

[REDACTED]

From: Mike Raynor [REDACTED]
Sent: 11 November 2021 10:49
To: David Easton <David.Easton@arun.gov.uk>; Planning <Planning@arun.gov.uk>
Cc: [REDACTED] Tony Kirby [REDACTED] Steven Windass
[REDACTED] Philip Atkinson [REDACTED] Paul McLaughlin
[REDACTED]
Subject: F/5/20/PL - Ford Airfield Market - Objection Letter

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Good morning David,

Please find attached letter pursuant to the Ford Airfield Market planning application (ADC Ref: F/5/20/PL) submitted on behalf of our Client.

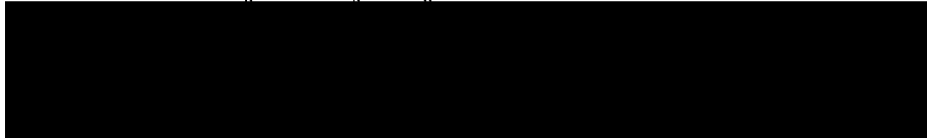
Kind Regards,

Mike

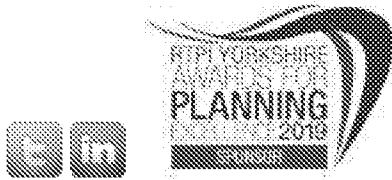
Mike Raynor BA (Hons) MIHE
Principal Transport Planner

Covid-19 Update

local transport projects



LTP provide traffic engineering and transport planning services across the UK, with offices in Beverley and Manchester.



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Mr. David Easton
Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton
BN17 5LF

Email: planning@arun.gov.uk
david.easton@arun.gov.uk

11th November 2021

Application Ref.: F/5/20/PL
Applicant: Ford Airfield Market
Proposal: Reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works.
Location: Ford Airfield Market, Ford, BN18 0FL

Dear Mr. Easton,

We are writing on behalf of our Client (Grundon) to object to the Ford Airfield Market planning application (ADC Ref: F/5/20/PL) for the *'Reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works'*.

Our clients are the current owners and operators of Ford Circular Technology Park, subject of the Energy from Waste (EfW) application (ref: WSCC/011/21) which was validated in April 2021 and is currently awaiting determination for the *'Demolition of existing buildings and structures and construction and operation of an energy recovery facility and a waste sorting and transfer facility for treatment of municipal, commercial and industrial wastes, including ancillary buildings, structures, parking, hardstanding, and landscape works'*. A Transport Assessment (TA) and Stage 1 Road Safety Audit (RSA) were submitted in support of the application. The Stage 1 RSA highlighted six issues associated with the existing access junction on Ford Road, of which five of the issues have been suitably addressed and accepted by West Sussex County Council (WSCC) Highways.

The outstanding issue relates to the movement of Heavy Goods Vehicles (HGVs) accessing the site from the south and requiring the full width of the existing access road to turn left into the site as demonstrated in the Swept Path Analysis (SPA) appended to this objection letter. As shown in the SPA, this impacts all vehicles utilising the existing access road should a vehicle be waiting at the access junction to turn left/right out of the site.

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As part of the EfW application, WSCC Highways subsequently requested that a junction widening scheme at the existing access junction on Ford Road was required to enhance the turning movements of Heavy Goods Vehicles (HGVs) to/from the south on Ford Road (left in and right out) which would form a pre-occupation planning condition. The current stance from WSCC Highways in relation to the EfW application is that *'it has not been demonstrated that the development would not have an adverse impact on the safety of all road users'*.

It is accepted that the existing HGV turning movements, namely left into the access and right out of the access on Ford Road, results in HGVs encroaching onto the opposite side of the access road carriageway due to the existing geometry of the Ford Road access junction, with limited scope to widen the junction within the extents of the adopted highway boundary.

Although there does not appear to be an existing road safety issue in relation to the operation of the Ford Road access junction, it is understood that the Ford Airfield Market has recently closed its Yapton Road access, with Ford Road now providing the sole means of access on market days (Thursday, Saturday and Sunday) which results in significant numbers of additional car movements utilising the junction when HGVs are also utilising the access road.

It is noted that the widening of the access junction on Ford Road has also been requested by WSCC Highways as part of 'The Landings' development (ref: F/4/20/OUT), following receipt of the Stage 1 RSA produced as part of the Client's EfW application (ref: WSCC/011/21). In order to ensure a consistent approach across the three planning applications, it is therefore considered that the junction widening scheme should also be requested as part of a pre-commencement planning condition associated with the Ford Airfield Market application (ref: F/5/20/PL).

Based on the observed 2019 traffic flows presented in the Transport Statement (TS) submitted in support of the Ford Market Airfield application, a total of 1,114 daily (04:00-15:00) two-way vehicle movements (557 arrivals and departures) are generated by the market on a Thursday at the Ford Road access junction, with both the Ford Road and Yapton Road access points operational.

During the Sunday market, a total of 1,476 daily (04:00-15:00) two-way vehicle movements (738 arrivals and departures) are generated at the Ford Road access. This level of vehicle movements is considerable and therefore the likelihood of an HGV and car meeting at the Ford Road access junction on a market day is high.

The submitted TS also considers the use of the Ford Road access only to serve the market, which is understood to form the current (recently altered) access arrangements for the site. The traffic flows indicate that a total of 5,382 daily two-way vehicle movements (2,723 arrivals and 2,659 departures) could be expected on a Thursday with a single access junction on Ford Road. On Sunday, a total of 8,908 two-way daily movements (4,454 arrivals and departures) are expected to be generated.

It was previously stated by WSCC Highways that the existing operation of the *market 'is not seeking an uplift in vehicle movements'*, however following the recent closure of the Yapton Road access, Ford Road now provides the sole means of access to the market and therefore the revised access arrangements fundamentally change the operation of Ford Airfield Market with substantially more vehicles utilising the existing Ford Road access junction. This recent change, which we presume

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was made in anticipation of the planning application being made, is a material consideration which Highways and Planning Officers should have regard to in their assessment of the application.

The recent intensification of use of the access by market vehicles is expected to increase the potential risk of conflict between HGVs from the existing, Safeguarded, waste facility and car movements generated by the Ford Airfield Market and therefore it could be considered, as per WSCC Highways response, to the EfW planning application (ref: F/5/20/PL) that it has not demonstrated that *'the development would not have an adverse impact on the safety of all road users'*.

It is acknowledged that the market is an existing facility, however the amendments to the access arrangements proposed as part of the planning applications results in considerably higher vehicle movements at the Ford Road access junction and therefore increases the likelihood of vehicles associated with the market encountering HGVs associated with the existing waste facility.

Even if a single car associated with the market is waiting at the access to turn out onto Ford Road this means that the HGV arriving on Ford Road will have to wait before entering the access road. This has the potential to impact the free-flow of vehicles and cause operational/road safety issues on Ford Road. Therefore, it is considered that the junction widening scheme is also required to facilitate the revised market operation.

We also note that a Stage 1 RSA has not been submitted in support of the Ford Airfield Market planning application and therefore a copy of the Stage 1 RSA highlighting the existing issues associated with the Ford Road junction has been appended to this letter.

Arun District Council (ADC) should be made aware of this existing issue associated with the turning movements at the access junction on Ford Road. It is also recommended that a Traffic Management Plan should be provided and considered prior to the Ford Airfield Market planning application (ref: F/5/20/PL) being determined.

If WSCC Highways consider the Ford Airfield Market application is acceptable on the basis that there would be no uplift in consented vehicle movements, and therefore no works are considered necessary at the Ford Road access junction, then the EfW application should be treated consistently in that respect. The EfW applicant has not proposed any uplift over consented vehicle movements and therefore there would be no intensification of this junction.

In summary, it is considered that a consistent approach across the three active planning applications should be applied in order to improve the operation of the Ford Road/access road junction as the current access arrangements do not allow for a HGV and car to pass. Therefore, the junction widening scheme that has been requested as part of The Landings (F/4/20/OUT) and the Client's EfW application (WSCC/011/21) should also be included as a pre-commencement planning condition as part of the Ford Airfield Market application (ref: F/5/20/PL).

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Armstrong Way, Beverley, HU17 0NW





Yours sincerely,

Mike Raynor
Principal Transport Planner



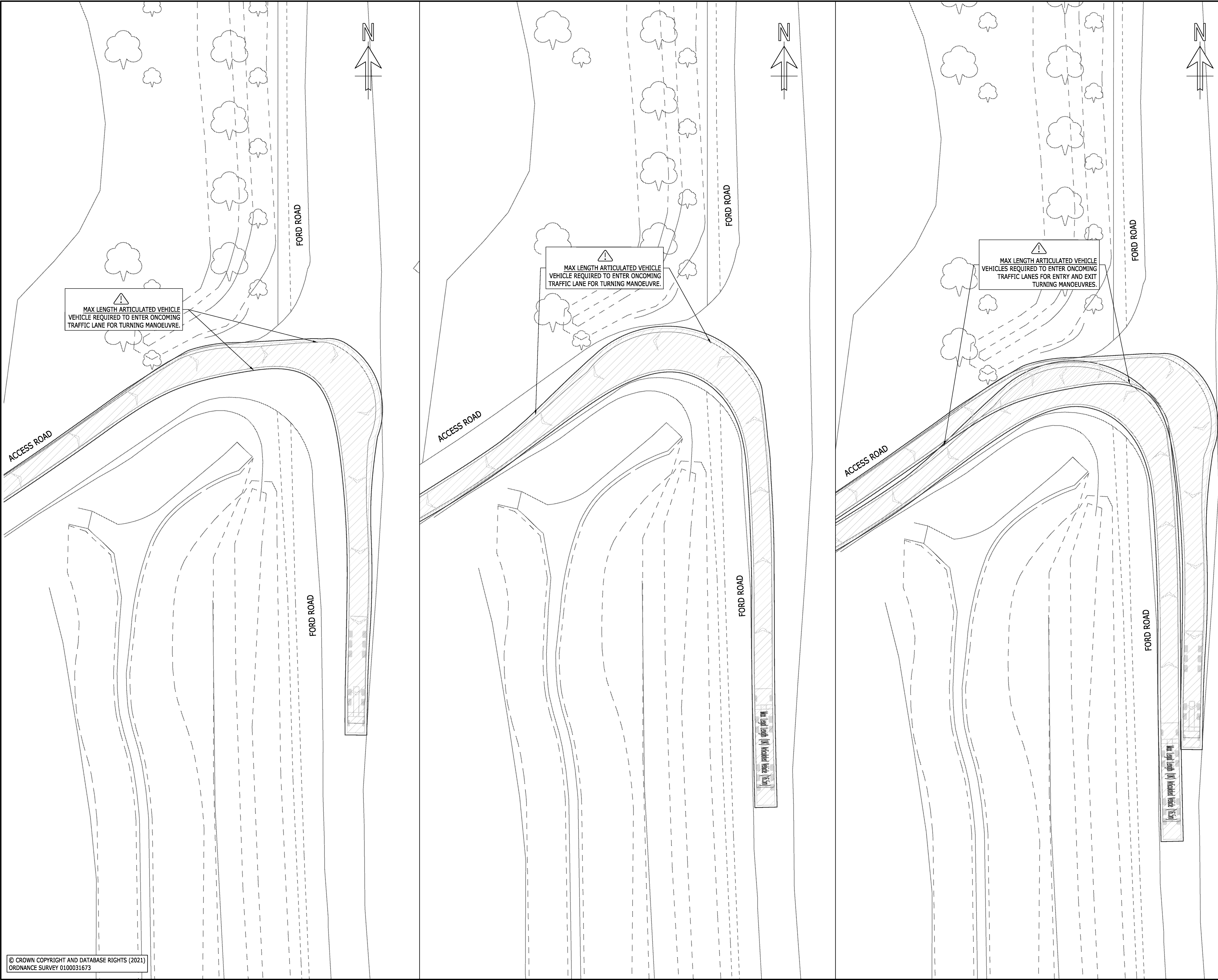
Appendix 1 - Swept Path Analysis
Appendix 2 - Stage 1 Road Safety Audit

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Appendix 1 - Swept Path Analysis

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- ANALYSIS CARRIED OUT AT 10km/h FORWARD AND 5km/h REVERSE. SWEEP BASED ON 60km/h ON STRAIGHT SECTIONS OF ROAD.
- THIS DRAWING IS BASED ON OS MAP DATA (PURCHASED 14 SEPTEMBER 2021)

THE VEHICLE SWEEP PATH ANALYSIS SHOWN IS INDICATIVE ONLY AND SHOULD ONLY BE USED AS A GUIDELINE

Max Legal Length (UK) Articulated Vehicle	16.5m
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.09s
Kerb to Kerb Turning Radius	6.530m

KEY:

VEHICLE TRACKING:

- VEHICLE BODY SWEEP PATH
- VEHICLE BODY TRACKING
- VEHICLE WHEEL-BASE TRACKING
- EXTENT OF 300mm BUFFER ZONE
- FORWARD
- REVERSE

LOCATION PLAN (NOT TO SCALE)

P01	PRELIMINARY ISSUE	15.09 2021	JD LF	EK
Rev	Description	Date	By Chk	App

PRELIMINARY

FORD ERF AND WSTF

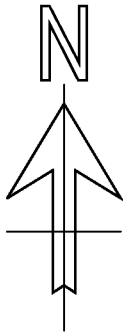
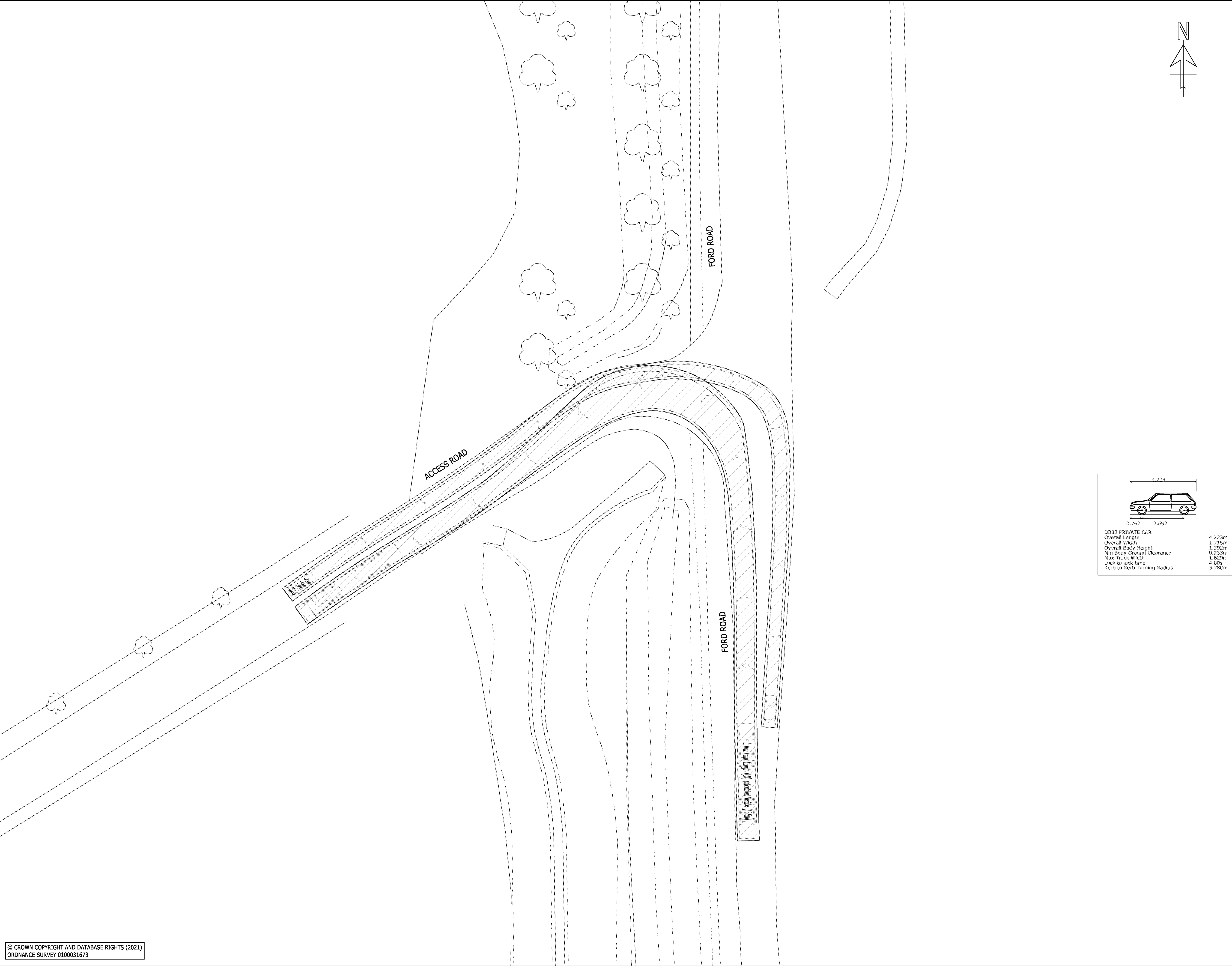
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FORD ROAD/ ACCESS ROAD
VEHICLE TRACKING
(ARTICULATED TRUCK - 16.5m)

Project No:	Scale (@A1):	Drawn:	Date:
1620007830	1:250	JD	SEP 2021
Drawing No:	Rev:		
1620007830-RAM-XX-XX-SK-C-00002	P01		

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14/09/2021 16:59:17

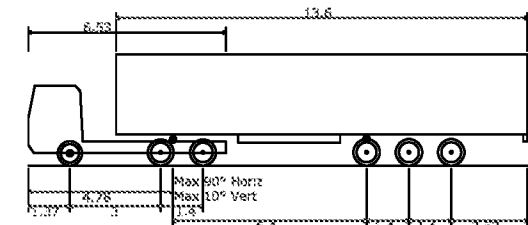


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 - THIS DRAWING IS BASED ON DRAWING: OS_MASTERMAP_723161_936754_OS_MASTERMAP (PURCHASED 14 SEPTEMBER 2021)
 - ANALYSIS CARRIED OUT USING AUTODESK VEHICLE TRACKING 2019

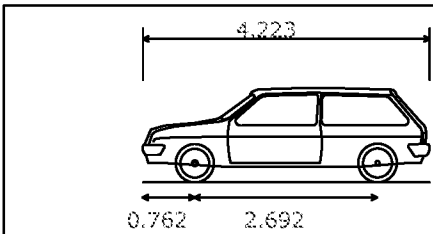
KEY:
ORIGINAL OS MAP

VEHICLE TRACKING:



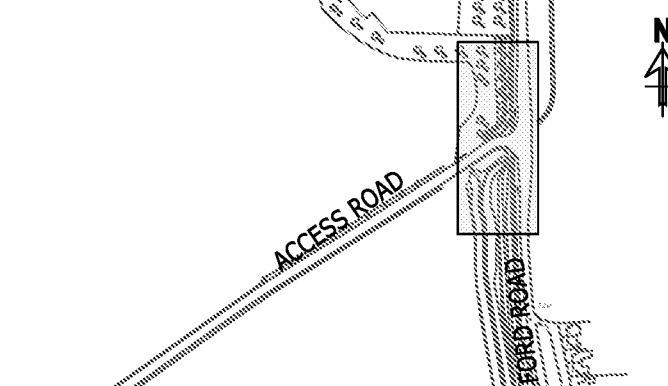
Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

- VEHICLE BODY SWEEP PATH
VEHICLE BODY TRACKING
VEHICLE WHEEL-BASE TRACKING
EXTENT OF 300mm BUFFER ZONE
FORWARD
REVERSE



DB32 PRIVATE CAR
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.392m
Min Body Ground Clearance 0.233m
Max Track Width 1.629m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.760m

LOCATION PLAN (NOT TO SCALE)



P01	PRELIMINARY ISSUE	27.10 2021	PC	-
Rev	Description	Date	By Chk	App

PRELIMINARY

FORD ERF AND WSTF

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HGV + PRIVATE CAR
VEHICLE TRACKING
SKETCH

Project No: 1620007830	Scale (@A1): 1:250	Drawn: PC	Date: OCT 2021
Drawing No: RAM-XX-XX-SK-C-00006	Rev: P01		

Appendix 2 - Stage 1 Road Safety Audit

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APPENDIX 3 STAGE 1 ROAD SAFETY AUDIT

Intended for

**Viridor Energy Limited
Grundon Waste Management Limited
Ford Energy from Waste Limited
West Sussex County Council**

Document type

Road Safety Audit Stage 1 Response Report

Date

March 2021

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT

**FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND
TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK
STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT**

Project name **FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER
FACILITY, FORD CIRCULAR TECHNOLOGY PARK**
Project no. **16200007830**
Recipient **Viridor Energy Limited, Grundon Waste Management Limited, Ford Energy
from Waste Limited / West Sussex County Council**
Document type **Report**
Doc ref **1620007830-001-RAM-XX-XX-RP-C-00001-Stage 1 RSA Response Report
Rev P02**
Date **26/03/2021**
Prepared by **Jess Dimond**
Checked by **Thad O'Higgins**
Approved by **Ed Kerr**
Description **Stage 1 Road Safety Audit Response Report**

Ramboll
240 Blackfriars Road
London
SE1 8NW
United Kingdom

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APPENDICES

APPENDIX A

Stage 1 Road Safety Audit Report

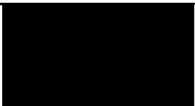
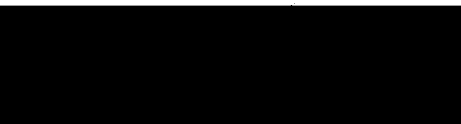
APPENDIX B

Stage 1 Road Safety Audit Brief

1. PROJECT DETAILS

Report title	Stage 1 RSA Response Report
Date	25/03/2021
Document reference and revision	1620007830-001-RAM-XX-XX-RP-C-00001-Stage 1 RSA Response Report Rev P02
Prepared by	Ramboll UK Limited
On behalf of	Viridor Energy Limited, Grundon Waste Management Limited, Ford Energy from Waste Limited, West Sussex County Council

1.1 Authorisation Sheet

Project	1620007830
Report title	Stage 1 RSA Response Report
Prepared by	Ramboll UK Limited
Name	Jess Dimond
Position	Graduate Engineer
Signed	
Organisation	Ramboll UK Limited
Date	25/03/2021
Approved by	
Name	Ed Kerr
Position	Director
Signed	
Organisation	Ramboll UK Limited
Date	26/03/2021

2. INTRODUCTION

This Stage 1 RSA Response Report relates to the Stage 1 Road Safety Audit Report for Ford Energy Recovery Facility and Waste Sorting and Transfer Facility, Ford Circular Technology Park, produced by Brian Parry of Ramboll UK as presented in Appendix A. For reference, the Stage 1 RSA Brief for this audit is presented in Appendix B. This Response Report has been produced by Jess Dimond of Ramboll UK.

3. KEY PERSONNEL

Overseeing Organisations:	Viridor Waste Management Ltd, Grundon Waste Management Ltd, Ford Energy Ltd, West Sussex County Council
RSA Team:	Brian Parry, Road Safety Audit Team Leader Simon Hawley Road Safety Audit Team Member
Design Organisation:	Ramboll UK Ltd https://uk.ramboll.com

4. ROAD SAFETY AUDIT DECISION LOG

RSA PROBLEM	RSA RECOMMENDATIONS	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTIONS
Location The existing junction generally. Summary Traffic levels including market and car boot exceed available junction capacity. Details The inclusion of the market and car boot traffic albeit only included as a sensitivity test but based on a qualitative assessment, if realised may lead to exceptional queuing on the site access road at the junction, in the scenario's peak hour. This could lead to impatience/frustration and make drivers seek smaller gaps in Ford Road traffic. The types of collisions that may occur if drivers misjudge gaps are side-swipe resulting car occupant casualties.	Confirm that the ghost-island junction form is suitable to cater for the market and car boot traffic flows or examine alternative means of junction that may include whether part-time signal control is appropriate, during these events.	The junction flows have been modelled as operating within capacity for the scenario: <i>2026 with Development</i>. These flows refer to the long-term operational traffic scenario. It is confirmed that the existing junction has been granted permission for use with both facilities (an ERF and a market) as currently operating. The proposed development sits within the permitted use of the junction and does not change the permitted layout therefore examining alternative junction layouts is not an option proposed unless directed by WSCC in their role as Highway Authority.		

RSA PROBLEM	RSA RECOMMENDATIONS	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTIONS
Location On Ford Road within the junction (Problem Location A, Appendix A refers) Summary Existing damaged road surface presents low/variable skid resistance issues. Details The existing road surface is damaged, within the junction, which may cause stability issues for Powered Two Wheelers (PTWs) especially. The damage will also lower the skid resistance for traffic generally in a braking area. Loss of control in the braking/turning area may cause head-on or side-swipe type collisions resulting in casualties to PTW riders at the most serious.	Resurface carriageway over damaged areas to prevent identified collisions.	The resurfacing of Ford Road is within the remit of maintenance work undertaken by West Sussex County Council and the Designer requests WSCC to share its forward programme of pavement renewals to assist in responding to the RSA recommendation.		

RSA PROBLEM	RSA RECOMMENDATIONS	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTIONS
Location East side of Ford Road (Problem Location B, Appendix A refers) Summary Existing damaged VRS non-compliant and presents a launch opportunity due to ramping Details The existing VRS on the east verge of Ford Road at the junction, opposite the entrance to the site, is damaged and the non-compliant P4 terminal unit presents a launch opportunity for southbound errant vehicles due to a ramping effect. The types of collisions that may occur are vehicle overturning, especially those travelling southbound at speed. Such overturning vehicle collisions are likely to result in casualties with grave consequences.	Install a compliant terminal to the VRS to prevent identified collisions. Repairs to the damaged VRS should be undertaken.	It is understood that a compliant terminal installation is the responsibility of West Sussex County Council, and a replacement should be provided at the end of life. The Designer requests WSCC to share its forward programme of barrier renewals to assist in responding to the RSA recommendation.		

RSA PROBLEM	RSA RECOMMENDATIONS	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTIONS
Location North channel of site access road (Problem Location C, Appendix A refers) Summary Ponding of water encroaching onto carriageway Details Despite the weather being sunny and warm with no obvious evidence of recent rain, during the site visit the Auditors noted ponding of water in the north channel of the site access road, close to the junction. The types of collisions that may occur if vehicles encounter such ponding is loss of control, either due to water in spring, summer or autumn, or due to ice in winter.	Install drainage system to deal with surface run-off and discharge away from road and nearby footway.	It is likely this issue is related to maintenance of roadside drainage systems (a blocked gully, an outlet silted up, etc.). The Designer requests WSCC to share its forward programme of drainage renewals to assist in responding to the RSA recommendation. If the drainage system in question is not owned by WSCC, the Designer will request the appropriate landowner to attend to the maintenance required.		

RSA PROBLEM	RSA RECOMMENDATIONS	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTIONS
Location Junction generally Summary Adequacy of junction to cater for turning traffic. Details The Auditors noted that large vehicles were having difficulty in maintaining lane discipline when turning into or out of the junction, partially caused by higher than suitable speeds of vehicles and partly because the junction is too narrow for the configuration that includes the angle formed by the site access road. These difficulties were observed for the movements: 1. South to west (south into the site access road) 2. North to west (north into the access road) 3. West to south (site access road to the south) The resultant types of collisions are likely to be, respectively: 1. Large vehicles entering the site access road were in danger of meeting outcoming traffic head-on	Widen the junction to permit large vehicles to maintain lane discipline and complete manoeuvres without crossing into oncoming lanes. Special care will be required to accommodate the drainage channels and box culverts noted in section 2.8 of this Audit Report.	The Designer notes previous RSA comments: "The existing access already has space for two HGVs to pass each other in the access, including two right turning vehicles and visibility at the junction is adequate for a road covered by the National Speed Limit (60mph)." As noted by the Auditors, no PIAs have been recorded at this location. The Designer requests that WSCC shares its data on damage only collisions if available to assist in responding to the RSA recommendation.		

2. Incoming traffic clipping the front of outcoming traffic turning right 3. Outgoing traffic clipping the front of incoming traffic, especially those entering from the south In all cases, the types of casualties that may occur are likely to be in-vehicle occupants. The Audit Team acknowledges that although there have been no reported PIAs, there may be damage-only collisions that the Audit Team are not aware of and furthermore the increased vehicle flows as a result of intensification of use of the junction will increase the likelihood of a vehicle/vehicle collision type accident.				
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RSA PROBLEM	RSA RECOMMENDATIONS	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTIONS
Location Ford Road at Junction (Problem Location D ~~Appendix A~~ refers) Summary Carriageway marking generally illegible Details The Auditors noted that ghost-island carriageway markings on Ford Road were generally illegible. Illegible carriageway markings could lead to badly positioned turning vehicles resulting in head-on collisions on Ford Road, particularly during hours of darkness. The types of casualties that may occur are likely to be in-vehicle occupants.	Refresh the carriageway markings to guide drivers to take up correct positioning at the junction.	This is understood to be within the remit of maintenance work to be undertaken by West Sussex County Council and the Designer requests WSCC to share its forward programme of road marking renewals to assist in responding to the RSA recommendation.		

5. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

Include the following statements to be signed by the design organisation and the Overseeing Organisation.

On behalf of the design organisation, I certify that:

- 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**

Name	
Signed	
Position	
Organisation	
Date	

On behalf of the Overseeing Organisation, I certify that:

- 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and**
- 2) The agreed RSA actions will be progressed.**

Name	
Signed	
Position	
Organisation	
Date	

APPENDIX A
STAGE 1 ROAD SAFETY AUDIT REPORT

Intended for

**Viridor Energy Limited
Grundon Waste Management Limited
Ford Energy from Waste Limited**

Document type

Road Safety Audit Stage 1 - Report

Date

March 2021

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK STAGE 1 ROAD SAFETY AUDIT REPORT

**FORD ENERGY RECOVERY FACILITY AND WASTE SORTING
AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY
PARK
STAGE 1 ROAD SAFETY AUDIT REPORT**

Project name **FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER
FACILITY, FORD CIRCULAR TECHNOLOGY PARK**
Project no. **16200007830**
Recipient **Viridor Energy Limited, Grundon Waste Management Limited, Ford Energy
from Waste Limited / West Sussex County Council**
Document type **Report**
Doc ref **1620007830-001-RAM-XX-XX-RP-YE-10012 P01**
Date **04/03/2021**
Prepared by **Brian Parry**
Checked by **Simon Hawley**
Approved by **Brian Parry**
Description **Stage 1 Road Safety Audit Report**

Ramboll
240 Blackfriars Road
London
SE1 8NW
United Kingdom



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APPENDICES

APPENDIX 1 - Photographs taken during site visit

APPENDIX 2 - Problem Location Plan

1. PROJECT DETAILS

Report Title:	FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK STAGE 1 RSA REPORT
Date:	4 th March 2021
Document reference and revision:	1620007830-001-RAM-XX-XX-RP-YE-10012 P01
Prepared by:	Eur Ing Brian A Parry
On behalf of:	Viridor Energy Limited, Grundon Waste Management Limited, Ford Energy from Waste Limited / West Sussex County Council

2. INTRODUCTION

2.1 Description of the Scheme, Objective and the Locality General

The development site is located at the Ford Circular Technology Park (CTP) (the former Tarmac blockworks site) which is situated to the south-west of the village of Ford. The 6.72ha site is partially used for the existing Waste Transfer Station (WTS) operation and is partially vacant. The proposed development is to be called Ford Energy Recovery Facility (ERF) and Waste Sorting and Transfer Facility (WSTF) (therein referred to as the 'Ford ERF and WSTF'). The Ford ERF and WSTF are proposed by Grundon Waste Management Limited (Grundon), Viridor Energy Limited (Viridor) and Ford Energy from Waste Limited (Ford EfW) (therein referred to as 'the applicants').

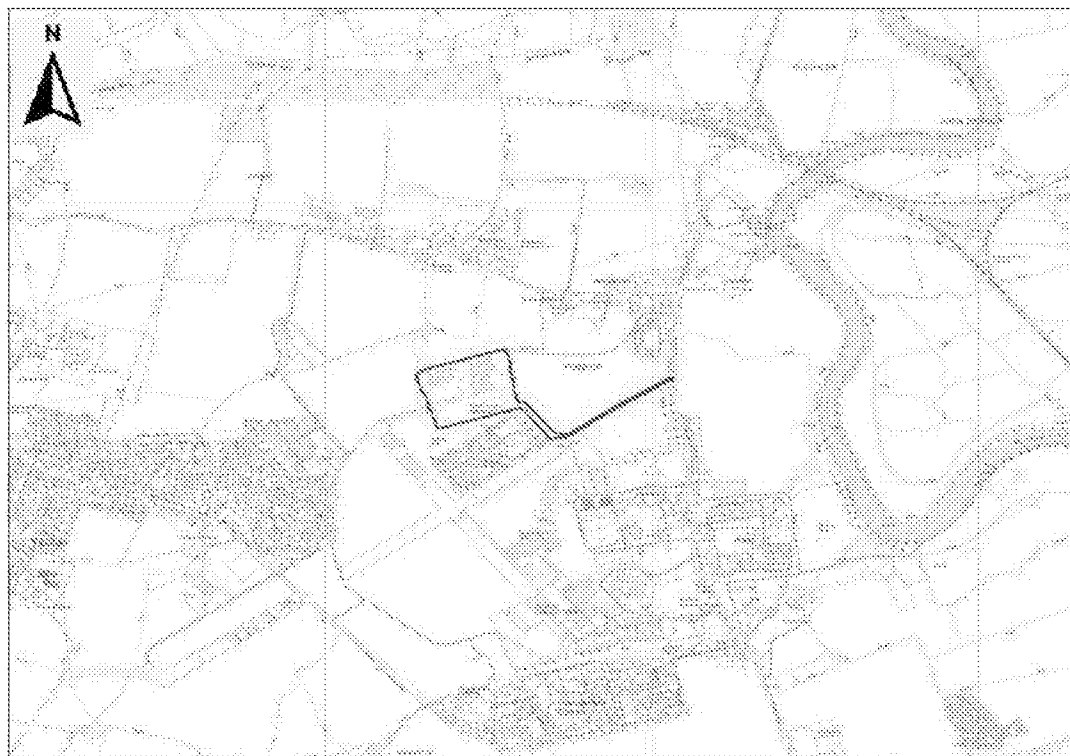
Proposal description

The applicants are proposing to build and operate a conventional energy recovery facility (ERF) at the site. Grundon, the sole owner/operator of the existing waste transfer station (WTS), is proposing to continue this operation in a new, purpose-built waste sorting and transfer facility (WSTF) on site. Cycle, motorbike and car parking will be provided, whilst the site will continue to be accessed from the site access/Ford Road junction.

Site Access (Access Road/ Ford Road Priority Junction)

The proposed development site (Figure 1.1) will be accessed from the existing site access/Ford road junction.

Figure 1.1: Development Site Location Plan



Source: Map Data @2020

The access is a ghost island priority junction (Figure 1.2) and appears to have been constructed with compound curve radii, as is typical of junctions with a high proportion of HGV movements. The junction has good visibility in either direction along Ford Road. A unique feature of the junction

is the siting of a Hawker Hunter mounted on a large concrete plinth and steel column. The RSA team have not raised this feature as a PROBLEM as there are no recorded PIAs at the junction and it is sited outside of the junction visibility splay, hence should not be considered as a directly attributable hazard to road safety.

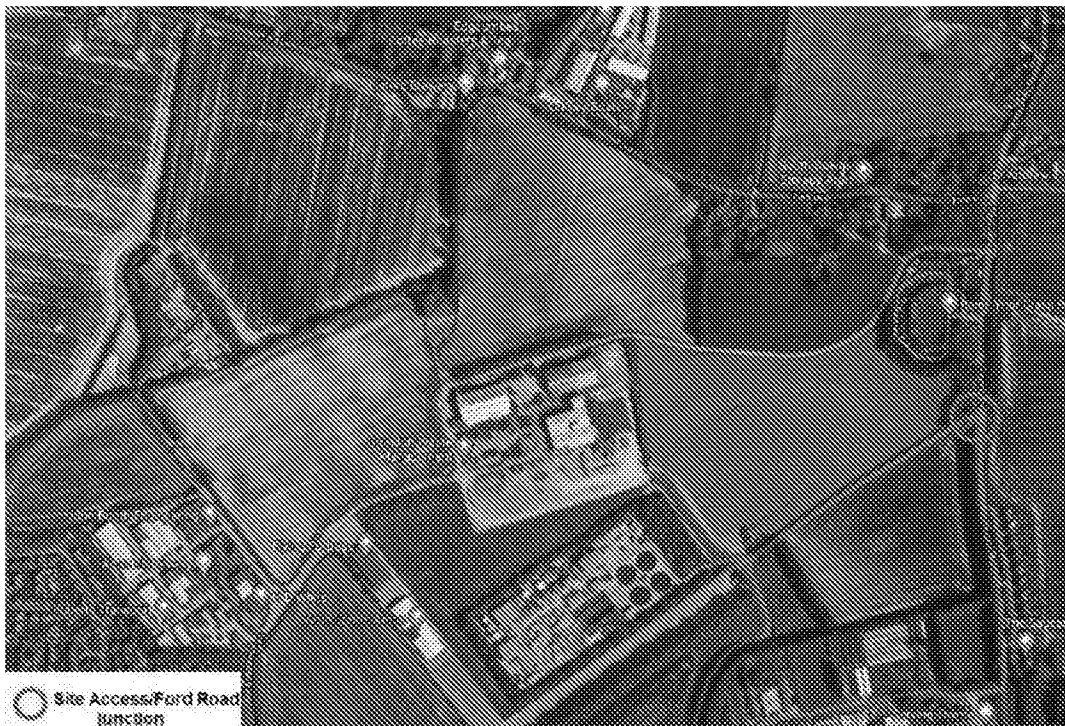
Figure 1.2: Development Site Access/Ford Road junction



Source: Map Data @2020

The study area noted to the RSA Team is the site access/Ford Road junction (Figure 1.3).

Figure 1.3: Site Access Junction Location



The Road Safety Audit Team

The Road Safety Audit (RSA) Team comprised:

RSA Team Leader	Eur Ing B A Parry, BSc, MSc, CEng, MICE, FCIHT, FSoRSA, Director of Bricolby Consulting Limited acting on behalf of Ramboll Limited and holder of EC Directive 2008/96/EC Certificate of Competency for audit work on the TERN and UK motorways and trunk roads (unreferenced TMS certificate, issued on behalf of Highways England)
RSA Team Member	S. Hawley, BEng (Hons), CEng, MICE, MCIHT, Director of Highways, Ramboll Limited and holder of EC Directive 2008/96/EC Certificate of Competency for audit work on the TERN and UK motorways and trunk roads (unreferenced TMS certificate, issued on behalf of Highways England).

The terms of reference of the RSA are as described in GG119 Road Safety Audit, Chapter 5, paragraphs 5.1 to 5.3 and are inclusive of Notes 1 to 4 included therein. The RSA team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

In line with its policy and as directed by West Sussex County Council, the RSA Team was approved by the Design Team on behalf of the Client; a policy that *"puts the onus on the applicant [the Client] to ensure the RSA is undertaken correctly and CV requirements are met."* The relevant part of the policy "Safety Audit Adopted Policy: Guidance Notes for Scheme Promoters Revision: September 2015." is contained within its "Process" section, which states:

"It will be the responsibility of the developer to commission an independent audit team to consider the safety implications affecting their scheme. As of 1 March 2015, WSCC will require all Road Safety Audit teams to include at least one team member who has one or more of the following industry recognised accreditation or qualification:

- be an IHE Registered Road Safety Auditor, entitled to use the designatory letters RegRSA(IHE) or*
- be a Fellow or Member of the IHT Society of Road Safety Auditors, entitled to use the letters MSoRSA or FSoRSA or*
- be a holder of a Highways Agency Approved Certificate of Competency for Road Safety Audit, and otherwise comply with the requirements of IAN 152/11."*

The RSA Team was instructed by the Ramboll Design Team on behalf of the joint Council/Client team. The RSA was carried out in accordance with the Road Safety RSA Brief issued by Ioannis Spyropoulos of Ramboll Limited.

2.2 Road Safety Audit Method

The RSA was based on the information contained within the Audit Brief, provided by the Design Team and on observations obtained during a daylight site visit attended by all RSA Team members together, undertaken between 1115hrs to 1215hrs on Tuesday, 23rd February 2021. The weather during the site visit was sunny and dry. Road surfaces were dry, however there was a pool of standing water on the left/north channel of the access road, close to the junction. Visibility was good.

It should be noted that the instruction to conduct the Stage 1 RSA was issued during the Covid-19 pandemic. Accordingly, the Audit Team observed best practice of social distancing along with the use of face masks. The RSA team also conducted various earlier and follow-up discussions via the Microsoft Teams application.

The revised formal RSA Brief was issued to the RSA Team on 10th February 2021 with a further revised version issued to the Audit Team on 25th February 2021. The RSA Report was subsequently prepared at the Bricolby Consulting Limited/Ramboll Limited premises during February 2020.

2.3 General Commentary on Subject Site

The RSA has been requested for and undertaken on an existing junction with no alternative design available to assess. Accordingly, the Audit Team has assessed the junction as presented and despite having been designed and constructed in the past, the Team have applied current standards during deliberations.

2.4 Design Standards Applied to Scheme Design

Since the junction is assessed in its current form, as noted in section 2.3 of this report, no information on the Design Standards was provided in the Audit Brief nor advised to the Audit Team.

2.5 Design Speeds

Since the junction is assessed in its current form, as noted in section 2.3 of this report, no information on the Design Speeds was provided in the Audit Brief nor advised to the Audit Team.

2.6 Speed Limits

The speed limit on Ford Road was advised as 40MPH in the Audit Brief and observed as such during the site visit.

2.7 Existing and Forecast Traffic Flows

Within the Audit Brief, the RSA Team was provided with the 2018 Baseline and 2026 Forecast Traffic Flows for both the AM and PM peak hours. In addition, traffic flows for a sensitivity test that include a market and car boot peak hour flows, on Thursdays and Sundays were also made available to the RSA Team.

For the 2018 AM peak hour, the junction caters for 870 vehicles in total comprising:

- 545 vehicles south to north (10 HGVs)
- 19 vehicles from the south, turning left into the development (3 HGVs)
- 284 vehicles north to south (10 HGVs)
- 8 vehicles from the north, turning right into the development (1 HGV)
- 10 vehicles from the development, turning left to the north (0 HGVs)
- 4 vehicles from the development, turning right to the south (4 HGVs)

For the 2018 PM peak hour, the corresponding movements are:

- 293 vehicles south to north (2 HGVs)
- 19 vehicles from the south, turning left into the development (3 HGVs)
- 503 vehicles north to south (8 HGVs)
- 8 vehicles from the north, turning right into the development (1 HGV)
- 10 vehicles from the development, turning left to the north (0 HGVs)
- 4 vehicles from the development, turning right to the south (4 HGVs)

Forecast traffic flows were provided for the year 2026, when the site is expected to be fully operational. For the 2026 AM peak hour, the junction is expected to deal with:

- 630 vehicles south to north (10 HGVs)

- 34 vehicles from the south, turning left into the development (16 HGVs)
- 338 vehicles north to south (4 HGVs)
- 9 vehicles from the north, turning right into the development (1 HGV)
- 11 vehicles from the development, turning left to the north (0 HGVs)
- 15 vehicles from the development, turning right to the south (15 HGVs)

For the 2026 PM peak hour, the junction is expected to deal with:

- 328 vehicles south to north (2 HGVs)
- 24 vehicles from the south, turning left into the development (5 HGVs)
- 559 vehicles north to south (0 HGVs)
- 9 vehicles from the north, turning right into the development (1 HGV)
- 11 vehicles from the development, turning left to the north (0 HGVs)
- 7 vehicles from the development, turning right to the south (5 HGVs)

The additional sensitivity test flow scenario noted to the Audit Team, which included the addition of a market and car boot, on Thursdays and Sundays, produced hourly vehicular flows of:

- 626 vehicles south to north (10 HGVs)
- 596 vehicles from the south, turning left into the development (18 HGVs)
- 336 vehicles north to south (4 HGVs)
- 444 vehicles from the north, turning right into the development (1 HGV)
- 618 vehicles from the development, turning left to the north (0 HGVs)
- 635 vehicles from the development, turning right to the south (9 HGVs)

During the site visit noted in section 2.2, it was apparent that the peak hour traffic flows into or out of the site are not necessarily the development peak flows. The Auditors noted a significant number of movements, which were primarily HGVs, during the 1115 to 1215hrs time spent on-site. However, it can still be seen from the data that the junction is expected to experience increases in traffic levels on all arms from the 2018 Base to the year 2026. The addition of the market and car boot traffic adds significantly to peak hour traffic levels at the junction.

A Non-Motorised User (NMU) Audit Report, undertaken by Callidus Transport & Engineering in September 2017, was included in the Audit Brief. In the NMU Audit, Callidus found that the site fell into the "good" category, meaning *"that the access provides a good level of provision for non-motorised users"*. The only "issue" that the NMU Auditors raised related to the possible provision of tactile paving at the junction however they noted:

"The NMU audit has raised no major issues with the layout of the access. The main issue that is outstanding is the lack of any kind of legibility for sensory impaired people, such as tactile paving. However, given the rural nature of the site and the low level of pedestrians, this is unlikely to be necessary in this location. Furthermore, tactile paving is easily damaged should trucks accidentally override the footway, which would become a maintenance issue."

*

Consequently, the NMU Auditors suggested that "No actions" were required.

2.8 Environmental Constraints

None were noted in the Brief, however, during the site visit the Auditors observed a network of ditches, with invert levels in excess of two metres below finished road levels. The system also incorporated box culverts to take any transported water beneath the access road and Ford Road.

Should any physical works be required to the junction then the ditches and subterranean box culverts may feature significantly in any solution.

2.9 Street Lighting

The junction is situated within a rural setting and is unlit. However, the access road to the site benefits from a system of street lighting, starting some 25 metres from the give-way line of the junction.

2.10 Drawings/documents

As it is intended to use the junction without modification, no scheme drawings were made available to the Audit Team.

2.11 Collision Analysis

The Brief contains an analysis of personal injury collision data in the vicinity of the site for the five-year period of 1st January 2016 to 31st December 2020, inclusive. The data indicate that there were no personal injury collisions on Ford Road close to the site, in the five-year period.

The collisions nearest the site in the 5-year period occurred at the Ford Lane junction with Ford Road, some 320 metres to the north, where two collisions occurred and to the south at the southernmost Nelson Row junction with Ford Road, some 330 metres to the south, where two collisions occurred.

2.12 Departures and relaxations from Standard

No Departures or Relaxations have been proposed.

2.13 Strategic Decisions

No items outside the scope of this RSA, relating to the proposals, have been identified.

3. ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

A Stage 1 Road Safety Audit was undertaken by The Safety Forum in April 2018.

This Audit noted that:

"No new highway proposals are included in this audit report and report is on the effects of an increase in the number of HGVs through the access."

The Audit did not identify any PROBLEMS but did include a narrative under a COMMENT section within the Report. The narrative was:

"It is understood that that access to and from the highway will be achieved via a new access road served by the existing access to the Viridor site and all vehicles accessing the site would use the existing access off Ford Road."

The existing access already has space for two HGVs to pass each other in the access, including two right turning vehicles and visibility at the junction is adequate for a road covered by the National Speed Limit (60mph).

The Audit Team do not know the current flows from the access road but we have been told that the proposals are expected to increase movements on to the site with an additional 240 movements per day (120 in and 120 out).

During AM and PM network hours, it is anticipated that the site will generate 18 movements in the AM peak (9 in and 9 out, all of which would be HGV movements) and 26 in the PM peak (9 in, 17 out, of which 18 would be HGV movements).

It is the opinion of the Audit Team that the junction, which has a right turn lane on Ford Road, is of reasonable design and that the increase in the number of HGV movements should not affect road safety. Note that this report deals with the safety at the junction only and other issues have not been considered."

Some of this narrative is debated within Section 4 of this Audit Report, based on observations gathered by the Audit Team during the site visit and dealt with as PROBLEMS, as appropriate.

4. ITEMS RAISED AT THIS COMBINED STAGE 1 & 2 ROAD SAFETY AUDIT

4.1 Basic Design Principles

4.1.1 PROBLEM 1

Location: Junction Generally

Summary: Traffic levels including market and car boot exceed available junction capacity

The Audit Team notes that the inclusion of the market and car boot traffic (Figure 2.7 in the Audit Brief), albeit only included as a sensitivity test but based on a qualitative assessment, if realised may lead to exceptional queuing on the site access road at the junction, in the scenario's peak hour. This could lead to impatience/frustration and make drivers seek smaller gaps in Ford Road traffic.

The types of collisions that may occur if drivers misjudge gaps are side-swipe resulting car occupant casualties.

RECOMMENDATION

Confirm that the ghost-island junction form is suitable to cater for the market and car boot traffic flows or examine alternative means of junction that may include whether part-time signal control is appropriate, during these events.

4.2 Skid Resistance

4.2.1 PROBLEM 2

Location: On Ford Road within the junction (Location A on Plan in Appendix 2)

Photograph: Photos A in Appendix 1

Summary: Existing damaged road surface presents low/variable skid resistance issues

The existing road surface is damaged, within the junction, which may cause stability issues for Powered Two Wheelers (PTWs) especially. The damage will also lower the skid resistance for traffic generally in a braking area.

Loss of control in the braking/turning area may cause head-on or side-swipe type collisions resulting in casualties to PTW riders at the most serious.

RECOMMENDATION

Resurface carriageway over damaged areas to prevent identified collisions.

4.3 Fences and Road Restraint Systems

4.3.1 PROBLEM 3

Location: East side of Ford Road (Location B on Plan in Appendix 2)

Photograph: Photos B & C in Appendix 1

Summary: Existing damaged VRS non-compliant and presents a launch opportunity due to ramping

The existing VRS on the east verge of Ford Road at the junction, opposite the entrance to the site, is damaged and the non-compliant P4 terminal unit presents a launch opportunity for southbound errant vehicles due to a ramping effect.

The types of collisions that may occur are vehicle overturning, especially those travelling southbound at speed. Such overturning vehicle collisions are likely to result in casualties with grave consequences.

RECOMMENDATION

Install a compliant terminal to the VRS to prevent identified collisions. Repairs to the damaged VRS should be undertaken.

4.4 Drainage

4.4.1 PROBLEM 4

Location: North channel of site access road (Location C on Plan in Appendix 2)

Photograph: Photos D & E in Appendix 1

Summary: Ponding of water encroaching onto carriageway

Despite the weather being sunny and warm with no obvious evidence of recent rain, during the site visit the Auditors noted ponding of water in the north channel of the site access road, close to the junction.

The types of collisions that may occur if vehicles encounter such ponding is loss of control, either due to water in spring, summer or autumn, or due to ice in winter.

RECOMMENDATION

Install drainage system to deal with surface run-off and discharge away from road and nearby footway.

4.5 Junctions

4.5.1 PROBLEM 5

Location: Junction generally

Photograph: Photos F, G, H & I in Appendix 1

Summary: Adequacy of junction to cater for turning traffic

The Auditors noted that large vehicles were having difficulty in maintaining lane discipline when turning into or out of the junction, partially caused by higher than suitable speeds of vehicles and partly because the junction is too narrow for the configuration that includes the angle formed by the site access road. These difficulties were observed for the movements:

1. South to west (south into the site access road)
2. North to west (north into the access road)
3. West to south (site access road to the south)

The resultant types of collisions are likely to be, respectively:

1. Large vehicles entering the site access road were in danger of meeting outcoming traffic head-on
2. Incoming traffic clipping the front of outcoming traffic turning right
3. Outgoing traffic clipping the front of incoming traffic, especially those entering from the south

In all cases, the types of casualties that may occur are likely to be in-vehicle occupants.

The Audit Team acknowledges that although there have been no reported PIAs there may be damage-only collisions that the Audit Team are not aware of and furthermore the increased vehicle flows as a result of intensification of use of the junction will increase the likelihood of a vehicle/vehicle collision type accident.

RECOMMENDATION

Widen the junction to permit large vehicles to maintain lane discipline and complete manoeuvres without crossing into oncoming lanes. Special care will be required to accommodate the drainage channels and box culverts noted in section 2.8 of this Audit Report.

4.6 Carriageway Markings

4.6.1 PROBLEM 6

Location: Ford Road at Junction (Location D on Plan in Appendix 2)

Photograph: Photos J, K, L & M in Appendix 1

Summary: Carriageway marking generally illegible

The Auditors noted that ghost-island carriageway markings on Ford Road were generally illegible.

Illegible carriageway markings could lead to badly positioned turning vehicles resulting in head-on collisions on Ford Road, particularly during hours of darkness. The types of casualties that may occur are likely to be in-vehicle occupants.

RECOMMENDATION

Refresh the carriageway markings to guide drivers to take up correct positioning at the junction.

5. RSA TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER	
Name:	Eur Ing Brian Parry BSc, MSc, CEng, MICE, FCIHT, FSoRSA
Signed:	
Position:	Director
Organisation:	Bricolby Consulting Limited, 71-75 Shelton Street, Covent Garden, London WC2H 9JQ
Date:	1 st March 2021
ROAD SAFETY AUDIT TEAM MEMBER	
Name:	Simon Hawley, BEng (Hons), CEng, MICE, MCIHT
Signed:	
Position:	Director of Highways
Organisation:	Ramboll Limited, 240 Blackfriars Road, London SE1 8NW
Date:	1 st March 2021

APPENDIX 1
PHOTOGRAPHS TAKEN DURING SITE VISIT

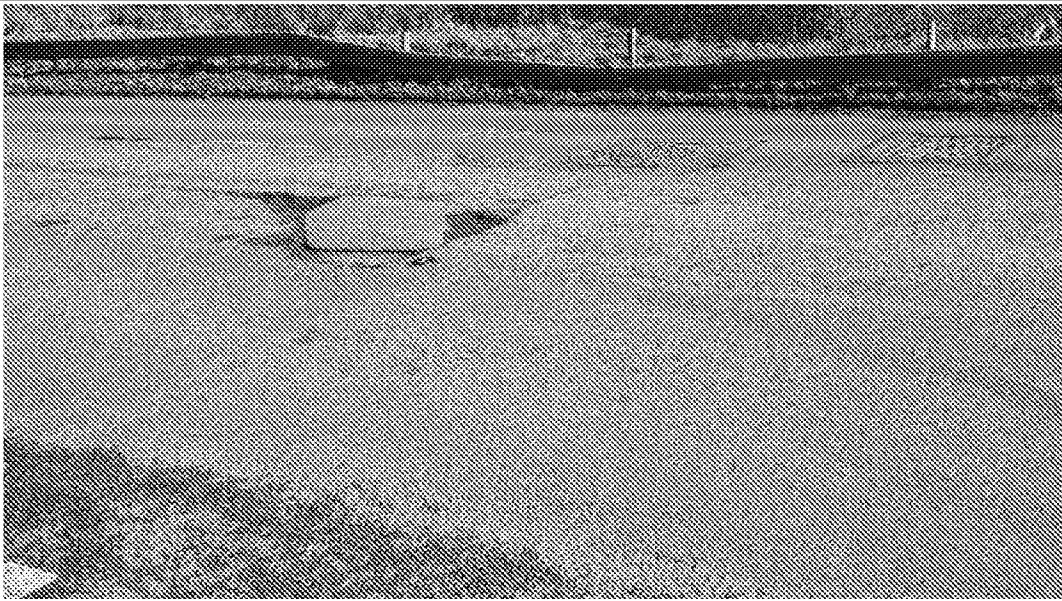


Photo A **Damaged and hazardous road surface on Ford Road**



Photo B **Existing damaged VRS non-compliant on east side of Ford Road**

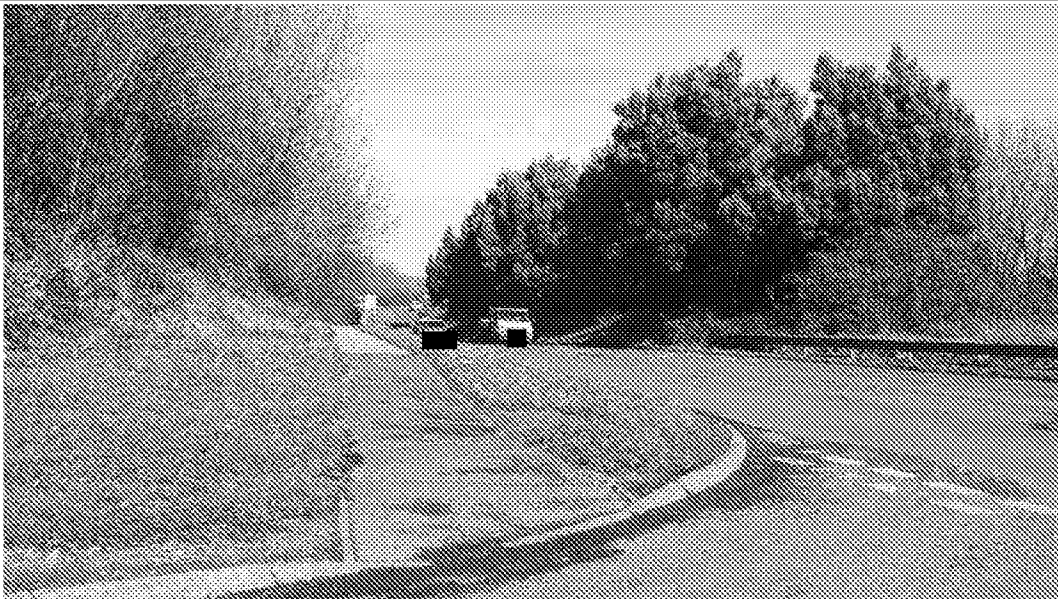


Photo C Ford Road showing existing VRS opposite site entrance



Photo D Ponding of water on site access road

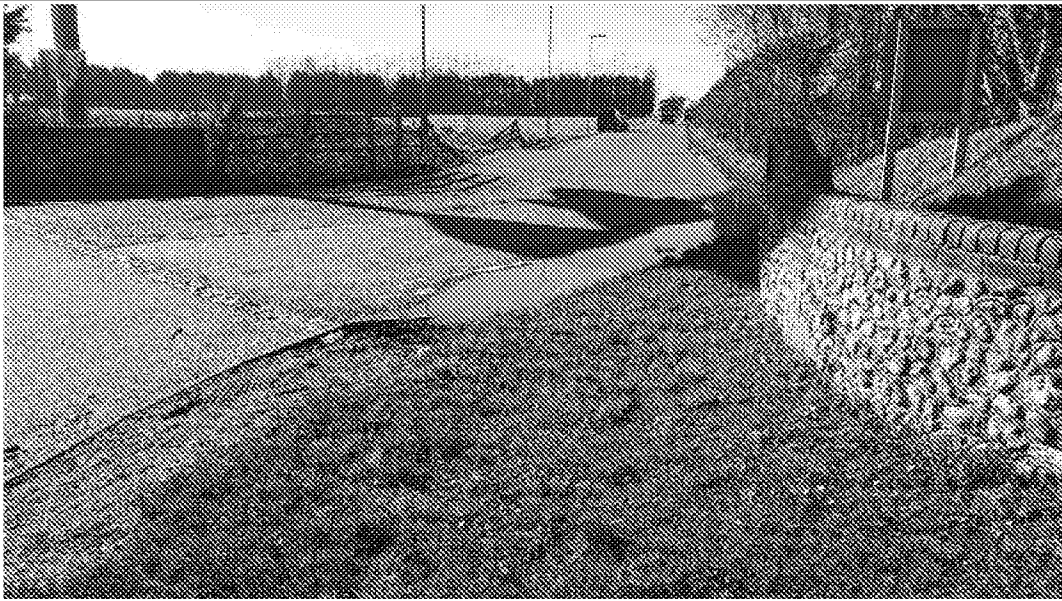


Photo E **Ponding of water on site access road**



Photo F **Large vehicle turning right out of site access road**



Photo G Large vehicle turning right into site access road



Photo H Large vehicle turning left into site access road



Photo I Large vehicle turning left into site access road



Photo J Ford Road carriageway markings illegible

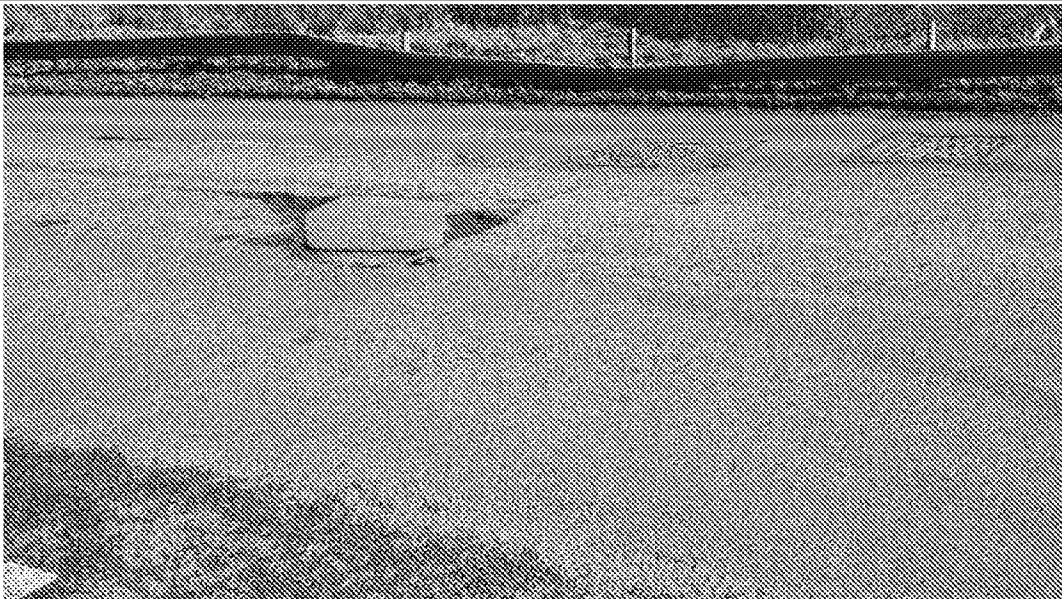


Photo K Ford Road carriageway markings illegible



Photo L Ford Road carriageway markings illegible



Photo M Ford Road carriageway markings illegible

APPENDIX 2 PROBLEM LOCATION PLAN

© Google



APPENDIX B
STAGE 1 ROAD SAFETY AUDIT BRIEF

Intended for

**Viridor Waste Management Limited
Grundon Waste Management Limited
Ford Energy from Waste Limited**

Document type

Report

Date

February 2021

FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK ROAD SAFETY AUDIT (RSA) STAGE 1 BRIEF

**FORD ENERGY RECOVERY FACILITY AND WASTE SORTING
AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY
PARK
ROAD SAFETY AUDIT (RSA) STAGE 1 BRIEF**

Project name	FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK	Ramboll
Project no.	1620007830	2nd Floor, The Exchange
Document type	Report	St. John Street
Version	P02	Chester
Date	10/02/2021	CH1 1DA
		United Kingdom
Prepared by	Ioannis Spyropoulos	
Checked by	Nicola Evans	
Approved by	Ed Kerr	
Description	Road Safety Audit Brief	
Document Reference	1620007830-RAM-XX-XX-RP-YE-00011	

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Company No: 03659970
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APPENDICES

Appendix 1

PIA

Appendix 2

Previous Road Safety Audit

Appendix 3

Previous Non-Motorised User Audit

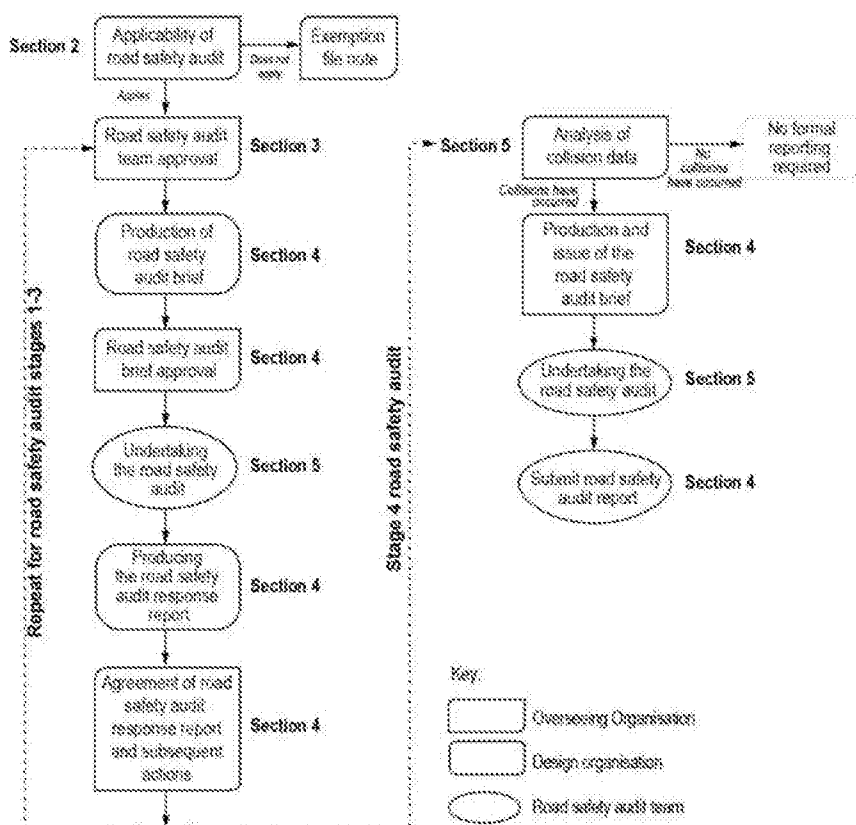
1. PURPOSE OF THE DOCUMENT

The objective of the road safety audit process is to provide an effective, independent review of the road safety implications of the proposed interventions for all road users.

The RSA Stage 1 will be carried out in accordance with the guidelines from the DMRB General Principles and Scheme Governance requirements of GG 119, which replaces HD 19/15, as stated in GG 119 Paragraph 1.3, at the "**Completion of the preliminary design**". As acknowledged in Paragraph 5.17, "The end of the preliminary design stage is often the last occasion at which land requirements can have the potential to be changed."

At this stage the aim is to identify relevant road safety issues and communicate these in the form of road safety audit problems and recommendations. It shall follow the process described in the figure below, which references the various sections of GG 119.

Figure 1: Extract from GG 119 (Figure 1.3) providing an overview of the Road Safety Audit Process



The purpose of this document is to describe the proposed brief for the RSA Stage 1. This brief consists of instructions to the road safety audit team defining the scope and details of the proposed scheme to be subject to road safety audit, including sufficient project information in order for this stage of the road safety audit to be undertaken.

2. THE RSA BRIEF

2.1 Project Summary (GG 119 Table C.1)

Date:	10/02/2021
Document reference:	1620007830-RAM-XX-XX-RP-YE-00011
Prepared by:	Ramboll UK
On behalf of:	FORD ENERGY RECOVERY FACILITY AND WASTE SORTING AND TRANSFER FACILITY, FORD CIRCULAR TECHNOLOGY PARK
AUTHORISATION SHEET	
Project:	FORD ERF AND WSTF
Report title:	Road Safety Audit (Stage 1) Report
PREPARED BY:	
Name:	Ioannis Spyropoulos
Signed:	
Organization:	Ramboll UK
Date:	10/02/2021

2.2 General Details (GG 119 Table C.2)

General details				
Highway scheme name and road number:		Ford Road and Site Access priority junction, Ford		
Type of scheme:	The applicants are proposing to build and operate a conventional energy recovery facility (ERF) at the site. Grundon, the sole owner/ operator of the existing waste transfer station (WTS), is proposing to continue this operation in a new, purpose-built waste sorting and transfer facility (WSTF) on site.			
RSA stage tick as appropriate.	1 ✓	2	3	4
	Interim			
Overseeing Organization details		Design organization details		
West Sussex County Council Highways Dept Stephen Gee Principal Planner County Highways (Development Manager) 		Ramboll UK Ioannis Spyropoulos Transport Planner 		
Police contact details				
Not required (Required for stage 1 RSA)				

RSA team membership	
It is proposed that the RSA team will consist of the following persons from the SBC approved auditors list.	
Role	Name
RSA Team Leader	Brian Parry - Bricolby Consulting Limited
RSA Team Member	Simon Hawley – Ramboll
RSA Team Observer (if proposed)	None proposed
Terms of reference	
The Stage 1 Road Safety Audit (RSA) shall be undertaken fully in accordance with the DMRB Standard GG 119 (which supersedes HD 19/15) and this Road Safety Audit Brief.	
Preliminary findings are to be reported on or before 27th February 2021 .	
The RSA 1 Report is to be produced for Approval by the Developer Client by the 5th March 2021 .	

2.3 Scheme Details (GG 119 Table C.3)

2.3.1 Scheme description

General

The development site is located at the Ford Circular Technology Park (CTP) (the former Tarmac blockworks site) which is situated to the south-west of the village of Ford. The 7.11 ha site is partially used for the existing Waste Transfer Station (WTS) operation and is partially vacant. The proposed development is to be called Ford Energy Recovery Facility (ERF) and Waste Sorting and Transfer Facility (WSTF) (therein referred to as the 'Ford ERF and WSTF'). The Ford ERF and WSTF are proposed by Grundon Waste Management Limited (Grundon), Viridor Waste Management Limited (Viridor) and Ford Energy from Waste Limited (Ford EfW) (therein referred to as 'the applicants').

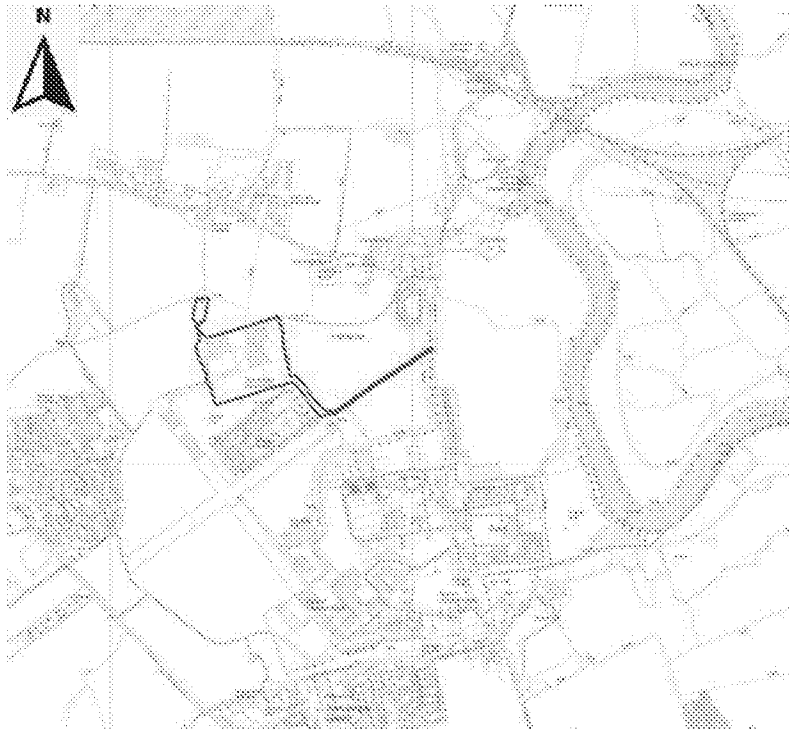
Proposal description

The applicants are proposing to build and operate a conventional energy recovery facility (ERF) at the site. Grundon, the sole owner/ operator of the existing waste transfer station (WTS), is proposing to continue this operation in a new, purpose-built waste sorting and transfer facility (WSTF) on site. Cycle, motorbike and car parking will be provided, whilst the site will continue to be accessed from the site access/Ford Road junction.

Site Access (Access Road/ Ford Road Priority Junction)

The proposed development site (Figure 2.1) will be accessed from the existing site access/Ford road junction.

Figure 2.1: Site Location Plan



Source: Map Data @2020

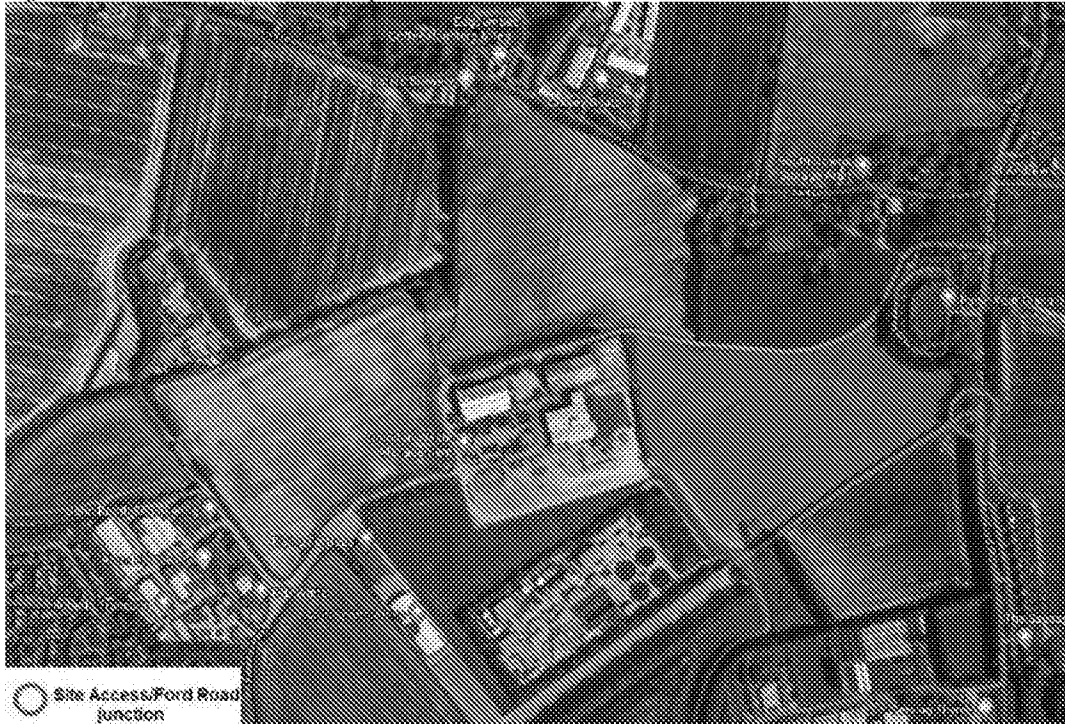
The access is a ghost island priority junction (Figure 2.2) and appears to have been constructed with compound curve radii, as is typical of junctions with a high proportion of HGV movements. The junction has good visibility in either direction along Ford Road.

Figure 2.2: Site Location Plan



The study area that needs to be considered by the RSA Team is the site access/Ford Road junction (Figure 2.3).

Figure 2.3: Site Access/Ford Road junction



2.3.2 Design standards applied to the scheme design

Not applicable.

2.3.3 Design speeds

Not applicable.

2.3.4 Speed limits

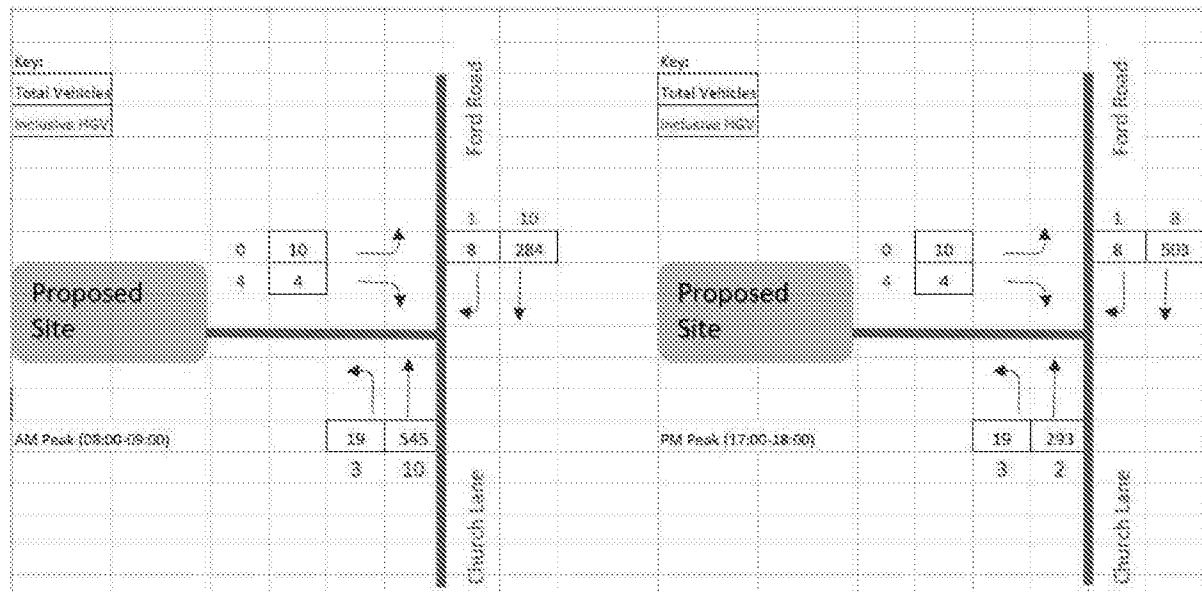
Ford Road: 40 mph.

2.3.5 Existing 2018 baseline traffic flows

Manual Classified Counts were undertaken on the 5th July 2018 at the site access road/Ford Road junction. No pedestrian and cyclist surveys have been undertaken in the vicinity of the site.

AM (08:00-09:00) and PM Peak (17:00-18:00) hour 2018 baseline traffic flows are included in Figure 2.4.

Figure 2.4: 2018 Baseline Traffic Flows, AM + PM



2.3.6 Forecast traffic flows

Forecast traffic flows for the 2025 (construction year) and 2026 (opening year) can be found in Figures 2.5 and 2.6.

Figure 2.5: 2025 Baseline + Com Dev + Construction Traffic Flows, AM + PM

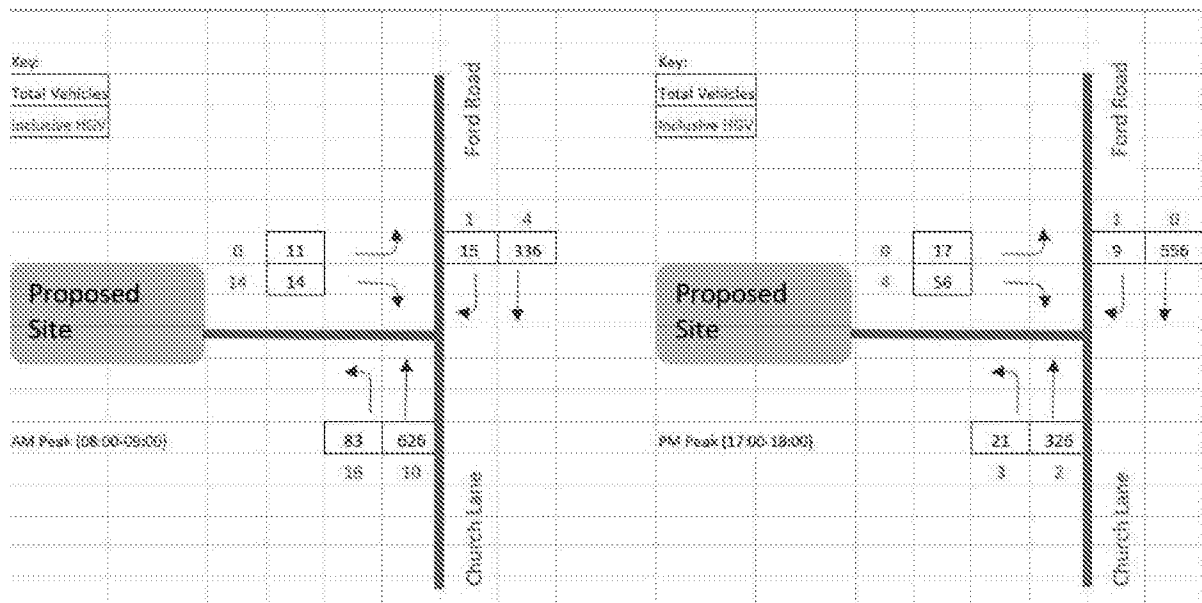
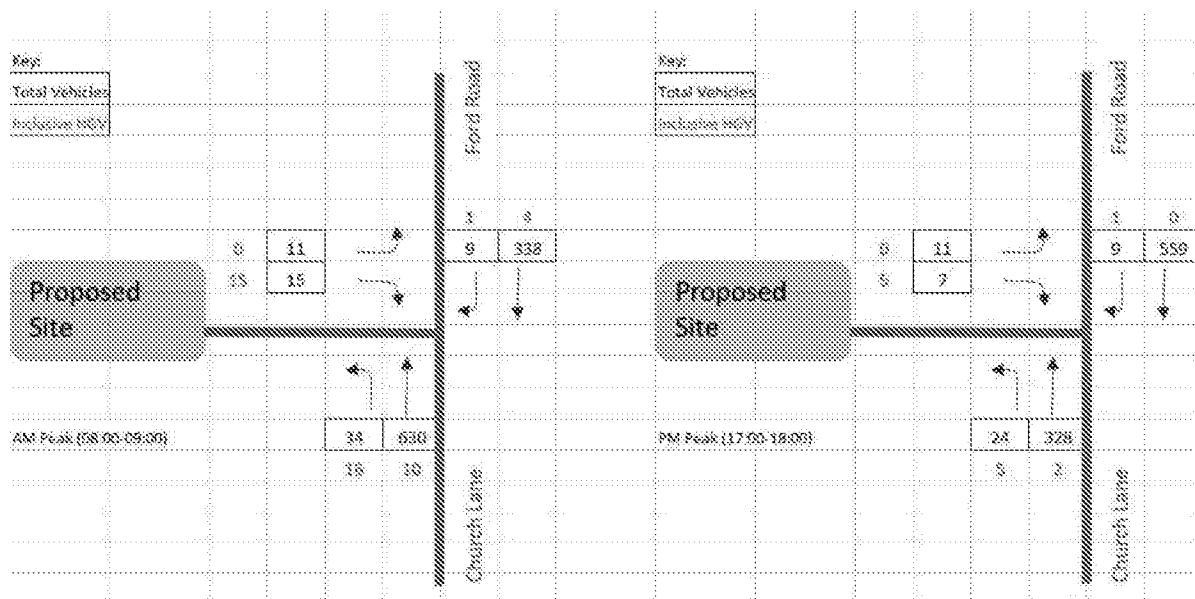


Figure 2.6: 2026 Baseline + Com Dev + Operational Traffic Flows, AM + PM



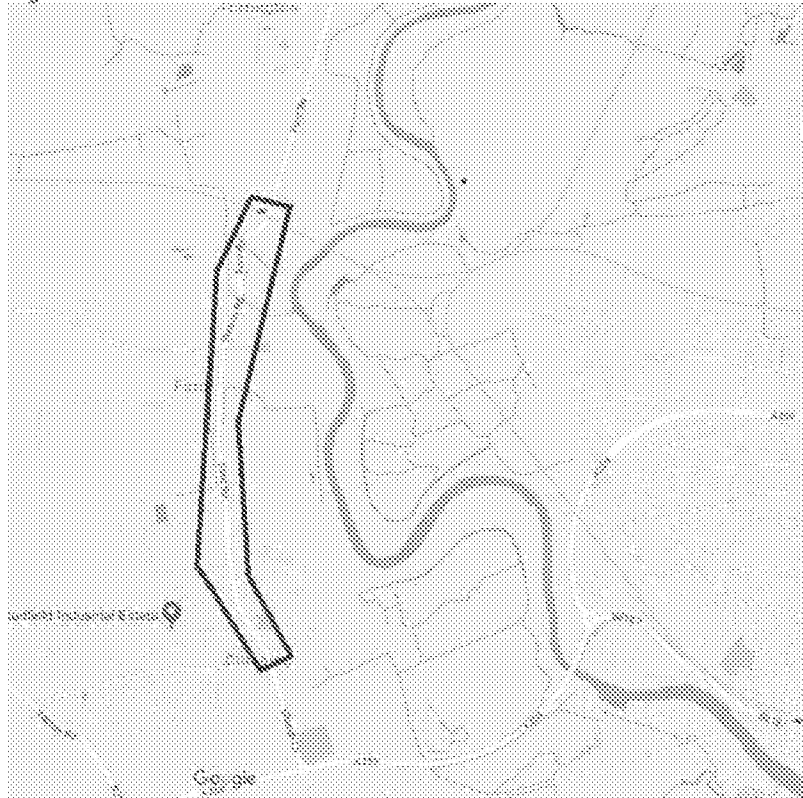
2.4 Analysis (GG 119 Table C.5)

Collision data analysis

Road Traffic Accident data for the local highway network around the proposed development has been provided by Sussex Police for a five-year period from 01/01/2016 to 31/12/2020.

Locations and detailed description of the accidents can be found in Appendix 1.

Figure 2.7 Locations of Accidents



Departures from standards

Not applicable

Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions

Previous RSA can be found in Appendix 2 and was prepared to support previous planning application for the Southern Link Road (permitted and built).

Walking, cycling and horse-riding assessment and reviews

Previous Walking, cycling and horse-riding assessment can be found in Appendix 3.

List of included documents and drawings

N/A

3. CHECKLIST (GG 119 TABLE C.6)

Tick all that are included and provide reasons for those that are not included			
Site location plan Section 2.3.1 Figure 2.1	✓	Scale layout plans N/A	
Departures and relaxations from standards N/A	×	Construction/ typical details N/A for Stage 1 Audit	×
Previous RSA reports Appendix 2	✓	Previous RSA response reports and evidence of agreed actions N/A	×
Collision data and collision data analysis Appendix 1	✓	Road traffic collision plot Appendix 1	✓
Traffic signal staging N/A	×	Traffic counts Section 2.3.5	✓
Speed surveys none carried out	×	Pedestrian, cyclist and horse riding desire lines and volumes N/A	✓
Walking, cycling and horse-riding assessment and reviews Appendix 3	✓	Adjacent land uses N/A	×
Other factors that may impact on road safety N/A	×	Design speeds/ speed limits N/A	×
Design standards used N/A			

APPENDIX 1
PIA

Ford Road – Climping – Ramboll Ltd

Collision report 01/01/2016 – 31/12/2020

Date produced
26 January 2021

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
P A R T N E R S H I P

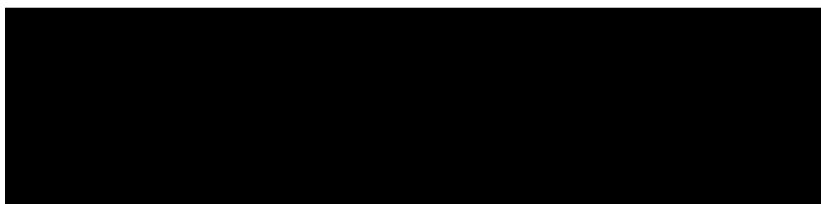
Safer Roads
Safer Communities
Sharing the Responsibility

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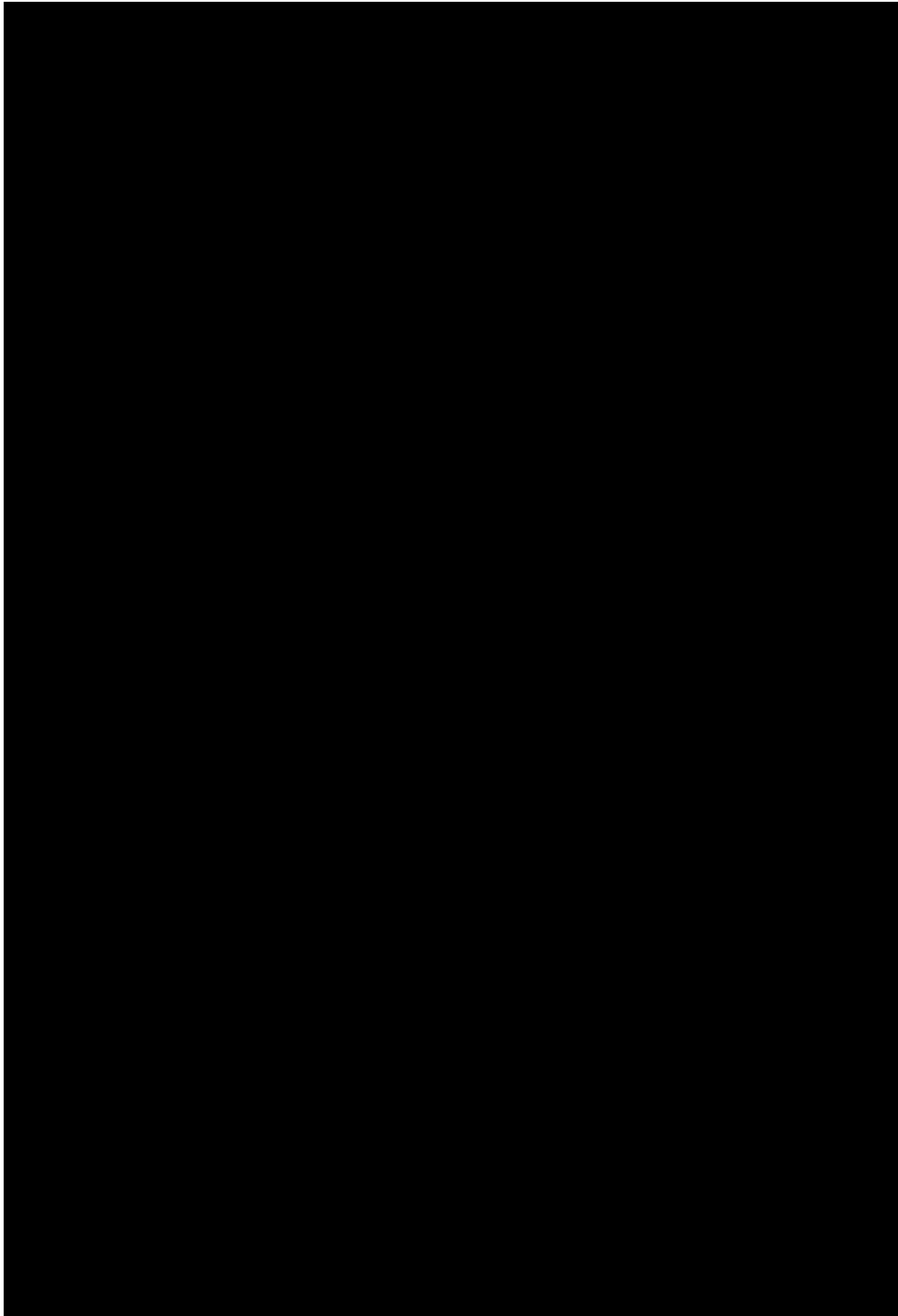
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:



[REDACTED]



APPENDIX 2

PREVIOUS ROAD SAFETY AUDIT



NEW CIRCULAR TECHNOLOGY PARK

FORD AIRFIELD INDUSTRIAL ESTATE

ACCESS ARRANGEMENTS

Stage 1 Road Safety Audit Revision A

April 2018

LS/SR/17/1543/RSA1/RevA

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Rev A	L Shaw	S Richards		27 April 2018
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Callidus Transport & Engineering Ltd	The Safety Forum Ltd
Shackleford Suite Mill Pool House Mill Lane Godalming GU7 1EY	3 Chapel Row Bath BA1 1HN
	27 April 2018

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 proposal to provide modified access arrangements for a new Waste Treatment Facility at New Circular Technology Park at the former Ford Airfield, Ford, West Sussex. The site being audited is at the junction of Ford Road/unnamed road just south of Rodney Crescent. The site is known as Hunterford.
- 1.2 No new highway proposals are included in this audit report and report is on the effects of an increase in the number of HGVs through the access.
- 1.3 The original report was produced in September 2017 however this is a new report, Revision A, required following revised information on the number of vehicle movements generated by the development on the site.
- 1.4 The Stage 1 RSA was carried out at the request of Callidus Transport & Engineering Ltd.
- 1.5 The Audit was carried out between 11th – 12th 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:
- The Auditors were:
- Laurence Shaw – Team Leader (MSoRSA, RSA Cert Comp)
- Steve Richards – Team Member (MCIHT, MSoRSA)
- 1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 11th September 2017, between 11:00 and 11:30 hours by all members of the Audit Team together. The weather was dry and sunny and the road surface was dry. Traffic conditions were low.
- 1.8 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.

- 1.9 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.
- 1.10 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.
- 1.11 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.
- 1.12 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 Callidus Transport & Engineering Ltd documentation.

Title
CTP Ford Alternative Site Access TS Appendices Final Issue Report
CTP Ford Alternative Site Access TS Appendices Final Issue Appendix A
WSSC High Response

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

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

COMMENT

It is understood that that access to and from the highway will be achieved via a new access road served by the existing access to the Viridor site and all vehicles accessing the site would use the existing access off Ford Road.

The existing access already has space for two HGVs to pass each other in the access, including two right turning vehicles and visibility at the junction is adequate for a road covered by the National Speed Limit (60mph).

The Audit Team do not know the current flows from the access road but we have been told that the proposals are expected to increase movements on to the site with an additional 240 movements per day (120 in and 120 out).

During AM and PM network hours, it is anticipated that the site will generate 18 movements in the AM peak (9 in and 9 out, all of which would be HGV movements) and 26 in the PM peak (9 in, 17 out, of which 18 would be HGV movements).

It is the opinion of the Audit Team that the junction, which has a right turn lane on Ford Road, is of reasonable design and that the increase in the number of HGV movements should not affect road safety. Note that this report deals with the safety at the junction only and other issues have not been considered.

4.0 AUDITOR STATEMENT

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

AUDIT TEAM LEADER

L Shaw
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 24 April 2018

AUDIT TEAM MEMBER

S Richards 

Signed:

Date: 24 April 2018

APPENDIX A: LOCATION PLAN

No site plan was provided for this audit.

APPENDIX B: Road Safety Audit Response

Auditors: L Shaw (Team Leader) and S Richards (Team Member).

Date Response Completed:

Scheme: CPT at Ford Airfield 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.

This report did not raise any problems.

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

Road Safety Audit for CPT at Ford Airfield – 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.

..... Date.....

Principal Engineer

Chief Engineer's / Director's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

~~APPENDIX~~ **SLR NMU**

TECHNICAL NOTE

Project: Circular Technology Park, Ford Airfield – Alternative Access
Date: September 2017 (REVISED 09/07/18)
Author: RS/TE1093

Title: Non-Motorised User Audit (NMU) – Access Road junction, Ford Road

Introduction

1. This Technical Note reports on a Non-Motorised User (NMU) audit undertaken for the access road junction to the Ford Rd Materials Recycling Facility (Viridor site) and the water treatment works from Ford Road. It is proposed that this access road will form an alternative access route to the proposed Circular Technology Park at Ford Airfield (former Ford Blockworks), which has planning consent (WSCC/096/13/F). The location of the junction is shown in Appendix A, Figure 1.
2. A planning application (WSCC/027/18/F) for the alternative means of access to the consented site using the route to Viridor and the water treatment works has been submitted and a Highways consultation response received from the Highway Authority. This required that a Non-Motorised User Audit (NMU) be undertaken of the access junction with Ford Road. The reason given for this was because of the intensification of this junction for motorised vehicles and the impact that this might have on non-motorised users.
3. A Transport Statement has already been submitted as part of the planning application for alternative access to the site.

Methodology

4. Guidance for NMU audits is set out in HD42/05¹. Strictly speaking, this guidance applies to new transport schemes on trunk roads. However, the methods employed are similar to PERS and CERS (Pedestrian / Cycle Environmental Review Systems), which have been undertaken for a number of years, and there is documented guidance on how to carry them out. PERS/CERS can be undertaken at a very detailed level but a review typically consists of the following stages:
 - i. Definition of the study area and desire lines
 - ii. Desk-top identification of links, crossings, routes and spaces to be reviewed
 - iii. On-street evaluation (if an existing transport system)
 - iv. Data analysis (if an existing transport system)

¹ Design Manual for Roads and Bridges Volume 5 Section 2 Part 5 – HD 42/05



v. Display and review of outputs

5. For the alternative site access on Ford Road, the key desire lines routes have been established. These are limited to pedestrians and cyclists travelling north – south on Ford Road. Movements for pedestrians and cyclist to and from the Circular Technology Park itself are catered for by the access routes identified as part of the original planning consent for the site; these are from Rollaston Park to the west and the established existing site access from Ford Road to the east.
6. Cycle and pedestrian movements on Ford Road have been observed to be low. However, pedestrians are catered for with a footway extending along much of the length of Ford Road. There are no specific cycle facilities in the areas but Ford Road is a reasonably good route for cyclists being flat and straight with clear visibility.
7. For the purposes of a NMU, a network of routes is normally divided up into collections of links for analysis. In this case there is just a single link that crosses the access junction road.
 - Link collection: This is formed of a single link that crosses the access road to the site. This route provides an important north – south link for local trips within the area. Pedestrians and motorised traffic are segregated i.e. the highway is divided between footway and carriageway. The speed limit for motorised traffic is 40mph on Ford Road. No specific speed restriction is shown for the access road. Adult and teenage cyclists would be expected to use the carriageway.
8. The method employed by this NMU audit includes a set of key quality factors against which the assessment has been carried out. Each factor is then scored according to the following range:

Score	Description
Very Good	3
Good	1 to 2
Average	0
Poor	-1 to -2
Very Poor	-3

Table 1: NMU scores

9. The scores are then weighted according to the importance of the parameter they represent. The weightings are derived from the PERS framework, which has a set of fixed weighting values.
10. Table 2 provides a qualitative rating of the total weighted score for any link collection, ranging from the 'very poor' to the 'very good'. This can be used for reference purposes

when comparing actual scores for individual links, crossings or public spaces.

Rating	Links
Very Good	50 to 80
Good	20 to 50
Average	-20 to 20
Poor	-20 to -50
Very Poor	-50 to -80

Table 2: Range of weighted PERS scores

11. The evaluation was undertaken as a desk top study following a previous visit to the site. The audit form is contained in Appendix B.

Summary of site layout

12. The access junction is shown in the figure below. The access is a ghost island priority junction and appears to have been constructed with for compound curve radii, as is typical of junctions with a high proportion of HGV movements. The junction has good visibility in either direction along Ford Road.
13. A footway running north-south along the west side of Ford Road crosses the access road without deviation from its course. Dropped kerbs are provided across the access road. The visibility between the footway and the access road i.e. between pedestrian and site vehicles, is good.



Figure 1: Access junction with Ford Road (looking west)

Audit of Access

14. The following table summarise key quality factors observed by the audit. The table also shows their weighted score for Non-Motorised Users:

Crossing Name: 1) Ford Road / Site Access			
Factor	Score	Weight factor	Weighted score
Crossing provision	1	5	5
Deviation from the desire line	2	3	6
Performance	1	5	5
Crossing capacity	1	1	1
Delay	0	3	0
Legibility	0	1	0
Legibility for sensory impaired	-1	3	-3
Dropped kerbs	2	3	6
Gradient	1	1	1
Obstruction	2	1	2
Surface quality	1	3	3
Maintenance	1	1	1
TOTAL			27



Comment: A good crossing point that is direct and with dropped kerbs. However, there are no tactiles. There is good visibility between pedestrians and vehicles exiting the access road.

Works: None proposed

Table 3: Site access summary results

NMU Audit Summary

15. The weighted score for the assessed site access is shown in Table 4. This shows that the site access is rated as 'Good' meaning that the access provides a good level of provision for non-motorised users.
16. It is estimated that there will be an average vehicle flow rate of around 8 additional cars and 18 additional trucks cars during the peak hours using the access road. Given the low level of pedestrian and cycle movements along this part of Ford Road, it is very unlikely that the additional vehicles will result in any kind of severance. Such a flow would therefore not be considered to represent a barrier to pedestrian or cycle movement.

Crossing	Name	Weighted Score	Rating
1	Site access crossing	27	Good

Table 4: Summary of weighted scores

Issues and Actions

17. This section considers the issues identified by the audit for the access junction. Any proposed actions are then identified.

Crossing

Issues

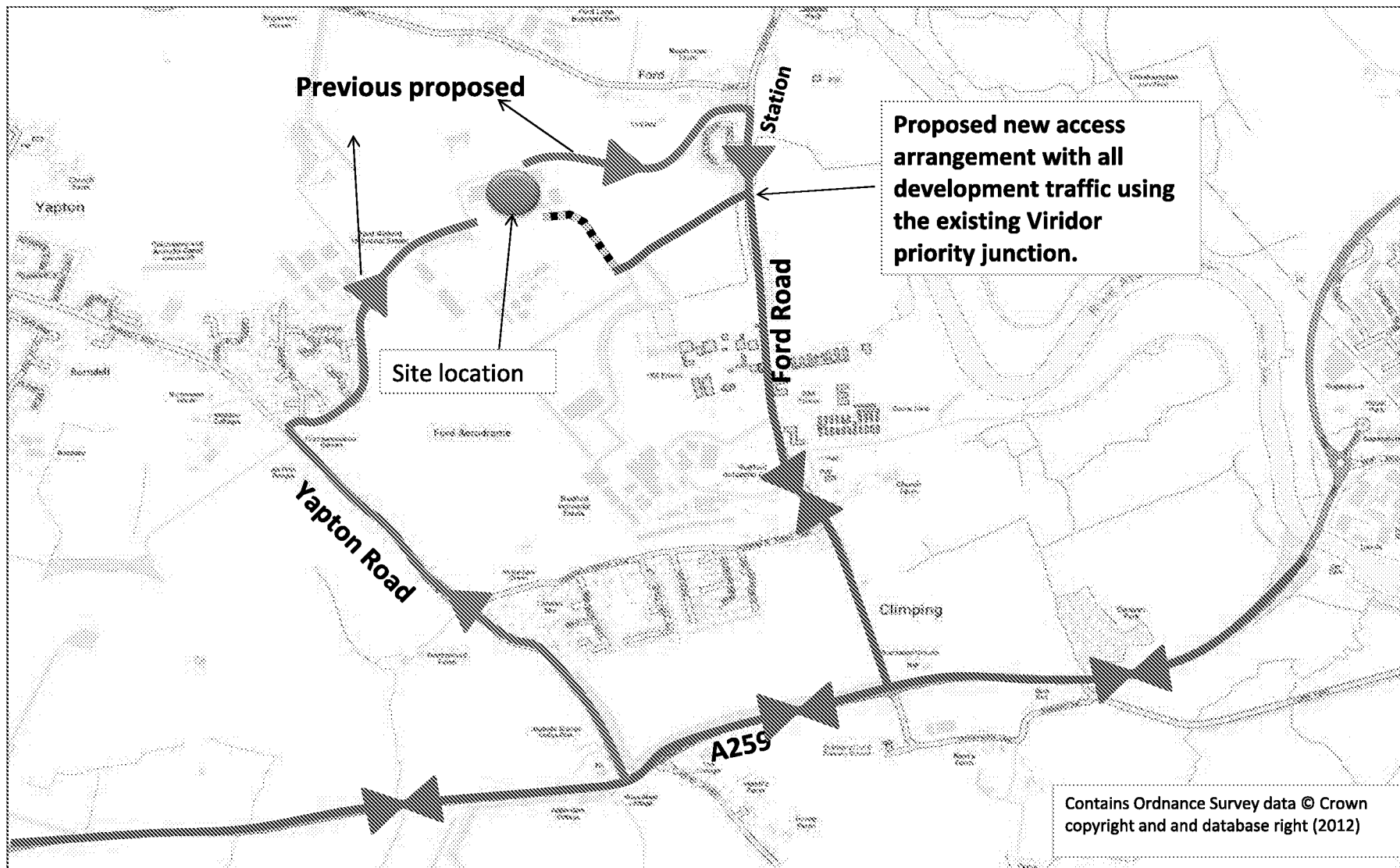
18. The NMU audit has raised no major issues with the layout of the access. The main issue that that is outstanding is the lack of any kind of legibility for sensory impaired people, such as tactile paving. However, given the rural nature of the site and the low level of pedestrians, this is unlikely to be necessary in this location. Furthermore, tactile paving is easily damaged should trucks accidentally override the footway, which would become a maintenance issue.

Actions

19. No actions.

Appendix A

Figures



Appendix B

Audit Form

Crossing Assessment Form							
Location:		Ford Road			Crossing ref:		1
Crossing Name:		Hunterford - access to industrial park			Date:		15/09/2017
Auditor:		RS			Time:		PM
Parameter	Checklist Factors	Checklist			Overall Score		Comments
		+ve	+/-	-ve	-3 to +3		
Crossing provision	Type suitable context		x		1	+	Standard crossing appropriate to location
	Suitable for pedestrian type	x					
	Suitable for pedestrian volume	x					
	Suitable for type of road		x			-	
	Traffic speeds		x				
	Traffic volumes		x				
Deviation from the desire line	Deviations	x			2	+	Direct crossing located on desire line
	Serve likely desire lines	x					
	At grade/by level change	x					
	Pedestrian priority		x			-	
	Distance minimisation		x				
	Barriers causing deviation		x				
Performance	Crossing operational		x		1	+	
	Safety/protection of peds		x				
	Vehicle behaviour		x				
	Traffic control measures		x			-	
	Space ownership		x				
	Obstructions to sight lines		x				
Crossing capacity	Min dimensions standards met		x		1	+	Low demand by pedestrians
	Peak hour performance		x				
	Pedestrian flows coped with	x					
	Waiting areas/widths		x			-	
	Refuge capacity		n				
	Width for wheelchair users		x				
Delay	Crossing stages		n		0	+	
	Effect of crossing type		x				
	Traffic flow		x				
	Pedestrian phase		n			-	
	Waiting time		n				
	Crossing time		n				
Legibility	Surface type continuity		x		0	+	Clear point to cross
	Obvious where to cross	x					
	Driver stop line in place		n				
	Delineation for pedestrians		x			-	Un-lit but rural location
	Positioning of infrastructure		x				
	Lighting			x			
NOT USED						+	
						-	
OTHER NOTES Note:							

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3		Comments
		+ve	+/-	-ve			
Legibility for sensory impaired people	Button position		n		-1	+	little provision
	Audible information		n				
	Rotating cones		n				
	Tactile info provided/intact			x		-	
	Appropriate tactile information			x			
	Colour contrast			x			
Dropped kerbs	Suitable locations	x			2	+	Droppers on either side of access road
	Capacity		x				
	Level dropped/flush	x					
	Gradient of drop		x			-	
	Provision	x					
	Profile		x				
Gradient	Crossing at grade	x			1	+	Flat crossing but slight camber towards main road
	Crossfall evident		x				
	Impedance to access		x				
	Camber		x			-	
	Severity of gradient on approach	x					
	Severity of gradient on exit	x					
Obstruction	Obstructions on approach	x			2	+	
	Obstructions on crossing	x					
	Location/alignment		x				
	Overhead obstructions		n			-	
	Opaque/tapering obstruction		x				
	Tactile warnings			x			
	Sight line reduction	x					
	Permanent obstructions	x					
Surface quality	Smoothness/trip hazards		x		1	+	
	Context suitability		x				
	Consistency		x				
	Quality of reinstatements		x			-	
	Drainage		x				
	Slippery surfaces		x				
Maintenance	Cleanliness	x			1	+	Generally in good condition
	State of repair		x				
	Littering		x				
	Evidence of neglect		x			-	
	Impact on seasonal foliage	x					
	Graffiti/stickers/chewing gum	x					
	Evidence of debris		x				
NOT USE							
						-	
LINKAGES TO OTHER REVIEW FORMS NAME: Ford Road NAME: NAME: NAME: NAME: NAME: OTHER NOTES REF: Crossing of Hunterford ind. Access REF: REF: REF: REF: REF:							

Callidus

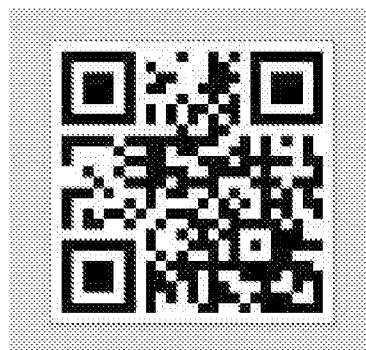
TRANSPORT

HIGHWAYS

DRAINAGE

FLOOD RISK

PLANNING SUPPORT SERVICES



Callidus Transport & Engineering Ltd
3 Chapel Row, Bath BA1 1HN

APPENDIX 4 ACCIDENT DATA

Ford Road – Climping – Ramboll Ltd

Collision report 01/01/2016 – 31/12/2020

Date produced
26 January 2021

This report is marked as **Official – Sensitive**

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Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

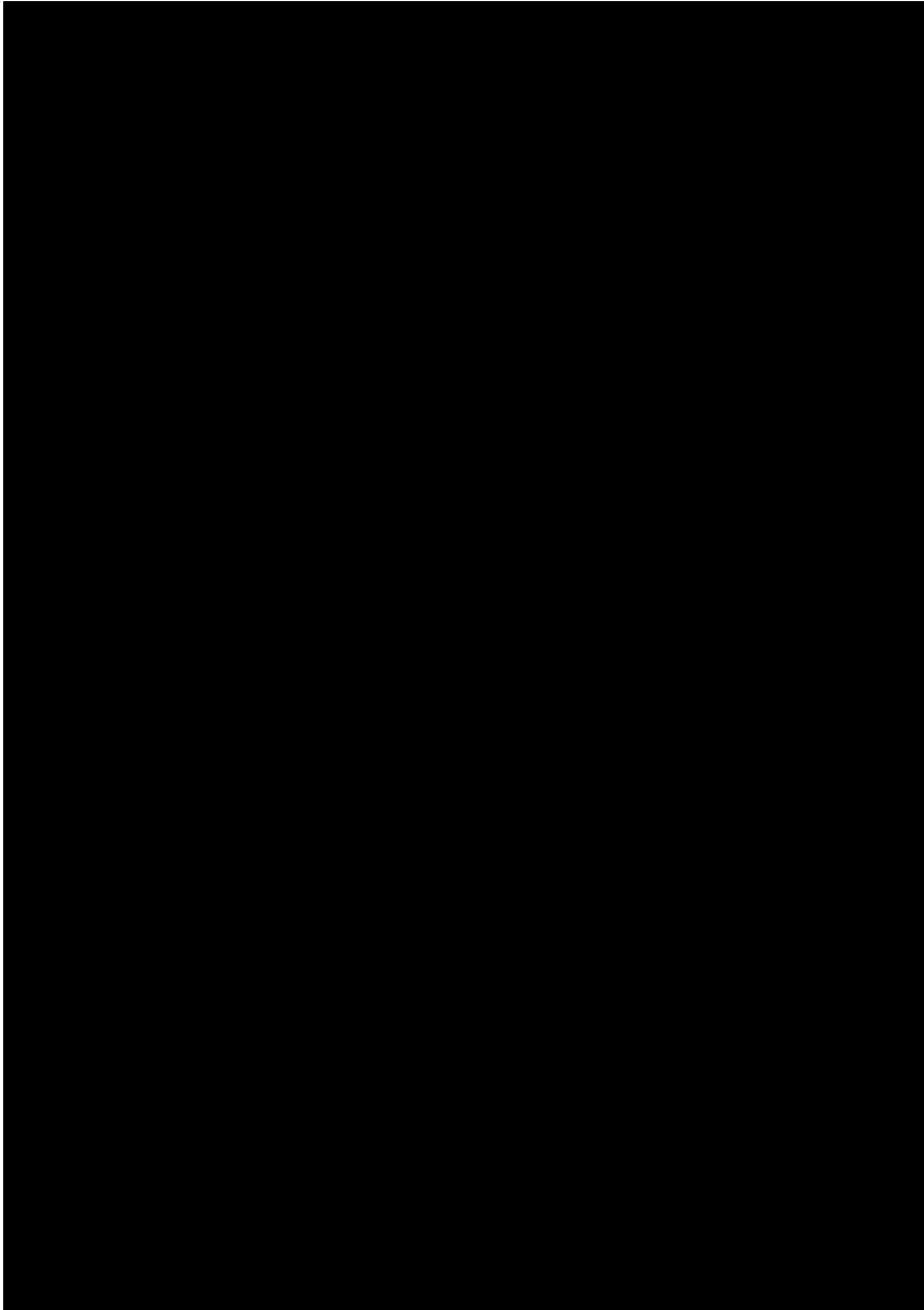
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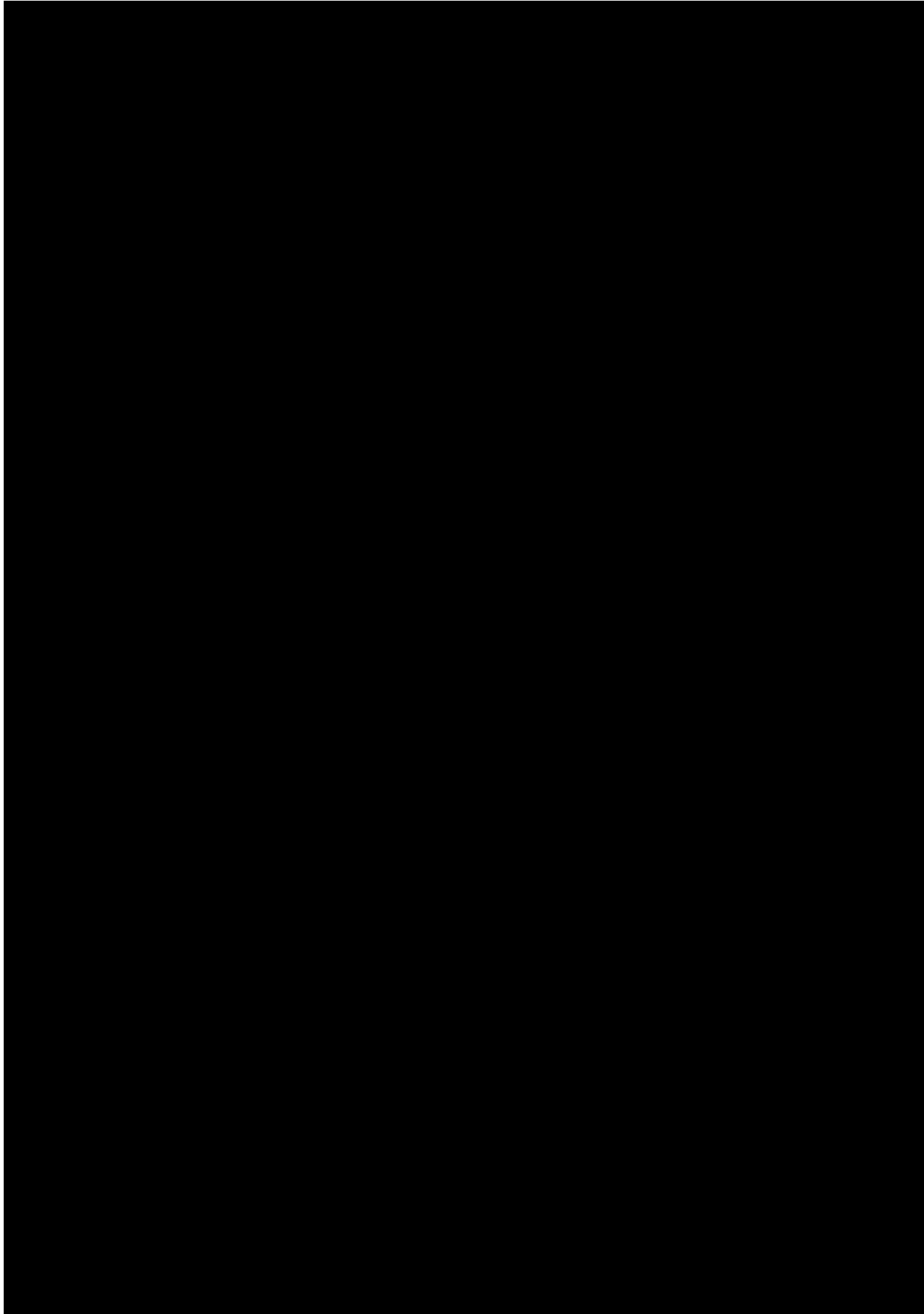
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For further information:







APPENDIX 5 SITE LAYOUT PLAN

APPENDIX 6 CONSTRUCTION PHASE DAILY TRIP GENERATION

Made: JW / Check: IS / Approve: TOH

[illegible]

APPENDIX 7

CONSTRUCTION AND OPERATIONAL HOURLY TRIP GENERATION PROFILES

Construction Staff Vehicles Trip Profile

		Daily Vehicles:		227	227
Start	Finish	Arrive %	Depart %	Arrive	Depart
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	10%	0%	23	0
07:00	08:00	65%	0%	148	0
08:00	09:00	25%	0%	57	0
09:00	10:00	0%	0%	0	0
10:00	11:00	0%	0%	0	0
11:00	12:00	0%	0%	0	0
12:00	13:00	0%	0%	0	0
13:00	14:00	0%	0%	0	0
14:00	15:00	0%	0%	0	0
15:00	16:00	0%	0%	0	0
16:00	17:00	0%	65%	0	148
17:00	18:00	0%	25%	0	57
18:00	19:00	0%	10%	0	23
19:00	20:00			0	0
20:00	21:00				
21:00	22:00				
22:00	23:00				
23:00	00:00				
		100%	100%	228	228

ERF Operational Staff Vehicles Trip Profile

Start	Finish	Staff In	Staff Out	Staff on site
00:00	01:00	0	0	5
01:00	02:00	0	0	5
02:00	03:00	0	0	5
03:00	04:00	0	0	5
04:00	05:00	0	0	5
05:00	06:00	13	0	18
06:00	07:00	13	5	26
07:00	08:00	0	0	26
08:00	09:00	0	0	26
09:00	10:00	0	0	26
10:00	11:00	0	0	26
11:00	12:00	8	0	34
12:00	13:00	0	0	34
13:00	14:00	5	0	39
14:00	15:00	0	13	26
15:00	16:00	0	0	26
16:00	17:00	0	13	13
17:00	18:00	0	0	13
18:00	19:00	0	0	13
19:00	20:00	0	8	5
20:00	21:00	0	0	5
21:00	22:00	5	0	10
22:00	23:00	0	5	5
23:00	00:00	0	0	5
		44	44	

ERF Construction HGV Trip Profile

		Daily HGVs:		102	102
Start	Finish	Arrive %	Depart %	Arrive	Depart
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	0%	0%	0	0
07:00	08:00	10%	5%	10	5
08:00	09:00	10%	10%	10	10
09:00	10:00	15%	10%	15	10
10:00	11:00	15%	10%	15	10
11:00	12:00	15%	10%	15	10
12:00	13:00	10%	15%	10	15
13:00	14:00	10%	15%	10	15
14:00	15:00	10%	15%	10	15
15:00	16:00	5%	10%	5	10
16:00	17:00	0%	0%	0	0
17:00	18:00	0%	0%	0	0
18:00	19:00	0%	0%	0	0
19:00	20:00			0	0
20:00	21:00				
21:00	22:00				
22:00	23:00				
23:00	00:00				
		100%	100%	100	100

WSTF Operational Staff Vehicles Trip Profile

		Average Day Staff:		4	4
Start	Finish	Arrive %	Depart %	Arrive	Depart
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	74%	15%	3	1
07:00	08:00	5%	0%	0	0
08:00	09:00	6%	0%	0	0
09:00	10:00	0%	0%	0	0
10:00	11:00	0%	0%	0	0
11:00	12:00	0%	0%	0	0
12:00	13:00	0%	0%	0	0
13:00	14:00	0%	0%	0	0
14:00	15:00	0%	0%	0	0
15:00	16:00	0%	0%	0	0
16:00	17:00	0%	0%	0	0
17:00	18:00	0%	0%	0	0
18:00	19:00	0%	0%	0	0
19:00	20:00			0	0
20:00	21:00				
21:00	22:00				
22:00	23:00				
23:00	00:00				
		100%	100%	4	5

WSTF Operational HGV Trip Profile

		Average Day HGVs:		13	13
Start	Finish	Arrive %	Depart %	Arrive	Depart
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	1%	0%	0	0
07:00	08:00	4%	3%	1	0
08:00	09:00	7%	6%	1	1
09:00	10:00	7%	7%	1	1
10:00	11:00	8%	8%	1	1
11:00	12:00	12%	12%	2	2
12:00	13:00	19%	18%	2	2
13:00	14:00	16%	16%	2	2
14:00	15:00	15%	15%	2	2
15:00	16:00	10%	11%	1	1
16:00	17:00	2%	3%	0	0
17:00	18:00	0%	0%	0	0
18:00	19:00	0%	0%	0	0
19:00	20:00	0%	0%	0	0
20:00	21:00				
21:00	22:00				
22:00	23:00				
23:00	00:00				
		100%	100%	13	12

ERF Operational HGV Trip Profile

		Average Day HGVs:		96	96
Start	Finish	Arrive %	Depart %	Arrive	Depart
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	7%	9%	7	9
07:00	08:00	9%	5%	9	5
08:00	09:00	9%	10%	9	10
09:00	10:00	8%	11%	8	11
10:00	11:00	7%	15%	6	14
11:00	12:00	13%	9%	12	9
12:00	13:00	10%	16%	10	15
13:00	14:00	6%	6%	6	6
14:00	15:00	9%	5%	9	5
15:00	16:00	2%	6%	2	6
16:00	17:00	1%	1%	1	1
17:00	18:00	2%	1%	2	1
18:00	19:00	3%	5%	3	5
19:00	20:00	2%	1%	2	1
20:00	21:00				
21:00	22:00				
22:00	23:00				
23:00	00:00				
		100%	100%	96	98

WSTF Operational Staff Trip Profile

		Average Day Staff:		4	4
Start	Finish	Arrive %	Depart %	Arrive	Depart
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	74%	15%	3	0
07:00	08:00	5%	0%	0	0
08:00	09:00	6%	0%	0	0
09:00	10:00	0%	0%	0	0
10:00	11:00	0%	0%	0	0
11:00	12:00	0%	0%	0	0
12:00	13:00	0%	0%	0	0
13:00	14:00	0%	0%	0	0
14:00	15:00	0%	0%	0	0
15:00	16:00	0%	0%	0	0
16:00	17:00	0%	38%	0	2
17:00	18:00	15%	18%	1	1
18:00	19:00	0%	30%	0	1
19:00	20:00	0%	0%	0	0
20:00	21:00			0	0
21:00	22:00			0	0
22:00	23:00				
23:00	00:00				
		100%	100%	4	4

WSTF Operational HGV Trip Profile

		Average Day HGVs:		13	13
Start	Finish	Arrive %	Depart %	Arrive	Depart
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	1%	0%	0	0
07:00	08:00	4%	3%	1	0
08:00	09:00	7%	6%	1	1
09:00	10:00	7%	7%	1	1
10:00	11:00	8%	8%	1	1
11:00	12:00	12%	12%	2	2
12:00	13:00	19%	18%	2	2
13:00	14:00	16%	16%	2	2
14:00	15:00	15%	15%	2	2
15:00	16:00	10%	11%	1	1
16:00	17:00	2%	3%	0	0
17:00	18:00	0%	0%	0	0
18:00	19:00	0%	0%	0	0
19:00	20:00	0%	0%	0	0
20:00	21:00				
21:00	22:00				
22:00	23:00				
23:00	00:00				
		100%	100%	13	12

Total Construction Trip Profile

Start	Finish	Arrive %	Depart %	Arrive	Depart
00:00	01:00	0%	0%	0	0
01:00	02:00	0%	0%	0	0
02:00	03:00	0%	0%	0	0
03:00	04:00	0%	0%	0	0
04:00	05:00	0%	0%	0	0
05:00	06:00	0%	0%	0	0
06:00	07:00	8%	0%	26	0
07:00	08:00	65%	0%	200	0
08:00	09:00	20%	0%	68	0
09:00	10:00	5%	3%	16	11
10:00	11:00	5%	3%	16	11
11:00	12:00	5%	3%	17	12
12:00	13:00	3%	5%	12	17
13:00	14:00	3%	5%	12	17
14:00	15:00	3%	5%	12	17
15:00	16:00	2%	3%	6	11
16:00	17:00	0%	44%	0	150
17:00	18:00	0%	17%	1	58
18:00	19:00	0%	7%	0	24
19:00	20:00	0%	0%	0	0
20:00	21:00	0%	0%	0	0
21:00	22:00	0%	0%	0	0
22:00	23:00	0%	0%	0	0
23:00	00:00	0%	0%	0	0
		100%	100%	345	344

Total Operational Trip Profile

Start	Finish	Arrive %	Depart %	Arrive	Depart
00:00	01:00	0%	0%	0	0
01:00	02:00	0%	0%	0	0
02:00	03:00	0%	0%	0	0
03:00	04:00	0%	0%	0	0
04:00	05:00	0%	0%	0	0
05:00	06:00	8%	0%	13	0
07:00	08:00	6%	3%	10	5
08:00	09:00	6%	7%	10	12
09:00	10:00	8%	8%	9	11
10:00	11:00	11%	9%	17	15
11:00	12:00	14%	7%	22	11
12:00	13:00	8%	11%	12	17
13:00	14:00	8%	5%	13	8
14:00	15:00	7%	13%	11	20
15:00	16:00	2%	5%	3	8
16:00	17:00	1%	10%	1	16
17:00	18:00	2%	1%	3	1
18:00	19:00	2%	4%	3	6
19:00	20:00	1%	6%	2	9
20:00	21:00	0%	0%	0	0
21:00	22:00	3%	0%	5	0
22:00	23:00	0%	3%	0	0
23:00	00:00	0%	0%	0	0
		100%	100%	157	159