



**SWALLOWFIELD NURSERY,
EASTERGATE LANE**

Mixed-Use Development

Transport Statement

**Prepared on behalf of
Swallowfield Nursery**

SWAL/16/3448s

October 2017

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Plan 01 Site Location and Accessibility Plan

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1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of Swallowfield Nursery to support the proposed mixed-use development at Swallowfield Nursery, Eastergate, West Sussex. The application site encompasses an area of 0.45ha on the northern side of Eastergate Lane, circa 800m to the north of Eastergate village centre. The site location is shown in **Figure 1.1**.

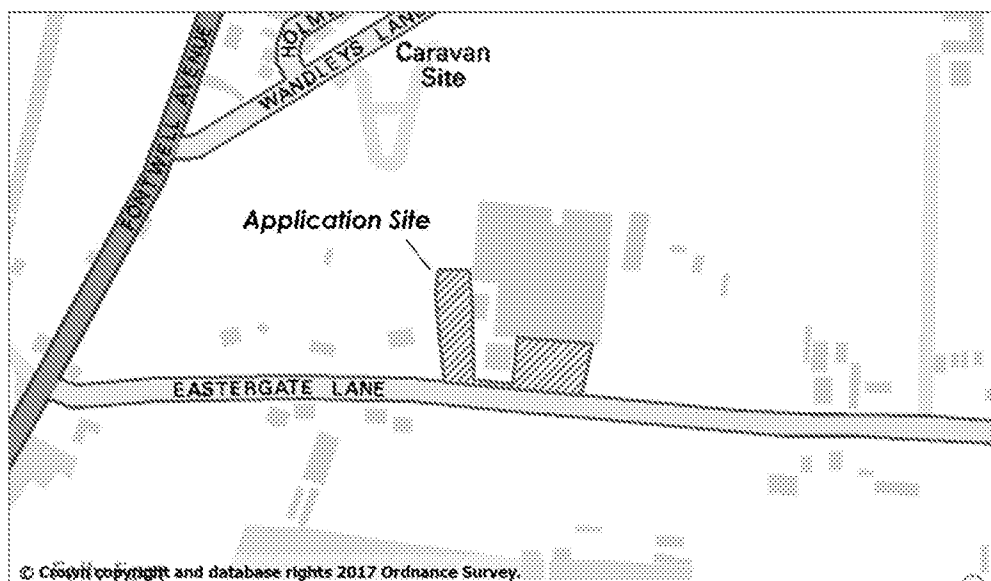


Figure 1.1: Site Location

- 1.1.2 The Swallowfield Nursery site is currently occupied by polythene tunnels and an associated residential dwelling. The proposed development would involve the removal of the 2 redundant polythene tunnels to be replaced by 4 live/work units, and the demolition of concrete outbuildings to be replaced by a research and development (R&D) building with an associated trials glasshouse.
- 1.1.3 This TS has been prepared in accordance with statutory highways consultees WSCC 'Transport Assessment Methodology' (June 2007), reviewing the site's accessibility, access arrangements, servicing arrangements, and the potential trip impact on the local road network.
- 1.1.4 The remainder of this TS is comprised of the following sections:
- (i) **Section 2** reviews the site's baseline conditions including a review of the local and wider highway network, the site's accessibility, and highway safety in the vicinity of the site;
 - (ii) **Section 3** provides an assessment of the proposed development including the sites access, internal layout, and parking provision against relevant design guidance;

- (iii) **Section 4** assesses the site's anticipated traffic impact on the local road network supported by a trip assessment; and
- (iv) **Section 5** provides a summary of conclusions drawn for the above assessment.

2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The site covers an area of approximately 0.45ha on the northern side of Eastergate Lane, c.800m to the north of Eastergate village centre. The surrounding villages of Eastergate, Westergate, and Fortwell provide a range of convenience amenities as well as a number of local bus stops. The site location is demonstrated in **Plan 01** and in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

- 2.1.2 The site is comprised of 2 areas located within the grounds of Swallowfield Nursery. The area to the west currently comprises redundant polythene tunnel structures, car parking associated with the nursery, and the area to the east comprises a strip within the residential plot garden and a redundant standing out ground for container trees and shrubs within the grounds of the nursery. The site is bordered by Swallowfield Nursery to the north, JBS storage yard to the east, Eastergate Lane to the south, residential properties to the west.
- 2.1.3 Vehicle access to the site is served from an informal bellmouth adjoining the northern side of Eastergate Lane. The access serves both the Swallowfield Nursery and the associated dwelling. The existing access is shown in **Figure 2.2**.



Figure 2.2: Existing Vehicle Access

2.2 Local Highway Network

- 2.2.1 Eastergate Lane is a two-way single carriageway c.5.5m wide in the vicinity of the site and is flanked by grass verges on either side. The lane runs in an east-west direction from the north of Eastergate village to Walberton. Eastergate Lane is subject to a 40mph speed restriction and is not parking restricted. The provision of off-street parking facilities for businesses and properties along Eastergate Lane means that on-street parking is uncommon. Eastergate Lane's carriageway characteristics are shown in Figure 2.3.



Figure 2.3: Eastergate Lane

2.3 Wider Highway Network

- 2.3.1 The application site is situated c.280m to the east of the A29 which provides a north-south route from Bognor Regis to the north of Horsham. In addition, the A29 provides access to the A27 c.1km to the north of the site. The A27 is a busy east-west route along the south coast and forms part of the strategic road network, facilitating access locally to Portsmouth, Chichester, Worthing, and Brighton. The site's location in the context of the wider highway network is shown in **Figure 2.4**.

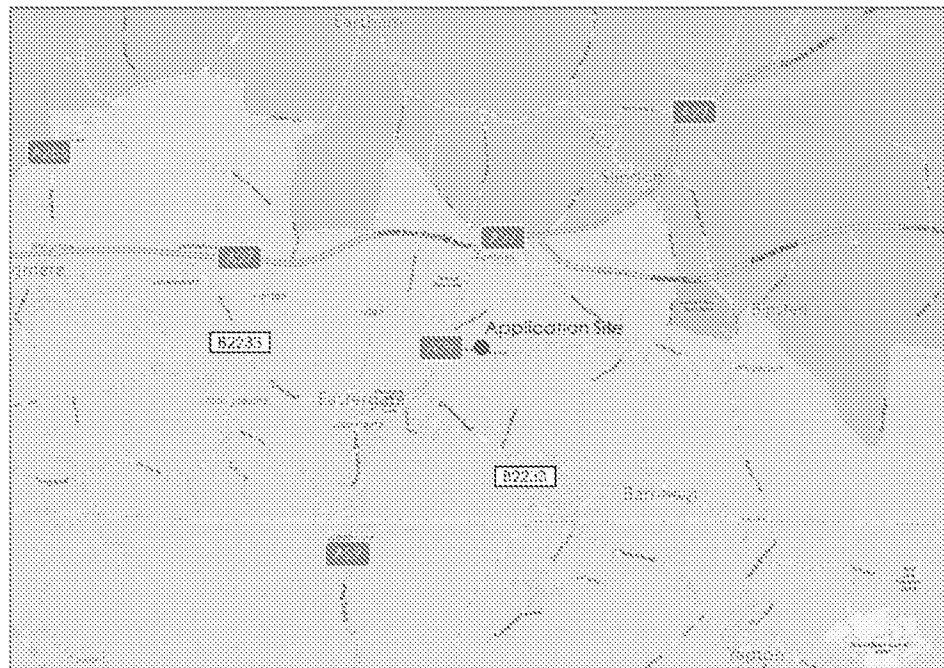


Figure 2.4: Wider Highway Context

2.4 Accident Data

- 2.4.1 To determine highway safety on the Local Road Network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a five-year period between April 2012 and March 2017 using Sussex Safer Roads Partnership data portal. The area considered includes the Eastergate Lane up to the junctions with Fontwell Avenue and Barnham Lane. A map demonstrating the extent of the study area is provided in **Figure 2.5**.
- 2.4.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and the cause of incident to establish any underlying highways design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the incident.

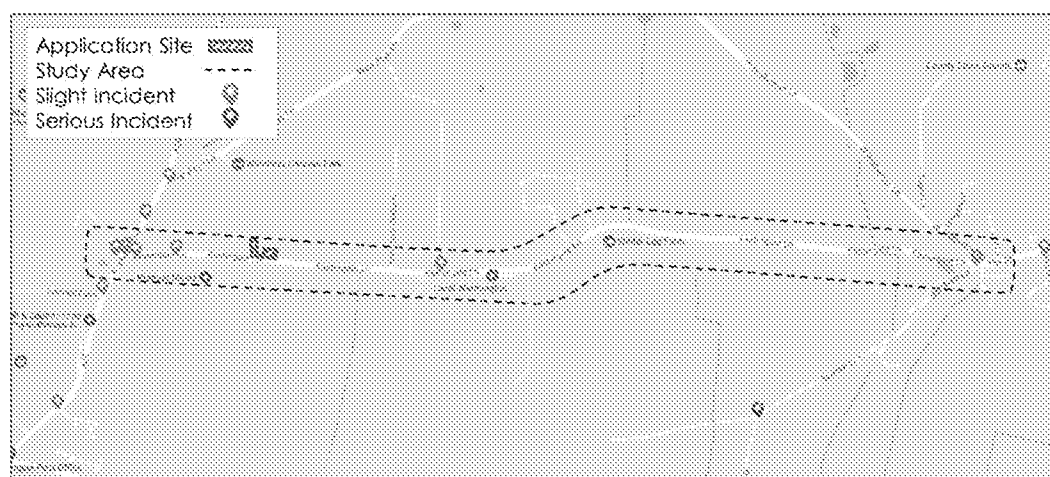


Figure 2.5: Accident Study Area

2.4.3 A total of 7 'slight' incidents were recorded in the study area. The study revealed a cluster of 3 slight incidents at the junction between Eastergate Lane and the A29 Fontwell Avenue. The nearest of these incidents to the site is circa 180m to the east of the site and categorised as a 'slight' incident.

2.4.4 The PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be exacerbated by the proposed development.

2.5 Accessibility Credentials

Pedestrian Accessibility

2.5.1 There is no pedestrian infrastructure on Eastergate Lane in the vicinity of the site however the low traffic volumes, carriageway geometry, alignment and pedestrian / vehicle inter-visibility means that pedestrians can use the carriageway safely during day light hours. The carriageway verge also provides refuge for pedestrians although mobility impaired users would not be able to use this source of refuge. The highway verge in the vicinity of the site is shown in **Figure 2.3**. In addition, there is a Public Right of Way (PROW) leading south approximately 85m to the east of the site providing a route to Barnham railway station.

2.5.2 The Chartered Institute of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1 kilometre. It further recommends a preferred maximum walking distance of 2 kilometres for commuting journeys. As shown in **Plan 01**, the local bus stops and convenience shopping facilities are within 1km of the site and therefore accessible from the site. Barnham train station is just outside a 2km walking distance.

Cyclist Accessibility

- 2.5.3 Whilst there is no cycling infrastructure in the vicinity of the site, the topography of the surrounding area is relatively flat making it suitable for cyclists. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. The settlements of Barnham and Bognor Regis are therefore accessible by bicycle from the site. It is also noted that Barnham rail station is situated 2.3km from the site and therefore accessible on bike.

Accessibility by Bus

- 2.5.4 The application site is within walking distance of a number of bus stops, the closest of which (Level Mare Lane) is a c.700m walk from the site. To the south of the site, there are a number of stops located within Westergate village, c.1km walk from the site, which provide services to Chichester, Bognor Regis, and Arundel. A summary of services available from nearby bus stops is provided in **Figure 2.6**.

Service No.	Route Summary	Typical Frequency	Operating Hours
66A	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 4 per day	Mon-Fri: 07:26 – 17:56 Sat: 07:30 – 17:56
66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 3 per day	Mon-Sat: 08:31 – 16:51
85	Arundel - Fontwell - Chichester	Mon-Sat: 3 per day	Mon-Fri: 07:20 – 16:15 Sat: 08:20 – 16:15
85A	Arundel - Barnham - Chichester	Mon-Sat: 2 per day	Mon-Sat: 10:20 – 14:20

Figure 2.6: Services Available from Nearby Bus Stops

Accessibility by Train

- 2.5.5 As previously addressed, Barnham railway station is located 2.3km to the south of the site meaning it can be accessed by bicycle and bus. The station provides a range of regular services to locations including Southampton, Portsmouth, Brighton, and London Victoria. A summary of services available from Barnham railway station is provided in **Figure 2.7**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9 – 11 min	2 every hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	33min – 44min	3 every hour
Brighton	Barnham – Worthing – Shoreham-by-sea – Brighton	40min – 46min	2 every hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1hr 2min – 1hr 5min	2 every hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 22min – 1hr 37min	4 every hour

Figure 2.7: Services Available from Barnham Railway Station

2.6 Traffic Survey Data

- 2.6.1 To identify traffic speeds and volumes on Eastergate Lane, RGP commissioned Modal Data to conduct an Auto Traffic Count (ATC) survey in the vicinity of the site accesses. The ATC location is shown in **Figure 2.8**.

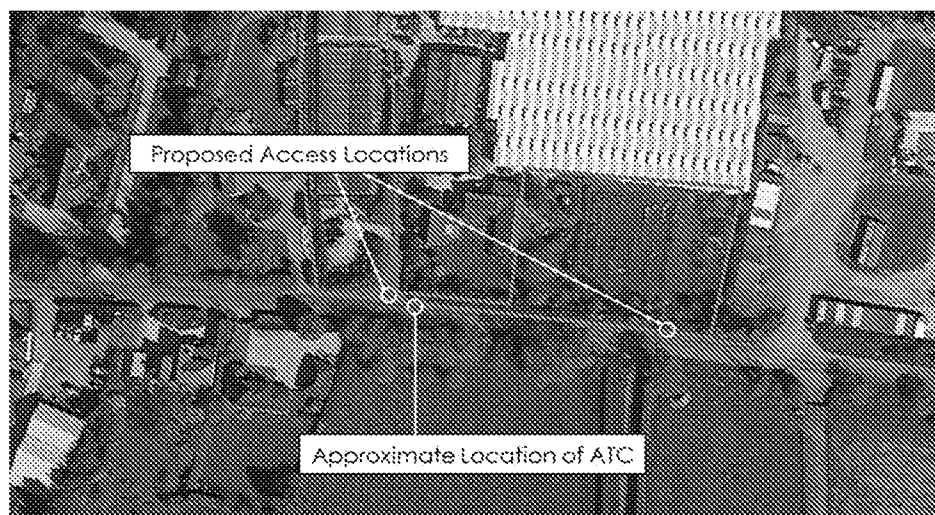


Figure 2.8: ATC Location

2.6.2 The 7-day survey took place between 24th Nov 2016 and 30th Nov 2016. A summary of the results is shown in **Figure 2.9** and the full ATC data output is attached in **Appendix A**.

Direction	Annual Average Daily Traffic	HGV Percentage	Average Speed	85 th Percentile Design Speed
Eastbound	899	0.8%	34.5mph	40.5mph
Westbound	851	0.7%	35.1mph	41.4mph

Figure 2.9: Summary of ATC Data

3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the removal of the 2 polythene tunnel structures to the west of the site, to be replaced by 4 live/work units. The development would also involve the removal of prefabricated concrete garage and shed within the residential plot to be replaced by a brick outbuilding, a domestic greenhouse, and a research and development (R&D) centre with a trials glasshouse. The proposed layout is attached at **Appendix B**.

3.2 Access Arrangements

- 3.2.1 The proposed development would be served by 2 access points. The existing access would be retained to serve the proposed live/work residential units and a new access would be implemented to the east of the site frontage serving the proposed research and design facility. The proposed access arrangements are demonstrated in **Drawing 2016/3448/001**.

Existing Access

- 3.2.2 The existing access operation would be formalised through the provision of priority junction road markings. The geometries of the existing access would allow concurrent car movements and access/egress by service and emergency vehicles. A vehicle swept path analysis demonstrating these manoeuvres has been undertaken in **Drawings 2016/3448/001 and 2016/3448/002**.

Secondary Access

- 3.2.3 A second access would be created to the east of the site, serving the proposed research and development centre. The access would take the form of a 3.7m wide bellmouth with 4.0m wide corner radii and would have a gate set back 8.6m from the Eastergate Lane carriageway allowing vehicles to wait off the live carriageway whilst opening the gate. The access geometries would allow access/egress by delivery vehicles and fire tenders. A vehicle swept path analysis has been undertaken demonstrating fire tenders (the largest vehicle requiring access) negotiating the access in **Drawing 2016/3448/002**.

Visibility

- 3.2.4 Visibility from the accesses has been based on the 85th percentile design speed recorded in the 7-day ATC survey undertaken on Eastergate Lane. The survey identified an eastbound design speed of 40.5mph and a westbound design speed of 41.4mph. The ATC speed survey data is attached at **Appendix A** of this report.

- 3.2.5 Using the 'desirable minimum' calculation coefficients set out in the DMRB TD 9/93 a stopping site distance (adjusted for bonnet length) of 106.8m looking east and 103.0m looking west would be required. Visibility from the accesses accordingly achieves the necessary sight lines in both the primary (looking west) and secondary (looking east) directions as demonstrated in **Drawing 2016/3448/001**.

Emergency Access

- 3.2.6 The geometric design of both the primary access and the proposed secondary access would allow fire tenders (the largest emergency vehicle) to comfortably access the site. Turning heads would allow fire tenders to turn within the site enabling vehicles to access/egress the site in a forward gear. A vehicle swept path analysis demonstrating a fire tender negotiating the secondary access, and a 12m rigid delivery negotiating the primary access has been undertaken in **Drawing 2016/3448/001**.
- 3.2.7 The proposed development would provide access within 45m of all buildings, in accordance with Building Regulation requirements for emergency vehicles. A minimum carriageway width of 3.7m is maintained throughout the site in accordance with Building Regulation requirements.

3.3 Stage 1 Road Safety Audit

- 3.3.1 The proposed access arrangements have been subject to a Stage 1 Road Safety Audit (PSA) undertaken by The Safety Forum (TSF) in September 2017. The audit considered both the existing primary access and the proposed secondary access.
- 3.3.2 The Stage 1 RSA identified 1 issue and recommendation relating to both accesses based on **Drawing 2016/3448/001 (Rev B)**. A summary of the issue is summarised below in **Figure 3.1** and a copy of the Stage 1 PSA including the 'Designer's Response' is attached at **Appendix C** of this report.

Location	Summary	Description	Recommendations
Both access roads	Risk of vehicle / vehicle collisions	The Audit Team noted that vegetation on both sides of the access roads was obscuring sight lines for vehicles exiting the development. There is a risk of collisions between vehicles.	Remove all vegetation and ensure that regular maintenance is carried out.

Figure 3.1: Summary of Stage 1 RSA

3.4 Servicing Arrangements

- 3.4.1 The existing access geometries allow large delivery vehicles to negotiate the access. Provision has been made for delivery vehicles to turn on site enabling access and egress from the site in a forward gear. A vehicle swept path analysis demonstrating a 12m rigid delivery vehicle negotiating the access and turning within the site has been undertaken in **Drawing 2016/3448/002**.

3.4.2 The existing access geometries can also accommodate refuse vehicles. A turning head to the north of the access road would also allow for refuse vehicles to turn within the site enabling access and egress in a forward gear. A vehicle swept path analysis has been undertaken demonstrating these manoeuvres in **Drawing 2016/3448/001**.

3.4.3 Bin carry distances between properties and refuse collectors would be in line with the maximum thresholds set out in MfS from all properties (25m for collectors and 30m for residents). Bin collection for the R&D centre would take place from Eastergate Lane. Staff of the centre would transport waste to a bin collection point at the access.

3.5 Internal Layout

3.5.1 The site's main access road would be 4.8m wide and would serve the proposed live/work units, the existing dwelling, and Swallowfield Nursery. The small car park situated c.15m from the access would be retained for use by Swallowfield Nursery. The existing dwelling would take access from the eastern side of the access road.

3.5.2 The proposed live/work units would take access from the western side of the access road c.50m from the main site access. To the north of the access road, a gated access would lead to Swallowfield Nursery.

3.6 Parking Provision

Live/Work Units

3.6.1 The proposed car parking provision has been based on the anticipated demand as determined by the WSCC Residential Parking Demand Calculator tool. A summary of the proposed and required parking provision is shown in **Figure 3.1** and the full calculator output is attached at **Appendix D**.

	WSCC Residential Parking Demand Calculator	Proposed Parking Provision
Allocated	8	8
Unallocated/ Visitor	1	4
Total	9	12

Figure 3.1: Proposed Car Parking Provision

3.6.2 The proposal would provide 12 car parking spaces for the live/work units including 2 disabled spaces and 2 electric charging bays. Whilst this is a slight overprovision when compared against the calculated demand, this is considered appropriate given lack of on-street parking available in the surrounding area. A vehicle swept path analysis demonstrating vehicles manoeuvring to and from parking spaces has been undertaken in **Drawing 2016/3448/002**.

- 3.6.3 The proposal would provide cycle parking spaces in line with WSCC residential cycle parking standards at a rate of 1 space per unit. Cycle parking would be provided within the curtilage of the properties in secure cycle stores to the rear of the dwellings.

Swallowfield Nursery

- 3.6.4 The existing car park for the Swallowfield Nursery would be retained and would have an unallocated parking arrangement.

R&D Centre

- 3.6.5 The R&D centre is anticipated to employ 1 member of staff who would park on the internal driveway. The parked vehicle would not obstruct the turning heads operation.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1 Existing Nursery

4.1.1 Due to the seasonal nature of Swallowfield Nursery's operation, the number of trips generated by the site fluctuates throughout the year. The existing number of daily trips have therefore been estimated using information provided by the operators of the nursery.

4.1.2 The busiest period for the nursery is from April – June during which time the nursery is estimated to generate 19 daily 2-way trips. The trip information provided by the operators demonstrating the seasonal fluctuation of the nursery is attached at **Appendix E**.

4.2 Proposed Development

4.2.1 The proposed live/work units would be occupied by residents running businesses from home, and as such are anticipated to generate a limited number of vehicle trips. The units are not anticipated to generate any trips during the network AM/PM peak hours which are normally associated with commuting trips. The R&D centre would operate independently of the Swallowfield Nursery to the north and is expected to be operated by a single horticultural technician.

4.2.2 To provide a robust assessment of the site's trip generating potential, the TRICS database (7.4.1) has been interrogated. Whilst there would be a reduction in the size of the existing nursery, it has been assumed that there will be no change to the number of trips generated. As such, it has been assumed that all trips generated by the proposed live/work units would be new to the network.

4.2.3 For the purposes of this assessment the following parameters have been used to filter the TRICS data:

- (i) Land Use – Residential, Houses Privately Owned
- (ii) Regions – England (excluding Greater London)
- (iii) Scale of Development – 6 - 30 dwellings (10 - 24 Actual)
- (iv) Date Range – 01/01/08 – 16/09/15
- (v) Count Type – Manual and Automated Traffic Count
- (vi) Selected Days – Weekdays

(vii) Selected Locations – Edge of Town

- 4.2.4 A summary of the weekday peak hour and daily trips are displayed in **Figure 4.1**. The full results of the TRICS interrogation are provided in **Appendix F**.

TRICS Trip Rate per Dwelling (4 Dwellings)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.149	0.348	0.497
PM Peak Hour	0.390	0.177	0.567
Daily Traffic	2.353	2.312	4.665
TRICS Vehicle Trip Generation			
AM Peak Hour	1	1	2
PM Peak Hour	2	1	2
Daily Traffic	9	9	19

Figure 4.1: Anticipated Traffic Generation

- 4.2.5 The TRICS assessment suggests that the 4 live/work units will generate an additional 19 daily 2-way vehicle trips, with an additional 2 trips in the networks AM and PM peak traffic hours (08:00-09:00 and 17:00-18:00). This is considered a robust assessment as the residents of the units would have no need to drive to work and therefore daily trips would likely be lower. In addition, the R&D centre is anticipated to generate 2 daily trips at the eastern access associated with the single horticultural technician.
- 4.2.6 The anticipated number of trips generated by the proposed development is expected to have a negligible impact on the local road network in terms of highway capacity and safety.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement (TS) has been prepared by RGP on behalf of Swallowfield Nursery to support a proposed mixed-use development at Swallowfield Nursery, Eastergate, West Sussex. The proposal would involve the construction of 4 live/work units and a R&D centre with a trials glasshouse. The conclusions from this report are as follows:

- (i) The application site is within walking distance of a range of convenience services and amenities available in Eastergate, Westergate, and Fontwell. There are a number of bus stops in the vicinity of the site and Barnham railway station is situated 2.3km to the south.
- (ii) An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety on the local road network.
- (iii) The site would be served from 2 accesses adjoining the northern side of Eastergate Lane. The existing access would be retained and would serve the live/work units, the existing dwelling, and Swallowfield Nursery. A new access would be created to the east of the site to serve the proposed R&D centre.
- (iv) The visibility requirements from the site accesses have been based on the 85th percentile design speed identified in the 7-day ATC survey on Eastergate Lane. The accesses achieve the necessary sightlines in both the primary and secondary directions.
- (v) The proposed development would provide 12 car parking spaces including 2 disabled spaces and 2 electric charging bays. Cycle parking would be provided at a rate of 1 space per dwelling, within secure cycle stores.
- (vi) A robust trip assessment has been undertaken anticipating a 19 additional daily 2-way trips, and 2 trips during the network AM/PM peak traffic hours generated by the 4 live/work units. The R&D centre is anticipated to generate 2 daily trips at the eastern access.

PLANS

BUS SERVICES: Primary Bus Stop			
Service	Route Summary	Typical Frequency	Operating Hours
66A	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 4 per day	Mon-Fri: 07:26 – 17:56 Sat: 07:30 – 17:56
66C	Bognor Regis - Yapton - Bognor Regis	Mon-Sat: 3 per day	Mon-Sat: 08:31 – 16:51
85	Arundel - Fontwell - Chichester	Mon-Sat: 3 per day	Mon-Fri: 07:20 – 16:15 Sat: 08:20 – 16:15
85A	Arundel - Barnham - Chichester	Mon-Sat: 2 per day	Mon-Sat: 10:20 – 14:20

RAIL: FUTURE (Barnham Railway Station)			
Destination	Route Summary	Typical Journey time	Typical Frequency
Bognor Regis	Barnham – Bognor Regis	6 – 8 min	4 every hour
Littlehampton	Barnham – Ford – Littlehampton	9 – 11 min	2 every hour
Portsmouth	Barnham – Chichester – Havant – Portsmouth	33min – 44min	3 every hour
Brighton	Barnham – Worthing – Shoreham-by-sea – Brighton	40min – 46min	2 every hour
Southampton	Barnham – Chichester – Havant – Fareham – Southampton	1 hr 2min – 1 hr 5min	2 every hour
London Victoria	Barnham – Horsham – Crawley – Gatwick Airport – London Victoria	1 hr 22min – 1 hr 37min	4 every hour

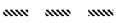
LEGEND



SITE LOCATION



RAIL STATION



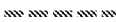
RAILWAY



BUS STOPS



2KM WALK ISOCHRONE



FOOTWAY



LOCAL CYCLE WAY



CYCLE ROUTES



RETAIL



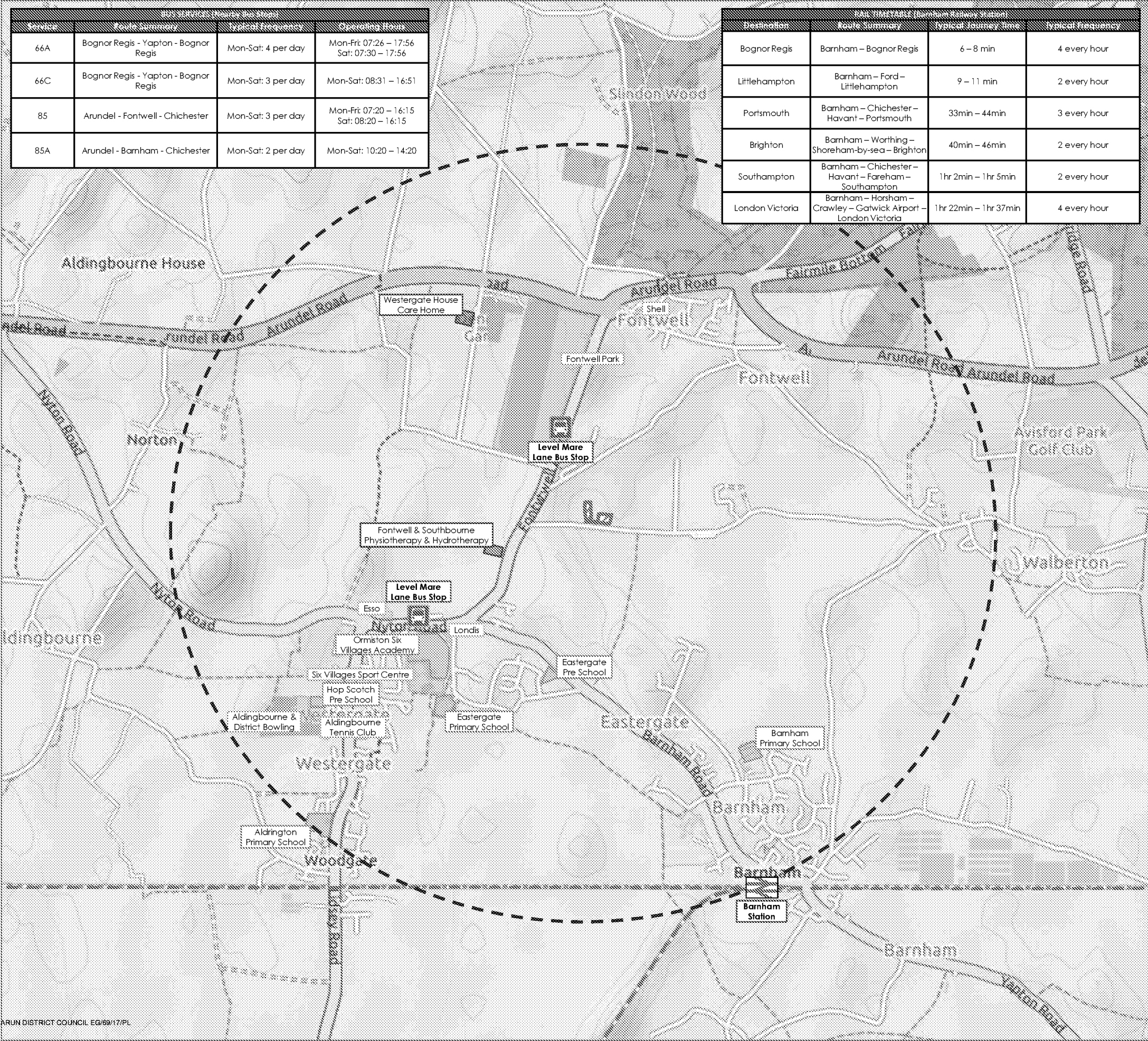
EDUCATION



LEISURE



HEALTH CARE



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Client: Swallowfield Nursery

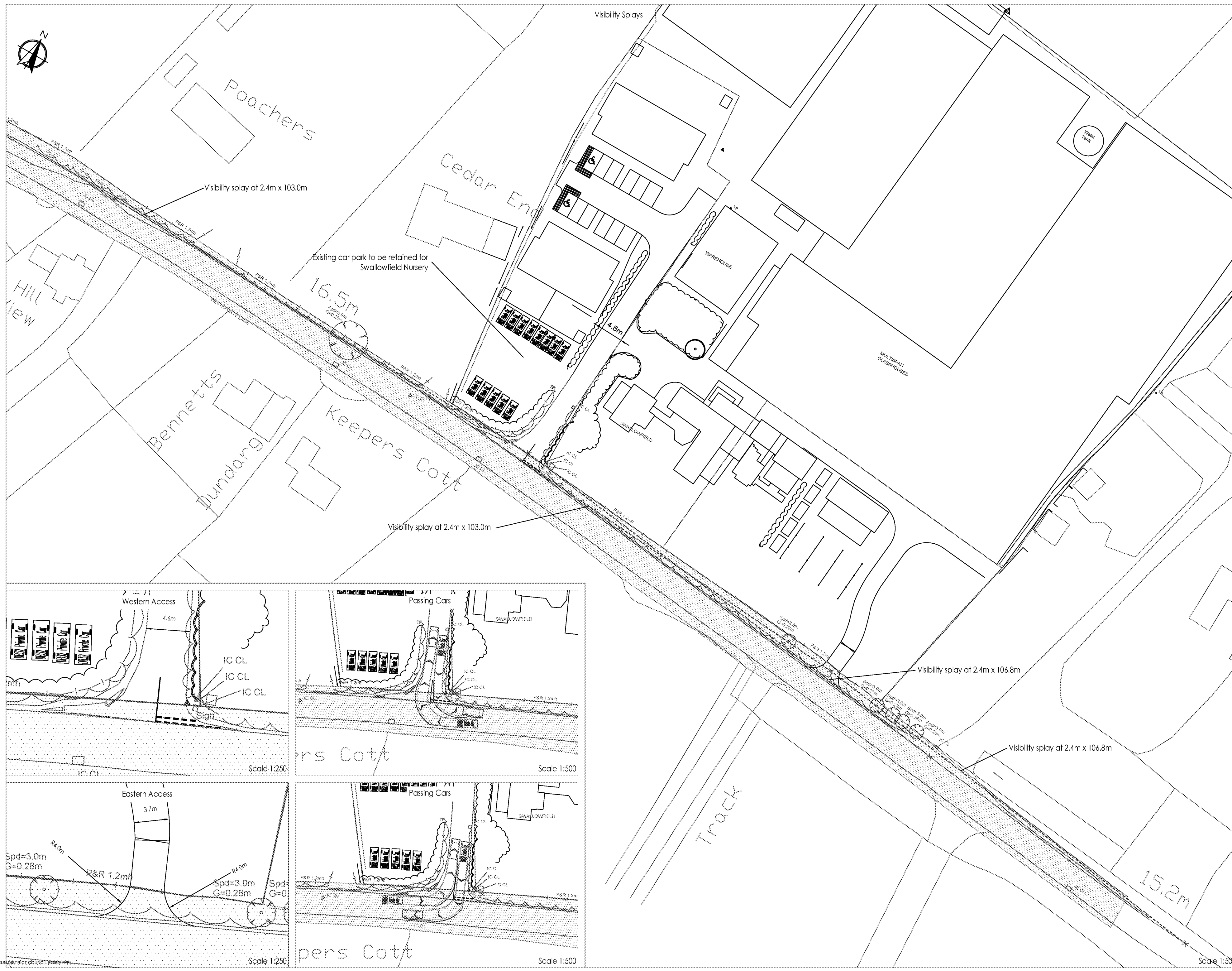
Project: Swallowfield Nursery, Eastergate Lane

Title: Site Location and Accessibility Plan

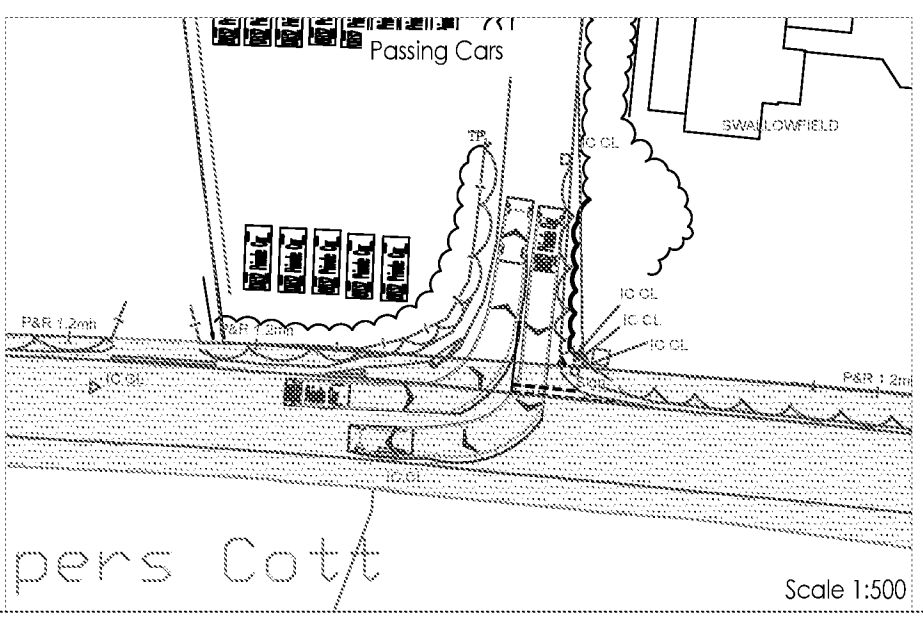
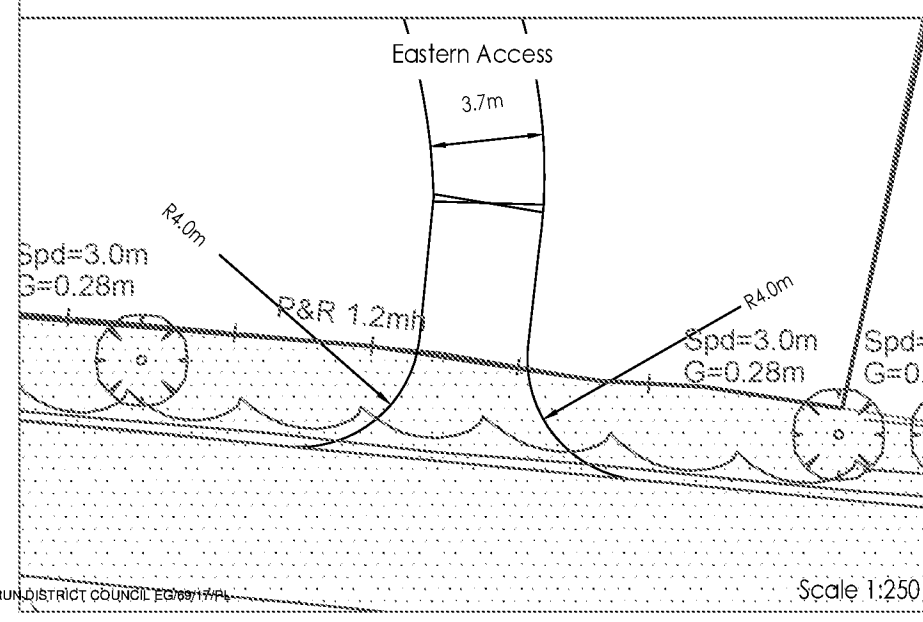
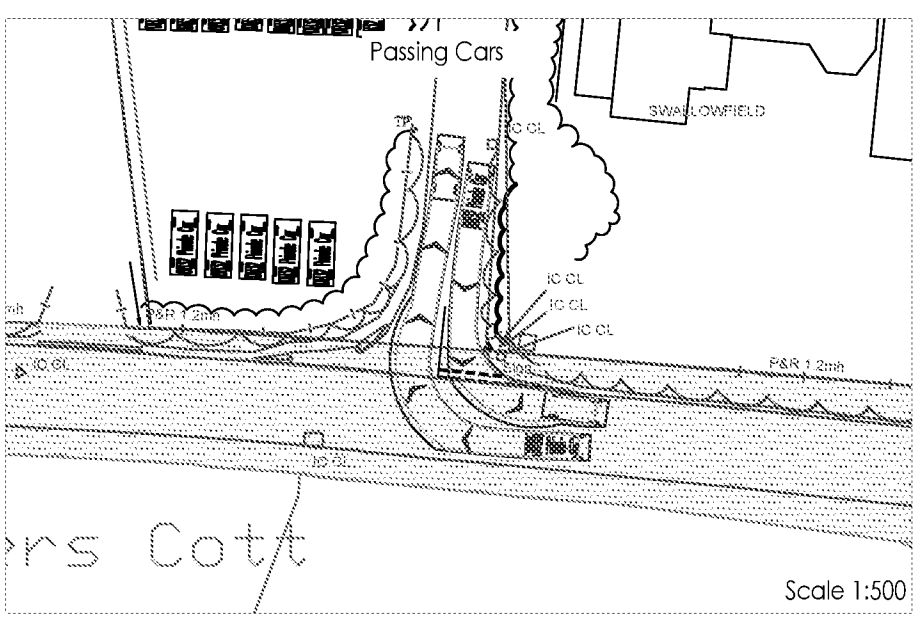
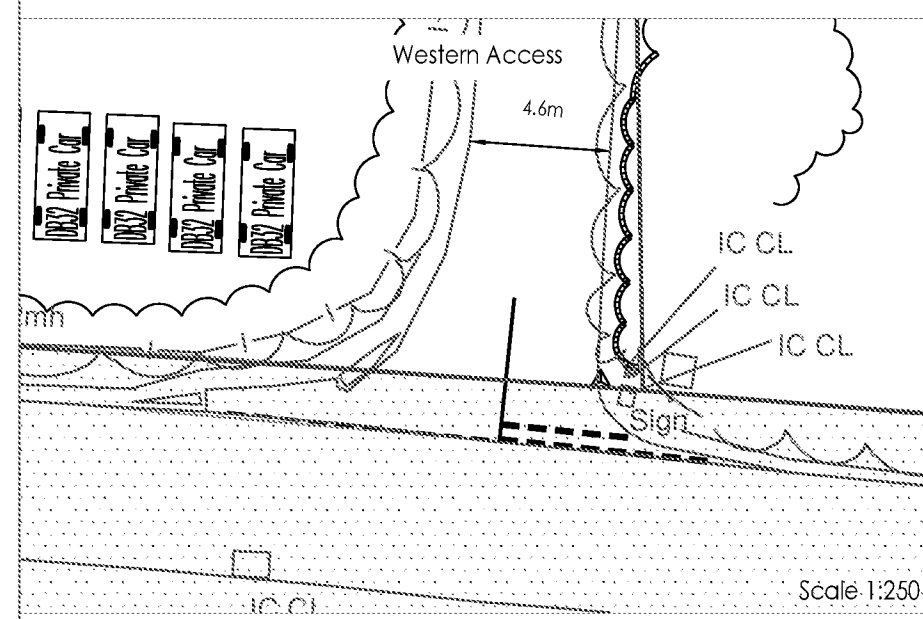
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Drawn By:	Checked By:	Approved By:	Rev:
EJD	ALB	PMR	-

DRAWINGS



- LEGEND-
- Site Boundary
 - Existing Road Markings
 - Highway Boundary
 - Site Ownership



A22

DB32 Private Car	4.223m
Overall Length	1.715m
Overall Width	1.850m
Overall Body Height	1.350m
Min Body Ground Clearance	0.250m
Max Track Width	1.625m
Lock to lock time	1.00s
Kerb to Kerb Turning Radius	5.780m

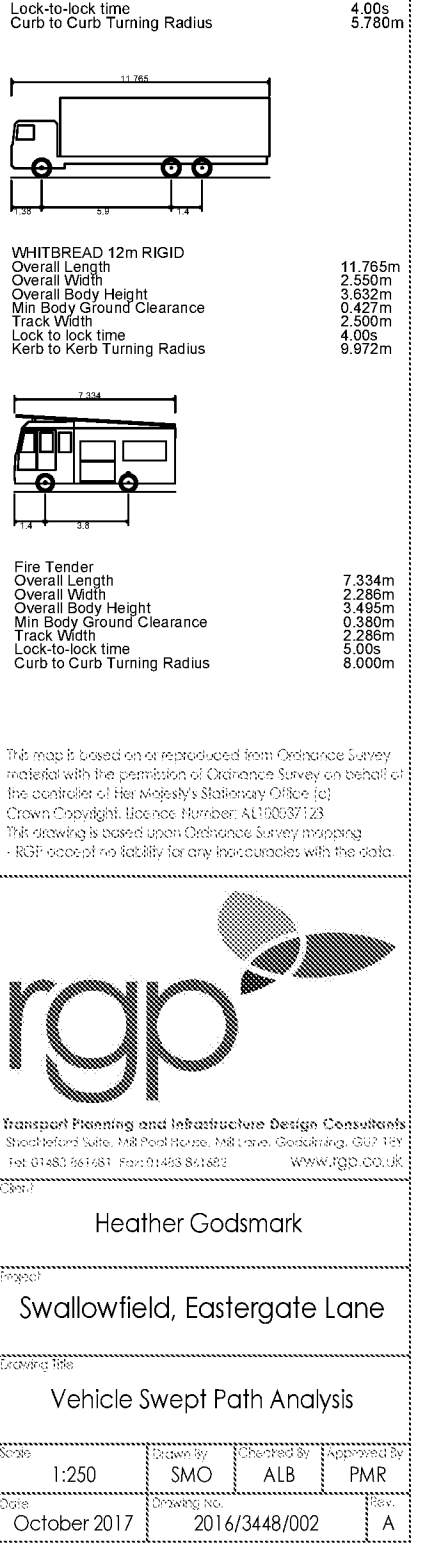
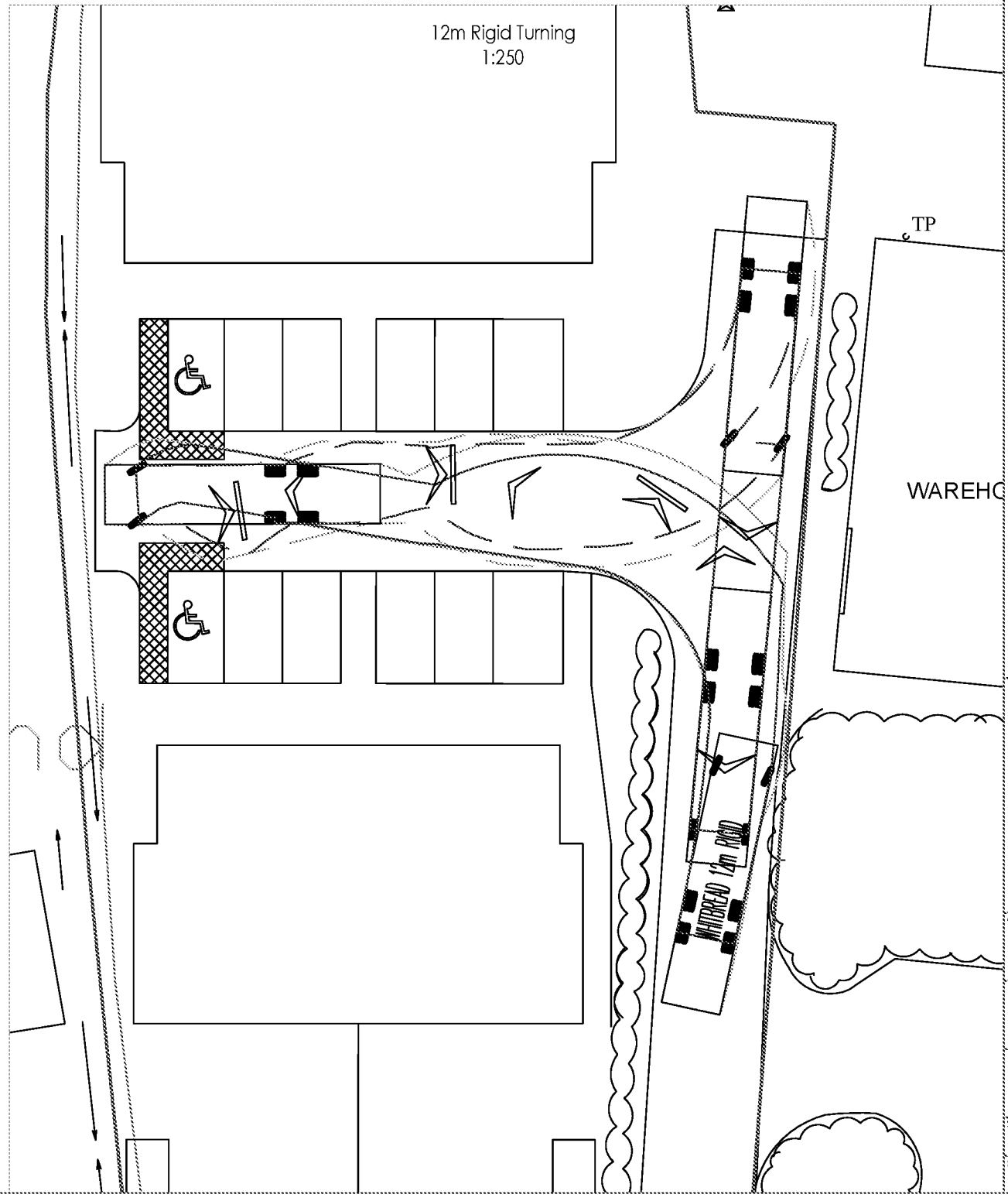
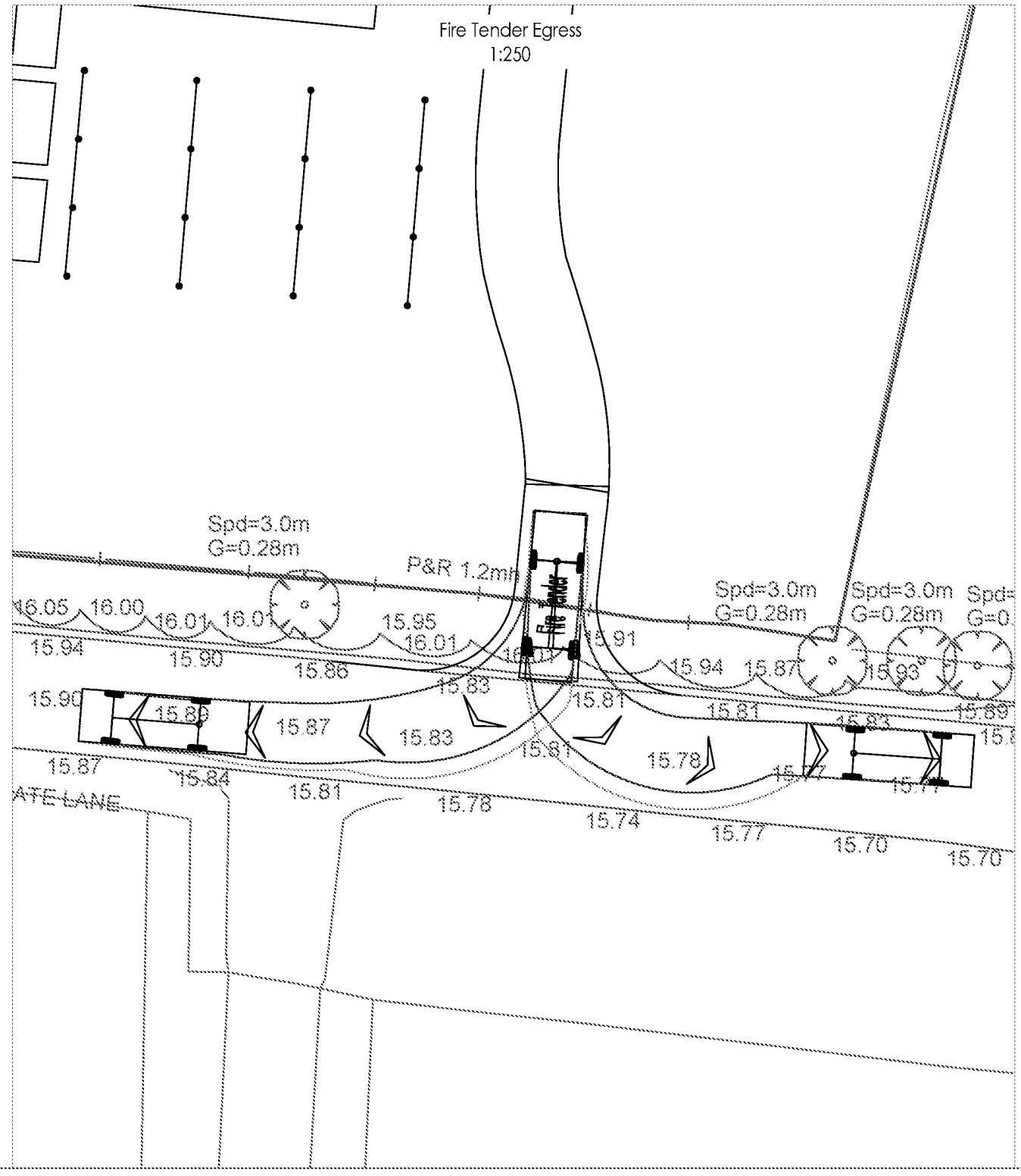
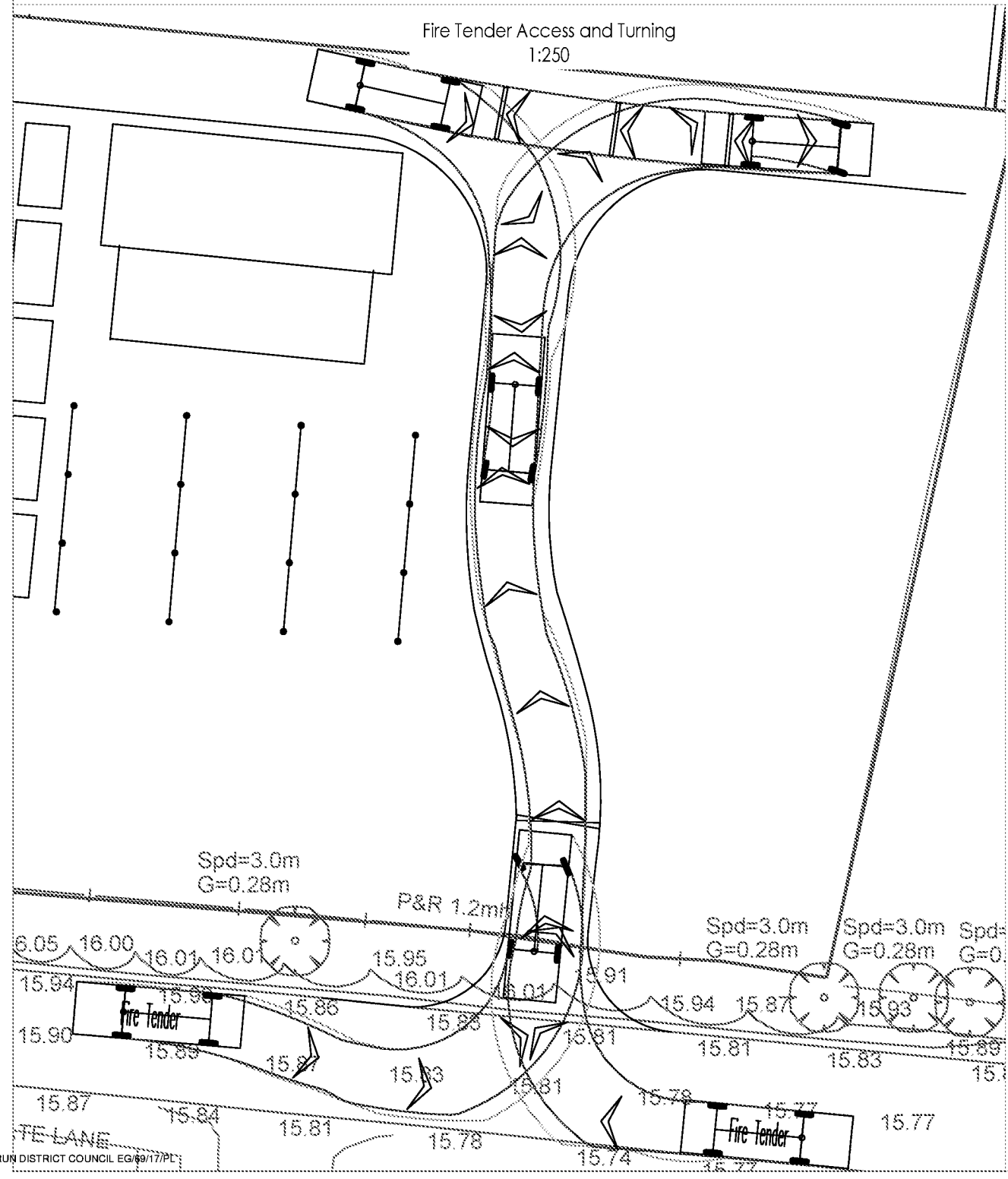
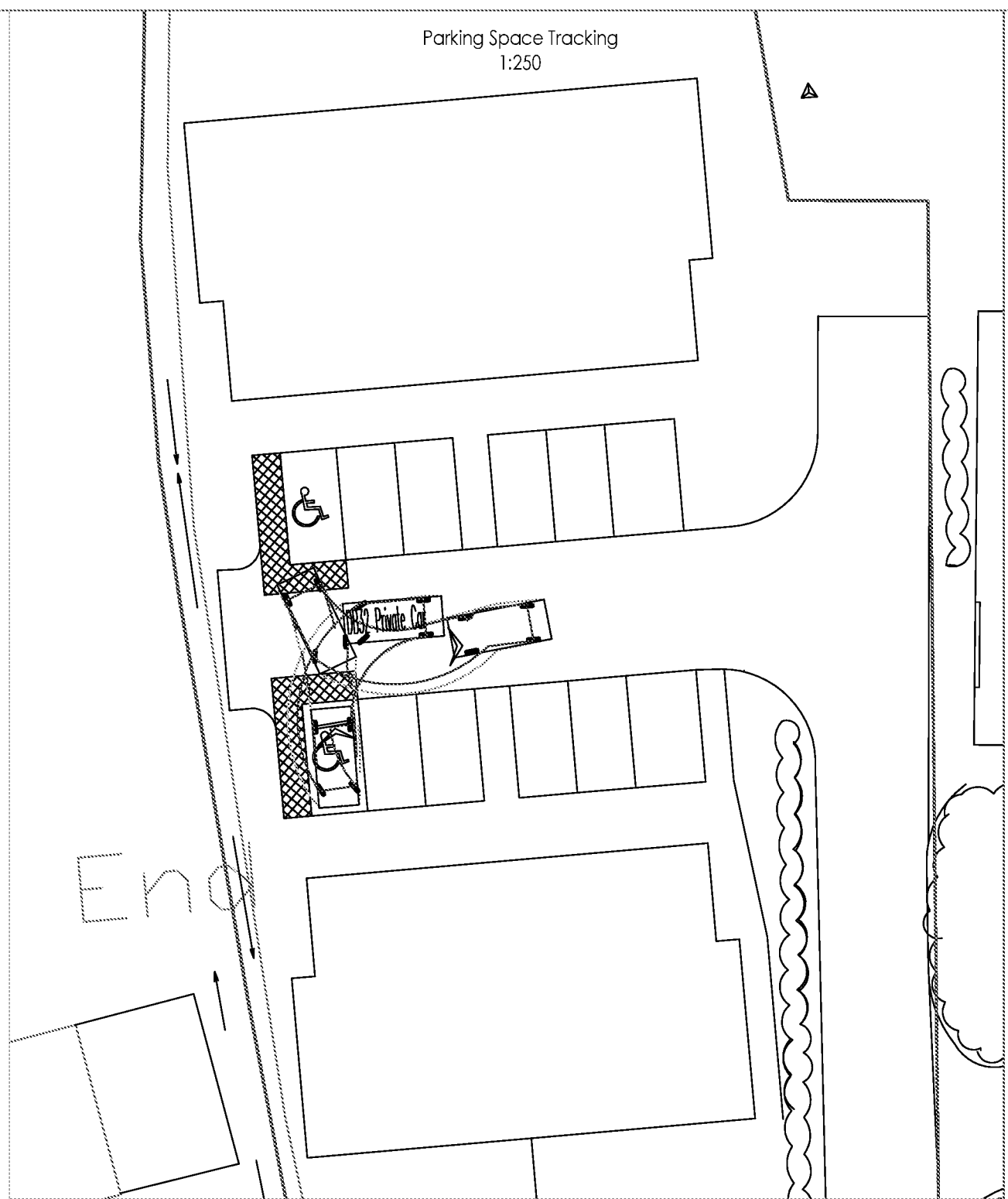
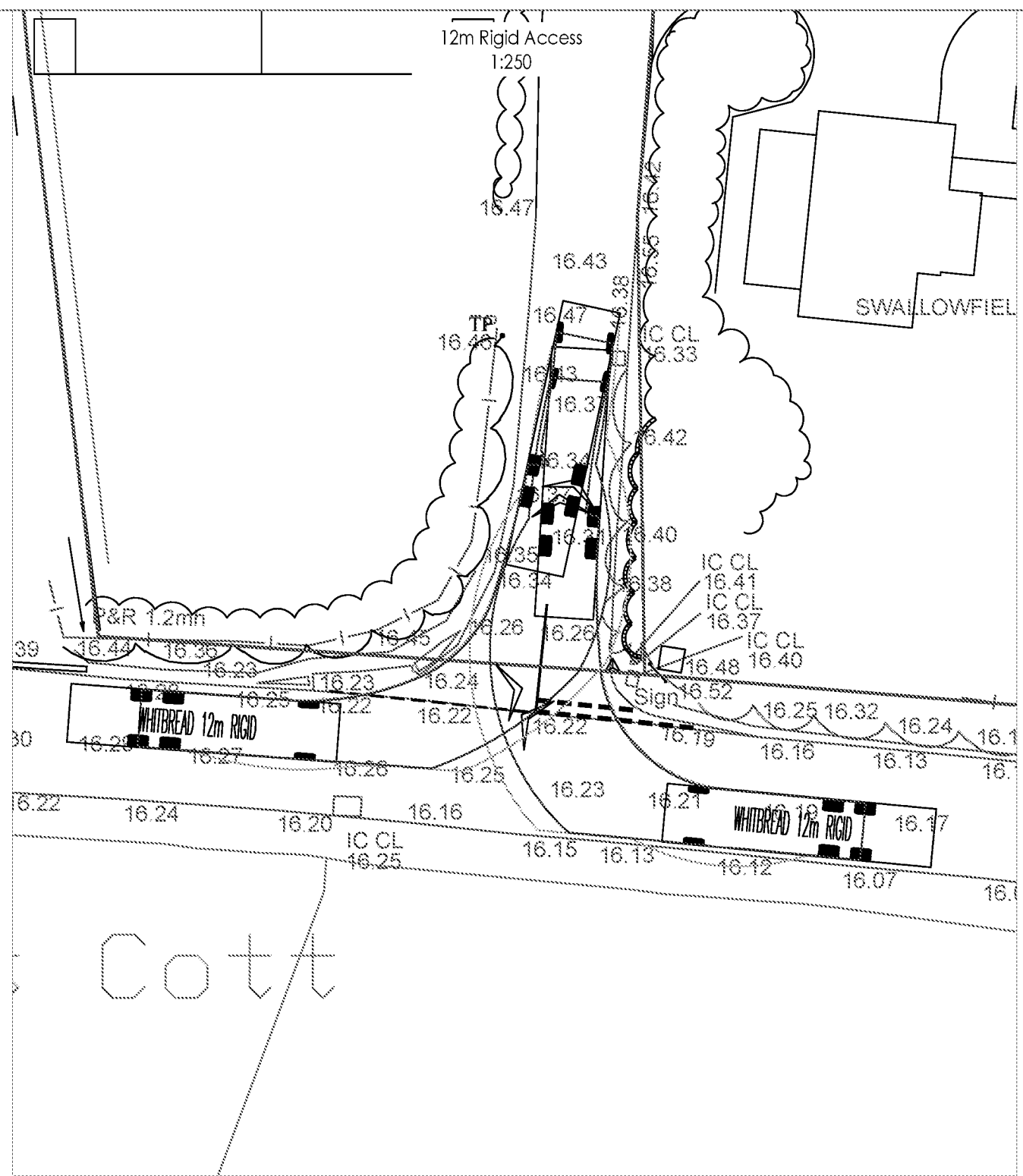
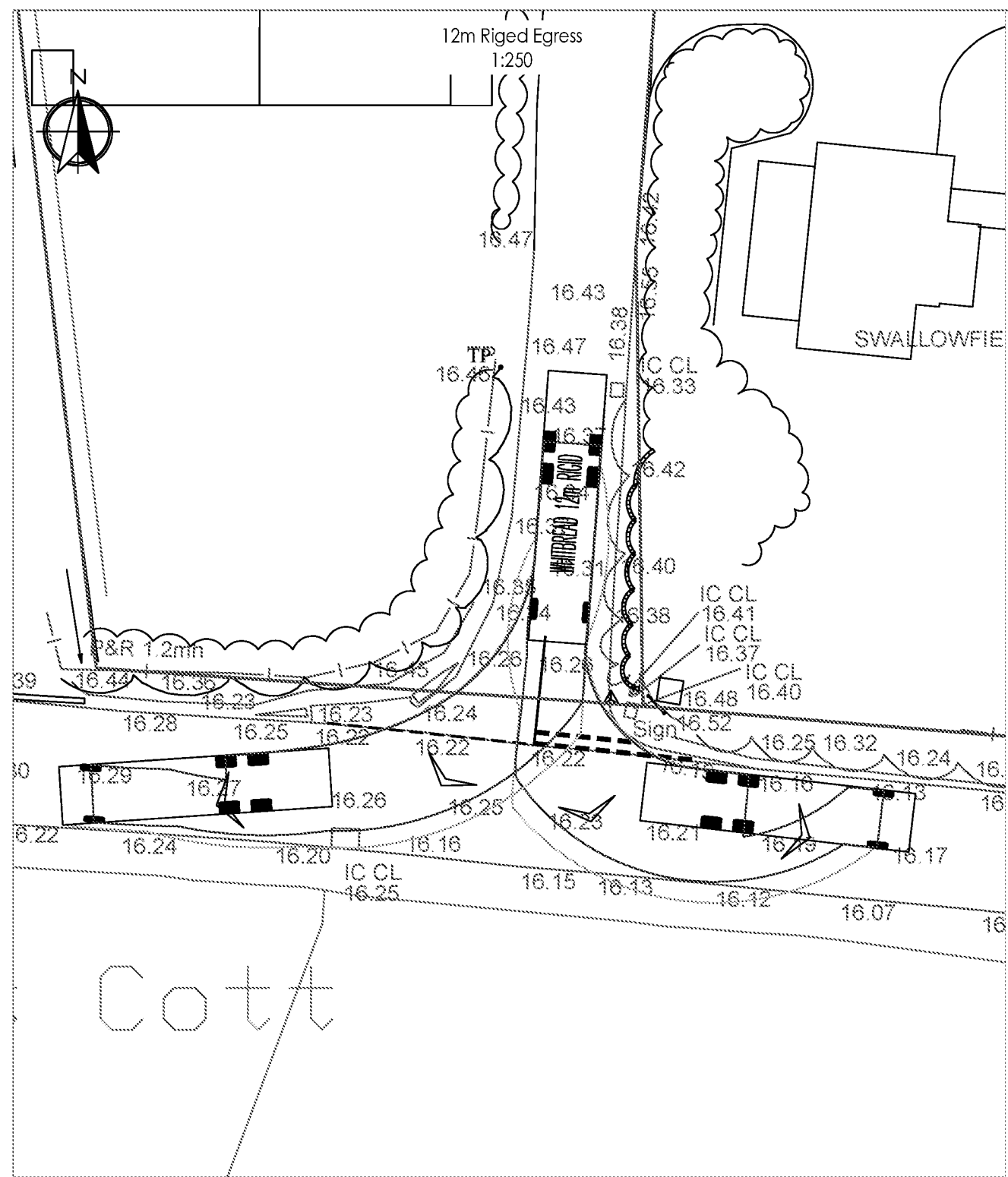
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rgp

Transport Planning and Infrastructure Design Consultants

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Heather Godmark			
Project: Swallowfield, Eastergate Lane			
Drawing Title: Visibility Splays and Swept Path Analysis			
Drawn By: Varles @ A2	Checked By: SMO	Approved By: ALB	PMR
Date: October 2017	Drawing No: 2016/3448/001	Rev: C	



APPENDIX A

Globals

Report id: CustomList-51
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2016-12-01T13:57:12
Legal: Copyright (c)1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 0 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Eastergate Lane
Site Attribute: ATC 12
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Eastergate Lane 0 2016-12-01 1352.EC0
File Type: Plus
Algorithm: Factory default axle
Description: Swallowfields Nursery
Lane: 0
Direction: 6
Direction Text: 6 - West bound A|B, East bound B|A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2016-11-23T12:07:26
Start Time: 2016-11-23T12:07:26
Finish Time: 2016-12-01T13:51:26
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Page: 10
Filter Start: 2016-11-24T00:00:00
Filter End: 2016-12-01T00:00:00
Class Scheme: ARX
Low Speed: 5
High Speed: 100
Speed Limit: 40
Speed Limits:
Separation: 0.000
Separation Type: Headway
Direction: BA
Encoded Direction: 15

EASTBOUND

Site Name - Eastergate Lane

Site Name - Eastergate Lane	
Description - Swallowfields Nursery	

Direction - BA

MODAL

modaldata.com

24 November 2016

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 1-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Vbin 75-80	Mean	Vpp 85		
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.4		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	44.1	
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	47.1	
0400	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	36.8	
0500	0	5	0	3	0	0	0	0	0	0	0	0	8	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	32.5	
0600	0	25	1	4	0	0	0	0	0	0	0	0	30	0	1	5	1	2	10	4	5	2	0	0	0	0	0	0	0	0	31.8	40
0700	0	49	0	8	0	0	0	0	0	0	0	0	57	0	0	1	0	7	23	17	5	3	1	0	0	0	0	0	0	0	35.4	36
0800	1	97	1	14	0	0	0	0	0	0	0	0	113	0	0	2	3	16	36	34	17	4	0	1	0	0	0	0	0	0	34.9	40
0900	1	63	0	11	0	1	0	1	0	0	0	0	77	2	1	1	4	11	23	21	10	3	0	1	0	0	0	0	0	0	33.8	40
1000	1	50	1	12	2	0	0	0	0	0	0	0	66	0	0	2	5	10	24	15	8	0	1	1	0	0	0	0	0	0	33.4	36
1100	0	59	1	11	0	0	0	0	0	0	0	0	71	0	2	2	3	8	25	25	4	2	0	0	0	0	0	0	0	0	33	36
1200	1	56	1	10	1	1	0	0	0	0	0	0	70	0	0	2	3	15	21	20	7	2	0	0	0	0	0	0	0	0	33.3	36
1300	0	42	1	8	0	0	0	1	0	0	0	0	52	0	1	0	1	9	18	18	5	0	0	0	0	0	0	0	0	0	33.8	36
1400	0	61	0	8	0	0	0	0	0	0	0	0	69	0	1	0	5	12	25	12	12	2	0	0	0	0	0	0	0	0	33.9	40
1500	0	87	1	16	0	0	0	1	0	0	0	0	105	0	0	1	2	15	39	40	5	3	0	0	0	0	0	0	0	0	34.2	36
1600	1	87	0	16	0	0	1	1	0	0	0	0	106	0	0	0	7	20	36	30	10	1	2	0	0	0	0	0	0	0	33.9	36
1700	1	71	0	9	0	0	0	0	0	0	0	0	81	0	0	1	4	14	23	25	11	2	1	0	0	0	0	0	0	0	34.7	41
1800	1	35	0	3	0	0	0	0	0	0	0	0	39	0	0	1	0	6	9	15	5	3	0	0	0	0	0	0	0	0	36.1	42
1900	0	31	0	2	0	0	0	0	0	0	0	0	33	0	0	0	1	4	9	13	2	2	1	1	0	0	0	0	0	0	36.6	42
2000	0	13	0	2	0	0	0	0	0	0	0	0	15	0	0	1	1	1	5	2	4	1	0	0	0	0	0	0	0	0	34.7	41
2100	0	13	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	2	3	5	3	0	0	0	0	0	0	0	0	0	36.4	42
2200	1	12	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	1	2	5	2	2	0	0	0	0	0	0	0	0	35.9	43
2300	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	2	1	1	1	0	0	0	0	0	0	0	40.5	
08-09	1	97	1	14	0	0	0	0	0	0	0	0	113	0	0	2	3	16	36	34	17	4	0	1	0	0	0	0	0	0	34.9	40
17-18	1	71	0	9	0	0	0	0	0	0	0	0	81	0	0	1	4	14	23	25	11	2	1	0	0	0	0	0	0	0	34.7	41
10-16	2	365	5	65	3	1	0	2	0	0	0	0	433	0	4	7	19	69	152	130	41	9	1	1	0	0	0	0	0	0	33.6	30
00-05	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	37.9	
00-00	8	867	7	138	3	2	1	4	0	0	0	0	1030	3	6	19	40	158	335	307	117	34	7	4	0	0	0	0	0	34.3		

EASTBOUND

Direction - BA

MODAL

modaldata.com

25 November 2016

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 1 13	Vbin 10 18	Vbin 15 23	Vbin 20 28	Vbin 25 30	Vbin 30 34	Vbin 34 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	5	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	1	1	1	0	0	0	0	0	0	33.2	
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.8	
0200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	41.4	
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.5	
0400	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	38.9	
0500	0	8	0	4	0	0	0	0	0	0	0	0	12	1	0	1	1	3	1	1	2	2	0	0	0	0	0	0	31.4	41
0600	0	21	0	7	0	0	0	0	0	0	0	0	28	0	1	4	0	6	8	7	2	0	0	0	0	0	0	0	30.1	35
0700	0	60	0	8	0	0	0	0	0	0	0	0	68	1	1	1	1	6	23	20	12	3	0	0	0	0	0	0	35.1	40
0800	0	73	1	15	0	0	0	0	0	0	0	0	89	0	1	1	1	6	37	26	13	2	2	0	0	0	0	0	35.4	41
0900	0	55	2	5	0	1	0	0	0	0	0	0	63	0	0	3	5	10	23	15	6	1	0	0	0	0	0	0	32.8	38
1000	1	42	0	7	0	0	0	0	0	0	0	0	50	0	0	1	2	5	18	16	5	3	0	0	0	0	0	0	34.6	42
1100	0	40	3	7	0	0	0	0	0	0	0	0	50	0	1	1	4	5	18	14	6	1	0	0	0	0	0	0	33.4	39
1200	1	52	1	15	0	0	1	0	0	0	0	0	70	0	1	3	3	9	28	19	6	1	0	0	0	0	0	0	32.7	39
1300	2	56	2	6	0	0	0	0	0	0	0	0	66	1	1	1	4	7	21	21	8	2	0	0	0	0	0	0	33.4	39
1400	0	82	0	11	0	0	0	0	0	0	0	0	93	0	4	3	7	12	31	29	4	2	1	0	0	0	0	0	32.3	38
1500	1	77	4	8	0	1	0	0	0	0	0	0	91	0	2	1	2	13	26	30	14	2	1	0	0	0	0	0	34.6	40
1600	0	84	0	16	0	0	1	0	0	0	0	0	101	0	0	0	1	19	36	31	12	2	0	0	0	0	0	0	34.5	39
1700	1	81	1	14	0	0	0	0	0	0	0	0	97	0	0	1	4	16	24	32	13	5	2	0	0	0	0	0	35.4	41
1800	0	44	0	4	0	0	0	0	0	0	0	0	48	0	0	0	0	1	13	21	13	0	0	0	0	0	0	0	37.3	41
1900	0	31	0	2	0	0	0	0	0	0	0	0	33	0	0	0	0	2	12	9	8	1	1	0	0	0	0	0	37.4	42
2000	0	16	0	1	0	0	0	0	0	0	0	0	17	0	0	0	0	1	6	3	4	1	2	0	0	0	0	0	39.2	44
2100	0	19	0	2	0	0	0	0	0	0	0	0	21	0	0	0	0	3	5	6	1	5	1	0	0	0	0	0	38.1	46
2200	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	3	2	3	1	0	0	0	0	0	0	0	34.4	
2300	1	7	0	1	0	0	0	0	0	0	0	0	9	0	0	0	1	1	3	3	0	1	0	0	0	0	0	0	34.6	
08-09	0	73	1	15	0	0	0	0	0	0	0	0	89	0	1	1	1	6	37	26	13	2	2	0	0	0	0	0	35.4	41
17-18	1	81	1	14	0	0	0	0	0	0	0	0	97	0	0	1	4	16	24	32	13	5	2	0	0	0	0	0	35.4	41
10-16	5	349	10	94	0	1	1	0	0	0	0	0	420	1	9	10	22	51	142	129	43	11	2	0	0	0	0	0	33.5	39
00-05	0	11	0	1	0	0	0	0	0	0	0	0	12	1	0	0	0	0	5	1	3	1	1	0	0	0	0	0	35.9	41
00-00	7	868	14	134	0	2	2	0	0	0	0	0	1027	4	12	21	36	128	340	307	133	35	11	0	0	0	0	0	34.4	40

EASTBOUND

Site Name - Eastergate Lane

Site Name - Eastergate Lane	
Description - Swallowfields Nursery	

Direction - BA

MODAL

modaldata.com

26 November 2016

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 1 to 10	Vbin 10 to 15	Vbin 15 to 20	Vbin 20 to 25	Vbin 25 to 30	Vbin 30 to 35	Vbin 35 to 40	Vbin 40 to 45	Vbin 45 to 50	Vbin 50 to 55	Vbin 55 to 60	Vbin 60 to 65	Vbin 65 to 70	Vbin 70 to 75	Vbin 75 to 80	Mean	Vpp #5	
0000	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	33.1	
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.9	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		44.1
0500	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0		42.2
0600	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	0	0	1	1	3	4	2	0	0	0	0	0	0	0		34.9
0700	0	22	0	3	0	0	0	0	0	0	0	0	0	25	0	0	0	0	1	7	11	2	4	0	0	0	0	0	0		37.7
0800	2	37	0	4	0	0	0	0	0	0	0	0	0	43	0	2	0	0	1	10	20	7	2	0	0	1	0	0	0		36.3
0900	1	62	1	5	0	0	0	0	0	0	0	0	0	69	1	0	1	0	9	30	17	8	2	0	0	1	0	0	0		34.8
1000	2	47	2	7	0	0	0	0	0	0	0	0	0	56	0	4	2	1	10	21	14	4	2	0	0	0	0	0	0		31.9
1100	3	49	4	3	0	0	0	0	0	0	0	0	0	59	0	1	4	1	6	22	16	7	1	0	1	0	0	0	0		33.7
1200	1	45	0	1	0	0	0	0	0	0	0	0	0	47	0	2	2	0	7	18	11	3	4	0	0	0	0	0	0		33.7
1300	0	59	0	7	0	0	0	0	0	0	0	0	0	66	0	0	0	2	7	22	25	8	2	0	0	0	0	0	0		35.1
1400	2	45	3	4	0	0	0	0	0	0	0	0	0	54	1	1	1	1	8	20	14	6	1	1	0	0	0	0	0		33.6
1500	1	52	2	1	0	0	0	0	0	0	0	0	0	56	0	2	0	1	4	19	15	13	2	0	0	0	0	0	0		35.2
1600	0	55	0	2	0	0	0	0	1	0	0	0	0	58	0	0	0	1	6	20	16	11	2	1	1	0	0	0	0		36.6
1700	0	42	0	1	0	0	0	0	0	0	0	0	0	43	0	0	0	1	2	14	12	11	3	0	0	0	0	0	0		36.9
1800	0	33	1	2	0	0	0	0	0	0	0	0	0	36	0	0	1	1	3	12	10	8	0	1	0	0	0	0	0		35.9
1900	0	18	0	1	0	0	0	0	0	0	0	0	0	19	0	1	1	0	5	4	5	2	1	0	0	0	0	0	0		32.6
2000	0	11	0	1	1	0	0	0	0	0	0	0	0	13	0	0	0	0	0	5	2	4	1	1	0	0	0	0	0		38.5
2100	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	0	0	2	0	3	4	0	1	0	0	0	0	0	0		34.4
2200	1	13	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	1	7	4	1	1	0	0	0	0	0	0		35.7
2300	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	3	2	4	1	1	0	0	0	0	0	0		35.9
08-09	2	37	0	4	0	0	0	0	0	0	0	0	0	43	0	2	0	0	1	10	20	7	2	0	0	1	0	0	0		36.3
17-18	0	42	0	1	0	0	0	0	0	0	0	0	0	43	0	0	0	1	2	14	12	11	3	0	0	0	0	0	0		36.9
10-16	9	297	11	23	0	0	0	0	0	0	0	0	0	340	1	10	8	6	42	122	95	41	12	1	1	0	0	0	0		33.9
00-05	0	3	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0		35
00-00	13	625	13	46	1	0	0	0	1	0	0	0	0	700	2	13	12	12	75	242	205	100	29	6	2	2	0	0	0		35

EASTBOUND

Direction - BA

MODAL

modaldata.com

27 November 2016

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 1 to 13	Vbin 14 to 19	Vbin 20 to 25	Vbin 26 to 31	Vbin 32 to 37	Vbin 38 to 43	Vbin 44 to 49	Vbin 50 to 55	Vbin 56 to 61	Vbin 62 to 67	Vbin 68 to 73	Vbin 74 to 79	Vbin 80 to 85	Mean	Vpp #5	
0000	0	4	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	2	2	1	0	0	0	0	0	0	31.8	39 39 39 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40	
0100	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	2	1	0	0	0	0	0	37.5		
0200	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	37.2		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	0	0	29.4		
0500	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	40.4		
0600	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	2	0	0	0	0	1	0	0	0	36.6		
0700	0	9	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0	0	4	2	2	2	0	0	0	0	38.3		
0800	4	16	0	2	0	0	0	0	0	0	0	0	22	0	2	2	0	2	3	10	3	0	0	0	0	0	32.4		39
0900	2	30	0	1	0	0	0	0	0	0	0	0	33	0	0	3	0	3	7	15	5	0	0	0	0	0	34.2		39
1000	2	44	1	1	0	0	0	0	0	0	0	0	46	0	2	2	1	9	15	12	6	1	0	0	0	0	33		39
1100	1	50	0	0	0	0	0	0	0	0	0	0	51	0	0	1	1	8	14	18	7	2	0	0	0	0	34.6		40
1200	2	39	0	4	0	1	0	0	0	0	0	0	46	0	1	3	0	11	17	9	4	1	0	0	0	0	31.9		46
1300	2	40	0	4	0	0	0	0	0	0	0	0	46	0	2	0	3	6	14	11	8	2	0	0	0	0	33.6		40
1400	0	50	1	1	0	0	0	0	0	0	0	0	52	0	1	1	0	9	19	15	6	1	0	0	0	0	33.8		46
1500	0	38	0	2	0	0	0	0	3	0	0	0	43	0	0	1	1	3	15	16	5	1	1	0	0	0	35.8		46
1600	0	53	0	1	0	0	0	0	1	0	0	0	55	0	1	1	1	5	15	21	8	2	0	1	0	0	35.4		40
1700	0	29	0	2	0	0	0	0	0	0	0	0	31	0	0	0	1	3	10	7	7	2	0	1	0	0	36.3		40
1800	0	31	1	3	0	0	0	0	0	0	0	0	35	0	0	0	2	6	8	8	7	3	1	0	0	0	36.2		43
1900	0	22	0	0	0	0	0	0	0	0	0	0	22	0	0	1	0	1	5	8	5	2	0	0	0	0	36.7		42
2000	0	4	0	3	0	0	0	0	0	0	0	0	7	0	0	1	0	0	1	1	3	1	0	0	0	0	37.3		
2100	0	6	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	2	2	2	0	1	0	0	0	0	35.1		
2200	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	0	0	39.8		
2300	0	5	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	1	2	1	1	1	0	0	0	0	36.9		
08-09	4	16	0	2	0	0	0	0	0	0	0	0	22	0	2	2	0	2	3	10	3	0	0	0	0	0	32.4	39	
17-18	0	29	0	2	0	0	0	0	0	0	0	0	31	0	0	0	1	3	10	7	7	2	0	0	0	0	36.3	40	
10-16	7	261	2	12	0	1	0	3	0	0	0	0	286	0	6	8	6	46	94	81	36	8	1	0	0	0	33.6	39	
00-05	0	11	0	1	0	0	0	0	0	0	0	0	12	0	1	0	0	2	3	4	1	1	0	0	0	0	33.6	37	
00-00	13	485	3	27	0	1	0	4	0	1	0	0	534	0	10	16	10	72	156	162	80	23	3	2	0	0	33.6	40	

EASTBOUND

Direction - BA	
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MODAL

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28 November 2016

[illegible]

EASTBOUND

Direction - BA

MODAL

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29 November 2016

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 1 13	Vbin 10 18	Vbin 15 23	Vbin 20 28	Vbin 25 30	Vbin 30 34	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85	
0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	42	
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.8	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	33.5	
0400	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	39.6	
0500	0	6	0	4	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	36.1	
0600	0	13	0	4	0	0	0	0	0	0	0	0	0	17	0	1	1	0	5	1	6	2	0	1	0	0	0	0	0	33.2	34
0700	0	61	0	14	0	0	0	0	0	0	0	0	0	75	0	1	1	1	11	33	18	7	2	1	0	0	0	0	0	34.3	39
0800	2	87	0	13	2	1	0	0	0	0	0	0	0	105	0	1	2	5	10	25	44	13	5	0	0	0	0	0	0	35	40
0900	2	57	0	4	1	0	0	0	0	0	0	0	0	64	1	1	0	2	5	19	26	7	3	0	0	0	0	0	0	34.8	39
1000	2	48	0	9	1	1	0	0	0	0	0	0	0	61	0	3	2	1	7	27	13	5	2	1	0	0	0	0	0	33.1	38
1100	4	44	3	6	1	1	0	0	0	0	0	0	0	59	0	1	6	1	12	21	11	5	2	0	0	0	0	0	0	31.9	39
1200	0	69	0	14	0	0	0	0	0	0	0	0	0	83	1	2	0	2	4	27	33	12	2	0	0	0	0	0	0	35	
1300	0	63	0	4	0	0	0	0	0	0	0	0	0	67	0	2	2	2	12	19	17	11	2	0	0	0	0	0	0	33.6	42
1400	0	71	1	6	0	0	0	0	0	0	0	0	0	78	0	0	0	2	12	31	24	6	3	0	0	0	0	0	0	34.5	37
1500	2	75	0	10	0	0	0	0	0	0	0	0	0	87	0	0	1	1	15	24	30	13	3	0	0	0	0	0	0	35	40
1600	0	70	0	15	0	0	0	0	0	0	0	0	0	85	0	0	0	5	13	25	30	8	3	0	1	0	0	0	0	34.4	39
1700	2	58	0	3	0	0	0	0	0	0	0	0	0	83	0	2	0	2	3	24	20	11	0	1	0	0	0	0	0	34.8	40
1800	0	48	0	2	0	0	0	0	0	0	0	0	0	50	0	0	1	0	4	16	19	4	4	1	1	0	0	0	0	36.6	41
1900	0	34	0	4	1	0	0	0	0	0	0	0	0	39	0	0	1	1	2	7	14	6	6	1	1	0	0	0	0	38.5	43
2000	0	20	0	1	0	0	0	0	0	0	0	0	0	21	0	0	0	0	1	3	4	7	1	3	1	0	1	0	0	42.8	54
2100	0	19	0	0	0	1	0	0	0	0	0	0	0	20	0	0	0	1	1	3	11	3	1	0	0	0	0	0	0	36.7	41
2200	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	2	4	5	2	2	1	1	0	0	0	0	39.9	45
2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	39	
08-09	2	87	0	13	2	1	0	0	0	0	0	0	0	105	0	1	2	5	10	25	44	13	5	0	0	0	0	0	0	35	40
17-18	2	58	0	3	0	0	0	0	0	0	0	0	0	63	0	2	0	2	3	24	20	11	0	1	0	0	0	0	0	34.8	40
10-16	8	370	4	49	2	2	0	0	0	0	0	0	0	435	1	8	11	9	62	149	128	52	14	1	0	0	0	0	0	34	40
00-05	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	36.6	
00-00	14	867	4	114	6	4	0	0	0	0	0	0	0	1009	2	14	17	26	120	314	533	126	41	10	5	0	1	0	0	34.9	40

EASTBOUND

MODAL

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Direction - BA

30 November 2016

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 1 to 13	Vbin 14 to 18	Vbin 19 to 23	Vbin 24 to 28	Vbin 29 to 33	Vbin 34 to 40	Vbin 41 to 45	Vbin 46 to 50	Vbin 51 to 55	Vbin 56 to 60	Vbin 61 to 65	Vbin 66 to 70	Vbin 71 to 75	Vbin 76 to 80	Mean	Vpp 85	
0000	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	35	
0100	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	30.7	
0500	0	8	0	4	0	0	0	0	0	0	0	0	12	0	0	0	0	0	6	1	4	1	0	0	0	0	0	0	37.2	41
0600	0	20	0	4	0	0	0	0	0	0	0	0	24	0	1	0	0	5	7	7	3	1	0	0	0	0	0	0	34	39
0700	0	51	0	8	0	0	0	0	0	0	0	0	59	0	2	1	1	5	24	18	4	1	3	0	0	0	0	0	34.7	39
0800	2	84	0	13	0	0	0	0	0	0	0	0	99	0	1	3	5	6	29	38	14	2	1	0	0	0	0	0	35	40
0900	0	50	1	6	1	1	0	0	0	0	0	0	59	0	0	0	7	6	17	17	10	2	0	0	0	0	0	0	34.1	40
1000	2	44	1	13	1	0	0	0	0	0	0	0	61	1	2	1	5	9	19	21	3	0	0	0	0	0	0	0	32	38
1100	1	50	0	17	0	0	0	0	0	0	0	0	66	0	2	0	1	14	19	20	8	4	0	0	0	0	0	0	34.5	40
1200	1	53	0	6	0	0	0	0	0	0	0	0	60	2	1	4	2	11	18	13	7	2	0	0	0	0	0	0	31.9	38
1300	3	56	0	10	0	1	0	0	0	0	1	0	71	0	0	4	2	13	24	22	6	0	0	0	0	0	0	0	33.2	39
1400	0	66	1	10	1	0	0	0	0	0	0	0	78	0	0	2	2	6	30	22	11	4	0	0	0	0	1	0	35.7	41
1500	2	91	1	7	1	0	0	0	0	0	0	0	102	1	2	2	5	15	32	32	11	2	0	0	0	0	0	0	33.2	38
1600	1	68	0	17	1	0	1	0	0	0	0	0	88	0	0	0	6	14	33	18	12	2	1	2	0	0	0	0	34.5	40
1700	1	74	0	3	0	0	0	0	0	0	0	0	78	0	1	1	0	15	23	20	14	4	0	0	0	0	0	0	35	41
1800	1	43	0	5	0	0	0	0	0	0	0	0	49	0	0	3	2	9	15	14	6	0	0	0	0	0	0	0	33.1	39
1900	0	23	1	3	0	0	0	0	0	0	0	0	27	0	0	0	0	3	7	12	1	3	1	0	0	0	0	0	37.1	42
2000	0	12	0	0	0	0	0	0	0	0	0	0	12	0	0	0	1	2	5	3	0	1	0	0	0	0	0	0	33.8	37
2100	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	1	2	4	1	1	0	0	0	0	0	0	37.5	
2200	2	13	0	2	0	0	0	0	0	0	0	0	17	0	0	2	1	1	9	3	1	0	0	0	0	0	0	0	31.1	35
2300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	34.2	
08-09	2	84	0	13	0	0	0	0	0	0	0	0	99	0	1	3	5	6	29	38	14	2	1	0	0	0	0	0	35	40
17-18	1	74	0	3	0	0	0	0	0	0	0	0	78	0	1	1	0	15	23	20	14	4	0	0	0	0	0	0	35	41
10-16	9	360	3	83	3	1	0	0	0	0	1	0	440	4	7	13	17	68	142	130	46	12	0	0	0	0	1	0	33.5	39
00-05	0	4	0	1	0	0	0	1	0	0	0	0	6	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0	33.5	
00-00	16	821	5	129	5	2	1	1	0	1	0	0	981	4	12	23	41	136	322	287	116	31	6	2	0	0	1	0	34.1	

SWALLOWFIELD NURSERY - EASTERGATE LANE

EASTBOUND

Report Id - CustomList-51
Site Name - Eastergate Lane
Description - Swallowfields Nursery
Direction - BA



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Grand Total

Time	Cts 1	Cts 2	Cts 3	Cts 4	Cts 5	Cts 6	Cts 7	Cts 8	Cts 9	Cts 10	Cts 11	Cts 12	Total	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 65	Vbin 70	Vbin 75	Mean	Vpp 85
←	85	5299	52	708	18	12	6	11	0	2	0	0	6293	18	83	123	187	821	2050	1931	783	227	50	15	3	1	1	0	34.5	1013



modaldata.com

Globals

Report id: CustomList-51
Descriptor: Modal Dir2_(modified)
Created by: MetroCount Traffic Executive
Creation Time (UTC): 2016-12-01T13:55:41
Legal: Copyright (c)1997 - 2014 MetroCount
Graphic: header.bmp
Language: English
Country: United Kingdom
Time: UTC + 0 min
Create Version: 4.0.6.0
Metric: Part metric
Speed Unit: mph
Length Unit: metre
Mass Unit: tonne

Dataset

Site Name: Eastergate Lane
Site Attribute: ATC 12
File Name: S:\RGPL-012 Modal Data Limited\MetroCount\MTE 4.06\Data\Eastergate Lane 0 2016-12-01 1352.EC0
File Type: Plus
Algorithm: Factory default axle
Description: Swallowfields Nursery
Lane: 0
Direction: 6
Direction Text: 6 - West bound A|B, East bound B|A.
Layout Text: Axle sensors - Paired (Class/Speed/Count)
Setup Time: 2016-11-23T12:07:26
Start Time: 2016-11-23T12:07:26
Finish Time: 2016-12-01T13:51:26
Operator: MV
Configuration: 00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name: Default Profile
Title: MetroCount Traffic Executive
Graphic Logo:
Header:
Footer:
Percentile 1: 85
Percentile 2: 95
Page: 10
Filter Start: 2016-11-24T00:00:00
Filter End: 2016-12-01T00:00:00
Class Scheme: ARX
Low Speed: 5
High Speed: 100
Speed Limit: 40
Speed Limits:
Separation: 0.000
Separation Type: Headway
Direction: AB
Encoded Direction: 15

SWALLOWFIELD NURSERY - EASTERGATE LANE													WESTBOUND																									
Report Id - CustomList-51																																						
Site Name - Eastergate Lane																																						
Description - Swallowfields Nursery																																						
Direction - AB																																						
24 November 2016																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	vbin 5 to 10	vbin 10 to 15	vbin 15 to 20	vbin 20 to 25	vbin 25 to 30	vbin 30 to 35	vbin 35 to 40	vbin 40 to 45	vbin 45 to 50	vbin 50 to 55	vbin 55 to 60	vbin 60 to 65	vbin 65 to 70	vbin 70 to 75	Mean	Vpp 85									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	34.8									
0400	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	29.1									
0500	0	10	0	2	0	0	0	0	0	0	0	0	12	0	0	0	0	1	1	1	3	3	0	1	1	1	0	0	45.9									
0600	0	15	0	8	0	0	0	0	0	0	0	0	23	0	0	0	1	8	4	4	4	0	2	0	0	0	0	0	34.5									
0700	0	41	1	13	0	0	1	1	0	0	0	0	57	0	0	0	4	9	15	19	7	3	0	0	0	0	0	0	34.7									
0800	0	82	1	9	0	0	1	1	0	0	0	0	94	0	1	0	3	10	31	37	9	2	1	0	0	0	0	0	35									
0900	0	78	1	9	0	1	0	0	0	0	0	0	89	0	2	2	1	6	23	39	12	3	1	0	0	0	0	0	35.5									
1000	2	52	0	10	1	0	0	0	0	0	0	0	65	1	2	0	0	7	18	24	10	2	1	0	0	0	0	0	35.1									
1100	1	46	0	10	1	0	0	0	0	0	0	0	58	0	0	1	2	11	16	21	5	1	0	1	0	0	0	0	34.3									
1200	1	54	0	14	0	1	0	0	0	0	0	0	70	0	2	1	2	18	17	18	7	5	0	0	0	0	0	0	33.4									
1300	0	42	0	9	0	0	0	0	0	0	0	0	51	0	1	1	1	6	23	11	7	1	0	0	0	0	0	0	33.9									
1400	1	61	0	11	0	0	0	0	0	0	0	0	73	0	1	0	2	7	24	24	14	1	0	0	0	0	0	0	35.4									
1500	3	87	0	7	0	0	0	1	0	0	0	0	98	0	3	1	4	11	34	36	8	0	1	0	0	0	0	0	33.6									
1600	0	97	0	14	0	0	0	0	0	0	0	0	111	0	0	0	4	25	29	37	14	0	1	1	0	0	0	0	34.2									
1700	1	60	0	7	0	0	0	0	0	0	0	0	68	0	0	1	4	10	26	16	7	3	1	0	0	0	0	0	34.2									
1800	1	30	0	3	0	0	0	0	0	0	0	0	34	0	0	1	1	2	14	6	7	1	1	0	1	0	0	0	36.1									
1900	0	25	0	0	0	0	0	0	0	0	0	0	25	0	0	0	1	2	6	7	5	1	3	0	0	0	0	0	37.8									
2000	0	7	0	3	0	0	0	0	0	0	0	0	10	0	0	0	1	1	2	3	1	2	0	0	0	0	0	0	35.8									
2100	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	5	4	1	1	0	0	0	0	0	0	36.2									
2200	0	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	19.8									
2300	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	32.2									
08-09	0	82	1	9	0	0	1	1	0	0	0	0	94	0	1	0	3	10	31	37	9	2	1	0	0	0	0	0	35									
17-18	1	60	0	7	0	0	0	0	0	0	0	0	68	0	0	1	4	10	26	16	7	3	1	0	0	0	0	0	34.2									
10-16	8	342	0	61	2	1	0	1	0	0	0	0	415	1	9	4	11	60	132	134	51	10	2	1	0	0	0	0	34.3									
00-05	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	32									
00-00	10	803	3	132	2	2	2	3	0	0	0	0	957	2	12	8	31	136	291	309	121	29	12	3	2	1	0	0	34.8									



WESTBOUND

Site Name - Eastergate Lane

Description	Swallowfields Nursery
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Direction - AB

MODAL

modaldata.com

25 November 2016

Time	C1a 1	C1a 2	C1a 3	C1a 4	C1a 5	C1a 6	C1a 7	C1a 8	C1a 9	C1a 10	C1a 11	C1a 12	Total	Vbin 1 13	Vbin 10 18	Vbin 15 23	Vbin 20 25	Vbin 25 30	Vbin 30 34	Vbin 34 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Mean	Vpp 85
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	23.9	
0100	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
0200	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	33.4	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.6	
0500	0	6	0	5	0	0	0	0	0	0	0	0	11	0	0	0	3	3	1	1	2	0	0	0	0	1	0	0	33.6	41
0600	1	15	0	4	0	0	0	0	0	0	0	0	20	0	1	1	2	2	4	6	3	0	1	0	0	0	0	0	33.2	40
0700	0	39	0	11	1	0	1	0	0	0	0	0	52	0	0	0	1	8	17	12	12	2	0	0	0	0	0	0	35.7	41
0800	1	61	3	16	1	0	1	0	0	0	0	0	83	1	1	1	7	8	23	26	14	2	0	0	0	0	0	0	34.1	40
0900	0	72	1	3	0	1	0	0	0	0	0	0	77	0	2	0	1	6	15	37	14	2	0	0	0	0	0	0	35.8	41
1000	4	73	0	3	0	0	0	0	0	0	0	0	80	2	0	2	3	10	18	23	16	5	1	0	0	0	0	0	34.9	42
1100	2	56	4	8	0	0	1	1	0	0	0	0	72	0	3	1	1	12	21	19	15	0	0	0	0	0	0	0	33.9	41
1200	0	53	1	9	0	0	0	0	0	0	0	0	63	2	0	0	2	6	21	18	10	4	0	0	0	0	0	0	34.8	40
1300	1	58	1	10	0	0	0	0	0	0	0	0	70	1	2	1	4	7	19	19	11	5	0	0	0	0	0	1	35	42
1400	1	63	1	4	0	1	0	0	0	0	0	0	70	0	5	2	6	15	10	19	6	7	0	0	0	0	0	0	32.8	42
1500	1	91	2	8	0	0	0	0	0	0	0	0	102	0	2	1	1	7	27	45	15	2	2	0	0	0	0	0	35.9	41
1600	2	69	0	7	0	0	0	0	0	0	0	0	78	0	1	1	4	7	20	31	10	3	0	1	0	0	0	0	35.1	41
1700	0	51	0	7	0	0	0	0	0	0	0	0	58	0	0	0	2	5	30	15	3	3	0	0	0	0	0	0	34.6	39
1800	0	48	0	5	0	0	0	0	0	0	0	0	53	0	0	0	1	6	7	22	11	5	1	0	0	0	0	0	37.8	42
1900	0	38	0	1	0	0	0	0	0	0	0	0	39	0	0	0	0	4	12	9	11	2	1	0	0	0	0	0	37.5	43
2000	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	2	4	3	0	2	0	0	0	0	0	0	35.4	39
2100	0	8	0	1	0	0	0	0	0	0	0	0	9	0	0	0	1	0	3	0	2	1	1	1	0	0	0	0	39.4	
2200	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	7	1	1	0	0	0	0	0	0	39.3	
2300	0	10	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0	0	2	7	1	1	0	0	0	0	0	0	38.3	38
08-09	1	61	3	16	1	0	1	0	0	0	0	0	83	1	1	1	7	8	23	26	14	2	0	0	0	0	0	0	34.1	40
17-18	0	51	0	7	0	0	0	0	0	0	0	0	58	0	0	0	2	5	30	15	3	3	0	0	0	0	0	0	34.6	38
10-16	9	394	9	42	0	1	1	1	0	0	0	0	467	5	12	7	17	57	116	143	73	23	3	0	0	0	0	1	34.6	41
00-05	0	5	0	1	0	0	0	0	0	0	0	0	6	0	1	1	0	1	2	1	0	0	0	0	0	0	0	0	26.7	
00-00	13	835	13	105	2	2	3	1	0	0	0	0	974	6	18	11	39	109	256	320	157	47	7	2	0	1	0	1	35.1	41

SWALLOWFIELD NURSERY - EASTERGATE LANE													WESTBOUND																									
Report Id - CustomList-51																																						
Site Name - Eastergate Lane																																						
Description - Swallowfields Nursery																																						
Direction - AB																																						
26 November 2016																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	vbin 5 to 10	vbin 10 to 15	vbin 15 to 20	vbin 20 to 25	vbin 25 to 30	vbin 30 to 35	vbin 35 to 40	vbin 40 to 45	vbin 45 to 50	vbin 50 to 55	vbin 55 to 60	vbin 60 to 65	vbin 65 to 70	vbin 70 to 75	Mean	Vpp 85									
0000	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	0	0	0	1	0	0	0	0	0	32.7									
0100	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.9									
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0300	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36.7									
0400	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	43.7									
0500	0	2	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	29.6									
0600	0	12	1	0	0	0	1	0	0	0	0	0	14	0	0	0	1	1	3	5	1	3	0	0	0	0	0	0	36.9	45.4								
0700	1	17	1	1	0	0	0	0	0	0	0	0	20	0	1	0	0	0	2	8	8	1	0	0	0	0	0	0	38.2	43.8								
0800	0	46	1	3	0	0	0	0	0	0	0	0	50	0	0	0	0	6	14	19	6	5	0	0	0	0	0	0	36.8	43.4								
0900	0	52	3	2	0	0	0	0	0	0	0	0	57	0	1	0	0	4	19	15	13	4	1	0	0	0	0	0	36.9	42.9								
1000	2	73	1	6	0	0	0	0	0	0	0	0	82	2	1	5	4	19	24	17	8	2	0	0	0	0	0	0	31.5	37.6								
1100	4	55	2	3	0	0	0	0	0	0	0	0	64	0	3	2	1	4	23	18	10	3	0	0	0	0	0	0	34.4	40.9								
1200	1	51	0	4	0	0	0	0	0	0	0	0	56	0	1	1	2	5	15	17	11	2	2	0	0	0	0	0	35.8	43.4								
1300	2	56	0	3	0	0	0	0	0	0	0	0	61	1	0	0	4	2	11	21	18	1	2	1	0	0	0	0	37.3	42.3								
1400	1	56	1	3	0	0	0	0	0	0	0	0	61	1	0	0	1	6	20	23	7	2	1	0	0	0	0	0	35.5	40.3								
1500	0	41	1	3	0	0	0	0	0	0	0	0	45	0	0	0	0	4	16	14	7	4	0	0	0	0	0	0	36.4	41.8								
1600	2	48	1	3	0	0	0	0	0	0	0	0	54	0	0	1	2	5	18	19	5	3	1	0	0	0	0	0	35.4	40.5								
1700	0	28	0	1	0	0	0	0	0	0	0	0	29	0	0	0	0	2	8	10	5	2	1	0	1	0	0	0	38.4	44.1								
1800	0	22	0	2	0	0	0	0	0	0	0	0	24	0	0	1	0	1	6	7	5	3	1	0	0	0	0	0	38.3	44.5								
1900	0	23	0	1	0	0	0	0	0	0	0	0	24	0	0	0	0	1	8	9	4	2	0	0	0	0	0	0	37.8	43.6								
2000	0	10	0	0	0	0	0	0	0	0	0	0	10	0	0	0	1	1	2	0	4	0	1	1	0	0	0	0	39.5									
2100	0	8	0	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	4	2	1	1	1	0	0	0	0	0	39.5									
2200	0	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	2	3	2	0	0	0	0	0	0	0	35.7									
2300	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	34.6									
08-09	0	46	1	3	0	0	0	0	0	0	0	0	50	0	0	0	0	6	14	19	6	5	0	0	0	0	0	0	36.6	43.4								
17-18	0	28	0	1	0	0	0	0	0	0	0	0	29	0	0	0	0	2	8	10	5	2	1	0	1	0	0	0	38.4	44.1								
10-16	10	332	5	22	0	0	0	0	0	0	0	0	369	4	5	8	12	40	109	110	51	14	5	1	0	0	0	0	34.9	41.4								
00-05	0	6	0	2	0	0	0	0	0	0	0	0	8	0	0	0	1	1	0	3	1	1	1	0	0	0	0	0	36									
00-00	13	613	12	38	0	0	1	1	0	0	0	0	684	4	7	10	17	66	196	212	116	39	12	2	1	0	0	0	35.9	42.7								



SWALLOWFIELD NURSERY - EASTERGATE LANE													WESTBOUND																									
Report Id - CustomList-51																																						
Site Name - Eastergate Lane																																						
Description - Swallowfields Nursery																																						
Direction - AB																																						
27 November 2016																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	vbin 5 to 10	vbin 10 to 15	vbin 15 to 20	vbin 20 to 25	vbin 25 to 30	vbin 30 to 35	vbin 35 to 40	vbin 40 to 45	vbin 45 to 50	vbin 50 to 55	vbin 55 to 60	vbin 60 to 65	vbin 65 to 70	vbin 70 to 75	Mean	Vpp 85									
0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	37									
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.4									
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	53.5									
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8									
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
0600	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1	4	2	2	0	0	0	0	0	40.7									
0700	1	7	0	1	0	0	0	0	0	0	0	0	0	9	0	0	1	0	0	3	3	1	0	1	0	0	0	0	34.8									
0800	0	17	2	2	0	1	0	0	0	0	0	0	0	22	0	0	1	0	3	3	9	3	2	1	0	0	0	0	36.9	43.2								
0900	6	34	0	0	0	0	0	0	0	0	0	0	0	40	1	3	2	1	1	6	17	7	1	0	1	0	0	0	34.1	40.9								
1000	2	48	2	3	0	0	0	0	0	0	0	0	0	55	0	1	1	1	5	15	19	9	4	0	0	0	0	0	35.9	42.3								
1100	14	46	0	2	1	1	0	0	0	0	1	0	0	65	0	6	9	0	7	16	16	7	2	1	1	0	0	0	31.3	39.8								
1200	0	47	0	1	0	0	0	0	0	0	0	0	0	48	0	0	3	0	5	10	22	7	0	0	0	1	0	0	35.3	40								
1300	0	47	0	2	0	0	0	0	0	0	0	0	0	49	0	0	0	1	1	14	23	5	2	3	0	0	0	0	37.4	43.4								
1400	1	36	0	1	0	0	0	0	0	0	0	0	0	38	0	0	2	2	2	9	8	10	4	1	0	0	0	0	36.3	43.4								
1500	2	36	0	3	0	0	0	0	0	0	0	0	0	41	0	1	0	1	5	10	16	5	3	0	0	0	0	0	35.3	40								
1600	0	38	0	2	0	0	0	0	0	0	0	0	0	40	0	0	1	0	2	12	10	13	1	1	0	0	0	0	37.1	42.7								
1700	0	31	0	1	0	0	0	0	0	0	0	0	0	32	0	0	0	0	3	9	11	8	0	1	0	0	0	0	36.8	41.4								
1800	0	15	0	2	0	0	0	0	0	0	0	0	0	17	0	0	0	1	2	4	5	3	2	0	0	0	0	0	36.1	41.6								
1900	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	3	2	3	5	1	1	0	0	0	0	38.4	44.5								
2000	0	8	0	2	0	0	0	0	0	0	0	0	0	10	0	1	0	0	1	4	1	0	2	1	0	0	0	0	35.1									
2100	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	2	2	3	1	0	0	0	0	0	38.8									
2200	0	5	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	1	3	1	0	1	0	0	0	0	40.3									
2300	0	4	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	1	1	0	0	0	0	45.7									
08-09	0	17	2	2	0	1	0	0	0	0	0	0	0	22	0	0	1	0	3	3	9	3	2	1	0	0	0	0	36.9	43.2								
17-18	0	31	0	1	0	0	0	0	0	0	0	0	0	32	0	0	0	0	3	9	11	8	0	1	0	0	0	0	36.8	41.4								
10-16	19	260	2	12	1	1	0	0	0	0	1	0	0	296	0	8	15	5	25	74	104	43	15	5	1	1	0	0	35	40.9								
00-05	0	6	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	1	1	1	1	0	1	0	0	0	0	33.6									
00-00	26	456	5	23	1	2	0	0	0	0	2	0	0	515	2	12	20	7	41	122	173	83	28	14	2	1	0	0	35.7	12.3								

MODAL

modaldata.com

SWALLOWFIELD NURSERY - EASTERGATE LANE													WESTBOUND																	
Report Id - CustomList-51																														
Site Name - Eastergate Lane																														
Description - Swallowfields Nursery																														
Direction - AB																														
28 November 2016																														
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 to 10	Vbin 10 to 15	Vbin 15 to 20	Vbin 20 to 25	Vbin 25 to 30	Vbin 30 to 35	Vbin 35 to 40	Vbin 40 to 45	Vbin 45 to 50	Vbin 50 to 55	Vbin 55 to 60	Vbin 60 to 65	Vbin 65 to 70	Vbin 70 to 75	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	48.8	
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42.6	
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.1	
0500	0	4	0	7	0	0	0	0	0	0	0	0	0	11	0	1	1	1	4	0	0	1	1	1	1	0	0	0	32.6	
0600	3	14	0	2	0	0	0	0	0	1	0	0	0	20	0	3	1	0	1	2	4	7	1	0	0	0	1	0	35.2	
0700	0	43	1	10	0	0	1	1	0	0	0	0	0	58	0	0	1	1	6	20	11	13	2	2	0	0	0	0	35.6	
0800	0	93	1	13	0	0	1	0	0	0	0	0	0	108	0	0	0	3	11	26	45	20	3	0	0	0	0	0	36.1	
0900	1	70	0	9	0	0	0	0	0	0	0	0	0	80	1	1	0	1	5	28	28	10	3	3	0	0	0	0	35.8	
1000	2	46	1	14	0	0	0	0	0	0	0	0	0	63	0	1	2	2	13	18	13	10	3	1	0	0	0	0	33.9	
1100	0	36	0	7	1	0	0	0	0	0	0	0	0	44	0	0	1	0	7	14	11	8	2	1	0	0	0	0	35.6	
1200	0	53	1	3	0	0	0	0	0	0	0	0	0	57	0	1	0	1	12	14	16	10	2	0	1	0	0	0	35.1	
1300	3	52	0	15	0	0	0	0	0	0	0	0	0	70	0	2	1	1	14	15	19	12	6	0	0	0	0	0	34.8	
1400	1	60	0	5	0	0	0	0	0	0	0	0	0	86	2	1	0	2	12	22	17	8	1	1	0	0	0	0	33.4	
1500	0	81	1	4	0	0	0	0	0	0	0	0	0	86	0	3	0	1	3	18	36	18	6	1	0	0	0	0	36.6	
1600	2	90	0	7	0	0	0	0	0	0	0	0	0	99	0	3	2	1	4	34	38	11	5	1	0	0	0	0	35.4	
1700	1	47	0	8	0	0	0	0	0	0	0	0	0	56	0	0	0	1	9	24	13	9	0	0	0	0	0	0	34.3	
1800	0	29	0	3	0	0	0	0	0	0	0	0	0	32	0	0	0	2	2	8	17	2	1	0	0	0	0	0	35.3	
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2000	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	3	2	3	2	1	0	0	0	0	42.7	
2100	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	41.9	
2200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	1	1	0	0	0	0	49.2	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08-09	0	93	1	13	0	0	1	0	0	0	0	0	0	108	0	0	0	3	11	26	45	20	3	0	0	0	0	0	0	36.1
17-18	1	47	0	8	0	0	0	0	0	0	0	0	0	56	0	0	0	1	9	24	13	9	0	0	0	0	0	0	0	34.3
10-16	5	328	2	48	1	0	0	0	0	0	0	0	0	386	2	8	4	7	61	101	112	56	20	4	1	0	0	0	0	35
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SWALLOWFIELD NURSERY - EASTERGATE LANE

WESTBOUND

Report Id - CustomList-51

Site Name - Eastergate Lane

Description - Swallowfields Nursery

Direction - AB

MODAL

modaldata.com

29 November 2016

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	Vbin 5 to 10	Vbin 10 to 15	Vbin 15 to 20	Vbin 20 to 25	Vbin 25 to 30	Vbin 30 to 35	Vbin 35 to 40	Vbin 40 to 45	Vbin 45 to 50	Vbin 50 to 55	Vbin 55 to 60	Vbin 60 to 65	Vbin 65 to 70	Vbin 70 to 75	Vbin 75 to 80	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1 40.6 33.8 32.8 35.5 36.3 33.6 33.4 34.7 34.9 35.5 35 35.3 35.9 34.8 39.2 30.6 35.5 35.9 34.6 30.1 35.1	41.6 37.6 38.5 41.4 40.3 42.5 40 38.5 41.4 42.3 41.3 41.8 40.9 41.2 41.6 45.9
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0			
0400	0	1	0	1	1	0	0	0	0	0	0	0	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0			
0500	0	5	0	3	0	0	0	0	0	0	0	0	8	0	0	1	1	2	0	0	1	0	1	1	0	0	1	0			
0600	2	16	0	4	0	0	0	0	0	0	0	0	22	0	2	0	2	1	6	6	3	0	2	0	0	0	0	0			
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0800	0	86	1	14	0	1	0	0	0	0	0	0	102	0	0	2	4	12	27	38	14	4	1	0	0	0	0	0			
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1000	3	69	0	8	0	0	0	0	0	0	0	0	80	1	3	2	4	8	18	30	11	2	1	0	0	0	0	0			
1100	2	62	0	7	0	0	0	0	0	0	0	0	71	1	3	0	0	15	15	29	5	3	0	0	0	0	0	0			
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1600	0	68	0	8	0	0	0	0	0	0	0	0	76	0	1	0	0	14	20	27	10	4	0	0	0	0	0	0			
1700	1	51	0	5	0	0	0	0	0	0	0	0	57	0	1	0	1	8	15	19	8	3	1	1	0	0	0	0			
1800	1	47	0	3	0	0	0	0	0	0	0	0	51	0	1	0	2	4	14	17	8	4	1	0	0	0	0	0			
1900	0	30	0	3	0	0	0	0	0	0	0	0	33	0	0	1	0	0	12	11	6	2	0	1	0	0	0	0			
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2300	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0			
08-09	0	86	1	14	0	1	0	0	0	0	0	0	102	0	0	2	4	12	27	38	14	4	1	0	0	0	0	0			
17-18	1	51	0	5	0	0	0	0	0	0	0	0	57	0	1	0	1	8	15	19	8	3	1	1	0	0	0	0			
10-16	5	412	1	42	1	0	0	0	0	0	0	0	462	2	13	2	11	60	126	165	51	15	5	1	0	0	0	0			
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00-00	11	864	3	108	2	2	0	1	0	0	0	0	991	3	18	10	33	125	270	334	134	45	13	4	1	0	1	0			

SWALLOWFIELD NURSERY - EASTERGATE LANE													WESTBOUND																									
Report Id - CustomList-51																																						
Site Name - Eastergate Lane																																						
Description - Swallowfields Nursery																																						
Direction - AB																																						
30 November 2016																																						
Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	vbin 5 to 10	vbin 10 to 15	vbin 15 to 20	vbin 20 to 25	vbin 25 to 30	vbin 30 to 35	vbin 35 to 40	vbin 40 to 45	vbin 45 to 50	vbin 50 to 55	vbin 55 to 60	vbin 60 to 65	vbin 65 to 70	vbin 70 to 75	Mean	Vpp 85									
0000	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	33.5										
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
0200	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.2										
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
0400	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30.3										
0500	0	5	0	5	0	0	0	0	0	0	0	0	10	0	0	0	2	2	0	1	2	2	1	0	0	0	0	36.9										
0600	1	15	0	2	0	0	0	0	0	0	0	0	18	0	2	0	0	1	5	2	4	2	1	1	0	0	0	36.6	46.3									
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0800	0	74	0	15	0	0	0	0	0	0	0	0	89	0	0	0	5	13	28	30	12	0	1	0	0	0	0	34.7	59.8									
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1100	1	51	0	8	1	0	0	0	0	0	0	0	61	0	2	4	4	9	13	16	9	4	0	0	0	0	0	33.3	40.8									
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2100	0	11	0	1	0	0	0	0	0	0	0	0	12	0	0	0	1	2	4	2	1	1	1	0	0	0	0	35.4	41.6									
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08-09	0	74	0	15	0	0	0	0	0	0	0	0	89	0	0	0	5	13	28	30	12	0	1	0	0	0	0	34.7	59.8									
17-18	1	46	0	5	0	0	0	0	0	0	0	0	52	0	0	1	6	11	20	7	6	1	0	0	0	0	0	32	38.7									
10-16	7	354	6	53	1	4	0	1	0	0	0	0	426	2	11	24	20	54	106	125	53	25	4	0	0	0	0	33.6	41.2									
00-05	0	2	0	2	0	0	0	1	0	0	0	0	5	0	1	0	0	2	1	1	0	0	0	0	0	0	0	28.4										
00-00	14	785	7	128	3	4	0	2	0	0	0	0	943	3	19	28	48	130	277	264	120	40	13	1	0	0	0	34	40.9									

MODAL

modaldata.com

SWALLOWFIELD NURSERY - EASTERGATE LANE

WESTBOUND

Report Id - CustomList-51
Site Name - Eastergate Lane
Description - Swallowfields Nursery
Direction - AB



modaldata.com

Grand Total

Time	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Total	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 65	Vbin 70	Vbin 75	Mean	Vpp 85
--	100	5120	46	643	11	12	8	9	1	2	0	0	5954	23	102	96	192	711	1666	1892	887	271	86	18	5	3	1	1	35.1	1154

APPENDIX B

-LEGEND-

- Site Boundary
- Existing Road Markings
- Site Ownership



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RGP accept no liability for any inaccuracies with the data.

rgp
Transport Planning and Infrastructure Design Consultants
Shackleton House, 118-120 Hove Lane, Brighton, BN1 6TJ
Tel: 01453 861881 Fax: 01453 861882 www.rgp.co.uk

Heather Godmark

Project
Swallowfield, Eastergate Lane

Drawing Title
Site Overview

Scale	Drawn By	Checked By	Approved By
1:500	SMO	ALB	PMR
Date	Drawing No.	Rev.	
October 2017	2016/3448/004	B	

APPENDIX C

**SWALLOWFIELD NURSERY,
EASTERGATE LANE, EASTERGATE,
WEST SUSSEX**

**PROPOSED DEVELOPMENT
ACCESS ARRANGEMENTS**

Stage 1 Road Safety Audit

October 2017

SR/LS/17/1552/RSA1

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Steve Richards	Laurie Shaw		02/10/2017
Designer's Response				
Authority's Response				
Audit Response				

Client:	
RGP	The Safety Forum Ltd
Shackleford Suite Mill Pool House Mill Lane Godalming GU7 1EY	PO Box 831 Godalming Surrey GU7 9HT
	Date: 2 October 2017

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	ITEMS CONSIDERED	5
3.0	MATTERS ARISING FROM THIS STAGE 1 AUDIT.	6
4.0	AUDITOR STATEMENT	7

APPENDIX A Location Plan

APPENDIX B Road Safety Audit Response

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements at Swallowfield Nursery, Eastergate Lane, Eastergate, West Sussex.
- 1.2 The highway proposals include: the construction of two new access junctions on the north side of Eastergate Lane.
- 1.3 The Stage 1 RSA was carried out at the request of RGP.
- 1.4 The Audit was carried out between 28th and 29th September 2017 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project:

The Auditors were:

Steve Richards – Team Leader, MCIHT, MSoRSA

Laurie Shaw – Team Member, MSoRSA, Cert of Comp

- 1.5 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.
- 1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 28th September 2017, between 12:00 and 12:30 hours by all member of the Audit Team together. The weather was bright and sunny and the road surface was damp. Traffic conditions were low.
- 1.7 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMU) assessment and review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following RGP documentation.

Drawing No.	Rev	Title
2016/3448/001	B	Visibility Splays and Swept Path Analysis

- 2.2 No departure from standards or other information was submitted to the Audit Team.

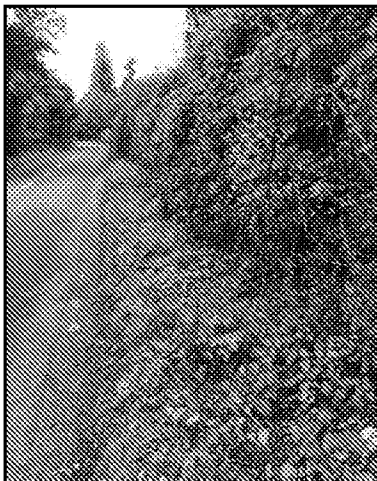
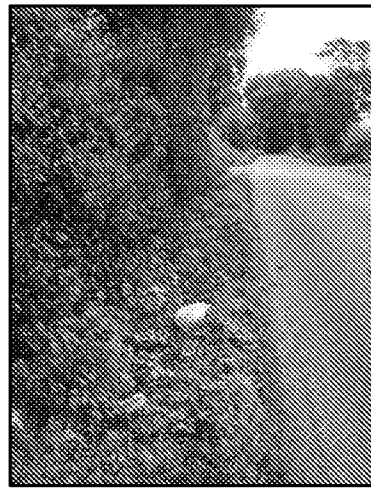
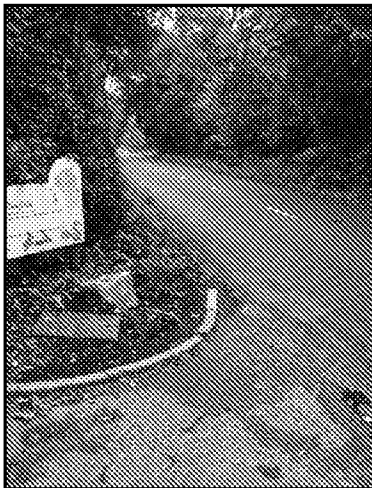
3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Both access roads.

SUMMARY: Risk of vehicle / vehicle collisions.

The Audit Team noted that vegetation on both sides of the access roads was obscuring sight lines for vehicles exiting the development. There is a risk of collisions between vehicles.



RECOMMENDATION

Remove all vegetation and ensure that regular maintenance is carried out.

4.0 AUDITOR STATEMENT

4.1 We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Steve Richards
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

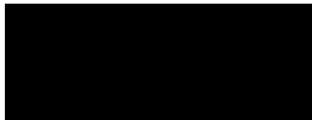


Signed:

Date: 29 September 2017

AUDIT TEAM MEMBER

Laurence Shaw



Signed:

Date: 29 September 2017

APPENDIX A: LOCATION PLAN

APPENDIX B: Road Safety Audit Response

Auditors: Steve Richards (Team Leader) and Name (Team Member).

Date Response Completed:

Scheme: Swallowfield Nursery, Eastergate Lane, Proposed Development Access Arrangements

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	YES	YES	

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

Road Safety Audit for Swallowfield Nursery, Eastergate Lane, Proposed Development Access Arrangements

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.



04/10/2017

..... Date.....

Principal Engineer

Chief Engineer's / Director's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

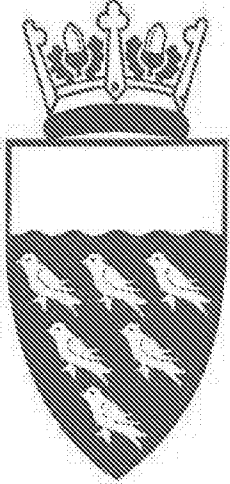
APPENDIX D

WEST SUSSEX COUNTY COUNCIL OWNERSHIP PARKING DEMAND TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Barnham
District	Arun
Ward 2	Walberton
District	Arun
Ward 3	Yapton
District	Arun
Ward Tempro Factor 2009-2026	1.050624
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode		Ward	
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Note:

No special provision need be made for visitors where at least half of the total parking provision ass a development is unallocated. In other circumstances, it may be appropriate to allow for additiona visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and num Bedrooms is used this will need to be converted. A general guide for conversion is as follows but m some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward highlight if the Census data does not include data for certain dwelling sizes. In such cases car owne have been obtained using the nearest sized dwelling with same tenure and ward. For example, if n available for a private house with 1 room then data for a private house with 2 rooms has been usec Ownership Data is highlighted in purple where such an approach has been used. Where Census dat small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Tot column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Spaces (Per Unit)
A	Houses	Private	5	4	2
B					
C					
D					
E					
F					
G					
H					
I					
J					
K					
L					
M					
N					
O					
P					
Q					
R					
S					
Total				4	

PARKING DEMAND					
Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
8	0	1	0	1	9
8		0.61		0.80	9

APPENDIX E

Swallowfield Nursery Trips

2-way Trips		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Staff	Daily	6	16	16	16	16	16	16	16	14	4	4	4	6
Collections	Weekly	6	6	12	20	20	20	12	6	0	0	0	0	0
	Daily	0.9	0.9	1.7	2.9	2.9	2.9	1.7	0.9	0.0	0.0	0.0	0.0	0.0
Deliveries	Weekly	1	1	1	1	1	1	1	1	1	1	1	1	1
	Daily	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Other cars (Periodic salesmen, customers, equipment maintenance, safety audits etc.)	Weekly	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	Daily	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Waste collection	Weekly	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
	Daily	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Daily Total		7.3	17.3	18.1	19.3	19.3	19.3	18.1	15.3	4.4	4.4	4.4	4.4	6.4

APPENDIX F

Calculation Reference: AUDIT-728001-170717-0722

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 10 to 24 (units:)
 Range Selected by User: 6 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 16/09/15

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 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	8 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 undertaken using machines.

Selected Locations:

Edge of Town	8
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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	6
No Sub Category	2

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

Secondary Filtering selection:Use Class:

C3 8 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 1 mile:

1,001 to 5,000 2 days

5,001 to 10,000 2 days

10,001 to 15,000 4 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 2 days

25,001 to 50,000 2 days

50,001 to 75,000 1 days

75,001 to 100,000 3 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 5 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 8 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 8 days

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	CH-03-A-09	TERRACED HOUSES	CHESHI RE
	GREYSTOKE ROAD		
	HURDSFIELD		
	MACCLESFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	24	
	Survey date: MONDAY	24/11/14	Survey Type: MANUAL
2	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
3	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
4	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
5	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
6	SH-03-A-03	DETACHED	SHROPSHIRE
	SOMERBY DRIVE		
	BICTON HEATH		
	SHREWSBURY		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	10	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
7	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters (Cont.)

8	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	POTTERS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	18	0.106	8	18	0.234	8	18	0.340
08:00 - 09:00	8	18	0.149	8	18	0.348	8	18	0.497
09:00 - 10:00	8	18	0.113	8	18	0.163	8	18	0.276
10:00 - 11:00	8	18	0.191	8	18	0.156	8	18	0.347
11:00 - 12:00	8	18	0.135	8	18	0.149	8	18	0.284
12:00 - 13:00	8	18	0.142	8	18	0.149	8	18	0.291
13:00 - 14:00	8	18	0.163	8	18	0.135	8	18	0.298
14:00 - 15:00	8	18	0.156	8	18	0.170	8	18	0.326
15:00 - 16:00	8	18	0.284	8	18	0.305	8	18	0.589
16:00 - 17:00	8	18	0.262	8	18	0.184	8	18	0.446
17:00 - 18:00	8	18	0.390	8	18	0.177	8	18	0.567
18:00 - 19:00	8	18	0.262	8	18	0.142	8	18	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.353			2.312			4.665

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: 10 - 24 (units:)
 Survey date range: 01/01/09 - 16/09/15
 Number of weekdays (Monday-Friday): 8
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.