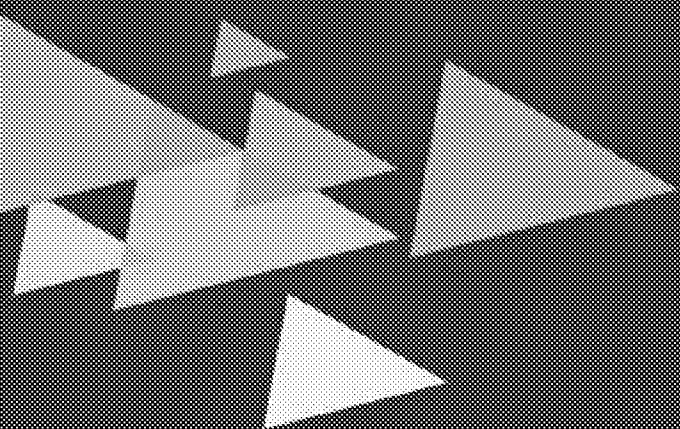




Land at Arundel Road
Angmering, BN16 4EU

Statement of Case

For

Mr Burrell

Document Control Sheet

Statement of Case

Land at Arundel Road, Angmering

Mr Burrell

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
09/08/2018	Final	DM	DM

Motion
84 North Street
Guildford
GU1 4AU

Contents

1.0	Introduction	1
2.0	Appeal Site and Planning History	2
3.0	Relevant Transport Policy	3
4.0	Consideration of the Reasons for Refusal	7
5.0	Conclusion	10

Figures

2.1	Site Location
-----	---------------

Appendices

A	Decision Notice
B	Traffic Survey Results
D	Access Visibility Splays
E	Swept Path Analysis

1.0 Introduction

- 1.1 This Statement of Case (SoC) has been prepared for the appellant, Mr Burrell. It responds to the Local Planning Authority's refusal to grant planning permission (application reference A/3/18/PL) for the change of use of land for storage (B8 or distribution), erection of barn and hardstanding at Land at Arundel Road/A27, Angmering, BN16 4EU.
- 1.2 The planning application was refused by Arun District Council on 27th July 2018. One reason for refusal was given which related to highways. The reason for refusal stated that:
- "The increased use of the access to the public highway would add to the hazards of highway users to an unacceptable degree in conflict with policies TSP1, TDM1 & EMPDM1 of the Arun District Local Plan, policy TM1 of the Angmering Neighbourhood plan and paragraph 109 of the July 2018 National Planning Policy Framework."*
- 1.3 The Decision Notice is attached as Appendix A.
- 1.4 The application is now subject to a Planning Appeal and this document sets out the Appellant's case on highways grounds. It addresses the highway safety implications of utilising the existing access junction for an intensification of use on site, giving consideration to vehicle speeds on Arundel Road alongside relevant policy and design guidance.

2.0 Appeal Site and Planning History

The Appeal Site

- 2.1 The site currently comprises of an agricultural field with two sheds. Access to the site is from Arundel Road, which is subject to the national speed limit (60 miles per hour). Vehicle speeds are however some way below the speed limit, which is a reflection of the tight bend north of the site from the A27 onto Arundel Road, and northbound vehicles approaching the stop line at the A27.
- 2.2 The site is shown in relation to the local area in Figure 2.1 below.

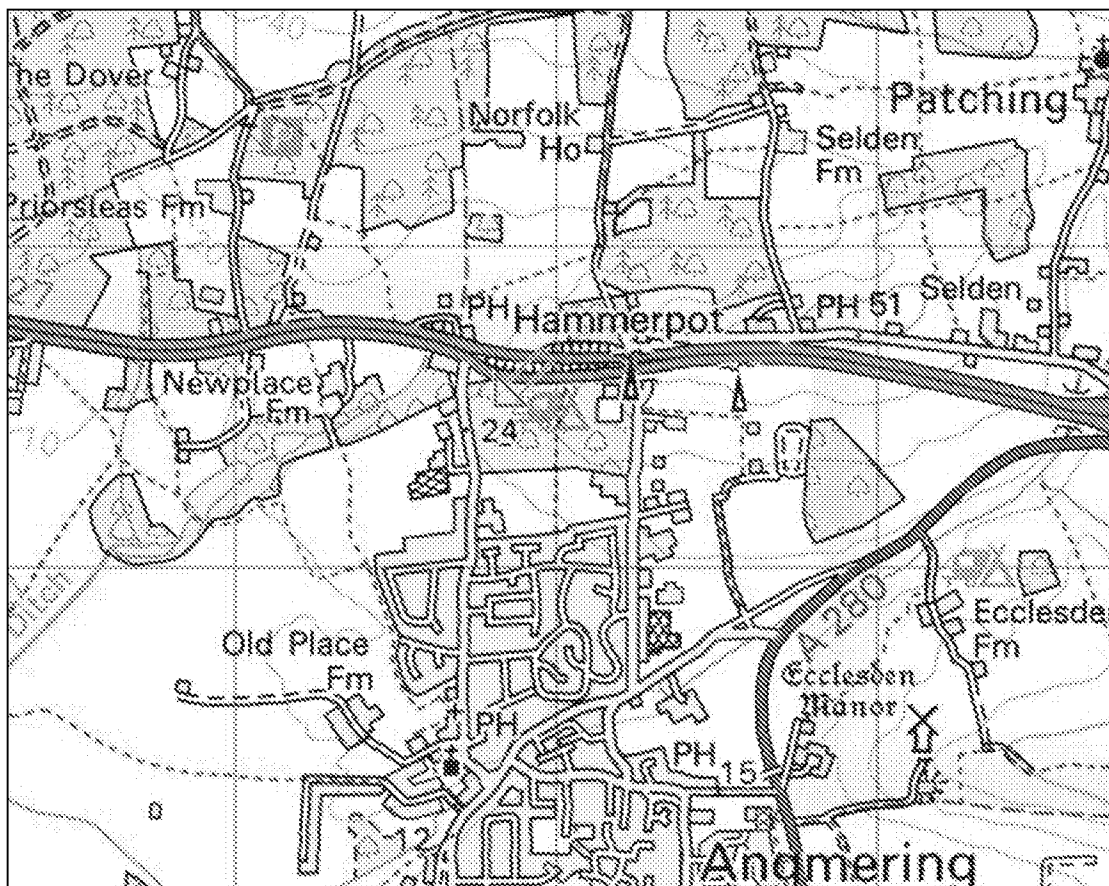


Figure 2.1 – Site Location Plan

- 2.3 A footway on the western side of Arundel Road leads south into the built-up area of Angmering, which can be accessed within 500 metres. Bus services can be accessed within 650 metres, which relates to an eight minute walk distance. There is therefore the opportunity to access the site on foot from the built-up area of Angmering or via bus services.
- 2.4 The access junction is informal, however it has been upgraded in recent years to accommodate HGV's. There is a gate set back approximately 18 metres from the carriageway, enabling a vehicle to pull clear of the highway before stopping on site.

3.0 Relevant Transport Policy

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied. A revised version was adopted in July 2018. Paragraph 109, as quoted within the reason for refusal states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

- 3.2 The above quote suggests that developments are acceptable provided they do not impact on highway safety or result in a severe impact on the road network. This will be tested within this SoC.

Arun District Local Plan

- 3.3 The Arun Local Plan 2011-2031 was adopted on 18th of July 2018. The plan sets out a spatial vision, objectives and a sustainable strategy for delivering growth and is used to guide decisions on planning and development.

- 3.4 Policy TSP1 relates to highways and transport and seeks:

"To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network."

The Council will support transport and development which:

a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;

d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;

e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;

f. Explains how the development has been designed to:

i. accommodate the efficient delivery of goods and supplies;

ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;

iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;

iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and

v. consider the needs of people with disabilities by all modes of transport."

- 3.5 Policy TSP1 is relevant in that it seeks to ensure safe access to the road network.

3.6 Policy TDM1 relates to sustainable travel and states that:

"New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified.

Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community. Proposals for all new development must:

a. Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;

c. Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work."

3.7 The proposals seek to utilise the land for the storage of vehicles associated with the appellants business, and does not therefore offer any real opportunity for sustainable travel to be realised. The family business is reliant upon storage of their travelling showman vehicles and the applicant does not employ other staff. Therefore, the opportunities to travel by other modes is limited. Despite this, the built-up area of Angmering is located within a short walk distance of the site, where bus services can be accessed.

3.8 Policy EMPDM1 seeks to offer flexibility for employment sites where possible. Of relevance within the policy is the following:

3.9 "Planning permission will be granted on sites outside the built-up area, provided that the proposal demonstrates:

- ✧ *That it would not intensify uses at the site to the detriment of existing public access routes and highways;*
- ✧ *That it is capable of being well served by public transport or otherwise is readily accessible by means other than by private car to a significant residential workforce if employment intensive uses are proposed; and*
- ✧ *Access arrangements and parking facilities will be provided in accordance with the Council's adopted standards."*

3.10 The proposals would not result in any employment opportunities as it is solely used for storage.

3.11 Key amongst the above Local Plan policy is the need to ensure safe access to the highway, which reflects a similar requirement of the NPPF.

Angmering Neighbourhood Plan

3.12 Policy TM1 of the Neighbourhood Plan states that:

"Proposals for new development shall demonstrate that adequate and satisfactory provision has been made to mitigate the impact of the traffic generated both during development and on completion.

Proposals for development that generate traffic are required to demonstrate that the level of traffic which has to travel through the village conservation area, is minimised through the provision, where possible, of improved vehicular and pedestrian access to key locations in the village, particularly the schools and the railway station."

3.13 The above policy seeks to ensure that traffic generated by any development can be mitigated against.

Manual for Streets 2

- 3.14 Relevant design guidance in respect of the measurement of visibility at a junction is contained within Manual for Streets 2 (MfS), adopted September 2010. MfS specifically focuses on roads with speeds below 60 kmph.

Calculating Visibility at a Junction

- 3.15 MfS guidance includes a formula for calculating appropriate visibility splays at an access junction based on vehicle speeds. In calculating visibility splays, MfS States that:

"The distance back along the minor arm from which visibility is measured is known as the 'X' distance... An 'X' distance of 2.4 m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye.

A minimum 'X' distance of 2 m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered."

- 3.16 The stopping sight distance (SSD), also referred to as the 'Y' distance is the distance within which drivers need to be able to see ahead and stop from a given speed. It is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception–reaction time), and the vehicle's rate of deceleration. For existing streets, the 85th percentile wet-weather speed is used.

- 3.17 Understanding observed vehicle speeds allows for the 'Y' distance to be calculated in both directions from the access. The 'Y' distance for a road with a speed limit of 30mph is 43 metres, as shown with MfS. This SoC will however refer to actual observed speeds recorded by way of an automatic traffic counter (ATC) positioned adjacent to the appeal site on Arundel Road, to ascertain whether 43 metres is appropriate.

- 3.18 MfS continues by stating that:

"The 'Y' distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right along the main alignment. For simplicity it has previously been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the kerb line. Therefore a more accurate assessment of visibility splay is made by measuring the nearside edge of the vehicle track."

- 3.19 The above statement demonstrates how the 'y' distance of the visibility splay can extend into the carriageway. A generally accepted distance for extending into the carriageway is by one metre, which is the measurement utilised within the appeal drawings.

MfS Research on Visibility Splay Distances

- 3.20 In regard to visibility, paragraph 10.4.2 of MfS2 states that:

"It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this. Research into cycle safety at T-junctions found that higher cycle collision rates are associated with greater visibility."

- 3.21 MfS2 contains detail of the above report on page 77, stating that:

"A series of collision types at high risk locations where Y distance was less than 45m were compared with locations with more than 45m visibility. There were no statistically significant differences between the two sets of data."

3.22 The study concluded that it *"has been unable to demonstrate that road safety concerns regarding reduced Y distance are directly associated with increased collision risk at "high-risk" urban sites."*

3.23 This is further supported in paragraph 10.5.9, which states that:

"The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem."

Design Guidance and Professional Judgement

3.24 MfS2 recommends flexibility when applying design standards. For example, paragraph 3.2.1 states that:

"For some time there have been concerns expressed over designers slavishly adhering to guidance regardless of local context. Local Transport Note 1/08 specifically advises:

Regulations and technical standards have a key role in the delivery of good design, but, if used as a starting point, they may serve to compromise the achievement of wider objectives. A standards-based template view of road design, for example, is inappropriate".

3.25 Paragraph 3.2.2 continues by stating that:

"In reality, highway and planning authorities may exercise considerable discretion in development and applying their own local policies and standards.

Designers are expected to use their professional judgement when designing schemes, and should not be over-reliant on guidance.

Available guidance is just that, guidance, and cannot be expected to cover the precise conditions and circumstances applying at the site under examination."

3.26 Finally, paragraph 3.2.3 states that:

"The authors of guidance, however accomplished, will not be cognizant of the site and situation in question. It would be neither reasonable nor rational to presume that anyone could produce an optimal design in abstract. The informed judgement of trained professionals on-site, should logically take precedence over guidance."

3.27 It is clear therefore that guidance within MfS should be just that – guidance. The proposed access junction should be designed in such a way as to take account of specific local conditions.

4.0 Consideration of the Reasons for Refusal

- 4.1 This section considers the single reason for refusal, namely the highway safety implications resulting from the use of the existing access junction for B8 storage use.

Vehicle Speeds

- 4.1 To ascertain vehicle speeds, an ATC was placed on Arundel Road to the immediate north of the access junction to record speeds exiting the A27. The traffic counter was placed to cover the period of 6th December to 12th December 2017. The raw data is attached as Appendix 8, alongside a photo of the ATC in place.

- 4.2 A summary of the 85th percentile observed dry weather speeds is set out in Table 4.1 below.

Time Period	85 th Percentile Speed
Southbound (24 Hour)	20.1mph

Table 4.1: Observed 85th Percentile Dry Weather Vehicle Speeds

- 4.3 The above 85th percentile dry weather speeds should be adjusted to account for wet weather speeds, as specified within Design Manual for Roads and Bridges (DMRB). The adjusted speed (reduced by 2.5mph/4kmph) is 17.6mph.
- 4.4 Applying the above 85th percentile wet weather speeds to the formula contained within Manual for Streets (MfS) results in a requirement for a 21.1 metre visibility splay.
- 4.5 One metre is a commonly accepted distance to account for the positioning of a vehicles 'tire tracks', as referred to within MfS2 guidance set out within Section 3 of this SoC. An approaching vehicle would be fully visible within one metre of the edge of carriageway, such that at no point would a vehicle be obscured.
- 4.6 MfS also makes an allowance for the 'x' distance to be reduced from 2.4 to 2.0 metres in situations where traffic flow on the minor arm is low. The evidence set out in this section of the SoC demonstrates how traffic flow through the minor arm to serve the proposal will be negligible. Therefore, a 2.0 metre 'x' distance is assumed within this SoC.
- 4.7 The drawing attached as Appendix 9 illustrates how achievable visibility to the north is restricted by a tree, although an approaching vehicle is still visible either side of the tree, which MfS deems as acceptable. It also involves the removal of encroaching vegetation within the site boundary, which has been carried out during the course of 2018 such that the only obstruction to visibility to the north is a single tree. Based on the above, it is not considered that there is an inherent highway safety issue resulting from vehicle speeds exiting the A27 onto Arundel Road.
- 4.8 During post-submission discussions with West Sussex County Council (WSCC) as the highway authority, they acknowledged that this would not be a concern, and that the only issue related to the shortfall in visibility to the south.
- 4.9 It is considered that the shortfall in visibility is negligible when considering guidance contained with MfS, as set out in Section 3 of this SoC. Paragraph 10.5.9 in particular supports the above assertion, stating that:
- "The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem."*
- 4.10 Considering the immaterial volume of traffic generated by the development, which WSCC acknowledged during post-submission discussions was insignificant, alongside visibility only being short to the south where traffic is travelling on the opposite side of the carriageway, the potential implications of a shortfall in visibility is considered immaterial. Vehicles will be slowing on the approach to the A27, meaning that visibility would not need to extend significantly beyond that shown.

- 4.11 In reality vehicles will slowly edge out into the highway, which will not cause a highway safety issue as visibility to the north for near side vehicles is sufficient.

Volume of Traffic

- 4.12 Trailers parked on site will enter and depart the site infrequently, up to a maximum of one arrival and one departure a week. Often only one trailer is used per week, whilst some weeks will see no activity. Through the winter months there is no activity on site. On this basis, vehicle movement is very infrequent.

- 4.13 A record of all vehicular activity during 2017 is set out below.

- ✧ Jan 0 movements
- ✧ Feb 0 movements
- ✧ March 0 movements
- ✧ April 0 movements
- ✧ May 2 movements
- ✧ June 4 movements
- ✧ July 2 movements
- ✧ Aug 3 movements
- ✧ Sept 2 movements
- ✧ Oct 2 movements
- ✧ Nov 3 movements
- ✧ Dec 2 movements

- 4.14 The above demonstrates how vehicles were only stored on site with no actual activity in or out of the site for a period of four months. Even when activity started occurring, this never amounted to more than one vehicle movement a week.

- 4.15 When considering the composition of the site and level of hardstanding proposed as part of the planning application, it is unlikely that the site could ever attract anything more than a negligible level of traffic movement at the site access.

- 4.16 Therefore irrespective of whether WSCC and Arun District Council consider it feasible to limit vehicle movement when considering the application seeks a B8 use that could differ from that set out above, the limitations of the layout proposed within the application also limits the type of activity that could take place on site.

- 4.17 With the intensification of the access relating to an immaterial level of vehicle movement, it is not considered that this fails the test of the NPPF as it would not result in a severe impact in highways terms and nor would it negatively affect road safety considering observed speeds are low past the site.

Type of Vehicle Movement

- 4.18 During post-submission discussions with WSCC it was agreed that vehicle size could be controlled by way of an appropriately worded condition. Whilst WSCC and Arun District Council refused the application on highways grounds, should the appeal be permitted then this condition could be enforced.

- 4.19 The site currently operates with banksmen, ensuring a vehicle and trailer are monitored as they enter and exit the site. The banksmen control approaching vehicles to give the driver of the trailer sufficient time to navigate through the access. The site owner is prepared to commit to a condition requiring the provision of banksmen at all times a vehicle and trailer is attempting to enter or exit the site. This, coupled with the removal of vegetation to the north of the access to achieve sufficient visibility will reflect a notable improvement on the current arrangement. The site owner will also introduce mirrors adjacent to the access to assist with visibility of approaching vehicles.
- 4.20 The technical note supporting the planning application sought to provide an indication of vehicle activity at the site access by way of vehicular tracking using AutoTrack. A luxury 4x4 and twin axle caravan was used as a proxy for the trailers that operate on site, as this was the most relevant vehicle available with the AutoTrack library. Whilst this does not reflect the type of trailers on site, its dimensions mean that it provides a robust assessment of vehicle movement on site.
- 4.21 The vehicle tracking of the site access is indicated for reference at [Appendix D](#), alongside turning of the vehicle on site. The tracking demonstrates that the above vehicle can enter and turn on site in forward gear. Vehicles travel through the gate set back within the site, before reversing into the hardstanding area where they are parked. They then exit the site via a secondary gate located closer to the access junction. On this basis, vehicles of all sizes can enter, turn and exit in forward gear.

Summary

- 4.22 It is considered that the access junction is acceptable in highway grounds due to the negligible level of traffic flow, sufficient visibility to the north of the access for near side traffic, and ability for vehicles to enter, turn and depart the site in forward gear. Whilst visibility to the south is sub-standard vehicles will be slowing on the approach to the A27, whilst the immaterial level of traffic movement means that the access would not be at the detriment to highway safety and nor would it result in a severe impact in NPPF terms.

5.0 Conclusion

- 5.1 This SoC has been prepared for the appellant, Mr Burrell. It responds to the Local Planning Authority's refusal to grant planning permission (application reference A/3/18/PL) for the change of use of land for storage (B8 or distribution), erection of barn and hardstanding at Land at Arundel Road/A27, Angmering, BN16 4EU.
- 5.2 This SoC demonstrates that:
- A speed survey was undertaken to the north of the site demonstrating that approaching vehicles from the A27 are travelling at a low speed;
 - Visibility adheres to MfS standards to the north, although there is a shortfall in visibility looking south for traffic travelling on the opposite side of the carriageway. Clearance of vegetation has assisted in improving visibility from the access, particularly when banksmen are in use;
 - Volume of traffic is negligible due to the operation of the site as storage for traveller's showman vehicles. Even if the site was to be used by another operator under a B8 use, the area of hardstanding proposed would mean that any operation would attract an immaterial level of traffic movement; and
 - WSCC has acknowledged that the size of vehicle can be controlled on site. Despite this, vehicle tracking demonstrates that all vehicles can turn on site and depart in a forward gear.
- 5.3 Based on the above, it is considered that the access junction as shown within [Appendix C](#) can operate without resulting in a highway safety concern.
- 5.4 By demonstrating that safe access can be provided to the public highway, the proposals accord with relevant national and local policy. Therefore, the highway related reason for refusal cannot reasonably be substantiated.

Appendix A

Decision Notice



Town & Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management
Procedure) (England) Order 2015
Application for Planning Permission
DECISION NOTICE

Application Ref: A/3/18/PL

1 To Addressee

Mr Burrell
 Arundel Acre
 Arundel Road
 Angmering
 West Sussex

2 Site Address

Land at Arundel Road/A27
 Angmering
 BN164EU

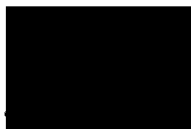
3 Description of Development

Change of use of land to storage (B8 Storage or Distribution), erection of barn & hardstanding (resubmission following A/111/17/PL).

In pursuance of their powers under this Act and related Orders and Regulations the Council **REFUSE** to approve the development as described in the application and plans for the reasons stated.

- 1 The increased use of the access to the public highway would add to the hazards of highway users to an unacceptable degree in conflict with policies TSP1, TDM1 & EMPDM1 of the Arun District Local Plan, policy TM1 of the Angmering Neighbourhood Plan and paragraph 109 of the July 2018 National Planning Policy Framework.

INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the Applicant. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason(s) for the refusal, approval has not been possible.



Neil Crowther
Group Head of Planning

Case Officer: Tim Bloomfield

Date of Decision:

27 July 2018

Arun District Council
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF

IT IS IMPORTANT THAT YOU READ THE NOTES ATTACHED TO THIS DOCUMENT

APPEALS TO THE SECRETARY OF STATE

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, and you want to appeal against this planning application decision, then you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and you want to appeal against this planning application decision, then you must do so within 28 days of the date of service of the enforcement notice, or within 12 weeks of the date of this notice, whichever period expires earlier.

Otherwise, if you want to appeal against this decision then you must do so within 6 months of the date of this notice.

Appeals must be using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <http://acp.planninginspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

PURCHASE NOTICES

If either the local planning authority or the Secretary of State refused permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (that is, where the land is situated in a National Park, the National Park authority for the Park, or in any other case the district council in whose area the land is situated).

This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter 1 of Part VI of the Town & Country Planning Act 1990.

Please note that this decision notice only relates to matters under the Planning Acts and does not give consent under any other legislation that may apply to the development. You will need to carry out your own checks to determine whether any other consents or permissions are required. For example, the Building Regulations are likely to apply to most developments, and a Highways Licence may be required from West Sussex County Council for any development within the public highway (including the placing of skips on highway land).

Appendix B

Traffic Survey Results



1712 01		ANGMERING		Site No: 22442001		Location		Arundel Road, Angmering (Road Sign)			
Wed 06-Dec-17 to Tue 12-Dec-17				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 06-Dec-17											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	13	0	0.0	10	76.9	1	7.7	2	15.4	0	0.0
07:00	45	0	0.0	41	91.1	3	6.7	1	2.2	0	0.0
08:00	61	1	1.6	55	90.2	5	8.2	0	0.0	0	0.0
09:00	37	0	0.0	32	86.5	5	13.5	0	0.0	0	0.0
10:00	31	1	3.2	26	83.9	4	12.9	0	0.0	0	0.0
11:00	43	0	0.0	37	86.1	6	14.0	0	0.0	0	0.0
12:00	35	0	0.0	32	91.4	3	8.6	0	0.0	0	0.0
13:00	31	0	0.0	28	90.3	3	9.7	0	0.0	0	0.0
14:00	63	0	0.0	57	90.5	6	9.5	0	0.0	0	0.0
15:00	62	2	3.2	53	85.5	7	11.3	0	0.0	0	0.0
16:00	86	3	3.5	77	89.5	3	3.5	3	3.5	0	0.0
17:00	133	2	1.5	121	91.0	8	6.0	2	1.5	0	0.0
18:00	83	0	0.0	81	97.6	2	2.4	0	0.0	0	0.0
19:00	51	0	0.0	48	94.1	2	3.9	1	2.0	0	0.0
20:00	29	0	0.0	27	93.1	2	6.9	0	0.0	0	0.0
21:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
22:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
23:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	710	9	1.3	640	90.1	55	7.8	6	0.9	0	0.0
16H,6-22	820	9	1.1	742	90.5	60	7.3	9	1.1	0	0.0
18H,6-24	842	9	1.1	763	90.6	61	7.2	9	1.1	0	0.0
24H,0-24	847	9	1.1	768	90.7	61	7.2	9	1.1	0	0.0

1712 01		ANGMERING		Site No: 22442001		Location		Arundel Road, Angmering (Road Sign)			
Wed 06-Dec-17 to Tue 12-Dec-17				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 07-Dec-17											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
07:00	43	1	2.3	39	90.7	3	7.0	0	0.0	0	0.0
08:00	47	2	4.3	42	89.4	2	4.3	1	2.1	0	0.0
09:00	38	1	2.6	33	86.8	2	5.3	1	2.6	1	2.6
10:00	34	0	0.0	31	91.2	2	5.9	1	2.9	0	0.0
11:00	34	0	0.0	27	79.4	6	17.7	1	2.9	0	0.0
12:00	40	0	0.0	35	87.5	3	7.5	1	2.5	1	2.5
13:00	34	0	0.0	31	91.2	3	8.8	0	0.0	0	0.0
14:00	55	1	1.8	45	81.8	7	12.7	2	3.6	0	0.0
15:00	52	0	0.0	49	94.2	1	1.9	2	3.9	0	0.0
16:00	92	2	2.2	82	89.1	7	7.6	1	1.1	0	0.0
17:00	108	2	1.9	97	89.8	6	5.6	3	2.8	0	0.0
18:00	75	2	2.7	68	90.7	4	5.3	1	1.3	0	0.0
19:00	36	0	0.0	33	91.7	1	2.8	2	5.6	0	0.0
20:00	28	0	0.0	27	96.4	0	0.0	1	3.6	0	0.0
21:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
22:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
23:00	7	0	0.0	5	71.4	0	0.0	2	28.6	0	0.0
12H,7-19	652	11	1.7	579	88.8	46	7.1	14	2.2	2	0.3
16H,6-22	743	11	1.5	664	89.4	49	6.6	17	2.3	2	0.3
18H,6-24	763	11	1.4	682	89.4	49	6.4	19	2.5	2	0.3
24H,0-24	772	11	1.4	690	89.4	50	6.5	19	2.5	2	0.3

1712 01		ANGMERING		Site No: 22442001		Location		Arundel Road, Angmering (Road Sign)			
Wed 06-Dec-17 to Tue 12-Dec-17				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 08-Dec-17											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
07:00	44	0	0.0	37	84.1	3	6.8	4	9.1	0	0.0
08:00	63	1	1.6	58	92.1	2	3.2	2	3.2	0	0.0
09:00	65	0	0.0	62	95.4	0	0.0	3	4.6	0	0.0
10:00	34	0	0.0	29	85.3	3	8.8	2	5.9	0	0.0
11:00	52	0	0.0	46	88.5	3	5.8	3	5.8	0	0.0
12:00	36	0	0.0	31	86.1	0	0.0	5	13.9	0	0.0
13:00	68	0	0.0	56	82.4	5	7.4	7	10.3	0	0.0
14:00	69	0	0.0	64	92.8	0	0.0	5	7.3	0	0.0
15:00	101	0	0.0	95	94.1	2	2.0	4	4.0	0	0.0
16:00	135	2	1.5	128	94.8	2	1.5	3	2.2	0	0.0
17:00	111	2	1.8	102	91.9	2	1.8	5	4.5	0	0.0
18:00	82	0	0.0	76	92.7	0	0.0	5	6.1	1	1.2
19:00	41	0	0.0	39	95.1	0	0.0	2	4.9	0	0.0
20:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
21:00	16	0	0.0	14	87.5	1	6.3	1	6.3	0	0.0
22:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	860	5	0.6	784	91.2	22	2.6	48	5.6	1	0.1
16H,6-22	946	5	0.5	866	91.5	23	2.4	51	5.4	1	0.1
18H,6-24	968	5	0.5	888	91.7	23	2.4	51	5.3	1	0.1
24H,0-24	978	5	0.5	898	91.8	23	2.4	51	5.2	1	0.1

1712 01		ANGMERING		Site No: 22442001		Location		Arundel Road, Angmering (Road Sign)			
Wed 06-Dec-17 to Tue 12-Dec-17				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 09-Dec-17											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	9	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
07:00	11	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
08:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
09:00	28	0	0.0	24	85.7	3	10.7	1	3.6	0	0.0
10:00	45	0	0.0	41	91.1	1	2.2	3	6.7	0	0.0
11:00	48	0	0.0	48	100.0	0	0.0	0	0.0	0	0.0
12:00	62	2	3.2	56	90.3	1	1.6	3	4.8	0	0.0
13:00	64	0	0.0	57	89.1	3	4.7	4	6.3	0	0.0
14:00	44	2	4.6	40	90.9	0	0.0	2	4.6	0	0.0
15:00	51	0	0.0	44	86.3	4	7.8	3	5.9	0	0.0
16:00	50	0	0.0	44	88.0	2	4.0	4	8.0	0	0.0
17:00	37	0	0.0	36	97.3	0	0.0	1	2.7	0	0.0
18:00	30	0	0.0	30	100.0	0	0.0	0	0.0	0	0.0
19:00	24	0	0.0	19	79.2	3	12.5	2	8.3	0	0.0
20:00	20	1	5.0	19	95.0	0	0.0	0	0.0	0	0.0
21:00	13	0	0.0	11	84.6	0	0.0	2	15.4	0	0.0
22:00	14	0	0.0	13	92.9	0	0.0	1	7.1	0	0.0
23:00	11	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
12H,7-19	488	4	0.8	445	91.2	18	3.7	21	4.3	0	0.0
16H,6-22	551	5	0.9	499	90.6	22	4.0	25	4.5	0	0.0
18H,6-24	576	5	0.9	522	90.6	22	3.8	27	4.7	0	0.0
24H,0-24	596	5	0.8	540	90.6	23	3.9	28	4.7	0	0.0

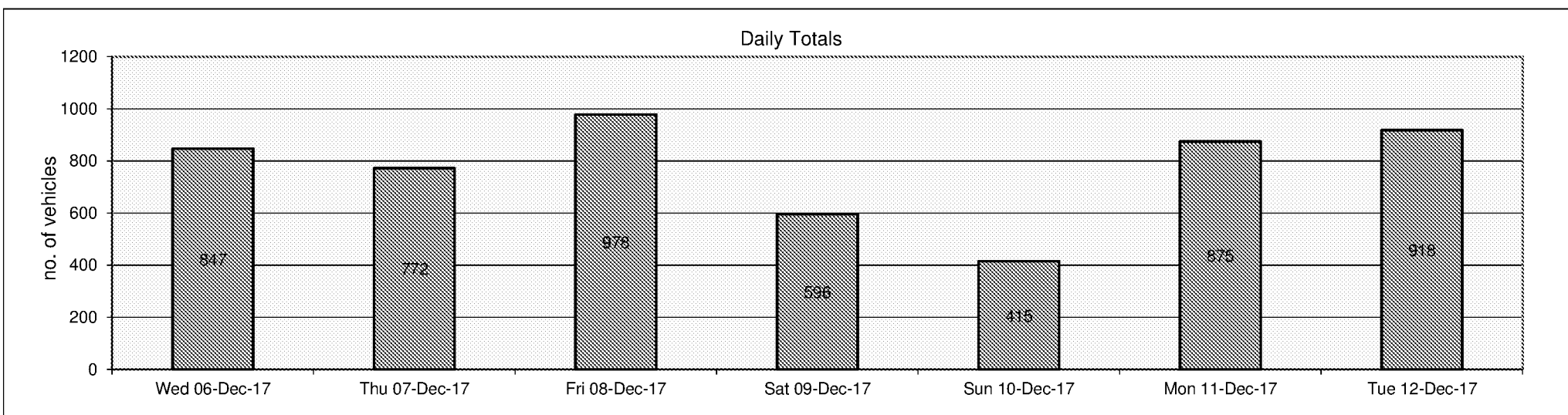
1712 01		ANGMERING		Site No: 22442001		Location		Arundel Road, Angmering (Road Sign)			
Wed 06-Dec-17 to Tue 12-Dec-17				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 10-Dec-17											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	7	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
03:00	3	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
08:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
09:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
10:00	26	0	0.0	23	88.5	2	7.7	1	3.9	0	0.0
11:00	31	1	3.2	29	93.6	0	0.0	1	3.2	0	0.0
12:00	35	0	0.0	35	100.0	0	0.0	0	0.0	0	0.0
13:00	54	0	0.0	51	94.4	2	3.7	1	1.9	0	0.0
14:00	28	0	0.0	28	100.0	0	0.0	0	0.0	0	0.0
15:00	34	0	0.0	31	91.2	1	2.9	2	5.9	0	0.0
16:00	31	0	0.0	30	96.8	0	0.0	1	3.2	0	0.0
17:00	23	0	0.0	20	87.0	1	4.4	2	8.7	0	0.0
18:00	32	0	0.0	31	96.9	1	3.1	0	0.0	0	0.0
19:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
20:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
21:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
22:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	321	1	0.3	303	94.4	9	2.8	8	2.5	0	0.0
16H,6-22	380	1	0.3	361	95.0	10	2.6	8	2.1	0	0.0
18H,6-24	394	1	0.3	375	95.2	10	2.5	8	2.0	0	0.0
24H,0-24	415	1	0.2	394	94.9	10	2.4	10	2.4	0	0.0

1712 01		ANGMERING		Site No: 22442001		Location		Arundel Road, Angmering (Road Sign)			
Wed 06-Dec-17 to Tue 12-Dec-17				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 11-Dec-17											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
07:00	45	0	0.0	41	91.1	1	2.2	3	6.7	0	0.0
08:00	70	0	0.0	63	90.0	3	4.3	4	5.7	0	0.0
09:00	49	0	0.0	34	69.4	7	14.3	8	16.3	0	0.0
10:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
11:00	48	0	0.0	41	85.4	5	10.4	2	4.2	0	0.0
12:00	36	0	0.0	33	91.7	2	5.6	1	2.8	0	0.0
13:00	40	0	0.0	33	82.5	5	12.5	2	5.0	0	0.0
14:00	54	1	1.9	50	92.6	2	3.7	1	1.9	0	0.0
15:00	62	0	0.0	58	93.6	2	3.2	1	1.6	1	1.6
16:00	116	1	0.9	108	93.1	1	0.9	6	5.2	0	0.0
17:00	124	1	0.8	114	91.9	2	1.6	7	5.7	0	0.0
18:00	71	0	0.0	67	94.4	2	2.8	2	2.8	0	0.0
19:00	45	0	0.0	38	84.4	3	6.7	4	8.9	0	0.0
20:00	44	1	2.3	41	93.2	0	0.0	2	4.6	0	0.0
21:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
22:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	735	3	0.4	661	89.9	33	4.5	37	5.0	1	0.1
16H,6-22	858	4	0.5	773	90.1	37	4.3	43	5.0	1	0.1
18H,6-24	869	4	0.5	783	90.1	38	4.4	43	5.0	1	0.1
24H,0-24	875	4	0.5	789	90.2	38	4.3	43	4.9	1	0.1

1712 01		ANGMERING		Site No: 22442001		Location		Arundel Road, Angmering (Road Sign)			
Wed 06-Dec-17 to Tue 12-Dec-17				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 12-Dec-17											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	13	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
07:00	34	0	0.0	33	97.1	0	0.0	1	2.9	0	0.0
08:00	74	0	0.0	61	82.4	4	5.4	9	12.2	0	0.0
09:00	63	0	0.0	52	82.5	4	6.4	7	11.1	0	0.0
10:00	54	0	0.0	45	83.3	2	3.7	7	13.0	0	0.0
11:00	45	0	0.0	40	88.9	2	4.4	3	6.7	0	0.0
12:00	46	0	0.0	42	91.3	1	2.2	1	2.2	2	4.4
13:00	54	0	0.0	50	92.6	1	1.9	3	5.6	0	0.0
14:00	57	2	3.5	52	91.2	1	1.8	2	3.5	0	0.0
15:00	73	0	0.0	69	94.5	2	2.7	2	2.7	0	0.0
16:00	94	0	0.0	84	89.4	4	4.3	6	6.4	0	0.0
17:00	125	1	0.8	116	92.8	2	1.6	6	4.8	0	0.0
18:00	78	0	0.0	74	94.9	1	1.3	3	3.9	0	0.0
19:00	52	0	0.0	50	96.2	0	0.0	2	3.9	0	0.0
20:00	20	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
21:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
22:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	797	3	0.4	718	90.1	24	3.0	50	6.3	2	0.3
16H,6-22	896	3	0.3	812	90.6	26	2.9	53	5.9	2	0.2
18H,6-24	911	3	0.3	827	90.8	26	2.9	53	5.8	2	0.2
24H,0-24	918	3	0.3	834	90.9	26	2.8	53	5.8	2	0.2

1712 01	ANGMERING	Site No: 22442001	Location Arundel Road, Angmering (Road Sign)
Wed 06-Dec-17 to Tue 12-Dec-17		Channel: Southbound	

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 06-Dec-17	847	9	1.1	768	90.7	61	7.2	9	1.1	0	0.0
Thu 07-Dec-17	772	11	1.4	690	89.4	50	6.5	19	2.5	2	0.3
Fri 08-Dec-17	978	5	0.5	898	91.8	23	2.4	51	5.2	1	0.1
Sat 09-Dec-17	596	5	0.8	540	90.6	23	3.9	28	4.7	0	0.0
Sun 10-Dec-17	415	1	0.2	394	94.9	10	2.4	10	2.4	0	0.0
Mon 11-Dec-17	875	4	0.5	789	90.2	38	4.3	43	4.9	1	0.1
Tue 12-Dec-17	918	3	0.3	834	90.9	26	2.8	53	5.8	2	0.2
Total Vehicles											
[--]	5401	38	0.7	4913	91.2	231	4.2	213	3.8	6	0.1



1712 01 ANGMERING					Site No: 22442001					Location Arundel Road, Angmering (Road Sign)							
Wed 06-Dec-17 to Tue 12-Dec-17					Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	
Wed 06-Dec-17																	
00:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0	
06:00	13	20.3	18.5	2.5	0	0	1	11	1	0	0	0	0	0	0	0	
07:00	45	20.4	17.5	3.3	0	0	13	28	4	0	0	0	0	0	0	0	
08:00	61	20.1	17.7	2.5	0	0	11	49	1	0	0	0	0	0	0	0	
09:00	37	20.2	17.6	3	0	0	9	26	2	0	0	0	0	0	0	0	
10:00	31	20.3	17.4	3.4	0	1	7	21	2	0	0	0	0	0	0	0	
11:00	43	20.3	17.8	2.7	0	0	8	33	2	0	0	0	0	0	0	0	
12:00	35	20.2	17.2	3.4	0	1	9	23	2	0	0	0	0	0	0	0	
13:00	31	19.7	16.6	3.1	0	1	10	20	0	0	0	0	0	0	0	0	
14:00	63	20	17.5	2.5	0	0	13	50	0	0	0	0	0	0	0	0	
15:00	62	20	17	3.2	0	2	16	43	1	0	0	0	0	0	0	0	
16:00	86	20.2	17.4	3.1	0	1	21	60	4	0	0	0	0	0	0	0	
17:00	133	20.3	17.9	2.6	0	0	21	106	6	0	0	0	0	0	0	0	
18:00	83	20.4	17.8	2.8	0	0	16	62	5	0	0	0	0	0	0	0	
19:00	51	19.9	17.1	2.9	0	1	12	38	0	0	0	0	0	0	0	0	
20:00	29	20.8	18	3.4	0	0	7	18	4	0	0	0	0	0	0	0	
21:00	17	20.3	18.5	2.3	0	0	1	15	1	0	0	0	0	0	0	0	
22:00	14	20.2	18.1	3.9	0	0	3	10	0	1	0	0	0	0	0	0	
23:00	8	-	17.3	2.7	0	0	2	6	0	0	0	0	0	0	0	0	
12H,7-19	710	20.3	17.5	2.9	0	6	154	521	29	0	0	0	0	0	0	0	
18H,6-22	820	20.3	17.6	2.9	0	7	175	603	35	0	0	0	0	0	0	0	
18H,6-24	842	20.3	17.6	2.9	0	7	180	619	35	1	0	0	0	0	0	0	
24H,0-24	847	20.3	17.6	2.9	0	7	180	622	37	1	0	0	0	0	0	0	

1712 01 ANGMERING					Site No: 22442001					Location Arundel Road, Angmering (Road Sign)						
Wed 06-Dec-17 to Tue 12-Dec-17					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 07-Dec-17																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
03:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
06:00	9	-	15.7	3	0	0	5	4	0	0	0	0	0	0	0	0
07:00	43	19.9	16.8	3	0	0	16	26	1	0	0	0	0	0	0	0
08:00	47	19.9	17	2.9	0	1	12	34	0	0	0	0	0	0	0	0
09:00	38	19.5	16.1	2.9	0	0	18	20	0	0	0	0	0	0	0	0
10:00	34	20	17	3	0	0	11	22	1	0	0	0	0	0	0	0
11:00	34	20	16.9	3.3	0	1	10	22	1	0	0	0	0	0	0	0
12:00	40	19.6	16.5	2.9	0	0	16	24	0	0	0	0	0	0	0	0
13:00	34	19.7	16.7	2.8	0	0	12	22	0	0	0	0	0	0	0	0
14:00	55	19.8	16.8	3	0	1	17	37	0	0	0	0	0	0	0	0
15:00	52	20.1	17.5	2.6	0	0	11	40	1	0	0	0	0	0	0	0
16:00	92	20.2	17.4	3	0	0	25	63	4	0	0	0	0	0	0	0
17:00	108	20.2	17.6	2.7	0	0	23	82	3	0	0	0	0	0	0	0
18:00	75	20.1	17.6	2.6	0	0	15	59	1	0	0	0	0	0	0	0
19:00	36	20.1	17.5	2.7	0	0	8	27	1	0	0	0	0	0	0	0
20:00	28	20.1	18	2.1	0	0	3	25	0	0	0	0	0	0	0	0
21:00	18	20.6	18.5	2.8	0	0	2	14	2	0	0	0	0	0	0	0
22:00	13	20.1	18.5	1.5	0	0	0	13	0	0	0	0	0	0	0	0
23:00	7	-	17.8	2.4	0	0	1	6	0	0	0	0	0	0	0	0
12H,7-19	652	20	17.1	2.9	0	3	186	451	12	0	0	0	0	0	0	0
18H,6-22	743	20.1	17.2	2.9	0	3	204	521	15	0	0	0	0	0	0	0
18H,6-24	763	20.1	17.2	2.8	0	3	205	540	15	0	0	0	0	0	0	0
24H,0-24	772	20.1	17.2	2.8	0	3	206	548	15	0	0	0	0	0	0	0

1712 01 ANGMERING					Site No: 22442001					Location Arundel Road, Angmering (Road Sign)						
Wed 06-Dec-17 to Tue 12-Dec-17					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 08-Dec-17																
00:00	5	-	17.5	2.6	0	0	1	4	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	4	-	17.3	2.8	0	0	1	3	0	0	0	0	0	0	0	0
06:00	11	19.9	18	2.1	0	0	1	10	0	0	0	0	0	0	0	0
07:00	44	19.9	17	2.9	0	0	14	29	1	0	0	0	0	0	0	0
08:00	63	20.2	18.2	2.1	0	0	5	57	1	0	0	0	0	0	0	0
09:00	65	19.6	16.3	3	0	1	27	37	0	0	0	0	0	0	0	0
10:00	34	20.2	18.1	2.4	0	0	4	29	1	0	0	0	0	0	0	0
11:00	52	20.2	17.8	2.5	0	0	8	43	1	0	0	0	0	0	0	0
12:00	36	20.1	17.9	2.2	0	0	4	32	0	0	0	0	0	0	0	0
13:00	68	20.1	17.5	2.6	0	0	14	53	1	0	0	0	0	0	0	0
14:00	69	20.3	18.3	2.1	0	0	5	62	2	0	0	0	0	0	0	0
15:00	101	20.1	17.5	2.7	0	0	23	76	2	0	0	0	0	0	0	0
16:00	135	20.1	17.8	2.4	0	0	21	113	1	0	0	0	0	0	0	0
17:00	111	20.3	18.1	2.4	0	0	13	94	4	0	0	0	0	0	0	0
18:00	82	20	17.4	2.7	0	0	19	62	1	0	0	0	0	0	0	0
19:00	41	20.3	18.3	2.4	0	0	4	35	2	0	0	0	0	0	0	0
20:00	18	20.2	17.9	2.8	0	0	3	14	1	0	0	0	0	0	0	0
21:00	16	20	17.9	2.2	0	0	2	14	0	0	0	0	0	0	0	0
22:00	16	19.9	17.6	2.5	0	0	3	13	0	0	0	0	0	0	0	0
23:00	6	-	16.8	3	0	0	2	4	0	0	0	0	0	0	0	0
12H,7-19	860	20.2	17.7	2.6	0	1	157	687	15	0	0	0	0	0	0	0
18H,6-22	946	20.2	17.7	2.5	0	1	167	760	18	0	0	0	0	0	0	0
18H,6-24	968	20.2	17.7	2.5	0	1	172	777	18	0	0	0	0	0	0	0
24H,0-24	978	20.2	17.7	2.5	0	1	174	785	18	0	0	0	0	0	0	0

1712 01 ANGMERING					Site No: 22442001					Location Arundel Road, Angmering (Road Sign)						
Wed 06-Dec-17 to Tue 12-Dec-17					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 09-Dec-17																
00:00	5	-	14.5	2.6	0	0	4	1	0	0	0	0	0	0	0	0
01:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
02:00	9	-	17.9	2.2	0	0	1	8	0	0	0	0	0	0	0	0
03:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	6	-	18.5	1.6	0	0	0	6	0	0	0	0	0	0	0	0
07:00	11	19.7	17.1	2.8	0	0	3	8	0	0	0	0	0	0	0	0
08:00	18	20	17.9	2.2	0	0	2	16	0	0	0	0	0	0	0	0
09:00	28	19.8	16.9	2.8	0	0	9	19	0	0	0	0	0	0	0	0
10:00	45	19.7	16.6	2.9	0	0	17	28	0	0	0	0	0	0	0	0
11:00	48	20.3	18.4	1.9	0	0	2	45	1	0	0	0	0	0	0	0
12:00	62	20	17.3	2.7	0	0	16	45	1	0	0	0	0	0	0	0
13:00	64	20.2	17.9	2.5	0	1	7	55	1	0	0	0	0	0	0	0
14:00	44	20.7	19	2.3	0	0	1	38	5	0	0	0	0	0	0	0
15:00	51	20.1	17.4	2.9	0	0	13	36	2	0	0	0	0	0	0	0
16:00	50	20.1	17.4	2.7	0	0	12	37	1	0	0	0	0	0	0	0
17:00	37	20.8	18.9	3.1	0	0	3	29	4	1	0	0	0	0	0	0
18:00	30	20.2	18	2.5	0	0	4	25	1	0	0	0	0	0	0	0
19:00	24	20	17.3	3	0	0	7	16	1	0	0	0	0	0	0	0
20:00	20	20	18	2.1	0	0	2	18	0	0	0	0	0	0	0	0
21:00	13	19.9	17.7	2.4	0	0	2	11	0	0	0	0	0	0	0	0
22:00	14	20.3	18.5	2.4	0	0	1	12	1	0	0	0	0	0	0	0
23:00	11	19.5	16.7	2.9	0	0	4	7	0	0	0	0	0	0	0	0
12H,7-19	488	20.3	17.8	2.7	0	1	89	381	16	1	0	0	0	0	0	0
18H,6-22	551	20.2	17.7	2.7	0	1	100	432	17	1	0	0	0	0	0	0
18H,6-24	576	20.2	17.7	2.7	0	1	105	451	18	1	0	0	0	0	0	0
24H,0-24	596	20.2	17.7	2.7	0	1	110	466	18	1	0	0	0	0	0	0

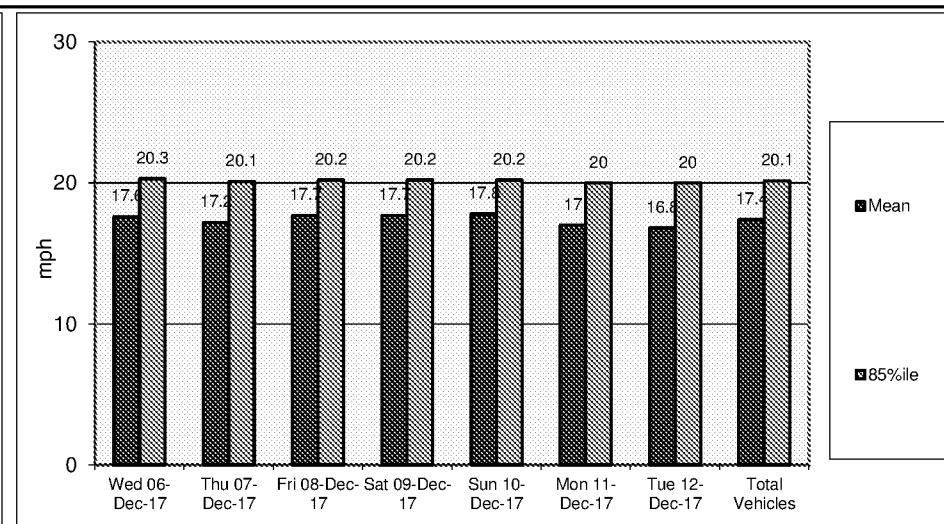
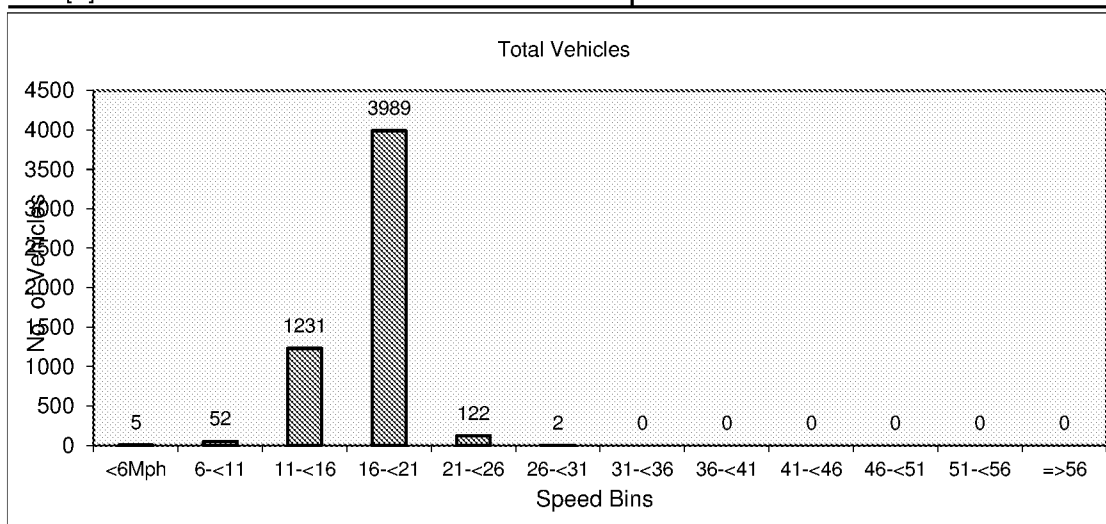
1712 01		ANGMERING			Site No: 22442001		Location Arundel Road, Angmering (Road Sign)									
Wed 06-Dec-17 to Tue 12-Dec-17					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 10-Dec-17																
00:00	4	-	18.5	1.6	0	0	0	4	0	0	0	0	0	0	0	0
01:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
02:00	7	-	15.6	3.1	0	0	4	3	0	0	0	0	0	0	0	0
03:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
04:00	3	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	4	-	18.5	1.6	0	0	0	4	0	0	0	0	0	0	0	0
07:00	3	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
08:00	11	20.4	18.5	2.6	0	0	1	9	1	0	0	0	0	0	0	0
09:00	13	19.9	19.3	2.4	0	0	0	11	2	0	0	0	0	0	0	0
10:00	26	20.1	17.5	2.8	0	0	6	19	1	0	0	0	0	0	0	0
11:00	31	19.8	17	2.7	0	0	9	22	0	0	0	0	0	0	0	0
12:00	35	19.8	16.8	2.8	0	0	12	23	0	0	0	0	0	0	0	0
13:00	54	20.1	17.7	2.6	0	0	10	43	1	0	0	0	0	0	0	0
14:00	28	20.1	18.1	2	0	0	2	26	0	0	0	0	0	0	0	0
15:00	34	20.1	18.1	2	0	0	3	31	0	0	0	0	0	0	0	0
16:00	31	20.6	18.5	2.7	0	0	3	25	3	0	0	0	0	0	0	0
17:00	23	20.1	18.1	2	0	0	2	21	0	0	0	0	0	0	0	0
18:00	32	20.1	17.7	2.7	0	0	6	25	1	0	0	0	0	0	0	0
19:00	26	20.3	18.3	2.2	0	0	2	23	1	0	0	0	0	0	0	0
20:00	12	19.7	17.3	2.7	0	0	3	9	0	0	0	0	0	0	0	0
21:00	17	19.9	17.6	2.5	0	0	3	14	0	0	0	0	0	0	0	0
22:00	9	-	18.5	1.5	0	0	0	9	0	0	0	0	0	0	0	0
23:00	5	-	18.5	1.6	0	0	0	5	0	0	0	0	0	0	0	0
12H,7-19	321	20.2	17.8	2.8	0	0	55	257	9	0	0	0	0	0	0	0
18H,6-22	380	20.2	17.8	2.5	0	0	63	307	10	0	0	0	0	0	0	0
18H,6-24	394	20.2	17.8	2.5	0	0	63	321	10	0	0	0	0	0	0	0
24H,0-24	415	20.2	17.8	2.5	0	0	68	336	11	0	0	0	0	0	0	0

1712 01 ANGMERING					Site No: 22442001 Location Arundel Road, Angmering (Road Sign)												
Wed 06-Dec-17 to Tue 12-Dec-17					Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	
Mon 11-Dec-17																	
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0	
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0	
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0	
05:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0	
06:00	14	19.8	17.4	2.6	0	0	3	11	0	0	0	0	0	0	0	0	
07:00	45	20	17.2	2.9	0	0	13	31	1	0	0	0	0	0	0	0	
08:00	70	20	17.3	2.6	0	0	17	53	0	0	0	0	0	0	0	0	
09:00	49	19.8	16.8	3	0	1	15	33	0	0	0	0	0	0	0	0	
10:00	20	19.8	17	2.8	0	0	6	14	0	0	0	0	0	0	0	0	
11:00	48	19.7	16.2	3.3	0	0	24	22	2	0	0	0	0	0	0	0	
12:00	36	20	16.8	3.5	0	2	9	24	1	0	0	0	0	0	0	0	
13:00	40	20.2	17.9	2.5	0	0	6	33	1	0	0	0	0	0	0	0	
14:00	54	20.1	17.9	2.2	0	0	7	47	0	0	0	0	0	0	0	0	
15:00	62	20	17.5	2.5	0	0	12	50	0	0	0	0	0	0	0	0	
16:00	116	20	17.1	2.8	0	1	32	82	1	0	0	0	0	0	0	0	
17:00	124	20.2	18	2.4	0	0	16	105	3	0	0	0	0	0	0	0	
18:00	71	20.1	17.5	2.7	0	0	16	53	2	0	0	0	0	0	0	0	
19:00	45	20	17.2	2.9	0	0	13	31	1	0	0	0	0	0	0	0	
20:00	44	17.1	11.6	4.7	5	17	13	9	0	0	0	0	0	0	0	0	
21:00	20	19.1	15.8	2.9	0	0	11	9	0	0	0	0	0	0	0	0	
22:00	7	-	18.5	1.5	0	0	0	7	0	0	0	0	0	0	0	0	
23:00	4	-	17.3	4.9	0	0	2	1	1	0	0	0	0	0	0	0	
12H,7-19	735	20.1	17.3	2.7	0	4	173	547	11	0	0	0	0	0	0	0	
18H,6-22	858	20	17	3.1	5	21	213	607	12	0	0	0	0	0	0	0	
18H,6-24	869	20	17	3.1	5	21	215	615	13	0	0	0	0	0	0	0	
24H,0-24	875	20	17	3.1	5	21	215	621	13	0	0	0	0	0	0	0	

1712 01 ANGMERING					Site No: 22442001					Location Arundel Road, Angmering (Road Sign)						
Wed 06-Dec-17 to Tue 12-Dec-17					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 12-Dec-17																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
05:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	13	19.8	17.3	2.6	0	0	3	10	0	0	0	0	0	0	0	0
07:00	34	20.1	17.8	2.6	0	1	3	30	0	0	0	0	0	0	0	0
08:00	74	18.9	15.2	3.1	0	3	43	28	0	0	0	0	0	0	0	0
09:00	63	18.2	14.4	3.4	0	7	38	18	0	0	0	0	0	0	0	0
10:00	54	19.4	15.8	3.2	0	2	25	27	0	0	0	0	0	0	0	0
11:00	45	19.8	16.7	2.8	0	0	16	29	0	0	0	0	0	0	0	0
12:00	46	19.5	16.1	2.9	0	0	22	24	0	0	0	0	0	0	0	0
13:00	54	19.7	16.6	2.9	0	0	21	33	0	0	0	0	0	0	0	0
14:00	57	19.5	15.9	3.3	0	3	24	30	0	0	0	0	0	0	0	0
15:00	73	20	17.1	3	0	2	17	53	1	0	0	0	0	0	0	0
16:00	94	20	17.2	2.8	0	0	26	66	2	0	0	0	0	0	0	0
17:00	125	20.1	17.6	2.7	0	1	23	99	2	0	0	0	0	0	0	0
18:00	78	20.4	18.4	2.3	0	0	6	68	4	0	0	0	0	0	0	0
19:00	52	20.2	18.3	2	0	0	3	48	1	0	0	0	0	0	0	0
20:00	20	20	18	2.1	0	0	2	18	0	0	0	0	0	0	0	0
21:00	14	19.8	17.4	2.6	0	0	3	11	0	0	0	0	0	0	0	0
22:00	11	19.9	18	2.1	0	0	1	10	0	0	0	0	0	0	0	0
23:00	4	-	18.5	1.6	0	0	0	4	0	0	0	0	0	0	0	0
12H,7-19	797	19.9	16.7	3.1	0	19	264	505	9	0	0	0	0	0	0	0
18H,6-22	896	19.9	16.6	3.1	0	19	275	592	10	0	0	0	0	0	0	0
18H,6-24	911	20	16.8	3	0	19	276	606	10	0	0	0	0	0	0	0
24H,0-24	918	20	16.6	3	0	19	278	611	10	0	0	0	0	0	0	0

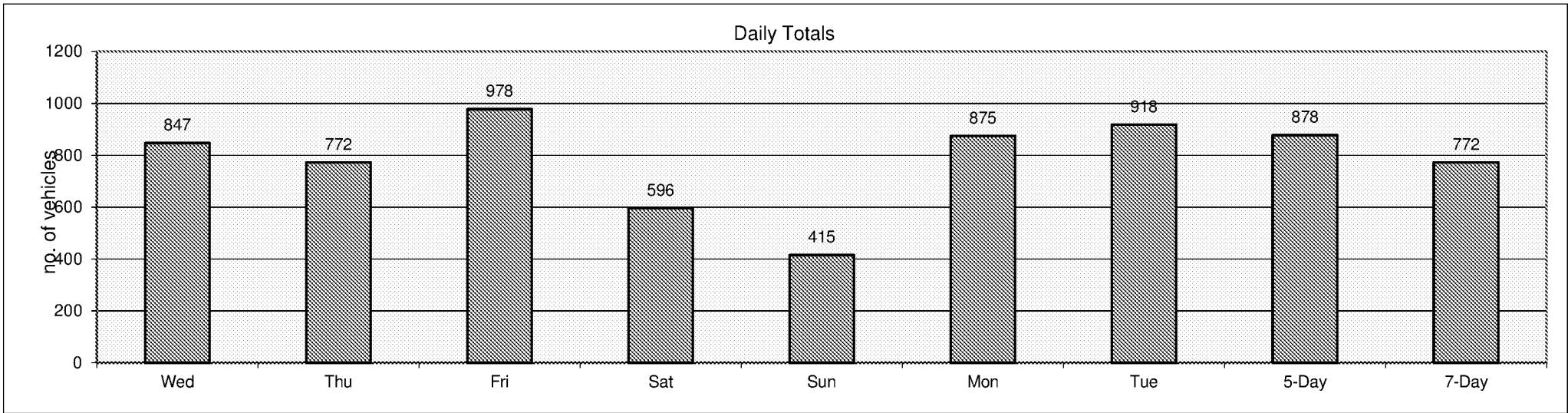
1712 01 ANGMERING Site No: 22442001 Location: Arundel Road, Angmering (Road Sign)
 Wed 06-Dec-17 to Tue 12-Dec-17 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Wed 06-Dec-17	847	20.3	17.6	2.9	0	7	180	622	37	1	0	0	0	0	0	0
Thu 07-Dec-17	772	20.1	17.2	2.8	0	3	206	548	15	0	0	0	0	0	0	0
Fri 08-Dec-17	978	20.2	17.7	2.5	0	1	174	785	18	0	0	0	0	0	0	0
Sat 09-Dec-17	596	20.2	17.7	2.7	0	1	110	466	18	1	0	0	0	0	0	0
Sun 10-Dec-17	415	20.2	17.8	2.5	0	0	68	336	11	0	0	0	0	0	0	0
Mon 11-Dec-17	875	20	17	3.1	5	21	215	621	13	0	0	0	0	0	0	0
Tue 12-Dec-17	918	20	16.8	3	0	19	278	611	10	0	0	0	0	0	0	0
Total Vehicles																
[--]	5401	20.1	17.4	2.8	5	52	1231	3989	122	2	0	0	0	0	0	0



1712 01	ANGMERING		Site No: 22442001		Location		Arundel Road, Angmering (Road Sign)		
Channel: Southbound									
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	06/12/17	07/12/17	08/12/17	09/12/17	10/12/17	11/12/17	12/12/17	Av	Av
Week Begin: 06-Dec-17									
00:00	1	1	5	5	4	1	0	2	2
01:00	0	1	0	3	3	1	2	1	1
02:00	0	2	0	9	7	0	0	0	3
03:00	1	1	0	3	3	0	1	1	1
04:00	0	1	1	0	3	1	3	1	1
05:00	3	3	4	0	1	3	1	3	2
06:00	13	9	11	6	4	14	13	12	10
07:00	45	43	44	11	3	45	34	42	32
08:00	61	47	63	18	11	70	74	63	49
09:00	37	38	65	28	13	49	63	50	42
10:00	31	34	34	45	26	20	54	35	35
11:00	43	34	52	48	31	48	45	44	43
12:00	35	40	36	62	35	36	46	39	41
13:00	31	34	68	64	54	40	54	45	49
14:00	63	55	69	44	28	54	57	60	53
15:00	62	52	101	51	34	62	73	70	62
16:00	86	92	135	50	31	116	94	105	86
17:00	133	108	111	37	23	124	125	120	94
18:00	83	75	82	30	32	71	78	78	64
19:00	51	36	41	24	26	45	52	45	39
20:00	29	28	18	20	12	44	20	28	24
21:00	17	18	16	13	17	20	14	17	16
22:00	14	13	16	14	9	7	11	12	12
23:00	8	7	6	11	5	4	4	6	6
12H,7-19	710	652	860	488	321	735	797	751	652
16H,6-22	820	743	946	551	380	856	896	853	742
18H,6-24	842	763	968	576	394	869	911	871	760
24H,0-24	847	772	978	596	415	875	918	878	772
Am	08:00	08:00	09:00	11:00	11:00	08:00	08:00	-	-
Peak	61	47	65	48	31	70	74	63	57
Pm	17:00	17:00	16:00	13:00	13:00	17:00	17:00	-	-
Peak	133	108	135	64	54	124	125	125	106

1712 01	ANGMERING		Site No: 22442001		Location		Arundel Road, Angmering (Road Sign)		
			Channel: Southbound						
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	06/12/17	07/12/17	08/12/17	09/12/17	10/12/17	11/12/17	12/12/17	Av	Av



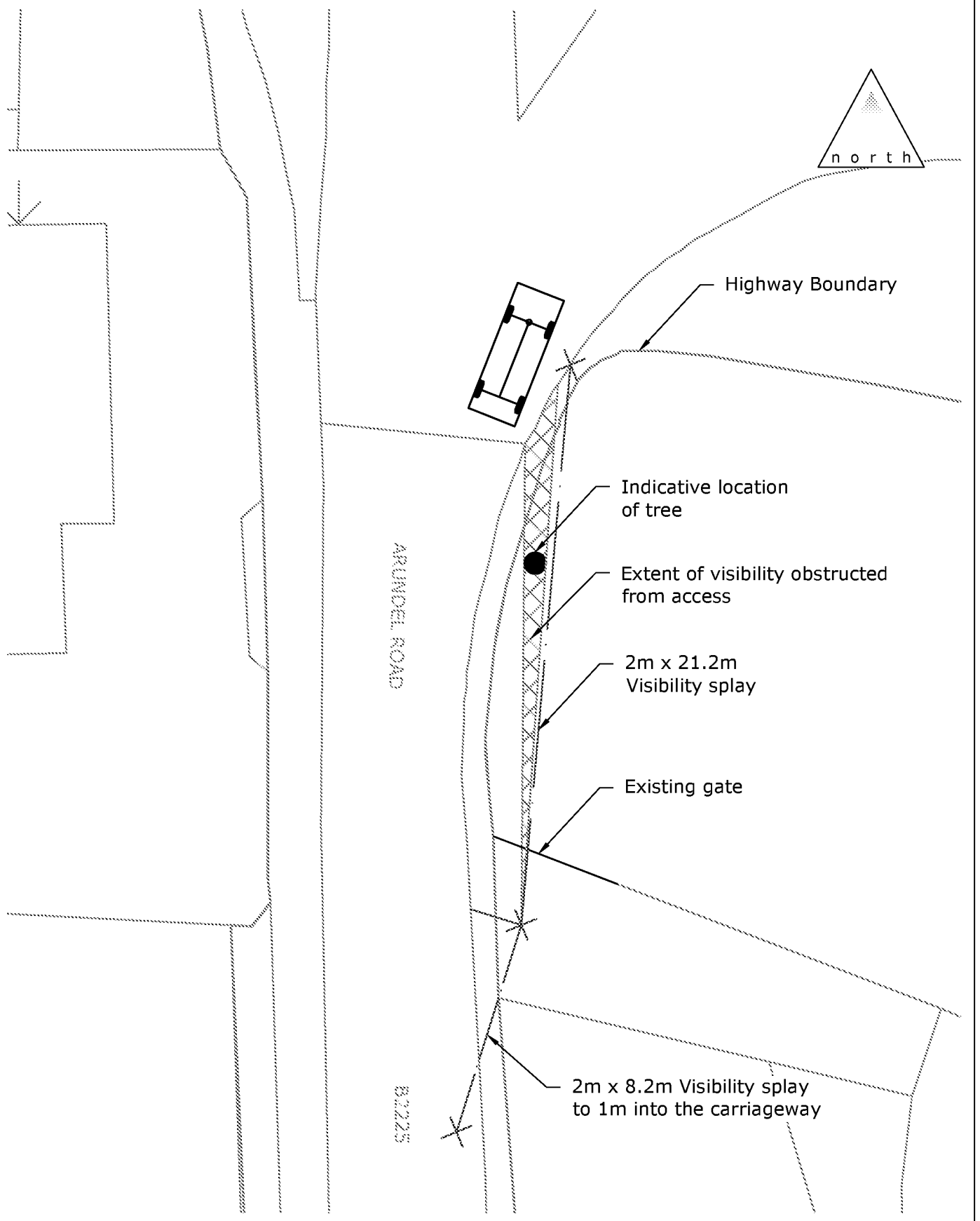
1712 01 ANGMERING									
DECEMBER 2017									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 22442001	Arundel Road, Angmering (Road Sign) TQ 06736 05641	Channel: Southbound	Wed 06-Dec-17	Tue 12-Dec-17	60	5401	878	772	20.1

1712 01		ANGMERING				
		DECEMBER 2017				
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Average Mean Speed
Site No: 22442001	Arundel Road, Angmering (Road Sign) TQ 06736 05641	Channel: Southbound	Wed 06-Dec-17	Tue 12-Dec-17	60	17.4

Appendix C

Access Junction with Visibility Splays

N:\Projects\buangm 1711056\Drawings\1711056-SK01A.dwg



motion

84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

www.motion.co.uk

Project:

Arundel Road, Angmering

Title:

Site Access with Visibility Splays

Scale: 1:200 (@ A4)

Drawing:

1711056-SK01

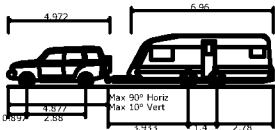
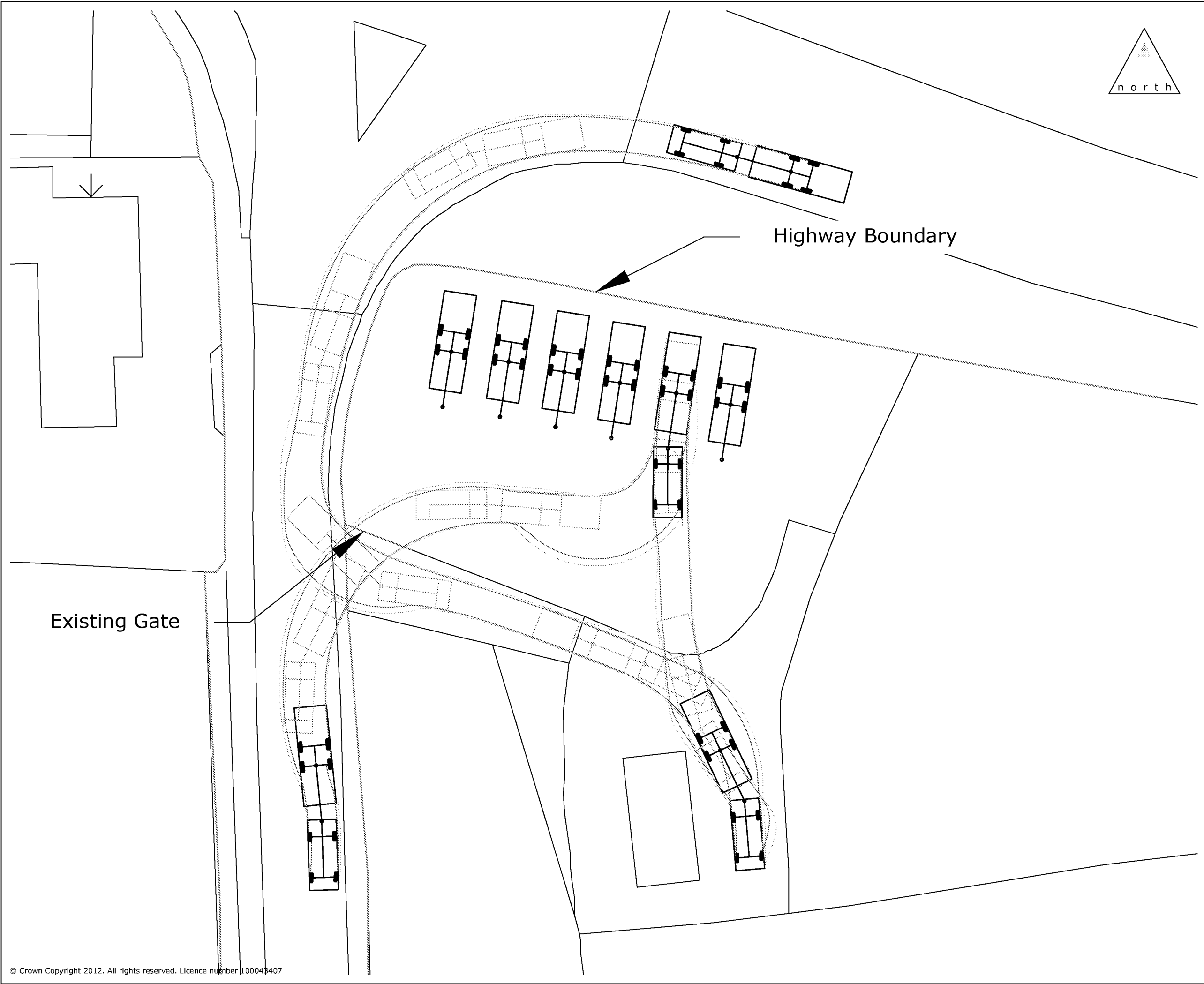
Revision:

A

Appendix D

Swept Path Analysis

N:\Projects\buangm 1711056\Drawings\Master 1 - 1711056.dwg



Luxury 4x4 +Twin Axle Caravan (2006)	
Overall Length	12.990m
Overall Width	2.285m
Overall Body Height	2.524m
Min Body Ground Clearance	0.251m
Max Track Width	2.130m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m



84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

www.motion.co.uk

Project:
Land at Arundel Road

Title:
Swept Path Analysis

Scale: 1:250 (@ A3)

Drawing: 1711056-TK01	Revision: A
---------------------------------	-----------------------