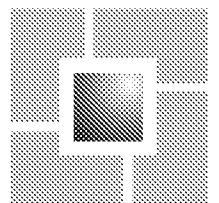


Land Adjacent to the Former Rising Sun Public House,
North Bersted

Transport Statement



david tucker associates
transport planning consultants

Land Adjacent to the Former Rising
Sun Public House, North Bersted

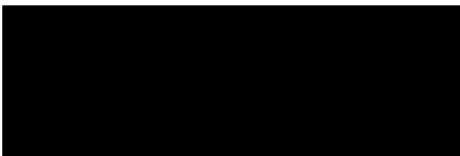
Transport Statement

17th December 2012
RM/14214-01 TS

Prepared by:

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Forester House
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c/o JSA Architects

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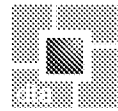
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1.0 INTRODUCTION

- 1.1 The development of 7 residential units is proposed on land formerly part of the Rising Sun Public House on Chichester Road, North Bersted. The public house building has been refurbished and is currently operated by Tesco Express as a convenience store. The car parking for the store has been formalised. The excess land made up of the gardens and hardstanding has now been identified for residential development.
- 1.2 The site will be accessed from an existing access point. The layout of this access will be subject to alterations to make it more suited to the proposed use. The plan of the proposed site layout is shown at **Appendix A**.
- 1.3 This report takes into account the National Planning Policy Framework (NPPF) and Department for Transport's Guidance for Transport Assessment (GTA). It also takes into account pre-application advice received from Arun District Council.
- 1.4 The report considers :
- the suitability of the site and road layout, including access;
 - the suitability of the car parking arrangements for the adjacent Tesco Express;
 - the suitability of the proposed residential car parking; and,
 - the residual traffic impact of the proposed development.
- 1.5 The report concludes that in transport and parking terms the proposed site can be considered to be functionally independent from the adjacent store. Moreover, the site access and servicing arrangements are suitable for the proposed development. For these reasons it is concluded that there are no significant highway or transport issues arising from these proposals.



2.0 EXISTING CONDITIONS

Site Location

- 2.1 The site is located in an existing residential area in North Bersted. The site is located on a plot to the West of the Chichester Road.
- 2.2 A site location is shown on **Figure 1**.
- 2.3 There are a number of local facilities including shops and schools that are in easy walking distance of the site.
- 2.4 There is a Tesco express supermarket immediately adjacent to the site. The main local parade of shops is approximately 250m from the site.
- 2.5 The nearest primary school is Barton's Infant School which is approximately 350m from the site. The nearest secondary school is Bognor Regis Community College which is approximately 650m from the site.

Adjacent Highway Network

- 2.6 A259 Chichester Road runs from Bognor Regis to the South East to Chichester to the North West. In the immediate vicinity of the site, its orientation is broadly north – south.
- 2.7 Chichester Road is variable in width. At the northern end of the site, the carriageway is around 7.3m wide. At the southern end of the site the carriageway is around 8.5m wide. Chichester Road is lit. There are footways on both sides of the road which are generally of a good width.
- 2.8 The majority of the existing residential houses on Chichester Road take direct access with an area of hardstanding in front of individual properties. Accesses with minor roads are typically simple priority junctions. Junctions with major roads are typically roundabouts.
- 2.9 An automatic traffic counter was installed on Friday 23th November 2012 until Thursday 29th November 2012. Vehicle speed, classification and volumes were recorded. A summary is included in **Table 1** below. Full details are attached at **Appendix B**.

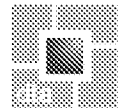


Table 1: Summary of ATC survey (23rd November 2012 – 29th November 2012)

Direction	Time period	Traffic Volume	Average Speed	85%ile Speed	Traffic Composition
Northbound	08:00-09:00	531	20.7mph	29.3 mph	96% lights 4% heavies
	17:00-18:00	539			
	Average Weekday	8321			
Southbound	08:00-09:00	394	24.7mph	28.2mph	96% lights 4% heavies
	17:00-18:00	658			
	Average Weekday	7980			

2.10 The posted speed limit on the Chichester Road in the vicinity of the site is 30mph. As shown in the above table the average and 85%ile speeds are in line with the posted limit. The appropriate design speed for this section of road is therefore 50kph.

Public Transport

- 2.11 Chichester Road is a bus route. There are regular services that stop adjacent to the site. These services include the 700 coastliner service that runs from Brighton to Portsmouth and Southsea via Shoreham, Worthing, Littlehampton, Bognor Regis, Chichester and Havant every fifteen minutes. The service is operated by Stagecoach.
- 2.12 The nearest railway station is Bognor Regis which is 2.4km from the site.



3.0 DEVELOPMENT PROPOSALS

Access

- 3.1 When operating as a public house the site had two points of access. The southernmost access is now used by the Tesco Express store to access their parking area. The northernmost access is to be used to access the proposed development.
- 3.2 An additional direct access will be created to serve a single property. The main access will therefore serve 6 dwellings. The existing geometry of the access is considered to be inappropriate for the proposed residential use. Alterations are therefore proposed and the new access will be 4.8m wide with 6m kerb radii. Within the site, the access road will be shared surfaces as will be considered in more detail below.
- 3.3 As shown on the plan in **Appendix C** visibility splays of 2.4m×43m, commensurate with a 50kph design speed, can be achieved at the access road. Visibility to the right of 2.4m×43m can be achieved to the individual access. To the left, the alignment of Chichester Road means that visibility can be achieved to the road centreline i.e. the nearside edge of the southbound running lane. Forward visibility throughout this section commensurate with the prevailing speed can be achieved.

Internal Layout

- 3.4 The Development has been designed in accordance with national residential design guidance in the DfT's Manual for Streets. The internal layout has therefore been designed to achieve low vehicle speeds. This will be achieved through the use of surface materials and layout.
- 3.5 Paragraph 7.2.8 MfS also highlights the significant role that shared surfaces can have in a development, these include, encouraging low vehicle speeds; creating an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by motor traffic; make it easier for people to move around; and promoting social interaction.

"In the absence of a formal carriageway, the intention is that motorists entering the area will tend to drive more cautiously and negotiate the right of way with pedestrians on a more *conciliatory* level (Fig. 7.5)."

Ref MfS para 7.2.9



MfS goes onto to say:

A study of public transport in London Borough Pedestrian Priority Areas (PPAs) undertaken by TRL for the Bus Priority Team at Transport for London concluded that there is a self limiting factor on pedestrians sharing space with motorists, of around 100 vph. Above this, pedestrians treat the general path taken by motor vehicles as a 'road' to be crossed rather than as a space to occupy. The speed of vehicles also had a strong influence on how pedestrians used the shared area. Although this research project concentrated on PPAs, it is reasonable to assume that these factors are relevant to other shared space schemes.

Ref MfS page 83

- 3.6 The design of the scheme pays full attention to the contents of the Disability Discrimination Act, such that the layout is fully accessible and in no way hinders disabled pedestrians and residents. The low vehicle speeds and volumes in home zones are a general benefit for people with sensory or mobility difficulties.

Car Parking

- 3.7 It is proposed to provide 11 car parking spaces within the site. It is proposed that allocate one car parking space to each of the 6 dwellings accessed from the main site access. The 7th dwelling which is accessed directly from Chichester Road will be allocated two car parking spaces. In addition to the allocated spaces a further 3 spaces will be available as a common resource for visitors and multi-car households.

Table 2: Car ownership in Bersted (2001 Census)

HOUSES BY TENURE	Total	None	One	Two	Three	Four or more
Owner occupied	2531	372	1208	762	149	40
4 rooms	675	151	392	113	16	3
5 rooms	918	117	450	292	47	12
Shared ownership & Rented	Total	None	One	Two	Three	Four or more
	448	141	235	63	6	3
4 rooms	154	58	77	16	3	0
5 rooms	192	52	106	28	3	3



- 3.8 On the basis of the existing car ownership data, 17% of houses of this size have no cars, 53% have one car and 30% have two or more cars. On this basis the proposed provision of 1.5 spaces per household is wholly appropriate. Moreover as discussed in Section 2, the site has direct access to a main bus route and excellent accessibility to local schools and shops. The need to travel by private car is therefore significantly reduced.

Servicing

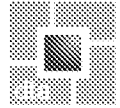
- 3.9 For a small development of 7 houses there is no need for the refuse vehicles servicing the site to enter the development rather it is envisaged that the site will be serviced from the kerb side in a similar fashion to the existing residential development on Chichester Road. Manual for Streets does however cite Schedule 1, Part H of the Building Regulations (2000) which advises that 'residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point', that 'waste collection vehicles should be able to get within 25m of the storage point and the gradient between the two should not exceed 1:12' and that 'the collection point should be reasonably accessible for vehicles typically used by the waste collection authority'.
- 3.10 To comply with the above requirements a refuse collection point has been identified on the site masterplan. Residents will be responsible for carrying their rubbish to this point for collection.

Traffic Impact

- 3.11 The proposed development is well below the threshold defined in the DfT Guidance on Transport Assessment (2007) for a formal appraisal of the traffic implications of a development. Nevertheless, trip rates have been derived from the TRICS database using the private housing category. The detailed report is included at **Appendix D**. The resulting vehicle trip rates are set out within **Table 3**.

Table 3: Vehicular Trip Rates

	Trips per House			Trip Estimates (7 dwellings)		
	In	Out	Total	In	Out	Total
AM Peak 0800-0900	0.182	0.401	0.583	1	3	4
PM Peak 1700-1800	0.371	0.221	0.592	3	2	4
12 Hour 0700-1900	2.724	2.758	5.482	19	19	38



-
- 3.12 As can be seen from this table the peak hour traffic generation of the site is likely to be very modest. As such there is no justification for off-site transport or highways mitigation as a result of the identified impact of the proposed development.



4.0 TESCO EXPRESS

- 4.1 The former public house building has been refurbished and is now operational as a Tesco Express convenience store. As part of the refurbishment works a section of the car park was improved to provide 16 car parking spaces including 1 disabled car parking space for use by customers. An assessment of the appropriateness of this car parking has been carried out. This assessment has considered the provision in the context of current parking standards and given that the store is already operational, in terms of the actual pattern of demand.

Parking Standards

- 4.2 West Sussex County Council's 'Revised County Parking Standards and Transport Contributions Methodology' was adopted November 2003. The standards are expressed as maximum standards which apply to all development within the associated class. However, reductions to maximum standards will be allowable to reflect the accessibility of the site and the impact that this may have on travel by car.
- 4.3 For food retail development the West Sussex Maximum Standard is 1 space per 14m². Whilst the Planning Policy Guidance Note 13 (now withdrawn) on which the standards were based advised that this should only apply to development greater than 1,000m², WSCC have no such threshold.
- 4.4 The Arun Local Plan Appendix 2 advises that supermarkets should have a maximum provision of 1 space per 10m². Other shop units over 100m² should have a maximum provision of 1 space per 18m².
- 4.5 The store has a ground floor area of approximately 353m². 15 parking spaces is equivalent to a parking ratio of 1 per 24m². The parking is therefore within the parking maxima for this type of development and hence compliant with the policy. In practice, the pattern of demand for a small convenience store is very different from the demand for a 'main shop' store and therefore an assessment of the actual use has been undertaken.

Operation

- 4.6 A video survey was undertaken on the site access. All movements into and out of the car park were recorded in fifteen minute time intervals on Friday 23rd November 2012 and



Saturday 24th November 2012. The summary results are set out in **Table 4** below. Full details are attached in **Appendix E**.

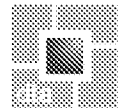
Table 4 – Car park survey summary results

Hour ending	Friday				Saturday			
	In	Out	Accumulation	Space turnover	Entering	Exiting	Accumulation	Space turnover
08:00	43	43	8	2.9	19	19	5	1.3
09:00	36	33	11	2.2	27	26	6	1.7
10:00	51	49	13	3.3	36	31	11	2.1
11:00	38	38	13	2.5	47	48	10	3.2
12:00	37	41	9	2.7	43	45	8	3.0
13:00	47	47	9	3.1	56	51	13	3.4
14:00	33	30	12	2.0	51	49	15	3.3
15:00	45	45	12	3.0	57	60	12	4.0
16:00	48	49	11	3.3	78	72	18	4.8
17:00	46	48	9	3.2	68	73	13	4.9
18:00	65	69	5	4.6	65	65	13	4.3
19:00	70	63	12	4.2	58	61	10	4.1

- 4.7 The Tesco Express store is a convenience store and therefore will attract a high proportion of top-up shopping trips rather than main food shop trips. This has a significant effect on the use of the car park as the average length of stay is very short, typically 5-6 minutes. Therefore whilst there are up-to around 150 vehicle movements per hour at the access, the capacity of the car park is not frequently exceeded and when it does not by a significant amount e.g. at 16:00 on Saturday there were 18 vehicles within the site but at 16:15 there were 14. With an average stay of 5 minutes, at peak times on average three spaces become available every minute. As expected therefore any excess demand is quickly met. A more useful indicator is therefore the moving average. This has been plotted for both the Friday and the Saturday in **Figure 2**. It can be seen from this chart that the typical demand peaks at on a Friday and peaks at around on a Saturday.

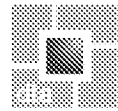
Conclusions

- 4.8 The available car parking is consistent with the current car parking standards which apply within West Sussex.
- 4.9 The utilisation of the car park is high which a correspondingly high turnover of the available car parking spaces. At peak times, there are periods when there will not be car parking



spaces immediately available. There is however ample space within the circulation areas within the car park for these vehicles to wait the short amount of time before spaces do become available. The characteristics of the car parking therefore make it very unlikely that there would be any displaced parking onto the adjacent highway.

- 4.10 Overall, it is concluded that the quantum of car parking available to the Tesco Express store is appropriate for its customer's needs.



5.0 CONCLUSION

5.1 The development of a site for 7 dwellings is proposed. The report considers:

- the accessibility of the site by all modes to employment, education and leisure opportunities;
- the site and road layout, including access; and,
- the independence of the site from the adjacent Tesco Express operation.

5.2 The report concludes that:

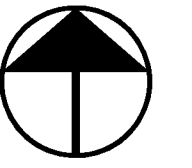
- The site has good connectivity to the existing pedestrian, cycle and public transport networks.
- The traffic generation of the site will be modest and will not have a material impact upon the operation of the adjacent highway network;
- That an accepted access can be achieved with visibility splays commensurate with the prevailing speeds on the adjacent road; and,
- That the operational car parking requirement of the Tesco Express store are fully provided for within the spaces already provided and that therefore there is not residual operational dependency on the site now promoted for residential development.

5.3 For these reasons it is concluded that there are no significant highway or transport issues arising from these proposals.

RJM\14214-01 TS
17th December 2012

Figures

Appendix A



0 2.5 5 10 15m
1:200



PRELIMINARY for discussion purposes only

Appendix B

Automatic Classified Counts, North Bersted

DATE: FRIDAY 23/11/2012

LOCATION: CHICHESTER ROAD



Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LSV	CAR / LSV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	7 AXLE ARTIC HGV	8 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	1	52	7	0	2	2	1	0	0	0	2	0	67
1:00 - 2:00	1	32	7	0	0	1	0	0	0	0	0	0	41
2:00 - 3:00	0	9	4	0	0	1	0	0	0	0	0	0	14
3:00 - 4:00	0	22	6	0	0	0	0	0	0	2	0	0	30
4:00 - 5:00	0	27	6	0	0	3	0	0	1	0	0	0	37
5:00 - 6:00	1	41	7	0	2	4	0	0	0	0	0	1	56
6:00 - 7:00	0	155	21	0	1	2	1	0	0	0	0	3	183
7:00 - 8:00	1	364	48	2	2	9	1	0	1	1	2	3	434
8:00 - 9:00	4	428	41	2	18	2	2	0	0	2	2	5	506
9:00 - 10:00	2	440	51	5	15	3	2	0	0	0	0	8	526
10:00 - 11:00	0	402	46	6	8	4	3	0	0	0	0	9	478
11:00 - 12:00	1	442	51	2	15	2	3	0	0	2	0	3	521
12:00 - 13:00	7	480	43	9	14	2	1	1	2	2	2	5	568
13:00 - 14:00	3	556	45	0	15	0	5	0	0	0	1	7	632
14:00 - 15:00	2	631	40	6	8	2	2	1	1	0	1	5	699
15:00 - 16:00	3	702	46	2	7	2	0	0	0	0	1	4	767
16:00 - 17:00	1	691	38	2	5	0	2	1	0	1	1	3	745
17:00 - 18:00	3	698	46	4	2	0	0	0	1	0	0	5	759
18:00 - 19:00	3	632	30	5	8	2	0	0	0	0	1	2	683
19:00 - 20:00	0	475	15	1	7	2	1	0	0	1	1	2	505
20:00 - 21:00	2	322	20	2	1	0	0	0	0	1	0	2	350
21:00 - 22:00	1	229	5	3	1	0	0	0	0	0	0	3	242
22:00 - 23:00	0	184	8	0	0	0	0	0	0	0	0	3	195
23:00 - 0:00	1	174	14	0	0	1	1	0	0	0	1	1	193

7-19	30	6466	525	45	117	28	21	3	5	8	11	59	7318
6-22	33	7647	586	51	127	32	23	3	5	10	12	69	8598
6-24	34	8005	608	51	127	33	24	3	5	10	13	73	8986
0-24	37	8188	645	51	131	44	25	3	6	10	17	74	9231

Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LSV	CAR / LSV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	7 AXLE ARTIC HGV	8 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	36	4	0	0	2	0	0	0	0	2	0	44
1:00 - 2:00	0	23	4	2	1	1	0	0	0	0	0	0	31
2:00 - 3:00	0	17	3	0	1	2	0	0	0	0	0	0	23
3:00 - 4:00	0	23	5	0	1	3	0	0	0	1	0	0	33
4:00 - 5:00	0	32	8	0	0	3	0	0	0	0	0	0	43
5:00 - 6:00	1	146	19	0	6	5	0	0	0	1	0	1	179
6:00 - 7:00	1	351	34	2	10	8	1	1	1	0	1	2	412
7:00 - 8:00	2	555	34	0	5	3	1	4	1	1	0	6	612
8:00 - 9:00	3	479	47	2	12	7	0	1	0	1	0	4	556
9:00 - 10:00	1	464	58	6	18	4	5	2	0	1	1	7	567
10:00 - 11:00	0	457	54	3	19	2	0	1	0	2	2	7	547
11:00 - 12:00	4	507	53	3	20	1	3	0	1	0	2	5	599
12:00 - 13:00	1	524	40	2	10	1	2	0	2	0	1	4	587
13:00 - 14:00	3	446	39	3	12	2	3	0	0	2	3	6	519
14:00 - 15:00	3	531	49	2	11	3	4	0	0	2	2	1	608
15:00 - 16:00	4	506	42	1	8	3	1	0	0	0	0	2	567
16:00 - 17:00	3	540	32	1	8	2	3	2	0	1	0	3	595
17:00 - 18:00	2	482	24	2	3	1	0	0	0	0	0	1	515
18:00 - 19:00	1	386	24	2	4	1	0	1	0	1	0	1	421
19:00 - 20:00	1	405	17	0	3	1	1	0	0	0	0	3	431
20:00 - 21:00	2	211	13	1	1	1	1	0	0	2	0	3	235
21:00 - 22:00	0	194	13	0	0	0	0	1	0	0	1	2	211
22:00 - 23:00	1	132	9	0	1	1	0	0	0	0	0	1	145
23:00 - 0:00	0	90	7	0	0	1	0	0	0	0	0	1	99

7-19	27	5877	496	27	130	30	22	11	4	11	11	47	6693
6-22	31	7038	573	30	144	40	25	13	5	13	13	57	7982
6-24	32	7260	589	30	145	42	25	13	5	13	13	59	8226
0-24	33	7537	632	32	154	58	25	13	5	15	15	60	8579

Automatic Classified Counts, North Bersted

DATE: SATURDAY 24/11/2012

LOCATION: CHICHESTER ROAD



Direction : SOUTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LSV	CAR / LSV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	7 AXLE ARTIC HGV	8 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	121	11	0	0	0	0	0	0	0	0	1	134
1:00 - 2:00	0	37	5	0	0	0	1	0	0	0	0	0	43
2:00 - 3:00	2	38	7	0	0	0	0	0	0	0	0	1	48
3:00 - 4:00	1	34	4	0	0	1	0	0	0	0	1	0	41
4:00 - 5:00	0	33	8	0	0	0	0	0	0	0	0	0	41
5:00 - 6:00	0	38	9	0	2	0	0	0	0	0	0	2	51
6:00 - 7:00	0	79	13	1	1	1	3	0	0	0	1	7	106
7:00 - 8:00	0	138	26	3	7	1	2	0	0	2	0	4	183
8:00 - 9:00	1	257	27	2	6	1	6	0	0	0	2	9	311
9:00 - 10:00	0	330	22	2	8	0	0	0	0	0	0	5	367
10:00 - 11:00	1	468	35	3	3	2	0	0	1	1	0	1	515
11:00 - 12:00	2	527	24	0	5	1	0	0	0	0	1	4	564
12:00 - 13:00	1	558	29	3	5	1	1	0	0	0	1	1	600
13:00 - 14:00	1	563	29	2	4	2	0	0	0	0	0	6	607
14:00 - 15:00	1	541	22	1	6	1	0	0	0	0	0	3	575
15:00 - 16:00	1	558	40	1	4	2	1	0	0	0	0	3	610
16:00 - 17:00	1	561	24	1	6	2	0	0	0	1	0	3	599
17:00 - 18:00	0	500	22	4	1	0	1	1	0	0	0	1	530
18:00 - 19:00	2	447	20	2	2	1	1	0	0	1	0	3	479
19:00 - 20:00	2	320	18	1	1	3	0	0	0	1	1	0	347
20:00 - 21:00	0	221	18	1	3	0	1	0	0	0	1	3	248
21:00 - 22:00	0	201	10	0	0	0	0	0	0	0	0	2	213
22:00 - 23:00	0	191	6	0	0	0	0	0	0	0	0	2	199
23:00 - 0:00	1	182	7	1	0	1	0	0	0	0	1	0	193

7-19	11	5448	320	24	57	14	12	1	1	5	4	43	5940
6-22	13	6269	379	27	62	18	16	1	1	6	7	55	6854
6-24	14	6642	392	28	62	19	16	1	1	6	8	57	7246
0-24	17	6943	436	28	64	20	17	1	1	6	10	61	7604

Direction : NORTHBOUND

TIME PERIOD	VEHICLE CLASSIFICATION												TOTAL
	MOTOR CYCLE	CAR	LSV	CAR / LSV TOW	2 AXLE RIGID HGV	3 AXLE RIGID HGV	4 AXLE RIGID HGV	5 AXLE ARTIC HGV	6 AXLE ARTIC HGV	7 AXLE ARTIC HGV	8 AXLE ARTIC HGV	BUS / COACH	
0:00 - 1:00	0	67	9	0	0	0	0	0	0	1	0	0	77
1:00 - 2:00	1	37	4	0	0	1	0	0	0	0	1	0	44
2:00 - 3:00	0	24	3	0	3	0	0	0	0	0	0	0	30
3:00 - 4:00	0	21	5	0	0	1	0	0	0	0	0	0	27
4:00 - 5:00	0	34	8	1	0	1	0	0	0	0	0	0	44
5:00 - 6:00	1	101	9	0	2	0	0	0	0	0	0	0	113
6:00 - 7:00	0	176	22	0	5	0	0	0	0	0	0	0	203
7:00 - 8:00	1	222	20	0	5	1	2	0	0	0	0	3	254
8:00 - 9:00	2	372	32	1	7	1	2	0	0	0	0	4	421
9:00 - 10:00	2	475	33	2	9	0	3	0	0	0	0	3	527
10:00 - 11:00	0	530	31	2	9	2	1	0	0	0	1	2	578
11:00 - 12:00	0	491	35	2	4	1	1	0	0	0	0	2	536
12:00 - 13:00	1	574	29	2	4	0	1	0	0	0	0	1	612
13:00 - 14:00	0	554	17	1	4	0	1	0	0	0	0	0	577
14:00 - 15:00	1	549	23	1	3	1	0	0	0	0	0	0	578
15:00 - 16:00	1	421	22	1	7	0	1	0	0	0	1	5	459
16:00 - 17:00	1	345	28	2	3	0	0	0	0	0	0	3	382
17:00 - 18:00	3	412	30	2	5	0	0	0	0	0	0	2	454
18:00 - 19:00	0	326	25	1	0	0	1	0	0	0	0	7	360
19:00 - 20:00	2	295	26	0	3	0	3	0	0	0	0	4	333
20:00 - 21:00	1	225	18	1	0	0	0	0	0	1	0	0	246
21:00 - 22:00	0	190	19	0	0	0	0	0	0	0	0	0	209
22:00 - 23:00	1	138	13	0	0	1	0	0	0	0	0	1	154
23:00 - 0:00	0	126	9	0	0	0	0	0	0	0	0	2	137

7-19	12	5271	325	17	60	6	13	0	0	0	2	32	5738
6-22	15	6157	410	18	68	6	16	0	0	1	2	36	6729
6-24	16	6421	432	18	68	7	16	0	0	1	2	39	7020
0-24	18	6705	470	19	73	10	16	0	0	2	3	39	7355

Automatic Classified Counts, North Bersted

DATE: 23/11/2012 TO 29/11/2012

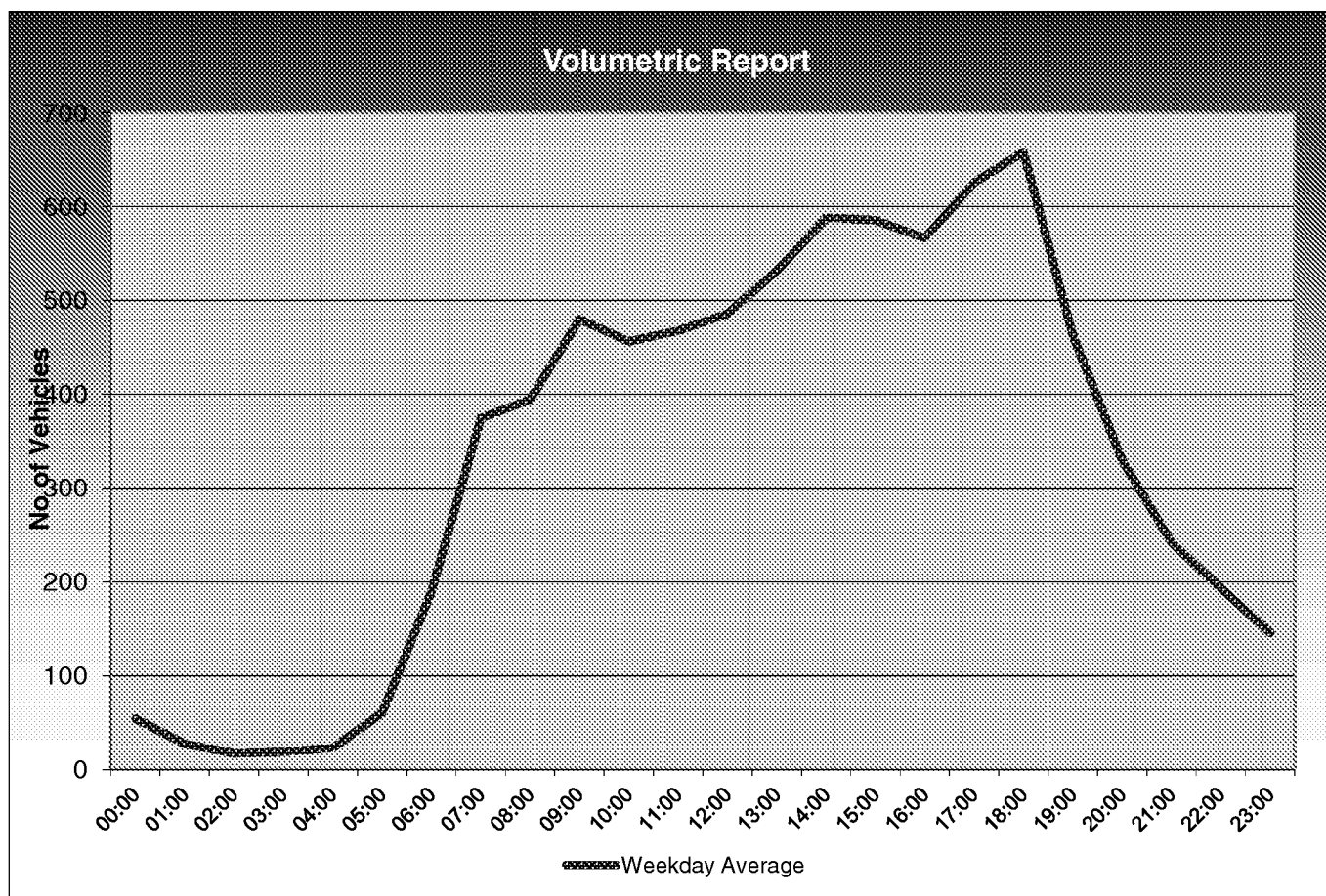
LOCATION: CHICHESTER ROAD

Direction : SOUTHBOUND



TIME PERIOD		VEHICLE VOLUMES								
		Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Weekday	Week
		23/11/2012	24/11/2012	25/11/2012	26/11/2012	27/11/2012	28/11/2012	29/11/2012	Average	Average
0:00 - 1:00	67	134	113	47	45	54	57	54	74	
1:00 - 2:00	41	43	56	22	16	33	24	27	34	
2:00 - 3:00	14	48	51	9	20	25	18	17	26	
3:00 - 4:00	30	41	40	12	16	28	8	19	25	
4:00 - 5:00	37	41	28	23	19	14	22	23	26	
5:00 - 6:00	56	51	26	60	54	68	64	60	54	
6:00 - 7:00	183	106	42	177	208	197	183	190	157	
7:00 - 8:00	434	183	108	333	381	345	380	375	309	
8:00 - 9:00	506	311	119	394	365	364	343	394	343	
9:00 - 10:00	526	367	235	538	444	433	460	480	429	
10:00 - 11:00	478	515	334	424	443	468	469	456	447	
11:00 - 12:00	521	564	445	302	519	512	486	468	478	
12:00 - 13:00	568	600	488	217	541	572	532	486	503	
13:00 - 14:00	632	607	548	390	595	491	552	532	545	
14:00 - 15:00	699	575	590	564	532	561	586	588	587	
15:00 - 16:00	767	610	512	590	527	611	434	586	579	
16:00 - 17:00	745	599	531	535	534	543	476	567	566	
17:00 - 18:00	759	530	395	529	541	631	670	626	579	
18:00 - 19:00	683	479	349	597	654	662	696	658	589	
19:00 - 20:00	505	347	298	432	441	454	482	463	423	
20:00 - 21:00	350	248	220	300	296	355	347	330	302	
21:00 - 22:00	242	213	155	200	228	274	266	242	225	
22:00 - 23:00	195	199	121	182	199	192	198	193	184	
23:00 - 0:00	193	193	81	120	126	145	145	146	143	

7-19	7318	5940	4654	5413	6076	6193	6084	6217	5954
6-22	8598	6854	5369	6522	7249	7473	7362	7441	7081
8-24	8986	7246	5571	6824	7574	7810	7705	7780	7358
0-24	9231	7604	5885	6997	7744	8032	7898	7980	7627



Automatic Classified Counts, North Bersted

DATE: 23/11/2012 TO 29/11/2012

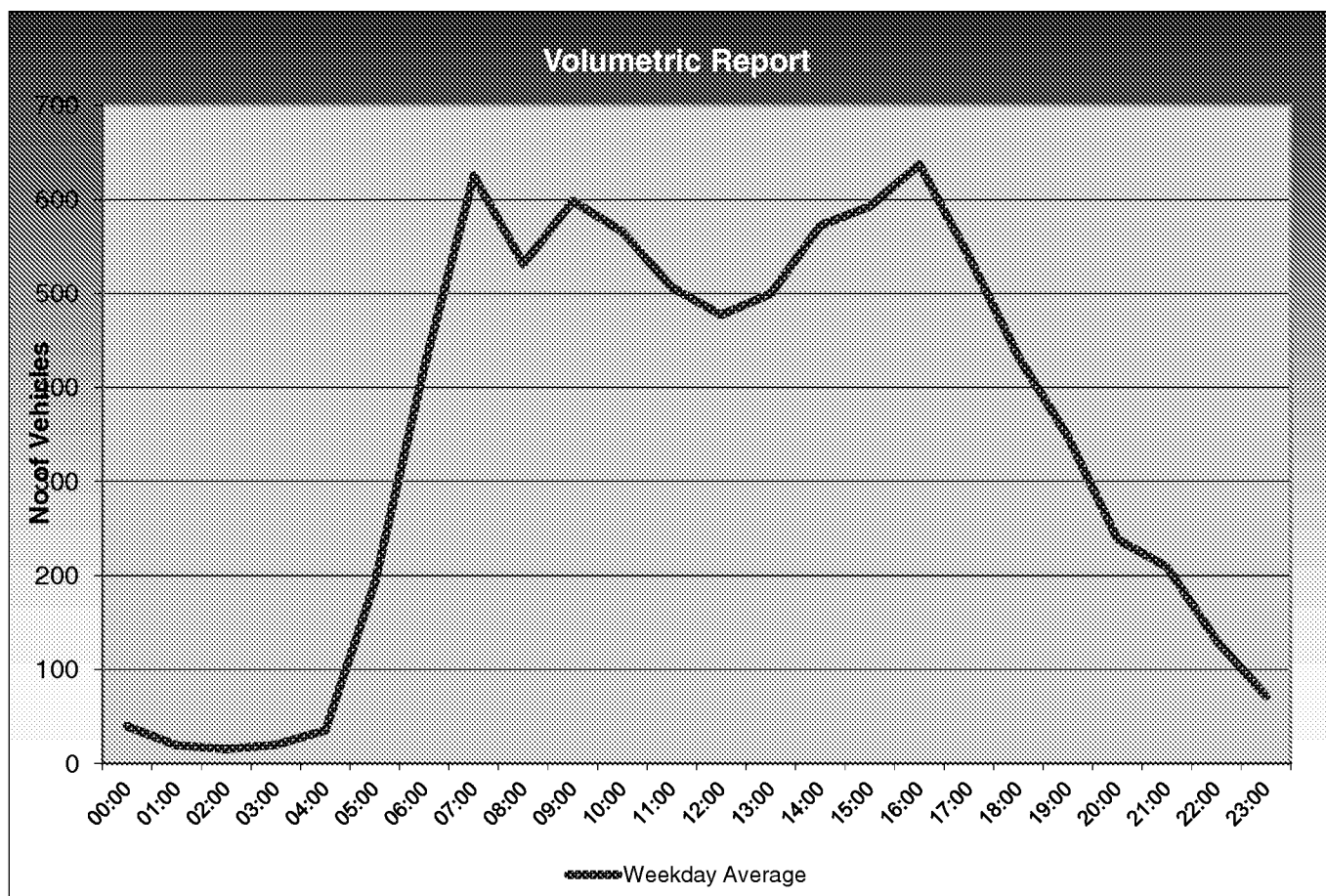
LOCATION: CHICHESTER ROAD

Direction : NORTHBOUND



TIME PERIOD		VEHICLE VOLUMES								
		Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Weekday	Week
		23/11/2012	24/11/2012	25/11/2012	26/11/2012	27/11/2012	28/11/2012	29/11/2012	Average	Average
0:00 - 1:00	44	77	101	36	28	37	54	40	54	
1:00 - 2:00	31	44	62	21	16	18	11	19	29	
2:00 - 3:00	23	30	48	8	16	18	13	16	22	
3:00 - 4:00	33	27	53	21	12	17	17	20	26	
4:00 - 5:00	43	44	16	43	35	26	29	35	34	
5:00 - 6:00	179	113	66	211	198	187	186	192	163	
6:00 - 7:00	412	203	95	434	421	437	407	422	344	
7:00 - 8:00	612	254	152	603	648	629	633	625	504	
8:00 - 9:00	556	421	199	545	580	519	457	531	468	
9:00 - 10:00	567	527	387	582	582	620	640	598	558	
10:00 - 11:00	547	578	613	642	537	522	581	566	574	
11:00 - 12:00	599	536	680	359	496	539	539	506	535	
12:00 - 13:00	587	612	611	278	494	505	522	477	516	
13:00 - 14:00	519	577	521	410	525	534	511	500	514	
14:00 - 15:00	608	578	463	540	569	608	537	572	558	
15:00 - 16:00	567	459	388	510	598	649	640	593	544	
16:00 - 17:00	595	382	381	630	623	668	670	637	564	
17:00 - 18:00	515	454	354	517	558	574	533	539	501	
18:00 - 19:00	421	360	309	445	409	449	438	432	404	
19:00 - 20:00	431	333	228	281	324	369	333	348	328	
20:00 - 21:00	235	246	139	239	237	255	227	239	225	
21:00 - 22:00	211	209	123	196	197	190	252	209	197	
22:00 - 23:00	145	154	93	105	116	139	150	131	129	
23:00 - 0:00	99	137	49	54	56	70	80	72	78	

7-19	6693	5738	5058	6061	6619	6816	6701	6578	6241
6-22	7982	6729	5643	7211	7798	8067	7920	7796	7336
8-24	8226	7020	5785	7370	7970	8276	8150	7998	7542
0-24	8579	7355	6131	7710	8275	8579	8460	8321	7870



Automatic Classified Counts, North Bersted

DATE: 23/11/2012 TO 29/11/2012

LOCATION: CHICHESTER ROAD

Direction : SOUTHBOUND



TIME PERIOD	AVERAGE SPEEDS						
	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
	23/11/2012	24/11/2012	25/11/2012	26/11/2012	27/11/2012	28/11/2012	29/11/2012
0:00 - 1:00	28.2	27.3	28.3	28.6	27.5	27.9	26.8
1:00 - 2:00	28.6	27.9	27.5	28.2	27.4	28.2	29.0
2:00 - 3:00	29.6	27.4	29.1	28.6	27.4	28.4	28.8
3:00 - 4:00	29.2	28.1	28.8	29.1	27.2	27.5	24.8
4:00 - 5:00	29.2	29.0	29.2	25.2	26.9	27.9	28.0
5:00 - 6:00	28.2	27.4	27.9	27.0	27.9	27.9	28.7
6:00 - 7:00	27.1	26.6	26.3	26.1	26.3	25.2	25.4
7:00 - 8:00	24.4	26.7	26.3	24.2	24.0	23.2	24.5
8:00 - 9:00	24.5	26.4	25.8	23.7	23.8	23.0	23.0
9:00 - 10:00	25.2	26.2	24.9	24.6	25.4	25.3	24.4
10:00 - 11:00	25.4	24.5	25.2	23.5	24.0	25.6	25.1
11:00 - 12:00	25.8	23.8	22.1	24.3	24.6	25.2	24.3
12:00 - 13:00	25.2	23.1	23.2	23.1	25.5	25.2	24.0
13:00 - 14:00	25.7	23.9	24.5	23.5	25.3	25.3	24.0
14:00 - 15:00	25.4	22.7	25.2	25.1	25.1	23.6	24.5
15:00 - 16:00	23.2	24.3	25.8	23.3	24.4	22.4	22.0
16:00 - 17:00	23.6	25.4	25.2	22.8	23.5	22.4	21.0
17:00 - 18:00	23.4	25.7	26.2	22.3	22.4	23.0	23.9
18:00 - 19:00	23.7	24.8	25.0	23.9	23.2	24.0	23.3
19:00 - 20:00	24.7	25.9	25.9	25.4	25.6	25.2	24.6
20:00 - 21:00	26.0	25.4	26.6	25.9	26.1	25.9	25.6
21:00 - 22:00	26.0	25.6	26.5	26.2	26.5	25.6	26.2
22:00 - 23:00	26.5	25.5	26.9	26.6	26.1	27.0	27.1
23:00 - 0:00	26.8	26.6	27.7	27.6	27.4	26.6	27.5

10-12	25.6	24.1	23.4	23.8	24.3	25.4	24.7
14-16	24.3	23.5	25.5	24.2	24.7	23.0	23.4
0-24	24.9	24.9	25.2	24.3	24.7	24.5	24.2

TIME PERIOD	85TH PERCENTILE						
	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
	23/11/2012	24/11/2012	25/11/2012	26/11/2012	27/11/2012	28/11/2012	29/11/2012
0:00 - 1:00	31.5	31.9	31.6	31.5	31.3	31.7	30.0
1:00 - 2:00	32.3	31.1	32.3	32.0	31.6	31.2	32.5
2:00 - 3:00	35.4	33.0	33.9	30.3	30.9	31.8	37.0
3:00 - 4:00	33.7	31.8	32.5	33.4	32.1	31.4	28.6
4:00 - 5:00	33.4	35.0	34.4	29.1	32.3	34.2	32.1
5:00 - 6:00	32.2	30.9	31.8	30.1	31.6	31.7	32.4
6:00 - 7:00	30.3	29.6	29.5	29.1	29.8	29.2	29.0
7:00 - 8:00	27.8	30.0	29.1	27.6	27.7	26.7	27.7
8:00 - 9:00	27.9	29.1	29.4	26.8	26.9	26.2	26.5
9:00 - 10:00	28.7	29.4	28.8	27.9	28.6	28.3	28.0
10:00 - 11:00	28.7	27.4	28.3	26.8	27.0	28.6	28.2
11:00 - 12:00	28.5	26.5	26.0	27.5	27.5	28.3	27.9
12:00 - 13:00	28.5	26.4	26.4	26.6	28.4	28.1	27.3
13:00 - 14:00	28.7	26.8	28.5	26.5	28.2	28.4	27.5
14:00 - 15:00	28.7	26.9	28.1	28.0	27.9	27.0	27.7
15:00 - 16:00	27.4	27.5	28.5	28.1	27.4	25.6	26.6
16:00 - 17:00	26.8	28.3	28.1	26.1	26.6	25.5	24.8
17:00 - 18:00	26.6	28.7	28.8	26.0	25.9	26.2	27.2
18:00 - 19:00	27.3	27.7	28.2	27.2	27.0	27.3	26.6
19:00 - 20:00	28.0	29.0	28.5	28.8	29.7	28.2	27.9
20:00 - 21:00	29.2	28.6	30.2	29.1	28.9	28.6	28.8
21:00 - 22:00	28.7	28.8	30.0	29.9	30.0	28.6	29.6
22:00 - 23:00	29.6	28.8	30.2	29.6	29.2	30.0	30.8
23:00 - 0:00	29.9	29.7	31.5	30.3	31.2	30.1	30.3

10-12	28.6	27.0	27.3	27.1	27.2	28.4	28.1
14-16	28.4	27.3	28.3	28.7	27.6	26.5	27.3
0-24	28.4	28.4	28.8	27.9	28.2	27.9	28.0

7 DAY AVERAGE SPEED	24.7
7 DAY AVERAGE 85th PERCENTILE	28.2

Automatic Classified Counts, North Bersted

DATE: 23/11/2012 TO 29/11/2012

LOCATION: CHICHESTER ROAD

Direction : NORTHBOUND



TIME PERIOD	AVERAGE SPEEDS						
	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
	23/11/2012	24/11/2012	25/11/2012	26/11/2012	27/11/2012	28/11/2012	29/11/2012
0:00 - 1:00	29.1	30.7	29.3	28.7	29.7	28.8	28.9
1:00 - 2:00	28.3	32.0	29.5	32.2	30.1	30.9	27.5
2:00 - 3:00	31.0	29.9	28.1	30.1	30.2	30.3	28.2
3:00 - 4:00	30.0	31.9	32.5	30.8	31.0	31.1	30.8
4:00 - 5:00	30.3	31.3	31.9	28.9	31.2	29.7	32.0
5:00 - 6:00	29.4	29.2	30.5	27.0	29.5	28.6	28.5
6:00 - 7:00	26.8	28.5	29.2	27.2	27.6	26.8	26.7
7:00 - 8:00	11.3	27.4	28.7	14.1	12.3	10.6	12.5
8:00 - 9:00	13.1	26.2	27.7	10.6	9.1	6.5	6.6
9:00 - 10:00	20.1	23.8	27.2	22.9	20.0	18.4	13.6
10:00 - 11:00	23.9	23.0	21.9	20.6	22.0	22.8	21.1
11:00 - 12:00	22.2	22.9	19.7	18.0	21.9	20.9	20.1
12:00 - 13:00	22.0	21.7	13.5	17.9	23.6	23.2	22.2
13:00 - 14:00	22.6	23.7	23.3	15.2	22.1	24.0	18.3
14:00 - 15:00	19.4	23.1	24.5	21.5	20.1	16.7	18.1
15:00 - 16:00	19.8	23.9	26.1	20.7	14.3	13.7	6.3
16:00 - 17:00	19.9	24.6	26.1	11.5	10.8	11.2	6.9
17:00 - 18:00	21.2	25.7	26.8	12.7	12.5	15.2	20.7
18:00 - 19:00	24.3	25.9	26.4	23.9	22.7	22.1	23.0
19:00 - 20:00	26.5	26.6	26.8	27.0	26.4	26.0	25.7
20:00 - 21:00	27.7	27.3	28.5	27.3	27.0	27.1	27.5
21:00 - 22:00	27.8	27.9	28.6	27.9	27.7	27.4	27.2
22:00 - 23:00	28.4	26.8	29.1	28.3	28.4	27.7	28.6
23:00 - 0:00	28.5	28.2	28.6	28.4	29.1	29.9	29.4

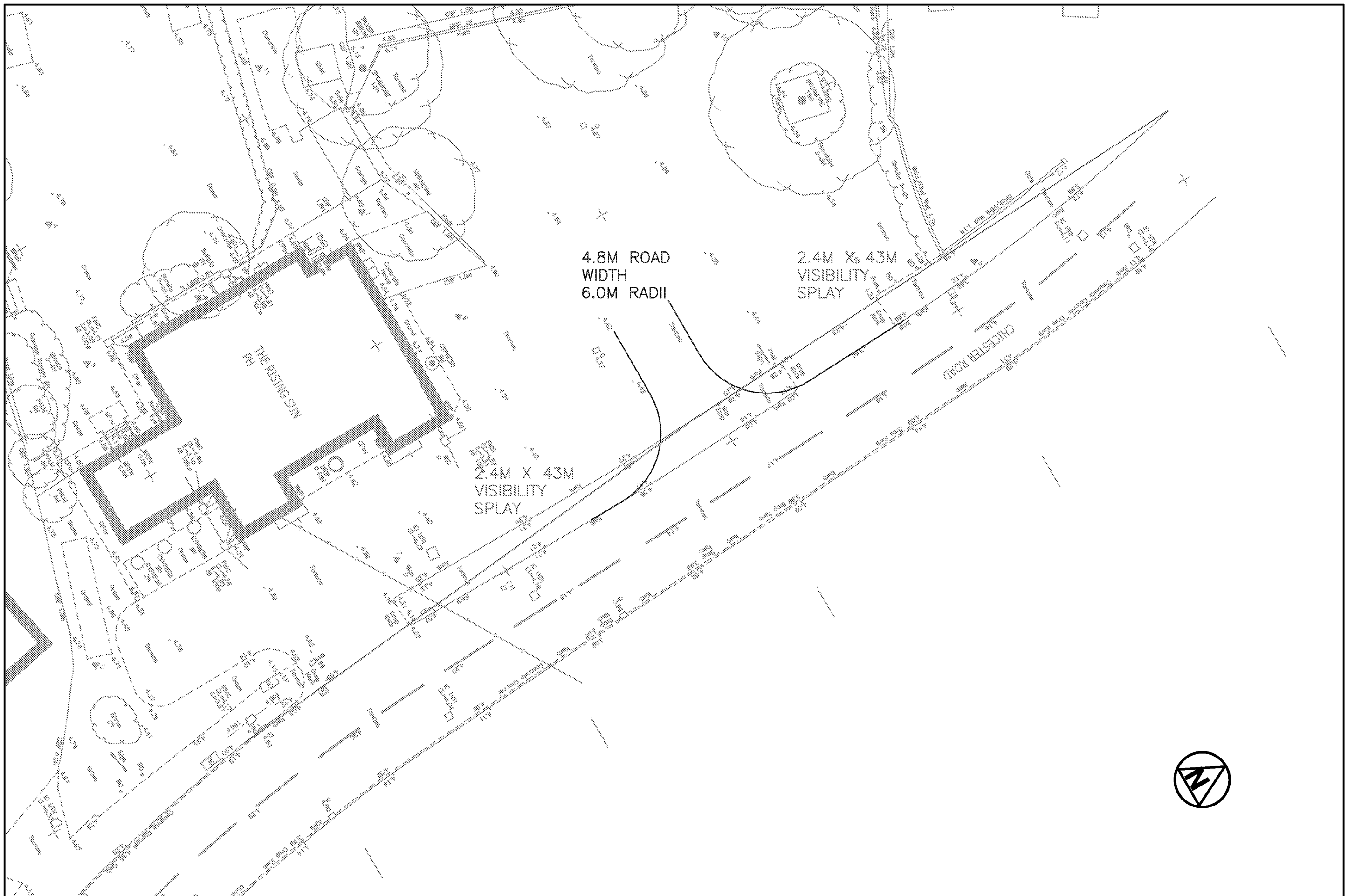
10-12	23.0	22.9	20.7	19.7	22.0	21.8	20.6
14-16	19.6	23.4	25.3	21.2	17.2	15.1	11.7
0-24	21.5	24.9	24.1	19.5	19.3	18.9	17.9

TIME PERIOD	85TH PERCENTILE						
	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
	23/11/2012	24/11/2012	25/11/2012	26/11/2012	27/11/2012	28/11/2012	29/11/2012
0:00 - 1:00	32.6	34.4	32.1	32.9	33.9	33.1	32.8
1:00 - 2:00	31.5	36.6	34.8	37.4	35.9	35.8	31.1
2:00 - 3:00	35.4	34.1	32.2	33.7	36.3	35.0	32.6
3:00 - 4:00	34.7	35.6	35.6	34.9	34.9	35.0	35.1
4:00 - 5:00	34.6	35.4	36.4	33.6	34.8	33.8	37.3
5:00 - 6:00	32.9	32.5	35.2	32.4	33.0	32.5	32.5
6:00 - 7:00	30.8	32.0	33.3	30.7	31.3	30.1	30.8
7:00 - 8:00	20.1	31.0	32.1	23.0	20.7	17.6	20.9
8:00 - 9:00	22.3	29.1	31.0	18.6	14.8	9.5	9.9
9:00 - 10:00	27.3	28.5	30.5	28.2	27.9	26.7	22.2
10:00 - 11:00	28.0	28.1	29.5	27.8	27.8	28.3	27.2
11:00 - 12:00	28.1	28.3	27.0	24.1	28.6	27.5	28.3
12:00 - 13:00	27.8	27.4	22.2	23.0	28.7	29.1	28.2
13:00 - 14:00	28.4	27.7	28.9	22.0	27.9	28.8	26.8
14:00 - 15:00	27.6	26.9	29.5	27.6	27.1	24.6	26.6
15:00 - 16:00	27.2	28.1	29.5	27.0	22.5	21.3	8.7
16:00 - 17:00	26.7	28.7	29.4	18.6	17.5	18.4	9.5
17:00 - 18:00	27.8	28.7	30.6	21.8	20.4	23.5	27.5
18:00 - 19:00	31.8	31.3	29.7	27.9	27.8	28.1	28.2
19:00 - 20:00	29.7	29.7	30.4	30.8	29.8	29.2	28.9
20:00 - 21:00	31.1	30.5	32.6	31.1	30.2	30.3	31.2
21:00 - 22:00	31.0	31.2	31.9	31.5	31.5	30.6	30.7
22:00 - 23:00	31.8	30.0	33.1	32.9	32.3	31.7	31.7
23:00 - 0:00	32.7	31.4	34.3	32.2	32.9	34.6	32.9

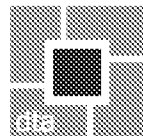
10-12	28.2	28.2	28.3	26.6	28.2	28.0	27.8
14-16	27.6	27.3	29.3	27.6	25.6	23.4	20.6
0-24	29.6	29.7	31.2	28.2	28.3	27.9	27.4

7 DAY AVERAGE SPEED	20.7
7 DAY AVERAGE 85th PERCENTILE	29.3

Appendix C



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © Crown Copyright AL 100030412 © David Tucker Associates	REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE	 david tucker associates transport planning consultants Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW Tel: +44(0)1564 793598 Fax: +44(0)1564 793983 www.dtatransportation.co.uk	JOB TITLE		CLIENT		
										DRAWING TITLE				
										Proposed Access & Visibility Splays				
										SCALE	DRAWN BY	DATE	DRAWING No	REVISION
										1/500@A3	BP	Dec 2012		



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Appendix D

Appendix D

Classified Entry and Exit Counts, North Bersted

DATE: FRIDAY 23rd NOVEMBER 2012

LOCATION: TESCO EXPRESS



TIME / CLASS	ENTERING					EXITING					TOTAL MOVEMENT IN & OUT
	MOTOR CYCLE	LIGHTS	HGV	BUS COACH	TOTAL	MOTOR CYCLE	LIGHTS	HGV	BUS COACH	TOTAL	
7:00 - 7:15	0	16	0	0	16	0	14	0	0	14	30
7:15 - 7:30	0	5	0	0	5	0	8	0	0	8	13
7:30 - 7:45	0	12	0	0	12	0	8	0	0	8	20
7:45 - 8:00	0	10	0	0	10	0	13	0	0	13	23
HOURLY TOTAL	0	43	0	0	43	0	43	0	0	43	86
8:00 - 8:15	0	11	0	0	11	0	11	0	0	11	22
8:15 - 8:30	0	8	0	0	8	0	10	0	0	10	18
8:30 - 8:45	0	8	0	0	8	0	3	0	0	3	11
8:45 - 9:00	0	8	1	0	9	0	9	0	0	9	18
HOURLY TOTAL	0	35	1	0	36	0	33	0	0	33	69
9:00 - 9:15	0	21	1	0	22	0	15	1	0	16	38
9:15 - 9:30	0	15	0	0	15	0	14	0	0	14	29
9:30 - 9:45	0	4	0	0	4	0	11	0	0	11	15
9:45 - 10:00	0	9	1	0	10	0	6	2	0	8	18
HOURLY TOTAL	0	49	2	0	51	0	46	2	0	48	100
10:00 - 10:15	0	11	1	0	12	0	11	1	0	12	24
10:15 - 10:30	0	6	1	0	7	0	6	0	0	6	13
10:30 - 10:45	0	9	0	0	9	0	8	1	0	9	18
10:45 - 11:00	0	10	0	0	10	0	11	0	0	11	21
HOURLY TOTAL	0	36	2	0	38	0	36	2	0	38	76
11:00 - 11:15	0	5	0	0	5	0	9	0	0	9	14
11:15 - 11:30	0	11	0	0	11	0	6	0	0	6	17
11:30 - 11:45	0	10	0	0	10	0	12	0	0	12	22
11:45 - 12:00	0	11	0	0	11	0	14	0	0	14	25
HOURLY TOTAL	0	37	0	0	37	0	41	0	0	41	78
12:00 - 12:15	0	15	0	0	15	0	9	0	0	9	24
12:15 - 12:30	0	12	0	0	12	0	11	0	0	11	23
12:30 - 12:45	0	15	0	0	15	0	16	0	0	16	31
12:45 - 13:00	0	5	0	0	5	0	11	0	0	11	16
HOURLY TOTAL	0	47	0	0	47	0	47	0	0	47	94
13:00 - 13:15	0	5	0	0	5	0	6	0	0	6	11
13:15 - 13:30	0	11	0	0	11	0	9	0	0	9	20
13:30 - 13:45	0	8	0	0	8	0	8	0	0	8	16
13:45 - 14:00	0	9	0	0	9	0	7	0	0	7	16
HOURLY TOTAL	0	33	0	0	33	0	30	0	0	30	63
14:00 - 14:15	0	11	0	0	11	0	9	0	0	9	20
14:15 - 14:30	0	11	0	0	11	0	14	0	0	14	25
14:30 - 14:45	0	9	0	0	9	0	13	0	0	13	22
14:45 - 15:00	0	14	0	0	14	0	9	0	0	9	23
HOURLY TOTAL	0	45	0	0	45	0	46	0	0	46	90
15:00 - 15:15	0	3	1	0	4	0	9	1	0	10	14
15:15 - 15:30	0	8	0	0	8	0	7	0	0	7	15
15:30 - 15:45	0	23	0	0	23	0	14	0	0	14	37
15:45 - 16:00	0	12	1	0	13	0	18	0	0	18	31
HOURLY TOTAL	0	46	2	0	48	0	48	1	0	49	97
16:00 - 16:15	0	9	0	0	9	0	10	0	0	10	19
16:15 - 16:30	1	9	0	0	10	0	8	1	0	9	19
16:30 - 16:45	0	14	0	0	14	1	12	0	0	13	27
16:45 - 17:00	0	13	0	0	13	0	16	0	0	16	29
HOURLY TOTAL	1	45	0	0	46	1	46	1	0	47	94
17:00 - 17:15	0	14	0	0	14	0	10	0	0	10	24
17:15 - 17:30	0	20	0	0	20	0	19	0	0	19	39
17:30 - 17:45	1	18	0	0	19	0	17	0	0	17	36
17:45 - 18:00	0	12	0	0	12	1	22	0	0	23	35
HOURLY TOTAL	1	64	0	0	65	1	68	0	0	69	134
18:00 - 18:15	0	19	0	0	19	0	11	0	0	11	30
18:15 - 18:30	0	15	0	0	15	0	20	0	0	20	35
18:30 - 18:45	0	19	0	0	19	0	19	0	0	19	38
18:45 - 19:00	0	17	0	0	17	0	13	0	0	13	30
HOURLY TOTAL	0	70	0	0	70	0	63	0	0	63	133
PERIOD TOTAL	2	550	7	0	559	2	546	7	0	555	1114

Accumulation, North Bersted

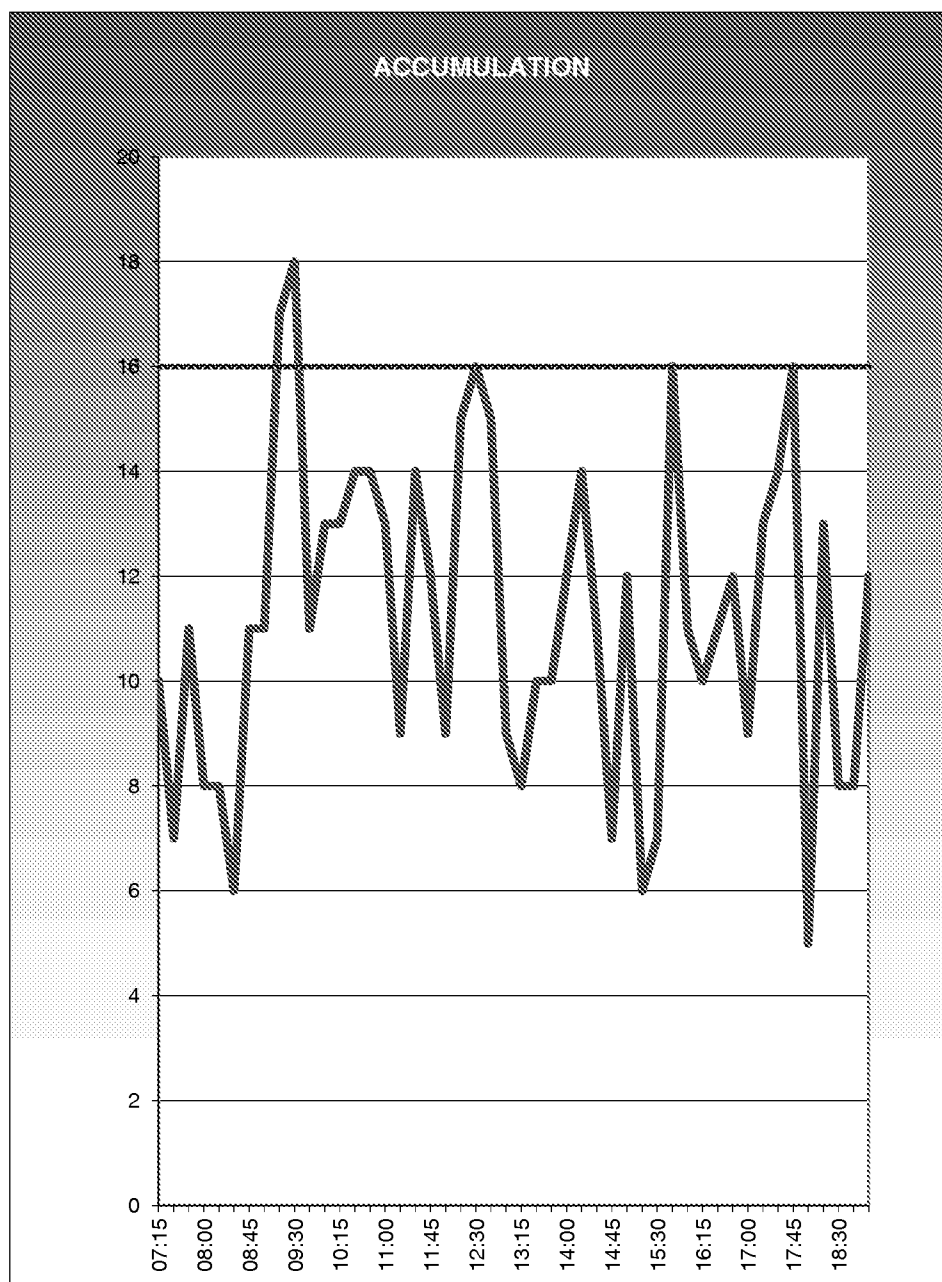
DATE: FRIDAY 23rd NOVEMBER 2012

LOCATION: TESCO EXPRESS



TIME / CLASS	ENTERING	EXITING	ACCUMULATION
7:00 - 7:15	16	14	10
7:15 - 7:30	5	8	7
7:30 - 7:45	12	8	11
7:45 - 8:00	10	13	8
8:00 - 8:15	11	11	8
8:15 - 8:30	8	10	6
8:30 - 8:45	8	3	11
8:45 - 9:00	9	9	11
9:00 - 9:15	22	16	17
9:15 - 9:30	15	14	18
9:30 - 9:45	4	11	11
9:45 - 10:00	10	8	13
10:00 - 10:15	12	12	13
10:15 - 10:30	7	6	14
10:30 - 10:45	9	9	14
10:45 - 11:00	10	11	13
11:00 - 11:15	5	9	9
11:15 - 11:30	11	6	14
11:30 - 11:45	10	12	12
11:45 - 12:00	11	14	9
12:00 - 12:15	15	9	15
12:15 - 12:30	12	11	16
12:30 - 12:45	15	16	15
12:45 - 13:00	5	11	9
13:00 - 13:15	5	6	8
13:15 - 13:30	11	9	10
13:30 - 13:45	8	8	10
13:45 - 14:00	9	7	12
14:00 - 14:15	11	9	14
14:15 - 14:30	11	14	11
14:30 - 14:45	9	13	7
14:45 - 15:00	14	9	12
15:00 - 15:15	4	10	6
15:15 - 15:30	8	7	7
15:30 - 15:45	23	14	18
15:45 - 16:00	13	18	11
16:00 - 16:15	9	10	10
16:15 - 16:30	10	9	11
16:30 - 16:45	14	13	12
16:45 - 17:00	13	16	9
17:00 - 17:15	14	10	13
17:15 - 17:30	20	19	14
17:30 - 17:45	19	17	16
17:45 - 18:00	12	23	5
18:00 - 18:15	19	11	13
18:15 - 18:30	15	20	8
18:30 - 18:45	19	19	8
18:45 - 19:00	17	13	12

TOTAL PARKING SPACES:	16
REGULAR PARKING SPACES:	15
DISABLED PARKING SPACES:	1



CAPACITY

ACCUMULATION

VEHICLES PARKED AT 0700:	8
VEHICLES PARKED AT 1900:	12

Classified Entry and Exit Counts, North Bersted

DATE: SATURDAY 24th NOVEMBER 2012

LOCATION: TESCO EXPRESS



TIME / CLASS	ENTERING					EXITING					TOTAL MOVEMENT IN & OUT
	MOTOR CYCLE	LIGHTS	HGV	BUS COACH	TOTAL	MOTOR CYCLE	LIGHTS	HGV	BUS COACH	TOTAL	
7:00 - 7:15	0	3	1	0	4	0	2	0	0	2	6
7:15 - 7:30	0	4	0	0	4	0	4	0	0	4	8
7:30 - 7:45	0	5	0	0	5	0	6	0	0	6	11
7:45 - 8:00	0	5	1	0	6	0	5	2	0	7	13
HOURLY TOTAL	0	17	2	0	19	0	17	2	0	19	38
8:00 - 8:15	0	5	0	0	5	0	3	0	0	3	8
8:15 - 8:30	0	8	0	0	8	0	9	0	0	9	17
8:30 - 8:45	0	8	0	0	8	0	7	0	0	7	15
8:45 - 9:00	0	6	0	0	6	0	7	0	0	7	13
HOURLY TOTAL	0	27	0	0	27	0	26	0	0	26	53
9:00 - 9:15	0	7	0	0	7	0	7	0	0	7	14
9:15 - 9:30	0	10	0	0	10	0	9	0	0	9	19
9:30 - 9:45	0	8	0	0	8	0	9	0	0	9	17
9:45 - 10:00	0	10	1	0	11	0	6	0	0	6	17
HOURLY TOTAL	0	35	1	0	36	0	31	0	0	31	67
10:00 - 10:15	0	12	0	0	12	0	11	0	0	11	23
10:15 - 10:30	0	15	0	0	15	0	16	1	0	17	32
10:30 - 10:45	0	10	1	0	11	0	11	0	0	11	22
10:45 - 11:00	0	9	0	0	9	0	8	1	0	9	18
HOURLY TOTAL	0	46	1	0	47	0	46	2	0	48	95
11:00 - 11:15	0	12	0	0	12	0	11	0	0	11	23
11:15 - 11:30	0	8	0	0	8	0	13	0	0	13	21
11:30 - 11:45	0	12	0	0	12	0	6	0	0	6	18
11:45 - 12:00	0	10	1	0	11	0	15	0	0	15	26
HOURLY TOTAL	0	42	1	0	43	0	45	0	0	45	88
12:00 - 12:15	0	14	0	0	14	0	11	0	0	11	25
12:15 - 12:30	0	10	1	0	11	0	11	1	0	12	23
12:30 - 12:45	0	15	0	0	15	0	14	1	0	15	30
12:45 - 13:00	2	14	0	0	16	1	12	0	0	13	29
HOURLY TOTAL	2	53	1	0	56	1	48	2	0	51	107
13:00 - 13:15	0	12	0	0	12	1	12	0	0	13	25
13:15 - 13:30	0	13	0	0	13	0	17	0	0	17	30
13:30 - 13:45	0	11	0	0	11	0	9	0	0	9	20
13:45 - 14:00	0	15	0	0	15	0	10	0	0	10	25
HOURLY TOTAL	0	51	0	0	51	1	46	0	0	47	100
14:00 - 14:15	0	13	1	0	14	0	18	1	0	19	33
14:15 - 14:30	0	15	1	0	16	0	14	1	0	15	31
14:30 - 14:45	0	14	0	0	14	0	14	0	0	14	28
14:45 - 15:00	1	12	0	0	13	0	12	0	0	12	25
HOURLY TOTAL	1	54	2	0	57	0	58	2	0	60	117
15:00 - 15:15	0	21	0	0	21	1	15	0	0	16	37
15:15 - 15:30	0	20	0	0	20	0	23	0	0	23	43
15:30 - 15:45	0	15	0	0	15	0	15	0	0	15	30
15:45 - 16:00	0	22	0	0	22	0	18	0	0	18	40
HOURLY TOTAL	0	78	0	0	78	1	71	0	0	72	150
16:00 - 16:15	0	13	0	0	13	0	17	0	0	17	30
16:15 - 16:30	0	14	0	0	14	0	15	0	0	15	29
16:30 - 16:45	0	24	0	0	24	0	19	0	0	19	43
16:45 - 17:00	0	17	0	0	17	0	22	0	0	22	39
HOURLY TOTAL	0	68	0	0	68	0	73	0	0	73	141
17:00 - 17:15	0	17	0	0	17	0	19	0	0	19	36
17:15 - 17:30	0	20	0	0	20	0	20	0	0	20	40
17:30 - 17:45	0	10	0	0	10	0	12	0	0	12	22
17:45 - 18:00	0	18	0	0	18	0	14	0	0	14	32
HOURLY TOTAL	0	65	0	0	65	0	65	0	0	65	130
18:00 - 18:15	0	22	1	0	23	0	23	0	0	23	46
18:15 - 18:30	0	14	0	0	14	0	16	0	0	16	30
18:30 - 18:45	0	13	0	0	13	0	14	0	0	14	27
18:45 - 19:00	0	8	0	0	8	0	8	0	0	8	16
HOURLY TOTAL	0	57	1	0	58	0	61	0	0	61	119
PERIOD TOTAL	3	593	9	0	605	3	593	8	0	600	1205

Accumulation, North Bersted

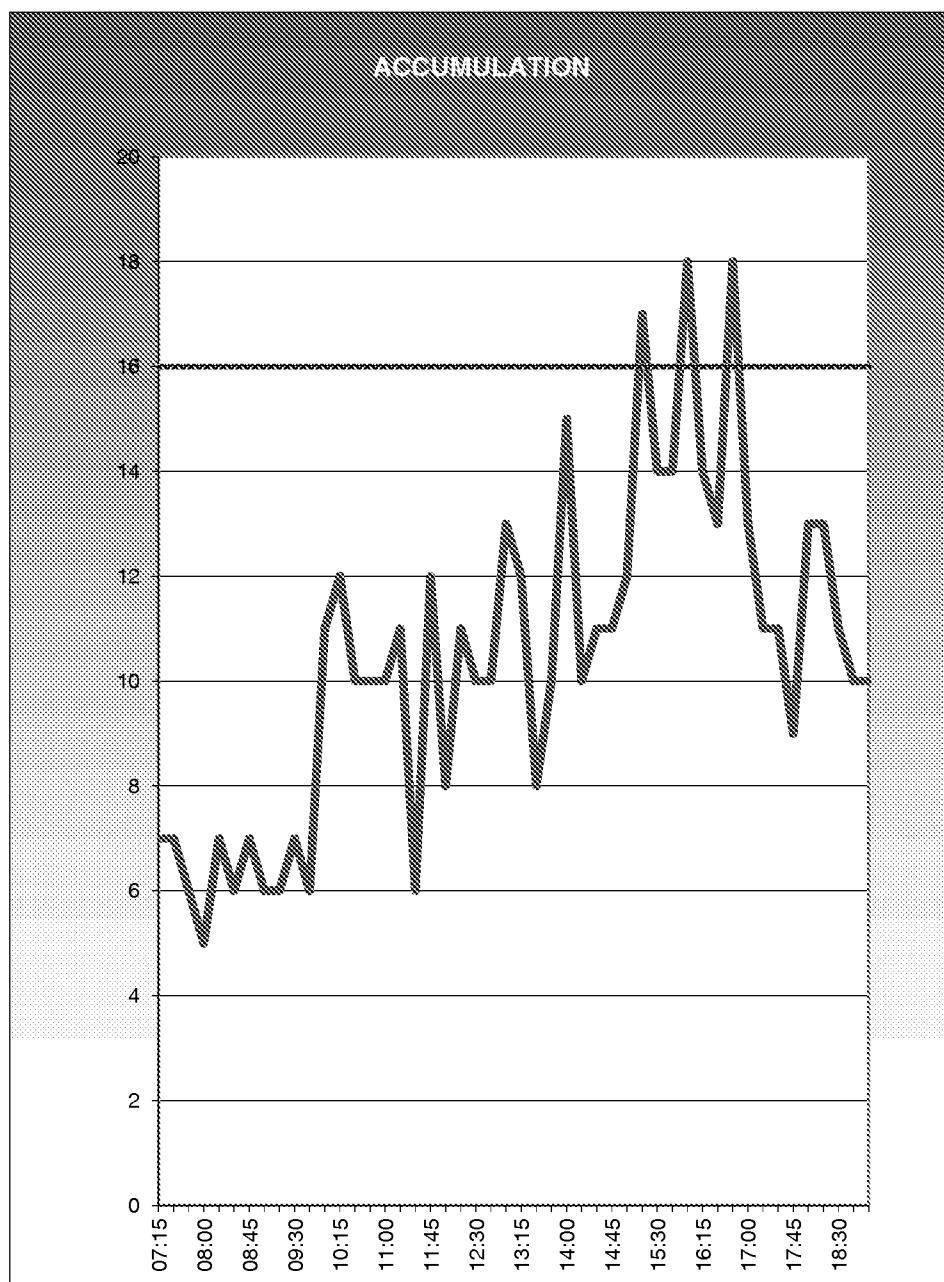
DATE: SATURDAY 24th NOVEMBER 2012

LOCATION: TESCO EXPRESS



TIME / CLASS	ENTERING	EXITING	ACCUMULATION
7:00 - 7:15	4	2	7
7:15 - 7:30	4	4	7
7:30 - 7:45	5	6	6
7:45 - 8:00	6	7	5
8:00 - 8:15	5	3	7
8:15 - 8:30	8	9	6
8:30 - 8:45	8	7	7
8:45 - 9:00	6	7	6
9:00 - 9:15	7	7	6
9:15 - 9:30	10	9	7
9:30 - 9:45	8	9	6
9:45 - 10:00	11	6	11
10:00 - 10:15	12	11	12
10:15 - 10:30	15	17	10
10:30 - 10:45	11	11	10
10:45 - 11:00	9	9	10
11:00 - 11:15	12	11	11
11:15 - 11:30	8	13	6
11:30 - 11:45	12	6	12
11:45 - 12:00	11	15	8
12:00 - 12:15	14	11	11
12:15 - 12:30	11	12	10
12:30 - 12:45	15	15	10
12:45 - 13:00	16	13	13
13:00 - 13:15	12	13	12
13:15 - 13:30	13	17	8
13:30 - 13:45	11	9	10
13:45 - 14:00	15	10	15
14:00 - 14:15	14	19	10
14:15 - 14:30	16	15	11
14:30 - 14:45	14	14	11
14:45 - 15:00	13	12	12
15:00 - 15:15	21	16	17
15:15 - 15:30	20	23	14
15:30 - 15:45	15	15	14
15:45 - 16:00	22	18	18
16:00 - 16:15	13	17	14
16:15 - 16:30	14	15	13
16:30 - 16:45	24	19	18
16:45 - 17:00	17	22	13
17:00 - 17:15	17	19	11
17:15 - 17:30	20	20	11
17:30 - 17:45	10	12	9
17:45 - 18:00	18	14	13
18:00 - 18:15	23	23	13
18:15 - 18:30	14	16	11
18:30 - 18:45	13	14	10
18:45 - 19:00	8	8	10

TOTAL PARKING SPACES:	16
REGULAR PARKING SPACES:	15
DISABLED PARKING SPACES:	1



CAPACITY

ACCUMULATION

VEHICLES PARKED AT 0700:	5
VEHICLES PARKED AT 1900:	10

