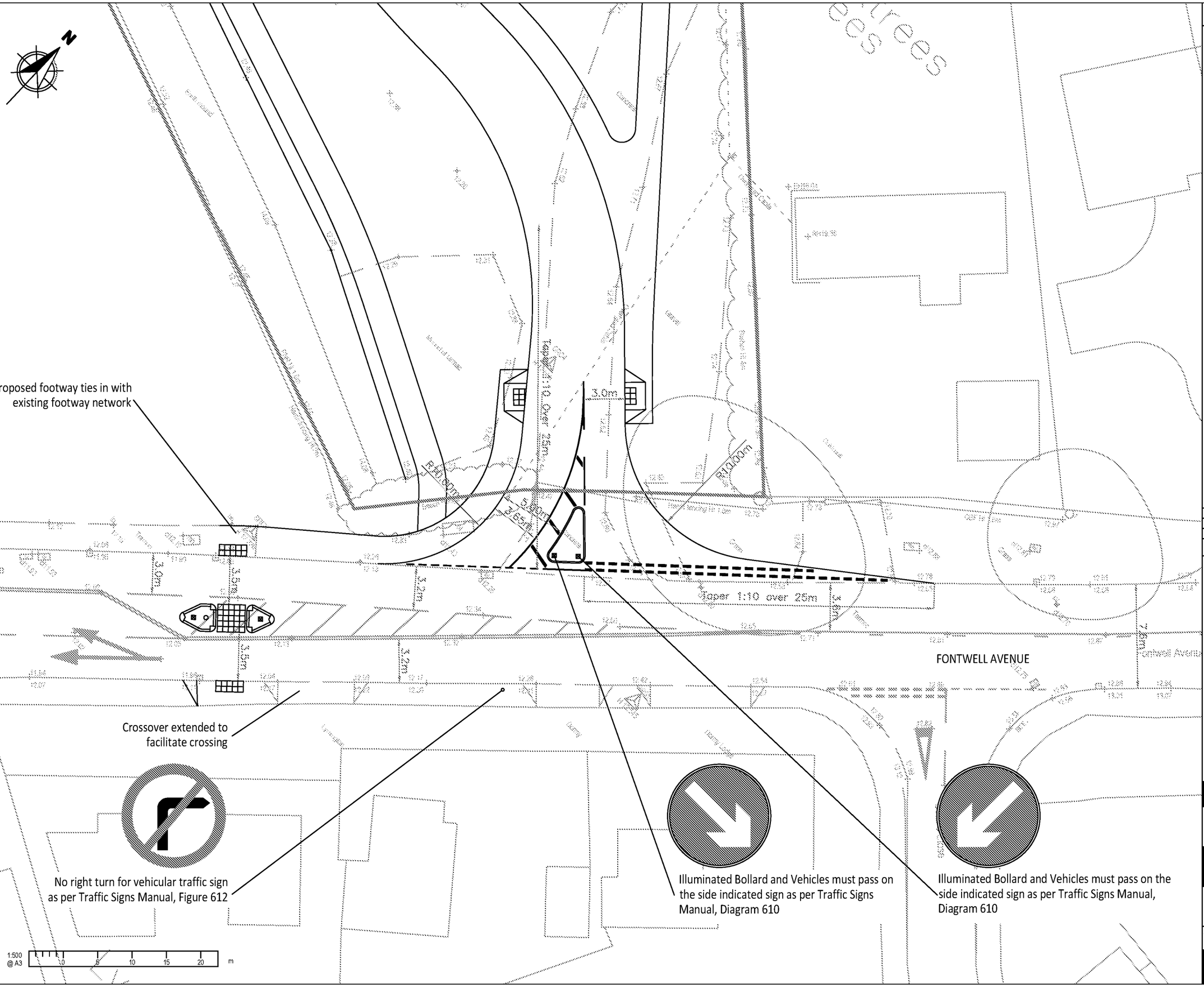
DRAWINGS

2020-6243-001	Access Overview
2020-6243-002	Visibility Splays
2020-6243-003	Access Vehicle Swept Path Analysis 1
2020-6243-004	Access Vehicle Swept Path Analysis 2
2020-6243-005	Development Overview and Dimensions
2020-6243-006	Refuse Vehicle Swept Path Analysis
2020-6243-007	Emergency Access & Building Regulations Part B Compliance
2020-6243-008	Car Parking Swept Path Analysis
2020-6243-009	Internal Visibility Splays
2020-6243-011	Pump Vehicle Swept Path Analysis



NOTES

A3

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-LEGEND-

Site Boundary

Existing Road Markings

Rev.	Amendments	Date
B	Revised Layout	13/01/2022
A	Revised Layout	13/10/2021
-	Original Issue	02/02/2021

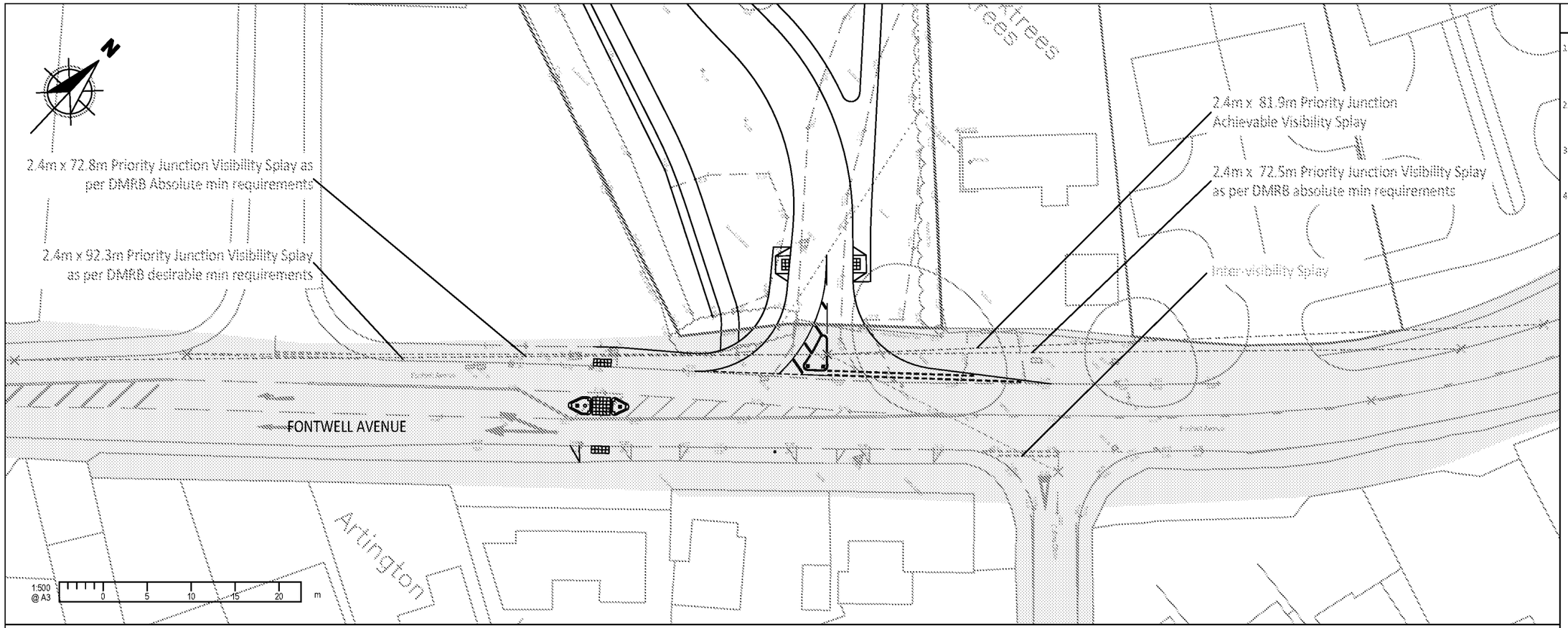
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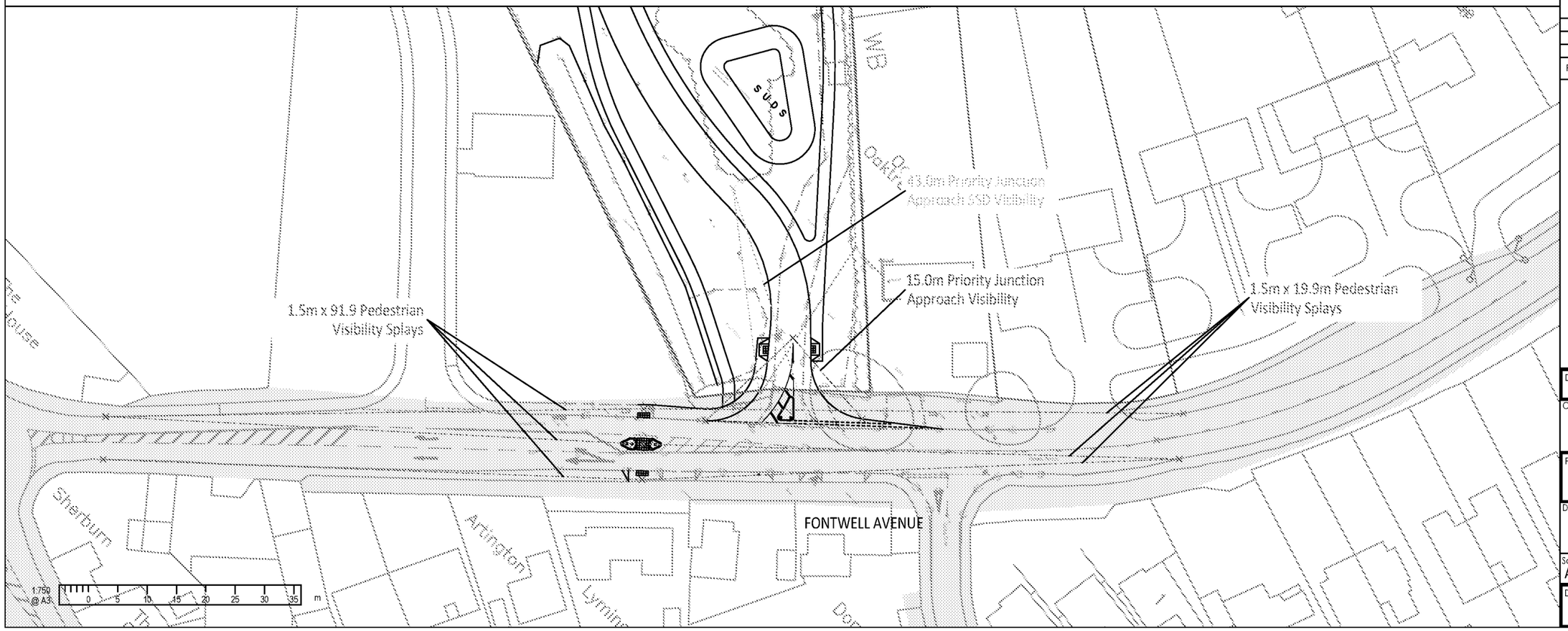
Drawing Status	Final
Client	Mr D. Parker
Project	Land at SRC Recycling, Eastergate, West Sussex
Drawing Title	Access Overview

Scale	Date	Drawn By	Checked By
1:250	Jan 22	SMO	ALB

Drawing No.	Rev.
2020-6243-201	B

ARUN DISTRICT COUNCIL AL/49/22/PL





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-LEGEND-

- Site Boundary
- Ownership Boundary
- Highway Boundary
- Existing Road Markings
- Priority Junction Visibility Splay
- Priority Junction Approach SSD Visibility
- Priority Junction Approach Visibility
- Pedestrian Visibility Splay
- Inter-visibility splay

Rev.	Amendments	Date
B	Revised Layout	13/01/2022
A	Revised Layout	13/10/2021
-	Original Issue	02/02/2021

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Drawing Status: Final

Client: Mr D. Parker

Project: Land at SRC Recycling, Eastergate, West Sussex

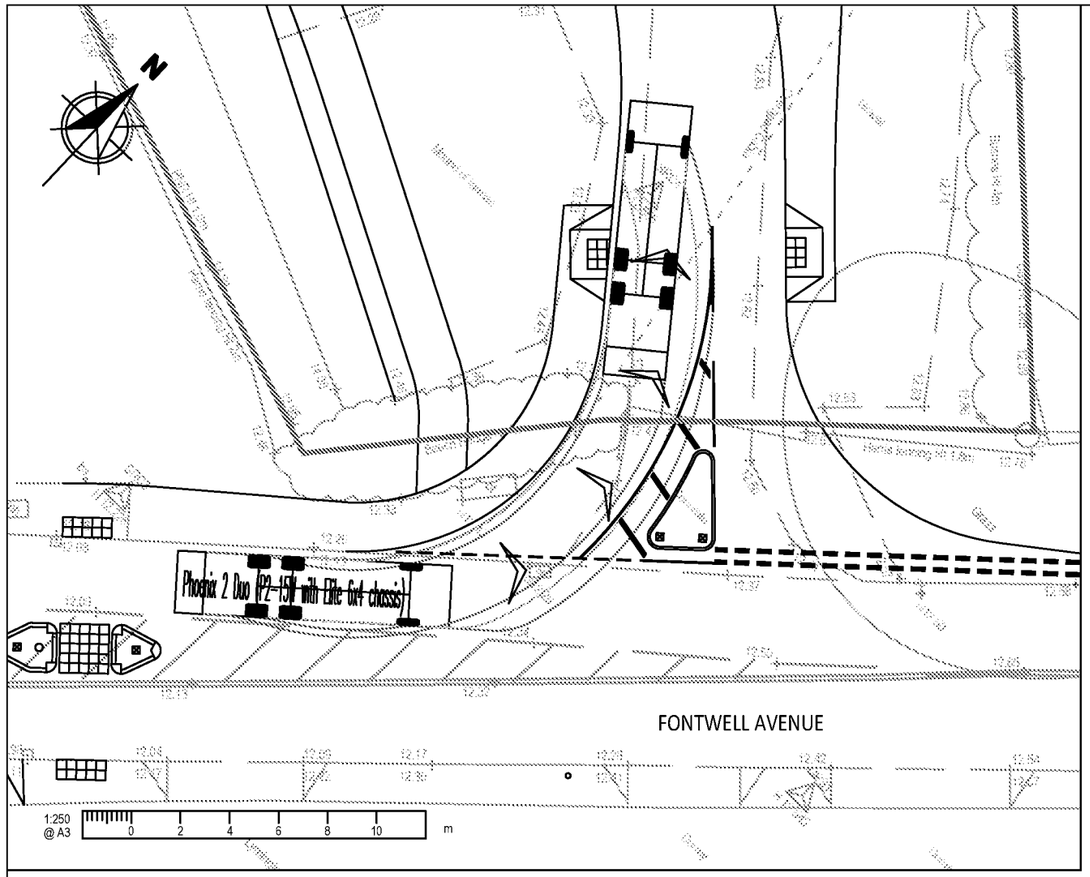
Drawing Title: Visibility Splays

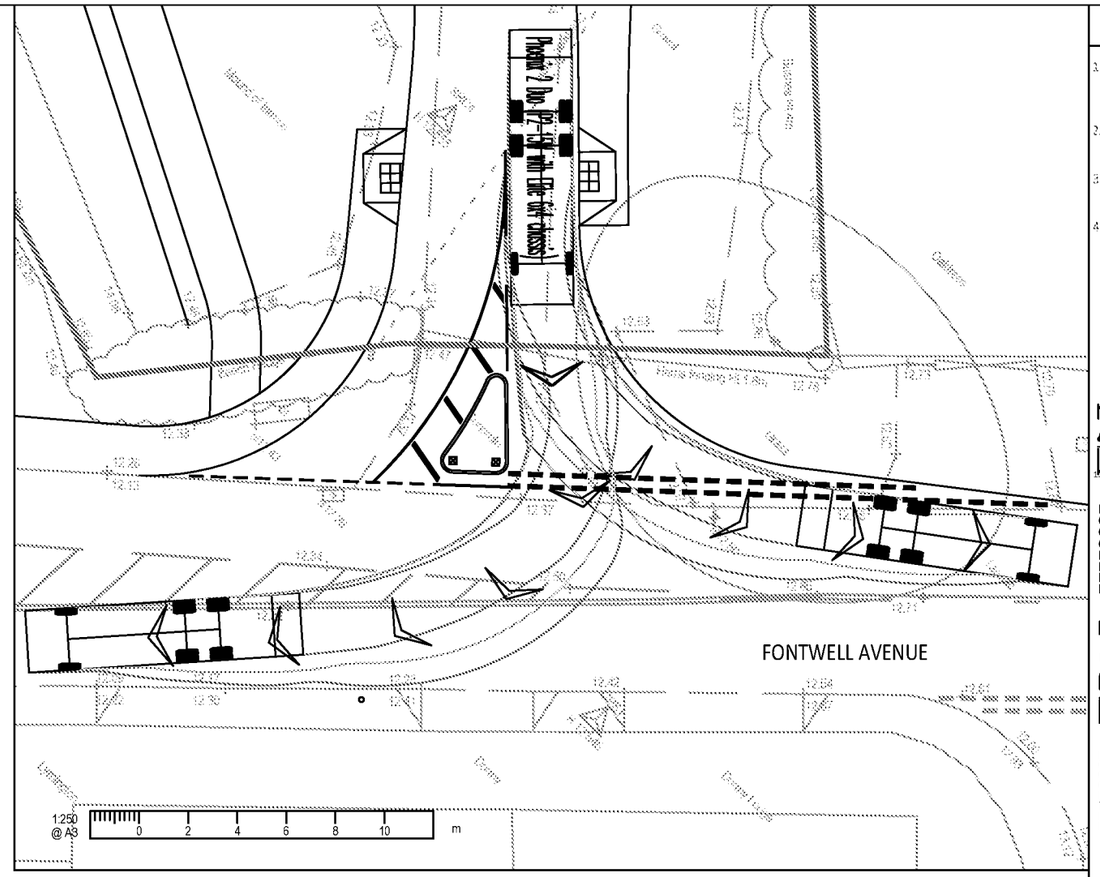
Scale	Date	Drawn By	Checked By
As Shown	Jan 22	SMO	ALB

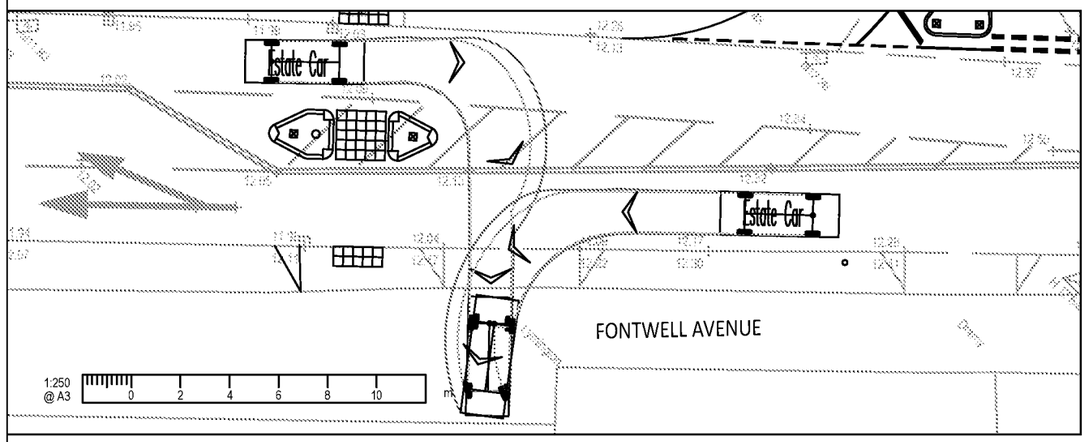
Drawing No.: 2020-6243-202

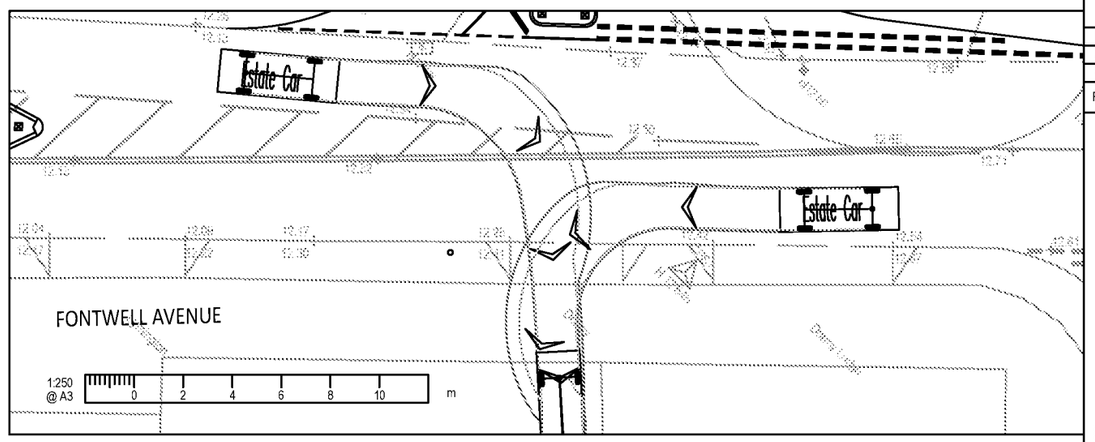
Rev.: B

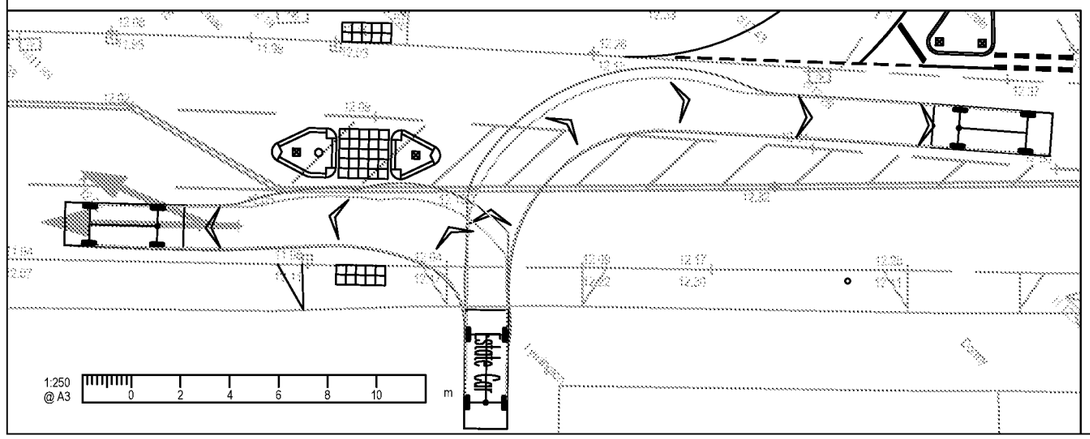
APPLICATION DISTRICT COUNCIL AL/49/22/PL

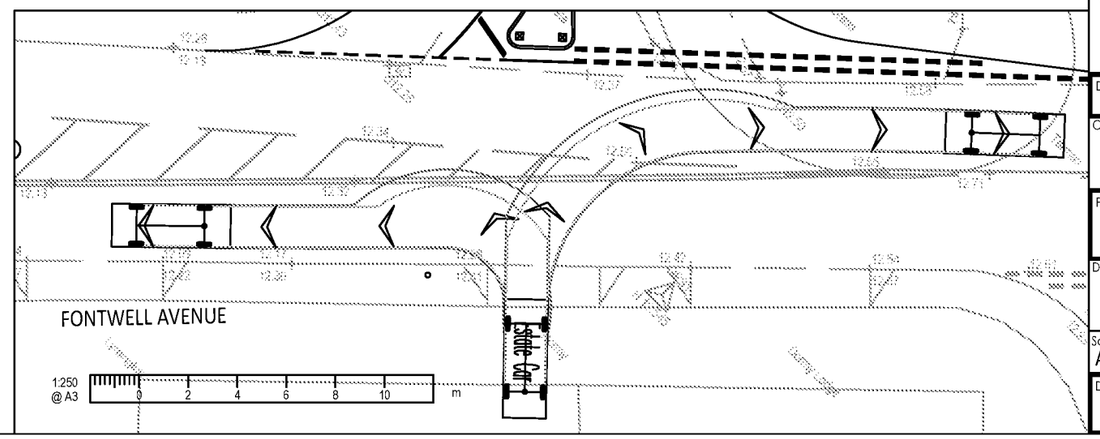












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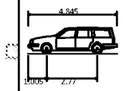
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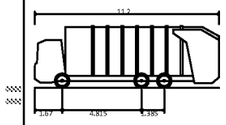
-LEGEND-

Site Boundary

Existing Road Markings



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev.	Amendments	Date
B	Revised Layout	13/01/2022
A	Revised Layout	13/10/2021
-	Original Issue	02/02/2021

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Drawing Status: Final

Client: Mr D. Parker

Project: Land at SRC Recycling, Eastergate, West Sussex

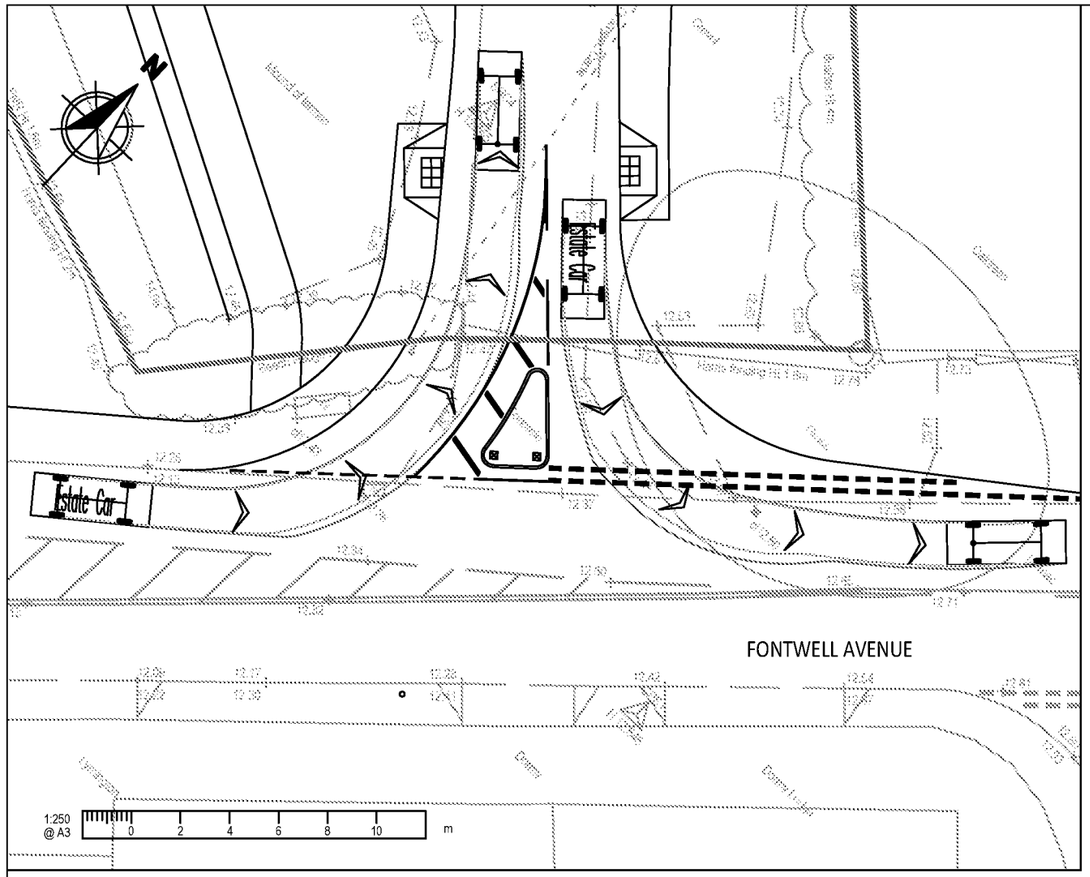
Drawing Title: Access Vehicle Swept Path Analysis 1

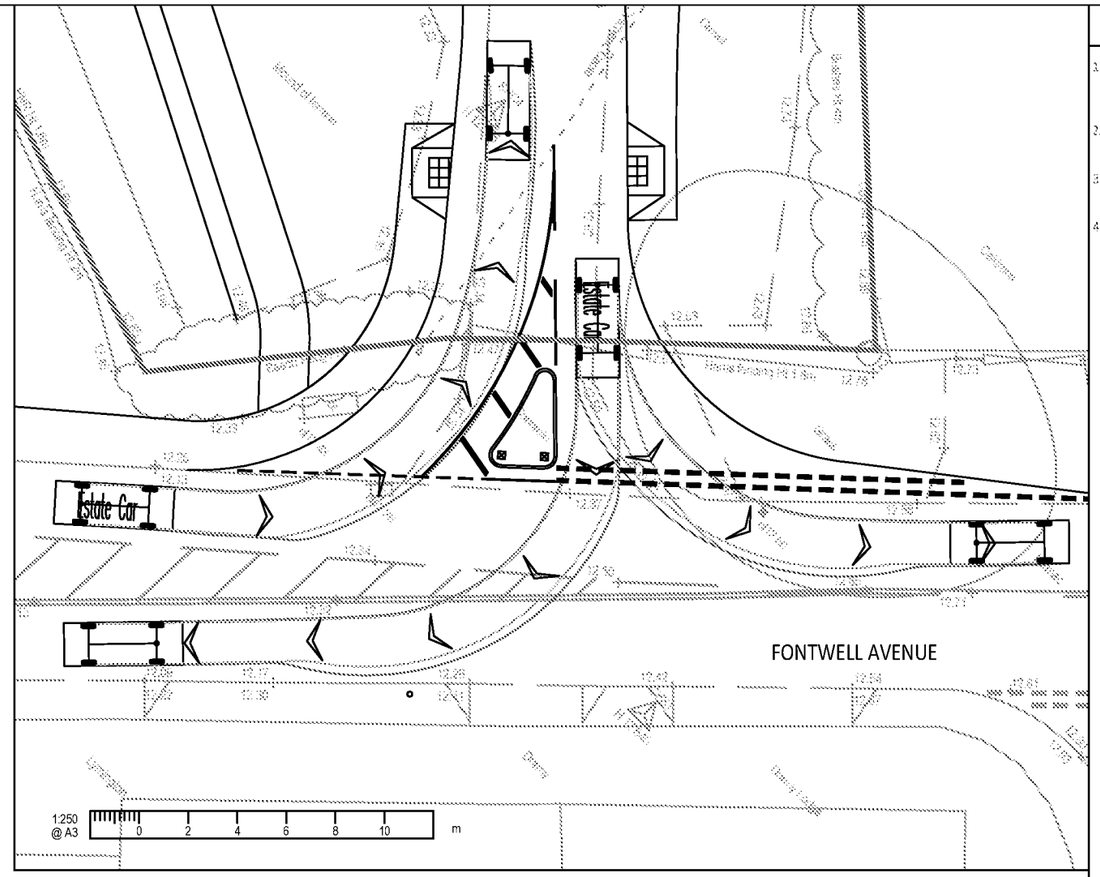
Scale	Date	Drawn By	Checked By
As Shown	Jan 22	SMO	ALB

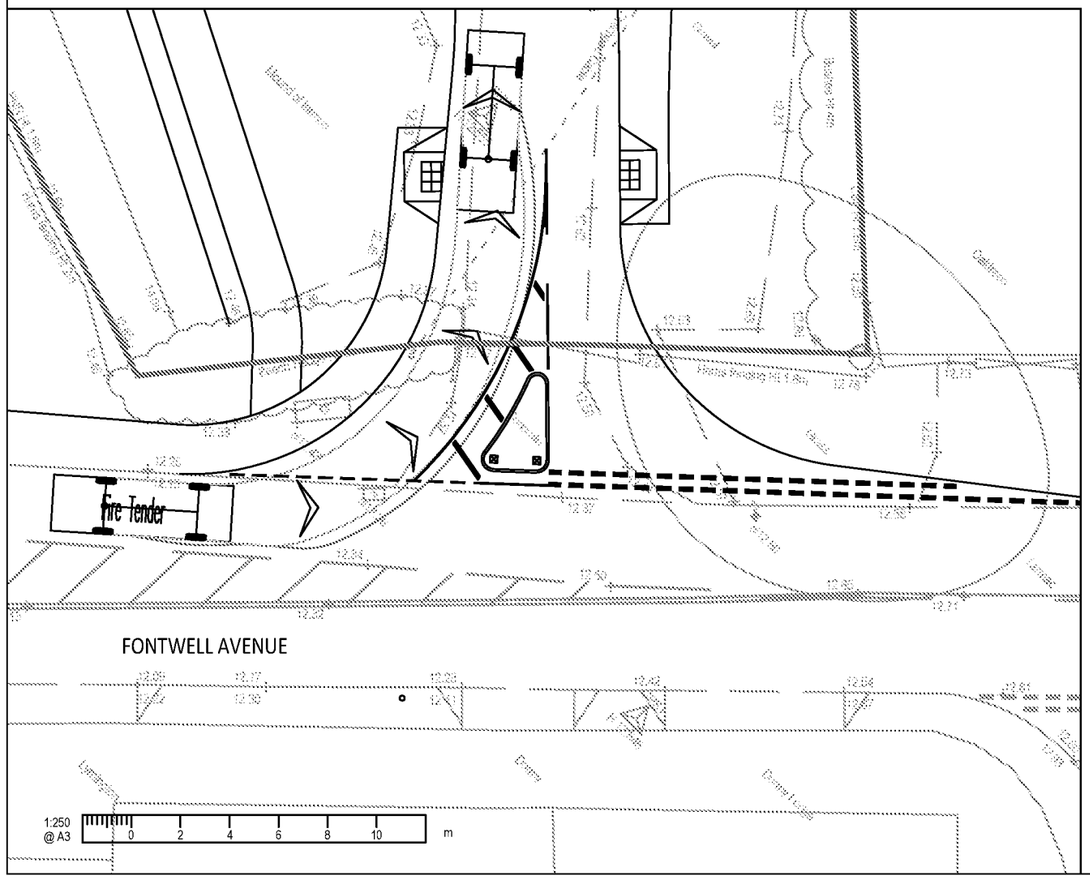
Drawing No.: 2020-6243-203

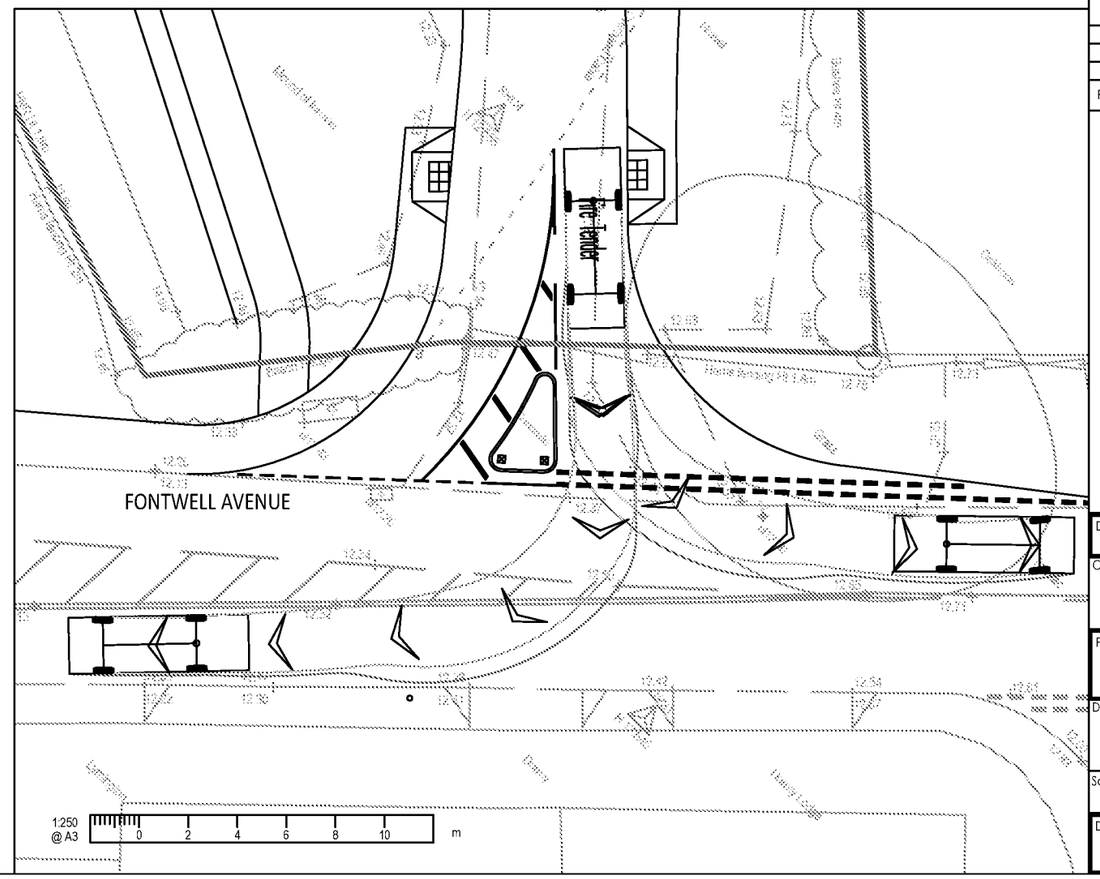
Rev.: B

APPLICATION IN DISTRICT COUNCIL AL/49/22/PL









NOTES

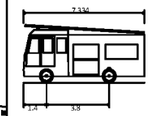
A3

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-LEGEND-

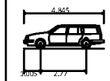
Site Boundary

Existing Road Markings



Fire Tender

Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m



Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev.	Amendments	Date
B	Revised Layout	13/01/2022
A	Revised Layout	13/10/2021
-	Original Issue	02/02/2021

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Drawing Status: Final

Client: Mr D. Parker

Project: Land at SRC Recycling, Eastergate, West Sussex

Drawing Title: Access Vehicle Swept Path Analysis 2

Scale	Date	Drawn By	Checked By
1:250	Jan 22	SMO	ALB

Drawing No. 2020-6243-204

Rev. B

APPLICATION DISTRICT COUNCIL AL/49/22/PL

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-LEGEND-

Site Boundary

Rev.	Amendments	Date
B	Revised Layout	13/01/2022
A	Revised Layout	13/10/2021
-	Original Issue	17/02/2021

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Drawing Status	Final
Client	Mr D. Parker
Project	Land at SRC Recycling, Eastergate, West Sussex
Drawing Title	Development Overview and Dimensions

Scale	Date	Drawn By	Checked By
1:750	Jan 22	SMO	ALB

Drawing No.	Rev.
2020-6243-205	B

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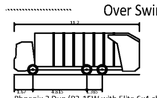
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-LEGEND-

- Site Boundary
- Existing Road Markings
- Compliment bin carry distance
- Non-compliment bin carry distance

-Swept Path-

- Wheel Track
- Over Swing



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev.	Amendments	Date
B	Revised Layout	13/01/2022
A	Revised Layout	13/10/2021
-	Original Issue	17/02/2021

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Drawing Status	Final
Client	Mr D. Parker
Project	Land at SRC Recycling, Eastergate, West Sussex
Drawing Title	Refuse Vehicle Swept Path Analysis

Scale	Date	Drawn By	Checked By
1:750	Jan 22	SMO	ALB

Drawing No.	Rev.
2020-6243-206	B

Arundel District Council AL/49/2021

NOTES

A2

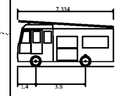
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-LEGEND-

- Site Boundary
- Existing Road Markings

-Swept Path-

- Wheel Track
- Over Swing



Fire Tender

Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m

Rev.	Amendments	Date
B	Revised Layout	13/01/2022
A	Revised Layout	13/10/2021
-	Original Issue	17/02/2021

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Drawing Status: Final

Client: Mr D. Parker

Project: Land at SRC Recycling, Eastergate, West Sussex

Drawing Title: Emergency Access & Building Regulations Part B Compliance

Scale	Date	Drawn By	Checked By
1:500	Jan 22	SMO	ALB

Drawing No.: 2020-6243-207

Rev.: B

ARUNDEL COUNCIL 21/2222/FUL

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-LEGEND-

Site Boundary

Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev.	Amendments	Date
B	Revised Layout	13/01/2022
A	Revised Layout	13/10/2021
-	Original Issue	17/02/2021

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Drawing Status: Final

Client: Mr D. Parker

Project: Land at SRC Recycling, Eastergate, West Sussex

Drawing Title: Car Parking Swept Path Analysis

Scale	Date	Drawn By	Checked By
1:500	Jan 22	SMO	ALB

Drawing No.: 2020-6243-208

Rev.: B

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-LEGEND-

- Site Boundary
- Existing Road Markings
- 2.4m x 25.0m Visibility Splay
- 25.0m Forward Visibility Splay

Rev.	Amendments	Date
B	Revised Layout	13/01/2022
A	Revised Layout	13/10/2021
-	Original Issue	17/02/2021

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Drawing Status	Final
Client	Mr D. Parker
Project	Land at SRC Recycling, Eastergate, West Sussex
Drawing Title	Internal Visibility Splays

Scale	Date	Drawn By	Checked By
1:500	Jan 22	SMO	ALB

Drawing No.	Rev.
2020-6243-209	B

ARUNDEL COUNCIL 5243221

N

FONTWELL AVENUE

The Long House

Sherburn

The Old Farm

A29 NYTON ROAD

B2233 BARNHAM ROAD

1:500 @ A3

0 5 10 15 20 m

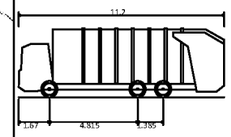
NOTES

A3

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-LEGEND-

Existing Road Markings



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev.	Amendments	Date
-	Original Issue	02/02/2021

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Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
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Drawing Status: Final

Client: Mr D. Parker

Project: Land at SRC Recycling, Eastergate, West Sussex

Drawing Title: A29 / Fontwell Avenue Roundabout Refuse Swept Path Analysis

Scale	Date	Drawn By	Checked By
1:250	Feb 21	SMO	ALB

Drawing No.: 2020-6243-210

Rev.: -

AP JUN DISTRICT COUNCIL AL/49/22/PL

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-LEGEND-

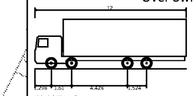
Site Boundary

Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Rigid Truck

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

Rev.	Amendments	Date
-	Original Issue	13/01/2022

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Tel: 01243 210418 Email: enquiries@bpcivils.co.uk

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Drawing Status: Pump Station

Client: Mr D. Parker

Project: Land at SRC Recycling, Eastergate, West Sussex

Drawing Title: Pump Vehicle Swept Path Analysis

Scale	Date	Drawn By	Checked By
1:250	Jan 22	SMO	ALB

Drawing No.: 2020-6243-211

Rev.: -

ARMSTRONG COURT, RL14 2ZA

APPENDICES

Appendix A WSCC Pre-application Consultation Response and Correspondence

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation: Bright Plan Ltd. FAO: Sam O'Halloran
FROM:	WSCC - Highways Authority: Tim Townsend
DATE:	15th December 2020
LOCATION:	SRC Recycling Ltd Fontwell Avenue Chichester PO20 3RU
SUBJECT:	Internal Reference: PRE-130-20 c.90 dwellings served from a right turn lane
DATE OF SITE VISIT:	14th December 2020
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	TBA

The Highways Authority has been consulted for pre-application advice in regard to a proposed development of 90 homes on land at:

SRC Recycling Ltd,
Fontwell Avenue,
Chichester,
PO20 3RU.

The advice provided below has been prepared by means of a site visit and desktop study, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your consultation in respect of the above planning application and would provide the following site specific comments.

Site Specific Comments.
The site is located close to two existing road junctions. One is on the same side serving a new residential development known as 'The Hedgerows' which is accessed via a right hand turning lane while the other (Collins Close), is found on the other side of the road and is a simple priority junction and also serves as a residential access road.

Access - From observation of the location, junction separation from the existing site access to 'The Hedgerows' measures approximately 62m and 28m to Collins Close (both measurements taken centreline to centreline). DMRB CD123 states that the stagger distance between junctions when considering either a simple junction type or right hand turning lane should be a minimum of 50m for a design speed of

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50kph. As such, for either junction type chosen, either a Departure from Standard or Relaxation would have to be considered.

Pedestrian facilities – The current site does not have a footway running up to it. It is noted that a new footway has been provided nearby forming part of the recent highway works serving 'The Hedgerows' to the south. As part of any application for your client's site, this footway should be extended along the western side of Fontwell Avenue and into the site. Offset Architects' drawing 01 Project 7334 shows the beginnings of such a link but the drawing does not extend far enough southwards to show the link along Fontwell Avenue.

Cycling – No bespoke facilities shown.

Internal road layout – This should follow the principles set-out in Manual for Streets. Other than for very short lengths (and by agreement with the Highway Authority), no part of the internal road layout should be less than 4.8m wide. With regard to accessibility, there is some possible concern with accessibility for fire and refuse vehicles to plots 33-35 in the top left hand corner of the plan. Any layout will need to demonstrate adequate width to enable such vehicles to operate safely and adequately and be able to turn around. The same can also be said for the access 'road' serving plots 18-24.

Another observation made is that the internal layout currently provides a mix of internal roadways with and without continuous footways in places and others just having a footway on one side only. This can give a mixed message to users in places as they might not know whether a part of the internal road network is traditional carriageway and footway design or shared surface. Therefore, please ensure that any road hierarchy is designed to be clear for users.

With regard to *service margins*, parts of the layout as shown do not define these very well. WSCC Standard Details seek 2.0m wide service margins if the intention of your client is to offer roads for adoption. Relaxations to this dimension can be made on occasion but normally only if parts of the road do not front properties. However, for any roads intended to offered for adoption under S38, adequate service margins will need to be provided around these roads. Please also note that any designated parking will need to be provided outside of any areas intended for adoption.

Parking – This now falls under the remit of the District Planning Authority in this instance. Therefore, you should seek advice from them about this. I believe they have a new SPG about parking on their website. However, if they don't and/or you need to research the matter further it is recommended that you consult them for pre-app advice. Like WSCC, a charge for any pre-application advice is likely to be required and additional to any charges made by the Highway Authority.

Transport modelling – As the site is close to the BEW Strategic Allocation and proposed new A29, WSCC is happy to accept a TA from yourselves which takes the

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forecasted flows for BEW from the A29 Model reporting and adds your client's development flows on-top manually.

Links to 'The Hedgerows' – A link (or links) to the neighbouring 'Hedgerows' site for walking and cycling could bring benefits for residents of both developments and provide opportunities for movement by non-car modes away from the A29. Although this is likely to be dependent on agreement with the adjacent land owner/s, this should be considered if possible to do so.

Contributions and other mitigation – Arun District Council has recently adopted CIL. As well as this, if specific detrimental traffic impacts on links, junctions or other parts of the network proximity of the site are identified as a consequence of the development, WSCC would look to secure site specific contributions (which might be in the form of physical junction works and/or financial contributions) in order to make the development acceptable in planning terms. Highways England might also require contributions to parts of their network to mitigate the impact of the development. However, you would need to seek their advice separately to establish further details.

Standard information required by the Highway Authority as part of any 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.
- Design Audit of any proposed highway works, including plan identified departures from standards.
- Final Stage 1 Road Safety Audit of site access and any proposed highway works, with designer's response and including amended plans (the latter in tabular form and all compliant with GG119).
- A Transport Assessment, 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.
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology.
- A Travel Plan.

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I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.0 metres -domestic single accesses
- 2.4 metres- for shared or busy crossovers
- 4.5 metres- for busy junctions
- 9.0 metres-major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph- 25 metres
- 25 mph- 33 metres
- 30 mph- 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph-120 metres
- 50 mph-160 metres
- 60 mph-215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

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 CD 109 (Search for "CD 109"):

https://standardsforhighways.co.uk/dmrb/

Please note 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.

Tim Townsend
Planning Services

Appendix B ATC Speed Data


OBTRADA

MetroCount Traffic Executive
OB Individual

CustomList-53 -- English (EHG)

Datasets:
Site: [Fontwell Avenue] Fontwell, West Sussex
Attribute: ATC 4
Direction: 7 - North bound A>B, South bound B>A. Lane: 1
Survey Durati: 16:22 07 January 2021 => 17:22 16 January 2021,
Zone:
File: Fontwell Avenue 0 2021-01-16 1723.EC1 (Plus)
Identifier: W264TYC3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 00:00 08 January 2021 => 00:00 15 January 2021 (7)
Included clas: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15
Speed range: 0 - 100 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: OB Profile
Scheme: Vehicle classification (VRX)
Units: Part metric (metre, mi, m/s, mph, kg, tonne)

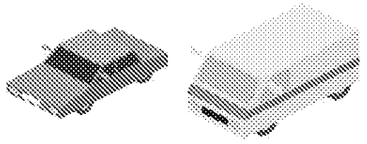
ATC Location
50.843253, -0.658722



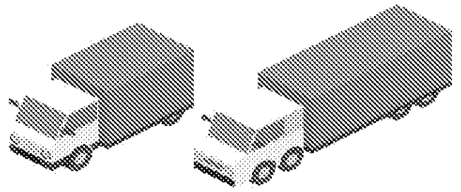
7 Day Weather Report

Below are the prevailing weather conditions for each day during the survey period. This is historical weather forecasting from https://www.wunderground.com/

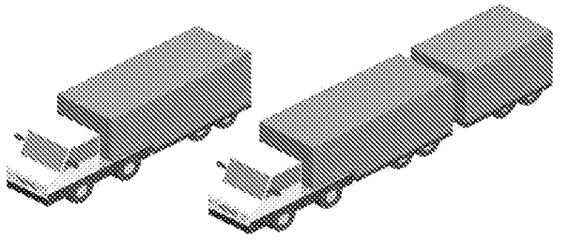
08/01/2021	09/01/2021	10/01/2021	11/01/2021	12/01/2021	13/01/2021	14/01/2021
Cloudy	Cloudy	Fog	Cloudy	Cloudy	Cloudy	Sunny Intervals



Light			
Class 1	SV	2 axles	Short Vehicle Car or Light Van
Class 2	SVT	3,4 or 5 axle	Short Vehicle towing Trailer, Caravan, Boat etc



Medium			
Class 3	TB2	2 axle	Two axle truck or bus
Class 4	TB3	3 axle	Three axle truck or bus
Class 5	T4	>3 axle	Four axle truck



Heavy			
Class 6	ART3	3 axle	Three axle articulated vehicle or rigid vehicle and trailer
Class 7	ART4	4 axle	Four axle articulated vehicle or rigid vehicle and trailer
Class 8	ART5	5 axle	Five axle articulated vehicle or rigid vehicle and trailer
Class 9	RT6	>6 axle	Six (or more) axle articulated vehicle or rigid vehicle and trailer
Class 10	BD	>6 axle	B - Double or Heavy truck and trailer
Class 11	DRT	>6 axle	Double road train or heavy truck and two trailers
Class 12	TRT	>6 axle	Triple road train or heavy truck and three (or more) trailers



Light			
Class 14	M/C	2 axle	Motorcycle
Class 15	Cycle	2 axle	Bicycle

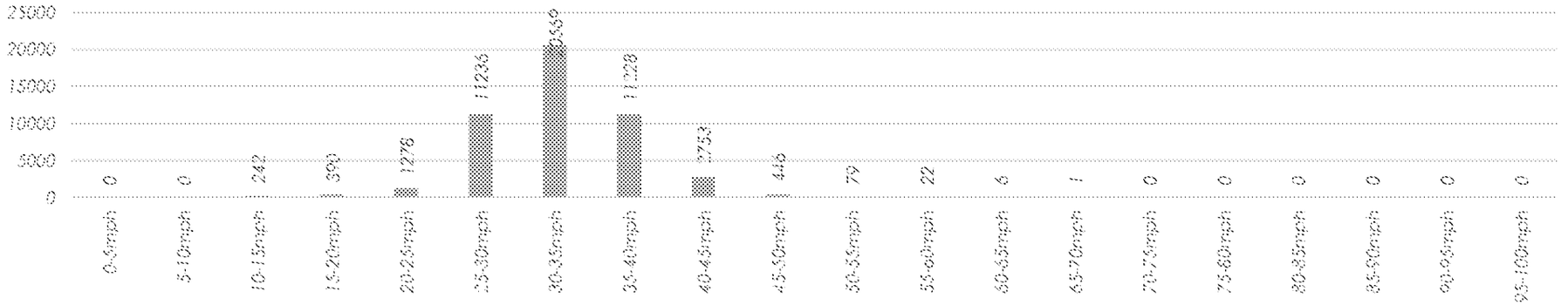
Fontwell Avenue, Fontwell, West Sussex

Totals Over 7 Days

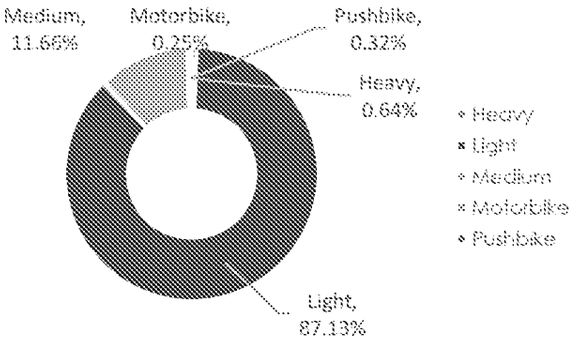
	Total Vehicles	Average Speed	85th Percentile
Southbound	24639	32.79	37.78
Northbound	23654	32.81	37.87
Combined	**48293**	**32.80**	**37.82**

Posted Speed Limit	**30**
Total Vehicles Over	**35104**

Vehicle numbers per speed bin



Traffic Composition Over 7 Days



	Heavy	Light	Medium	Motorbike	Pushbike	Combined
Southbound	0.29%	44.55%	5.89%	0.13%	0.16%	**51.02%**
Northbound	0.35%	42.58%	5.77%	0.12%	0.16%	**48.98%**
Combined	**0.64%**	**87.13%**	**11.66%**	**0.25%**	**0.32%**	**100.00%**

Fontwell Avenue, Fontwell, West Sussex

Input Selection

Direction: Northbound

Reset

To Multi-Select

Date: 08/01/2021; 09/01/2021; 10/01/2021; 11/01/2021; 12/01/2021; 13/01/2021

Hour: 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, ..., ..., ..., ...

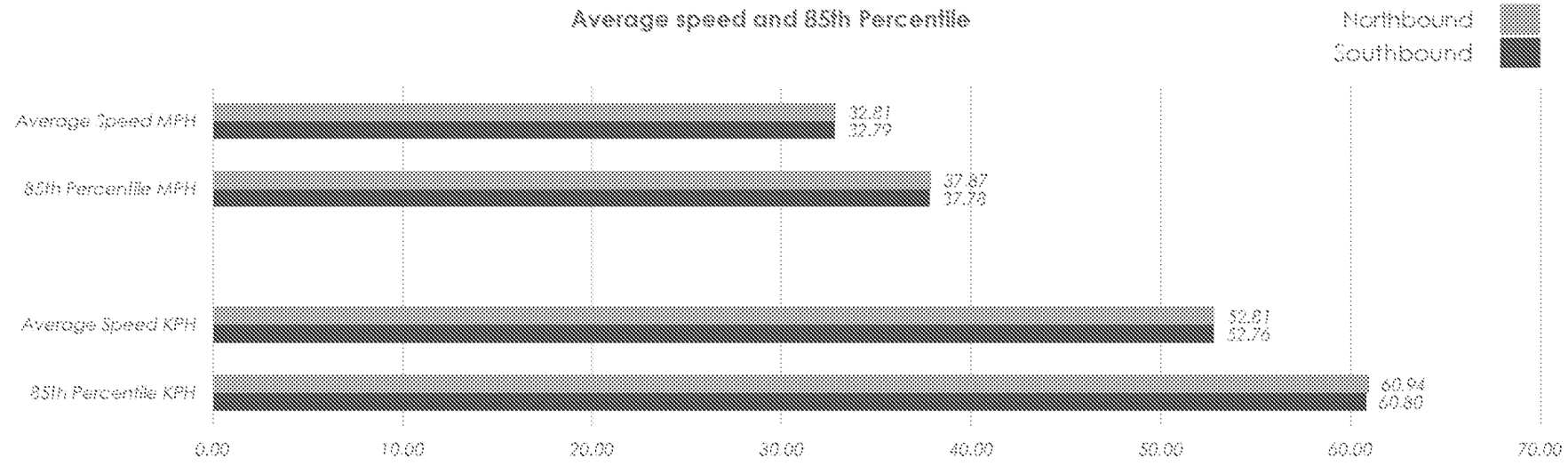
Class: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 14, 15

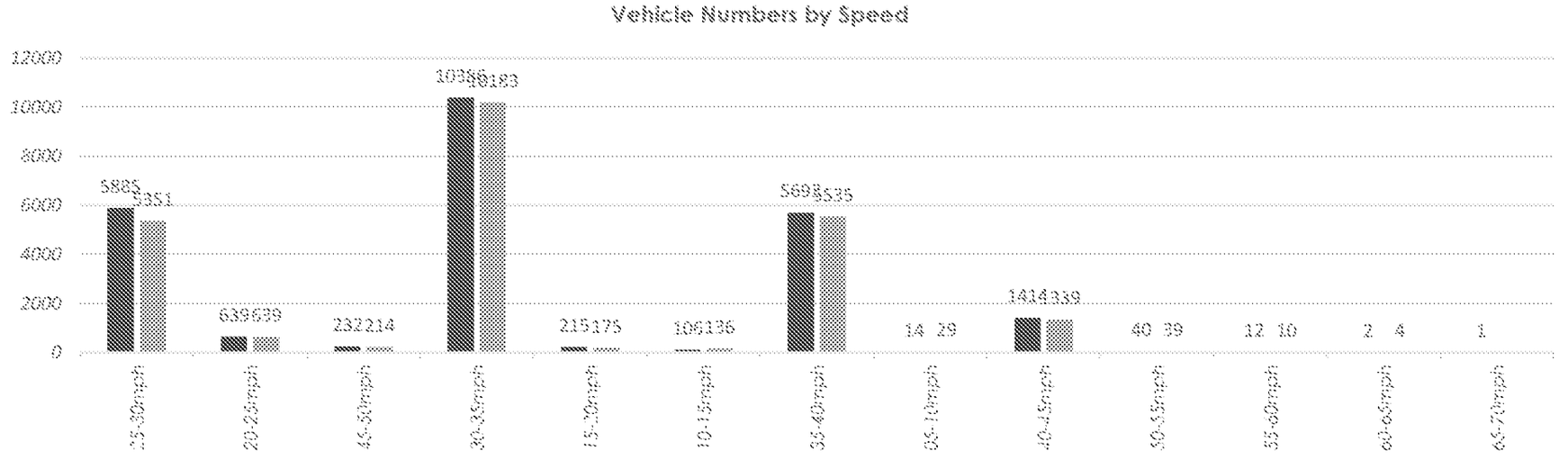
Speed Bins: 05-10mph; 10-15mph; 15-20mph; 20-25mph; 25-30mph; 30-35mph; 35-40mph; 40-45mph; 45-50mph; 50-55mph; 55-60mph; 60-65mph; 65-70mph

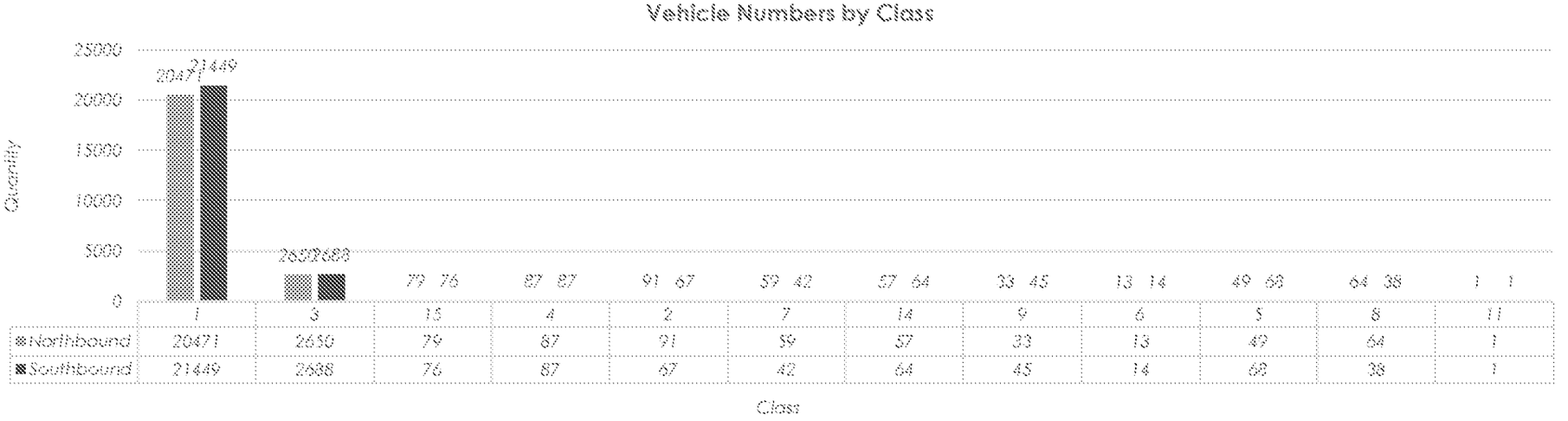
Results by Selection: 48293

By Selection:

Average Speed	**32.80**	Mph	**52.78**	Kph	85th Percentile	**37.82**	Mph	**60.87**	Kph
Standard Deviation	**5.02**								







	1	3	15	4	2	7	14	9	6	5	8	11
Northbound	20471	2650	79	87	91	59	57	33	13	49	64	1
Southbound	21449	2688	76	87	67	42	64	45	14	68	38	1

Class

Report Id - CustomList-62
Site Name - Fontwell Avenue
Description - Fontwell, West Sussex
Direction - North East South West

08 January 2021

Time [-	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	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85
0000	10	0	0	0	0	0	0	0	0	0	0	0	0	0	N	10	0	0	0	0	0	2	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	36.1	
0000	15	0	1	0	0	0	0	0	0	0	0	0	0	0	S	16	0	0	0	0	0	1	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	36.4	42.5
0100	3	0	1	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	42.9	
0100	5	0	2	0	0	0	0	0	0	0	0	0	0	0	S	7	0	0	0	0	0	1	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	42.8	1
0200	12	0	1	0	0	0	0	0	0	0	0	0	0	0	N	13	0	0	0	0	0	2	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0	37.8	44.4
0200	7	0	0	0	0	0	0	0	0	0	0	0	0	0	S	7	0	0	0	0	0	0	1	3	1	1	1	0	0	0	0	0	0	0	0	0	0	39.9	1
0300	5	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	38.8	
0300	5	0	0	0	0	0	0	0	0	0	0	0	0	0	S	5	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	
0400	32	0	2	1	0	0	0	0	0	0	0	0	1	0	N	36	0	0	0	0	0	1	9	16	10	0	0	0	0	0	0	0	0	0	0	0	0	38	42.7
0400	6	0	2	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	36.4	
0500	64	0	6	1	0	0	0	0	0	0	0	0	1	0	N	72	0	0	0	0	1	3	12	27	25	4	0	0	0	0	0	0	0	0	0	0	0	38	42.7
0500	18	0	2	0	1	0	0	0	0	0	0	0	0	0	S	21	0	0	0	0	1	4	7	4	2	3	0	0	0	0	0	0	0	0	0	0	0	36	44.9
0600	206	0	36	0	0	0	0	0	0	0	0	0	0	0	N	242	0	0	1	0	0	17	59	112	48	5	0	0	0	0	0	0	0	0	0	0	0	36.7	41.5
0600	55	0	7	1	0	0	0	0	0	0	0	0	0	0	S	63	0	0	0	0	1	10	16	19	15	3	0	0	0	0	0	0	0	0	0	0	0	35.9	42
0700	322	0	64	1	0	1	3	0	0	0	0	0	0	0	N	391	0	8	5	5	3	83	177	86	23	1	0	0	0	0	0	0	0	0	0	0	0	32.1	37.1
0700	141	0	33	1	2	0	0	0	0	0	0	0	0	1	S	178	0	0	1	1	5	68	68	46	7	2	0	0	0	0	0	0	0	0	0	0	0	32	37.7
0800	265	1	50	0	0	0	0	0	0	0	0	0	1	1	N	318	0	0	3	0	6	92	141	62	12	2	0	0	0	0	0	0	0	0	0	0	0	32.1	34.9
0800	209	0	29	2	1	2	1	0	0	0	1	0	0	0	S	245	0	0	0	1	6	63	103	64	8	0	0	0	0	0	0	0	0	0	0	0	0	32.4	37.1
0900	214	1	26	1	0	0	0	1	0	0	0	0	1	0	N	244	0	1	1	0	6	64	116	50	6	0	0	0	0	0	0	0	0	0	0	0	0	32.2	34.2
0900	193	1	34	0	1	0	0	1	1	0	0	0	0	0	S	231	0	1	1	3	2	44	102	64	13	1	0	0	0	0	0	0	0	0	0	0	0	33.2	37.8
1000	215	1	34	0	2	0	1	2	0	0	0	0	0	1	N	256	0	0	1	10	24	76	107	28	10	0	0	0	0	0	0	0	0	0	0	0	0	30.2	3.9
1000	186	2	36	2	1	0	0	0	0	0	0	0	1	1	S	229	0	0	1	1	4	59	112	42	9	1	0	0	0	0	0	0	0	0	0	0	0	32.4	34.6
1100	228	0	31	3	0	0	0	1	0	0	0	0	2	0	N	265	0	1	0	0	6	71	128	53	5	0	1	0	0	0	0	0	0	0	0	0	0	32	34.4
1100	216	1	33	1	2	0	3	0	0	0	0	0	0	0	S	256	0	1	1	0	6	68	118	53	8	1	0	0	0	0	0	0	0	0	0	0	0	32.2	32.8
1200	251	3	30	3	2	1	1	1	0	0	0	0	0	0	N	292	0	0	3	2	12	74	140	55	4	0	2	0	0	0	0	0	0	0	0	0	0	31.9	34.4
1200	257	2	33	1	1	0	0	0	1	0	0	0	1	0	S	296	0	0	2	3	6	71	127	72	14	1	0	1	0	0	0	0	0	0	0	0	0	32.4	37.3
1300	301	1	35	1	0	0	0	1	0	0	0	0	1	1	N	341	0	0	3	4	13	82	160	70	9	0	0	0	0	0	0	0	0	0	0	0	0	32	34.7
1300	334	2	31	1	2	1	0	0	0	0	0	0	2	1	S	374	0	0	1	4	10	83	166	87	21	2	0	0	0	0	0	0	0	0	0	0	0	32.7	37.6
1400	290	4	34	0	3	0	0	1	0	0	0	0	0	0	N	332	0	0	1	0	10	56	171	79	13	2	0	0	0	0	0	0	0	0	0	0	0	32.9	37
1400	313	0	36	1	0	1	0	0	0	0	0	0	1	2	S	354	0	0	3	2	7	74	152	94	17	4	1	0	0	0	0	0	0	0	0	0	0	33	37
1500	272	3	26	0	1	0	2	0	0	0	0	0	2	0	N	306	0	0	0	1	4	72	150	68	11	0	0	0	0	0	0	0	0	0	0	0	0	32.4	36.2
1500	347	5	57	1	0	1	1	0	0	0	0	0	1	1	S	414	0	0	1	7	8	98	192	88	17	3	0	0	0	0	0	0	0	0	0	0	0	32.3	36.7
1600	220	1	19	0	0	0	0	0	0	0	0	0	0	0	N	240	0	0	0	0	3	56	103	74	2	0	0	0	2	0	0	0	0	0	0	0	0	33	37.1
1600	423	0	52	0	1	1	1	0	0	0	0	0	1	1	S	480	0	0	1	3	17	113	225	108	11	1	1	0	0	0	0	0	0	0	0	0	0	32.2	36.1
1700	151	1	17	0	0	0	1	1	0	0	0	0	0	0	N	171	0	0	1	1	1	34	75	51	7	1	0	0	0	0	0	0	0	0	0	0	0	33.2	38
1700	321	0	23	0	0	0	0	1	0	0	0	0	0	1	S	346	0	0	0	1	4	96	153	80	10	1	0	1	0	0	0	0	0	0	0	0	0	32.5	36.7
1800	123	1	9	0	0	0	1	0	1	0	0	0	0	0	N	135	0	0	1	0	0	22	62	42	6	2	0	0	0	0	0	0	0	0	0	0	0	33.7	37.8
1800	202	0	19	0	0	0	0	0	1	0	0	0	1	0	S	223	0	0	0	2	3	46	89	64	18	1	0	0	0	0	0	0	0	0	0	0	0	33.4	37.3
1900	91	0	4	0	0	0	0	1	1	0	0	0	0	0	N	97	0	0	0	1	3	10	42	26	11	2	2	0	0	0	0	0	0	0	0	0	0	34.7	40.1
1900	107	0	10	1	0	0	0	0	0	0	0	0	1	0	S	119	0	0	0	1	0	13	56	32	10	6	1	0	0	0	0	0	0	0	0	0	0	35.2	37.6
2000	46	0	5	0	0	0	0	0	0	0	0	0	0	0	N	51	0	0	0	0	0	8	16	20	8	0	0	0	0	0	0	0	0	0	0	0	0	33.4	40.1
2000	62	0	1	0	0	0	0	0	0	0	0	0	0	0	S	63	0	0	0	0	0	8	22	18	14	1	0	0	0	0	0	0	0	0	0	0	0	35.8	41.2
2100	39	0	3	0	0	0	0	0	0	0	0	0	0	0	N	42	0	0	0	0	0	3	11	13	5	1	0	0	0	0	0	0	0	0	0	0	0	34	42.5
2100	37	0	5	0	0	0	0	1	0	0	0	0	0	0	S	43	0	0	0	0	0	11	11	13	6	2	0	0	0	0	0	0	0	0	0	0	0	34.9	41.6
2200	15	0	3	0	0	0	1	0	0	0	0	0	0	0	N	19	0	0	0	0	1	4	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	33.7	39
2200	41	0	2	0	0	0	0	0	0	0	0	0	0	0	S	43	0	0	1	0	0	4	16	14	4	2	2	0	0	0	0	0	0	0	0	0	0	35.8	42
2300	13	0	0	0	0	0	0	0	0	0	0	0	0	0	N	13	0	0	0	0	0	0	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	38.4	44.9
2300	18	0	2	0	0	0	0	0	0	1	0	0	0	0	S	21	0	0	0	0	0	0	3	10	6	1	0	1	0	0	0	0	0	0	0	0	0	35.8	42.5
01-05	52	0	4	1	0	0	0	0	0	0	0	0	1	0	N	58	0	0	0	0	0	3	12	21	21	0	1	0	0	0	0	0	0	0	0	0	0	38.5	45
01-05	28	0	3	0	0	0	0	0	0	0	0	0	0	0	S	32	0	0	0	0	0	1	7	8	4	2	0	0	0	0	0	0	0	0	0	0	0	38.4	49
06-10	801	2	140	2	0	1	3	1	0	0	0	0	2	1	N	953	0	9	9	5	15	239	434	198	41	3	0	0	0	0	0	0	0	0	0	0	0	32.1	34.8
06-10	286	3	93	3	3	3	1	1	3	0	1	0	0	1	S	404	0	1	2	0	10	125	293	114	28	5	0	0	0	0	0	0	0	0	0	0	0	32.5	37.4
11-15	694	3	45	0	0	0	2	1	1	0	0	0	0	0	N	746	0	0	2	1	4	112	240	167	15	3	0	0	2	0	0	0	0	0	0	0	0	33.3	37.5
11-15	936	5	94	3	5	1	1	1	1	0	0	0	0	0	S	1047	0	0	0	0	4	268	387	253	39	5	1	0	0	0	0	0	0	0	0	0	0	32.4	34.7
00-00	3379	17	436	11	8	2	10	9	2	0	0	0	9	3	N	3866	0	10	20	24	93	832	1693	950	234	22	6	0	2	0	0	0	0	0	0	0	0	32.9	37.7
00-00	3558	13	480	14	13	8	5	5	8	8	1	0	9	5	S	4137	0	5	15	29	57	928	1761	946	237	39	8	3	0	0	0	0	0	0	0	0	0	32.9	37.5

Report Id - CustomList-62
Site Name - Fontwell Avenue
Description - Fontwell, West Sussex
Direction - North East South West

09 January 2021

Time [F-	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	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpb 85
0000	7	0	0	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0000	12	0	1	0	0	0	0	0	0	0	0	0	0	0	S	13	0	0	0	0	0	3	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	36.1	41.3
0100	5	0	0	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35	-
0100	5	1	0	0	0	0	0	0	0	0	0	0	0	0	S	6	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
0200	3	0	2	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0200	1	0	2	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0300	2	0	1	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0300	6	0	0	0	0	0	0	0	0	0	0	0	0	0	S	6	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0400	13	0	0	0	0	0	0	0	0	0	0	0	0	0	N	13	0	0	0	0	0	0	4	4	5	0	0	0	0	0	0	0	0	0	0	0	0	37.5	42.5
0400	7	0	0	0	0	0	0	0	0	1	0	0	0	0	S	8	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0500	34	0	2	0	0	0	0	0	0	0	0	0	0	1	N	37	0	0	1	1	0	2	6	13	9	4	1	0	0	0	0	0	0	0	0	0	0	37.5	44.4
0500	13	0	1	0	0	0	0	0	0	0	0	0	0	0	S	14	0	0	0	0	0	1	4	6	1	1	1	0	0	0	0	0	0	0	0	0	0	37.2	43.7
0600	66	0	9	0	0	0	0	0	0	0	0	0	0	0	N	75	0	0	0	0	0	7	18	34	11	4	1	0	0	0	0	0	0	0	0	0	0	36.9	41.5
0600	21	0	3	0	0	0	1	0	0	0	0	0	0	0	S	25	0	0	0	0	0	8	7	6	4	0	0	0	0	0	0	0	0	0	0	0	0	33.9	42
0700	104	0	12	0	0	0	0	0	0	0	0	0	0	0	N	116	0	0	0	1	3	19	48	35	9	1	0	0	0	0	0	0	0	0	0	0	0	35.7	38.9
0700	66	0	14	0	0	0	1	0	0	0	0	0	1	0	S	82	0	0	2	0	0	11	38	22	6	3	0	0	0	0	0	0	0	0	0	0	0	34	37.4
0800	142	0	21	0	0	0	0	0	0	0	0	0	0	0	N	163	0	0	0	0	0	44	73	37	9	0	0	0	0	0	0	0	0	0	0	0	0	33.1	37.7
0800	98	0	11	0	0	0	0	0	0	0	0	0	0	0	S	109	0	0	0	0	0	20	38	37	7	2	0	0	0	0	0	0	0	0	0	0	0	35.8	39.4
0900	201	3	21	0	0	0	0	0	0	0	0	0	0	0	N	225	0	0	1	1	4	49	110	52	7	1	0	0	0	0	0	0	0	0	0	0	0	32.8	34.6
0900	170	0	21	0	0	0	0	0	0	0	0	0	2	0	S	193	0	0	1	1	3	48	79	47	9	5	0	0	0	0	0	0	0	0	0	0	0	32.9	37.5
1000	238	2	17	0	0	0	1	0	0	0	0	0	1	1	N	260	0	0	4	1	6	75	118	49	6	1	0	0	0	0	0	0	0	0	0	0	0	31.8	34.1
1000	204	2	19	0	1	1	0	0	0	0	0	0	0	0	S	227	0	0	1	4	7	61	100	35	18	1	0	0	0	0	0	0	0	0	0	0	0	32.1	37.4
1100	301	3	21	0	0	1	0	0	1	0	0	0	0	1	N	328	0	1	1	3	7	104	150	53	9	0	0	0	0	0	0	0	0	0	0	0	0	31.5	35.9
1100	266	1	23	2	0	1	0	0	1	0	0	0	0	0	S	294	0	0	1	3	6	77	125	67	14	1	0	0	0	0	0	0	0	0	0	0	0	32.5	37
1200	279	3	18	0	0	0	0	0	0	0	0	0	0	1	N	301	0	1	0	1	9	70	147	62	10	0	1	0	0	0	0	0	0	0	0	0	0	32.5	34.9
1200	348	1	29	0	0	0	0	0	0	0	0	0	0	2	S	380	0	0	1	3	7	78	166	100	23	2	0	0	0	0	0	0	0	0	0	0	0	33.1	37.7
1300	281	1	18	0	1	0	0	0	0	0	0	0	3	3	N	307	0	2	4	3	14	77	131	59	13	3	1	0	0	0	0	0	0	0	0	0	0	31.8	34.7
1300	284	0	24	0	0	0	0	0	0	0	0	0	2	3	S	313	0	1	0	3	4	66	142	83	14	2	0	0	0	0	0	0	0	0	0	0	0	33	37.4
1400	258	3	21	0	0	0	0	0	1	0	0	0	4	0	N	287	0	0	2	2	8	76	144	46	9	0	0	0	0	0	0	0	0	0	0	0	0	31.7	34.2
1400	279	4	15	0	0	0	0	0	0	0	0	0	0	3	S	303	0	0	3	5	8	56	146	74	8	1	0	0	0	0	0	0	0	0	0	0	0	32.4	34.6
1500	223	1	15	0	0	0	0	0	0	0	0	0	1	1	N	241	0	0	0	2	4	56	112	58	8	0	1	0	0	0	0	0	0	0	0	0	0	32.7	34.9
1500	296	1	21	0	0	0	1	0	0	0	0	0	2	1	S	322	0	0	1	3	8	68	153	70	18	1	0	0	0	0	0	0	0	0	0	0	0	32.4	37.1
1600	151	0	11	0	0	0	0	0	0	0	0	0	0	0	N	162	0	0	0	1	1	40	73	37	8	2	0	0	0	0	0	0	0	0	0	0	0	33.1	37.5
1600	265	1	19	1	0	0	1	1	0	0	0	0	1	1	S	295	0	0	1	3	5	73	135	60	12	1	0	0	0	0	0	0	0	0	0	0	0	32.3	36.9
1700	97	0	9	0	0	0	0	0	0	0	0	0	0	0	N	106	0	0	0	1	8	15	41	32	8	1	0	0	0	0	0	0	0	0	0	0	0	33.2	38.7
1700	189	0	12	0	1	0	0	0	0	0	0	0	0	0	S	202	0	0	0	3	3	43	94	43	13	3	0	0	0	0	0	0	0	0	0	0	0	33	37.7
1800	99	0	9	0	0	0	0	0	0	0	0	0	0	0	N	108	0	0	0	1	2	14	42	32	12	3	1	1	0	0	0	0	0	0	0	0	0	34.9	40.3
1800	108	0	10	0	0	0	0	0	0	0	0	0	0	0	S	118	0	0	0	1	2	9	37	45	17	5	2	0	0	0	0	0	0	0	0	0	0	34.2	41.5
1900	63	0	3	0	0	0	1	0	1	0	0	0	0	0	N	68	0	0	0	0	1	5	19	22	10	1	0	0	0	0	0	0	0	0	0	0	0	35.6	40.4
1900	61	0	3	0	1	0	0	0	0	0	0	0	0	0	S	65	0	0	0	1	0	3	23	32	5	1	0	0	0	0	0	0	0	0	0	0	0	35.9	37.9
2000	40	0	3	0	0	0	0	0	0	0	0	0	0	0	N	43	0	0	0	0	0	4	18	16	3	2	0	0	0	0	0	0	0	0	0	0	0	35.4	39.5
2000	43	0	6	0	0	0	0	0	0	0	0	0	0	0	S	49	0	0	0	0	0	5	15	14	10	3	2	0	0	0	0	0	0	0	0	0	0	37.1	43.2
2100	21	0	1	0	0	0	0	1	0	0	0	0	1	0	N	24	0	0	0	0	0	3	5	7	5	3	0	1	0	0	0	0	0	0	0	0	0	38.1	43.4
2100	32	0	3	1	0	0	0	0	2	0	0	0	0	1	S	39	0	0	1	1	1	10	9	9	7	1	0	0	0	0	0	0	0	0	0	0	0	33.5	40.4
2200	18	0	1	0	0	0	0	0	0	0	0	0	0	0	N	19	0	0	0	0	1	7	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31.3	36.7
2200	26	0	6	0	0	0	0	0	0	0	0	0	0	0	S	32	0	0	0	0	2	6	7	11	6	0	0	0	0	0	0	0	0	0	0	0	0	34.7	40.5
2300	11	0	3	1	0	0	0	0	0	0	0	0	0	0	N	15	0	0	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	34.6	39.3
2300	20	0	5	0	0	0	0	0	0	0	0	0	0	0	S	25	0	0	0	0	1	6	12	3	2	1	0	0	0	0	0	0	0	0	0	0	0	33.4	38.8
01-05	23	0	3	0	0	0	0	0	0	0	0	0	0	0	N	26	0	0	0	0	0	2	7	8	8	1	0	0	0	0	0	0	0	0	0	0	0	37.1	42.1
01-05	18	3	2	0	0	0	0	0	0	0	0	0	0	0	S	23	0	0	0	0	0	2	7	9	3	0	0	0	0	0	0	0	0	0	0	0	0	35.2	39.9
06-10	447	3	56	0	0	0	0	0	0	0	0	0	0	0	N	506	0	0	1	2	7	112	231	124	25	2	0	0	0	0	0	0	0	0	0	0	0	33	37.4
06-10	338	8	45	0	0	0	1	0	0	0	0	0	0	0	S	392	0	0	0	1	8	79	158	106	32	10	0	0	0	0	0	0	0	0	0	0	0	33.4	38.5
11-15	347	6	29	0	0	0	0	0	0	0	0	0	0	0	N	424	0	0	0	3	11	69	156	101	28	6	1	1	0	0	0	0	0	0	0	0	0	33.4	38.4
11-15	455	3	31	1	0	0	1	0	0	0	0	0	1	1	S	510	0	0	0	2	11	108	264	148	42	9	2	0	0	0	0	0	0	0	0	0	0	33.3	38.2
00-00	2647	16	218	1	1	1	2	1	3	0	0	0	10	8	N	2908	0	4	13	18	68	671	1279	662	158	27	6	2	0	0	0	0	0	0	0	0	0	32.8	37.6
00-00	2520	11	280	4	3	2	8	1	8	0	0	0	8	11	S	2862	0	1	12	31	67	668	1348	708	199	34	5	0	0	0	0	0	0	0	0	0	0	33.1	37.9

Report Id - CustomList-62
Site Name - Fontwell Avenue
Description - Fontwell, West Sussex
Direction - North East South West

10 January 2021

Time [-	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	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85
0000	10	0	0	0	0	0	0	0	0	0	0	0	0	0	N	10	0	0	0	0	0	3	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0000	8	0	1	0	0	0	0	0	0	0	0	0	0	0	S	9	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0100	3	0	2	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
0100	6	0	2	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	0	0	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	-
0200	5	0	3	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0300	5	0	0	0	0	0	0	0	0	0	0	0	0	0	S	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
0400	4	0	1	0	0	0	0	0	0	0	0	0	0	0	N	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
0400	1	0	1	0	0	0	0	0	0	1	0	0	0	0	S	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0500	12	0	2	0	0	0	0	0	0	0	0	0	0	0	N	14	0	0	0	0	1	2	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	34.3	39.9
0500	8	0	6	0	0	0	0	0	0	0	0	0	0	1	S	15	0	0	1	0	2	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	29.1	38.7
0600	31	0	4	0	0	0	0	0	0	0	0	0	0	0	N	35	0	0	0	0	0	4	15	9	6	1	0	0	0	0	0	0	0	0	0	0	0	35.5	41.7
0600	12	0	2	0	0	0	0	0	0	0	0	0	0	0	S	14	0	0	0	0	0	3	5	2	3	1	0	0	0	0	0	0	0	0	0	0	0	35.7	42.8
0700	53	0	4	0	0	0	1	0	0	0	0	0	0	0	N	59	0	0	1	0	1	18	24	13	1	0	0	0	0	0	0	0	0	0	0	0	0	31.9	36.1
0700	33	0	6	1	0	0	1	0	0	0	0	0	1	0	S	42	0	1	0	1	0	4	14	17	5	0	0	0	0	0	0	0	0	0	0	0	0	34.8	37.4
0800	85	0	6	0	0	0	0	0	0	0	0	0	0	2	N	93	0	0	2	0	0	21	35	31	4	0	0	0	0	0	0	0	0	0	0	0	0	33.1	37.7
0800	32	0	7	0	0	0	0	0	0	0	0	0	0	0	S	39	0	0	0	1	2	2	15	13	6	0	0	0	0	0	0	0	0	0	0	0	0	34.5	40
0900	131	0	8	0	1	0	0	0	0	0	0	0	0	1	N	141	0	0	3	0	6	36	50	38	8	0	0	0	0	0	0	0	0	0	0	0	0	32.4	37.7
0900	85	0	8	0	0	0	0	0	0	0	0	0	0	1	S	94	0	0	1	0	0	28	44	16	4	0	0	1	0	0	0	0	0	0	0	0	0	32.7	36.8
1000	165	1	16	0	0	0	0	0	0	0	0	0	0	1	N	183	0	0	2	0	6	49	81	42	3	0	0	0	0	0	0	0	0	0	0	0	0	31.7	36.4
1000	131	0	6	0	0	0	0	0	0	0	0	0	0	2	S	139	0	0	2	2	0	30	68	30	5	2	0	0	0	0	0	0	0	0	0	0	0	32.4	34.8
1100	206	0	23	0	0	0	0	0	1	0	0	0	1	2	N	233	0	0	2	3	9	65	107	42	5	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35.9
1100	199	0	11	2	0	0	0	0	0	0	0	0	0	2	S	214	0	0	1	5	7	55	103	39	4	0	0	0	0	0	0	0	0	0	0	0	0	31.4	34.1
1200	202	2	12	0	0	0	0	0	0	0	0	0	0	3	N	219	0	2	1	1	8	54	97	42	11	2	1	0	0	0	0	0	0	0	0	0	0	32.1	37.6
1200	207	0	18	0	0	0	0	0	0	0	0	0	0	1	S	226	0	0	0	3	3	44	104	61	8	3	0	0	0	0	0	0	0	0	0	0	0	33.1	37.8
1300	182	2	14	0	0	0	0	0	0	0	0	0	1	6	N	205	0	2	4	4	5	40	94	46	10	0	0	0	0	0	0	0	0	0	0	0	0	32	37.5
1300	231	0	15	0	0	0	0	0	0	0	0	0	0	7	S	253	0	1	3	7	6	51	109	70	5	1	0	0	0	0	0	0	0	0	0	0	0	32.3	37.1
1400	157	1	14	0	0	0	0	0	0	0	0	0	0	1	N	173	0	0	1	2	2	42	71	47	8	0	0	0	0	0	0	0	0	0	0	0	0	32.6	36.6
1400	176	0	12	0	1	0	0	0	0	0	0	0	2	1	S	192	0	0	2	0	5	39	72	57	16	1	0	0	0	0	0	0	0	0	0	0	0	33.5	38.8
1500	152	0	7	2	0	1	0	0	0	0	0	0	0	6	N	168	0	1	5	2	2	52	66	31	8	1	0	0	0	0	0	0	0	0	0	0	0	31.5	36.7
1500	197	2	9	2	0	0	0	0	0	0	0	0	1	0	S	211	0	0	0	1	3	41	94	58	12	2	0	0	0	0	0	0	0	0	0	0	0	33.3	38.1
1600	109	0	7	1	0	0	0	0	0	0	0	0	1	0	N	118	0	0	1	1	1	31	43	26	13	1	1	0	0	0	0	0	0	0	0	0	0	33.5	36.7
1600	181	0	8	0	0	0	0	0	0	0	0	0	1	0	S	196	0	0	0	1	5	44	85	43	9	2	1	0	0	0	0	0	0	0	0	0	0	32.8	37.5
1700	55	0	10	0	0	0	0	0	0	0	0	0	1	1	N	67	0	0	1	0	0	11	30	13	9	3	0	0	0	0	0	0	0	0	0	0	0	34.3	40.1
1700	103	0	10	0	0	0	0	0	0	0	0	0	1	0	S	114	0	0	0	0	2	25	45	34	8	0	0	0	0	0	0	0	0	0	0	0	0	33.5	38.7
1800	51	1	7	2	0	0	0	0	0	0	0	0	0	0	N	61	0	0	0	1	2	16	24	12	5	1	0	0	0	0	0	0	0	0	0	0	0	32.7	37.9
1800	64	0	8	1	0	0	0	0	0	0	0	0	0	0	S	73	0	0	0	1	0	13	26	21	9	3	0	0	0	0	0	0	0	0	0	0	0	34.7	40.7
1900	46	0	7	0	0	0	0	0	0	0	0	0	0	0	N	53	0	0	0	0	3	13	12	17	5	2	1	0	0	0	0	0	0	0	0	0	0	33.9	40
1900	56	0	13	0	0	0	0	0	0	0	0	0	0	1	S	70	0	0	0	1	2	15	25	17	6	3	0	0	0	1	0	0	0	0	0	0	0	34.1	40
2000	24	0	6	0	0	0	0	0	0	0	0	0	0	0	N	30	0	0	0	0	0	5	8	11	4	1	1	0	0	0	0	0	0	0	0	0	0	36	41.2
2000	35	0	8	0	0	0	0	0	0	0	0	0	0	0	S	43	0	0	0	0	0	9	20	10	4	0	0	0	0	0	0	0	0	0	0	0	0	34	39.3
2100	16	0	5	0	0	0	0	0	0	1	0	0	0	0	N	22	0	0	0	0	0	6	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	33.1	34.1
2100	25	0	8	0	0	0	0	0	0	0	0	0	0	0	S	33	0	0	0	0	0	9	7	9	7	1	0	0	0	0	0	0	0	0	0	0	0	35.1	41.1
2200	12	0	11	0	0	0	0	0	0	0	0	0	0	0	N	23	0	0	0	0	0	0	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	34.9	38.7
2200	9	0	4	0	0	0	0	0	0	0	0	0	0	0	S	13	0	0	0	0	0	2	4	2	3	1	1	0	0	0	0	0	0	0	0	0	0	33.1	34.1
2300	6	0	7	1	0	0	0	0	0	0	0	0	0	0	N	14	0	0	0	0	0	1	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	35.8	40.2
2300	6	0	5	0	0	0	0	0	0	0	0	0	0	0	S	11	0	0	0	0	0	5	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	33.7	42.9
01-05	14	0	8	0	0	0	0	0	0	0	0	0	0	0	N	22	0	0	0	0	0	5	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	38.8
01-05	16	0	3	0	0	0	0	0	0	0	0	0	0	0	S	19	0	0	0	0	0	4	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	33.1	39.4
06-10	269	0	18	0	1	0	1	0	0	0	0	0	0	3	N	292	0	0	6	0	7	75	109	82	13	0	0	0	0	0	0	0	0	0	0	0	0	32.5	37.6
06-10	180	5	21	3	0	0	1	0	0	0	0	0	1	0	S	211	0	1	1	5	5	34	53	45	18	0	0	1	0	0	0	0	0	0	0	0	0	33.8	38.9
11-15	215	1	24	3	0	0	0	0	0	0	0	0	2	1	N	246	0	0	2	2	3	58	97	51	27	5	1	0	0	0	0	0	0	0	0	0	0	33.6	39.2
11-15	338	5	26	3	0	0	0	0	0	0	0	0	0	0	S	372	0	0	0	2	7	83	164	95	26	5	1	0	0	0	0	0	0	0	0	0	0	33.4	38.1
00-00	1719	7	178	6	1	1	1	0	2	0	0	0	4	23	N	1942	0	5	23	14	46	474	804	449	109	14	4	0	0	0	0	0	0	0	0	0	0	32.5	37.6
00-00	1843	2	168	5	1	6	1	0	3	0	0	0	4	16	S	2049	0	2	18	25	50	531	866	518	118	21	2	1	0	1	0	0	0	0	0	0	0	33.1	37.9

Report Id - CustomList-62
Site Name - Fontwell Avenue
Description - Fontwell, West Sussex
Direction - North East South West

11 January 2021

Time [F-	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	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85
0000	5	0	10	2	0	0	0	0	1	0	0	0	0	0	N	18	0	0	0	0	0	4	6	4	4	0	0	0	0	0	0	0	0	0	0	0	35	42.1
0000	6	0	4	0	0	0	0	0	0	0	0	0	0	0	S	10	0	0	0	0	0	3	2	4	0	1	0	0	0	0	0	0	0	0	0	0	34.8	-
0100	1	0	1	1	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
0100	2	0	4	0	0	0	0	0	0	0	0	0	0	0	S	6	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	39	-
0200	9	0	2	0	0	0	0	1	0	0	0	0	0	0	N	12	0	0	0	0	0	1	3	4	2	2	0	0	0	0	0	0	0	0	0	0	37.6	46.2
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0300	10	0	0	0	0	0	0	0	0	0	0	0	0	0	N	10	0	0	0	0	0	1	2	3	1	2	1	0	0	0	0	0	0	0	0	0	39.9	-
0300	6	0	0	0	0	0	0	0	0	0	0	0	0	0	S	6	0	0	0	0	0	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	36.4	-
0400	46	0	2	0	0	0	0	0	0	0	0	0	0	0	N	48	0	0	0	0	0	2	12	17	11	6	0	0	0	0	0	0	0	0	0	0	38.1	43.6
0400	8	0	1	1	0	0	0	0	0	0	0	0	0	0	S	10	0	0	0	0	0	2	3	2	2	0	1	0	0	0	0	0	0	0	0	0	36.4	-
0500	85	1	15	0	0	0	0	0	0	0	0	0	0	0	N	101	0	0	1	1	0	2	22	26	38	11	0	0	0	0	0	0	0	0	0	0	38.6	44.9
0500	30	0	2	0	0	0	0	0	0	0	0	0	0	0	S	32	0	0	0	0	0	1	8	15	4	3	1	0	0	0	0	0	0	0	0	0	37.9	43.5
0600	234	1	40	1	0	0	0	1	0	0	0	0	1	0	N	278	0	0	1	1	0	17	90	126	35	6	2	0	0	0	0	0	0	0	0	0	36.1	42.2
0600	48	0	6	0	0	0	1	0	0	0	0	0	0	0	S	55	0	0	0	0	0	8	17	19	9	1	1	0	0	0	0	0	0	0	0	0	35.8	40.9
0700	361	1	45	1	0	1	2	1	0	0	0	0	2	0	N	414	0	0	1	0	3	54	204	96	18	3	0	0	0	0	0	0	0	0	0	0	32.9	37.4
0700	197	1	25	3	1	0	1	0	2	0	0	0	2	0	S	232	0	0	0	5	10	41	102	62	10	2	0	0	0	0	0	0	0	0	0	0	32.6	37
0800	281	3	42	3	3	2	1	2	1	0	0	0	1	1	N	340	0	0	5	2	9	85	165	65	8	1	0	0	0	0	0	0	0	0	0	0	31.8	36.8
0800	215	3	33	4	3	1	1	2	1	0	0	0	0	1	S	264	0	0	2	1	4	63	114	65	15	0	0	0	0	0	0	0	0	0	0	0	32.9	37.4
0900	201	0	30	3	1	0	0	0	1	0	1	0	0	2	N	239	0	0	3	1	12	70	90	55	8	0	0	0	0	0	0	0	0	0	0	0	31.7	34.8
0900	175	3	35	1	0	0	1	0	2	0	0	0	0	0	S	217	0	0	0	1	4	57	84	58	12	1	0	0	0	0	0	0	0	0	0	0	32.9	37.4
1000	191	2	44	1	2	0	0	2	1	0	0	0	0	2	N	245	0	0	1	3	20	81	110	29	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34.4
1000	204	0	44	2	1	1	1	1	0	0	0	0	1	2	S	257	0	3	3	6	8	81	105	39	11	1	0	0	0	0	0	0	0	0	0	0	30.9	34.8
1100	229	0	51	1	2	0	3	1	0	0	0	0	2	2	N	291	0	0	2	4	12	88	133	41	11	0	0	0	0	0	0	0	0	0	0	0	31.2	35.7
1100	204	0	26	2	2	1	2	1	0	0	0	0	0	2	S	240	0	0	2	5	13	55	101	55	6	3	0	0	0	0	0	0	0	0	0	0	31.9	36.8
1200	198	1	32	2	1	0	1	0	0	0	0	0	0	1	N	236	0	0	3	1	4	61	109	45	12	1	0	0	0	0	0	0	0	0	0	0	32.1	37.5
1200	257	1	36	1	1	0	1	0	0	0	0	0	2	0	S	299	0	0	0	1	3	80	140	63	9	3	0	0	0	0	0	0	0	0	0	0	32.5	36.8
1300	215	3	30	4	1	0	2	0	0	0	0	0	1	4	N	260	0	0	3	1	4	74	127	44	7	0	0	0	0	0	0	0	0	0	0	0	31.9	35.8
1300	261	2	28	0	3	0	0	1	0	0	0	0	2	3	S	306	0	0	3	0	5	65	121	90	13	3	0	0	0	0	0	0	0	0	0	0	33	37.6
1400	217	2	33	1	1	1	0	0	0	0	0	0	1	1	N	257	0	0	0	2	6	49	136	56	8	1	0	0	0	0	0	0	0	0	0	0	32.4	36.2
1400	256	2	30	0	0	0	2	1	0	0	0	0	1	5	S	297	0	0	3	2	5	70	117	80	16	1	0	0	1	0	0	0	0	0	0	0	32.8	37.8
1500	226	0	32	1	1	0	1	1	1	0	0	0	0	3	N	266	0	0	3	0	5	75	116	55	11	1	0	0	0	0	0	0	0	0	0	0	32.1	36.4
1500	275	0	41	0	1	0	2	0	0	0	0	0	0	0	S	319	0	0	3	4	9	77	134	66	24	0	2	0	0	0	0	0	0	0	0	0	32.4	37.7
1600	229	2	20	0	1	0	0	0	0	0	0	0	1	1	N	254	0	0	1	1	9	54	126	55	8	0	0	0	0	0	0	0	0	0	0	0	32.5	36.7
1600	462	1	58	0	1	1	1	0	1	0	0	0	2	3	S	530	0	1	2	8	28	178	235	60	16	2	0	0	0	0	0	0	0	0	0	0	30.9	36
1700	180	0	13	0	0	0	1	0	1	0	0	0	0	0	N	195	0	0	0	0	1	27	95	54	15	2	1	0	0	0	0	0	0	0	0	0	34	37.1
1700	354	3	31	1	0	0	0	0	0	0	0	0	0	0	S	389	0	0	1	0	5	120	172	74	13	3	1	0	0	0	0	0	0	0	0	0	32.3	36.6
1800	103	0	2	0	0	0	0	0	0	0	0	0	0	0	N	105	0	0	0	0	0	14	40	41	9	0	1	0	0	0	0	0	0	0	0	0	34.9	38.7
1800	187	0	11	0	0	0	0	0	0	0	0	0	0	1	S	199	0	0	1	0	2	35	81	62	17	1	0	0	0	0	0	0	0	0	0	0	33.9	37.4
1900	72	0	7	1	0	0	0	0	0	0	0	0	1	0	N	81	0	0	0	1	0	6	28	37	6	2	1	0	0	0	0	0	0	0	0	0	35.7	39.9
1900	70	0	7	0	0	0	0	0	1	0	0	0	0	0	S	78	0	0	0	0	0	12	33	16	13	3	1	0	0	0	0	0	0	0	0	0	35.2	41
2000	32	0	5	0	0	0	0	1	1	0	0	0	1	0	N	40	0	0	0	0	2	6	9	14	5	2	0	1	1	0	0	0	0	0	0	0	34.8	42.6
2000	57	1	6	0	0	0	0	0	0	0	0	0	0	1	S	65	0	0	1	0	1	8	23	21	6	3	1	1	0	0	0	0	0	0	0	0	35.3	40.1
2100	28	0	2	0	0	0	0	0	1	0	0	0	0	0	N	31	0	0	0	0	0	2	14	10	3	2	0	0	0	0	0	0	0	0	0	0	35.3	40.7
2100	34	0	2	0	0	0	0	1	0	0	0	0	0	1	S	39	0	0	1	0	1	6	6	15	7	2	0	0	0	0	0	0	0	0	0	0	35.7	41.3
2200	12	0	1	0	0	0	0	0	0	0	0	0	0	0	N	14	0	0	0	0	0	4	2	2	2	3	0	0	0	0	0	0	0	0	0	0	37.2	42.3
2200	28	0	3	0	0	0	0	0	0	0	0	0	1	0	S	32	0	0	0	0	0	7	7	10	7	1	0	0	0	0	0	0	0	0	0	0	35.5	41.8
2300	8	0	0	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	39.4	-
2300	11	0	2	0	0	0	0	0	0	0	0	0	0	0	S	13	0	0	0	0	0	1	2	3	5	2	0	0	0	0	0	0	0	0	0	0	37.2	43.1
01-05	66	0	5	1	0	0	0	1	0	0	0	0	0	0	N	73	0	0	0	0	0	4	18	26	14	10	1	0	0	0	0	0	0	0	0	0	38.1	43.2
01-05	77	0	8	1	0	0	0	0	0	0	0	0	0	0	S	86	0	0	0	0	0	4	5	8	6	1	1	0	0	0	0	0	0	0	0	0	37.2	44.4
06-10	843	4	112	7	4	3	3	3	2	0	1	0	3	3	N	986	0	0	9	3	24	239	459	216	34	4	0	0	0	0	0	0	0	0	0	0	32.2	36.5
06-10	989	7	95	8	8	3	5	5	5	0	0	0	5	2	S	1137	0	0	5	5	18	183	390	186	37	5	0	0	0	0	0	0	0	0	0	0	32.8	37.1
11-15	512	2	35	0	1	0	1	0	1	0	0	0	1	1	N	554	0	0	1	1	10	95	261	150	32	2	2	0	0	0	0	0	0	0	0	0	33.4	37.9
11-15	1005	8	90	5	5	1	1	0	1	0	0	0	3	4	S	1118	0	0	4	5	9	168	358	198	36	6	1	0	0	0	0	0	0	0	0	0	31.9	36.4
16-19	3173	16	454	22	13	4	11	10	8	0	1	0	11	17	N	3740	0	0	24	18	86	807	1642	883	225	47	6	1	1	0	0	0	0	0	0	0	32.9	37.8
16-19	3848	17	435	16	12	8	13	7	7	8	5	8	11	19	S	4535	0	4	24	35	50	572	1616	882	219	37	5	1	1	0	0	0	0	0	0	0	32.4	37.5

Report Id - CustomList-62
Site Name - Fontwell Avenue
Description - Fontwell, West Sussex
Direction - North East South West

12 January 2021

Time [-	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	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vp% 85
0000	4	0	0	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0000	15	0	2	0	0	0	0	0	0	0	0	0	0	0	S	17	0	0	0	0	0	0	1	7	8	1	0	0	0	0	0	0	0	0	0	0	0	39.4	42.8
0100	2	0	1	0	0	0	0	0	0	0	0	0	0	0	N	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0200	7	0	0	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0200	8	0	0	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0300	13	0	3	0	0	0	0	0	0	0	0	0	0	0	N	16	0	0	0	0	0	1	3	2	5	2	3	0	0	0	0	0	0	0	0	0	0	41.5	50.7
0300	3	0	1	0	0	0	0	0	1	0	0	0	0	0	S	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0400	42	0	1	0	0	0	0	0	0	0	0	0	0	0	N	43	0	0	0	0	0	3	4	19	11	5	0	1	0	0	0	0	0	0	0	0	0	39.2	45.5
0400	12	0	0	0	0	0	0	0	0	0	0	0	0	0	S	12	0	0	0	0	0	1	3	2	5	1	0	0	0	0	0	0	0	0	0	0	0	37.4	42.9
0500	79	0	8	0	0	0	0	1	0	0	0	0	1	0	N	89	0	0	0	1	0	7	21	28	26	4	2	0	0	0	0	0	0	0	0	0	0	37.5	42.2
0500	21	0	2	0	0	0	0	0	1	0	0	0	0	0	S	24	0	0	0	0	0	3	4	10	4	2	0	1	0	0	0	0	0	0	0	0	0	38.1	41.5
0600	257	0	35	0	0	0	1	0	0	0	0	0	2	0	N	295	0	0	0	0	0	24	96	127	43	5	0	0	0	0	0	0	0	0	0	0	0	35.9	42.1
0600	49	0	8	0	0	0	1	0	0	0	0	0	0	0	S	58	0	0	0	0	0	7	20	24	5	1	1	0	0	0	0	0	0	0	0	0	0	35.5	39.7
0700	361	2	56	1	0	0	2	2	1	0	0	0	0	1	N	426	0	0	1	1	2	113	205	94	10	0	0	0	0	0	0	0	0	0	0	0	0	32.5	36.4
0700	178	0	26	0	1	0	0	0	1	0	0	0	2	1	S	209	0	1	1	3	10	45	73	63	9	4	0	0	0	0	0	0	0	0	0	0	0	32.8	37.4
0800	305	0	46	1	3	0	2	1	0	0	0	0	0	1	N	359	0	0	3	4	12	81	177	71	11	0	0	0	0	0	0	0	0	0	0	0	0	32.1	36.8
0800	205	0	40	2	2	1	0	1	2	0	0	0	0	0	S	253	0	0	1	2	9	52	110	67	11	1	0	0	0	0	0	0	0	0	0	0	0	32.8	37.1
0900	174	0	24	5	0	0	1	1	1	0	0	0	0	0	N	206	0	0	0	2	5	46	101	44	7	1	0	0	0	0	0	0	0	0	0	0	0	32.6	34.7
0900	176	1	42	0	0	0	1	0	1	0	0	0	0	0	S	221	0	0	0	0	2	42	101	65	8	2	0	1	0	0	0	0	0	0	0	0	0	33.5	37
1000	173	0	30	1	1	0	1	2	1	0	0	0	1	0	N	210	0	0	0	8	13	64	90	33	2	0	0	0	0	0	0	0	0	0	0	0	0	30.7	32.1
1000	174	0	31	0	1	0	0	0	1	0	0	0	0	1	S	208	0	0	1	1	15	56	77	40	16	2	0	0	0	0	0	0	0	0	0	0	0	32.3	36.1
1100	208	1	50	1	3	0	2	2	1	0	0	0	0	0	N	268	0	4	10	7	30	79	103	30	4	1	0	0	0	0	0	0	0	0	0	0	0	29.2	34.7
1100	197	1	36	2	2	0	0	1	1	0	0	0	1	0	S	241	0	1	2	15	28	86	75	27	6	0	1	0	0	0	0	0	0	0	0	0	0	29.3	34.9
1200	231	0	30	2	2	0	1	1	0	0	0	0	1	1	N	269	0	0	1	3	11	92	123	36	3	0	0	0	0	0	0	0	0	0	0	0	0	31	34.9
1200	223	0	31	2	3	0	2	0	3	0	0	0	1	1	S	266	0	0	1	5	3	80	120	46	10	1	0	0	0	0	0	0	0	0	0	0	0	31.8	36.1
1300	258	1	44	1	0	0	0	1	0	0	0	0	1	1	N	307	0	0	4	6	17	91	119	63	8	0	0	0	0	0	0	0	0	0	0	0	0	31.8	34.4
1300	284	2	32	1	0	0	0	0	0	0	0	0	0	2	S	321	0	0	2	2	6	76	148	71	15	1	0	0	0	0	0	0	0	0	0	0	0	32.4	37.4
1400	220	3	25	0	0	0	0	3	0	0	0	0	0	2	N	253	0	0	2	1	13	93	90	45	8	1	0	0	0	0	0	0	0	0	0	0	0	31.2	35.2
1400	251	0	31	3	4	0	0	0	0	0	0	0	1	3	S	293	0	0	1	2	6	85	129	56	15	0	0	0	0	0	0	0	0	0	0	0	0	32.2	34.8
1500	249	4	35	1	0	0	1	2	1	0	0	0	1	5	N	299	0	1	4	4	8	90	127	57	5	2	1	0	0	0	0	0	0	0	0	0	0	31.5	34
1500	339	1	45	1	0	0	0	0	1	0	0	0	1	1	S	389	0	0	4	2	10	87	191	75	17	2	1	0	0	0	0	0	0	0	0	0	0	32.4	37
1600	242	0	17	1	0	0	0	0	0	0	0	0	1	0	N	261	0	0	0	1	7	63	115	65	8	2	0	0	0	0	0	0	0	0	0	0	0	32.5	34.7
1600	408	1	55	1	0	0	1	0	0	0	0	0	1	2	S	469	0	0	3	2	18	138	219	74	13	2	0	0	0	0	0	0	0	0	0	0	0	31.4	35.9
1700	178	0	14	0	0	0	1	0	0	0	0	0	0	0	N	193	0	0	0	0	3	33	90	53	13	1	0	0	0	0	0	0	0	0	0	0	0	33.1	37.3
1700	382	1	41	0	1	0	0	1	0	0	0	0	1	0	S	427	0	1	4	2	9	156	139	94	19	1	0	0	0	0	0	0	0	0	0	0	0	31.8	37
1800	111	0	7	0	0	0	0	0	1	0	0	0	0	0	N	119	0	0	0	0	1	12	43	44	14	4	1	0	0	0	0	0	0	0	0	0	0	35.3	41.4
1800	203	0	20	0	0	0	0	0	0	0	0	0	0	0	S	223	0	0	0	1	3	46	103	45	20	4	0	1	0	0	0	0	0	0	0	0	0	33.5	39.2
1900	64	0	5	0	0	0	0	1	0	0	0	0	0	1	N	71	0	0	1	0	0	5	33	19	10	3	0	0	0	0	0	0	0	0	0	0	0	35.4	41
1900	99	0	5	0	0	0	0	0	0	0	0	0	2	0	S	106	0	0	0	1	2	19	31	34	17	2	0	0	0	0	0	0	0	0	0	0	0	34.7	40.1
2000	36	1	1	0	0	0	0	0	0	0	0	0	1	0	N	39	0	0	0	0	0	4	11	13	6	4	1	0	0	0	0	0	0	0	0	0	0	37.6	44.1
2000	45	0	6	0	0	0	0	0	0	0	0	0	0	0	S	51	0	0	0	0	0	7	10	20	10	4	0	0	0	0	0	0	0	0	0	0	0	36.7	43.1
2100	29	0	5	0	0	0	0	0	0	0	0	0	0	0	N	34	0	0	0	0	0	6	11	7	7	0	2	1	0	0	0	0	0	0	0	0	0	36.4	42.6
2100	37	0	5	0	0	0	0	0	0	0	0	0	0	0	S	42	0	0	0	0	1	3	13	11	7	5	1	1	0	0	0	0	0	0	0	0	0	37.4	44.3
2200	23	0	2	1	0	0	0	0	0	0	0	0	0	0	N	26	0	0	0	0	0	4	5	11	2	2	1	1	0	0	0	0	0	0	0	0	0	37.4	45.1
2200	45	0	3	1	0	0	0	0	0	0	0	0	1	0	S	50	0	0	0	0	3	6	6	20	9	4	2	0	0	0	0	0	0	0	0	0	0	37.3	43
2300	10	0	4	0	0	0	0	0	1	0	0	0	0	0	N	15	0	0	0	0	0	1	4	4	6	0	0	0	0	0	0	0	0	0	0	0	0	37.6	42.9
2300	10	0	3	0	0	0	1	0	0	0	0	0	0	0	S	14	0	0	0	0	0	3	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	37.3	44.1
01-05	64	0	5	0	0	0	0	0	0	0	0	0	0	0	N	69	0	0	0	0	0	5	11	25	17	7	3	1	0	0	0	0	0	0	0	0	0	39.2	47.1
01-05	24	0	2	0	0	0	0	0	0	0	0	0	0	0	S	27	0	0	0	0	0	3	10	8	5	1	0	0	0	0	0	0	0	0	0	0	0	36.3	42.3
06-10	840	2	126	7	3	0	5	4	2	0	0	0	0	2	N	991	0	0	4	7	19	240	483	209	28	1	0	0	0	0	0	0	0	0	0	0	0	32.4	34.5
06-10	259	3	188	2	3	1	3	1	3	0	0	0	2	1	S	465	0	1	2	5	21	155	204	118	28	2	0	1	0	0	0	0	0	0	0	0	0	33	37.2
11-15	531	0	38	1	0	0	1	0	1	0	0	0	1	0	N	573	0	0	0	1	11	108	248	162	35	7	1	0	0	0	0	0	0	0	0	0	0	33.5	37.9
11-15	538	2	38	1	0	0	1	0	0	0	0	0	1	0	S	581	0	0	2	5	20	168	361	213	52	9	0	0	0	0	0	0	0	0	0	0	0	32	34.8
16-00	3276	12	443	15	9	0	12	17	7	0	0	0	9	12	N	3812	0	5	26	37	122	913	1576	871	211	37	11	3	0	0	0	0	0	0	0	0	0	32.4	37.9
16-00	3345	7	466	13	14	1	8	5	12	8	5	8	11	11	S	4055	0	5	28	38	148	1083	1865	852	231	41	6	4	0	0	0	0	0	0	0	0	0	32.5	37.4

Report Id - CustomList-62
Site Name - Fontwell Avenue
Description - Fontwell, West Sussex
Direction - North East South West

13 January 2021

Time [-	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	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85
0000	8	0	1	0	0	0	0	0	1	0	0	0	0	0	N	10	0	0	0	0	0	1	3	3	3	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0000	26	0	2	0	0	0	0	0	0	0	0	0	0	0	S	28	0	0	0	0	0	3	5	14	2	4	0	0	0	0	0	0	0	0	0	0	37.7	46.2
0100	5	0	2	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-
0200	7	0	0	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	39.2	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	S	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0300	12	0	0	0	0	0	0	0	0	0	0	0	0	0	N	12	0	0	0	0	0	0	3	2	3	4	0	0	0	0	0	0	0	0	0	0	40.4	17.1
0300	3	0	0	0	0	0	0	0	0	0	0	0	0	0	S	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0400	33	0	1	0	0	0	0	0	0	0	0	0	0	0	N	34	0	0	0	0	0	0	7	16	7	3	1	0	0	0	0	0	0	0	0	0	39	42.7
0400	8	0	0	0	0	0	0	0	0	0	0	0	0	0	S	8	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	37.2	-
0500	75	0	9	0	0	0	0	0	0	0	0	0	1	0	N	85	0	0	0	0	0	3	18	33	27	4	0	0	0	0	0	0	0	0	0	0	38.4	42.3
0500	18	0	1	0	0	0	0	0	0	0	0	0	0	0	S	19	0	0	0	0	0	0	4	6	6	1	0	0	0	0	0	0	0	0	0	0	38	44.7
0600	260	2	38	2	0	0	0	0	0	0	0	0	1	0	N	303	0	0	1	1	1	16	122	113	43	4	2	0	0	0	0	0	0	0	0	0	35.7	42.3
0600	64	0	7	0	0	0	1	2	0	0	0	0	0	1	S	75	0	0	1	0	0	14	23	19	14	3	1	0	0	0	0	0	0	0	0	0	35.2	41.4
0700	363	0	65	2	0	1	0	1	0	0	0	0	1	2	N	435	0	0	2	1	2	82	204	117	20	1	1	0	0	0	0	0	0	0	0	0	33.2	37.4
0700	176	0	30	3	0	0	0	1	0	0	0	0	2	0	S	212	0	0	0	0	5	49	95	44	12	3	0	0	0	0	0	0	0	0	0	0	33	37.9
0800	279	1	39	0	2	0	2	2	0	0	0	0	0	0	N	325	0	0	2	1	2	72	168	69	10	0	1	0	0	0	0	0	0	0	0	0	32.7	34.6
0800	200	0	41	3	1	0	1	0	0	0	0	0	0	0	S	246	0	0	1	2	2	49	121	59	11	1	0	0	0	0	0	0	0	0	0	0	33	37.1
0900	215	1	47	5	0	1	2	1	1	0	0	0	0	1	N	274	0	0	3	2	16	65	138	42	5	2	1	0	0	0	0	0	0	0	0	0	31.8	34.1
0900	178	0	34	4	3	0	1	1	4	0	0	0	0	0	S	226	0	0	0	3	2	56	100	56	8	1	0	0	0	0	0	0	0	0	0	0	32.5	37
1000	199	2	36	3	0	0	0	2	0	0	0	0	0	2	N	244	0	0	3	4	3	73	101	48	10	2	0	0	0	0	0	0	0	0	0	0	31.8	34.1
1000	182	1	38	3	0	0	0	1	2	0	0	0	0	0	S	227	0	1	1	2	1	56	97	50	18	1	0	0	0	0	0	0	0	0	0	0	32.7	37.6
1100	189	0	38	1	1	0	1	1	0	0	0	0	0	1	N	232	0	0	1	2	10	92	92	32	3	0	0	0	0	0	0	0	0	0	0	0	30.7	35.1
1100	228	0	37	4	0	0	0	2	1	0	0	0	0	1	S	273	0	0	1	3	6	62	118	67	15	1	0	0	0	0	0	0	0	0	0	0	32.7	37.6
1200	224	2	21	3	1	1	0	2	0	0	0	0	0	0	N	254	0	0	0	7	16	84	103	40	4	0	0	0	0	0	0	0	0	0	0	0	30.7	34.9
1200	207	2	32	3	1	0	0	0	0	0	0	0	1	0	S	246	0	0	0	0	9	52	123	61	10	1	0	0	0	0	0	0	0	0	0	0	32.5	34.7
1300	250	2	38	2	3	0	0	0	0	0	0	0	1	2	N	298	0	0	2	1	13	90	123	60	7	2	0	0	0	0	0	0	0	0	0	0	31.7	34.8
1300	273	1	32	1	2	0	0	0	0	0	0	0	0	0	S	309	0	0	0	0	7	80	144	67	9	2	0	0	0	0	0	0	0	0	0	0	32.5	34.9
1400	195	1	39	1	0	2	4	0	0	0	0	0	1	1	N	244	0	0	4	3	8	61	110	54	4	0	0	0	0	0	0	0	0	0	0	0	31.6	34
1400	270	0	25	0	1	0	0	0	1	0	0	0	1	1	S	299	0	0	4	6	13	99	119	48	10	0	0	0	0	0	0	0	0	0	0	0	31.1	32.8
1500	229	0	36	1	1	0	1	1	0	0	0	0	0	1	N	269	0	0	2	3	8	61	134	45	8	0	0	0	0	0	0	0	0	0	0	0	32.1	34.4
1500	293	3	41	1	0	0	1	0	2	0	0	0	2	1	S	344	0	0	1	0	8	80	177	63	13	2	0	0	0	0	0	0	0	0	0	0	32.2	33.9
1600	217	4	26	0	0	0	1	0	1	0	0	0	1	0	N	250	0	0	0	4	6	59	111	63	6	1	0	0	0	0	0	0	0	0	0	0	32.2	34.2
1600	391	0	56	0	0	0	0	0	0	0	0	0	2	1	S	451	0	0	2	1	10	139	191	92	15	0	0	0	0	0	0	0	0	0	0	0	32	34.7
1700	181	0	16	0	0	0	0	2	0	0	0	0	0	0	N	199	0	0	0	0	0	31	91	63	11	2	0	1	0	0	0	0	0	0	0	0	34	33.1
1700	343	1	37	0	0	0	0	0	0	0	0	0	2	1	S	384	0	0	1	9	16	120	165	65	8	0	0	0	0	0	0	0	0	0	0	0	31.2	33.7
1800	93	1	11	0	0	0	0	0	0	0	0	0	0	0	N	105	0	0	0	0	2	20	43	31	7	2	0	0	0	0	0	0	0	0	0	0	33.9	35.8
1800	184	1	15	0	0	0	0	2	0	0	0	0	1	0	S	203	0	0	0	0	0	38	85	65	12	2	1	0	0	0	0	0	0	0	0	0	33.8	37.7
1900	68	0	9	0	0	0	0	0	0	0	0	0	0	0	N	77	0	0	0	0	0	9	36	22	7	2	0	1	0	0	0	0	0	0	0	0	35.1	36.9
1900	107	0	6	0	0	0	0	0	0	0	0	0	0	1	S	114	0	0	0	1	3	16	45	34	11	4	0	0	0	0	0	0	0	0	0	0	34.3	37.7
2000	40	0	5	0	0	0	0	0	0	0	0	0	1	0	N	46	0	0	0	0	1	2	19	16	6	2	0	0	0	0	0	0	0	0	0	0	35.9	40
2000	64	0	7	0	0	0	0	0	0	0	0	0	0	0	S	71	0	0	0	0	0	17	15	29	8	2	0	0	0	0	0	0	0	0	0	0	35.1	40.1
2100	28	0	2	0	0	0	0	0	0	0	0	0	0	0	N	30	0	0	0	0	0	5	8	10	6	1	0	0	0	0	0	0	0	0	0	0	35.9	41.7
2100	35	0	5	0	0	0	0	0	0	0	0	0	0	0	S	40	0	0	0	0	0	8	17	8	6	1	0	0	0	0	0	0	0	0	0	0	34.5	42
2200	24	0	0	0	0	0	0	0	0	1	0	0	0	0	N	25	0	0	0	0	2	4	10	6	3	0	0	0	0	0	0	0	0	0	0	0	33.3	39.4
2200	38	0	1	0	0	0	0	0	0	0	0	0	0	0	S	39	0	0	0	0	1	6	9	15	7	1	0	0	0	0	0	0	0	0	0	0	35.7	41.6
2300	9	0	0	0	0	0	0	0	0	0	0	0	0	0	N	9	0	0	0	0	0	0	2	2	4	0	1	0	0	0	0	0	0	0	0	0	40	-
2300	13	0	2	0	0	0	0	0	0	0	0	0	0	0	S	15	0	0	0	0	1	3	3	3	5	0	0	0	0	0	0	0	0	0	0	0	34.9	41
01-05	57	0	3	0	0	0	0	0	0	0	0	0	0	0	N	60	0	0	0	0	0	2	14	22	13	8	1	0	0	0	0	0	0	0	0	0	38.8	36
01-05	13	0	0	0	0	0	0	0	0	0	0	0	0	0	S	13	0	0	0	0	0	0	4	4	3	1	1	0	0	0	0	0	0	0	0	0	38.1	47.1
06-10	857	2	146	7	2	2	4	4	1	0	0	0	1	3	N	1029	0	0	7	4	20	219	510	228	35	3	3	0	0	0	0	0	0	0	0	0	32.4	34.8
06-10	386	8	165	10	8	6	5	5	3	0	0	0	2	0	S	483	0	0	1	5	9	155	230	108	31	5	0	0	0	0	0	0	0	0	0	0	32.8	37.1
11-15	491	5	53	0	0	0	0	1	2	1	0	0	0	1	0	N	554	0	0	0	4	8	110	245	157	24	5	0	1	0	0	0	0	0	0	0	0	33.2	37.1
11-15	318	5	98	3	3	0	3	2	0	0	0	0	0	0	S	430	0	0	3	10	0	297	341	223	35	5	1	0	0	0	0	0	0	0	0	0	32.1	34.5
00-00	3194	16	474	20	8	5	11	12	4	0	0	0	7	10	N	3761	0	0	20	29	90	832	1650	891	207	33	7	2	0	0	0	0	0	0	0	0	32.9	37.3
00-00	3353	7	449	24	8	6	8	7	10	8	5	8	11	7	S	4057	0	1	12	27	54	948	1864	859	203	31	5	0	0	0	0	0	0	0	0	0	32.4	37.2

Report Id - CustomList-62
Site Name - Fontwell Avenue
Description - Fontwell, West Sussex
Direction - North East South West

14 January 2021

Time [...]	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	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpk 85
0000	7	0	0	0	0	0	0	0	0	0	0	0	0	0	N	7	0	0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0000	17	0	0	0	0	0	0	0	0	0	0	0	0	0	S	17	0	0	0	0	0	0	1	5	9	1	1	0	0	0	0	0	0	0	0	0	0	41.4	41.9
0100	3	0	1	0	0	0	0	0	0	0	0	0	0	0	N	4	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0100	3	0	1	0	0	0	0	0	0	0	0	0	0	0	S	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0200	8	0	0	0	0	0	0	0	0	0	0	0	0	0	N	8	0	0	0	0	0	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	S	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0300	14	0	1	0	0	0	0	0	0	0	0	0	0	0	N	15	0	0	0	0	0	1	4	4	4	0	2	0	0	0	0	0	0	0	0	0	0	39	38.7
0300	4	0	0	0	0	0	0	0	0	0	0	0	0	0	S	4	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	41.4	-
0400	44	0	0	0	0	0	0	0	0	0	0	0	0	0	N	44	0	0	0	0	0	1	13	18	9	2	1	0	0	0	0	0	0	0	0	0	0	37.2	41.2
0400	9	0	1	1	0	0	0	0	0	0	0	0	0	0	S	11	0	0	0	0	0	2	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	39.4	44.1
0500	70	0	13	1	0	0	1	0	1	0	0	0	0	0	N	86	0	0	0	0	0	12	13	34	24	3	0	0	0	0	0	0	0	0	0	0	0	37	42.1
0500	19	0	2	0	0	0	0	1	0	0	0	0	0	0	S	22	0	0	0	0	0	1	6	10	4	1	0	0	0	0	0	0	0	0	0	0	0	37.4	42.7
0600	228	0	39	0	0	0	1	0	0	0	0	0	0	2	0	270	0	0	1	1	2	17	85	124	39	1	0	0	0	0	0	0	0	0	0	0	0	35.9	41
0600	62	0	12	0	0	0	1	0	1	0	0	0	0	0	S	76	0	0	0	0	0	11	30	25	9	0	1	0	0	0	0	0	0	0	0	0	0	34.6	39.1
0700	303	0	51	1	0	0	1	0	1	0	0	0	0	1	N	358	0	0	4	1	1	69	183	84	12	4	0	0	0	0	0	0	0	0	0	0	0	32.9	36.9
0700	173	1	29	0	0	0	0	1	1	0	0	0	0	1	S	206	0	0	0	0	9	80	84	30	11	2	0	0	0	0	0	0	0	0	0	0	0	32.6	37.1
0800	279	0	41	0	3	0	4	1	0	0	0	0	0	0	N	328	0	0	0	6	8	77	163	64	9	1	0	0	0	0	0	0	0	0	0	0	0	32.1	34.4
0800	213	0	45	0	3	1	0	1	1	0	0	0	0	0	S	264	0	0	0	0	4	49	128	79	4	0	0	0	0	0	0	0	0	0	0	0	0	33.2	37.1
0900	211	2	27	3	0	0	1	2	0	0	0	0	0	1	N	247	0	0	2	3	5	44	137	45	9	1	1	0	0	0	0	0	0	0	0	0	0	32.4	34.2
0900	197	0	36	3	4	0	0	3	1	0	0	0	1	0	S	245	0	0	0	3	2	41	117	62	13	1	0	0	0	0	0	0	0	0	0	0	0	33.3	36.1
1000	182	0	42	2	3	0	1	2	0	0	0	0	1	0	N	230	0	0	0	1	8	69	109	40	6	0	0	0	0	0	0	0	0	0	0	0	0	31.7	33.2
1000	182	1	41	2	1	0	0	1	0	0	0	0	0	0	S	228	0	0	0	1	2	36	127	52	10	0	0	0	0	0	0	0	0	0	0	0	0	33.1	37.2
1100	207	2	38	1	0	0	0	1	1	0	0	0	0	0	N	250	0	0	0	2	11	78	93	57	9	0	0	0	0	0	0	0	0	0	0	0	0	31.9	34.3
1100	216	1	40	3	2	0	1	0	0	0	0	0	1	0	S	264	0	0	1	4	11	77	109	50	11	0	1	0	0	0	0	0	0	0	0	0	0	31.9	34.8
1200	208	0	34	1	0	0	1	1	0	0	0	0	0	1	N	246	0	0	3	3	8	61	102	54	13	1	0	0	1	0	0	0	0	0	0	0	0	32.5	37.1
1200	239	2	39	0	3	0	0	3	1	0	0	0	0	0	S	287	0	0	1	5	6	60	127	69	19	0	0	0	1	0	0	0	0	0	0	0	0	32.7	37.1
1300	241	0	30	2	2	0	0	0	0	0	0	0	2	1	N	278	0	0	2	2	9	77	113	58	15	2	0	0	0	0	0	0	0	0	0	0	0	32.5	37.4
1300	251	0	31	3	1	0	1	1	0	0	0	0	1	0	S	289	0	1	1	3	6	67	115	67	28	0	1	0	0	0	0	0	0	0	0	0	0	33	38.6
1400	195	1	44	1	1	0	1	1	2	0	0	0	0	1	N	247	0	1	0	2	9	81	98	51	3	2	0	0	0	0	0	0	0	0	0	0	0	31.7	34.2
1400	246	1	37	3	2	0	1	1	1	0	0	0	1	1	S	294	0	0	2	10	11	71	143	52	5	0	0	0	0	0	0	0	0	0	0	0	0	31.1	35.8
1500	246	2	39	0	0	0	0	2	1	0	0	0	0	0	N	290	0	1	0	4	12	88	126	54	5	0	0	0	0	0	0	0	0	0	0	0	0	31.4	34
1500	294	1	37	0	1	0	0	2	0	0	0	0	0	0	S	335	0	0	0	1	7	95	147	65	14	5	0	1	0	0	0	0	0	0	0	0	0	32.4	36.7
1600	198	0	20	0	0	0	0	2	0	0	0	0	0	0	N	220	0	0	0	4	9	55	117	29	5	0	0	1	0	0	0	0	0	0	0	0	0	31.7	34.2
1600	379	0	63	0	0	0	2	0	0	0	0	0	0	0	S	444	0	0	1	2	18	153	178	76	14	0	1	1	0	0	0	0	0	0	0	0	0	31.5	36
1700	170	0	10	0	0	0	1	1	0	0	0	0	0	0	N	182	0	0	0	0	0	23	84	59	13	3	0	0	0	0	0	0	0	0	0	0	0	34.4	37.7
1700	325	1	24	0	0	0	0	0	1	0	0	0	3	1	S	355	0	0	0	9	14	102	120	89	15	5	0	1	0	0	0	0	0	0	0	0	0	32.5	37.2
1800	112	0	6	0	0	0	0	0	0	0	0	0	1	0	N	119	0	0	0	0	1	16	45	36	15	3	2	1	0	0	0	0	0	0	0	0	0	35.3	40.7
1800	192	0	17	0	0	0	0	0	0	0	0	0	0	0	S	209	0	0	0	1	3	58	77	52	16	2	0	0	0	0	0	0	0	0	0	0	0	33.2	38.4
1900	74	0	4	0	0	0	0	2	0	0	0	0	1	0	N	81	0	0	0	1	1	11	25	29	9	4	1	0	0	0	0	0	0	0	0	0	0	35.5	41.2
1900	100	0	8	0	0	0	0	0	0	0	0	0	0	0	S	108	0	0	0	0	0	17	33	38	16	2	2	0	0	0	0	0	0	0	0	0	0	35.5	42.5
2000	37	0	6	0	0	0	0	0	1	0	0	0	0	0	N	44	0	0	0	0	2	3	16	17	5	1	0	0	0	0	0	0	0	0	0	0	0	35.3	39.7
2000	60	0	5	0	0	0	0	0	0	0	0	0	0	1	S	66	0	0	1	1	2	8	22	18	10	3	1	0	0	0	0	0	0	0	0	0	0	35.1	40.9
2100	22	0	1	0	0	0	0	0	0	0	0	0	0	0	N	23	0	0	0	0	1	3	4	8	5	1	1	0	0	0	0	0	0	0	0	0	0	37	42.7
2100	28	0	5	0	0	0	1	0	0	0	0	0	0	0	S	34	0	0	0	0	0	6	5	9	10	1	0	0	0	0	0	0	0	0	0	0	0	36.5	43.5
2200	14	0	0	0	0	0	0	0	0	0	0	0	0	1	N	16	0	0	1	0	0	3	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	34.3	34.1
2200	35	0	2	0	0	0	1	0	0	0	0	0	1	0	S	39	0	0	0	0	0	5	7	11	12	1	3	0	0	0	0	0	0	0	0	0	0	38	44
2300	10	0	0	0	0	0	0	0	0	0	0	0	0	0	N	16	0	0	0	0	0	1	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
2300	19	0	1	0	0	0	0	0	1	0	0	0	0	0	S	21	0	0	0	0	0	3	5	7	4	1	1	0	0	0	0	0	0	0	0	0	0	37.3	43.7
01-05	69	0	2	0	0	0	0	0	0	0	0	0	0	0	N	71	0	0	0	0	0	5	20	25	14	4	3	0	0	0	0	0	0	0	0	0	0	37.8	42.8
01-05	78	0	2	1	0	0	0	0	0	0	0	0	0	0	S	81	0	0	0	0	0	2	3	8	6	2	0	0	0	0	0	0	0	0	0	0	0	39.2	45.6
06-10	793	2	119	4	3	0	6	3	1	0	0	0	0	2	N	930	0	0	6	10	14	190	483	193	30	6	1	0	0	0	0	0	0	0	0	0	0	32.5	34.5
06-10	888	3	164	5	7	1	5	5	3	0	0	0	1	1	S	1084	0	0	0	0	18	148	559	191	58	5	0	0	0	0	0	0	0	0	0	0	0	33.1	37.5
11-15	480	0	36	0	0	0	1	3	0	0	0	0	1	0	N	521	0	0	0	4	10	94	246	124	33	6	2	2	0	0	0	0	0	0	0	0	0	33.5	37.9
11-15	636	3	164	3	5	0	2	6	1	0	0	0	0	1	S	820	0	0	0	32	50	318	375	217	45	9	3	0	0	0	0	0	0	0	0	0	0	32.1	34.7
00-00	3083	7	447	12	9	0	12	15	7	0	0	0	7	6	N	3606	0	2	13	36	87	794	1542	876	218	32	8	2	1	0	0	0	0	0	0	0	0	33	37.7
00-00	3563	8	670	15	17	1	8	15	7	0	0	0	8	4	S	4315	0	1	7	50	54	512	1384	898	283	38	12	3	1	0	0	0	0	0	0	0	0	32.8	37.7

Report Id - CustomList-62
Site Name - Fontwell Avenue
Description - Fontwell, West Sussex
Direction - North East South West

Grand Total

Time [--	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	Cat	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85
--	20471	91	2650	87	49	13	59	64	33	0	1	0	57	79	N	23654	0	26	139	170	592	5323	10186	5582	1362	212	68	19	4	0	0	0	0	0	0	0	32.8	37.4
--	21449	67	2688	87	68	14	42	38	45	0	1	0	64	76	S	24639	0	14	98	221	580	5852	10387	5767	1430	231	64	12	2	1	0	0	0	0	0	0	32.8	37.8

Appendix C WSCC Monitoring Data

Site Numb: 00005063 Site Refere A0029130L03 Grid Ref 494583,105867

EASTERGATE, A29, FONTWELL AVE. OUTSIDE WEST VIEW

Vehicle Count Report Week Begin: 27 January 2014 Channel: Total Flow

	Mon Jan 27	Tue Jan 28	Wed Jan 29	Thu Jan 30	Fri Jan 31	Sat Feb 01	Sun Feb 02	5-Day Ave.	7-Day Ave.
00:00					54	67	88	54	61
01:00					26	32	35	26	28
02:00					14	19	25	14	16
03:00					24	16	23	24	23
04:00					52	38	22	52	46
05:00					158	69	34	158	128
06:00					376	124	75	376	297
07:00					758	248	152	758	599
08:00					1022	443	259	1022	830
09:00					629	516	438	629	586
10:00					577	684	676	577	606
11:00					595	737	793	595	644
12:00				634	677	679	748	656	672
13:00				687	724	688	714	706	704
14:00				739	840	645	697	790	756
15:00				942	955	618	641	948	857
16:00				923	981	638	642	952	863
17:00				926	802	553	531	864	772
18:00				695	610	418	398	652	583
19:00				458	444	331	323	451	416
20:00				256	195	169	208	226	215
21:00				249	146	178	156	198	189
22:00				178	170	159	136	174	166
23:00				106	116	122	70	111	107
Totals									
12H(7-19)					9170	6867	6689	9148	8471
16H(6-22)					10331	7669	7451	10398	9588
18H(6-24)					10617	7950	7657	10684	9861
24H(0-24)					10945	8191	7884	11012	10162
AM Peak					08:00	11:00	11:00	08:00	08:00
					1022	737	793	1022	830
PM Peak				15:00	16:00	13:00	12:00	16:00	16:00
				942	981	688	748	952	863

West Sussex County Council VDA-net R2 13/01/2021

ARUN DISTRICT COUNCIL AL/49/22/PL

Site Numb: 00005063 Site Refere A0029130L03 Grid Ref 494583,105867

EASTERGATE, A29, FONTWELL AVE. OUTSIDE WEST VIEW

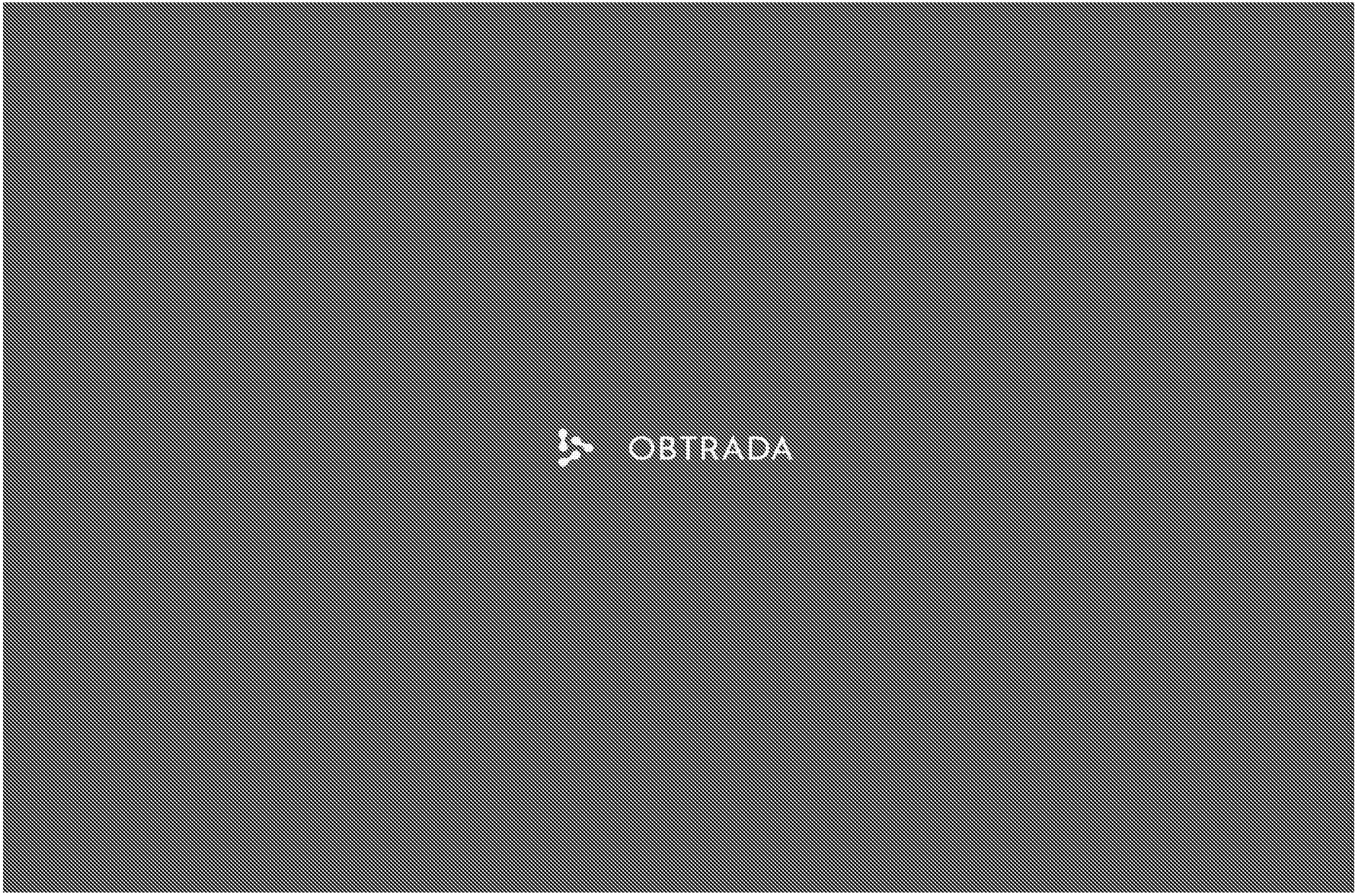
Vehicle Count Report Week Begin: 03 February 2014 Channel: Total Flow

	Mon Feb 03	Tue Feb 04	Wed Feb 05	Thu Feb 06	Fri Feb 07	Sat Feb 08	Sun Feb 09	5-Day Ave.	7-Day Ave.
00:00	43	35	18	23				30	
01:00	22	25	18	18				21	
02:00	9	9	6	13				9	
03:00	25	26	17	22				22	
04:00	46	33	36	42				39	
05:00	181	172	141	147				160	
06:00	429	420	387	475				428	
07:00	783	816	687	807				773	
08:00	990	1062	904	1021				994	
09:00	764	702	576	674				679	
10:00	657	632	539	579				602	
11:00	636	599	574					603	
12:00	653	611	474					579	
13:00	647	662	604					638	
14:00	664	766	640					690	
15:00	861	858	779					833	
16:00	909	988	829					909	
17:00	1023	963	863					950	
18:00	596	666	577					613	
19:00	381	446	352					393	
20:00	262	230	224					239	
21:00	186	179	167					177	
22:00	153	121	110					128	
23:00	105	44	79					76	
Totals									
12H(7-19)	9183	9325	8046					8862	
16H(6-22)	10441	10600	9176					10099	
18H(6-24)	10699	10765	9365					10303	
24H(0-24)	11025	11065	9601					10585	
AM Peak	08:00	08:00	08:00					08:00	
	990	1062	904					994	
PM Peak	17:00	16:00	17:00					17:00	
	1023	988	863					950	

West Sussex County Council VDA-net R2 13/01/2021

ARUN DISTRICT COUNCIL AL/49/22/PL

Appendix D Classified Turning Count Data


OBTRADA

0107 - Fontwell Avenue, Eastergate
15/12/2020 and 16/12/2020

Camera Location



0107 - Fontwell Avenue, Eastergate
15/12/2020

A — In: A - B

TIME			LIGHT	MEDIUM	HEAVY	BUSES	MOTORCYCLES	TOTAL MOVEMENTS
07:00	-	07:15						0
07:15	-	07:30						0
07:30	-	07:45						0
07:45	-	08:00						0
08:00	-	08:15						0
08:15	-	08:30						0
08:30	-	08:45						0
08:45	-	09:00	3					3
09:00	-	09:15						0
09:15	-	09:30						0
09:30	-	09:45						0
09:45	-	10:00	1					1
10:00	-	10:15	2					2
10:15	-	10:30	1					1
10:30	-	10:45						0
10:45	-	11:00						0
11:00	-	11:15						0
11:15	-	11:30	1					1
11:30	-	11:45	1					1
11:45	-	12:00						0
12:00	-	12:15	1					1
12:15	-	12:30						0
12:30	-	12:45	1					1
12:45	-	13:00	3					3
13:00	-	13:15						0
13:15	-	13:30	2					2
13:30	-	13:45	1					1
13:45	-	14:00	1					1
14:00	-	14:15						0
14:15	-	14:30						0
14:30	-	14:45						0
14:45	-	15:00						0
15:00	-	15:15	2					2
15:15	-	15:30						0
15:30	-	15:45						0
15:45	-	16:00		1				1
16:00	-	16:15	1					1
16:15	-	16:30						0
16:30	-	16:45						0
16:45	-	17:00	1					1
17:00	-	17:15	2					2
17:15	-	17:30	1					1
17:30	-	17:45	2					2
17:45	-	18:00		1				1
18:00	-	18:15						0
18:15	-	18:30						0
18:30	-	18:45						0
18:45	-	19:00						0
			27	2	0	0	0	29

B — Out: B - A / B - C

TIME			B - A LIGHT	B - A MEDIUM	B - A HEAVY	B - A BUSES	B - A MOTORCYCLES	B - A TOTAL MOVEMENTS	B - C LIGHT	B - C MEDIUM	B - C HEAVY	B - C BUSES	B - C MOTORCYCLES	B - C TOTAL MOVEMENTS
07:00	-	07:15						0						0
07:15	-	07:30						0						0
07:30	-	07:45						0						0
07:45	-	08:00						0						0
08:00	-	08:15						0						0
08:15	-	08:30						0						0
08:30	-	08:45						0						0
08:45	-	09:00						0						0
09:00	-	09:15						0						0
09:15	-	09:30						0						0
09:30	-	09:45						0		1				1
09:45	-	10:00						0						0
10:00	-	10:15						0			1			1
10:15	-	10:30	1					1						0
10:30	-	10:45						0						0
10:45	-	11:00		1				1						0
11:00	-	11:15	1					1						0
11:15	-	11:30	1					1						0
11:30	-	11:45						0						0
11:45	-	12:00	1					1	1					1
12:00	-	12:15	1					1						0
12:15	-	12:30	2					2	1					1
12:30	-	12:45						0						0
12:45	-	13:00						0	2					2
13:00	-	13:15		1				1						0
13:15	-	13:30	3					3						0
13:30	-	13:45	1					1	1					1
13:45	-	14:00	1					1						0
14:00	-	14:15	1					1						0
14:15	-	14:30						0	1					1
14:30	-	14:45						0						0
14:45	-	15:00						0	1					1
15:00	-	15:15						0	1					1
15:15	-	15:30						0						0
15:30	-	15:45	1					1						0
15:45	-	16:00	1					1						0
16:00	-	16:15	1					1	2					2
16:15	-	16:30	1					1		1				1
16:30	-	16:45						0	1					1
16:45	-	17:00						0	1					1
17:00	-	17:15						0	1					1
17:15	-	17:30	1					1	1					1
17:30	-	17:45	1	1				2	1					1
17:45	-	18:00	1					1						0
18:00	-	18:15	3					3	1					1
18:15	-	18:30						0						0
18:30	-	18:45						0	1					1
18:45	-	19:00						0						0
			23	3	0	0	0	26	17	2	1	0	0	20

C — In: C - B

TIME			LIGHT	MEDIUM	HEAVY	BUSES	MOTORCYCLES	TOTAL MOVEMENTS
07:00	-	07:15						0
07:15	-	07:30						0
07:30	-	07:45						0
07:45	-	08:00						0
08:00	-	08:15						0
08:15	-	08:30	1					1
08:30	-	08:45						0
08:45	-	09:00	1					1
09:00	-	09:15						0
09:15	-	09:30						0
09:30	-	09:45						0
09:45	-	10:00						0
10:00	-	10:15						0
10:15	-	10:30		1				1
10:30	-	10:45						0
10:45	-	11:00						0
11:00	-	11:15	1					1
11:15	-	11:30						0
11:30	-	11:45						0
11:45	-	12:00						0
12:00	-	12:15						0
12:15	-	12:30	1					1
12:30	-	12:45						0
12:45	-	13:00		1				1
13:00	-	13:15						0
13:15	-	13:30						0
13:30	-	13:45	1					1
13:45	-	14:00	1					1
14:00	-	14:15						0
14:15	-	14:30						0
14:30	-	14:45	1					1
14:45	-	15:00						0
15:00	-	15:15						0
15:15	-	15:30	1					1
15:30	-	15:45	1					1
15:45	-	16:00						0
16:00	-	16:15	1					1
16:15	-	16:30	2					2
16:30	-	16:45						0
16:45	-	17:00						0
17:00	-	17:15		1				1
17:15	-	17:30	1					1
17:30	-	17:45						0
17:45	-	18:00						0
18:00	-	18:15						0
18:15	-	18:30						0
18:30	-	18:45						0
18:45	-	19:00						0
			13	3	0	0	0	16



HOUR TOTALS								
07:00	-	08:00	0	0	0	0	0	0
07:15	-	08:15	0	0	0	0	0	0
07:30	-	08:30	0	0	0	0	0	0
07:45	-	08:45	0	0	0	0	0	0
08:00	-	09:00	3	0	0	0	0	3
08:15	-	09:15	3	0	0	0	0	3
08:30	-	09:30	3	0	0	0	0	3
08:45	-	09:45	3	0	0	0	0	3
09:00	-	10:00	1	0	0	0	0	1
09:15	-	10:15	3	0	0	0	0	3
09:30	-	10:30	4	0	0	0	0	4
09:45	-	10:45	4	0	0	0	0	4
10:00	-	11:00	3	0	0	0	0	3
10:15	-	11:15	1	0	0	0	0	1
10:30	-	11:30	1	0	0	0	0	1
10:45	-	11:45	2	0	0	0	0	2
11:00	-	12:00	2	0	0	0	0	2
11:15	-	12:15	3	0	0	0	0	3
11:30	-	12:30	2	0	0	0	0	2
11:45	-	12:45	2	0	0	0	0	2
12:00	-	13:00	5	0	0	0	0	5
12:15	-	13:15	4	0	0	0	0	4
12:30	-	13:30	6	0	0	0	0	6
12:45	-	13:45	6	0	0	0	0	6
13:00	-	14:00	4	0	0	0	0	4
13:15	-	14:15	4	0	0	0	0	4
13:30	-	14:30	2	0	0	0	0	2
13:45	-	14:45	1	0	0	0	0	1
14:00	-	15:00	0	0	0	0	0	0
14:15	-	15:15	2	0	0	0	0	2
14:30	-	15:30	2	0	0	0	0	2
14:45	-	15:45	2	0	0	0	0	2
15:00	-	16:00	2	1	0	0	0	3
15:15	-	16:15	1	1	0	0	0	2
15:30	-	16:30	1	1	0	0	0	2
15:45	-	16:45	1	1	0	0	0	2
16:00	-	17:00	2	0	0	0	0	2
16:15	-	17:15	3	0	0	0	0	3
16:30	-	17:30	4	0	0	0	0	4
16:45	-	17:45	6	0	0	0	0	6
17:00	-	18:00	5	1	0	0	0	6
17:15	-	18:15	3	1	0	0	0	4
17:30	-	18:30	2	1	0	0	0	3
17:45	-	18:45	0	1	0	0	0	1
18:00	-	19:00	0	0	0	0	0	0

HOUR TOTALS														
07:00	-	08:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	-	08:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	-	08:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	-	08:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	-	09:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	-	09:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	-	09:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	-	09:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	-	10:00	0	0	0	0	0	0	0	1	0	0	0	1
09:15	-	10:15	0	0	0	0	0	0	0	1	1	0	0	2
09:30	-	10:30	1	0	0	0	0	1	0	1	1	0	0	3
09:45	-	10:45	1	0	0	0	0	1	0	0	1	0	0	2
10:00	-	11:00	1	1	0	0	0	2	0	0	1	0	0	3
10:15	-	11:15	2	1	0	0	0	3	0	0	0	0	0	3
10:30	-	11:30	2	1	0	0	0	3	0	0	0	0	0	3
10:45	-	11:45	2	1	0	0	0	3	0	0	0	0	0	3
11:00	-	12:00	3	0	0	0	0	3	1	0	0	0	0	4
11:15	-	12:15	3	0	0	0	0	3	1	0	0	0	0	4
11:30	-	12:30	4	0	0	0	0	4	2	0	0	0	0	6
11:45	-	12:45	4	0	0	0	0	4	2	0	0	0	0	6
12:00	-	13:00	3	0	0	0	0	3	3	0	0	0	0	6
12:15	-	13:15	2	1	0	0	0	3	3	0	0	0	0	6
12:30	-	13:30	3	1	0	0	0	4	2	0	0	0	0	6
12:45	-	13:45	4	1	0	0	0	5	3	0	0	0	0	8
13:00	-	14:00	5	1	0	0	0	6	1	0	0	0	0	7
13:15	-	14:15	6	0	0	0	0	6	1	0	0	0	0	7
13:30	-	14:30	3	0	0	0	0	3	2	0	0	0	0	5
13:45	-	14:45	2	0	0	0	0	2	1	0	0	0	0	3
14:00	-	15:00	1	0	0	0	0	1	2	0	0	0	0	3
14:15	-	15:15	0	0	0	0	0	0	3	0	0	0	0	3
14:30	-	15:30	0	0	0	0	0	0	2	0	0	0	0	2
14:45	-	15:45	1	0	0	0	0	1	2	0	0	0	0	3
15:00	-	16:00	2	0	0	0	0	2	1	0	0	0	0	3
15:15	-	16:15	3	0	0	0	0	3	2	0	0	0	0	5
15:30	-	16:30	4	0	0	0	0	4	2	1	0	0	0	7
15:45	-	16:45	3	0	0	0	0	3	3	1	0	0	0	7
16:00	-	17:00	2	0	0	0	0	2	4	1	0	0	0	7
16:15	-	17:15	1	0	0	0	0	1	3	1	0	0	0	5
16:30	-	17:30	1	0	0	0	0	1	4	0	0	0	0	5
16:45	-	17:45	2	1	0	0	0	3	4	0	0	0	0	7
17:00	-	18:00	3	1	0	0	0	4	3	0	0	0	0	7
17:15	-	18:15	4	1	0	0	0	5	3	0	0	0	0	8
17:30	-	18:30	5	1	0	0	0	6	2	0	0	0	0	8
17:45	-	18:45	4	0	0	0	0	4	2	0	0	0	0	6
18:00	-	19:00	3	0	0	0	0	3	2	0	0	0	0	5

HOUR TOTALS														
07:00	-	08:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	-	08:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	-	08:30	1	0	0	0	0	1	0	0	0	0	0	0
07:45	-	08:45	1	0	0	0	0	1	0	0	0	0	0	0
08:00	-	09:00	2	0	0	0	0	2	0	0	0	0	0	0
08:15	-	09:15	2	0	0	0	0	2	0	0	0	0	0	0
08:30	-	09:30	1	0	0	0	0	1	0	0	0	0	0	0
08:45	-	09:45	1	0	0	0	0	1	0	0	0	0	0	0
09:00	-	10:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	-	10:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	-	10:30	0	1	0	0	0	1	0	0	0	0	0	0
09:45	-	10:45	0	1	0	0	0	1	0	0	0	0	0	0
10:00	-	11:00	0	1	0	0	0	1	0	0	0	0	0	0
10:15	-	11:15	1	1	0	0	0	2	0	0	0	0	0	0
10:30	-	11:30	1	0	0	0	0	1	0	0	0	0	0	0
10:45	-	11:45	1	0	0	0	0	1	0	0	0	0	0	0
11:00	-	12:00	1	0	0	0	0	1	0	0	0	0	0	0
11:15	-	12:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	-	12:30	1	0	0	0	0	1	0	0	0	0	0	0
11:45	-	12:45	1	0	0	0	0	1	0	0	0	0	0	0
12:00	-	13:00	1	1	0	0	0	2	0	0	0	0	0	0
12:15	-	13:15	1	1	0	0	0	2	0	0	0	0	0	0
12:30	-	13:30	0	1	0	0	0	1	0	0	0	0	0	0
12:45	-	13:45	1	1	0	0	0	2	0	0	0	0	0	0
13:00	-	14:00	2	0	0	0	0	2	0	0	0	0	0	0
13:15	-	14:15	2	0	0	0	0	2	0	0	0	0	0	0
13:30	-	14:30	2	0	0	0	0	2	0	0	0	0	0	0
13:45	-	14:45	2	0	0	0	0	2	0	0	0	0	0	0
14:00	-	15:00	1	0	0	0	0	1	0	0	0	0	0	0
14:15	-	15:15	1	0	0	0	0	1	0	0	0	0	0	0
14:30	-	15:30	2	0	0	0	0	2	0	0	0	0	0	0
14:45	-	15:45	2	0	0	0	0	2	0	0	0	0	0	0
15:00	-	16:00	2	0	0	0	0	2	0	0	0	0	0	0
15:15	-	16:15	3	0	0	0	0	3	0	0	0	0	0	0
15:30	-	16:30	4	0	0	0	0	4	0	0	0	0	0	0
15:45	-	16:45	3	0	0	0	0	3	0	0	0	0	0	0
16:00	-	17:00	3	0	0	0	0	3	0	0	0	0	0	0
16:15	-	17:15	2	1	0	0	0	3	0	0	0	0	0	0
16:30	-	17:30	1	1	0	0	0	2	0	0	0	0	0	0
16:45	-	17:45	1	1	0	0	0	2	0	0	0	0	0	0
17:00	-	18:00	1	1	0	0	0	2	0	0	0	0	0	0
17:15	-	18:15	1	0	0	0	0	1	0	0	0	0	0	0
17:30	-	18:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	-	18:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	-	19:00	0	0	0	0	0	0	0	0	0	0	0	0

0107 - Fontwell Avenue, Eastergate
16/12/2020

			In							Out															In						
A			A - B							B			B - A						B - C						C			C - B					
TIME			LIGHT	MEDIUM	HEAVY	BUSES	MOTORCYCLES	TOTAL MOVEMENTS		TIME			LIGHT	MEDIUM	HEAVY	BUSES	MOTORCYCLES	TOTAL MOVEMENTS	LIGHT	MEDIUM	HEAVY	BUSES	MOTORCYCLES	TOTAL MOVEMENTS	TIME			LIGHT	MEDIUM	HEAVY	BUSES	MOTORCYCLES	TOTAL MOVEMENTS
07:00	-	07:15						0		07:00	-	07:15						0						0	07:00	-	07:15						0
07:15	-	07:30	1					1		07:15	-	07:30						0						0	07:15	-	07:30						0
07:30	-	07:45	1					1		07:30	-	07:45						0						0	07:30	-	07:45						0
07:45	-	08:00	2					2		07:45	-	08:00		1				1						0	07:45	-	08:00	2					2
08:00	-	08:15						0		08:00	-	08:15						0						0	08:00	-	08:15						0
08:15	-	08:30						0		08:15	-	08:30						0		1				1	08:15	-	08:30						0
08:30	-	08:45						0		08:30	-	08:45	1					1						0	08:30	-	08:45	1					1
08:45	-	09:00						0		08:45	-	09:00	1					1						0	08:45	-	09:00						0
09:00	-	09:15						0		09:00	-	09:15						0						0	09:00	-	09:15	1					1
09:15	-	09:30						0		09:15	-	09:30	1					1						0	09:15	-	09:30	1					1
09:30	-	09:45	1					1		09:30	-	09:45						0						0	09:30	-	09:45						0
09:45	-	10:00						0		09:45	-	10:00						0						0	09:45	-	10:00						0
10:00	-	10:15	2	1				3		10:00	-	10:15	1					1						0	10:00	-	10:15	1					1
10:15	-	10:30						0		10:15	-	10:30	2					2						0	10:15	-	10:30	1	1				2
10:30	-	10:45	1					1		10:30	-	10:45						0	1					1	10:30	-	10:45	1					1
10:45	-	11:00						0		10:45	-	11:00	1					1	1					1	10:45	-	11:00	1					1
11:00	-	11:15	1					1		11:00	-	11:15	1					1	1					1	11:00	-	11:15						0
11:15	-	11:30						0		11:15	-	11:30	1					1	1					1	11:15	-	11:30						0
11:30	-	11:45						0		11:30	-	11:45						0						0	11:30	-	11:45						0
11:45	-	12:00						0		11:45	-	12:00	2					2						0	11:45	-	12:00	1					1
12:00	-	12:15						0		12:00	-	12:15						0						0	12:00	-	12:15	2					2
12:15	-	12:30						0		12:15	-	12:30						0						0	12:15	-	12:30	3					3
12:30	-	12:45						0		12:30	-	12:45		1				1	2					2	12:30	-	12:45						0
12:45	-	13:00						0		12:45	-	13:00						0						0	12:45	-	13:00						0
13:00	-	13:15	1					1		13:00	-	13:15	1					1	1					1	13:00	-	13:15						0
13:15	-	13:30	1					1		13:15	-	13:30	1					1	1					1	13:15	-	13:30						0
13:30	-	13:45	1					1		13:30	-	13:45						0						0	13:30	-	13:45	1					1
13:45	-	14:00						0		13:45	-	14:00						0						0	13:45	-	14:00						0
14:00	-	14:15						0		14:00	-	14:15						0	1					1	14:00	-	14:15						0
14:15	-	14:30	1					1		14:15	-	14:30						0						0	14:15	-	14:30						0
14:30	-	14:45		1				1		14:30	-	14:45						0						0	14:30	-	14:45	1					1
14:45	-	15:00	2					2		14:45	-	15:00	3					3						0	14:45	-	15:00	1					1
15:00	-	15:15						0		15:00	-	15:15	1	1				2						0	15:00	-	15:15						0
15:15	-	15:30						0		15:15	-	15:30						0						0	15:15	-	15:30	1					1
15:30	-	15:45	1					1		15:30	-	15:45	1					1	1					1	15:30	-	15:45	1					1
15:45	-	16:00						0		15:45	-	16:00						0						0	15:45	-	16:00						0
16:00	-	16:15						0		16:00	-	16:15	2					2	1					1	16:00	-	16:15						0
16:15	-	16:30	1	1				2		16:15	-	16:30						0						0	16:15	-	16:30						0
16:30	-	16:45						0		16:30	-	16:45						0						0	16:30	-	16:45						0
16:45	-	17:00						0		16:45	-	17:00						0						0	16:45	-	17:00						0
17:00	-	17:15						0		17:00	-	17:15	2					2	1					1	17:00	-	17:15						0
17:15	-	17:30						0		17:15	-	17:30	1					1	1					1	17:15	-	17:30						0
17:30	-	17:45						0		17:30	-	17:45						0						0	17:30	-	17:45						0
17:45	-	18:00						0		17:45	-	18:00						0						0	17:45	-	18:00						0
18:00	-	18:15						0		18:00	-	18:15						0						0	18:00	-	18:15						0
18:15	-	18:30						0		18:15	-	18:30						0						0	18:15	-	18:30						0
18:30	-	18:45						0		18:30	-	18:45						0						0	18:30	-	18:45						0
18:45	-	19:00						0		18:45	-	19:00						0						0	18:45	-	19:00						0
			17	3	0	0	0	20					23	3	0	0	0	26	13	1	0	0	0	14				20	1	0	0	0	21

ARUN DISTRICT COUNCIL AL/49/22/PL



HOUR TOTALS								
07:00	-	08:00	4	0	0	0	0	4
07:15	-	08:15	4	0	0	0	0	4
07:30	-	08:30	3	0	0	0	0	3
07:45	-	08:45	2	0	0	0	0	2
08:00	-	09:00	0	0	0	0	0	0
08:15	-	09:15	0	0	0	0	0	0
08:30	-	09:30	0	0	0	0	0	0
08:45	-	09:45	1	0	0	0	0	1
09:00	-	10:00	1	0	0	0	0	1
09:15	-	10:15	3	1	0	0	0	4
09:30	-	10:30	3	1	0	0	0	4
09:45	-	10:45	3	1	0	0	0	4
10:00	-	11:00	3	1	0	0	0	4
10:15	-	11:15	2	0	0	0	0	2
10:30	-	11:30	2	0	0	0	0	2
10:45	-	11:45	1	0	0	0	0	1
11:00	-	12:00	1	0	0	0	0	1
11:15	-	12:15	0	0	0	0	0	0
11:30	-	12:30	0	0	0	0	0	0
11:45	-	12:45	0	0	0	0	0	0
12:00	-	13:00	0	0	0	0	0	0
12:15	-	13:15	1	0	0	0	0	1
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12:45	-	13:45	3	0	0	0	0	3
13:00	-	14:00	3	0	0	0	0	3
13:15	-	14:15	2	0	0	0	0	2
13:30	-	14:30	2	0	0	0	0	2
13:45	-	14:45	1	1	0	0	0	2
14:00	-	15:00	3	1	0	0	0	4
14:15	-	15:15	3	1	0	0	0	4
14:30	-	15:30	2	1	0	0	0	3
14:45	-	15:45	3	0	0	0	0	3
15:00	-	16:00	1	0	0	0	0	1
15:15	-	16:15	1	0	0	0	0	1
15:30	-	16:30	2	1	0	0	0	3
15:45	-	16:45	1	1	0	0	0	2
16:00	-	17:00	1	1	0	0	0	2
16:15	-	17:15	1	1	0	0	0	2
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16:45	-	17:45	0	0	0	0	0	0
17:00	-	18:00	0	0	0	0	0	0
17:15	-	18:15	0	0	0	0	0	0
17:30	-	18:30	0	0	0	0	0	0
17:45	-	18:45	0	0	0	0	0	0
18:00	-	19:00	0	0	0	0	0	0

HOUR TOTALS														
07:00	-	08:00	0	1	0	0	0	1	0	0	0	0	0	0
07:15	-	08:15	0	1	0	0	0	1	0	0	0	0	0	0
07:30	-	08:30	0	1	0	0	0	1	0	1	0	0	0	1
07:45	-	08:45	1	1	0	0	0	2	0	1	0	0	0	1
08:00	-	09:00	2	0	0	0	0	2	0	1	0	0	0	1
08:15	-	09:15	2	0	0	0	0	2	0	1	0	0	0	1
08:30	-	09:30	3	0	0	0	0	3	0	0	0	0	0	0
08:45	-	09:45	2	0	0	0	0	2	0	0	0	0	0	0
09:00	-	10:00	1	0	0	0	0	1	0	0	0	0	0	0
09:15	-	10:15	2	0	0	0	0	2	0	0	0	0	0	0
09:30	-	10:30	3	0	0	0	0	3	0	0	0	0	0	0
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10:15	-	11:15	4	0	0	0	0	4	3	0	0	0	0	3
10:30	-	11:30	3	0	0	0	0	3	4	0	0	0	0	4
10:45	-	11:45	3	0	0	0	0	3	3	0	0	0	0	3
11:00	-	12:00	4	0	0	0	0	4	2	0	0	0	0	2
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11:30	-	12:30	2	0	0	0	0	2	0	0	0	0	0	0
11:45	-	12:45	2	1	0	0	0	3	2	0	0	0	0	2
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12:15	-	13:15	1	1	0	0	0	2	3	0	0	0	0	3
12:30	-	13:30	2	1	0	0	0	3	4	0	0	0	0	4
12:45	-	13:45	2	0	0	0	0	2	2	0	0	0	0	2
13:00	-	14:00	2	0	0	0	0	2	2	0	0	0	0	2
13:15	-	14:15	1	0	0	0	0	1	2	0	0	0	0	2
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13:45	-	14:45	0	0	0	0	0	0	1	0	0	0	0	1
14:00	-	15:00	3	0	0	0	0	3	1	0	0	0	0	1
14:15	-	15:15	4	1	0	0	0	5	0	0	0	0	0	0
14:30	-	15:30	4	1	0	0	0	5	0	0	0	0	0	0
14:45	-	15:45	5	1	0	0	0	6	1	0	0	0	0	1
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15:30	-	16:30	3	0	0	0	0	3	2	0	0	0	0	2
15:45	-	16:45	2	0	0	0	0	2	1	0	0	0	0	1
16:00	-	17:00	2	0	0	0	0	2	1	0	0	0	0	1
16:15	-	17:15	2	0	0	0	0	2	1	0	0	0	0	1
16:30	-	17:30	3	0	0	0	0	3	2	0	0	0	0	2
16:45	-	17:45	3	0	0	0	0	3	2	0	0	0	0	2
17:00	-	18:00	3	0	0	0	0	3	2	0	0	0	0	2
17:15	-	18:15	1	0	0	0	0	1	1	0	0	0	0	1
17:30	-	18:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	-	18:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	-	19:00	0	0	0	0	0	0	0	0	0	0	0	0

HOUR TOTALS								
07:00	-	08:00	2	0	0	0	0	2
07:15	-	08:15	2	0	0	0	0	2
07:30	-	08:30	2	0	0	0	0	2
07:45	-	08:45	3	0	0	0	0	3
08:00	-	09:00	1	0	0	0	0	1
08:15	-	09:15	2	0	0	0	0	2
08:30	-	09:30	3	0	0	0	0	3
08:45	-	09:45	2	0	0	0	0	2
09:00	-	10:00	2	0	0	0	0	2
09:15	-	10:15	2	0	0	0	0	2
09:30	-	10:30	2	1	0	0	0	3
09:45	-	10:45	3	1	0	0	0	4
10:00	-	11:00	4	1	0	0	0	5
10:15	-	11:15	3	1	0	0	0	4
10:30	-	11:30	2	0	0	0	0	2
10:45	-	11:45	1	0	0	0	0	1
11:00	-	12:00	1	0	0	0	0	1
11:15	-	12:15	3	0	0	0	0	3
11:30	-	12:30	4	0	0	0	0	4
11:45	-	12:45	4	0	0	0	0	4
12:00	-	13:00	5	0	0	0	0	5
12:15	-	13:15	3	0	0	0	0	3
12:30	-	13:30	0	0	0	0	0	0
12:45	-	13:45	1	0	0	0	0	1
13:00	-	14:00	1	0	0	0	0	1
13:15	-	14:15	1	0	0	0	0	1
13:30	-	14:30	1	0	0	0	0	1
13:45	-	14:45	1	0	0	0	0	1
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14:15	-	15:15	2	0	0	0	0	2
14:30	-	15:30	3	0	0	0	0	3
14:45	-	15:45	3	0	0	0	0	3
15:00	-	16:00	2	0	0	0	0	2
15:15	-	16:15	2	0	0	0	0	2
15:30	-	16:30	1	0	0	0	0	1
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16:15	-	17:15	0	0	0	0	0	0
16:30	-	17:30	0	0	0	0	0	0
16:45	-	17:45	0	0	0	0	0	0
17:00	-	18:00	0	0	0	0	0	0
17:15	-	18:15	0	0	0	0	0	0
17:30	-	18:30	0	0	0	0	0	0
17:45	-	18:45	0	0	0	0	0	0
18:00	-	19:00	0	0	0	0	0	0

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Appendix E Site Layout

Notes:

Do Not Scale. Use only figured dimensions.
All dimensions to be checked on site prior to construction.
Any discrepancies to be notified to the architect.

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N

The Wolds
Janalan
Ashmead
Rowley
Lulworth
Fairways
Westfield House
Nicholls Court 1 to 8
Care Home
Co-working Hub
L.E.A.P
SUDS
ESS
WB
Oaktrees
Dormy Lodge
FONTWELL AVENUE
13.1m
0.91m RH
03 - 08
09 - 13
14 - 15
52 - 59

SCALE - 1:500
0 10 20 30 40 50
Metres

Rev	Date	Comments

PRELIMINARY

Client
Mr D. Parker

Project
Land at SRC Recycling
Fontwell Avenue
Eastergate
West Sussex
PO20 3RU

Title
Sketch Layout

Project No.
7334

Date
Nov 2020

Drawing No.
01

Revision

Scale
1:500

Drawn

Check

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Wrotham Heath, Kent, TN15 7RS

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fax: 01732 753334

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Appendix F Stage 1 RSA and Designers Response Report

Interim Road Safety Audit Stage 1

SRC Recycling Centre Section 278 Works, Fontwell Avenue, Eastergate, West Sussex

Client: Bright Plan

Road Safety Answers reference no: RSA364

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Control Sheet

	Name	Date	Signature
Author	Paul Martin	02/02/2021	[redacted]
Checker	David Dodd	02/02/2021	
Authoriser	Paul Martin	02/02/2021	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA364	Final	02/02/2021

ARUN DISTRICT COUNCIL AL/49/22/PL

1. Introduction

1.1 This report describes an Interim Stage 1 Road Safety Audit carried out on the preliminary design for a priority junction access onto Fontwell Avenue, Eastergate, for Bright Plan, at the request of West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during January and February 2021.

1.2 The audit team members were as follows:

Team Leader
Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member
David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A,** and included the drawings supplied by Sam O'Halloran of Bright Plan. The site was viewed as a desktop exercise (in accordance with West Sussex County Council Guidance for COVID-19 compliance) by the Audit Team, individually, on 24th and 25th January 2021. Therefore, this is an Interim audit. If the design has not progressed to detailed design before the end of the pandemic restrictions, a site visit will be carried out by the audit team, together, and the interim report amended to become a report that is fully compliant with GG 119.

1.4 The terms of reference of the interim audit are referenced to the UK's national standard for road safety audit, GG 119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the locations of the problems is shown in **Appendix B**.

1.6 The purpose of the scheme is to provide a priority junction access, with a right turn lane, onto Fontwell Avenue, Eastergate, to accommodate traffic to and from 80 residential units.

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1.7 The scheme consists of the following elements:

- A priority junction serving a 6m wide access road, 26m south-west of the Fontwell Avenue/Collins Close priority junction, and 62m north-east of the relatively recent Fontwell Avenue/The Hedgerows development junction;
- The priority junction to have 6m radii shoulders and a 2.4m x 43m visibility splay in each direction, commensurate with the 30mph speed limit: in reality, far greater visibility splays can be provided onto Fontwell Avenue;
- A 2m wide footway along the south-western side of the access road, joining Fontwell Avenue and continuing south-west to meet the existing footway on the north-western side of the road;
- An uncontrolled pedestrian crossing across the access road, approximately 8m away from Fontwell Avenue;
- A right turn lane serving the proposed development junction that extends north-eastwards along Fontwell Avenue past the Collins Close junction;
- The right turn lane requiring widening of Fontwell Avenue on its north-western side, providing a 3m width for each through-lane and a 3m width for the right turn lane;
- A 2m wide pedestrian refuge at the south-western end of the right turn lane, in relatively close proximity to the north-eastbound bus stop;
- The pedestrian refuge crossing to have dropped kerbs and tactile paving on the footways either side of Fontwell Avenue and within the refuge.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in this report, unless these existing facilities are likely to engender a safety problem with the new proposals.

1.9 The auditors are not aware of any previous road safety audits on these, or similar, proposals.

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2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The proposed right turn lane on Fontwell Avenue (Dwg. 2020-6243-001).

Summary: Risk of rear shunt, side impact and head-on collisions due to the close proximity of the development junction to Collins Close.

DMRB's design standard CD 123 "Geometric design of at-grade priority and signal-controlled junctions" states, in paragraph 2.25 and table 2.25, that the minimum left/right stagger distance for a priority junction with central treatments shall be 50m (for a design speed up to 60kph). The left/right stagger distance between Collins Close and the development junction is only 26m, and constitutes a Departure from Standard. The deceleration component for the right turn lane extends past the Collins Close junction; drivers wishing to turn right into Collins Close are likely to use the right turn lane so that they are not rear shunted by following vehicles, and may be confronted by a right turning vehicle bound for the development, increasing the risk of a head-on collision. Should one of the opposing drivers realise that a head-on collision may occur, they may brake hard and/or swerve back into the through lane, increasing the risk of a rear shunt or side impact collision. The relatively close stagger distance also means that a vehicle waiting, in the right turn lane, to turn right into one of the side roads, will obstruct visibility to the left for a driver attempting to turn right out of the other side road. This will also increase the risk of a side impact collision.

RECOMMENDATION

The number of residential units should be reduced to a level that does not require a right turn lane on Fontwell Avenue, thus reducing the frequency of right turners holding up through traffic, and the consequent risk of a rear shunt collision. A right turner into the development will then have to sit partly on the through-lane and partly on the tapering hatching from the nearby right turn lane into The Hedgerows development and will not, therefore, obstruct visibility to the left to the same extent for a driver turning right from Collins Close.

Design Team Response:

Client Officer Response:

ARUN DISTRICT COUNCIL AL/49/22/PL

2.2 PROBLEM

Location: B – The proposed priority junction access, northern shoulder (Dwg. 2020-6243-003).

Summary: Large vehicles overrunning the verge on the northern shoulder of the priority junction, damaging the kerbs and dragging detritus onto the carriageway.

The swept path drawing for the largest vehicles shows them overrunning the right turn lane as they turn left from the development. If the driver misjudges the manoeuvre, perhaps because another large vehicle is occupying the right turn lane, the rear nearside wheels may overrun the kerbline and verge, damaging the kerbs and dragging detritus onto the carriageway. This will increase the risk of single vehicle loss of control collisions on Fontwell Avenue, particularly for two-wheeled vehicles.

RECOMMENDATION

The northern shoulder of the junction should have a taper to accommodate the left turn movements of large vehicles leaving the development.

Design Team Response:

Client Officer Response:

ARUN DISTRICT COUNCIL AL/49/22/PL

2.3 PROBLEM

Location: C – The footway on the south-eastern side of Fontwell Avenue, opposite the development junction (Dwg. 2020-6243-003).

Summary: Large vehicles overrunning the footway when passing the pedestrian refuge.

The swept path drawing shows a large vehicle leaving the development overhanging the footway on the south-eastern side of Fontwell Avenue, putting pedestrians at risk on the footway. If the driver misjudges this manoeuvre even slightly they will overrun either the footway or the kerbs of the pedestrian refuge, causing damage that could increase the risk of single vehicle loss of control collisions, and pedestrian trips and falls.

RECOMMENDATION

The pedestrian refuge should be relocated further to the south-west to allow a larger margin for error for lorries turning right from the development.

Design Team Response:

Client Officer Response:

ARUN DISTRICT COUNCIL AL/49/22/PL

2.4 PROBLEM

Location: D – Fontwell Avenue, just south of the development access (Dwg. 2020-6243-001).

Summary: Pedestrian refuge too close to private driveway crossover.

The pedestrian refuge is close to a vehicle crossover on the south-eastern side of Fontwell Avenue, making it difficult for the resident and their visitors to manoeuvre their vehicles to and from their private driveway. They may overrun the kerbs of the refuge, causing damage that could increase the risk of single vehicle loss of control collisions, and pedestrian trips and falls.

RECOMMENDATION

The pedestrian refuge should be relocated further to the south-west close to the start of the right turn lane that serves The Hedgerows development.

Design Team Response:

Client Officer Response:

ARUN DISTRICT COUNCIL AL/49/22/PL

3. Audit Team Statement

We certify that this interim road safety audit has been carried out with reference to GG 119, but with the exception that a site visit has not been carried out by the audit team, on-line mapping being used instead to inspect the site.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed [redacted]

Date 02/02/2021

Audit Team Member

David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

Signed [redacted]

Date 02/02/2021

Road Safety Answers Ltd
17, McDermott Road
Borough Green
Sevenoaks
Kent, TN15 8SA

[redacted]

ARUN DISTRICT COUNCIL AL/49/22/PL

4. Design Team and Client Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Interim Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Client Organisation Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

ARUN DISTRICT COUNCIL AL/49/22/PL

Appendix A

Drawings and Documents Examined:

2020-6243-001 Rev -.pdf

2020-6243-002 Rev -.pdf

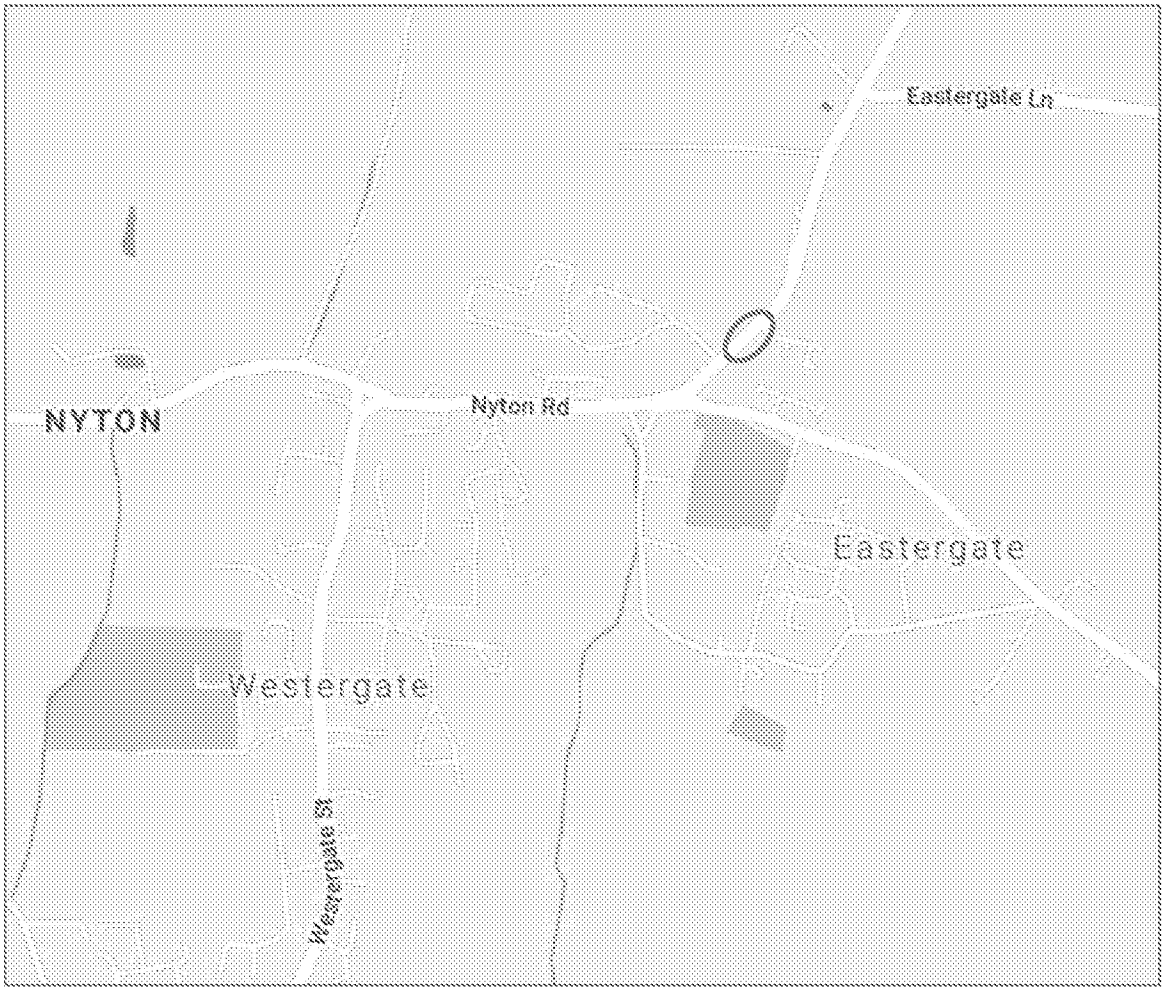
2020-6243-003 Rev -.pdf

2020-6243-004 Rev -.pdf

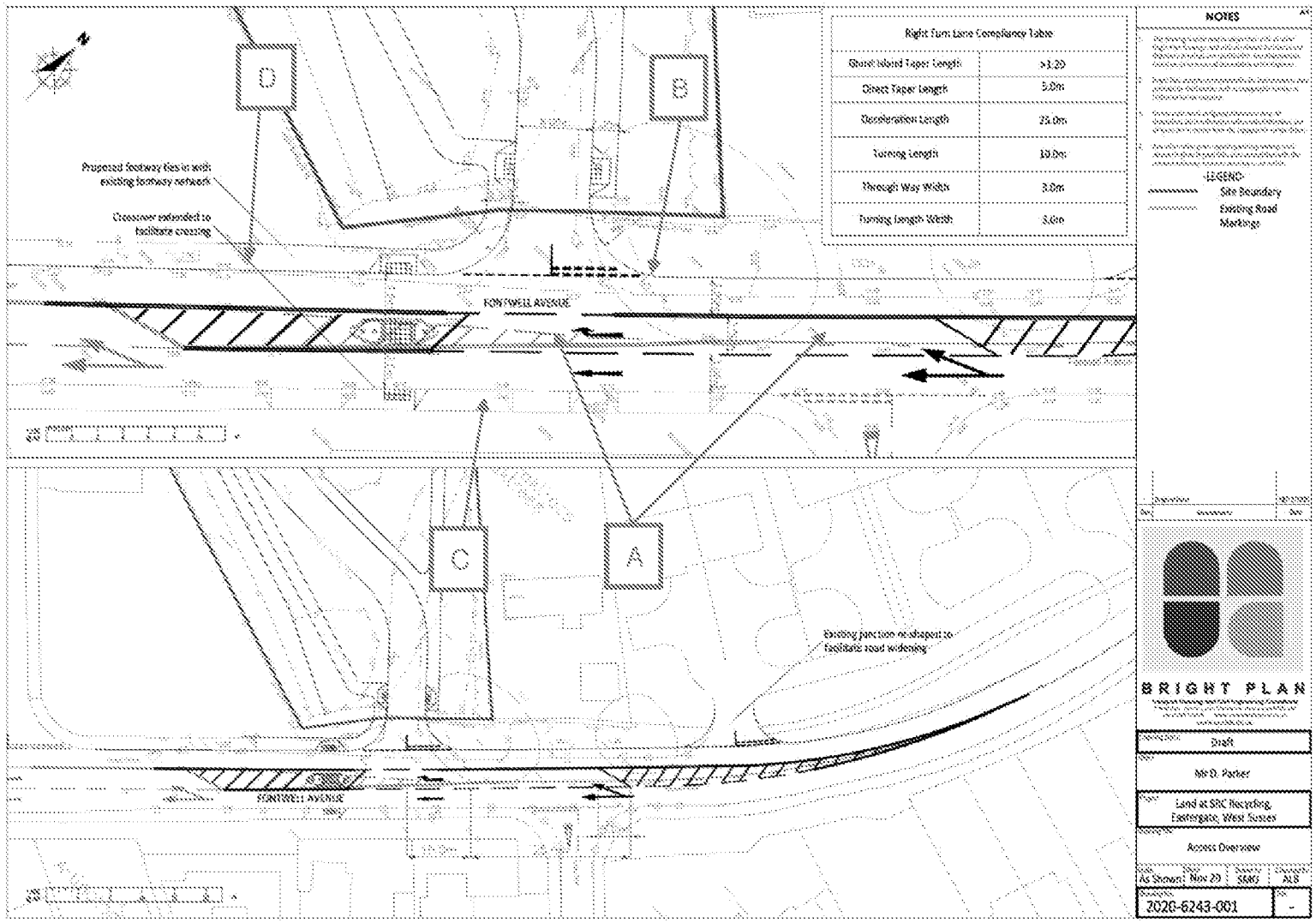
2020-6243-005 Rev -.pdf

Appendix B

The following plan shows the location of the scheme



Problems Location Plan



ARUN DISTRICT COUNCIL AL/49/22/PL

STAGE 1 ROAD SAFTEY AUDIT
DESIGNERS RESPONSE

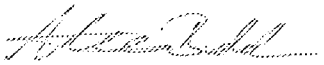
Auditor: Paul Martin – Road Safety Answers
Audit Reference: RSA356
Date Response Completed: 18/02/2021
Scheme: Land at SRC Recycling, Eastergate, West Sussex

This response is to a Stage 1 Road Safety Audit prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.

Problem no.	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Design Organisation Response	Over Seeing Organisation Response	Agreed RSA Action
2.1	Yes	No	A left-in, all movement out arrangement has been provided to prevent the risk of collisions / visibility restriction associated with vehicles waiting to turn right into the development. The requirement for vehicles to turn right in to the SRC site / Collins Close is an existing situation. The proposed restriction of right turns into the development proposal would therefore prevent a betterment to the local road network.		
2.2	Yes	Yes	The northern shoulder of the junction has a taper to accommodate the left turn movements of large vehicles leaving the development.		
2.3	Yes	Yes	The pedestrian refuge has been relocated further to the south-west to allow a larger margin for error for lorries turning right from the development.		
2.4	Yes	Yes	The pedestrian refuge has been relocated further to the south-west close to the start of the right turn lane that serves The Hedgerows development.		

ARUN DISTRICT COUNCIL AL/49/22/PL

Principal Engineer's / Audit Project Sponsor's Statement:

On behalf of the Design Organisation, I certify that the RSA actions identified in response to the RSA problems have been discussed and agreed with the Overseeing Organisation	On behalf of the Overseeing Organisation I certify that:- 1. The RSA actions identified in response to the RSA problems have been discussed and agreed with the Design Organisation. 2. The agreed RSA actions will be progressed
Name: Alex Budd	Name:
Signed: 	Signed:
Position: Director	Position:
Organisation: Bright Plan Ltd	Organisation: West Sussex County Council
Date:18/02/2021	Date:

Appendix G TRICS Data

Calculation Reference: AUDIT-305901-201118-1147

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	3 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
10	**WALES**		
	CM	CARMARTHENSHIRE	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: 49 to 138 (units:)
Range Selected by User: 40 to 150 (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: 01/01/12 to 14/11/19

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	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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	4
Village	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	5 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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 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	1 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	2 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	4 days
No	1 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	5 days

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

LIST OF SITES relevant to selection parameters

1 **CM-03-M-02** **HOUSES & FLATS** **CARMARTHENSHIRE**
COLLEGE ROAD
CARMARTHEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 49
Survey date: TUESDAY *14/10/14* *Survey Type: MANUAL*

2 **ES-03-M-05** **HOUSES & FLATS** **EAST SUSSEX**
A26 CROWBOROUGH RD
NEAR UCKFIELD
FIVE ASH DOWN VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 138
Survey date: MONDAY *30/06/14* *Survey Type: MANUAL*

3 **ES-03-M-15** **MIXED HOUSES** **EAST SUSSEX**
FIELD END
MARESFIELD

Edge of Town
Residential Zone
Total No of Dwellings: 80
Survey date: WEDNESDAY *13/03/19* *Survey Type: MANUAL*

4 **ES-03-M-17** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW ROAD
HAILSHAM
AMBERSTONE
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

5 **NF-03-M-04** **MIXED HOUSES & FLATS** **NORFOLK**
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: THURSDAY *19/09/19* *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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL 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	5	86	0.072	5	86	0.294	5	86	0.366
08:00 - 09:00	5	86	0.093	**5**	**86**	**0.322**	5	86	0.415
09:00 - 10:00	5	86	0.133	5	86	0.229	5	86	0.362
10:00 - 11:00	5	86	0.138	5	86	0.133	5	86	0.271
11:00 - 12:00	5	86	0.164	5	86	0.129	5	86	0.293
12:00 - 13:00	5	86	0.210	5	86	0.166	5	86	0.376
13:00 - 14:00	5	86	0.173	5	86	0.192	5	86	0.365
14:00 - 15:00	5	86	0.210	5	86	0.215	5	86	0.425
15:00 - 16:00	5	86	0.301	5	86	0.185	**5**	**86**	**0.486**
16:00 - 17:00	5	86	0.290	5	86	0.171	5	86	0.461
17:00 - 18:00	**5**	**86**	**0.308**	5	86	0.145	5	86	0.453
18:00 - 19:00	5	86	0.290	5	86	0.147	5	86	0.437
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.382			2.328			4.710

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

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

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Parameter summary

Trip rate parameter range selected:	49 - 138 (units:)
Survey date date range:	01/01/12 - 14/11/19
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	16
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TAXIS

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	5	86	0.000	5	86	0.000	5	86	0.000
08:00 - 09:00	5	86	0.000	5	86	0.000	5	86	0.000
09:00 - 10:00	5	86	0.000	5	86	0.000	5	86	0.000
10:00 - 11:00	5	86	0.000	5	86	0.000	5	86	0.000
11:00 - 12:00	5	86	0.002	**5**	**86**	**0.002**	5	86	0.004
12:00 - 13:00	5	86	0.002	5	86	0.002	5	86	0.004
13:00 - 14:00	5	86	0.002	5	86	0.000	5	86	0.002
14:00 - 15:00	5	86	0.002	5	86	0.002	5	86	0.004
15:00 - 16:00	5	86	0.000	5	86	0.002	5	86	0.002
16:00 - 17:00	**5**	**86**	**0.005**	5	86	0.000	**5**	**86**	**0.005**
17:00 - 18:00	5	86	0.000	5	86	0.000	5	86	0.000
18:00 - 19:00	5	86	0.000	5	86	0.000	5	86	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.008			0.021

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL OGVS

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	5	86	0.000	5	86	0.000	5	86	0.000
08:00 - 09:00	5	86	0.002	5	86	0.002	5	86	0.004
09:00 - 10:00	5	86	0.005	5	86	0.005	5	86	0.010
10:00 - 11:00	5	86	0.002	5	86	0.002	5	86	0.004
11:00 - 12:00	**5**	**86**	**0.007**	**5**	**86**	**0.007**	**5**	**86**	**0.014**
12:00 - 13:00	5	86	0.000	5	86	0.000	5	86	0.000
13:00 - 14:00	5	86	0.002	5	86	0.000	5	86	0.002
14:00 - 15:00	5	86	0.000	5	86	0.002	5	86	0.002
15:00 - 16:00	5	86	0.000	5	86	0.000	5	86	0.000
16:00 - 17:00	5	86	0.000	5	86	0.000	5	86	0.000
17:00 - 18:00	5	86	0.000	5	86	0.000	5	86	0.000
18:00 - 19:00	5	86	0.000	5	86	0.000	5	86	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL CYCLISTS

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	5	86	0.002	5	86	0.002	5	86	0.004
08:00 - 09:00	5	86	0.000	5	86	0.002	5	86	0.002
09:00 - 10:00	5	86	0.000	5	86	0.000	5	86	0.000
10:00 - 11:00	5	86	0.002	5	86	0.002	5	86	0.004
11:00 - 12:00	5	86	0.002	5	86	0.002	5	86	0.004
12:00 - 13:00	5	86	0.000	5	86	0.000	5	86	0.000
13:00 - 14:00	5	86	0.002	5	86	0.000	5	86	0.002
14:00 - 15:00	5	86	0.000	5	86	0.000	5	86	0.000
15:00 - 16:00	5	86	0.002	5	86	0.005	5	86	0.007
16:00 - 17:00	5	86	0.002	5	86	0.002	5	86	0.004
17:00 - 18:00	5	86	0.005	**5**	**86**	**0.009**	5	86	0.014
18:00 - 19:00	**5**	**86**	**0.009**	5	86	0.007	**5**	**86**	**0.016**
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.031			0.057

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL VEHICLE OCCUPANTS

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	5	86	0.068	5	86	0.348	5	86	0.416
08:00 - 09:00	5	86	0.105	**5**	**86**	**0.519**	5	86	0.624
09:00 - 10:00	5	86	0.145	5	86	0.315	5	86	0.460
10:00 - 11:00	5	86	0.164	5	86	0.173	5	86	0.337
11:00 - 12:00	5	86	0.201	5	86	0.168	5	86	0.369
12:00 - 13:00	5	86	0.248	5	86	0.201	5	86	0.449
13:00 - 14:00	5	86	0.227	5	86	0.227	5	86	0.454
14:00 - 15:00	5	86	0.262	5	86	0.264	5	86	0.526
15:00 - 16:00	**5**	**86**	**0.488**	5	86	0.231	**5**	**86**	**0.719**
16:00 - 17:00	5	86	0.411	5	86	0.245	5	86	0.656
17:00 - 18:00	5	86	0.383	5	86	0.175	5	86	0.558
18:00 - 19:00	5	86	0.362	5	86	0.152	5	86	0.514
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.064			3.018			6.082

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PEDESTRIANS

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	5	86	0.023	5	86	0.028	5	86	0.051
08:00 - 09:00	5	86	0.056	**5**	**86**	**0.171**	**5**	**86**	**0.227**
09:00 - 10:00	5	86	0.054	5	86	0.049	5	86	0.103
10:00 - 11:00	5	86	0.028	5	86	0.033	5	86	0.061
11:00 - 12:00	5	86	0.023	5	86	0.033	5	86	0.056
12:00 - 13:00	5	86	0.037	5	86	0.028	5	86	0.065
13:00 - 14:00	5	86	0.042	5	86	0.044	5	86	0.086
14:00 - 15:00	5	86	0.037	5	86	0.075	5	86	0.112
15:00 - 16:00	**5**	**86**	**0.159**	5	86	0.035	5	86	0.194
16:00 - 17:00	5	86	0.051	5	86	0.028	5	86	0.079
17:00 - 18:00	5	86	0.026	5	86	0.033	5	86	0.059
18:00 - 19:00	5	86	0.035	5	86	0.030	5	86	0.065
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.571			0.587			1.158

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL BUS/TRAM PASSENGERS

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	5	86	0.002	5	86	0.016	5	86	0.018
08:00 - 09:00	5	86	0.000	**5**	**86**	**0.035**	**5**	**86**	**0.035**
09:00 - 10:00	5	86	0.012	5	86	0.002	5	86	0.014
10:00 - 11:00	5	86	0.002	5	86	0.000	5	86	0.002
11:00 - 12:00	5	86	0.000	5	86	0.002	5	86	0.002
12:00 - 13:00	5	86	0.002	5	86	0.002	5	86	0.004
13:00 - 14:00	5	86	0.002	5	86	0.007	5	86	0.009
14:00 - 15:00	5	86	0.005	5	86	0.000	5	86	0.005
15:00 - 16:00	**5**	**86**	**0.021**	5	86	0.005	5	86	0.026
16:00 - 17:00	5	86	0.021	5	86	0.000	5	86	0.021
17:00 - 18:00	5	86	0.012	5	86	0.000	5	86	0.012
18:00 - 19:00	5	86	0.002	5	86	0.002	5	86	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.071			0.152

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PUBLIC TRANSPORT USERS

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	5	86	0.002	5	86	0.016	5	86	0.018
08:00 - 09:00	5	86	0.000	**5**	**86**	**0.035**	**5**	**86**	**0.035**
09:00 - 10:00	5	86	0.012	5	86	0.002	5	86	0.014
10:00 - 11:00	5	86	0.002	5	86	0.000	5	86	0.002
11:00 - 12:00	5	86	0.000	5	86	0.002	5	86	0.002
12:00 - 13:00	5	86	0.002	5	86	0.002	5	86	0.004
13:00 - 14:00	5	86	0.002	5	86	0.007	5	86	0.009
14:00 - 15:00	5	86	0.005	5	86	0.000	5	86	0.005
15:00 - 16:00	**5**	**86**	**0.021**	5	86	0.005	5	86	0.026
16:00 - 17:00	5	86	0.021	5	86	0.000	5	86	0.021
17:00 - 18:00	5	86	0.012	5	86	0.000	5	86	0.012
18:00 - 19:00	5	86	0.002	5	86	0.002	5	86	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.071			0.152

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

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	5	86	0.096	5	86	0.395	5	86	0.491
08:00 - 09:00	5	86	0.161	**5**	**86**	**0.727**	5	86	0.888
09:00 - 10:00	5	86	0.210	5	86	0.367	5	86	0.577
10:00 - 11:00	5	86	0.196	5	86	0.208	5	86	0.404
11:00 - 12:00	5	86	0.227	5	86	0.206	5	86	0.433
12:00 - 13:00	5	86	0.287	5	86	0.231	5	86	0.518
13:00 - 14:00	5	86	0.273	5	86	0.278	5	86	0.551
14:00 - 15:00	5	86	0.304	5	86	0.339	5	86	0.643
15:00 - 16:00	**5**	**86**	**0.671**	5	86	0.276	**5**	**86**	**0.947**
16:00 - 17:00	5	86	0.486	5	86	0.276	5	86	0.762
17:00 - 18:00	5	86	0.425	5	86	0.217	5	86	0.642
18:00 - 19:00	5	86	0.409	5	86	0.192	5	86	0.601
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.745			3.712			7.457

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL CARS

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	5	86	0.061	5	86	0.250	5	86	0.311
08:00 - 09:00	5	86	0.082	**5**	**86**	**0.290**	5	86	0.372
09:00 - 10:00	5	86	0.107	5	86	0.201	5	86	0.308
10:00 - 11:00	5	86	0.107	5	86	0.110	5	86	0.217
11:00 - 12:00	5	86	0.138	5	86	0.100	5	86	0.238
12:00 - 13:00	5	86	0.168	5	86	0.133	5	86	0.301
13:00 - 14:00	5	86	0.147	5	86	0.161	5	86	0.308
14:00 - 15:00	5	86	0.171	5	86	0.175	5	86	0.346
15:00 - 16:00	**5**	**86**	**0.273**	5	86	0.164	**5**	**86**	**0.437**
16:00 - 17:00	5	86	0.241	5	86	0.154	5	86	0.395
17:00 - 18:00	5	86	0.266	5	86	0.117	5	86	0.383
18:00 - 19:00	5	86	0.269	5	86	0.138	5	86	0.407
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.030			1.993			4.023

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
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	5	86	0.012	**5**	**86**	**0.044**	5	86	0.056
08:00 - 09:00	5	86	0.009	5	86	0.030	5	86	0.039
09:00 - 10:00	5	86	0.021	5	86	0.023	5	86	0.044
10:00 - 11:00	5	86	0.028	5	86	0.021	5	86	0.049
11:00 - 12:00	5	86	0.016	5	86	0.019	5	86	0.035
12:00 - 13:00	5	86	0.040	5	86	0.030	5	86	0.070
13:00 - 14:00	5	86	0.021	5	86	0.030	5	86	0.051
14:00 - 15:00	5	86	0.037	5	86	0.035	**5**	**86**	**0.072**
15:00 - 16:00	5	86	0.028	5	86	0.019	5	86	0.047
16:00 - 17:00	**5**	**86**	**0.042**	5	86	0.016	5	86	0.058
17:00 - 18:00	5	86	0.042	5	86	0.021	5	86	0.063
18:00 - 19:00	5	86	0.021	5	86	0.009	5	86	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.317			0.297			0.614

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL MOTOR CYCLES

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	5	86	0.000	5	86	0.000	5	86	0.000
08:00 - 09:00	5	86	0.000	5	86	0.000	5	86	0.000
09:00 - 10:00	5	86	0.000	5	86	0.000	5	86	0.000
10:00 - 11:00	5	86	0.000	5	86	0.000	5	86	0.000
11:00 - 12:00	5	86	0.000	5	86	0.000	5	86	0.000
12:00 - 13:00	5	86	0.000	5	86	0.000	5	86	0.000
13:00 - 14:00	5	86	0.000	5	86	0.000	5	86	0.000
14:00 - 15:00	5	86	0.000	5	86	0.000	5	86	0.000
15:00 - 16:00	5	86	0.000	5	86	0.000	5	86	0.000
16:00 - 17:00	**5**	**86**	**0.002**	5	86	0.000	5	86	0.002
17:00 - 18:00	5	86	0.000	**5**	**86**	**0.007**	**5**	**86**	**0.007**
18:00 - 19:00	5	86	0.000	5	86	0.000	5	86	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.007			0.009

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.*

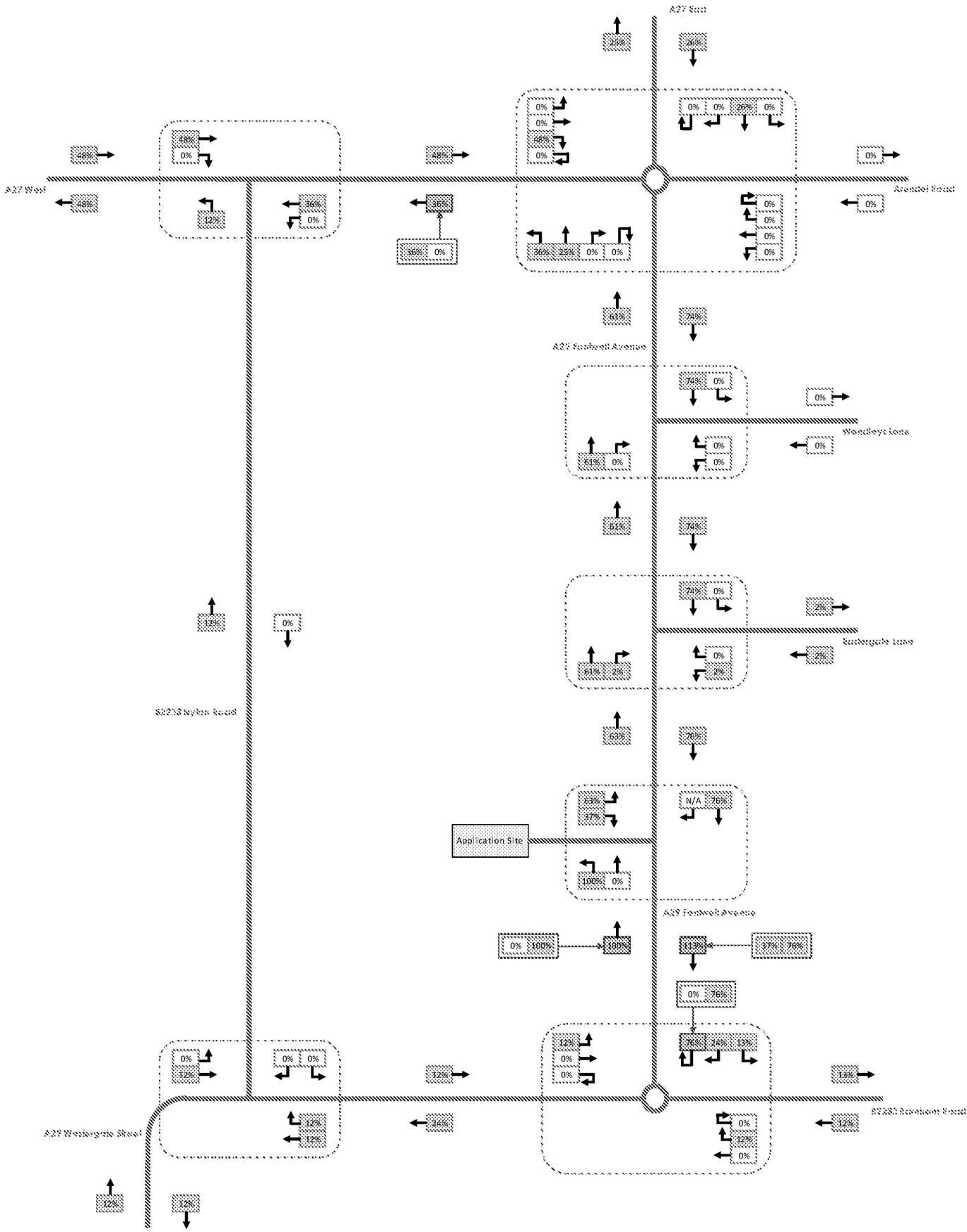
Appendix H 2011 Census Data

WF01BEW - Location of usual residence and place of work (OA level)

population: All usual residents ages 16 and over in employment the week before the census
units: Persons
date: 2011

Lower Layer	currently residing in: E01031395 : Arun 003C	E01031396 : Arun 003D	E01031397 : Arun 003E	%	Departures: Traffic Assignment: A27 West (via Nyton)	A27 West (via Fontwell)	A29 South (Westergate St)	B2233 (Barnham Rd)	Eastergate Ln	Wandleys Ln	A27 East	Departures: Traffic Assignment (Percentage): A27 West (via Nyton)	A27 West (via Fontwell)	A29 South (Westergate St)	B2233 (Barnham Rd)	Eastergate Ln	Wandleys Ln	A27 East	Arrivals: Traffic Assignment: A27 West (via Nyton)	A27 West (via Fontwell)	A29 South (Westergate St)	B2233 (Barnham Rd)	Eastergate Ln	Wandleys Ln	A27 East	Arrivals: Traffic Assignment (Percentage): A27 West (via Nyton)	A27 West (via Fontwell)	A29 South (Westergate St)	B2233 (Barnham Rd)	Eastergate Ln	Wandleys Ln	A27 East
E01031393 : Arun 003A	10	17	17	2.4%				1							2.4%							1								2.4%			
E01031394 : Arun 003B	9	12	9	1.7%				1							1.7%							1								1.7%			
E01031466 : Arun 003F	11	9	9	1.6%					1							1.6%							1								1.6%		
Lower Layer Total	30	38	35	14.8%																														
Mid Layer																																		
E02006542 : Arun 001	19	24	20	3.5%						1								3.5%							1									3.5%
E02006543 : Arun 002	3	1	3	0.4%						1								0.4%							1									0.4%
E02006545 : Arun 004	11	10	10	1.7%				1							1.7%							1								1.7%			
E02006546 : Arun 005	2	8	4	0.8%						1								0.8%							1									0.8%
E02006547 : Arun 006	8	13	20	2.5%				1							2.5%							1								2.5%			
E02006548 : Arun 007	3	6	5	0.8%				1							0.8%										1									0.8%
E02006549 : Arun 008	0	3	2	0.3%						1								0.3%							1									0.3%
E02006550 : Arun 009	4	12	8	1.3%				1							1.3%							1								1.3%			
E02006551 : Arun 010	1	6	2	0.5%				1							0.5%										1									0.5%
E02006552 : Arun 011	6	11	13	1.7%				1							1.7%							1								1.7%			
E02006553 : Arun 012	21	15	13	2.7%			1									2.7%							1								2.7%			
E02006554 : Arun 013	4	5	1	0.6%				1							0.6%							1								0.6%			
E02006555 : Arun 014	27	20	9	3.1%			1									3.1%							1								3.1%			
E02006556 : Arun 015	5	2	3	0.6%			1									0.6%							1								0.6%			
E02006557 : Arun 016	5	6	3	0.8%			1									0.8%							1								0.8%			
E02006558 : Arun 017	29	21	29	4.4%			1									4.4%							1								4.4%			
E02006559 : Arun 018	3	2	3	0.4%			1									0.4%							1								0.4%			
E02006560 : Arun 019	0	2	7	0.5%			1									0.5%							1								0.5%			
Mid Layer Total	151	167	155	26.1%																														
Merged Local Authority																																		
Arun	557	678	579	100.0%																														
Chichester	219	276	218	39.3%	0.25	0.75						9.8%	29.5%								1								39.3%					
Worthing	25	32	23	4.4%						1								4.4%							1									4.4%
Horsham	15	23	23	3.4%						1								3.4%							1									3.4%
Havant	14	19	14	2.6%	0.25	0.75						0.6%	1.9%								1								2.6%					
Portsmouth	10	15	16	2.3%	0.25	0.75						0.6%	1.7%								1								2.3%					
Brighton and Hove	7	17	5	1.6%						1								1.6%							1									1.6%
Crawley	7	10	11	1.5%						1								1.5%							1									1.5%
Adur	7	12	8	1.5%						1								1.5%							1									1.5%
Lewes	8	5	1	0.8%						1								0.8%							1									0.8%
Westminster,City of London	3	3	7	0.7%						1								0.7%							1									0.7%
Guildford	5	3	5	0.7%						1								0.7%							1									0.7%
East Hampshire	6	2	4	0.7%	0.25	0.75						0.2%	0.5%								1								0.7%					
Winchester	3	2	6	0.6%	0.25	0.75						0.2%	0.5%								1								0.6%					
Eastleigh	2	5	2	0.5%	0.25	0.75						0.1%	0.4%								1								0.5%					
Fareham	7	1	1	0.5%	0.25	0.75						0.1%	0.4%								1								0.5%					
Southampton	3	3	2	0.4%	0.25	0.75						0.1%	0.3%								1								0.4%					
Waverley	3	2	2	0.4%						1								0.4%							1									0.4%
Basingstoke and Deane	2	2	2	0.3%	0.25	0.75						0.1%	0.2%								1								0.3%					
Runnymede	2	3	1	0.3%						1								0.3%							1									0.3%
Mid Sussex	2	1	3	0.3%						1								0.3%							1									0.3%
Kensington and Chelsea	1	3	1	0.3%						1								0.3%							1									0.3%
Hart	1	0	4	0.3%						1								0.3%							1									0.3%
Three Rivers	1	1	1	0.2%						1								0.2%							1									0.2%
Hillingdon	0	1	2	0.2%						1								0.2%							1									0.2%
Islington	1	0	2	0.2%						1								0.2%							1									0.2%
Richmond upon Thames	1	2	0	0.2%						1								0.2%							1									0.2%
Wychavon	0	1	1	0.1%	0.25	0.75						0.0%	0.1%								1								0.1%					
Daventry	1	1	0	0.1%						1								0.1%							1									0.1%
Breckland	0	1	1	0.1%						1								0.1%							1									0.1%
Camden	0	1	1	0.1%						1								0.1%							1									0.1%
Hackney	0	1	1	0.1%						1								0.1%							1									0.1%
Hammersmith and Fulham	0	1	1	0.1%						1								0.1%							1									0.1%
Hounslow	0	1	1	0.1%						1								0.1%							1									0.1%
Lewisham	1	0	1	0.1%						1								0.1%							1									0.1%
Southwark	0	0	2	0.1%						1								0.1%							1									0.1%
Tower Hamlets	0	2	0	0.1%						1								0.1%							1									0.1%
Wandsworth	0	2	0	0.1%						1								0.1%							1									0.1%
Windsor and Maidenhead	0	2	0	0.1%						1								0.1%							1									0.1%
Wokingham	1	0	1	0.1%						1								0.1%							1									0.1%
Wealden	1	1	0	0.1%						1								0.1%							1									0.1%
Rushmoor	0	1	1	0.1%						1								0.1%							1									0.1%
Test Valley	1	1	0	0.1%	0.25	0.75						0.0%	0.1%								1								0.1%					
Elmbridge	1	0	1	0.1%						1								0.1%							1									0.1%
Mole Valley	2	0	0	0.1%						1								0.1%							1									0.1%
Surrey Heath	1	1	0	0.1%						1								0.1%							1									0.1%
Tandridge	0	0	2	0.1%						1								0.1%							1									0.1%
Woking	1	1	0	0.1%						1								0.1%							1									0.1%
Plymouth	0	1	1	0.1%	0.25	0.75						0.0%	0.1%								1								0.1%					
Stockport	0	1	0	0.1%						1								0.1%							1									0.1%
Chartwood	0	1	0	0.1%						1								0.1%							1									0.1%
Stratford-on-Avon	0	0	1	0.1%						1								0.1%							1									0.1%
Bromsgrove	0	1	0	0.1%						1								0.1%							1									0.1%
Uttlesford	0	1	0	0.1%						1								0.1%							1									0.1%
St Albans	1	0	0	0.1%						1								0.1%							1									0.1%
Forest Heath	1	0	0	0.1%						1								0.1%							1									0.1%
Brent	1	0	0	0.1%						1								0.1%							1									0.1%
Bromley	0	1	0	0.1%						1								0.1%							1									0.1%
Croydon	1	0	0	0.1%						1								0.1%							1									0.1%
Ealing	0	0	1	0.1%						1								0.1%							1									0.1%
Greenwich	1	0	0	0.1%						1								0.1%							1									0.1%
Kingston upon Thames	0	0	1	0.1%						1								0.1%							1									0.1%
Merton	0	0	1	0.1%						1								0.1%							1									0.1%
Reading	0	0	1	0.1%						1								0.1%							1									0.1%
Slough	0	1	0	0.1%						1								0.1%							1									0.1%
South Bucks	0	0	1	0.1%						1								0.1%							1									0.1%
Hastings	0	1	0	0.1%						1								0.1%							1									0.1%
Rother	1	0	0	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
Gosport	1	0	0	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
Sevenoaks	1	0	0	0.1%						1								0.1%							1									0.1%
South Oxfordshire	0	0	1	0.1%						1								0.1%							1									0.1%
Relgate and Banstead	0	1	0	0.1%						1								0.1%							1									0.1%
Spelthorne	1	0	0	0.1%						1								0.1%							1									0.1%
Bristol, City of	0	0	1	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
North Somerset	0	1	0	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
Poole	1	0	0	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
South Hams	1	0	0	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
Cotswold	0	1	0	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
Gloucester	0	0	1	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
Taunton Deane	0	0	1	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
Bridgend	0	1	0	0.1%	0.25	0.75						0.0%	0.0%								1								0.1%					
Sub Totals	557	678	579	100.0%								12.0%	36.1%	12.4%	12.8%	1.6%	0.0%	25.1%	100.0%								0.0%	48.1%	12.4%	11.6%	1.6%	0.0%	26.4%	100.0%
Total		1,814																																

Appendix I Traffic Distribution Model



Legend

Arrivals

Departures

Arr/Dep

Arrivals

Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

Title:
Development Traffic Percentage Distribution (Pre A29 Realignment)

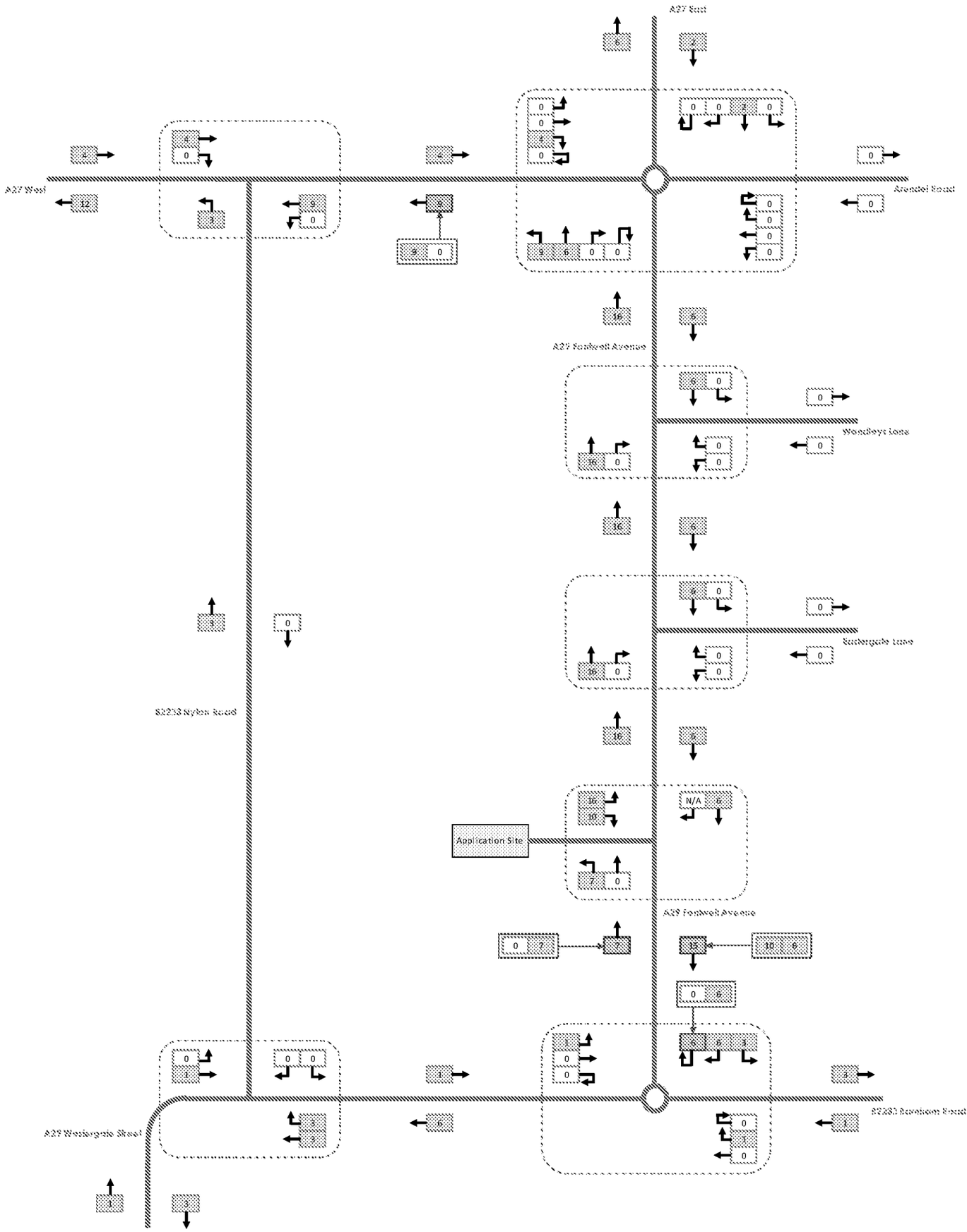
Project:
Land at SRC Recycling, Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -

Appendix J Traffic Assignment Model



Legend

Arrivals

Departures

Arr/Dep

7 Arrivals

26 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

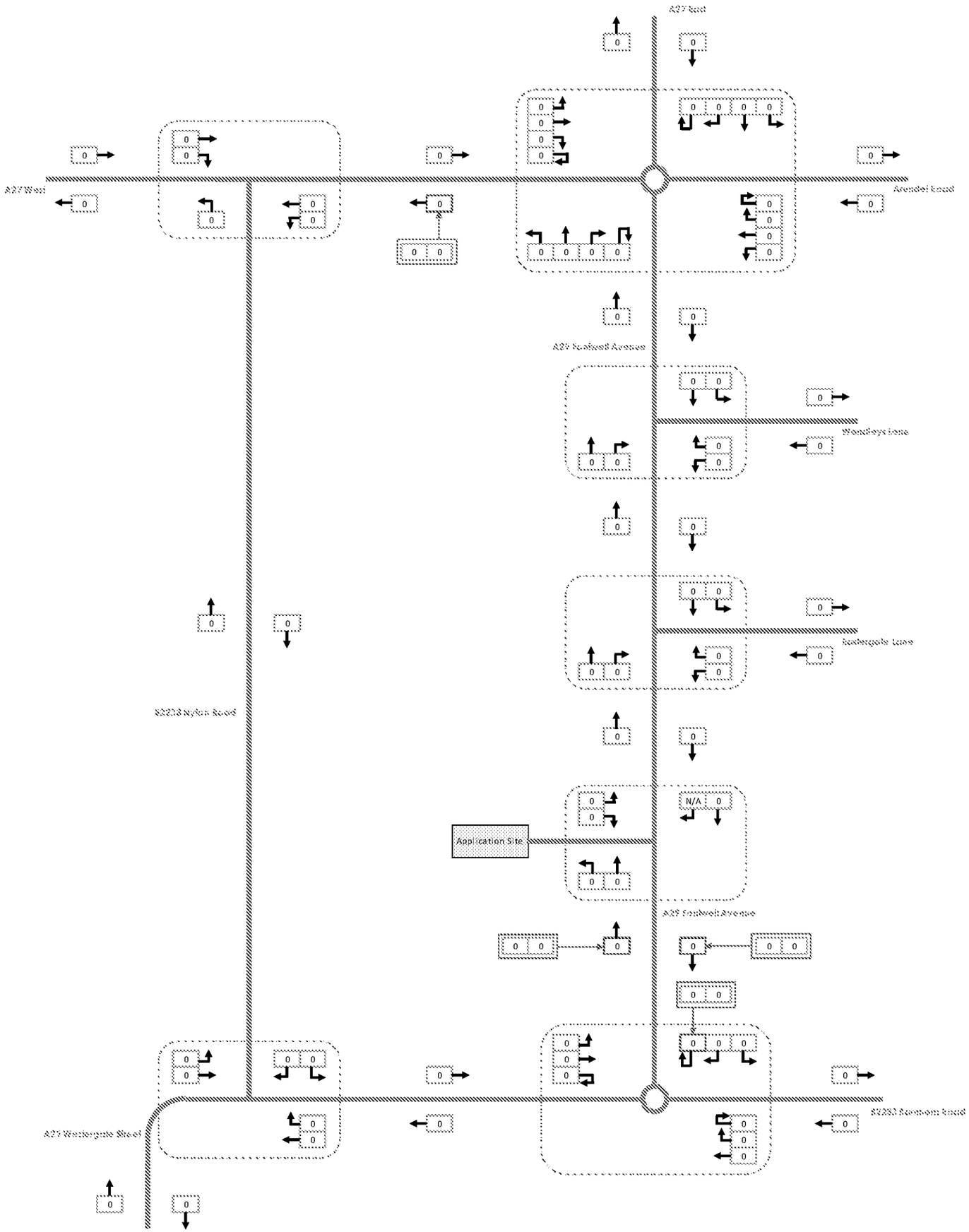
Title:
Development Traffic
AM Peak Hour Flows
(Pre A29 Realignment)
All Vehicles

Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -



Legend

Arrivals

Departures

Arr/Dep

0 Arrivals

0 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

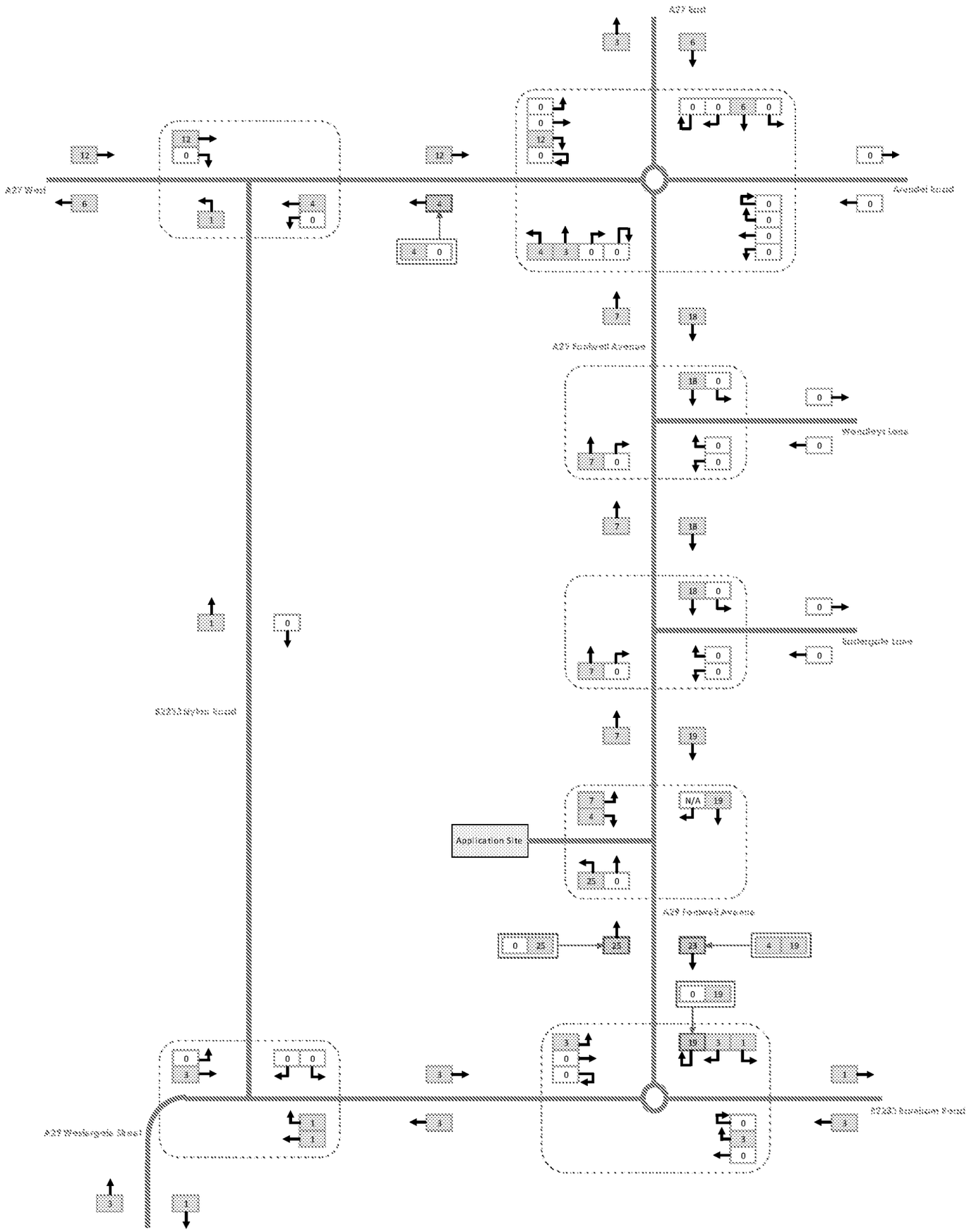
Title:
Development Traffic
AM Peak Hour Flows
(Pre A29 Realignment)
HGVs

Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -



Legend

Arrivals

Departures

Arr/Dep

25 Arrivals

12 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester, West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

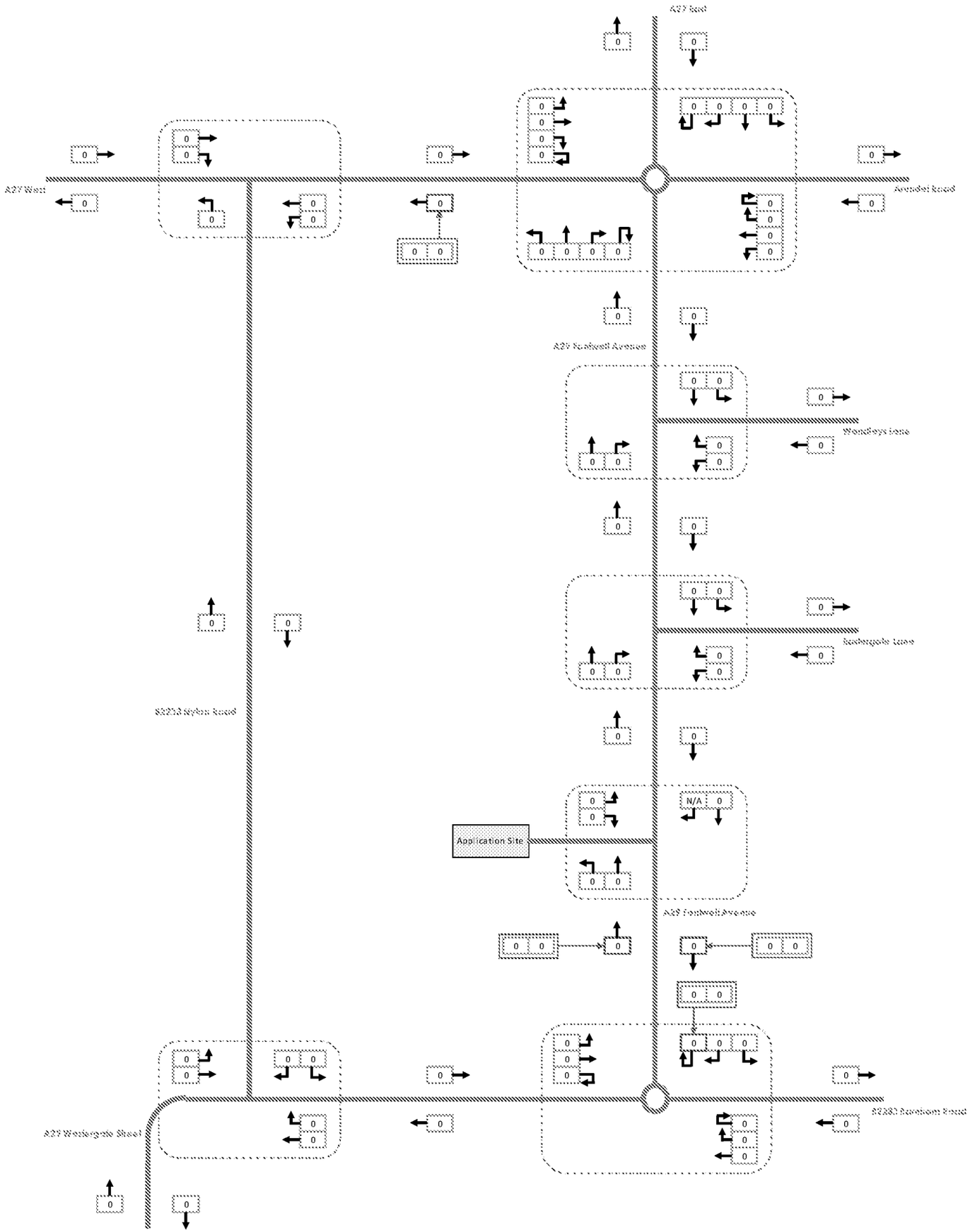
Title:
Development Traffic
PM Peak Hour Flows
(Pre A29 Realignment)
All Vehicles

Project:
Land at SRC Recycling, Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -



Legend

Arrivals

Departures

Arr/Dep

0 Arrivals

0 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

Title:
Development Traffic
PM Peak Hour Flows
(Pre A29 Realignment)
HGVs

Project:
Land at SRC Recycling,
Eastergate, West Sussex

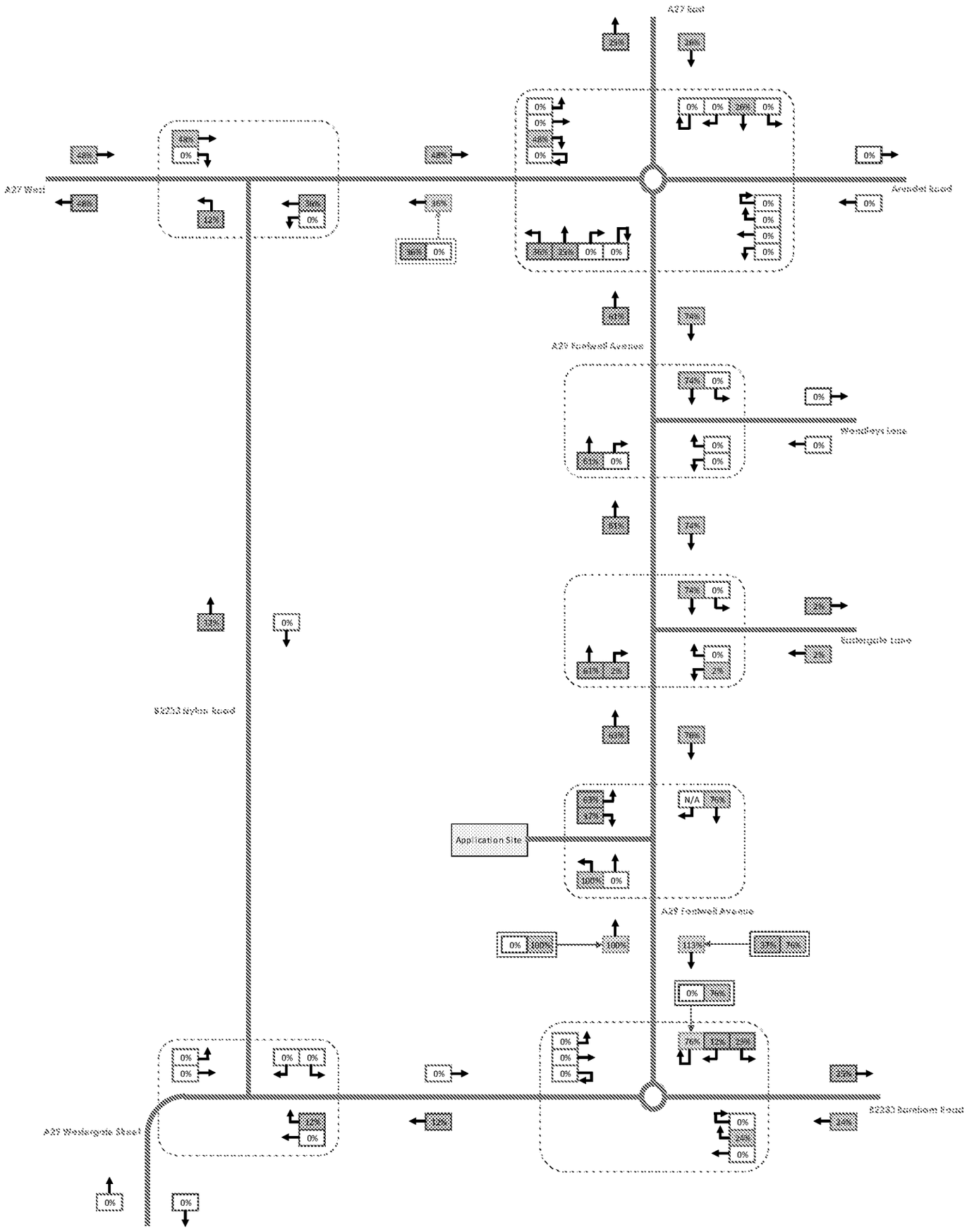
Client:
Mr D. Parker

Job No: 6243

Rev: -

ARUN DISTRICT COUNCIL AL/49/22/PL

Appendix K Post A29 Realignment Distribution and Assignment Models



Legend

- Arrivals
- Departures
- Arr/Dep

- Arrivals
- Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

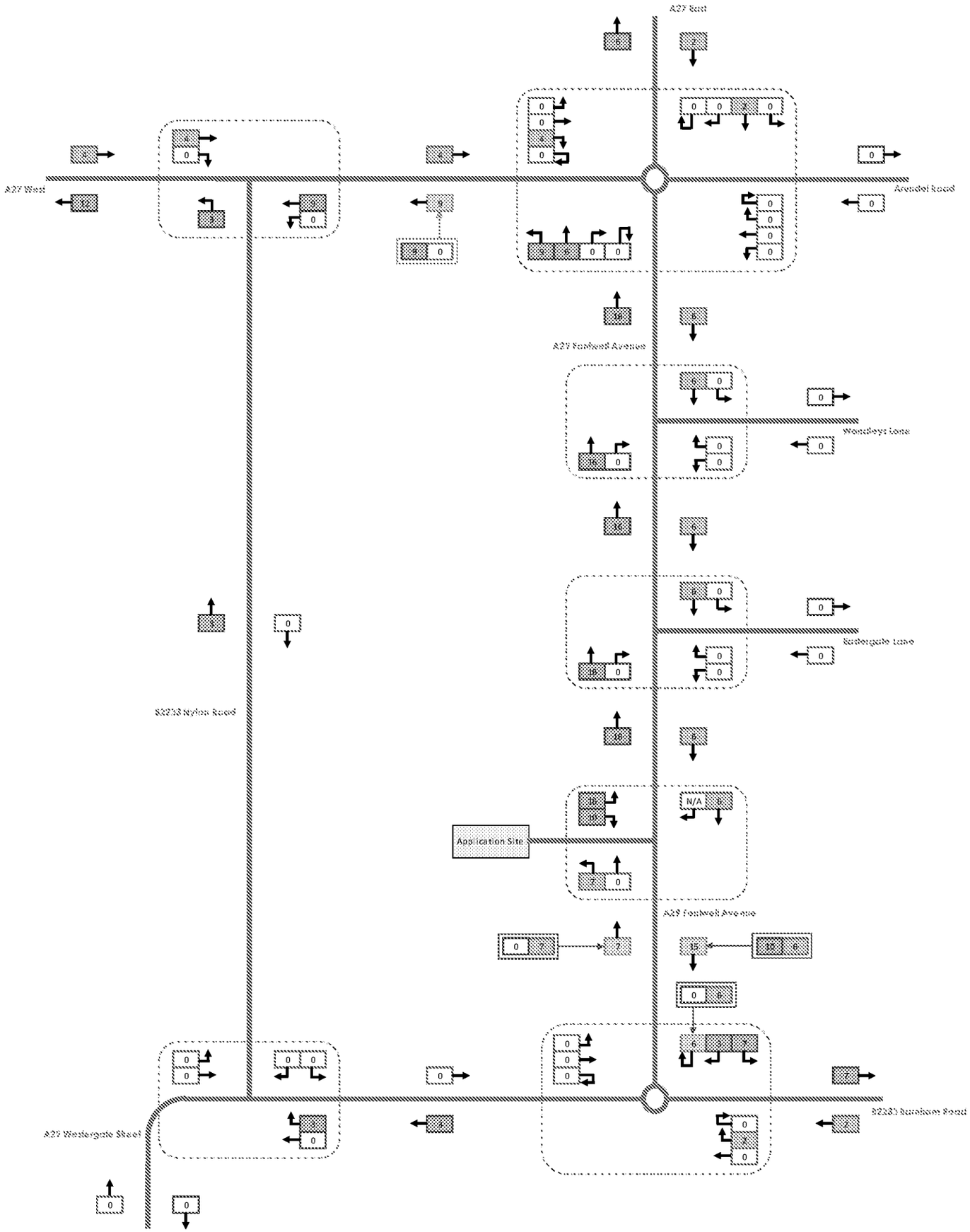
Title:
Development Traffic Percentage Distribution (Post A29 Realignment)

Project:
Land at SRC Recycling, Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -



Legend

- Arrivals
- Departures
- Arr/Dep

7 Arrivals

26 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

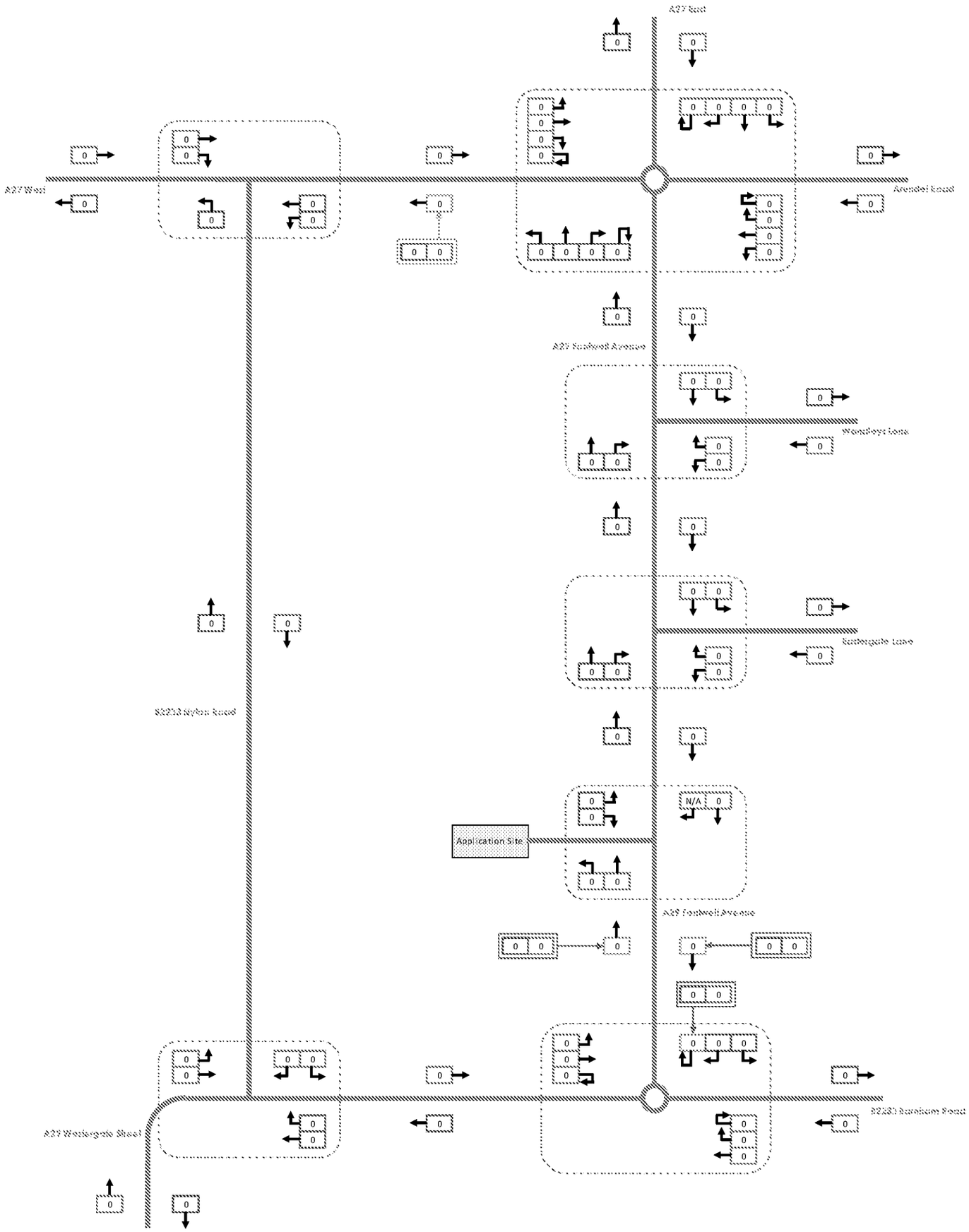
Title:
Development Traffic
AM Peak Hour Flows
(Post A29 Realignment)
All Vehicles

Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -



Legend

- Arrivals
- Departures
- Arr/Dep

0 Arrivals

0 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

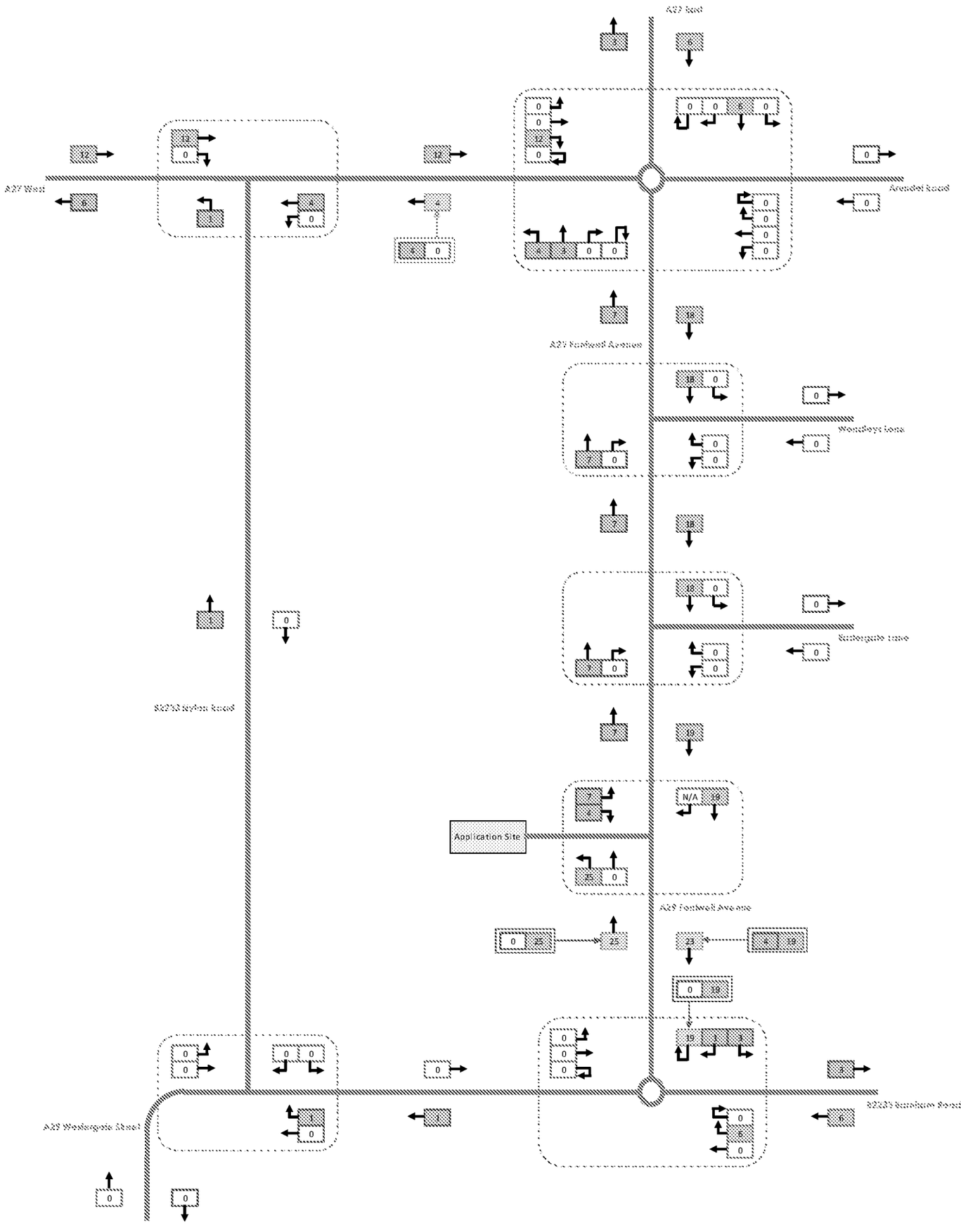
Title:
Development Traffic
AM Peak Hour Flows
(Post A29 Realignment)
HGVs

Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -



Legend

Arrivals

Departures

Arr/Dep

25 Arrivals

12 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

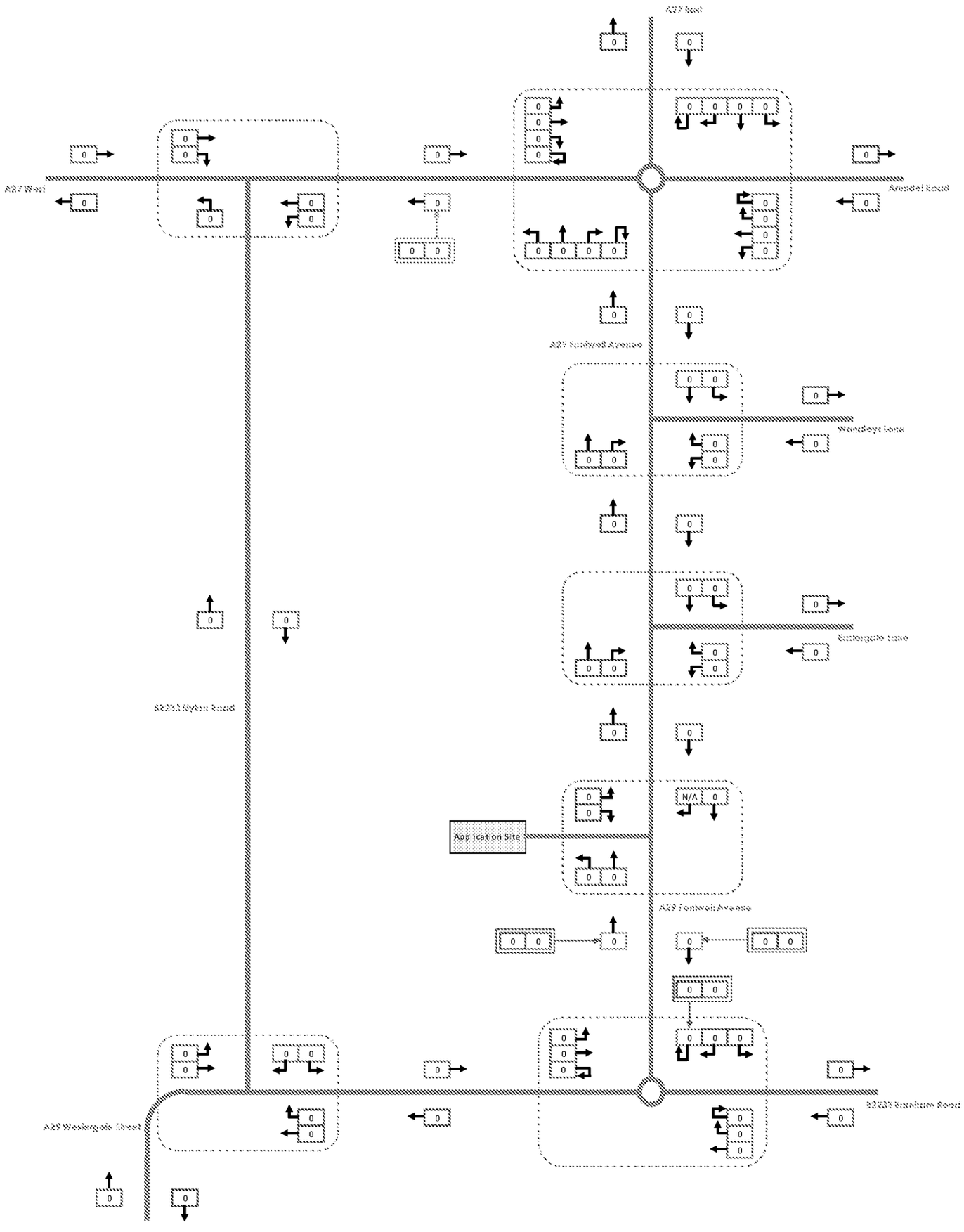
Title:
Development Traffic
PM Peak Hour Flows
(Post A29 Realignment)
All Vehicles

Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -



Legend

Arrivals

Departures

Arr/Dep

0 Arrivals

0 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

Title:
Development Traffic
PM Peak Hour Flows
(Post A29 Realignment)
HGVs

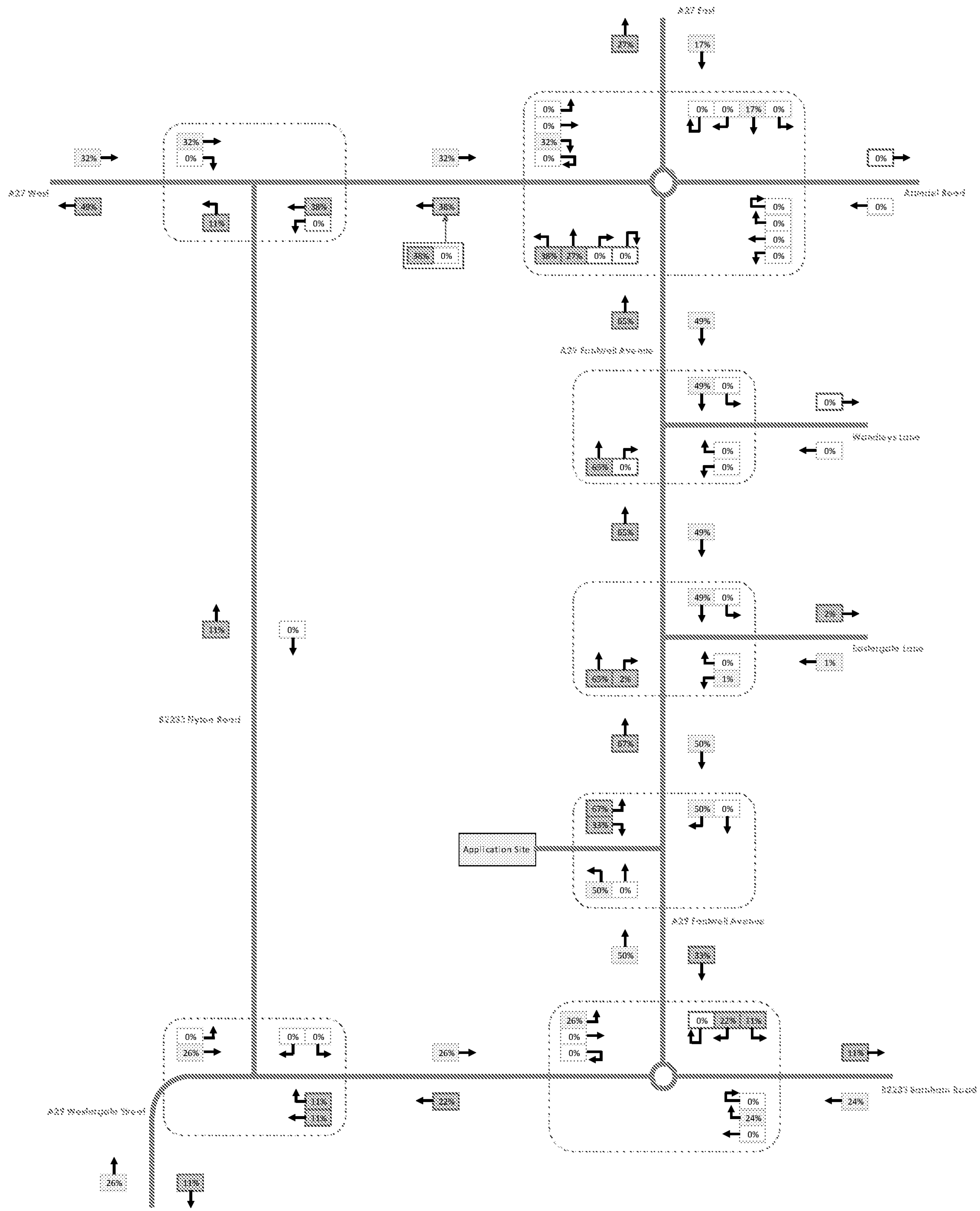
Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -

Appendix L Existing Site Traffic Distribution



ARUN DISTRICT COUNCIL AL/49/22/PL

Legend

(dark hatched)	Arrivals
(light stipple)	Departures
(mid hatched)	Arr/Dep
-	Arrivals
-	Departures

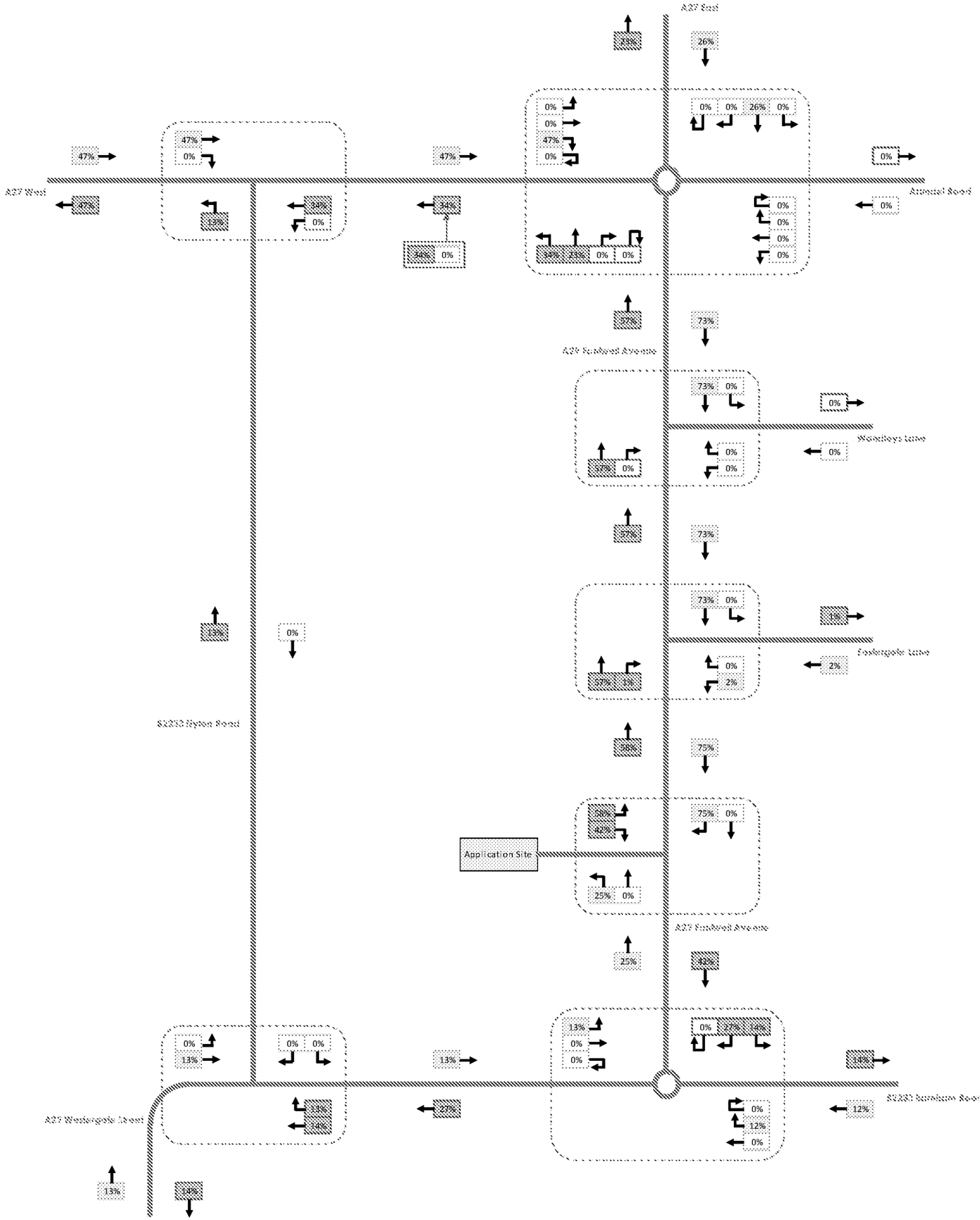
BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

Title:
Existing Site Traffic
AM Peak Hour
Percentage Distribution

Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No:	Rev:
6243	-



Legend

- Arrivals
- Departures
- Arr/Dep

- Arrivals
- Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

Title:
Existing Site Traffic
PM Peak Hour
Percentage Distribution

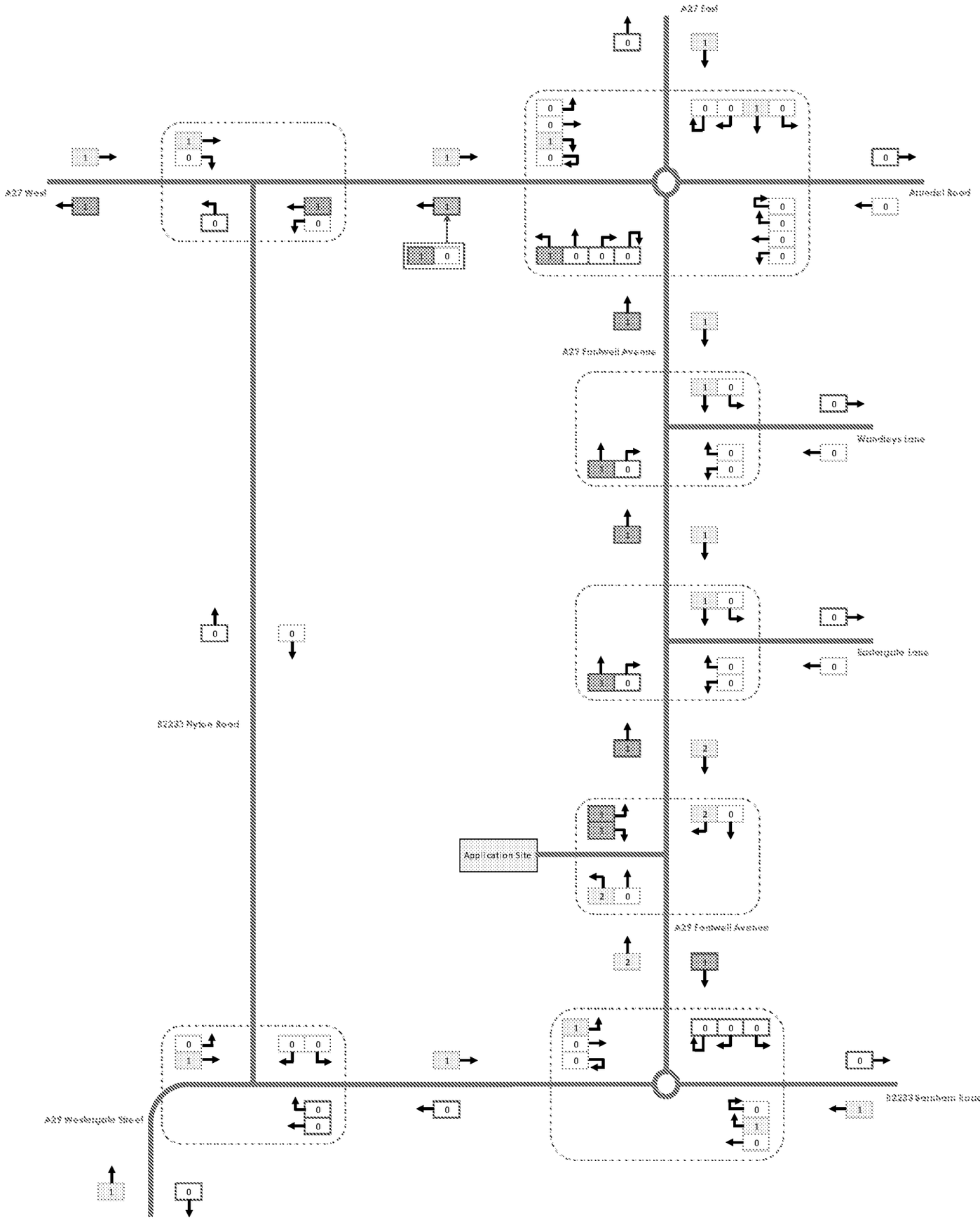
Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -

Appendix M Existing Site Traffic Assignment Model



Legend

- Arrivals
- Departures
- Arr/Dep

- 3 Arrivals
- 2 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

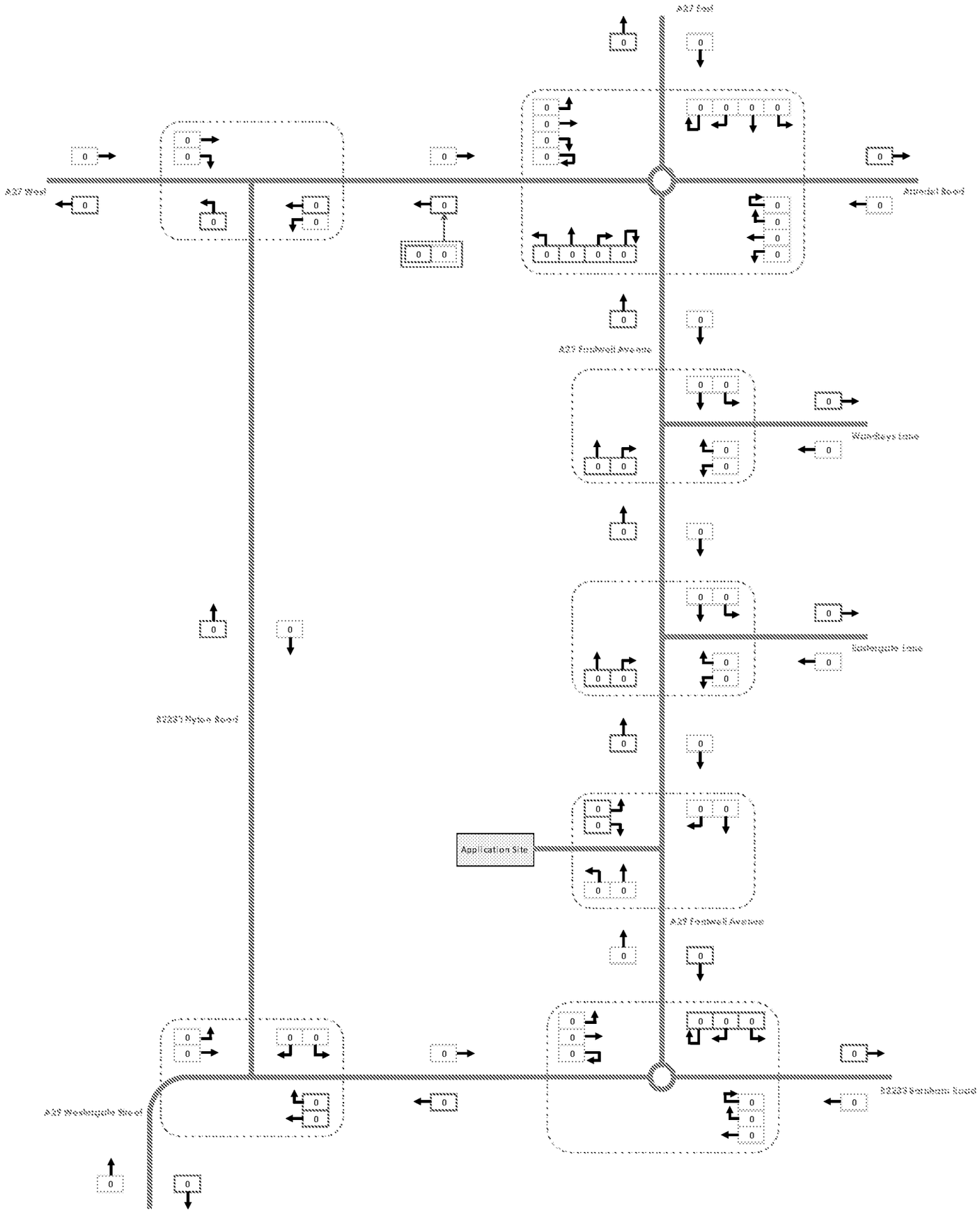
Title:
Existing Site Traffic
AM Peak Hour Flows
All Vehicles

Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -



Legend

Arrivals

Departures

Arr/Dep

0 Arrivals

1 Departures

BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

Title:
Existing Site Traffic
AM Peak Hour Flows
HGVs

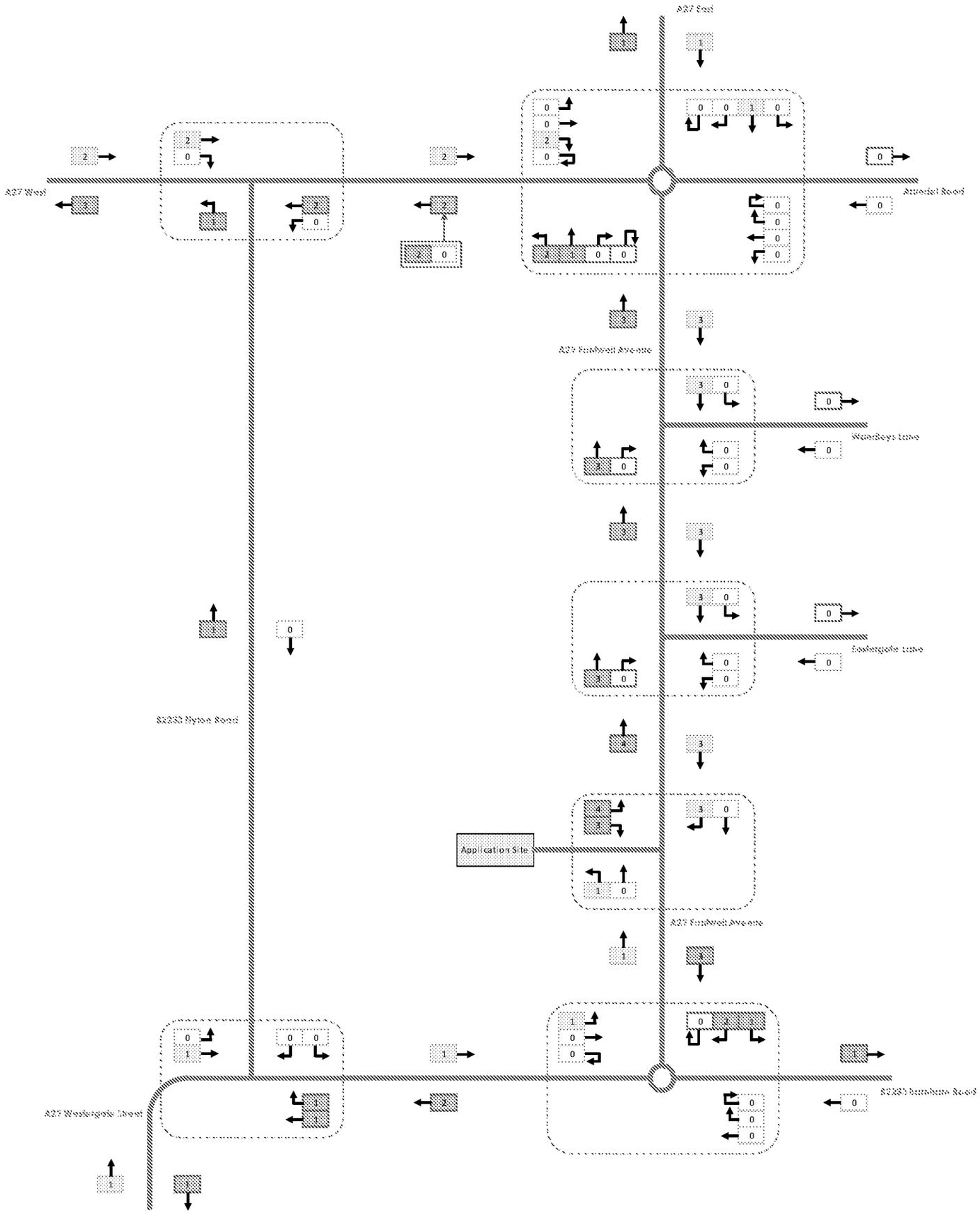
Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -

ARUN DISTRICT COUNCIL AL/49/22/PL



Legend

- Arrivals
- Departures
- Arr/Dep

- 4 Arrivals
- 6 Departures

BRIGHT PLAN

Transport Planning and Civil Engineering Consultants

Unit 2, West Barn, Norton Lane, Chichester, West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

Title:

Existing Site Traffic
PM Peak Hour Flows
All Vehicles

Project:

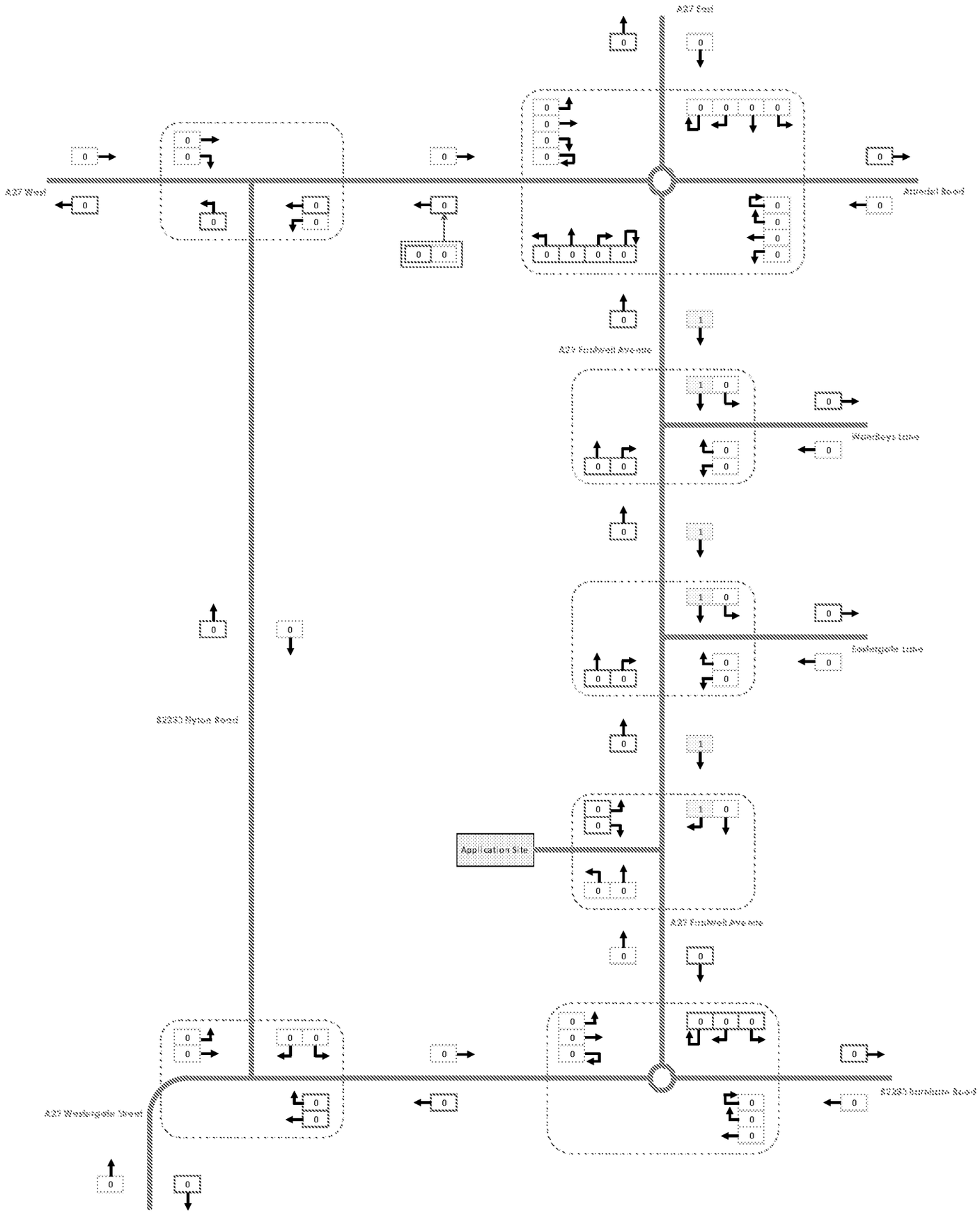
Land at SRC Recycling,
Eastergate, West Sussex

Client:

Mr D. Parker

Job No:	Rev:
6243	-

ARUN DISTRICT COUNCIL AL/49/22/PL



Legend

- Arrivals
- Departures
- Arr/Dep

- Arrivals
- Departures

BRIGHT PLAN

Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418
www.bpcivils.co.uk

Title:
Existing Site Traffic
PM Peak Hour Flows
HGVs

Project:
Land at SRC Recycling,
Eastergate, West Sussex

Client:
Mr D. Parker

Job No: 6243

Rev: -

ARUN DISTRICT COUNCIL AL/49/22/PL

Appendix N PICADY Report - Site Access

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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[redacted]

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Fontwell Avenue Roundabout Direct Input.j9
Path: P:\Planning\2020 Projects (6201-6300)\6243 Land at SRC Recycling, Eastergate, West Sussex\Technical Assessments\Junction Modelling
Report generation date: 15/02/2021 12:54:34

»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 Baseline, AM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 Baseline, PM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 + Development, AM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 + Development, PM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (A29 Realignment Northern Section Open), AM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (A29 Realignment Northern Section Open), PM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (A29 Realignment Northern Section Open), AM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (A29 Realignment Northern Section Open), PM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (Full A29 Realignment Open), AM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (Full A29 Realignment Open), PM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (Full A29 Realignment Open), AM
»Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (Full A29 Realignment Open), PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 Baseline									
Arm A	1.0	4.04	0.50	A	6.43	1.0	3.92	0.48	A	10.93
Arm B	1.2	7.97	0.55	A		4.7	22.23	0.84	C	
Arm C	1.7	8.22	0.64	A		1.0	6.52	0.50	A	
	Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 + Development									
Arm A	1.1	4.05	0.50	A	6.56	1.0	3.86	0.49	A	11.97
Arm B	1.3	8.24	0.57	A		5.5	24.89	0.86	C	
Arm C	1.8	8.36	0.64	A		1.0	6.61	0.51	A	
	Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (A29 Realignment Northern Section Open)									
Arm A	1.2	4.22	0.54	A	7.58	1.2	4.14	0.54	A	9.23
Arm B	1.8	10.24	0.65	B		3.7	18.55	0.79	C	
Arm C	2.0	9.97	0.67	A		0.7	5.96	0.42	A	
	Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (A29 Realignment Northern Section Open)									
Arm A	1.2	4.25	0.54	A	7.78	1.2	4.23	0.55	A	10.02
Arm B	1.9	10.66	0.66	B		4.1	20.44	0.82	C	
Arm C	2.0	10.17	0.67	B		0.8	6.10	0.43	A	
	Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (Full A29 Realignment Open)									
Arm A	0.3	2.55	0.22	A	4.20	0.4	2.72	0.30	A	3.59
Arm B	0.3	4.22	0.20	A		0.4	5.39	0.30	A	
Arm C	1.0	5.28	0.48	A		0.3	3.49	0.21	A	
	Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (Full A29 Realignment Open)									
Arm A	0.3	2.56	0.23	A	4.25	0.4	2.76	0.31	A	3.71
Arm B	0.3	4.29	0.22	A		0.5	5.58	0.32	A	
Arm C	1.0	5.33	0.49	A		0.3	3.56	0.21	A	

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.

File summary

File Description

Title	Wetergate A29 Fontwell Avenue / B2233 Memorial Roundabout
Location	
Site number	
Date	04/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	6243
Enumerator	BP-RAT-01\RemotePC
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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 period length (min)	Time segment length (min)
D1	2023 Baseline	AM	DIRECT	08:00	09:00	60	15
D2	2023 Baseline	PM	DIRECT	17:00	18:00	60	15
D3	2023 + Development	AM	DIRECT	08:00	09:00	60	15
D4	2023 + Development	PM	DIRECT	17:00	18:00	60	15
D5	2038 Baseline (A29 Realignment Northern Section Open)	AM	DIRECT	08:00	09:00	60	15
D6	2038 Baseline (A29 Realignment Northern Section Open)	PM	DIRECT	17:00	18:00	60	15
D7	2038 + Development (A29 Realignment Northern Section Open)	AM	DIRECT	08:00	09:00	60	15
D8	2038 + Development (A29 Realignment Northern Section Open)	PM	DIRECT	17:00	18:00	60	15
D9	2038 Baseline (Full A29 Realignment Open)	AM	DIRECT	08:00	09:00	60	15
D10	2038 Baseline (Full A29 Realignment Open)	PM	DIRECT	17:00	18:00	60	15
D11	2038 + Development (Full A29 Realignment Open)	AM	DIRECT	08:00	09:00	60	15
D12	2038 + Development (Full A29 Realignment Open)	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout	100.000

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 Baseline, AM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A29 Westergate St West	
B	A29 Fontwell Avenue North	
C	B2233 Barnham Road South	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.50	6.50	30.0	42.0	25.0	19.0	
B	4.00	4.50	5.0	12.0	25.0	54.0	
C	3.25	6.00	9.0	11.0	25.0	7.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.740	1982
B	0.517	1173
C	0.625	1462

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023 Baseline	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	619	315
	B	413	0	144
	C	598	168	0

08:15 - 08:30

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	610	310
	B	407	0	142
	C	590	166	0

08:30 - 08:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	559	284
	B	373	0	130
	C	540	152	0

08:45 - 09:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	509	259
	B	339	0	119
	C	492	138	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	7
	B	3	0	1
	C	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.50	4.04	1.0	A
B	0.55	7.97	1.2	A
C	0.64	8.22	1.7	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	936	166	1859	0.504	932	1.0	4.037	A
B	557	316	1010	0.552	552	1.2	7.972	A
C	766	411	1205	0.636	759	1.7	8.178	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	922	166	1859	0.496	922	1.0	4.010	A
B	549	312	1012	0.543	549	1.2	7.974	A
C	756	409	1206	0.627	756	1.7	8.222	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	845	152	1869	0.452	846	0.9	3.675	A
B	503	286	1025	0.491	504	1.0	7.091	A
C	692	376	1227	0.564	694	1.4	6.957	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	770	138	1879	0.410	771	0.7	3.391	A
B	458	261	1038	0.441	459	0.8	6.376	A
C	630	342	1248	0.505	631	1.1	6.005	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 Baseline, PM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	10.93	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023 Baseline	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

17:00 - 17:15

		To		
		A	B	C
From	A	0	365	416
	B	461	0	218
	C	354	143	0

Demand (PCU/hr)

17:15 - 17:30

		To		
		A	B	C
From	A	0	419	478
	B	529	0	250
	C	406	164	0

17:30 - 17:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	390	445
	B	493	0	233
	C	378	153	0

17:45 - 18:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	381	434
	B	481	0	227
	C	369	149	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	7
	B	3	0	1
	C	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.48	3.92	1.0	A
B	0.84	22.23	4.7	C
C	0.50	6.52	1.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	781	142	1877	0.416	778	0.7	3.437	A
B	679	414	959	0.708	670	2.4	12.363	B
C	497	455	1178	0.422	494	0.7	5.386	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	897	164	1861	0.482	896	1.0	3.921	A
B	779	478	926	0.841	770	4.7	22.231	C
C	570	523	1135	0.502	569	1.0	6.515	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	835	153	1868	0.447	835	0.9	3.667	A
B	726	445	943	0.770	730	3.7	17.720	C
C	531	496	1152	0.461	532	0.9	5.965	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	815	149	1871	0.435	815	0.8	3.585	A
B	708	434	948	0.746	710	3.2	15.605	C
C	518	482	1160	0.446	518	0.8	5.759	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 + Development, AM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2023 + Development	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

08:00 - 08:15

		To		
		A	B	C
From	A	2	619	315
	B	419	6	148
	C	598	168	0

Demand (PCU/hr)

08:15 - 08:30

		To		
		A	B	C
From	A	2	610	310
	B	413	6	145
	C	590	166	0

08:30 - 08:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	559	284
	B	379	6	134
	C	540	152	0

08:45 - 09:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	2	509	259
	B	345	6	122
	C	492	138	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	7
	B	3	2	1
	C	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.50	4.05	1.1	A
B	0.57	8.24	1.3	A
C	0.64	8.36	1.8	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	936	172	1854	0.505	932	1.1	4.054	A
B	573	316	1010	0.567	568	1.3	8.240	A
C	766	423	1197	0.640	759	1.8	8.309	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	922	172	1855	0.497	922	1.0	4.029	A
B	564	312	1012	0.558	564	1.3	8.232	A
C	756	421	1199	0.631	756	1.8	8.360	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	845	158	1865	0.453	846	0.9	3.691	A
B	519	286	1025	0.506	520	1.1	7.310	A
C	692	388	1220	0.567	694	1.4	7.056	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	770	144	1875	0.411	771	0.7	3.405	A
B	473	261	1038	0.456	474	0.9	6.540	A
C	630	354	1241	0.508	631	1.1	6.080	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2023 + Development, PM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	11.97	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2023 + Development	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

17:00 - 17:15

		To		
		A	B	C
From	A	0	367	416
	B	462	19	218
	C	354	145	0

Demand (PCU/hr)

17:15 - 17:30

		To		
		A	B	C
From	A	0	421	478
	B	530	19	251
	C	406	167	0

17:30 - 17:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	392	445
	B	494	19	233
	C	378	155	0

17:45 - 18:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	383	434
	B	482	19	228
	C	369	152	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	4	0	0
	C	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.49	3.86	1.0	A
B	0.68	24.89	5.5	C
C	0.51	6.61	1.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	783	163	1861	0.421	780	0.7	3.370	A
B	699	414	959	0.729	689	2.6	13.190	B
C	499	474	1166	0.428	496	0.8	5.436	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	899	185	1845	0.487	898	1.0	3.856	A
B	800	478	926	0.864	789	5.5	24.891	C
C	573	541	1124	0.510	572	1.0	6.615	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	837	174	1853	0.452	837	0.8	3.597	A
B	746	445	943	0.791	751	4.2	19.791	C
C	533	516	1139	0.468	534	0.9	6.044	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	817	171	1855	0.440	817	0.8	3.518	A
B	729	434	948	0.769	731	3.6	17.224	C
C	521	503	1148	0.454	521	0.9	5.838	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (A29 Realignment Northern Section Open), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2038 Baseline (A29 Realignment Northern Section Open)	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

08:00 - 08:15

		To		
		A	B	C
From	A	0	675	351
	B	609	0	32
	C	622	103	0

Demand (PCU/hr)

08:15 - 08:30

		To		
		A	B	C
From	A	0	665	346
	B	600	0	32
	C	613	102	0

08:30 - 08:45

Demand (PCU/hr)

From \ To	A	B	C
A	0	609	317
B	550	0	29
C	562	93	0

08:45 - 09:00

Demand (PCU/hr)

From \ To	A	B	C
A	0	555	289
B	501	0	27
C	511	85	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	3	7
B	3	0	1
C	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.54	4.22	1.2	A
B	0.65	10.24	1.8	B
C	0.67	9.97	2.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1026	102	1906	0.538	1021	1.2	4.223	A
B	641	349	992	0.646	634	1.8	10.137	B
C	725	602	1086	0.668	717	2.0	9.847	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1011	102	1906	0.530	1011	1.2	4.200	A
B	632	346	994	0.636	632	1.8	10.237	B
C	715	600	1087	0.658	715	2.0	9.965	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	926	93	1913	0.484	927	1.0	3.817	A
B	579	317	1009	0.574	581	1.4	8.682	A
C	655	552	1117	0.586	657	1.5	8.084	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	844	85	1919	0.440	845	0.8	3.500	A
B	528	289	1023	0.516	529	1.1	7.512	A
C	596	502	1148	0.519	597	1.1	6.742	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (A29 Realignment Northern Section Open), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	9.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2038 Baseline (A29 Realignment Northern Section Open)	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	461	441
	B	566	0	65
	C	314	78	0

17:15 - 17:30

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	529	507
	B	650	0	74
	C	360	89	0

17:30 - 17:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	493	472
	B	605	0	69
	C	335	83	0

17:45 - 18:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	481	460
	B	591	0	68
	C	327	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	4	0	0
	C	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.54	4.14	1.2	A
B	0.79	18.55	3.7	C
C	0.42	5.96	0.7	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	902	78	1924	0.469	898	0.9	3.551	A
B	631	439	946	0.667	623	2.0	11.259	B
C	392	559	1113	0.352	390	0.5	5.029	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1036	89	1916	0.541	1035	1.2	4.142	A
B	724	506	911	0.795	717	3.7	18.549	C
C	449	644	1059	0.424	448	0.7	5.959	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	965	83	1920	0.503	966	1.0	3.829	A
B	674	472	929	0.726	677	2.9	14.982	B
C	418	608	1082	0.386	418	0.6	5.497	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	941	81	1922	0.490	941	1.0	3.729	A
B	659	460	935	0.705	660	2.6	13.613	B
C	408	592	1092	0.374	408	0.6	5.335	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (A29 Realignment Northern Section Open), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2038 + Development (A29 Realignment Northern Section Open)	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

08:00 - 08:15

		To		
		A	B	C
From	A	0	675	351
	B	615	6	35
	C	622	104	0

Demand (PCU/hr)

08:15 - 08:30

		To		
		A	B	C
From	A	0	665	346
	B	606	6	35
	C	613	102	0

08:30 - 08:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	609	317
	B	556	6	32
	C	562	94	0

08:45 - 09:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	555	289
	B	507	6	30
	C	511	85	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	7
	B	3	2	1
	C	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.54	4.25	1.2	A
B	0.66	10.66	1.9	B
C	0.67	10.17	2.0	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1026	109	1901	0.540	1021	1.2	4.248	A
B	656	349	992	0.661	648	1.9	10.531	B
C	726	614	1078	0.673	718	2.0	10.059	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1011	108	1902	0.532	1011	1.2	4.221	A
B	647	346	994	0.651	647	1.9	10.664	B
C	715	612	1079	0.662	715	2.0	10.170	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	926	100	1908	0.485	927	1.0	3.837	A
B	594	317	1009	0.589	596	1.5	8.994	A
C	656	564	1110	0.591	658	1.5	8.240	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	844	91	1914	0.441	845	0.8	3.515	A
B	543	289	1023	0.531	544	1.2	7.744	A
C	596	514	1140	0.523	598	1.1	6.841	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (A29 Realignment Northern Section Open), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	10.02	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2038 + Development (A29 Realignment Northern Section Open)	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	463	441
	B	567	19	65
	C	314	80	0

17:15 - 17:30

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	532	507
	B	651	19	75
	C	360	92	0

17:30 - 17:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	495	472
	B	606	19	70
	C	335	86	0

17:45 - 18:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	483	460
	B	592	19	68
	C	327	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	4	0	0
	C	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.55	4.23	1.2	A
B	0.82	20.44	4.1	C
C	0.43	6.10	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	904	98	1909	0.474	900	0.9	3.609	A
B	651	439	946	0.688	642	2.2	11.918	B
C	394	578	1100	0.358	392	0.6	5.142	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1039	111	1900	0.547	1038	1.2	4.232	A
B	745	506	911	0.818	737	4.1	20.436	C
C	452	663	1047	0.432	451	0.8	6.105	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	967	105	1904	0.508	968	1.1	3.906	A
B	695	472	929	0.748	699	3.2	16.419	C
C	421	628	1069	0.394	421	0.7	5.629	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	943	103	1906	0.495	943	1.0	3.800	A
B	679	460	935	0.726	681	2.9	14.713	B
C	411	612	1079	0.381	411	0.6	5.457	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (Full A29 Realignment Open), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2038 Baseline (Full A29 Realignment Open)	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

08:00 - 08:15

		To		
		A	B	C
From	A	0	277	149
	B	191	0	32
	C	535	114	0

Demand (PCU/hr)

08:15 - 08:30

		To		
		A	B	C
From	A	0	273	147
	B	188	0	32
	C	527	113	0

08:30 - 08:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	250	134
	B	172	0	29
	C	483	103	0

08:45 - 09:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	228	122
	B	157	0	27
	C	440	94	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	7
	B	3	0	1
	C	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.22	2.55	0.3	A
B	0.20	4.22	0.3	A
C	0.48	5.28	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	426	113	1898	0.224	425	0.3	2.549	A
B	223	149	1096	0.203	222	0.3	4.223	A
C	649	190	1343	0.483	645	1.0	5.275	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	420	113	1898	0.221	420	0.3	2.542	A
B	220	147	1097	0.201	220	0.3	4.216	A
C	640	188	1344	0.476	640	0.9	5.255	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	384	103	1905	0.202	384	0.3	2.472	A
B	201	134	1104	0.182	201	0.2	4.097	A
C	586	172	1354	0.433	587	0.8	4.826	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	350	94	1912	0.183	350	0.2	2.408	A
B	184	122	1110	0.166	184	0.2	3.992	A
C	534	157	1364	0.392	534	0.7	4.466	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 Baseline (Full A29 Realignment Open), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2038 Baseline (Full A29 Realignment Open)	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

17:00 - 17:15

		To		
		A	B	C
From	A	0	175	330
	B	194	0	60
	C	162	77	0

Demand (PCU/hr)

17:15 - 17:30

		To		
		A	B	C
From	A	0	201	378
	B	223	0	69
	C	187	88	0

17:30 - 17:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	187	352
	B	208	0	64
	C	174	82	0

17:45 - 18:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	182	344
	B	203	0	63
	C	169	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	4	0	0
	C	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.30	2.72	0.4	A
B	0.30	5.39	0.4	A
C	0.21	3.49	0.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	505	77	1925	0.262	504	0.4	2.563	A
B	254	329	1003	0.253	253	0.3	4.925	A
C	239	193	1341	0.178	238	0.2	3.317	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	579	88	1917	0.302	579	0.4	2.725	A
B	292	378	978	0.299	292	0.4	5.394	A
C	275	223	1323	0.208	275	0.3	3.495	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	539	82	1921	0.281	539	0.4	2.640	A
B	272	352	991	0.275	272	0.4	5.153	A
C	256	208	1332	0.192	256	0.2	3.407	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	526	80	1923	0.274	526	0.4	2.610	A
B	266	344	995	0.267	266	0.4	5.077	A
C	249	203	1335	0.187	249	0.2	3.372	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (Full A29 Realignment Open), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	4.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D11	2038 + Development (Full A29 Realignment Open)	AM	DIRECT	08:00	09:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	277	149
	B	194	6	39
	C	535	116	0

08:15 - 08:30

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	273	147
	B	191	6	38
	C	527	114	0

08:30 - 08:45

Demand (PCU/hr)

From \ To	A	B	C
A	0	250	134
B	175	6	36
C	483	105	0

08:45 - 09:00

Demand (PCU/hr)

From \ To	A	B	C
A	0	228	122
B	160	6	33
C	440	96	0

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	3	7
B	3	2	1
C	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.23	2.56	0.3	A
B	0.22	4.29	0.3	A
C	0.49	5.33	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	426	121	1892	0.225	425	0.3	2.559	A
B	239	149	1096	0.218	238	0.3	4.295	A
C	651	199	1338	0.487	647	1.0	5.332	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	420	120	1893	0.222	420	0.3	2.553	A
B	235	147	1097	0.214	235	0.3	4.283	A
C	641	197	1339	0.479	641	1.0	5.307	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	384	111	1900	0.202	384	0.3	2.482	A
B	217	134	1104	0.197	217	0.3	4.162	A
C	588	181	1349	0.436	589	0.8	4.874	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	350	102	1906	0.184	350	0.2	2.417	A
B	199	122	1110	0.179	199	0.2	4.051	A
C	536	166	1358	0.395	537	0.7	4.509	A

Westergate A29 Fontwell Avenue / B2233 War Memorial Roundabout - 2038 + Development (Full A29 Realignment Open), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D12	2038 + Development (Full A29 Realignment Open)	PM	DIRECT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

17:00 - 17:15

		To		
		A	B	C
From	A	0	175	330
	B	196	19	63
	C	162	83	0

Demand (PCU/hr)

17:15 - 17:30

		To		
		A	B	C
From	A	0	201	378
	B	225	19	72
	C	187	94	0

17:30 - 17:45

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	187	352
	B	209	19	67
	C	174	88	0

17:45 - 18:00

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	187	352
	B	209	19	67
	C	174	88	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	4	0	0
	C	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.31	2.76	0.4	A
B	0.32	5.58	0.5	A
C	0.21	3.56	0.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	505	102	1907	0.265	504	0.4	2.596	A
B	278	329	1003	0.277	276	0.4	5.075	A
C	245	214	1328	0.184	244	0.2	3.373	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	579	113	1898	0.305	579	0.4	2.763	A
B	316	378	978	0.323	316	0.5	5.577	A
C	281	244	1310	0.215	281	0.3	3.557	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	539	107	1903	0.283	539	0.4	2.674	A
B	295	352	991	0.298	295	0.4	5.311	A
C	262	228	1319	0.199	262	0.3	3.464	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	539	107	1903	0.283	539	0.4	2.675	A
B	295	352	991	0.298	295	0.4	5.308	A
C	262	228	1319	0.199	262	0.3	3.463	A

Appendix O ARCADY Report - War Memorial Roundabout

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: SRC Recycling Centre Site Access.j9
Path: P:\Planning\2020 Projects (6201-6300)\6243 Land at SRC Recycling, Eastergate, West Sussex\Technical Assessments\Junction Modelling
Report generation date: 08/02/2021 16:07:14

»Site Access - 2023 + Development, AM
»Site Access - 2023 + Development, PM
»Site Access - 2038 + Development (A29 Realignment Northern Section Open), AM
»Site Access - 2038 + Development (A29 Realignment Northern Section Open), PM
»Site Access - 2038 + Development (Full A29 Realignment Open), AM
»Site Access - 2038 + Development (Full A29 Realignment Open), PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
Site Access - 2023 + Development										
Stream B-AC	0.1	10.33	0.08	B	0.21	0.0	9.02	0.03	A	0.08
Stream C-B	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Site Access - 2038 + Development (A29 Realignment Northern Section Open)										
Stream B-AC	0.1	10.54	0.08	B	0.20	0.0	9.10	0.03	A	0.08
Stream C-B	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
Site Access - 2038 + Development (Full A29 Realignment Open)										
Stream B-AC	0.1	7.44	0.06	A	0.32	0.0	6.87	0.02	A	0.13
Stream C-B	0.0	0.00	0.00	A		0.0	0.00	0.00	A	

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.

File summary

File Description

Title	Site Access
Location	
Site number	
Date	04/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	6243
Enumerator	BP-RAT-01\RemotePC
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2023 + Development	AM	ONE HOUR	08:00	09:30	15
D2	2023 + Development	PM	ONE HOUR	17:00	18:30	15
D3	2038 + Development (A29 Realignment Northern Section Open)	AM	ONE HOUR	08:00	09:30	15
D4	2038 + Development (A29 Realignment Northern Section Open)	PM	ONE HOUR	17:00	18:30	15
D5	2038 + Development (Full A29 Realignment Open)	AM	ONE HOUR	08:00	09:30	15
D6	2038 + Development (Full A29 Realignment Open)	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Site Access	100.000

Site Access - 2023 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		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	7.60			0.0		-

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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.80	54	35

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	553	0.094	0.237	0.149	0.339
1	B-C	698	0.100	0.252	-	-
1	C-B	574	0.207	0.207	-	-

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	2023 + 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		✓	738	100.000
B		✓	26	100.000
C		✓	523	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	730
	B	10	0	16
	C	523	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	1	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	10.33	0.1	B
C-A				
C-B	0.00	0.00	0.0	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)	Unsignalised level of service
B-AC	20	463	0.042	19	0.0	8.151	A
C-A	394			394			
C-B	0	459	0.000	0	0.0	0.000	A
A-B	6			6			
A-C	550			550			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	429	0.055	23	0.1	8.934	A
C-A	470			470			
C-B	0	437	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	656			656			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	379	0.075	29	0.1	10.323	B
C-A	576			576			
C-B	0	406	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	804			804			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	379	0.075	29	0.1	10.327	B
C-A	576			576			
C-B	0	406	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	804			804			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	429	0.055	23	0.1	8.941	A
C-A	470			470			
C-B	0	437	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	656			656			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	463	0.042	20	0.0	8.164	A
C-A	394			394			
C-B	0	459	0.000	0	0.0	0.000	A
A-B	6			6			
A-C	550			550			

Site Access - 2023 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2023 + 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		✓	566	100.000
B		✓	11	100.000
C		✓	742	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	541
	B	4	0	7
	C	742	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	9.02	0.0	A
C-A				
C-B	0.00	0.00	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)	Unsignalised level of service
B-AC	8	488	0.017	8	0.0	7.508	A
C-A	559			559			
C-B	0	486	0.000	0	0.0	0.000	A
A-B	19			19			
A-C	407			407			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	456	0.022	10	0.0	8.061	A
C-A	667			667			
C-B	0	469	0.000	0	0.0	0.000	A
A-B	22			22			
A-C	486			486			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	411	0.029	12	0.0	9.016	A
C-A	817			817			
C-B	0	445	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	596			596			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	411	0.029	12	0.0	9.016	A
C-A	817			817			
C-B	0	445	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	596			596			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	456	0.022	10	0.0	8.064	A
C-A	667			667			
C-B	0	469	0.000	0	0.0	0.000	A
A-B	22			22			
A-C	486			486			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	488	0.017	8	0.0	7.511	A
C-A	559			559			
C-B	0	486	0.000	0	0.0	0.000	A
A-B	19			19			
A-C	407			407			

Site Access - 2038 + Development (A29 Realignment Northern Section Open), AM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2038 + Development (A29 Realignment Northern Section Open)	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		✓	730	100.000
B		✓	26	100.000
C		✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	722
	B	10	0	16
	C	601	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	1	0	1
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	10.54	0.1	B
C-A				
C-B	0.00	0.00	0.0	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)	Unsignalised level of service
B-AC	20	459	0.043	19	0.0	8.225	A
C-A	452			452			
C-B	0	460	0.000	0	0.0	0.000	A
A-B	6			6			
A-C	544			544			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	423	0.055	23	0.1	9.049	A
C-A	540			540			
C-B	0	438	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	649			649			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	372	0.077	29	0.1	10.538	B
C-A	662			662			
C-B	0	408	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	795			795			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	372	0.077	29	0.1	10.543	B
C-A	662			662			
C-B	0	408	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	795			795			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	423	0.055	23	0.1	9.055	A
C-A	540			540			
C-B	0	438	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	649			649			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	459	0.043	20	0.0	8.238	A
C-A	452			452			
C-B	0	460	0.000	0	0.0	0.000	A
A-B	6			6			
A-C	544			544			

Site Access - 2038 + Development (A29 Realignment Northern Section Open), PM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2038 + Development (A29 Realignment Northern Section Open)	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		✓	599	100.000
B		✓	11	100.000
C		✓	691	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	574
	B	4	0	7
	C	691	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.03	9.10	0.0	A
C-A				
C-B	0.00	0.00	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)	Unsignalised level of service
B-AC	8	485	0.017	8	0.0	7.552	A
C-A	520			520			
C-B	0	481	0.000	0	0.0	0.000	A
A-B	19			19			
A-C	432			432			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	453	0.022	10	0.0	8.118	A
C-A	621			621			
C-B	0	463	0.000	0	0.0	0.000	A
A-B	22			22			
A-C	516			516			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	408	0.030	12	0.0	9.096	A
C-A	761			761			
C-B	0	438	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	632			632			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	408	0.030	12	0.0	9.096	A
C-A	761			761			
C-B	0	438	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	632			632			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	453	0.022	10	0.0	8.121	A
C-A	621			621			
C-B	0	463	0.000	0	0.0	0.000	A
A-B	22			22			
A-C	516			516			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	485	0.017	8	0.0	7.553	A
C-A	520			520			
C-B	0	481	0.000	0	0.0	0.000	A
A-B	19			19			
A-C	432			432			

Site Access - 2038 + Development (Full A29 Realignment Open), AM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2038 + Development (Full A29 Realignment Open)	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		✓	371	100.000
B		✓	26	100.000
C		✓	213	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	363
	B	10	0	16
	C	213	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	1	0	1
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.44	0.1	A
C-A				
C-B	0.00	0.00	0.0	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)	Unsignalised level of service
B-AC	20	553	0.035	19	0.0	6.784	A
C-A	160			160			
C-B	0	516	0.000	0	0.0	0.000	A
A-B	6			6			
A-C	273			273			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	537	0.044	23	0.0	7.047	A
C-A	191			191			
C-B	0	505	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	326			326			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	515	0.056	29	0.1	7.444	A
C-A	235			235			
C-B	0	489	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	400			400			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	515	0.056	29	0.1	7.444	A
C-A	235			235			
C-B	0	489	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	400			400			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	537	0.044	23	0.0	7.051	A
C-A	191			191			
C-B	0	505	0.000	0	0.0	0.000	A
A-B	7			7			
A-C	326			326			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	553	0.035	20	0.0	6.790	A
C-A	160			160			
C-B	0	516	0.000	0	0.0	0.000	A
A-B	6			6			
A-C	273			273			

Site Access - 2038 + Development (Full A29 Realignment Open), PM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2038 + Development (Full A29 Realignment Open)	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		✓	293	100.000
B		✓	11	100.000
C		✓	290	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	25	268
	B	4	0	7
	C	290	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.87	0.0	A
C-A				
C-B	0.00	0.00	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)	Unsignalised level of service
B-AC	8	569	0.015	8	0.0	6.422	A
C-A	218			218			
C-B	0	528	0.000	0	0.0	0.000	A
A-B	19			19			
A-C	202			202			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	555	0.018	10	0.0	6.600	A
C-A	261			261			
C-B	0	519	0.000	0	0.0	0.000	A
A-B	22			22			
A-C	241			241			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	536	0.023	12	0.0	6.866	A
C-A	319			319			
C-B	0	507	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	295			295			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	536	0.023	12	0.0	6.866	A
C-A	319			319			
C-B	0	507	0.000	0	0.0	0.000	A
A-B	28			28			
A-C	295			295			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	555	0.018	10	0.0	6.600	A
C-A	261			261			
C-B	0	519	0.000	0	0.0	0.000	A
A-B	22			22			
A-C	241			241			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	569	0.015	8	0.0	6.424	A
C-A	218			218			
C-B	0	528	0.000	0	0.0	0.000	A
A-B	19			19			
A-C	202			202			