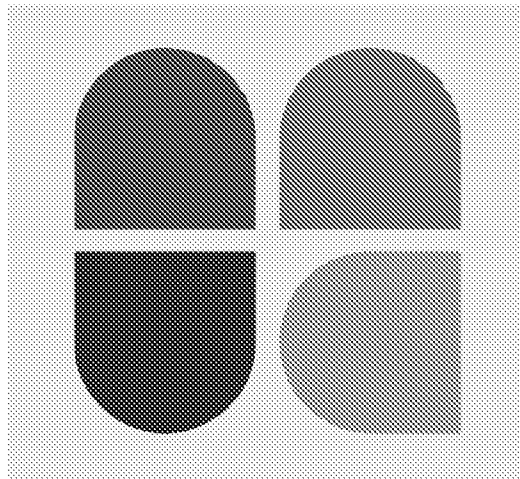




B R I G H T P L A N

BROOKVIEW NURSERY, CHICHESTER

COMMERCIAL DEVELOPMENT

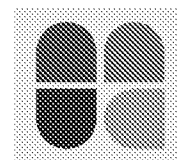
Transport Statement

Prepared on Behalf of

Mr Philip Sowden

6286

June 2021



DOCUMENT CONTROL

Project: Brookview Nursery, Chichester
Commercial Development

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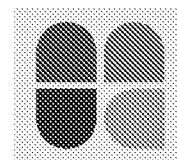
Date: 22/04/2021

Status:

Issue	Date	Status	Issued by
1.	SMO	Draft	22/04/2021
2.	SMO	Final	04/06/2021
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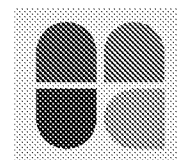
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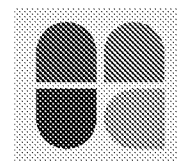


DRAWINGS

2020-6286-001	Access Overview and Visibility Splays
2020-6286-002	Proposed Access Swept Path Analysis
2020-6286-003	Refuse Vehicle and Fire Tender Swept Path Analysis
2020-6286-004	7.5t Box Van Swept Path Analysis
2020-6286-005	Estate Car Swept Path Analysis

APPENDICES

Appendix A	Correspondence with Sussex Safer Roads
Appendix B	Proposed Layout
Appendix C	ATC Survey
Appendix D	Stage 1 RSA and Designers Response
Appendix E	Office TRICS
Appendix F	Warehousing TRICS



1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan Ltd on behalf of Mr Philip Sowden to support a planning application for the re-development of an existing commercial premises. The application proposes the provision of 4 new B1 office units and 3 new B8 warehousing units on land at Brookview Nursery, Eastergate Lane, Chichester. The application site location is shown in **Figure 1.1**.

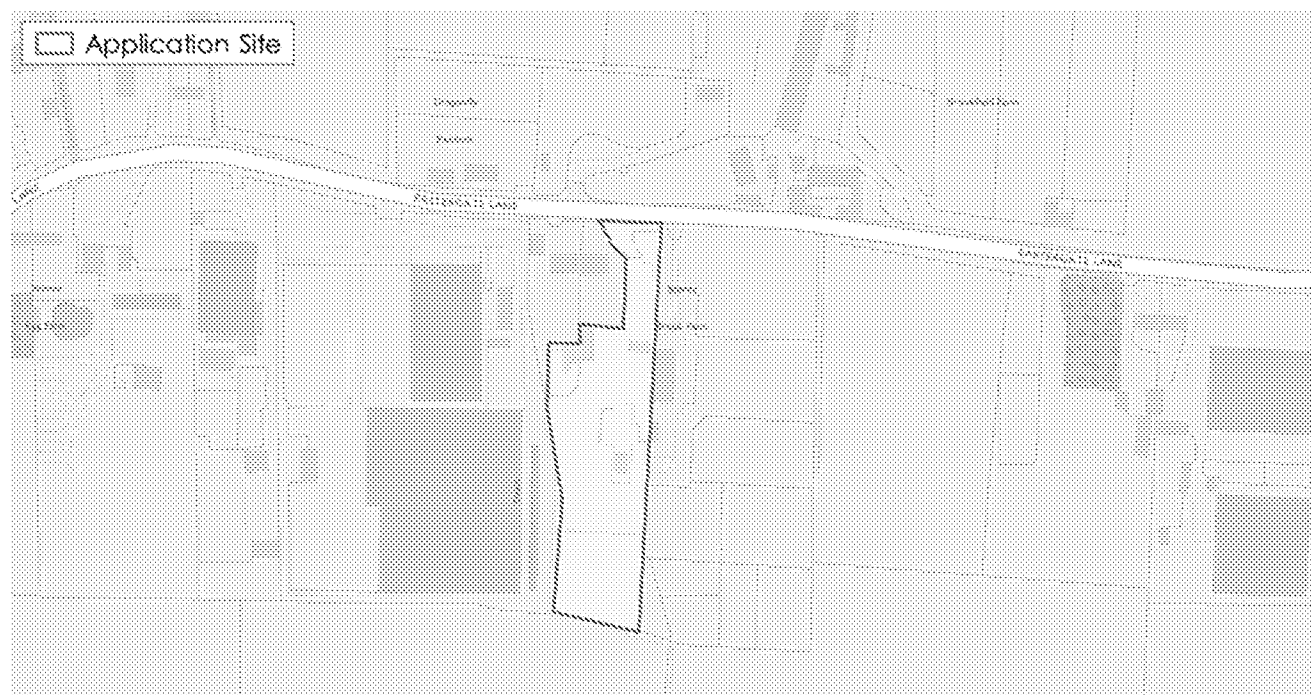
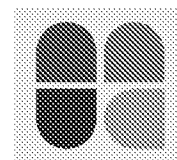


Figure 1.1: Application Site Location

- 1.1.2 The existing site use comprises of light industrial storage and office space that remains in use. The proposed development would involve the construction of 4 office units and 3 warehousing units served from the existing access adjoining Eastergate Lane.

1.2 Scope of Transport Statement

- 1.2.1 This TS outlines the key transport planning matters in accordance with nation, regional and local guidance, reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangement and the proposed trip impact on the local road network.
- 1.2.2 The remainder of this report comprises the following sections:
- i. **Section 2** sets out the transport conditions in the local area and highway network and provides a review of highway safety.
 - ii. **Section 3** provides an assessment of the proposed access and internal layout design, parking provision, the site's servicing arrangements, and the anticipated traffic impact on the local highway network.
 - iii. **Section 4** provides an assessment of the anticipated traffic impact resulting from the development supported by a trip generation assessment.
 - iv. **Section 5** Provides a summary of the TS conclusions



2 BASELINE CONDITIONS

2.1 Site location and Description

- 2.1.1 The proposed development is located along Eastergate Lane which serves a number of commercial and agricultural land uses. The existing site encompasses an area of c.0.66ha of storage and office space. The site is bordered by Stoney Brook Farm to the west, Brookview Nursery to the east, North Choller Farm to the south and Eastergate Lane to the north. The existing site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of the Site Location

2.2 Existing Vehicle Access

- 2.2.1 The existing site is served from a c.10m wide bellmouth that adjoins Eastergate Lane, the access is c.28.0m to the east of the access to Stoney Brook Farm. The site access serves both Brookview Nursery and Brookview House. The existing access is shown in **Figure 2.2**.

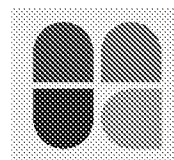


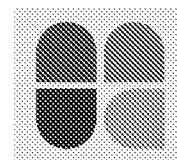
Figure 2.2: Existing Vehicle Access

2.3 Local Road Network

- 2.3.1 Eastergate Lane is a two-way single carriageway with a c.5.0m width. The carriageway is subject to a 40.0mph speed limit and is not subject to parking restrictions, however the nature of the road and availability of off street parking means that on-street parking is uncommon. Eastergate Lane's highway features are shown in **Figure 2.3**.



Figure 2.3: Eastergate Lane's highway features (Looking East)



2.4 Wider Highway Network

- 2.4.1 The application site is located circa 1.2m east of the A29 providing a route to Bognor Regis to the south and Billingshurst to the north. The A29 also connects to the A27 which provides a busy east-west route along the south coast and forms part of the Strategic Road Network (SRN). The A27 facilitates access to Worthing and Brighton to the east and Chichester and Portsmouth to the west. The wider highway network is shown in **Figure 2.4**.

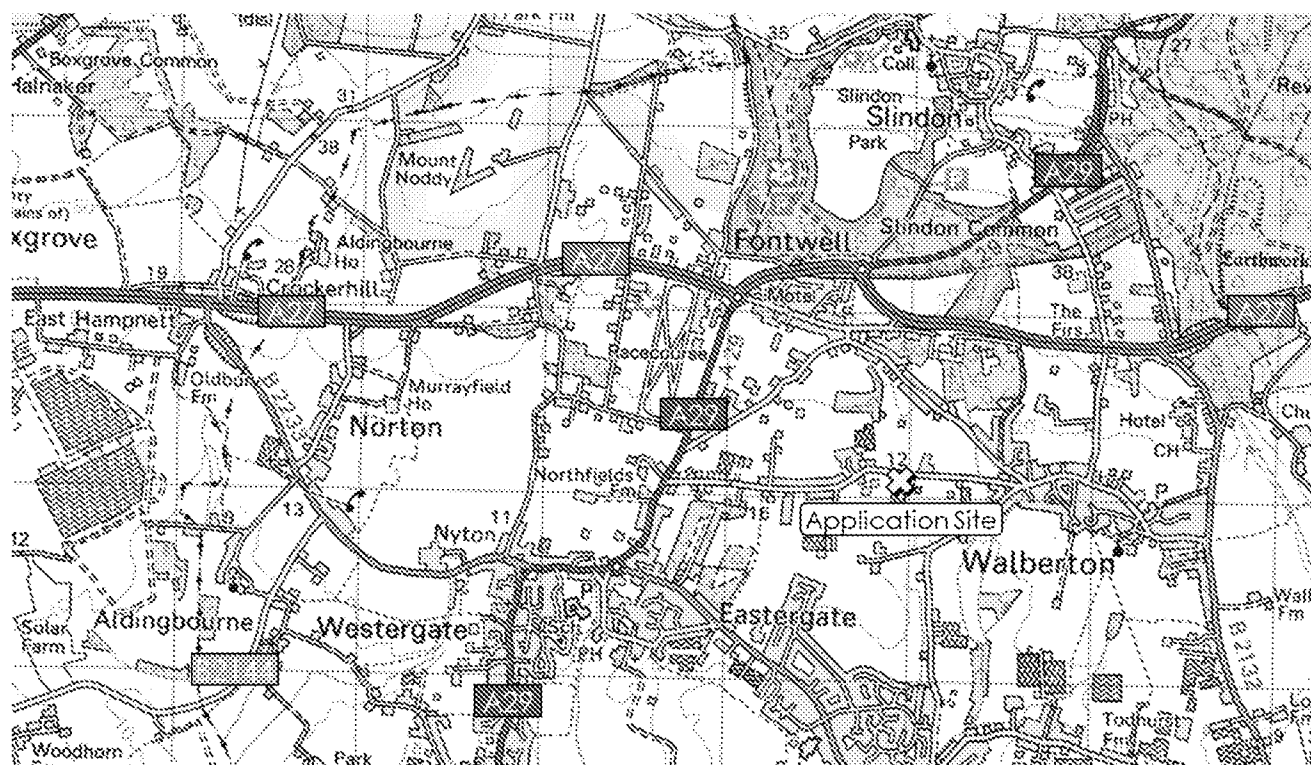
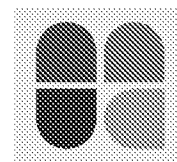


Figure 2.4: Wider Highway Network

2.5 Accident Data

- 2.5.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from March 2016 to February 2021 using Sussex Safer Roads Partnership. The study area comprises Eastergate Lane c.400m to the east and west of the existing site access.
- 2.5.2 Patterns displayed in the data can be assessed with regards to their proximity, frequency, severity and cause of incident to establish if there are any underlying highways design issues that require a more detailed investigation. Collision are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The study area is demonstrated in **Figure 2.5**.
- 2.5.3 There were no recorded incidents during the 5-year period. Correspondence with Sussex Safer Road Partnership's confirming the data is provided in **Appendix A**.



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the construction of 4 office units and 3 warehousing units served from a formalised access in the position of the existing access. Two of the existing office units would be retained. The proposed accommodation schedule is shown in **Figure 3.1** and the proposed layout at attached in **Appendix B**.

Unit Type	Number of Units
B1 Office	4 (720sqm)
B8 Warehousing	3 (480sqm)
Retained B1 Office Units	2 (128sqm)
Total	9

Figure 3.1: Accommodation Schedule

3.2 Vehicle Access

- 3.2.1 Vehicle access to the site would be served via a formalised access arrangement in the location of the existing site access. The access would comprise of a 5.5m wide bellmouth supported by 6.0m corner radii. Access to Brookview House would be served from a 4.0m wide driveway adjoining the proposed developments access road c.11m in to the site.
- 3.2.2 Due to the existing access's c.10.0m width there is variance as to how vehicles position themselves when leaving the site. Depending on the point of egress, there is potential for compromised visibility looking in both the primary and secondary directions.
- 3.2.3 The prospective access arrangement would propose the narrowing of the existing access ensuring an appropriate vantage point optimising the level of visibility achieved. Visibility requirements are addressed in **Section 3.3**.
- 3.2.4 The access would accommodate concurrent car movements, large emergency vehicles and service vehicles. A vehicle Swept path analysis has been undertaken demonstrating these manoeuvres in **Drawing 2020-6286-002 and Drawing 2020-6286-004**.

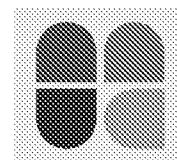
3.3 Visibility

- 3.3.1 To establish design speeds on Eastergate Lane in the vicinity of the site access, Bright Plan commissioned an Automated Traffic Count (ATC) survey from 10th March 2021 – 18th March 2021. The results of the ATC survey are summarised in **Figure 3.2** and the full data output is attached at **Appendix C**.

Direction	Average Speed	85 th Percentile Design Speed
Eastbound (Secondary)	32.0mph	38.7mph
Westbound (Primary)	31.6mph	38.1mph

Figure 3.2: Summary of ATC Data

- 3.3.2 To determine visibility requirements along Eastergate Lane the DMRB CD 109 and Manual for Streets calculation coefficients have been applied to the 85th percentile design speeds as demonstrated in **Figure 3.3**.



Direction	DMRB Requirement	DMRB Absolute Minimum Requirement	Manual for Streets Requirement
Eastbound (Secondary)	95.6m	75.3m	62.2m
Westbound (Primary)	93.2m	73.5m	60.8m

Figure 3.3: Visibility Requirements

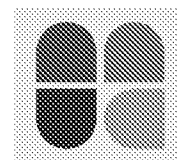
- 3.3.3 The proposed formalised site access arrangement achieves a visibility envelope of 2.0m x 95.6m to the west in accordance with DMRB standards for a 38.7mph road.
- 3.3.4 Visibility looking to the east would achieve 2.0m x 66.8m to a 1.0m offset visibility equating to a 36.85mph design speed at DMRB absolute minimum requirements. The achievable visibility from the proposed access looking east would exceed the Manual for Streets Requirement of 60.8m. Visibility splays from the proposed site access are demonstrated in **Drawing 2020-6286-001**.
- 3.3.5 The level of achievable visibility in the primary direction is considered appropriate based on the existing use of the junction and net reduction in vehicle trips associated with the proposal.

3.4 Internal Layout

- 3.4.1 The site would be served via a short access road serving car parking facilities and open forecourts for loading / unloading purposes. The sites internal carriageway arrangement is demonstrated within **Drawing 2020-6286-000**.
- 3.4.2 The site's access road would provide a width of 5.5m for the first 25.0m widening to 6.0m within the site. The internal carriageway geometries enable 2-way movement between cars and allow for a car and refuse freighter to pass along the internal carriageways. A swept path analysis demonstrating two-way vehicle movements is shown in **Drawing 2020-6286-003**.
- 3.4.3 A 2.0m footway would flank the internal carriageway on its western side facilitating pedestrian movement through the site. Uncontrolled crossing points would be provided along the estate road tying in with the 1.2m footpaths leading to building entrance points. A shared surface arrangement has been provided at the southern end of the site providing access to the proposed warehouses.

3.5 Emergency Access

- 3.5.1 The site would allow a fire tender (the largest emergency vehicle) to comfortably negotiate the proposed access arrangement and internal carriageways. in accordance with Manual for Streets guidance the following design compliances are met: -
- Fire tender would be able to access within 45.0m of every unit.
 - Fire tenders could achieve an appropriate level of access without requiring reversing distance greater than 20.0m.
 - A minimum carriageway width of 3.7m is maintained throughout the site.
- 3.5.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site access, internal carriageways and performing turning manoeuvres in **Drawing 2020-6286-003**.



3.6 Servicing Arrangements

- 3.6.1 The site's geometries are such that large service vehicles can negotiate the proposed access and access all units. A vehicle swept path analysis has been undertaken demonstrating a large refuse vehicle (the largest service vehicle) and a 7.5t box van can negotiate the site access and internal road network, as well as performing turning manoeuvres in **Drawing 2020-6286-003** and **2020-6286-004**.
- 3.6.2 Bin carry distances between properties and refuse collectors would be within the maximum thresholds set out in MfS from all properties (10.0m to 4 wheeled containers)

3.7 Car Parking Provision

- 3.7.1 The proposed parking provision has been provided in line with Arun District Council's Parking Standards Supplementary Planning Document January 2020. The proposed parking provision and ADC's standards are how do you know set out in **Figure 3.4**.

Unit Type	Arun District Council Parking Standard	Arun District Council Parking Requirement	Proposed Parking
848 sqm Office (B1)	1 space per 30sqm + 1 space per 500sqm	29 + 2	32
480sqm Warehousing (B8)	1 space per 100sqm	5	10
Total	-	37	42

Figure 3.4 ADC Parking Standards

- 3.7.2 Inclusive mobility guidance identifies that car parks associated with new employment premises should equate to 5% of the total parking provision A total of 3 disabled bays have accordingly been proposed as shown in **Drawing 2020-6286-000**.

3.8 Cycle Parking Provision

- 3.8.1 The proposed site's cycle parking provision has been provided in line with Arun District Council's Parking Standards Supplementary Planning Document January 2020. The cycle parking provision and ADC's standards are set out in **Figure 3.5**.

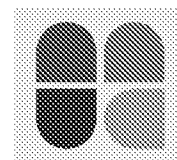
Unit Type	Arun District Council Parking Standard	Arun District Council Parking Requirement	Proposed Parking
848 sqm Office (B1)	1 space per 150sqm + 1 space per 500sqm	6 + 2	10
480sqm Warehousing (B8)	1 space per 100sqm	5	6
Total	-	13	16

Figure 3.5 ADC Cycle Parking Standards

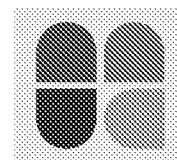
- 3.8.2 Cycle parking would be provided in the form of Sheffield stands within secure communal cycle stores.

3.9 Stage 1 Road Safety Audit

- 3.9.1 The proposed vehicle access arrangement has been subject to a Stage 1 Road Safety Audit (RSA), undertaken by Road Safety Answers in April 2021.



- 3.9.2 The Stage 1 RSA raised 1 issue with the proposed access design based on **Drawings 2020-6286-000, 2020-6286-001 and 2020-6286-002**. The design issue raised in the audit has been agreed and measures have been detailed within the designers response. A copy of the Stage 1 RSA and Designers Response is provided in **Appendix D**.



4 TRIP GENERATION ASSESSMENT

4.1.1 To assess the traffic impact of the proposals the site vendor has provided site specific data identifying of the existing monthly vehicle flows associated with the site. The TRICS database (version 7.7.4) has been interrogated to determine the anticipated traffic volumes generated by the proposed development. The existing and proposed trip generations have then been compared to establish the net vehicle trip generation resulting from the development and the impact on the local road network.

4.2 Existing Site

4.2.1 To establish the number of trips generated by the existing site, the site vendor has provided a breakdown of the average monthly trips to the site between 2006 to present by vehicle class. To provide a robust comparison between proposed and existing uses the monthly trip generation has been divided by 21 (average weekdays a month) to establish the daily vehicle trip generation. The existing vehicle trip information based on the information obtained by the site vendor is provided in **Figure 4.1**.

Vehicle Type	Monthly Two-Way Vehicle Trips (2006 – Present)	Daily Two-Way Vehicle Trips (21 working days per month)
Car / Derived Van	1765 - 2353	84 - 112
Van 3.5 GVW	1176 - 2353	56 - 112
HGV class 3	88 - 88	4 - 4
HGV class 2	235 - 294	11 - 14
HGV class 1	59 - 147	3 - 7
Other	59 - 88	3 - 4
Total	3382 - 5323	161 - 253

Figure 4.1: Existing Trip Generation

4.3 Proposed Development

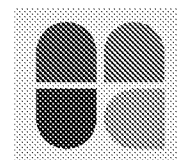
Commercial Use

4.3.1 To establish the number of trips generated by the proposed office units, the parameters identified in **Figure 4.2** have been used to filter the TRICS database.

TRICS (Version 7.7.4)	
Filtering Parameter:	Criteria Selected:
i. Land use	Employment - Office
ii. Regions	England (Excluding Greater London)
iii. Gross Floor Area	186sqm -3530sqm
iv. Date Range	01/01/12 to 13/11/19
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	- Suburban Area - Edge of Town

Figure 4.2: TRICS Filtering Parameters – B1 Office

4.3.2 The TRICS output is provided in **Appendix E**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements is provided in **Figure 4.3**.



TRICS Trip Rate per 100sqm (848sqm)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	2.378	0.167	2.545
PM Peak Hour	0.220	2.179	2.399
Daily Traffic	7.902	8.121	16.023
TRICS Vehicle Trip Generation			
AM Peak Hour	20	1	22
PM Peak Hour	2	18	20
Daily Traffic	67	69	136

Figure 4.3: Proposed Trip Generation – B1 Office

Warehousing

- 4.3.3 To establish the number of trips generated by the proposed B8 warehousing, the parameters identified in **Figure 4.4** have been used to filter the TRICS database.

TRICS (Version 7.7.4)	
Filtering Parameter:	Criteria Selected:
i. Land use	Employment – Warehousing
ii. Regions	England (Excluding Greater London)
iii. Gross Floor Area	190sqm – 6560sqm
iv. Date Range	01/01/12 – 29/03/19
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	• Edge of Town

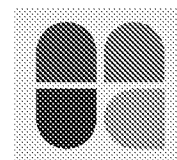
Figure 4.4: TRICS Filtering Parameters – B8 Warehousing

- 4.3.4 The TRICS output is provided in **Appendix F**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the warehousing unit is provided in **Figure 4.5**.

TRICS Trip Rate per 100sqm (480sqm)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.361	0.145	0.506
PM Peak Hour	0.063	0.278	0.341
Daily Traffic	3.075	2.976	6.051
TRICS Vehicle Trip Generation			
AM Peak Hour	2	1	2
PM Peak Hour	0	1	2
Daily Traffic	15	14	29

Figure 4.5: Proposed Trip Generation – B8 Warehousing

- 4.3.5 The various proposed office and warehousing vehicle trips have been summed in **Table 4.6**.



TRICS Vehicle Trip Generation			
	Arrivals	Departures	Two-way Total
AM Peak Hour	22	2	24
PM Peak Hour	2	19	22
Daily Traffic	82	83	165

Figure 4.6: Total Proposed Trip Generation

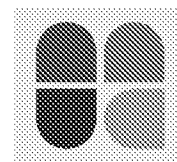
4.4 Net Traffic Impact

- 4.4.1 The traffic generations associated with the existing site and the proposed development have been compared to establish the net traffic generation associated with the development in **Figure 4.7**.

Net Vehicle Trip Generation			
	Arrivals	Departures	Two-way Total
Existing	81 - 127	81 - 127	81 - 127
Proposed	82	83	165
Net Vehicle Trip Generation	-45 to +1	-44 to +2	-88 to +4

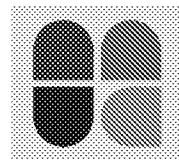
Figure 4.7: Net Trip Generation

- 4.4.2 The TRICS assessment suggests that proposed development would result in a reduction in daily two-way vehicle movements across the day. Based on the findings of the trip generation assessment it is considered that the site would have no impact on the local road network in terms of capacity or operational safety.



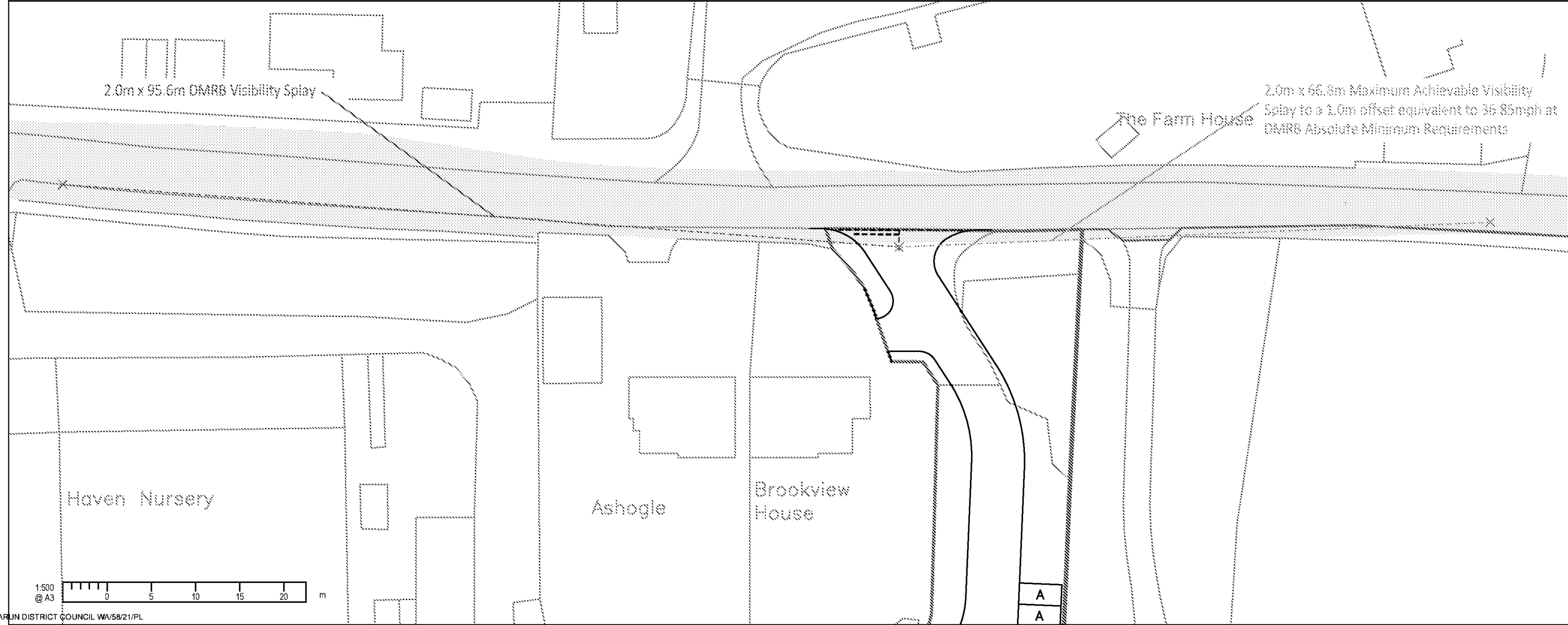
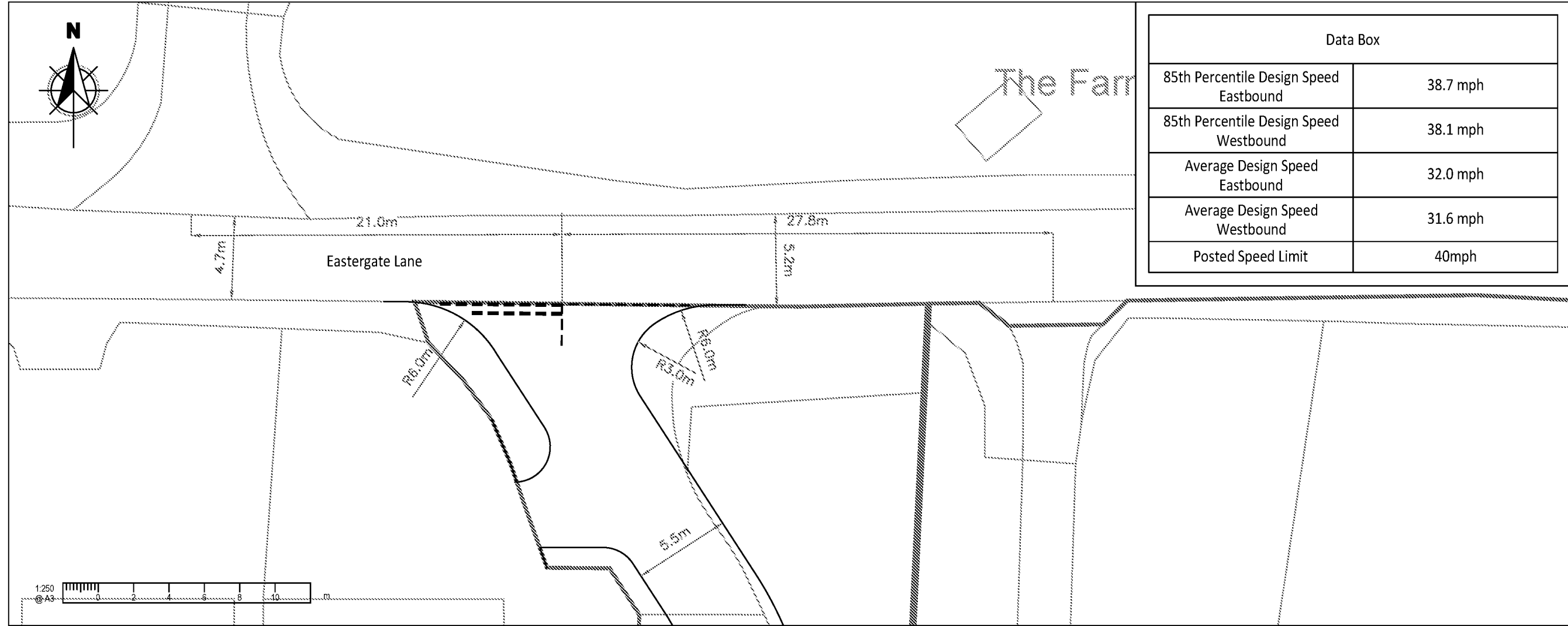
5 SUMMARY AND CONCLUSIONS

- 5.1.1 This Transport Statement has been prepared by Bright Plan Limited on behalf of Mr Philip Sowden to support the proposed commercial re-development at Brookview Nursery, Eastergate Lane, Walberton. The findings from this assessment are as follows: -
- i. The proposals would involve the demolition of the existing warehousing to provide 4 x B1 office units and 3 x B8 warehousing units on the existing site. The existing office units would be retained.
 - ii. The PIA record shows there to be no recorded incidents in the vicinity of the application site.
 - iii. The existing access arrangement would be formalised to provide standard junction geometry, provide formal priority working arrangement, and to optimise visibility from the junction.
 - iv. The access provides visibility to the west in accordance with DMRB standards. Visibility looking to the east would exceed the Manual for Streets Requirement of 60.8m.
 - v. A vehicle swept path analysis has been undertaken demonstrating the negotiation of the accesses by cars, service vehicles, and emergency vehicles.
 - vi. The site's internal layout has been subject to a design review demonstrating appropriate operation of the internal roads, parking areas, and loading areas by goods vehicles.
 - vii. A vehicle swept path analysis demonstrates that an estate car access and egress the proposed parking bays.
 - viii. Bin carry distances between the proposed commercial premises and refuse collectors would be within the maximum thresholds set out in MfS.
 - ix. Car parking and cycle parking would be provided in accordance with Arun District Council's 'Parking Standards Supplementary Planning Document' (January 2020).
 - x. The proposed site is anticipated to result in a reduction of daily two-way vehicle movements across the day thereby providing a betterment to highway capacity and safety.



DRAWINGS

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2020-6286-003	Refuse Vehicle and Fire Tender Swept Path Analysis
2020-6286-004	7.5t Box Van Swept Path Analysis
2020-6286-005	Estate Car Swept Path Analysis



Data Box	
85th Percentile Design Speed Eastbound	38.7 mph
85th Percentile Design Speed Westbound	38.1 mph
Average Design Speed Eastbound	32.0 mph
Average Design Speed Westbound	31.6 mph
Posted Speed Limit	40mph

NOTES

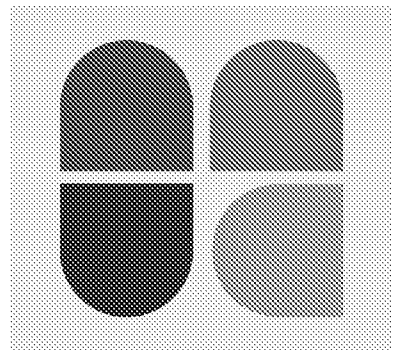
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1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
- 3rd Party Boundary
- Highway Boundary
- Existing Road Markings
- DMRB Visibility Splay
- Achievable Visibility Splay

B	Revised Layout	04/06/2021
A	Revised Layout	14/04/2021
-	Original Issue	22/03/2021
Rev.	Amendments	Date



B R I G H T P L A N
Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	Final
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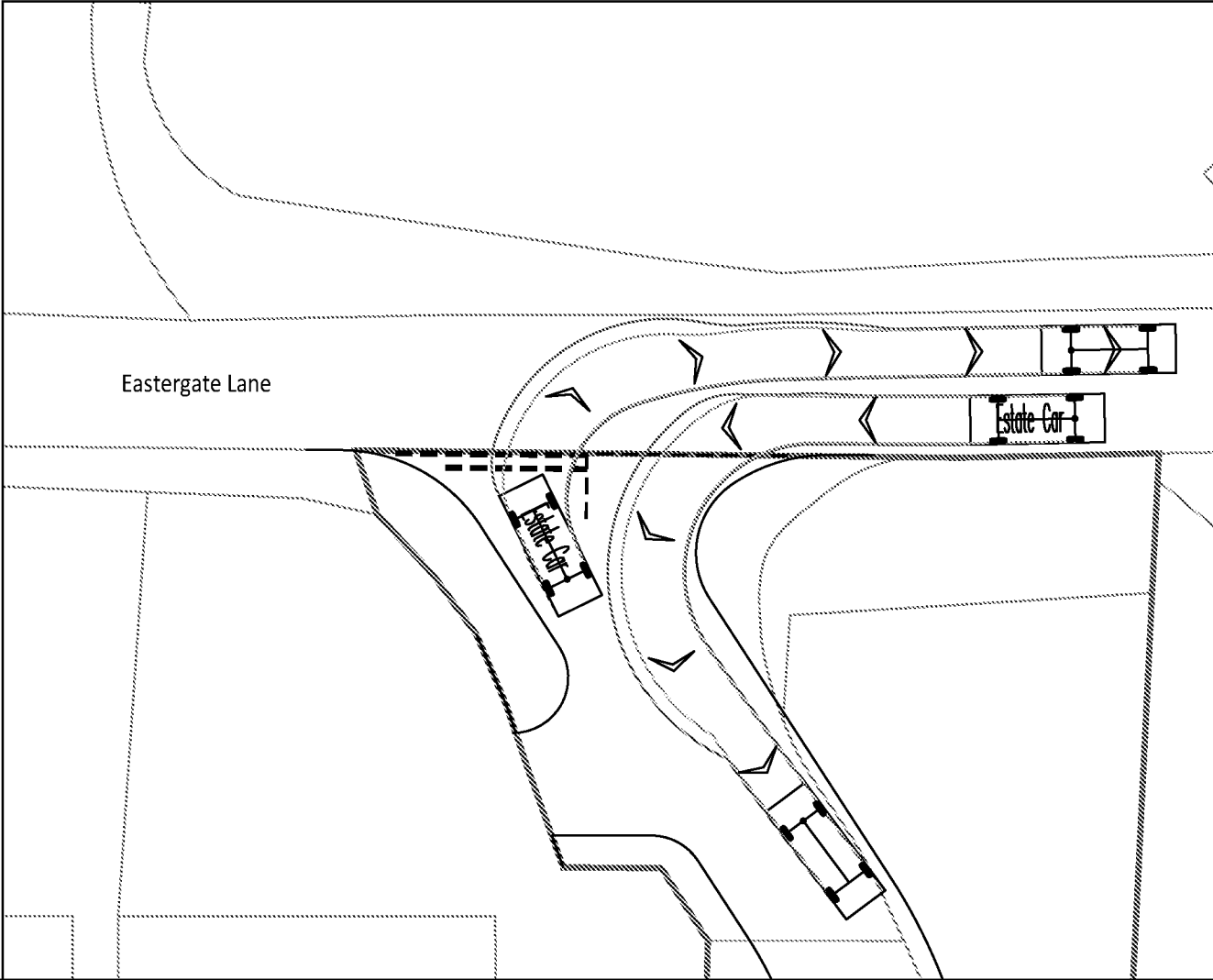
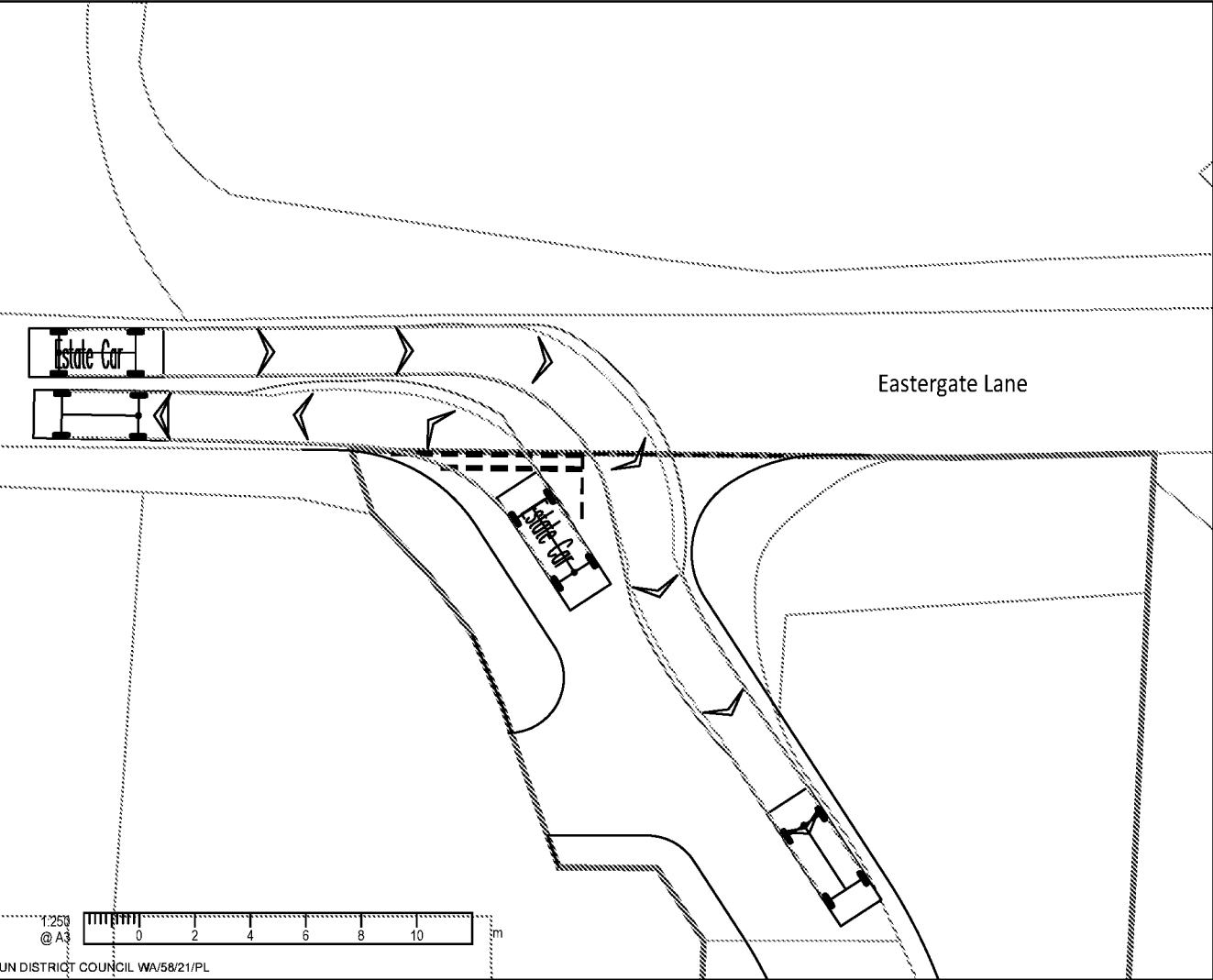
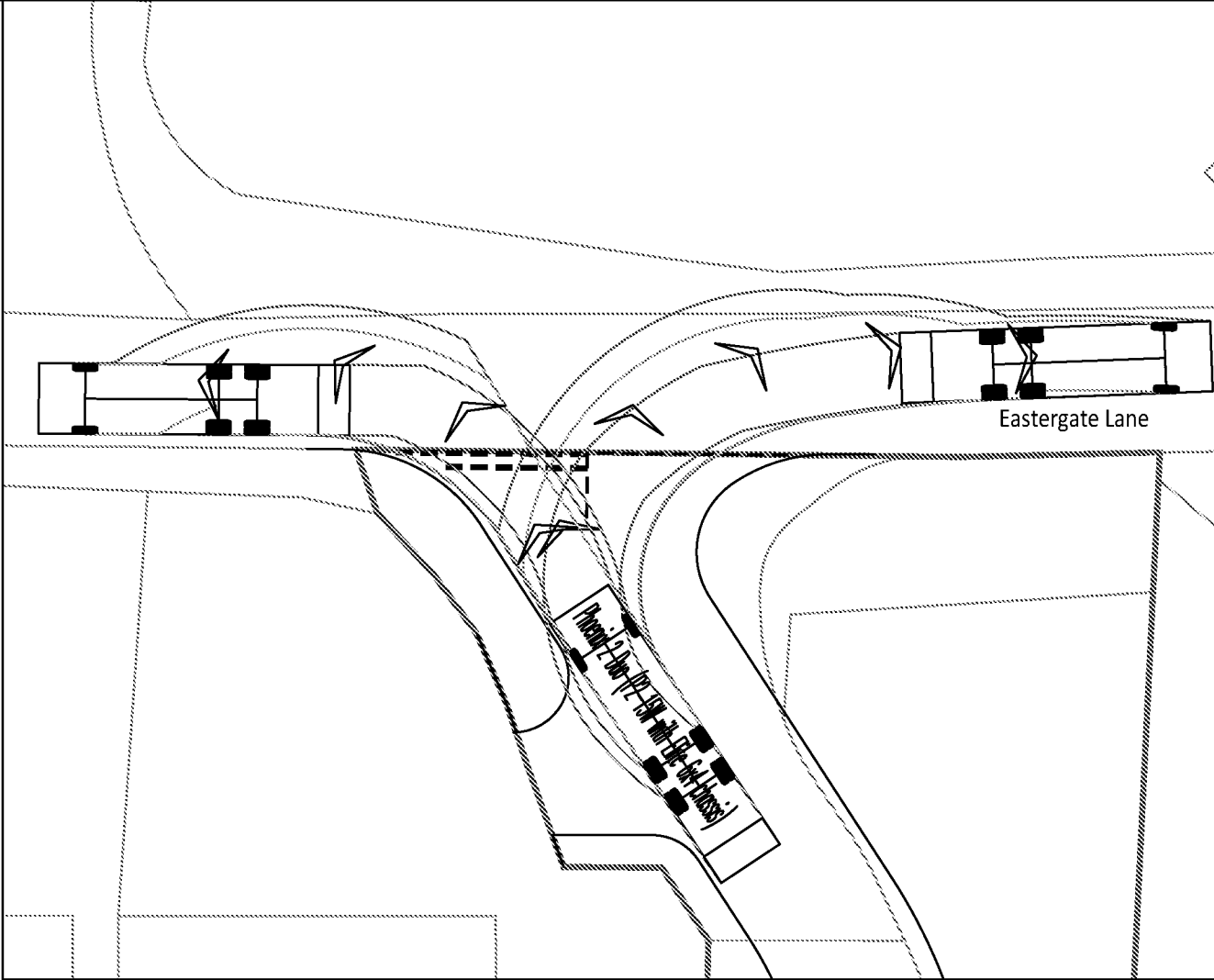
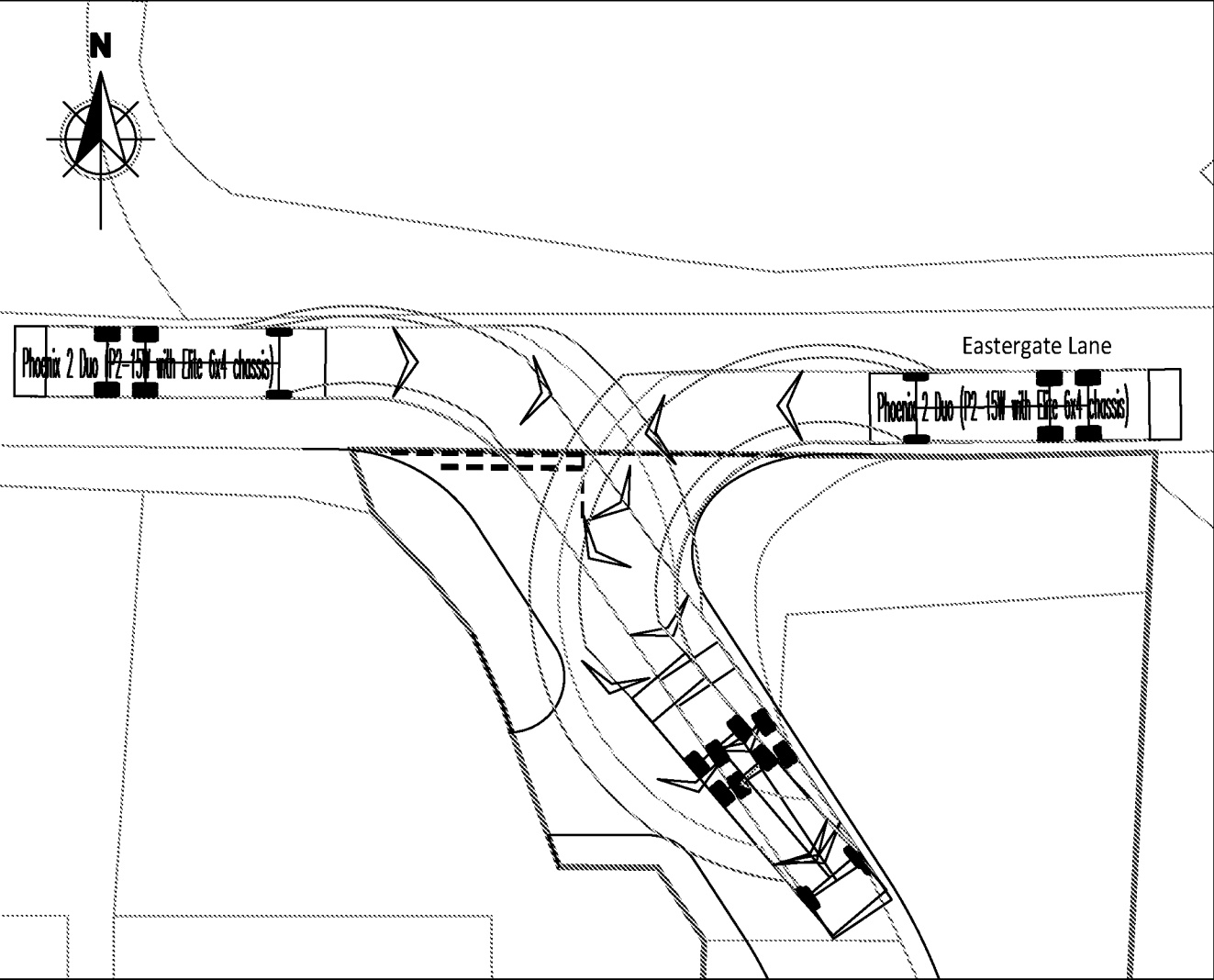
Client	Mr Philip Sowden
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Project	Brookview Nursery, Eastergate Lane BN18 0BA
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Drawing Title	Access Overview and Visibility Splays
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Scale	As Shown	Date	June 21	Drawn By	SMO	Checked By	ALB
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Drawing No.	2020-6286-001	Rev.	B
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NOTES

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.

2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.

3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.

4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

11.2

1.67 4.515 4.185

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

4.845

1.005 2.77

Estate Car

Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

B	Revised Layout	04/06/2021
A	Revised Layout	14/04/2021
-	Original Issue	22/03/2021
Rev.	Amendments	Date

BRIGHT PLAN

Transport Planning and Civil Engineering Consultants

2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF

Tel: 01243 210418 Email: enquiries@bpcivils.co.uk

www.bpcivils.co.uk

Drawing Status

Final

Client

Mr Philip Sowden

Project

Brookview Nursery, Eastergate Lane
BN18 OBA

Drawing Title

Proposed Access
Swept Path Analysis

Scale

1:250

Date

June 21

Drawn By

SMO

Checked By

ALB

Drawing No.

2020-6286-002

Rev.

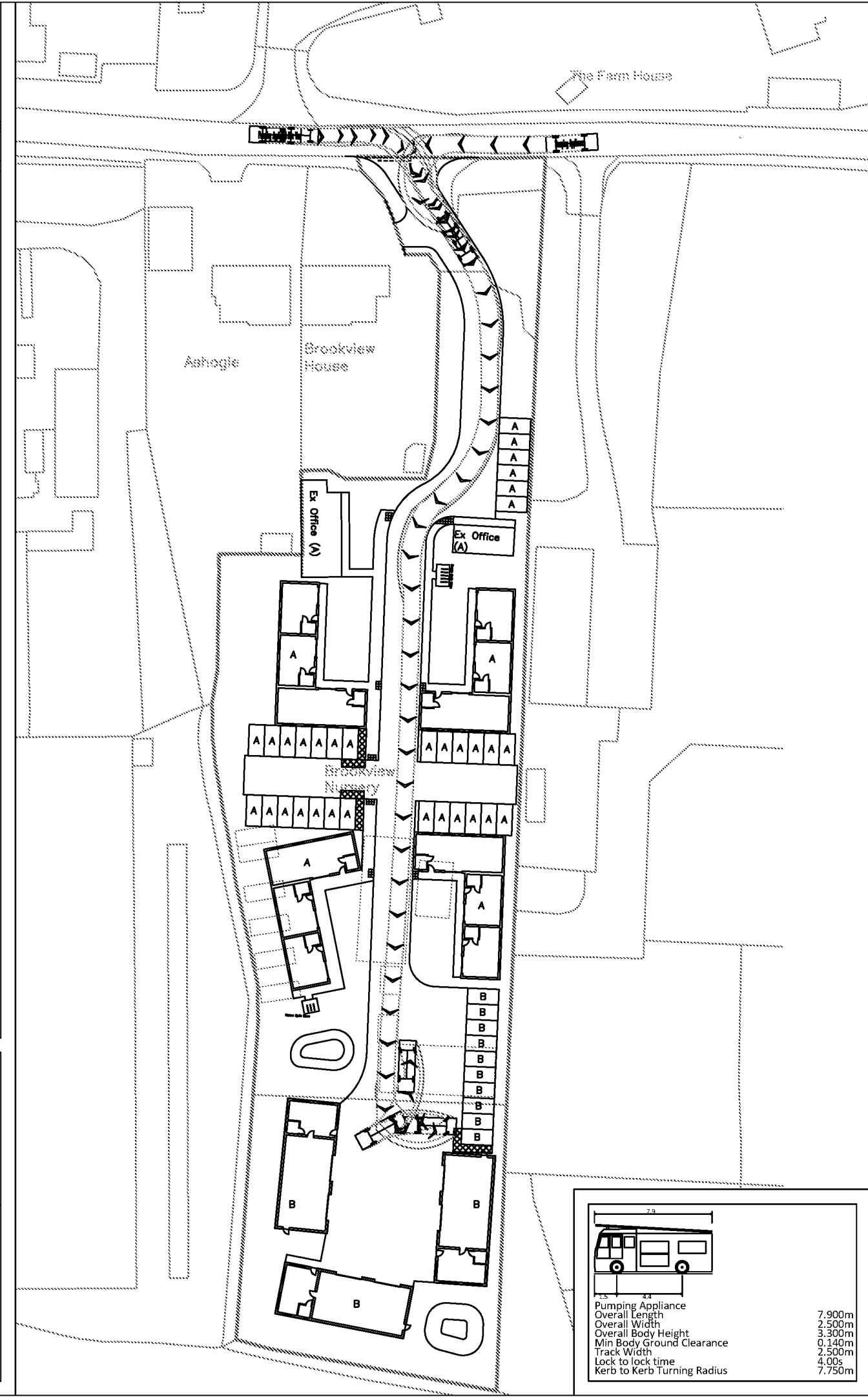
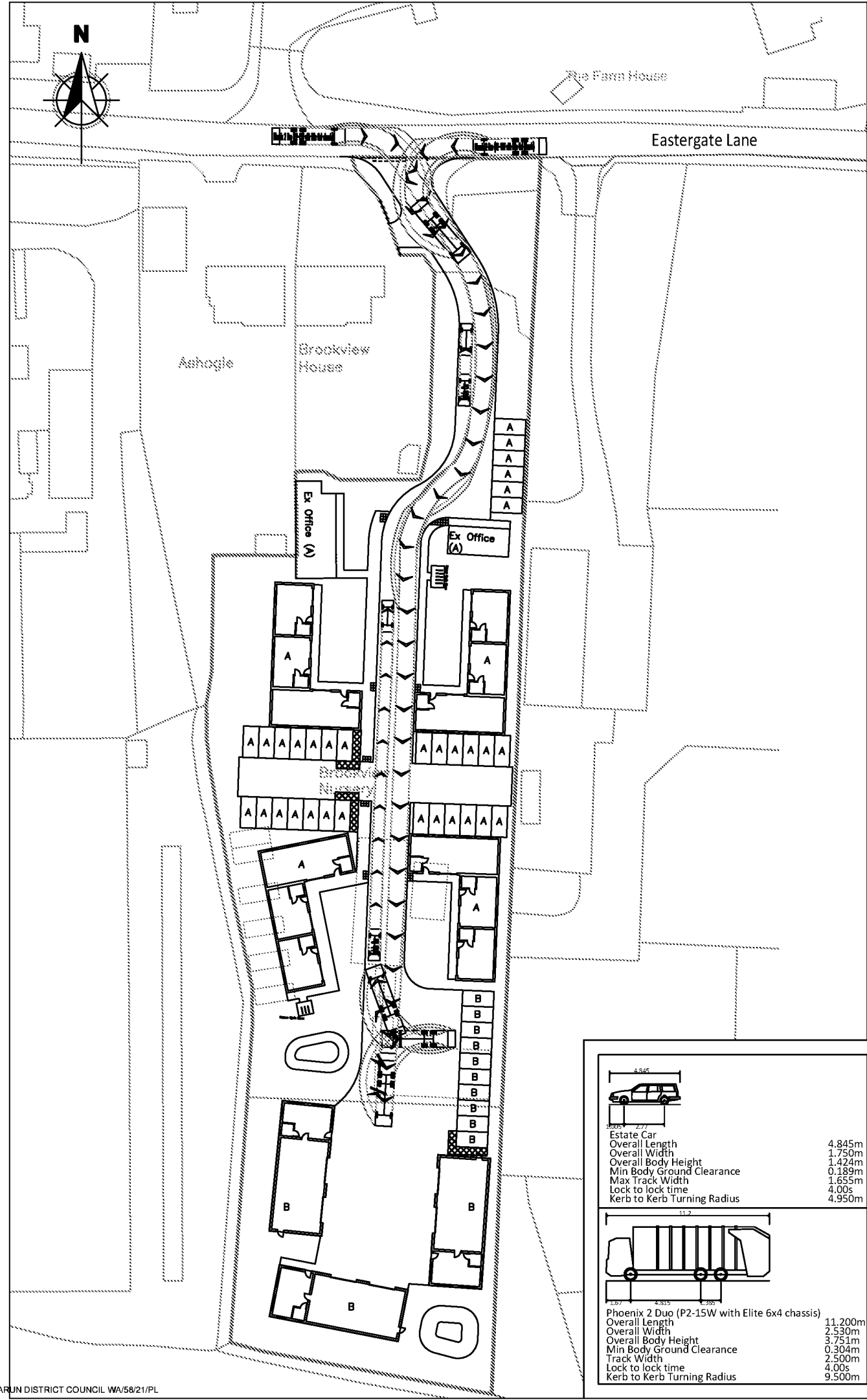
B

1:250
@ A3

0 2 4 6 8 10

m

ARUN DISTRICT COUNCIL WA/58/21/PL



NOTES

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.

2. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.

3. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

Site Boundary

Existing Road Markings

-Swept Path-

Wheel Track

Over Swing

A

Revised Layout

-

Original Issue

04/06/2021

14/04/2021

Rev.

Amendments

Date

BRIGHT PLAN

Transport Planning and Civil Engineering Consultants

2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF

Tel: 01243 210418 Email: enquiries@bpcivils.co.uk

www.bpcivils.co.uk

Drawing Status

Final

Client

Mr Philip Sowden

Project

Brookview Nursery, Eastergate Lane BN18 0BA

Drawing Title

Refuse Vehicle and Fire Tender Swept Path Analysis

Scale

1:750

Date

June 21

Drawn By

SMO

Checked By

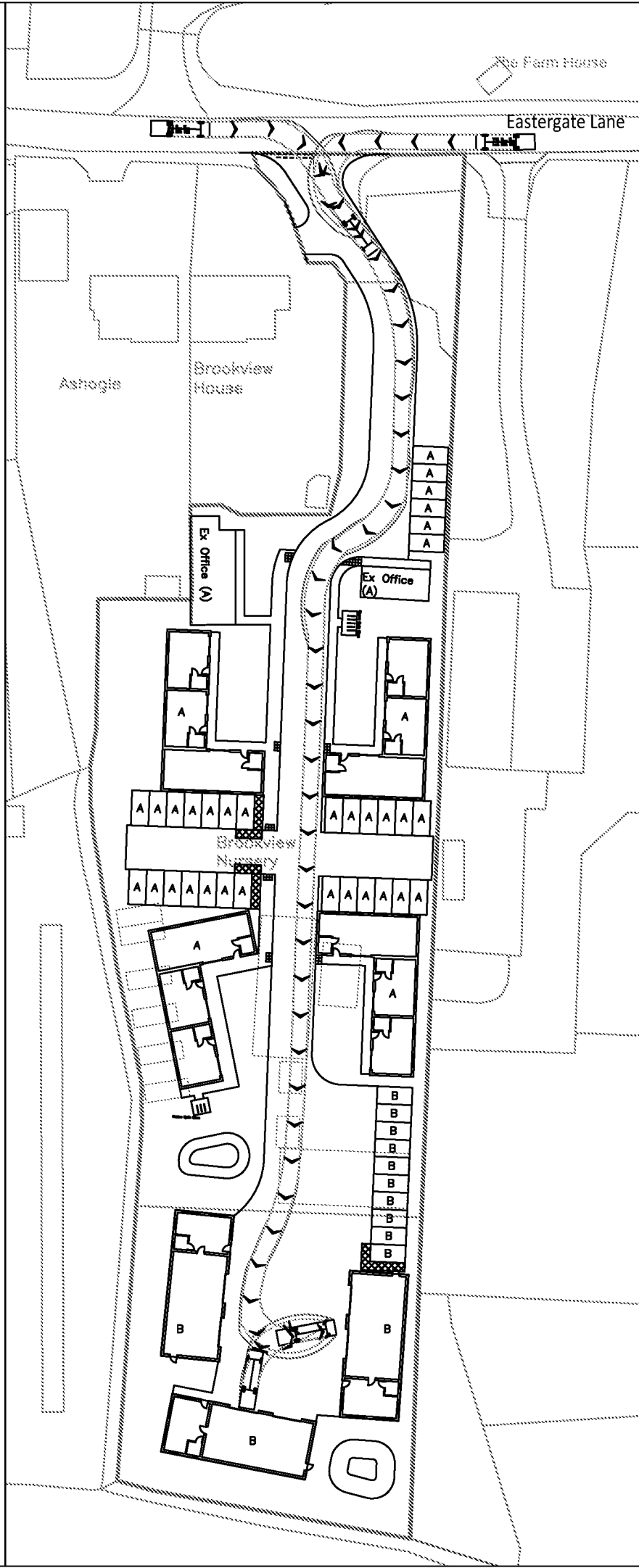
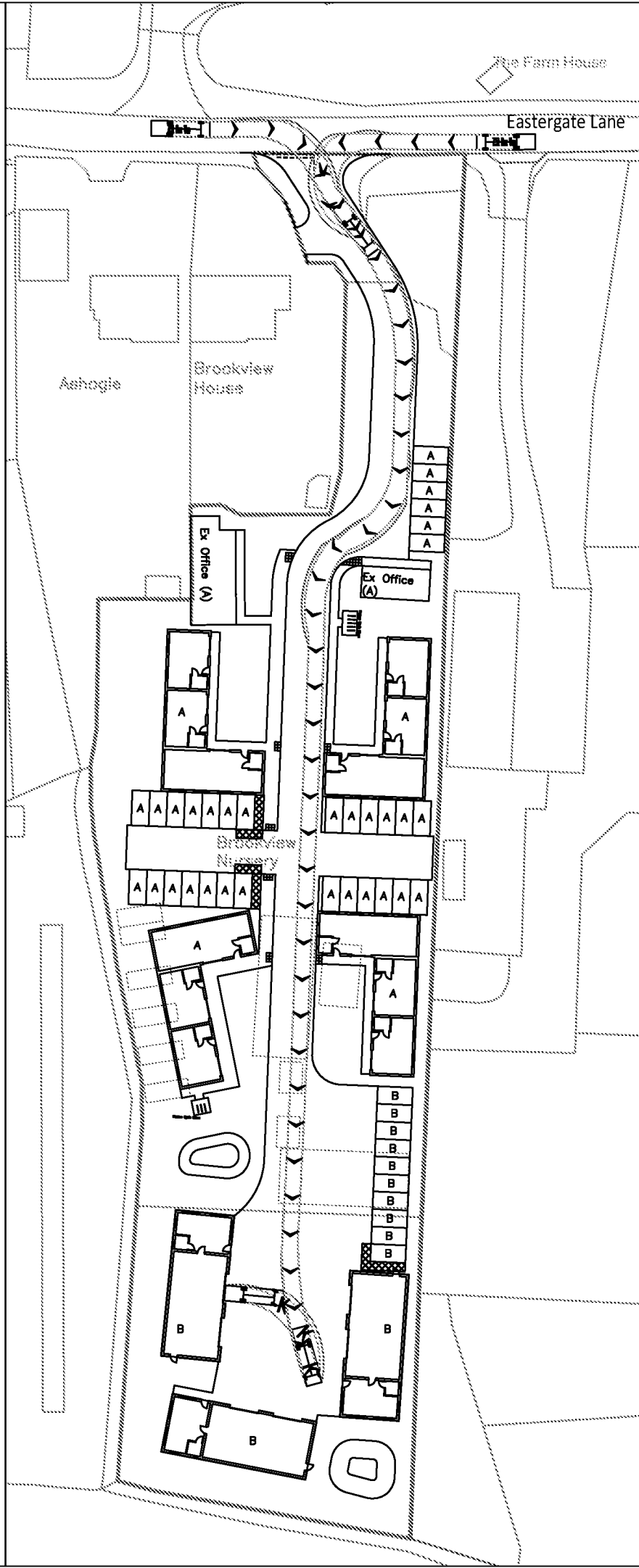
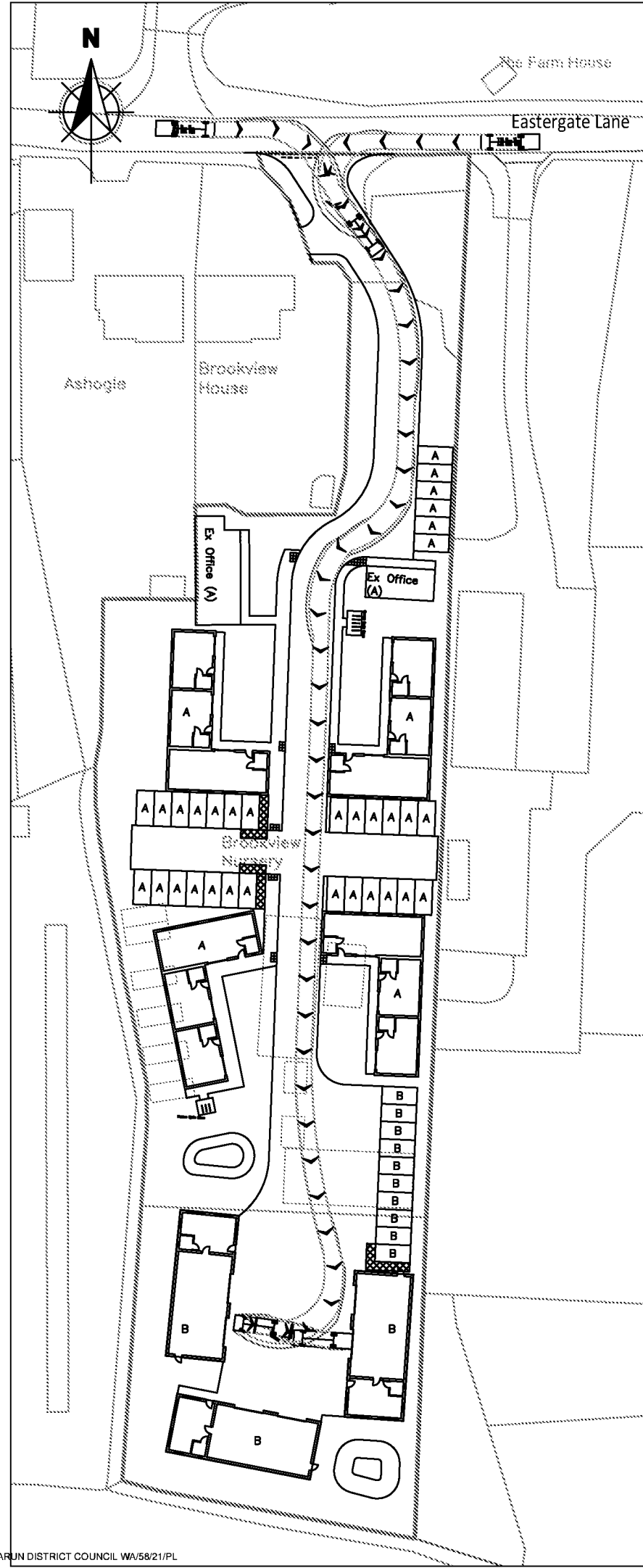
ALB

Drawing No.

2020-6286-003

Rev.

A



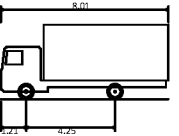
NOTES

A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

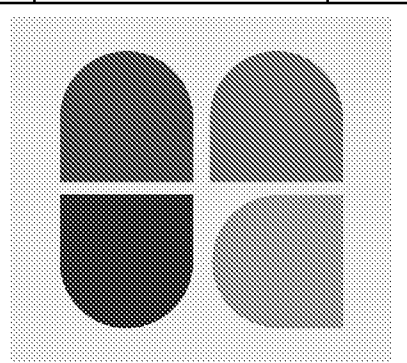
-LEGEND-

- Site Boundary
- Existing Road Markings
- Swept Path-
 - Wheel Track
 - Over Swing



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

A	Revised Layout	04/06/2021
-	Original Issue	14/04/2021
Rev.	Amendments	Date



BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status Final

Client Mr Philip Sowden

Project Brookview Nursery, Eastergate Lane
BN18 OBA

Drawing Title 7.5t Box Van
Swept Path Analysis

Scale 1:750 Date June 21 Drawn By SMO Checked By ALB

Drawing No. 2020-6286-004 Rev. A



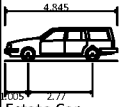
NOTES

A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

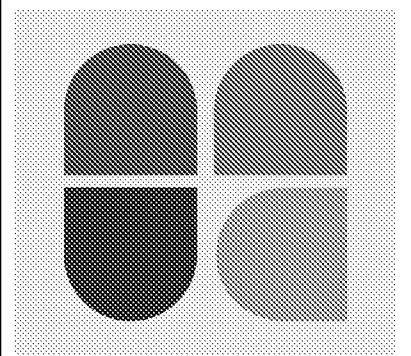
-LEGEND-

- Site Boundary
- Existing Road Markings
- Swept Path-
- Wheel Track
- Over Swing



Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Overall Body Height	0.189m
Min Body Ground Clearance	1.655m
Max Track Width	4.00s
Lock to lock time	4.950m
Kerb to Kerb Turning Radius	

A	Revised Layout	04/06/2021
-	Original Issue	15/04/2021
Rev.	Amendments	Date



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Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	Final
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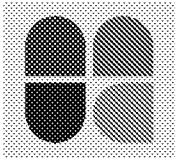
Client	Mr Philip Sowden
--------	------------------

Project	Brookview Nursery, Eastergate Lane BN18 OBA
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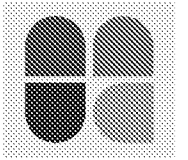
Drawing Title	Estate Car Swept Path Analysis
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Scale	1:500	Date	June 21	Drawn By	SMO	Checked By	ALB
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Drawing No.	2020-6286-005	Rev.	A
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APPENDICES



Appendix A Correspondence with Sussex Safer Roads

Sam O'Halloran

From: Karen Tugwell-Smith <[REDACTED]>
Sent: 18 March 2021 08:08
To: Sam O'Halloran
Subject: RE: Brookview Nursery, Eastergate Lane, BN18 OBA - 6286

Follow Up Flag: Follow up
Flag Status: Completed

Good morning Sam,

I can confirm that there are no recordable collisions from 01/03/2016 – 28/02/2021 within your study area Eastergate Lane, Walberton.

I am therefore unable to supply you with a report for Brookview Nursery at this time.

Kind regards
Kat

Kat Tugwell-Smith
Data Technician, Sussex Safer Roads Partnership
Shoreham Police Station, Harn Road, Shoreham-by Sea, BN43 6PA

[REDACTED]

From: Sam O'Halloran <[REDACTED]>
Sent: 17 March 2021 16:35
To: Sussex Safer Roads Data <[REDACTED]>
Subject: Brookview Nursery, Eastergate Lane, BN18 OBA - 6286

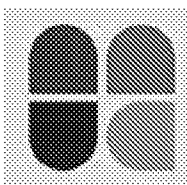
Good afternoon,

Can I please get the collision data for Brookview Nursery, Eastergate Lane, BN18 OBA

I have attached a plan showing the area and your collision data request form.

Kind regards,

Sam O'Halloran
Consultant

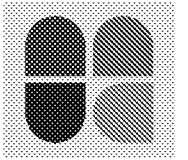


Bright Plan Ltd, Transport Planning and Civil Engineering Consultants

Bright Plan Ltd, 2 West Barn, Norton Lane, Chichester, PO20 3AF

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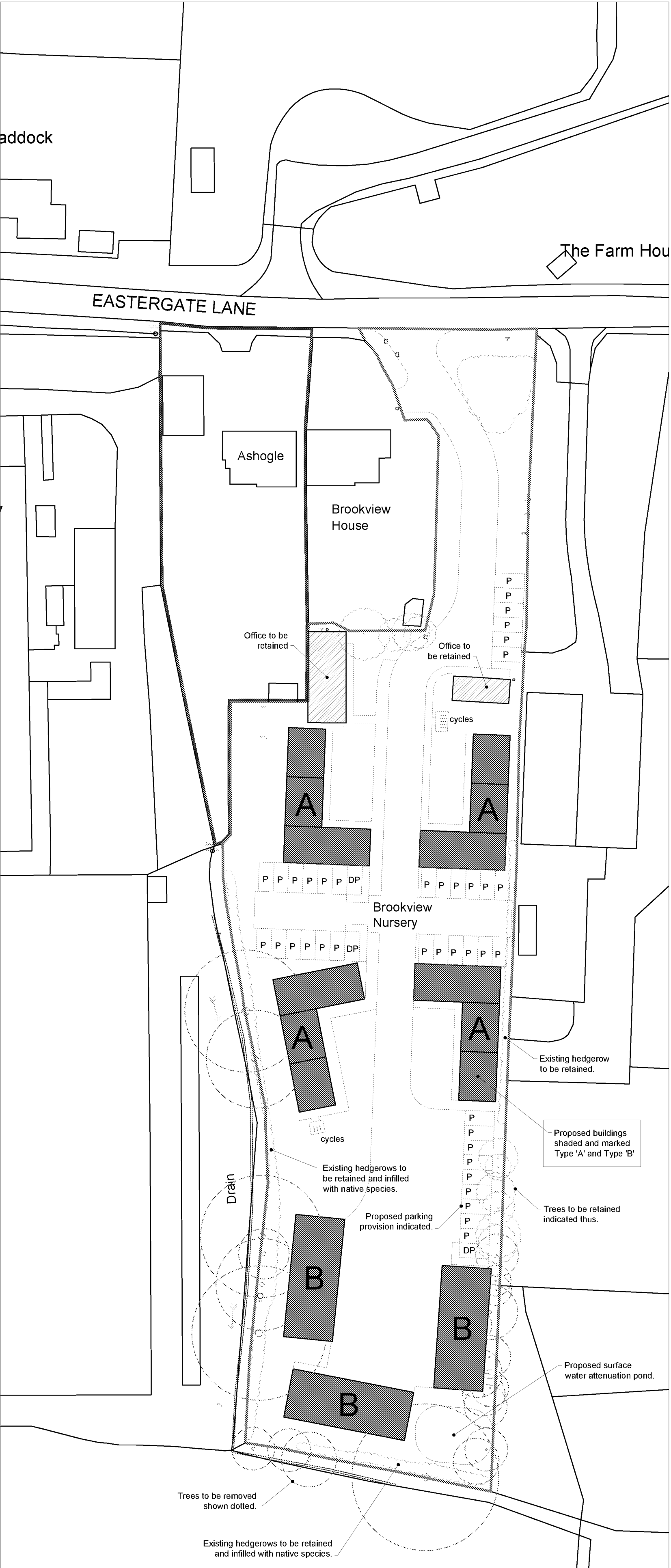
This email is confidential and is for the intended recipient only. If you are not the intended recipient, please contact the author and do not disclose or use the contents in any way. The author bears no responsibility for any legal action or disputes arising from views or professional advice expressed which do not relate to the business of Bright Plan Ltd.



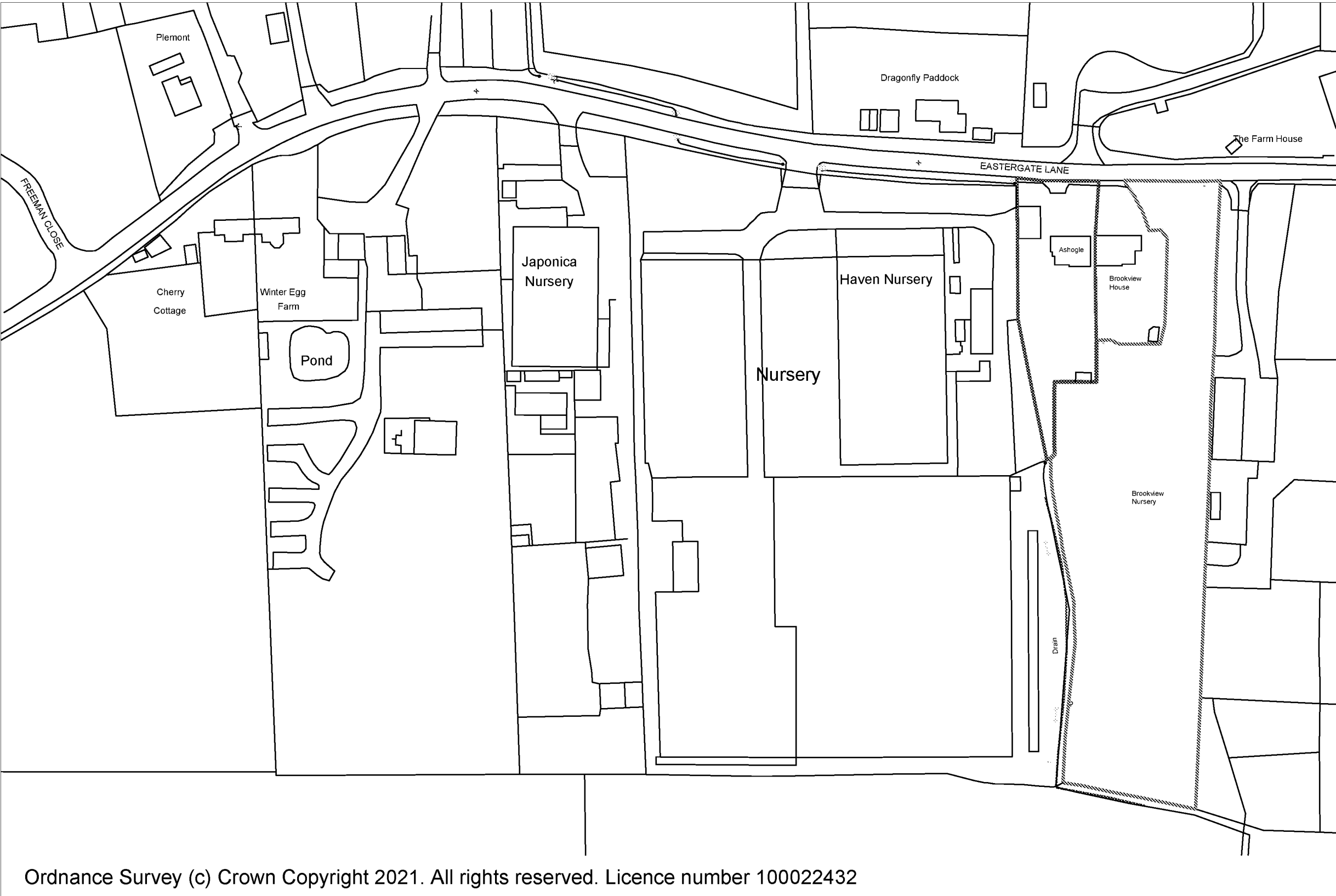
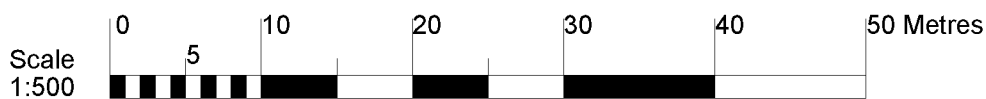
Appendix B Proposed Layout



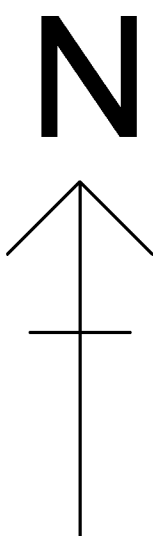
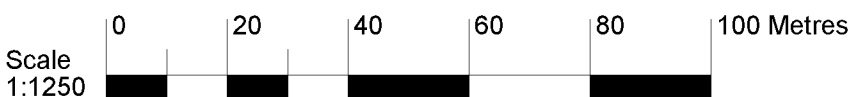
Existing Block Plan
Scale 1:500



Proposed Block Plan
Scale 1:500



Location Plan
Scale 1:1250



D	Unit plans removed, 'existing' and 'proposed' block plans & location plan added.	27.05.21
C	Arrangement revised, detail added.	26.05.21
B	Arrangement revised, parking added.	21.01.21
A	Unit B added.	20.01.21
Rev.	Description:	Date:



Horizon Design Limited
15 Uplands Avenue
Worthing BN13 3AA
01903 205868

info@horizon-design.co.uk www.horizon-design.co.uk

Client:
Mr & Mrs Sowden

Project:
New Commercial Units:
Brookview Nursery
Eastergate Lane
Walberton
West Sussex, BN18 0BA

Drawing title:
Existing & Proposed Block Plans,
Location Plan

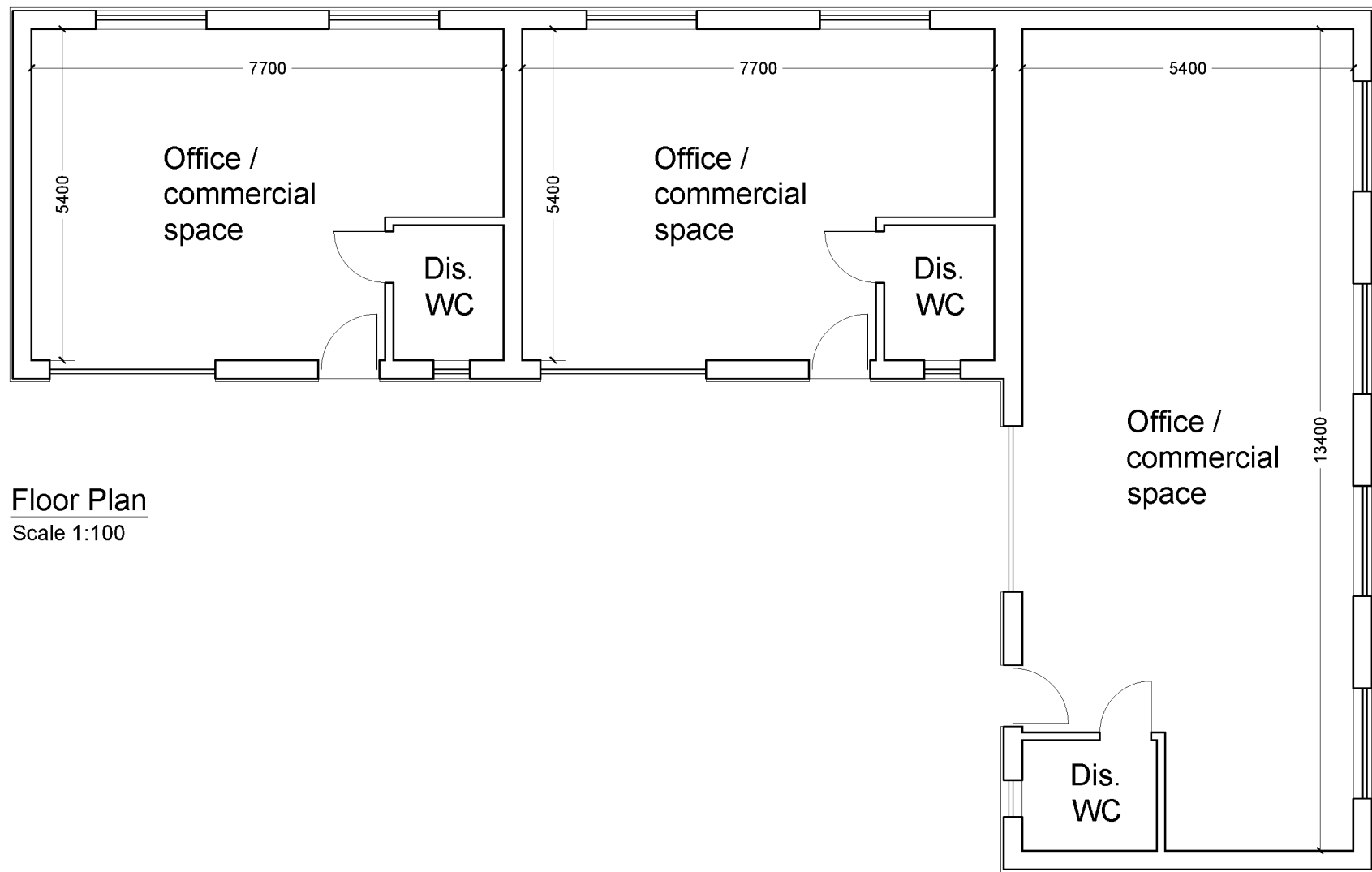
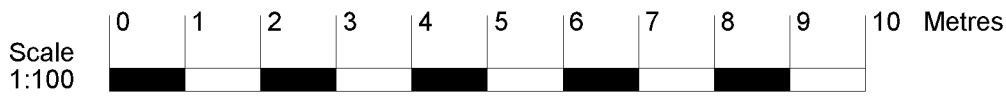
Scale:
1:500 / 1:1250 @ A1

Date:
14.01.21

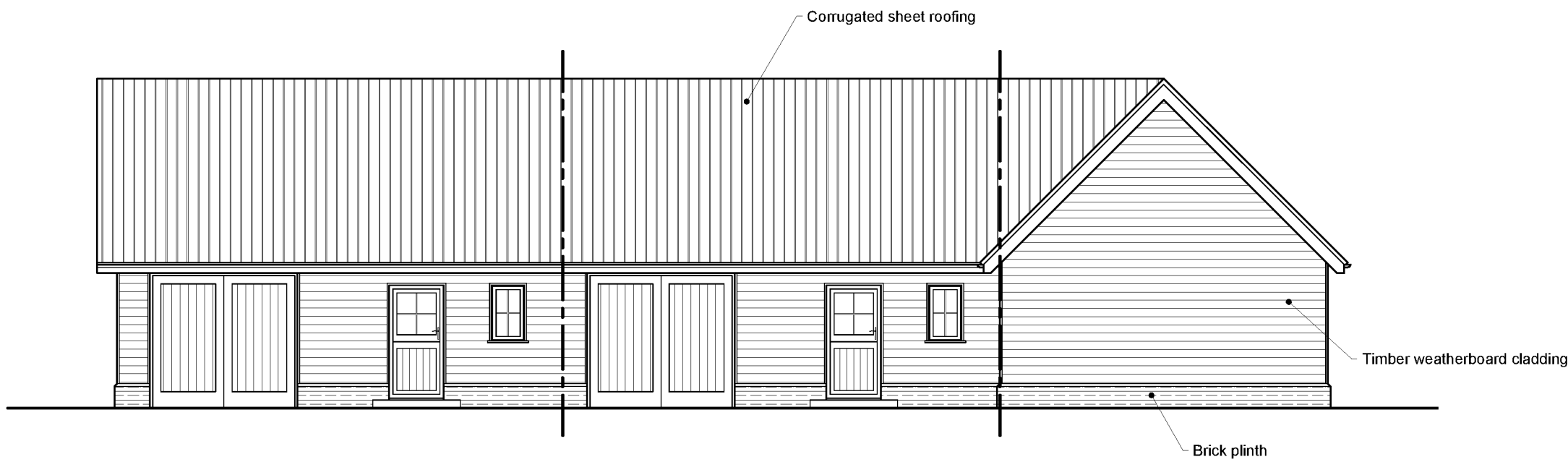
Drawn:
KWF

Drawing number:
3058-01

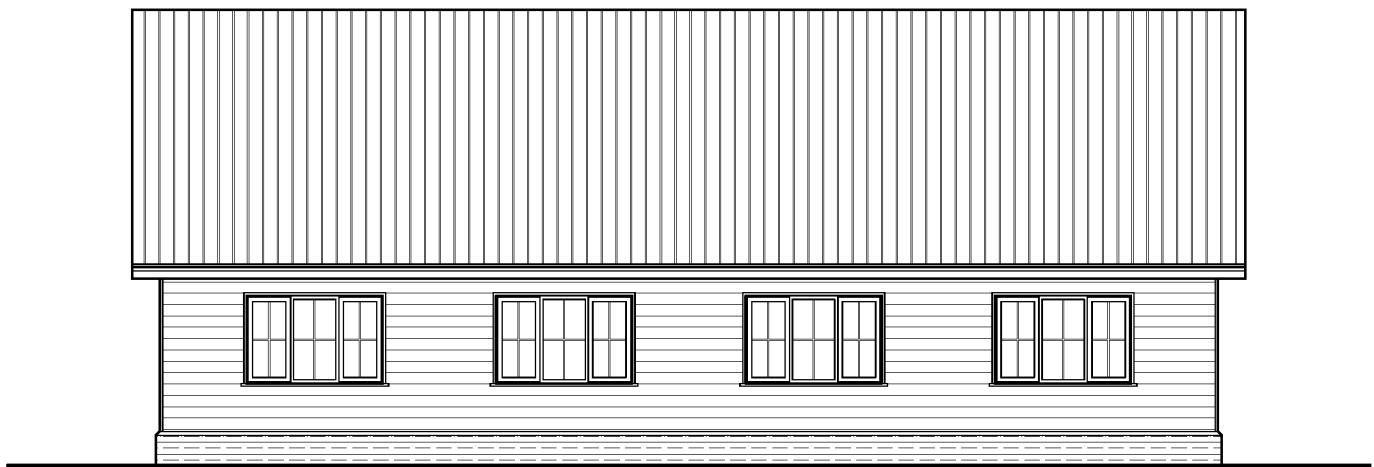
Revision:
D



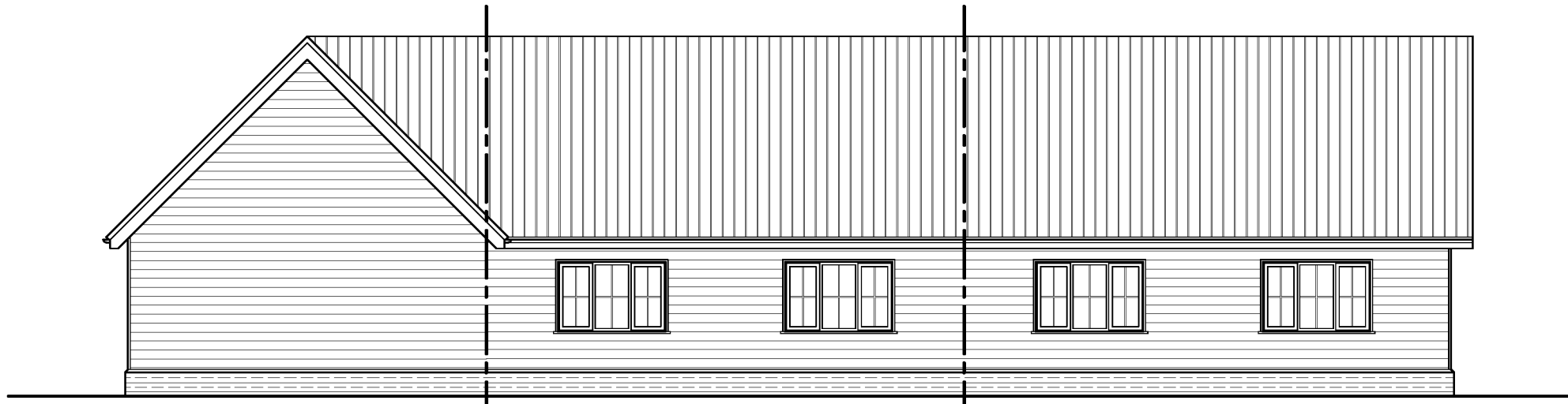
Floor Plan
Scale 1:100



Front Elevation
Scale 1:100



Side Elevation
Scale 1:100

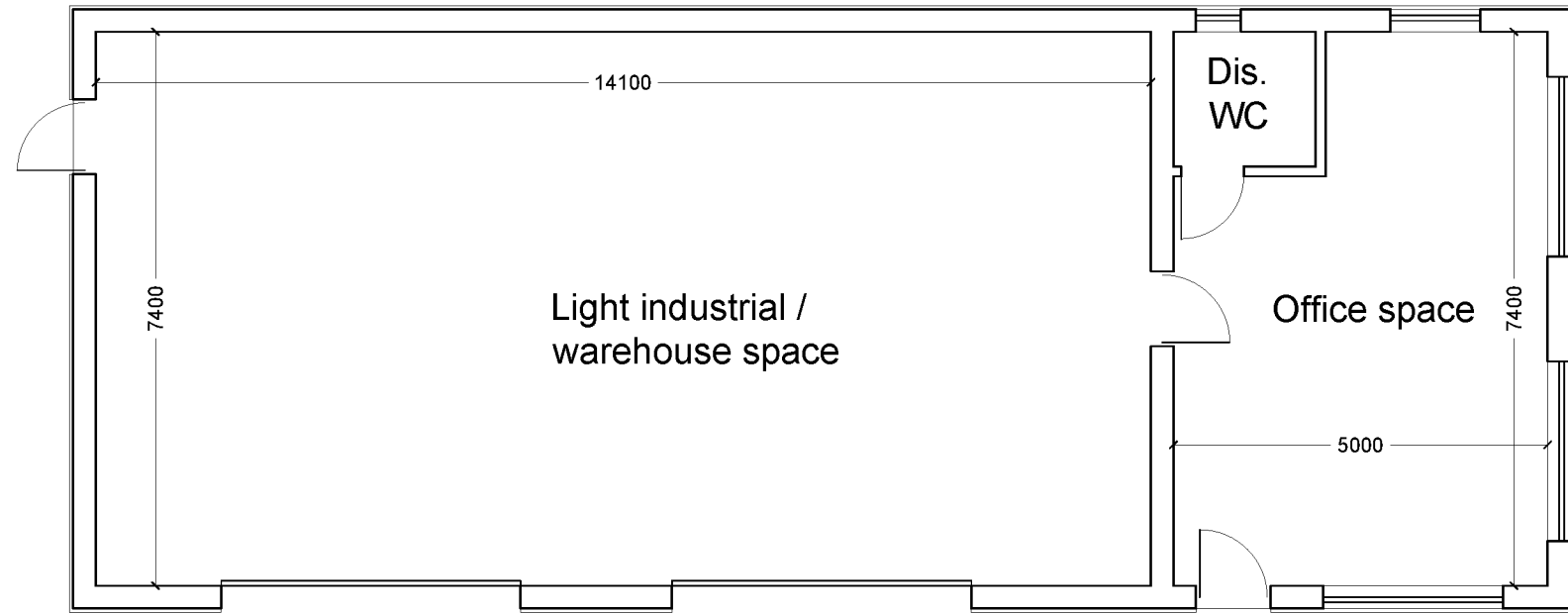
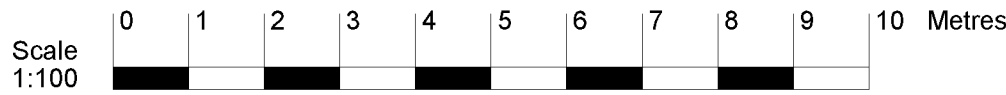


Rear Elevation
Scale 1:100

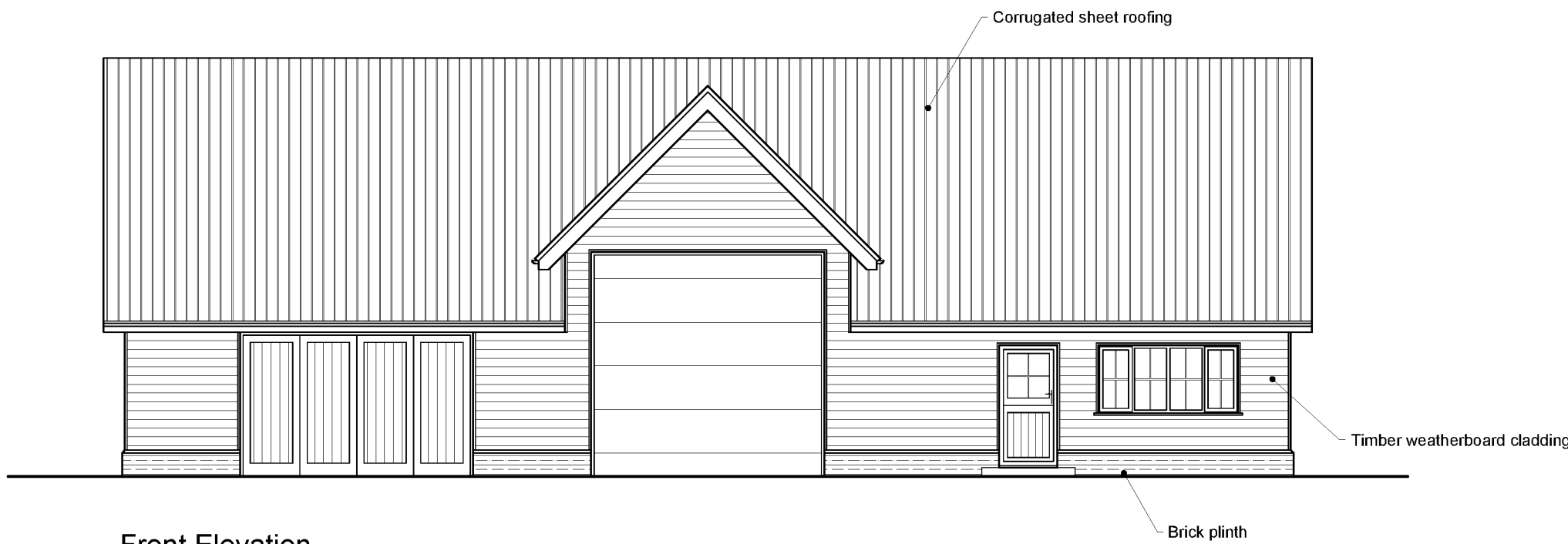


Side Elevation
Scale 1:100

Rev.	Description:	Date:
HORIZON DESIGN ARCHITECTURAL TECHNOLOGY Horizon Design Limited 15 Uplands Avenue Worthing BN13 3AA 01903 205868 info@horizon-design.co.uk www.horizon-design.co.uk		
Client: Mr & Mrs Sowden		
Project: New Commercial Units: Brookview Nursery Eastergate Lane Walberton West Sussex, BN18 0BA		
Drawing title: UNIT TYPE A Floor Plan & Elevations		
Scale: 1:100 @ A1		
Date: 27.05.21	Drawn: KWF	
Drawing number: 3058-02	Revision: -	



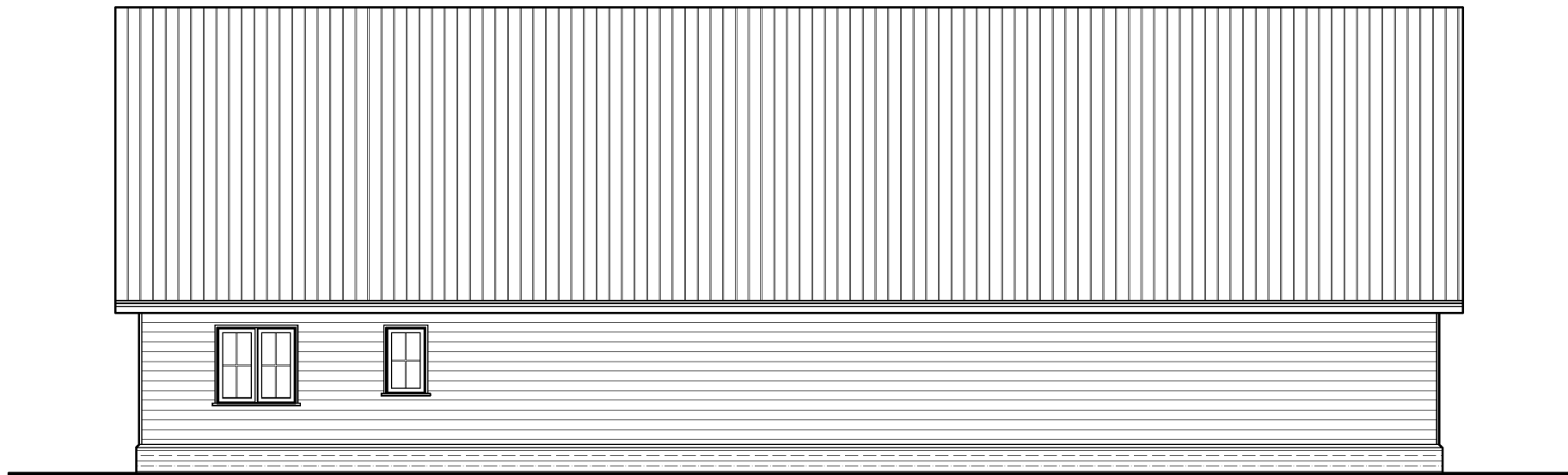
Floor Plan
Scale 1:100



Front Elevation
Scale 1:100



Side Elevation
Scale 1:100

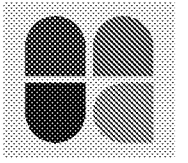


Rear Elevation
Scale 1:100



Side Elevation
Scale 1:100

Rev.	Description:	Date:
HORIZON DESIGN ARCHITECTURAL TECHNOLOGY Horizon Design Limited 15 Uplands Avenue Worthing BN13 3AA 01903 205868 info@horizon-design.co.uk www.horizon-design.co.uk		
Client: Mr & Mrs Sowden		
Project: New Commercial Units: Brookview Nursery Eastergate Lane Walberton West Sussex, BN18 0BA		
Drawing title: UNIT TYPE B Floor Plan & Elevations		
Scale: 1:100 @ A1		
Date: 27.05.21	Drawn: KWF	
Drawing number: 3058-03	Revision: -	



Appendix C ATC Survey





[Eastergate Lane] Eastergate Lane, Walberton, West Sussex

MetroCount Traffic Executive

OB Individual

CustomList-63 -- English (ENG)

Datasets:

Site: [Eastergate Lane] Eastergate Lane, Walberton, West Sussex
Attribute: ATC 3
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 11:35 10 March 2021 => 10:27 18 March 2021,
Zone:
File: Eastergate Lane 0 2021-03-18 1027.EC0 (Plus)
Identifier: W261VG0Z MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 00:00 11 March 2021 => 00:00 18 March 2021 (7)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15
Speed range: 0 - 100 mph.
Direction: North, East, South, West (bound), P = East, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: OB Profile
Scheme: Vehicle classification (VRX)
Units: Part metric (metre, mi, m/s, mph, kg, tonne)



[Eastergate Lane] Eastergate Lane, Walberton, West Sussex

ATC Location

50.846745, -0.636692



7 Day Weather Report

Below are the prevailing weather conditions for each day during the survey period. This is historical weather forecasting from <https://www.wunderground.com/>

11/03/2021

Light Rain

12/03/2021

Light Rain

13/03/2021

Sunny Intervals

14/03/2021

Sunny Intervals

15/03/2021

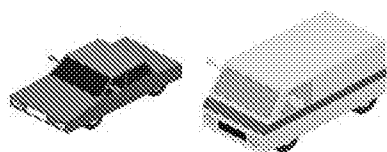
Sunny Intervals

16/03/2021

Sunny Intervals

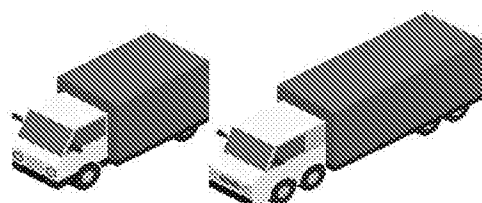
17/03/2021

Sunny Intervals



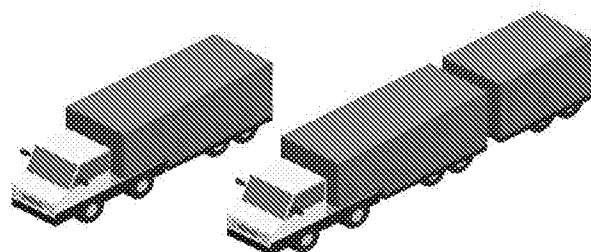
Light

Class 1	SV	2 axle	Short Vehicle Car or Light Van
Class 2	SVT	3,4 or 5 axle	Short Vehicle Towing Trailer, Caravan, Boat etc



Medium

Class 3	TB2	2 axle	Two axle truck or bus
Class 4	TB3	3 axle	Three axle truck or bus
Class 5	T4	>3 axle	Four axle truck



Heavy

Class 6	ART3	3 axle	Three axle articulated vehicle or rigid vehicle and trailer
Class 7	ART4	4 axle	Four axle articulated vehicle or rigid vehicle and trailer
Class 8	ART5	5 axle	Five axle articulated vehicle or rigid vehicle and trailer
Class 9	RT6	>6 axle	Six (or more) axle articulated vehicle or rigid vehicle and trailer
Class 10	BD	>6 axle	B - Double or Heavy truck and trailer
Class 11	DRT	>6 axle	Double road train or heavy truck and two trailers
Class 12	TRT	>6 axle	Triple road train or heavy truck and three (or more) trailers



Light

Class 14	M/C	2 axle	Motorcycle
Class 15	Cycle	2 axle	Bicycle

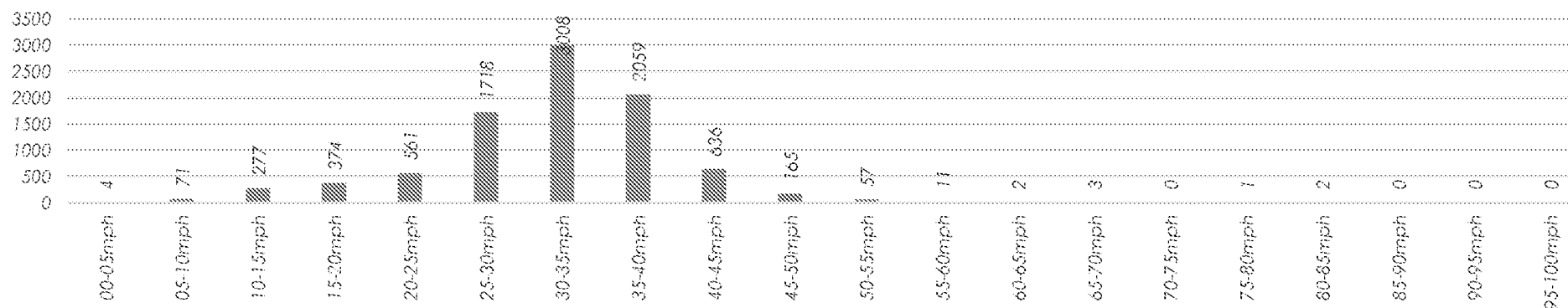


[Eastergate Lane] Eastergate Lane, Walberton, West Sussex

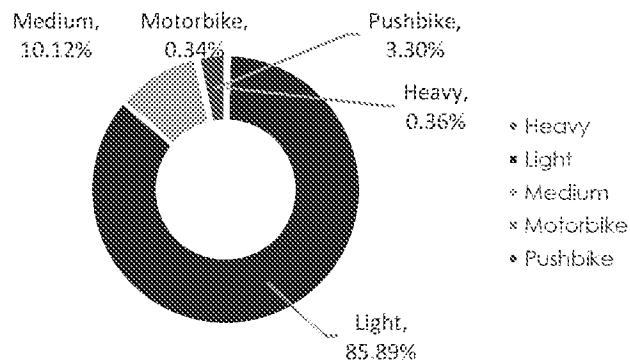
Totals Over 7 Days

	Total Vehicles	Average Speed	85th Percentile		
Eastbound	4476	32.03	39.65	Posted Speed Limit	40
Westbound	4473	31.63	39.10		
Combined	8949	31.83	39.38	Total Vehicles Over	877

Vehicle numbers per speed bin



Traffic Composition Over 7 Days



	Heavy	Light	Medium	Motorbike	Pushbike	Combined
Eastbound	0.16%	42.91%	5.07%	0.22%	1.65%	50.02%
Westbound	0.20%	42.98%	5.05%	0.11%	1.64%	49.98%
Combined	0.36%	85.89%	10.12%	0.34%	3.30%	100.00%



[Eastergate Lane] Eastergate Lane, Walberton, West Sussex

Input Selection

Direction	Date	Hour				Class		Speed Bins		
Eastbound	11/03/2021	0	1	2	3	1	2	00-05mph	05-10mph	10-15mph
Westbound	12/03/2021	4	5	6	7	3	4	15-20mph	20-25mph	25-30mph
	13/03/2021	8	9	10	11	5	6	30-35mph	35-40mph	40-45mph
	14/03/2021	12	13	14	15	7	8	45-50mph	50-55mph	55-60mph
	15/03/2021	16	17	18	19	9	14	60-65mph	65-70mph	75-80mph
To Multi-Select	16/03/2021	20	21	22	23	15		80-85mph		
	17/03/2021									

Results by Selection: 8949

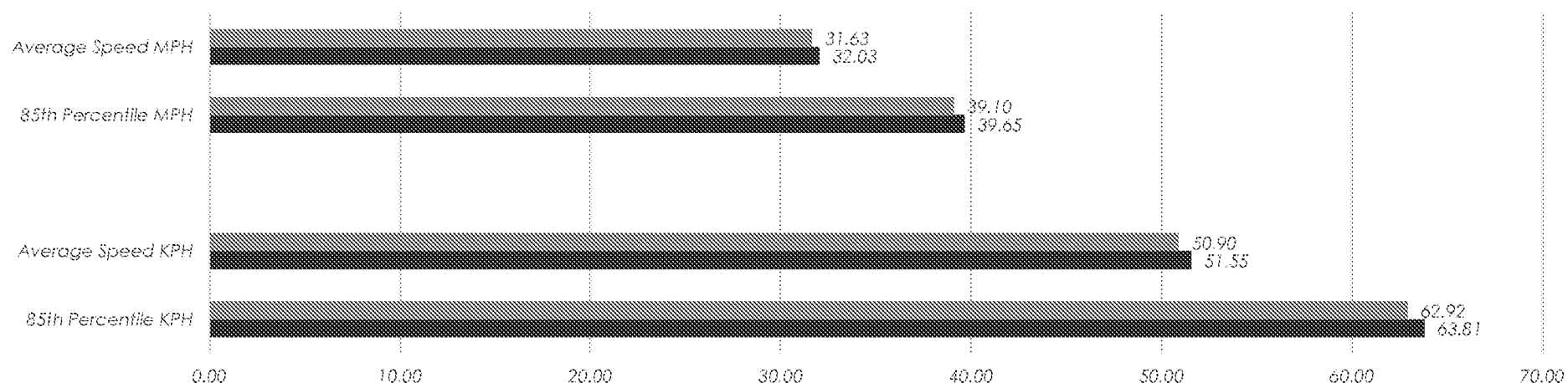
By Selection:

Average Speed 31.83 Mph 51.23 Kph 85th Percentile 39.38 Mph 63.37 Kph

Standard Deviation 7.55

Average speed and 85th Percentile

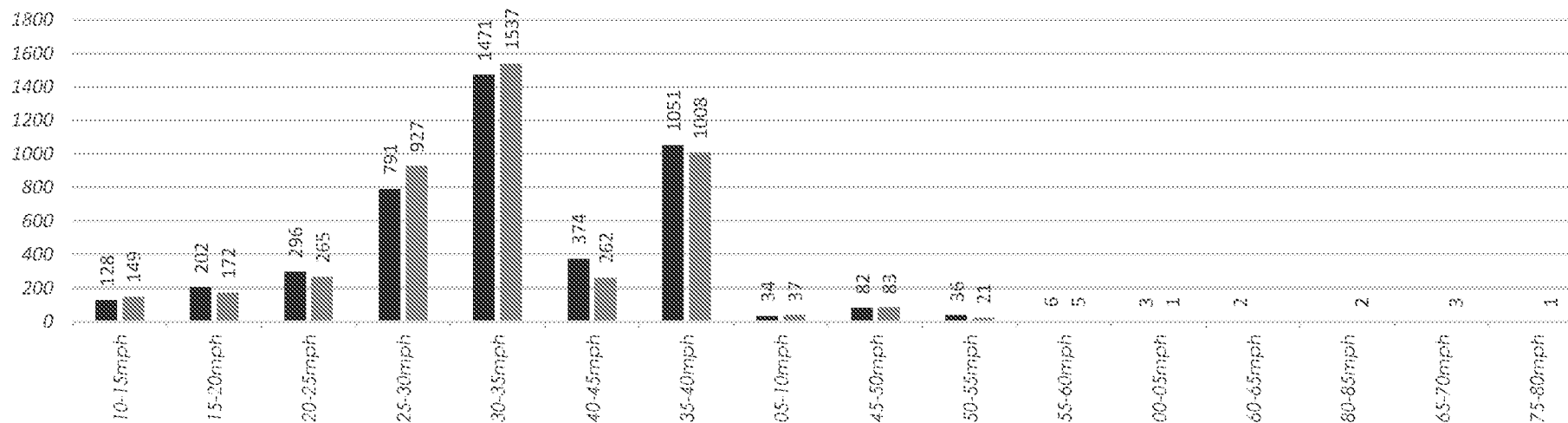
Westbound
Eastbound



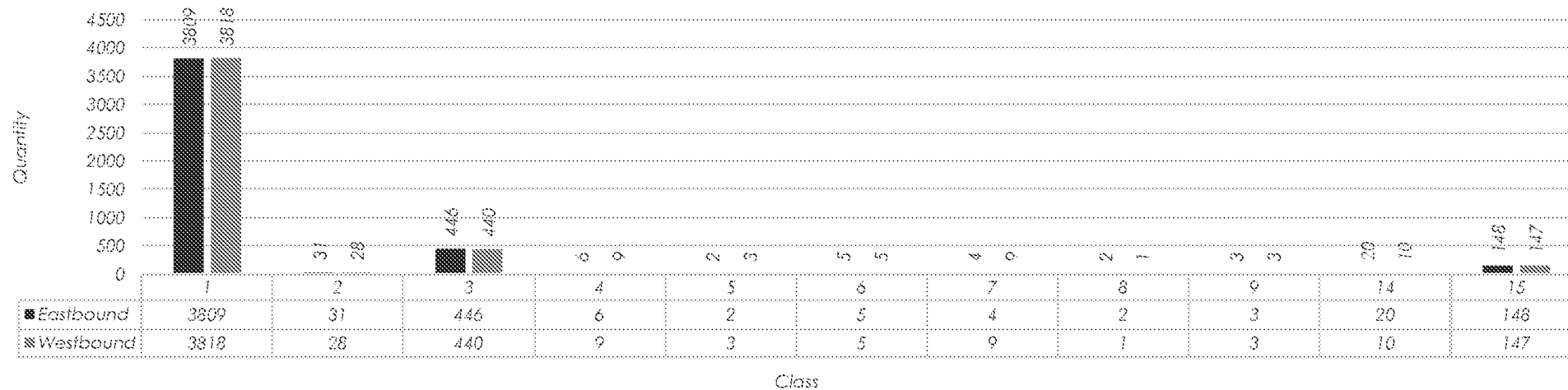


[Eastergate Lane] Eastergate Lane, Walberton, West Sussex

Vehicle Numbers by Speed



Vehicle Numbers by Class



Report Id - CustomList-62
Site Name - Eastergate Lane
Description - Eastergate Lane, Wailborton, West Sussex
Direction - North East South West

11 March 2021

[illegible]

Report Id - CustomList-62
Site Name - Eastergate Lane
Description - Eastergate Lane, Wallborton, West Sussex
Direction - North East South West

12 March 2021

[illegible]

Report Id - CustomList-62
Site Name - Eastergate Lane
Description - Eastergate Lane, Wallberton, West Sussex
Direction - North East South West

13 March 2021

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	Cls 14	Cls 15	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp dB			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0000	4	0	0	0	0	0	0	0	0	0	0	0	0	0	W	4	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-	
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	E	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	W	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	E	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	W	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	E	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	W	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	0	0	0	0	0	0	0	0	0	0	0	E	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	0	0	0	0	0	0	0	0	0	0	0	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	E	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-	
0500	3	0	0	0	0	0	0	0	0	0	0	0	0	0	W	3	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.9	-	
0600	7	0	3	0	0	0	0	0	0	0	0	0	0	0	E	10	0	0	0	0	0	1	0	5	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0600	3	0	1	0	0	0	0	0	0	0	0	0	0	0	W	4	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0700	17	0	2	0	0	0	0	0	0	0	0	0	0	0	E	20	0	0	1	0	0	0	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	40.1	
0700	13	0	4	0	0	0	0	0	0	0	0	0	0	0	W	19	0	2	0	1	0	4	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	39
0800	14	0	6	0	1	0	0	0	0	0	0	0	0	0	E	21	0	1	0	0	1	0	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	39.1
0800	10	0	5	0	0	0	0	0	0	0	0	0	0	0	W	16	0	0	0	1	0	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	40.1
0900	27	0	5	0	0	0	0	0	0	0	0	0	0	0	E	32	0	0	1	1	4	6	10	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32.2	40.4
0900	46	1	3	0	0	0	0	0	0	0	0	0	0	0	W	50	0	0	0	1	3	8	23	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	39.5
1000	46	1	3	0	0	0	0	0	0	0	0	0	0	0	E	52	0	1	2	5	2	11	16	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	39.1
1000	44	1	5	0	0	0	0	0	0	0	0	0	0	0	W	52	0	1	3	4	3	12	17	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	38
1100	47	0	7	0	0	0	0	0	0	0	0	0	0	0	E	54	0	0	0	6	2	9	21	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	39.7
1100	47	1	4	0	0	0	0	0	0	0	0	0	0	0	W	54	0	1	2	3	3	16	15	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	38.4
1200	62	1	3	0	0	0	0	0	0	0	0	0	0	0	E	68	0	0	2	1	4	10	23	16	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	40.2
1200	45	0	1	0	0	0	0	0	0	0	0	0	0	1	W	47	0	0	0	4	4	11	15	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	39.1
1300	38	0	3	0	0	0	0	0	0	0	0	0	0	0	E	43	0	0	2	3	2	9	16	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	39.3
1300	49	0	2	0	0	0	0	0	0	0	0	0	0	0	W	52	0	0	1	1	2	13	24	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	39.4
1400	37	1	5	0	0	0	0	0	1	0	0	0	0	0	E	46	0	1	0	2	2	13	15	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31.1	38.4	
1400	46	0	5	0	0	0	0	0	0	0	0	0	0	0	W	53	0	0	2	1	3	15	19	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	38
1500	33	2	4	0	0	0	0	0	0	0	0	0	0	0	E	39	0	0	2	5	2	7	18	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	34.7	
1500	41	1	3	0	0	0	0	0	0	0	0	0	0	0	W	46	0	0	1	4	7	11	13	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	38.0	
1600	36	1	5	0	0	0	0	0	0	0	0	0	0	0	E	44	0	0	2	4	1	12	19	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.2	38.1
1600	32	1	5	0	0	0	0	0	0	0	0	0	0	0	W	39	0	1	1	1	3	5	17	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	39.5
1700	26	1	2	0	0	0	0	0	0	0	0	0	0	2	E	31	0	0	1	0	2	5	13	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33.3	39.9
1700	35	0	3	0	0	0	0	0	0	0	0	0	0	1	W	37	0	0	1	0	3	14	11	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	31.9	38.8	
1800	16	2	2	0	0	0	0	0	0	0	0	0	0	0	E	20	0	0	0	1	0	2	12	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	35	41.0	
1800	23	0	2	0	0	0	0	0	0	0	0	0	0	0	W	25	0	0	0	2	1	4	8	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	33.1	42.1	
1900	11	0	1	0	0	0	0	0	0	0	0	0	0	0	E	13	0	0	1	0	0	2	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	34.6	43.1	
1900	6	0	2	0	0	0	0	0	0	0	0	0	0	0	W	6	0	0	0	0	0	1	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	38.2	-	
2000	3	0	0	0	0	0	0	0	0	0	0	0	0	0	E	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-	
2000	8	0	0	0	0	0	0	0	0	0	0	0	0	0	W	9	0	0	0	0	0	0	3	2	1	0	0	0	0	1	0	0	1	0	0	0	0	45.2	-		
2100	6	0	1	0	0	0	0	0	0	0	0	0	0	0	E	5	0	0	1	0	0	0	2	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	38.4	-	
2100	5	0	0	0	0	0	0	0	0	0	0	0	0	0	W	6	0	0	1	0	0	1	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	38	-	
2200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	E	3	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-	
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	W	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0</			

Report Id - CustomList-62
Site Name - Eastergate Lane
Description - Eastergate Lane, Wallborton, West Sussex
Direction - North East South West

14 March 2021

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	Cls 14	Cls 15	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	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	W	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	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	W	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	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	W	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	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	W	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	E	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-		
0500	2	0	0	0	0	0	0	0	0	0	0	0	0	0	W	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	
0600	3	0	0	0	0	0	0	0	0	0	0	0	0	0	E	3	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	39.7	-	
0600	6	0	0	0	0	0	0	0	0	0	0	0	0	0	W	7	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	
0700	10	0	0	0	0	0	0	0	0	0	0	0	0	0	E	11	0	0	1	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	41.4	
0700	10	0	0	0	0	0	0	0	0	0	0	0	0	0	W	11	0	0	1	1	1	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	45.7	
0800	16	0	0	0	0	0	0	0	0	0	0	0	0	0	E	20	0	0	3	3	0	6	2	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	29.8	42.8	
0800	16	0	1	0	0	0	0	0	0	0	0	0	0	0	W	19	0	1	1	0	1	4	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	39.4	
0900	20	0	1	0	0	0	0	0	0	0	0	0	0	1	E	27	0	0	3	4	1	4	8	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	28.9	36.9	
0900	20	0	1	0	2	0	0	0	0	0	0	0	0	0	W	27	0	1	3	4	0	1	10	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.8	37.8
1000	42	1	1	0	0	0	0	0	0	0	0	0	0	0	E	50	0	0	4	3	3	6	21	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	30.7	37.7	
1000	42	0	2	0	0	0	0	0	0	0	0	0	0	0	W	50	0	0	4	3	5	10	15	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	30.4	39.4	
1100	44	0	1	0	0	0	0	0	0	0	0	0	0	1	E	51	0	2	4	7	7	10	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	34	
1100	49	0	2	1	0	0	0	0	1	0	0	0	0	2	W	51	0	3	6	8	3	14	14	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	35.5	
1200	41	0	1	0	0	0	0	0	0	0	0	0	0	1	E	44	0	0	2	4	3	8	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	30.7	37.7	
1200	43	0	3	0	0	0	0	0	0	0	0	0	0	0	W	44	0	0	3	3	4	13	10	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	37.1	
1300	42	1	1	0	0	0	0	0	0	0	0	0	0	0	E	48	0	1	3	4	2	8	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	36.7	
1300	34	1	2	0	0	0	0	0	0	0	0	0	0	0	W	36	0	0	0	2	2	10	14	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	38.5	
1400	41	0	1	0	0	0	0	0	0	0	0	0	0	1	E	44	0	0	0	2	3	10	13	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32	37.4	
1400	35	1	1	0	0	0	0	0	0	0	0	0	0	0	W	38	0	0	1	0	2	4	16	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	33.6	39	
1500	36	1	1	0	0	0	0	0	0	0	0	0	0	0	E	41	0	0	2	0	4	14	9	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	31.3	37.2	
1500	32	0	0	0	0	0	0	0	0	0	0	0	0	0	W	33	0	0	1	3	2	6	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	35.7	
1600	28	0	2	0	0	0	0	0	0	0	0	0	0	3	E	34	0	0	2	1	5	4	7	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31.3	38.1	
1600	32	0	3	0	0	0	0	0	0	0	0	0	0	1	W	37	0	1	1	1	1	7	14	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	32.2	37.7	
1700	25	0	0	0	0	0	0	0	0	0	0	0	0	0	E	26	0	0	0	0	1	3	7	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	37.9	
1700	27	0	3	0	0	0	0	0	0	0	0	0	0	0	W	32	0	0	2	0	1	5	13	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.3	38	
1800	12	1	1	0	0	0	0	0	0	0	0	0	0	0	E	14	0	0	0	0	0	1	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	41.7	
1800	17	0	2	0	0	0	0	0	0	0	0	0	0	0	W	17	0	0	0	0	0	6	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	41.5	
1900	8	0	0	0	0	0	0	0	0	0	0	0	0	0	E	8	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-	
1900	9	0	0	0	0	0	0	0	0	0	0	0	0	0	W	7	0	0	0	0	0	2	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-	
2000	9	0	0	0	0	0	0	0	0	0	0	0	0	0	E	9	0	0	0	0	0	2	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	
2000	8	0	0	0	0	0	0	0	0	0	0	0	0	0	W	6	0	0	0	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	
2100	4	0	1	0	0	0	0	0	0	0	0	0	0	0	E	5	0	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-	
2100	4	0	0	0	0	0	0	0	0	0	0	0	0	0	W	4	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-	
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	E	3	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	
2200	6	1	0	0	0	0	0	0	0	0	0	0	0	0	W	7	0	0	0	0	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	E	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	53.5	-		
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	W	1	0	0	0	0	0	0	0	0																	

Report Id - CustomList-62
Site Name - Eastergate Lane
Description - Eastergate Lane, Wallberton, West Sussex
Direction - North East South West

15 March 2021

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	Cls 14	Cls 15	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 85				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	W	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	E	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	W	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	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	W	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	W	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	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	0	0	0	0	0	0	0	0	0	0	0	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	W	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-		
0600	19	0	3	0	0	0	0	0	0	0	0	0	0	0	E	24	0	1	0	1	0	0	6	4	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	37.7	46.1	
0600	5	0	2	1	0	0	0	0	0	0	0	0	0	0	W	8	0	0	0	0	0	0	2	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-	
0700	35	0	4	0	0	0	0	0	0	0	0	0	0	0	E	41	0	1	1	0	3	3	11	12	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	45.2	
0700	37	1	7	0	0	0	0	0	1	0	0	0	0	1	W	52	0	0	5	1	1	10	9	16	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	33	41.4	
0800	60	0	10	0	0	0	0	0	0	0	0	0	0	0	E	71	0	0	1	4	5	10	22	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	46	
0800	71	0	5	0	0	1	1	0	0	0	0	0	0	0	W	90	0	1	4	1	4	15	23	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	46.9	
0900	50	0	5	0	0	0	0	0	0	0	0	0	0	0	E	64	0	0	0	1	3	8	20	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	38.4	
0900	42	0	8	0	0	0	0	0	0	0	0	0	0	0	W	52	0	1	0	2	3	13	13	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	39.4	
1000	33	0	10	2	0	0	0	0	0	0	0	0	0	0	E	49	0	0	3	1	2	13	17	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	37.4	
1000	31	0	5	0	0	0	0	0	0	0	0	0	0	0	W	39	0	0	3	0	2	15	11	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	38.8	
1100	48	0	8	0	0	0	0	0	0	0	0	0	0	0	E	57	0	2	1	1	6	11	22	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	37.5	
1100	38	0	5	0	0	0	0	0	0	0	0	0	0	0	W	44	0	0	2	4	8	10	10	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	37.4	
1200	46	0	6	0	1	0	0	0	0	0	0	0	0	0	E	55	0	0	3	2	0	7	21	15	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	33.1	39.7	
1200	53	0	1	0	0	0	0	0	0	0	0	0	0	0	W	55	0	0	0	4	3	10	20	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	36	
1300	34	0	4	0	0	0	0	0	0	0	0	0	0	0	E	42	0	0	4	3	4	4	11	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	31.3	41.4	
1300	47	1	4	0	0	0	0	0	0	0	0	0	0	0	W	53	0	0	2	1	1	11	21	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	37.4
1400	60	0	7	0	0	0	0	0	0	0	0	0	0	0	E	57	1	3	2	4	5	15	15	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	37	
1400	50	0	9	0	0	0	0	0	0	0	0	0	0	0	W	45	0	1	8	3	3	12	26	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	36.7	
1500	63	2	8	0	0	0	0	0	0	0	0	0	0	0	E	75	0	0	2	1	7	12	30	14	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.3	39.3	
1500	75	0	12	0	0	0	0	0	0	0	0	0	0	0	W	89	0	3	1	1	5	22	34	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	37.3	
1600	43	0	5	0	0	0	0	0	0	0	0	0	0	1	E	52	0	0	1	4	2	3	16	14	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	34.4	41.9	
1600	58	1	5	0	0	0	0	0	0	0	0	0	0	0	W	64	0	0	2	1	2	12	27	12	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	32.9	39.4	
1700	48	0	5	0	0	0	0	0	0	0	0	0	0	0	E	54	0	1	0	4	2	3	22	16	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.6	40	
1700	43	1	2	0	0	0	0	0	0	0	0	0	0	0	W	47	0	0	0	2	0	7	19	12	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.1	39.6	
1800	21	1	1	0	0	0	0	0	0	0	0	0	0	1	E	24	0	0	0	0	1	4	10	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	45.2	
1800	20	0	5	0	0	0	0	0	0	0	0	0	0	1	W	26	0	0	0	0	2	6	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	38.4	
1900	14	0	0	0	0	0	0	0	0	0	0	0	0	0	E	14	0	0	0	0	1	2	3	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	37	37		
1900	11	0	2	0	0	0	0	0	0	0	0	0	0	0	W	15	0	0	0	0	0	0	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	40	
2000	9	0	2	0	0	0	0	0	0	0	0	0	0	0	E	14	0	0	4	0	1	4	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	39.4	
2000	8	0	0	0	0	0	0	0	0	0	0	0	0	0	W	9	0	0	1	1	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-		
2100	3	0	1	0	0	0	0	0	0	0	0	0	0	0	E	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-		
2100	6	0	0	0	0	0	0	0	0	0	0	0	0	0	W	8	0	0	2	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-		
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	E	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											

Report Id - CustomList-62
Site Name - Eastergate Lane
Description - Eastergate Lane, Wallberton, West Sussex
Direction - North East South West

16 March 2021

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	Cls 14	Cls 15	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp #5		
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	E	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	W	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	E	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	W	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	E	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	W	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	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	W	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	52.2	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	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	0	0	0	0	0	0	0	0	0	0	0	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	E	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-		
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	W	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-		
0600	15	0	4	0	0	0	0	0	0	0	0	0	0	0	E	20	0	1	0	1	1	2	3	3	6	3	0	0	0	0	0	0	0	0	0	0	0	45.1	-	
0600	12	1	3	0	0	0	0	0	0	0	0	0	0	1	W	17	0	0	0	0	0	1	6	6	3	1	0	0	0	0	0	0	0	0	0	0	0	36.8	42.0	
0700	30	0	5	0	0	0	0	0	0	0	0	0	0	0	E	34	0	0	0	1	1	5	9	12	8	0	0	0	0	0	0	0	0	0	0	0	0	34.8	41.9	
0700	32	0	7	0	0	0	1	0	0	0	0	0	0	0	W	41	0	0	1	1	1	6	10	17	3	0	0	1	0	1	0	0	0	0	0	0	0	34.9	39.7	
0800	80	0	8	0	0	0	1	0	0	0	0	0	0	0	E	71	0	0	2	7	8	15	30	22	6	1	0	0	0	0	0	0	0	0	0	0	0	31.1	97.4	
0800	62	0	5	0	0	1	0	0	0	0	0	0	0	0	W	48	0	0	1	3	3	8	29	21	2	1	0	0	0	0	0	0	0	0	0	0	0	32.2	37.2	
0900	38	1	4	0	0	0	0	0	0	0	0	0	0	0	E	44	0	0	1	1	1	11	13	13	3	1	0	0	0	0	0	0	0	0	0	0	32.7	35.4		
0900	48	0	4	0	0	0	1	0	0	0	0	0	0	0	W	68	0	1	3	2	1	11	22	14	3	1	0	0	0	0	0	0	0	0	0	0	0	31.3	37	
1000	42	0	5	0	0	0	0	0	0	0	0	0	0	0	E	49	0	0	2	2	1	14	14	14	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	38.1	
1000	43	0	6	0	0	0	0	0	0	0	0	0	0	0	W	50	0	1	1	0	4	13	18	10	3	0	0	0	0	0	0	0	0	0	0	0	0	31.4	37.1	
1100	46	1	5	0	0	0	0	0	0	0	0	0	0	0	E	58	0	1	7	5	7	10	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	27.3	38.1	
1100	34	1	7	0	0	0	0	0	0	0	0	0	0	0	W	49	0	1	5	5	3	13	19	2	0	1	0	0	0	0	0	0	0	0	0	0	0	27.1	32.7	
1200	43	1	5	0	0	0	0	0	0	0	0	0	0	0	E	52	0	0	4	6	4	6	16	12	2	1	1	0	0	0	0	0	0	0	0	0	0	29.9	34.7	
1200	46	0	6	0	0	0	0	0	0	0	0	0	0	0	W	42	0	0	1	0	4	13	20	11	2	0	1	0	0	0	0	0	0	0	0	0	0	32	37.2	
1300	41	1	4	0	0	0	0	1	0	0	0	0	0	0	E	48	0	0	2	3	4	9	16	6	6	2	0	0	0	0	0	0	0	0	0	0	0	31.2	40.4	
1300	44	1	4	0	0	0	0	0	0	0	0	0	0	0	W	50	0	0	1	2	4	14	16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	30.9	38	
1400	47	0	8	0	0	0	0	0	0	0	0	0	0	0	E	56	0	0	0	3	7	9	20	15	2	0	0	0	0	0	0	0	0	0	0	0	0	31.3	37.1	
1400	49	0	2	0	0	0	0	0	1	0	0	0	0	0	W	54	0	0	3	3	3	11	22	12	1	1	0	0	0	0	0	0	0	0	0	0	0	30.7	35.2	
1500	54	1	9	0	0	0	0	0	0	0	0	0	0	0	E	47	1	0	1	3	4	10	25	17	6	0	0	0	0	0	0	0	0	0	0	0	0	31.8	37.2	
1500	65	0	8	0	0	0	0	0	0	0	0	0	0	0	W	74	0	0	2	1	3	16	31	18	3	0	0	0	0	0	0	0	0	0	0	0	0	31.9	34.2	
1600	55	2	4	0	0	0	0	0	0	0	0	0	0	0	E	65	0	0	0	3	7	15	20	13	4	2	1	0	0	0	0	0	0	0	0	0	0	32.2	38.1	
1600	47	0	4	0	0	0	0	0	0	0	0	0	0	0	W	44	0	0	3	1	1	4	22	19	1	3	0	0	0	0	0	0	0	0	0	0	0	0	33.1	38.6
1700	41	0	4	0	0	0	0	0	0	0	0	0	0	1	E	47	0	0	1	1	4	6	16	13	4	1	0	1	0	0	0	0	0	0	0	0	0	33.6	39.7	
1700	38	1	5	0	0	0	0	0	0	0	0	0	0	0	W	47	0	1	1	2	1	7	14	20	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	37.6	
1800	25	1	4	0	0	0	0	0	0	0	0	0	0	0	E	32	0	1	0	3	1	7	10	4	4	1	1	0	0	0	0	0	0	0	0	0	0	31.7	40.4	
1900	18	0	6	0	0	0	0	0	0	0	0	0	0	0	W	24	0	0	1	0	3	2	9	7	1	0	0	0	0	0	0	0	0	1	0	0	0	33.6	37.1	
1900	11	0	1	0	0	0	0	0	0	0	0	0	0	0	E	12	0	0	0	0	2	1	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	34.6	47.6	
1900	16	0	1	0	0	0	0	0	0	0	0	0	0	0	W	17	0	0	0	0	4	3	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	35.4	
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2000	8	0	1	0	0	0	0	0	0	0	0	0	0	0	W	11	0	0	0	2	0	1	1	2	3	0	0	1	0	0	0	1	0	0	0	0	39	41.1		
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2200	5	0	0	0	0	0	0	0	0	0	0	0	0	0	E	5	0	0	0	0	0	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	39.2	-		
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	W	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-		
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	E	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.8	-	
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	W	1	0	0	0	0	0	0	0	0																

Report Id - CustomList-62
Site Name - Eastergate Lane
Description - Eastergate Lane, Wailborton, West Sussex
Direction - North East South West

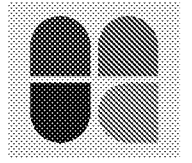
17 March 2021

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	Cls 14	Cls 15	Cd	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 90	Vbin 90 95	Vbin 95 100	Mean	Vpp 65			
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	E	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-		
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	W	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
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0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	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	W	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	0	0	0	0	0	0	0	0	0	0	0	E	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	1	0	0	0	0	0	0	0	0	0	0	0	W	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-		
0500	0	0	1	0	0	0	0	0	0	0	0	0	0	0	E	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-		
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0700	42	0	4	0	0	0	0	0	0	0	0	0	0	1	E	60	0	0	4	1	2	4	11	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	33.6	40.8	
0700	33	0	5	0	0	2	0	0	0	0	0	0	0	0	W	44	0	2	2	2	2	6	15	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	31.1	38.6	
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1200	49	0	5	0	0	0	1	0	0	0	0	0	0	0	E	56	0	2	1	4	9	11	14	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	29.8	35.4	
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1800	25	0	1	0	0	0	0	0	0	0	0	0	0	0	E	28	0	0	1	1	2	1	8	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	34.5	41.4	
1800	31	0	3	0	0	0	1	0	0	0	0	0	0	0	W	35	0	0	0	1	2	6	9	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	33.9	40.1	
1900	8	1	3	0	0	0	0	0	0	0	0	0	0	0	E	12	0	0	0	0	0	0	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	42.9	
1900	14	0	0	0	0	0	0	0	0	0	0	0	0	0	W	14	0	0	0	0	0	1	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	37.3	44.7	
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2000	23	0	4	0	0	0	0	0	0	0	0	0	0	0	W	25	0	0	1	1	1	1	7	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	38.2	
2100	17	0	1	0	0	0	0	0	0	0	0	0	0	0	E	18	0	0	0	0	1	4	5	3	3	1	0	1	0	0	0	0	0	0	0	0	0	0	35.8	46.2	
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2200	3	0	1	0	0	0	0	0	0	0	0	0	0	0	E	4	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	-	
2200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	W	3	0	0	0	0	0	0	2	0	0	0	1	0	0												

Report Id - CustomList-62
Site Name - Eastergate Lane
Description - Eastergate Lane, Walberton, West Sussex
Direction - North East South West

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	Cls 14	Cls 15	Cd	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Mean	Vpp	
[--																	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85	
--	3809	31	446	6	2	5	4	2	3	0	0	0	20	148	E	4476	3	33	127	201	279	798	1461	1069	377	84	36	6	2	0	0	0	0	0	0	0	0	32	21.7
--	3818	28	440	9	3	5	9	1	3	0	0	0	10	147	W	4473	1	37	146	173	242	940	1534	1018	267	78	26	5	0	3	0	1	2	0	0	0	0	31.6	26.1



Appendix D Stage 1 RSA and Designers Response



Road Safety Audit Stage 1

Access to Eastergate Lane, Walberton

Client: Bright Plan

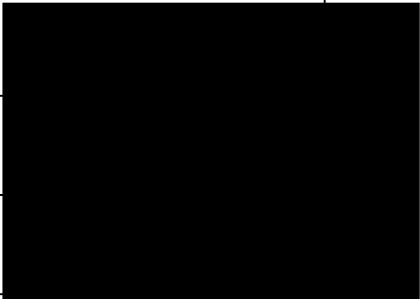
Road Safety Answers reference no: RSA394

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Registered address: 17 McDermott Road, Borough Green, Sevenoaks, Kent, TN15 8SA





Control Sheet

	Name	Date	Signature
Author	Paul Martin	19/04/2021	
Checker	David Dodd	19/04/2021	
Authoriser	Paul Martin	20/04/2021	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA394	Final	20/04/2021

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for access to Eastergate Lane, Walburton, for Bright Plan, at the request of West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during April 2021.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Sam O'Halloran of Bright Plan. The site was visited by the Audit Team, together, on 19th April 2021 between 09.30 and 09.50 hours. The weather was fine and the road surface was dry. Traffic flows were moderate on Eastergate Lane. Pedestrian and cycle flows were light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119. The 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 design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the locations of the problems is shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access to 1200 sq.m of commercial office floorspace that is likely to generate circa 200 two-way traffic movements each day onto Eastergate Lane.

1.7 The scheme consists the following elements:

- Modification of an existing access, creating an access road of minimum width 5.5m, with a 6 radius kerb on the western shoulder and a compound radius of a 6m and 3m radius kerb on the eastern shoulder;



- A visibility splay westwards onto Eastergate Lane of 2m x 95.6m, and eastwards of 2m x 66.8m to a 1m offset from the channel line, the 'y' distances in accordance with the stopping sight distance calculation in Manual for Streets for the measured 85th percentile approach speeds.
- 1.8 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in this report, unless these existing facilities are likely to engender a safety problem with the new proposals.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The carriageway of Eastergate Lane at the development junction.

Summary: Risk of loss of control collisions for two-wheeled vehicles due to the poor state of repair of the carriageway.

Photo 1 shows that the southern edge of the carriageway, passing the development junction, is in a poor state of repair. If this is not repaired as part of this scheme, two-wheeled vehicles, and powered two-wheelers in particular, will be at an unnecessarily high risk of loss of control collisions as they enter and leave the development.



Photo 1: Looking west past the development junction

RECOMMENDATION

The carriageway of Eastergate Lane, passing the development access, should be repaired as part of this scheme.

Design Team Response:

Highway Authority Response:



3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed

A black rectangular box redacting the signature of Paul Martin.

Date 20/04/2021

Audit Team Member

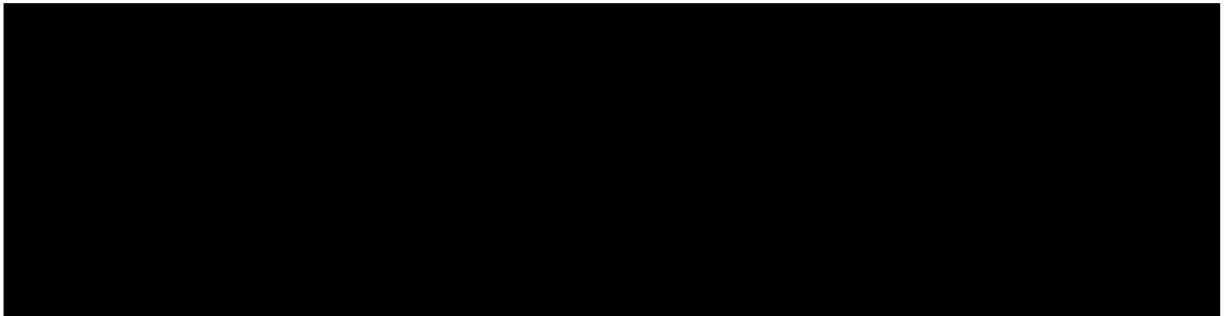
David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

Signed

A black rectangular box redacting the signature of David Dodd.

Date 20/04/2021

Road Safety Answers Ltd
17, McDermott Road
Borough Green
Sevenoaks
Kent, TN15 8SA





4. Design Team and highway Authority Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Highway Authority Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:



Appendix A

Drawings and Documents Examined:

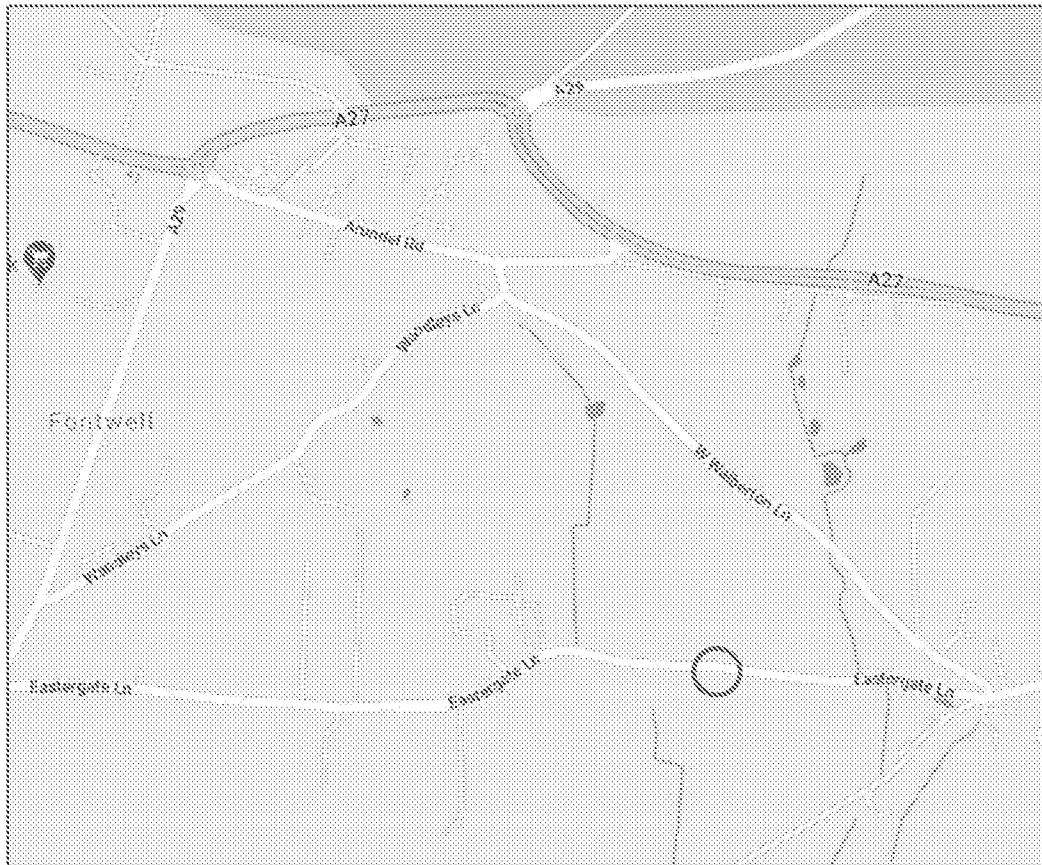
2020-6286-000 Rev -.pdf

2020-6286-001 Rev A.pdf

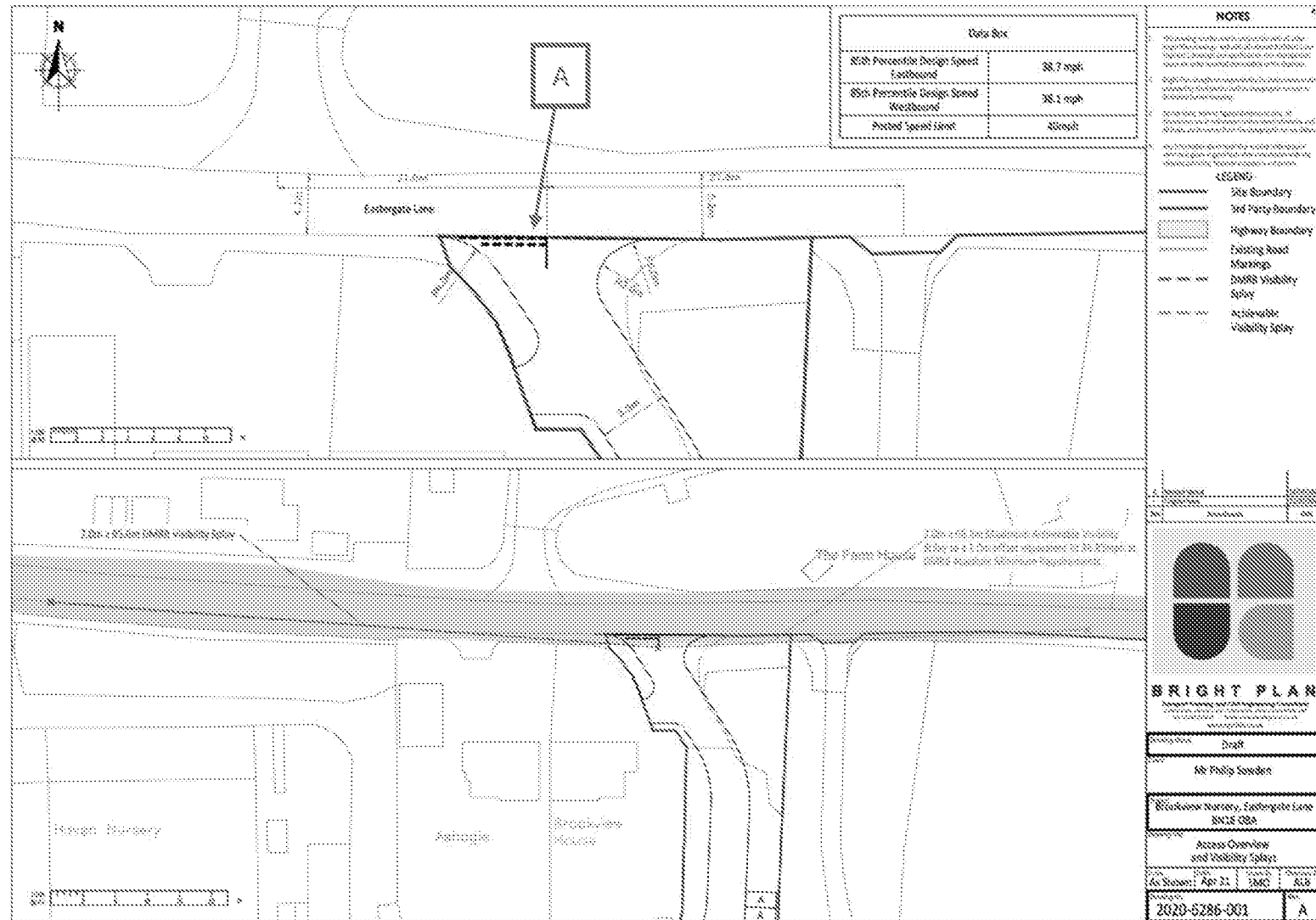
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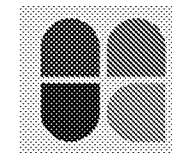
Appendix B

The following plan shows the location of the scheme



Problems Location Plan





STAGE 1 ROAD SAFETY AUDIT DESIGNER'S RESPONSE

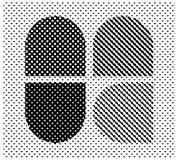
Auditor: Paul Martin – Road Safety Answers
Audit Reference: RSA394
Date Response Completed: 19/04/2021
Scheme: Eastergate Lane, Walberton

This response is to a Stage 1 Road Safety Audit prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.

Problem no.	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Design Organisation Response	Over Seeing Organisation Response	Agreed RSA Action
2.1	Yes	Yes	The southern edge of the carriageway outside of the development access will be repaired		

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

On behalf of the Design Organisation, I certify that the RSA actions identified in response to the RSA problems have been discussed and agreed with the Overseeing Organisation	On behalf of the Overseeing Organisation I certify that: 1. The RSA actions identified in response to the RSA problems have been discussed and agreed with the Design Organisation. 2. The agreed RSA actions will be progressed
Name: Alex Budd	Name:
Signed: 	Signed:
Position: Director	Position:
Organisation: Bright Plan Ltd	Organisation: West Sussex County Council
Date: 21/04/2021	Date:



Appendix E Office TRICS

Calculation Reference: AUDIT-305901-210324-0320

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 186 to 3530 (units: sqm)
 Range Selected by User: 178 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

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

Selected survey days:

Tuesday	3 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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:

Industrial Zone	1
Residential Zone	1
Built-Up Zone	1
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:

B1

5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000

2 days

5,001 to 10,000

2 days

20,001 to 25,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000

1 days

100,001 to 125,000

2 days

125,001 to 250,000

2 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

2 days

1.1 to 1.5

2 days

1.6 to 2.0

1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

5 days

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	1909	0.251	5	1909	0.073	5	1909	0.324
07:30 - 08:00	5	1909	0.482	5	1909	0.084	5	1909	0.566
08:00 - 08:30	5	1909	1.100	5	1909	0.073	5	1909	1.173
08:30 - 09:00	5	1909	1.278	5	1909	0.094	5	1909	1.372
09:00 - 09:30	5	1909	0.786	5	1909	0.251	5	1909	1.037
09:30 - 10:00	5	1909	0.272	5	1909	0.157	5	1909	0.429
10:00 - 10:30	5	1909	0.293	5	1909	0.220	5	1909	0.513
10:30 - 11:00	5	1909	0.189	5	1909	0.094	5	1909	0.283
11:00 - 11:30	5	1909	0.115	5	1909	0.178	5	1909	0.293
11:30 - 12:00	5	1909	0.126	5	1909	0.189	5	1909	0.315
12:00 - 12:30	5	1909	0.251	5	1909	0.325	5	1909	0.576
12:30 - 13:00	5	1909	0.555	5	1909	0.534	5	1909	1.089
13:00 - 13:30	5	1909	0.450	5	1909	0.367	5	1909	0.817
13:30 - 14:00	5	1909	0.335	5	1909	0.178	5	1909	0.513
14:00 - 14:30	5	1909	0.210	5	1909	0.136	5	1909	0.346
14:30 - 15:00	5	1909	0.272	5	1909	0.325	5	1909	0.597
15:00 - 15:30	5	1909	0.210	5	1909	0.356	5	1909	0.566
15:30 - 16:00	5	1909	0.073	5	1909	0.272	5	1909	0.345
16:00 - 16:30	5	1909	0.199	5	1909	0.608	5	1909	0.807
16:30 - 17:00	5	1909	0.199	5	1909	0.922	5	1909	1.121
17:00 - 17:30	5	1909	0.157	5	1909	1.498	5	1909	1.655
17:30 - 18:00	5	1909	0.063	5	1909	0.681	5	1909	0.744
18:00 - 18:30	4	2079	0.036	4	2079	0.241	4	2079	0.277
18:30 - 19:00	4	2079	0.000	4	2079	0.265	4	2079	0.265
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.902			8.121			16.023

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.

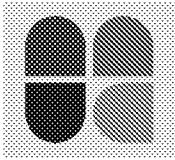
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Parameter summary

Trip rate parameter range selected:	186 - 3530 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix F Warehousing TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 190 to 6560 (units: sqm)
 Range Selected by User: 190 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 29/03/19

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

Selected survey days:

Tuesday	1 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 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	4
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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:

Industrial Zone	4
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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:

B8	4 days
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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®.

Filter by Use Class Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

3 days

10,001 to 15,000

1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000

2 days

125,001 to 250,000

2 days

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

Car ownership within 5 miles:

1.1 to 1.5

4 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

4 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

4 days

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
05:30 - 06:00	2	1570	0.096	2	1570	0.000	2	1570	0.096
06:00 - 06:30	2	1570	0.032	2	1570	0.000	2	1570	0.032
06:30 - 07:00	2	1570	0.096	2	1570	0.032	2	1570	0.128
07:00 - 07:30	4	3600	0.069	4	3600	0.028	4	3600	0.097
07:30 - 08:00	4	3600	0.111	4	3600	0.049	4	3600	0.160
08:00 - 08:30	4	3600	0.097	4	3600	0.076	4	3600	0.173
08:30 - 09:00	4	3600	0.264	4	3600	0.069	4	3600	0.333
09:00 - 09:30	4	3600	0.188	4	3600	0.063	4	3600	0.250
09:30 - 10:00	4	3600	0.160	4	3600	0.069	4	3600	0.229
10:00 - 10:30	4	3600	0.139	4	3600	0.111	4	3600	0.250
10:30 - 11:00	4	3600	0.090	4	3600	0.090	4	3600	0.180
11:00 - 11:30	4	3600	0.160	4	3600	0.160	4	3600	0.320
11:30 - 12:00	4	3600	0.125	4	3600	0.104	4	3600	0.229
12:00 - 12:30	4	3600	0.167	4	3600	0.118	4	3600	0.285
12:30 - 13:00	4	3600	0.118	4	3600	0.125	4	3600	0.243
13:00 - 13:30	4	3600	0.160	4	3600	0.146	4	3600	0.306
13:30 - 14:00	4	3600	0.118	4	3600	0.090	4	3600	0.208
14:00 - 14:30	4	3600	0.083	4	3600	0.139	4	3600	0.222
14:30 - 15:00	4	3600	0.139	4	3600	0.125	4	3600	0.264
15:00 - 15:30	4	3600	0.090	4	3600	0.146	4	3600	0.236
15:30 - 16:00	4	3600	0.049	4	3600	0.139	4	3600	0.188
16:00 - 16:30	4	3600	0.069	4	3600	0.111	4	3600	0.180
16:30 - 17:00	4	3600	0.028	4	3600	0.153	4	3600	0.181
17:00 - 17:30	4	3600	0.042	4	3600	0.104	4	3600	0.146
17:30 - 18:00	4	3600	0.021	4	3600	0.174	4	3600	0.195
18:00 - 18:30	4	3600	0.049	4	3600	0.160	4	3600	0.209
18:30 - 19:00	4	3600	0.028	4	3600	0.076	4	3600	0.104
19:00 - 19:30	2	1570	0.159	2	1570	0.096	2	1570	0.255
19:30 - 20:00	2	1570	0.032	2	1570	0.096	2	1570	0.128
20:00 - 20:30	2	1570	0.032	2	1570	0.032	2	1570	0.064
20:30 - 21:00	2	1570	0.064	2	1570	0.096	2	1570	0.160
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.075			2.976			6.051

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.

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Parameter summary

Trip rate parameter range selected:	190 - 6560 (units: sqm)
Survey date date range:	01/01/12 - 29/03/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.