ditch in relation to vehicle movements.		
3.3.1 No forward visibility splay has been provided for vehicles turning right into the proposed access. Visibility is restricted due to vegetation on the inside of the curve see figure 2.	It is recommended that the visibility for turning traffic should be sufficient to enable the right turn to be undertaken safely. This may require vegetation removal or access	Land within highway ownership to the north of Henfield Road will be maintained to promote appropriate forward visibility splays for turning vehicles.		

Restricted visibility could lead to vehicles turning in the path of approaching vehicles, which could lead to head on or side impact collisions.	relocation and that the visibility splay should be commensurate with vehicle approach speeds. Further, if the splay passes over non highway land, then visibility splays should be within highway ownership or that a suitable covenant should be in place.			
3.3.2 The visibility splays are restricted by trees and hedgelines see figures 3 and 4, and the splay passing over the northern verge maybe outside of highway ownership, Restricted visibility could lead to side impact collisions.	It is recommended that there should be no physical obstruction of the visibility splays. Further, if the splay passes over non highway land, then visibility splays should be within highway ownership or that a suitable covenant should be in place.	All visibility splays shown are either within land under client control, or within the highway boundary, Therefore, it would be noted that all visibility splay envelopes be kept clear of vegetation and maintained between a height of 0.6m and 2m. This will also open up the forward visibility, as per point 3.3.1 above.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA Land south of Henfield Road, Albourne	
On behalf of the Design Organisation I certify that: **1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation**	
Name	Harry Cross
Signed	
Position	Principal Transport Planner
Organisation	**Paul Basham Associates Ltd**
Date	27.07.22

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA Land south of Henfield Road, Albourne	
On behalf of the Overseeing Organisation I certify that: **1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and** **2) The agreed RSA actions will be progressed.**	
Name	
Signed	
Position	
Organisation	
Date	

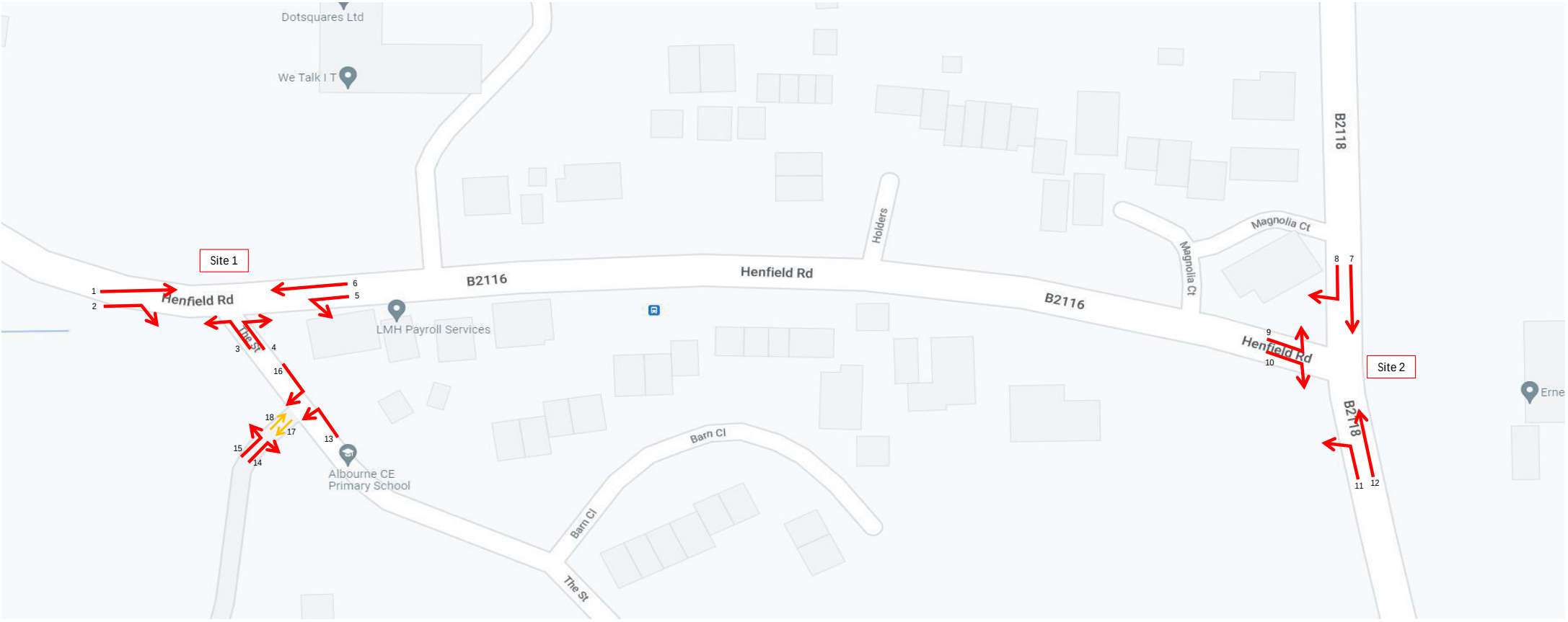
Appendix I

Site: Albourne C of E Primary School

Location: The St, Albourne, Hassocks BN6 9DH

Date: Tuesday 26th April 2022

Time: Site 1 - 07:30-09:00, 14:30-17:00 Site 2 - 07:00-10:00, 16:00-19:00



CHARGE SURVEYS

Site: Albourne C of E Primary School

Location: The St, Albourne, Hassocks BN6 9DH

Date: Tuesday 26th April 2022

Time: 07:30-09:00, 14:30-17:00

Henfield Road / The Street (07:30-09:00) ALL MOVEMENTS

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
	FROM HENFIELD ROAD (WEST) STRAIGHT AHEAD TO HENFIELD ROAD (EAST)								FROM HENFIELD ROAD (WEST) RIGHT TURN INTO THE STREET								FROM THE STREET LEFT TURN OUT TO HENFIELD ROAD (WEST)								FROM THE STREET RIGHT TURN OUT TO HENFIELD ROAD (EAST)								FROM HENFIELD ROAD (EAST) LEFT TURN INTO THE STREET								FROM HENFIELD ROAD (EAST) STRAIGHT AHEAD TO HENFIELD ROAD (WEST)							
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0730-0745	25	2	2	1	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	3	1	0	0	0	0	0	4	19	7	4	0	0	0	1	31
0745-0800	24	5	0	2	1	0	0	32	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5	5	3	0	0	0	1	0	9	7	0	0	0	0	0	0	7	22	5	1	2	0	0	1	31
0800-0815	21	4	3	2	0	0	0	30	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4	3	0	0	0	0	1	0	4	7	0	0	0	0	0	0	7	23	8	0	1	1	0	0	33
0815-0830	21	2	5	1	1	0	0	30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	10	1	0	0	0	0	0	11	25	3	2	1	0	0	0	31
0830-0845	19	3	3	3	0	1	0	29	9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8	33	0	0	0	0	0	0	33	27	4	2	0	0	0	0	33
0845-0900	18	2	6	3	0	0	0	29	6	1	0	0	0	0	0	7	6	0	0	0	0	0	0	6	37	1	0	0	0	0	0	38	20	2	1	0	0	0	0	23	14	3	3	0	1	0	0	21
0730-0900	**128**	**18**	**19**	**12**	**2**	**1**	**0**	**180**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**23**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**20**	**59**	**5**	**0**	**0**	**0**	**2**	**0**	**66**	**80**	**4**	**1**	**0**	**0**	**0**	**0**	**85**	**130**	**30**	**12**	**4**	**2**	**0**	**2**	**180**
0730-0830	91	13	10	6	2	0	0	122	6	1	0	0	0	0	0	7	10	1	0	0	0	0	0	11	14	4	0	0	0	2	0	20	27	2	0	0	0	0	0	29	89	23	7	4	1	0	2	126
0745-0845	85	14	11	8	2	1	0	121	15	1	0	0	0	0	0	16	13	1	0	0	0	0	0	14	18	3	0	0	0	2	0	23	57	1	0	0	0	0	0	58	97	20	5	4	1	0	1	128
0800-0900	79	11	17	9	1	1	0	118	18	1	0	0	0	0	0	19	14	1	0	0	0	0	0	15	50	1	0	0	0	1	0	52	70	3	1	0	0	0	0	74	89	18	7	2	2	0	0	118
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Henfield Road / The Street (14:30-17:00) ALL MOVEMENTS

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4								MOVEMENT 5								MOVEMENT 6							
	FROM HENFIELD ROAD (WEST) STRAIGHT AHEAD TO HENFIELD ROAD (EAST)								FROM HENFIELD ROAD (WEST) RIGHT TURN INTO THE STREET								FROM THE STREET LEFT TURN OUT TO HENFIELD ROAD (WEST)								FROM THE STREET RIGHT TURN OUT TO HENFIELD ROAD (EAST)								FROM HENFIELD ROAD (EAST) LEFT TURN INTO THE STREET								FROM HENFIELD ROAD (EAST) STRAIGHT AHEAD TO HENFIELD ROAD (WEST)							
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1430-1445	10	1	2	1	0	0	0	14	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	7	2	0	1	0	0	2	12
1445-1500	13	3	3	0	0	0	1	20	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	12	4	3	1	0	0	0	20
1500-1515	12	1	1	0	0	1	1	16	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	4	0	0	0	1	0	0	5	21	1	0	0	0	0	1	23	10	4	2	0	0	0	1	17
1515-1530	15	0	3	3	0	0	0	21	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	15	1	0	0	0	0	0	16	19	2	1	1	0	0	1	24
1530-1545	14	3	0	0	0	1	0	18	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	6	34	2	0	0	0	0	0	36	2	0	0	0	0	0	0	2	12	4	3	1	1	0	0	21
1545-1600	9	3	1	1	1	0	1	16	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	12	0	0	0	0	0	0	12	3	0	0	0	0	0	0	3	15	3	4	1	1	0	0	24
1600-1615	18	4	1	1	0	0	0	24	0	0	1	0	0	0	0	1	2	1	0	0	0	0	0	3	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	17	1	3	2	0	0	0	23
1615-1630	10	4	3	0	0	0	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7	3	0	0	0	0	0	0	3	17	5	0	1	1	0	1	25
1630-1645	20	8	1	0	0	0	1	30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5	6	1	0	0	0	0	1	8	25	5	0	1	0	2	1	34
1645-1700	17	5	2	0	0	0	0	24	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12	17	1	1	0	0	0	0	19
1430-1700	**138**	**32**	**17**	**6**	**1**	**2**	**5**	**201**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**15**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**20**	**74**	**4**	**0**	**0**	**1**	**0**	**1**	**80**	**76**	**5**	**0**	**0**	**0**	**0**	**2**	**83**	**151**	**31**	**17**	**9**	**3**	**2**	**6**	**219**
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1545-1645	57	19	6	2	1	0	3	88	0	0	1	0	0	0	0	1	6	1	0	0	0	0	0	7	27	1	0	0	0	0	1	29	13	1	0	0	0	0	1	15	74	14	7	5	2	2	2	106
1600-1700	65	21	7	1	0	0	2	96	1	0	1	0	0	0	0	2	5	1	0	0	0	0	0	6	19	1	0	0	0	0	1	21	22	1	0	0	0	0	1	24	76	12	4	4	1	2	2	101
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

CHARGE SURVEYS

Site: Albourne C of E Primary School

Location: The St, Albourne, Hassocks BN6 9DH

Date: Tuesday 26th April 2022

Time: 07:30-09:00, 14:30-17:00

Henfield Road / The Street (07:30-09:00) SCHOOL MOVEMENTS ONLY

	MOVEMENT 2 (PARENT/ PARENT & CHILD) FROM HENFIELD ROAD (WEST) RIGHT TURN INTO THE STREET								MOVEMENT 2 (STAFF) FROM HENFIELD ROAD (WEST) RIGHT TURN INTO THE STREET								MOVEMENT 3 (PARENT/ PARENT & CHILD) FROM THE STREET LEFT TURN OUT TO HENFIELD ROAD (WEST)								MOVEMENT 3 (STAFF) FROM THE STREET LEFT TURN OUT TO HENFIELD ROAD (WEST)								MOVEMENT 4 (PARENT/ PARENT & CHILD) FROM THE STREET RIGHT TURN OUT TO HENFIELD ROAD (EAST)								MOVEMENT 4 (STAFF) FROM THE STREET RIGHT TURN OUT TO HENFIELD ROAD (EAST)								MOVEMENT 5 (PARENT/ PARENT & CHILD) FROM HENFIELD ROAD (EAST) LEFT TURN INTO THE STREET								MOVEMENT 5 (STAFF) FROM HENFIELD ROAD (EAST) LEFT TURN INTO THE STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0730-0745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**
0745-0800	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	4	0	0	0	0	0	0	**4**
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	3	0	0	0	0	0	0	**3**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**
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0845-0900	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	5	0	0	0	1	0	0	**6**	0	0	0	0	0	0	0	**0**	36	2	0	0	0	0	0	**38**	0	0	0	0	0	0	0	**0**	17	1	1	0	1	0	0	**20**	1	0	0	0	0	0	0	**1**
0730-0900	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**2**	**0**	**0**	**0**	**0**	**0**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**2**	**1**	**0**	**1**	**0**	**0**	**60**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
0730-0830	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	10	1	0	0	0	0	0	**11**	12	0	0	0	0	0	0	**12**
0745-0845	6	0	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	39	1	0	0	0	0	0	**40**	14	0	0	0	0	0	0	**14**
0800-0900	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	8	0	0	0	1	0	0	**9**	0	0	0	0	0	0	0	**0**	46	2	0	0	0	0	0	**48**	0	0	0	0	0	0	0	**0**	53	2	1	0	1	0	0	**57**	11	0	0	0	0	0	0	**11**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Henfield Road / The Street (14:30-17:00) SCHOOL MOVEMENTS ONLY

	MOVEMENT 2 (PARENT/ PARENT & CHILD) FROM HENFIELD ROAD (WEST) RIGHT TURN INTO THE STREET								MOVEMENT 2 (STAFF) FROM HENFIELD ROAD (WEST) RIGHT TURN INTO THE STREET								MOVEMENT 3 (PARENT/ PARENT & CHILD) FROM THE STREET LEFT TURN OUT TO HENFIELD ROAD (WEST)								MOVEMENT 3 (STAFF) FROM THE STREET LEFT TURN OUT TO HENFIELD ROAD (WEST)								MOVEMENT 4 (PARENT/ PARENT & CHILD) FROM THE STREET RIGHT TURN OUT TO HENFIELD ROAD (EAST)								MOVEMENT 4 (STAFF) FROM THE STREET RIGHT TURN OUT TO HENFIELD ROAD (EAST)								MOVEMENT 5 (PARENT/ PARENT & CHILD) FROM HENFIELD ROAD (EAST) LEFT TURN INTO THE STREET								MOVEMENT 5 (STAFF) FROM HENFIELD ROAD (EAST) LEFT TURN INTO THE STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1430-1445	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
1445-1500	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
1500-1515	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	**1**	0	0	0	0	0	0	0	**0**	22	0	0	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**
1515-1530	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	14	0	0	0	1	0	0	**15**	0	0	0	0	0	0	0	**0**
1530-1545	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	5	0	0	1	0	0	0	**6**	1	0	0	0	0	0	0	**1**	31	1	0	0	0	0	0	**32**	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
1545-1600	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	7	0	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
1600-1615	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1615-1630	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
1630-1645	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1645-1700	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1430-1700	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**46**	**1**	**0**	**0**	**1**	**0**	**0**	**48**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**54**	**0**	**0**	**0**	**1**	**0**	**0**	**55**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1430-1530	7	0	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	2	0	0	0	1	0	0	**3**	2	0	0	0	0	0	0	**2**	49	0	0	0	1	0	0	**50**	0	0	0	0	0	0	0	**0**
1445-1545	8	0	0	0	0	0	0	**8**	1	0	0	0	0	0	0	**1**	6	0	0	0	1	0	0	**7**	2	0	0	0	0	0	0	**2**	33	1	0	0	1	0	0	**35**	4	0	0	0	0	0	0	**4**	49	0	0	0	1	0	0	**50**	0	0	0	0	0	0	0	**0**
1500-1600	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	7	0	0	0	1	0	0	**8**	2	0	0	0	0	0	0	**2**	40	1	0	0	1	0	0	**42**	4	0	0	0	0	0	0	**4**	41	0	0	0	1	0	0	**42**	0	0	0	0	0	0	0	**0**
1515-1615	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	8	0	0	0	1	0	0	**9**	3	0	0	0	0	0	0	**3**	42	1	0	0	0	0	0	**43**	4	0	0	0	0	0	0	**4**	19	0	0	0	1	0	0	**20**	0	0	0	0	0	0	0	**0**
1530-1630	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	7	0	0	0	1	0	0	**8**	4	0	0	0	0	0	0	**4**	43	1	0	0	0	0	0	**44**	5	0	0	0	0	0	0	**5**	5	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**
1545-1645	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**	13	0	0	0	0	0	0	**13**	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
1600-1700	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	6	0	0	0	0	0	0	**6**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Queue Length Survey

Site
Henfield Road (West)
The Street
Henfield Road (East)

Date
Tuesday 26th April 2022

Value+ indicates queues forming beyond the view of the camera

Henfield Road (West)
07:30 - 09:00

TIME	Queue
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0

No queues recorded

The Street
07:30 - 09:00

TIME	Queue
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	3
08:55	0
09:00	0

Henfield Road (East)
07:30 - 09:00

TIME	Queue
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0

No queues recorded

Henfield Road (West)
14:30 - 17:00

TIME	Queue
14:35	0
14:40	0
14:45	0
14:50	0
14:55	0
15:00	0
15:05	0
15:10	0
15:15	0
15:20	0
15:25	0
15:30	0
15:35	0
15:40	0
15:45	0
15:50	0
15:55	0
16:00	0
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0

The Street
14:30 - 17:00

TIME	Queue
14:35	0
14:40	0
14:45	0
14:50	0
14:55	0
15:00	0
15:05	0
15:10	0
15:15	0
15:20	0
15:25	4
15:30	3
15:35	3
15:40	0
15:45	0
15:50	0
15:55	0
16:00	0
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0

Henfield Road (East)
14:30 - 17:00

TIME	Queue
14:35	0
14:40	0
14:45	0
14:50	0
14:55	0
15:00	0
15:05	0
15:10	0
15:15	0
15:20	0
15:25	0
15:30	0
15:35	0
15:40	0
15:45	0
15:50	0
15:55	0
16:00	0
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0

CHARGE SURVEYS

Site: Albourne C of E Primary School

Location: The St, Albourne, Hassocks BN6 9DH

Date: Tuesday 26th April 2022

Time: 07:30-09:00, 14:30-17:00

The Street / School Access (07:30-09:00)

	MOVEMENT 13								MOVEMENT 14								MOVEMENT 15								MOVEMENT 16							
	FROM THE STREET (SOUTH EAST) LEFT TURN INTO ALBOURNE C OF E PRIMARY SCHOOL ACCESS								FROM ALBOURNE C OF E PRIMARY SCHOOL ACCESS RIGHT TURN OUT TO THE STREET (SOUTH EAST)								FROM ALBOURNE C OF E PRIMARY SCHOOL ACCESS LEFT TURN OUT TO THE STREET (NORTH WEST)								FROM THE STREET (NORTH WEST) RIGHT TURN INTO ALBOURNE C OF E PRIMARY SCHOOL ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0745-0800	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9
0800-0815	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3	4	0	0	0	0	0	0	4
0815-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
0830-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
0845-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
0730-0900	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
0730-0830	4	0	1	0	0	0	0	5	1	0	0	0	0	0	0	1	7	0	1	0	0	0	0	8	18	0	0	0	0	0	0	18
0745-0845	4	0	1	0	0	0	0	5	1	0	0	0	0	0	0	1	8	0	1	0	0	0	0	9	18	0	0	0	0	0	0	18
0800-0900	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4	12	0	0	0	0	0	0	12
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

	MOVEMENT 17					MOVEMENT 18				
	FROM THE STREET INTO ALBOURNE C OF E PRIMARY SCHOOL ACCESS					FROM ALBOURNE C OF E PRIMARY SCHOOL ACCESS OUT TO THE STREET				
	ADULT	CHILD	PCY	SCOOTER	TOT	ADULT	CHILD	PCY	SCOOTER	TOT
0730-0745	1	0	0	0	1	1	0	0	0	1
0745-0800	1	0	0	1	2	0	0	0	0	0
0800-0815	4	2	0	0	6	0	0	0	0	0
0815-0830	3	5	0	0	8	0	1	0	0	1
0830-0845	32	65	1	1	99	1	0	1	0	2
0845-0900	32	60	0	2	94	61	5	0	0	66
0730-0900	**73**	**132**	**1**	**4**	**210**	**63**	**6**	**1**	**0**	**70**
0730-0830	9	7	0	1	17	1	1	0	0	2
0745-0845	40	72	1	2	115	1	1	1	0	3
0800-0900	71	132	1	3	207	62	6	1	0	69
	HOURLY TOTALS					HOURLY TOTALS				

The Street / School Access (14:30-17:00)

	MOVEMENT 13								MOVEMENT 14								MOVEMENT 15								MOVEMENT 16							
	FROM THE STREET (SOUTH EAST) LEFT TURN INTO ALBOURNE C OF E PRIMARY SCHOOL ACCESS								FROM ALBOURNE C OF E PRIMARY SCHOOL ACCESS RIGHT TURN OUT TO THE STREET (SOUTH EAST)								FROM ALBOURNE C OF E PRIMARY SCHOOL ACCESS LEFT TURN OUT TO THE STREET (NORTH WEST)								FROM THE STREET (NORTH WEST) RIGHT TURN INTO ALBOURNE C OF E PRIMARY SCHOOL ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1430-1445	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1445-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1
1515-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
1545-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
1630-1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1430-1700	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**1**	**0**	**0**	**16**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**
1430-1530	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	0	0	0	1	0	0	5	1	1	0	0	0	0	0	2
1445-1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8	2	0	0	0	0	0	0	2
1500-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	8	2	0	0	0	0	0	0	2
1515-1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
1530-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
1545-1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
1600-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

	MOVEMENT 17					MOVEMENT 18				
	FROM THE STREET INTO ALBOURNE C OF E PRIMARY SCHOOL ACCESS					FROM ALBOURNE C OF E PRIMARY SCHOOL ACCESS OUT TO THE STREET				
	ADULT	CHILD	PCY	SCOOTER	TOT	ADULT	CHILD	PCY	SCOOTER	TOT
1430-1445	0	0	0	0	0	2	0	0	0	2
1445-1500	1	0	0	0	1	0	0	0	0	0
1500-1515	5	3	0	0	8	0	0	0	0	0
1515-1530	60	10	1	0	71	44	74	0	2	120
1530-1545	2	1	0	0	3	27	61	2	1	91
1545-1600	0	0	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0	0
1615-1630	1	0	0	0	1	1	0	0	0	1
1630-1645	0	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	0
1430-1700	**69**	**14**	**1**	**0**	**84**	**74**	**135**	**2**	**3**	**214**
1430-1530	66	13	1	0	80	46	74	0	2	122
1445-1545	68	14	1	0	83	71	135	2	3	211
1500-1600	67	14	1	0	82	71	135	2	3	211
1515-1615	62	11	1	0	74	71	135	2	3	211
1530-1630	3	1	0	0	4	28	61	2	1	92
1545-1645	1	0	0	0	1	1	0	0	0	1
1600-1700	1	0	0	0	1	1	0	0	0	1
	HOURLY TOTALS					HOURLY TOTALS				

CHARGE SURVEYS

Site: Albourne C of E Primary School

Location: The St, Albourne, Hassocks BN6 9DH

Date: Tuesday 26th April 2022

Time: 07:00-10:00, 16:00-19:00

B2118 / Henfield Road (07:00-10:00)

	MOVEMENT 7								MOVEMENT 8								MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
	FROM B2118 (NORTH) STRAIGHT AHEAD TO B2118 (SOUTH)								FROM B2118 (NORTH) RIGHT TURN INTO HENFIELD ROAD								FROM HENFIELD ROAD LEFT TURN OUT TO B2118 (NORTH)								FROM HENFIELD ROAD RIGHT TURN OUT TO B2118 (SOUTH)								FROM B2118 (SOUTH) LEFT TURN INTO HENFIELD ROAD								FROM B2118 (SOUTH) STRAIGHT AHEAD TO B2118 (NORTH)							
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0700-0715	27	6	3	3	1	0	0	40	2	0	0	0	0	0	0	2	9	3	0	0	0	0	0	12	4	5	0	1	0	0	1	11	7	6	2	0	0	0	0	15	38	7	2	1	1	0	1	50
0715-0730	22	8	0	0	0	0	0	30	3	0	0	0	0	0	0	3	0	1	2	0	0	0	0	3	9	5	0	0	0	1	2	17	14	7	2	0	0	1	1	25	47	7	4	0	0	1	0	59
0730-0745	34	10	1	0	1	0	0	46	7	2	1	0	0	0	0	10	8	1	0	0	0	0	0	9	21	1	3	1	0	0	0	26	17	5	3	0	0	0	1	26	51	8	3	1	0	0	2	65
0745-0800	30	6	1	1	2	0	0	40	8	1	0	1	1	0	0	11	1	1	0	0	0	0	0	2	26	6	0	2	1	1	0	36	26	6	1	1	0	0	1	35	59	11	1	1	0	1	0	73
0800-0815	41	12	0	1	2	0	0	56	4	0	0	1	0	0	0	5	11	2	0	1	0	0	0	14	15	3	3	1	0	1	0	23	29	6	0	0	0	0	0	35	56	7	1	2	2	2	1	71
0815-0830	32	4	2	0	2	0	1	41	19	1	1	1	0	0	0	22	5	0	0	0	0	0	0	5	20	2	5	1	1	0	0	29	21	3	1	0	0	0	0	25	39	6	2	1	0	0	0	48
0830-0845	49	5	2	0	0	0	0	56	18	0	2	0	0	0	0	20	3	3	1	3	0	0	0	10	23	1	2	0	0	1	1	28	47	4	0	0	0	0	0	51	44	6	1	0	0	0	0	51
0845-0900	38	6	2	1	0	0	0	47	12	3	0	0	0	0	0	15	24	1	5	3	0	0	0	33	36	2	1	0	0	0	0	39	25	2	3	0	1	0	0	31	66	7	0	0	0	0	0	73
0900-0915	26	11	2	0	1	0	0	40	3	0	0	0	0	0	0	3	6	2	2	0	0	0	0	10	25	3	2	0	0	0	0	30	13	4	1	0	0	0	1	19	32	10	2	0	0	0	1	45
0915-0930	33	11	3	1	0	0	1	49	5	0	0	0	0	0	0	5	2	2	2	2	0	0	0	8	11	3	3	0	0	0	1	18	15	1	2	0	0	0	1	19	37	8	0	1	1	1	0	48
0930-0945	30	9	2	0	1	2	0	44	0	2	1	1	0	0	0	4	6	1	0	1	0	0	0	8	12	4	2	0	0	0	1	19	14	3	4	0	0	0	1	22	32	8	0	0	1	0	1	42
0945-1000	22	6	2	0	1	2	0	33	5	0	0	0	0	0	0	5	1	0	1	0	0	0	0	2	14	1	1	0	0	3	0	19	13	4	1	0	0	0	0	18	26	7	2	0	0	0	0	35
0700-1000	**384**	**94**	**20**	**7**	**11**	**4**	**2**	**522**	**86**	**9**	**5**	**4**	**1**	**0**	**0**	**105**	**76**	**17**	**13**	**10**	**0**	**0**	**0**	**116**	**216**	**36**	**22**	**6**	**2**	**7**	**6**	**295**	**241**	**51**	**20**	**1**	**1**	**1**	**6**	**321**	**527**	**92**	**18**	**7**	**5**	**5**	**6**	**660**
0700-0800	113	30	5	4	4	0	0	156	20	3	1	1	1	0	0	26	18	6	2	0	0	0	0	26	60	17	3	4	1	2	3	90	64	24	8	1	0	1	3	101	195	33	10	3	1	2	3	247
0715-0815	127	36	2	2	5	0	0	172	22	3	1	2	1	0	0	29	20	5	2	1	0	0	0	28	71	15	6	4	1	3	2	102	86	24	6	1	0	1	3	121	213	33	9	4	2	4	3	268
0730-0830	137	32	4	2	7	0	1	183	38	4	2	3	1	0	0	48	25	4	0	1	0	0	0	30	82	12	11	5	2	2	0	114	93	20	5	1	0	0	2	121	205	32	7	5	2	3	3	257
0745-0845	152	27	5	2	6	0	1	193	49	2	3	3	1	0	0	58	20	6	1	4	0	0	0	31	84	12	10	4	2	3	1	116	123	19	2	1	0	0	1	146	198	30	5	4	2	3	1	243
0800-0900	160	27	6	2	4	0	1	200	53	4	3	2	0	0	0	62	43	6	6	7	0	0	0	62	94	8	11	2	1	2	1	119	122	15	4	0	1	0	0	142	205	26	4	3	2	2	1	243
0815-0915	145	26	8	1	3	0	1	184	52	4	3	1	0	0	0	60	38	6	8	6	0	0	0	58	104	8	10	1	1	1	1	126	106	13	5	0	1	0	1	126	181	29	5	1	0	0	1	217
0830-0930	146	33	9	2	1	0	1	192	38	3	2	0	0	0	0	43	35	8	10	8	0	0	0	61	95	9	8	0	0	1	2	115	100	11	6	0	1	0	2	120	179	31	3	1	1	1	1	217
0845-0945	127	37	9	2	2	2	1	180	20	5	1	1	0	0	0	27	38	6	9	6	0	0	0	59	84	12	8	0	0	0	2	106	67	10	10	0	1	0	3	91	167	33	2	1	2	1	2	208
0900-1000	111	37	9	1	3	4	1	166	13	2	1	1	0	0	0	17	15	5	5	3	0	0	0	28	62	11	8	0	0	3	2	86	55	12	8	0	0	0	3	78	127	33	4	1	2	1	2	170
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

B2118 / Henfield Road (16:00-19:00)

	MOVEMENT 7								MOVEMENT 8								MOVEMENT 9								MOVEMENT 10								MOVEMENT 11								MOVEMENT 12							
	FROM B2118 (NORTH) STRAIGHT AHEAD TO B2118 (SOUTH)								FROM B2118 (NORTH) RIGHT TURN INTO HENFIELD ROAD								FROM HENFIELD ROAD LEFT TURN OUT TO B2118 (NORTH)								FROM HENFIELD ROAD RIGHT TURN OUT TO B2118 (SOUTH)								FROM B2118 (SOUTH) LEFT TURN INTO HENFIELD ROAD								FROM B2118 (SOUTH) STRAIGHT AHEAD TO B2118 (NORTH)							
	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1600-1615	44	10	4	0	0	0	0	58	4	1	0	1	0	0	0	6	6	1	1	0	0	0	0	8	24	3	0	1	0	0	0	28	13	1	3	1	0	0	1	19	37	6	0	0	1	0	2	46
1615-1630	36	11	4	0	0	3	1	55	6	0	0	0	0	0	0	6	7	2	0	0	0	0	0	9	10	2	3	0	0	2	0	17	15	3	0	1	1	0	1	21	33	11	3	0	0	1	0	48
1630-1645	42	9	1	1	0	0	0	53	8	2	0	0	0	0	0	10	8	1	0	0	0	0	0	9	19	8	1	0	0	0	1	29	21	5	1	1	0	2	2	32	40	5	1	0	1	0	0	47
1645-1700	53	7	6	0	2	0	1	69	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	2	19	5	2	0	0	0	0	26	18	1	0	0	0	0	0	19	23	8	3	0	1	1	0	36
1700-1715	57	8	1	0	0	0	1	67	5	3	1	0	0	0	0	9	6	2	0	0	0	0	0	8	20	4	0	0	0	0	0	24	19	4	1	0	0	0	1	25	38	11	1	1	0	0	0	51
1715-1730	62	6	3	0	0	0	0	71	6	0	1	0	0	1	0	8	7	1	0	0	0	0	0	8	31	5	0	0	0	1	0	37	22	2	0	0	0	0	0	24	28	8	0	0	1	1	0	38
1730-1745	60	10	3	0	0	0	0	73	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9	27	1	0	0	0	0	2	30	16	6	0	0	0	0	1	23	48	11	1	0	1	0	0	61
1745-1800	46	2	1	0	1	1	1	52	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3	26	1	0	0	0	1	0	28	17	4	1	0	0	0	1	23	24	3	1	0	0	0	2	30
1800-1815	55	6	0	1	1	2	2	67	7	1	0	0	0	0	0	8	4	0	0	0	0	0	0	4	23	0	0	0	0	0	2	25	20	0	0	0	0	0	3	23	30	4	1	0	0	0	1	36
1815-1830	40	6	0	0	1	2	0	49	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3	12	3	0	0	0	0	2	17	17	0	0	0	0	0	0	17	26	2	1	0	1	0	2	32
1830-1845	41	4	0	0	0	0	0	45	5	0	0	0	0	0	1	6	3	0	0	0	0	0	0	3	8	1	0	0	0	0	0	9	13	0	0	0	0	0	2	15	38	3	1	0	0	0	2	44
1845-1900	24	3	0	0	0	0	0	27	7	1	0	0	0	1	0	9	3	1	0	0	0	0	0	4	10	1	0	0	0	0	0	11	8	0	0	0	0	0	2	10	17	2	4	0	1	1	2	27
1600-1900	**560**	**82**	**23**	**2**	**5**	**8**	**6**	**686**	**70**	**10**	**2**	**1**	**0**	**2**	**1**	**86**	**61**	**8**	**1**	**0**	**0**	**0**	**0**	**70**	**229**	**34**	**6**	**1**	**0**	**4**	**7**	**281**	**199**	**26**	**6**	**3**	**1**	**2**	**14**	**251**	**382**	**74**	**17**	**1**	**7**	**4**	**11**	**496**
1600-1700	175	37	15	1	2	3	2	235	29	3	0	1	0	0	0	33	23	4	1	0	0	0	0	28	72	18	6	1	0	2	1	100	67	10	4	3	1	2	4	91	133	30	7	0	3	2	2	177
1615-1715	188	35	12	1	2	3	3	244	30	5	1	0	0	0	0	36	23	5	0	0	0	0	0	28	68	19	6	0	0	2	1	96	73	13	2	2	1	2	4	97	134	35	8	1	2	2	0	182
1630-1730	214	30	11	1	2	0	2	260	30	5	2	0	0	1	0	38	23	4	0	0	0	0	0	27	89	22	3	0	0	1	1	116	80	12	2	1	0	2	3	100	129	32	5	1	3	2	0	172
1645-1745	232	31	13	0	2	0	2	280	25	3	2	0	0	1	0	31	24	3	0	0	0	0	0	27	97	15	2	0	0	1	2	117	75	13	1	0	0	0	2	91	137	38	5	1	3	2	0	186
1700-1800	225	26	8	0	1	1	2	263	18	4	2	0	0	1	0	25	25	3	0	0	0	0	0	28	104	11	0	0	0	2	2	119	74	16	2	0	0	0	3	95	138	33	3	1	2	1	2	180
1715-1815	223	24	7	1	2	3	3	263	20	2	1	0	0	1	0	24	23	1	0	0	0	0	0	24	107	7	0	0	0	2	4	120	75	12	1	0	0	0	5	93	130	26	3	0	2	1	3	165
1730-1830	201	24	4	1	3	5	3	241	18	3	0	0	0	0	0	21	19	0	0	0	0	0	0	19	88	5	0	0	0	1	6	100	70	10	1	0	0	0	5	86	128	20	4	0	2	0	5	159
1745-1845	182	18	1	1	3	5	3	213	20	3	0	0	0	0	1	24	13	0	0	0	0	0	0	13	69	5	0	0	0	1	4	79	67	4	1	0	0	0	6	78	118	12	4	0	1	0	7	142
1800-1900	160	19	0	1	2	4	2	188	23	3	0	0	0	1	1	28	13	1	0	0	0	0	0	14	53	5	0	0	0	0	4	62	58	0	0	0	0	0	7	65	111	11	7	0	2	1	7	139
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Queue Length Survey

Site
B2118 (North)
Henfield Road
B2118 (South)

Date
Tuesday 26th April 2022

Value+ indicates queues forming beyond the view of the camera

B2118 (North)

07:00 - 10:00 (Weekday AM Peak)

TIME	Inside	Outside (Right turn in)
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	0	0
08:10	0	0
08:15	0	0
08:20	0	0
08:25	0	0
08:30	0	0
08:35	0	0
08:40	0	0
08:45	0	0
08:50	0	0
08:55	0	0
09:00	0	0
09:05	0	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	0
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	0

No queues recorded

Henfield Road

07:00 - 10:00 (Weekday AM Peak)

TIME	Queue
07:05	1
07:10	1
07:15	1
07:20	1
07:25	2
07:30	0
07:35	2
07:40	1
07:45	0
07:50	2
07:55	2
08:00	5
08:05	2
08:10	0
08:15	1
08:20	2
08:25	7
08:30	0
08:35	0
08:40	1
08:45	1
08:50	4
08:55	1
09:00	0
09:05	8
09:10	2
09:15	4
09:20	0
09:25	1
09:30	0
09:35	1
09:40	2
09:45	1
09:50	0
09:55	2
10:00	0

B2118 (South)

07:00 - 10:00 (Weekday AM Peak)

TIME	Queue
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	0
08:10	0
08:15	0
08:20	0
08:25	0
08:30	0
08:35	0
08:40	0
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

No queues recorded

B2118 (North)

16:00 - 19:00 (Weekday PM Peak)

TIME	Inside	Outside (Right turn in)
16:05	0	0
16:10	0	0
16:15	0	0
16:20	0	0
16:25	0	0
16:30	0	0
16:35	0	0
16:40	0	0
16:45	0	0
16:50	0	0
16:55	0	1
17:00	0	0
17:05	0	0
17:10	0	0
17:15	0	1
17:20	0	0
17:25	0	0
17:30	0	0
17:35	0	0
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	1
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	0

Henfield Road

16:00 - 19:00 (Weekday PM Peak)

TIME	Queue
16:05	1
16:10	2
16:15	1
16:20	0
16:25	0
16:30	1
16:35	1
16:40	1
16:45	3
16:50	0
16:55	0
17:00	0
17:05	2
17:10	0
17:15	1
17:20	0
17:25	1
17:30	1
17:35	5
17:40	3
17:45	2
17:50	1
17:55	0
18:00	1
18:05	0
18:10	2
18:15	0
18:20	1
18:25	1
18:30	0
18:35	0
18:40	0
18:45	0
18:50	1
18:55	1
19:00	0

B2118 (South)

16:00 - 19:00 (Weekday PM Peak)

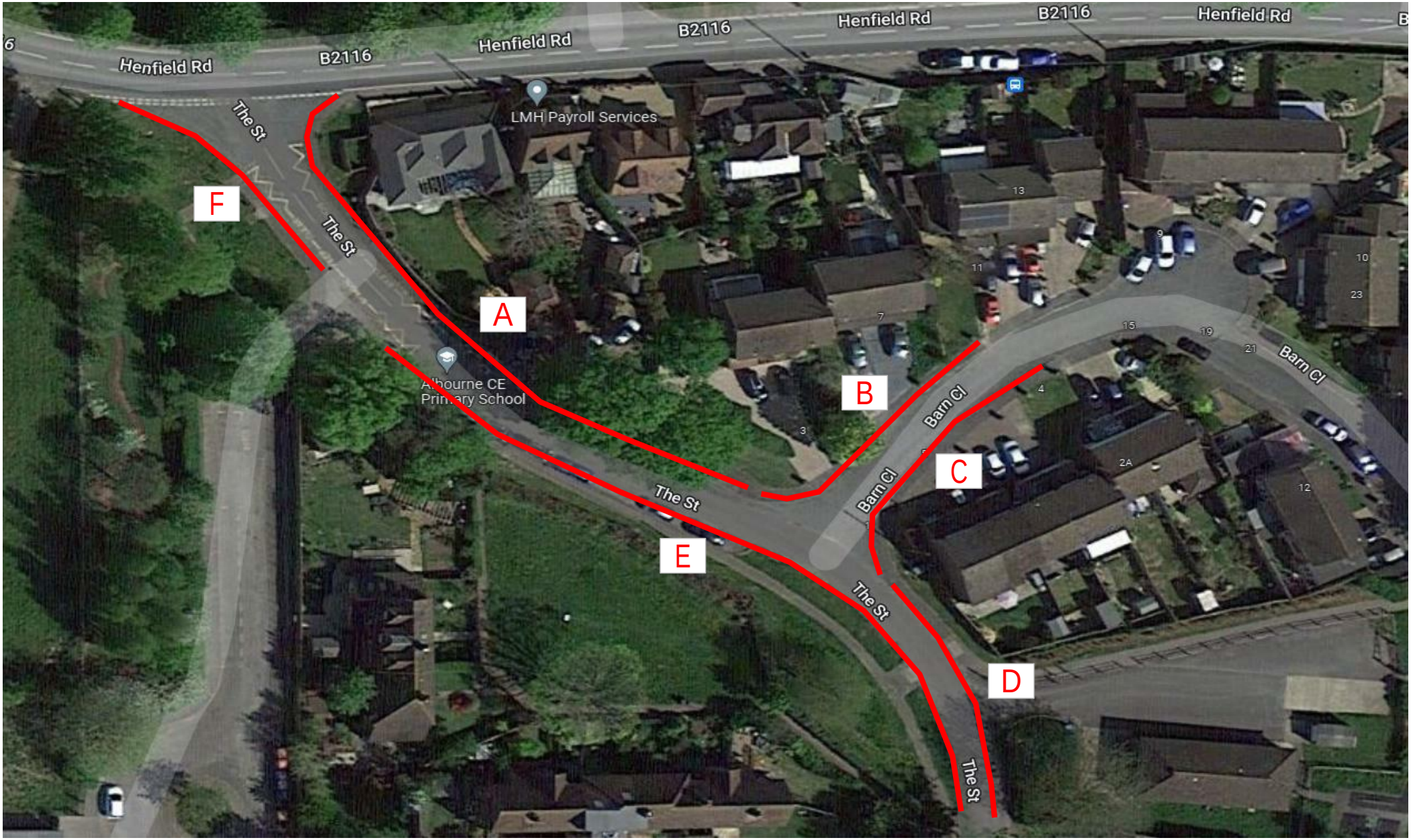
TIME	Queue
16:05	0
16:10	0
16:15	0
16:20	0
16:25	0
16:30	0
16:35	0
16:40	0
16:45	0
16:50	0
16:55	0
17:00	0
17:05	0
17:10	0
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	0
17:45	0
17:50	0
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

Site: Albourne C of E Primary School

Location: The St, Albourne, Hassocks BN6 9DH

Date: Tuesday 26th April 2022

Time: Site 1 - 07:30-09:00, 14:30-17:00



Site: Albourne C of E Primary School

Location: The St, Albourne, Hassocks BN6 9DH

Date: Tuesday 26th April 2022

Time: 07:30-09:00, 14:30-17:00

Recorded number of vehicles parking/ idle dropping off pupils (07:30-09:00) Zones A-F

NUMBER OF VEHICLE DROP-OFFS IN ZONE A

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
0800-0815	1	0	0	0	0	0	0	1
0815-0830	1	0	0	0	0	0	0	1
0830-0845	6	0	0	0	0	0	0	6
0845-0900	9	0	0	0	0	0	0	9
0730-0900	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
0730-0830	2	0	0	0	0	0	0	2
0745-0845	8	0	0	0	0	0	0	8
0800-0900	17	0	0	0	0	0	0	17
HOURLY TOTALS								

NUMBER OF VEHICLE DROP-OFFS IN ZONE B

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	1	0	0	0	0	0	0	1
0830-0845	5	0	0	0	0	0	0	5
0845-0900	4	0	0	0	0	0	0	4
0730-0900	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
0730-0830	1	0	0	0	0	0	0	1
0745-0845	6	0	0	0	0	0	0	6
0800-0900	10	0	0	0	0	0	0	10
HOURLY TOTALS								

NUMBER OF VEHICLE DROP-OFFS IN ZONE C

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
0730-0900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0730-0830	0	0	0	0	0	0	0	0
0745-0845	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0
HOURLY TOTALS								

NUMBER OF VEHICLE DROP-OFFS IN ZONE D

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
0730-0900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0730-0830	0	0	0	0	0	0	0	0
0745-0845	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0
HOURLY TOTALS								

NUMBER OF VEHICLE DROP-OFFS IN ZONE E

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	2	0	0	0	0	0	0	2
0830-0845	4	0	0	0	0	0	0	4
0845-0900	6	0	0	0	0	0	0	6
0730-0900	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
0730-0830	2	0	0	0	0	0	0	2
0745-0845	6	0	0	0	0	0	0	6
0800-0900	12	0	0	0	0	0	0	12
HOURLY TOTALS								

NUMBER OF VEHICLE DROP-OFFS IN ZONE F

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	1	0	0	0	0	0	0	1
0845-0900	1	0	0	0	1	0	0	2
0730-0900	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**3**
0730-0830	0	0	0	0	0	0	0	0
0745-0845	1	0	0	0	0	0	0	1
0800-0900	2	0	0	0	1	0	0	3
HOURLY TOTALS								

Recorded number of vehicles parking/ idle picking up pupils (14:30-17:00) Zones A-F

NUMBER OF VEHICLE PICK-UPS IN ZONE A

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1430-1445	1	0	0	0	0	0	0	1
1445-1500	1	0	0	0	0	0	0	1
1500-1515	0	0	0	0	0	0	0	0
1515-1530	2	1	0	0	0	0	0	3
1530-1545	1	0	0	0	0	0	0	1
1545-1600	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1430-1700	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**
1430-1530	4	1	0	0	0	0	0	5
1445-1545	4	1	0	0	0	0	0	5
1500-1600	3	1	0	0	0	0	0	4
1515-1615	3	1	0	0	0	0	0	4
1530-1630	1	0	0	0	0	0	0	1
1545-1645	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0
HOURLY TOTALS								

NUMBER OF VEHICLE PICK-UPS IN ZONE B

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
1500-1515	2	0	0	0	0	0	0	2
1515-1530	1	0	0	0	0	0	0	1
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1430-1700	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
1430-1530	3	0	0	0	0	0	0	3
1445-1545	3	0	0	0	0	0	0	3
1500-1600	3	0	0	0	0	0	0	3
1515-1615	1	0	0	0	0	0	0	1
1530-1630	0	0	0	0	0	0	0	0
1545-1645	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0
HOURLY TOTALS								

NUMBER OF VEHICLE PICK-UPS IN ZONE C

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
1500-1515	3	0	0	0	0	0	0	3
1515-1530	1	0	0	0	0	0	0	1
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1430-1700	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
1430-1530	4	0	0	0	0	0	0	4
1445-1545	4	0	0	0	0	0	0	4
1500-1600	4	0	0	0	0	0	0	4
1515-1615	1	0	0	0	0	0	0	1
1530-1630	0	0	0	0	0	0	0	0
1545-1645	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0
HOURLY TOTALS								

NUMBER OF VEHICLE PICK-UPS IN ZONE D

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1430-1700	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1430-1530	0	0	0	0	0	0	0	0
1445-1545	0	0	0	0	0	0	0	0
1500-1600	0	0	0	0	0	0	0	0
1515-1615	0	0	0	0	0	0	0	0
1530-1630	0	0	0	0	0	0	0	0
1545-1645	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0
HOURLY TOTALS								

NUMBER OF VEHICLE PICK-UPS IN ZONE E

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1430-1445	1	0	0	0	0	0	0	1
1445-1500	3	0	0	0	0	0	0	3
1500-1515	8	0	0	0	0	0	0	8
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1430-1700	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
1430-1530	12	0	0	0	0	0	0	12
1445-1545	11	0	0	0	0	0	0	11
1500-1600	8	0	0	0	0	0	0	8
1515-1615	0	0	0	0	0	0	0	0
1530-1630	0	0	0	0	0	0	0	0
1545-1645	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0
HOURLY TOTALS								

NUMBER OF VEHICLE PICK-UPS IN ZONE F

	CAR	LGV	OGV1	OGV2	PSV	MCY	PCY	TOT
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	1	0	0	0	1	0	0	2
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1430-1700	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**
1430-1530	1	0	0	0	1	0	0	2
1445-1545	1	0	0	0	1	0	0	2
1500-1600	1	0	0	0	1	0	0	2
1515-1615	1	0	0	0	1	0	0	2
1530-1630	0	0	0	0	0	0	0	0
1545-1645	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0
HOURLY TOTALS								

CHARGE SURVEYS

Site: Albourne C of E Primary School

Location: The St, Albourne, Hassocks BN6 9DH

Date: Tuesday 26th April 2022

Time: 07:30-09:00, 14:30-17:00

Parking Data - Tuesday 26th April 2022 07:30-09:00 (15 minute intervals)

ROAD NAME	ZONE	RESTRICTION	TIME - 07:30			TIME - 07:45			TIME - 08:00			TIME - 08:15			TIME - 08:30			TIME - 08:45			TIME - 09:00		
			PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS
THE STREET	A	SCHOOL KEEP CLEAR MARKINGS																					
		UNRESTRICTED	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	1	1	50.0%	2	0	100.0%
		DROPPED KERB																					
		UNRESTRICTED - LAYBY	1	3	25.0%	1	3	25.0%	1	3	25.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
BARN CLOSE	B	UNRESTRICTED	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	1	2	33.3%	2	1	66.7%	1	2	33.3%
		DROPPED KERB																					
	C	UNRESTRICTED	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%
		DROPPED KERB																					
THE STREET	D	UNRESTRICTED - TOO NARROW TO PARK																					
		DROPPED KERB																					
	E	UNRESTRICTED	0	6	0.0%	0	6	0.0%	0	6	0.0%	0	6	0.0%	2	4	33.3%	6	0	100.0%	1	5	16.7%
		DROPPED KERB																					
		UNRESTRICTED - LAYBY	7	0	100.0%	7	0	100.0%	7	0	100.0%	6	1	85.7%	7	0	100.0%	7	0	100.0%	7	0	100.0%
		PARKED ON GRASS VERGE																					
	F	SCHOOL KEEP CLEAR MARKINGS																1					

SPACES AVAILABLE
NO SPACES AVAILABLE
SEE CELL FOR INFO

Parking Data - Tuesday 26th April 2022 14:30-17:00 (15 minute intervals)

TIME - 14:30			TIME - 14:45			TIME - 15:00			TIME - 15:15			TIME - 15:30			TIME - 15:45			TIME - 16:00			TIME - 16:15			TIME - 16:30			TIME - 16:45			TIME - 17:00		
PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS	PARKED	OBSERVED SPACE	%RESTRICTION STRESS
0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	2	0	100.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
0	4	0.0%	0	4	0.0%	4	0	100.0%	4	0	100.0%	2	3	40.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%
1	2	33.3%	0	3	0.0%	0	3	0.0%	2	0	100.0%	2	0	100.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%
									1			1																				
0	3	0.0%	0	3	0.0%	0	3	0.0%	3	0	100.0%	3	0	100.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%	0	3	0.0%
0	6	0.0%	0	6	0.0%	0	6	0.0%	6	0	100.0%	6	0	100.0%	2	4	33.3%	0	6	0.0%	0	6	0.0%	0	6	0.0%	0	6	0.0%	0	6	0.0%
5	3	62.5%	8	0	100.0%	8	0	100.0%	8	0	100.0%	8	0	100.0%	4	4	50.0%	4	4	50.0%	4	4	50.0%	3	5	37.5%	4	3	57.1%	4	3	57.1%
															1			1			1			1			1			1		
															1																	

SPACES AVAILABLE
NO SPACES AVAILABLE
SEE CELL FOR INFO

Appendix J

Calculation Reference: AUDIT-247601-220727-0742

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	4 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	6 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	2 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	2 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	9 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 250 (units:)
Range Selected by User: 6 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	10 days
Tuesday	9 days
Wednesday	15 days
Thursday	9 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	42 days
Directional ATC Count	7 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	49

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	45
Village	1
Out of Town	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	49 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	9 days
10,001 to 15,000	17 days
15,001 to 20,000	8 days
20,001 to 25,000	8 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 75,000	5 days
75,001 to 100,000	10 days
100,001 to 125,000	1 days
125,001 to 250,000	16 days
250,001 to 500,000	6 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	34 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	24 days
No	25 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	48 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BD-03-A-03 DETACHED HOUSES BEDFORDSHIRE
CARNOUSTIE DRIVE
BEDFORD
GREAT DENHAM
Edge of Town
Residential Zone
Total No of Dwellings: 30
Survey date: THURSDAY *15/10/20* *Survey Type: MANUAL*

2 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

3 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

4 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

5 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

6 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

7 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

10 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

11 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

12 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

13 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

14 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 HC-03-A-24 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

16 HC-03-A-25 MIXED HOUSES & FLATS HAMPSHIRE
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

17 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

18 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

19 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

20 HF-03-A-04 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: TUESDAY *08/06/21* *Survey Type: MANUAL*

21 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

22 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

24 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

25 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY *12/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

26 NF-03-A-13 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 198
Survey date: TUESDAY *11/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

27 NF-03-A-15 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 235
Survey date: THURSDAY *20/09/18* *Survey Type: DIRECTIONAL ATC COUNT*

28 NF-03-A-16 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 138
Survey date: TUESDAY *20/10/15* *Survey Type: DIRECTIONAL ATC COUNT*

29 NF-03-A-24 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 127
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

30 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

31 NF-03-A-26 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

32 NF-03-A-28 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 100
Survey date: WEDNESDAY *22/09/21* *Survey Type: DIRECTIONAL ATC COUNT*

33 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

34 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

35 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

36 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

37 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

38 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

39 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

40	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE		
	STAFFORD		
	MARSTON GATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	248	
	Survey date: WEDNESDAY	*22/11/17*	*Survey Type: MANUAL*
41	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE
	SILKMORE CRESCENT		
	STAFFORD		
	MEADOWCROFT PARK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	26	
	Survey date: WEDNESDAY	*22/11/17*	*Survey Type: MANUAL*
42	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	*08/05/17*	*Survey Type: MANUAL*
43	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
	DALEHOUSE LANE		
	KENILWORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	49	
	Survey date: FRIDAY	*27/09/19*	*Survey Type: MANUAL*
44	WO-03-A-07	MIXED HOUSES & FLATS	WORCESTERSHIRE
	RYE GRASS LANE		
	REDDITCH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: THURSDAY	*01/10/20*	*Survey Type: MANUAL*
45	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	*11/12/14*	*Survey Type: MANUAL*
46	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	*19/04/18*	*Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

47	WS-03-A-12	MIXED HOUSES		WEST SUSSEX
	MADGWICK LANE			
	CHICHESTER			
	WESTHAMPNETT			
	Edge of Town			
	Village			
	Total No of Dwellings:		152	
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*
48	WS-03-A-13	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		197	
	Survey date: WEDNESDAY		*23/06/21*	*Survey Type: MANUAL*
49	WS-03-A-14	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		117	
	Survey date: WEDNESDAY		*20/10/21*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	49	97	0.092	49	97	0.296	49	97	0.388
08:00 - 09:00	49	97	0.140	49	97	0.367	49	97	0.507
09:00 - 10:00	49	97	0.136	49	97	0.182	49	97	0.318
10:00 - 11:00	49	97	0.141	49	97	0.164	49	97	0.305
11:00 - 12:00	49	97	0.144	49	97	0.163	49	97	0.307
12:00 - 13:00	49	97	0.158	49	97	0.167	49	97	0.325
13:00 - 14:00	49	97	0.168	49	97	0.154	49	97	0.322
14:00 - 15:00	49	97	0.170	49	97	0.198	49	97	0.368
15:00 - 16:00	49	97	0.258	49	97	0.186	49	97	0.444
16:00 - 17:00	49	97	0.270	49	97	0.166	49	97	0.436
17:00 - 18:00	49	97	0.329	49	97	0.157	49	97	0.486
18:00 - 19:00	49	97	0.269	49	97	0.140	49	97	0.409
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.368			2.413			4.781

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	8 - 250 (units:)
Survey date date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	49
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

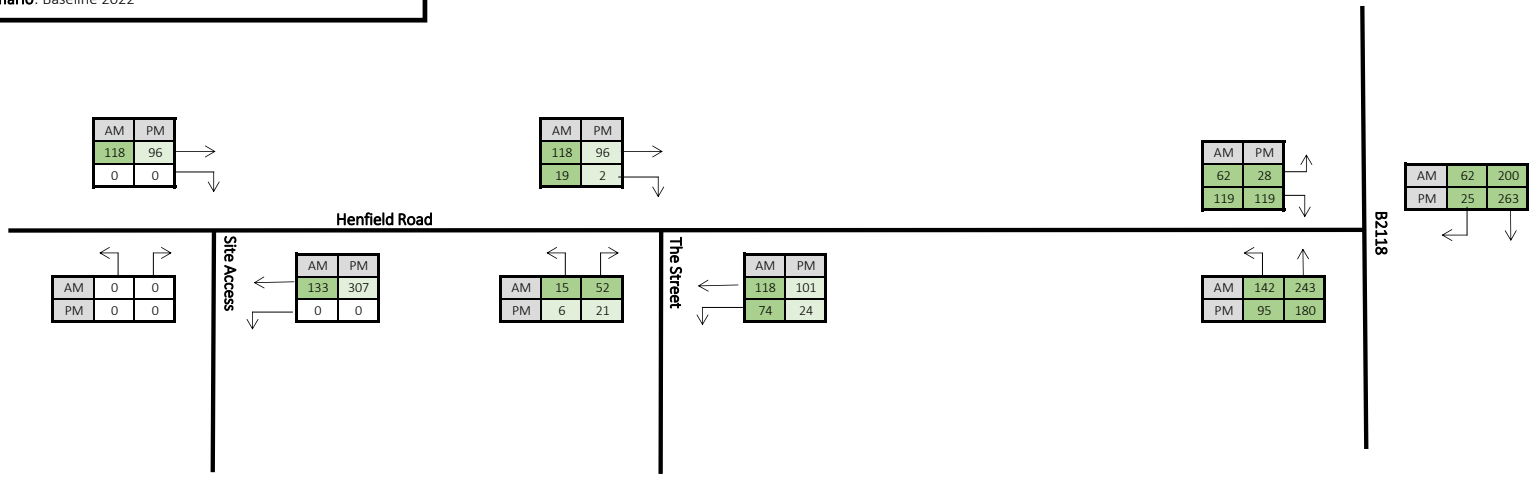
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix K

Project Name: Land at Henfield Road, Albourne
Project Number: 093.0002
Drawn By: JH
Approved By: HC

Scenario: Baseline 2022

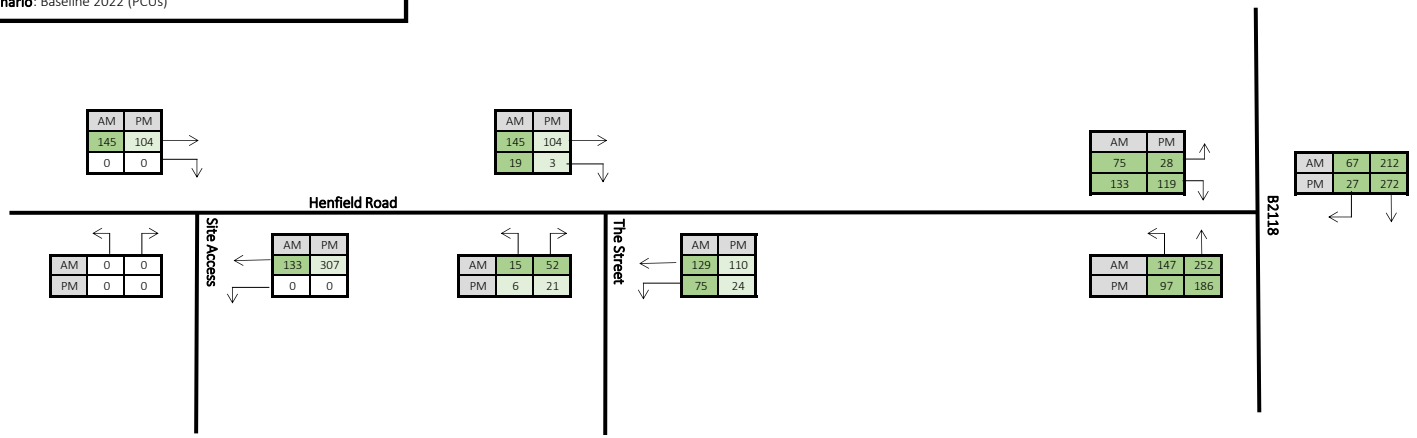
2022 Survey Outputs	PM - 4-5
2022 Survey Outputs	AM - 8-9
2022 Survey Outputs	PM 5-6



Project Name: Land at Henfield Road, Albourne
Project Number: 093.0002
Drawn By: JH
Approved By: HC

Scenario: Baseline 2022 (PCUs)

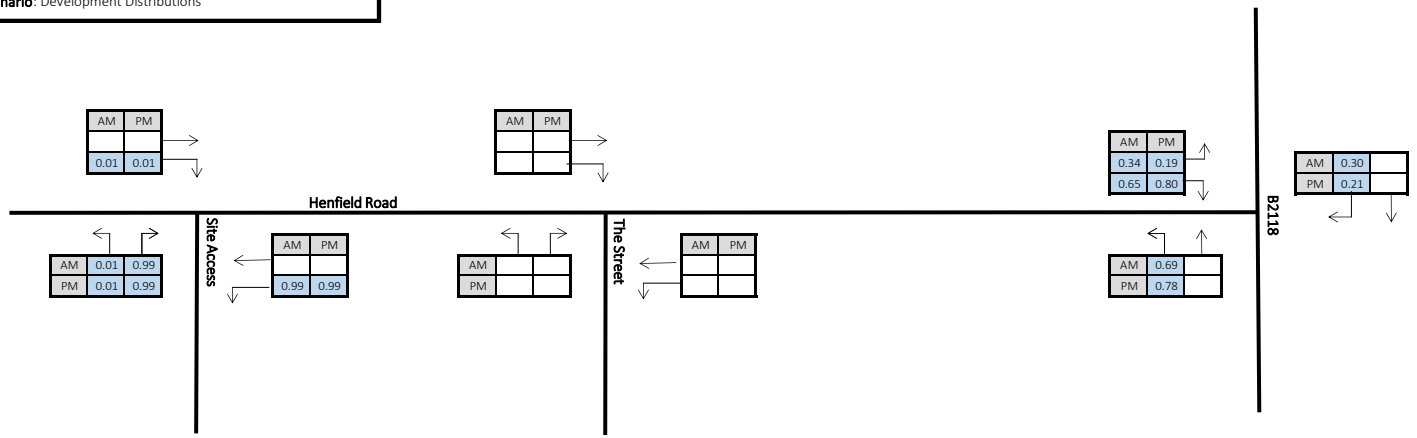
2022 Survey Outputs	PM - 4-5
2022 Survey Outputs	AM - 8-9
2022 Survey Outputs	PM 5-6



Project Name: Land at Henfield Road, Albourne
Project Number: 093.0002
Drawn By: JH
Approved By: HC

Scenario: Development Distributions

2022 Survey Outputs	PM - 4-5
2022 Survey Outputs	AM - 8-9
2022 Survey Outputs	PM 5-6
Indicative Development	



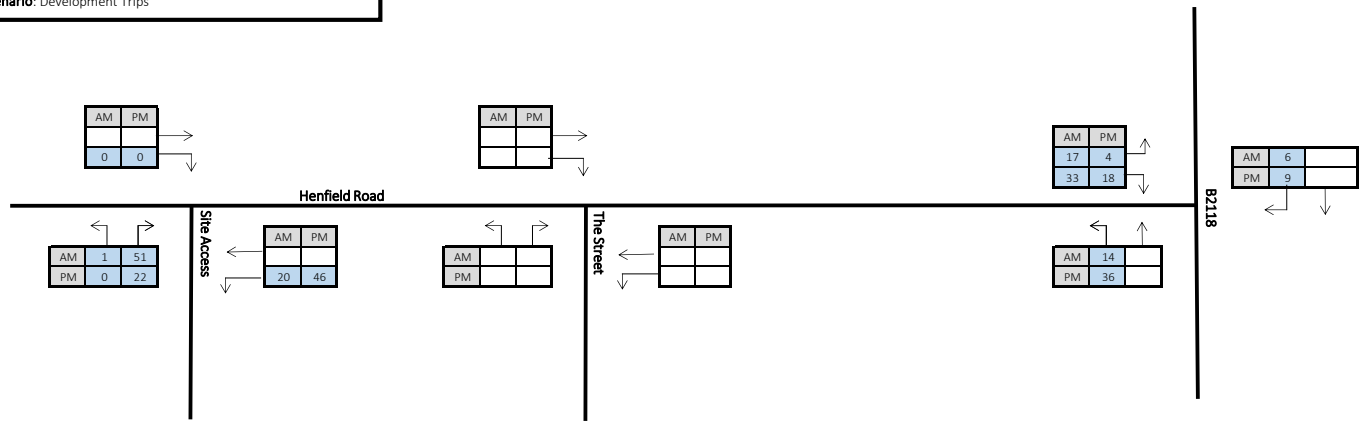
Project Name: Land at Henfield Road, Albourne
Project Number: 093.0002
Drawn By: JH
Approved By: HC

Scenario: Development Trips

TRICS (V.7.9.1)	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.141	0.366	0.329	0.158
Trip Genration	20	51	46	22

No. of Units
140

2022 Survey Outputs	PM - 4-5
2022 Survey Outputs	AM - 8-9
2022 Survey Outputs	PM 5-6
Indicative Development	



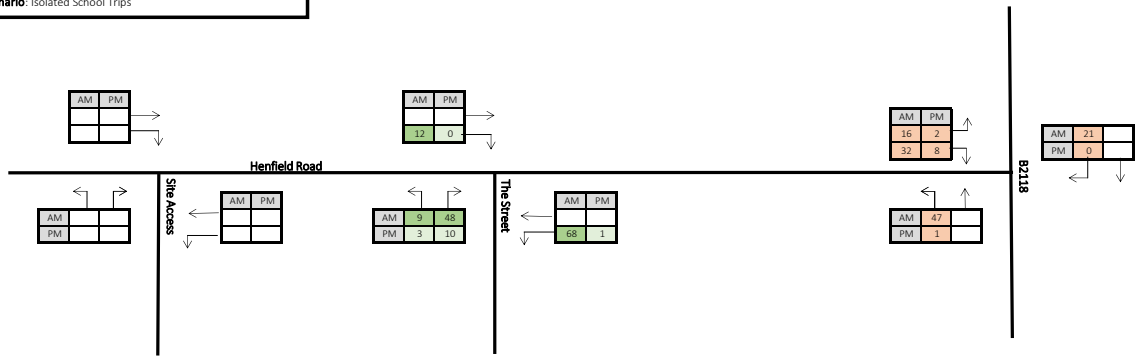
Project Name: Land at Henfield Road, Albourne
Project Number: 093.0002
Drawn By: JH
Approved By: HC

Scenario: Isolated School Trips

School Access	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Genration	14	1	5	6

School Only Street	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Genration	80	57	1	13

2022 Survey Outputs	PM - 4-5
2022 Survey Outputs	AM - 8-9
2022 Survey Outputs	PM 5-6
Indicative School B2118	

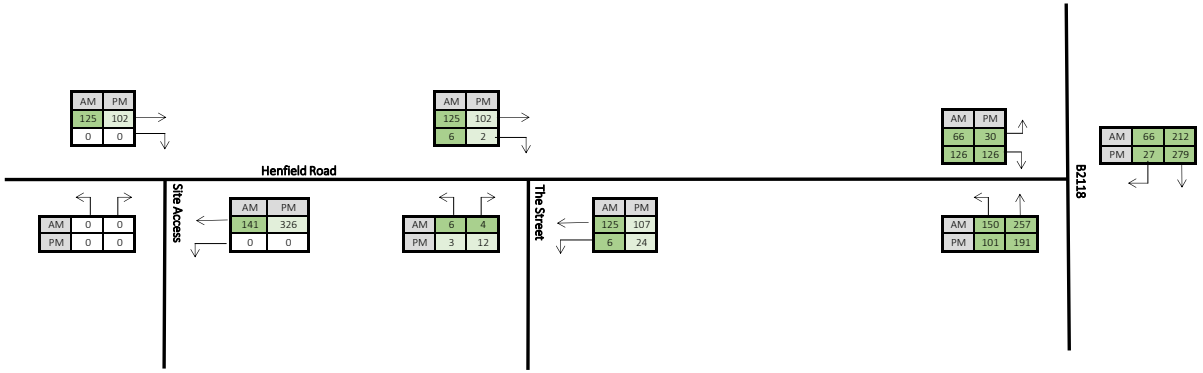


Project Name: Land at Henfield Road, Albourne
Project Number: 093.0002
Drawn By: JH
Approved By: HC

Scenario: Baseline 2027 TEMpro

2022-2027 TEMPro Factor	AM	PM
	1.0596	1.0606

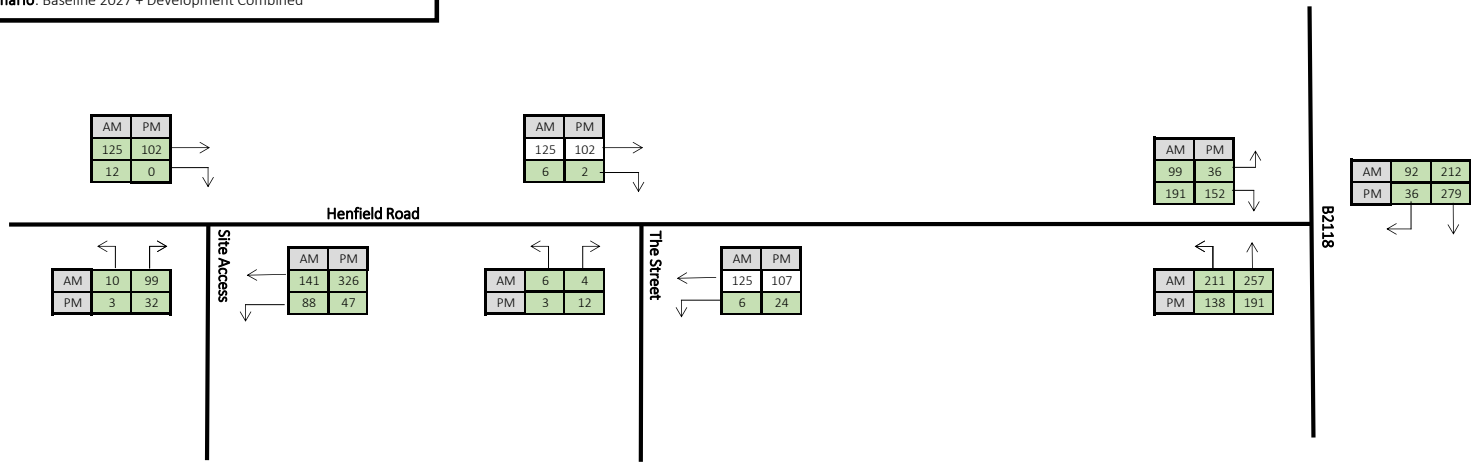
2022 Survey Outputs	PM - 4-5
2022 Survey Outputs	AM - 8-9
2022 Survey Outputs	PM 5-6



Project Name: Land at Henfield Road, Albourne
Project Number: 093.0002
Drawn By: JH
Approved By: HC

Scenario: Baseline 2027 + Development Combined

2022-2027	AM	PM
TEMPro Factor	1.0596	1.0606



Appendix L

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: Eastern Site Access TA.j9
Path: W:\Projects\Fareham\090-099\093 Croudace Homes Ltd\093.0002 Henfield Road, Albourne\Modelling\TA
Report generation date: 13-Jul-22 10:37:32 AM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Baseline 2027 + Development											
Stream B-AC	0.4	11.87	0.28	B	2.91	111 % [Stream B-AC]	0.1	10.26	0.10	B	0.70	185 % [Stream B-AC]
Stream C-AB	0.0	5.88	0.03	A			0.0	0.00	0.00	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

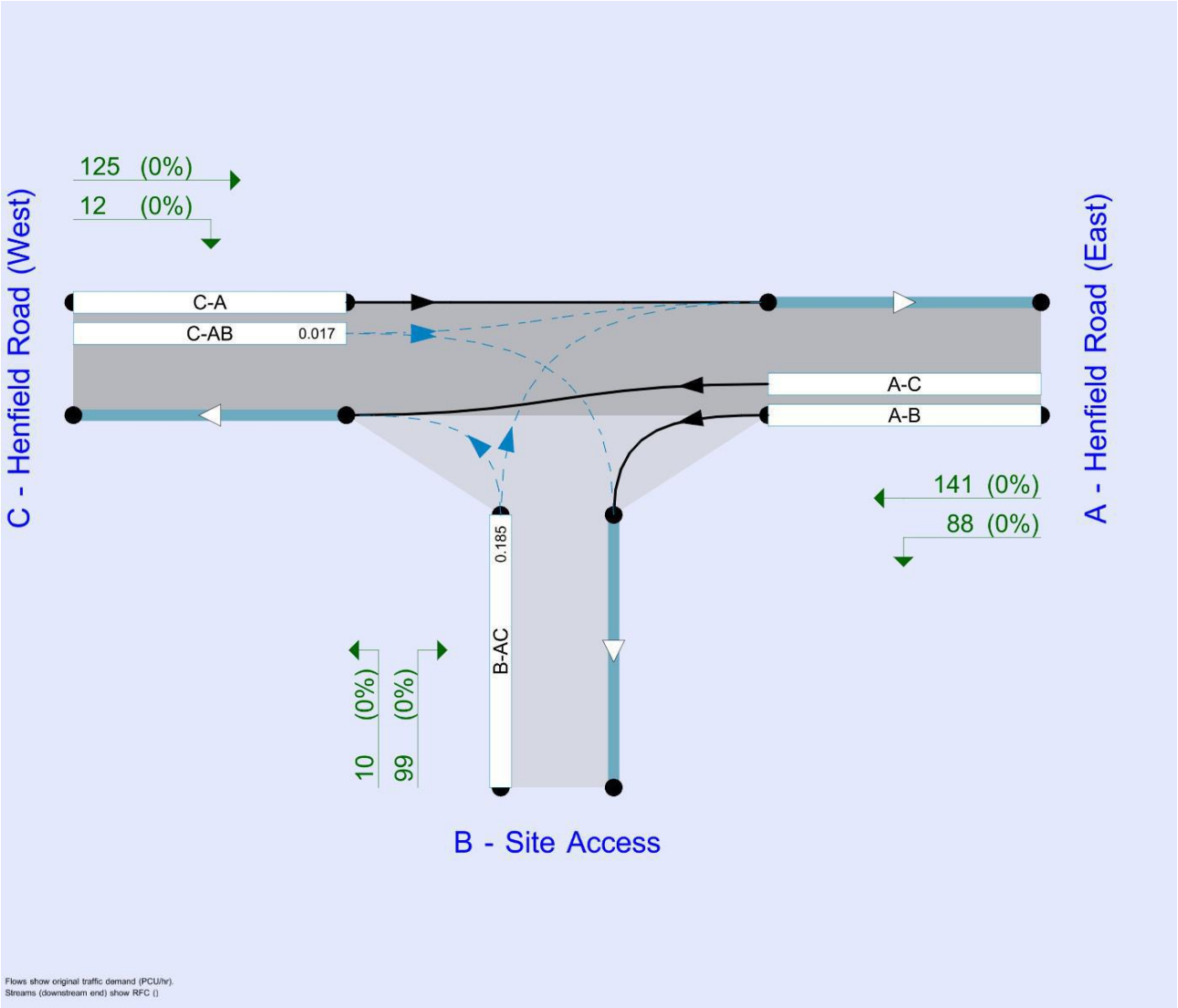
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05-Feb-21
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\CAD.PC
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2027 + Development	AM	ONE HOUR	08:00	09:30	15
D2	Baseline 2027 + Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Baseline 2027 + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way	2.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	111	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Henfield Road (East)		Major
B	Site Access		Minor
C	Henfield Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Henfield Road (West)	6.50			40.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	15	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	477	0.085	0.215	0.135	0.307
1	B-C	616	0.092	0.234	-	-
1	C-B	597	0.226	0.226	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2027 + Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Henfield Road (East)		✓	229	100.000
B - Site Access		✓	109	100.000
C - Henfield Road (West)		✓	137	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Henfield Road (East)	B - Site Access	C - Henfield Road (West)
From	A - Henfield Road (East)	0	88	141
	B - Site Access	99	0	10
	C - Henfield Road (West)	125	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Henfield Road (East)	B - Site Access	C - Henfield Road (West)
From	A - Henfield Road (East)	0	0	0
	B - Site Access	0	0	0
	C - Henfield Road (West)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	11.87	0.4	B
C-AB	0.03	5.88	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	82	443	0.185	81	0.2	9.916	A
C-AB	11	623	0.017	11	0.0	5.877	A
C-A	92			92			
A-B	66			66			
A-C	106			106			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	98	435	0.225	98	0.3	10.669	B
C-AB	13	629	0.021	13	0.0	5.849	A
C-A	110			110			

A-B	79			79			
A-C	127			127			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	120	423	0.284	120	0.4	11.839	B
C-AB	17	636	0.027	17	0.0	5.810	A
C-A	134			134			
A-B	97			97			
A-C	155			155			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	120	423	0.284	120	0.4	11.872	B
C-AB	17	636	0.027	17	0.0	5.810	A
C-A	134			134			
A-B	97			97			
A-C	155			155			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	98	435	0.225	98	0.3	10.709	B
C-AB	13	629	0.021	13	0.0	5.852	A
C-A	110			110			
A-B	79			79			
A-C	127			127			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	82	443	0.185	82	0.2	9.978	A
C-AB	11	623	0.017	11	0.0	5.878	A
C-A	92			92			
A-B	66			66			
A-C	106			106			

Baseline 2027 + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way	0.70	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	185	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Baseline 2027 + Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Henfield Road (East)		✓	373	100.000
B - Site Access		✓	35	100.000
C - Henfield Road (West)		✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Henfield Road (East)	B - Site Access	C - Henfield Road (West)
From	A - Henfield Road (East)	0	47	326
	B - Site Access	32	0	3
	C - Henfield Road (West)	102	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Henfield Road (East)	B - Site Access	C - Henfield Road (West)
From	A - Henfield Road (East)	0	0	0
	B - Site Access	0	0	0
	C - Henfield Road (West)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	10.26	0.1	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	26	420	0.063	26	0.1	9.133	A
C-AB	0	534	0.000	0	0.0	0.000	A
C-A	77			77			
A-B	35			35			
A-C	245			245			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	31	407	0.077	31	0.1	9.579	A
C-AB	0	521	0.000	0	0.0	0.000	A
C-A	92			92			
A-B	42			42			
A-C	293			293			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	39	389	0.099	38	0.1	10.254	B
C-AB	0	504	0.000	0	0.0	0.000	A
C-A	112			112			
A-B	52			52			
A-C	359			359			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	39	389	0.099	39	0.1	10.260	B
C-AB	0	504	0.000	0	0.0	0.000	A
C-A	112			112			
A-B	52			52			
A-C	359			359			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	31	407	0.077	32	0.1	9.588	A
C-AB	0	521	0.000	0	0.0	0.000	A
C-A	92			92			
A-B	42			42			
A-C	293			293			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	26	420	0.063	26	0.1	9.149	A
C-AB	0	534	0.000	0	0.0	0.000	A
C-A	77			77			
A-B	35			35			
A-C	245			245			

Appendix M

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: Henfield Road B2118 Priority TA.j9
Path: W:\Projects\Fareham\090-099\093 Croudace Homes Ltd\093.0002 Henfield Road, Albourne\Modelling\TA
Report generation date: 13-Jul-22 10:55:33 AM

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	Baseline 2022											
Stream B-C	0.1	6.58	0.11	A	2.43	89 % [Stream B-A]	0.1	6.19	0.05	A	2.01	113 % [Stream B-A]
Stream B-A	0.4	9.84	0.26	A			0.3	9.27	0.25	A		
Stream C-B	0.1	6.97	0.12	A			0.0	6.15	0.04	A		
	Baseline 2027											
Stream B-C	0.1	6.76	0.12	A	2.53	78 % [Stream B-A]	0.1	6.31	0.05	A	2.09	100 % [Stream B-A]
Stream B-A	0.4	10.33	0.28	B			0.4	9.66	0.27	A		
Stream C-B	0.1	7.11	0.13	A			0.1	6.22	0.05	A		
	Baseline 2027 + Dev											
Stream B-C	0.3	8.45	0.20	A	4.01	36 % [Stream B-A]	0.1	6.65	0.07	A	2.52	76 % [Stream B-A]
Stream B-A	0.8	14.15	0.45	B			0.5	10.72	0.33	B		
Stream C-B	0.2	7.80	0.18	A			0.1	6.44	0.07	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

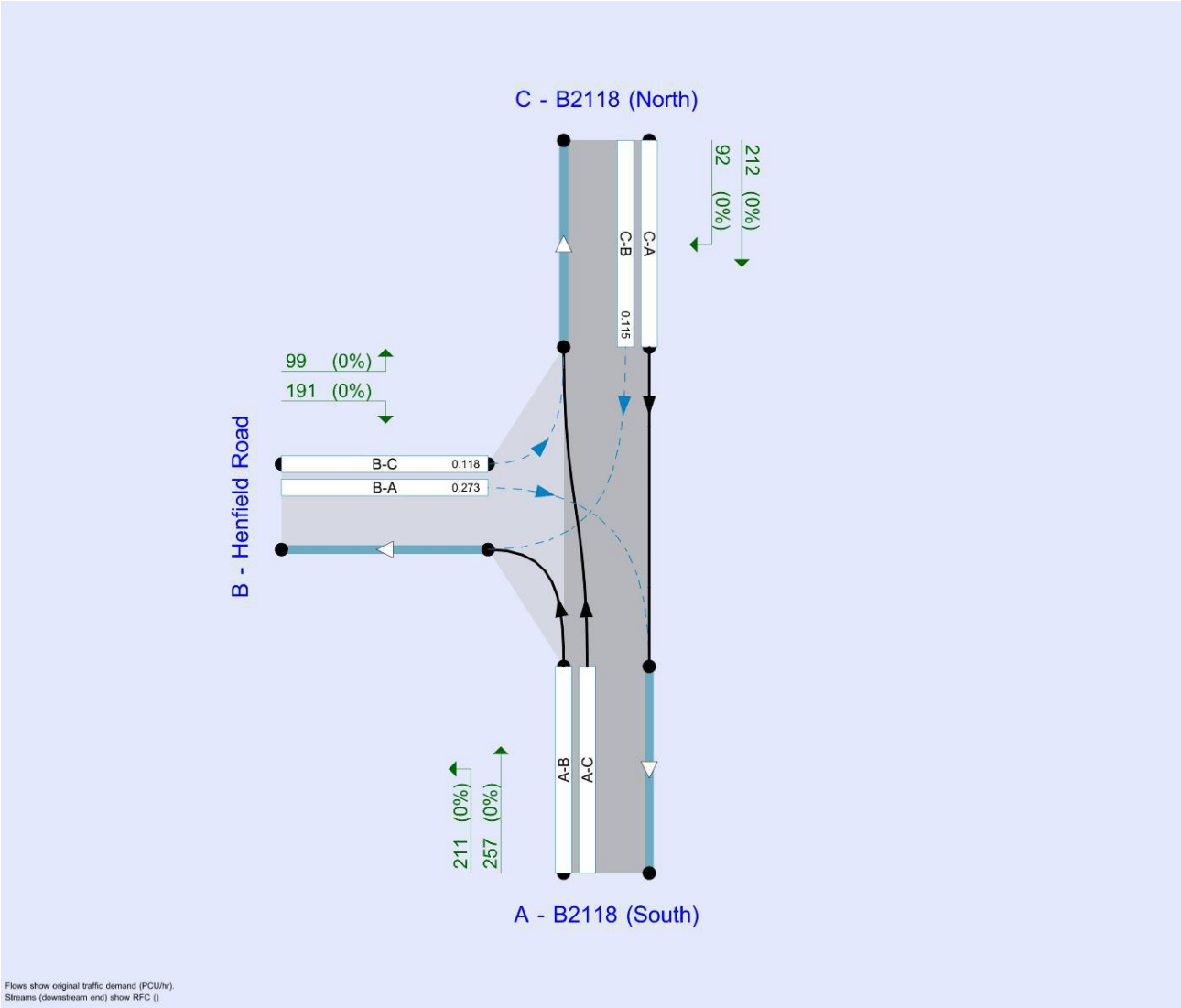
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	05-Feb-21
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\CAD.PC
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15
D3	Baseline 2027	AM	ONE HOUR	08:00	09:30	15
D4	Baseline 2027	PM	ONE HOUR	17:00	18:30	15
D5	Baseline 2027 + Dev	AM	ONE HOUR	08:00	09:30	15
D6	Baseline 2027 + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Baseline 2022, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way	2.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	89	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	B2118 (South)		Major
B	Henfield Road		Minor
C	B2118 (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B2118 (North)	8.50		✓	2.70	130.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Henfield Road	One lane plus flare	10.00	6.00	4.30	3.75	3.75	✓	1.00	42	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	649	0.105	0.266	0.167	0.380
1	B-C	756	0.103	0.261	-	-
1	C-B	685	0.236	0.236	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Baseline 2022	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2118 (South)		✓	385	100.000
B - Henfield Road		✓	181	100.000
C - B2118 (North)		✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	142	243
	B - Henfield Road	119	0	62
	C - B2118 (North)	200	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	0	0
	B - Henfield Road	0	0	0
	C - B2118 (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	6.58	0.1	A
B-A	0.26	9.84	0.4	A
C-A				
C-B	0.12	6.97	0.1	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	47	666	0.070	46	0.1	5.805	A
B-A	90	545	0.164	89	0.2	7.870	A
C-A	151			151			
C-B	47	616	0.076	46	0.1	6.316	A
A-B	107			107			
A-C	183			183			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	56	646	0.086	56	0.1	6.099	A
B-A	107	525	0.204	107	0.3	8.601	A
C-A	180			180			
C-B	56	603	0.092	56	0.1	6.580	A
A-B	128			128			
A-C	218			218			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	615	0.111	68	0.1	6.576	A
B-A	131	497	0.264	131	0.4	9.822	A
C-A	220			220			
C-B	68	584	0.117	68	0.1	6.971	A
A-B	156			156			
A-C	268			268			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	68	615	0.111	68	0.1	6.581	A
B-A	131	497	0.264	131	0.4	9.843	A
C-A	220			220			
C-B	68	584	0.117	68	0.1	6.974	A
A-B	156			156			
A-C	268			268			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	56	645	0.086	56	0.1	6.106	A
B-A	107	525	0.204	107	0.3	8.627	A
C-A	180			180			
C-B	56	603	0.092	56	0.1	6.585	A
A-B	128			128			
A-C	218			218			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	47	666	0.070	47	0.1	5.816	A
B-A	90	545	0.164	90	0.2	7.906	A
C-A	151			151			
C-B	47	616	0.076	47	0.1	6.326	A
A-B	107			107			
A-C	183			183			

Baseline 2022, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way	2.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	113	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Baseline 2022	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2118 (South)		✓	275	100.000
B - Henfield Road		✓	147	100.000
C - B2118 (North)		✓	288	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	95	180
	B - Henfield Road	119	0	28
	C - B2118 (North)	263	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	0	0
	B - Henfield Road	0	0	0
	C - B2118 (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.19	0.1	A
B-A	0.25	9.27	0.3	A
C-A				
C-B	0.04	6.15	0.0	A
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	653	0.032	21	0.0	5.696	A
B-A	90	558	0.161	89	0.2	7.664	A
C-A	198			198			
C-B	19	636	0.030	19	0.0	5.835	A
A-B	72			72			
A-C	136			136			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	637	0.040	25	0.0	5.887	A
B-A	107	542	0.198	107	0.2	8.274	A
C-A	236			236			
C-B	22	626	0.036	22	0.0	5.962	A
A-B	85			85			
A-C	162			162			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	612	0.050	31	0.1	6.189	A
B-A	131	519	0.252	131	0.3	9.256	A
C-A	290			290			
C-B	28	613	0.045	27	0.0	6.148	A
A-B	105			105			
A-C	198			198			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	31	612	0.050	31	0.1	6.192	A
B-A	131	519	0.252	131	0.3	9.273	A
C-A	290			290			
C-B	28	613	0.045	28	0.0	6.148	A
A-B	105			105			
A-C	198			198			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	25	636	0.040	25	0.0	5.891	A

B-A	107	542	0.198	107	0.2	8.295	A
C-A	236			236			
C-B	22	626	0.036	23	0.0	5.966	A
A-B	85			85			
A-C	162			162			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	21	652	0.032	21	0.0	5.703	A
B-A	90	558	0.161	90	0.2	7.696	A
C-A	198			198			
C-B	19	636	0.030	19	0.0	5.836	A
A-B	72			72			
A-C	136			136			

Baseline 2027, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way	2.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	78	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	Baseline 2027	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2118 (South)		✓	407	100.000
B - Henfield Road		✓	192	100.000
C - B2118 (North)		✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	150	257
	B - Henfield Road	126	0	66
	C - B2118 (North)	212	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	0	0
	B - Henfield Road	0	0	0
	C - B2118 (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	6.76	0.1	A
B-A	0.28	10.33	0.4	B
C-A				
C-B	0.13	7.11	0.1	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	661	0.075	49	0.1	5.887	A
B-A	95	539	0.176	94	0.2	8.073	A
C-A	160			160			
C-B	50	612	0.081	49	0.1	6.392	A
A-B	113			113			
A-C	193			193			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	59	639	0.093	59	0.1	6.214	A
B-A	113	517	0.219	113	0.3	8.895	A
C-A	191			191			
C-B	59	598	0.099	59	0.1	6.681	A
A-B	135			135			
A-C	231			231			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	73	605	0.120	73	0.1	6.758	A
B-A	139	487	0.285	138	0.4	10.300	B
C-A	233			233			
C-B	73	579	0.126	73	0.1	7.111	A
A-B	165			165			
A-C	283			283			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	73	605	0.120	73	0.1	6.765	A
B-A	139	487	0.285	139	0.4	10.327	B
C-A	233			233			
C-B	73	579	0.126	73	0.1	7.114	A
A-B	165			165			
A-C	283			283			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	59	638	0.093	59	0.1	6.222	A

B-A	113	517	0.219	114	0.3	8.927	A
C-A	191			191			
C-B	59	598	0.099	59	0.1	6.684	A
A-B	135			135			
A-C	231			231			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	50	660	0.075	50	0.1	5.902	A
B-A	95	539	0.176	95	0.2	8.116	A
C-A	160			160			
C-B	50	612	0.081	50	0.1	6.404	A
A-B	113			113			
A-C	193			193			

Baseline 2027, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way	2.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	100	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	Baseline 2027	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2118 (South)		✓	292	100.000
B - Henfield Road		✓	156	100.000
C - B2118 (North)		✓	306	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	101	191
	B - Henfield Road	126	0	30
	C - B2118 (North)	279	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	0	0
	B - Henfield Road	0	0	0
	C - B2118 (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.31	0.1	A
B-A	0.27	9.66	0.4	A
C-A				
C-B	0.05	6.22	0.1	A
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	648	0.035	22	0.0	5.750	A
B-A	95	552	0.172	94	0.2	7.838	A
C-A	210			210			
C-B	20	633	0.032	20	0.0	5.876	A
A-B	76			76			
A-C	144			144			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	631	0.043	27	0.0	5.962	A
B-A	113	535	0.212	113	0.3	8.523	A
C-A	251			251			
C-B	24	623	0.039	24	0.0	6.016	A
A-B	91			91			
A-C	172			172			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	604	0.055	33	0.1	6.304	A
B-A	139	511	0.271	138	0.4	9.637	A
C-A	307			307			
C-B	30	609	0.049	30	0.1	6.218	A
A-B	111			111			
A-C	210			210			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	33	604	0.055	33	0.1	6.307	A
B-A	139	511	0.271	139	0.4	9.658	A
C-A	307			307			
C-B	30	609	0.049	30	0.1	6.218	A
A-B	111			111			
A-C	210			210			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	630	0.043	27	0.0	5.967	A

B-A	113	535	0.212	114	0.3	8.546	A
C-A	251			251			
C-B	24	623	0.039	24	0.0	6.017	A
A-B	91			91			
A-C	172			172			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	648	0.035	23	0.0	5.758	A
B-A	95	552	0.172	95	0.2	7.875	A
C-A	210			210			
C-B	20	633	0.032	20	0.0	5.881	A
A-B	76			76			
A-C	144			144			

Baseline 2027 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way	4.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	36	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	Baseline 2027 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2118 (South)		✓	468	100.000
B - Henfield Road		✓	290	100.000
C - B2118 (North)		✓	304	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	211	257
	B - Henfield Road	191	0	99
	C - B2118 (North)	212	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	0	0
	B - Henfield Road	0	0	0
	C - B2118 (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.20	8.45	0.3	A
B-A	0.45	14.15	0.8	B
C-A				
C-B	0.18	7.80	0.2	A
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	75	631	0.118	74	0.1	6.463	A
B-A	144	526	0.273	142	0.4	9.351	A
C-A	160			160			
C-B	69	601	0.115	69	0.1	6.755	A
A-B	159			159			
A-C	193			193			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	89	596	0.149	89	0.2	7.102	A
B-A	172	501	0.343	171	0.5	10.901	B
C-A	191			191			
C-B	83	585	0.141	83	0.2	7.161	A
A-B	190			190			
A-C	231			231			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	109	536	0.203	109	0.3	8.410	A
B-A	210	465	0.453	209	0.8	14.020	B
C-A	233			233			
C-B	101	563	0.180	101	0.2	7.794	A
A-B	232			232			
A-C	283			283			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	109	535	0.204	109	0.3	8.446	A
B-A	210	465	0.453	210	0.8	14.147	B
C-A	233			233			
C-B	101	563	0.180	101	0.2	7.800	A
A-B	232			232			
A-C	283			283			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	89	594	0.150	89	0.2	7.133	A

B-A	172	501	0.343	173	0.5	11.021	B
C-A	191			191			
C-B	83	585	0.141	83	0.2	7.170	A
A-B	190			190			
A-C	231			231			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	75	629	0.118	75	0.1	6.493	A
B-A	144	526	0.274	144	0.4	9.456	A
C-A	160			160			
C-B	69	601	0.115	69	0.1	6.772	A
A-B	159			159			
A-C	193			193			

Baseline 2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way	2.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	76	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Baseline 2027 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B2118 (South)		✓	329	100.000
B - Henfield Road		✓	188	100.000
C - B2118 (North)		✓	315	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	138	191
	B - Henfield Road	152	0	36
	C - B2118 (North)	279	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B2118 (South)	B - Henfield Road	C - B2118 (North)
From	A - B2118 (South)	0	0	0
	B - Henfield Road	0	0	0
	C - B2118 (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.65	0.1	A
B-A	0.33	10.72	0.5	B
C-A				
C-B	0.07	6.44	0.1	A
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	637	0.043	27	0.0	5.900	A
B-A	114	547	0.209	113	0.3	8.283	A
C-A	210			210			
C-B	27	626	0.043	27	0.0	6.007	A
A-B	104			104			
A-C	144			144			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	32	615	0.053	32	0.1	6.176	A
B-A	137	529	0.258	136	0.3	9.168	A
C-A	251			251			
C-B	32	615	0.053	32	0.1	6.181	A
A-B	124			124			
A-C	172			172			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	40	581	0.068	40	0.1	6.648	A
B-A	167	503	0.333	167	0.5	10.680	B
C-A	307			307			
C-B	40	599	0.066	40	0.1	6.435	A
A-B	152			152			
A-C	210			210			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	40	581	0.068	40	0.1	6.653	A
B-A	167	503	0.333	167	0.5	10.718	B
C-A	307			307			
C-B	40	599	0.066	40	0.1	6.435	A
A-B	152			152			
A-C	210			210			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	32	615	0.053	32	0.1	6.183	A

B-A	137	529	0.258	137	0.4	9.211	A
C-A	251			251			
C-B	32	615	0.053	32	0.1	6.185	A
A-B	124			124			
A-C	172			172			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	27	636	0.043	27	0.0	5.913	A
B-A	114	547	0.209	115	0.3	8.336	A
C-A	210			210			
C-B	27	626	0.043	27	0.0	6.013	A
A-B	104			104			
A-C	144			144			