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Rail
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Angmering Sports Hub

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Transport Assessment

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EXECUTIVE SUMMARY

I. This Transport Assessment has been prepared by Robert West on behalf of the Mace Group/ Arun District Council to support a full planning application for the redevelopment of Palmer Road Recreation Ground at Decoy Drive, Angmering, Littlehampton BN16 4DN.

II. The existing main access to the site is from Decoy Drive to the south of the site. Vehicular access is provided into the site via the car park. Pedestrian access from Decoy Drive is provided from the from the northern footway that provides access to the clubhouse/ sports pavilion. There is an additional pedestrian access point to the east of the site from Arundel Road. A footway link is provided from the eastern footway on Arundel Road, opposite St Margaret C of E Primary School.

III. Development proposals comprise the demolition of existing structures, erection of new sports hub facility building, artificial sports pitches, car parking, electric vehicle charging points, access road, landscaping and associated works and infrastructure. The development once operational will be known as Angmering Sports Hub.

IV. Land to the north of the site and west of Arundel Road benefits from outline planning consent for a residential led mixed use development of up to 160 dwellings and 1,393sqm of B1/ B2 units along with access from Arundel Road (ref: A/122/19/OUT). The outline planning consent includes a Section 106 Agreement containing an obligation for the developer of the site to retain a parcel of land directly north of the existing Palmer Road Recreation Ground for use as sports pitches. The sports pitches are approved under ref: A/122/19/OUT and will not form part of the forthcoming planning application. It is understood in due course this land will be transferred to ADC ownership and the sports pitches approved under A/122/19/OUT will form part of the Angmering Sports Hub.

V. Angmering Sports Hub will be operational from Monday to Sunday. The site operation hours will be from 09:00-22:00 from Monday to Saturday. Sunday operation hours will be from 09:00-17:00. Between three to four total staff are expected to be employed at the site with a typical maximum of one to two staff on-site at any given time.

VI. Development proposals include a new bell mouth junction access to the east of site from Arundel Road. The proposed access is located at an existing pedestrian access point to the site, opposite St Margarets C of E Primary School. The site access will comprise a bell mouth junction with 6m junction radii, 5m carriageway width and 1.5m footway southern side of the access road. Visibility splays can be achieved at the site access in line with the 24 hour 85th percentile speeds recorded on Arundel Road. Access design proposals have been subject of a Stage 1 Road Safety Audit. A designers' has been prepared and minor amendments have been incorporated into design.

VII. Cycle parking is proposed in line with Arun District Council and West Sussex County Council

parking requirements. A total of 42 cycle parking spaces will be provided for both staff and visitors.

VIII. A total of 114 car parking spaces, including six blue badge bays are proposed to service the site. 25 of the total car parking spaces will be provided with EVCP, comprised of 23 standard parking spaces and two blue badge bay parking spaces.

IX. Delivery and servicing will occur on-site within the red line boundary.

X. Methodology for assessing existing and proposed trips to the site has been based on a first principles approach set out in the Transport Assessment Scoping Report prepared by Hydrock dated August 2022. This approach involved assigning trips to different activities carried out at the site (football matches, training etc.) based on experience of trips generated by these activities at comparable sites. The trip generation exercise has also been supplemented by information provided by ADC where available.

XI. The trip assessment concludes that Saturday operations will produce the peak number of daily vehicle movements. A total of 138 vehicle arrivals and departures are expected during Saturdays to the site. Peak two-way vehicle movements are anticipated between 12:00-13:00 with four arrivals and 48 departures.

XII. A parking accumulation assessment indicates that the peak car parking demand occurs a on both Saturday and Sunday. A maximum of 110 vehicles are expected to occupy the car park. On-site parking provision is therefore considered appropriate to accommodate parking demand generated by the development proposals and residential on-street parking in the surrounding area is not impacted.

XIII. A junction capacity and traffic distribution assessment has been undertaken to assess the capacity of the proposed site access. The maximum Ratio of Flow to Capacity of 0.07 is expected to occur at the site access junction during the Sunday peak hour for vehicles turning right onto Arundel Road. There is an associated delay of seven seconds with 0.1 PCU vehicle queue. This is significantly below the maximum acceptable RFC of 0.85 for any arm of a junction. All other arms of the junction operate satisfactorily.

XIV. A Framework Travel Plan has been prepared alongside this Transport Assessment and will be submitted as part of the planning application to support development proposals. The Framework Travel Plan includes a package of measures to encourage sustainable travel and reduce the reliance on single car occupancy trips.

XV. This Transport Assessment demonstrates that the transport impact of the development can be mitigated. It is considered to be in accordance with planning policy at government, regional and local levels. It should be considered acceptable in transport and highways terms on that basis.

1.0 INTRODUCTION

1.1 Robert West has been appointed by Mace Group on behalf of Arun District Council (ADC) to provide transport planning and highways advice in relation to the redevelopment of Palmer Road Recreation Ground at Decoy Drive, Angmering, Littlehampton BN16 4DN (hereafter: the site).

1.2 The site location is illustrated in Figure 1.1.

Figure 1.1: Site location

1.3 The site is located in West Sussex on the northern outskirts of Angmering. The surrounding area is predominately residential and rural in nature. The site is bounded by fields and an emerging residential led mixed-use development to the north (ref: A/122/19/OUT), residential property and Arundel Road to the east, residential property and Decoy Drive to the south and fields to the west.

Development proposals

1.4 Development proposals comprise the redevelopment of Palmer Road Recreation Ground to provide a new sports hub facility and sports pitches at the site. The development once complete will be known as Angmering Sports Hub. The full planning description of the development proposals is included below:

"Demolition of existing structures, erection of new sports hub facility building, artificial sports pitches, car parking, EV charging points, access road, landscaping and associated works and infrastructure"

1.5 The site masterplan is attached at Appendix A.

Planning context

1.6 Land to the north of the site and west of Arundel Road benefits from outline planning consent for a residential led mixed use development of up to 160 dwellings and 1,393sqm of B1/ B2 units along with access from Arundel Road (ref: A/122/19/OUT). The outline planning consent includes a Section 106 Agreement (S106) which contains an obligation for the developer of the site to retain a parcel of land directly north of the existing Palmer Road Recreation Ground for use as sports pitches. The sports pitches are approved under ref: A/122/19/OUT and will not form part of the forthcoming planning application. It is understood in due course this land will be transferred to ADC ownership and the sports pitches approved under A/122/19/OUT will form part of the Angmering Sports Hub site.

1.7 A planning application for a commercial development to the northwest of the site (ref: A/58/23/RES) which is bounded the consented approved mixed use development (ref: A/122/19/OUT) was recently refused planning permission dated 14 July 2023. The commercial development scheme was refused as it failed to show a future road connection to the adjacent Palmer Recreation Ground which is subject to development proposals as part of this planning application. At the time of writing this report it is unclear whether a further application will be submitted.

Pre-application advice

1.8 A Transport Assessment Scoping Report was prepared by Hydrock to agree the scope of transport and highways reports required to support the planning application for development proposals outlined above.

1.9 Pre-application advice for the scheme was received from ADC (ref: PAA/35/22/) in June 2022. A summary of the highways, transport and parking advice received is included below:

"The pre-application includes two access options into the development:

Option A - Access via the commercial area of the new development to the north and using the existing junction from Arundel Road to the New Place Nursery.

Option B - Access via the existing pedestrian access from Arundel Road to Palmer Road Recreation Ground located opposite St Margaret's C of E Primary School. This will require the existing pedestrian access to be upgraded to make it suitable for vehicles and pedestrians.

Angmering Parish Council have previously raised concern over option B, as the access would be located adjacent to the Primary School which could potentially pose a risk to the safety of those children and vehicles entering and exiting the school site. Concerns were also raised that the Access B arrangements could lead to the sports hub parking being used by people collecting children from the school, intensifying the use of this access. Therefore, the Parish have stated that their preferred option is A, which would see the access going through a new employment/ commercial area (A/122/19/OUT), this would reduce traffic congestion through Decoy Drive, and retain the pedestrian and emergency access. The applicant should make contact with WSCC highway authority, to ascertain the most appropriate access into the site.

Parking provisions on site would be significantly increased to accommodate the increased use of the sports ground. The briefing note suggests that the Travel Plan submitted with the full application will show how sustainable modes of transport will be encouraged. The final arrangement of parking and electric charging points has not been provided at this stage and should be included in any formal submission. The Arun District Council Parking Standards requires D2 Assembly and leisure use to have:

"1 space per 22sqm for large scale places of assembly serving more than a local catchment 1space per 15sqm."

Cycle parking provision would also be required with 1 space per 4 members of staff plus additional cycle parking to meet the needs of visitors. The applicant has acknowledged that a transport assessment and travel plan are required for the full planning application."

1.10 It should be acknowledged that development proposals have progressed since the Hydrock Transport Assessment Scoping Report and ADC pre-application advice has been received. Development proposals and this Transport Assessment (TA) are still fundamentally prepared in line with the scope outlined in the Hydrock Transport Assessment Scoping Report and pre-application advice required from ADC.

1.11 This Transport Assessment (TA) reviews the existing transport and highway conditions in the vicinity of the site and the surrounding area, identifies the transport and highway impacts, determines whether the proposal would have a material impact on local transport networks and outlines any mitigation measures necessary to address the impacts identified.

Report structure

1.12 Following this introduction, the remainder of this report is structured as follows:

i. Section 2.0 considered relevant national, regional and local transport planning policy and guidance applicable to the development proposals.

ii. Section 3.0 This section reviews the baseline conditions of the site and the wider area, including the site accessibility by non-car modes and accessibility to local amenities.

iii. Section 4.0 provides a description of the local highway network, analysis of traffic survey results and a review of accident history within the vicinity of the site.

iv. Section 5.0 summarises the main characteristics of the development proposals including access arrangements, parking arrangements, delivery and servicing arrangements and emergency vehicle access arrangements.

v. Section 6.0 presents a review of the existing vehicle trips produced at the site, a trip generation exercise to assess anticipated vehicle trips produced by development proposals, a junction capacity assessment and a parking accumulation assessment to assess the transport and highways impact of the development proposals.

vi. Section 7.0 outlines the additional mitigation strategy in place to further reduce the impact of the development proposals on the local highway network.

vii. Section 8.0 outlines the conclusions of this report.

2.0 POLICY CONTEXT

2.1 This section of the TS considered relevant national, regional and local transport planning policy and guidance applicable to the development proposals:

i. National Planning Policy Framework (NPPF) (2023).

ii. West Sussex County Council Guidance on Parking at New Developments (2020).

iii. Arun Local Plan (2018).

iv. Arun District Council Parking Standards Supplementary Planning Document (SPD) (2020).

NPPF (2023)

2.2 The NPPF sets out the government's planning policies for England and how these are expected to be applied.

2.3 The NPPF states in paragraph 104 that:

> *"Transport issues should be considered from the earliest stage of plan-making and development proposals, so that:*
>
> *the potential impacts of development on transport networks can be addressed;*
>
> *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *opportunities to promote walking, cycling and public transport use are identified and pursued;*
>
> *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
>
> *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

2.4 Paragraph 108 of the revised NPPF specifies that:

> *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

2.5 Paragraph 110 emphasises that when assessing sites that may be allocated for developments in plans, or specific applications for development, it should be ensured that:

"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

safe and suitable access to the site can be achieved for all users; and

the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.6 It is also specified 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.

2.7 Paragraph 112 states that applications for development should:

"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

allow for the efficient delivery of goods, and access by service and emergency vehicles; and

be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.8 Paragraph 113 states:

"All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

West Sussex County Council Guidance on Parking at New Developments (2020).

2.9 Vehicle and cycle parking standards are outlined in Table 2.1 below:

Use class	Vehicular	Cycle
D2 Assembly & Leisure	1 space per 22sqm for large scale places of assembly serving more than a local catchment 1 space per 15sqm	1 space per 4 staff plus visitor/customer cycle parking

Table 2.1: ADC parking requirements

"1 space per 22sqm for large scale places of assembly serving more than a local catchment 1 space per 15sqm."

2.10 Proposed parking provision will need to be supported by conclusions of a Transport Assessment/ Statement.

Blue badge parking provision

2.11 A minimum of 5% total parking spaces should be provided as blue badge parking bays in line with West Sussex County Council (WSCC) parking guidance.

2.12 In designing provision for blue badge parking at non-residential developments with over 200 parking spaces, consideration may be given to reducing the percentage of spaces for disabled persons below the minimum level specified in paragraph 4.16 to avoid overprovision of spaces.

Electric vehicle charging points (EVCP)

2.13 Minimum requirements for EVCP are outlined in Table 2.2 below:

Year	% Growth Index	% spaces for Active EV Charging Facilities
2018	0	20
2019	4	24
2020	8	28
2021	13	33
2022	17	37
2023	21	41
2024	25	45
2025	29	49

2026	33	53
2027	38	58
2028	42	62
2029	46	66
2030	50	70

Table 2.2: WSCC EVCP requirements

2.14 In designing provision for electric vehicle (EV) charging infrastructure at non-residential developments, there is a need to take account of likely parking behaviour (e.g. expected duration of stays) which could affect the number of 'active' spaces.

Arun Local Plan

2.15 The Arun Local Plan covers the period 2011-2031 for the area of Arun District (excluding the area covered by the South Downs National Park Authority) and was adopted on the 18 July 2018. The Arun Local Plan sets out the vision and future of Arun by guiding development within the area to achieve the successful development.

2.16 Chapter 15 sets out Arun's strategic objective for Transport. These objectives are:

"Reduce the need to travel and promote sustainable forms of transport."

"Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity".

"Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities."

"Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population."

"Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships."

2.17 Policy T SP1 – Transport and development states:

"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;

c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;

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.

g. Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford."

2.18 Policy T DM1 – Sustainable Travel and Public Rights of Way states:

"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;

b. Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;

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;

d. Contribute towards the provision of a joined up cycle network and Public Rights of Way

network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;

i. places of work, education, leisure and food retail;

ii. the South Downs National Park,

iii. along the coast particularly between Bognor Regis and Littlehampton,

iv. along the coast to Chichester,

v. Bognor Regis to Arundel, and

vi. Littlehampton to Goring."

2.19 Policy T DM2 – Public parking states:

"Proposals which involve the loss of existing town centre car parks or town centre parking spaces, including provision for motorcycle and bicycle parking, must demonstrate either that:

a. The loss of parking provision is acceptable or

b. Provides sufficient parking spaces to meet anticipated demand, which must be:

i. Conveniently located to access town centre and tourist facilities attractions;

ii. Sufficiently safe and secure in line with the Safer Parking Scheme guidelines; and

iii. Accessible for cars, motorcycles and bicycles.

Car parks at railway stations will be safeguarded from development to meet wider transport objectives of encouraging the use of public transport. In particular the expansion of car parking facilities at Ford will be encouraged. Further investigation into the expansion of Barnham station car park and parking on the B2233 will be required as part of any masterplan and transport assessment for the Barnham/Eastergate/Westergate strategic allocation will be required as part of the development.

Any provision of cycle parking should be carefully designed to be safe and secure in accordance with national guidance.

Developments shall also be consistent with all other Local Plan policies."

Arun District Council Parking Standards SPD (2020)

Vehicle and cycle parking

2.20 Arun District Council parking requirements are in line with WSCC parking requirements in Table 2.1.

Electric vehicle charging points (EVCP)

2.21 Minimum EVCP requirements are outlined in Table 2.3 below:

Year	% of parking spaces with active EV charging points	
	Houses with a driveway or garage	All other developments
2018	100	20
2023	100	30
2028	100	50
2033	100	100

Table 2.3: ADC EVCP requirements

Note: these percentages are lower than shown in the WSCC GPND 2019, but aim to ensure that 100% of new parking spaces associated with new development have active EV charging points by 2033. Unlike the WSCC GPND, the % requirement increase every 5 years instead of incrementally every year. Also, the percentage figures are rounded to the nearest 10, for ease of implementation.

3.0 SITE CONTEXT AND ACESSIBILITY

3.1 This section reviews the baseline conditions of the site and the wider area, including the site accessibility by non-car modes and accessibility to local amenities.

The existing site and surrounding area

3.2 The site is located in West Sussex on the northern outskirts of Angmering. The surrounding area is predominately residential and rural in nature. The site is bounded by fields and an emerging residential led mixed-use development to the north (ref: A/122/19/OUT), residential property and Arundel Road to the east, residential property and Decoy Drive to the south and fields to the west.

3.3 The existing site comprises of three football pitches, a MUGA, a children's play area and a clubhouse/ sports pavilion complete with associated hardstanding parking for approximately 30 cars. The site location and planning context to the north of the site is illustrated in Figure 3.1.

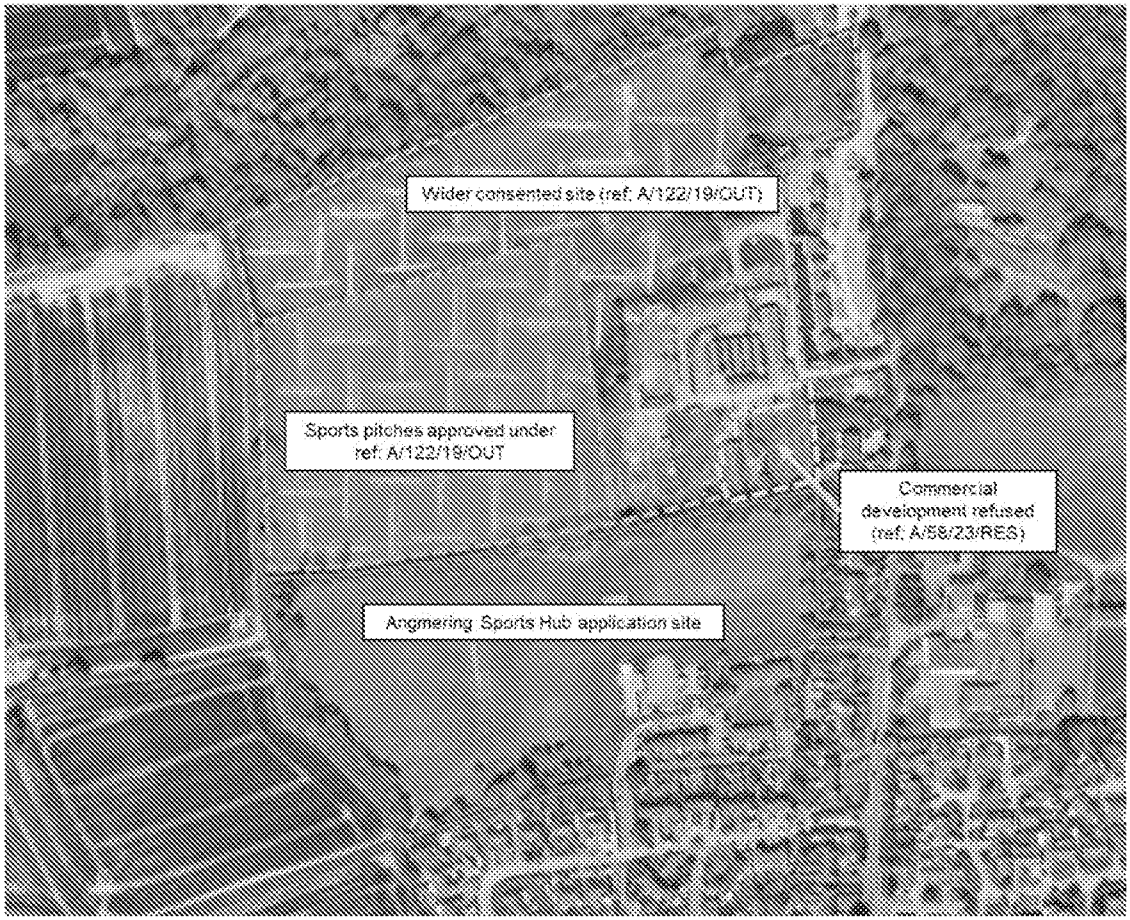


Figure 3.1: Site location and planning context

3.4 The clubhouse/ sports pavilion currently comprises four changing rooms, an officials changing room and a licensed bar.

3.5 The existing main access to the site is from Decoy Drive to the south of the site. Vehicular access is provided into the site via the car park. It is noted the vehicular access is gated. Pedestrian access from Decoy Drive is provided from the from the northern footway that provides access to the clubhouse/ sports pavilion.

3.6 There is an additional pedestrian access point to the east of the site from Arundel Road. A footway link is provided from the eastern footway on Arundel Road, opposite St Margaret C of E Primary School.

Accessibility by non-car modes

Pedestrians

3.7 The pedestrian network within the vicinity of the site includes level footways on both sides of the carriageway of Arundel Road. Footways provide access to local bus stops, shops and other local amenities within the area. There is a dropped kerb crossing point with tactile paving 30m to the south of the existing pedestrian link to the site from Arundel Road. Further dropped kerb crossing points with tactile paving are provided at junctions from Arundel Road within the vicinity of the site.

3.8 Further footways are located on Decoy Drive to the south of the site. Decoy Drive provides existing and vehicular and pedestrian access to the site. Footways on Decoy Drive are level footways that appear to be in good condition. Frequent street lighting is provided on the local highway network within the vicinity of the site.

3.9 Additionally, there are a number of PRoWs within the vicinity of the site as illustrated in Figure 3.1.

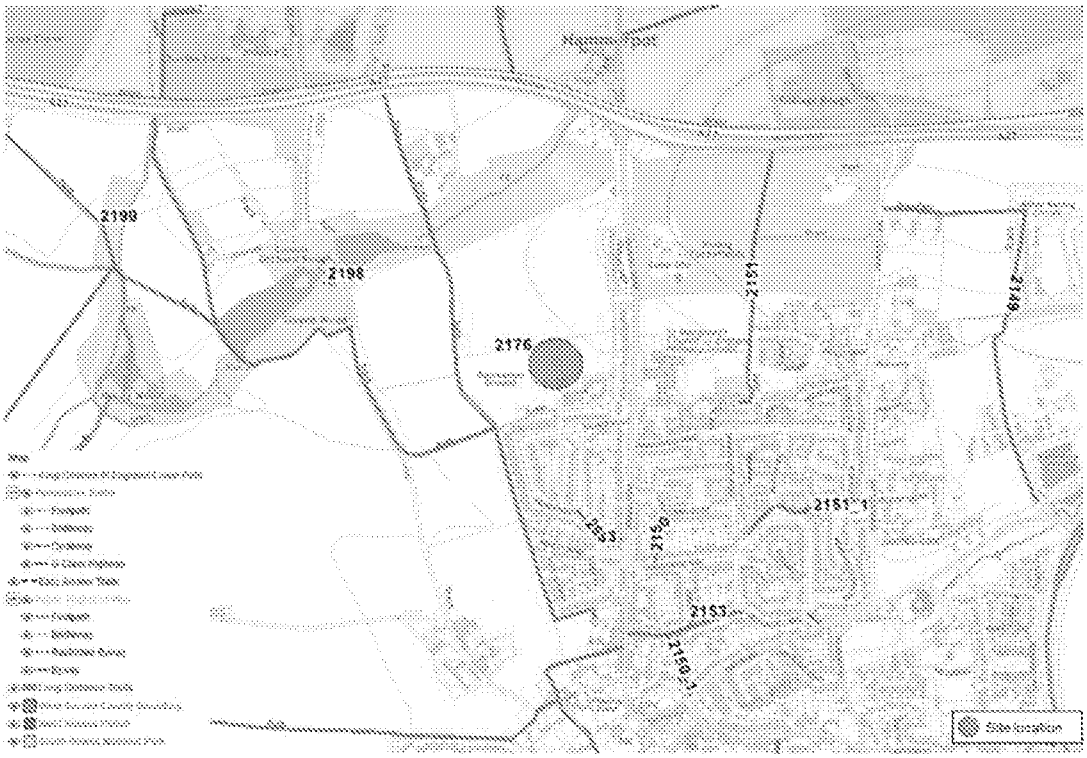


Figure 3.1: PRoW map extract

3.10 Footpath 2176 is located to the west of the site boundary, connecting Angmering to the south to A27 Arundel Road to the north of the site. Footpath 2176 connects to further PRoW Footpaths to the east of the site.

Cyclists

3.11 There are a number of cycle routes within the vicinity of the site as illustrated in Figure 3.2.

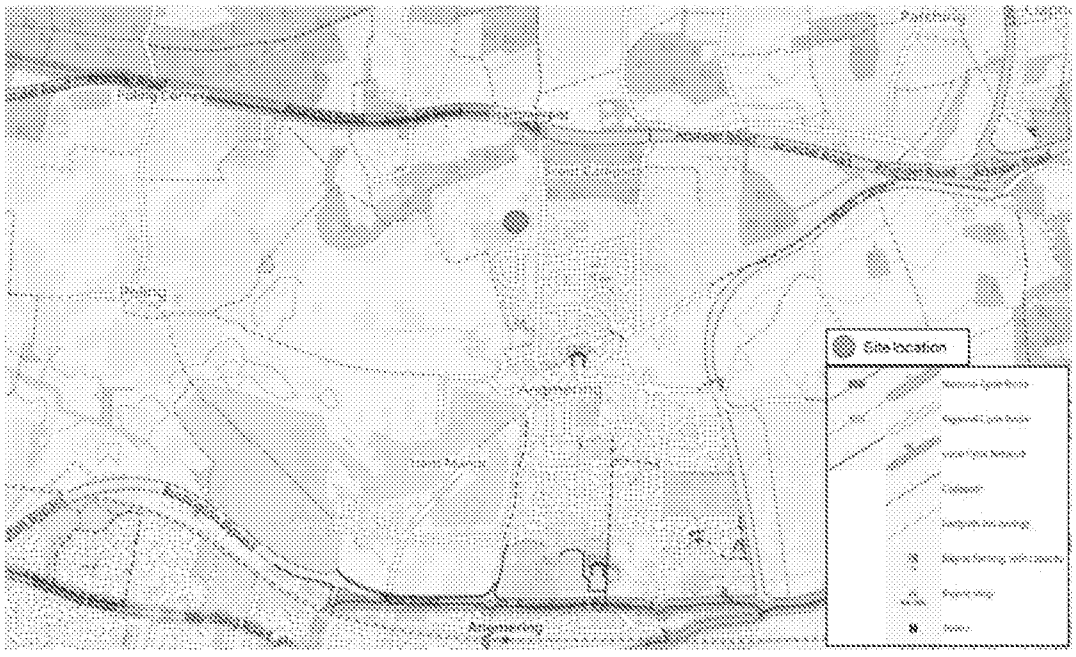


Figure 3.2: Cycle map extract (WSCC)

3.12 There is a shared footway and cycleway that runs adjacent to the A27 Arundel Road to the north of the site. The cycle route provides access to Arundel village via Arundel station. Further cycle routes are located to the south of the site on New Road, North Drive and Rowan Way to the south of the site.

Buses

3.13 The nearest north and southbound bus stops to the site are located on Chantryfield Road approximately 220m (two-three minutes' walk) to the southeast of the site.

3.14 The southbound stop is provide with a flagpole with timetable information and a bus shelter, whilst the northbound stop consists of a flagpole only.

3.15 The Chantryfield Road bus stop serves bus 9 which is operated by Stagecoach and provides a service every hour (Monday-Saturday) between Arundel and Shoreham-by-Sea.

National rail

3.16 The nearest National rail station to the site is Angmering station located approximately 2.2km to the south of the site.

3.17 Angmering station is operated by Southern railway and typically services provided comprise two trains per hour to London Victoria, Brighton and Littlehampton, and one train per hour to Southampton Central and Portsmouth. During peak hours there are also a small number of trains between Littlehampton, London Bridge and Bedford operated by Thameslink.

3.18 Bus service 9 provides a connection between Angmering station and the site.

Accessibility to local amenities

3.19 There are a number of local amenities available within walking and cycling distance of the site. Amenities within the vicinity of the site include schools, nurseries, convenience stores, pubs, Library, bakery and post boxes. A full list of amenities within walking and cycling distance of the site are included below in Table 3.1.

Amenities	Distance from the site
St Margarets C of E Primary School	10m
William Older Playgroup	10m
Bus stops, Arundel Road	210m
Post box, Arundel Road	405m
Hammerpot Garage	550m
The Angmering Club	550m
St Wildrid's Catholic Primary School	570m
Angmering Library	740m
The Lamb at Angmering	870m
The Stone Room	920m
Angmering Village Hall	920m
The Butler's Pantry	950m
Angmering Medical Centre	980m

Table 3.1: Proximity to local amenities

4.0 LOCAL HIGHWAY NETWORK

4.1 This section provides a description of the local highway network, analysis of traffic survey results and a review of accident history within the vicinity of the site.

Local highway network

4.2 A description of the key highway links within the vicinity of the site is presented in the following paragraphs.

Arundel Road

4.3 Arundel Road is a two-way single carriageway Road that connects A27 Arundel Road from the north of the site to Water Lane to the south of the site. Arundel Road is subject to a 30mph speed limit within the vicinity of the site. Chicane traffic calming priority to oncoming vehicles is present on Arundel Road at the approach to Angmering Village, 145m to the north of St Margarets C of E Primary School. For a 230m stretch directly west of the site between property 66 Arundel Road and just south of the junction of Arundel Road and Palmer Road a 20mph speed limit is in force during school peak hours. There are school warning signs with max 20mph when lights show signs and 'slow' road markings at this location.

4.4 There are footways on both side of Arundel Road within the vicinity of the site. Footways are observed to be in good condition and are approximately 2m wide and level. Frequent street lighting is provided on Arundel Road.

4.5 Parking and stopping restrictions within the vicinity of the site are limited. There are white advisory lines outside of crossovers to properties with driveways on the western side of the carriageway. Outside of St Margret C of E Primary School on Arundel Road there are school keep clear lines on both side of the carriageway for approximately 30m. School keep clear lines are in operation from Monday-Friday between 08:00-17:00. Furthermore, a bus stop is located adjacent to the St Margret C of E Primary School vehicular egress point. No bus shelter, seating or timetable information is provided.

Decoy Drive

4.6 Decoy Drive is a two-way no-through road located directly to the south of the site. Decoy Drive currently provides vehicular and pedestrian access to the site via Palmer Road. Decoy Drive is subject to a 30mph speed limit.

4.7 There are footways on both side of Decoy Drive. Footways are observed to be in good condition and are approximately 2m wide and level. Frequent street lighting is provided on Decoy Drive. There are no parking or stopping restrictions present on Decoy Drive.

Palmer Road

4.8 Palmer Road runs in an alignment directly south of Decoy Road. The road is residential in nature with 2m lit footways provided on both sides of the carriageway.

4.9 To the west of its junction with Decoy Drive Palmer Road provides a residential circulatory route before re-joining the section of carriageway adjacent to Decory Drive via a roundabout. East of the roundabout Palmer Road joins Arundel Road via a priority junction.

Traffic surveys

4.10 Automatic Traffic Count (ATC) surveys were undertaken for a seven-day period in July 2024 to capture traffic volumes and 85th percentile vehicle speeds on Arundel Road to the west of the site. ATC were placed to the north and the south of the proposed site access. Full survey results are attached at Appendix B.

4.11 Table 4.1 below summaries 85th percentile vehicle speeds and daily average traffic volumes recorded on Arundel Road

Direction of travel	85th percentile speeds (mph)	Daily count average (Mon-Sun)
North of access - northbound	33.0	1211
North of access - southbound	30.8	797
South of access - northbound	32.1	1336
South of access - southbound	29.9	945

Table 4.1: Arundel Road 85th percentile speeds and average daily traffic flows

4.12 ATC surveys indicate that 24 hour daily average 85th percentile speeds recorded to the north of the site access were in excess of the 30mph speed limit by both northbound and southbound traffic. 85th percentile traffic speeds recorded travelling southbound were 30.8mph.

4.13 ATC surveys indicate that 24 hour daily average 85th percentile speeds recorded to the south of the site access were in excess of the 30mph speed limit for northbound traffic and within the 30mph speed limit for southbound traffic. 85th percentile traffic speeds recorded travelling northbound were 32.1 mph.

4.14 Overall, slower 85th percentile speeds were recorded by vehicles travelling southbound on Arundel Road, travelling towards Angmering village.

4.15 ATC surveys indicate that 24 hour daily average (Mon-Sun) traffic flows recorded travelling northbound were between 1211-1336 vehicles.

4.16 ATC surveys indicate that 24 hour daily average (Mon-Sun) traffic flows recorded travelling southbound were between 797-945 vehicles.

Personal injury accident analysis

4.17 In order to establish highway safety conditions on the local highway network within the vicinity of the site, a review of PIA data obtained from the CrashMap database has been undertaken. This included the most recent period of three complete years available, from January 2020 to December 2022.

Figure 4.1: Personal Injury Accident data (source: Crashmap)

4.18 Figure 4.1 illustrates accidents that have occurred within the vicinity of the site. A total of five slight injury accidents occurred within the vicinity of the site over the study period. No serious or fatal accidents occurred.

4.19 A review of PIA data indicates a slight injury accident occurred on Decoy Drive approximately 30m to the south of the existing site access to the site. This accident has therefore been further analysed to establish whether there are any specific patterns attributing to the cause of the accident. The full PIA record is attached at Appendix C.

4.20 A slight injury accident occurred on Decoy Drive on Tuesday 12 June 2018 at 16:31.The accident

occurred during hours of daylight and the weather was categorised as fine without high winds.

4.21 The accident involved three cars and two drivers sustained slight injuries. The accident occurred when a car was proceeding normally along the carriageway, not on a bend collided with another car also proceeding normally along the carriageway, not on a bend. The first point of impact for the two vehicles occurred at the front of the vehicles. One of the vehicles was reported to have hit a parked vehicle within the carriageway at the nearside of the vehicle.

4.22 Analysis of the accident above indicates no inherent issues with the operation of the local highway network.

5.0 DEVLEOPMENT PROPOSALS

5.1 This section summarises the main characteristics of the development proposals including access arrangements, parking arrangements, delivery and servicing arrangements and emergency vehicle access arrangements.

Development proposals overview

5.2 Development proposals comprise the redevelopment at Palmer Road Recreation Ground at Decoy Drive, Angmering, Littlehampton BN16 4DN to provide a new sports hub facility and sports pitches. The development will be known as Angmering Sports Hub. The full planning description of the development proposals is included below and the site masterplan is attached at Appendix A.

> *"Demolition of existing structures, erection of new sports hub facility building, artificial sports pitches, car parking, EV charging points, access road, landscaping and associated works and infrastructure"*

5.3 A full list of facilities to be included as part of the development proposals is included in Table 4.1. A list of the existing on-site facilities are also included for comparison.

Facilities	Existing number	Proposed number
Full size grass football pitch (11x11)	2	0
3G Pitch 106m x 70m	0	1
Junior size grass football pitch (7x7)	1	2
Mini grass football pitch (5x5)	0	1
Multi-use games area (MUGA)	1	1
Artificial Cricket Wicket	1	0
Outdoor Gym	0	1
Play area	1	1
Club house/ Sports & Community Hub	1	1
Total	**7**	**8**

Table 5.1: Existing and proposed on-site facilities

5.4 As discussed in Section 3.0, the proposed development site is bounded by a residential led mixed use development (ref: A/122/19/OUT). As part of the S106 requirements of the approved

development proposals land to the north of the site is allocated for development of sports pitches. This area will be consists of the following sports facilities:

i. Full size grass football pitch (11x11).

ii. 4 x Mini grass football pitches (5x5).

iii. Cricket Pitch.

5.5 It should be noted the above sports facilities do not form part of this planning application. However, it is acknowledged that the facilities will form part of Angmering Sports Hub once brought forward and these pitches will be accessed from the application site.

5.6 A licensed bar may be provided within the Sports & Community hub building subject to further engagement with the end user.

Site operations

5.7 Angmering Sports Hub will be operational from Monday to Sunday. The site operation hours will be from 09:00-22:00 from Monday to Saturday. Sunday operation hours will be from 09:00-17:00.

5.8 Between three to four total staff are expected to be employed at the site with a typical maximum of one to two staff on-site at any given time.

5.9 A multi-purpose function room is also proposed within Sports and Community Hub building and will be operational from 09:00-22:00 Monday to Saturday and 09:00-17:00 Sunday. Small classes will be held here on an hourly basis for activities such as fitness or exercise classes.

5.10 Community events may be held on site within the Sports & Community Hub building. During events up to four staff may be on-site. It is anticipated events will be held on ad-hoc occasions and will not form part of day-to-day activities.

Access arrangements

5.11 As discussed in Section 1.0, the commercial development to the northwest of the site previously refused (ref: A/58/23/RES). The uncertainty of the development coming forward in future means a new access to the site cannot be provided at this stage in line with Option A discussed at pre-application stage as outlined below:

Option A - Access via the commercial area of the new development to the north and using the existing junction from Arundel Road to the New Place Nursery.

5.12 Therefore, development proposals include a new bell mouth junction access to the east of site from Arundel Road. The proposed access is located at an existing pedestrian access point to the site, opposite St Margarets C of E Primary School.

5.13 The site access will comprise a bell mouth junction with 6m junction radii, 5m carriageway width and 1.5m footway southern side of the access road. Visibility splays can be achieved at the site access in line with the 24 hour 85th percentile speeds recoded on Arundel Road (as described in Section 3.0) and are illustrated in the site access general arrangement attached at Appendix C. Double yellow lines are proposed either side of the immediate access junction to ensure visibility can be maintained at the site access. Minimal loss of on-street car parking is expected as white advisory lines are currently present outside of crossovers to adjacent residential properties.

5.14 The access design has been subject to a Stage 1 Road Safety Audit. A designers' response has been prepared and the minor comments received have been incorporated into the design. The full Stage 1 Road Safety Audit and designers' response is attached at Appendix D.

5.15 The footway on the southern side of the access road will provide pedestrian access into the wider site connecting from Arundel Road. The footway will also tie into the existing footpath to the south of the site connecting to Decoy Drive, leading to PRoW footpaths to the west of the site. A dropped kerb crossing with tactile paving will be provided at the site access junction. Access proposals are to be secured via a Section 278 (S278) agreement.

5.16 An internal footpath network will be provided within the site boundary providing access to all proposed facilities across the site. The main entrance within the site boundary is proposed from Sports and Community Hub building to the north of the site. A dropped kerb crossing with tactile paving will be provided to cross the car park from the internal footpath connecting the new site access from Arundel Road. A second dropped kerb crossing with tactile paving is proposed further south, providing access to the play area, MUGA and 5x5 Mini grass football pitch to the east of the site. A footpath connecting from the main entrance to the Sport and Community Hub will provide access to the further football pitches to the west of the site. Trees to the northern boundary of the site are proposed to be felled to provide access to the sports pitches approved under ref: A/112/19/OUT.

5.17 Existing access from Decoy Drive will be retained for pedestrians and cyclists. A 2.5m wide share footpath and cycle path is proposed connecting from Decoy Drive to the Sports and Community Hub building.

Parking arrangements

Cycle parking

5.18 Cycle parking is proposed in line with WSCC and ADC parking requirements. A total of 42 cycle parking spaces will be provided for both staff and visitors.

5.19 Cycle parking is proposed to be located adjacent to the main entrance of the Sports and Community Hub main entrance.

Car parking

5.20 A total of 114 car parking spaces are proposed to service the site. This is an approximate increase of 85 parking spaces to accommodate parking demand generated at the site. Six of the total car parking bays provided will be assigned to blue badge holders.

5.21 Of the total car parking spaces provided, 23 standard parking spaces will be provided with EVCP and two blue badge bays will be provided with EVCP.

5.22 Car parking provision is provided in line with ADC minimum requirements.

Delivery and servicing

5.23 Delivery and servicing will take place on-site within the red line boundary. A delivery area is allocated within the car parking area to the south of the main Sports and Community Hub building suitable to accommodate delivery vehicles. Deliveries to the site are expected to be limited. The largest delivery vehicles are anticipated to be small vans or cars for typical deliveries such as parcels, mail and/ or amazon deliveries. It is expected there will be an average of five general deliveries per week to the site.

5.24 Refuse vehicles collection will also occur on-site within the redline boundary to the south of the main Sports and Community Hub building. Refuse vehicles will briefly stop adjacent to the bin store to the south of the car parking area. Operatives will not be required to move two wheeled bins for a distance greater than 10m. The loop design in the southern car parking area on-site mitigates the need for refuse vehicles to perform any turning manoeuvres.

5.25 Swept path analysis demonstrating delivery and servicing vehicle access to the site is attached at Appendix E.

Emergency vehicle access

5.26 Emergency vehicle access is proposed to the site from the new access from Arundel Road. Emergency vehicles are able to stop directly outside the main entrance to the Sports and

Community Hub building. Similar to the refuse vehicle, emergency vehicles will not be required to reverse and will utilise the one-way loop design of the southern car parking area to turn egressing the site in forward gear.

5.27 Swept path analysis illustrating emergency vehicle access to the site is attached at Appendix E.

6.0 TRIP ASSESSMENT

6.1 This section presents a review of the existing vehicle trips produced at the site, a trip generation exercise to assess anticipated vehicle trips produced by development proposals, a junction capacity assessment and a parking accumulation assessment to assess the transport and highways impact of the development proposals.

Methodology

6.2 Methodology for assessing existing and proposed trips to the site has been based on a first principles approach set out in the Transport Assessment Scoping Report prepared by Hydrock dated August 2022. This approach involved assigning trips to different activities carried out at the site (football matches, training etc.) based on experience of trips generated by these activities at comparable sites. The trip generation exercise has also been supplemented by information provided by ADC where available.

Existing trip generation

Existing use overview

6.3 The existing site comprises:

i. 2 x Full size grass football pitches (11x11)

ii. 1 x Junior grass football pitch (7x7)

iii. 1 x Artificial cricket wicket

iv. 1 x MUGA

v. Clubhouse/ sports pavilion

vi. Childrens play area

6.4 The level of existing trips associated with the site has been extracted and interpreted from the Hydrock Transport Assessment Scoping Report and is detailed below in Table 5.1.

	Use	Number of users					
		Players per side	Subs per side	Coaches per side	Spectators per side	Total per side	Officials
Matchday	2 x Full size grass football pitch (11x11)	11	3	2	10	26	1
	Junior size grass football pitch (7x7)	7	2	1	6	16	1
	MUGA	5	0	0	0	6	0
Weekday	Senior football training	22 total		2	-	-	-
	Junior football training	13 total		1	-	-	-
	MUGA	10 total		-	-	-	-

Table 5.1: Existing user breakdown

6.5 A clubhouse/ sports pavilion is present at the existing site that contains a licensed bar. Use of this clubhouse is considered to be ancillary to the primary use of the site for sports. As such, it expected few standalone trips to the site are generated for use of the clubhouse.

6.6 A usage timetable for the existing site is included in the Transport Assessment Scoping Report prepared by Hydrock. The usage timetable was prepared by the project team and provided for the purposes of calculating a trip generation profile. The usage timetable has been derived using information provided by ADC, The Sports Consultancy and the sports clubs, accounting for existing training and match schedules.

6.7 Training sessions and matches are 90 minutes long, whilst MUGA sessions are 60 minutes long. Players typically arrive within the 30-minute period before and leave within the 30-minute period after training and MUGA sessions, whereas users typically arrive within the hour before and depart within the hour after matches.

6.8 The usage timetable is detailed below in Table 5.2

Sports facilities	Weekday			Saturday			Sunday		
	No. matches/ sessions	Time of arrival	Time of departure	No. of matches/ sessions	Time of arrival	Time of departure	No. of matches/ sessions	Time of arrival	Time of departure
Full size grass football pitch (11x11)	2 x Evening training sessions	18:30-19:00	20:30-21:00	2 x Matches	13:00-14:00	16:00-17:00	2 x Matches	11:00-12:00	14:00-15:00
Junior size grass football pitch (7x7)	1 x Evening training sessions	17:30-18:00	19:30-20:00	1 x Matches	09:00-10:00	12:00-13:00	1 x Matches	09:00-10:00	12:00-13:00
MUGA	3 x Evening sessions	18:30-19:00 19:30-20:00 20:30-21:00	20:00-20:30 21:00-21:30 22:00-22:30	2 x Sessions	09:30-10:00 10:30-11:00	11:00-11:30 12:00-12:30	2 x Sessions	09:30-10:00 10:30-11:00	11:00-11:30 12:00-12:30

Table 5.2: Existing usage timetable

6.9 Based on experience of comparable sites, it has been assumed that car occupancy will vary between differing users. A summary of expected car occupancy has been provided in Table 5.3.

Sports facilities	Car occupancy
Home team, Training, MUGA	1.5
Away team	3.5
Coach/ Manager	1
Official	1

Table 5.3: Car occupancy by users

6.10 Although car occupancy may vary in practice, the figures presented at Table 5.3 are based on experience at similar sites and are therefore considered robust.

6.11 It is expected that whilst the majority of users travel to the site by car or car share due to the rural and edge of town location of the site, some users are still expected to travel by alternative modes of travel. Therefore, the TRICS database has been utilised to derive a modal split breakdown for based on similar sites.

6.12 The TRICS database has been queried for "Leisure – Football (5-a-side)" use as this is considered the most comparable site use within TRICS and embodies similar characteristics to the existing site.

6.13 The TRICS multi-modal outputs are summarised below in Table 5.4 and the full TRICS output is attached at Appendix F.

Mode	Percentage
Vehicle or Car share	72%
Pedestrian	19%
Public Transport	8%
Cycle	1%
Total	**100%**

Table 5.4: TRICS mode of travel breakdown

Weekday trips

6.14 Existing weekday trip generation at the site has been calculated using the existing user breakdown and usage timetable above that indicates characterises of weekday training sessions.

6.15 Expected car occupancy detailed in Table 5.3 and modal split identified in Table 5.4 have been applied to derive existing trips.

6.16 All existing weekday training activities take place in the evening and therefore limited trips are expected prior to 17:00. These trips have been excluded from analysis as they are considered to be negligible.

6.17 Existing weekday trip generation at the site is outline in Table 5.5.

Time	Weekday vehicle trips		
	Arrivals	Departures	Two-way
17:00-18:00	8	0	8
18:00-19:00	30	0	30
19:00-20:00	5	8	13
20:00-21:00	5	30	35
21:00-22:00	0	5	5
22:00-23:00	0	5	5
Total	**47**	**47**	**94**

Table 5.5: Existing weekday trips

6.18 Table 5.5 indicates a total of 94 vehicle movements occur during the week at the site. The peak number of existing trips to the site occur between 20:00-21:00 where 35 two-way vehicle movements occur.

Saturday trips

6.19 Saturday trip generation has been derived using the same approach as weekday trip generation based on user breakdown, usage timetable, car occupancy and modal split as detailed above.

6.20 Existing Saturday trip generation is outlined below in Table 5.6.

Time	Saturday vehicle trips		
	Arrivals	Departures	Two-way
09:00-10:00	18	0	18
10:00-11:00	5	0	5
11:00-12:00	0	5	5
12:00-13:00	0	18	18
13:00-14:00	43	0	43
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	43	43
Total	**66**	**66**	**132**

Table 5.6: Existing Saturday vehicle trips

6.21 Table 5.6 indicates a total of 132 vehicle movements occurs on Saturday at the site. The peak number of existing trips to the site occur between 13:00-14:00 and 16:00-17:00 where 43 two-way vehicle movements occur.

Sunday trips

6.22 Saturday trip generation has been derived using the same approach as weekday trip generation based on user breakdown, usage timetable, car occupancy and modal split as detailed above.

6.23 Existing Saturday trip generation is outlined below in Table 5.6.

Time	Saturday vehicle trips		
	Arrivals	Departures	Two-way
09:00-10:00	18	0	18
10:00-11:00	48	0	48
11:00-12:00	0	5	5
12:00-13:00	0	18	18
13:00-14:00	0	0	0
14:00-15:00	0	43	43
15:00-16:00	0	0	0
16:00-17:00	0	0	0
Total	**66**	**66**	**132**

Table 5.7: Existing Sunday vehicle trips

6.24 Table 5.6 indicates a total of 132 vehicle movements occurs on Sunday at the site. The peak number of existing trips to the site occur between 10:00-11:00 where 48 two-way vehicle movements occurs.

6.25 Both the peak hour movements and the daily movements evidence that Saturday and Sunday use of Palmer Road Recreation Ground is more intensive than weekday use, though movements are spread out further across the day.

Proposed trip generation

Proposed development overview

6.26 The development proposals comprise:

i. 3G Pitch 106m x 70m

ii. 2 x Junior size grass football pitch (7x7)

iii. Mini grass football pitch (5x5)

iv. Multi-use games area (MUGA)

v. Outdoor Gym

vi. Play area

vii. Club house/ Sports & Community Hub

6.27 As discussed in Section 5.0 additional sports pitches are proposed at land north of the site. This area of land was designated for sport pitch use as part of the S106 Agreement tied to the mixed residential led development to the north of the site (ref: A/122/19/OUT). The area of S106 land will not form part of this application as the sports pitches within this area of land were approved under ref: A/122/19/OUT.

6.28 The sports pitches will form part of Angmering Sports Hub once brought forward and are expected to comprise:

i. Full size grass football pitch (11x11).

ii. 4 x Mini grass football pitches (5x5).

iii. Cricket Pitch.

6.29 The trip assessment for the development proposals will use the same approach as used to assess the existing trips produced at the site.

6.30 The typical user breakdown of the proposed facilities at the site are provided below in Table 5.8.

	Use	Number of users					
		Players per side	Subs per side	Coaches per side	Spectators per side	Total per side	Officials
Matchday	3G Pitch 106m x 70m	11	3	2	10	26	1
	2 x Junior size grass football pitch (7x7)	7	2	1	6	16	1
	1 x Mini grass football pitch (5x5)	5	0	0	0	5	1
	MUGA	5	0	0	0	5	0
	Multi-purpose function room	10 users per hour					
Weekday	Senior football training (3G pitch)	22 total		2	-	-	-
	Junior football training	14 total		1	-	-	-
	Mini football training	10 total		1	-		
	MUGA	10 total		-	-	-	-
	Multi-purpose function room	10 users per hour					

Table 5.8: Proposed user breakdown

6.31 A usage timetable has been prepared based on consultation with ADC, The Sports Consultancy and local clubs in order to establish a proposed trip generation estimate. The usage timetable accounts for existing clubs/ activities that occur at the site, as well as clubs/ activities anticipated to come forward resultant of development proposals.

6.32 As discussed in Section 5.0 a small number of staff will be employed at the site. A total of three to four staff will be employed and is expected two staff will be on-site at any given time. Staff are expected to travel to site independently by car.

Sports facilities	Weekday			Saturday			Sunday		
	No. matches/ sessions	Time of arrival	Time of departure	No. of matches/ sessions	Time of arrival	Time of departure	No. of matches/ sessions	Time of arrival	Time of departure
3G pitch 106m x 70m	2 x Evening training sessions	18:30-19:00 19:30-20:00	20:00-20:30 21:00-21:30	3 x Matches	09:00-10:00 11:00-12:00 14:00-15:00	12:00-13:00 14:00-15:00 17:00-18:00	3 x Matches	09:00-10:00 11:00-12:00 13:00-14:00	12:00-13:00 14:00-15:00 16:00-17:00
Junior size grass football pitch (7x7)	1 x Evening training sessions	17:30-18:00	19:30-20:00	1 x Match	09:00-10:00	12:00-13:00	1 x Match	09:00-10:00	12:00-13:00
Mini size grass football pitch (5x5)	1 x Evening training session	17:30-18:00	19:00-19:30	1 x Match	09:00-10:00	11:00-12:00	1 x Match	09:00-10:00	11:00-12:00
MUGA	3 x Evening sessions	18:30-19:00 19:30-20:00 20:30-21:00	20:00-20:30 21:00-21:30 22:00-22:30	2 x Sessions	09:30-10:00 10:30-11:00	11:00-11:30 12:00-12:30	2 x Sessions	09:30-10:00 10:30-11:00	11:00-11:30 12:00-12:30
Multi-purpose function room	Hourly sessions between 09:00 and 22:00						Hourly sessions between 09:00 and 17:00		

Table 5.9: Proposed usage timetable

6.33 During weekday and Saturday operations, staff are expected to occupancy two shifts throughout the day. In absence of confirmed staff shift times at writing this report times, staff have been assumed to arrive between 09:00- 17:00 and 17:00 and 22:00 for the purpose of trip assessment analysis.

6.34 On Sunday, staff are expected to occupy one shift arriving at 09:00 and departing at 17:00.

6.35 As per the existing use at the site, car occupancy levels for sports use are expected to be consistent as set out in Table 5.3. The modal split for sports use is also expected as per the existing use at the site set out in Table 5.4.

6.36 A discussed in Section 5.0, a new Sports and Community Hub is proposed to replace the existing clubhouse/ sports pavilion. The Sports and Community Hub will include a multi-purpose function room available for exercise classes and room hire. This is considered to be an improved facility when compared to the existing clubhouse, and it is expected to generate a number of standalone trips for those taking part in classes and events.

6.37 Business case data provided by The Sports Consultancy has informed the likely number of users of this multi-purpose function room, with an average of 10 users per hour expected across peak and non-peak times.

6.38 Based on experience of comparable sites, the car occupancy of users of this proposed multi-purpose function room is expected to be 1.5 occupants per vehicle.

6.39 The TRICS category "07Q Community Centre" has been queried which accounts for classes, events, clubs and private hire, has been reviewed in order to determine the likely modal split of those travelling to/from the multi-purpose function room. A summary of this modal split is provided at Table 5.10. The full output of the Community Centre TRICS assessment output is attached at Appendix F.

Mode	Percentage
Vehicle or Car share	58%
Pedestrian	33%
Public Transport	10%
Cycle	0%
Total	**100*%**

Table 5.10: TRICS Community Centre modal split breakdown

***Rounding occurred**

6.40 Table 5.10 indicates that multi-purpose function room users that are likely to travel by car or car share stands at 58%, with pedestrian trips at 33% and public transport at 10%. No users are expected to cycle.

Total weekday trip generation

6.41 The total vehicle trip generation forecast for the development proposals during weekday operations has been based on user breakdown, usage timetable, car occupancy and modal split.

6.42 Total weekday trip generation associated with development proposals are outlined in Table 5.11 below.

Time	Weekday vehicle trips		
	Arrivals	Departures	Two-way
09:00-10:00	6	0	6
10:00-11:00	4	4	8
11:00-12:00	4	4	8
12:00-13:00	4	4	8
13:00-14:00	4	4	8
14:00-15:00	4	4	8
15:00-16:00	4	4	8
16:00-17:00	6	4	10
17:00-18:00	17	6	23
18:00-19:00	21	4	25
19:00-20:00	21	17	39
20:00-21:00	9	21	30
21:00-22:00	0	21	21
22:00-23:00	0	7	7
Total	**104**	**104**	**207***

Table 5.11: Total weekday vehicle trips

***rounding occurred**

6.43 Table 5.11 indicates a total of 104 vehicle arrivals and departures are expected during weekdays to the site. Peak two-way vehicle movements are anticipated between 19:00-20:00 where 21 arrivals are expected and 17 departures.

Total Saturday trip generation

6.44 The total vehicle trip generation forecast for the development proposals during Saturday operations has been based on user breakdown, usage timetable, car occupancy and modal split.

6.45 Total Saturday trip generation associated with development proposals are outlined in Table 5.12 below.

Time	Saturday vehicle trips		
	Arrivals	Departures	Two-way
09:00-10:00	50	0	50
10:00-11:00	9	4	13
11:00-12:00	25	13	38
12:00-13:00	4	48	52
13:00-14:00	4	4	8
14:00-15:00	25	25	51
15:00-16:00	4	4	8
16:00-17:00	6	4	10
17:00-18:00	4	19	23
18:00-19:00	4	4	8
19:00-20:00	4	4	8
20:00-21:00	0	4	4
21:00-22:00	0	4	4
22:00-23:00	0	2	2
Total	**138**	**138**	**277***

Table 5.12: Total Saturday vehicle trips

***Rounding occurred**

6.46 Table 5.12 indicates a total of 138 vehicle arrivals and 138 departures are expected on Saturday to the site. Peak two-way vehicle movements are anticipated between 12:00-13:00 with four arrivals and 48 departures.

Total Sunday trip generation

6.47 The total vehicle trip generation forecast for the development proposals during Sunday operations has been based on user breakdown, usage timetable, car occupancy and modal split.

6.48 Total Sunday trip generation associated with development proposals are outlined in Table 5.13 below.

Time	Sunday vehicle trips		
	Arrivals	Departures	Two-way
09:00-10:00	50	0	50
10:00-11:00	9	4	13
11:00-12:00	25	13	38
12:00-13:00	4	43	47
13:00-14:00	25	4	29
14:00-15:00	4	25	29
15:00-16:00	4	4	8
16:00-17:00	4	25	29
17:00-18:00	0	6	6
Total	**125**	**125**	**249***

Table 5.13: Total Sunday vehicle trip generation

***Rounding occurred**

6.49 Table 5.13 indicates a total of 125 vehicle arrivals and 125 departures are expected during Sunday to the site. Peak two-way vehicle movements are anticipated between 09:00-10:00 with 50 arrivals and 0 departures.

6.50 As discussed earlier in this chapter, the following expected sports pitches approved under ref: A/122/19/OUT will form part of Angmering Sports Hub once brought forward. Users of these sports pitches will access the site via proposed site access as part of this planning application and produce parking demand within the proposed car park.

i. Full size grass football pitch (11x11).

ii. 4 x Mini grass football pitches (5x5).

iii. Cricket Pitch.

6.51 An additional assessment of these trips has been undertaken for the purpose of the parking accumulation assessment and junction capacity modelling. It should be acknowledged the impact of these trips are not assessed as part of this planning application.

6.52 The trip assessment for the approved sports pitches has been undertaken for the full size grass football pitch (11x11) and the four mini grass football pitches (5x5). These pitches will follow the same operation hours as the sports pitches assessed above.

6.53 It is acknowledged a cricket pitch is also proposed for use during summer months. Cricket will act as a substitute for football, taking place during the football off-season. Whilst cricket matches typically contain a similar number of participants as football, the pitches require significantly more space, and therefore cricket is less intensive from a trip generation perspective. In order to inform a robust trip generation assessment, the site's typical winter operation, which excludes summertime cricket use, has been assessed.

Parking accumulation

6.54 In order to demonstrate sufficient vehicle parking is proposed to support the development, a parking accumulation assessment has been undertaken and the results presented below in Table 5.14. The parking assessment has been based on the vehicle trip assessment undertaken above. Trips attributed to the consented sports pitches to the north of the site under ref: A/122/19/OUT have also been included for this assessment. Once brought forward, the sports pitches will form part of Angmering Sports Hub and parking demand will be generated within the proposed car park. Three scenarios have been considered to understand parking requirements during the week, on Saturdays and Sundays.

Time	Weekday parking accumulation		Saturday parking accumulation		Sunday parking accumulation	
	Acc.	Residual capacity	Acc.	Residual capacity	Acc.	Residual capacity
09:00-10:00	6	108	89	25	94	20
10:00-11:00	6	108	94	20	110	4
11:00-12:00	6	108	110	4	49	65
12:00-13:00	6	108	44	70	70	44
13:00-14:00	6	108	44	70	49	65
14:00-15:00	6	108	44	70	49	65
15:00-16:00	6	108	44	70	27	87
16:00-17:00	8	106	46	68	0	114
17:00-18:00	43	71	10	104	-	-
18:00-19:00	73	41	10	104	-	-
19:00-20:00	66	48	10	104	-	-
20:00-21:00	41	73	6	108	-	
21:00-22:00	7	107	2	112	-	-
22:00-23:00	0	114	0	114	-	-

Table 5.14: Parking accumulation assessment

6.55 The results of the parking accumulation assessment above indicates that the peak car parking demand occurs across two one hour periods on both Saturday and Sunday. On Saturday between 11:00-12:00 and Sunday between 10:00-11:00 110 vehicles are expected to occupy the car park. A residual capacity of four car parking spaces will be available during these hours.

6.56 The parking assessment is considered to provide a worst case scenario/ robust assessment of parking demand at the site, capturing peak operations at the site. On-site parking provision is therefore considered appropriate for development proposals to ensure parking demand generated by the site does not impact on-street residential parking within the surrounding area while providing opportunity to encourage sustainable travel to the site.

Junction capacity and traffic distribution

6.57 This section of the chapter demonstrates the results of the junction capacity assessment undertaken and the distribution of development traffic from the site onto Arundel Road.

Junction capacity modelling

6.58 Four scenarios have been identified to assess the capacity of the proposed site access as part of development proposals. Hour scenarios have been identified to assess junction capacity during typical weekday network peak hours (AM from 09:00 as this is the earliest opening time for the proposed development), during the peak hour of development traffic produced on Saturday and Sunday. The following scenarios modelled are detailed below:

i. AM Network peak, 09:00-10:00 (from site opening).

ii. PM Network peak, 17:00-18:00.

iii. Saturday peak development traffic, 14:00-15:00.

iv. Sunday peak development traffic, 09:00-10:00.

6.59 As discussed in Section 4.0 ATC surveys were undertaken on Arundel Road within the vicinity of the proposed site access in July 2024 to obtain typical traffic flows recorded over seven-day period. Recorded traffic flows on Arundel Road during the modelling scenarios described above are illustrated in Appendix H.

6.60 Opening year of the development is anticipated to be 2026 (subject to funding). 2026 has therefore been adopted as the assessment year for the junction capacity assessment.

6.61 Traffic growth factors for the Arun area have obtained from TEMPro and have been used to factor traffic flows recorded in 2024 to 2026. Table 5.15 outlines the growth factors obtained from TEMPro.

Peak	Production	Attraction	Average
AM Peak (weekday)	1.010	1.010	1.010
PM Peak (weekday)	1.013	1.013	1.013
Saturday	1.014	1.013	1.013
Sunday	1.015	1.014	1.014

Table 5.15: TEMPro growth factors 2024-2026

6.62 Growth factors above have been applied to recorded traffic flows during each one hour junction capacity modelling scenario to obtain 2026 baseline traffic flows on Arundel Road. The results are attached at Appendix H.

6.63 Development traffic during the junction capacity modelling scenarios have been taken from the trip assessment above and are identified in Appendix H.

6.64 Development traffic has been distributed to/ from the local highway network (Arundel Road) in accordance with traffic flows recorded on Arundel Road. Total number of vehicles and percentage of development traffic is illustrated for the junction capacity modelling scenarios in Appendix F.

6.65 Junction modelling has been undertaken using industry standard software Junctions 9.0 to assess the operation and capacity of the proposed site access junction can accommodate traffic produced by the development proposals.

6.66 The junction capacity assessment includes 2026 baseline traffic plus development traffic for the weekday AM peak hour, 09:00-10:00, weekday PM peak hour, 17:00-18:00, Saturday peak hour of development traffic, 14:00-15:00 and Sunday peak hour of development traffic, 09:00-10:00. 2026 baseline traffic plus development traffic for the scenarios above are attached at Appendix H.

6.67 Table 5.16 and 5.17 below presents the result of the junction capacity assessment undertaken using Junctions 9.0 software. The full Junctions 9.0 output in is included in Appendix H.

Link	AM Peak (09:00-10:00)			PM Peak (17:00-18:00)		
	RFC	Delay (sec)	Queue (PCUs)	RFC	Delay (sec)	Queue (PCUs)
Site access - Left Turn	0.00	0	0	0.01	6	0
Site access - Right Turn	0.00	0	0	0.01	8	0
Arundel Road - Right Turn	0.00	7	0	0.02	7	0

Table 5.16: Weekday site access junction capacity results

Link	Saturday (12:00-13:00)			Sunday (09:00-10:00)		
	RFC	Delay (sec)	Queue (PCUs)	RFC	Delay (sec)	Queue (PCUs)
Site access - Left Turn	0.04	6	0	0.00	0	0
Site access - Right Turn	0.06	8	0.1	0.00	0	0
Arundel Road - Right Turn	0.00	6	0	0.07	7	0.1

Table 5.17: Saturday and Sunday site access junction capacity results

6.68 Results show that the site access junction will operate with significant space capacity all scenarios assessed. The maximum Ratio of Flow to Capacity (RFC) of 0.07 is expected to occur at the site access junction during the Sunday peak hour for vehicles turning right onto Arundel Road. There is an associated delay of seven seconds with 0.1 PCU vehicle queue. This is significantly below the maximum acceptable RFC of 0.85 for any arm of a junction. All other arms of the junction operate satisfactorily.

6.69 On that basis, it is concluded that the junction operates acceptably with significant spare capacity in all 2026 baseline flows plus development traffic and consented vehicle trips scenarios.

7.0 MITIGATION STRATEGY

7.1 This section outlines the additional mitigation strategy in place to further reduce the impact of the development proposals on the local highway network.

Framework Travel Plan

7.2 A Framework Travel Plan (FTP) has been prepared alongside this TA and will be submitted as part of the planning application to support development proposals. The FTP includes a package of measures to encourage sustainable travel and reduce the reliance on single car occupancy trips.

7.3 The following key objectives are identified within the Framework Travel Plan:

i. To reduce environmental impacts of vehicle travel to the site.

ii. To increase car sharing amongst residents.

iii. To increase the use of walking, cycling and public transport (train and bus).

7.4 Measures to achieve these objectives are included in the accompanying FTP. A Travel Plan Co-ordinator (TPC) will be appointed and responsible for implementing measures. The TPC will also undertake regular monitoring of the Travel Plan to measure in place are up-to-date and suitable to encourage sustainable travel.

8.0 CONCLUSIONS

8.1 The conclusions of this TA are as follows:

i. Development proposals comprise redevelopment at Palmer Road Recreation Ground at Decoy Drive, Angmering, Littlehampton BN16 4DN. Development proposals will include the demolition of existing structures, erection of new sports hub facility building, artificial sports pitches, car parking, electric vehicle charging points, access road, landscaping and associated works and infrastructure. The development once operational will be known as Angmering Sports Hub.

ii. Land to the north of the site and west of Arundel Road benefits from outline planning consent for a residential led mixed use development of up to 160 dwellings and 1,393sqm of B1/ B2 units along with access from Arundel Road (ref: A/122/19/OUT). The outline planning consent includes a Section 106 Agreement containing an obligation for the developer of the site to retain a parcel of land directly north of the existing Palmer Road Recreation Ground for use as sports pitches. The sports pitches are approved under ref: A/122/19/OUT and will not form part of the forthcoming planning application. It is understood in due course this land will be transferred to ADC ownership and the sports pitches approved under A/122/19/OUT will form part of the Angmering Sports Hub.

iii. The existing site currently consists of three football pitches, a MUGA, a children's play area and a clubhouse/ sports pavilion complete with associated parking. The clubhouse/ sports pavilion provides four changing rooms, an officials changing room and a licensed bar.

iv. The existing main access to the site is from Decoy Drive to the south of the site. Vehicular access is provided into the site via the car park. It is noted the vehicular access is gated. Pedestrian access from Decoy Drive is provided from the from the northern footway that provides access to the clubhouse/ sports pavilion.

v. There is an additional pedestrian access point to the east of the site from Arundel Road. A footway link is provided from the eastern footway on Arundel Road, opposite St Margaret C of E Primary School.

vi. Development proposals include a new bell mouth junction access to the east of site from Arundel Road. The proposed access is located at an existing pedestrian access point to the site, opposite St Margarets C of E Primary School.

vii. The site access will comprise a bell mouth junction with 6m junction radii, 5m carriageway width and 1.5m footway southern side of the access road. Visibility splays can be achieved at the site access in line with the 24 hour 85th percentile speeds recorded on Arundel Road.

viii. Access design proposals have been subject of a Stage 1 Road Safety Audit. A designers' has been prepared and minor amendments have been incorporated into design.

ix. Cycle parking is proposed in line with Arun District Council and West Sussex County Council parking requirements. A total of 42 cycle parking spaces will be provided for both staff and visitors.

x. A total of 114 car parking spaces are proposed to service the site. This is an approximate increase of 85 parking spaces to accommodate parking demand generated at the site. 23 standard parking spaces will be provided with EVCP and two blue badge bays will be provided with EVCP. A further four standard accessible parking bays are proposed.

xi. Delivery and servicing will occur on-site within the red line boundary.

xii. The trip assessment concludes that Saturday operations will produce the peak number of daily vehicle movements. A total of 138 vehicle arrivals and departures are expected during Saturdays to the site. Peak two-way vehicle movements are anticipated between 12:00-13:00 with four arrivals and 48 departures.

xiii. A parking accumulation assessment indicates that the peak car parking demand occurs a on both Saturday and Sunday. A maximum of 110 vehicles are expected to occupy the car park. On-site parking provision is therefore considered appropriate to accommodate parking demand generated by the development proposals and residential on-street parking in the surrounding area is not impacted.

xiv. A junction capacity and traffic distribution assessment has been undertaken to assess the capacity of the proposed site access. The maximum Ratio of Flow to Capacity of 0.07 is expected to occur at the site access junction during the Sunday peak hour for vehicles turning right onto Arundel Road. There is an associated delay of seven seconds with 0.1 PCU vehicle queue. This is significantly below the maximum acceptable RFC of 0.85 for any arm of a junction. All other arms of the junction operate satisfactorily.

xv. A Framework Travel Plan has been prepared alongside this Transport Assessment and will be submitted as part of the planning application to support development proposals. The Framework Travel Plan includes a package of measures to encourage sustainable travel and reduce the reliance on single car occupancy trips.

xvi. This Transport Assessment demonstrates that the transport impact of the development can be mitigated. It is considered to be in accordance with planning policy at government, regional and local levels. It should be considered acceptable in transport and highways terms on that basis.

Appendix A – Site masterplan

No.	Note
1	All dimensions to be verified on site by GENERAL CONTRACTOR prior to any work, setting out or shop drawings being prepared.
2	Drawings not to be scaled. Work to figured dimensions only.
3	© copyright SAUNDERS BOSTON LIMITED. All rights reserved. This drawing remains the property of SAUNDERS BOSTON LIMITED at all times and may not be reproduced or copied in whole or in part without their prior written consent.
4	This drawing and related specifications are for use only in the stated location.
5	This drawing is to be read in conjunction with all other Consultants drawings and specifications.
6	Drainage has not been surveyed and any/all pipe locations and below ground drainage runs are indicative.
7	It is assumed that all works will be carried out by a competent contractor who will be working, where appropriate, to an approved method statement.

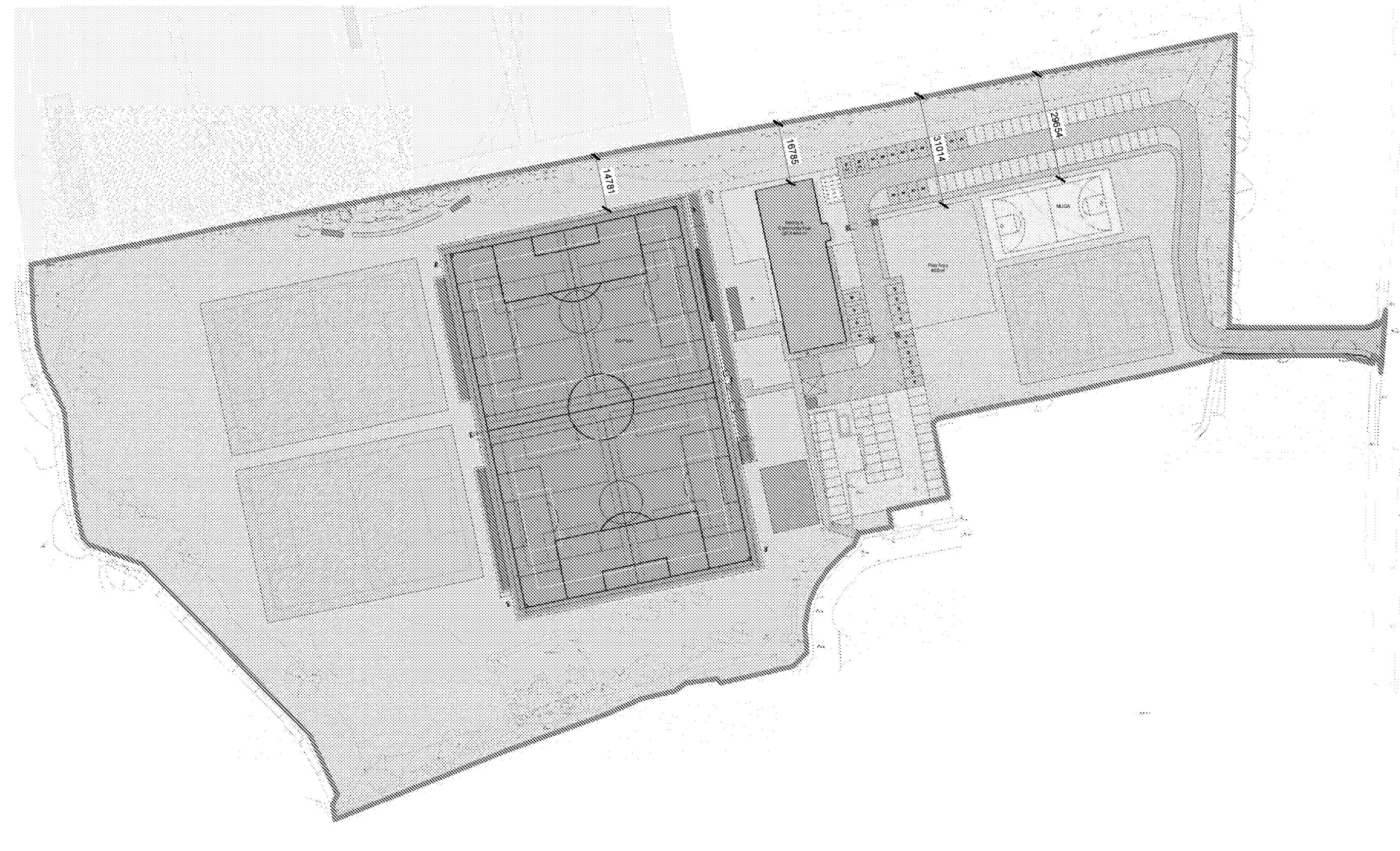
MEP information:
For latest MEP design see DWG: (E1901) 24020-ION-XX-XX-DR-E-1901_P1 - Prop Site Ext Ltg (bound)
Received: 18/10/2024

Site planting layout indicative, refer to landscape architects details and specification

- Sports & Community Hub
- Play Area
- MUGA
- Resin bonded
- 3G Pitch
- 3G Pitch Spectator Areas
- Cycle Parking
- Tarmac
- Grasscrete
- Bin Store
- ASHP Equipment
- Storage Container
- Feeder Pillar
- Cricket Nets
- Cricket Shelters
- Outdoor Gym
- Tactile paving & drop curbs
- Retaining walls (Indicative)
- Banked Viewing Areas
- Emergency Vehicle Parking
- DDA parking space
- DDA & EV parking space
- EV charging parking space
- Existing Planting (indicative)
- Potential proposed planting (indicative tbc)
- Trees removed
- Trees pruning

Site Plan
1 : 500

Scale 1:500
0 5 10 15 25m



Site Boundary Distance Key

No.	Revision	Date	Chk	Auth
P19	Planning Issue	18.11.24	MC	MP
P18	Draft Planning Issue	04.11.24	MC	MP
P17	Container relocated after client comfirmation on 01/11/2024 and updates to Arboricultural information	01.11.24	MC	MP
P16	Drainage overlay removed after client request	24.10.24	MC	MP
P15	Stage 3 Issue	18.10.24	MC	MP
P14	Updates following clients feedback & Sub station omitted	07.10.24	MC	MP
P13	Updates following clients feedback	01.10.24	MC	MP
P12	Larger size 3G pitch outline added & external finishes around Sports Hub updated	12/09/24	MC	MP
P11	Updates to layout following comments from client team	09/09/24	MC	MP
P10	Updates following public consultation comments intergration	22/08/24	MC	MP
P09	Updates following comments from PM	12/07/24	MC	MP
P08	Stage 2 Issue	05/07/24	MC	MP

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STAGE 3

SBA Project Code	Drawn	Date
2072	MC	02/05/2024
	Checked MP	

Client
Arun District Council

Job
Angmering Sports Hub

Drawing
Site Plan

Scale
As indicated @A0

Revision
P19

project originator zone level type role number
2072-SBA -XX -S1 -DR -A -5002

Appendix B – ATC survey results

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-571
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-07-11T14:03:17
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBANG01
Site Attribute	ANGMERING
File Name	C:\Users\Josh\Desktop\OPS07466 ANGMERING\ROBANG01 0 2024-07-10 0955.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-07-01T14:58:32
Start Time	2024-07-01T14:58:32
Finish Time	2024-07-10T09:54:32
Operator	JD
Configuration	40 MC5600 80 00 14 6a 6a ? M524T08J MC56-6 [MC55] (c)Microcom 02/03/01

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-07-02T00:00:00
Filter End	2024-07-09T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(N) Sp(0,100) Headway(]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Classification Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

02 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	1	0	0	0	0	0	0	26.8	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	31.4	-	-
0300	7	0	5	0	2	0	0	0	0	0	0	32.8	-	2.4
0400	33	0	24	0	9	0	0	0	0	0	0	35.5	43.6	7.3
0500	95	2	82	0	11	0	0	0	0	0	0	32	38.7	6
0600	161	4	138	0	18	0	0	1	0	0	0	30.6	36.1	5.7
0700	143	3	135	0	4	1	0	0	0	0	0	22.9	28.5	6
0800	91	2	79	0	7	2	1	0	0	0	0	27.8	32.6	4.7
0900	69	1	58	0	8	1	0	0	1	0	0	28.5	33.3	6.5
1000	54	1	46	0	7	0	0	0	0	0	0	26.8	32.4	5.1
1100	72	3	59	0	10	0	0	0	0	0	0	24.5	29.3	5.5
1200	78	1	65	0	11	1	0	0	0	0	0	24.9	29.7	5.3
1300	65	1	57	0	6	0	0	0	1	0	0	20.3	25.9	5.2
1400	66	3	55	0	7	0	1	0	0	0	0	24.1	32.2	6.9
1500	77	2	64	1	10	0	0	0	0	0	0	28.2	33.5	6.4
1600	57	2	52	0	3	0	0	0	0	0	0	26.6	33.5	7.2
1700	60	1	55	0	4	0	0	0	0	0	0	25.3	32.4	6.4
1800	53	1	48	0	4	0	0	0	0	0	0	29.5	35.9	7.7
1900	41	0	38	0	3	0	0	0	0	0	0	28.1	33	5.8
2000	33	1	30	0	2	0	0	0	0	0	0	31.6	37.7	5.7
2100	15	1	12	0	2	0	0	0	0	0	0	34.7	52.4	12.5
2200	8	0	7	0	0	0	1	0	0	0	0	31	-	5.7
2300	5	0	5	0	0	0	0	0	0	0	0	31	-	5.2
00-07	**298**	**6**	**250**	**0**	**41**	**0**	**0**	**1**	**0**	**0**	**0**	**31.7**	**37.6**	**6.1**
07-19	**885**	**21**	**773**	**1**	**81**	**5**	**2**	**0**	**2**	**0**	**0**	**25.5**	**31.8**	**6.5**
19-00	**102**	**2**	**92**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**30.6**	**36.5**	**7.3**
00-00	**1285**	**29**	**1115**	**1**	**129**	**5**	**3**	**1**	**2**	**0**	**0**	**27.4**	**33.6**	**7**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

03 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	1	0	0	0	1	0	0	0	0	47.8	-	9.1
0100	3	0	3	0	0	0	0	0	0	0	0	39.2	-	5.4
0200	1	0	1	0	0	0	0	0	0	0	0	33.9	-	-
0300	4	0	4	0	0	0	0	0	0	0	0	30	-	2
0400	26	1	21	0	4	0	0	0	0	0	0	33.3	41.3	8
0500	91	1	82	0	8	0	0	0	0	0	0	32.5	38.4	6.4
0600	157	2	142	1	12	0	0	0	0	0	0	29.1	33.2	5.2
0700	145	1	134	0	9	1	0	0	0	0	0	22.3	27.4	5.4
0800	95	1	85	0	9	0	0	0	0	0	0	25.2	30.3	5.1
0900	95	0	82	0	12	1	0	0	0	0	0	25	30.3	5.2
1000	74	2	59	0	13	0	0	0	0	0	0	25.3	30.7	5.8
1100	69	2	57	0	10	0	0	0	0	0	0	23.8	29.2	6.3
1200	83	1	70	1	11	0	0	0	0	0	0	27.1	32.9	5.8
1300	75	2	65	0	8	0	0	0	0	0	0	22.2	28.4	5.1
1400	71	3	59	0	9	0	0	0	0	0	0	26.5	32.6	6.1
1500	90	2	75	0	13	0	0	0	0	0	0	26.2	31.5	5.8
1600	50	2	45	0	3	0	0	0	0	0	0	24.8	30.9	6.1
1700	55	1	48	1	4	0	1	0	0	0	0	28.1	34	5.6
1800	43	3	40	0	0	0	0	0	0	0	0	28.9	35	6
1900	40	0	38	0	2	0	0	0	0	0	0	27.6	33.7	6.2
2000	44	2	42	0	0	0	0	0	0	0	0	28	32.7	4
2100	25	1	23	0	1	0	0	0	0	0	0	29.7	36.2	6.1
2200	11	0	10	0	1	0	0	0	0	0	0	25.4	35.7	6
2300	7	0	6	0	1	0	0	0	0	0	0	27.5	-	8.6
00-07	**284**	**4**	**254**	**1**	**24**	**0**	**1**	**0**	**0**	**0**	**0**	**30.9**	**36.6**	**6.3**
07-19	**945**	**20**	**819**	**2**	**101**	**2**	**1**	**0**	**0**	**0**	**0**	**25.1**	**30.6**	**5.9**
19-00	**127**	**3**	**119**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**33.8**	**5.7**
00-00	**1356**	**27**	**1192**	**3**	**130**	**2**	**2**	**0**	**0**	**0**	**0**	**26.6**	**32.7**	**6.4**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

04 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	0	0	1	0	0	0	0	0	0	31.9	-	-
0100	3	0	3	0	0	0	0	0	0	0	0	29.3	-	6
0200	3	0	2	0	1	0	0	0	0	0	0	29.6	-	6.1
0300	4	0	3	0	1	0	0	0	0	0	0	32	-	2.4
0400	34	1	29	0	4	0	0	0	0	0	0	34.6	43	9.1
0500	89	0	81	0	8	0	0	0	0	0	0	31.6	36.4	5
0600	156	3	139	1	13	0	0	0	0	0	0	28.1	33	5.5
0700	153	5	141	0	6	0	0	0	1	0	0	20.4	27.1	5.3
0800	88	1	77	0	8	1	0	0	0	1	0	25.9	30	5
0900	75	0	63	0	12	0	0	0	0	0	0	25.3	30.5	4.3
1000	70	3	56	1	9	1	0	0	0	0	0	25.5	30.9	5.9
1100	73	2	61	0	9	0	0	0	1	0	0	27.1	32.6	5.6
1200	66	3	58	0	5	0	0	0	0	0	0	26.3	31.5	5.2
1300	77	1	68	0	8	0	0	0	0	0	0	22.8	28.6	5.6
1400	108	1	97	0	10	0	0	0	0	0	0	22.7	30.3	7.7
1500	83	2	70	0	11	0	0	0	0	0	0	26.8	33.3	6.4
1600	74	2	64	1	7	0	0	0	0	0	0	25.3	32.2	6.6
1700	70	5	63	1	1	0	0	0	0	0	0	26.3	32.1	6.1
1800	57	4	51	0	2	0	0	0	0	0	0	27.4	32	5.5
1900	39	0	38	0	1	0	0	0	0	0	0	25.2	31.7	6.2
2000	27	0	26	0	1	0	0	0	0	0	0	31.2	35.2	7
2100	14	1	12	0	1	0	0	0	0	0	0	27.9	36.7	7.9
2200	6	0	6	0	0	0	0	0	0	0	0	28.3	-	2
2300	3	0	3	0	0	0	0	0	0	0	0	36.6	-	5.9
00-07	**290**	**4**	**257**	**1**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**35.6**	**6.3**
07-19	**994**	**29**	**869**	**3**	**88**	**2**	**0**	**0**	**2**	**1**	**0**	**24.7**	**31**	**6.3**
19-00	**89**	**1**	**85**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**33.3**	**7.1**
00-00	**1373**	**34**	**1211**	**4**	**119**	**2**	**0**	**0**	**2**	**1**	**0**	**26**	**32.2**	**6.7**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

05 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	4	0	3	0	1	0	0	0	0	0	0	33.5	-	1.9
0100	1	0	1	0	0	0	0	0	0	0	0	31	-	-
0200	4	0	3	0	1	0	0	0	0	0	0	26.9	-	2.3
0300	6	0	5	0	1	0	0	0	0	0	0	35.6	-	9.1
0400	28	1	24	0	3	0	0	0	0	0	0	31.4	40.2	8
0500	67	1	61	0	5	0	0	0	0	0	0	32.7	38.1	5.2
0600	126	3	110	0	13	0	0	0	0	0	0	28.3	33.1	5.6
0700	145	2	132	0	11	0	0	0	0	0	0	22.4	27.9	5.5
0800	94	1	83	0	9	0	1	0	0	0	0	26.8	31.5	4.9
0900	78	0	67	0	11	0	0	0	0	0	0	27.5	33	5.1
1000	76	2	65	0	7	1	1	0	0	0	0	26.1	31.4	5.7
1100	72	0	62	0	9	0	0	1	0	0	0	27.2	34.2	6
1200	81	0	66	1	14	0	0	0	0	0	0	25.9	31	5.3
1300	88	0	78	0	10	0	0	0	0	0	0	20.1	27.3	6.5
1400	98	1	90	1	6	0	0	0	0	0	0	23.7	30.6	6.5
1500	75	3	67	0	5	0	0	0	0	0	0	27.1	32	6.6
1600	64	3	56	0	5	0	0	0	0	0	0	26.5	32.4	6.4
1700	75	2	73	0	0	0	0	0	0	0	0	26.6	31.7	6.4
1800	41	1	39	0	1	0	0	0	0	0	0	27.9	34.2	7
1900	43	2	38	0	3	0	0	0	0	0	0	29.2	33.2	3.5
2000	40	0	40	0	0	0	0	0	0	0	0	28.9	34.7	5.2
2100	29	0	28	0	1	0	0	0	0	0	0	27.7	32.5	5
2200	5	0	4	0	1	0	0	0	0	0	0	26.9	-	2.5
2300	3	0	3	0	0	0	0	0	0	0	0	31.7	-	13.8
00-07	**236**	**5**	**207**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**30.2**	**35.9**	**6.2**
07-19	**987**	**15**	**878**	**2**	**88**	**1**	**2**	**1**	**0**	**0**	**0**	**25.2**	**31.3**	**6.4**
19-00	**120**	**2**	**113**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**33.3**	**4.8**
00-00	**1343**	**22**	**1198**	**2**	**117**	**1**	**2**	**1**	**0**	**0**	**0**	**26.4**	**32.3**	**6.5**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

06 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	31.9	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	25.9	-	2
0200	1	0	1	0	0	0	0	0	0	0	0	38.3	-	-
0300	6	0	6	0	0	0	0	0	0	0	0	30.1	-	7.4
0400	13	1	11	0	1	0	0	0	0	0	0	32.7	38.5	5
0500	22	0	19	1	2	0	0	0	0	0	0	29.9	35.5	5.4
0600	54	0	48	1	5	0	0	0	0	0	0	31.1	35.8	4.7
0700	68	3	60	1	4	0	0	0	0	0	0	30.3	35	5
0800	86	0	83	0	3	0	0	0	0	0	0	28.8	34.7	5.2
0900	90	3	80	0	7	0	0	0	0	0	0	28.6	34.4	5.7
1000	92	0	88	0	3	0	0	1	0	0	0	29.1	35.8	5.3
1100	80	1	73	0	6	0	0	0	0	0	0	28.1	33.9	5
1200	61	0	56	0	5	0	0	0	0	0	0	29.4	34.2	5.4
1300	90	4	82	0	4	0	0	0	0	0	0	28.1	33.4	4.6
1400	77	4	70	0	3	0	0	0	0	0	0	28.3	33.5	5.3
1500	63	0	60	0	3	0	0	0	0	0	0	29.4	35.3	5.3
1600	55	1	51	0	2	0	0	1	0	0	0	27.7	32.7	5.7
1700	33	1	31	0	1	0	0	0	0	0	0	29.7	35.5	5.9
1800	35	1	34	0	0	0	0	0	0	0	0	28.5	34.2	6.1
1900	35	0	34	0	1	0	0	0	0	0	0	29.3	34.9	4.8
2000	20	0	20	0	0	0	0	0	0	0	0	29.5	33.2	5.5
2100	21	0	20	0	1	0	0	0	0	0	0	29.4	33.7	3.9
2200	18	0	18	0	0	0	0	0	0	0	0	29.4	36	6.7
2300	6	0	6	0	0	0	0	0	0	0	0	29.7	-	6.5
00-07	**99**	**1**	**88**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**35.8**	**5.1**
07-19	**830**	**18**	**768**	**1**	**41**	**0**	**0**	**2**	**0**	**0**	**0**	**28.8**	**34.3**	**5.3**
19-00	**100**	**0**	**98**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**34.3**	**5.2**
00-00	**1029**	**19**	**954**	**3**	**51**	**0**	**0**	**2**	**0**	**0**	**0**	**29.1**	**34.5**	**5.3**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

07 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	3	0	3	0	0	0	0	0	0	0	0	27.8	-	4.7
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	32	-	2.2
0300	3	0	3	0	0	0	0	0	0	0	0	35	-	4.8
0400	7	0	7	0	0	0	0	0	0	0	0	29.5	-	8.8
0500	16	0	16	0	0	0	0	0	0	0	0	32.8	38.8	4.6
0600	28	2	26	0	0	0	0	0	0	0	0	29.8	36.2	8
0700	46	0	43	0	3	0	0	0	0	0	0	29.6	34.9	7.6
0800	70	0	67	1	2	0	0	0	0	0	0	28.3	34	4.9
0900	66	1	64	0	1	0	0	0	0	0	0	27	32.8	4.6
1000	65	0	61	0	4	0	0	0	0	0	0	28.1	33.4	4.6
1100	82	1	76	0	5	0	0	0	0	0	0	25.8	32.3	6.3
1200	113	2	105	0	6	0	0	0	0	0	0	27.6	33.3	5.6
1300	93	3	87	0	3	0	0	0	0	0	0	29.4	35.2	5.7
1400	66	2	60	0	4	0	0	0	0	0	0	26.7	31.8	5.9
1500	59	2	57	0	0	0	0	0	0	0	0	28.4	34.1	4.8
1600	58	1	53	1	3	0	0	0	0	0	0	28.7	35.2	7
1700	59	1	54	0	3	0	0	1	0	0	0	28.9	34.9	5.4
1800	41	1	38	0	2	0	0	0	0	0	0	28.9	34	6.4
1900	19	1	17	0	1	0	0	0	0	0	0	26.3	34.7	7.5
2000	22	2	17	0	3	0	0	0	0	0	0	28.4	34.7	6.5
2100	9	0	9	0	0	0	0	0	0	0	0	35.3	-	9.3
2200	7	0	7	0	0	0	0	0	0	0	0	29.7	-	2.2
2300	2	0	2	0	0	0	0	0	0	0	0	41.2	-	11.9
00-07	**59**	**2**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**37.7**	**7**
07-19	**818**	**14**	**765**	**2**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**28**	**33.8**	**5.8**
19-00	**59**	**3**	**52**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**35.1**	**7.8**
00-00	**936**	**19**	**874**	**2**	**40**	**0**	**0**	**1**	**0**	**0**	**0**	**28.3**	**34**	**6.1**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

08 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	34.7	-	0.8
0300	10	0	7	0	2	1	0	0	0	0	0	31.8	-	5.4
0400	36	2	28	0	6	0	0	0	0	0	0	31.5	38.8	7.9
0500	84	3	74	0	6	0	0	1	0	0	0	31	37.3	6.6
0600	132	1	117	0	14	0	0	0	0	0	0	28.5	34.4	5.7
0700	149	1	134	0	13	1	0	0	0	0	0	21.3	26.3	5.4
0800	74	0	61	0	11	1	1	0	0	0	0	25.5	30.6	5.3
0900	76	1	62	0	11	1	0	0	1	0	0	25	30.2	5.1
1000	67	0	54	0	11	1	1	0	0	0	0	24.5	29.4	5.6
1100	65	3	56	0	5	1	0	0	0	0	0	24.5	29.2	4.8
1200	60	3	45	0	8	3	1	0	0	0	0	25.8	31.4	5.2
1300	11	0	8	0	2	1	0	0	0	0	0	21.1	29.8	8
1400	91	1	79	1	9	0	0	0	0	1	0	22.1	28	6.1
1500	85	0	73	0	11	0	0	0	1	0	0	25.9	31.1	5.5
1600	64	5	55	1	2	0	1	0	0	0	0	25.8	32.7	5.6
1700	55	1	51	0	3	0	0	0	0	0	0	28.2	33.1	4.8
1800	45	2	42	0	1	0	0	0	0	0	0	27.8	33	6.9
1900	22	0	19	1	2	0	0	0	0	0	0	27.2	32.6	5.6
2000	20	0	20	0	0	0	0	0	0	0	0	29.5	36.3	5.4
2100	2	0	2	0	0	0	0	0	0	0	0	28.4	-	4.4
2200	5	0	5	0	0	0	0	0	0	0	0	29.8	-	6.9
2300	1	0	0	0	1	0	0	0	0	0	0	47.8	-	-
00-07	**264**	**6**	**228**	**0**	**28**	**1**	**0**	**1**	**0**	**0**	**0**	**29.9**	**35.7**	**6.4**
07-19	**842**	**17**	**720**	**2**	**87**	**9**	**4**	**0**	**2**	**1**	**0**	**24.5**	**29.9**	**5.9**
19-00	**50**	**0**	**46**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**34.8**	**6.2**
00-00	**1156**	**23**	**994**	**3**	**118**	**10**	**4**	**1**	**2**	**1**	**0**	**25.9**	**32.2**	**6.4**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

Virtual Day (7)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	1	0	0	0	0	0	0	0	0	34.3	-	8
0100	1	0	1	0	0	0	0	0	0	0	0	31.5	-	6.8
0200	2	0	2	0	0	0	0	0	0	0	0	30.9	-	4.5
0300	6	0	5	0	1	0	0	0	0	0	0	32.4	-	5.6
0400	25	1	21	0	4	0	0	0	0	0	0	33.1	41.5	8
0500	66	1	59	0	6	0	0	0	0	0	0	31.9	37.7	5.9
0600	116	2	103	0	11	0	0	0	0	0	0	29.1	34.7	5.7
0700	121	2	111	0	7	0	0	0	0	0	0	22.9	29.1	6.3
0800	85	1	76	0	7	1	0	0	0	0	0	26.9	31.9	5.2
0900	78	1	68	0	9	0	0	0	0	0	0	26.7	31.9	5.4
1000	71	1	61	0	8	0	0	0	0	0	0	26.6	31.9	5.7
1100	73	2	63	0	8	0	0	0	0	0	0	25.9	31.7	5.9
1200	77	1	66	0	9	1	0	0	0	0	0	26.7	32.3	5.5
1300	71	2	64	0	6	0	0	0	0	0	0	24.1	30.8	6.7
1400	82	2	73	0	7	0	0	0	0	0	0	24.6	31	6.8
1500	76	2	67	0	8	0	0	0	0	0	0	27.3	33	6
1600	60	2	54	0	4	0	0	0	0	0	0	26.5	32.8	6.5
1700	58	2	54	0	2	0	0	0	0	0	0	27.4	33.2	6
1800	45	2	42	0	1	0	0	0	0	0	0	28.4	34	6.5
1900	34	0	32	0	2	0	0	0	0	0	0	27.7	33.1	5.7
2000	29	1	28	0	1	0	0	0	0	0	0	29.5	34.9	5.6
2100	16	0	15	0	1	0	0	0	0	0	0	30	35.1	7.5
2200	9	0	8	0	0	0	0	0	0	0	0	28.6	-	5.6
2300	4	0	4	0	0	0	0	0	0	0	0	31.9	-	8.8
00-07	**219**	**4**	**192**	**1**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**30.6**	**36.4**	**6.2**
07-19	**900**	**19**	**799**	**2**	**75**	**3**	**1**	**1**	**1**	**0**	**0**	**25.9**	**31.9**	**6.2**
19-00	**92**	**2**	**86**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**34.2**	**6.2**
00-00	**1211**	**25**	**1077**	**3**	**101**	**3**	**2**	**1**	**1**	**0**	**0**	**27**	**33**	**6.5**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	1156	23	994	3	118	10	4	1	2	1	0	25.9	32.2	6.4
Tue	1285	29	1115	1	129	5	3	1	2	0	0	27.4	33.6	7
Wed	1356	27	1192	3	130	2	2	0	0	0	0	26.6	32.7	6.4
Thu	1373	34	1211	4	119	2	0	0	2	1	0	26	32.2	6.7
Fri	1343	22	1198	2	117	1	2	1	0	0	0	26.4	32.3	6.5
|Sat	1029	19	954	3	51	0	0	2	0	0	0	29.1	34.5	5.3
|Sun	936	19	874	2	40	0	0	1	0	0	0	28.3	34	6.1
--	**8478**	**173**	**7538**	**18**	**704**	**20**	**11**	**6**	**6**	**2**	**0**	**27**	**33**	**6.5**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	8478	173	7538	18	704	20	11	6	6	2	0	27	33	6.5

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-571
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-07-11T14:04:40
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBANG01
Site Attribute	ANGMERING
File Name	C:\Users\Josh\Desktop\OPS07466 ANGMERING\ROBANG01 0 2024-07-10 0955.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-07-01T14:58:32
Start Time	2024-07-01T14:58:32
Finish Time	2024-07-10T09:54:32
Operator	JD
Configuration	40 MC5600 80 00 14 6a 6a ? M524T08J MC56-6 [MC55] (c)Microcom 02/03/01

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-07-02T00:00:00
Filter End	2024-07-09T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(S) Sp(0,100) Headway(]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Classification Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

02 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	27.9	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	19.3	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	4	0	4	0	0	0	0	0	0	0	0	30.3	-	1.2
0500	13	1	10	0	2	0	0	0	0	0	0	27.2	33.8	5.8
0600	44	2	35	0	7	0	0	0	0	0	0	24.9	29.4	4.8
0700	77	2	62	0	13	0	0	0	0	0	0	19.7	25.9	5.6
0800	42	1	35	0	6	0	0	0	0	0	0	26.3	31.4	4.6
0900	43	2	33	0	8	0	0	0	0	0	0	26.7	31.7	5.4
1000	42	1	37	1	3	0	0	0	0	0	0	25.2	31.2	5.5
1100	41	1	32	0	7	1	0	0	0	0	0	22.9	29.9	7
1200	48	1	42	0	4	1	0	0	0	0	0	25.2	30.3	4.7
1300	70	0	62	0	7	1	0	0	0	0	0	19.5	25.5	5.4
1400	77	1	69	0	7	0	0	0	0	0	0	22.6	30.9	6.8
1500	72	4	59	0	9	0	0	0	0	0	0	27.1	31.8	5.2
1600	100	6	88	0	6	0	0	0	0	0	0	26.6	31.5	5.6
1700	90	5	79	0	6	0	0	0	0	0	0	27.1	33.5	5.3
1800	39	3	31	0	5	0	0	0	0	0	0	28.2	34.6	7.6
1900	28	1	24	0	2	0	1	0	0	0	0	27.4	32.3	4.4
2000	15	1	14	0	0	0	0	0	0	0	0	29.1	30.3	5.5
2100	13	3	9	0	0	0	1	0	0	0	0	28.1	35.9	6.8
2200	8	1	7	0	0	0	0	0	0	0	0	27.7	-	6.9
2300	2	0	2	0	0	0	0	0	0	0	0	27	-	2.1
00-07	**63**	**3**	**51**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**30.2**	**5.1**
07-19	**741**	**27**	**629**	**1**	**81**	**3**	**0**	**0**	**0**	**0**	**0**	**24.6**	**30.9**	**6.4**
19-00	**66**	**6**	**56**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**28**	**32.8**	**5.4**
00-00	**870**	**36**	**736**	**1**	**92**	**3**	**2**	**0**	**0**	**0**	**0**	**24.9**	**30.9**	**6.3**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

03 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	28.3	-	-
0100	4	0	4	0	0	0	0	0	0	0	0	29.3	-	6.3
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	43.8	-	-
0400	2	1	1	0	0	0	0	0	0	0	0	22.9	-	3.7
0500	8	0	8	0	0	0	0	0	0	0	0	31.1	-	5.3
0600	40	1	33	0	6	0	0	0	0	0	0	24.4	29	4.2
0700	86	0	80	0	6	0	0	0	0	0	0	18.7	24.5	5.1
0800	51	1	45	0	5	0	0	0	0	0	0	22.3	27.7	5.1
0900	48	1	39	0	7	1	0	0	0	0	0	22.5	28.8	5.9
1000	49	1	40	0	8	0	0	0	0	0	0	24.3	28.9	4.7
1100	54	0	50	1	3	0	0	0	0	0	0	23.2	28.9	6
1200	46	2	38	0	5	0	1	0	0	0	0	24.4	29.4	4.5
1300	63	2	53	0	8	0	0	0	0	0	0	20.3	26.3	5.3
1400	60	1	55	0	4	0	0	0	0	0	0	20.8	28.3	7.4
1500	93	5	81	0	7	0	0	0	0	0	0	25	29.9	5.2
1600	108	4	96	0	8	0	0	0	0	0	0	25.4	30.8	5.3
1700	63	2	54	0	6	0	1	0	0	0	0	28.4	33	4.7
1800	44	1	40	0	3	0	0	0	0	0	0	28.1	33.8	4.9
1900	26	2	22	0	2	0	0	0	0	0	0	26.5	31.9	6.2
2000	16	0	14	0	2	0	0	0	0	0	0	28.2	33.6	5.5
2100	20	1	18	0	1	0	0	0	0	0	0	28.5	33.2	5.5
2200	6	1	5	0	0	0	0	0	0	0	0	23.8	-	6.9
2300	5	0	5	0	0	0	0	0	0	0	0	26.7	-	11.5
00-07	**56**	**2**	**47**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**26.1**	**30.7**	**5.6**
07-19	**765**	**20**	**671**	**1**	**70**	**1**	**2**	**0**	**0**	**0**	**0**	**23.6**	**29.7**	**6.1**
19-00	**73**	**4**	**64**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**27.2**	**33.2**	**6.3**
00-00	**894**	**26**	**782**	**1**	**82**	**1**	**2**	**0**	**0**	**0**	**0**	**24**	**30.2**	**6.2**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

04 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	32	-	5
0100	2	0	2	0	0	0	0	0	0	0	0	32.7	-	12.9
0200	2	0	2	0	0	0	0	0	0	0	0	28.3	-	0.6
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	6	0	5	0	1	0	0	0	0	0	0	30.5	-	6.1
0500	7	0	7	0	0	0	0	0	0	0	0	27.7	-	4.5
0600	43	2	36	0	5	0	0	0	0	0	0	24.6	28.5	4
0700	85	1	69	0	13	2	0	0	0	0	0	17.5	22.6	5.1
0800	43	2	33	0	8	0	0	0	0	0	0	24	29.4	5.3
0900	40	2	34	0	4	0	0	0	0	0	0	24.2	30.3	5.3
1000	38	0	32	1	4	1	0	0	0	0	0	24.5	29.7	5.1
1100	55	2	45	0	5	1	0	0	2	0	0	23.9	28.6	4.9
1200	47	4	39	0	4	0	0	0	0	0	0	25.6	30.9	4.6
1300	66	0	59	0	5	1	1	0	0	0	0	19.4	28.1	6.5
1400	87	3	72	0	10	2	0	0	0	0	0	19.5	26.3	6.7
1500	96	3	82	0	10	0	1	0	0	0	0	26	31	5.1
1600	118	4	105	0	9	0	0	0	0	0	0	25.5	30.1	4.9
1700	64	1	60	0	3	0	0	0	0	0	0	26.3	30.9	5
1800	45	4	35	0	4	0	2	0	0	0	0	25.3	28.3	4.5
1900	25	0	25	0	0	0	0	0	0	0	0	25.8	32.2	5.4
2000	15	0	14	0	1	0	0	0	0	0	0	28.6	34.2	4.7
2100	15	1	14	0	0	0	0	0	0	0	0	27	31.9	5
2200	8	0	7	0	1	0	0	0	0	0	0	27.3	-	2.7
2300	6	0	6	0	0	0	0	0	0	0	0	24.3	-	4.1
00-07	**62**	**2**	**54**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**26.2**	**31.8**	**5.1**
07-19	**784**	**26**	**665**	**1**	**79**	**7**	**4**	**0**	**2**	**0**	**0**	**23.3**	**29.4**	**6.1**
19-00	**69**	**1**	**66**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**32**	**4.9**
00-00	**915**	**29**	**785**	**1**	**87**	**7**	**4**	**0**	**2**	**0**	**0**	**23.7**	**29.8**	**6.1**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

05 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	1	0	0	0	1	0	0	0	0	25.1	-	1.8
0100	1	0	0	0	1	0	0	0	0	0	0	20.5	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	30	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	39.2	-	-
0400	5	0	5	0	0	0	0	0	0	0	0	27.9	-	3
0500	7	0	7	0	0	0	0	0	0	0	0	32.2	-	3.5
0600	37	1	31	0	5	0	0	0	0	0	0	23.5	29.4	5.6
0700	90	1	77	0	11	1	0	0	0	0	0	19.1	25.4	5.2
0800	37	1	28	0	8	0	0	0	0	0	0	24.1	30.3	5.6
0900	44	2	39	0	2	1	0	0	0	0	0	25	32	5.7
1000	47	0	45	0	2	0	0	0	0	0	0	25.2	30.5	5.7
1100	55	3	42	0	10	0	0	0	0	0	0	24.7	28.7	4.8
1200	50	0	44	1	5	0	0	0	0	0	0	25.8	33.3	7
1300	92	0	83	1	8	0	0	0	0	0	0	18.2	24.4	5.4
1400	91	2	79	0	10	0	0	0	0	0	0	20.4	28.5	6.7
1500	87	4	74	0	9	0	0	0	0	0	0	27.1	32	5.1
1600	91	3	84	0	4	0	0	0	0	0	0	27.9	33.8	5.5
1700	65	1	58	1	5	0	0	0	0	0	0	27	31.9	5.8
1800	40	0	40	0	0	0	0	0	0	0	0	27.3	31	5.3
1900	25	3	21	0	1	0	0	0	0	0	0	29.8	39.3	7.6
2000	17	1	13	0	3	0	0	0	0	0	0	27.4	31.7	4.8
2100	12	0	12	0	0	0	0	0	0	0	0	25.8	31.1	4.7
2200	18	0	17	0	1	0	0	0	0	0	0	26.8	30.5	4.1
2300	6	0	5	0	1	0	0	0	0	0	0	24.5	-	2.9
00-07	**54**	**1**	**45**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**25.4**	**30.8**	**6.1**
07-19	**789**	**17**	**693**	**3**	**74**	**2**	**0**	**0**	**0**	**0**	**0**	**23.8**	**30.4**	**6.7**
19-00	**78**	**4**	**68**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**32.8**	**5.8**
00-00	**921**	**22**	**806**	**3**	**87**	**2**	**1**	**0**	**0**	**0**	**0**	**24.2**	**30.5**	**6.6**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

06 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	3	0	3	0	0	0	0	0	0	0	0	27.2	-	8.1
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	30.5	-	6.2
0400	1	0	1	0	0	0	0	0	0	0	0	27.3	-	-
0500	7	0	6	1	0	0	0	0	0	0	0	27.6	-	5.4
0600	19	0	14	0	4	0	0	0	1	0	0	26.8	31.8	4.6
0700	24	0	23	0	1	0	0	0	0	0	0	29.4	33.3	3.7
0800	30	0	28	0	2	0	0	0	0	0	0	28	34.5	6.5
0900	44	4	36	0	4	0	0	0	0	0	0	25.6	31	5.3
1000	48	2	41	1	4	0	0	0	0	0	0	25.4	31.2	6.1
1100	57	1	55	0	1	0	0	0	0	0	0	27.7	34.9	5.3
1200	51	3	42	0	5	0	1	0	0	0	0	27.9	33.2	5.8
1300	33	3	28	0	2	0	0	0	0	0	0	25.6	31.9	5.5
1400	53	1	50	1	1	0	0	0	0	0	0	27.6	32.4	4.4
1500	51	0	50	0	1	0	0	0	0	0	0	28.4	32.7	5.5
1600	29	2	25	0	2	0	0	0	0	0	0	28.8	35.2	5.9
1700	43	1	42	0	0	0	0	0	0	0	0	28.6	34.3	6.2
1800	26	1	25	0	0	0	0	0	0	0	0	28.2	33.5	4.5
1900	20	0	20	0	0	0	0	0	0	0	0	28.7	33.5	5.1
2000	15	0	15	0	0	0	0	0	0	0	0	29.4	32.4	3.4
2100	13	1	10	0	2	0	0	0	0	0	0	27.9	37.3	7.1
2200	18	0	17	0	1	0	0	0	0	0	0	28.2	34.4	7
2300	11	0	10	0	1	0	0	0	0	0	0	27	36.1	7.3
00-07	**32**	**0**	**26**	**1**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**27.3**	**34.9**	**4.9**
07-19	**489**	**18**	**445**	**2**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**27.5**	**33**	**5.6**
19-00	**77**	**1**	**72**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**33.7**	**5.9**
00-00	**598**	**19**	**543**	**3**	**31**	**0**	**1**	**0**	**1**	**0**	**0**	**27.6**	**33.1**	**5.6**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

07 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	8	0	7	0	0	0	0	1	0	0	0	27.2	-	5
0100	4	1	3	0	0	0	0	0	0	0	0	26.9	-	3.7
0200	1	0	1	0	0	0	0	0	0	0	0	30	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	22.8	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	16.4	-	-
0500	3	0	2	0	1	0	0	0	0	0	0	23.1	-	4.3
0600	9	0	8	0	1	0	0	0	0	0	0	24.4	-	4.6
0700	55	1	53	0	1	0	0	0	0	0	0	26.1	30	4.5
0800	21	1	19	0	1	0	0	0	0	0	0	26.7	32.6	5.8
0900	38	0	35	1	2	0	0	0	0	0	0	24.6	28.9	3.9
1000	48	0	46	0	2	0	0	0	0	0	0	27.2	31.9	4.9
1100	48	1	47	0	0	0	0	0	0	0	0	24.2	32.6	6.9
1200	44	1	41	0	2	0	0	0	0	0	0	25.5	29.2	4.2
1300	42	2	39	0	1	0	0	0	0	0	0	28.6	33.6	5.6
1400	39	2	35	0	2	0	0	0	0	0	0	27.2	34	6.8
1500	44	2	41	1	0	0	0	0	0	0	0	27.9	33.1	4.7
1600	42	2	39	0	1	0	0	0	0	0	0	27.6	33.1	5.3
1700	37	2	34	0	0	0	0	1	0	0	0	27.9	33.1	4.9
1800	28	2	26	0	0	0	0	0	0	0	0	27.2	33	5.4
1900	28	0	26	0	1	0	0	0	1	0	0	28.8	34.1	5.5
2000	13	0	11	0	2	0	0	0	0	0	0	29.6	34	4.5
2100	7	1	6	0	0	0	0	0	0	0	0	28.5	-	5.4
2200	8	1	7	0	0	0	0	0	0	0	0	25.3	-	8.3
2300	1	0	1	0	0	0	0	0	0	0	0	25.4	-	-
00-07	**27**	**1**	**23**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**25.3**	**30**	**4.8**
07-19	**486**	**16**	**455**	**2**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**26.7**	**32**	**5.4**
19-00	**57**	**2**	**51**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**28.4**	**34**	**5.7**
00-00	**570**	**19**	**529**	**2**	**17**	**0**	**0**	**2**	**1**	**0**	**0**	**26.8**	**32.4**	**5.4**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

08 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	27.2	-	7.8
0100	1	0	1	0	0	0	0	0	0	0	0	39	-	-
0200	3	0	3	0	0	0	0	0	0	0	0	27.3	-	5.1
0300	2	0	2	0	0	0	0	0	0	0	0	31.6	-	2
0400	3	0	2	0	1	0	0	0	0	0	0	26.4	-	7.3
0500	10	1	9	0	0	0	0	0	0	0	0	27.9	-	5.8
0600	44	1	39	0	4	0	0	0	0	0	0	22.7	27.3	4.5
0700	87	0	79	0	8	0	0	0	0	0	0	19.1	24.3	4.8
0800	39	0	35	0	4	0	0	0	0	0	0	23.6	29.3	5.3
0900	40	2	34	0	4	0	0	0	0	0	0	23.7	28.5	5.5
1000	54	0	48	0	3	0	3	0	0	0	0	23	28.8	5.8
1100	59	2	47	1	8	1	0	0	0	0	0	23.8	27.2	3.9
1200	40	1	33	0	4	1	1	0	0	0	0	23.7	29.3	4.8
1300	18	0	16	0	2	0	0	0	0	0	0	18.2	26.5	6.4
1400	78	0	69	0	8	0	1	0	0	0	0	20.8	26.4	5.9
1500	106	2	94	0	10	0	0	0	0	0	0	25	29.9	5.4
1600	93	7	79	0	7	0	0	0	0	0	0	25.8	30.9	4.7
1700	52	0	50	0	2	0	0	0	0	0	0	29	33.5	4.8
1800	27	0	25	0	2	0	0	0	0	0	0	26.5	30.8	3.3
1900	22	1	21	0	0	0	0	0	0	0	0	26.5	33.6	6.7
2000	11	0	11	0	0	0	0	0	0	0	0	26.2	31.9	4
2100	10	0	10	0	0	0	0	0	0	0	0	27.7	-	4.9
2200	6	0	5	0	1	0	0	0	0	0	0	28.3	-	12.9
2300	4	0	4	0	0	0	0	0	0	0	0	28.4	-	2.6
00-07	**65**	**2**	**58**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**32.1**	**5.6**
07-19	**693**	**14**	**609**	**1**	**62**	**2**	**5**	**0**	**0**	**0**	**0**	**23.6**	**29.2**	**5.8**
19-00	**53**	**1**	**51**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**33.2**	**6.5**
00-00	**811**	**17**	**718**	**1**	**68**	**2**	**5**	**0**	**0**	**0**	**0**	**23.9**	**29.4**	**5.9**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

Virtual Day (7)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	27.6	-	4.8
0100	2	0	2	0	0	0	0	0	0	0	0	28.7	-	6.8
0200	1	0	1	0	0	0	0	0	0	0	0	27.2	-	4.3
0300	1	0	1	0	0	0	0	0	0	0	0	32.9	-	-
0400	3	0	3	0	0	0	0	0	0	0	0	27.8	-	5.4
0500	8	0	7	0	0	0	0	0	0	0	0	28.4	-	5.4
0600	34	1	28	0	5	0	0	0	0	0	0	24.3	29.1	4.7
0700	72	1	63	0	8	0	0	0	0	0	0	20.1	26.4	5.9
0800	38	1	32	0	5	0	0	0	0	0	0	24.6	30.4	5.6
0900	42	2	36	0	4	0	0	0	0	0	0	24.6	29.9	5.4
1000	47	1	41	0	4	0	0	0	0	0	0	25	30.4	5.5
1100	53	1	45	0	5	0	0	0	0	0	0	24.4	29.5	5.7
1200	47	2	40	0	4	0	0	0	0	0	0	25.5	30.8	5.3
1300	55	1	49	0	5	0	0	0	0	0	0	20.7	27.9	6.6
1400	69	1	61	0	6	0	0	0	0	0	0	22	29.5	7
1500	78	3	69	0	7	0	0	0	0	0	0	26.3	31.4	5.3
1600	83	4	74	0	5	0	0	0	0	0	0	26.4	31.4	5.3
1700	59	2	54	0	3	0	0	0	0	0	0	27.6	32.5	5.3
1800	36	2	32	0	2	0	0	0	0	0	0	27.2	31.9	5.4
1900	25	1	23	0	1	0	0	0	0	0	0	27.7	33.6	6
2000	15	0	13	0	1	0	0	0	0	0	0	28.4	32.8	4.7
2100	13	1	11	0	0	0	0	0	0	0	0	27.7	33.4	5.6
2200	10	0	9	0	1	0	0	0	0	0	0	27	33.5	6.7
2300	5	0	5	0	0	0	0	0	0	0	0	26.2	-	6.2
00-07	**51**	**2**	**43**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**25.7**	**30.8**	**5.4**
07-19	**678**	**20**	**595**	**2**	**57**	**2**	**2**	**0**	**0**	**0**	**0**	**24.4**	**30.5**	**6.2**
19-00	**68**	**3**	**61**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**33.2**	**5.8**
00-00	**797**	**24**	**700**	**2**	**66**	**2**	**2**	**0**	**1**	**0**	**0**	**24.8**	**30.8**	**6.2**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	811	17	718	1	68	2	5	0	0	0	0	23.9	29.4	5.9
Tue	870	36	736	1	92	3	2	0	0	0	0	24.9	30.9	6.3
Wed	894	26	782	1	82	1	2	0	0	0	0	24	30.2	6.2
Thu	915	29	785	1	87	7	4	0	2	0	0	23.7	29.8	6.1
Fri	921	22	806	3	87	2	1	0	0	0	0	24.2	30.5	6.6
|Sat	598	19	543	3	31	0	1	0	1	0	0	27.6	33.1	5.6
|Sun	570	19	529	2	17	0	0	2	1	0	0	26.8	32.4	5.4
--	**5579**	**168**	**4899**	**12**	**464**	**15**	**15**	**2**	**4**	**0**	**0**	**24.8**	**30.8**	**6.2**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	5579	168	4899	12	464	15	15	2	4	0	0	24.8	30.8	6.2

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-572
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-07-11T14:07:41
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBANG01
Site Attribute	ANGMERING
File Name	C:\Users\Josh\Desktop\OPS07466 ANGMERING\ROBANG01 0 2024-07-10 0955.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-07-01T14:58:32
Start Time	2024-07-01T14:58:32
Finish Time	2024-07-10T09:54:32
Operator	JD
Configuration	40 MC5600 80 00 14 6a 6a ? M524T08J MC56-6 [MC55] (c)Microcom 02/03/01

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-07-02T00:00:00
Filter End	2024-07-09T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(N) Sp(0,100) Headway(]0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Speed Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

02 July 2024

Time f-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26.8	-	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.4	-	-
0300	7	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	32.8	-	2.4
0400	33	0	0	0	0	3	4	9	8	6	1	2	0	0	0	0	0	35.5	43.6	7.3
0500	95	0	0	1	1	8	20	39	17	7	2	0	0	0	0	0	0	32	38.7	6
0600	161	0	0	2	6	7	61	50	27	6	2	0	0	0	0	0	0	30.6	36.1	5.7
0700	143	1	2	12	20	55	36	15	2	0	0	0	0	0	0	0	0	22.9	28.5	6
0800	91	0	0	0	3	21	39	21	6	1	0	0	0	0	0	0	0	27.8	32.6	4.7
0900	69	0	0	1	4	12	31	14	4	0	2	1	0	0	0	0	0	28.5	33.3	6.5
1000	54	0	0	1	4	14	24	8	2	1	0	0	0	0	0	0	0	26.8	32.4	5.1
1100	72	0	1	5	8	18	32	7	1	0	0	0	0	0	0	0	0	24.5	29.3	5.5
1200	78	0	0	5	6	22	36	7	2	0	0	0	0	0	0	0	0	24.9	29.7	5.3
1300	65	0	1	12	21	19	10	2	0	0	0	0	0	0	0	0	0	20.3	25.9	5.2
1400	66	0	0	8	14	9	20	14	1	0	0	0	0	0	0	0	0	24.1	32.2	6.9
1500	77	0	0	2	8	8	25	25	6	3	0	0	0	0	0	0	0	28.2	33.5	6.4
1600	57	0	0	6	3	8	23	10	6	0	1	0	0	0	0	0	0	26.6	33.5	7.2
1700	60	0	0	6	4	20	17	10	2	1	0	0	0	0	0	0	0	25.3	32.4	6.4
1800	53	0	0	2	3	8	16	14	7	1	1	0	1	0	0	0	0	29.5	35.9	7.7
1900	41	0	0	1	1	10	12	13	3	1	0	0	0	0	0	0	0	28.1	33	5.8
2000	33	0	0	0	0	4	11	8	7	3	0	0	0	0	0	0	0	31.6	37.7	5.7
2100	15	0	0	0	0	1	5	6	1	0	0	0	0	2	0	0	0	34.7	52.4	12.5
2200	8	0	0	0	0	2	1	3	1	1	0	0	0	0	0	0	0	31	-	5.7
2300	5	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	31	-	5.2
00-07	**298**	**0**	**0**	**3**	**7**	**18**	**86**	**105**	**53**	**19**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**31.7**	**37.6**	**6.1**
07-19	**885**	**1**	**4**	**60**	**98**	**214**	**309**	**147**	**39**	**7**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**25.5**	**31.8**	**6.5**
19-00	**102**	**0**	**0**	**1**	**1**	**18**	**29**	**33**	**13**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**30.6**	**36.5**	**7.3**
00-00	**1285**	**1**	**4**	**64**	**106**	**250**	**424**	**285**	**105**	**31**	**9**	**3**	**1**	**2**	**0**	**0**	**0**	**27.4**	**33.6**	**7**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

03 July 2024

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	47.8	-	9.1
0100	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	39.2	-	5.4
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.9	-	-
0300	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	30	-	2
0400	26	0	0	1	0	0	9	6	4	5	0	1	0	0	0	0	0	33.3	41.3	8
0500	91	0	0	1	0	7	24	32	18	5	3	1	0	0	0	0	0	32.5	38.4	6.4
0600	157	0	0	4	3	15	66	57	10	1	1	0	0	0	0	0	0	29.1	33.2	5.2
0700	145	1	2	13	31	44	44	9	1	0	0	0	0	0	0	0	0	22.3	27.4	5.4
0800	95	0	0	5	9	28	38	13	2	0	0	0	0	0	0	0	0	25.2	30.3	5.1
0900	95	0	0	6	8	31	35	13	2	0	0	0	0	0	0	0	0	25	30.3	5.2
1000	74	0	1	1	12	21	26	11	1	0	1	0	0	0	0	0	0	25.3	30.7	5.8
1100	69	0	2	5	7	20	28	5	1	1	0	0	0	0	0	0	0	23.8	29.2	6.3
1200	83	0	0	2	5	25	22	21	8	0	0	0	0	0	0	0	0	27.1	32.9	5.8
1300	75	0	1	2	24	28	14	5	1	0	0	0	0	0	0	0	0	22.2	28.4	5.1
1400	71	0	1	2	4	16	35	7	5	1	0	0	0	0	0	0	0	26.5	32.6	6.1
1500	90	0	1	2	10	17	40	14	6	0	0	0	0	0	0	0	0	26.2	31.5	5.8
1600	50	0	1	3	5	17	15	6	3	0	0	0	0	0	0	0	0	24.8	30.9	6.1
1700	55	0	1	1	1	10	23	13	6	0	0	0	0	0	0	0	0	28.1	34	5.6
1800	43	0	0	1	0	10	15	11	4	2	0	0	0	0	0	0	0	28.9	35	6
1900	40	0	0	1	2	9	15	10	1	2	0	0	0	0	0	0	0	27.6	33.7	6.2
2000	44	0	0	0	1	11	19	10	3	0	0	0	0	0	0	0	0	28	32.7	4
2100	25	0	0	1	0	6	3	9	6	0	0	0	0	0	0	0	0	29.7	36.2	6.1
2200	11	0	0	0	2	4	3	0	2	0	0	0	0	0	0	0	0	25.4	35.7	6
2300	7	0	0	1	0	1	2	2	1	0	0	0	0	0	0	0	0	27.5	-	8.6
00-07	**284**	**0**	**0**	**6**	**3**	**22**	**101**	**99**	**33**	**13**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**30.9**	**36.6**	**6.3**
07-19	**945**	**1**	**10**	**43**	**116**	**267**	**335**	**128**	**40**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**30.6**	**5.9**
19-00	**127**	**0**	**0**	**3**	**5**	**31**	**42**	**31**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**33.8**	**5.7**
00-00	**1356**	**1**	**10**	**52**	**124**	**320**	**478**	**258**	**86**	**19**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**26.6**	**32.7**	**6.4**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

04 July 2024

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.9	-	-
0100	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	29.3	-	6
0200	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	29.6	-	6.1
0300	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	32	-	2.4
0400	34	0	0	2	0	1	8	6	7	7	2	1	0	0	0	0	0	34.6	43	9.1
0500	89	0	0	0	1	6	27	32	18	5	0	0	0	0	0	0	0	31.6	36.4	5
0600	156	0	0	6	7	21	69	36	16	1	0	0	0	0	0	0	0	28.1	33	5.5
0700	153	0	2	19	56	42	30	3	0	1	0	0	0	0	0	0	0	20.4	27.1	5.3
0800	88	0	0	2	6	31	38	9	1	0	1	0	0	0	0	0	0	25.9	30	5
0900	75	0	0	1	4	31	27	11	1	0	0	0	0	0	0	0	0	25.3	30.5	4.3
1000	70	0	0	3	9	18	23	13	4	0	0	0	0	0	0	0	0	25.5	30.9	5.9
1100	73	0	0	3	3	15	30	18	2	2	0	0	0	0	0	0	0	27.1	32.6	5.6
1200	66	0	0	2	5	18	25	13	2	1	0	0	0	0	0	0	0	26.3	31.5	5.2
1300	77	0	1	5	18	23	21	9	0	0	0	0	0	0	0	0	0	22.8	28.6	5.6
1400	108	0	8	13	15	23	31	15	3	0	0	0	0	0	0	0	0	22.7	30.3	7.7
1500	83	0	0	5	8	15	26	21	8	0	0	0	0	0	0	0	0	26.8	33.3	6.4
1600	74	0	0	5	9	21	21	14	3	1	0	0	0	0	0	0	0	25.3	32.2	6.6
1700	70	0	1	4	5	17	23	18	1	1	0	0	0	0	0	0	0	26.3	32.1	6.1
1800	57	0	0	2	6	7	20	20	2	0	0	0	0	0	0	0	0	27.4	32	5.5
1900	39	0	0	2	6	10	14	5	2	0	0	0	0	0	0	0	0	25.2	31.7	6.2
2000	27	0	0	0	0	3	9	11	2	0	0	2	0	0	0	0	0	31.2	35.2	7
2100	14	0	1	0	1	2	4	4	2	0	0	0	0	0	0	0	0	27.9	36.7	7.9
2200	6	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	28.3	-	2
2300	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	36.6	-	5.9
00-07	**290**	**0**	**0**	**8**	**8**	**29**	**107**	**79**	**43**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**30**	**35.6**	**6.3**
07-19	**994**	**0**	**12**	**64**	**144**	**261**	**315**	**164**	**27**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**31**	**6.3**
19-00	**89**	**0**	**1**	**2**	**7**	**15**	**31**	**24**	**6**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**28**	**33.3**	**7.1**
00-00	**1373**	**0**	**13**	**74**	**159**	**305**	**453**	**267**	**76**	**20**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**26**	**32.2**	**6.7**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

05 July 2024

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	33.5	-	1.9
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31	-	-
0200	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	26.9	-	2.3
0300	6	0	0	0	0	1	0	3	0	1	1	0	0	0	0	0	0	35.6	-	9.1
0400	28	0	0	2	0	2	6	12	1	3	2	0	0	0	0	0	0	31.4	40.2	8
0500	67	0	0	0	0	3	21	22	16	4	1	0	0	0	0	0	0	32.7	38.1	5.2
0600	126	1	1	3	4	13	61	32	11	0	0	0	0	0	0	0	0	28.3	33.1	5.6
0700	145	1	0	11	35	53	34	9	1	1	0	0	0	0	0	0	0	22.4	27.9	5.5
0800	94	0	0	1	4	30	37	14	8	0	0	0	0	0	0	0	0	26.8	31.5	4.9
0900	78	0	0	2	2	20	31	16	7	0	0	0	0	0	0	0	0	27.5	33	5.1
1000	76	0	0	4	5	17	35	9	6	0	0	0	0	0	0	0	0	26.1	31.4	5.7
1100	72	0	2	0	4	19	26	14	6	1	0	0	0	0	0	0	0	27.2	34.2	6
1200	81	0	0	3	5	23	33	14	3	0	0	0	0	0	0	0	0	25.9	31	5.3
1300	88	0	6	11	30	24	11	5	0	1	0	0	0	0	0	0	0	20.1	27.3	6.5
1400	98	0	1	8	22	22	26	17	2	0	0	0	0	0	0	0	0	23.7	30.6	6.5
1500	75	0	1	1	7	14	33	12	6	0	0	0	1	0	0	0	0	27.1	32	6.6
1600	64	0	0	5	5	10	19	20	5	0	0	0	0	0	0	0	0	26.5	32.4	6.4
1700	75	0	0	5	6	14	28	14	8	0	0	0	0	0	0	0	0	26.6	31.7	6.4
1800	41	0	0	2	5	4	15	12	1	2	0	0	0	0	0	0	0	27.9	34.2	7
1900	43	0	0	0	1	2	23	17	0	0	0	0	0	0	0	0	0	29.2	33.2	3.5
2000	40	0	0	0	2	7	15	11	4	1	0	0	0	0	0	0	0	28.9	34.7	5.2
2100	29	0	0	1	1	3	16	7	1	0	0	0	0	0	0	0	0	27.7	32.5	5
2200	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	26.9	-	2.5
2300	3	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	31.7	-	13.8
00-07	**236**	**1**	**1**	**5**	**4**	**20**	**91**	**73**	**29**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**30.2**	**35.9**	**6.2**
07-19	**987**	**1**	**10**	**53**	**130**	**250**	**328**	**156**	**53**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**25.2**	**31.3**	**6.4**
19-00	**120**	**0**	**0**	**1**	**5**	**13**	**58**	**35**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**33.3**	**4.8**
00-00	**1343**	**2**	**11**	**59**	**139**	**283**	**477**	**264**	**88**	**15**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**26.4**	**32.3**	**6.5**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

06 July 2024

Time	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.9	-	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.9	-	2
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.3	-	-
0300	6	0	0	0	0	2	2	1	0	1	0	0	0	0	0	0	0	30.1	-	7.4
0400	13	0	0	0	0	0	4	5	3	1	0	0	0	0	0	0	0	32.7	38.5	5
0500	22	0	0	0	2	1	7	9	3	0	0	0	0	0	0	0	0	29.9	35.5	5.4
0600	54	0	0	0	1	3	17	21	11	1	0	0	0	0	0	0	0	31.1	35.8	4.7
0700	68	0	0	1	0	7	27	23	8	2	0	0	0	0	0	0	0	30.3	35	5
0800	86	0	1	0	3	11	40	21	10	0	0	0	0	0	0	0	0	28.8	34.7	5.2
0900	90	0	1	2	0	18	33	24	10	2	0	0	0	0	0	0	0	28.6	34.4	5.7
1000	92	0	0	0	3	15	42	17	11	4	0	0	0	0	0	0	0	29.1	35.8	5.3
1100	80	0	0	1	1	22	24	26	6	0	0	0	0	0	0	0	0	28.1	33.9	5
1200	61	0	0	0	4	8	18	23	6	2	0	0	0	0	0	0	0	29.4	34.2	5.4
1300	90	0	0	3	1	14	43	22	7	0	0	0	0	0	0	0	0	28.1	33.4	4.6
1400	77	0	0	1	3	16	31	17	8	1	0	0	0	0	0	0	0	28.3	33.5	5.3
1500	63	0	0	1	2	3	34	13	9	1	0	0	0	0	0	0	0	29.4	35.3	5.3
1600	55	0	1	1	2	12	19	18	1	1	0	0	0	0	0	0	0	27.7	32.7	5.7
1700	33	0	0	1	0	3	15	7	6	0	1	0	0	0	0	0	0	29.7	35.5	5.9
1800	35	0	1	0	2	6	10	12	4	0	0	0	0	0	0	0	0	28.5	34.2	6.1
1900	35	0	0	0	1	6	14	9	5	0	0	0	0	0	0	0	0	29.3	34.9	4.8
2000	20	0	0	0	0	3	9	6	1	0	1	0	0	0	0	0	0	29.5	33.2	5.5
2100	21	0	0	0	0	3	9	8	1	0	0	0	0	0	0	0	0	29.4	33.7	3.9
2200	18	0	0	0	1	4	5	5	1	2	0	0	0	0	0	0	0	29.4	36	6.7
2300	6	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	29.7	-	6.5
00-07	**99**	**0**	**0**	**0**	**3**	**7**	**31**	**37**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**35.8**	**5.1**
07-19	**830**	**0**	**4**	**11**	**21**	**135**	**336**	**223**	**86**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**34.3**	**5.3**
19-00	**100**	**0**	**0**	**0**	**2**	**17**	**39**	**30**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**34.3**	**5.2**
00-00	**1029**	**0**	**4**	**11**	**26**	**159**	**406**	**290**	**113**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**34.5**	**5.3**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

07 July 2024

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	27.8	-	4.7
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	32	-	2.2
0300	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	35	-	4.8
0400	7	0	0	1	0	0	3	1	2	0	0	0	0	0	0	0	0	29.5	-	8.8
0500	16	0	0	0	0	1	4	5	5	1	0	0	0	0	0	0	0	32.8	38.8	4.6
0600	28	0	0	2	1	4	6	7	7	0	0	1	0	0	0	0	0	29.8	36.2	8
0700	46	0	0	1	0	5	26	7	6	0	0	0	0	1	0	0	0	29.6	34.9	7.6
0800	70	0	0	0	2	17	24	20	7	0	0	0	0	0	0	0	0	28.3	34	4.9
0900	66	0	0	0	3	20	25	16	2	0	0	0	0	0	0	0	0	27	32.8	4.6
1000	65	0	0	1	1	15	28	15	5	0	0	0	0	0	0	0	0	28.1	33.4	4.6
1100	82	0	3	4	4	24	25	18	4	0	0	0	0	0	0	0	0	25.8	32.3	6.3
1200	113	0	0	3	7	18	52	27	5	0	1	0	0	0	0	0	0	27.6	33.3	5.6
1300	93	0	0	3	1	11	35	28	13	2	0	0	0	0	0	0	0	29.4	35.2	5.7
1400	66	0	1	2	6	10	29	13	5	0	0	0	0	0	0	0	0	26.7	31.8	5.9
1500	59	0	0	0	2	11	23	18	5	0	0	0	0	0	0	0	0	28.4	34.1	4.8
1600	58	0	0	4	3	8	14	20	7	2	0	0	0	0	0	0	0	28.7	35.2	7
1700	59	0	0	1	0	13	19	20	5	1	0	0	0	0	0	0	0	28.9	34.9	5.4
1800	41	0	0	1	2	6	14	14	1	2	1	0	0	0	0	0	0	28.9	34	6.4
1900	19	0	0	3	1	2	7	4	2	0	0	0	0	0	0	0	0	26.3	34.7	7.5
2000	22	0	0	1	2	3	5	8	3	0	0	0	0	0	0	0	0	28.4	34.7	6.5
2100	9	0	0	0	0	1	1	2	2	2	1	0	0	0	0	0	0	35.3	-	9.3
2200	7	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	29.7	-	2.2
2300	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	41.2	-	11.9
00-07	**59**	**0**	**0**	**3**	**1**	**6**	**14**	**18**	**14**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**30.8**	**37.7**	**7**
07-19	**818**	**0**	**4**	**20**	**31**	**158**	**314**	**216**	**65**	**7**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**28**	**33.8**	**5.8**
19-00	**59**	**0**	**0**	**4**	**3**	**6**	**18**	**17**	**7**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**35.1**	**7.8**
00-00	**936**	**0**	**4**	**27**	**35**	**170**	**346**	**251**	**86**	**11**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**28.3**	**34**	**6.1**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

08 July 2024

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	SD
t:-		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100		85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	34.7	-	0.8
0300	10	0	0	0	0	1	3	4	1	1	0	0	0	0	0	0	0	31.8	-	5.4
0400	36	0	0	2	0	3	7	16	4	3	0	1	0	0	0	0	0	31.5	38.8	7.9
0500	84	0	0	3	2	8	23	26	17	4	1	0	0	0	0	0	0	31	37.3	6.6
0600	132	0	0	5	3	23	45	42	12	2	0	0	0	0	0	0	0	28.5	34.4	5.7
0700	149	0	1	20	37	54	31	4	1	1	0	0	0	0	0	0	0	21.3	26.3	5.4
0800	74	0	1	2	5	25	29	10	1	1	0	0	0	0	0	0	0	25.5	30.6	5.3
0900	76	0	1	3	5	28	27	11	1	0	0	0	0	0	0	0	0	25	30.2	5.1
1000	67	0	1	4	5	27	22	6	2	0	0	0	0	0	0	0	0	24.5	29.4	5.6
1100	65	0	1	2	10	20	26	6	0	0	0	0	0	0	0	0	0	24.5	29.2	4.8
1200	60	0	1	1	3	19	24	11	1	0	0	0	0	0	0	0	0	25.8	31.4	5.2
1300	11	0	1	1	3	1	5	0	0	0	0	0	0	0	0	0	0	21.1	29.8	8
1400	91	0	2	10	16	30	27	5	1	0	0	0	0	0	0	0	0	22.1	28	6.1
1500	85	0	1	3	5	26	35	10	4	1	0	0	0	0	0	0	0	25.9	31.1	5.5
1600	64	0	0	4	4	19	23	12	2	0	0	0	0	0	0	0	0	25.8	32.7	5.6
1700	55	0	0	1	1	10	26	14	3	0	0	0	0	0	0	0	0	28.2	33.1	4.8
1800	45	0	1	0	2	12	17	7	3	2	1	0	0	0	0	0	0	27.8	33	6.9
1900	22	0	0	1	1	3	11	4	2	0	0	0	0	0	0	0	0	27.2	32.6	5.6
2000	20	0	0	0	0	4	6	7	3	0	0	0	0	0	0	0	0	29.5	36.3	5.4
2100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	28.4	-	4.4
2200	5	0	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	29.8	-	6.9
2300	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	47.8	-	-
00-07	**264**	**0**	**0**	**10**	**5**	**35**	**78**	**89**	**35**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**29.9**	**35.7**	**6.4**
07-19	**842**	**0**	**11**	**51**	**96**	**271**	**292**	**96**	**19**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**29.9**	**5.9**
19-00	**50**	**0**	**0**	**1**	**2**	**7**	**19**	**14**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**34.8**	**6.2**
00-00	**1156**	**0**	**11**	**62**	**103**	**313**	**389**	**199**	**60**	**15**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**25.9**	**32.2**	**6.4**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

Virtual Day (7)

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.3	-	8
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.5	-	6.8
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	30.9	-	4.5
0300	6	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	0	32.4	-	5.6
0400	25	0	0	1	0	1	6	8	4	4	1	1	0	0	0	0	0	33.1	41.5	8
0500	66	0	0	1	1	5	18	24	13	4	1	0	0	0	0	0	0	31.9	37.7	5.9
0600	116	0	0	3	4	12	46	35	13	2	0	0	0	0	0	0	0	29.1	34.7	5.7
0700	121	0	1	11	26	37	33	10	3	1	0	0	0	0	0	0	0	22.9	29.1	6.3
0800	85	0	0	1	5	23	35	15	5	0	0	0	0	0	0	0	0	26.9	31.9	5.2
0900	78	0	0	2	4	23	30	15	4	0	0	0	0	0	0	0	0	26.7	31.9	5.4
1000	71	0	0	2	6	18	29	11	4	1	0	0	0	0	0	0	0	26.6	31.9	5.7
1100	73	0	1	3	5	20	27	13	3	1	0	0	0	0	0	0	0	25.9	31.7	5.9
1200	77	0	0	2	5	19	30	17	4	0	0	0	0	0	0	0	0	26.7	32.3	5.5
1300	71	0	1	5	14	17	20	10	3	0	0	0	0	0	0	0	0	24.1	30.8	6.7
1400	82	0	2	6	11	18	28	13	4	0	0	0	0	0	0	0	0	24.6	31	6.8
1500	76	0	0	2	6	13	31	16	6	1	0	0	0	0	0	0	0	27.3	33	6
1600	60	0	0	4	4	14	19	14	4	1	0	0	0	0	0	0	0	26.5	32.8	6.5
1700	58	0	0	3	2	12	22	14	4	0	0	0	0	0	0	0	0	27.4	33.2	6
1800	45	0	0	1	3	8	15	13	3	1	0	0	0	0	0	0	0	28.4	34	6.5
1900	34	0	0	1	2	6	14	9	2	0	0	0	0	0	0	0	0	27.7	33.1	5.7
2000	29	0	0	0	1	5	11	9	3	1	0	0	0	0	0	0	0	29.5	34.9	5.6
2100	16	0	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	30	35.1	7.5
2200	9	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	28.6	-	5.6
2300	4	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	31.9	-	8.8
00-07	**219**	**0**	**0**	**5**	**4**	**20**	**73**	**71**	**32**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**30.6**	**36.4**	**6.2**
07-19	**900**	**0**	**8**	**43**	**91**	**222**	**318**	**161**	**47**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**31.9**	**6.2**
19-00	**92**	**0**	**0**	**2**	**4**	**15**	**34**	**26**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**34.2**	**6.2**
00-00	**1211**	**1**	**8**	**50**	**99**	**257**	**425**	**259**	**88**	**18**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**27**	**33**	**6.5**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

Virtual Week (1)

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	SD
t--		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100		85	
Mon	1156	0	11	62	103	313	389	199	60	15	3	1	0	0	0	0	0	25.9	32.2	6.4
Tue	1285	1	4	64	106	250	424	285	105	31	9	3	1	2	0	0	0	27.4	33.6	7
Wed	1356	1	10	52	124	320	478	258	86	19	5	3	0	0	0	0	0	26.6	32.7	6.4
Thu	1373	0	13	74	159	305	453	267	76	20	3	3	0	0	0	0	0	26	32.2	6.7
Fri	1343	2	11	59	139	283	477	264	88	15	4	0	1	0	0	0	0	26.4	32.3	6.5
|Sat	1029	0	4	11	26	159	406	290	113	18	2	0	0	0	0	0	0	29.1	34.5	5.3
|Sun	936	0	4	27	35	170	346	251	86	11	4	1	0	1	0	0	0	28.3	34	6.1
--	8478	4	57	349	692	1800	2973	1814	614	129	30	11	2	3	0	0	0	27	33	6.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - North

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	SD
[--		0	5	10	15	20	25	30	35	40	45	50	55	60	70	80	90		85	
		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100			
--	8478	4	57	349	692	1800	2973	1814	614	129	30	11	2	3	0	0	0	27	33	6.5

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-572
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-07-11T14:08:10
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBANG01
Site Attribute	ANGMERING
File Name	C:\Users\Josh\Desktop\OPS07466 ANGMERING\ROBANG01 0 2024-07-10 0955.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-07-01T14:58:32
Start Time	2024-07-01T14:58:32
Finish Time	2024-07-10T09:54:32
Operator	JD
Configuration	40 MC5600 80 00 14 6a 6a ? M524T08J MC56-6 [MC55] (c)Microcom 02/03/01

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-07-02T00:00:00
Filter End	2024-07-09T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(S) Sp(0,100) Headway(]0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Speed Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

02 July 2024

Time f-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.9	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	30.3	-	1.2
0500	13	0	0	0	3	0	7	2	1	0	0	0	0	0	0	0	0	27.2	33.8	5.8
0600	44	0	0	3	1	17	19	4	0	0	0	0	0	0	0	0	0	24.9	29.4	4.8
0700	77	1	1	13	26	23	9	4	0	0	0	0	0	0	0	0	0	19.7	25.9	5.6
0800	42	0	0	0	5	13	15	9	0	0	0	0	0	0	0	0	0	26.3	31.4	4.6
0900	43	0	0	1	2	10	21	6	3	0	0	0	0	0	0	0	0	26.7	31.7	5.4
1000	42	0	0	2	4	14	14	6	2	0	0	0	0	0	0	0	0	25.2	31.2	5.5
1100	41	0	3	4	3	14	12	4	1	0	0	0	0	0	0	0	0	22.9	29.9	7
1200	48	0	0	0	6	17	18	6	1	0	0	0	0	0	0	0	0	25.2	30.3	4.7
1300	70	0	1	11	29	16	11	2	0	0	0	0	0	0	0	0	0	19.5	25.5	5.4
1400	77	0	1	13	16	18	16	11	2	0	0	0	0	0	0	0	0	22.6	30.9	6.8
1500	72	0	0	2	3	15	34	14	3	1	0	0	0	0	0	0	0	27.1	31.8	5.2
1600	100	0	0	4	4	30	35	21	5	1	0	0	0	0	0	0	0	26.6	31.5	5.6
1700	90	0	0	3	5	18	42	16	6	0	0	0	0	0	0	0	0	27.1	33.5	5.3
1800	39	0	0	1	3	6	18	7	0	1	3	0	0	0	0	0	0	28.2	34.6	7.6
1900	28	0	0	0	0	11	10	6	0	1	0	0	0	0	0	0	0	27.4	32.3	4.4
2000	15	0	0	0	0	2	10	2	0	0	1	0	0	0	0	0	0	29.1	30.3	5.5
2100	13	0	0	0	1	5	2	3	1	1	0	0	0	0	0	0	0	28.1	35.9	6.8
2200	8	0	0	0	1	3	0	2	2	0	0	0	0	0	0	0	0	27.7	-	6.9
2300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	27	-	2.1
00-07	**63**	**0**	**0**	**3**	**5**	**17**	**28**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**30.2**	**5.1**
07-19	**741**	**1**	**6**	**54**	**106**	**194**	**245**	**106**	**23**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**30.9**	**6.4**
19-00	**66**	**0**	**0**	**0**	**2**	**21**	**24**	**13**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**32.8**	**5.4**
00-00	**870**	**1**	**6**	**57**	**113**	**232**	**297**	**128**	**27**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**30.9**	**6.3**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

03 July 2024

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	SD
t:-		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100		85	
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.3	-	-
0100	4	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	29.3	-	6.3
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	43.8	-	-
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	22.9	-	3.7
0500	8	0	0	0	0	1	2	4	0	1	0	0	0	0	0	0	0	31.1	-	5.3
0600	40	0	0	1	5	15	17	1	1	0	0	0	0	0	0	0	0	24.4	29	4.2
0700	86	1	3	14	39	18	10	1	0	0	0	0	0	0	0	0	0	18.7	24.5	5.1
0800	51	1	0	2	12	20	14	2	0	0	0	0	0	0	0	0	0	22.3	27.7	5.1
0900	48	0	0	5	11	19	8	3	2	0	0	0	0	0	0	0	0	22.5	28.8	5.9
1000	49	0	0	1	7	19	17	4	1	0	0	0	0	0	0	0	0	24.3	28.9	4.7
1100	54	0	2	3	7	19	17	6	0	0	0	0	0	0	0	0	0	23.2	28.9	6
1200	46	0	0	1	4	26	9	5	1	0	0	0	0	0	0	0	0	24.4	29.4	4.5
1300	63	0	2	8	26	13	12	2	0	0	0	0	0	0	0	0	0	20.3	26.3	5.3
1400	60	0	5	9	10	20	11	3	1	1	0	0	0	0	0	0	0	20.8	28.3	7.4
1500	93	0	2	1	10	28	39	11	2	0	0	0	0	0	0	0	0	25	29.9	5.2
1600	108	0	1	3	11	32	41	15	5	0	0	0	0	0	0	0	0	25.4	30.8	5.3
1700	63	0	0	0	2	14	24	16	6	1	0	0	0	0	0	0	0	28.4	33	4.7
1800	44	0	0	0	1	11	14	16	1	1	0	0	0	0	0	0	0	28.1	33.8	4.9
1900	26	0	0	1	4	3	10	6	2	0	0	0	0	0	0	0	0	26.5	31.9	6.2
2000	16	0	0	0	0	3	9	3	0	1	0	0	0	0	0	0	0	28.2	33.6	5.5
2100	20	0	0	1	0	3	9	5	2	0	0	0	0	0	0	0	0	28.5	33.2	5.5
2200	6	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	23.8	-	6.9
2300	5	0	0	0	2	2	0	0	0	0	1	0	0	0	0	0	0	26.7	-	11.5
00-07	**56**	**0**	**0**	**1**	**5**	**19**	**21**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.1**	**30.7**	**5.6**
07-19	**765**	**2**	**15**	**47**	**140**	**239**	**216**	**84**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**29.7**	**6.1**
19-00	**73**	**0**	**0**	**3**	**7**	**12**	**30**	**15**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.2**	**33.2**	**6.3**
00-00	**894**	**2**	**15**	**51**	**152**	**270**	**267**	**105**	**25**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**30.2**	**6.2**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

04 July 2024

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	32	-	5
0100	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	32.7	-	12.9
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	28.3	-	0.6
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	6	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	30.5	-	6.1
0500	7	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	27.7	-	4.5
0600	43	0	0	0	3	24	12	3	1	0	0	0	0	0	0	0	0	24.6	28.5	4
0700	85	0	8	18	35	16	8	0	0	0	0	0	0	0	0	0	0	17.5	22.6	5.1
0800	43	0	1	1	7	17	11	6	0	0	0	0	0	0	0	0	0	24	29.4	5.3
0900	40	0	0	2	5	17	10	4	2	0	0	0	0	0	0	0	0	24.2	30.3	5.3
1000	38	0	1	1	4	13	15	4	0	0	0	0	0	0	0	0	0	24.5	29.7	5.1
1100	55	0	0	1	9	25	14	6	0	0	0	0	0	0	0	0	0	23.9	28.6	4.9
1200	47	0	0	1	3	16	17	9	1	0	0	0	0	0	0	0	0	25.6	30.9	4.6
1300	66	0	3	17	17	15	10	4	0	0	0	0	0	0	0	0	0	19.4	28.1	6.5
1400	87	2	5	17	18	24	16	5	0	0	0	0	0	0	0	0	0	19.5	26.3	6.7
1500	96	0	0	0	13	26	40	12	5	0	0	0	0	0	0	0	0	26	31	5.1
1600	118	0	1	1	10	48	40	14	4	0	0	0	0	0	0	0	0	25.5	30.1	4.9
1700	64	0	1	1	3	18	27	13	1	0	0	0	0	0	0	0	0	26.3	30.9	5
1800	45	0	0	0	7	11	22	4	1	0	0	0	0	0	0	0	0	25.3	28.3	4.5
1900	25	0	0	0	4	8	5	7	1	0	0	0	0	0	0	0	0	25.8	32.2	5.4
2000	15	0	0	0	0	3	7	4	1	0	0	0	0	0	0	0	0	28.6	34.2	4.7
2100	15	0	0	0	1	4	7	2	1	0	0	0	0	0	0	0	0	27	31.9	5
2200	8	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	27.3	-	2.7
2300	6	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	24.3	-	4.1
00-07	**62**	**0**	**0**	**0**	**3**	**29**	**18**	**6**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.2**	**31.8**	**5.1**
07-19	**784**	**2**	**20**	**60**	**131**	**246**	**230**	**81**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**29.4**	**6.1**
19-00	**69**	**0**	**0**	**0**	**6**	**19**	**25**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**32**	**4.9**
00-00	**915**	**2**	**20**	**60**	**140**	**294**	**273**	**103**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**29.8**	**6.1**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

05 July 2024

Time f-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.1	-	1.8
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	30	-	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.2	-	-
0400	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	27.9	-	3
0500	7	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	32.2	-	3.5
0600	37	0	1	2	6	13	11	3	1	0	0	0	0	0	0	0	0	23.5	29.4	5.6
0700	90	1	4	10	38	22	14	1	0	0	0	0	0	0	0	0	0	19.1	25.4	5.2
0800	37	0	0	1	9	12	10	4	1	0	0	0	0	0	0	0	0	24.1	30.3	5.6
0900	44	0	1	1	6	12	15	9	0	0	0	0	0	0	0	0	0	25	32	5.7
1000	47	0	0	2	5	16	15	7	0	2	0	0	0	0	0	0	0	25.2	30.5	5.7
1100	55	0	0	4	4	15	26	6	0	0	0	0	0	0	0	0	0	24.7	28.7	4.8
1200	50	0	0	2	8	14	14	8	2	1	1	0	0	0	0	0	0	25.8	33.3	7
1300	92	1	3	25	28	23	12	0	0	0	0	0	0	0	0	0	0	18.2	24.4	5.4
1400	91	2	4	16	20	27	13	9	0	0	0	0	0	0	0	0	0	20.4	28.5	6.7
1500	87	0	0	0	6	21	36	21	2	0	1	0	0	0	0	0	0	27.1	32	5.1
1600	91	0	0	1	4	22	35	22	6	1	0	0	0	0	0	0	0	27.9	33.8	5.5
1700	65	0	0	0	5	18	30	6	3	2	0	1	0	0	0	0	0	27	31.9	5.8
1800	40	0	0	1	2	10	19	4	3	1	0	0	0	0	0	0	0	27.3	31	5.3
1900	25	0	0	1	0	6	7	4	5	1	1	0	0	0	0	0	0	29.8	39.3	7.6
2000	17	0	0	0	1	4	8	3	1	0	0	0	0	0	0	0	0	27.4	31.7	4.8
2100	12	0	0	0	0	7	3	1	1	0	0	0	0	0	0	0	0	25.8	31.1	4.7
2200	18	0	0	0	1	3	11	2	1	0	0	0	0	0	0	0	0	26.8	30.5	4.1
2300	6	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	24.5	-	2.9
00-07	**54**	**0**	**1**	**2**	**6**	**16**	**19**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**30.8**	**6.1**
07-19	**789**	**4**	**12**	**63**	**135**	**212**	**239**	**97**	**17**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**23.8**	**30.4**	**6.7**
19-00	**78**	**0**	**0**	**1**	**3**	**22**	**32**	**10**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**32.8**	**5.8**
00-00	**921**	**4**	**13**	**66**	**144**	**250**	**290**	**113**	**29**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**24.2**	**30.5**	**6.6**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

06 July 2024

Time f-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	27.2	-	8.1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	30.5	-	6.2
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.3	-	-
0500	7	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	27.6	-	5.4
0600	19	0	0	0	1	8	5	3	2	0	0	0	0	0	0	0	0	26.8	31.8	4.6
0700	24	0	0	0	0	3	12	7	2	0	0	0	0	0	0	0	0	29.4	33.3	3.7
0800	30	0	1	0	2	5	10	9	3	0	0	0	0	0	0	0	0	28	34.5	6.5
0900	44	0	0	2	4	11	18	9	0	0	0	0	0	0	0	0	0	25.6	31	5.3
1000	48	0	0	4	4	13	18	8	0	1	0	0	0	0	0	0	0	25.4	31.2	6.1
1100	57	0	0	0	4	13	23	9	8	0	0	0	0	0	0	0	0	27.7	34.9	5.3
1200	51	0	0	2	3	8	18	16	3	1	0	0	0	0	0	0	0	27.9	33.2	5.8
1300	33	0	0	1	5	12	7	7	1	0	0	0	0	0	0	0	0	25.6	31.9	5.5
1400	53	0	0	0	2	13	25	10	3	0	0	0	0	0	0	0	0	27.6	32.4	4.4
1500	51	0	0	0	3	10	19	15	3	0	0	1	0	0	0	0	0	28.4	32.7	5.5
1600	29	0	0	0	3	3	8	11	4	0	0	0	0	0	0	0	0	28.8	35.2	5.9
1700	43	0	0	1	1	9	17	10	3	0	2	0	0	0	0	0	0	28.6	34.3	6.2
1800	26	0	0	0	2	3	13	7	1	0	0	0	0	0	0	0	0	28.2	33.5	4.5
1900	20	0	0	0	1	3	8	7	0	1	0	0	0	0	0	0	0	28.7	33.5	5.1
2000	15	0	0	0	0	1	8	5	1	0	0	0	0	0	0	0	0	29.4	32.4	3.4
2100	13	0	0	0	1	4	3	2	3	0	0	0	0	0	0	0	0	27.9	37.3	7.1
2200	18	0	0	1	1	2	6	6	1	1	0	0	0	0	0	0	0	28.2	34.4	7
2300	11	0	0	1	1	2	3	2	2	0	0	0	0	0	0	0	0	27	36.1	7.3
00-07	**32**	**0**	**0**	**0**	**2**	**11**	**10**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.3**	**34.9**	**4.9**
07-19	**489**	**0**	**1**	**10**	**33**	**103**	**188**	**118**	**31**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**27.5**	**33**	**5.6**
19-00	**77**	**0**	**0**	**2**	**4**	**12**	**28**	**22**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**33.7**	**5.9**
00-00	**598**	**0**	**1**	**12**	**39**	**126**	**226**	**145**	**42**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**27.6**	**33.1**	**5.6**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

07 July 2024

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	8	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	27.2	-	5
0100	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	26.9	-	3.7
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.8	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	-
0500	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	23.1	-	4.3
0600	9	0	0	1	0	3	4	1	0	0	0	0	0	0	0	0	0	24.4	-	4.6
0700	55	0	0	0	2	28	17	3	5	0	0	0	0	0	0	0	0	26.1	30	4.5
0800	21	0	0	0	2	6	9	2	1	1	0	0	0	0	0	0	0	26.7	32.6	5.8
0900	38	0	0	0	5	11	20	2	0	0	0	0	0	0	0	0	0	24.6	28.9	3.9
1000	48	0	0	0	4	10	21	11	1	1	0	0	0	0	0	0	0	27.2	31.9	4.9
1100	48	0	2	3	7	11	16	8	1	0	0	0	0	0	0	0	0	24.2	32.6	6.9
1200	44	0	0	0	4	12	24	4	0	0	0	0	0	0	0	0	0	25.5	29.2	4.2
1300	42	0	0	0	3	5	21	10	2	0	0	1	0	0	0	0	0	28.6	33.6	5.6
1400	39	0	0	0	7	10	7	11	2	2	0	0	0	0	0	0	0	27.2	34	6.8
1500	44	0	0	0	3	10	15	15	1	0	0	0	0	0	0	0	0	27.9	33.1	4.7
1600	42	0	0	1	3	6	17	13	2	0	0	0	0	0	0	0	0	27.6	33.1	5.3
1700	37	0	0	1	1	7	16	10	2	0	0	0	0	0	0	0	0	27.9	33.1	4.9
1800	28	0	0	0	2	8	9	7	2	0	0	0	0	0	0	0	0	27.2	33	5.4
1900	28	0	0	0	0	6	8	12	1	0	1	0	0	0	0	0	0	28.8	34.1	5.5
2000	13	0	0	0	0	3	3	6	1	0	0	0	0	0	0	0	0	29.6	34	4.5
2100	7	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	28.5	-	5.4
2200	8	0	0	1	1	2	2	0	2	0	0	0	0	0	0	0	0	25.3	-	8.3
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.4	-	-
00-07	**27**	**0**	**0**	**1**	**2**	**8**	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.3**	**30**	**4.8**
07-19	**486**	**0**	**2**	**5**	**43**	**124**	**192**	**96**	**19**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**26.7**	**32**	**5.4**
19-00	**57**	**0**	**0**	**1**	**1**	**13**	**16**	**21**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**34**	**5.7**
00-00	**570**	**0**	**2**	**7**	**46**	**145**	**220**	**120**	**24**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**26.8**	**32.4**	**5.4**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

08 July 2024

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	27.2	-	7.8
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39	-	-
0200	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	27.3	-	5.1
0300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	31.6	-	2
0400	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	26.4	-	7.3
0500	10	0	0	0	1	2	3	3	1	0	0	0	0	0	0	0	0	27.9	-	5.8
0600	44	0	0	1	12	21	8	1	1	0	0	0	0	0	0	0	0	22.7	27.3	4.5
0700	87	0	1	17	30	30	9	0	0	0	0	0	0	0	0	0	0	19.1	24.3	4.8
0800	39	0	0	1	11	10	12	5	0	0	0	0	0	0	0	0	0	23.6	29.3	5.3
0900	40	0	0	3	8	11	15	2	1	0	0	0	0	0	0	0	0	23.7	28.5	5.5
1000	54	0	2	3	8	24	12	3	2	0	0	0	0	0	0	0	0	23	28.8	5.8
1100	59	0	0	1	8	25	24	1	0	0	0	0	0	0	0	0	0	23.8	27.2	3.9
1200	40	0	0	3	3	18	13	3	0	0	0	0	0	0	0	0	0	23.7	29.3	4.8
1300	18	1	0	5	6	2	4	0	0	0	0	0	0	0	0	0	0	18.2	26.5	6.4
1400	78	0	2	15	13	29	16	3	0	0	0	0	0	0	0	0	0	20.8	26.4	5.9
1500	106	0	0	4	13	34	40	12	2	1	0	0	0	0	0	0	0	25	29.9	5.4
1600	93	0	1	1	7	27	41	14	2	0	0	0	0	0	0	0	0	25.8	30.9	4.7
1700	52	0	0	0	1	10	19	18	3	1	0	0	0	0	0	0	0	29	33.5	4.8
1800	27	0	0	0	1	8	13	5	0	0	0	0	0	0	0	0	0	26.5	30.8	3.3
1900	22	0	0	1	3	6	5	5	2	0	0	0	0	0	0	0	0	26.5	33.6	6.7
2000	11	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	26.2	31.9	4
2100	10	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	27.7	-	4.9
2200	6	0	0	1	0	2	1	0	0	2	0	0	0	0	0	0	0	28.3	-	12.9
2300	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	28.4	-	2.6
00-07	**65**	**0**	**0**	**1**	**13**	**27**	**12**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**32.1**	**5.6**
07-19	**693**	**1**	**6**	**53**	**109**	**228**	**218**	**66**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**29.2**	**5.8**
19-00	**53**	**0**	**0**	**2**	**3**	**16**	**17**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**33.2**	**6.5**
00-00	**811**	**1**	**6**	**56**	**125**	**271**	**247**	**85**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**29.4**	**5.9**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

Virtual Day (7)

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	27.6	-	4.8
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	28.7	-	6.8
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.2	-	4.3
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	-
0400	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	27.8	-	5.4
0500	8	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	28.4	-	5.4
0600	34	0	0	1	4	14	11	2	1	0	0	0	0	0	0	0	0	24.3	29.1	4.7
0700	72	0	2	10	24	20	11	2	1	0	0	0	0	0	0	0	0	20.1	26.4	5.9
0800	38	0	0	1	7	12	12	5	1	0	0	0	0	0	0	0	0	24.6	30.4	5.6
0900	42	0	0	2	6	13	15	5	1	0	0	0	0	0	0	0	0	24.6	29.9	5.4
1000	47	0	0	2	5	16	16	6	1	1	0	0	0	0	0	0	0	25	30.4	5.5
1100	53	0	1	2	6	17	19	6	1	0	0	0	0	0	0	0	0	24.4	29.5	5.7
1200	47	0	0	1	4	16	16	7	1	0	0	0	0	0	0	0	0	25.5	30.8	5.3
1300	55	0	1	10	16	12	11	4	0	0	0	0	0	0	0	0	0	20.7	27.9	6.6
1400	69	1	2	10	12	20	15	7	1	0	0	0	0	0	0	0	0	22	29.5	7
1500	78	0	0	1	7	21	32	14	3	0	0	0	0	0	0	0	0	26.3	31.4	5.3
1600	83	0	0	2	6	24	31	16	4	0	0	0	0	0	0	0	0	26.4	31.4	5.3
1700	59	0	0	1	3	13	25	13	3	1	0	0	0	0	0	0	0	27.6	32.5	5.3
1800	36	0	0	0	3	8	15	7	1	0	0	0	0	0	0	0	0	27.2	31.9	5.4
1900	25	0	0	0	2	6	8	7	2	0	0	0	0	0	0	0	0	27.7	33.6	6
2000	15	0	0	0	0	3	7	4	1	0	0	0	0	0	0	0	0	28.4	32.8	4.7
2100	13	0	0	0	0	4	4	2	1	0	0	0	0	0	0	0	0	27.7	33.4	5.6
2200	10	0	0	1	1	2	4	2	1	0	0	0	0	0	0	0	0	27	33.5	6.7
2300	5	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	26.2	-	6.2
00-07	**51**	**0**	**0**	**1**	**5**	**18**	**17**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.7**	**30.8**	**5.4**
07-19	**678**	**1**	**9**	**42**	**100**	**192**	**218**	**93**	**19**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**30.5**	**6.2**
19-00	**68**	**0**	**0**	**1**	**4**	**16**	**25**	**15**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**33.2**	**5.8**
00-00	**797**	**1**	**9**	**44**	**108**	**227**	**260**	**114**	**26**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**30.8**	**6.2**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

Virtual Week (1)

Time	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	811	1	6	56	125	271	247	85	16	4	0	0	0	0	0	0	0	23.9	29.4	5.9
Tue	870	1	6	57	113	232	297	128	27	5	4	0	0	0	0	0	0	24.9	30.9	6.3
Wed	894	2	15	51	152	270	267	105	25	6	1	0	0	0	0	0	0	24	30.2	6.2
Thu	915	2	20	60	140	294	273	103	22	1	0	0	0	0	0	0	0	23.7	29.8	6.1
Fri	921	4	13	66	144	250	290	113	29	8	3	1	0	0	0	0	0	24.2	30.5	6.6
|Sat	598	0	1	12	39	126	226	145	42	4	2	1	0	0	0	0	0	27.6	33.1	5.6
|Sun	570	0	2	7	46	145	220	120	24	4	1	1	0	0	0	0	0	26.8	32.4	5.4
--	5579	10	63	309	759	1588	1820	799	185	32	11	3	0	0	0	0	0	24.8	30.8	6.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG01
Description - ARUNDEL ROAD NORTH OF PROPOSED ACCESS
Direction - South

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	SD
[--		0	5	10	15	20	25	30	35	40	45	50	55	60	70	80	90		85	
		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100			
--	5579	10	63	309	759	1588	1820	799	185	32	11	3	0	0	0	0	0	24.8	30.8	6.2

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-571
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-07-11T14:06:07
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBANG02
Site Attribute	ANGMERING
File Name	C:\Users\Josh\Desktop\OPS07466 ANGMERING\ROBANG02 0 2024-07-10 1031.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-07-01T13:57:34
Start Time	2024-07-01T13:57:34
Finish Time	2024-07-10T10:31:10
Operator	JD
Configuration	40 MC5600 80 00 14 6a 6a ? L399ZE6W MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-07-02T00:00:00
Filter End	2024-07-09T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(N) Sp(0,100) Headway(]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Classification Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

02 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	1	0	0	0	0	0	0	31.6	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	28.3	-	-
0300	10	0	8	0	2	0	0	0	0	0	0	29.8	-	5.2
0400	35	1	26	0	8	0	0	0	0	0	0	33.6	44.3	9.5
0500	105	4	91	0	10	0	0	0	0	0	0	30.3	38.2	6.7
0600	182	6	156	1	18	0	0	1	0	0	0	27.4	33.3	6
0700	149	2	141	1	5	0	0	0	0	0	0	18.7	25.3	6
0800	101	4	87	0	7	3	0	0	0	0	0	24.9	31.3	6.9
0900	75	1	68	0	6	0	0	0	0	0	0	25.4	31.6	6.4
1000	77	2	67	0	7	0	1	0	0	0	0	23	30.4	7.2
1100	77	2	66	0	9	0	0	0	0	0	0	23.8	30.2	5.7
1200	87	0	75	0	9	1	1	0	1	0	0	25	30.3	5.5
1300	80	0	74	0	5	1	0	0	0	0	0	20.6	27.1	6.6
1400	70	2	62	0	5	0	1	0	0	0	0	21.5	28.8	7.6
1500	80	3	66	1	10	0	0	0	0	0	0	27	33.3	5.5
1600	71	1	66	0	4	0	0	0	0	0	0	24.6	31.8	7.5
1700	65	2	58	1	4	0	0	0	0	0	0	25.5	31.2	5.9
1800	54	2	49	0	3	0	0	0	0	0	0	27.9	32.6	5.7
1900	43	0	38	0	5	0	0	0	0	0	0	27.6	33.3	6
2000	31	1	29	0	1	0	0	0	0	0	0	31.9	38.4	5.4
2100	15	1	12	0	2	0	0	0	0	0	0	34.8	48.3	9.2
2200	8	0	7	0	0	0	1	0	0	0	0	30.7	-	9.2
2300	5	0	5	0	0	0	0	0	0	0	0	32.1	-	4.6
00-07	**334**	**11**	**282**	**1**	**39**	**0**	**0**	**1**	**0**	**0**	**0**	**29**	**35.5**	**6.9**
07-19	**986**	**21**	**879**	**3**	**74**	**5**	**3**	**0**	**1**	**0**	**0**	**23.5**	**30.3**	**6.9**
19-00	**102**	**2**	**91**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**30.5**	**36.6**	**7**
00-00	**1422**	**34**	**1252**	**4**	**121**	**5**	**4**	**1**	**1**	**0**	**0**	**25.3**	**32.3**	**7.4**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

03 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	1	0	0	0	1	0	0	0	0	48	-	0.4
0100	3	0	3	0	0	0	0	0	0	0	0	38.1	-	4.1
0200	1	0	1	0	0	0	0	0	0	0	0	34.5	-	-
0300	6	0	6	0	0	0	0	0	0	0	0	28.6	-	3.9
0400	25	0	21	0	4	0	0	0	0	0	0	34.7	42.7	7.5
0500	99	0	91	0	8	0	0	0	0	0	0	31.9	37.8	6.3
0600	170	1	154	0	13	1	0	0	1	0	0	27.4	32.6	5.8
0700	176	1	170	0	5	0	0	0	0	0	0	16.3	20.8	4.9
0800	110	2	102	0	6	0	0	0	0	0	0	23.2	29.2	5.8
0900	95	1	83	0	10	1	0	0	0	0	0	25.3	31.3	5.9
1000	90	3	72	0	15	0	0	0	0	0	0	23.4	29.8	6.3
1100	78	1	66	0	11	0	0	0	0	0	0	23.5	29.1	5.8
1200	85	0	74	1	10	0	0	0	0	0	0	25.7	32.9	7
1300	85	3	73	0	9	0	0	0	0	0	0	21.9	27.5	5.4
1400	97	3	87	0	7	0	0	0	0	0	0	20.7	28.5	7.4
1500	105	2	90	0	13	0	0	0	0	0	0	22.1	30.4	7.4
1600	68	2	61	0	5	0	0	0	0	0	0	21.7	27.5	6.3
1700	68	1	60	1	5	0	1	0	0	0	0	24.4	30.4	6.7
1800	45	3	40	0	2	0	0	0	0	0	0	27.9	33.9	7
1900	50	0	47	0	3	0	0	0	0	0	0	28.4	34.3	6.2
2000	42	2	40	0	0	0	0	0	0	0	0	28.5	31.9	3.9
2100	26	1	24	0	1	0	0	0	0	0	0	28.8	36.9	6.6
2200	12	1	10	0	1	0	0	0	0	0	0	26	34.7	8.9
2300	6	0	5	0	1	0	0	0	0	0	0	28.3	-	5.9
00-07	**306**	**1**	**277**	**0**	**25**	**1**	**1**	**0**	**1**	**0**	**0**	**29.7**	**35.7**	**6.8**
07-19	**1102**	**22**	**978**	**2**	**98**	**1**	**1**	**0**	**0**	**0**	**0**	**22.2**	**29.4**	**6.9**
19-00	**136**	**4**	**126**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**34.1**	**5.9**
00-00	**1544**	**27**	**1381**	**2**	**129**	**2**	**2**	**0**	**1**	**0**	**0**	**24.3**	**31.5**	**7.5**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

04 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	0	0	1	0	0	0	0	0	0	37.2	-	-
0100	3	0	3	0	0	0	0	0	0	0	0	29.4	-	7.6
0200	3	0	2	0	1	0	0	0	0	0	0	28.6	-	10.9
0300	7	0	6	0	1	0	0	0	0	0	0	29.5	-	2.8
0400	33	1	28	0	4	0	0	0	0	0	0	35.6	43.9	8.7
0500	93	1	83	0	9	0	0	0	0	0	0	31.2	36.4	5.1
0600	175	4	156	1	14	0	0	0	0	0	0	26.7	32.1	6
0700	167	6	152	0	9	0	0	0	0	0	0	16.6	22.5	5.7
0800	94	1	83	1	7	1	0	0	0	1	0	25.3	31.1	7
0900	81	0	67	0	14	0	0	0	0	0	0	25.7	30.7	4.7
1000	83	3	68	1	10	1	0	0	0	0	0	24.9	30.7	6.8
1100	83	3	68	0	11	0	0	0	1	0	0	25	31.2	6.8
1200	75	2	68	0	5	0	0	0	0	0	0	23.7	29.5	5.9
1300	98	1	86	0	10	1	0	0	0	0	0	21.1	27.2	6
1400	109	2	96	0	11	0	0	0	0	0	0	22.1	29.6	6.9
1500	91	2	79	0	10	0	0	0	0	0	0	24.2	31.2	7.5
1600	88	2	79	0	7	0	0	0	0	0	0	23.2	31.5	7.2
1700	88	6	81	0	1	0	0	0	0	0	0	24.2	31.7	6.5
1800	66	5	58	0	3	0	0	0	0	0	0	26.7	31.9	5.3
1900	44	1	42	0	1	0	0	0	0	0	0	25.5	31.6	5.8
2000	27	0	26	0	1	0	0	0	0	0	0	31.2	36	7
2100	15	0	14	0	1	0	0	0	0	0	0	29.6	33.1	5
2200	7	0	7	0	0	0	0	0	0	0	0	26.5	-	4
2300	3	0	3	0	0	0	0	0	0	0	0	35	-	6.1
00-07	**315**	**6**	**278**	**1**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**35.1**	**6.7**
07-19	**1123**	**33**	**985**	**2**	**98**	**3**	**0**	**0**	**1**	**1**	**0**	**22.9**	**30**	**7.1**
19-00	**96**	**1**	**92**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**33.1**	**6.5**
00-00	**1534**	**40**	**1355**	**3**	**131**	**3**	**0**	**0**	**1**	**1**	**0**	**24.5**	**31.6**	**7.4**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

05 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	4	0	3	0	1	0	0	0	0	0	0	34.6	-	3
0100	1	0	1	0	0	0	0	0	0	0	0	27.3	-	-
0200	4	0	3	0	1	0	0	0	0	0	0	29.6	-	3.2
0300	8	0	7	0	1	0	0	0	0	0	0	34.5	-	9.9
0400	28	1	24	0	3	0	0	0	0	0	0	32.2	44.5	8.9
0500	72	3	64	0	5	0	0	0	0	0	0	31.5	37.9	6.8
0600	147	3	133	0	11	0	0	0	0	0	0	26.3	32.1	5.7
0700	160	1	149	1	9	0	0	0	0	0	0	15.7	22.7	5.9
0800	105	2	91	0	11	0	1	0	0	0	0	24.9	29.9	6.1
0900	85	0	73	0	12	0	0	0	0	0	0	26.6	32.8	5.9
1000	88	2	76	0	8	1	1	0	0	0	0	23.4	29.1	6.6
1100	81	0	70	0	10	0	0	1	0	0	0	24.5	30.6	6.4
1200	90	0	74	0	15	1	0	0	0	0	0	25.9	31.5	5.6
1300	97	0	88	0	9	0	0	0	0	0	0	20	27.6	6.8
1400	104	1	97	1	5	0	0	0	0	0	0	21.4	28.1	6.7
1500	80	3	71	0	6	0	0	0	0	0	0	26.1	32.3	6.2
1600	68	3	61	0	4	0	0	0	0	0	0	24.5	30.8	6.5
1700	82	2	78	1	1	0	0	0	0	0	0	27	33.3	5.9
1800	47	1	44	0	2	0	0	0	0	0	0	28.6	33.9	5.6
1900	41	1	35	2	3	0	0	0	0	0	0	29.4	34.8	4.9
2000	41	0	41	0	0	0	0	0	0	0	0	28.8	33.8	6.3
2100	30	0	29	0	1	0	0	0	0	0	0	27	33.2	4.9
2200	7	0	6	0	1	0	0	0	0	0	0	26	-	3.6
2300	4	0	4	0	0	0	0	0	0	0	0	28.2	-	12.2
00-07	**264**	**7**	**235**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**34.3**	**7**
07-19	**1087**	**15**	**972**	**3**	**92**	**2**	**2**	**1**	**0**	**0**	**0**	**23.2**	**30.3**	**7.3**
19-00	**123**	**1**	**115**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**34**	**5.7**
00-00	**1474**	**23**	**1322**	**5**	**119**	**2**	**2**	**1**	**0**	**0**	**0**	**24.6**	**31.7**	**7.5**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

06 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	29.4	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	29.9	-	1.3
0200	1	0	0	0	1	0	0	0	0	0	0	39.9	-	-
0300	7	0	6	0	1	0	0	0	0	0	0	29.2	-	6.4
0400	13	1	11	0	1	0	0	0	0	0	0	32.2	37.9	5.7
0500	24	1	20	1	2	0	0	0	0	0	0	30.4	35.6	6.6
0600	56	0	48	1	7	0	0	0	0	0	0	30.8	35.2	4.6
0700	71	5	60	1	5	0	0	0	0	0	0	28.7	33.7	6
0800	88	0	85	0	3	0	0	0	0	0	0	27.9	33.1	5.3
0900	92	3	81	0	8	0	0	0	0	0	0	27.3	32.2	5.7
1000	95	0	89	1	4	0	0	1	0	0	0	28.2	33.5	5.7
1100	84	1	77	0	6	0	0	0	0	0	0	26.8	32.7	5.8
1200	62	1	54	0	7	0	0	0	0	0	0	28.2	34.8	6.5
1300	95	4	87	0	4	0	0	0	0	0	0	27.5	31.9	4.8
1400	76	4	69	0	3	0	0	0	0	0	0	27.6	32.8	5.4
1500	69	1	67	0	1	0	0	0	0	0	0	26.9	32	5.1
1600	54	1	50	0	3	0	0	0	0	0	0	27.5	32	5.1
1700	33	1	31	0	1	0	0	0	0	0	0	28.9	37.1	6
1800	37	1	36	0	0	0	0	0	0	0	0	29.6	34.8	5.6
1900	35	0	34	0	1	0	0	0	0	0	0	29.1	34.1	4
2000	20	0	20	0	0	0	0	0	0	0	0	28.2	34.1	6.5
2100	23	1	21	0	1	0	0	0	0	0	0	27.5	32.6	6.1
2200	19	0	19	0	0	0	0	0	0	0	0	29.5	34.8	5.3
2300	7	0	7	0	0	0	0	0	0	0	0	30.2	-	7
00-07	**104**	**2**	**88**	**2**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**35.5**	**5.3**
07-19	**856**	**22**	**786**	**2**	**45**	**0**	**0**	**1**	**0**	**0**	**0**	**27.8**	**32.9**	**5.6**
19-00	**104**	**1**	**101**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**34.2**	**5.4**
00-00	**1064**	**25**	**975**	**4**	**59**	**0**	**0**	**1**	**0**	**0**	**0**	**28.2**	**33.6**	**5.6**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

07 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	3	0	3	0	0	0	0	0	0	0	0	28.5	-	4.2
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	31	-	8.3
0300	3	0	3	0	0	0	0	0	0	0	0	34.4	-	7.1
0400	8	0	8	0	0	0	0	0	0	0	0	30.6	-	4.7
0500	16	0	16	0	0	0	0	0	0	0	0	31	37.7	6.5
0600	27	2	25	0	0	0	0	0	0	0	0	31.2	36.2	6.9
0700	46	0	43	0	3	0	0	0	0	0	0	27.3	33.9	6.3
0800	72	1	69	0	2	0	0	0	0	0	0	27.5	32.7	5.2
0900	66	1	64	0	1	0	0	0	0	0	0	25.9	31.3	6.2
1000	65	0	61	0	4	0	0	0	0	0	0	27.3	34.1	5.5
1100	88	1	82	0	5	0	0	0	0	0	0	26.4	32.7	5.7
1200	119	2	111	0	6	0	0	0	0	0	0	26.3	31.9	5.4
1300	94	3	88	0	3	0	0	0	0	0	0	28.7	34.1	5.5
1400	68	2	62	0	4	0	0	0	0	0	0	26.8	32.8	5.7
1500	61	3	58	0	0	0	0	0	0	0	0	27.9	33.7	5.5
1600	60	2	53	0	4	0	0	0	1	0	0	28.6	34.7	5.9
1700	60	1	54	0	4	0	0	1	0	0	0	27.9	33.4	5.8
1800	43	1	40	0	2	0	0	0	0	0	0	27.8	33	6.7
1900	21	1	19	0	1	0	0	0	0	0	0	27.7	33.7	6.5
2000	21	2	16	0	3	0	0	0	0	0	0	28.6	35.4	6.6
2100	10	0	10	0	0	0	0	0	0	0	0	32.2	-	11.1
2200	7	0	7	0	0	0	0	0	0	0	0	28.7	-	2.8
2300	2	0	2	0	0	0	0	0	0	0	0	36.6	-	4.3
00-07	**59**	**2**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.1**	**36.2**	**6.3**
07-19	**842**	**17**	**785**	**0**	**38**	**0**	**0**	**1**	**1**	**0**	**0**	**27.3**	**33.2**	**5.8**
19-00	**61**	**3**	**54**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**35.8**	**7.2**
00-00	**962**	**22**	**896**	**0**	**42**	**0**	**0**	**1**	**1**	**0**	**0**	**27.6**	**33.4**	**6**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

08 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	39.7	-	6.3
0300	15	1	11	0	2	1	0	0	0	0	0	28.9	35.9	8.1
0400	36	2	28	0	6	0	0	0	0	0	0	31.5	38.7	8
0500	90	4	79	0	6	0	0	1	0	0	0	30.1	36.4	6.2
0600	151	2	135	0	14	0	0	0	0	0	0	26.5	31.9	5.9
0700	166	1	152	1	11	1	0	0	0	0	0	16.7	21.9	5.1
0800	83	0	69	0	13	1	0	0	0	0	0	23.4	29.3	6.3
0900	80	1	64	0	13	1	0	0	1	0	0	24.2	29.1	4.8
1000	86	0	70	1	13	1	1	0	0	0	0	20.5	27.7	6.4
1100	73	3	62	0	8	0	0	0	0	0	0	24.2	28.5	4.7
1200	69	5	53	0	7	3	1	0	0	0	0	25.3	32.3	5.6
1300	87	1	75	0	11	0	0	0	0	0	0	19.4	28.3	6.6
1400	93	2	80	1	9	0	0	0	0	1	0	20.1	26.7	6.3
1500	101	0	90	0	10	0	0	0	1	0	0	22.1	28.1	6.8
1600	69	5	59	1	2	0	2	0	0	0	0	23.5	29.8	6.1
1700	60	1	56	0	3	0	0	0	0	0	0	27.1	33.1	5.9
1800	44	2	42	0	0	0	0	0	0	0	0	28	33	7.3
1900	20	0	17	1	2	0	0	0	0	0	0	27.2	32.4	5.8
2000	22	0	22	0	0	0	0	0	0	0	0	30.5	37.1	5.8
2100	2	0	2	0	0	0	0	0	0	0	0	30.5	-	3.2
2200	5	0	5	0	0	0	0	0	0	0	0	31.7	-	4.9
2300	1	0	0	0	1	0	0	0	0	0	0	36.1	-	-
00-07	**294**	**9**	**255**	**0**	**28**	**1**	**0**	**1**	**0**	**0**	**0**	**28.4**	**34.3**	**6.7**
07-19	**1011**	**21**	**872**	**4**	**100**	**7**	**4**	**0**	**2**	**1**	**0**	**21.9**	**28.6**	**6.8**
19-00	**50**	**0**	**46**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**35.4**	**5.8**
00-00	**1355**	**30**	**1173**	**5**	**131**	**8**	**4**	**1**	**2**	**1**	**0**	**23.6**	**30.9**	**7.3**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

Virtual Day (7)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	1	0	0	0	0	0	0	0	0	35.2	-	7.5
0100	1	0	1	0	0	0	0	0	0	0	0	32.1	-	5.9
0200	2	0	2	0	0	0	0	0	0	0	0	32	-	7
0300	8	0	7	0	1	0	0	0	0	0	0	30.2	-	6.8
0400	25	1	21	0	4	0	0	0	0	0	0	33.2	42.6	8.3
0500	71	2	63	0	6	0	0	0	0	0	0	30.9	36.7	6.3
0600	130	3	115	0	11	0	0	0	0	0	0	27.3	32.8	5.9
0700	134	2	124	1	7	0	0	0	0	0	0	18.2	25.4	6.8
0800	93	1	84	0	7	1	0	0	0	0	0	25.2	31.1	6.3
0900	82	1	71	0	9	0	0	0	0	0	0	25.8	31.2	5.7
1000	83	1	72	0	9	0	0	0	0	0	0	24.3	31	6.8
1100	81	2	70	0	9	0	0	0	0	0	0	24.9	30.9	6
1200	84	1	73	0	8	1	0	0	0	0	0	25.7	31.8	6
1300	91	2	82	0	7	0	0	0	0	0	0	22.8	29.7	6.9
1400	88	2	79	0	6	0	0	0	0	0	0	22.6	29.5	7.1
1500	84	2	74	0	7	0	0	0	0	0	0	24.8	31.5	6.8
1600	68	2	61	0	4	0	0	0	0	0	0	24.6	31.3	6.8
1700	65	2	60	0	3	0	0	0	0	0	0	26.1	32.3	6.3
1800	48	2	44	0	2	0	0	0	0	0	0	27.9	32.9	6.1
1900	36	0	33	0	2	0	0	0	0	0	0	27.9	33.7	5.7
2000	29	1	28	0	1	0	0	0	0	0	0	29.6	34.9	5.9
2100	17	0	16	0	1	0	0	0	0	0	0	29.2	34.6	7.1
2200	9	0	9	0	0	0	0	0	0	0	0	28.4	-	6.3
2300	4	0	4	0	0	0	0	0	0	0	0	31	-	7
00-07	**239**	**5**	**210**	**1**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**29.2**	**35.1**	**6.8**
07-19	**1001**	**22**	**894**	**2**	**78**	**3**	**1**	**0**	**1**	**0**	**0**	**23.9**	**30.8**	**7**
19-00	**96**	**2**	**89**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**34.4**	**6.2**
00-00	**1336**	**29**	**1193**	**3**	**105**	**3**	**2**	**1**	**1**	**0**	**0**	**25.2**	**32.1**	**7.3**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	1355	30	1173	5	131	8	4	1	2	1	0	23.6	30.9	7.3
Tue	1422	34	1252	4	121	5	4	1	1	0	0	25.3	32.3	7.4
Wed	1544	27	1381	2	129	2	2	0	1	0	0	24.3	31.5	7.5
Thu	1534	40	1355	3	131	3	0	0	1	1	0	24.5	31.6	7.4
Fri	1474	23	1322	5	119	2	2	1	0	0	0	24.6	31.7	7.5
|Sat	1064	25	975	4	59	0	0	1	0	0	0	28.2	33.6	5.6
|Sun	962	22	896	0	42	0	0	1	1	0	0	27.6	33.4	6
--	**9355**	**201**	**8354**	**23**	**732**	**20**	**12**	**5**	**6**	**2**	**0**	**25.2**	**32.1**	**7.3**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	9355	201	8354	23	732	20	12	5	6	2	0	25.2	32.1	7.3

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-571
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-07-11T14:05:22
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBANG02
Site Attribute	ANGMERING
File Name	C:\Users\Josh\Desktop\OPS07466 ANGMERING\ROBANG02 0 2024-07-10 1031.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-07-01T13:57:34
Start Time	2024-07-01T13:57:34
Finish Time	2024-07-10T10:31:10
Operator	JD
Configuration	40 MC5600 80 00 14 6a 6a ? L399ZE6W MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-07-02T00:00:00
Filter End	2024-07-09T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(S) Sp(0,100) Headway(]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Classification Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

02 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	24.3	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	19.5	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	6	0	6	0	0	0	0	0	0	0	0	25.1	-	4
0500	14	3	10	0	1	0	0	0	0	0	0	25.7	33.5	7.6
0600	52	0	42	1	9	0	0	0	0	0	0	23.6	29.1	4.9
0700	99	8	81	1	8	1	0	0	0	0	0	14.7	21.9	6.5
0800	58	1	49	0	8	0	0	0	0	0	0	23	29.9	6.1
0900	52	2	40	0	9	1	0	0	0	0	0	24.1	29	6.1
1000	55	2	49	1	3	0	0	0	0	0	0	23.4	29.3	5
1100	58	1	49	0	7	1	0	0	0	0	0	23.2	28.9	5.3
1200	57	2	52	0	2	1	0	0	0	0	0	24.2	29.3	5.5
1300	73	0	65	0	6	1	0	0	1	0	0	19.1	23.5	5.2
1400	118	1	109	0	8	0	0	0	0	0	0	20.4	28.4	6.7
1500	84	5	71	0	8	0	0	0	0	0	0	26	32	6.3
1600	121	7	107	0	7	0	0	0	0	0	0	24.8	30.9	6
1700	95	3	86	0	6	0	0	0	0	0	0	26	31.7	5.6
1800	38	3	32	0	3	0	0	0	0	0	0	28.1	32.2	6.5
1900	30	1	25	0	4	0	0	0	0	0	0	26.4	30.5	6
2000	13	1	12	0	0	0	0	0	0	0	0	29	33.7	5.1
2100	13	4	8	0	0	0	1	0	0	0	0	27.6	38.1	7.2
2200	8	1	7	0	0	0	0	0	0	0	0	25.5	-	6.4
2300	2	0	2	0	0	0	0	0	0	0	0	23.7	-	1.3
00-07	**74**	**3**	**60**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**24.1**	**29.9**	**5.4**
07-19	**908**	**35**	**790**	**2**	**75**	**5**	**0**	**0**	**1**	**0**	**0**	**22.7**	**29.6**	**7**
19-00	**66**	**7**	**54**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**27**	**31.4**	**6.1**
00-00	**1048**	**45**	**904**	**3**	**89**	**5**	**1**	**0**	**1**	**0**	**0**	**23**	**29.8**	**6.9**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

03 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	29.1	-	-
0100	4	0	4	0	0	0	0	0	0	0	0	29.1	-	5
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	21.2	-	-
0400	2	1	1	0	0	0	0	0	0	0	0	18.6	-	0.8
0500	12	1	11	0	0	0	0	0	0	0	0	26.3	36.4	8
0600	45	2	37	0	6	0	0	0	0	0	0	22.2	27.1	5.6
0700	104	2	93	0	9	0	0	0	0	0	0	15.7	20.1	4.7
0800	57	0	49	0	7	0	0	1	0	0	0	21.4	26.4	5.2
0900	50	1	41	0	7	1	0	0	0	0	0	22.7	28.7	5.7
1000	66	1	58	0	7	0	0	0	0	0	0	21.5	28	7.3
1100	64	0	59	1	4	0	0	0	0	0	0	22.2	28.4	5.3
1200	60	2	53	0	5	0	0	0	0	0	0	22.8	26.8	4.7
1300	61	2	53	0	6	0	0	0	0	0	0	19.5	25.1	4.6
1400	102	2	94	0	5	1	0	0	0	0	0	18.1	24	5.9
1500	131	5	118	0	8	0	0	0	0	0	0	21.5	28.5	6.5
1600	120	3	107	0	10	0	0	0	0	0	0	23.9	29.7	5.9
1700	82	2	74	0	6	0	0	0	0	0	0	25.1	31.5	6.6
1800	48	1	42	0	4	0	1	0	0	0	0	26.3	32.1	5.4
1900	35	2	30	0	3	0	0	0	0	0	0	22.6	28.9	5.4
2000	16	0	14	0	2	0	0	0	0	0	0	27.8	32.3	4.4
2100	22	2	19	0	1	0	0	0	0	0	0	26.7	32.5	7.3
2200	6	1	5	0	0	0	0	0	0	0	0	26.2	-	7.1
2300	4	0	4	0	0	0	0	0	0	0	0	27.4	-	8.2
00-07	**65**	**4**	**54**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**30.1**	**6.3**
07-19	**945**	**21**	**841**	**1**	**78**	**2**	**1**	**1**	**0**	**0**	**0**	**21.4**	**28.1**	**6.4**
19-00	**83**	**5**	**72**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**31.7**	**6.3**
00-00	**1093**	**30**	**967**	**1**	**91**	**2**	**1**	**1**	**0**	**0**	**0**	**21.8**	**28.4**	**6.5**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

04 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	31.4	-	5.9
0100	2	0	2	0	0	0	0	0	0	0	0	33.6	-	12.6
0200	2	0	2	0	0	0	0	0	0	0	0	26.3	-	0.2
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	7	0	6	0	1	0	0	0	0	0	0	29.1	-	6.1
0500	9	1	8	0	0	0	0	0	0	0	0	27.7	-	8.1
0600	49	2	42	0	5	0	0	0	0	0	0	22.3	27.4	5.8
0700	100	6	85	0	7	1	0	1	0	0	0	13.8	19.7	5.7
0800	52	2	43	0	7	0	0	0	0	0	0	24.7	29.8	5.2
0900	51	2	44	0	5	0	0	0	0	0	0	24.1	28.6	5.1
1000	43	0	40	0	2	1	0	0	0	0	0	24.9	29.3	4.6
1100	73	2	64	0	4	1	0	0	2	0	0	24.1	30.4	5.3
1200	60	4	52	0	4	0	0	0	0	0	0	23.2	29.8	5.6
1300	67	0	60	0	6	0	1	0	0	0	0	21.1	28.1	5.2
1400	117	3	103	0	9	1	1	0	0	0	0	19	27	6.8
1500	123	4	106	0	12	0	1	0	0	0	0	23.5	30.1	6.3
1600	136	4	122	0	9	1	0	0	0	0	0	24.3	30.1	5.6
1700	84	2	79	0	3	0	0	0	0	0	0	23	29.9	7
1800	50	3	42	0	5	0	0	0	0	0	0	25	30	5.3
1900	26	1	25	0	0	0	0	0	0	0	0	26.1	31.7	4.9
2000	24	0	23	0	1	0	0	0	0	0	0	24.6	31.1	5.4
2100	17	2	15	0	0	0	0	0	0	0	0	26.6	33.8	6.2
2200	11	1	9	0	1	0	0	0	0	0	0	24.4	29.2	5.2
2300	6	0	6	0	0	0	0	0	0	0	0	25.5	-	4.8
00-07	**71**	**3**	**62**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**24.3**	**31**	**6.9**
07-19	**956**	**32**	**840**	**0**	**73**	**5**	**3**	**1**	**2**	**0**	**0**	**22.1**	**29**	**6.7**
19-00	**84**	**4**	**78**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**31.2**	**5.3**
00-00	**1111**	**39**	**980**	**0**	**81**	**5**	**3**	**1**	**2**	**0**	**0**	**22.5**	**29.3**	**6.7**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

05 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	1	0	0	0	1	0	0	0	0	25.4	-	1.3
0100	1	0	0	0	1	0	0	0	0	0	0	22.7	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	27.7	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	24.5	-	-
0400	6	0	6	0	0	0	0	0	0	0	0	28.9	-	6.3
0500	8	0	8	0	0	0	0	0	0	0	0	29.7	-	4.9
0600	41	1	36	0	3	0	1	0	0	0	0	23	27.8	5.4
0700	95	1	85	1	8	0	0	0	0	0	0	16.5	21	4.3
0800	60	1	47	0	12	0	0	0	0	0	0	22.2	29.4	6.2
0900	45	2	40	0	3	0	0	0	0	0	0	25.2	30.2	5
1000	57	0	55	0	2	0	0	0	0	0	0	23.8	28.6	5.6
1100	70	3	57	0	10	0	0	0	0	0	0	23.5	28.2	5.3
1200	66	0	59	1	6	0	0	0	0	0	0	25	31	6.4
1300	98	1	89	0	8	0	0	0	0	0	0	19.9	25.1	4.9
1400	127	2	118	0	7	0	0	0	0	0	0	17.9	27.1	7.8
1500	110	4	98	0	8	0	0	0	0	0	0	24.1	30.7	6.5
1600	103	3	94	0	5	1	0	0	0	0	0	26.4	32.8	6.2
1700	70	1	63	1	5	0	0	0	0	0	0	26	29.9	4.5
1800	44	0	42	0	2	0	0	0	0	0	0	25.9	31.2	6.4
1900	23	3	19	0	1	0	0	0	0	0	0	29.9	38.5	7.1
2000	18	1	14	0	3	0	0	0	0	0	0	26.3	32.3	5.4
2100	13	0	13	0	0	0	0	0	0	0	0	24.2	27	2.6
2200	21	0	20	0	1	0	0	0	0	0	0	26.5	31.3	4.8
2300	6	0	5	0	1	0	0	0	0	0	0	24.1	-	3.5
00-07	**60**	**1**	**52**	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**24.6**	**31.6**	**5.8**
07-19	**945**	**18**	**847**	**3**	**76**	**1**	**0**	**0**	**0**	**0**	**0**	**22.5**	**29.3**	**6.8**
19-00	**81**	**4**	**71**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**32.9**	**5.6**
00-00	**1086**	**23**	**970**	**3**	**87**	**1**	**2**	**0**	**0**	**0**	**0**	**22.9**	**29.5**	**6.8**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

06 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	3	0	3	0	0	0	0	0	0	0	0	27.9	-	9.6
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	3	0	2	0	1	0	0	0	0	0	0	28.6	-	5.2
0400	1	0	1	0	0	0	0	0	0	0	0	26.9	-	-
0500	10	0	9	0	0	0	0	0	1	0	0	26.7	-	7.4
0600	21	0	15	0	6	0	0	0	0	0	0	27.3	34.2	4.8
0700	29	1	26	0	2	0	0	0	0	0	0	26.4	32.2	5.6
0800	33	0	31	0	2	0	0	0	0	0	0	26.5	32.4	6.9
0900	43	2	35	1	5	0	0	0	0	0	0	24.6	28.6	4
1000	51	2	44	1	4	0	0	0	0	0	0	25	31.6	6.1
1100	63	2	60	0	1	0	0	0	0	0	0	26.6	31.9	5.6
1200	51	3	43	0	5	0	0	0	0	0	0	26.6	32.7	6
1300	36	3	31	0	1	0	1	0	0	0	0	25.2	32	6.7
1400	56	2	52	0	1	0	0	0	1	0	0	26.7	32.7	5.8
1500	52	1	50	0	1	0	0	0	0	0	0	27.7	33	6.6
1600	29	2	26	0	1	0	0	0	0	0	0	29.5	35.9	5.6
1700	43	1	42	0	0	0	0	0	0	0	0	27.6	32.1	4.6
1800	28	1	27	0	0	0	0	0	0	0	0	26.6	31.8	6.1
1900	20	0	20	0	0	0	0	0	0	0	0	27.6	30.6	5.9
2000	16	0	16	0	0	0	0	0	0	0	0	29.6	35.1	4.3
2100	14	0	12	0	2	0	0	0	0	0	0	27.5	34.6	6.2
2200	21	2	17	0	2	0	0	0	0	0	0	26.9	35.7	7.5
2300	10	0	9	0	1	0	0	0	0	0	0	27.7	-	5.6
00-07	**38**	**0**	**30**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**27.3**	**34.3**	**5.7**
07-19	**514**	**20**	**467**	**2**	**23**	**0**	**1**	**0**	**1**	**0**	**0**	**26.5**	**32.1**	**5.9**
19-00	**81**	**2**	**74**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**33.6**	**6.1**
00-00	**633**	**22**	**571**	**2**	**35**	**0**	**1**	**0**	**2**	**0**	**0**	**26.7**	**32.2**	**5.9**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

07 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	8	0	7	0	0	0	0	1	0	0	0	28.3	-	4.9
0100	4	1	3	0	0	0	0	0	0	0	0	33.5	-	3.9
0200	1	0	1	0	0	0	0	0	0	0	0	33.8	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	19.5	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	24.1	-	-
0500	4	0	3	0	1	0	0	0	0	0	0	25.4	-	3.7
0600	9	0	7	0	2	0	0	0	0	0	0	25.1	-	4
0700	58	2	55	0	1	0	0	0	0	0	0	24.3	28.7	4.7
0800	23	1	21	0	1	0	0	0	0	0	0	25.2	30.2	5.4
0900	41	0	38	1	2	0	0	0	0	0	0	25.5	29.8	4.6
1000	52	0	49	0	2	0	1	0	0	0	0	25.7	31.9	6
1100	50	1	48	0	1	0	0	0	0	0	0	25	29.9	5.6
1200	50	1	48	0	1	0	0	0	0	0	0	23.6	28.6	4.7
1300	46	2	43	0	1	0	0	0	0	0	0	26.7	32.4	5.7
1400	42	2	37	0	3	0	0	0	0	0	0	26.7	32.8	6.2
1500	41	2	38	1	0	0	0	0	0	0	0	27.6	31.7	4.2
1600	44	2	40	0	2	0	0	0	0	0	0	27.3	31.3	5.7
1700	38	3	33	0	2	0	0	0	0	0	0	26.6	32.8	6.3
1800	30	1	29	0	0	0	0	0	0	0	0	25.5	30.7	5.3
1900	30	0	28	0	1	0	0	0	1	0	0	27.9	31.9	4.7
2000	13	0	11	0	2	0	0	0	0	0	0	26.7	33.8	6.7
2100	8	1	7	0	0	0	0	0	0	0	0	26.8	-	7.1
2200	8	2	6	0	0	0	0	0	0	0	0	24.2	-	6.5
2300	1	0	1	0	0	0	0	0	0	0	0	27.1	-	-
00-07	**28**	**1**	**23**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**27.3**	**33.3**	**5.2**
07-19	**515**	**17**	**479**	**2**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**25.8**	**31**	**5.5**
19-00	**60**	**3**	**53**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**27**	**32.9**	**5.7**
00-00	**603**	**21**	**555**	**2**	**22**	**0**	**1**	**1**	**1**	**0**	**0**	**26**	**31.2**	**5.5**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

08 July 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	24.5	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	38.2	-	-
0200	3	0	3	0	0	0	0	0	0	0	0	27.9	-	2
0300	2	0	2	0	0	0	0	0	0	0	0	31.4	-	2.2
0400	5	0	4	0	1	0	0	0	0	0	0	26.2	-	4.5
0500	9	1	8	0	0	0	0	0	0	0	0	28.3	-	7.8
0600	43	1	39	0	3	0	0	0	0	0	0	23.9	29.3	5
0700	98	3	84	0	10	1	0	0	0	0	0	16.4	21.7	5.5
0800	54	2	45	0	7	0	0	0	0	0	0	21.1	27	6.3
0900	43	2	37	0	4	0	0	0	0	0	0	21.9	27.3	5.5
1000	64	2	59	0	2	1	0	0	0	0	0	18.2	26.5	6.6
1100	76	3	63	1	8	1	0	0	0	0	0	22.6	27.4	4.9
1200	52	1	45	0	4	1	1	0	0	0	0	22.6	27.4	4.3
1300	89	3	80	0	5	0	0	0	0	0	1	19.2	25.5	6.3
1400	110	1	100	0	8	0	1	0	0	0	0	18.4	25.8	6.5
1500	138	2	124	0	12	0	0	0	0	0	0	22.2	29.3	5.8
1600	114	6	100	0	8	0	0	0	0	0	0	24.3	29.1	5.5
1700	58	0	55	0	3	0	0	0	0	0	0	26.9	31.8	5.9
1800	28	0	26	0	2	0	0	0	0	0	0	26.8	30.6	3.6
1900	19	1	18	0	0	0	0	0	0	0	0	27.5	35.5	6.1
2000	12	0	12	0	0	0	0	0	0	0	0	26	32.5	4.5
2100	10	0	10	0	0	0	0	0	0	0	0	28.2	-	4.9
2200	5	0	4	0	1	0	0	0	0	0	0	30.5	-	12
2300	4	0	4	0	0	0	0	0	0	0	0	28.4	-	2.1
00-07	**64**	**2**	**58**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**30.7**	**5.7**
07-19	**924**	**25**	**818**	**1**	**73**	**4**	**2**	**0**	**0**	**0**	**1**	**21.2**	**28**	**6.5**
19-00	**50**	**1**	**48**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**33.3**	**6**
00-00	**1038**	**28**	**924**	**1**	**78**	**4**	**2**	**0**	**0**	**0**	**1**	**21.8**	**28.4**	**6.6**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

Virtual Day (7)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	28.1	-	4.4
0100	2	0	2	0	0	0	0	0	0	0	0	30.4	-	6.8
0200	1	0	1	0	0	0	0	0	0	0	0	27.2	-	4
0300	1	0	1	0	0	0	0	0	0	0	0	26.7	-	5.4
0400	4	0	4	0	0	0	0	0	0	0	0	26.7	-	5.5
0500	9	1	8	0	0	0	0	0	0	0	0	27	-	7.1
0600	37	1	31	0	5	0	0	0	0	0	0	23.4	28.4	5.4
0700	83	3	73	0	6	0	0	0	0	0	0	16.8	23.3	6.4
0800	48	1	41	0	6	0	0	0	0	0	0	23	29.4	6.1
0900	46	2	39	0	5	0	0	0	0	0	0	24	28.7	5.3
1000	55	1	51	0	3	0	0	0	0	0	0	22.9	28.9	6.5
1100	65	2	57	0	5	0	0	0	0	0	0	23.8	29.5	5.4
1200	57	2	50	0	4	0	0	0	0	0	0	24	29	5.5
1300	67	2	60	0	5	0	0	0	0	0	0	20.8	28	6
1400	96	2	88	0	6	0	0	0	0	0	0	19.9	27.7	7.3
1500	97	3	86	0	7	0	0	0	0	0	0	23.8	30.5	6.5
1600	95	4	85	0	6	0	0	0	0	0	0	25.1	31	6
1700	67	2	62	0	4	0	0	0	0	0	0	25.6	31.5	6.1
1800	38	1	34	0	2	0	0	0	0	0	0	26.2	31.1	5.6
1900	26	1	24	0	1	0	0	0	0	0	0	26.6	31.8	6
2000	16	0	15	0	1	0	0	0	0	0	0	27	32.2	5.3
2100	14	1	12	0	0	0	0	0	0	0	0	26.8	33.2	6.2
2200	11	1	10	0	1	0	0	0	0	0	0	26.2	33.1	6.6
2300	5	0	4	0	0	0	0	0	0	0	0	26.4	-	4.9
00-07	**57**	**2**	**48**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**31**	**6**
07-19	**815**	**24**	**726**	**2**	**59**	**2**	**1**	**0**	**1**	**0**	**0**	**22.7**	**29.5**	**6.7**
19-00	**72**	**4**	**64**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**32.2**	**5.9**
00-00	**945**	**30**	**839**	**2**	**69**	**2**	**2**	**0**	**1**	**0**	**0**	**23.1**	**29.9**	**6.7**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	1038	28	924	1	78	4	2	0	0	0	1	21.8	28.4	6.6
Tue	1048	45	904	3	89	5	1	0	1	0	0	23	29.8	6.9
Wed	1093	30	967	1	91	2	1	1	0	0	0	21.8	28.4	6.5
Thu	1111	39	980	0	81	5	3	1	2	0	0	22.5	29.3	6.7
Fri	1086	23	970	3	87	1	2	0	0	0	0	22.9	29.5	6.8
|Sat	633	22	571	2	35	0	1	0	2	0	0	26.7	32.2	5.9
|Sun	603	21	555	2	22	0	1	1	1	0	0	26	31.2	5.5
--	**6612**	**208**	**5871**	**12**	**483**	**17**	**11**	**3**	**6**	**0**	**1**	**23.1**	**29.9**	**6.7**

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-571
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	6612	208	5871	12	483	17	11	3	6	0	1	23.1	29.9	6.7

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-572
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-07-11T14:09:23
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBANG02
Site Attribute	ANGMERING
File Name	C:\Users\Josh\Desktop\OPS07466 ANGMERING\ROBANG02 0 2024-07-10 1031.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-07-01T13:57:34
Start Time	2024-07-01T13:57:34
Finish Time	2024-07-10T10:31:10
Operator	JD
Configuration	40 MC5600 80 00 14 6a 6a ? L399ZE6W MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-07-02T00:00:00
Filter End	2024-07-09T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(N) Sp(0,100) Headway(]0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Speed Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

02 July 2024

Time	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.6	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.3	-	-
0300	10	0	0	0	1	0	3	5	1	0	0	0	0	0	0	0	0	29.8	-	5.2
0400	35	0	0	1	1	4	7	8	4	6	3	0	1	0	0	0	0	33.6	44.3	9.5
0500	105	0	0	2	4	16	29	30	14	9	1	0	0	0	0	0	0	30.3	38.2	6.7
0600	182	0	3	6	10	36	71	40	15	1	0	0	0	0	0	0	0	27.4	33.3	6
0700	149	0	8	39	35	43	20	4	0	0	0	0	0	0	0	0	0	18.7	25.3	6
0800	101	0	4	6	14	19	36	18	3	1	0	0	0	0	0	0	0	24.9	31.3	6.9
0900	75	0	0	8	5	18	30	10	3	1	0	0	0	0	0	0	0	25.4	31.6	6.4
1000	77	0	3	11	9	20	22	9	3	0	0	0	0	0	0	0	0	23	30.4	7.2
1100	77	0	0	6	15	23	22	8	3	0	0	0	0	0	0	0	0	23.8	30.2	5.7
1200	87	0	1	3	10	27	33	11	2	0	0	0	0	0	0	0	0	25	30.3	5.5
1300	80	0	6	10	17	22	23	1	1	0	0	0	0	0	0	0	0	20.6	27.1	6.6
1400	70	1	6	6	16	12	21	6	2	0	0	0	0	0	0	0	0	21.5	28.8	7.6
1500	80	0	0	1	8	17	28	20	6	0	0	0	0	0	0	0	0	27	33.3	5.5
1600	71	0	1	8	7	23	18	9	3	1	1	0	0	0	0	0	0	24.6	31.8	7.5
1700	65	0	1	3	6	16	26	10	3	0	0	0	0	0	0	0	0	25.5	31.2	5.9
1800	54	0	0	1	2	13	22	12	3	0	1	0	0	0	0	0	0	27.9	32.6	5.7
1900	43	0	0	1	4	7	18	8	4	1	0	0	0	0	0	0	0	27.6	33.3	6
2000	31	0	0	0	0	1	12	9	7	1	1	0	0	0	0	0	0	31.9	38.4	5.4
2100	15	0	0	0	0	0	4	6	3	0	0	0	2	0	0	0	0	34.8	48.3	9.2
2200	8	0	0	1	0	1	1	2	2	1	0	0	0	0	0	0	0	30.7	-	9.2
2300	5	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	32.1	-	4.6
00-07	**334**	**0**	**3**	**9**	**16**	**56**	**111**	**84**	**34**	**16**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**29**	**35.5**	**6.9**
07-19	**986**	**1**	**30**	**102**	**144**	**253**	**301**	**118**	**32**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**30.3**	**6.9**
19-00	**102**	**0**	**0**	**2**	**4**	**9**	**36**	**27**	**18**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**30.5**	**36.6**	**7**
00-00	**1422**	**1**	**33**	**113**	**164**	**318**	**448**	**229**	**84**	**22**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**25.3**	**32.3**	**7.4**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

03 July 2024

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	48	-	0.4
0100	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	38.1	-	4.1
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.5	-	-
0300	6	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	28.6	-	3.9
0400	25	0	0	0	0	1	7	7	3	5	2	0	0	0	0	0	0	34.7	42.7	7.5
0500	99	0	0	0	2	10	28	31	19	6	2	0	1	0	0	0	0	31.9	37.8	6.3
0600	170	0	1	4	13	31	65	47	5	4	0	0	0	0	0	0	0	27.4	32.6	5.8
0700	176	0	18	56	64	28	8	2	0	0	0	0	0	0	0	0	0	16.3	20.8	4.9
0800	110	0	4	4	21	38	30	12	1	0	0	0	0	0	0	0	0	23.2	29.2	5.8
0900	95	0	0	8	6	29	34	12	6	0	0	0	0	0	0	0	0	25.3	31.3	5.9
1000	90	0	0	11	16	22	30	9	2	0	0	0	0	0	0	0	0	23.4	29.8	6.3
1100	78	0	1	6	14	22	25	7	3	0	0	0	0	0	0	0	0	23.5	29.1	5.8
1200	85	0	1	9	4	20	27	19	4	1	0	0	0	0	0	0	0	25.7	32.9	7
1300	85	0	2	9	17	31	23	2	1	0	0	0	0	0	0	0	0	21.9	27.5	5.4
1400	97	2	7	13	21	27	17	9	1	0	0	0	0	0	0	0	0	20.7	28.5	7.4
1500	105	0	6	13	20	29	18	17	1	1	0	0	0	0	0	0	0	22.1	30.4	7.4
1600	68	0	1	9	17	23	12	4	2	0	0	0	0	0	0	0	0	21.7	27.5	6.3
1700	68	0	1	4	9	27	16	6	3	1	1	0	0	0	0	0	0	24.4	30.4	6.7
1800	45	0	1	2	0	10	16	11	4	1	0	0	0	0	0	0	0	27.9	33.9	7
1900	50	0	1	0	3	7	17	17	4	1	0	0	0	0	0	0	0	28.4	34.3	6.2
2000	42	0	0	0	0	9	21	9	3	0	0	0	0	0	0	0	0	28.5	31.9	3.9
2100	26	0	0	1	2	2	11	5	5	0	0	0	0	0	0	0	0	28.8	36.9	6.6
2200	12	0	0	1	1	3	4	2	0	0	1	0	0	0	0	0	0	26	34.7	8.9
2300	6	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	28.3	-	5.9
00-07	**306**	**0**	**1**	**4**	**15**	**43**	**103**	**89**	**28**	**16**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**29.7**	**35.7**	**6.8**
07-19	**1102**	**2**	**42**	**144**	**209**	**306**	**256**	**110**	**28**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.2**	**29.4**	**6.9**
19-00	**136**	**0**	**1**	**2**	**6**	**23**	**54**	**35**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**34.1**	**5.9**
00-00	**1544**	**2**	**44**	**150**	**230**	**372**	**413**	**234**	**69**	**21**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**24.3**	**31.5**	**7.5**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

04 July 2024

Time	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.2	-	-
0100	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	29.4	-	7.6
0200	3	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	28.6	-	10.9
0300	7	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	29.5	-	2.8
0400	33	0	0	1	0	1	8	6	7	6	1	2	1	0	0	0	0	35.6	43.9	8.7
0500	93	0	0	1	0	10	28	35	16	3	0	0	0	0	0	0	0	31.2	36.4	5.1
0600	175	0	2	5	17	33	68	40	9	1	0	0	0	0	0	0	0	26.7	32.1	6
0700	167	0	17	58	41	35	14	2	0	0	0	0	0	0	0	0	0	16.6	22.5	5.7
0800	94	0	2	6	8	28	32	16	0	1	0	0	1	0	0	0	0	25.3	31.1	7
0900	81	0	0	1	7	25	35	11	2	0	0	0	0	0	0	0	0	25.7	30.7	4.7
1000	83	0	2	5	13	19	26	13	4	1	0	0	0	0	0	0	0	24.9	30.7	6.8
1100	83	1	0	6	11	20	25	15	4	1	0	0	0	0	0	0	0	25	31.2	6.8
1200	75	0	0	7	15	20	24	8	1	0	0	0	0	0	0	0	0	23.7	29.5	5.9
1300	98	0	1	19	23	23	28	4	0	0	0	0	0	0	0	0	0	21.1	27.2	6
1400	109	0	3	14	30	22	27	10	3	0	0	0	0	0	0	0	0	22.1	29.6	6.9
1500	91	0	4	9	12	18	32	11	4	0	1	0	0	0	0	0	0	24.2	31.2	7.5
1600	88	0	1	9	24	19	18	13	3	1	0	0	0	0	0	0	0	23.2	31.5	7.2
1700	88	0	2	6	16	21	22	19	2	0	0	0	0	0	0	0	0	24.2	31.7	6.5
1800	66	0	1	2	3	17	26	15	2	0	0	0	0	0	0	0	0	26.7	31.9	5.3
1900	44	0	0	2	6	13	15	7	1	0	0	0	0	0	0	0	0	25.5	31.6	5.8
2000	27	0	0	0	0	3	11	8	3	0	1	1	0	0	0	0	0	31.2	36	7
2100	15	0	0	0	1	2	5	6	0	1	0	0	0	0	0	0	0	29.6	33.1	5
2200	7	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	26.5	-	4
2300	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	35	-	6.1
00-07	**315**	**0**	**2**	**7**	**17**	**48**	**108**	**84**	**34**	**11**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**29.1**	**35.1**	**6.7**
07-19	**1123**	**1**	**33**	**142**	**203**	**267**	**309**	**137**	**25**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**22.9**	**30**	**7.1**
19-00	**96**	**0**	**0**	**2**	**7**	**20**	**35**	**24**	**4**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**28.1**	**33.1**	**6.5**
00-00	**1534**	**1**	**35**	**151**	**227**	**335**	**452**	**245**	**63**	**17**	**3**	**3**	**2**	**0**	**0**	**0**	**0**	**24.5**	**31.6**	**7.4**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

05 July 2024

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	SD
t:-		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100		85	
0000	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	34.6	-	3
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.3	-	-
0200	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	29.6	-	3.2
0300	8	0	0	0	0	1	2	3	0	1	0	1	0	0	0	0	0	34.5	-	9.9
0400	28	0	0	1	1	3	5	11	2	2	1	2	0	0	0	0	0	32.2	44.5	8.9
0500	72	0	1	1	1	4	24	23	10	6	2	0	0	0	0	0	0	31.5	37.9	6.8
0600	147	0	1	6	9	34	62	30	5	0	0	0	0	0	0	0	0	26.3	32.1	5.7
0700	160	1	35	41	36	37	10	0	0	0	0	0	0	0	0	0	0	15.7	22.7	5.9
0800	105	0	1	6	9	30	45	10	4	0	0	0	0	0	0	0	0	24.9	29.9	6.1
0900	85	0	1	1	8	23	31	13	6	2	0	0	0	0	0	0	0	26.6	32.8	5.9
1000	88	0	2	10	12	28	24	8	4	0	0	0	0	0	0	0	0	23.4	29.1	6.6
1100	81	0	0	10	11	16	30	11	3	0	0	0	0	0	0	0	0	24.5	30.6	6.4
1200	90	0	2	1	10	24	34	15	4	0	0	0	0	0	0	0	0	25.9	31.5	5.6
1300	97	0	6	22	17	30	15	4	3	0	0	0	0	0	0	0	0	20	27.6	6.8
1400	104	0	11	6	24	33	21	8	1	0	0	0	0	0	0	0	0	21.4	28.1	6.7
1500	80	0	0	3	6	28	22	17	2	2	0	0	0	0	0	0	0	26.1	32.3	6.2
1600	68	0	2	4	11	16	20	13	2	0	0	0	0	0	0	0	0	24.5	30.8	6.5
1700	82	0	0	3	4	20	31	16	7	0	1	0	0	0	0	0	0	27	33.3	5.9
1800	47	0	0	0	1	13	18	9	4	1	1	0	0	0	0	0	0	28.6	33.9	5.6
1900	41	0	0	1	2	2	18	13	5	0	0	0	0	0	0	0	0	29.4	34.8	4.9
2000	41	0	0	2	3	2	18	11	4	1	0	0	0	0	0	0	0	28.8	33.8	6.3
2100	30	0	0	0	2	8	12	8	0	0	0	0	0	0	0	0	0	27	33.2	4.9
2200	7	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	26	-	3.6
2300	4	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	28.2	-	12.2
00-07	**264**	**0**	**2**	**8**	**11**	**42**	**97**	**71**	**18**	**9**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**28.8**	**34.3**	**7**
07-19	**1087**	**1**	**60**	**107**	**149**	**298**	**301**	**124**	**40**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**30.3**	**7.3**
19-00	**123**	**0**	**0**	**4**	**7**	**16**	**51**	**33**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**34**	**5.7**
00-00	**1474**	**1**	**62**	**119**	**167**	**356**	**449**	**228**	**69**	**15**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**24.6**	**31.7**	**7.5**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

06 July 2024

Time f-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.4	-	-
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29.9	-	1.3
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.9	-	-
0300	7	0	0	0	0	1	5	0	0	1	0	0	0	0	0	0	0	29.2	-	6.4
0400	13	0	0	0	0	1	4	5	2	0	1	0	0	0	0	0	0	32.2	37.9	5.7
0500	24	0	1	0	0	3	6	10	3	1	0	0	0	0	0	0	0	30.4	35.6	6.6
0600	56	0	0	0	1	4	18	23	9	1	0	0	0	0	0	0	0	30.8	35.2	4.6
0700	71	0	0	2	5	8	26	23	5	2	0	0	0	0	0	0	0	28.7	33.7	6
0800	88	1	0	0	4	17	37	22	6	1	0	0	0	0	0	0	0	27.9	33.1	5.3
0900	92	0	0	2	5	28	27	24	4	1	1	0	0	0	0	0	0	27.3	32.2	5.7
1000	95	0	1	1	2	23	37	19	10	2	0	0	0	0	0	0	0	28.2	33.5	5.7
1100	84	0	0	1	10	22	30	12	7	2	0	0	0	0	0	0	0	26.8	32.7	5.8
1200	62	0	1	2	3	11	21	16	6	2	0	0	0	0	0	0	0	28.2	34.8	6.5
1300	95	0	1	1	5	16	42	28	2	0	0	0	0	0	0	0	0	27.5	31.9	4.8
1400	76	0	0	0	5	17	38	10	3	3	0	0	0	0	0	0	0	27.6	32.8	5.4
1500	69	0	0	0	6	17	28	14	4	0	0	0	0	0	0	0	0	26.9	32	5.1
1600	54	0	0	0	5	11	18	18	1	1	0	0	0	0	0	0	0	27.5	32	5.1
1700	33	0	0	1	1	6	14	5	4	2	0	0	0	0	0	0	0	28.9	37.1	6
1800	37	0	0	0	2	5	14	11	3	2	0	0	0	0	0	0	0	29.6	34.8	5.6
1900	35	0	0	0	0	8	15	7	5	0	0	0	0	0	0	0	0	29.1	34.1	4
2000	20	0	0	1	0	5	8	4	1	1	0	0	0	0	0	0	0	28.2	34.1	6.5
2100	23	0	1	0	2	4	7	8	1	0	0	0	0	0	0	0	0	27.5	32.6	6.1
2200	19	0	0	0	0	6	4	7	2	0	0	0	0	0	0	0	0	29.5	34.8	5.3
2300	7	0	0	0	0	2	2	2	0	1	0	0	0	0	0	0	0	30.2	-	7
00-07	**104**	**0**	**1**	**0**	**1**	**9**	**35**	**39**	**15**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**35.5**	**5.3**
07-19	**856**	**1**	**3**	**10**	**53**	**181**	**332**	**202**	**55**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**32.9**	**5.6**
19-00	**104**	**0**	**1**	**1**	**2**	**25**	**36**	**28**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**34.2**	**5.4**
00-00	**1064**	**1**	**5**	**11**	**56**	**215**	**403**	**269**	**79**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**33.6**	**5.6**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

07 July 2024

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	SD
t:-		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100		85	
0000	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	28.5	-	4.2
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	31	-	8.3
0300	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	34.4	-	7.1
0400	8	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	0	30.6	-	4.7
0500	16	0	0	0	1	2	3	8	0	2	0	0	0	0	0	0	0	31	37.7	6.5
0600	27	0	0	0	1	4	6	10	4	1	0	1	0	0	0	0	0	31.2	36.2	6.9
0700	46	0	0	2	3	9	16	13	3	0	0	0	0	0	0	0	0	27.3	33.9	6.3
0800	72	0	0	1	5	14	30	18	3	1	0	0	0	0	0	0	0	27.5	32.7	5.2
0900	66	0	1	3	6	13	28	13	1	1	0	0	0	0	0	0	0	25.9	31.3	6.2
1000	65	0	0	1	4	17	23	14	6	0	0	0	0	0	0	0	0	27.3	34.1	5.5
1100	88	0	1	4	4	24	30	19	6	0	0	0	0	0	0	0	0	26.4	32.7	5.7
1200	119	0	0	4	11	29	48	19	8	0	0	0	0	0	0	0	0	26.3	31.9	5.4
1300	94	0	0	1	4	13	39	27	8	1	1	0	0	0	0	0	0	28.7	34.1	5.5
1400	68	0	0	2	5	12	32	12	4	1	0	0	0	0	0	0	0	26.8	32.8	5.7
1500	61	0	0	1	2	19	17	18	3	1	0	0	0	0	0	0	0	27.9	33.7	5.5
1600	60	0	0	2	2	8	24	17	4	3	0	0	0	0	0	0	0	28.6	34.7	5.9
1700	60	0	0	3	2	11	22	18	2	2	0	0	0	0	0	0	0	27.9	33.4	5.8
1800	43	0	0	1	3	10	12	13	1	3	0	0	0	0	0	0	0	27.8	33	6.7
1900	21	0	0	2	0	3	12	2	1	1	0	0	0	0	0	0	0	27.7	33.7	6.5
2000	21	0	0	1	2	1	8	6	2	1	0	0	0	0	0	0	0	28.6	35.4	6.6
2100	10	0	1	0	0	2	1	1	2	3	0	0	0	0	0	0	0	32.2	-	11.1
2200	7	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	28.7	-	2.8
2300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	36.6	-	4.3
00-07	**59**	**0**	**0**	**0**	**2**	**7**	**16**	**22**	**7**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**31.1**	**36.2**	**6.3**
07-19	**842**	**0**	**2**	**25**	**51**	**179**	**321**	**201**	**49**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.3**	**33.2**	**5.8**
19-00	**61**	**0**	**1**	**3**	**2**	**7**	**25**	**12**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**35.8**	**7.2**
00-00	**962**	**0**	**3**	**28**	**55**	**193**	**362**	**235**	**62**	**22**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**27.6**	**33.4**	**6**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

08 July 2024

Time f-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	39.7	-	6.3
0300	15	0	1	0	0	3	4	5	1	1	0	0	0	0	0	0	0	28.9	35.9	8.1
0400	36	0	0	1	0	7	6	13	4	4	0	0	1	0	0	0	0	31.5	38.7	8
0500	90	0	0	2	3	11	29	27	13	4	1	0	0	0	0	0	0	30.1	36.4	6.2
0600	151	0	1	3	17	35	53	35	5	1	1	0	0	0	0	0	0	26.5	31.9	5.9
0700	166	0	19	41	57	42	6	1	0	0	0	0	0	0	0	0	0	16.7	21.9	5.1
0800	83	1	2	4	12	35	21	6	0	2	0	0	0	0	0	0	0	23.4	29.3	6.3
0900	80	0	0	1	16	22	31	10	0	0	0	0	0	0	0	0	0	24.2	29.1	4.8
1000	86	1	2	17	21	24	14	6	1	0	0	0	0	0	0	0	0	20.5	27.7	6.4
1100	73	0	0	5	6	26	29	7	0	0	0	0	0	0	0	0	0	24.2	28.5	4.7
1200	69	0	1	2	7	21	24	13	1	0	0	0	0	0	0	0	0	25.3	32.3	5.6
1300	87	0	5	20	22	19	18	2	1	0	0	0	0	0	0	0	0	19.4	28.3	6.6
1400	93	0	5	18	24	20	22	4	0	0	0	0	0	0	0	0	0	20.1	26.7	6.3
1500	101	0	2	16	18	28	29	6	1	1	0	0	0	0	0	0	0	22.1	28.1	6.8
1600	69	0	1	9	6	21	24	8	0	0	0	0	0	0	0	0	0	23.5	29.8	6.1
1700	60	0	1	3	2	10	25	15	4	0	0	0	0	0	0	0	0	27.1	33.1	5.9
1800	44	0	0	1	3	11	15	9	2	2	0	0	1	0	0	0	0	28	33	7.3
1900	20	0	0	1	1	4	9	3	2	0	0	0	0	0	0	0	0	27.2	32.4	5.8
2000	22	0	0	0	1	2	6	10	2	1	0	0	0	0	0	0	0	30.5	37.1	5.8
2100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	30.5	-	3.2
2200	5	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	31.7	-	4.9
2300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36.1	-	-
00-07	**294**	**0**	**2**	**6**	**20**	**56**	**92**	**80**	**24**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**28.4**	**34.3**	**6.7**
07-19	**1011**	**2**	**38**	**137**	**194**	**279**	**258**	**87**	**10**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**21.9**	**28.6**	**6.8**
19-00	**50**	**0**	**0**	**1**	**2**	**7**	**17**	**15**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**35.4**	**5.8**
00-00	**1355**	**2**	**40**	**144**	**216**	**342**	**367**	**182**	**41**	**17**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**23.6**	**30.9**	**7.3**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

Virtual Day (7)

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	35.2	-	7.5
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	5.9
0200	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32	-	7
0300	8	0	0	0	0	1	3	3	0	1	0	0	0	0	0	0	0	30.2	-	6.8
0400	25	0	0	1	0	3	6	7	3	3	1	1	0	0	0	0	0	33.2	42.6	8.3
0500	71	0	0	1	2	8	21	23	11	4	1	0	0	0	0	0	0	30.9	36.7	6.3
0600	130	0	1	3	10	25	49	32	7	1	0	0	0	0	0	0	0	27.3	32.8	5.9
0700	134	0	14	34	34	29	14	6	1	0	0	0	0	0	0	0	0	18.2	25.4	6.8
0800	93	0	2	4	10	26	33	15	2	1	0	0	0	0	0	0	0	25.2	31.1	6.3
0900	82	0	0	3	8	23	31	13	3	1	0	0	0	0	0	0	0	25.8	31.2	5.7
1000	83	0	1	8	11	22	25	11	4	0	0	0	0	0	0	0	0	24.3	31	6.8
1100	81	0	0	5	10	22	27	11	4	0	0	0	0	0	0	0	0	24.9	30.9	6
1200	84	0	1	4	9	22	30	14	4	0	0	0	0	0	0	0	0	25.7	31.8	6
1300	91	0	3	12	15	22	27	10	2	0	0	0	0	0	0	0	0	22.8	29.7	6.9
1400	88	0	5	8	18	20	25	8	2	1	0	0	0	0	0	0	0	22.6	29.5	7.1
1500	84	0	2	6	10	22	25	15	3	1	0	0	0	0	0	0	0	24.8	31.5	6.8
1600	68	0	1	6	10	17	19	12	2	1	0	0	0	0	0	0	0	24.6	31.3	6.8
1700	65	0	1	3	6	16	22	13	4	1	0	0	0	0	0	0	0	26.1	32.3	6.3
1800	48	0	0	1	2	11	18	11	3	1	0	0	0	0	0	0	0	27.9	32.9	6.1
1900	36	0	0	1	2	6	15	8	3	0	0	0	0	0	0	0	0	27.9	33.7	5.7
2000	29	0	0	1	1	3	12	8	3	1	0	0	0	0	0	0	0	29.6	34.9	5.9
2100	17	0	0	0	1	3	6	5	2	1	0	0	0	0	0	0	0	29.2	34.6	7.1
2200	9	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	28.4	-	6.3
2300	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	31	-	7
00-07	**239**	**0**	**2**	**5**	**12**	**37**	**80**	**67**	**23**	**10**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**29.2**	**35.1**	**6.8**
07-19	**1001**	**1**	**30**	**95**	**143**	**252**	**297**	**140**	**34**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**30.8**	**7**
19-00	**96**	**0**	**0**	**2**	**4**	**15**	**36**	**25**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**34.4**	**6.2**
00-00	**1336**	**1**	**32**	**102**	**159**	**304**	**413**	**232**	**67**	**20**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**25.2**	**32.1**	**7.3**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

Virtual Week (1)

Time [--	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	1355	2	40	144	216	342	367	182	41	17	2	0	2	0	0	0	0	23.6	30.9	7.3
Tue	1422	1	33	113	164	318	448	229	84	22	7	0	3	0	0	0	0	25.3	32.3	7.4
Wed	1544	2	44	150	230	372	413	234	69	21	8	0	1	0	0	0	0	24.3	31.5	7.5
Thu	1534	1	35	151	227	335	452	245	63	17	3	3	2	0	0	0	0	24.5	31.6	7.4
Fri	1474	1	62	119	167	356	449	228	69	15	5	3	0	0	0	0	0	24.6	31.7	7.5
|Sat	1064	1	5	11	56	215	403	269	79	23	2	0	0	0	0	0	0	28.2	33.6	5.6
|Sun	962	0	3	28	55	193	362	235	62	22	1	1	0	0	0	0	0	27.6	33.4	6
--	9355	8	222	716	1115	2131	2894	1622	467	137	28	7	8	0	0	0	0	25.2	32.1	7.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - North

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	SD
[--		0	5	10	15	20	25	30	35	40	45	50	55	60	70	80	90		85	
		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100			
--	9355	8	222	716	1115	2131	2894	1622	467	137	28	7	8	0	0	0	0	25.2	32.1	7.3

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-572
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-07-11T14:08:48
Legal	Copyright (c)1997 - 2018 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	5.0.5.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBANG02
Site Attribute	ANGMERING
File Name	C:\Users\Josh\Desktop\OPS07466 ANGMERING\ROBANG02 0 2024-07-10 1031.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-07-01T13:57:34
Start Time	2024-07-01T13:57:34
Finish Time	2024-07-10T10:31:10
Operator	JD
Configuration	40 MC5600 80 00 14 6a 6a ? L399ZE6W MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2024-07-02T00:00:00
Filter End	2024-07-09T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(S) Sp(0,100) Headway(]0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Speed Report

Column	
Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

02 July 2024

Time	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.3	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	6	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	25.1	-	4
0500	14	0	0	2	1	2	5	3	1	0	0	0	0	0	0	0	0	25.7	33.5	7.6
0600	52	0	0	1	12	21	12	5	1	0	0	0	0	0	0	0	0	23.6	29.1	4.9
0700	99	5	15	39	18	16	4	2	0	0	0	0	0	0	0	0	0	14.7	21.9	6.5
0800	58	0	2	2	16	19	12	6	1	0	0	0	0	0	0	0	0	23	29.9	6.1
0900	52	0	0	3	11	13	20	3	2	0	0	0	0	0	0	0	0	24.1	29	6.1
1000	55	0	0	1	14	21	12	7	0	0	0	0	0	0	0	0	0	23.4	29.3	5
1100	58	0	0	4	14	18	15	6	1	0	0	0	0	0	0	0	0	23.2	28.9	5.3
1200	57	0	0	3	9	16	22	6	1	0	0	0	0	0	0	0	0	24.2	29.3	5.5
1300	73	0	4	11	24	27	5	2	0	0	0	0	0	0	0	0	0	19.1	23.5	5.2
1400	118	0	3	29	28	23	23	12	0	0	0	0	0	0	0	0	0	20.4	28.4	6.7
1500	84	0	0	4	11	20	28	16	4	1	0	0	0	0	0	0	0	26	32	6.3
1600	121	0	2	1	23	38	34	18	4	1	0	0	0	0	0	0	0	24.8	30.9	6
1700	95	0	1	4	7	21	39	19	4	0	0	0	0	0	0	0	0	26	31.7	5.6
1800	38	0	0	0	5	3	23	3	1	2	1	0	0	0	0	0	0	28.1	32.2	6.5
1900	30	0	0	1	1	12	11	3	0	2	0	0	0	0	0	0	0	26.4	30.5	6
2000	13	0	0	0	0	1	9	2	0	1	0	0	0	0	0	0	0	29	33.7	5.1
2100	13	0	0	0	2	4	3	2	1	1	0	0	0	0	0	0	0	27.6	38.1	7.2
2200	8	0	0	1	1	1	4	0	1	0	0	0	0	0	0	0	0	25.5	-	6.4
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	23.7	-	1.3
00-07	**74**	**0**	**0**	**3**	**14**	**27**	**19**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.1**	**29.9**	**5.4**
07-19	**908**	**5**	**27**	**101**	**180**	**235**	**237**	**100**	**18**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**29.6**	**7**
19-00	**66**	**0**	**0**	**2**	**4**	**20**	**27**	**7**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**31.4**	**6.1**
00-00	**1048**	**5**	**27**	**106**	**198**	**282**	**283**	**116**	**22**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**29.8**	**6.9**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

03 July 2024

Time	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.1	-	-
0100	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	29.1	-	5
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.2	-	-
0400	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	0.8
0500	12	0	0	1	2	2	2	3	2	0	0	0	0	0	0	0	0	26.3	36.4	8
0600	45	0	1	2	12	13	14	3	0	0	0	0	0	0	0	0	0	22.2	27.1	5.6
0700	104	1	11	35	42	13	1	1	0	0	0	0	0	0	0	0	0	15.7	20.1	4.7
0800	57	0	1	8	15	20	10	2	1	0	0	0	0	0	0	0	0	21.4	26.4	5.2
0900	50	0	3	0	10	22	10	5	0	0	0	0	0	0	0	0	0	22.7	28.7	5.7
1000	66	0	4	4	20	19	17	1	0	0	0	0	1	0	0	0	0	21.5	28	7.3
1100	64	0	1	5	16	22	18	2	0	0	0	0	0	0	0	0	0	22.2	28.4	5.3
1200	60	0	0	3	13	24	17	2	1	0	0	0	0	0	0	0	0	22.8	26.8	4.7
1300	61	0	0	8	32	12	7	2	0	0	0	0	0	0	0	0	0	19.5	25.1	4.6
1400	102	1	8	19	38	25	8	2	1	0	0	0	0	0	0	0	0	18.1	24	5.9
1500	131	1	6	12	35	31	31	15	0	0	0	0	0	0	0	0	0	21.5	28.5	6.5
1600	120	0	2	6	26	27	43	14	2	0	0	0	0	0	0	0	0	23.9	29.7	5.9
1700	82	0	1	6	13	15	25	18	4	0	0	0	0	0	0	0	0	25.1	31.5	6.6
1800	48	0	1	1	2	14	16	13	1	0	0	0	0	0	0	0	0	26.3	32.1	5.4
1900	35	0	0	2	10	10	9	4	0	0	0	0	0	0	0	0	0	22.6	28.9	5.4
2000	16	0	0	0	0	3	9	3	1	0	0	0	0	0	0	0	0	27.8	32.3	4.4
2100	22	0	0	2	1	5	8	5	0	0	1	0	0	0	0	0	0	26.7	32.5	7.3
2200	6	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	26.2	-	7.1
2300	4	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	27.4	-	8.2
00-07	**65**	**0**	**1**	**3**	**16**	**17**	**18**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**30.1**	**6.3**
07-19	**945**	**3**	**38**	**107**	**262**	**244**	**203**	**77**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**21.4**	**28.1**	**6.4**
19-00	**83**	**0**	**0**	**4**	**13**	**20**	**28**	**15**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**31.7**	**6.3**
00-00	**1093**	**3**	**39**	**114**	**291**	**281**	**249**	**99**	**15**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**21.8**	**28.4**	**6.5**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

04 July 2024

Time	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	31.4	-	5.9
0100	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	33.6	-	12.6
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	26.3	-	0.2
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	7	0	0	0	1	0	3	2	1	0	0	0	0	0	0	0	0	29.1	-	6.1
0500	9	0	0	1	0	2	2	3	1	0	0	0	0	0	0	0	0	27.7	-	8.1
0600	49	1	1	2	10	16	15	4	0	0	0	0	0	0	0	0	0	22.3	27.4	5.8
0700	100	4	26	27	29	9	5	0	0	0	0	0	0	0	0	0	0	13.8	19.7	5.7
0800	52	0	0	2	5	21	17	5	2	0	0	0	0	0	0	0	0	24.7	29.8	5.2
0900	51	0	0	1	9	20	15	4	1	1	0	0	0	0	0	0	0	24.1	28.6	5.1
1000	43	0	0	2	5	11	21	4	0	0	0	0	0	0	0	0	0	24.9	29.3	4.6
1100	73	0	0	4	13	27	16	13	0	0	0	0	0	0	0	0	0	24.1	30.4	5.3
1200	60	0	1	3	13	19	16	8	0	0	0	0	0	0	0	0	0	23.2	29.8	5.6
1300	67	0	0	5	27	19	12	4	0	0	0	0	0	0	0	0	0	21.1	28.1	5.2
1400	117	1	8	31	20	30	24	3	0	0	0	0	0	0	0	0	0	19	27	6.8
1500	123	0	1	9	29	31	34	17	1	0	1	0	0	0	0	0	0	23.5	30.1	6.3
1600	136	0	0	6	32	32	46	16	4	0	0	0	0	0	0	0	0	24.3	30.1	5.6
1700	84	1	3	11	13	15	29	11	1	0	0	0	0	0	0	0	0	23	29.9	7
1800	50	0	1	1	6	13	22	6	1	0	0	0	0	0	0	0	0	25	30	5.3
1900	26	0	0	1	1	10	6	7	1	0	0	0	0	0	0	0	0	26.1	31.7	4.9
2000	24	0	0	1	2	9	8	3	1	0	0	0	0	0	0	0	0	24.6	31.1	5.4
2100	17	0	1	0	0	3	9	3	1	0	0	0	0	0	0	0	0	26.6	33.8	6.2
2200	11	0	0	1	1	2	7	0	0	0	0	0	0	0	0	0	0	24.4	29.2	5.2
2300	6	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	25.5	-	4.8
00-07	**71**	**1**	**1**	**3**	**11**	**19**	**23**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.3**	**31**	**6.9**
07-19	**956**	**6**	**40**	**102**	**201**	**247**	**257**	**91**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.1**	**29**	**6.7**
19-00	**84**	**0**	**1**	**3**	**5**	**26**	**32**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**31.2**	**5.3**
00-00	**1111**	**7**	**42**	**108**	**217**	**292**	**312**	**114**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**29.3**	**6.7**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

05 July 2024

Time f:-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	25.4	-	1.3
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.7	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.7	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-	-
0400	6	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	28.9	-	6.3
0500	8	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	29.7	-	4.9
0600	41	0	0	2	11	15	9	3	1	0	0	0	0	0	0	0	0	23	27.8	5.4
0700	95	1	4	25	46	18	1	0	0	0	0	0	0	0	0	0	0	16.5	21	4.3
0800	60	0	1	6	19	16	13	3	2	0	0	0	0	0	0	0	0	22.2	29.4	6.2
0900	45	0	0	1	4	18	15	6	1	0	0	0	0	0	0	0	0	25.2	30.2	5
1000	57	0	0	5	8	17	22	4	1	0	0	0	0	0	0	0	0	23.8	28.6	5.6
1100	70	0	0	6	13	22	22	7	0	0	0	0	0	0	0	0	0	23.5	28.2	5.3
1200	66	0	0	1	12	27	16	6	2	1	0	1	0	0	0	0	0	25	31	6.4
1300	98	0	2	15	33	33	14	1	0	0	0	0	0	0	0	0	0	19.9	25.1	4.9
1400	127	2	20	32	21	24	19	8	1	0	0	0	0	0	0	0	0	17.9	27.1	7.8
1500	110	0	4	7	19	26	32	19	3	0	0	0	0	0	0	0	0	24.1	30.7	6.5
1600	103	0	1	2	15	22	31	25	7	0	0	0	0	0	0	0	0	26.4	32.8	6.2
1700	70	0	0	0	6	18	36	8	2	0	0	0	0	0	0	0	0	26	29.9	4.5
1800	44	0	1	2	2	14	17	5	3	0	0	0	0	0	0	0	0	25.9	31.2	6.4
1900	23	0	0	0	1	6	6	3	6	1	0	0	0	0	0	0	0	29.9	38.5	7.1
2000	18	0	0	1	2	4	6	5	0	0	0	0	0	0	0	0	0	26.3	32.3	5.4
2100	13	0	0	0	2	6	5	0	0	0	0	0	0	0	0	0	0	24.2	27	2.6
2200	21	0	0	1	0	5	11	3	1	0	0	0	0	0	0	0	0	26.5	31.3	4.8
2300	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	24.1	-	3.5
00-07	**60**	**0**	**0**	**2**	**11**	**22**	**13**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**31.6**	**5.8**
07-19	**945**	**3**	**33**	**102**	**198**	**255**	**238**	**92**	**22**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**22.5**	**29.3**	**6.8**
19-00	**81**	**0**	**0**	**2**	**5**	**24**	**31**	**11**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**32.9**	**5.6**
00-00	**1086**	**3**	**33**	**106**	**214**	**301**	**282**	**112**	**32**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**22.9**	**29.5**	**6.8**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

06 July 2024

Time f--	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	27.9	-	9.6
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	28.6	-	5.2
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26.9	-	-
0500	10	0	0	1	0	3	4	0	2	0	0	0	0	0	0	0	0	26.7	-	7.4
0600	21	0	0	0	1	7	7	5	1	0	0	0	0	0	0	0	0	27.3	34.2	4.8
0700	29	0	0	1	3	6	11	8	0	0	0	0	0	0	0	0	0	26.4	32.2	5.6
0800	33	1	0	0	5	5	12	8	2	0	0	0	0	0	0	0	0	26.5	32.4	6.9
0900	43	0	0	1	4	16	20	1	1	0	0	0	0	0	0	0	0	24.6	28.6	4
1000	51	0	0	2	9	16	15	7	1	0	1	0	0	0	0	0	0	25	31.6	6.1
1100	63	0	2	0	4	13	27	16	1	0	0	0	0	0	0	0	0	26.6	31.9	5.6
1200	51	0	0	3	4	10	20	11	3	0	0	0	0	0	0	0	0	26.6	32.7	6
1300	36	0	0	3	6	9	7	11	0	0	0	0	0	0	0	0	0	25.2	32	6.7
1400	56	0	0	1	6	14	18	14	2	1	0	0	0	0	0	0	0	26.7	32.7	5.8
1500	52	0	0	3	3	9	19	12	4	1	1	0	0	0	0	0	0	27.7	33	6.6
1600	29	0	0	0	2	4	11	7	5	0	0	0	0	0	0	0	0	29.5	35.9	5.6
1700	43	0	0	0	2	11	17	11	2	0	0	0	0	0	0	0	0	27.6	32.1	4.6
1800	28	0	0	2	2	5	11	7	1	0	0	0	0	0	0	0	0	26.6	31.8	6.1
1900	20	0	0	0	1	4	9	4	1	0	1	0	0	0	0	0	0	27.6	30.6	5.9
2000	16	0	0	0	0	2	8	4	2	0	0	0	0	0	0	0	0	29.6	35.1	4.3
2100	14	0	0	0	1	3	5	4	1	0	0	0	0	0	0	0	0	27.5	34.6	6.2
2200	21	0	0	1	3	4	5	5	3	0	0	0	0	0	0	0	0	26.9	35.7	7.5
2300	10	0	0	0	1	3	1	4	1	0	0	0	0	0	0	0	0	27.7	-	5.6
00-07	**38**	**0**	**0**	**1**	**1**	**13**	**12**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.3**	**34.3**	**5.7**
07-19	**514**	**1**	**2**	**16**	**50**	**118**	**188**	**113**	**22**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.5**	**32.1**	**5.9**
19-00	**81**	**0**	**0**	**1**	**6**	**16**	**28**	**21**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**33.6**	**6.1**
00-00	**633**	**1**	**2**	**18**	**57**	**147**	**228**	**141**	**34**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**32.2**	**5.9**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

07 July 2024

Time	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	8	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	28.3	-	4.9
0100	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	33.5	-	3.9
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.8	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.1	-	-
0500	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	25.4	-	3.7
0600	9	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	25.1	-	4
0700	58	0	0	2	8	22	21	5	0	0	0	0	0	0	0	0	0	24.3	28.7	4.7
0800	23	0	0	1	3	6	10	1	2	0	0	0	0	0	0	0	0	25.2	30.2	5.4
0900	41	0	0	1	5	11	18	5	1	0	0	0	0	0	0	0	0	25.5	29.8	4.6
1000	52	0	0	2	8	14	16	9	3	0	0	0	0	0	0	0	0	25.7	31.9	6
1100	50	0	0	3	5	16	20	4	2	0	0	0	0	0	0	0	0	25	29.9	5.6
1200	50	0	0	2	8	20	18	1	1	0	0	0	0	0	0	0	0	23.6	28.6	4.7
1300	46	0	0	1	6	8	17	11	3	0	0	0	0	0	0	0	0	26.7	32.4	5.7
1400	42	0	0	3	3	5	20	8	2	1	0	0	0	0	0	0	0	26.7	32.8	6.2
1500	41	0	0	0	2	7	18	13	1	0	0	0	0	0	0	0	0	27.6	31.7	4.2
1600	44	0	0	2	3	8	19	9	1	2	0	0	0	0	0	0	0	27.3	31.3	5.7
1700	38	0	0	2	4	6	13	10	3	0	0	0	0	0	0	0	0	26.6	32.8	6.3
1800	30	0	0	2	2	9	12	4	1	0	0	0	0	0	0	0	0	25.5	30.7	5.3
1900	30	0	0	0	2	4	15	7	1	1	0	0	0	0	0	0	0	27.9	31.9	4.7
2000	13	0	1	0	0	3	6	2	1	0	0	0	0	0	0	0	0	26.7	33.8	6.7
2100	8	0	0	0	2	1	2	2	1	0	0	0	0	0	0	0	0	26.8	-	7.1
2200	8	0	0	1	0	4	1	2	0	0	0	0	0	0	0	0	0	24.2	-	6.5
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.1	-	-
00-07	**28**	**0**	**0**	**0**	**2**	**8**	**10**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.3**	**33.3**	**5.2**
07-19	**515**	**0**	**0**	**21**	**57**	**132**	**202**	**80**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**31**	**5.5**
19-00	**60**	**0**	**1**	**1**	**4**	**12**	**25**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**32.9**	**5.7**
00-00	**603**	**0**	**1**	**22**	**63**	**152**	**237**	**98**	**26**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**31.2**	**5.5**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

08 July 2024

Time (-)	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-	-
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.2	-	-
0200	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	27.9	-	2
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	31.4	-	2.2
0400	5	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	26.2	-	4.5
0500	9	0	0	0	2	2	1	1	3	0	0	0	0	0	0	0	0	28.3	-	7.8
0600	43	0	0	1	11	12	14	4	1	0	0	0	0	0	0	0	0	23.9	29.3	5
0700	98	2	9	26	35	21	5	0	0	0	0	0	0	0	0	0	0	16.4	21.7	5.5
0800	54	1	2	6	10	18	13	4	0	0	0	0	0	0	0	0	0	21.1	27	6.3
0900	43	1	0	1	14	10	15	2	0	0	0	0	0	0	0	0	0	21.9	27.3	5.5
1000	64	1	5	15	21	11	7	4	0	0	0	0	0	0	0	0	0	18.2	26.5	6.6
1100	76	0	0	5	19	26	20	6	0	0	0	0	0	0	0	0	0	22.6	27.4	4.9
1200	52	0	0	3	10	24	14	1	0	0	0	0	0	0	0	0	0	22.6	27.4	4.3
1300	89	0	6	15	33	17	12	5	1	0	0	0	0	0	0	0	0	19.2	25.5	6.3
1400	110	1	6	38	17	28	17	3	0	0	0	0	0	0	0	0	0	18.4	25.8	6.5
1500	138	0	1	15	33	45	30	12	2	0	0	0	0	0	0	0	0	22.2	29.3	5.8
1600	114	0	0	6	19	33	40	16	0	0	0	0	0	0	0	0	0	24.3	29.1	5.5
1700	58	0	1	1	3	13	27	10	2	0	1	0	0	0	0	0	0	26.9	31.8	5.9
1800	28	0	0	0	0	7	16	5	0	0	0	0	0	0	0	0	0	26.8	30.6	3.6
1900	19	0	0	0	2	4	8	2	2	1	0	0	0	0	0	0	0	27.5	35.5	6.1
2000	12	0	0	0	2	3	5	2	0	0	0	0	0	0	0	0	0	26	32.5	4.5
2100	10	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	28.2	-	4.9
2200	5	0	0	0	1	1	1	0	0	1	1	0	0	0	0	0	0	30.5	-	12
2300	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	28.4	-	2.1
00-07	**64**	**0**	**0**	**1**	**14**	**16**	**21**	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**30.7**	**5.7**
07-19	**924**	**6**	**30**	**131**	**214**	**253**	**216**	**68**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21.2**	**28**	**6.5**
19-00	**50**	**0**	**0**	**0**	**5**	**11**	**20**	**8**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**33.3**	**6**
00-00	**1038**	**6**	**30**	**132**	**233**	**280**	**257**	**83**	**13**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**21.8**	**28.4**	**6.6**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

Virtual Day (7)

Time f-	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 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	28.1	-	4.4
0100	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	30.4	-	6.8
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	27.2	-	4
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-	5.4
0400	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	26.7	-	5.5
0500	9	0	0	1	1	2	3	2	1	0	0	0	0	0	0	0	0	27	-	7.1
0600	37	0	0	1	8	12	11	4	1	0	0	0	0	0	0	0	0	23.4	28.4	5.4
0700	83	2	9	22	26	15	7	2	0	0	0	0	0	0	0	0	0	16.8	23.3	6.4
0800	48	0	1	4	10	15	12	4	1	0	0	0	0	0	0	0	0	23	29.4	6.1
0900	46	0	0	1	8	16	16	4	1	0	0	0	0	0	0	0	0	24	28.7	5.3
1000	55	0	1	4	12	16	16	5	1	0	0	0	0	0	0	0	0	22.9	28.9	6.5
1100	65	0	0	4	12	21	20	8	1	0	0	0	0	0	0	0	0	23.8	29.5	5.4
1200	57	0	0	3	10	20	18	5	1	0	0	0	0	0	0	0	0	24	29	5.5
1300	67	0	2	8	23	18	11	5	1	0	0	0	0	0	0	0	0	20.8	28	6
1400	96	1	6	22	19	21	18	7	1	0	0	0	0	0	0	0	0	19.9	27.7	7.3
1500	97	0	2	7	19	24	27	15	2	0	0	0	0	0	0	0	0	23.8	30.5	6.5
1600	95	0	1	3	17	23	32	15	3	0	0	0	0	0	0	0	0	25.1	31	6
1700	67	0	1	3	7	14	27	12	3	0	0	0	0	0	0	0	0	25.6	31.5	6.1
1800	38	0	0	1	3	9	17	6	1	0	0	0	0	0	0	0	0	26.2	31.1	5.6
1900	26	0	0	1	3	7	9	4	2	1	0	0	0	0	0	0	0	26.6	31.8	6
2000	16	0	0	0	1	4	7	3	1	0	0	0	0	0	0	0	0	27	32.2	5.3
2100	14	0	0	0	1	4	5	3	1	0	0	0	0	0	0	0	0	26.8	33.2	6.2
2200	11	0	0	1	1	3	4	2	1	0	0	0	0	0	0	0	0	26.2	33.1	6.6
2300	5	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	26.4	-	4.9
00-07	**57**	**0**	**0**	**2**	**10**	**17**	**17**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**31**	**6**
07-19	**815**	**3**	**24**	**83**	**166**	**212**	**220**	**89**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**29.5**	**6.7**
19-00	**72**	**0**	**0**	**2**	**6**	**18**	**27**	**13**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**32.2**	**5.9**
00-00	**945**	**4**	**25**	**87**	**182**	**248**	**264**	**109**	**23**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**29.9**	**6.7**

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

Virtual Week (1)

Time	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp	SD
t--		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100		85	
Mon	1038	6	30	132	233	280	257	83	13	2	2	0	0	0	0	0	0	21.8	28.4	6.6
Tue	1048	5	27	106	198	282	283	116	22	8	1	0	0	0	0	0	0	23	29.8	6.9
Wed	1093	3	39	114	291	281	249	99	15	0	1	0	1	0	0	0	0	21.8	28.4	6.5
Thu	1111	7	42	108	217	292	312	114	16	2	1	0	0	0	0	0	0	22.5	29.3	6.7
Fri	1086	3	33	106	214	301	282	112	32	2	0	1	0	0	0	0	0	22.9	29.5	6.8
|Sat	633	1	2	18	57	147	228	141	34	2	3	0	0	0	0	0	0	26.7	32.2	5.9
|Sun	603	0	1	22	63	152	237	98	26	4	0	0	0	0	0	0	0	26	31.2	5.5
--	6612	25	174	606	1273	1735	1848	763	158	20	8	1	1	0	0	0	0	23.1	29.9	6.7

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-572
Site Name - ROBANG02
Description - ARUNDEL ROAD SOUTH OF PROPOSED ACCESS
Direction - South

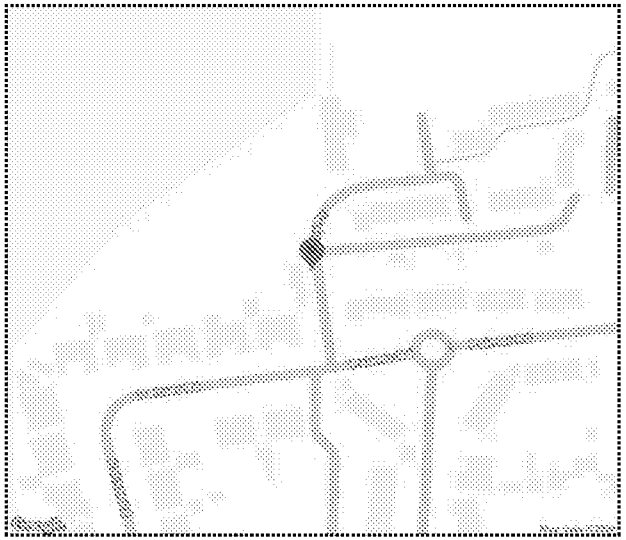
Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	SD
[--		0	5	10	15	20	25	30	35	40	45	50	55	60	70	80	90		85	
		5	10	15	20	25	30	35	40	45	50	55	60	70	80	90	100			
--	6612	25	174	606	1273	1735	1848	763	158	20	8	1	1	0	0	0	0	23.1	29.9	6.7

Appendix C – PIA record

Validated Data

Crash Date:	Tuesday, June 12, 2018	**Time of Crash:**	16:31:00	**Crash Reference:**	2018471803215
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	2
Highway Authority:	West Sussex			**Vehicles:**	3
Local Authority:	Arun			**OS Grid Reference:**	506590 105040
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Tuesday, June 12, 2018 **Time of Crash:** 16:31:00 **Crash Reference:** 2018471803215

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	20	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Parked vehicle	None
2	Car (excluding private hire)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
3	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is parked in the carriageway	Nearside	Unknown	None	None

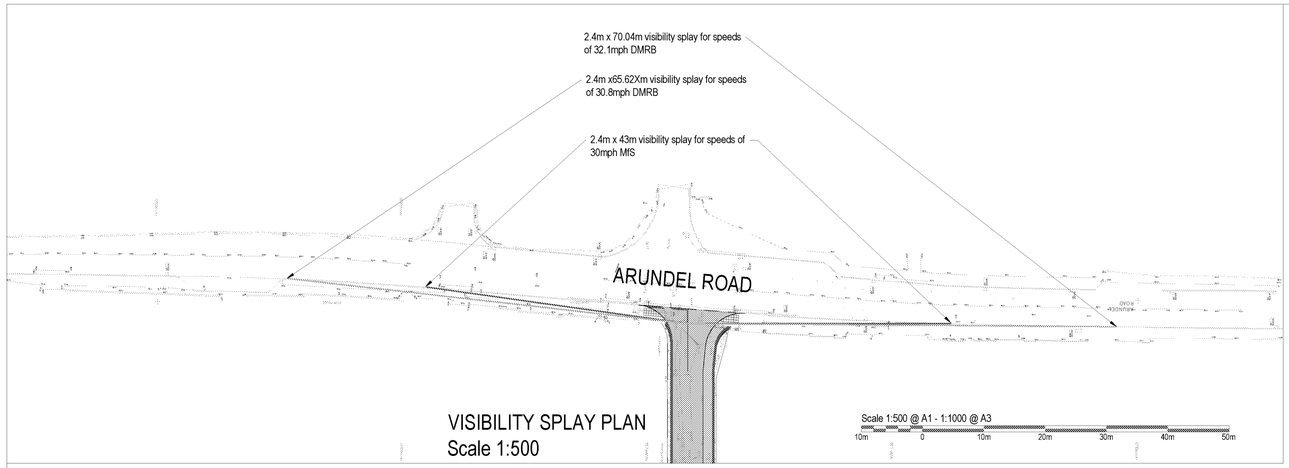
Casualties

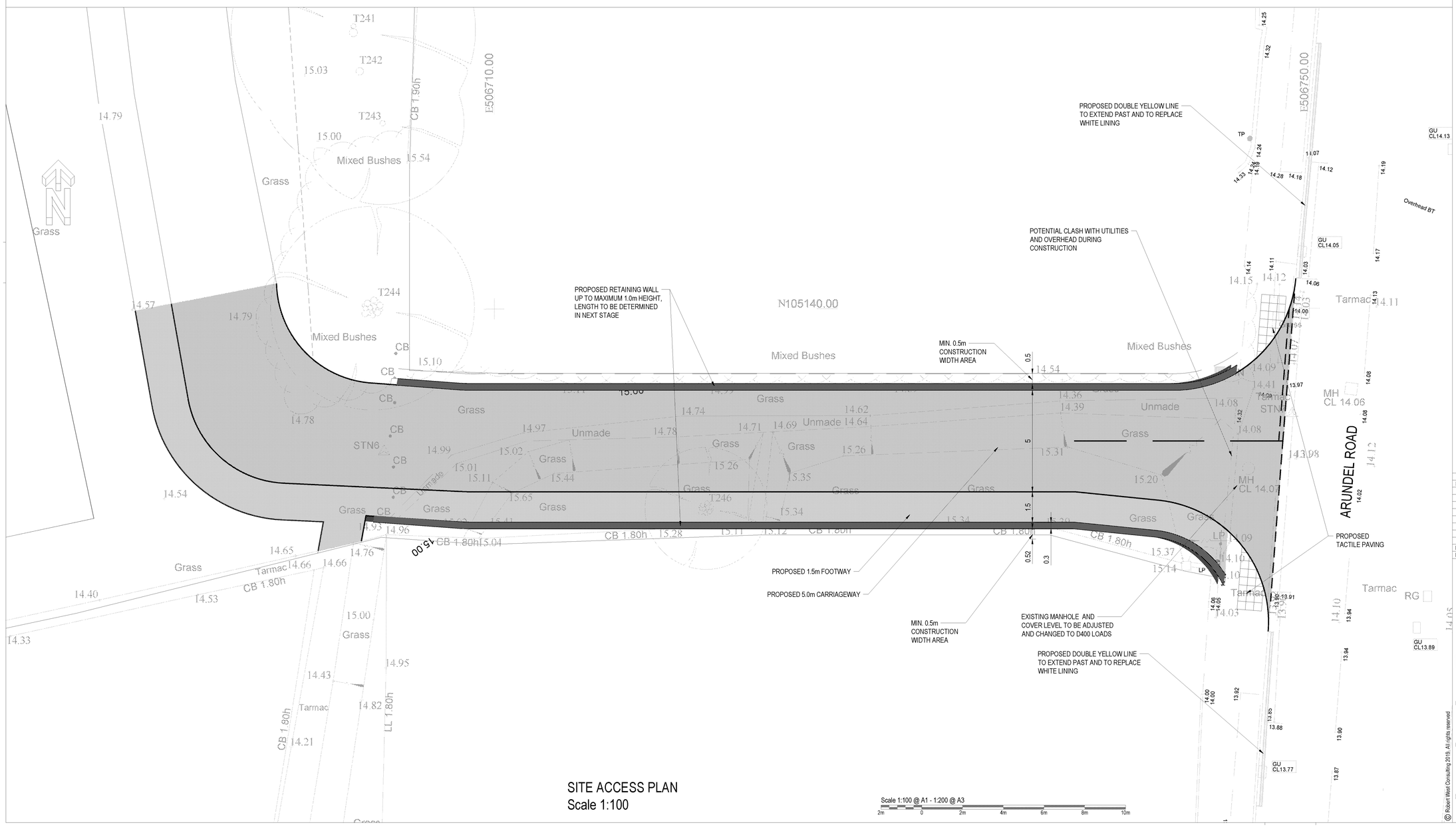
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix D – Site access general arrangement





DO NOT SCALE OFF THIS DRAWING

NOTES

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M&E drawings.
3. All dimensions in millimeters unless stated otherwise.

LEGEND	
⚠	Indicates a residual risk warning

KEY:

- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED RETAINING WALL
- PROPOSED TACTILE PAVING

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P02	UPDATED FOLLOWING RSA STAGE 1	MH	WH	SB	10/10/2024
P01	FOR INFORMATION	CP	WH	SB	02/07/2024

PRELIMINARY

MACE GROUP

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Project
ANGMERING SPORTS HUB

Drawing Title
SITE ACCESS
GENERAL ARRANGEMENT
AND VISIBILITY SPLAYS

RWCL Internal Register reference: 2915-076 Scales @ A1

2915076-RWC-ANGME-Z-DR-100100 - P02

robert west
proes group

Rail
Marine
Infrastructure and Transport
Renewables

Appendix E – Stage 1 Road Safety Audit and Designers' response

wilbar associates limited
HIGHWAY CONSULTANTS

PROJECT DETAILS

ROAD SAFETY AUDIT STAGE 1
September 2024

Proposed entrance bellmouth.
Angmering Sports Hub Development,
Arundel Road, Angmering, West Sussex BN16 4LL

Document Ref J1706-RSA-1.1 Date 18th September 2024

Prepared by Wilbar Associates Ltd

Overseeing Organisation West Sussex County Council

Contents

2. INTRODUCTION

2.1 This report presents the findings of a Stage 1 Road Safety Audit for a proposed new highway access in connection with a sports hub development in Angmering village.

2.2 The location is situated off Arundel Road in the village of Angmering which lies to the west of Worthing and just south of the A27 trunk road. Arundel Road is street lit public highway with footways both sides and a speed limit of 30mph. The proposed new access is opposite the exit road from the local primary school and Arundel Road at this point has an advisory speed limit of 20mph at school arrival and departure times.

2.3 The scheme comprises the formation of a new junction on the west side of Arundel Road.

2.4 The scheme has been designed using Design Manual for Roads and Bridges CD123, Manual for Streets 2, Traffic Signs Manual Chapter 5.

2.5 This Road Safety Audit has been prepared in accordance with the instructions from, and for the specific use of, Robert West Ltd. The authors shall not be liable for the information contained in this report if used for any purpose other than that for which it was provided in connection with their appointment as road safety auditors.

2.6 The Audit Team membership was as follows:

Len Holloway	Audit Team Leader
Phil Henty	Audit Team Member

2.7 This Audit comprised of a site visit by the Audit Team and an examination of the documents listed in Appendix A. The site visit was carried out on Tuesday 17th September 2024 between the hours of 11:30 and 12:00 when the weather was sunny with clear visibility.

2.8 An Audit brief was supplied to the auditors.

2.9 The terms of reference of this Audit are described in GG 119 Road safety audit. The audit team has only reported on the road safety implications of the proposed facilities and has not examined or verified the compliance of the design or any other criteria.

3. PREVIOUS AUDITS

3.1 The Audit Team have not been given any information on any previous audits.

4. STAGE 1 ROAD SAFETY AUDIT

RSA-1-1.01. Issue: Obstruction of visibility splays.
Location: At the proposed new highway access point in Arundel Road.
Summary: The lack of off-street parking for houses south of the new access and parking associated with the school will result in the visibility splay area being used for on street parking. Vehicles exiting the sports hub will therefore have reduced visibility of vehicles approaching along Arundel Road and may pull out and collide with those vehicles.
Recommendation: Provide enforceable parking restrictions to protect the new junction. It is recommended that these restrictions cover at least the adjacent access protection markings to the north and south of the proposed new entrance.

5. AUDIT TEAM STATEMENT

ROAD SAFETY AUDIT STAGE 1

I certify that this audit has been carried out in accordance with GG 119 Road safety audit. I certify that this Road Safety Audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme.

The problems identified have been noted in this report together with suggestions for safety improvements, which the Road Safety Audit Team recommends should be considered for implementation.

No member of the Road Safety Audit Team has been involved in the formulation or design of the measures audited.

Audit Team Leader

Len Holloway Highways England Cert. of Competency
Wilbar Associates Ltd
Woodbrooke Farm
Toat Lane
Pulborough
West Sussex
RH20 1BX

Signed: [redacted]

Date: 18th September 2024

Audit Team Member

Phil Henty.
Wilbar Associates Ltd
Woodbrooke Farm
Toat Lane
Pulborough
West Sussex
RH20 1BX

Signed: [redacted]

Date: 18th September 2024

APPENDIX A – Supplied documentation

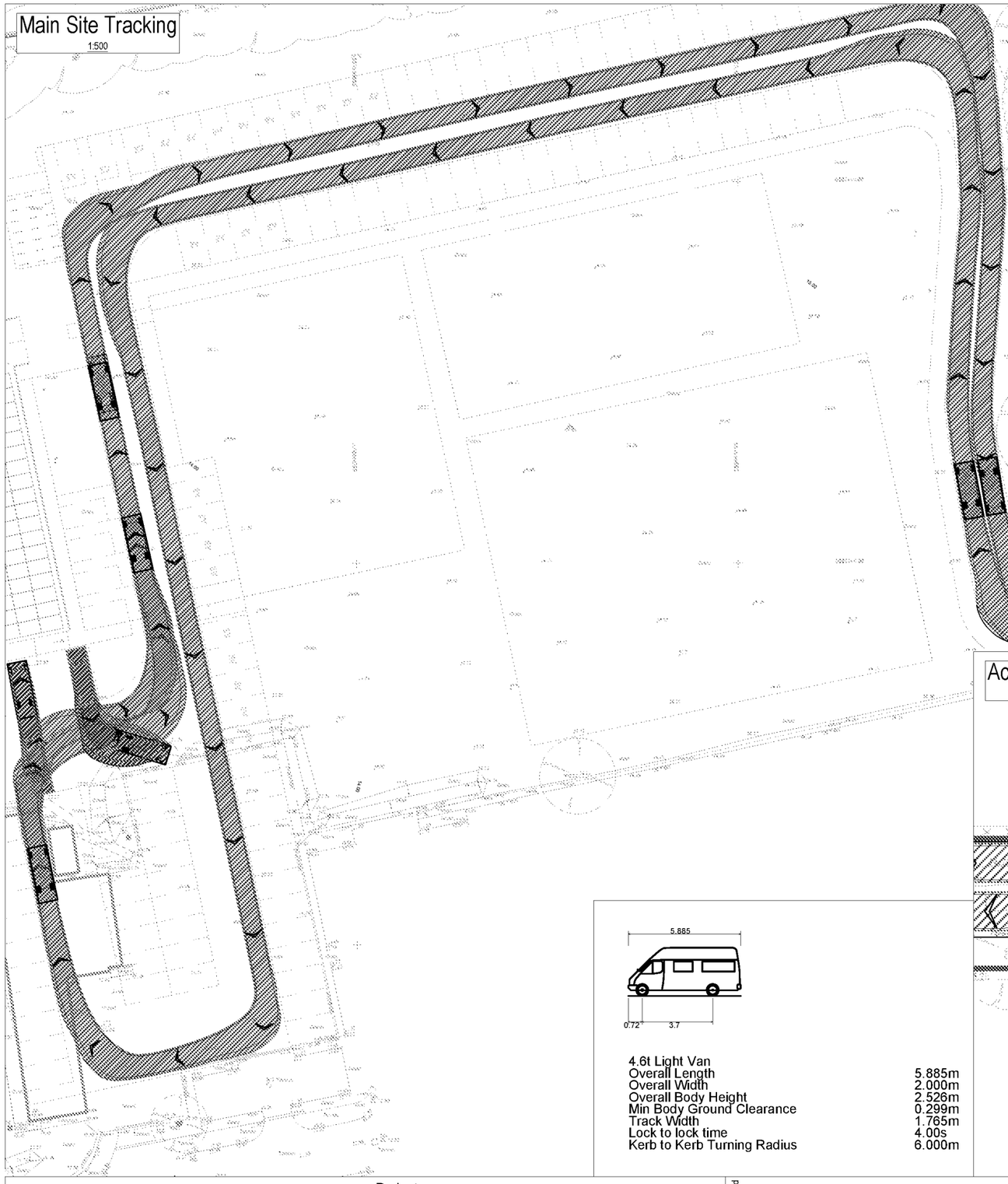
2072-SBA-XX-Si-DR-A-5002 Rev P10 Site Plan
2915076-RWC-ANGME-Z-DR-100100 Rev P01 Site Access General Arrangement and Visibility Splays
ATC Data – OnPoint Traffic Surveys Ltd
2915-076-RSA1 Road Safety Audit Stage 1 Brief – Arundel Road, Angmering

2915 - 076 - ANGMERING SPORTS HUB, WEST SUSSEX - RSA STAGE 1					
Audit Item No.	**Audit Team Issue**	**Issue Location**	**Audit Team Summary**	**Audit Team Recommendation**	**Robert West Designer Response 10.10.2024**
RSA-1-11.01	Obstruction of visibility splays.	At the proposed new highway access point in Arundel Road.	The lack of off-street parking for houses south of the new access and parking associated with the school will result in the visibility splay area being used for on street parking. Vehicles exiting the sports hub will therefore have reduced visibility of vehicles approaching along Arundel Road and may pull out and collide with those vehicles.	Provide enforceable parking restrictions to protect the new junction. It is recommended that these restrictions cover at least the adjacent access protection markings to the north and south of the proposed new entrance.	Accepted, double yellow line to TSRGD diag 1018.1 to be added to extend past suggested minimum distance - 2024.10.10

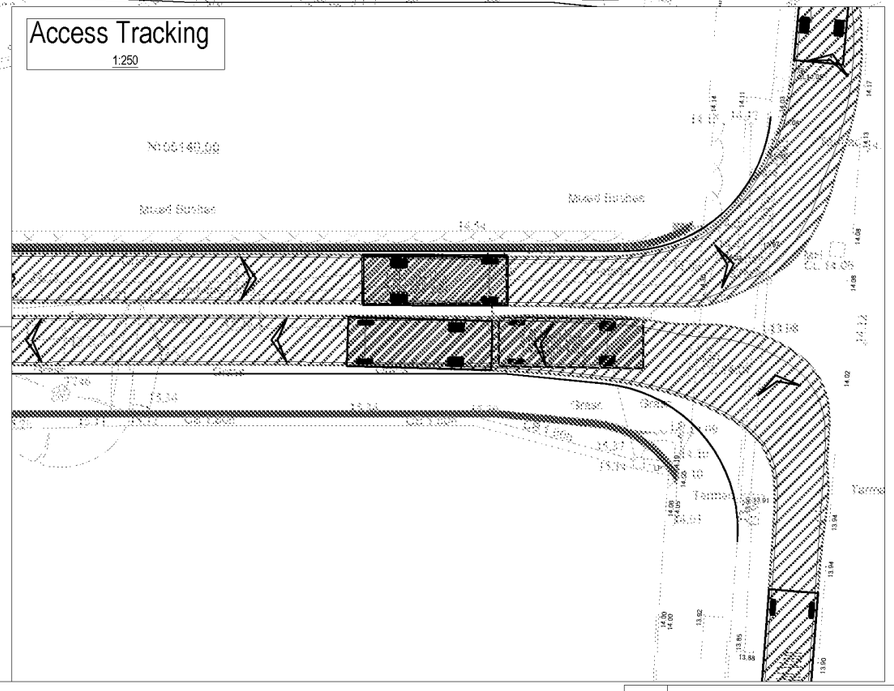
Appendix F – Swept path analysis

DO NOT SCALE OFF THIS DRAWING

Main Site Tracking
1:500



Access Tracking
1:250



Key:

Wheel track (Forward manoeuvre) Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs

Wheel track (Reverse manoeuvre) Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs

Body track - Shows the outer limit of body generally within carriageway, may overhang the verge when turning where necessary

4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

PRELIMINARY

MACE GROUP

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www.robertwest.co.uk

Project
ANGMERING SPORTS HUB

Drawing Title
SWEPT PATH ANALYSIS
SMALL VAN
ACCESS AND EGRESS

RWCL Internal Register reference: 2915-076 Scales @ A3

2915076-RWC-ANGME-Z-DR-100204-P01

ARUN DISTRICT COUNCIL A/222/24/PL

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

Scale 1:500 @ A3

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

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	PRELIMINARY	MH	WH	SB	04/11/2024

DO NOT SCALE OFF THIS DRAWING

Main Site Tracking
1:500

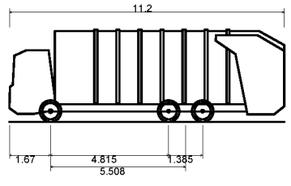
Access Tracking
1:250

Key:

Wheel track (Forward manoeuvre) Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs

Wheel track (Reverse manoeuvre) Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs

Body track - Shows the outer limit of body generally within carriageway, may overhang the verge when turning where necessary



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

PRELIMINARY

MACE GROUP

robert west
property group
1 Paris Garden
London
SE1 8ND
t: 0203 773 7880
www.robertwest.co.uk

ARUN DISTRICT COUNCIL A/222/24/PL

Project
ANGMERING SPORTS HUB

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE
ACCESS AND EGRESS

RWCL Internal Register reference: 2915-076 Scales @ A3

2915076-RWC-ANGME-Z-DR-100202-P03

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

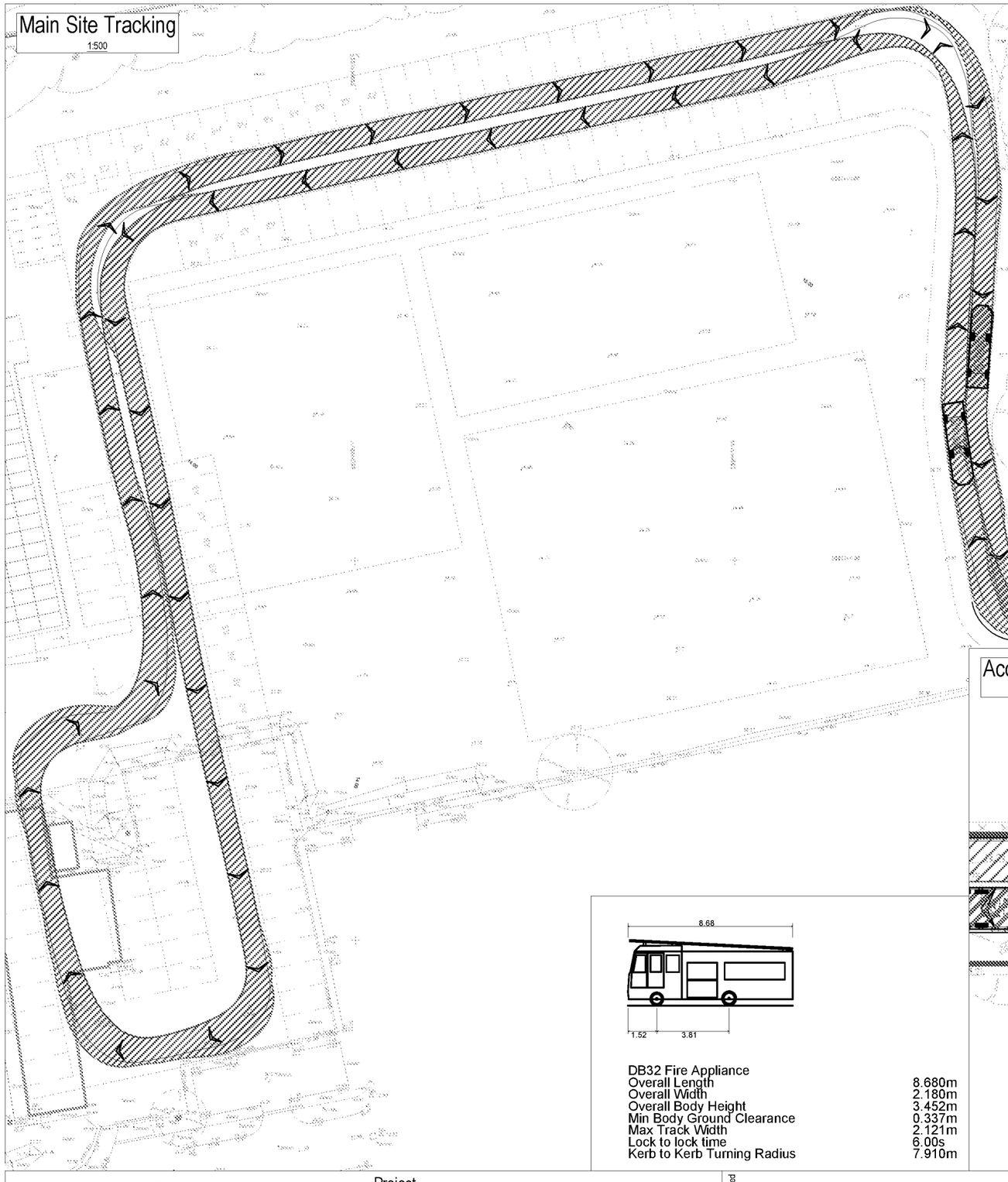
Scale 1:500 @ A3

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

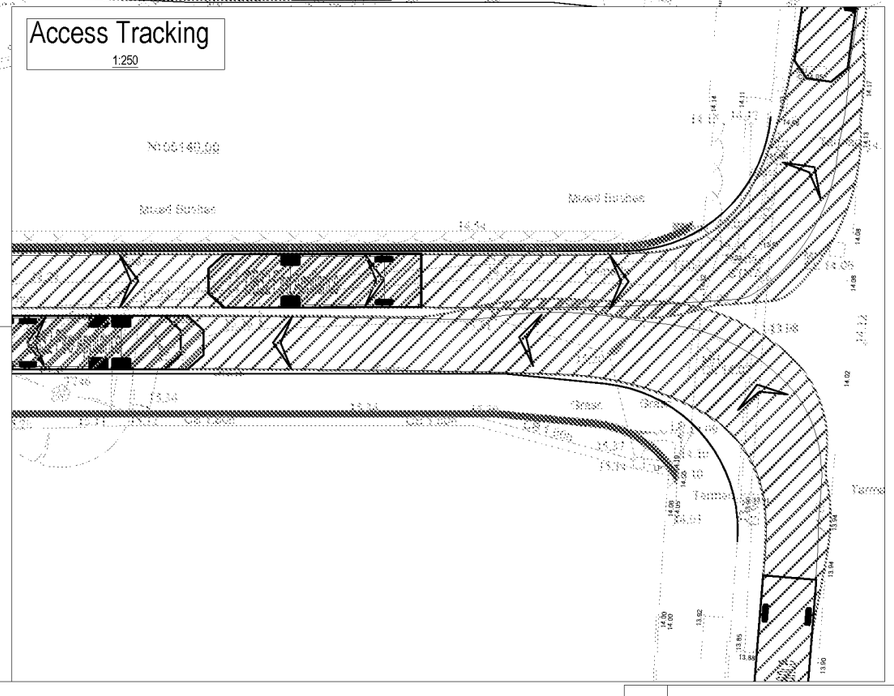
Revision History					
Rev	Comment	By	Chkd	Appr	Date
P03	Site plan updated	MH	WH	SB	04/11/2024
P02	Site plan updated	CP	WH	SB	18/07/2024
P01	For Information	CP	WH	SB	17/06/2024

DO NOT SCALE OFF THIS DRAWING

Main Site Tracking
1:500



Access Tracking
1:250



Key:

Wheel track (Forward manoeuvre) Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs

Wheel track (Reverse manoeuvre) Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs

Body track - Shows the outer limit of body generally within carriageway, may overhang the verge when turning where necessary

DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

PRELIMINARY

MACE GROUP

robert west
1 Paris Garden
London
SE1 8ND
t: 0203 773 7880
www.robertwest.co.uk

Project
ANGMERING SPORTS HUB

Drawing Title
SWEPT PATH ANALYSIS
FIRE TENDER
ACCESS AND EGRESS

RWCL Internal Register reference: 2915-076 Scales @ A3

2915076-RWC-ANGME-Z-DR-100202-P02

ARUN DISTRICT COUNCIL A/222/24/PL

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

Scale 1:500 @ A3

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

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P02	Site plan updated	MH	WH	SB	04/11/2024
P01	For Information	CP	WH	SB	17/06/2024

Appendix G – TRICS output

Calculation Reference: AUDIT-540501-220526-0545

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
08	**NORTH WEST**		
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days
11	**SCOTLAND**		
	GC	GLASGOW CITY	1 days

Primary Filtering selection:

Parameter: Number of pitches
Actual Range: 9 to 18 (units:)
Range Selected by User: 9 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 18/07/12

Selected survey days:

Tuesday	1 days
Wednesday	3 days
Friday	1 days
Saturday	1 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
No Sub Category	2

Secondary Filtering selection:

Use Class:

F2(c)	6 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000	3 days
500,001 or More	3 days

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

Travel Plan:

No	6 days

PTAL Rating:

No PTAL Present	6 days

LIST OF SITES relevant to selection parameters

1 **DV-07-L-01** **GOALS** **DEVON**
OUTLAND ROAD
PLYMOUTH
CENTRAL PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pitches: 10
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

2 **GC-07-L-01** **GOALS** **GLASGOW CITY**
POLLOKSHAW ROAD
GLASGOW
STRATHBUNGO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pitches: 9
Survey date: FRIDAY *03/10/08* *Survey Type: MANUAL*

3 **HC-07-L-01** **GOALS** **HAMPSHIRE**
MILLBROOK POINT ROAD
SOUTHAMPTON

Edge of Town
Industrial Zone
Total Number of pitches: 11
Survey date: WEDNESDAY *21/11/07* *Survey Type: MANUAL*

4 **MS-07-L-01** **POWERLEAGUE** **MERSEYSIDE**
WHITTLE STREET
LIVERPOOL
KIRKDALE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pitches: 10
Survey date: SATURDAY *23/06/07* *Survey Type: MANUAL*

5 **TV-07-L-02** **GOALS** **TEES VALLEY**
STOCKTON ROAD
MIDDLESBROUGH

Edge of Town
No Sub Category
Total Number of pitches: 12
Survey date: TUESDAY *18/09/07* *Survey Type: MANUAL*

6 **WY-07-L-02** **GOALS** **WEST YORKSHIRE**
REDCOTE LANE
LEEDS
BURLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of pitches: 18
Survey date: WEDNESDAY *09/06/10* *Survey Type: MANUAL*

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.17

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	1.129	6	12	0.286	6	12	1.415
09:00 - 10:00	6	12	0.471	6	12	0.200	6	12	0.671
10:00 - 11:00	6	12	0.429	6	12	0.329	6	12	0.758
11:00 - 12:00	6	12	0.686	6	12	0.529	6	12	1.215
12:00 - 13:00	6	12	0.686	6	12	0.586	6	12	1.272
13:00 - 14:00	6	12	0.614	6	12	0.557	6	12	1.171
14:00 - 15:00	6	12	0.857	6	12	0.886	6	12	1.743
15:00 - 16:00	6	12	1.257	6	12	0.729	6	12	1.986
16:00 - 17:00	6	12	1.286	6	12	1.171	6	12	2.457
17:00 - 18:00	6	12	3.157	6	12	1.471	6	12	4.628
18:00 - 19:00	6	12	3.900	6	12	1.786	6	12	5.686
19:00 - 20:00	**5**	**12**	**4.933**	**5**	**12**	**5.100**	**5**	**12**	**10.033**
20:00 - 21:00	5	12	3.867	5	12	5.000	5	12	8.867
21:00 - 22:00	5	12	1.400	5	12	4.550	5	12	5.950
22:00 - 23:00	5	12	0.367	5	12	2.700	5	12	3.067
23:00 - 24:00	3	13	0.000	3	13	0.350	3	13	0.350
Total Rates:			25.039			26.230			51.269

Parameter summary

Trip rate parameter range selected:	9 - 18 (units:)
Survey date date range:	01/01/03 - 18/07/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL TAXIS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	0.000	6	12	0.000	6	12	0.000
09:00 - 10:00	6	12	0.000	6	12	0.000	6	12	0.000
10:00 - 11:00	6	12	0.029	6	12	0.029	6	12	0.058
11:00 - 12:00	6	12	0.000	6	12	0.000	6	12	0.000
12:00 - 13:00	6	12	0.043	6	12	0.043	6	12	0.086
13:00 - 14:00	6	12	0.086	6	12	0.071	6	12	0.157
14:00 - 15:00	6	12	0.000	6	12	0.014	6	12	0.014
15:00 - 16:00	6	12	0.071	6	12	0.043	6	12	0.114
16:00 - 17:00	6	12	0.043	6	12	0.057	6	12	0.100
17:00 - 18:00	6	12	0.129	6	12	0.143	6	12	0.272
18:00 - 19:00	6	12	0.086	6	12	0.086	6	12	0.172
19:00 - 20:00	**5**	**12**	**0.217**	**5**	**12**	**0.183**	**5**	**12**	**0.400**
20:00 - 21:00	5	12	0.083	5	12	0.117	5	12	0.200
21:00 - 22:00	5	12	0.067	5	12	0.067	5	12	0.134
22:00 - 23:00	5	12	0.133	5	12	0.117	5	12	0.250
23:00 - 24:00	3	13	0.000	3	13	0.025	3	13	0.025
Total Rates:			0.987			0.995			1.982

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL OGVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	**6**	**12**	**0.029**	6	12	0.029	6	12	0.058
09:00 - 10:00	6	12	0.029	6	12	0.014	6	12	0.043
10:00 - 11:00	6	12	0.014	6	12	0.014	6	12	0.028
11:00 - 12:00	6	12	0.029	**6**	**12**	**0.043**	**6**	**12**	**0.072**
12:00 - 13:00	6	12	0.014	6	12	0.014	6	12	0.028
13:00 - 14:00	6	12	0.000	6	12	0.000	6	12	0.000
14:00 - 15:00	6	12	0.000	6	12	0.000	6	12	0.000
15:00 - 16:00	6	12	0.000	6	12	0.000	6	12	0.000
16:00 - 17:00	6	12	0.014	6	12	0.014	6	12	0.028
17:00 - 18:00	6	12	0.000	6	12	0.000	6	12	0.000
18:00 - 19:00	6	12	0.014	6	12	0.014	6	12	0.028
19:00 - 20:00	5	12	0.000	5	12	0.000	5	12	0.000
20:00 - 21:00	5	12	0.000	5	12	0.000	5	12	0.000
21:00 - 22:00	5	12	0.000	5	12	0.000	5	12	0.000
22:00 - 23:00	5	12	0.000	5	12	0.000	5	12	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			0.143			0.142			0.285

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL PSVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	0.000	6	12	0.000	6	12	0.000
09:00 - 10:00	6	12	0.000	6	12	0.000	6	12	0.000
10:00 - 11:00	6	12	0.000	6	12	0.000	6	12	0.000
11:00 - 12:00	**6**	**12**	**0.014**	6	12	0.000	6	12	0.014
12:00 - 13:00	6	12	0.000	6	12	0.000	6	12	0.000
13:00 - 14:00	6	12	0.014	**6**	**12**	**0.029**	**6**	**12**	**0.043**
14:00 - 15:00	6	12	0.014	6	12	0.014	6	12	0.028
15:00 - 16:00	6	12	0.000	6	12	0.000	6	12	0.000
16:00 - 17:00	6	12	0.000	6	12	0.000	6	12	0.000
17:00 - 18:00	6	12	0.000	6	12	0.000	6	12	0.000
18:00 - 19:00	6	12	0.000	6	12	0.000	6	12	0.000
19:00 - 20:00	5	12	0.000	5	12	0.000	5	12	0.000
20:00 - 21:00	5	12	0.000	5	12	0.000	5	12	0.000
21:00 - 22:00	5	12	0.000	5	12	0.000	5	12	0.000
22:00 - 23:00	5	12	0.000	5	12	0.000	5	12	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			0.042			0.043			0.085

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL CYCLISTS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	**6**	**12**	**0.100**	6	12	0.014	6	12	0.114
09:00 - 10:00	6	12	0.086	6	12	0.043	6	12	0.129
10:00 - 11:00	6	12	0.029	6	12	0.000	6	12	0.029
11:00 - 12:00	6	12	0.029	6	12	0.014	6	12	0.043
12:00 - 13:00	6	12	0.000	6	12	0.000	6	12	0.000
13:00 - 14:00	6	12	0.029	6	12	0.029	6	12	0.058
14:00 - 15:00	6	12	0.014	6	12	0.014	6	12	0.028
15:00 - 16:00	6	12	0.014	**6**	**12**	**0.129**	**6**	**12**	**0.143**
16:00 - 17:00	6	12	0.029	6	12	0.057	6	12	0.086
17:00 - 18:00	6	12	0.057	6	12	0.057	6	12	0.114
18:00 - 19:00	6	12	0.100	6	12	0.000	6	12	0.100
19:00 - 20:00	5	12	0.017	5	12	0.067	5	12	0.084
20:00 - 21:00	5	12	0.000	5	12	0.000	5	12	0.000
21:00 - 22:00	5	12	0.000	5	12	0.033	5	12	0.033
22:00 - 23:00	5	12	0.017	5	12	0.050	5	12	0.067
23:00 - 24:00	3	13	0.000	3	13	0.050	3	13	0.050
Total Rates:			0.521			0.557			1.078

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	1.471	6	12	0.314	6	12	1.785
09:00 - 10:00	6	12	0.671	6	12	0.214	6	12	0.885
10:00 - 11:00	6	12	0.600	6	12	0.343	6	12	0.943
11:00 - 12:00	6	12	1.157	6	12	0.871	6	12	2.028
12:00 - 13:00	6	12	1.186	6	12	0.900	6	12	2.086
13:00 - 14:00	6	12	0.800	6	12	0.900	6	12	1.700
14:00 - 15:00	6	12	1.543	6	12	1.529	6	12	3.072
15:00 - 16:00	6	12	2.071	6	12	1.171	6	12	3.242
16:00 - 17:00	6	12	1.843	6	12	1.886	6	12	3.729
17:00 - 18:00	6	12	4.714	6	12	1.700	6	12	6.414
18:00 - 19:00	6	12	6.443	6	12	2.629	6	12	9.072
19:00 - 20:00	**5**	**12**	**7.400**	**5**	**12**	**8.217**	**5**	**12**	**15.617**
20:00 - 21:00	5	12	6.233	5	12	7.850	5	12	14.083
21:00 - 22:00	5	12	2.017	5	12	7.383	5	12	9.400
22:00 - 23:00	5	12	0.267	5	12	4.600	5	12	4.867
23:00 - 24:00	3	13	0.000	3	13	0.625	3	13	0.625
Total Rates:			38.416			41.132			79.548

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	0.514	6	12	0.229	6	12	0.743
09:00 - 10:00	6	12	0.314	6	12	0.186	6	12	0.500
10:00 - 11:00	**6**	**12**	**1.286**	6	12	0.271	6	12	1.557
11:00 - 12:00	6	12	1.043	6	12	0.671	6	12	1.714
12:00 - 13:00	6	12	0.857	6	12	0.700	6	12	1.557
13:00 - 14:00	6	12	0.514	**6**	**12**	**1.614**	**6**	**12**	**2.128**
14:00 - 15:00	6	12	1.071	6	12	0.743	6	12	1.814
15:00 - 16:00	6	12	0.814	6	12	1.000	6	12	1.814
16:00 - 17:00	6	12	0.657	6	12	0.771	6	12	1.428
17:00 - 18:00	6	12	0.557	6	12	0.543	6	12	1.100
18:00 - 19:00	6	12	0.857	6	12	0.529	6	12	1.386
19:00 - 20:00	5	12	0.833	5	12	1.000	5	12	1.833
20:00 - 21:00	5	12	0.750	5	12	0.567	5	12	1.317
21:00 - 22:00	5	12	0.267	5	12	0.567	5	12	0.834
22:00 - 23:00	5	12	0.133	5	12	0.383	5	12	0.516
23:00 - 24:00	3	13	0.000	3	13	0.375	3	13	0.375
Total Rates:			10.467			10.149			20.616

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	0.143	6	12	0.000	6	12	0.143
09:00 - 10:00	6	12	0.100	6	12	0.100	6	12	0.200
10:00 - 11:00	**6**	**12**	**0.600**	6	12	0.071	6	12	0.671
11:00 - 12:00	6	12	0.343	**6**	**12**	**0.543**	**6**	**12**	**0.886**
12:00 - 13:00	6	12	0.229	6	12	0.214	6	12	0.443
13:00 - 14:00	6	12	0.129	6	12	0.443	6	12	0.572
14:00 - 15:00	6	12	0.171	6	12	0.114	6	12	0.285
15:00 - 16:00	6	12	0.314	6	12	0.300	6	12	0.614
16:00 - 17:00	6	12	0.214	6	12	0.243	6	12	0.457
17:00 - 18:00	6	12	0.071	6	12	0.000	6	12	0.071
18:00 - 19:00	6	12	0.143	6	12	0.243	6	12	0.386
19:00 - 20:00	5	12	0.033	5	12	0.067	5	12	0.100
20:00 - 21:00	5	12	0.000	5	12	0.033	5	12	0.033
21:00 - 22:00	5	12	0.000	5	12	0.000	5	12	0.000
22:00 - 23:00	5	12	0.000	5	12	0.000	5	12	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			2.490			2.371			4.861

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	0.000	6	12	0.000	6	12	0.000
09:00 - 10:00	6	12	0.000	6	12	0.000	6	12	0.000
10:00 - 11:00	6	12	0.000	6	12	0.000	6	12	0.000
11:00 - 12:00	6	12	0.000	6	12	0.000	6	12	0.000
12:00 - 13:00	6	12	0.000	6	12	0.000	6	12	0.000
13:00 - 14:00	6	12	0.000	6	12	0.000	6	12	0.000
14:00 - 15:00	**6**	**12**	**0.014**	6	12	0.000	**6**	**12**	**0.014**
15:00 - 16:00	6	12	0.000	6	12	0.000	6	12	0.000
16:00 - 17:00	6	12	0.000	**6**	**12**	**0.014**	6	12	0.014
17:00 - 18:00	6	12	0.000	6	12	0.000	6	12	0.000
18:00 - 19:00	6	12	0.000	6	12	0.000	6	12	0.000
19:00 - 20:00	5	12	0.000	5	12	0.000	5	12	0.000
20:00 - 21:00	5	12	0.000	5	12	0.000	5	12	0.000
21:00 - 22:00	5	12	0.000	5	12	0.000	5	12	0.000
22:00 - 23:00	5	12	0.000	5	12	0.000	5	12	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			0.014			0.014			0.028

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	0.000	6	12	0.000	6	12	0.000
09:00 - 10:00	6	12	0.000	6	12	0.000	6	12	0.000
10:00 - 11:00	**6**	**12**	**0.843**	6	12	0.000	6	12	0.843
11:00 - 12:00	6	12	0.157	**6**	**12**	**0.843**	6	12	1.000
12:00 - 13:00	6	12	0.000	6	12	0.000	6	12	0.000
13:00 - 14:00	6	12	0.843	6	12	0.171	**6**	**12**	**1.014**
14:00 - 15:00	6	12	0.000	6	12	0.843	6	12	0.843
15:00 - 16:00	6	12	0.000	6	12	0.000	6	12	0.000
16:00 - 17:00	6	12	0.000	6	12	0.000	6	12	0.000
17:00 - 18:00	6	12	0.000	6	12	0.000	6	12	0.000
18:00 - 19:00	6	12	0.000	6	12	0.000	6	12	0.000
19:00 - 20:00	5	12	0.000	5	12	0.000	5	12	0.000
20:00 - 21:00	5	12	0.000	5	12	0.000	5	12	0.000
21:00 - 22:00	5	12	0.000	5	12	0.000	5	12	0.000
22:00 - 23:00	5	12	0.000	5	12	0.000	5	12	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			1.843			1.857			3.700

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	0.143	6	12	0.000	6	12	0.143
09:00 - 10:00	6	12	0.100	6	12	0.100	6	12	0.200
10:00 - 11:00	**6**	**12**	**1.443**	6	12	0.071	6	12	1.514
11:00 - 12:00	6	12	0.500	**6**	**12**	**1.386**	**6**	**12**	**1.886**
12:00 - 13:00	6	12	0.229	6	12	0.214	6	12	0.443
13:00 - 14:00	6	12	0.971	6	12	0.614	6	12	1.585
14:00 - 15:00	6	12	0.186	6	12	0.957	6	12	1.143
15:00 - 16:00	6	12	0.314	6	12	0.300	6	12	0.614
16:00 - 17:00	6	12	0.214	6	12	0.257	6	12	0.471
17:00 - 18:00	6	12	0.071	6	12	0.000	6	12	0.071
18:00 - 19:00	6	12	0.143	6	12	0.243	6	12	0.386
19:00 - 20:00	5	12	0.033	5	12	0.067	5	12	0.100
20:00 - 21:00	5	12	0.000	5	12	0.033	5	12	0.033
21:00 - 22:00	5	12	0.000	5	12	0.000	5	12	0.000
22:00 - 23:00	5	12	0.000	5	12	0.000	5	12	0.000
23:00 - 24:00	3	13	0.000	3	13	0.000	3	13	0.000
Total Rates:			4.347			4.242			8.589

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.17

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	6	12	2.229	6	12	0.557	6	12	2.786
09:00 - 10:00	6	12	1.171	6	12	0.543	6	12	1.714
10:00 - 11:00	6	12	3.357	6	12	0.686	6	12	4.043
11:00 - 12:00	6	12	2.729	6	12	2.943	6	12	5.672
12:00 - 13:00	6	12	2.271	6	12	1.814	6	12	4.085
13:00 - 14:00	6	12	2.314	6	12	3.157	6	12	5.471
14:00 - 15:00	6	12	2.814	6	12	3.243	6	12	6.057
15:00 - 16:00	6	12	3.214	6	12	2.600	6	12	5.814
16:00 - 17:00	6	12	2.743	6	12	2.971	6	12	5.714
17:00 - 18:00	6	12	5.400	6	12	2.300	6	12	7.700
18:00 - 19:00	6	12	7.543	6	12	3.400	6	12	10.943
19:00 - 20:00	**5**	**12**	**8.283**	**5**	**12**	**9.350**	**5**	**12**	**17.633**
20:00 - 21:00	5	12	6.983	5	12	8.450	5	12	15.433
21:00 - 22:00	5	12	2.283	5	12	7.983	5	12	10.266
22:00 - 23:00	5	12	0.417	5	12	5.033	5	12	5.450
23:00 - 24:00	3	13	0.000	3	13	1.050	3	13	1.050
Total Rates:			53.751			56.080			109.831

Appendix D TRICS Community Centre

Calculation Reference: AUDIT-540501-220713-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	WL	WILTSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
09	**NORTH**		
	DH	DURHAM	1 days
	TV	TEES VALLEY	1 days
11	**SCOTLAND**		
	FA	FALKIRK	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: Site area
Actual Range: 0.13 to 1.27 (units: hect)
Range Selected by User: 0.10 to 2.50 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 07/06/18

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:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 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)	4
Edge of Town	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
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

F2(b)	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:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	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
100,001 to 125,000	3 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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:

No	5 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 **DH-07-Q-01** **COM. CENTRE** **DURHAM**
JUTLAND ROAD
HARTLEPOOL

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 0.13 hect
Survey date: FRIDAY *28/09/07* *Survey Type: MANUAL*

2 **FA-07-Q-01** **COMMUNITY CENTRE** **FALKIRK**
DAVID'S LOAN
FALKIRK
BAINSFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 1.27 hect
Survey date: THURSDAY *19/04/07* *Survey Type: MANUAL*

3 **SH-07-Q-01** **COMMUNITY CENTRE** **SHROPSHIRE**
SOUTHGATE
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Site area: 0.15 hect
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

4 **TV-07-Q-01** **COM. CENTRE** **TEES VALLEY**
FULBECK ROAD
MIDDLESBROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.28 hect
Survey date: WEDNESDAY *26/09/07* *Survey Type: MANUAL*

5 **WL-07-Q-01** **COM.CENTRE** **WILTSHIRE**
OLD COURT
WOOTTON BASSETT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Site area: 0.20 hect
Survey date: TUESDAY *03/10/06* *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 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.13

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	7.882	5	0.41	2.463	5	0.41	10.345
09:00 - 10:00	5	0.41	13.300	5	0.41	8.867	5	0.41	22.167
10:00 - 11:00	5	0.41	4.926	5	0.41	8.867	5	0.41	13.793
11:00 - 12:00	5	0.41	7.882	5	0.41	8.867	5	0.41	16.749
12:00 - 13:00	4	0.44	14.857	**4**	**0.44**	**17.714**	4	0.44	32.571
13:00 - 14:00	4	0.44	8.000	4	0.44	9.714	4	0.44	17.714
14:00 - 15:00	4	0.44	18.286	4	0.44	14.286	4	0.44	32.572
15:00 - 16:00	4	0.44	10.857	4	0.44	11.429	4	0.44	22.286
16:00 - 17:00	4	0.44	6.286	4	0.44	9.143	4	0.44	15.429
17:00 - 18:00	4	0.44	13.714	4	0.44	9.714	4	0.44	23.428
18:00 - 19:00	**4**	**0.44**	**25.714**	4	0.44	13.714	**4**	**0.44**	**39.428**
19:00 - 20:00	4	0.44	20.000	4	0.44	14.857	4	0.44	34.857
20:00 - 21:00	4	0.44	7.429	4	0.44	17.143	4	0.44	24.572
21:00 - 22:00	4	0.44	2.857	4	0.44	16.000	4	0.44	18.857
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			161.990			162.778			324.768

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

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

Parameter summary

Trip rate parameter range selected:	0.13 to 1.27 (units: hect)
Survey date date range:	01/01/06 - 07/06/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TAXIS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
09:00 - 10:00	5	0.41	0.985	5	0.41	0.985	5	0.41	1.970
10:00 - 11:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
11:00 - 12:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
12:00 - 13:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
13:00 - 14:00	4	0.44	0.571	4	0.44	0.000	4	0.44	0.571
14:00 - 15:00	4	0.44	0.000	4	0.44	0.571	4	0.44	0.571
15:00 - 16:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
16:00 - 17:00	4	0.44	0.571	4	0.44	0.571	4	0.44	1.142
17:00 - 18:00	4	0.44	1.143	4	0.44	0.571	4	0.44	1.714
18:00 - 19:00	**4**	**0.44**	**2.286**	4	0.44	2.286	**4**	**0.44**	**4.572**
19:00 - 20:00	4	0.44	1.143	4	0.44	1.714	4	0.44	2.857
20:00 - 21:00	4	0.44	1.714	4	0.44	0.000	4	0.44	1.714
21:00 - 22:00	4	0.44	1.143	**4**	**0.44**	**2.857**	4	0.44	4.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.556			9.555			19.111

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL OGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
09:00 - 10:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
10:00 - 11:00	**5**	**0.41**	**0.493**	**5**	**0.41**	**0.493**	**5**	**0.41**	**0.986**
11:00 - 12:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
12:00 - 13:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
13:00 - 14:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
14:00 - 15:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
15:00 - 16:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
16:00 - 17:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
17:00 - 18:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
18:00 - 19:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
19:00 - 20:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
20:00 - 21:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
21:00 - 22:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.493			0.493			0.986

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PSVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
09:00 - 10:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
10:00 - 11:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
11:00 - 12:00	**5**	**0.41**	**0.493**	5	0.41	0.000	5	0.41	0.493
12:00 - 13:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
13:00 - 14:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
14:00 - 15:00	4	0.44	0.000	**4**	**0.44**	**0.571**	**4**	**0.44**	**0.571**
15:00 - 16:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
16:00 - 17:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
17:00 - 18:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
18:00 - 19:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
19:00 - 20:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
20:00 - 21:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
21:00 - 22:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.493			0.571			1.064

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 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL CYCLISTS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
09:00 - 10:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
10:00 - 11:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
11:00 - 12:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
12:00 - 13:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
13:00 - 14:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
14:00 - 15:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
15:00 - 16:00	4	0.44	0.571	4	0.44	0.571	4	0.44	1.142
16:00 - 17:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
17:00 - 18:00	**4**	**0.44**	**1.143**	4	0.44	0.000	**4**	**0.44**	**1.143**
18:00 - 19:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
19:00 - 20:00	4	0.44	0.000	**4**	**0.44**	**1.143**	4	0.44	1.143
20:00 - 21:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
21:00 - 22:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.714			1.714			3.428

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 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	8.867	5	0.41	2.463	5	0.41	11.330
09:00 - 10:00	5	0.41	19.704	5	0.41	11.823	5	0.41	31.527
10:00 - 11:00	5	0.41	5.419	5	0.41	10.345	5	0.41	15.764
11:00 - 12:00	5	0.41	9.360	5	0.41	14.286	5	0.41	23.646
12:00 - 13:00	4	0.44	18.286	4	0.44	20.571	4	0.44	38.857
13:00 - 14:00	4	0.44	10.857	4	0.44	11.429	4	0.44	22.286
14:00 - 15:00	4	0.44	26.857	4	0.44	17.714	4	0.44	44.571
15:00 - 16:00	4	0.44	21.714	4	0.44	18.857	4	0.44	40.571
16:00 - 17:00	4	0.44	5.714	4	0.44	12.571	4	0.44	18.285
17:00 - 18:00	4	0.44	17.714	4	0.44	10.857	4	0.44	28.571
18:00 - 19:00	**4**	**0.44**	**43.429**	4	0.44	10.857	**4**	**0.44**	**54.286**
19:00 - 20:00	4	0.44	30.286	4	0.44	18.286	4	0.44	48.572
20:00 - 21:00	4	0.44	4.000	4	0.44	30.286	4	0.44	34.286
21:00 - 22:00	4	0.44	1.714	**4**	**0.44**	**35.429**	4	0.44	37.143
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			223.921			225.774			449.695

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	5.419	5	0.41	0.000	5	0.41	5.419
09:00 - 10:00	5	0.41	9.852	5	0.41	8.374	5	0.41	18.226
10:00 - 11:00	5	0.41	2.956	5	0.41	4.433	5	0.41	7.389
11:00 - 12:00	5	0.41	6.897	5	0.41	8.867	5	0.41	15.764
12:00 - 13:00	4	0.44	5.714	4	0.44	8.571	4	0.44	14.285
13:00 - 14:00	4	0.44	10.286	4	0.44	5.143	4	0.44	15.429
14:00 - 15:00	4	0.44	8.000	4	0.44	12.571	4	0.44	20.571
15:00 - 16:00	4	0.44	6.857	4	0.44	6.857	4	0.44	13.714
16:00 - 17:00	4	0.44	7.429	4	0.44	12.571	4	0.44	20.000
17:00 - 18:00	4	0.44	14.857	4	0.44	5.143	4	0.44	20.000
18:00 - 19:00	**4**	**0.44**	**23.429**	**4**	**0.44**	**16.571**	**4**	**0.44**	**40.000**
19:00 - 20:00	4	0.44	0.571	4	0.44	16.000	4	0.44	16.571
20:00 - 21:00	4	0.44	0.000	4	0.44	1.714	4	0.44	1.714
21:00 - 22:00	4	0.44	0.000	4	0.44	0.571	4	0.44	0.571
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			102.267			107.386			209.653

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 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	0.493	5	0.41	0.000	5	0.41	0.493
09:00 - 10:00	**5**	**0.41**	**6.897**	5	0.41	0.000	**5**	**0.41**	**6.897**
10:00 - 11:00	5	0.41	0.985	5	0.41	0.985	5	0.41	1.970
11:00 - 12:00	5	0.41	1.478	5	0.41	0.000	5	0.41	1.478
12:00 - 13:00	4	0.44	1.143	4	0.44	2.286	4	0.44	3.429
13:00 - 14:00	4	0.44	0.571	4	0.44	1.143	4	0.44	1.714
14:00 - 15:00	4	0.44	0.000	4	0.44	0.571	4	0.44	0.571
15:00 - 16:00	4	0.44	0.000	**4**	**0.44**	**6.286**	4	0.44	6.286
16:00 - 17:00	4	0.44	0.571	4	0.44	0.000	4	0.44	0.571
17:00 - 18:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
18:00 - 19:00	4	0.44	0.000	4	0.44	0.571	4	0.44	0.571
19:00 - 20:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
20:00 - 21:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
21:00 - 22:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.138			11.842			23.980

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 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
09:00 - 10:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
10:00 - 11:00	5	0.41	0.000	5	0.41	0.000	5	0.41	0.000
11:00 - 12:00	**5**	**0.41**	**2.956**	5	0.41	0.000	**5**	**0.41**	**2.956**
12:00 - 13:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
13:00 - 14:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
14:00 - 15:00	4	0.44	0.000	**4**	**0.44**	**1.714**	4	0.44	1.714
15:00 - 16:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
16:00 - 17:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
17:00 - 18:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
18:00 - 19:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
19:00 - 20:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
20:00 - 21:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
21:00 - 22:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.956			1.714			4.670

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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									
08:00 - 09:00	5	0.41	0.493	5	0.41	0.000	5	0.41	0.493
09:00 - 10:00	**5**	**0.41**	**6.897**	5	0.41	0.000	**5**	**0.41**	**6.897**
10:00 - 11:00	5	0.41	0.985	5	0.41	0.985	5	0.41	1.970
11:00 - 12:00	5	0.41	4.433	5	0.41	0.000	5	0.41	4.433
12:00 - 13:00	4	0.44	1.143	4	0.44	2.286	4	0.44	3.429
13:00 - 14:00	4	0.44	0.571	4	0.44	1.143	4	0.44	1.714
14:00 - 15:00	4	0.44	0.000	4	0.44	2.286	4	0.44	2.286
15:00 - 16:00	4	0.44	0.000	**4**	**0.44**	**6.286**	4	0.44	6.286
16:00 - 17:00	4	0.44	0.571	4	0.44	0.000	4	0.44	0.571
17:00 - 18:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
18:00 - 19:00	4	0.44	0.000	4	0.44	0.571	4	0.44	0.571
19:00 - 20:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
20:00 - 21:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
21:00 - 22:00	4	0.44	0.000	4	0.44	0.000	4	0.44	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.093			13.557			28.650

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 07 - LEISURE/Q - COMMUNITY CENTRE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.13

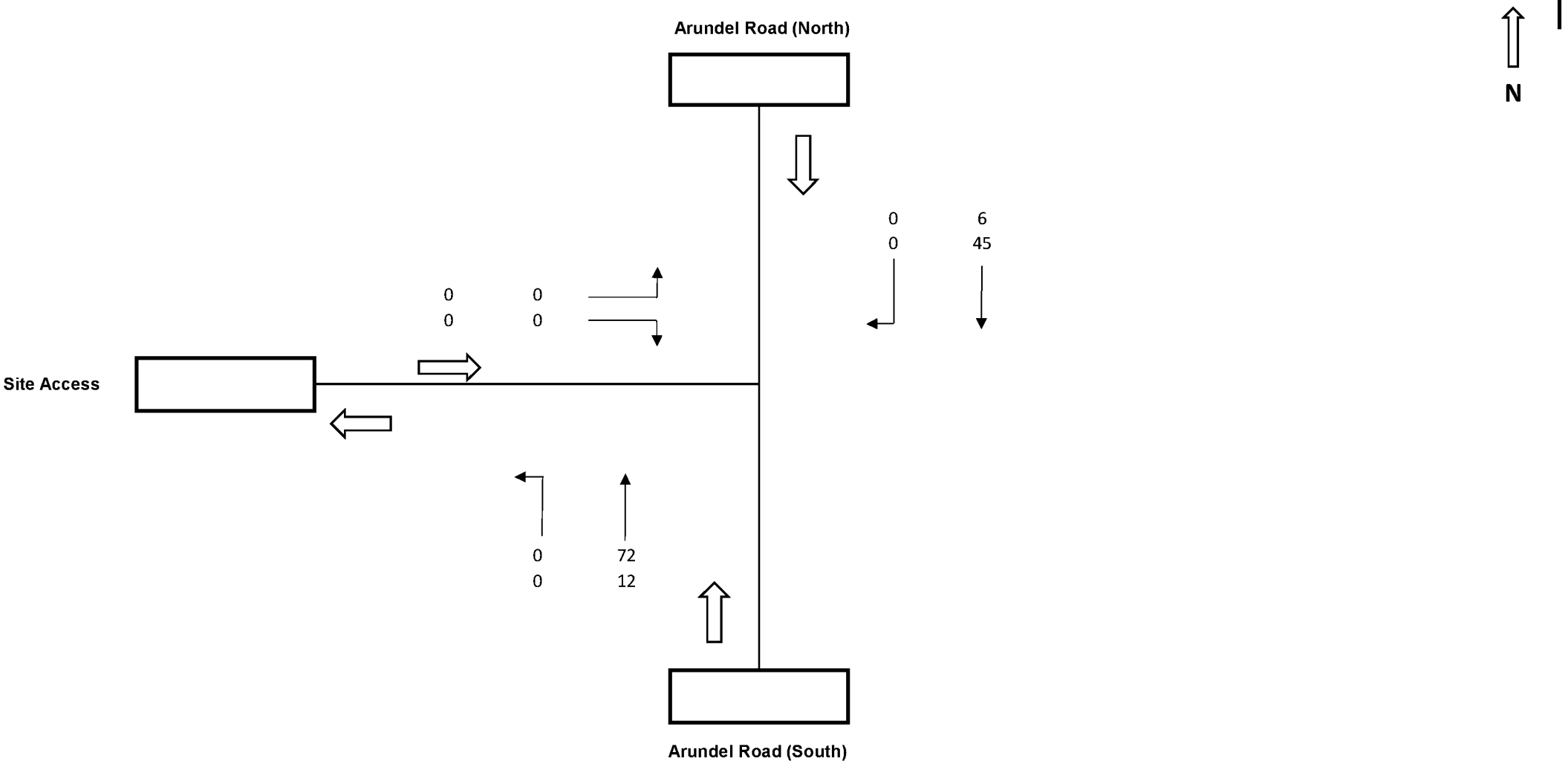
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	5	0.41	14.778	5	0.41	2.463	5	0.41	17.241
09:00 - 10:00	5	0.41	36.453	5	0.41	20.197	5	0.41	56.650
10:00 - 11:00	5	0.41	9.360	5	0.41	15.764	5	0.41	25.124
11:00 - 12:00	5	0.41	20.690	5	0.41	23.153	5	0.41	43.843
12:00 - 13:00	4	0.44	25.143	4	0.44	31.429	4	0.44	56.572
13:00 - 14:00	4	0.44	21.714	4	0.44	17.714	4	0.44	39.428
14:00 - 15:00	4	0.44	34.857	4	0.44	32.571	4	0.44	67.428
15:00 - 16:00	4	0.44	29.143	4	0.44	32.571	4	0.44	61.714
16:00 - 17:00	4	0.44	13.714	4	0.44	25.143	4	0.44	38.857
17:00 - 18:00	4	0.44	33.714	4	0.44	16.000	4	0.44	49.714
18:00 - 19:00	**4**	**0.44**	**66.857**	4	0.44	28.000	**4**	**0.44**	**94.857**
19:00 - 20:00	4	0.44	30.857	4	0.44	35.429	4	0.44	66.286
20:00 - 21:00	4	0.44	4.000	4	0.44	32.000	4	0.44	36.000
21:00 - 22:00	4	0.44	1.714	**4**	**0.44**	**36.000**	4	0.44	37.714
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			342.994			348.434			691.428

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 – Junction capacity assessment output and figures

ARUN DISTRICT COUNCIL A/222/24/PL



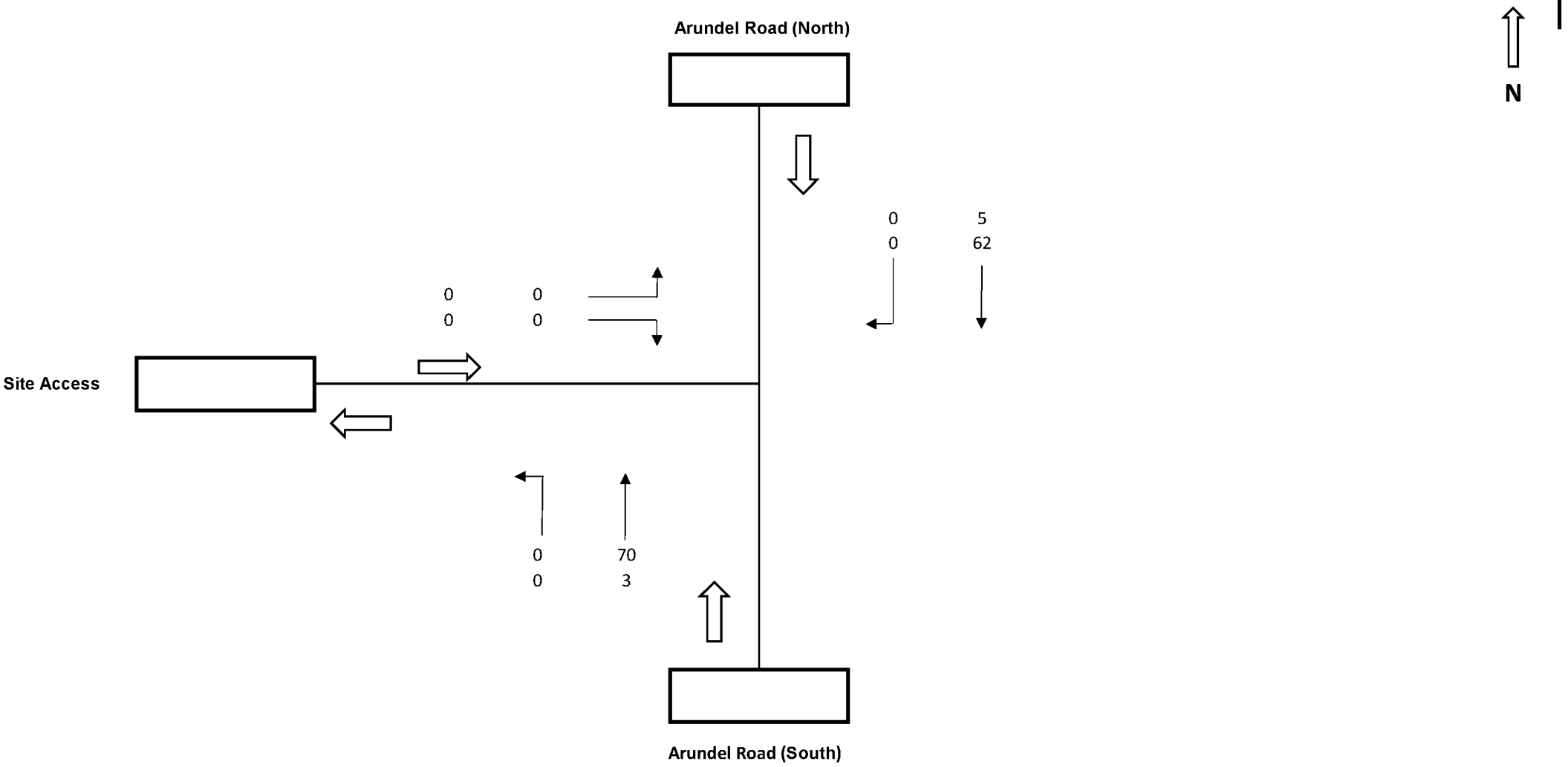
LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2024 Weekday Surveyed Traffic Flows AM (0900-1000)

ARUN DISTRICT COUNCIL A/222/24/PL

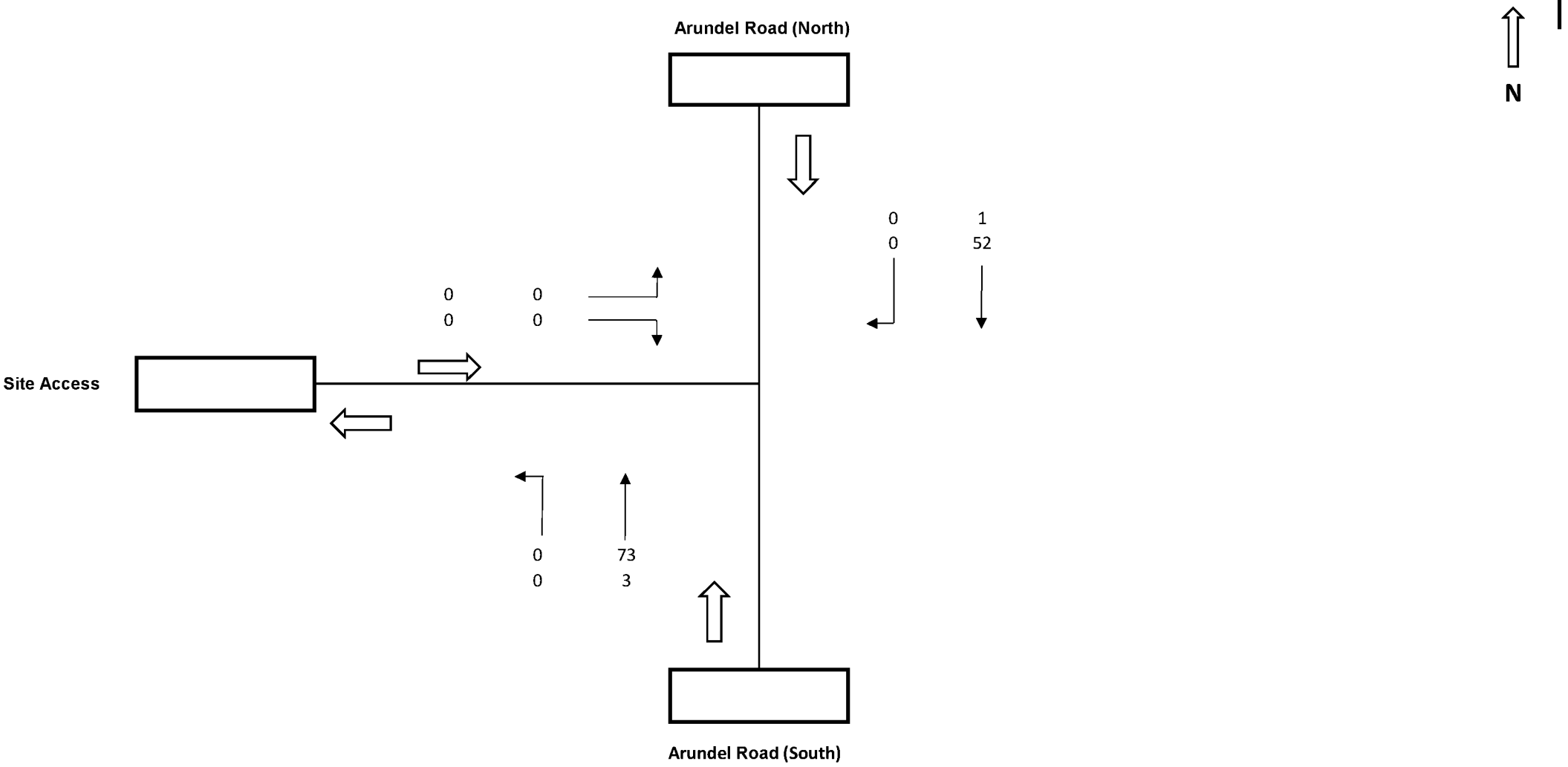


LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2024 Weekday Surveyed Traffic Flows PM (1700-1800)

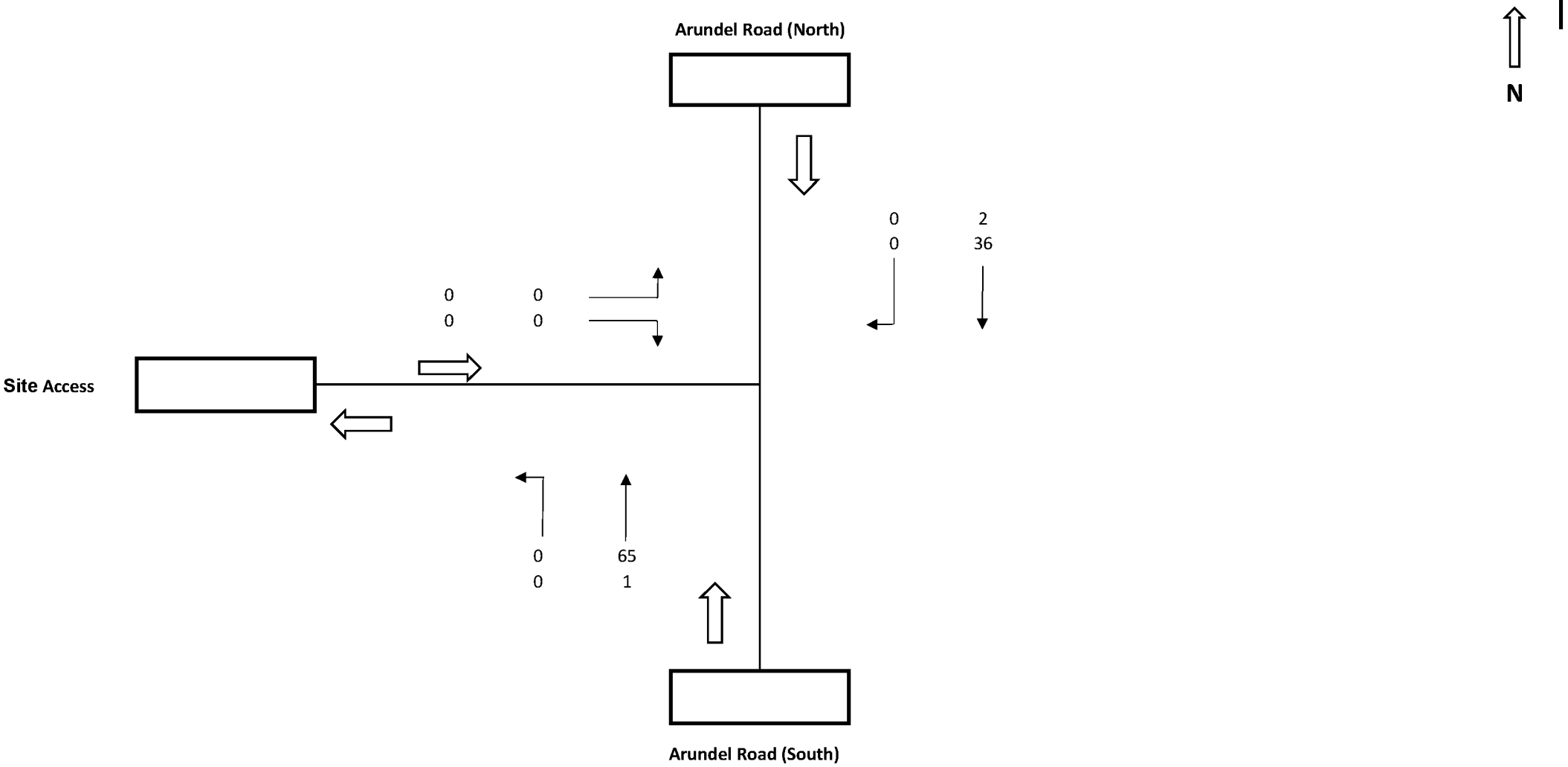


LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2024 Saturday Surveyed Traffic Flows (1400-1500)



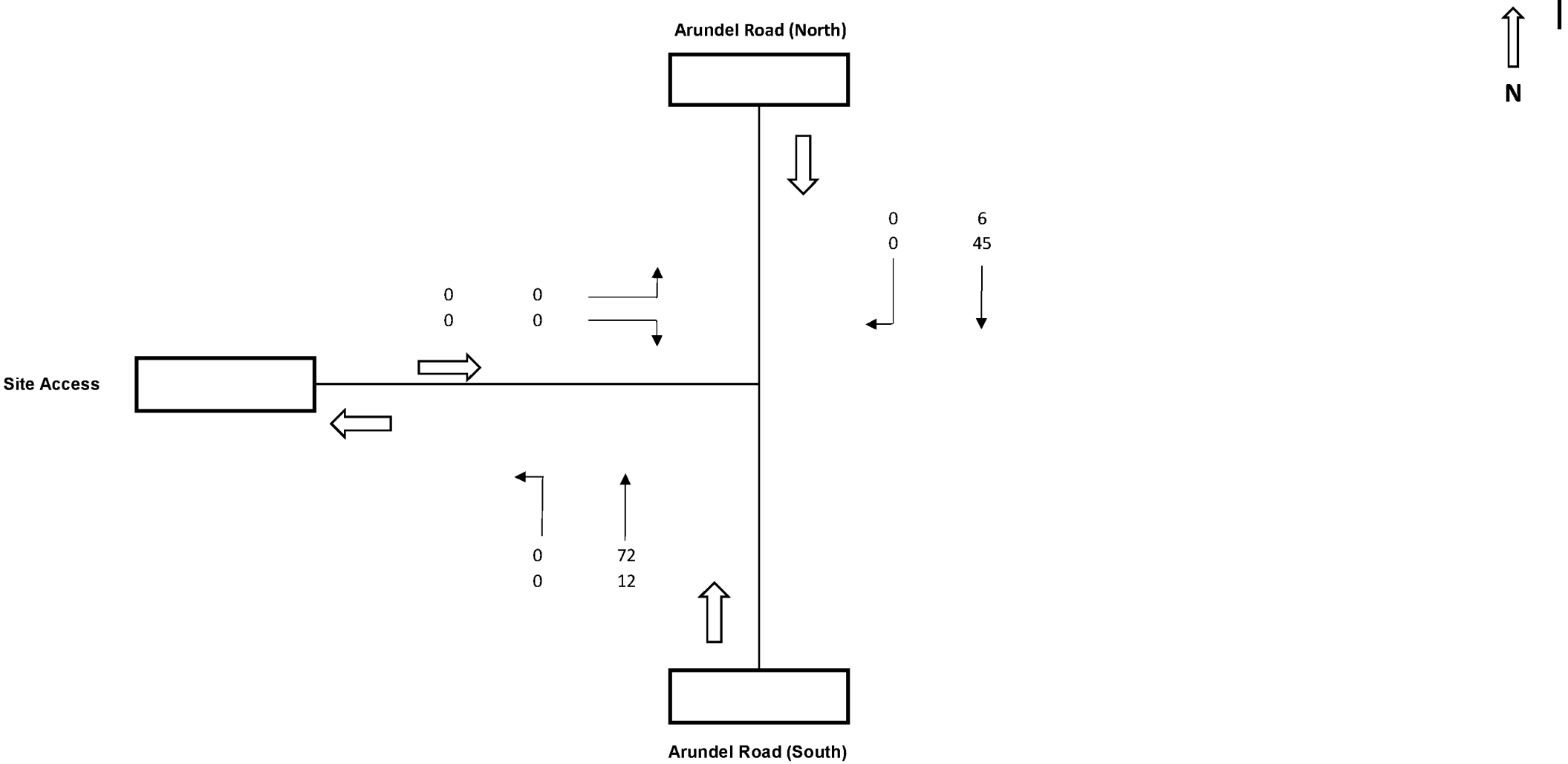
LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2024 Sunday Surveyed Traffic Flows (0900-1000)

ARUN DISTRICT COUNCIL A/222/24/PL



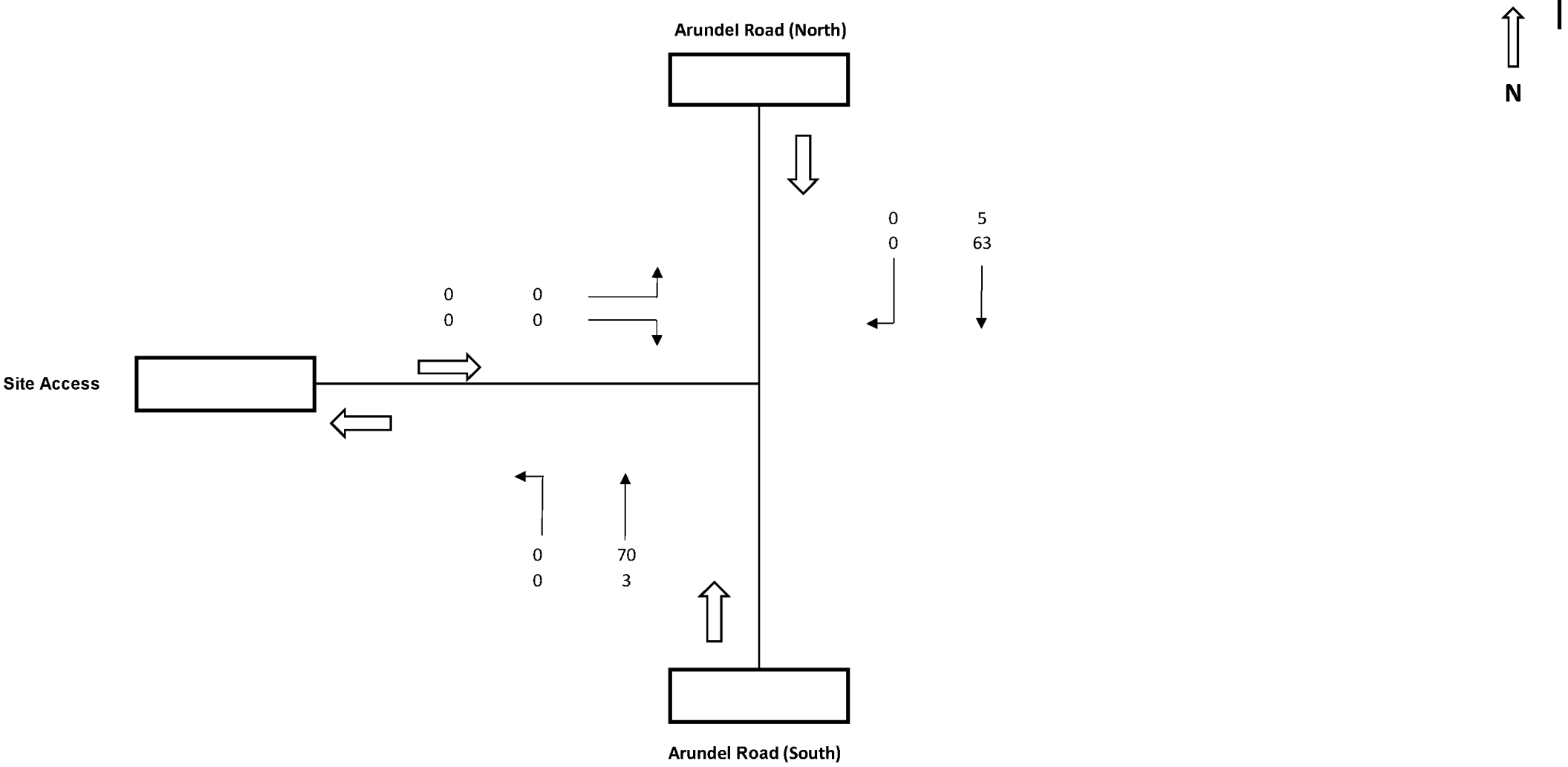
LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2026 Weekday Baseline Traffic AM (0900-1000)

ARUN DISTRICT COUNCIL A/222/24/PL



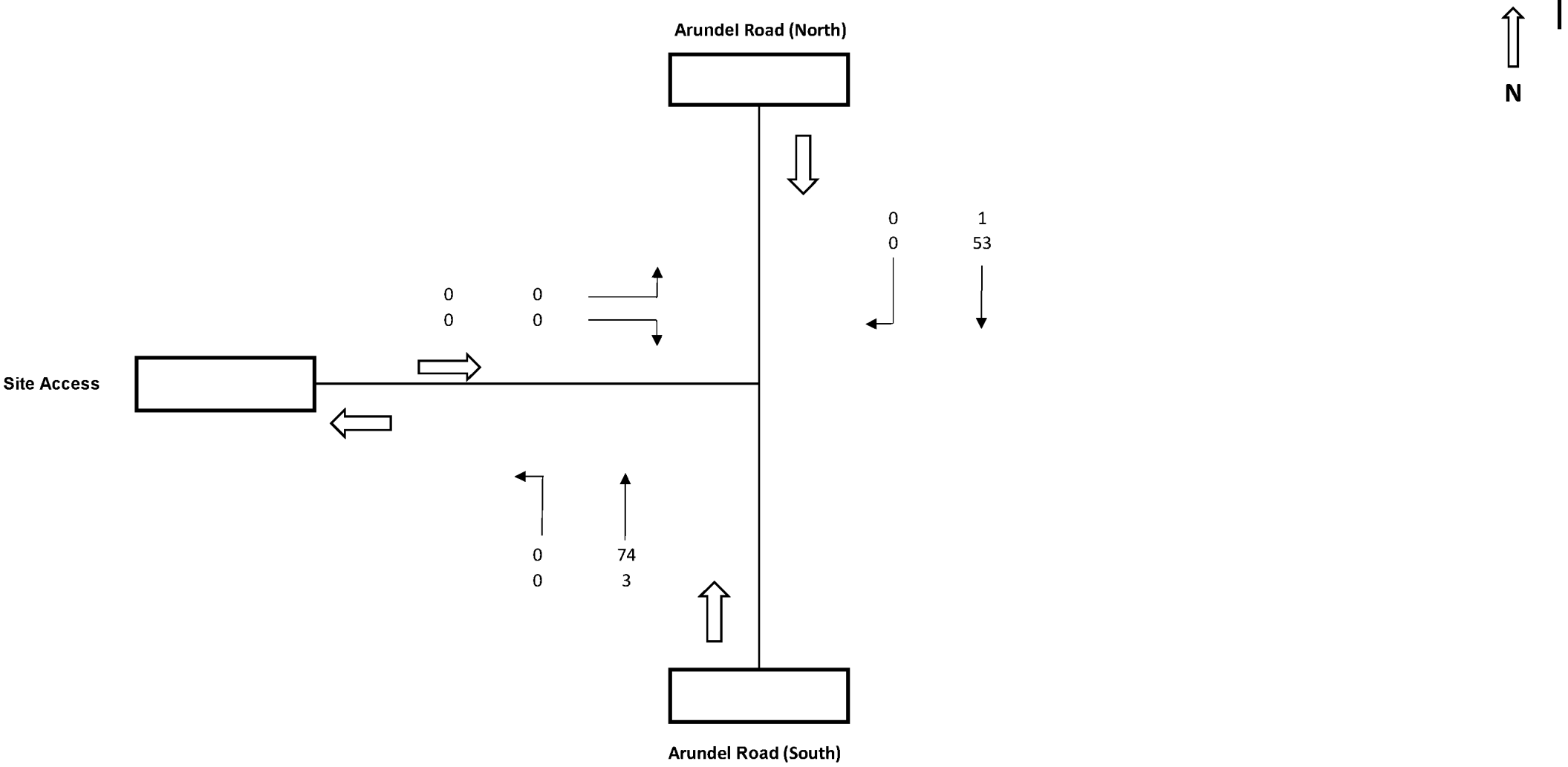
LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2026 Weekday Baseline Traffic PM (1700-1800)

ARUN DISTRICT COUNCIL A/222/24/PL



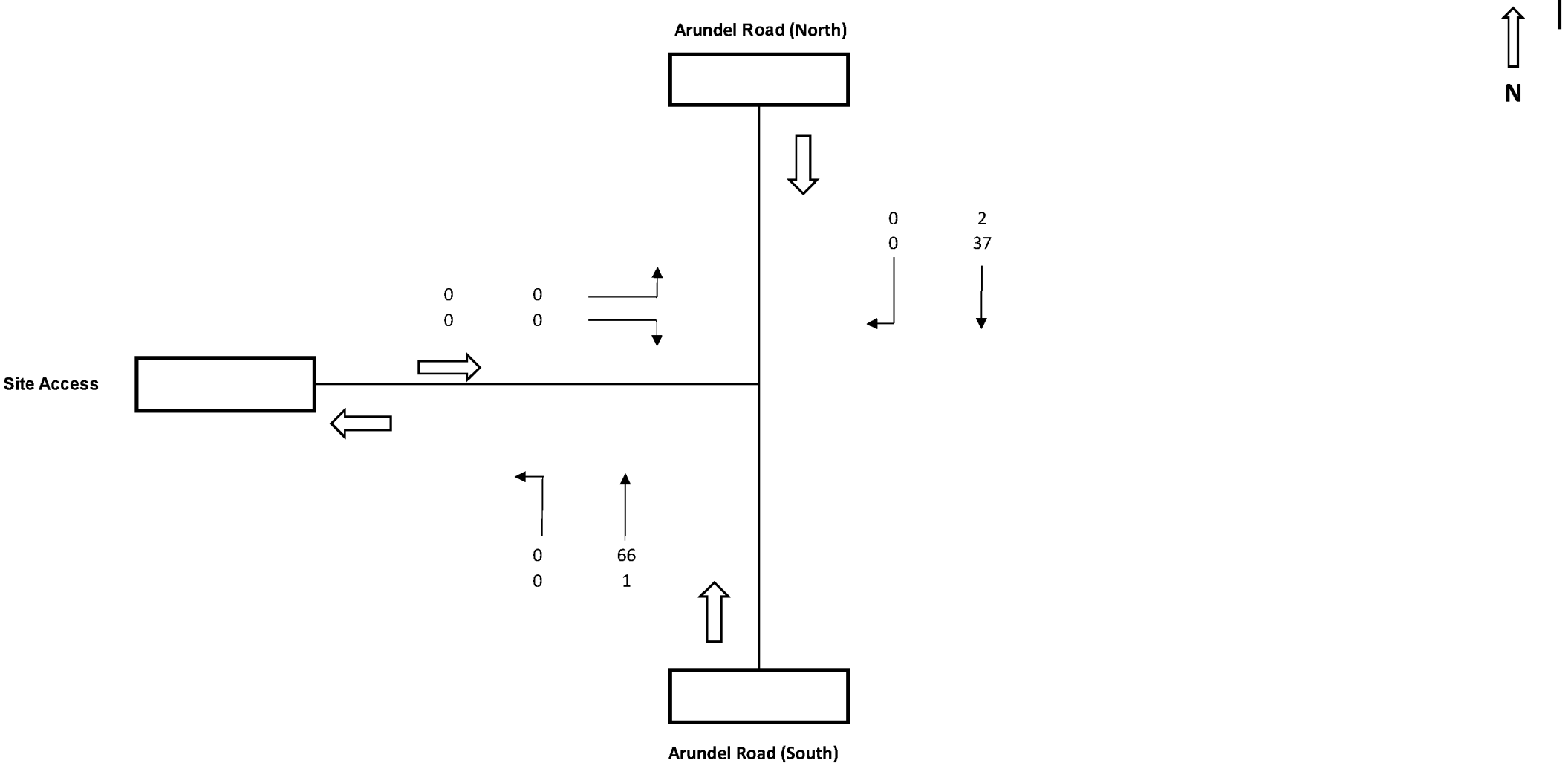
LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2026 Saturday Baseline Traffic (1400-1500)

ARUN DISTRICT COUNCIL A/222/24/PL

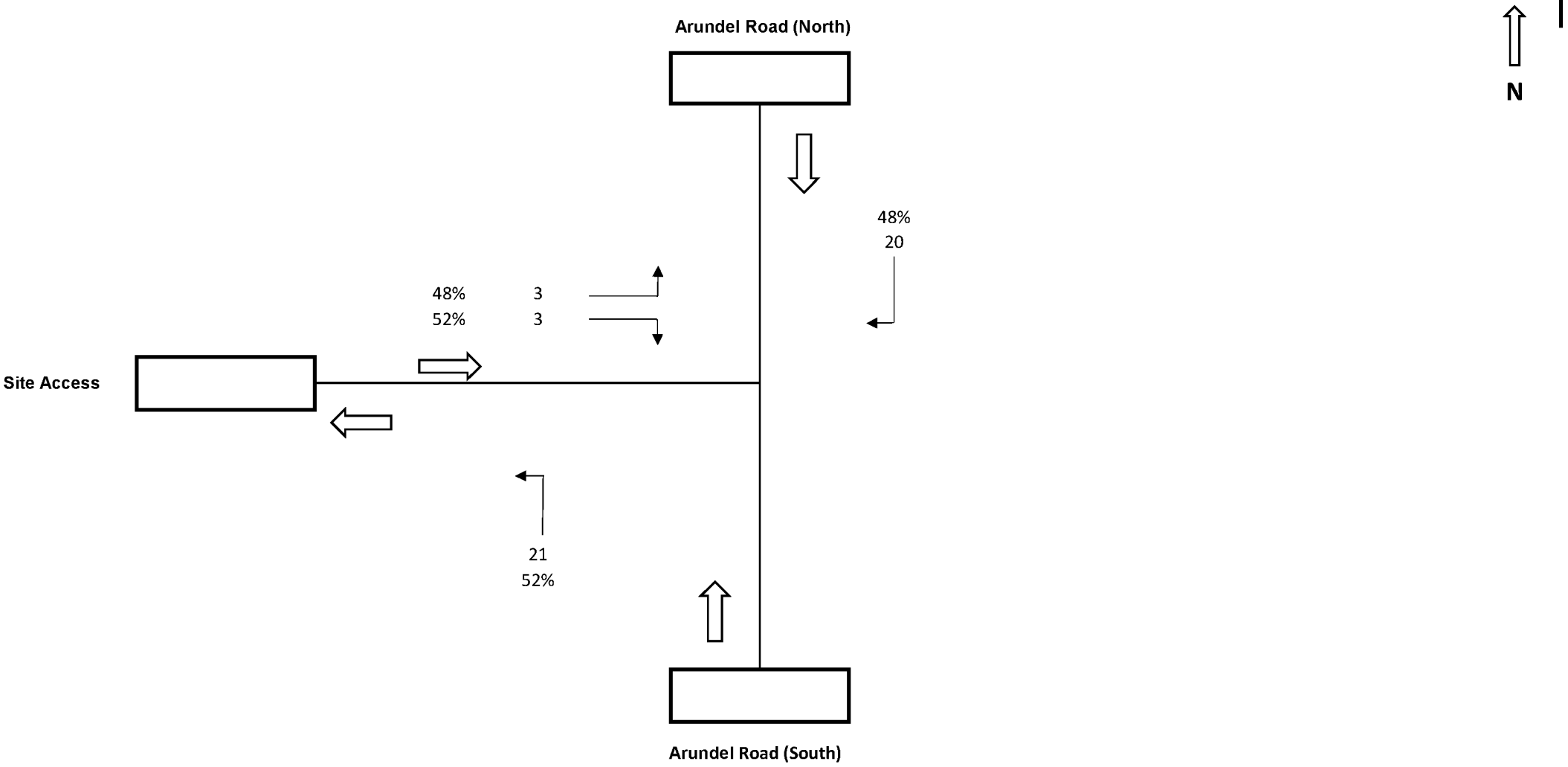


LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2026 Sunday Baseline Traffic (0900-1000)

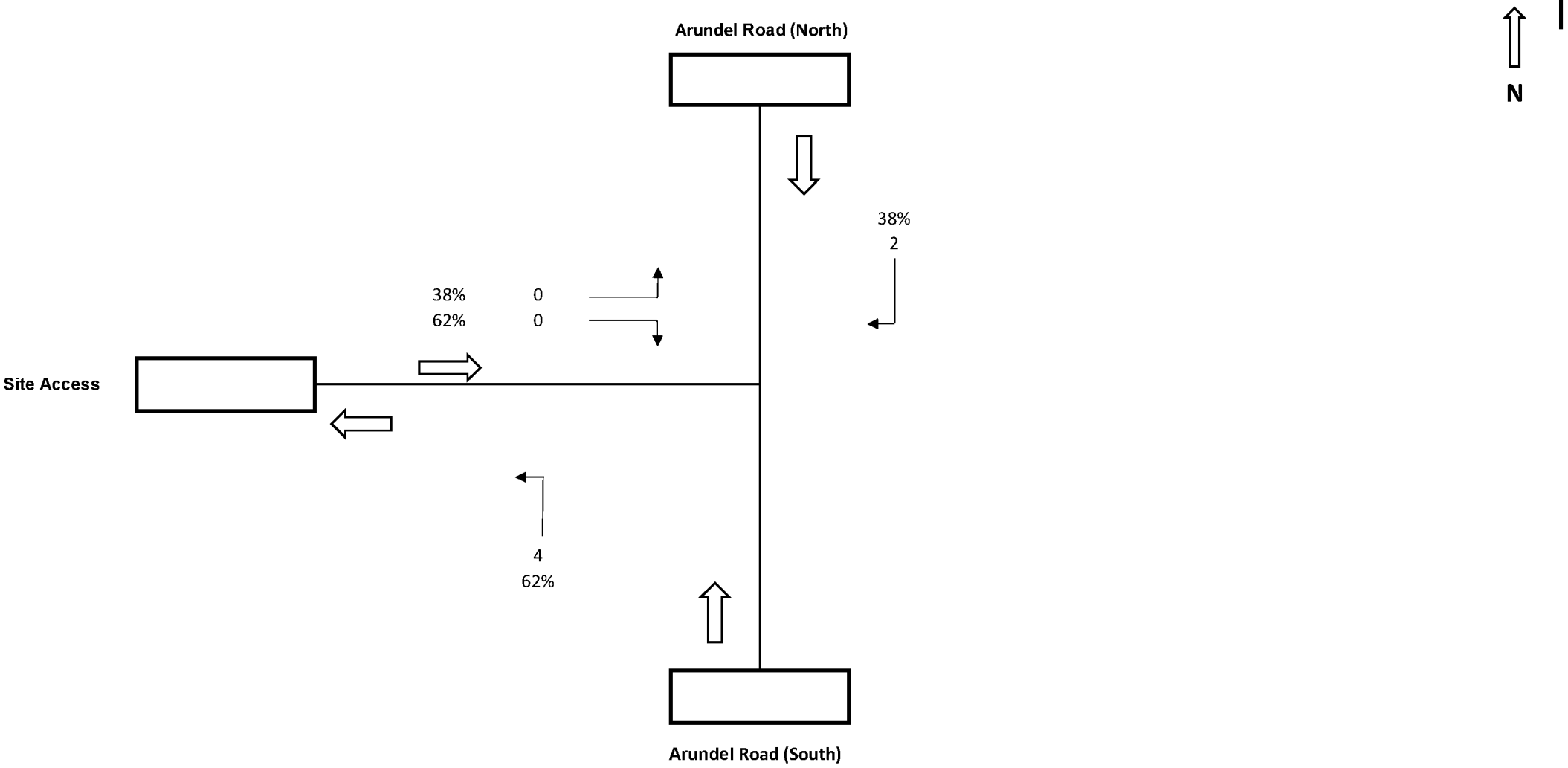


Total No.	0
%	0

robert west

2915/076 - Angmering Sports Hub

Development Traffic + Consented Trips Distribution Weekday PM (1700-1800)

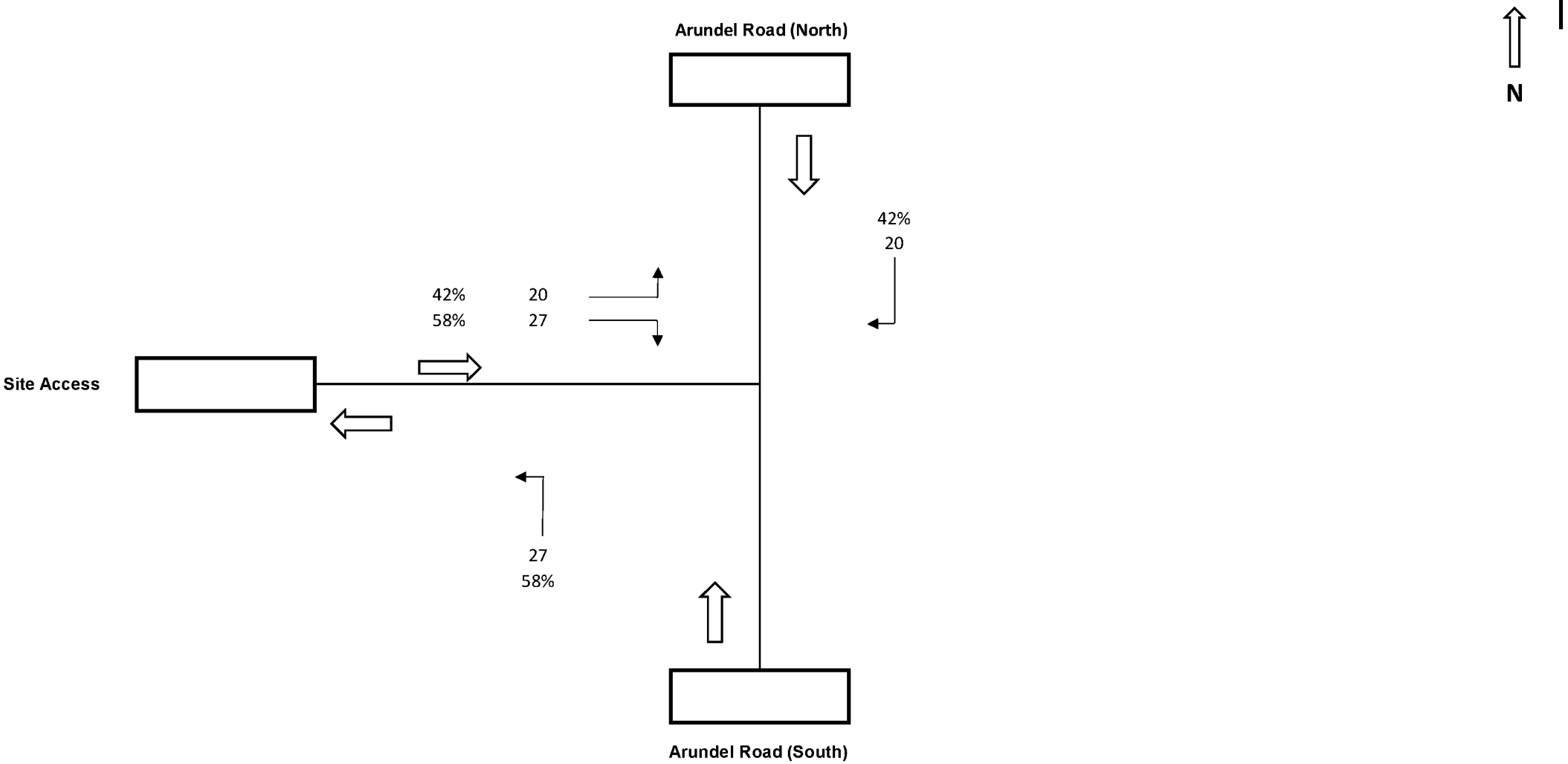


Total	0
%	0

robert west

2915/076 - Angmering Sports Hub

Development Traffic + Consented Trips Distribution Weekday AM (0900-1000)

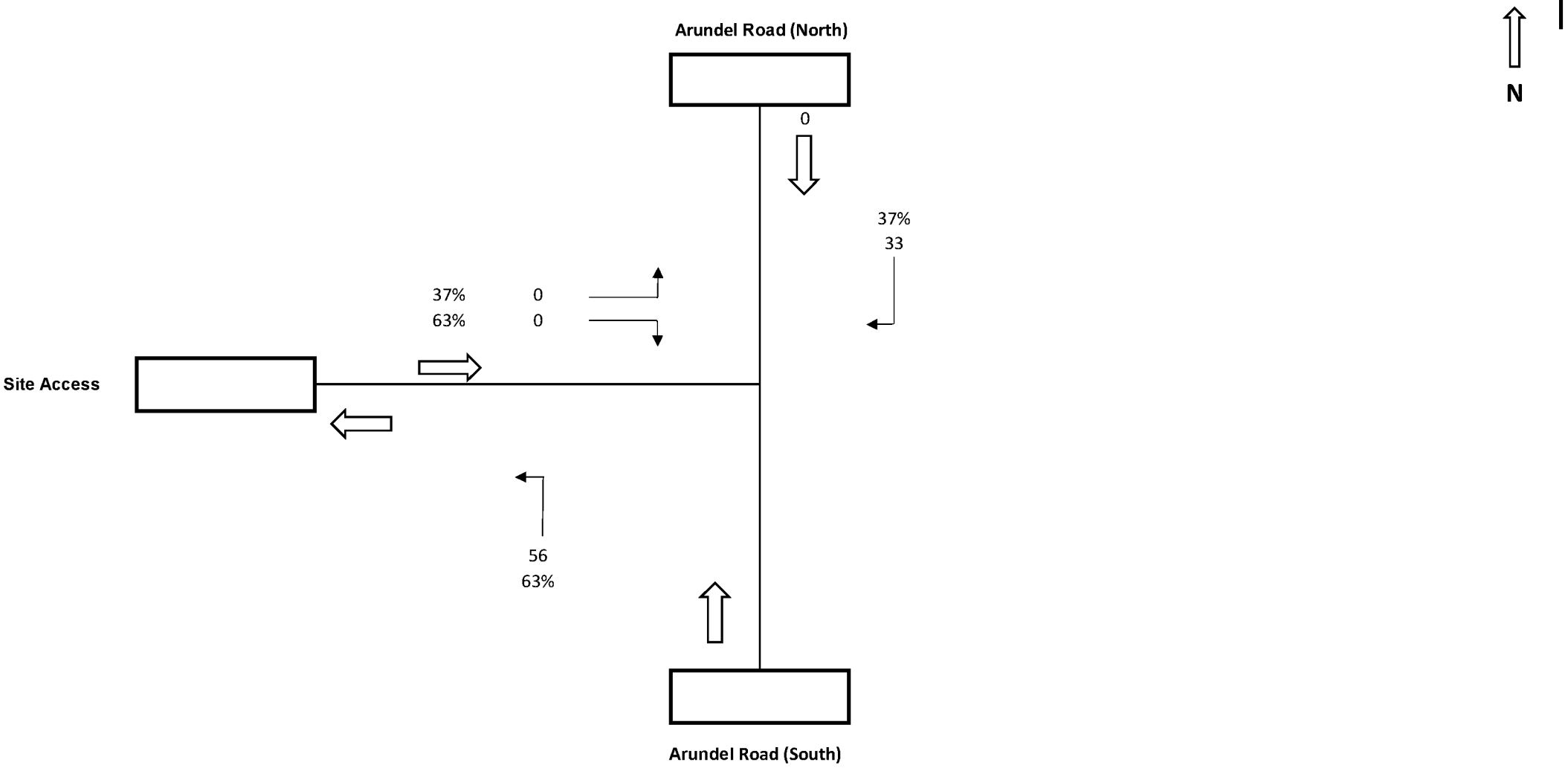


Total	0
%	0

robert west

2915/076 - Angmering Sports Hub

Development Traffic + Consented Trips Distribution Saturday (1400-1500)



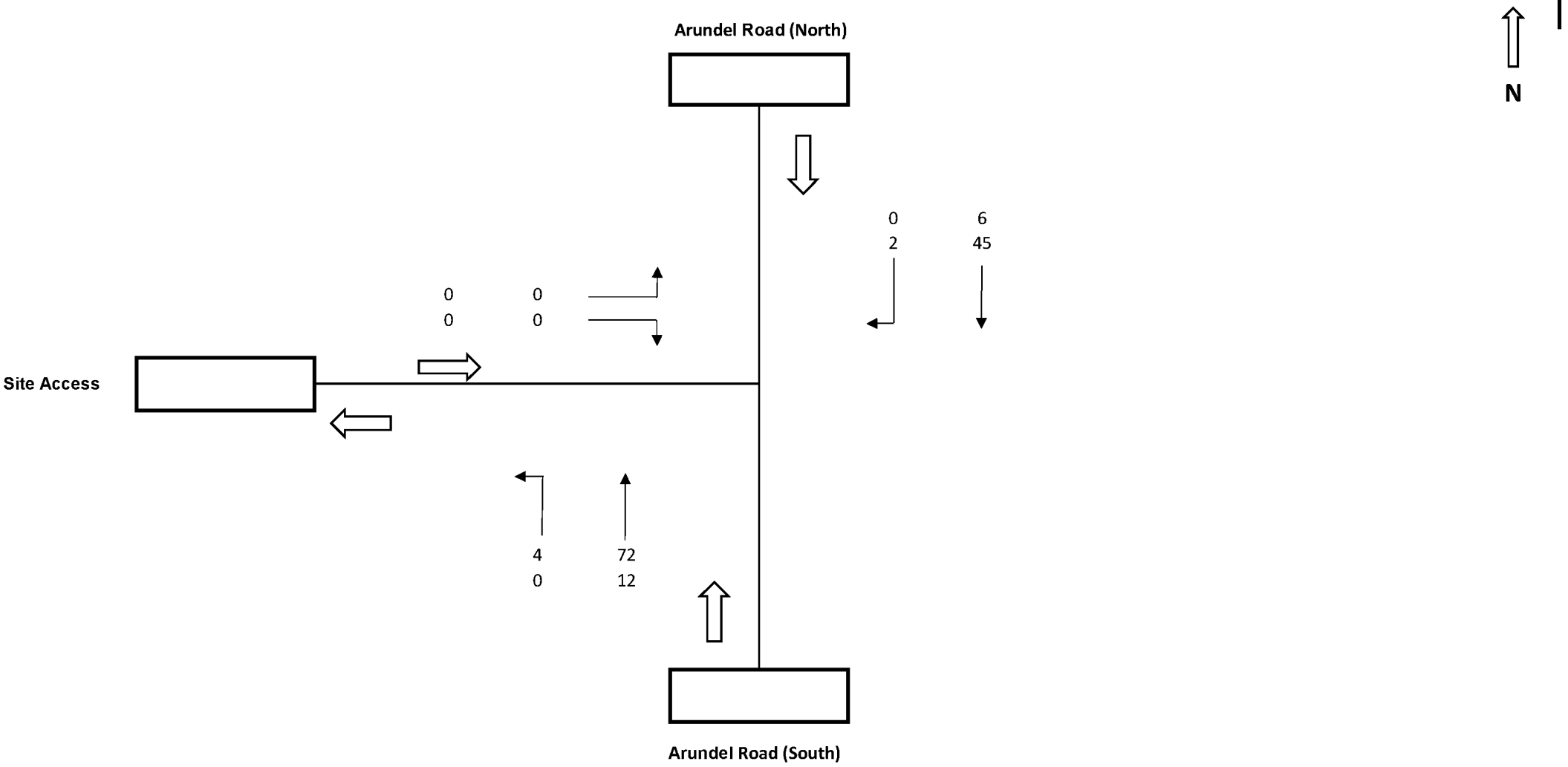
Total	0
%	0

robert west

2915/076 - Angmering Sports Hub

Development Traffic + Consented Trips Distribution Sunday (0900-1000)

ARUN DISTRICT COUNCIL A/222/24/PL



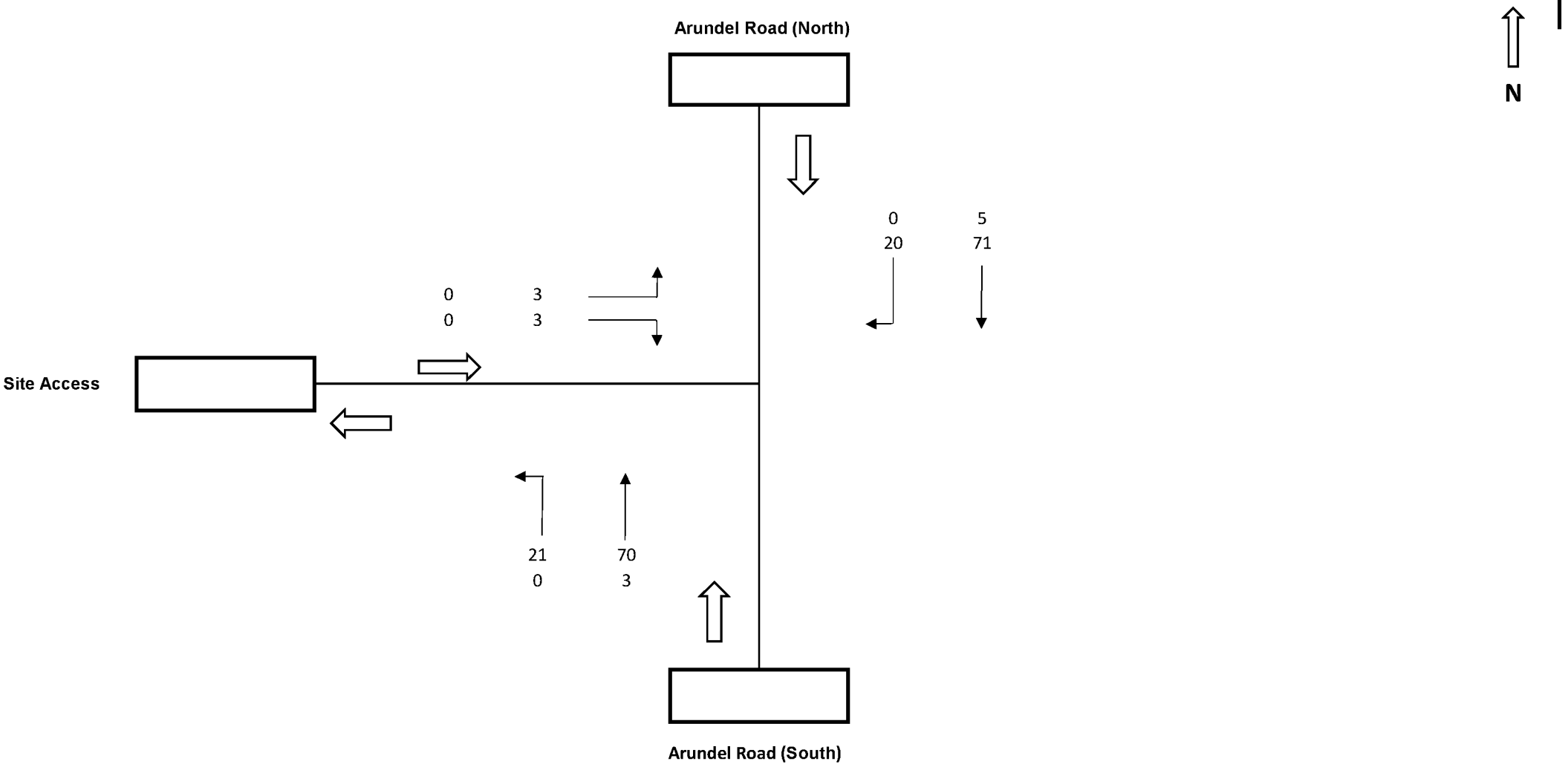
LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2026 Weekday Baseline Traffic + Development Traffic and Consented Traffic AM (0900-1000)

ARUN DISTRICT COUNCIL A/222/24/PL



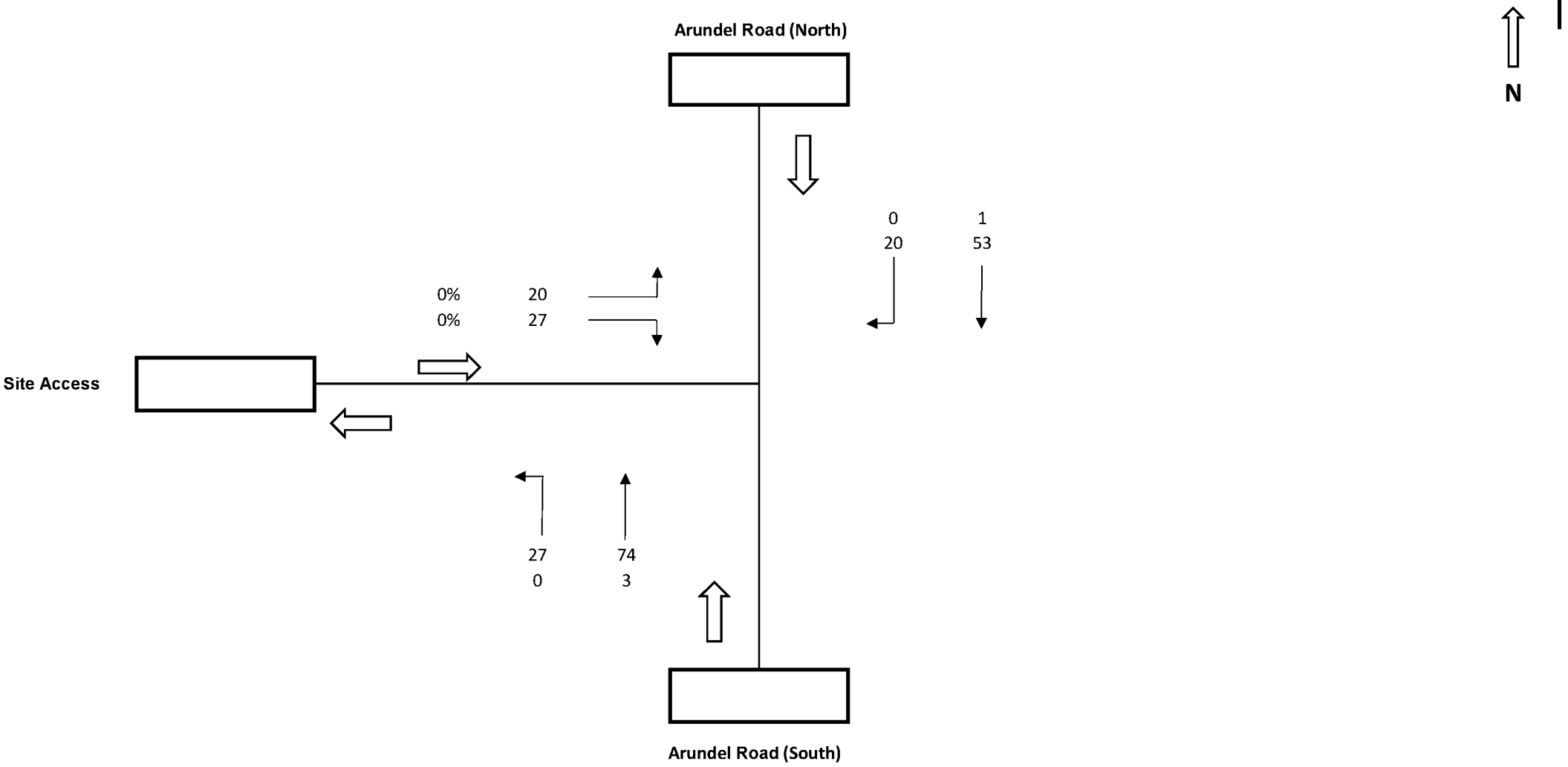
LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2026 Weekday Baseline Traffic + Development Traffic and Consented Traffic PM (1700-1800)

ARUN DISTRICT COUNCIL A/222/24/PL



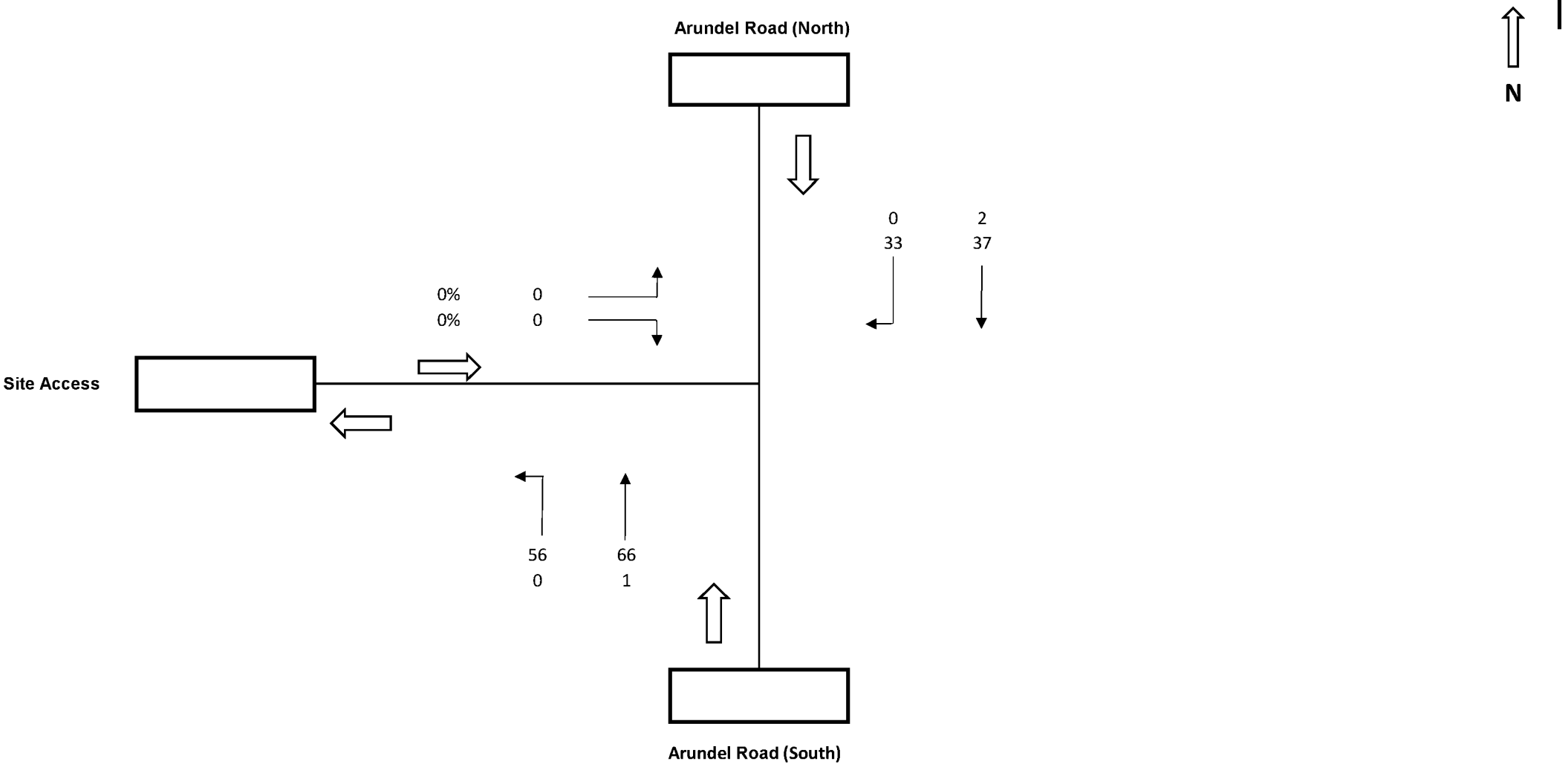
LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2026 Saturday Baseline Traffic + Development Traffic and Consented Traffic (1400-1500)

ARUN DISTRICT COUNCIL A/222/24/PL



LGVs	0
HGVs	0

robert west

2915/076 - Angmering Sports Hub

2026 Sunday Baseline Traffic + Development Traffic and Consented Traffic (0900-1000)

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: 2915_076 - Site access model Rev A 14.11.2024.j9
Path: C:\Users\Junction9\OneDrive - Robertwest.co.uk\Desktop\Angmering - West Sussex\Junction capacity modelling
Report generation date: 15/11/2024 12:04:58

»2026 Baseline + Dev and Consented Traffic Weekday, AM
»2026 Baseline + Dev and Consented Traffic Weekday, PM
»2026 Baseline + Dev and Consented Traffic Saturday, Off-peak
»2026 Baseline + Dev and Consented Traffic Sunday,

Summary of junction performance

	AM				PM				Off-peak							
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Baseline + Dev and Consented Traffic Weekday															
Stream B-C	0.0	0.00	0.00	A	0.0	5.74	0.01	A								
Stream B-A	0.0	0.00	0.00	A	0.0	8.24	0.01	A								
Stream C-AB	0.0	6.53	0.00	A	0.0	6.79	0.04	A								
	2026 Baseline + Dev and Consented Traffic Saturday															
Stream B-C									0.0	6.33	0.04	A				
Stream B-A									0.1	8.64	0.07	A				
Stream C-AB									0.0	6.82	0.04	A				
	2026 Baseline + Dev and Consented Traffic Sunday															
Stream B-C													0.0	0.00	0.00	A
Stream B-A													0.0	0.00	0.00	A
Stream C-AB													0.1	7.07	0.07	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	ASH - Access
Location	
Site number	
Date	17/09/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	rwcad01\Junction9
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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Baseline + Dev and Consented Traffic Weekday	AM	2026 Baseline + Development Traffic, AM, Weekday	ONE HOUR	08:45	10:15	15
D2	2026 Baseline + Dev and Consented Traffic Weekday	PM	2026 Baseline + Development Traffic PM, Weekday	ONE HOUR	16:45	18:15	15
D3	2026 Baseline + Dev and Consented Traffic Saturday	Off-peak	2026 Baseline + Development Traffic, Saturday	ONE HOUR	13:45	15:15	15
D4	2026 Baseline + Dev and Consented Traffic Sunday		2026 Baseline + Development Traffic, Sunday	ONE HOUR	08:45	10:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Baseline + Dev and Consented Traffic Weekday, AM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site access	T-Junction	Two-way	0.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Arundel Road (Northbound)		Major
B	Site Access		Minor
C	Arundel Road (Southbound)		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 - Arundel Road (Southbound)	7.39			0.0	✓	2.20

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	6.55	2.50	2.50	2.50	2.50		1.00	19	19

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	476	0.081	0.206	0.130	0.294
1	B-C	654	0.094	0.238	-	-
1	C-B	574	0.209	0.209	-	-

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	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Baseline + Dev and Consented Traffic Weekday	AM	2026 Baseline + Development Traffic, AM, Weekday	ONE HOUR	08:45	10:15	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 - Arundel Road (Northbound)		✓	88	100.000
B - Site Access		✓	0	100.000
C - Arundel Road (Southbound)		✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Arundel Road (Northbound)	B - Site Access	C - Arundel Road (Southbound)
From	A - Arundel Road (Northbound)	0	4	84
	B - Site Access	0	0	0
	C - Arundel Road (Southbound)	51	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Arundel Road (Northbound)	B - Site Access	C - Arundel Road (Southbound)
From	A - Arundel Road (Northbound)	0	0	14
	B - Site Access	0	0	0
	C - Arundel Road (Southbound)	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	6.53	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	638	0.000	0	0.0	0.000	A
B-A	0	457	0.000	0	0.0	0.000	A
C-AB	2	560	0.003	1	0.0	6.443	A
C-A	38			38			
A-B	3			3			
A-C	63			63			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	635	0.000	0	0.0	0.000	A
B-A	0	454	0.000	0	0.0	0.000	A
C-AB	2	557	0.003	2	0.0	6.478	A
C-A	46			46			
A-B	4			4			
A-C	76			76			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	631	0.000	0	0.0	0.000	A
B-A	0	449	0.000	0	0.0	0.000	A
C-AB	2	554	0.004	2	0.0	6.526	A
C-A	56			56			
A-B	4			4			
A-C	92			92			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	631	0.000	0	0.0	0.000	A
B-A	0	449	0.000	0	0.0	0.000	A
C-AB	2	554	0.004	2	0.0	6.526	A
C-A	56			56			
A-B	4			4			
A-C	92			92			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	635	0.000	0	0.0	0.000	A
B-A	0	454	0.000	0	0.0	0.000	A
C-AB	2	557	0.003	2	0.0	6.480	A
C-A	46			46			
A-B	4			4			
A-C	76			76			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	638	0.000	0	0.0	0.000	A
B-A	0	457	0.000	0	0.0	0.000	A
C-AB	2	560	0.003	2	0.0	6.446	A
C-A	38			38			
A-B	3			3			
A-C	63			63			

2026 Baseline + Dev and Consented Traffic Weekday, PM

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site access	T-Junction	Two-way	0.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Baseline + Dev and Consented Traffic Weekday	PM	2026 Baseline + Development Traffic PM, Weekday	ONE HOUR	16:45	18:15	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 - Arundel Road (Northbound)		✓	94	100.000
B - Site Access		✓	6	100.000
C - Arundel Road (Southbound)		✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Arundel Road (Northbound)	B - Site Access	C - Arundel Road (Southbound)
From	A - Arundel Road (Northbound)	0	21	73
	B - Site Access	3	0	3
	C - Arundel Road (Southbound)	76	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Arundel Road (Northbound)	B - Site Access	C - Arundel Road (Southbound)
From	A - Arundel Road (Northbound)	0	0	4
	B - Site Access	0	0	0
	C - Arundel Road (Southbound)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	5.74	0.0	A
B-A	0.01	8.24	0.0	A
C-AB	0.04	6.79	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	2	638	0.004	2	0.0	5.659	A
B-A	2	452	0.005	2	0.0	8.009	A
C-AB	15	559	0.027	15	0.0	6.612	A
C-A	57			57			
A-B	16			16			
A-C	55			55			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	3	635	0.004	3	0.0	5.692	A
B-A	3	447	0.006	3	0.0	8.102	A
C-AB	18	556	0.032	18	0.0	6.686	A
C-A	68			68			
A-B	19			19			
A-C	66			66			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	3	631	0.005	3	0.0	5.735	A
B-A	3	440	0.008	3	0.0	8.235	A
C-AB	22	552	0.040	22	0.0	6.786	A
C-A	84			84			
A-B	23			23			
A-C	80			80			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	3	631	0.005	3	0.0	5.735	A
B-A	3	440	0.008	3	0.0	8.235	A
C-AB	22	552	0.040	22	0.0	6.786	A
C-A	84			84			
A-B	23			23			
A-C	80			80			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	3	635	0.004	3	0.0	5.695	A
B-A	3	447	0.006	3	0.0	8.102	A
C-AB	18	556	0.032	18	0.0	6.686	A
C-A	68			68			
A-B	19			19			
A-C	66			66			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	2	638	0.004	2	0.0	5.664	A
B-A	2	452	0.005	2	0.0	8.009	A
C-AB	15	559	0.027	15	0.0	6.618	A
C-A	57			57			
A-B	16			16			
A-C	55			55			

2026 Baseline + Dev and Consented Traffic Saturday, Off-peak

Data Errors and Warnings

No errors or warnings.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site access	T-Junction	Two-way	2.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Baseline + Dev and Consented Traffic Saturday	Off-peak	2026 Baseline + Development Traffic, Saturday	ONE HOUR	13:45	15:15	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 - Arundel Road (Northbound)		✓	104	100.000
B - Site Access		✓	47	100.000
C - Arundel Road (Southbound)		✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Arundel Road (Northbound)	B - Site Access	C - Arundel Road (Southbound)
From	A - Arundel Road (Northbound)	0	27	77
	B - Site Access	27	0	20
	C - Arundel Road (Southbound)	54	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Arundel Road (Northbound)	B - Site Access	C - Arundel Road (Southbound)
From	A - Arundel Road (Northbound)	0	0	4
	B - Site Access	0	0	0
	C - Arundel Road (Southbound)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.33	0.0	A
B-A	0.07	8.64	0.1	A
C-AB	0.04	6.82	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	601	0.025	15	0.0	6.145	A
B-A	20	457	0.044	20	0.0	8.228	A
C-AB	15	558	0.027	15	0.0	6.631	A
C-A	41			41			
A-B	20			20			
A-C	58			58			

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	18	596	0.030	18	0.0	6.224	A
B-A	24	453	0.054	24	0.1	8.398	A
C-AB	18	554	0.032	18	0.0	6.709	A
C-A	49			49			
A-B	24			24			
A-C	69			69			

14:15 - 14:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	590	0.037	22	0.0	6.334	A
B-A	30	447	0.067	30	0.1	8.634	A
C-AB	22	550	0.040	22	0.0	6.816	A
C-A	59			59			
A-B	30			30			
A-C	85			85			

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	590	0.037	22	0.0	6.335	A
B-A	30	447	0.067	30	0.1	8.636	A
C-AB	22	550	0.040	22	0.0	6.816	A
C-A	59			59			
A-B	30			30			
A-C	85			85			

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	18	596	0.030	18	0.0	6.226	A
B-A	24	453	0.054	24	0.1	8.402	A
C-AB	18	554	0.032	18	0.0	6.713	A
C-A	49			49			
A-B	24			24			
A-C	69			69			

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	600	0.025	15	0.0	6.151	A
B-A	20	457	0.044	20	0.0	8.236	A
C-AB	15	558	0.027	15	0.0	6.637	A
C-A	41			41			
A-B	20			20			
A-C	58			58			

2026 Baseline + Dev and Consented Traffic Sunday,

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site access	T-Junction	Two-way	1.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Baseline + Dev and Consented Traffic Sunday	2026 Baseline + Development Traffic, Sunday	ONE HOUR	08:45	10:15	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 - Arundel Road (Northbound)		✓	123	100.000
B - Site Access		✓	0	100.000
C - Arundel Road (Southbound)		✓	72	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Arundel Road (Northbound)	B - Site Access	C - Arundel Road (Southbound)
From	A - Arundel Road (Northbound)	0	56	67
	B - Site Access	0	0	0
	C - Arundel Road (Southbound)	39	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Arundel Road (Northbound)	B - Site Access	C - Arundel Road (Southbound)
From	A - Arundel Road (Northbound)	0	0	1
	B - Site Access	0	0	0
	C - Arundel Road (Southbound)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.07	7.07	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	638	0.000	0	0.0	0.000	A
B-A	0	451	0.000	0	0.0	0.000	A
C-AB	25	555	0.045	25	0.0	6.791	A
C-A	29			29			
A-B	42			42			
A-C	50			50			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	635	0.000	0	0.0	0.000	A
B-A	0	446	0.000	0	0.0	0.000	A
C-AB	30	551	0.054	30	0.1	6.905	A
C-A	35			35			
A-B	50			50			
A-C	60			60			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	630	0.000	0	0.0	0.000	A
B-A	0	440	0.000	0	0.0	0.000	A
C-AB	36	546	0.067	36	0.1	7.065	A
C-A	43			43			
A-B	62			62			
A-C	74			74			

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	630	0.000	0	0.0	0.000	A
B-A	0	440	0.000	0	0.0	0.000	A
C-AB	36	546	0.067	36	0.1	7.065	A
C-A	43			43			
A-B	62			62			
A-C	74			74			

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	635	0.000	0	0.0	0.000	A
B-A	0	446	0.000	0	0.0	0.000	A
C-AB	30	551	0.054	30	0.1	6.909	A
C-A	35			35			
A-B	50			50			
A-C	60			60			

10:00 - 10:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	0	638	0.000	0	0.0	0.000	A
B-A	0	451	0.000	0	0.0	0.000	A
C-AB	25	555	0.045	25	0.0	6.797	A
C-A	29			29			
A-B	42			42			
A-C	50			50			