Land at Downlands Farm, Uckfield

Highways and Transport Evidence on behalf of Gleeson Land and John Alison Land and Research Ltd

of

Philip Anthony Bell BEng(Hons) MCIT MILT MCIHT

APPENDICES

PINS Reference: APP/C1435/W/23/3321978
LPA Reference: WD/2022/1637/MEA

motion

Appendices

PAB-A Drawings – Access Arrangements

PAB-B Response to ESCC Highway Comments, 24th July 2023

PAB-C Drawings – A22 Route

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PAB-G Article Summarising Mintel Research on Growth of Electric Bikes

PAB-H Drawings – Rocks Road and Church Street

PAB-I Survey Results – Church Street

PAB-J Survey Results – Footpath 3a/Steps at end of Downlands Copse

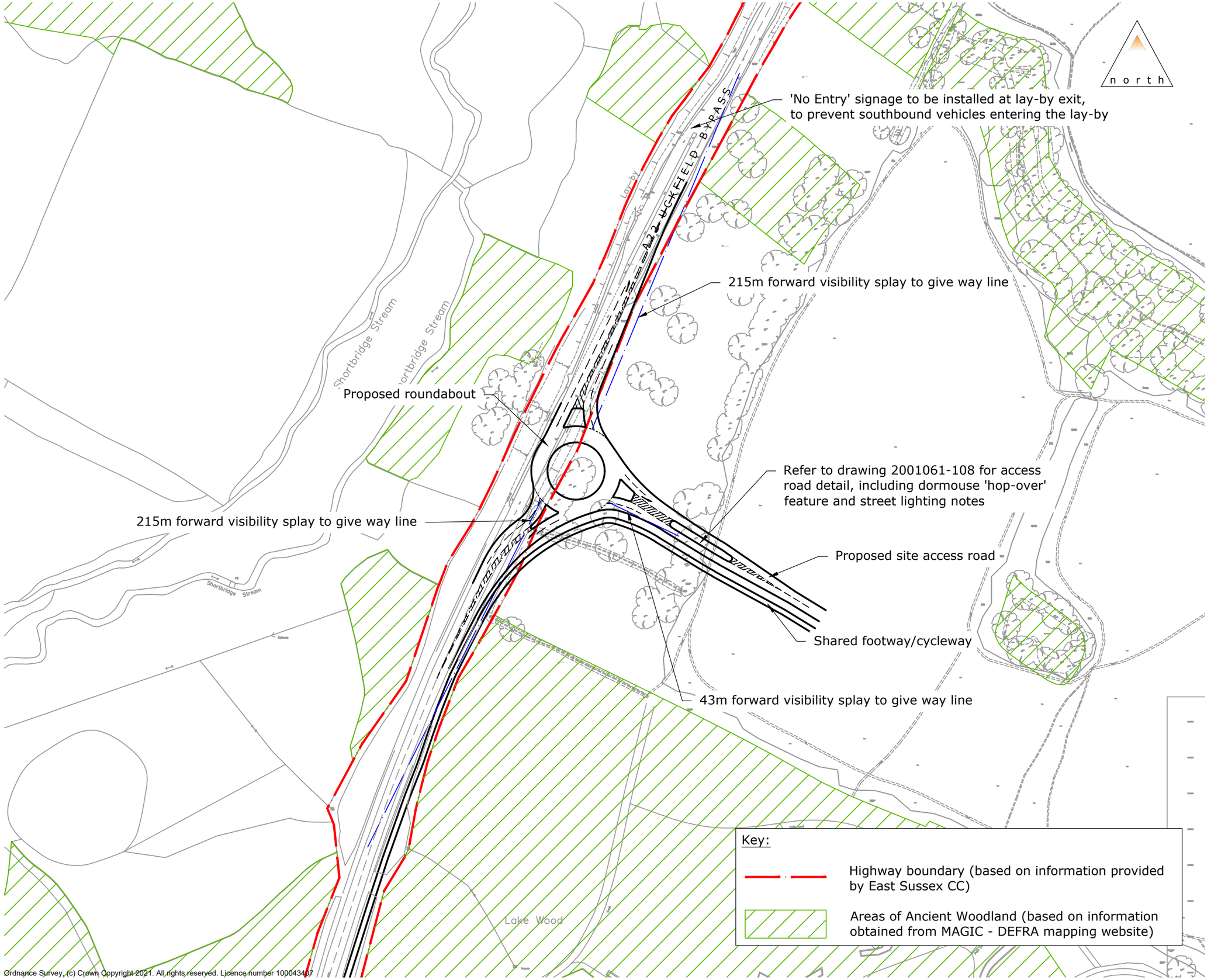
PAB-K Survey Results – Bellfarm Road and Lime Tree Avenue

PAB-L TRICS Output Report (Weekday Multi-Modal Surveys Mixed Private/Affordable Housing)

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Appendix PAB-A

Drawings – Access Arrangements



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Project:
Downlands Farm, Uckfield

Title:
Site Access Roundabout

Scale: 1:2,000 (@ A3)

Drawing: 2001061-101

Revision: C

Key:

Highway boundary (based on information provided by East Sussex CC)

Areas of Ancient Woodland

2.4m x 120m visibility splay

ED & Ward Bdy

north

A22

LAYBY

Proposed dropped / splayed kerb for emergency vehicle use only

'Turn left' sign to be installed facing vehicles exiting from emergency access

'Keep clear' markings to be applied

Removable barrier / bollards secured with FB14 type locks to prevent use by unauthorised vehicles (to be set back minimum 12m from edge of layby)

3.7

Existing layby to be retained

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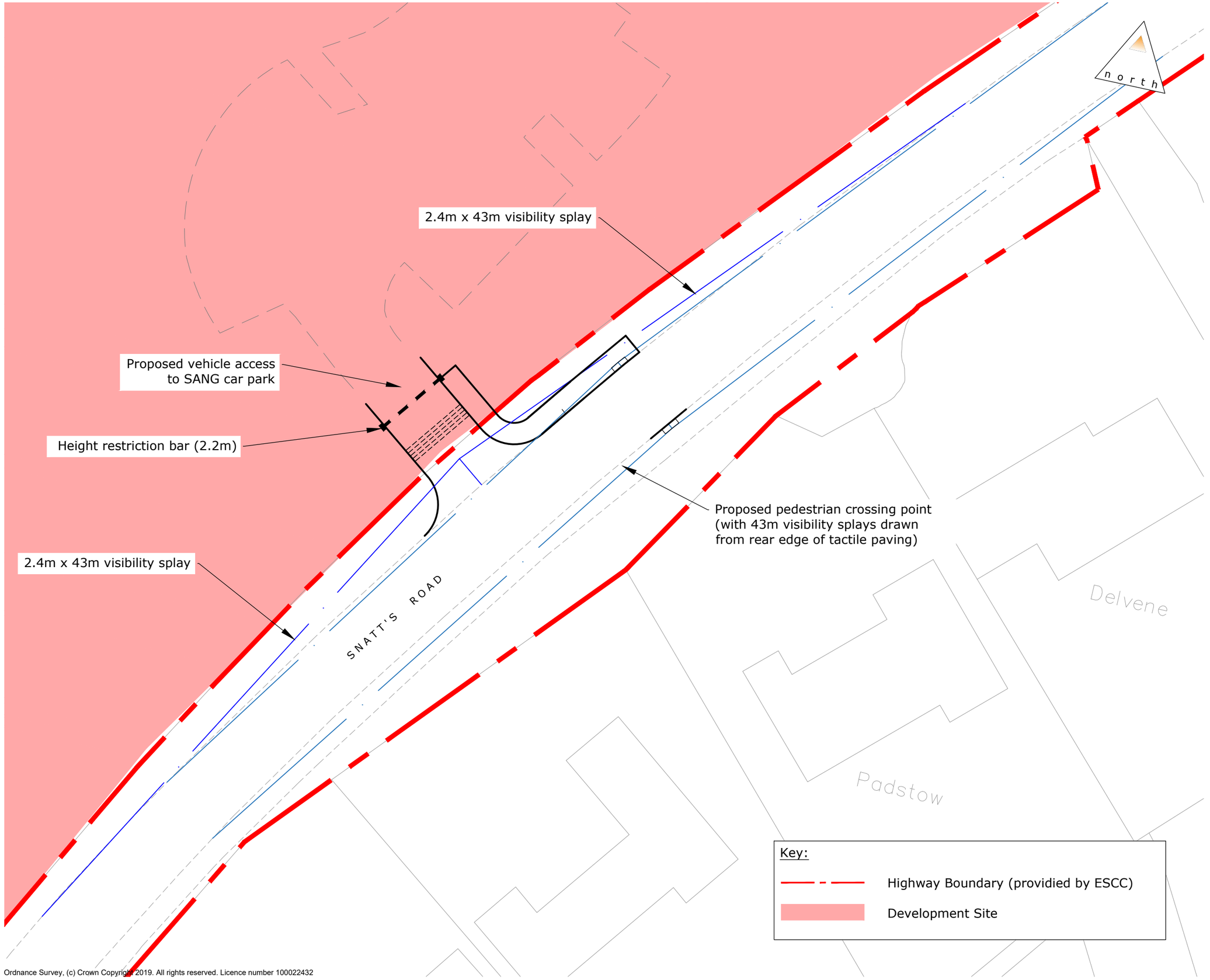
Title:
Proposed Emergency Access

Scale: 1:1,000 (@ A3)

Drawing: 2001061-102

Revision: D

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Project:
Downlands Farm, Uckfield

Title:
Proposed SANG Access and Pedestrian Crossing Point

Scale: 1:250 (@ A3)

Drawing: 2001061-107

Revision: B

Appendix PAB-B

Response to ESCC Highway Comments, 24th July 2023

Response to ESCC Highway Comments

Site: Land at Downlands Farm, Uckfield
Prepared by: Fiona Thorp
Approved by: Phil Bell
Date: 24 July 2023

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1.0 Introduction & Background

1.1 This technical note has been prepared to respond to highway/transport comments received from East Sussex County Council (ESCC), as local highway authority in the consultation response dated 23rd March 2023 (received on the 21st April 2023) to the proposals for land at Downlands Farm, Uckfield (planning reference: WD/2022/1637/MEA), submitted to Wealden District Council (WDC) in June 2022.

1.2 The concluding comments of the ESCC consultation response states:

"*It remains that the Highway Authority retains objection to:*

i) the means of access (roundabout) based on details being incomplete;

ii) Snatts Road/Rocks Rd cycle/footway link in terms of highway safety

iii) Church Street proposals in terms of inconsistent standards to support growth of active travel modes/users

iv) Highway impact on town centre

v) Stand alone development, detached from urban linkages to enable user friendly and secure connections."

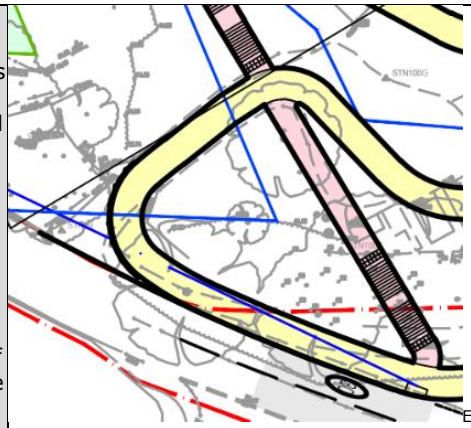
1.3 The table within the next section of this report includes a 'cut and paste' of the latest ESCC comments by item, with a response provided next to the relevant matters raised.

1.4 The following appendices are also attached to this note, as referenced in section 2:

- **Appendix A** – Updated Stage 1 Road Safety Audit (RSA) & Design Response Report.
- **Appendix B** – SANG drawings.
- **Appendix C** – Schedule of ESCC comments on access/off-site highway works drawings by date received and corresponding response. This includes a response to further comments received by email from ESCC in June 2022 on the drawings submitted for the updated Stage 1 RSA.
- **Appendix D** – Automatic Traffic Count (ATC) Data for Church Street (June 2023).
- **Appendix E** – Survey of Pedestrians on Church Street (June 2023).

2.0 Response to ESCC Second Consultation Response

Item	ESCC Highway Consultation response Dated 23rd March 2023, received 21st April 2023	Motion Response July 2023
1	**SUMMARY POINT (Pg1/2, first bullet)** PEDESTRIAN/CYCLE ACCESS IN SOUTHERN CORNER (Rocks Road/Snatts Road link)- A change in the speed limit is unlikely to alter the character of this section of the carriageway and constraints are present in terms of visual awareness and conflict between motorised users and active travel users. Highway safety remains a concern for the non-motorised access in this position due to conflict with other road users having lack of awareness. Highway tree present. **DETAILED COMMENTS (Pg3)** ROCKS ROAD/SNATTS ROAD 1) The route between the proposed development within the site and Rocks Road would be traffic free and has suitable width and gradient. However, it is not overlooked and is remote from the development. One issue would be its suitability through the ancient woodland which I note is not a highway concern per se, but a highway concern is the distance of 200m within the site (from indicated dwellings to edge of site) and then a further 200m before reaching Hunters Way junction feels very isolated and detached from any built form to provide comfort or security if walking alone and/or in darkness. I note that street lighting is limited west of Hunters Way. It is not disputed that the proposed works are in accordance with LTN1/20 for the main, through the transition section where it meets Rocks Road junction with Snatts Road is a cause for concern.	Change in speed limit and character: As identified in the December 2022 Motion submission, the 85th percentile speed of vehicles recorded approximately 100 metres to the north-west of the proposed pedestrian/cycle link was 30.3 miles per hour (mph) northbound and 31.4 mph southbound. Vehicle speeds are currently significantly lower than the derestricted (60 mph) speed limit. For the avoidance of doubt, it is not considered changing the speed limit in this location is necessary to make the development acceptable in planning terms, having regard to paragraph 57 of the National Planning Policy Framework (NPPF). Visual awareness and potential conflict between motorised and active travel users: It is considered that that combination of (i) the existing footway and housing development to the south, (ii) the new footway/cycleway to the north, (iii) the existing street lighting which commences at this location and will be upgraded for the crossing point, (iv) the proposed coloured carriageway surfacing and 30mph roundel all provide a visual change in road environment as drivers travel from north to south on Rocks Road, consistent with a reduction in speed limit to 30 mph. Notwithstanding this, drawing 2001061-131 has been revised to increase the conspicuity of the speed limit signage emphasising the gateway point as shown in Revision G. The highway works provide segregated provision for active travel and motorised users and suitable provision for crossing. Drawing 2001061-131G includes a 59 metre visibility splay to the north-west at the proposed pedestrian crossing point, providing a corresponding sightline to observed vehicle speeds. The proposals include guardrail to the north of the proposed crossing point to prevent users of the path inadvertently entering the carriageway at the bend in the path. The proposed works seek to reinforce existing speeds in this location and raise the profile of active travel use in this area. This section of Rocks Road is considered to be lightly trafficked (survey data indicates a 5-day (weekday) average of 1667 vehicles northbound and 1875 vehicles southbound), and the development proposals will not increase vehicle movements in this location. Highway Tree: Drawings 2001061-131G and 2001061-135E identify that the tree adjacent to Rocks Road is within the red line boundary of the site (Chicory Cottage) and as such is not a highway tree. This point is not reflected in ESCC's Statement of Case and is therefore assumed to be accepted.

	2) Safety - view from the road safety team is that they prefer 30mph to start at the beginning of visible development with frontages of minimum 20 properties and not on rural lengths of road. I note the speeds have been demonstrated as below 30mph (mean) and around 31mph (85th percentile) when measured at the position of the sign just west of Buckswood Grange and Chicory Cottage. However, on the basis that there is no frontage development, and the road conditions include a sunken carriageway with banked verges, there is no expectation that a footway/cycleway is likely to be present to drivers, especially as the proposed entry point would only be visible when a driver reaches it, and not in advance of it. The prominence of the active travel provision in the carriageway has been raised previously to highlight driver awareness and potentially a means of enclosure to prevent cyclists egressing the site from joining the carriageway at an inappropriate section of the highway where there is limited visibility of oncoming traffic. The pedestrian crossing point has limited visibility and this is not demonstrated should the vegetation be cut back sufficiently. Noted there is a mature highway tree which would be lost as part of the access scheme. Views of the County Landscape Architect is awaited. Tree removal is not supported if this is a healthy tree – being checked. The RSA for the Rocks Road/Snatts Road link has highlighted the safety issues relating to a guardrail on the ramped section and cutting back vegetation northwest of the pedestrian crossing point. Pedestrian sightlines are not shown and this element is not agreed, and the removal of the highway tree has not been accepted to date.	 Extract from drawing 2001061-135E Surveillance and security of active travel route: There is a 200 metre section of foot/cycle path through the site (between dwellings and Rocks Road). This includes circa 100 metres through ancient woodland. The proposed route will include lighting and the section through the woodland is straight, ensuring good visibility. The steps/ramp section of the route opens onto Rocks Road and so there is natural surveillance from the road. Similarly the section of footway between this point and Hunters Way is adjacent to Rocks Road. As outlined in the December 2022 Motion submission, it is intended that proposed routes through Fir Tree Grove and section of Rocks Road between the site and existing provision to the east will be lit. Transition of active travel route/Rocks Road: Drawing 2001061-131G illustrates the transition of the Fir Tree Grove foot/cycle route and Rocks Road. A crossing is proposed for pedestrians at the end of the ramp/steps to connect to the upgraded footway on the southern side of the road. It is proposed that cyclists will join the carriageway at this point. In this regard, cyclists would cross Snatts Road and use the give-way markings to enter Rocks Road; on the approach to the site, cyclists would turn right into Snatts Road and then pick up the shared pedestrian/cycle route. Commencement of 30 mph section: It is understood from ESCC's 'PS05/02 Local Speed Limits' policy that, "*The principal determinant of a proposed speed limit should be the appearance and character of the road…*". The local policy is understood to be applied by ESCC and follows advice in Circular 01/2013 on Setting Local Speed Limits (January 2013).

<table>
<tr>
<td></td>
<td></td>
<td>Guidance in Appendix A of the ESCC local policy gives an indication of appropriate speed limits and outlines that reference should be made to latest Department for Transport (DfT) guidance for detailed information. For 30 mph speed limits, the guidance indicates:

<table>
<tr><th>SPEED LIMIT/ CHARACTER OF ENVIRONMENT</th><th>CHARACTER OF ROAD</th><th>TRAFFIC COMPOSITION</th></tr>
<tr><td colspan="3">30 mph Speed Limits</td></tr>
<tr><td>Built up areas, visible properties with frontage access, the road giving a clear indication to drivers of the need to reduce speed</td><td>Urban streets

Roads through villages and identified rural settlements with 20+ visible properties within a 600m length</td><td>Mean vehicle speed below 33mph

Significant number of vulnerable road users in conflict with vehicular traffic</td></tr>
</table>
Extract from Appendix A of ESCC PS05/02 Local Speed Limits

Circular 01/2013 states (Motion emphasis):
- 137) Where the speed limit commences at the village boundary, the village nameplate sign (prescribed in diagram 2402.1 of TSRGD 2002) and speed limit roundel may be mounted together. The combined sign should be located at the point where the speed limit starts, and <u>it may be helpful if drivers can see housing at the same time as the signs, reinforcing the visual message for reduced speed</u>.
- 138) If there are high approach speeds to a village, <u>or the start of the village is not obvious, village gateway treatments can also be an effective way to slow drivers down</u>. Advice can be found in Local Transport Note 1/07 Traffic Calming (DfT, 2007) and Traffic Advisory Leaflets 01/94 VISP – A Summary (DoT, 1994a) and 01/04 Village Speed Limits (DfT, 2004).

<u>Road Safety Audit (RSA)</u>: An updated Stage 1 RSA has been completed of the amended highway works and a Design Response Report prepared. These are included in Appendix A. In relation to the ESCC points raised in respect of pedestrian visibility, a sightline is shown on drawing 2001061-131G. In relation to the guardrail, this issue has been addressed in amended drawing 2001061-131 and has not been re-raised in the subsequent RSA.</td>
</tr>
<tr>
<td>2</td>
<td>SUMMARY POINT (Pg2/second bullet)
SANGS SNATTS RD– access and parking provision accepted, though provision to existing footpath Uck 1 is required. Footway requires extension to accommodate a safer pedestrian crossing.

DETAILED COMMENTS (Pg3/4)
SNATTS ROAD</td>
<td><u>Link to Uck1</u>: Two points of connection are proposed between the proposed SANG and footpath Uck1, which runs adjacent to the application site in the vicinity of Snatts Road. The drawing (edp6170_d026b) in Appendix B illustrate this connection, which is proposed as an unsurfaced footpath with loose log edging.

<u>Footway extension</u>: Drawings 2001061-103A and 2001061-107B indicate the footway on the north-eastern side of the SANG access has been extended by circa 5 metres in response to ESCC comments.

<u>Proposed treatment of existing access track to Downlands Farm</u>: The Snatts Road pedestrian/cycle access utilises an existing private drive, which has vehicular access rights, to connect the site to Snatts</td>
</tr>
</table>

	1) Actual speeds have been measured by ATC equipment on 14th October 2022 for 7 days, close to the junction with Rocks Rd. Volumes are 575-620 NB; 680-730 SB on weekdays and lower at weekends. 85th percentile speeds are 28mph NB and SB, mean speeds are ~24mph. 2) Route to connect the site by foot from Snatts Road is indicated by a proposed footway between Downland Copse footpath link and the existing access to Downland Farm, adjacent to Swallow Barn, on the south side of Snatts Road. There is no crossing point or any formal proposals to indicate a formal route. The RSA1 highlighted the need for an edge restraint at the back of the footway with street lighting, and the designer response agrees these provisions. The footway and street lighting would be a benefit to the location to assist the connection, but it would feel confused an incomplete to not have a distinct means to connect to the site as the private driveway intended for use is a narrow lane with no proposals to accommodate active travel users alongside the existing dwellings using the driveway for access. For this scale of development, this route would serve the central and northern segments of the site, but the route lacks cohesive or distinct passage. 3) SNATTS ROAD (SANGS ACCESS) - The access proposal in terms of position, configuration and driver sightline provision would be acceptable. Connections to the existing footway network are shown by a link on the east side of the access for a short distance of~5-6m. Mentioned previously, vehicles turning left are focussed on vehicles approaching from the right, so an extension of the footway is requested to prevent conflict between vehicles and pedestrians crossing. Also, given there is a postal box to the west of the access positioned in a narrow, unmade lay-by, it requested that this is reinstated with a footway to accommodate safety of users close to the access. The parking surveys provided from the Horsted Green SANGS indicate that there are days where the car	Road. The access track, which is unregistered, serves the site and three dwellings (Swallow Barn, Partidges Oast and Oast Cottage). The route currently operates as a shared surface and no works are proposed to the access track. In this regard, the applicant has rights to access the site via this point and a right to maintain the surface of the accessway in perpetuity. A formal crossing is not considered to be necessary in this location given the nature of the track, low traffic flows on Snatts Road and anticipated pedestrian movements. The treatment of the pedestrian/cycle route within the site (outside of the proposed SANG) between the existing access track and residential development will be a Reserved Matters consideration. Residents living at the site and making regular journeys to core amenities will soon become familiar with routes, including the accessway via Snatts Road. Furthermore, the Travel Information Packs provided to new residents of the development (outlined in the submitted Framework Travel Plan) will also provide information on active/sustainable travel links between the site and core amenities. It is acknowledged that the access via Snatts Road may provide a more direct route for some dwellings located in the central and northern parts of the site to Uckfield College and Leisure Centre. To other core amenities, the active travel route via Rocks Road is likely to provide the most direct connection. As outlined in the submitted Transport Assessment and December 2022 Motion response to the initial ESCC consultation comments, the approach to supporting active modes of travel seeks to provide a number of options for future residents, depending on their location within the development, level of mobility and destination. Therefore pedestrian and cycle trips are likely to be spread across a number of route options/variations. Postal box: There is no postal box in the vicinity of the SANG access (the post box is located approx. 130 metres to the north-east of the proposed SANG access. This point is not reflected in ESCC's Statement of Case and is therefore assumed to be accepted. SANGS car park: Spaces within the proposed SANG car park can be formally laid out, as recommended in the ESCC consultation response and this can be secured by suitably worded planning condition. The SANG drawing in **Appendix B** shows parking bays within the Snatts Road car park illustratively laid out. This matter is not reflected in ESCC's Statement of Case and is therefore assumed to be accepted.

	park is full and overspill occurs outside the height barrier, with maximum capacity of 19 vehicles. The proposed car park accessed form Snatts Road is indicated with 19 spaces and cycle spaces which should not result in overspill to a concerning level on Snatts Rd. It is recommended that the car park area is formally laid out with marked spaces to prevent poor parking behaviour to ensure efficient capacity/occupation. A connection to footpath Uck1, which runs along its north to south boundary, from the proposed Woodland Park SANG should be provided. 4) Snatts Road has vehicle volumes which are conducive to cycling, and provides connections to residential streets connecting to the town centre (towards UTC and leisure centre) though some sections require dismount such as North Row and Crown Close.	
3	**SUMMARY POINT (Pg2, third bullet)** PEDESTRIAN/CYCLE ACCESS AT EXISTING FARM ACCESS POINT– noted that a footway on south side Snatts Road is proposed, but no crossing point or formal provision to link to the site is indicated, conflict with other users who have historic use. Noted that the land may be unregistered at this point **DETAILED COMMENTS** See above	Snatts Road crossing: See comments under item 2 above relating to the 'proposed treatment of existing access track to Downlands Farm'.
4	**SUMMARY POINT (Pg2, fourth bullet)** ROCKS RD HIGHWAY SCHEME - although the speeds are demonstrated to be lower than the limit, there is a lack of conducive environment to instigate an appropriate commencement point. The risk of imposing a commencement/termination of a new 30mph limit may result in misjudged changes to driver speeds when leaving the zone, thus creating hazards. A gateway feature or means to highlight a stand-alone connection for active travel provision may be appropriate, though scope for inclusion on what is solely carriageway with very little verge and restricted forward visibility and lack of lighting is likely to be	Change in speed limit commencement point and frontage presence: See comments under item 1 above relating to 'changes in speed limit and character', 'visual awareness and potential conflict between motorised and active travel users' and 'commencement of 30 mph section'. Drawing 2001061-131G presents an indicative arrangement of how a gateway feature could be accommodated at the location of the change in speed limit. It is considered there are a number of benefits of extending the 30 mph section of Rocks Road to the foot/cycle connection to the site, including reinforcing existing vehicle speeds on this section of Rocks Road, raising awareness of the presence of active travel users in the area and the prominence of the proposed pedestrian crossing point, as well as contributing to a change in character to signal to motorists the approach to the town. However, and for the avoidance of doubt, it is not considered changing the speed limit in this location is necessary to make the development acceptable in planning terms, having regard to paragraph 57 of the NPPF.

	problematic to provide sufficient advance awareness to drivers approaching from west. **DETAILED COMMENTS (Pg4)** ROCKS ROAD 1) On Rocks Road, the footway width widening to 2m was raised through narrowing the carriageway width, compromising the road marking arrangement. The applicant suggests that there would be a consistent width of 5.5m though the Road Safety related comments relating to the need for carriageway lining due to tree coverings, existing alignment and lack of lighting is not addressed. 2) Vehicle speeds and traffic flow on Rocks Road was raised when considering the proposed pedestrian/cycle access proposed close to the junction with Snatts Road. It is acknowledged that a speed survey has been provided which demonstrates the 85th percentile speeds in the location 100m northwest of the proposed cycle/pedestrian access are well below the derestricted speed limit and have been recorded as 30-31mph in both directions, with mean speeds 26-28mph. Whilst this gives some rationale for the reduction of the current speed limit from 60mph to 30mph, comments provided earlier stating that frontage presence is a pre-requisite, cannot be met. So, although the speeds are demonstrated to be lower than the limit, there is a lack of conducive environment to instigate an appropriate commencement point. The risk of imposing a commencement/termination of a new 30mph limit may result in misjudged changes to driver speeds when leaving the zone, thus creating hazards. 3) As stated earlier the speed limit change is unlikely to be supported, even though evident speeds are contained within the limit proposed. There is a need for a suitable commencement point and adherence to policy which requires visible frontage, of which there is not. A gateway feature or means to highlight a	Road safety comment relating to need for carriageway lining: North of Hunters Way, the existing carriageway width is around 5 to 5.5 metres in width, so the proposed arrangement is providing a consistent width and is an improvement in the sections that are currently less than 5.5 metres in width. Road markings can be considered as part of detailed design of the highway works. As outlined in the December 2022 Motion submission, it is intended that proposed routes through Fir Tree Grove and section of Rocks Road between the site and existing provision to the east will be lit.

	stand-alone connection for active travel provision may be appropriate, though scope for inclusion on what is solely carriageway with very little verge and restricted forward visibility and lack of lighting is likely to be problematic to provide sufficient advance awareness to drivers approaching from west.	
5	**SUMMARY POINT (Pg2, fifth bullet)** CHURCH STREET HIGHWAY SCHEME – concerns with priority working since vehicle speeds are generally low but have high volumes. Issue is the walking and cycling environment is substandard and inconsistent and issue of lack of safe crossing provision remains. This would be the main route for pedestrians and cyclists from the site to the town centre whether entire route or part of the route is used. Safety of increase in active travel users during peak demand periods is raised when growth is added. **DETAILED COMMENTS (Pg4/5)** CHURCH STREET 1) LCWIP document highlights constraints and provided recommendations based on existing conditions which are described being those affecting mobility of pedestrians and cyclists. It is noted that this proposal does not include the recommended crossing point to accommodate users between Pudding Cake Lane and Belmont Road. The traffic calming proposed has raised concerns with the County Road Safety Team due to the priority working arrangement and though the applicant references these as being recommended part of the LCWIP (242.1.2), it would appear that that reference is not listed. It is questioned if traffic calming features are appropriate on Church Street on the basis that speeds are generally low due to the carriageway width constraints and sections with obstructed forward visibility. The LCWIP does note that the road carries high volumes of traffic with few gaps for crossing purposes, and so the focus should be to enhance active traveller experience and their safety. The inclusion of priority working has potential to generate	<u>Priority working and crossing provision</u>: The proposals shown on drawing 2001061-134C identify traffic calming/a priority build-out with a widened section of footway, as well as an informal pedestrian crossing (dropped kerbs and tactile paving) on Church Street. These measures have been designed having regard to the recommendation of the June 2018 Uckfield Local Cycling Walking Infrastructure Plan (LCWIP). These recommendations include: 242.1.2 – "*widen footway at junction with Pudding Cake Lane through introduction of one-way priority section, allowing widening of footway to 3m*" (high priority, low cost in LCWIP table of recommendations); and 232.2.1 – "*install signalised pedestrian crossings/zebra crossing at crossings to Belmont Road*" (high priority, medium cost in LCWIP table of recommendations). The June 2018 Uckfield LCWIP is an appendix to the East Sussex LCWIP 2021-2031, published in September 2021. Whilst it is acknowledged that the recommendations of the LCWIP relate to existing conditions (i.e. not taking account of future development) and do not constitute detailed schemes, it is considered the recommendations provide a useful indication of the type of measures that would be appropriate to address existing issues, having regard to local constraints. It is noted that there is a scheme prioritised in the September 2021 document as part of the School Streets Country Wide Programme for reallocating road space for pedestrians and cyclists and it is considered the proposed highway works on Church Street are consistent with this wider scheme, noting Church Street will form an option for school Children accessing Holy Cross Primary, Uckfield College and Manor Primary. Further consideration of existing and future pedestrian flows on Church Street is considered below, as well as further commentary on the proposed priority working and crossing provision. Whilst the route via Rocks Road/Church Street provides the most direct route between the site boundary and Uckfield town centre, and a core route, this is not the only route. Residents accessing amenities within the town and nearby have a choice of routes, depending on their location within the development and destination. For example, people seeking access to the railway station or southern part of the town, or the Industrial Estate and medical centre, may be more likely to use the route via Rocks Park Road. <u>Church Street crossing (Belmont Road/Pudding Cake Lane)</u>: As identified above, the proposed informal crossing on Church Street between Belmont Road and Pudding Cake Lane is in response to the recommendations of the Uckfield LCWIP (recommendation 232.2.1). It is noted that the recommendation makes reference to a signalised or zebra crossing. However, it is considered that there is insufficient highway land available at this location to provide a controlled facility. Therefore, an uncontrolled crossing is provided with dropped kerbs and tactile paving. To understand existing

	driver confusion, particularly where forward visibility may be compromised; and the infrastructure it would require such as signage may obstruct pedestrian infrastructure. 2) Highway scheme Church Street would need to demonstrate deliverability at this stage and an in-principle scheme would need to be accepted by this authority. It should be recognised that this route would not only be used by users of the proposed development site but by others including people travelling to work, schools and shopping. This route is already substandard currently in terms of the pedestrian and cycling infrastructure, so this will need to be addressed based on the outcome of the LCWIP and development demand. Therefore, any scheme that is proposed to enable a suitable route for active travel users would need to be considered at this stage as it would be an element of 'access' for the site, and proposed schemes unfinished in principle at this stage cannot rely on technical detailed design stage. 3) For a site proposing 424 dwellings, on the basis that all are houses 2+ bedrooms, it has been derived from the education team (standard formula) that there would be expected to be 106 primary school age pupils and 74 secondary school aged pupils. The modal trips set out in table 2.1 include school journeys between the site and various locations using 3 routes between the site and common destinations. What is not clear from this table is how the expected pupil numbers were acquired, and whether there would in fact be places available at the schools to estimate distribution across the town. For secondary school age pupils the applicant estimation is 47 in total, but only 24 would walk to school locally as the figures are based on 53% who would walk between 1 and 2 miles. The secondary school is 1 mile from the centre of the site which would suggest 85% would walk. Escorted primary school pupils would presumably include some return trips within the same	pedestrian flows across Church Street in this location, a survey was commissioned, which are presented below under 'existing pedestrian flows on Church Street'. Priority working: As identified above, the proposed priority working on Church Street is in response to the recommendations of the Uckfield LCWIP (recommendation 242.1.2). Suitable visibility can be achieved between opposing traffic flows to ensure that the priority working can operate efficiently, as indicated on drawing 2001061-134C. The proposed works have been subject to a Stage 1 RSA and no issues have been raised on this element. Further commentary in response to comments received on the technical design are included in **Appendix C**, which summarises the comments received from ESCC on the submitted drawings and response/amendments made. As identified in that summary, the short section of widened footway in this location provides limited benefit. Therefore, it is considered that this feature could be omitted or modified at the detailed design. Church Street traffic flows: The ESCC response states that, "*vehicle speeds are generally low but have high volumes*". To establish existing vehicle movements on Church Street, an automatic traffic counter (ATC) was installed in June 2023 in the vicinity of Belmont Road/Church Walk. The table below provides a summary of 85th percentile vehicle speeds and average traffic flows recorded by the ATC. Full results are provided in **Appendix D**.

ATC Position	Average Traffic Flow		Vehicle Speed			
			85th Percentile		Average Daily	
	N'bound	S'bound	N'bound	S'bound	N'bound	S'bound
ATC 1	5 day average: 2,394 7 day average: 2,224	5 day average: 2,744 7 day average: 2,543	23.0 mph	23.9 mph	19.2 mph	19.9 mph

Table 5.1 – Church Street ATC Survey Results (near Belmont Road/Church Walk) (June 2023)

It is evident from the ATC data that vehicles are travelling broadly in line with the 20 mph zone designation and that traffic volumes are relatively low.

Deliverability of proposed Church Street highway works: The proposed works illustrated on drawings 2001061-130 to 140 are all within the public highway and as such can be completed through a Section 278 Agreement. A Stage 1 Road Safety Audit of the proposed works has been completed and a Design Response Report prepared (see **Appendix A**). It is considered the proposed works along Rocks Road/Church Street, deliver enhancements to active travel within existing constraints along this corridor between the site and Uckfield town centre. The proposed works would be subject to detailed design (which would consider signage etc) and further road safety audits. In this respect it is considered the proposed works deliver a comprehensive scheme for the purpose of the planning application.

	peak period on the same route which is not accounted for in the table. 4) The purpose of the table is to predict the pedestrian demand on the route using Rocks Road, but this doesn't consider other users on this route during the same periods. Concerns have been previously expressed on sections between the Church Street junction and The Drive where the footway is narrow and where pedestrians may be forced to step into the carriageway when faced with opposing travellers who may be with small children or elderly for example. By stating that an additional 32 pedestrians would require access along Church Street does not set out how the existing demand would be compounded by the anticipated increase in demand given that this route accommodates a wide catchment already. There remains concern that within a constrained section of the footway network there is expected to be concentrations of pedestrian movement during peak periods which may result in highway safety issues. It has been assumed that active travel flows are tidal, and perhaps to and from the site they may be, but otherwise, tidal movements from other origins/destinations requiring this route would also have a need to be considered. 5) Two new bus stops adj to The Drive would require a safe crossing provision.	Existing pedestrians flows on Church Street: To understand the existing number of pedestrians on Church Street, a survey was commissioned. The survey included a count of pedestrians travelling north (towards the site), south (towards the town) and crossing the road in the vicinity of Belmont Road/Pudding Cake Lane (West to East/East to West). Counts were completed on a neutral weekday and a Saturday between 07:00 and 19:00 hours. The table below provides a summary of survey results. Full results are presented in **Appendix E**. Both survey days were described as 'dry and bright'.

	Thursday 22nd June 2023				Saturday 24th June 2023			
	To Site	To Town	SW to NE	NE to SW	To Site	To Town	SW to NE	NE to SW
0700-0800	5	23	5	20	4	9	3	5
0800-0900	9	51	30	33	19	39	8	18
0900-1000	19	22	15	19	17	47	13	22
1000-1100	17	20	11	15	28	33	20	20
1100-1200	15	15	13	9	20	23	9	14
1200-1300	16	21	9	14	23	21	13	12
1300-1400	22	33	18	14	17	20	9	8
1400-1500	13	13	4	7	34	17	19	11
1500-1600	39	14	19	23	16	10	10	8
1600-1700	35	13	28	10	18	15	22	10
1700-1800	36	28	19	12	22	22	17	13
1800-1900	15	10	10	8	13	9	14	7
TOTAL	**241**	**263**	**181**	**184**	**231**	**265**	**157**	**148**

Table 5.2 – Pedestrians Count on Church Street (near Belmont Road/Pudding Cake Lane) (June 2023)

It is evident from the survey results that pedestrian flows are relatively balanced along and across Church Street. However, it is notable that flows during weekday peak hours/around school start/finish times are more tidal. In terms of pedestrians crossing Church Street in this location, the results indicate a maximum demand (weekday 08:00-09:00) equating to an average of one pedestrian per minute, which is not considered to be at a level to justify provision of a controlled crossing. Further consideration of additional pedestrian demand arising from the development during weekday peak hours is considered below.

		Future pedestrian demand on Church Street: The December 2022 Motion submission outlined estimates of additional pedestrian movements on Church Street, arising from the proposed development during weekday peak hours. An update is presented in the table below to take account of return escort trips and applying a higher percentage of secondary age pupils walking to Uckfield College. The update assumes half of all escort trips return to the site, and do not form part of a linked trip (e.g. as part of the commute or journey into town). In respect of secondary pupils, Uckfield College is located 1.53 to 2.25 kilometres from the nearest/furthest house in the proposed development (verified in the December 2022 Motion submission, table 6.2), which equates to 0.95 to 1.4 miles. It is therefore considered that the percentage applied to secondary age children walking to the College is accurate 53%, as this relates to secondary pupils walking between 1 and 2 miles. However, to be robust, and given the aspiration to encourage the majority of these pupils to walk to school, the table below is based on the 85% suggested by ESCC. ESCC considers this percentage to be appropriate in view of an entitlement to school transport being triggered at 3 miles+ or due to a disability and clarified that the figure comes from ESiF (eastsussexinfigures.org.uk), which provides a more site specific super output area to derive figures relating to school accessibility (super output area 009D).

Time Period	No. pedestrians		Route		
			Rocks Rd/Rocks Park Rd	Rocks Rd/Church St	Snatts Road
Morning Peak Hour	Pupils living at development	Primary pupils: 67	40 to Rocks Park Primary	3 to Holy Cross Primary 1 to Manor Primary	2 to Manor Primary
		Secondary pupils :47	-	20 to Uckfield College	20 to Uckfield College
	Escort to School (primary age children)		60	6	2
	Other Walking Trip	24	13 to town, Bellbrook & medical centre	10 to town	1 to Leisure Centre
		4 to railway station	2	2	0
		TOTAL	115	42	25
Afternoon Peak Hour	Pupils living at development	Primary pupils: 67	40 from Rocks Park Primary	3 from Holy Cross Primary 1 from Manor Primary	2 from Manor Primary
		Secondary pupils :47	-	20 from Uckfield College	20 from Uckfield College
	Escort from School (primary age children)		60	6	2
	Other Walking Trip	25	14 from town, Bellbrook & medical centre	10 from town	1 from Leisure Centre
		4 to railway station	2	2	0
		TOTAL	116	42	25

Table 5.3 – Updated Illustrative Pedestrian Movements (Weekday Peak Hours on Church Street)

		The table above indicates that based on the assumptions made, circa 42 additional pedestrians would be seeking to walk along Church Street during the weekday peak hours. This equates to an average of approximately one additional pedestrian every 1 to 2 minutes, although in reality it is recognised that primary aged children will be accompanied by an escort and secondary aged pupils are likely to be walking with friends. Calculation of expected pupil numbers: Appendix B of the December 2022 Motion response sets out assumptions behind the calculation of primary and secondary age pupils estimated to arise from the proposed development. The formula applied was acquired from ESCC Education Service. Having regard to the latest ESCC consultation comments, it appears the same formula has been applied. However, the difference arises in that ESCC has applied the rate for 'Houses 2 bed+' to the total development, whereas the December 2022 Motion submission takes account the proposed mix of development. Narrow footway/stepping into carriageway: In view of the pedestrian survey data presented above and the estimated pedestrian movements on Church Street during weekday peak hours, it is not considered that the existing width of the footway, whilst narrow, will result in a highway safety issue. Pedestrians cannot step into the carriageway where the footway is raised as there is a fence between the footway and carriageway. Tidal pedestrian flows: The October 2022 ESCC comments raised potential issues where an increase in pedestrian activity creates a safety concern with people walking in different directions. The December 2022 Motion response acknowledges that demand during peak times is likely to be more tidal. The most recent ESCC comments indicate that tidal movements from other origins/destinations using the route need to be considered. As noted above in relation to the Church Street pedestrian survey results, pedestrian flows are relatively balanced along and across Church Street. However, it is notable that flows during weekday peak hours/around school start/finish times are more tidal. At other times, the increase in pedestrian demand arising from the proposed development is considered to be much lower. New bus stop crossing provision: A new informal crossing (dropped kerbs and tactile paving) is proposed in amended drawing 2001061-133C, in response to ESCC comments, which has been subject to a Stage 1 Road Safety Audit.
6	**SUMMARY POINT (Pg2, sixth bullet)** PRoWS 3a/3b – the proposed improvements for active travel for the site are expected to accommodate all users, and even with improvements, there would be limitations to what can be achieved in so far as lighting and widening. The ProW routes connect to Church Street where the constraints have been highlighted. **DETAILED COMMENTS (Pg5)** ProWs	Active travel links accommodating all users: As outlined in the submitted Transport Assessment (para 5.6) and December 2022 Motion response to the initial ESCC consultation comments (para 2.9), the approach to supporting active modes of travel seeks to provide a number of options for future residents, depending on their location within the development, level of mobility and destination. Therefore, pedestrian and cycle trips are likely to be spread across a number of route options/variations. Footpath 3a/3b forms only a section of a longer route to access some amenities. As set out in the December 2022 Motion submission (para 3.12), the footpath (3a/3b) serves the existing residential area, providing permeability through the existing estate and forming part of an existing route to the town. The proposed improvements to surfacing, lighting, width (within the public highway) and signage will be of benefit to existing users, as well as those residents of the proposed development choosing to use the footpath to access the town, railway station or other amenities.

	Amendments have been proposed to improve and enhance the Public Rights of Way 3a/3b. 1) The proposal now retains the historic steps at footpath 3a, due to consultation comments made previously and redresses them to an improved standard. This improvement does not necessarily provide a more accessible route from the site as it would be restricted to persons more mobile and cannot accommodate wheel assisted means such as wheelchairs, prams/buggies. Therefore, the route 3a-3b is limited in its ability to direct active travel to and from the town centre area. Resurfacing proposed on routes could be agreed as part of a s278 agreement to consider the best options for surfaces. It is noted that the Rights of Way Team have recommended HDM as a surfacing option, but these are likely to vary depending on the existing conditions such as gradients, root heave and proximity to drainage areas. Plan 104 rev C suggests lighting(1) which may not be welcomed where they are close to rear gardens of properties, and where some sections are very narrow, the infrastructure to accommodate lighting would consume widths. It is unclear where widening of footpaths could occur (3). Wayfinding signs/fingerposts would be welcomed, though positions should be highlighted. On the plan, there is a section of footpath Between Hunters Way and The Drive which is already adopted, highlighted as unmade, though any identified improvements required to this would be beneficial.	Importantly, however, the route is not the only option available for future residents to access these services and facilities. It is considered that residents with prams/buggies, would choose to use an alternative route to access the town and nearby primary school (Rocks Park), such as via Rocks Road/Church Street or Rocks Park Road. Likewise, residents may choose an alternative route in wet weather or during hours of darkness. Widening & lighting: Drawing 2001061-104A identifies general improvements to be considered along the full length of the route between the Snatts Road access and Pudding Cake Lane. It is acknowledged that some of the paths referred to are part of an existing network with constraints which limit the opportunities for widening and lighting. However, enhancements will be considered along the route where opportunities exist and constraints permit. Signage: Signage details will be determined at the detailed design stage.
7	**SUMMARY POINT (Pg2, seventh bullet)** Site Access (A22) – this has been reconfigured and requires further RSA. Lighting concerns are raised. **DETAILED COMMENTS (Pg6)** Site Access A22 1) The roundabout proposal has been amended to be positioned further eastwards into the site, requiring realignment of the A22. A further RSA should be provided to support this revised design as deflection is	RSA: An updated Stage 1 RSA has been completed of the amended A22 access roundabout (drawing 2001061-101C) and highway works and a Design Response Report prepared (see **Appendix A**). Swept path drawings were included as part of the updated drawing pack issued for the RSA (drawing 2001061-TK06B). In respect of comments raised in relation to proximity of the roundabout to the north-bound layby, the Appendix A of the December 2022 Motion response commented that, "*The arrangement has been reviewed as part of the revisions to the roundabout layout. The two northbound exit lanes from the roundabout have been extended beyond the entry to the layby: thereby moving the two to one merging section northwards beyond the nose of the layby. This mitigates the problem by accommodating drivers wanting to accelerate northwards from the roundabout in the offside lane, passing slower vehicles in the nearside lane (including vehicles that are entering the layby).*"

	different and swept path drawings are required; to include the proximity to the NB lay-by. 2) Street lighting at this access provision would ned to be conducive to its operation as a visible access as well as respecting the landscape ecology in the vicinity. The lighting currently is identified as being dimmed after 10pm, and this dimming may compromise the junction, whereas currently with no junction it would not.	Lighting: The ESCC Lighting Officer has provided the following confirmation with respect to street lighting: *"All A roads, main routes, bus routes and town centres – all night light with 50% dimming between 22.00pm and 06.00am.* *The ecologists report is always considered prior to a design but the ESCC LED specification and dimming/timing regimes generally complies with their requirements. In environmentally sensitive areas the designed lighting levels should comply with the minimum required levels avoiding unnecessarily over lighting the area plus using the appropriate photometry which avoids unnecessary light spill. Sometimes we will consider lowering the LED colour temperature from the 3000 kelvin to 2700 kelvin if requested by the ecologist. However, we want avoid to many variations in the ESCC standards and health and safety comes first."* Based on the above, the proposals shown in drawing 2001061-101C are considered to be appropriate.
8	**SUMMARY POINT (Pg2, eighth bullet)** Emergency Access – clear marking required to ensure that the access position remains unobstructed. **DETAILED COMMENTS (Pg6)** Emergency Access 1) The position is the only point this access could go on grounds that it is surrounded by ancient woodland. Agreed that there is unlikely risk of shunts though it should be ensured that an appropriate radius for entry is available for approaching vehicles at emergency speeds. Also, markings on the layby should be provided to ensure that the access and the area required for turning remains unobstructed, when layby is used by resting drivers. This element of the site cannot be used as a regular vehicle route by vehicles such as buses due to ecological constraints (ancient woodland).	Emergency access keep clear markings: Drawing 2001061-102D includes keep clear markings at the emergency access to address the ESCC comments. Entry radius and speed of emergency vehicles: The emergency access has a 6m radius, which is considered to be suitable for an emergency access that may never be used. It is arranged as a minor access off the existing layby, and similar to other emergency accesses that are provided to serve developments. The drivers of emergency vehicles will be decelerating as they enter the layby and have a responsibility to drive at speeds that are appropriate for the road layout. It is common for emergency access routes to have a dropped/splayed kerb and lockable bollard, as is proposed at this location. Emergency vehicles will be required to stop at the access and will not be attempting to pass through the junction at inappropriately high speeds. Regular use of emergency access (e.g. for buses): The emergency access is not intended for regular use. The October 2022 ESCC consultation response requested use of the emergency access by buses. The December 2022 Motion response indicated that in principle, such use could be achieved with minor adjustment to the radii, without encroachment into the ancient woodland. However, following further liaison with the project team, and liaison with ESCC, it has been agreed that a bus turnaround/hub could be provided within the site as part of the Reserved Matters design and therefore buses would not be required to use emergency access. The adequacy of the proposed emergency access is not raised in ESCC's Statement of Case and is therefore assumed to be accepted.
9	**SUMMARY POINT (Pg2, nineth bullet)** Cycle/footway (A22) – amendments have been provided to include widened verge separation, path width and coordination with design at Copwood Roundabout, though concerns regarding the principle	Principle of A22 cycle/footway: It is understood from the October 2022 ESCC consultation response that the concerns with the A22 foot/cycleway route relate to distance and that the A22 is designed for motorised traffic travelling at speed. The proposed route comprises a 3 metre wide shared foot/cycleway (reducing to 2 metres at physical constraints) and separated from the carriageway by a verge width of 2.5 metres or greater (reduced to minimum of 2 metres where physical constraints

	of this route remain valid as stated in the original highway response. Concerns remain in terms of connections for active users in Bell Farm roundabout location and deliverability of the widened shared footway/cycle adjacent to Tesco that would not compromise the highway trees. Cycle parking in High Street suitable High Street position that is overlooked and busy would encourage cycling as a mode. **DETAILED COMMENTS (Pg5/6)** Shared cycle/footway A22 1) Revisions have been provided along the A22 section entailing verge separation widths and path widths, these are generally accepted though the narrowed short section may require a departure from standards (LTN1/20). Facilities at the Bell Farm Road section do not include crossings to Bell Lane at the roundabout for pedestrians or cyclists and the footway widening to a shared cycleway along the boundary with Tesco will require the removal of highway trees (which may not be supported), relocation of signage and lighting columns. This is not to say that active provisions cannot be enhanced here but needs to consider the trees root systems can be protected. Signage and lighting could be relocated in my view subject to detailed design. Upgrade of the pelican crossing to a toucan crossing would require the wider footway on the north side to be achievable. Town Centre cycle parking provision to High Street visitors would allow cycling as a connection and to have a safe place for short term parking.	exist). The design is compliant with the Design Manual for Roads and Bridges and as such no Departure from Standard is considered to be necessary. The design is also fully compliant with guidance contained within LTN 1/20 where constraints permit. As acknowledged in the submitted Transport Assessment (para 3.8) and December 2022 Motion response to the initial ESCC comments (para 2.49), in relation to the previously refused and subsequently appealed planning application, the Planning Inspector in the original appeal decision considered the then proposed cycle link along the A22/Bellfarm Road to be long and indirect. However, within the current application, the route is not the only option proposed for active travel between the site and core amenities within the town and the railway station. Indeed, the route is circa 1.9 kilometres to existing employment at Bellbrook Industrial Estate and the nearest medical centre and approximately 2.7 kilometres to the town and railway station, which are well within the distance typically accepted (5 kilometres) where cycling has the potential to replace short car trips. It is acknowledged that the route via the A22 is less likely to be used by pedestrians accessing the town or railway station. However, Bellbrook Industrial Estate and the medical centre is within 2 kilometres via this route, the distance typically accepted where walking has the potential to replace short car trips. In terms of attractiveness of the route, whilst the speed limit of the A22 is acknowledged, the connection is segregated from vehicular traffic and as such provides a traffic-free option to core amenities. Furthermore, the route benefits from a level gradient and will provide a fast connection for commuter cyclists to the town, or those seeking onward travel via the railway station. The route is also uninterrupted by junctions and accesses and is therefore very attractive to cyclists. In this respect, it is considered the route provides an attractive proposition for such journeys in line with the overall active travel strategy of providing a number of options for future residents, depending on their location within the development, level of mobility and destination. The proposed highway works along Bellfarm Road are consistent with the recommendations of the Uckfield LCWIP and wider policy objectives of seeking to improve facilities for active travel. <u>Connection for active travel users at Bellfarm roundabout</u>: The ESCC comments relate to the absence of pedestrian/cycle crossings to Bell Lane at the Tesco roundabout. Drawing 2001061-118B seeks to address this concern, following further liaison with ESCC. To address comments relating to pedestrian access to the Bell Lane industrial area, a new pedestrian crossing point with refuge island is proposed to the west of the fire station. A new section of footway will be provided to link the crossing point to the existing footway facility in front of the McDonald's site. The proposal to widen the footway to the south of Tesco has now been omitted, as further described below. <u>Cycle parking in High Street</u>: Provision for cycle parking in Uckfield High Street can be secured by suitable planning condition/obligation, although this point is not raised in ESCC's Statement of Case and it is therefore assumed that no such condition/obligation is required. <u>Deliverability of widened shared foot/cycle link adjacent to Tesco/trees, relocation of signage and lighting</u>: The proposal to widen the footway to the south of Tesco has now been omitted due to

		concerns regarding the impact on nearby trees and in view of comments made in relation to relocation of existing signage and lighting columns. It is proposed that existing shared cycleway/footway facility to the west will still be widened, but will retain its existing termination point at the fire station access, where cyclists will rejoin the carriageway via a dropped kerb. An updated Stage 1 RSA of the amended scheme has been completed and a Design Response Report prepared (see **Appendix A**). Pelican crossing to Toucan: As a result of the above alteration to drawing 2001061-118, the proposed upgrade of the signalised pedestrian crossing to a toucan crossing is also now omitted from the proposals.
10	**SUMMARY POINT (Pg2, tenth bullet)** Bus infrastructure/service provision – RSA for bus stop provisions required; discussions ongoing with passenger transport team at ESCC. **DETAILED COMMENTS (Pg6)** Bus Transport provision 1) Infrastructure proposals include enhancements to existing stops on Manor Way and The Drive; relocation of the bus stop and raised kerbing on London Road (nr Southview Rd); new stops on Church Street. All are subject to the outcome of a RSA1 which would determine the acceptance in principle. 2) Bus services – a bus strategy is under discussion with the Passenger Transport team. This involves adapting the existing service 31 (Cuckfield to Uckfield via Maresfield), which would need to be supplemented with the Community bus offered by the applicant, the details of which require business case acceptance to ensure that it can integrate wider than the proposed development site.	RSA for bus stop provision: New bus facilities are shown on the updated drawings pursuant to comments received from ESCC in October 2022 (drawings 2001061-104A, 105B, 133C), which have been subject to a Stage 1 Road Safety Audit. A Design Response Report has also been prepared (see **Appendix A**). Passenger transport liaison/Bus services: As outlined in the December 2022 Motion submission (para 4.14) in response to the October 2022 ESCC comments, it is understood ESCC is seeking a one-off Public Transport Service Contribution (of £1,100 per dwelling) and Public Transport Infrastructure Contribution (to secure suitable infrastructure within the site, such as real time passenger information). From further liaison regarding the use of the emergency access for buses, it is our understanding that it has been verbally agreed that a bus turnaround/hub could be provided within the site as part of the Reserved Matters design and therefore buses would not be required to use emergency access. At the time of writing, we are awaiting formal written confirmation from ESCC in this respect. However, email correspondence from the highway officer dated 18th July states: "*I can assure you that there is likely to be a solution for public transport based on a financial contribution that we have already discussed*." In terms of the previously proposed community bus provision, it is understood the public transport contributions would negate the need for this.
11	**SUMMARY POINT (Pg2, eleventh bullet)** Modelling – The current submission considers that there is little impact from the development on the town centre roads. To date no modelling has been provided on High Street and adjacent junctions to consider the growth of traffic impact onto the town centre. The principles of 'decide and provide' would be based on the effectiveness of the active travel initiatives and realistic outcomes of the routes proposed for regular journeys towards the Uckfield local amenities. However, distance and ease of routes	Town centre modelling: The applicant has worked with ESCC as local highway authority to ensure the impact of the site on the nearby highway network is considered. Modelling of a number of junctions is presented in the submitted Transport Assessment. Further to comments provided by ESCC in October 2022, the December 2022 Motion submission included data to show the change in vehicle movements on a number of town centre junctions based on data received from ESCC's Uckfield Saturn Model. The junctions included the Bell Lane roundabout and junctions of Bell Lane/High Street and Church Street/High Street. This identified an unperceivable change in traffic flows during the weekday morning and evening peak hours associated with the development, that would not result in a noticeable effect on the operation of these junctions. As such, no further detailed assessment is considered to be necessary and no mitigation measures are considered necessary at these junctions to support the proposed development. The importance of ensuring suitable active and sustainable travel access to

	were highlighted in the previous appeal decision. Although the Uckfield modelling work was carried out as a method to assess prospective development sites prior to Regulation 18 screening, this was not completed as would be required for a local plan evidence to determine the level of town-wide mitigation to support planned growth. It is concluded that any growth in traffic as a result of major development will impact on High Street junctions and compound the present exceedance of capacity not limited to peak times. **DETAILED COMMENTS** None made	support the development in terms of reducing private car use, and not exacerbating existing capacity constraints, is recognised and it is considered such provision is made as part of the proposed development. Notwithstanding this, it is noted that ESCC's Statement of Case refers to a potential financial contribution towards an "enhanced control system". The Appellants are content to make such a contribution subject to it meeting the requirements of paragraphs 55 and 57 of the NPPF. Previous appeal decision: Whilst it is acknowledged that distance and ease of active travel routes were factors considered in the previous appeal, the proposals subject of the current appeal are different. The previous appeal scheme included two points of active travel access via the A22 and Snatts Road. The route via Snatts Road (known as the Snatts Road Link) followed Snatts Road/Church Street and involved third party land. As such, one of the main points relating to provision of this route related to the deliverability of the Snatts Road Link. Additional land (Chicory Cottage) has been secured since the previous appeal was decided, which enables a direct connection to be made to Rocks Road. Works proposed to enhance active travel access are all achievable within land forming the site and public highway. The connection to Snatts Road, whilst beneficial, is considered of lesser importance than the scheme presented at the previous appeal. It is noted that the Inspector considered the A22/Bellfarm Road cycle link to be long and indirect. However, the route provides an alternative option in the current scheme to the town, railway station, Industrial Estate and medical centre, all within a distance typically accepted as having potential for cycling to replace short car trips. Decide & provide: It is agreed that the principles of 'decide and provide' would be based on the effectiveness of the active travel initiatives and realistic outcomes of the routes proposed for regular journeys towards the Uckfield local amenities. In this regard, it is important to consider the attractiveness of active travel provision in the context of access by car to the same amenities. The December 2022 Motion submission outlines distances to amenities and compares these to car journey distances. It is evident that in terms of distance, the proposed active travel routes provide an attractive proposition compared to the alternative vehicular routes. The road routes are convoluted and congested at peak times, will likely impact journey time reliability and in turn travel choice. Likewise, the availability of parking at the desired destinations will also influence travel choice. In this respect, parking at peak times around schools and within town is likely to be in high demand. The nature of active travel provision is addressed elsewhere within this response and comments in respect of highway safety and deliverability are set out within the December 2022 Motion submission.
	CONCLUDING COMMENTS Walking options in general from the site using routes to Church Street, even with the proposed improvements are far from ideal to encourage this mode, which should be the most available option to most. Combination of length of journeys and substandard quality of the routes cannot support Downlands Farm as a sustainable site to accommodate travel to the town centre on foot on a	Church Street route: Whilst the route via Rocks Road/Church Street provides the most direct route between the site boundary and Uckfield town centre, and a core route, this is not the only route. Information is presented above on recorded traffic flows/speeds and existing/estimated pedestrian movements to consider the proposed provision for active travel along this route. In view of the information presented, it is considered the route is suitable to support regular active travel between the site and the town centre. London Road crossing: All access and off-site highway works drawing have been subject of a Stage 1 Road Safety Audit and a Design Response Report has been prepared (See **Appendix A**).

	regular basis. The proposed crossing on London Road is of general benefit to the local area for connection to schools/leisure centre. Does this have a RSA to support this inclusion. **(Pg6 under 'General')** Cycling on Rocks Road and Church Street would be limited to confident cyclists given the high vehicle volumes and already narrow sections and restricted forward visibility. This view is unchanged even though Snatts Road has been demonstrated to be a cyclable route. Though ongoing journeys on London Road where the speed limit is 40mph for 250m towards the High Street, before it changes to 30mph limit. Routes through North Row, Hughes Way and Norfolk Way require rider dismount as sections are footpaths. **(Pg6 under 'General')** It is considered that even with the infrastructure mitigation proposed being achievable, the site is standalone and detached from the town and does not form linkage or any cohesive continuity to the urban form to relate in transport terms. There are capacity issues in the town centre relating to traffic impact which have been assumed to be acceptable. **(end of Pg6)** It remains that the Highway Authority retains objection to: i) the means of access (roundabout) based on details being incomplete; ii) Snatts Road/Rocks Rd cycle/footway link in terms of highway safety iii) Church Street proposals in terms of inconsistent standards to support growth of active travel modes/users iv) Highway impact on town centre v) Stand alone development, detached from urban linkages to enable user friendly and secure connections. **(Pg7)**	Cycling on Rocks Road/Church Street: Traffic volumes on Rocks Road and Church Street are relatively low (weekday average of 1,667 northbound and 1,875 southbound on Rocks Road and 2,394 northbound and 2,744 southbound on Church Street). Observed traffic speeds on Rocks Road are well below the posted speed limit and close to 30 mph. Church Street is within the town centre 20 mph zone and survey data indicates that traffic speeds are broadly in line with this limit. It is therefore considered the roads and this route are suitable for cyclists seeking access to the town. The submitted plan (drawing 2001061-134C) demonstrates forward visibility at the proposed priority working arrangement. A scheme within the September 2021 LCWIP seeks to reallocate road space for pedestrians and cycling as part of the School Streets County Wide Programme and the measures along Church Street are considered to be consistent with this approach. London Road: It is considered unlikely that there would be a significant level of cyclists using London Road to access amenities. There may be some cyclists accessing Uckfield College/Leisure Centre, although as identified in the NMU Audit appended to the submitted Transport Assessment, there are a range of routes available for cyclists accessing the College/Leisure Centre, avoiding the 40mph section (e.g. along Claremont Rise/Uplands Drive, or Rocks Road/Church Street) and the route via London Road is the longest. North Row/Hughes Way and Norfolk Way: It is not unusual for cyclists to dismount when using footpaths to connect between residential streets. However, it is not considered cyclists would choose these routes to access amenities (mainly the College/Leisure Centre) as it would likely involve use of the steps along PRoW 3a and a convoluted route through the residential estate. Detachment of site from town: The proposed active travel access arrangements seek to connect the site to existing networks and ensure suitable links are provided between the site and core amenities. The nature of mitigation works along the three main active travel routes is considered to be appropriate in view of the likely demand arising from the development and taking account of existing usage and the character of the routes that they adjoin. The measures along Rocks Road will open up and alter the character of the road in the vicinity of the site, providing a direct connection to nearby amenities and the town. The works proposed along this route seek to integrate with and enhance existing provision for active travel within constraints of the existing highway network. The active travel provision along the A22 is traffic-free and is considered to provide an attractive proposition particularly for cyclists accessing the town, railway station and employment around the Industrial Estate. The measures leading off the Snatts Road access are low key by comparison, reflecting the lower level of potential demand. Capacity issues/traffic impact in town: Information has been submitted to consider the change in traffic flows at the town centre junctions, based on data from the ESCC Uckfield Saturn Model. The importance of ensuring suitable active and sustainable travel access to support the development in terms of reducing private car use, and not exacerbating existing capacity constraints, is recognised and it is considered such provision is made as part of the proposed development.

Appendix A

Updated Stage 1 Road Safety Audit & Design Response Report

LAND AT DOWNLANDS FARM, UCKFIELD

Proposed Access, Pedestrian and Cyclist Improvements

Stage 1 Road Safety Audit
Prepared on behalf of Gleeson Land

July 2023

Gateway RSE

Road Safety Engineering

Project:	Land at Downlands Farm, Uckfield Proposed Access, Pedestrian and Cyclist Improvements
Document:	Stage 1 Road Safety Audit
Design Organisation:	Motion
Overseeing Organisation:	East Sussex County Council
Client:	Gleeson Land
Gateway RSE ref:	SG/WP/2302-13 RSA1 v1.2
Issue date:	19/07/2023
Status:	Issued as v1.2
Authorised by:	SG

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Road Safety Engineering

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1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works associated with a residential development on the west side of Uckfield, within the District of Wealden and the County of East Sussex. The audit brief, dated 8th June 2023, describes the proposed development as 424 dwellings and associated accesses, parking, off-site pedestrian and cycle enhancements, open spaces, SUDS, landscaping and earthworks.

1.2 This Stage 1 RSA considers the following highway elements:

- New site access from A22, approximately 0.5km north of Rocks Road overbridge
- Emergency access (priority junction) north of main access
- Vehicle and pedestrian access to a SANG car park
- Footway along Snatts Road
- Improvements to public footpath connecting Snatts Road and Pudding Cake Lane
- Proposed pedestrian and cyclist improvements on Rocks Road, Church Street, London Road and Bellfarm Road

1.3 This section of the A22 is of single carriageway configuration and subject to the national speed limit of 60mph. It is unlit except at the Copwood Roundabout to the south and the Black Down Roundabout to the north.

1.4 Snatts Road is a single carriageway and subject to a 30mph speed limit at the proposed car park access, becoming derestricted approximately 80 metres to the southwest. There is street lighting within the 30mph speed limit zone, but not the derestricted section. A footway runs along the southeast side of Snatts Road, to where it meets a public footpath connecting with Downland Copse, about 90 metres southwest of the 30mph speed limit. This is the point at which the proposed footway and footpath improvements commence; the proposed footway is to continue the provision along Snatts Road for some 140 metres, providing a link to the proposed development at Downland Farm. The public footpath, which runs generally south/southeast toward the town centre, is to be improved by various means including new steps, repair/upgrade of surfaces, dropped kerbs/tactile paving at road crossings and lighting.

1.5 Rocks Road is derestricted where it meets Snatts Road but subject to a 30mph limit approximately 130 metres to the south. Further south/east it leads into Church Street, which is narrower and subject to a 20mph speed limit. It is lit and a footway runs along at least one side to High Street.

1.6 This Road Safety Audit was carried out by Steve Giles and Wendy Palmer and consisted of a desktop study and a site visit, which was carried out between 12.30pm and 3.00pm on Monday 12th June 2023, when the weather was fine/hot and the road surfaces dry. No significant traffic congestion occurred, whilst pedestrian and cycling activity varied across the locations observed.

1.7 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

1.8 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

1.9 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

Collision Data

1.10 Personal Injury Collision (PIC) information was obtained for the last five years (2016 to 2021) from Crashmap (www.crashmap.co.uk), which reveals that one PIC occurred in Manor Way, close to where the footpath crosses it. It was in fine/dry/daylight conditions and involved a car using a private access and a young child, who was in the carriageway. It resulted in slight injuries to the child.

1.11 One PIC occurred in the vicinity of the proposed access onto the A22. It involved a single southbound car losing control in wet/daylight conditions, resulting in slight injuries to the driver.

1.12 Three further collisions occurred at the Copwood Roundabout, as follows:

- A two-car 'shunt' on the westbound approach (Bellfarm Road), causing slight injuries to the driver and passenger of the front vehicle (wet/dark)
- A car on the westbound approach (Bellfarm Road) lost control and struck the crash barrier, resulting in slight injuries to the driver (wet/daylight)
- The third was on the A27 north of the roundabout, in fine/dry/daylight conditions. It involved a 'shunt' between two cars and both drivers sustained slight injuries

Previous Road Safety Audit

1.13 This Audit Team carried out Stage 1 RSAs on the various elements of the proposed highway works between October 2020 and December 2021, whilst a consolidated report RSA was prepared in April 2022. The works subject to this Audit have evolved primarily in response to consultation comments made by the Highway Authority, East Sussex County Council.

1.14 This report describes a new Stage 1 Road Safety Audit.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

2.3 Problem

Vehicle turning collisions due to obscured junction and forward visibility

Location: Give way lines at proposed roundabout and emergency access

The A22 runs through a belt of trees at this location, and it is not clear to what extent foliage behind visibility splays will be cleared. If sufficient clearance is not carried out, visibility to/from the roundabout and emergency access could be compromised by future re-growth, leading to collisions between vehicles joining the A22 from the development and those travelling south.

Recommendation

Carry out sufficient clearance of trees and foliage to provide adequate visibility at both junctions and to ensure that visibility, particularly to/from the north, will not be compromised in future due to re-growth.

Walking, Cycling and Horse Riding

2.4 Problem

Pedestrian injuries due to trips/falls or collisions with passing vehicles

Location: Proposed footway on Snatts Road

The new footway runs along an unlit section of Snatts Road where the verge is uneven and accommodates a drainage ditch/brambles. Pedestrians could stray from the footway and trip/fall into the ditch/bramble, or into the carriageway where they may collide with passing vehicles.

Recommendation

A knee rail or other form of restraint feature should be provided along the back of the new footway and the street lighting extended along its length.

2.5 Problem

Pedestrian injuries due to trips/falls

Location: Public footpath between Downland Copse and The Drive

Foliage overgrowth encroaches upon the public footpath between Downland Copse and The Drive, which may lead to trips/falls.

Recommendation

Foliage should be cut back as far as possible along the public footpath route between Downland Copse and The Drive.

2.6 Problem

Collisions between vehicles and pedestrians

Location: Pedestrian crossing on The Drive

During the site inspection, visibility from the crossing to the southwest along The Drive (which is one-way north-eastbound) was restricted by a parked van. This could lead to collisions between pedestrians and vehicles. The Audit Team acknowledges this is an existing problem, but it may be exacerbated by an increase in the number of pedestrians using the route.



Recommendation

Provide road markings or other measures to discourage the parking of vehicles at and immediately southwest of the pedestrian crossing point on The Drive.

2.7 Problem

Proximity of shared use path to watercourse may lead to pedestrian and cyclist injuries

Location: Extended culvert where proposed shared footway/cycleway meets existing provision

The existing shared cycleway/footway is separated from the watercourse by a section of guard railing, but it is not clear if this is to be modified/retained to accommodate the extended culvert. The audit team is concerned that in the event of slip/fall incidents, pedestrians and cyclists may (particularly at night) fall into the watercourse, leading to injury or increased severity of injury.

Recommendation

A suitable barrier that is visible in daylight and during hours of darkness should be provided alongside the existing/proposed shared pedestrian/cycle route and the watercourse.

2.8 Problem

Collisions between vehicles and pedestrians/cyclists

Location: Shared footway/cycleway where it crosses Batchelor Way

Visibility from pedestrians and cyclists crossing Batchelor Way toward eastbound vehicles on Bellfarm Road is partially restricted by vegetation on the northwest corner of the junction. This could lead to collisions between cyclists/pedestrians crossing Batchelor Way and vehicles turning left into it, particularly as the former need to look over their right shoulders when crossing from west to east.

Recommendation

Improve visibility on the northwest corner of the junction between Batchelor Way and Bellfarm Road by cutting back foliage.

2.9 Problem

Collisions between vehicles and pedestrians

Location: Footway where it crosses Rocks Road

Visibility between pedestrians crossing Rocks Road and south-eastbound vehicles on Rocks Road is restricted by vegetation. This could lead to collisions between pedestrians and vehicles.

Recommendation

Improve visibility to the northwest from the crossing point on Rocks Road by cutting back foliage.

2.10 Problem

Collisions between vehicles and pedestrians

Location: Rocks Road, southwest side, near Hunters Way

There is an existing lighting column within the footway along Rocks Road, a short distance northwest of Hunters Way. If retained within the widened footway it may force pushchairs and wheelchairs into the carriageway, where they will be at risk of collisions with passing vehicles.

Recommendation

Relocate the lighting column as necessary to maintain a suitable footway width along the southwest side of Rocks Road.

Road Signs, Carriageway Markings and Lighting

2.11 Problem

Horizontal and vertical clearances to signs may lead to pedestrian/ cyclist casualties and loss of control collisions.

Location: Shared pedestrian/cycle route

Insufficient horizontal and vertical clearances of sign posts/faces within the shared path may lead to pedestrian and cyclist collisions. Signs too close to the edge of the carriageway may be struck by passing vehicles leading to loss of control collisions.

Recommendation

At the detailed design stage, suitable horizontal and vertical clearances to signs and posts should be provided within footways and cycle routes.

3 AUDIT TEAM STATEMENT

3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed: [redacted]

Date: 19/07/2023

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed: [redacted]

Date: 19/07/2023

APPENDIX A
Items Considered by this RSA

Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
2001061-100	D	Motion	Overview of Proposed Highway Works
2001061-101	C	Motion	Site Access Roundabout
2001061-102	D	Motion	Proposed Emergency Access
2001061-103	A	Motion	Proposed Footway at Snatts Road
2001061-104	A	Motion	Possible Improvements to Pedestrian Route
2001061-105	B	Motion	Proposed Pedestrian Crossing Point on London Road
2001061-106	A	Motion	Indicative Improvements to Existing Steps
2001061-107	B	Motion	Proposed SANG Access and Pedestrian Crossing Point
2001061-108	-	Motion	Proposed Site Access Arrangement
2001061-110	-	Motion	Overview of Proposed Shared Footway/ Cycleway Route
2001061-111	C	Motion	Proposed Shared Footway/Cycleway Route
2001061-112	B	Motion	Proposed Shared Footway/Cycleway Route
2001061-113	B	Motion	Proposed Shared Footway/Cycleway Route
2001061-114	B	Motion	Proposed Shared Footway/Cycleway Route
2001061-115	B	Motion	Proposed Shared Footway/Cycleway Route
2001061-116	-	Motion	Proposed Shared Footway/Cycleway Route
2001061-117	A	Motion	Proposed Shared Footway/Cycleway Route
2001061-118	B	Motion	Proposed Shared Footway/Cycleway Route
2001061-119	-	Motion	Footway/Cycleway Route – Indicative Cross Sections
2001061-120	-	Motion	Proposed Shared Footway/Cycleway Route

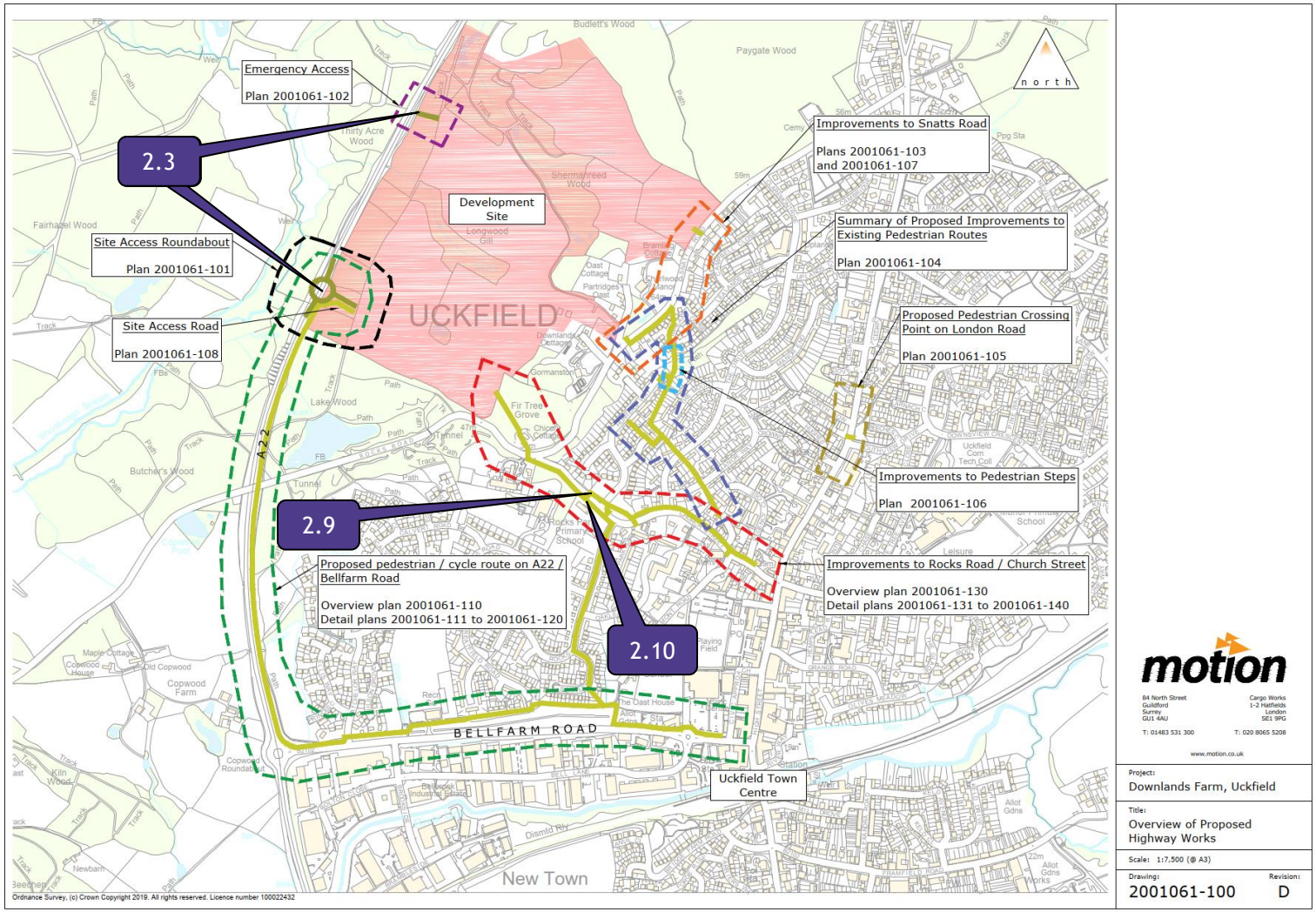
Document ref.	Rev.	Originator	Title
2001061-130	A	Motion	Overview of Proposed Works – Rocks Road and Church Street
2001061-131	G	Motion	Proposed Works on Rocks Road and Church Street (Sheet 1 of 4)
2001061-132	A	Motion	Proposed Works on Rocks Road and Church Street (Sheet 2 of 4)
2001061-133	C	Motion	Proposed Works on Rocks Road and Church Street (Sheet 3 of 4)
2001061-134	C	Motion	Proposed Works on Rocks Road and Church Street (Sheet 4 of 4)
2001061-TK06	B	Motion	Swept Paths of 7.2m LGV and 16.5m Articulated Vehicle

Additional/background information provided to the Audit Team

- Audit Brief dated 08/06/2023 (Motion)
- Consultation Response to Wealden District Council dated 18/10/2022 and 23/03/2023 (East Sussex County Council)
- Response to ESCC Highway Comments – December 2022 (Motion)

APPENDIX B
Location Plan(s)

Gateway RSE



C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-100d [Overview Plan].dwg

motion

84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG
T: 020 8065 5208

www.motion.co.uk

Project:
Downlands Farm, Uckfield

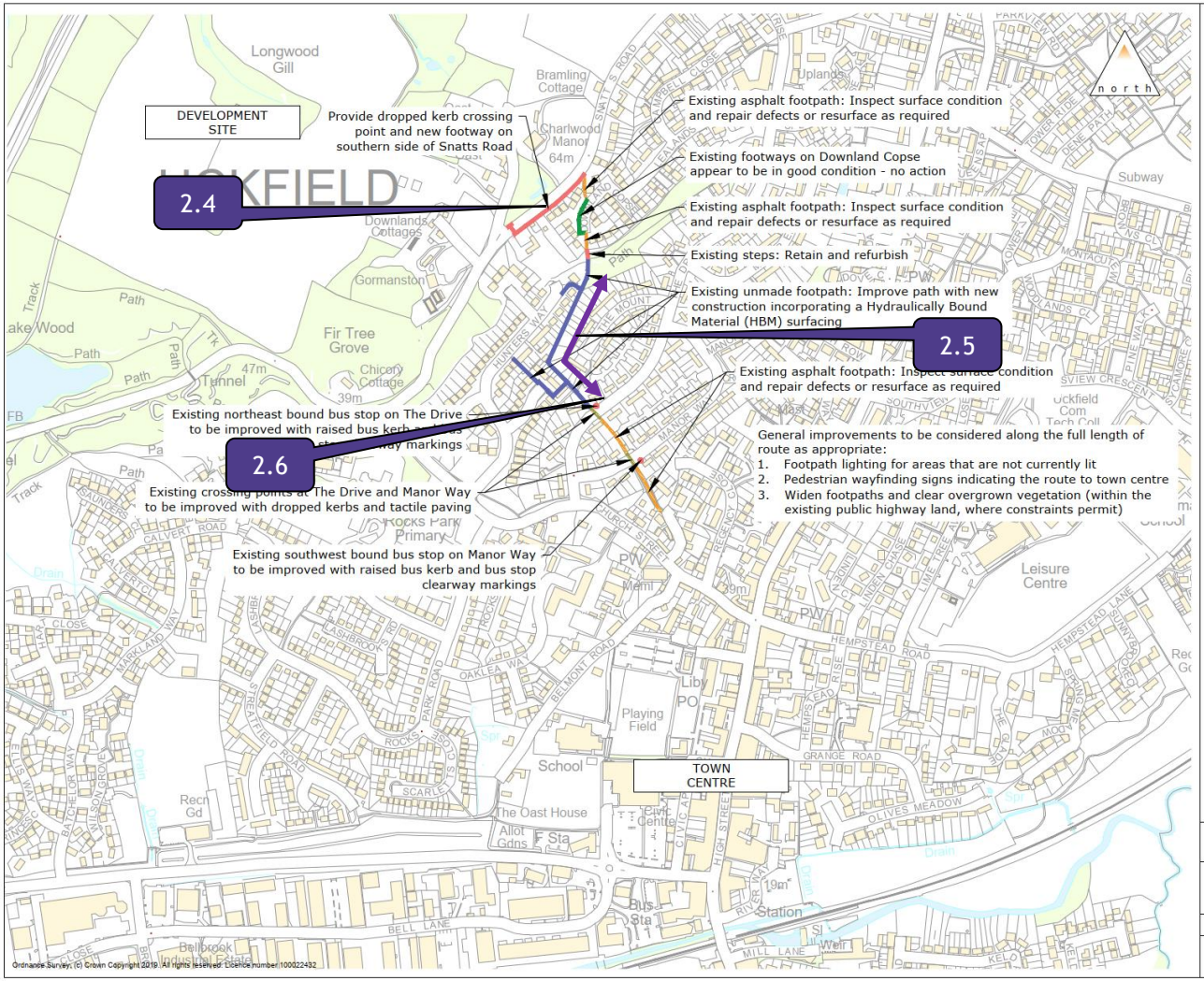
Title:
Overview of Proposed Highway Works

Scale: 1:7,500 (@ A3)

Drawing: 2001061-100

Revision: D

Gateway RSE



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motion

84 North Street
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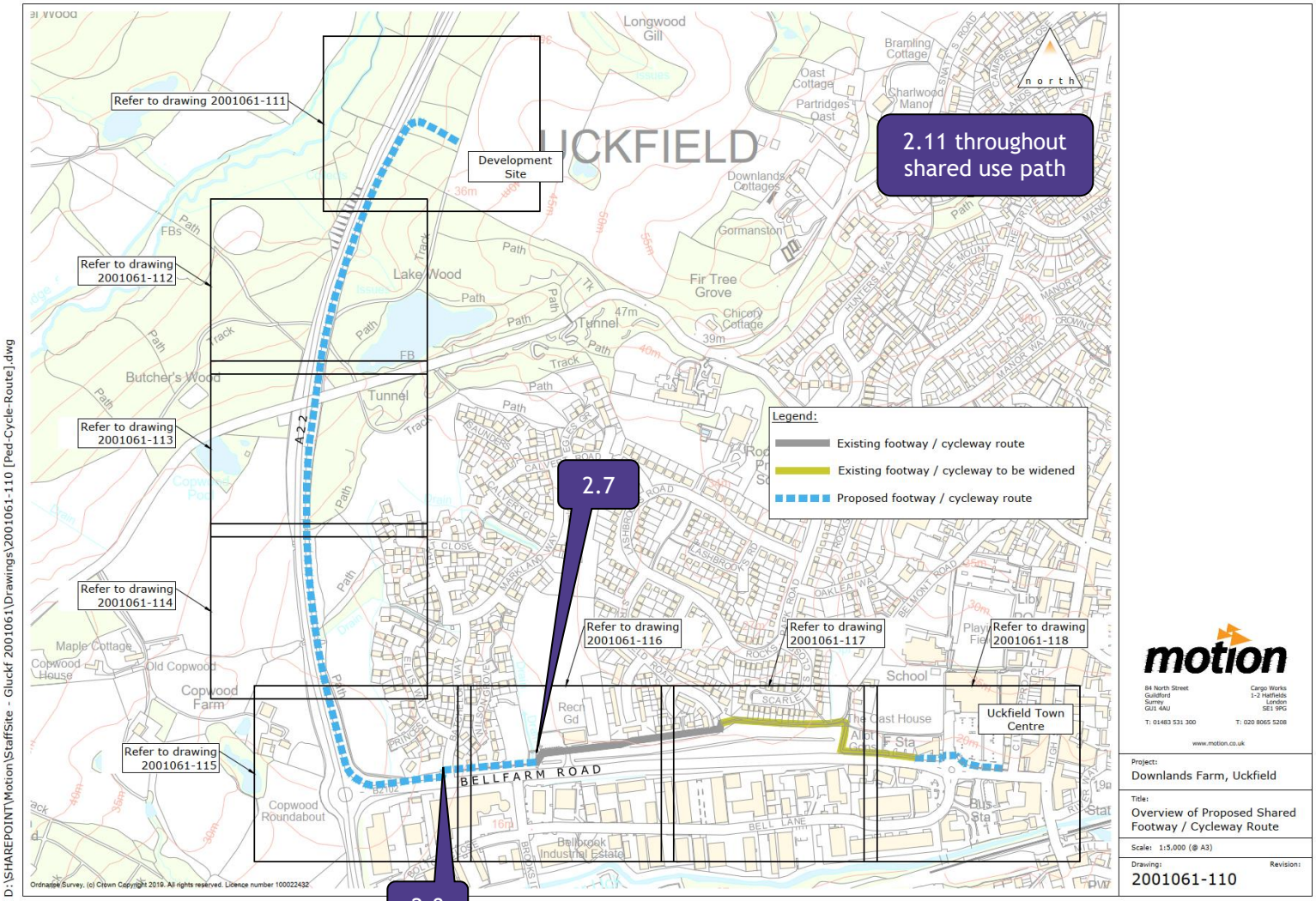
Project:
Downlands Farm, Uckfield

Title:
Possible Improvements to Pedestrian Route

Scale: 1:7,500 (@ A3)

Drawing: 2001061-104

Revision: A



D:\SHAREPOINT\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-110 [Ped-Cycle-Route].dwg

motion

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Project:
Downlands Farm, Uckfield

Title:
Overview of Proposed Shared Footway / Cycleway Route

Scale: 1:5,000 (@ A3)

Drawing: 2001061-110

Revision:

ROAD SAFETY AUDIT RESPONSE REPORT

Project Details

Project:	Land at Downlands Farm, Uckfield Proposed Access, Pedestrian and Cyclist Improvements
GRSE Ref:	SG/WP/2302-13 RSA1 v1.2
Status:	Issued as v1.2
Issue date:	19/07/2023
Design Organisation:	Motion
Overseeing Organisation:	East Sussex County Council
Client:	Gleeson Land

Authorisation

Prepared by:	
Name:	Julian Smith
Position:	Associate Director
Organisation:	Motion
Approved by:	
Name:	Phil Bell
Position:	Managing Director
Organisation:	Motion
Signed:	

The Scheme

The highway works considered by the Road Safety Audit comprise:

- New site access from A22, approximately 0.5km north of Rocks Road overbridge
- Emergency access (priority junction) north of main access
- Vehicle and pedestrian access to a SANG car park
- Footway along Snatts Road
- Improvements to public footpath connecting Snatts Road and Pudding Cake Lane
- Proposed pedestrian and cyclist improvements on Rocks Road, Church Street, London Road and Bellfarm Road

Key Personnel

Overseeing Organisation:	Kal Kamboh, Transport Development Control East Sussex County Council
RSA Team:	Steve Giles, Senior Road Safety Engineer, Gateway RSE
	Wendy Palmer, Senior Road Safety Engineer, Gateway RSE
Design Organisation:	Julian Smith, Associate Director, Motion
	Phil Bell, Managing Director, Motion

RSA Decision Log				
Item No.	**RSA Recommendation**	**Design Organisation Response**	**Overseeing Organisation Response**	**Agreed RSA Action**
2.3	Carry out sufficient clearance of trees and foliage to provide adequate visibility at both junctions and to ensure that visibility, particularly to/from the north, will not be compromised in future due to re-growth.	The junction visibility splays on the A22 fall within the existing highway boundary (or development site). Roadside vegetation will be trimmed backed as required to ensure visibility is not obstructed. Site clearance drawings will be prepared at the detailed design stage		
2.4	A knee rail or other form of restraint should be provided along the back of the new footway and the street lighting extended along its length.	Agreed. Knee rail to be provided and street lighting to be extended. Details to be provided at detailed design stage.		
2.5	Foliage should be cut back as far as possible along the public footpath route between Downland Copse and The Drive.	Agreed, foliage to be cut back. Site clearance drawings will be prepared at the detailed design stage.		
2.6	Provide road markings or other measures to discourage the parking of vehicles at and immediately southwest of the pedestrian crossing point on The Drive.	Agreed. The existing 'H bar' marking (diag 1026.1) will be extended. Detailed to be provided as part of the road markings package at the detailed design stage.		
2.7	A suitable barrier that is visible in daylight and during hours of darkness should be provided alongside the existing/proposed shared pedestrian/cycle route and the watercourse.	Agreed. Barrier provision will be modified as necessary to suit the new pedestrian/cycle route layout alongside the extended culvert. Barrier details to be provided at the detailed design stage.		

RSA Decision Log				
Item No.	**RSA Recommendation**	**Design Organisation Response**	**Overseeing Organisation Response**	**Agreed RSA Action**
2.8	Improve visibility on the northwest corner of the junction between Batchelor Way and Bellfarm Road by cutting back foliage.	Agreed, the roadside vegetation will be trimmed back as necessary to improve the crossing visibility at this location. Site clearance drawings will be prepared at the detailed design stage.		
2.9	Improve visibility to the northwest from the crossing point on Rocks Road by cutting back foliage.	Agreed, foliage should be cut back. Clearance drawings to be prepared as part of detailed design.		
2.10	Relocate the lighting column as necessary to maintain a suitable footway width along the southwest side of Rocks Road.	The lighting column is located at the rear of the footway, and it is intended that the footway is widened towards the carriageway; therefore it is intended that the lighting column will remain at the rear of the widened footway. Notwithstanding this, a lighting review will be carried out at the detailed design stage.		
2.11	At the detailed design stage, suitable horizontal and vertical clearances to signs and posts should be provided within footways and cycle routes.	Agreed. Details of sign positioning and mounting heights will be specified at the detailed design stage.		

Design Organisation Statement:

On behalf of the design organisation, I certify that:
The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

.....

Name: Phil Bell

Organisation: Motion

Position: Managing Director

Date: [DATE]

Overseeing Organisation Statement:

On behalf of the overseeing organisation, I certify that:
The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.
The agreed RSA actions will be progressed.

.....

Name: Kal Kamboh

Organisation: East Sussex County Council

Position: Transport Development Control

Date: [DATE]

Appendix B

SANG drawings



N

- Site Boundary
- SANG Boundary
- Existing Ancient Woodland
- Existing Woodland
  To be enhanced in accordance with management plan.
- Existing Scrub
  To be enhanced in accordance with management plan.
- Existing Bracken
  To be enhanced in accordance with management plan.
- Existing Trees
- Proposed Woodland
  Area: 1.7 ha. See **Sheet 9** for planting schedule.
- Proposed Trees
  See **Sheet 9** for planting schedule.
- Proposed Orchard
  Area: 0.34ha
  See **Sheet 9** for planting schedule.
- Proposed Hedgerow
  See **Sheet 9** for planting schedule.
- Proposed Shrub Planting
  Area: 0.8ha. See **Sheet 9** for planting schedule.
- Existing Species Rich Grassland
  To be enhanced in accordance with management plan. See **Sheet 9** for details.
- Proposed Species Rich Grassland
  To be enhanced in accordance with management plan. See **Sheet 9** for details.
- Existing Pond
  To be enhanced in accordance with management plan.
- 2.3km Circular Footpath
- Accessible Circular Footpath
- Pedestrian link between car park & SANG
- Unsurfaced Footpath with Loose Log Edging
  See **Sheet 10** for detail.
  Footpaths to be lined with brash, approx. 0.5m high and aligned with, and set approx. 1m back from, the path to encourage people to stay on the route.
- Self Binding Gravel
  See **Sheet 10** for detail.
- Mown Path
- Ground Reinforced Gravel.
  See **Sheet 10** for product detail.
- Dog Proof Fence
  Pit Chestnut Post and Rail Fence with wire mesh.
  See **Sheet 10** for product detail.
- Public Art Focal Point
  See **Sheet 10** for information.
- Important View

This drawing is to be read in conjunction with all other drawings and specifications within the package. These drawings have been prepared for design development and costing purposes only.
All dimensions in millimeters unless otherwise specified.
Do not scale off this drawing, written dimensions to be taken only.
All base plans used are provided by the client and architect, except where otherwise expressly agreed in writing, EDP shall have no responsibility or liability for any loss direct or consequential.
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purpose of issue **PLANNING**

rev	description	date	by
b	Option 3 confirmed as preferred option	21/02/23	NWa
a	Additional option added	13/02/23	NWa

client
Gleeson Land

project title
Land at Downlands Farm, Uckfield

drawing title
SANG OVERVIEW PLAN

Sheet 1 of 1

date	**08 FEBRUARY 2023**	drawn by	**NWa**
drawing number	**edp6170_d026b**	checked	**TR**
scale	**1:1250 @ A1**	QA	

the environmental dimension partnership
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Appendix C

Schedule of ESCC comments on access/off-site highway works & response

Summary of highway related technical / design matters raised as part of ESCC Highways consultations ref WD/2022/1637/MEA

Updated: 20th July 2023

ESCC Comments relating to: Drawing 2001061-101 - Site Access Roundabout		
Date Received	ESCC Comments	*Motion Response*
2022 Oct	Drawing indicates a 4-metre wide central island at hop over. There does not appear to be the available road width to accommodate. Is there a technical plan as the 4m wide lanes, and 3m shared footway/cycleway do not appear to scale.	2022 Dec *Relates to Motion drawing 2001061-101* A new drawing 2001061-108 has been produced showing the access road arrangement at 1:500 scale, with dimensions for the 3m shared footway / cycleway, 4m wide central island and 4m minimum traffic lanes. *A new drawing 2001061-108 has been produced showing central island at 1:500*
2022 Oct	Reducing street lighting on south eastern arm of roundabout (approach from site to A22) is not acceptable, ensure feature is adequately lit in line with standards.	2022 Dec *Relates to Motion drawing 2001061-101* It is understood that ESCC has a policy to dim the A22 street lighting to 50% after 10pm, it is assumed that the proposed roundabout and access road will be lit in accordance with this policy. Notes to this effect have been added to new drawing 2001061-108. *A new drawing 2001061-108 has been produced with revised lighting notes*
2022 Oct	No forward visibility splay provided for access road to roundabout. This may be detrimentally impacted by tree planting at the verge and centre islands at the dormouse hop over.	2022 Dec *Relates to Motion drawing 2001061-101* A 43 metre forward visibility splay has been added to the drawing, corresponding to the 30mph speed limit on the site access road. This has also been shown on new drawing 2001061-108. *Drawing 2001061-101 has been amended to revision C. Also a new drawing 2001061-108 has been produced showing the 43m forward visibility splay on the access road*

2022 Oct	Proximity of hop over to roundabout is not provided or extent of planting.	2022 Dec *Relates to Motion drawing 2001061-101* *A new drawing 2001061-108 has been produced showing the access road arrangement at 1:500 scale, with dimensions.*
2022 Oct	Unlit feature in centre of carriageway liable to be struck/ issues with disorientated drivers exiting lit roundabout into darkness at a point where an unlit obstruction (island) is present in the road. Flush or reduced height kerbs may lead to vehicles mounting the island/ potentially striking the trees proposed.	2022 Dec *Relates to Motion drawing 2001061-101* It is understood that ESCC has a policy to dim the A22 street lighting to 50% after 10pm, it is assumed that the proposed access road will be lit in accordance with this policy. Illuminated / retroreflective bollards with keep left arrows will be provided on the nose of the island and 45 degree splayed kerbs will be used at the dormouse hop-over. *A new drawing 2001061-108 has been produced with revised notes relating to lighting, bollards, and kerbs*
2022 Oct	Proximity of the new access/ roundabout to the northbound layby. There is a safety concern with drivers exiting the roundabout accelerating at a point when drivers in front are quickly decelerating to enter the layby. A left signal may be interpreted as an uncancelled exit signal from the roundabout.	2022 Dec *Relates to Motion drawing 2001061-101* The arrangement has been reviewed as part of the revisions to the roundabout layout. The two northbound exit lanes from the roundabout have been extended beyond the entry to the layby: thereby moving the two to one merging section northwards beyond the nose of the layby. This mitigates the problem by accommodating drivers wanting to accelerate northwards from the roundabout in the offside lane, passing slower vehicles in the nearside lane (including vehicles that are entering the layby). *Drawing 2001061-101 has been amended to revision C*
2022 Oct	Very short merge on the exit arms/ high speed road. Potential for side swipes.	2022 Dec *Relates to Motion drawing 2001061-101* The merge tapers have been reviewed as part of the revisions to the roundabout layout. The roundabout exits onto the A22 now include 1:20 tapers, and the exit onto the site access road includes a 1:15 taper (in accordance with the DMRB). *Drawing 2001061-101 has been amended to revision C*

2022 Oct	Is there a case for preventing right turns into the north and southbound laybys (with the provision of the additional roundabout)	2022 Dec *Relates to Motion drawing 2001061-101* It is acknowledged that the scenario may occur where the driver of a southbound vehicle decides to enter the southern layby (on the drivers off-side), by crossing the opposing traffic lane and entering via the intended exit taper. In this situation the driver may attempt to leave the layby at the southern end (i.e. the intended northbound entry taper). Vehicles exiting at this point would be in conflict with northbound traffic exiting the roundabout; therefore the arrangement has been revised to include 'No Entry' signs located at the exit taper of the lay-by to prevent this scenario from occurring. *Drawing 2001061-101 has been amended to revision C*
2022 Oct	The northbound layby should ideally be upgraded to modern standard	2022 Dec *Relates to Motion drawing 2001061-101* It is not clear how this relates to the development proposals. Notwithstanding this, the existing topography, extent of highway land, and proximity to adjacent land designated as Ancient Woodland would be likely to make any widening or extension to the layby impractical; however, this can be considered further at the detailed design stage.
2023 Mar	Site Access (A22) – this has been reconfigured and requires further RSA. Lighting concerns are raised. The roundabout proposal has been amended to be positioned further eastwards into the site, requiring realignment of the A22. A further RSA should be provided to support this revised design as deflection is different and swept path drawings are required; to include the proximity to the NB lay-by. Street lighting at this access provision would ned to be conducive to its operation as a visible access as well as respecting the landscape ecology in the vicinity. The lighting currently is identified as being dimmed after 10pm, and this dimming may compromise the junction, whereas currently with no junction it would not.	2023 May *Relates to Motion drawing 2001061-101 rev C* RSA to be updated to reflect revised arrangement. Vehicle swept path drawing 2001061-TK06 has been updated to revision B to accompany the revised layout. ESCC Lighting Officer has provided the following confirmation with respect to street lighting: *"All A roads, main routes, bus routes and town centres – all night light with 50% dimming between 22.00pm and 06.00am* *The ecologists report is always considered prior to a design but the ESCC LED specification and dimming/timing regimes generally complies with their requirements. In environmentally sensitive areas the designed lighting levels should comply with the minimum required levels avoiding unnecessarily over lighting the area plus using the appropriate photometry which avoids unnecessary light spill. Sometimes we will consider lowering the LED colour temperature from the 3000 kelvin to 2700 kelvin if requested by the ecologist. However, we want avoid to many variations in the ESCC standards and health and safety comes first."* Based on the above, the proposals shown in drawing 2001061-101 rev C are considered to be appropriate.

2023 Jun	TECHNICAL TEAM COMMENTS: The northbound layby does not conform to current DMRB standards and due to its proximity should be redesigned as part of the roundabout proposals. This would then accord with the more recently provided layby adjacent to Owlsbury Park (SANG) providing consistency of treatment along the A22 route. The roundabout island will probably require planting to prevent 'see through' issues arising	2023 Jul *Relates to Motion drawing 2001061-101 rev C* The matter of the proximity of the new access / roundabout to the northbound layby have been raised previously by ESCC as part of its October 2022 comments and addressed by Motion's December 2022 response. Noted that planting will probably be required to prevent 'see through' issues.
2023 Jun	ROAD SAFETY TEAM COMMENTS: What is the proximity of the new access/ roundabout to the northbound layby- is there an issue with drivers exiting the roundabout accelerating at a point when drivers in front are quickly decelerating to enter the layby? A left signal may be interpreted as an uncancelled exit signal from the roundabout?	2023 Jul *Relates to Motion drawing 2001061-101 rev C* The matter of the proximity of the new access / roundabout to the northbound layby have been raised previously by ESCC as part of its October 2022 comments and addressed by Motion's December 2022 response.

ESCC Comments relating to: Drawing 2001061-102 - Emergency Access		
Date	ESCC Comments	*Motion Response*
2022 Oct	Risk of shunts vehicles following emergency vehicles may not be expectant of the vehicle ahead of them to turn upon entering the layby. There will be no way to signal this manoeuvre.	2022 Dec *Relates to Motion drawing 2001061-102* The emergency access is located on the entry to the layby. This is off the main A22 carriageway so any vehicles following would also be intending to enter the layby and would therefore be decelerating accordingly. It should also be noted that the use of this access will be infrequent. In the event that an emergency vehicle is accessing the site under blue light conditions, other road users will be aware of the blue lights, indicating that the emergency vehicle is responding to a call. In this situation other nearby road users would use additional caution.
2022 Oct	The radius of the access will require a low-speed entry which may not be appropriate for high speeds of emergency vehicles	2022 Dec *Relates to Motion drawing 2001061-102* The radius at the access is 6 metres. This is typical of residential bellmouth junctions that emergency vehicles are typically required to manoeuvre through. It is considered to be sufficient to accommodate safe turning manoeuvres by emergency vehicles whilst minimising impact on the adjacent area designated as Ancient Woodland. Greater radii could be achieved without encroaching on the adjacent Ancient Woodland boundary, should this be necessary.
2022 Oct	It is questioned if there is sufficient length ahead of the barrier for a vehicle to wait.	2022 Dec *Relates to Motion drawing 2001061-102* Drawing has been revised to provide a clearance of 12 metres minimum length for emergency vehicles to stop in front of the barrier, without obstructing the layby entry slip road. *Drawing 2001061-102 has been amended to revision C*
2022 Oct	Are visibility splays exiting reliant on maintenance of vegetation?	2022 Dec *Relates to Motion drawing 2001061-102* Drawing 2001061-102 shows a 215 metre visibility splay at the emergency access, which would require trimming / clearing of roadside vegetation.

		As part of this response, the visibility requirements at this emergency access have been reviewed and it is considered that the 215-metre splay, based on the standard DMRB SSD for the main A22 carriageway 60mph speed limit, is an overly robust requirement. Therefore, an objective assessment of the use of the access has been carried out and is summarised below. The emergency access will have a lockable barrier and therefore will not be available for casual use by the public. As such it is anticipated that the usage of the access will be low. On those instances when a vehicle does emerge from the emergency access, it will either be isolated instances by emergency services, or by the public under direction of the emergency services (e.g. traffic being marshalled by police officers). Also, when considering the potential for conflict between vehicles exiting the emergency access and vehicles entering the layby from the A22, it is considered that drivers intending to enter the layby from the A22 will begin decelerating before they enter the layby slip road, in anticipation of achieving a safe, slow parking/manoeuvring speed within the layby itself. Drivers entering the layby need to do so at low speed and with sufficient alertness to avoid hazards in the layby such as pedestrians, car doors opening, or cars moving out of the layby parking lane without signalling. When taking the above factors into consideration, i.e. (i) the low usage of the emergency access; and (ii) the drivers entering the layby already at a lower speed and anticipating an imminent stop; combined with (iii) the requirement to trim / clear roadside vegetation; it is considered that a lower SSD could be applied that would not result in any material increase in risk to road users. On this basis, the visibility splay shown on drawing 2001061-102 has been amended to 120 metres, equating to a 70kph design speed (43.5mph). *Drawing 2001061-102 has been amended to revision C*
2022 Oct	Signing would need to indicate westbound only on exit.	2022 Dec *Relates to Motion drawing 2001061-102* Agreed, note added to drawing 'turn left' sign to be installed. Details to be confirmed at detailed design stage. *Drawing 2001061-102 has been amended to revision C*

2022 Oct	Layby should be upgraded to modern standard	2022 Dec *Relates to Motion drawing 2001061-102* It is not clear how this relates to the development proposals. Notwithstanding this, the extent of highway land and proximity to adjacent land designated as Ancient Woodland would be likely to make any widening or extension to the layby impractical; however, this can be considered further at the detailed design stage.
2023 Mar	Emergency Access – clear marking required to ensure that the access position remains unobstructed. The position is the only point this access could go on grounds that it is surrounded by ancient woodland. Agreed that there is unlikely risk of shunts though it should be ensured that an appropriate radius for entry is available for approaching vehicles at emergency speeds. Also, markings on the layby should be provided to ensure that the access and the area required for turning remains unobstructed when layby is used by resting drivers. This element of the site cannot be used as a regular vehicle route by vehicles such as buses due to ecological constraints (ancient woodland).	2023 May *Relates to Motion drawing 2001061-102 rev C* The emergency access has a 6m radius, which the designer considers to be suitable. It is arranged as a minor access off the layby, and there similar to other emergency accesses that are provided to serve developments. The drivers of emergency vehicles will be decelerating as they enter the layby and have a responsibility to drive at speeds that are appropriate for the road layout. It is common for emergency access routes to have a dropped / splayed kerb and lockable bollard, as is proposed at this location. Emergency vehicles will be required to stop at the access and will not be attempting to pass through the junction at inappropriately high speeds. The drawing has been revised to include 'keep clear' marking. ***Drawing 2001061-102 has been amended to revision D***
2023 Jun	TECHNICAL TEAM COMMENTS: The proposed bollards/gate are set too far back from the highway boundary with a risk that 'fly tipping' may take place.	2023 Jul *Relates to Motion drawing 2001061-102 rev D* The bollard set back distance is required to accommodate emergency vehicles stopping clear of the slip road, whilst the bollard is removed. The bollard location is not considered to have an influence on the likelihood of fly-tipping at this location.

ESCC Comments relating to: Drawing 2001061-103 – Snatts Road		
Date	ESCC Comments	*Motion Response*
2023 Mar	PEDESTRIAN/CYCLE ACCESS AT EXISTING FARM ACCESS POINT– noted that a footway on south side Snatts Road is proposed, but no crossing point or formal provision to link to the site is indicated, conflict with other users who have historic use. Noted that the land may be unregistered at this point. Route to connect the site by foot from Snatts Road is indicated by a proposed footway between Downland Copse footpath link and the existing access to Downland Farm, adjacent to Swallow Barn, on the south side of Snatts Road. There is no crossing point or any formal proposals to indicate a formal route. The RSA1 highlighted the need for an edge restraint at the back of the footway with street lighting, and the designer response agrees these provisions. The footway and street lighting would be a benefit to the location to assist the connection, but it would feel confused an incomplete to not have a distinct means to connect to the site as the private driveway intended for use is a narrow lane with no proposals to accommodate active travel users alongside the existing dwellings using the driveway for access. For this scale of development, this route would serve the central and northern segments of the site, but the route lacks cohesive or distinct passage. SANGS SNATTS RD– access and parking provision accepted, though provision to existing footpath Uck 1 is required. Footway requires extension to accommodate a safer pedestrian crossing.	2023 May *Relates to Motion drawing 2001061-103* A formal crossing is not considered to be necessary in this location given the nature of the track, low traffic flows on Snatts Road and anticipated pedestrian movements. The footway adjacent to the SANG access has been extended eastwards by 5 metres. ***Drawing 2001061-103 has been amended to revision A***

2023 Jun	TECHNICAL TEAM COMMENTS: For public amenity reasons, the footway linking the development to the proposed footway adjacent to Snatts Road should be adopted by ESCC as it will have sufficient utility to justify its being maintained at the public expense.	2023 Jul *Relates to Motion drawing 2001061-103 rev A* The route is not currently adopted as Public Highway and it is not considered that there is a requirement for it to be adopted as there are other mechanisms for securing rights of access and maintenance of this route.
2023 Jun	ROAD SAFETY TEAM COMMENTS: The lack of crossing point in Snatts Road to access the development were that consideration needed to be given to achieving continuity in the pedestrian provision. Specifically, where the new footway provision, on the south side of the road, in the vicinity of the 'triangle' ends. Any crossing provision should be determined by where adequate visibility can be achieved.	2023 Jul *Relates to Motion drawing 2001061-103 rev A* The matter of a crossing point was raised previously by ESCC as part of its October 2022 comments and addressed by Motion's December 2022 response.

ESCC Comments relating to: Drawing 2001061-104 – ProW Route		
2022 Oct	Figure 1.1 in the consultant's Community Bus Service note shows the position of bus stops on the existing nearest bus route serving The Drive (northbound) and Manor Way (southbound). The most westerly bus stop on each of these roads are adjacent to the off-site highways works (which are proposed to include drop kerbs and tactile paving) in relation to the pedestrian route improvements (drawing 2001062-104). We ask that a raised bus stop kerb and bus stop clearway markings are provided for each of these two bus stops.	2022 Dec *Relates to Motion drawing 2001061-104* This request has been incorporated into the proposals, the drawing has been revised to include the provision of raised kerbs and bus cage markings at the two existing bus stops. *Drawing 2001061-104 has been amended to revision A*
2022 Oct	Installation of suitable signage along existing public footpaths to core destinations; Comments: details of signage has not been provided.	2022 Dec *Relates to Motion drawing 2001061-104* Pedestrian wayfinding signs will be blue and white style sings in accordance with schedule 12 of the TSRGD. Sign face details and mounting locations to be specified at detailed design stage as part of the off-site highway works package.
2022 Oct	Suitability of lighting for highway safety and security within the greener areas of the site are dependent on ecology comments, which may define whether some routes are in fact reliable active links to the site.	2022 Dec *Relates to Motion drawing 2001061-104* With regard to the existing routes through the existing residential estate (as indicated on drawing 2001061-104), the provision of lighting will be considered further as part of detailed design, taking account of any ecological requirements. It is understood that ESCC already apply a 'part night lighting scheme' where lighting is dimmed or switched off during certain hours, which could be applied in this instance should there be an ecological concern.

2022 Oct	A path of rural construction with compacted stone and timber edges is proposed. I do not think that will be a suitable construction unfortunately, because of the steep incline. We would also not want timber edges, as these would have a relatively short lifespan and limit the lifespan of the path. The gradient will require a bound path of some kind. It is very clear from the large water catchment at the bottom of this section of path where it meets the rear of the properties on Hunters Way (point C) that the path carries a lot of water. An unbound surface would inevitable scour quickly and material would be washed into the water catchment, causing potential blockages and an ongoing maintenance issue. So, an alternative surface will need to be considered. A tarmac path would be not greatly in keeping with the character of the wood. An alternative option may be a stone surface comprising cement, e.g. this product Hydraulically Bound Materials (HBM) | Roadways (road-ways.co.uk).	2022 Dec *Relates to Motion drawing 2001061-104* In light of these comments, drawing 2001061-104 has been amended to omit the reference to ESCC rural footpath specification with timber edgings and add reference to the suggested HBM surfacing material. It should considered that the specification for PRoW path improvements can be agreed alongside the detailed design approvals for the off-site highway works package. *Drawing 2001061-104 has been amended to revision A*
2022 Oct	C-D-E (footpath at rear of Hunters Way) There is clearly an error on the proposal plan where it labels this section as 'Existing asphalt footpath: Inspect surface condition and repair defects or resurface as required'. This is a narrow section of unsurfaced footpath running between the rear gardens of the properties on Hunters Way and The Mount.	2022 Dec *Relates to Motion drawing 2001061-104* The drawing has been corrected to show that the existing unmade footpath surface is to be improved. The specification for PRoW path improvements can be agreed alongside the detailed design approvals for the off-site highway works package. *Drawing 2001061-104 has been amended to revision A*
2022 Oct	A tarmac surface for this section is likely to be problematic, due both to the width and likely root heave from the row of trees along the boundary of the properties on The Mount. I would suggest that this section could also be improved with a semi bound surface, if that is the choice for the woodland path (B-C). Although this section is considerably less steep, a rural surface of compacted stone may be sufficient. However, again, we would not want timber edging. For a short section at point D edging may be unavoidable, where the path has a severe camber and is badly affected by tree roots.	2022 Dec *Relates to Motion drawing 2001061-104* In light of these comments, drawing 2001061-104 has been amended to add reference to the suggested HBM surfacing material. The specification for PRoW path improvements can be agreed alongside the detailed design approvals for the off-site highway works package. *Drawing 2001061-104 has been amended to revision A*

2023 Mar	PRoWS 3a/3b - the proposed improvements for active travel for the site are expected to accommodate all users, and even with improvements, there would be limitations to what can be achieved in so far as lighting and widening. The PRoW routes connect to Church Street where the constraints have been highlighted. The proposal now retains the historic steps at footpath 3a, due to consultation comments made previously and redresses them to an improved standard. This improvement does not necessarily provide a more accessible route from the site as it would be restricted to persons more mobile and cannot accommodate wheel assisted means such as wheelchairs, prams/buggies. Therefore, the route 3a-3b is limited in its ability to direct active travel to and from the town centre area. Resurfacing proposed on routes could be agreed as part of a s278 agreement to consider the best options for surfaces. It is noted that the Rights of Way Team have recommended HDM as a surfacing option, but these are likely to vary depending on the existing conditions such as gradients, root heave and proximity to drainage areas. Plan 104 rev C suggests lighting(1) which may not be welcomed where they are close to rear gardens of properties, and where some sections are very narrow, the infrastructure to accommodate lighting would consume widths. It is unclear where widening of footpaths could occur (3). Wayfinding signs/fingerposts would be welcomed, though positions should be highlighted. On the plan, there is a section of footpath Between Hunters Way and The Drive which is already adopted, highlighted as unmade, though any identified improvements required to this would be beneficial.	2023 May *Relates to Motion drawing 2001061-104 rev A* The plan identifies general improvements to be considered along the full length of the route as appropriate. It is acknowledged that some of the paths referred to are part of an existing network with constraints which limit the opportunities for widening and lighting. However, enhancements will be considered along the route where opportunities exist and constraints permit. Signage details will be determined at detailed design. The drawing has been revised to show that the section of path between Hunters Way and The Drive is already paved (not unmade as previously annotated). **Drawing 2001061-104 has been amended to revision B**

ESCC Comments relating to: Drawing 2001061-105 – London Road		
Date	ESCC Comments	*Motion Response*
2022 Oct	With the proposed new pedestrian crossing in London Road, it is noted that the existing bus stop is retained. A raised bus stop kerb should be incorporated as part of the associated work.	2022 Dec *Relates to Motion drawing 2001061-105* This request has been incorporated into the proposals, the drawing has been revised to include the provision of a raised kerb at the relocated bus stop. *Drawing 2001061-105 has been amended to revision B*
2022 Oct	There is absence of a crossing point on London Road to connect to the south side of the High Street.	2022 Dec *Relates to Motion drawing 2001061-105* An uncontrolled crossing point is proposed which incorporates a pedestrian refuge island – please refer to drawing 2001061-105.
2023 Jun	TECHNICAL TEAM COMMENTS: I confirm that there is no conflict with the recently received s278 proposals associated with 'Streatfeild House' https://planning.wealden.gov.uk/plandisp.aspx?recno=158512	2023 Jul *Relates to Motion drawing 2001061-105* Noted.

ESCC Comments relating to: Drawing 2001061-106 – Improved Steps Arrangement		
Date	ESCC Comments	*Motion Response*
2022 Oct	I have significant concerns about the proposal to remove the existing steps. From the photographs, these are sandstone steps, partially hewn in to the outcrop of sandstone bedrock. Aside from the practical challenge of significantly remodelling the steps, I imagine their removal would meet with strong opposition locally and from the Town Council. I also assume that the Planning Conservation Officer and High Weald AONB Unit would oppose any fundamental interference with to the sandstone outcrop. There might also be ecology considerations. Therefore it is impractical or desirable to remove the existing steps and I think the most that can be done to improve them is to re-dress them with stone or concrete slabs of suitable character. I am not convinced that the steps need to be extended. The wooded path is a continuous slope, and I don't think extending the steps will make any significant improvement.	2022 Dec *Relates to Motion drawing 2001061-106* In light of these comments, and the likelihood that there will be a local preference to retain the existing steps, the proposals have been altered to reflect this. Drawing 2001061-106 has been revised to retain the existing steps arrangement, minor improvements to re-dress as suggested. *Drawing 2001061-106 has been amended to revision A*
2023 Jun	TECHNICAL TEAM COMMENTS: I confirm that the existing steps are not part of the maintainable public highway.	2023 Jul *Relates to Motion drawing 2001061-106 rev A* Noted. Any proposed improvements will be carried out in consultation with the landowners and other stakeholders as necessary.

ESCC Comments relating to: Drawing 2001061-107 – Snatts Road SANG Access		
Date	ESCC Comments	*Motion Response*
2022 Oct	Opposite properties 'Padstow' and 'Dean Bank'. This is a standard construction design used for general access points, allowing two-way flows of vehicles and short section of footway on the north side to connect to the existing footway network on the south side of Snatts Road. Maintenance vehicles will likely need to access this element of the proposal and it is usual to see a wider bellmouth and a height barrier. This proposal indicates 43m x 2.4m driver sightlines which accords with the 30mph speed limit. However, for a new access to land currently undeveloped that would attract new vehicle trips, of quantum unknown, requires an indication of the expected traffic likely to be generated. It is understood that the applicant is providing a survey of the Horsted Green SANG to obtain the traffic generation and popularity, to consider the impact it would have on Snatts Road.	2022 Dec *Relates to Motion drawing 2001061-107* The proposed bellmouth arrangement at the SANG entrance is 5 metres wide with 3 metre radius kerbs on either side which is considered to be appropriate for the typical LGV type maintenance vehicles that will access the site. A height barrier will be added to the drawing with a height restriction at 2.2 metres (identical to Horsted Green). With regard to trip generation at the SANG, section 7 of Motion's report R03 'Response to ESCC Highway Comments' provides survey data from Horsted Green Park SANG. *Drawing 2001061-107 has been amended to revision A*
2022 Oct	The applicant should confirm if the access to the SANG was included in the Road Safety Audit, on basis that the position of the crossing point is close to the proposed access and vehicles turning left and looking right for oncoming traffic may not be focussed on pedestrians that may be crossing the road.	2022 Dec *Relates to Motion drawing 2001061-107* It is confirmed that this drawing was part of the Road Safety Audit brief.

ESCC Comments relating to: Drawing 2001061-108 – Proposed Site Access Road Arrangement		
Date	ESCC Comments	*Motion Response*
2023 Jun	TECHNICAL TEAM COMMENTS: 'Dormouse' hop over – please consult with Anthony Becvar wrt design, planting and future maintenance requirements. LANDSCAPE TEAM COMMENTS: The idea behind a hop over is to have tall trees with overarching canopies that meet for Dormice to use to access ground on the other side of the road, like a bridge. This means that tall standards should be planted and allowed to reach full height. By doing so these trees would most likely reach full girth, in which case we could not have them planted within 0.5m of the carriageway edge. Planting trees this close to the carriageway and footway that are intended to be allowed to reach full height and crown spread, will also allow full root spread, which at this distance from the highway would highly likely cause root disruption to the surface dressing creating trip hazards, loose kerbs and vehicle obstructions. To keep roads clear of obstructive branches, ESCC Highways would need to cut back all vegetation to a height of 5.5m, which would mean reducing the canopy of the trees until they reached a point above this height. Without knowing the size of the standards that are intended for planting, I could not comment on the time that it will take these trees to reached full height and crown spread, but I believe that the amount of time it will likely take could be in the region of 15-20 years to provide full benefit. If, to alleviate the root issues mentioned above, root barriers or tree pits were used, this would greatly limit the trees growth potential adding further time to reach full height, if able to at all. Therefore I do not believe that this is a suitable proposal to immediately mitigate against habitat destruction.	2023 Jul *Relates to Motion drawing 2001061-108* It is noted that the trees should not extend into the carriageway. The dormouse hop-over design and method of operation are being dealt with by Aspect Ecology.

2023 Jun	TECHNICAL TEAM COMMENTS: Due to the close proximity of the A22, the composition and speed of traffic, consideration should be given to lighting the proposed shared footway/cycleway from the proposed roundabout southwards to Copwood Roundabout.	2023 Jul *Relates to Motion drawing 2001061-108* This was not raised in the Road Safety Audit and there is no legal requirement for a shared footway / cycleway to be lit (section CD143 of the DMRB states that walking, cycling and horse-riding routes should not be lit where they are adjacent to an unlit highway).
2023 Jun	ROAD SAFETY TEAM COMMENTS: We have concerns about the shared footway (running parallel to the A22) having insufficient separation. Where cycle infrastructure terminates and cyclists are expected to re-join the carriageway, this should be away from high-risk locations (junctions/crossings etc) where conflict is likely.	2023 Jul *Relates to Motion drawing 2001061-108* The matter separation between shared footway / cycleway and the adjacent A22 was raised previously by ESCC as part of its October 2022 comments and addressed by Motion's December 2022 response (under the section below covering the drawings 2001061-111 to 116, A22 Bellfarm Road Shared Route). There are no points on the A22 route where cyclists are required to re-join or cross the carriageway.

ESCC Comments relating to: Drawing 2001061-111 to 118 - A22/Bellfarm Road Shared Route		
Date	ESCC Comments	*Motion Response*
2022 Oct	(As highlighted in the RSA) the horizontal separation between the carriageway and the shared route reduces to 1.5m in places. For a 60mph speed limit, the desirable minimum is 2.5m and absolute minimum is 2m (LTN 1/20). Additional protection is recommended at these points.	2022 Dec *Relates to Motion drawings 2001061-111 to 2001061-116* The arrangement has been prepared in accordance with paragraph E/3.5.1 of CD143 (DMRB) which requires a minimum separation of 1.5 metres on roads with a speed limit greater than 40mph (which can include hardstrip). Notwithstanding this, it is acknowledged that table 6-1 in LTN1/20 has a greater requirement of 2.5 metres desirable minimum and 2.0 metres absolute minimum separation on 60mph roads. Therefore, the drawings have been amended to reflect these more robust LTN1/20 requirements. *Drawing 2001061-111 has been amended to revision C* *Drawing 2001061-112 has been amended to revision B* *Drawing 2001061-113 has been amended to revision B* *Drawing 2001061-114 has been amended to revision B* *Drawing 2001061-115 has been amended to revision B*
2022 Oct	Rocks Road overbridge narrowing (from 3 to 2 metres) over a longer distance than is recommended.	2022 Dec *Relates to Motion drawing 2001061-113* The length of the narrowed 2 metre wide section at the Rocks Road bridge has been reduced (drawing 2001-061-113 has been revised accordingly). The majority of the facility is 3 metres wide and only reduces to 2 metres where there are physical constraints (it is understood that a 2 metre wide shared footway / cycleway has been accepted as part of the Gridserve proposals). *Drawing 2001061-113 has been amended to revision B*
	Various traffic signs located within the highway verge where shared route is proposed, will need to be re-sited/ raised ensuring they remain within the optimum sight range for drivers.	2022 Dec *Relates to Motion drawings 2001061-111 to 2001061-116* It is acknowledged that as part of the detailed design stage, there will be a need for signs to be raised to 2.4 metres clear height above ground or relocated as appropriate.

2022 Oct	Bellfarm Road shared route proposals - how do they tie in with the proposals for Gridserve electric charging facility at Copwood Roundabout (see WD/20/1244).	2022 Dec *Relates to Motion drawing 2001061-115* The Gridserve proposals have been added drawing 2001061-115, to ensure that there are no conflicts with the two designs. *Drawing 2001061-115 has been amended to revision B*
2022 Oct	The highway works on Bellfarm Road have not been taken into account the accessibility improvements secured as part of Gridserve development on the west side of the Copwood Roundabout.	2022 Dec *Relates to Motion drawing 2001061-115* The proposed highway alterations associated with the Gridserve development have now been added to drawing 2001061-115, shown in blue linetype.
2022 Oct	No provision for westbound cyclists (coming from the High Street) to join the shared route	2022 Dec *Relates to Motion drawing 2001061-118* The provision for westbound cyclists has been reviewed and drawing 2001061-118 has been revised to include upgrading the existing pelican crossing to a toucan crossing, enabling westbound cyclists to access the shared facility on the northern side of the road. To facilitate this, the proposals now include a short section of footway on the southern side of the crossing to be designated as shared footway / cycleway, with a new dropped kerb so westbound cyclists to access it. In addition to the above, cyclists have the option of choosing an alternative route through Bellfarm Lane (industrial estate), as suggested in the LCWIP. Should there be a preference for this option to be developed, consideration could be given to the suitability of providing a new section of shared footway on Bell Lane (west of Brookside) to provide a link with the new uncontrolled pedestrian / cycle refuge being installed as part of the Gridserve scheme. *Drawing 2001061-118 has been amended to revision A*
2022 Oct	Proposed block paved pedestrian crossing infers priority over vehicles and may lead to careless crossing movements. While the new guidance in the highway code says that vehicles should give way to pedestrians waiting to cross at a side road and that pedestrians (that have started crossing) at side roads have priority, pedestrians should still exercise due care and attention.	2022 Dec *Relates to Motion drawing 2001061-118* The block paved pedestrian crossings are recommendations provided in the LCWIP. It is anticipated that tactile paving will be provided (as shown indicatively on the plan). The provision of tactile paving will signify to mobility impaired pedestrians that they are at a crossing and need to use caution. It is noted that this matter was not raised at RSA1; however, this facility can be excluded from the scheme should that be the preference.

2022 Oct	Existing proposals for the bus station – A technical design is still being prepared by the County Council as element of the town centre scheme. It is considered that the proposals offered by the applicant could be considered further once a final design is available, so that an appropriate tie-in can be considered.	2022 Dec *Relates to Motion drawing 2001061-118* The block paved pedestrian crossings are recommendations provided in the LCWIP. It is anticipated that at the detailed design stage, the details will be submitted to ESCC for approval as part of a S278 package, at which stage any conflicts with the bus depot alterations can be discussed in detail. A note has been added to drawing 2001061-118 referencing potential bus depot alterations. *Drawing 2001061-118 has been amended to revision A*
2022 Oct	Raised crossing east of the roundabout (at bus station) will need to be adequately lit and appropriate warning provided. This would need to tie-in with the bus station proposals.	2022 Dec *Relates to Motion drawing 2001061-118* The lighting and signing details will be reviewed and confirmed at detailed design stage.
2022 Oct	Splitter island north of roundabout will need to be wide enough to accommodate waiting cycles (2m)	2022 Dec *Relates to Motion drawing 2001061-118* The section of the island that will be used by pedestrians and cyclists is 1.9 metres wide at the narrower end and 3.5 metres wide at the wider end (note, the island width is determined by adjacent land constraints).
2022 Oct	Look at appropriate treatment on all arms of the roundabout (2 arms facilitate pedestrian crossing movements/ 2 do not).	2022 Dec *Relates to Motion drawing 2001061-118* It is acknowledged that the scheme needs to cater for east and west bound movements; this has been addressed in the comments above with the upgrading of the pelican crossing to a toucan crossing. *Drawing 2001061-118 has been amended to revision A*
2022 Oct	Footway widening on north-eastern corner of roundabout- ensure that larger vehicles turning north to east can make the turn without encroaching on the widened footway	2022 Dec *Relates to Motion drawing 2001061-118* Vehicle tracking for a 16.5 metre long articulated vehicle has been carried out. Swept path plots have been added to drawing 2001061-118. *Drawing 2001061-118 has been amended to revision A*

2022 Oct	Cyclists guided to re-join the carriageway just prior to Bellfarm Lane- issues with conflict in markings (controlled area). Re-joining at conflict point. Look to extend facility east.	2022 Dec *Relates to Motion drawing 2001061-118* The shared facility on the northern side of the road has been extended eastwards as suggested. Drawing 2001061-118 has been amended accordingly. *Drawing 2001061-118 has been amended to revision A*
2022 Oct	At the entrance to Uckfield bus station, off Bell Lane, the developer proposes a block raised pedestrian crossing. The bus station is subject to a programme of improvements in 2022, led by East Sussex Highways. The suitability of the developer's proposal, including its suitability in terms of height, will need to be confirmed by the scheme designer at East Sussex Highways, when this is finalised	2022 Dec *Relates to Motion drawing 2001061-118* The block paved pedestrian crossings are recommendations provided in the LCWIP. It is anticipated that at the detailed design stage, the details will be submitted to ESCC for approval as part of a S278 package, at which stage any conflicts with the bus depot alterations can be discussed in detail. A note has been added to drawing 2001061-118 referencing potential bus depot alterations. *Drawing 2001061-118 has been amended to revision A*
2023 Mar	Cycle/footway (A22) – amendments have been provided to include widened verge separation, path width and coordination with design at Copwood Roundabout, though concerns regarding the principle of this route remain valid as stated in the original highway response. Concerns remain in terms of connections for active users in Bell Farm roundabout location and deliverability of the widened shared footway/cycle adjacent to Tesco that would not compromise the highway trees. Cycle parking in High Street suitable High Street position that is overlooked and busy would encourage cycling as a mode. Shared cycle/footway A22 1) Revisions have been provided along the A22 section entailing verge separation widths and path widths, these are generally accepted though the narrowed short section may require a departure from standards (LTN1/20). Facilities at the Bell Farm Road section do not include crossings to Bell Lane at the roundabout for pedestrians or cyclists and the footway widening to a shared cycleway along the boundary with Tesco will require the removal of highway trees (which may not be supported), relocation of signage and lighting	2023 May *Relates to Motion drawing 2001061-118 rev A* The proposal to widen the footway to the south of Tesco has now been omitted due to concerns regarding the impact on nearby trees. It is proposed that existing shared cycleway / footway facility to the west will still be widened, but will retain its existing termination point at the fire station access, where cyclists rejoin the carriageway via a dropped kerb. As a result of the above alteration, the proposed upgrade of the signalised pedestrian crossing to a toucan crossing is also now omitted from the proposals. To address comments relating to pedestrian access to the Bell Lane industrial area, a new pedestrian crossing point with refuge island is proposed to the west of the fire station. A new section of footway will be provided to link the crossing point to the existing footway facility in front of the McDonald's site. ***Drawing 2001061-118 has been amended to revision B***

	columns. This is not to say that active provisions cannot be enhanced here but needs to consider the trees root systems can be protected. Signage and lighting could be relocated in my view subject to detailed design. Upgrade of the pelican crossing to a toucan crossing would require the wider footway on the north side to be achievable. Town Centre cycle parking provision to High Street visitors would allow cycling as a connection and to have a safe place for short term parking.	
2023 Jun	TECHNICAL TEAM COMMENTS: The proposed terminal point for the shared route ends at the forecourt to the Fire Station – not desirable. Consideration should be given to extending the route eastwards so that it ends at the Tesco roundabout. The existing splitter islands at this roundabout should all be upgraded to have tactile paved crossing points to facilitate access to/from the shared footway/cycleway. Chris Tree will be able to advise wrt Bus Station proposals.	2023 Jul *Relates to Motion drawing 2001061-118 rev B* Land and tree constraints at the Tesco roundabout restrict the potential to extend the shared route eastwards (has been investigated previously, but ESCC raised concerns about tree impact). The existing route terminates at the fire station access and this arrangement has been retained. At the roundabout, the northern splitter is to be improved for pedestrian use; and the newly proposed pedestrian crossing with refuge island (to the west) will accommodate north / south pedestrian movements to Bell Lane. The existing signalised pedestrian crossing accommodates north / south pedestrian movement to the east of roundabout. Regarding any future ESCC plans to improve the bus depot access, the drawing already includes a note that works at the bus depot entrance are to be coordinated with ESCC to ensure no design conflicts arise.

ESCC Comments relating to: Drawing 2001061-131 and 2001061-132 - Rocks Road		
Date	ESCC Comments	*Motion Response*
2022 Oct	The proposed pedestrian/cycle access at the corner of the junction Snatts Road/Rocks Road requires a prominent appearance so that drivers are aware from all approaches of its presence. It is largely wooded and may not be obvious to drivers to expect non-motorised activity given its current rural surroundings. The approach from Rocks Road is likely to require traffic calming to ensure that drivers are travelling at appropriate speeds and awareness of approaching built form. It is likely that a more urban appearance would require continuity from a point west of the active access point, to highlight the environment change to the current defined built up area. The distance over where the 30mph is proposed is largely rural with vegetation dominating the route up to the junction with Hunters Way. It is likely that an engineered solution will be required, given that there is little in the way of frontage development over the ~200m distance.	2022 Dec *Relates to Motion drawing 2001061-131* The proposals include moving the 60mph / 30mph speed limit change from its current location to a point approximately 140 metres to the northwest; this proposal is supported by ATC speed data (as set out in section 2 of Motion's report R03 'Response to ESCC Highway Comments'), the data shows that the 85th percentile traffic speeds on Rocks Road are: SE bound (towards Snatts Rd jct) = 31.4mph NW bound (towards Snatts Rd jct) = 30.3mph This demonstrates that traffic speeds are already well below the signed national speed limit. The proposal to relocate the 30mph speed limit terminal signs will reinforce this by forming a conspicuous transition from wooded rural road to the more urban road environment which has a 2 metre wide footway, street lighting and school entrance. Suitable visibility splays can be achieved at the crossing point which correspond to the 85th percentile speeds. Vegetation clearance and signage details will be specified at the detailed design stage.
2022 Oct	Widened footway on south side of Rocks Road (northwest of Rocks Park Road) appears to be into the carriageway reducing the effective width of the carriageway. Presently the width (roughly just over 6 metres) allows for centre lines and edge of carriageway markings through this tree covered winding road. If the width is reduced the current road marking arrangement will not be possible.	2022 Dec *Relates to Motion drawing 2001061-132* The footway widening proposals include the re-aligning of the Rocks Road carriageway (between the Rocks Park Road and Snatts Road junctions). The existing width of the Rocks Road carriageway along this section varies from 4.8 to 5.8 metres between hard strips; the proposal is to regulate the carriageway width to a consistent width of 5.5 metres.
2022 Oct	There does not appear to be drainage provision upstream of the crossing point northwest of Hunters Way. There does appear to be evidence of ponding (on account of the detritus/ mud collected at the crossing point)- possibility of slips/ falls in wet or icy conditions. Review provision.	2022 Dec *Relates to Motion drawing 2001061-132* Noted, the drainage provision will be reviewed at the detailed design stage and additional gullies will be provided as required.
2022 Oct	The waiting area on the northeast side of Rocks Road (northwest of Hunters Lane) is not accessible for pedestrians, due to lack of maintenance (see photo). Also, a defect in the road in the pedestrian line, which may lead to a fall.	2022 Dec *Relates to Motion drawing 2001061-132* Noted, vegetation clearance and surface repairs will be specified at the detailed design stage.

2023 Mar	PEDESTRIAN/CYCLE ACCESS IN SOUTHERN CORNER (Rocks Road/Snatts Road link) - A change in the speed limit is unlikely to alter the character of this section of the carriageway and constraints are present in terms of visual awareness and conflict between motorised users and active travel users. Highway safety remains a concern for the non-motorised access in this position due to conflict with other road users having lack of awareness. Highway tree present. The route between the proposed development within the site and Rocks Road would be traffic free and has suitable width and gradient. However, it is not overlooked and is remote from the development. One issue would be its suitability through the ancient woodland which I note is not a highway concern per se, but a highway concern is the distance of 200m within the site (from indicated dwellings to edge of site) and then a further 200m before reaching Hunters Way junction feels very isolated and detached from any built form to provide comfort or security if walking alone and/or in darkness. I note that street lighting is limited west of Hunters Way. It is not disputed that the proposed works are in accordance with LTN1/20 for the main, through the transition section where it meets Rocks Road junction with Snatts Road is a cause for concern. Safety - view from the road safety team is that they prefer 30mph to start at the beginning of visible development with frontages of minimum 20 properties and not on rural lengths of road. I note the speeds have been demonstrated as below 30mph (mean) and around 31mph (85th percentile) when measured at the position of the sign just west of Buckswood Grange and Chicory Cottage. However, on the basis that there is no frontage development, and the road conditions include a sunken carriageway with banked verges, there is no expectation that a footway/cycleway is likely to be present to drivers, especially as the proposed entry point would only be visible when a driver reaches it, and not in advance of it. The prominence of the active travel provision in the carriageway has been raised previously to highlight driver awareness and potentially a means of enclosure to prevent cyclists egressing the site from joining the carriageway at an inappropriate section of the highway where there is limited visibility of oncoming	2023 May *Relates to Motion drawing 2001061-131 rev E* As highlighted in previous responses above, ATC speed survey results demonstrate that vehicle speed are currently significantly lower than the derestricted 60mph speed limit. The observed 85th percentile speeds are consistent with a 30mph speed limit, and corresponding visibility splays can be achieved at the crossing point. Therefore it is considered that the proposed crossing point at this location is appropriate. The designer also considers that that combination of (i) the existing footway and housing development to the south, (ii) the new footway / cycleway to the north, (iii) the existing street lighting which commences at this location and will be upgraded for the crossing point, (iv) the proposed coloured carriageway surfacing and 30mph roundel all provide a visual change in road environment as drivers travel from north to south on Rocks Road, consistent with a reduction in speed limit to 30mph. Notwithstanding this, the drawing has been revised to increase the conspicuity of the speed limit signage emphasising the gateway point. The proposals include guardrail to the north of the crossing point to prevent users of the path inadvertently entering the carriageway at the bend in the path. ***Drawing 2001061-131 has been amended to revision G*** (Note – drawing revision F was an interim revision which incorporated dragons teeth markings at the speed limit gateway; however, ESCC subsequently advised that it does not approve the use of dragon's teeth markings, therefore this element of the design was removed at revision G). North of Hunters Way, the existing carriageway width is around 5 to 5.5 metres in width, so the proposed arrangement is providing a consistent width and is an improvement in the sections that are currently less than 5.5 metres in width.

	traffic. The pedestrian crossing point has limited visibility and this is not demonstrated should the vegetation be cut back sufficiently. Noted there is a mature highway tree which would be lost as part of the access scheme. Views of the County Landscape Architect is awaited. Tree removal is not supported if this is a healthy tree – being checked. The RSA for the Rocks Road/Snatts Road link has highlighted the safety issues relating to a guardrail on the ramped section and cutting back vegetation northwest of the pedestrian crossing point. Pedestrian sightlines are not shown and this element is not agreed, and the removal of the highway tree has not been accepted to date. ROCKS RD HIGHWAY SCHEME - although the speeds are demonstrated to be lower than the limit, there is a lack of conducive environment to instigate an appropriate commencement point. The risk of imposing a commencement/termination of a new 30mph limit may result in misjudged changes to driver speeds when leaving the zone, thus creating hazards. A gateway feature or means to highlight a stand-alone connection for active travel provision may be appropriate, though scope for inclusion on what is solely carriageway with very little verge and restricted forward visibility and lack of lighting is likely to be problematic to provide sufficient advance awareness to drivers approaching from west. On Rocks Road, the footway width widening to 2m was raised through narrowing the carriageway width, compromising the road marking arrangement. The applicant suggests that there would be a consistent width of 5.5m though the Road Safety related comments relating to the need for carriageway lining due to tree coverings, existing alignment and lack of lighting is not addressed.	

2023 Jun	TECHNICAL TEAM COMMENTS: This section of road is currently subject to the National Speed Limit. There is little justification to extend the 30mph speed limit westwards, and given the lack of development frontage I doubt the speed limit criteria (for 30mph) is met in any case.	2023 Jul *Relates to Motion drawing 2001061-131 rev G* The matter of the speed limit amendment has been raised previously by ESCC as part of its October 2022 comments and addressed by Motion's December 2022 response.
2023 Jun	TECHNICAL TEAM COMMENTS: Existing road widths along the narrower section of the road vary from 5.2m to 5.9m. Similarly the footway varies from 0.7m to 1.7m. In order to provide a 2m wide footway with a 5.5m wide carriageway requires an overall highway width of 7.5m being available. Where highway widening is necessary then this would result in the loss of several significant trees and hedgerow. Additionally a retaining wall feature(s) may be necessary due to the embankment on the northeast side of the road	2023 Jul *Relates to Motion drawing 2001061-131 rev G* Noted. It is considered that these factors can be accommodated as part of the detailed design stage.
2023 Jun	TECHNICAL TEAM COMMENTS: Where the priority working feature is proposed the road width is 5.3m with a 1.0m wide footway; it is noted that the existing retaining wall feature (at 'Hunters Pit') would prevent the highway widening required and presumably hence why such a feature has been proposed. There appears to be little justification for this feature as a speed reducing measure due to the proximity of the sharp bend meaning vehicle speeds are already relatively low at this location. I would be concerned by the lack of forward visibility for drivers (from either direction) approaching this feature and the potential for head to head conflicts that would arise. ROAD SAFETY TEAM COMMENTS: We are not convinced on the benefit of the isolated feature on Rocks Road (see previous comments attached regarding the extension to the speed limit, narrowing of the carriageway and Snatts Road junction/ pedestrian and cyclists).	2023 Jul *Relates to Motion drawing 2001061-131 rev G* Intervisibility is achievable at the priority feature such that vehicles at each end of the priority section are clearly visible to each other (reference paragraph 4.8.1 of TSM chapter 3). The provision of the priority feature at this location is to achieve an improvement to the pedestrian footway on the western side of Rocks Road. This proposal is consistent with the approach to re-allocate existing road space from motorised vehicles to active travel users. Notwithstanding the above, should the ESCC highway Team consider that the priority feature and re-allocation of road space to be unnecessary at this location the feature could be omitted from the design, combined with a reduced improvement in footway width. This matter can be reviewed at the detailed design stage.

2023 Jun	TECHNICAL TEAM COMMENTS: Immediately to the east of the junction with Snatts Road there is a bedrock layer of sandstone at the very edge of the carriageway. In the worst case, the road width is 5.9m with a 1.3m wide footway (total= 7.2m). There is no scope to widen the highway on either side of the carriageway through this section. Even allowing for a nominal 500mm wide safety margin clearance away from the sandstone rock face plus 5.5m wide carriageway (total=6m) would result in the achievable footway width being reduced to circa 1.2m for approximately 35m, which would reduce even further if a greater safety margin was deemed necessary.	2023 Jul *Relates to Motion drawing 2001061-131 rev G* At this location, the topographical survey indicates that the distance between the face of the sandstone on the northeastern side of the road and the fence on the southwestern side of the road is 8.1 metres wide at its narrowest point. This gives a clear 8 metre wide corridor within which to provide a 2 metre wide footway and a 5.5 metre wide carriageway with a clearance buffer of 0.5 metres between carriageway edge and the face of the sandstone.
2023 Jun	TECHNICAL TEAM COMMENTS: At the proposed crossing point to the west of Snatts Road, the lack of visibility when looking northwest means it is not possible to judge when it is safe to cross.	2023 Jul *Relates to Motion drawing 2001061-131 rev G* The crossing point to the west of the Snatts Road junction has visibility splays that are consistent with the observed 85th percentile speeds. The matter of the crossing visibility splays has been raised previously by ESCC as part of its March 2023 comments and addressed by Motion's May 2023 response.

ESCC Comments relating to: Drawing 2001061-133

Date	ESCC Comments	*Motion Response*
2022 Oct	In relation to the works in Church Street drawing, we ask that a raised kerb for a new bus stop be provided in the layby immediately south of the junction with The Drive (in drawing 2001061-133). This to include a raised kerb and bus stop clearway markings. We also ask that a new bus stop be provided in the northbound direction of Church Street in this vicinity. Church Street is on a current bus route and bus stops have previously been requested by residents in this area.	2022 Dec *Relates to Motion drawing 2001061-133* This request has been incorporated int to the proposals, the drawing has been revised to include the provision of two new bus stops with raised kerbs and bus cage markings. *Drawing 2001061-133 has been amended to revision B*
2023 Mar	Two new bus stops adj to The Drive would require a safe crossing provision.	2023 May *Relates to Motion drawing 2001061-133 rev B* A new uncontrolled dropped kerb pedestrian crossing point has been added (northbound bus stop location adjusted to accommodate). ***Drawing 2001061-133 has been amended to revision C***
2023 Jun	TECHNICAL TEAM COMMENTS: At the proposed westbound bus stop and due to the lack of forward visibility, there is a risk that any westbound vehicles overtaking a waiting bus may conflict head to head with an eastbound vehicle. ROAD SAFETY TEAM COMMENTS: We have concerns about the westbound bus stop on Church Lane and its proximity to the bend. This may result in head on collisions with overtaking vehicles having limited forward visibility.	2023 Jul *Relates to Motion drawing 2001061-133 rev C* The two bus stops are not necessary to serve the development but were added to the scheme at this location as a direct result of a request from ESCC. The achievable visibility along the centre of the eastbound traffic lane has been assessed with the shortest distance measured being 42.4 metres (assuming a bus is stopped at the westbound bus stop). Drivers have an obligation to only overtake when safe to do so (Highway Code rule 163) and given that buses will be stopped for brief periods, it is considered that any delay or inconvenience to traffic flow will be negligible. It is noted that the bus stop location was not raised in the Road Safety Audit. Notwithstanding the above, should ESCC consider that the provision of a new bus stops at this location is not necessary or appropriate, the proposals can be altered or omitted accordingly at the detailed design stage.

ESCC Comments relating to: Drawing 2001061-134 - Church Street

Date	ESCC Comments	*Motion Response*
2022 Oct	Regency Close reduction in junction radii - ensure adequate forward visibility south eastbound (bend in road opposite Belmont Road not obvious on plan). Rear access to stores/ waste collection points are located within Regency Close; vehicle tracking required to ensure larger vehicles can still access/exit safely.	2022 Dec *Relates to Motion drawing 2001061-134* Regency Close junction amendment is a recommendation that was provided in the LCWIP. Vehicle tracking for a large 3-axle refuse vehicle has been carried out. Swept path plots have been added to drawing 2001061-134. The vehicle crosses the carriageway centre line as part of the manoeuvres which is in line with MfS guidance. *Drawing 2001061-134 has been amended to revision C*
2022 Oct	Priority working at Pudding Cake Lane forward visibility restricted by bend - drivers would be unable to make an informed judgement before negotiating narrowing.	2022 Dec *Relates to Motion drawing 2001061-134* The intervisibility splay has been added to drawing 2001061-134. The intervisibility achievable at the build-out is considered to be sufficient for approaching drivers to see one another and give way as required but is not so large that traffic calming effect is undermined.
2022 Oct	Approx. 1m wide footway at Pudding Cake Lane- where would a priority working sign be placed without causing an obstruction to pedestrians?	2022 Dec *Relates to Motion drawing 2001061-134* Signing details will be determined at the detailed design stage. However, it is anticipated that the priority signage for southeast bound traffic would be installed on the widened (built-out) section of footway, such that it is facing the traffic as it approaches the give way line.
2022 Oct	Narrowing southeast of Pudding Cake Lane places vehicles on the wrong side of the road just before a junction (Belmont Road). A south eastbound driver's visibility into Belmont Road of any approaching traffic is restricted by the church wall.	2022 Dec *Relates to Motion drawing 2001061-134* The priority feature is a recommendation that was provided in the LCWIP (242.1.2). The existing Belmont Road junction arrangement has restrictions to visibility, and it is considered that the priority feature will provide a benefit by reducing eastbound traffic speeds at this location. In addition, traffic flows are low at this location; it is acknowledged that the short section of widened footway provides limited benefit. Therefore, it is considered that this feature could be omitted or modified at the detailed design.

2022 Oct	The narrowing on both sides currently signed extends between The Drive and Belmont Road making it difficult to provide warning of the build out in the south eastbound carriageway between Pudding Cake Lane and Belmont Road.	2022 Dec *Relates to Motion drawing 2001061-134* The existing 'road narrows' sign is to diag 516, whereas the priority build-out will be signed with diag 615 and 811A, which have a visually different appearance. It is acknowledged that the existing 516 sign may need to be relocated and this will be assessed at the detailed design stage.
2022 Oct	Is the road north west of Pudding Cake Lane wide enough to accommodate queuing vehicles and passing traffic?	2022 Dec *Relates to Motion drawing 2001061-134* The priority feature is a recommendation that was provided in the LCWIP (242.1.2). There is sufficient width in the vicinity of the build-out feature to accommodate two-way traffic; however, the road does narrow further to the northwest and should longer queues develop then restriction on two-way movements may become an issue. It is considered that the traffic flows are low at this location and long queues are unlikely; however, it is acknowledged that the short section of widened footway provides limited benefit. Therefore, it is considered that this feature could be omitted or modified at the detailed design.
2023 Mar	CHURCH STREET HIGHWAY SCHEME – concerns with priority working since vehicle speeds are generally low but have high volumes. Issue is the walking and cycling environment is substandard and inconsistent and issue of lack of safe crossing provision remains. This would be the main route for pedestrians and cyclists from the site to the town centre whether entire route or part of the route is used. Safety of increase in active travel users during peak demand periods is raised when growth is added.	2023 May *Relates to Motion drawing 2001061-134 rev C* The proposed priority working arrangement and associated footway widening south of Pudding Cake Lane are recommendations in the LCWIP (242.1.2). Suitable visibility can be achieved between opposing traffic flows to ensure that the priority working can operate efficiently. The LCWIP also recommended a signalised crossing at Belmont Road (recommendation 232.2.1); however, it is considered that there is insufficient highway land available at this location to provide this facility. Therefore an uncontrolled crossing is provided with dropped kerbs and tactile paving.
2023 Jun	Proposed priority working feature (west of Pudding Cake Lane) - I would be concerned by the lack of forward visibility for drivers (from either direction) approaching this feature and the potential for head to head conflicts that would arise.	2023 Jul Visibility is achievable at the priority feature such that vehicles at each end of the priority section are clearly visible to each other, as required by paragraph 4.8.1 of TSM chapter 3. This is indicated on the drawing and was not raised in the Road Safety Audit.

Appendix D

Automatic Traffic Count (ATC) Data for Church Street (June 2023)

ATC SUMMARY REPORT

PROJECT	35514 Uckfield, East Sussex
LOCATION	35514-001 - Church Street
LOC. DESC.	Church Street
START DATE	Tue 06 Jun, 2023
END DATE	Mon 12 Jun, 2023
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Church Street, commencing Tue 06 Jun 2023, recorded a total of 33,375 vehicles. The posted speed limit of 30mph was exceeded by 0.7% of vehicles, and the seasonally adjusted, combined AADT value is 4,953 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**33,375**
Avg daily volume (based on 7 days)	4,767.9
Average daily speed (7 days)	19.6mph
Average daily 85%ile (7 days)	23.5mph
AADT (annual average daily traffic)	4,953
Avg weekday volume (Mon-Fri, 24hrs)	5,138.8
Avg weekday speed (Mon-Fri, 24hrs)	19.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,311.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	18.8mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 31mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

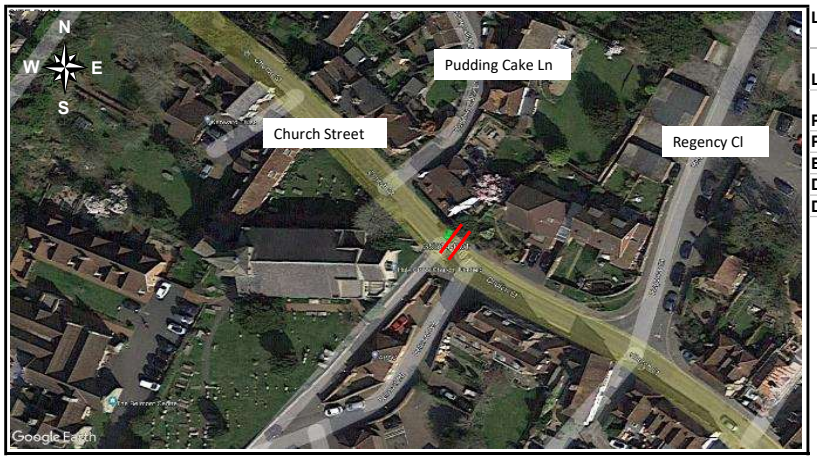
NORTHBOUND ↑

Total recorded volume	**15,573**
Avg daily volume (based on 7 days)	2,224.7
Average daily speed (7 days)	19.2mph
Average daily 85%ile (7 days)	23.0mph
% of vehicles exceeding 30mph	0.6%
Avg weekday volume (Mon-Fri, 24hrs)	2,394.6
Avg weekday speed (Mon-Fri, 24hrs)	18.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,969.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	18.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	22.3mph

SOUTHBOUND ↓

Total recorded volume	**17,802**
Avg daily volume (based on 7 days)	2,543.1
Average daily speed (7 days)	19.9mph
Average daily 85%ile (7 days)	23.9mph
% of vehicles exceeding 30mph	0.9%
Avg weekday volume (Mon-Fri, 24hrs)	2,744.2
Avg weekday speed (Mon-Fri, 24hrs)	19.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,341.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	19.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	23.2mph

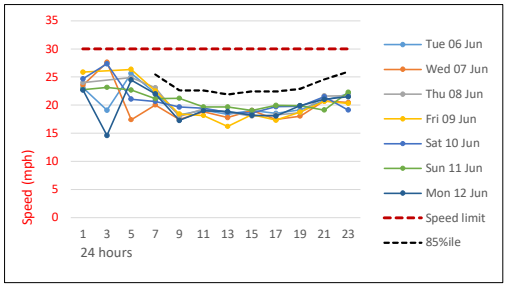
SITE LOCATION



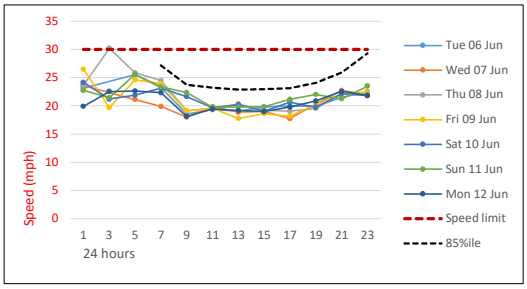
Location	Church Street
Lat, lng.	50°58'24.36"N, 0° 5'43.28"E
Project & site	35514-001
PSL	30mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

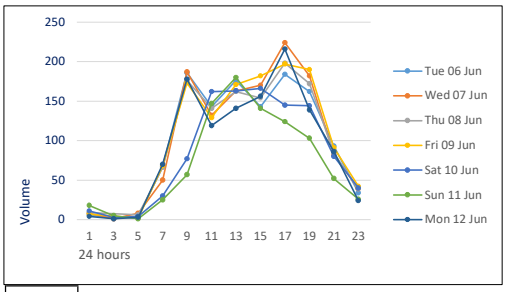


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 23.9mph at 07:30 on Thu 08 Jun, whilst the peak average southbound speed was 24.2mph at 07:15 on Sat 10 Jun (based on 15min averages between 0700 & 1900).

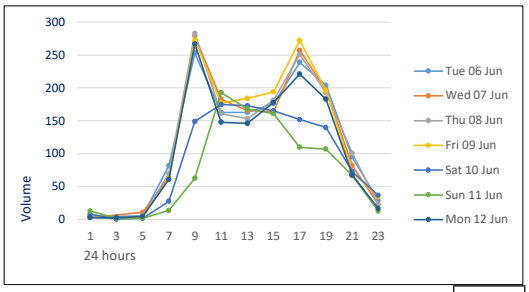
HOURLY VOLUMES

NORTHBOUND ↑



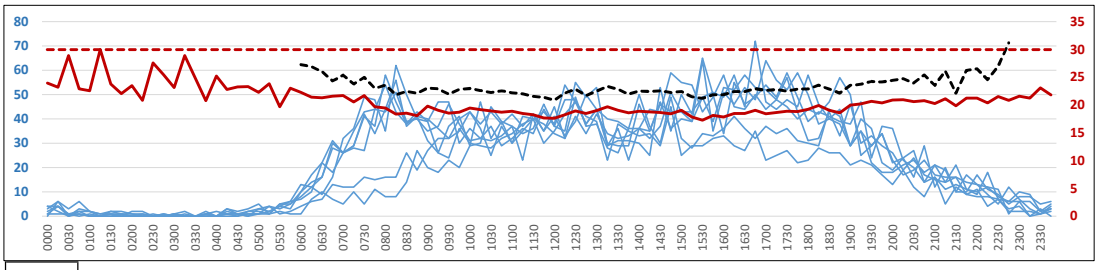
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

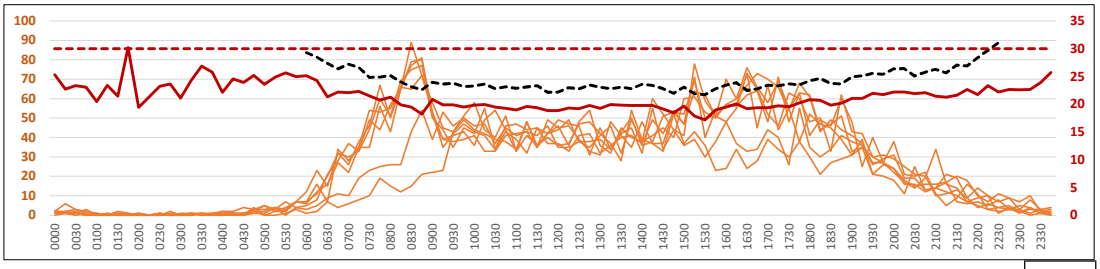


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



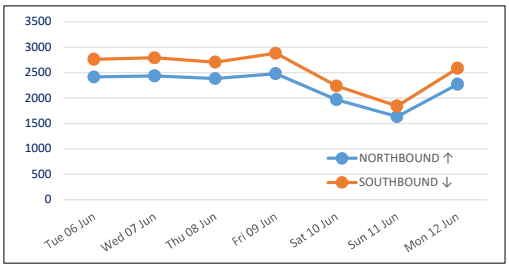
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

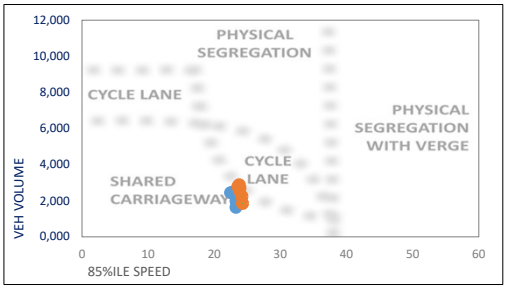
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	8.7	0.0	0.1	0.0	**9.0**
0100	0.0	3.0	0.0	0.0	0.0	**3.0**
0200	0.0	1.6	0.0	0.0	0.0	**1.6**
0300	0.0	1.6	0.0	0.0	0.0	**1.6**
0400	0.1	3.9	0.0	0.0	0.0	**4.0**
0500	0.0	11.9	0.0	0.0	0.0	**11.9**
0600	2.0	51.1	0.4	0.1	0.0	**53.7**
0700	1.1	109.0	1.7	0.7	0.0	**112.6**
0800	1.1	143.9	2.3	0.4	0.0	**147.7**
0900	1.6	128.7	2.4	0.7	0.0	**133.4**
1000	1.7	134.9	1.7	0.7	0.0	**139.0**
1100	1.3	143.6	1.7	0.6	0.1	**147.3**
1200	4.3	158.3	2.0	0.6	0.0	**165.1**
1300	2.0	134.6	1.6	0.4	0.1	**138.7**
1400	3.0	152.6	2.7	0.4	0.1	**158.9**
1500	1.6	164.9	2.0	0.7	0.0	**169.1**
1600	2.1	179.9	1.3	0.7	0.0	**184.0**
1700	3.0	171.9	1.1	0.9	0.0	**176.9**
1800	2.4	152.4	0.7	0.4	0.0	**156.0**
1900	1.3	120.3	1.3	0.3	0.0	**123.1**
2000	1.7	79.0	0.4	0.0	0.0	**81.1**
2100	0.6	55.7	0.3	0.0	0.0	**56.6**
2200	0.6	34.0	0.1	0.1	0.0	**34.9**
2300	0.1	15.4	0.0	0.0	0.0	**15.6**
12hr TTL	**25.3**	**1774.4**	**21.3**	**7.3**	**0.4**	**1828.7**
24hr TTL	**31.9**	**2160.6**	**23.9**	**8.0**	**0.4**	**2224.7**
	1%	97%	1%	0%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	6.0	0.0	0.0	0.0	**6.0**
0100	0.0	1.3	0.1	0.0	0.0	**1.4**
0200	0.0	1.1	0.1	0.0	0.0	**1.3**
0300	0.0	1.6	0.0	0.0	0.0	**1.6**
0400	0.6	4.6	0.0	0.0	0.0	**5.1**
0500	0.1	12.9	0.3	0.0	0.0	**13.3**
0600	1.0	51.9	1.4	0.1	0.0	**54.4**
0700	3.7	128.4	2.7	0.1	0.0	**135.0**
0800	1.9	218.7	2.7	0.4	0.0	**223.7**
0900	2.1	167.7	3.4	0.4	0.0	**173.7**
1000	3.3	164.6	2.6	1.0	0.0	**171.4**
1100	1.6	158.3	2.1	0.6	0.1	**162.7**
1200	2.1	160.3	2.0	0.3	0.0	**164.7**
1300	1.3	155.6	2.7	0.1	0.0	**159.7**
1400	1.7	169.6	2.1	0.7	0.0	**174.1**
1500	2.7	191.1	3.7	0.7	0.7	**199.0**
1600	3.9	208.6	1.4	0.7	0.0	**214.6**
1700	2.4	204.3	2.3	0.1	0.0	**209.1**
1800	1.4	172.0	0.7	0.1	0.0	**174.3**
1900	1.4	125.4	1.1	0.0	0.0	**128.0**
2000	1.6	77.4	0.7	0.0	0.0	**79.7**
2100	2.1	51.1	0.4	0.0	0.0	**53.7**
2200	0.7	24.4	0.1	0.0	0.0	**25.3**
2300	0.1	11.0	0.0	0.0	0.0	**11.1**
12hr TTL	**28.1**	**2099.1**	**28.6**	**5.4**	**0.9**	**2162.1**
24hr TTL	**35.9**	**2467.9**	**33.0**	**5.6**	**0.9**	**2543.1**
	1%	97%	1%	0%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

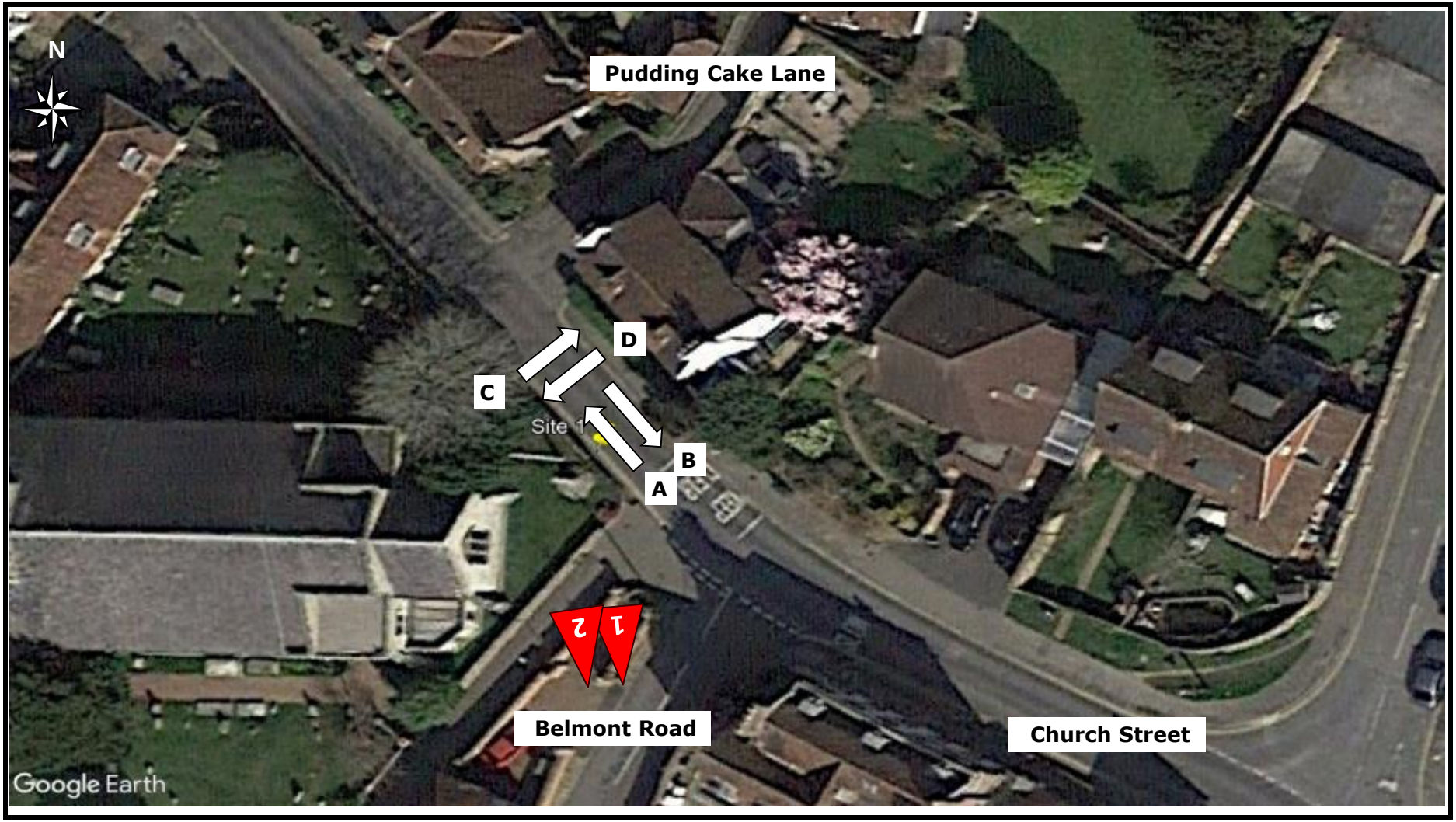
Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

Appendix E

Survey of Pedestrians on Church Street (June 2023)

Advanced Transport Research		*Job Number & Name:*	35514 Uckfield, East Sussex
Site 1 - Church Street		*Date:*	22nd & 24th June 2023

Job Type:	Pedestrian Count				
Co-ordinates:	50°58'24.40"N, 0° 5'43.03"E	*Postcode:*	TN22 1BP	*Times:*	0700-1900



Advanced Transport Research

Site 1 - Church Street

Pedestrian Counts

Job Number & Name: 35514 Uckfield, East Sussex

Client: Motion

Date: Thursday 22 June 2023

	Movement A									Movement B									Movement C									Movement D								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups
07:00 - 07:05	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
07:05 - 07:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
07:45 - 07:50	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
07:50 - 07:55	0	1	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	1
08:20 - 08:25	0	1	1	0	0	0	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	1
08:25 - 08:30	0	1	1	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2	1	0	0	0	1	0	2
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	1	0	7	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1
08:40 - 08:45	0	0	1	0	0	0	0	0	0	0	1	7	0	0	0	0	0	1	0	6	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0
08:45 - 08:50	0	0	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	4	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	2	2	1	0	0	0	0	1
08:55 - 09:00	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 1 - Church Street
Pedestrian Counts

Job Number & Name: 35514 Uckfield, East Sussex
Client: Motion
Date: Thursday 22 June 2023

	Movement A									Movement B									Movement C									Movement D								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups
09:00 - 09:05	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
09:10 - 09:15	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
09:15 - 09:20	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:20 - 09:25	0	0	3	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:25 - 09:30	1	0	1	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
09:30 - 09:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	3	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
10:00 - 10:05	1	0	4	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
10:15 - 10:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:20 - 10:25	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1
10:25 - 10:30	0	0	4	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
10:30 - 10:35	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:40 - 10:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:45 - 10:50	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:50 - 10:55	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	3	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
11:25 - 11:30	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:35 - 11:40	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:45 - 11:50	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:00 - 12:05	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0
12:05 - 12:10	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:10 - 12:15	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
12:15 - 12:20	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	1	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
12:35 - 12:40	0	0	1	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:40 - 12:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:45 - 12:50	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:50 - 12:55	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 1 - Church Street
Pedestrian Counts

Job Number & Name: 35514 Uckfield, East Sussex
Client: Motion
Date: Thursday 22 June 2023

	Movement A									Movement B									Movement C									Movement D								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups
13:00 - 13:05	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	3	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
13:10 - 13:15	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
13:15 - 13:20	0	0	3	0	0	0	1	0	0	0	0	7	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	1	0	0	0	1	0	0	0	0	0	3	0	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
13:25 - 13:30	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0
13:30 - 13:35	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
13:40 - 13:45	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
13:50 - 13:55	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:00 - 14:05	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:45 - 14:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	2	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:55 - 15:00	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
15:05 - 15:10	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
15:30 - 15:35	0	2	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	1	0	0	0	0	0	0
15:35 - 15:40	0	14	0	0	0	0	0	0	4	0	2	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	11	2	0	0	0	0	0	2
15:40 - 15:45	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	4	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
15:55 - 16:00	0	0	3	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
16:05 - 16:10	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:10 - 16:15	0	1	2	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	3	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0
16:15 - 16:20	0	4	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	2	0	0	0	0	0	1	0	0	4	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
16:35 - 16:40	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	2	4	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0
16:45 - 16:50	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1

Advanced Transport Research
Site 1 - Church Street
Pedestrian Counts

Job Number & Name: 35514 Uckfield, East Sussex
Client: Motion
Date: Thursday 22 June 2023

	Movement A									Movement B								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups
17:00 - 17:05	0	0	2	0	0	0	0	0	0	0	2	5	0	0	0	0	0	2
17:05 - 17:10	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	3	4	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:15 - 17:20	0	0	4	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0
17:20 - 17:25	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
17:25 - 17:30	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1
17:30 - 17:35	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
17:40 - 17:45	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:45 - 17:50	0	1	1	0	0	0	1	0	1	0	0	2	0	0	0	0	0	1
17:50 - 17:55	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:55 - 18:00	0	1	3	0	0	0	0	0	1	0	0	5	0	0	0	0	0	2
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
18:10 - 18:15	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:20 - 18:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
18:30 - 18:35	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	1	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Total	**3**	**47**	**173**	**3**	**0**	**3**	**12**	**0**	**32**	**1**	**28**	**218**	**9**	**0**	**3**	**4**	**0**	**28**
By Direction	**241**									**263**								

	Movement C									Movement D								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups
17:00 - 17:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	5	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:20 - 17:25	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
17:40 - 17:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
17:55 - 18:00	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
18:15 - 18:20	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
18:35 - 18:40	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Total	**7**	**36**	**126**	**2**	**0**	**1**	**9**	**0**	**19**	**2**	**39**	**130**	**4**	**0**	**1**	**8**	**0**	**14**
By Direction	**181**									**184**								

Advanced Transport Research
Site 1 - Church Street
Pedestrian Counts

Job Number & Name: 35514 Uckfield, East Sussex
Client: Motion
Date: Saturday 24 June 2023

	Movement A									Movement B									Movement C									Movement D								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:25 - 07:30	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 - 07:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:05 - 08:10	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:10 - 08:15	0	0	3	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:20 - 08:25	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 - 08:35	0	0	3	0	0	0	0	0	1	0	0	4	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:35 - 08:40	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:40 - 08:45	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	2
08:45 - 08:50	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:50 - 08:55	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:55 - 09:00	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 1 - Church Street
Pedestrian Counts

Job Number & Name: 35514 Uckfield, East Sussex
Client: Motion
Date: Saturday 24 June 2023

	Movement A									Movement B									Movement C									Movement D								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
09:05 - 09:10	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:15 - 09:20	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	3	0	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0
09:25 - 09:30	0	0	2	0	0	0	0	0	1	0	0	8	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0	0	5	0	0	0	0	0	1
09:30 - 09:35	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
09:35 - 09:40	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
09:40 - 09:45	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
09:55 - 10:00	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1
10:00 - 10:05	0	0	2	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	1	0	0
10:05 - 10:10	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:10 - 10:15	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:15 - 10:20	0	0	2	0	0	1	0	0	0	1	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:25 - 10:30	0	0	5	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1
10:30 - 10:35	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	3	0	0	0	1	0	1	0	0	4	0	0	0	0	0	1
10:35 - 10:40	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1
10:40 - 10:45	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:50 - 10:55	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
10:55 - 11:00	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:05 - 11:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:25 - 11:30	0	0	2	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:45 - 11:50	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
11:50 - 11:55	0	0	2	0	0	0	1	0	1	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
11:55 - 12:00	0	0	4	0	0	0	0	0	0	0	1	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:00 - 12:05	0	0	4	0	0	0	0	0	0	0	2	4	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	1	0	1
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:15 - 12:20	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:25 - 12:30	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:45 - 12:50	2	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
12:50 - 12:55	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
12:55 - 13:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 1 - Church Street
Pedestrian Counts

Job Number & Name: 35514 Uckfield, East Sussex
Client: Motion
Date: Saturday 24 June 2023

	Movement A									Movement B									Movement C									Movement D								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups
13:00 - 13:05	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:15 - 13:20	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
13:20 - 13:25	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
13:30 - 13:35	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	3	3	8	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	2	6	0	0	1	0	0	3	0	0	1	0	0	0	0	0	0
14:10 - 14:15	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	5	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
14:45 - 14:50	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:50 - 14:55	0	1	1	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
14:55 - 15:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
15:00 - 15:05	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
15:10 - 15:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0
15:25 - 15:30	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
15:30 - 15:35	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
15:55 - 16:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:10 - 16:15	0	0	5	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:25 - 16:30	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	3	3	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	2	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0
16:50 - 16:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 1 - Church Street
Pedestrian Counts

Job Number & Name: 35514 Uckfield, East Sussex
Client: Motion
Date: Saturday 24 June 2023

	Movement A									Movement B									Movement C									Movement D								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	No of Groups
17:00 - 17:05	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0
17:05 - 17:10	0	0	2	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	4	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:20 - 17:25	1	0	4	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:35 - 17:40	0	0	2	0	0	0	0	0	1	0	1	4	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	2	0	0	0	0	0	1
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
17:45 - 17:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:50 - 17:55	0	0	3	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1
17:55 - 18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
Total	**7**	**14**	**198**	**0**	**0**	**3**	**8**	**1**	**26**	**7**	**14**	**229**	**1**	**0**	**7**	**7**	**0**	**24**	**5**	**11**	**131**	**0**	**0**	**4**	**6**	**0**	**21**	**4**	**10**	**126**	**0**	**0**	**3**	**5**	**0**	**16**
By Direction	**231**									**265**									**157**									**148**								

Appendix PAB-C

Drawings – A22 Route

Refer to drawing 2001061-111

Development Site

Refer to drawing 2001061-112

Refer to drawing 2001061-113

Refer to drawing 2001061-114

Refer to drawing 2001061-115

Refer to drawing 2001061-116

Refer to drawing 2001061-117

Refer to drawing 2001061-118

Uckfield Town Centre

Legend:

- Existing footway / cycleway route
- Existing footway / cycleway to be widened
- Proposed footway / cycleway route

n o r t h

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Project:
Downlands Farm, Uckfield

Title:
Overview of Proposed Shared Footway / Cycleway Route

Scale: 1:5,000 (@ A3)

Drawing: 2001061-110

Revision: A

C:\Users\JulianSmith\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-110a [Ped-Cycle-Route].dwg

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Legend:

- Highway Boundary (based on information provided by East Sussex CC)
- Proposed footway / cycleway route
- Embankment levels to be assessed, potential requirement for dwarf retaining wall or slope stabilisation

north

Proposed site access roundabout

Development Site

Embankment levels to be assessed, potential requirement for dwarf retaining wall or slope stabilisation

Proposed 3m wide shared footway / cycleway route

2m wide verge between shared route and the adjacent carriageway at pinch point. A verge width of 2.5m or greater should be provided at all other locations where constraints permit

Note:
Refer to drawing 2001061-110 for overview of the proposed route

Cutline

Refer to 2001061-112

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Project:
Downlands Farm, Uckfield

Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-111

Revision: C

Legend:

- Highway Boundary (based on information provided by East Sussex CC)
- Proposed footway / cycleway route
- Embankment levels to be assessed, potential requirement for dwarf retaining wall or slope stabilisation

Cutline

Refer to 2001061-111

n o r t h

A22

Lake Wood

Embankment levels to be assessed, potential requirement for dwarf retaining wall or slope stabilisation

Proposed 3m wide shared footway / cycleway route

Verge width of 2.5m or greater should be provided between the shared route and the adjacent carriageway (where constraints permit)

Track

Path (um)

Lake

Path (um)

Note:
Refer to drawing 2001061-110 for overview of the proposed route

Cutline

Refer to 2001061-113

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Project:
Downlands Farm, Uckfield

Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-112

Revision: B

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Cutline

Refer to 2001061-112

Proposed 3m wide shared footway / cycleway route narrows to 2m wide on approach to overbridge

ROCKS ROAD

A

A

Proposed 2m wide shared footway / cycleway route at overbridge (to be located behind the repositioned VRS barrier - with clearance from the VRS working width)

Proposed 3m wide shared footway / cycleway route narrows to 2m wide on approach to overbridge

Existing Vehicle Restraint System (VRS) barrier to be relocated at a set back distance of 1.2m from carriageway, proposed footway / cycleway to be located behind the repositioned VRS barrier (with clearance from the VRS working width)

A 2 2

Copwood Pool

Track

B

B

Embankment levels to be assessed, potential requirement for dwarf retaining wall or slope stabilisation

Proposed 3m wide shared footway / cycleway route

Verge width of 2.5m or greater should be provided between the shared route and the adjacent carriageway (where constraints permit)

Cutline

Refer to 2001061-114

n o r t h

Legend:

- Highway Boundary (based on information provided by East Sussex CC)
- Proposed footway / cycleway route
- Embankment levels to be assessed, potential requirement for dwarf retaining wall or slope stabilisation
- Vehicle Restraint System (VRS) barrier with indicative working width margin

Notes:

1. Refer to drawing 2001061-110 for overview of the proposed route.
2. Refer to drawings 2001061-119 and 2001061-120 for indicative cross sections 'A-A' and 'B-B'.

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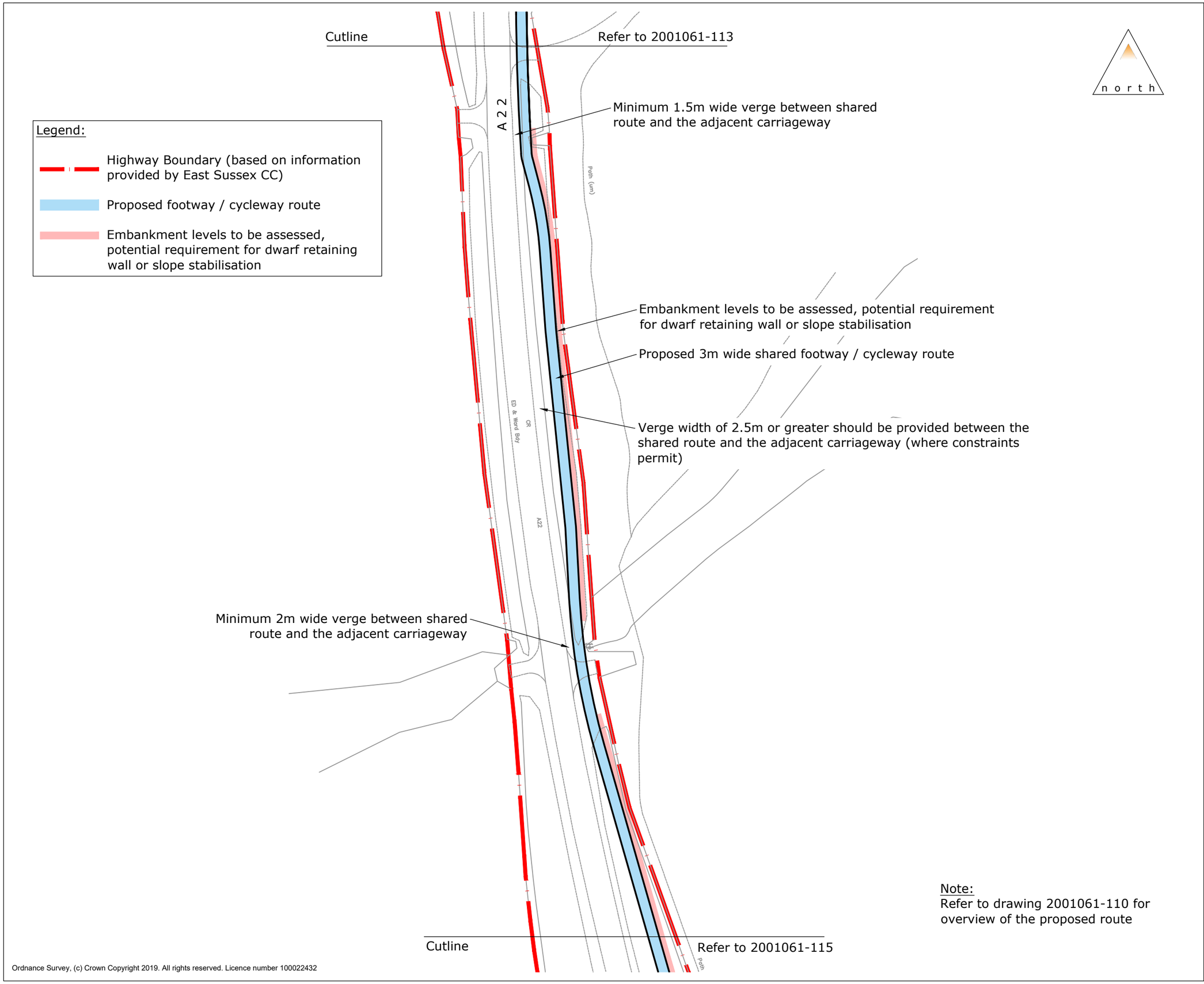
Project:
Downlands Farm, Uckfield

Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-113

Revision: B



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Note:
Refer to drawing 2001061-110 for overview of the proposed route

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Project:
Downlands Farm, Uckfield

Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-114

Revision: B

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Cutline

Refer to 2001061-114

Embankment levels to be assessed, potential requirement for dwarf retaining wall or slope stabilisation

Proposed 3m wide shared footway / cycleway route

Verge width of 2.5m or greater should be provided between the shared route and the adjacent A22 carriageway (where constraints permit)

Proposed 3m wide shared footway / cycleway route (positioned adjacent to Bellfarm Rd carriageway)

north

A22

Pedn (um)

Drain

BATCHELOR WAY

Refer to 2001061-116

BELLFARM ROAD

COPWOOD ROUNDABOUT

Cutline

Legend:

- Highway Boundary (based on information provided by East Sussex CC)
- Indicative highway works proposed by third party under separate planning application (Gridserve scheme)
- Proposed footway / cycleway route
- Embankment levels to be assessed, potential requirement for dwarf retaining wall or slope stabilisation

Note:
Refer to drawing 2001061-110 for overview of the proposed route

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Project:
Downlands Farm, Uckfield

Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-115

Revision: B

Legend:

- Highway Boundary (based on information provided by East Sussex CC)
- Proposed footway / cycleway route
- Existing footway / cycleway route

n o r t h

Existing 3m wide shared footway / cycleway route continues towards town centre

Refer to 2001061-117

Existing culvert to be extended and land to be raised to accomodate continuation of proposed 3m wide shared footway / cycleway route

Refer to 2001061-115

Surgery

Drain

C

BELLFARM ROAD

C

Cutline

Proposed 3m wide shared footway / cycleway route to join existing 3m width footway / cycleway

Cutline

Existing 1.5m wide footway to be widened to form 3m wide shared footway / cycleway route (impact on tree roots to be assessed, no dig construction type potentially required)

Notes:

1. Refer to drawing 2001061-110 for overview of the proposed route.
2. Refer to drawing 2001061-120 for indicative cross section 'C-C'.

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Project:
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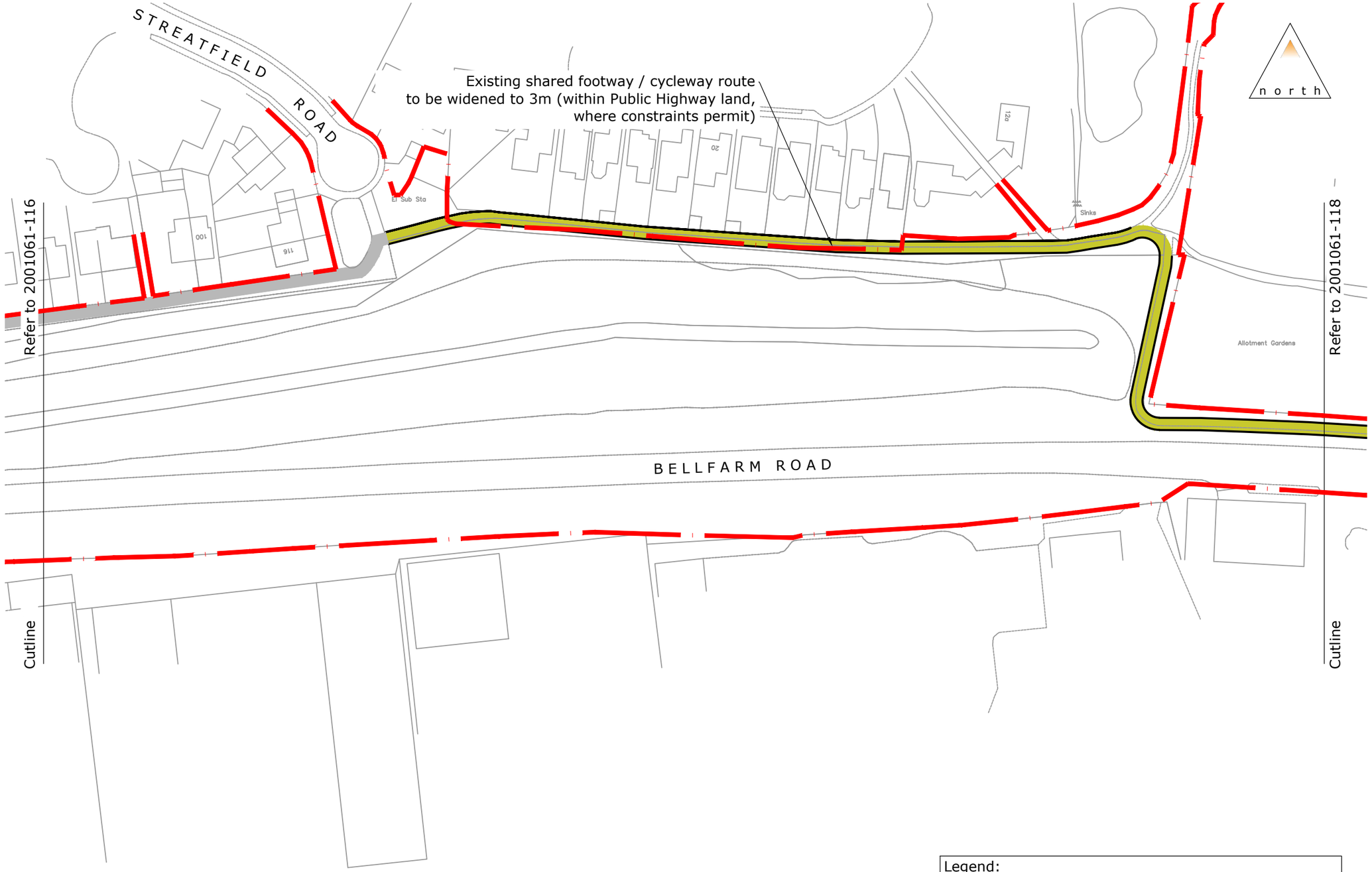
Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-116

Revision:

C:\Users\JulianSmith\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-110 [Ped-Cycle-Route].dwg



Legend:

- Highway Boundary (based on information provided by East Sussex CC)
- Existing footway / cycleway route
- Existing footway / cycleway route to be widened to 3m (within Public Highway land, where constraints permit)

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Title:
Proposed Shared
Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-117

Revision: A

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-117a, 118 [Ped-Cycle-Route].dwg

Refer to 2001061-117

Cutline

Shared footway / cycleway markings and delineation to be continued across access points

Existing shared footway / cycleway route to be widened to 3m

Existing arrangement for end of cycle route to be retained

Tesco Store

Splitter island to be enlarged and improved dropped kerb crossing point with tactile paving to be provided

BELLFARM ROAD

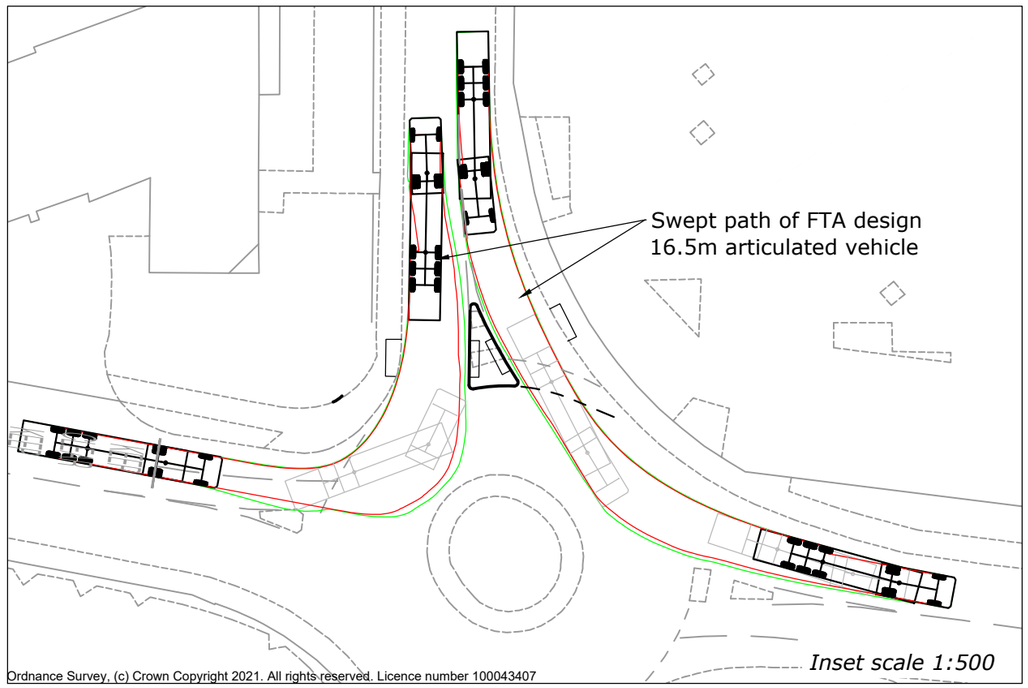
HIGH ST

New section of footway to be provided

Existing traffic island to be upgraded to a pedestrian refuge crossing point with dropped kerbs and tactile paving

Proposed block paved pedestrian crossing

Proposed block paved raised pedestrian crossing
(Note: any proposed works at the bus depot entrance are to be coordinated with ESCC potential future bus depot improvement works, to ensure no design conflicts arise)



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Legend:

- Highway Boundary (based on information provided by East Sussex CC)
- Existing footway / cycleway route to be widened to 3m (within Public Highway land, where constraints permit)

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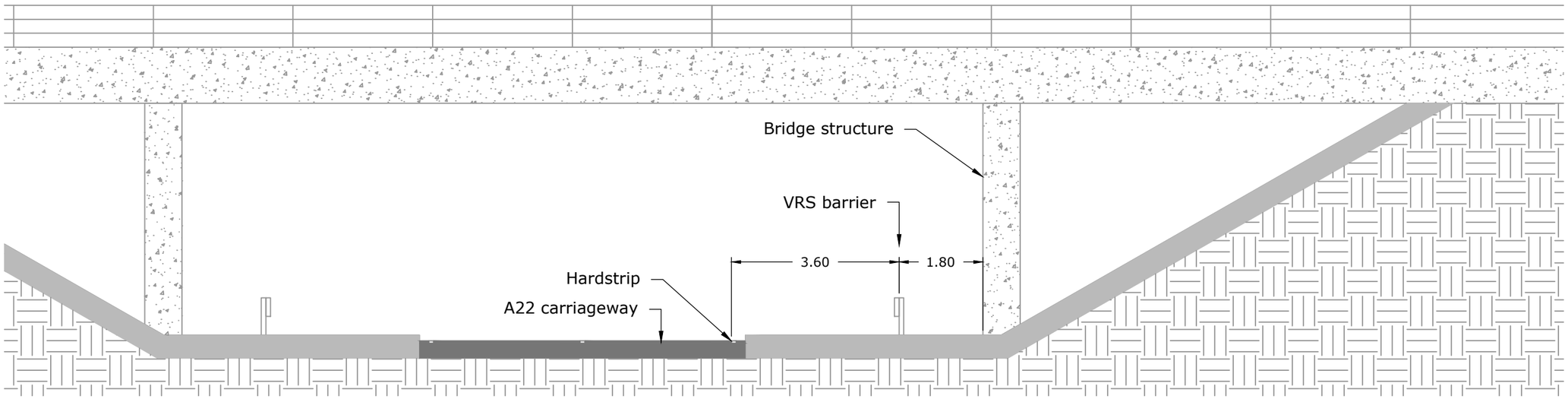
Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

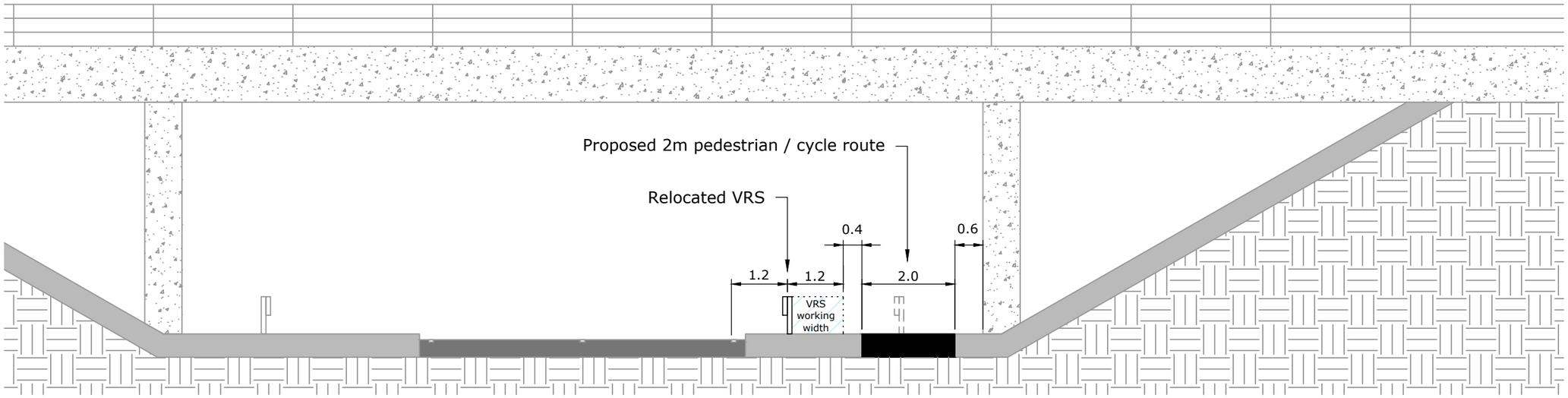
Drawing: 2001061-118

Revision: B

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Indicative Cross-Section A-A
Existing Arrangement



Indicative Cross-Section A-A
Proposed Arrangement

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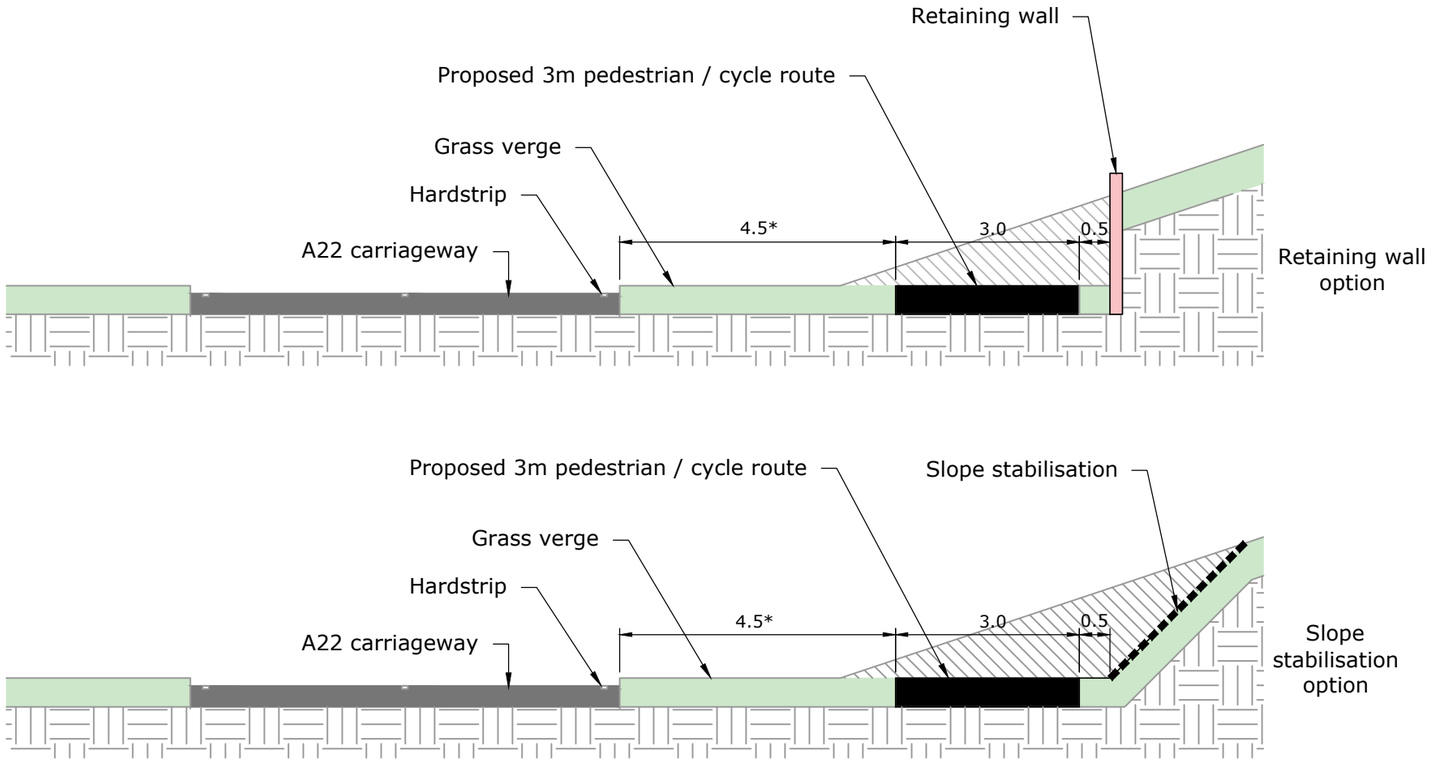
Title:
Footway / Cycleway Route
Indicative Cross Sections

Scale: 1:100 (@ A3)

Drawing: 2001061-119

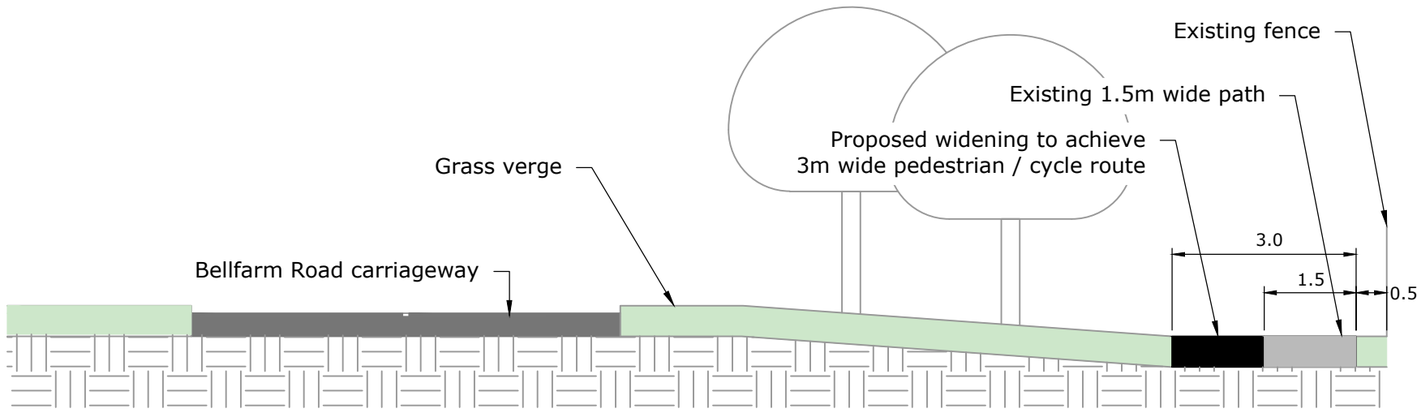
Revision:

D:\SHAREPOINT\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-119.dwg



* Shared footway / cycleway route to be set as far back from carriageway as can be reasonably achieved within the site constraints. Minimum verge width to be 1.5m.

Indicative Cross-Section B-B
Proposed Retaining Wall and Slope Stabilisation Arrangement Options



Indicative Cross-Section C-C
Proposed Widening of Existing Path

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Project:
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Title:
Footway / Cycleway Route
Indicative Cross Sections

Scale: 1:100 (@ A3)

Drawing: 2001061-120

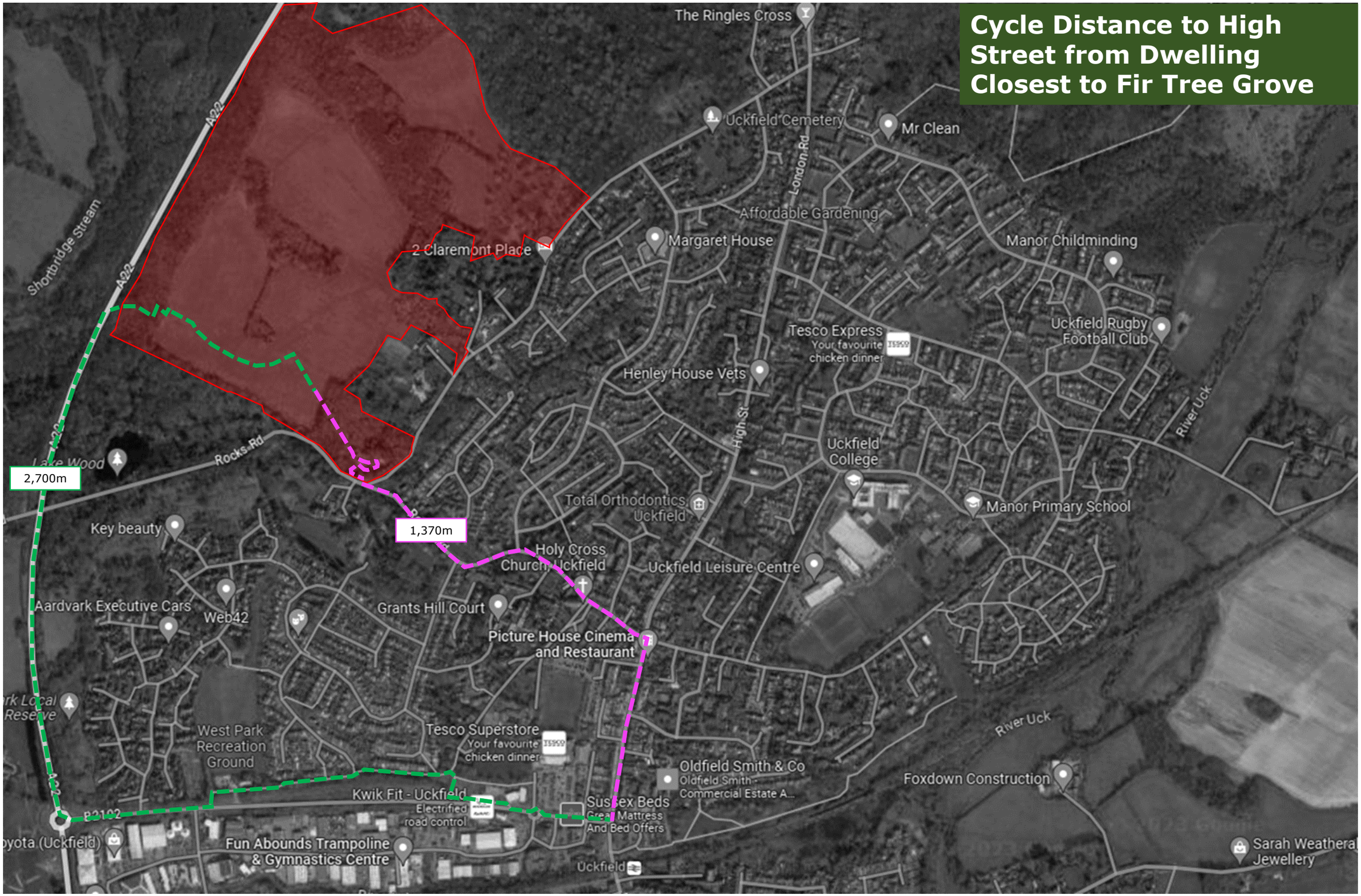
Revision:

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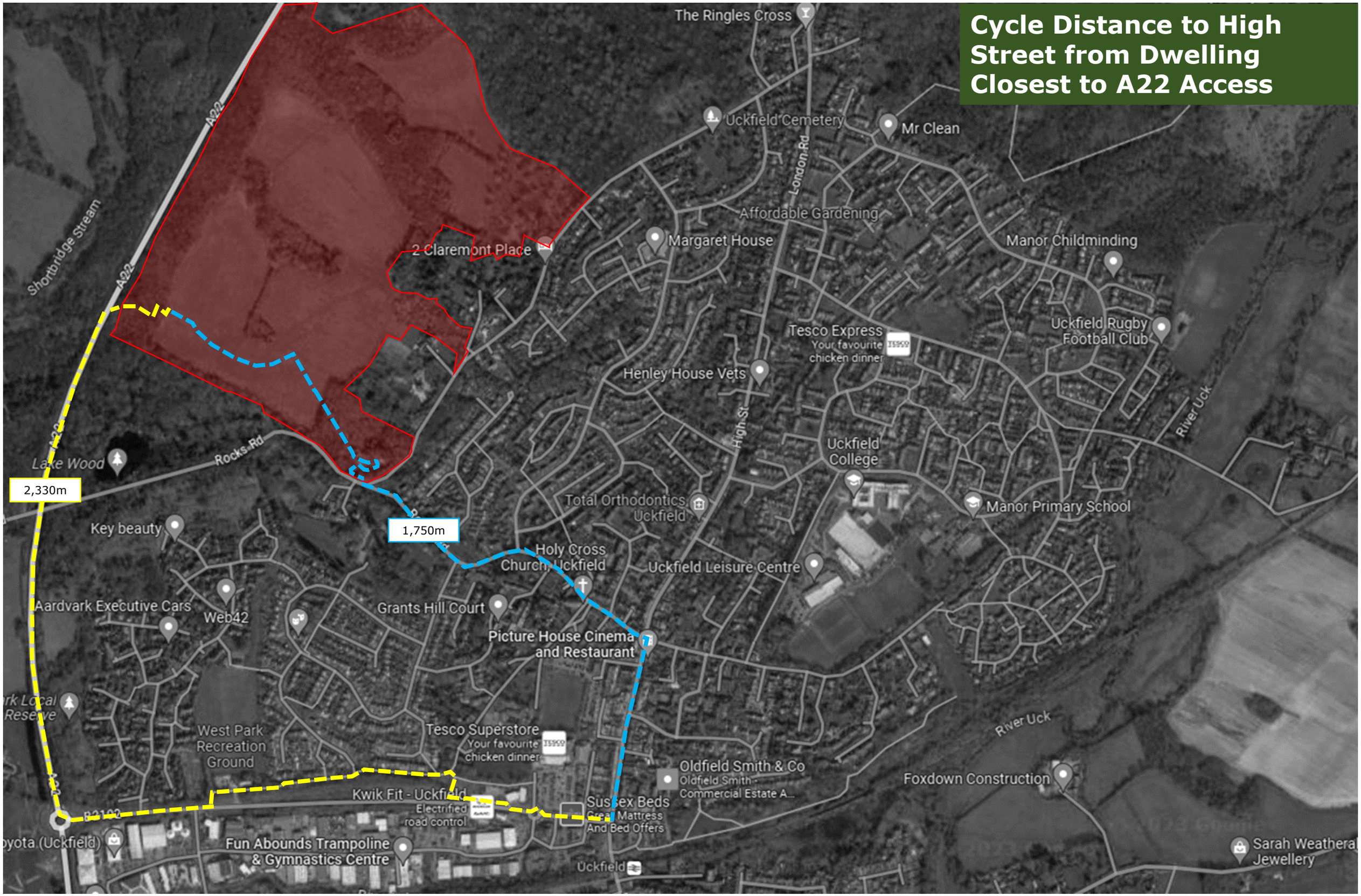
Appendix PAB-D

Comparison of Cycle Distances and Times

Cycle Distance to High Street from Dwelling Closest to Fir Tree Grove

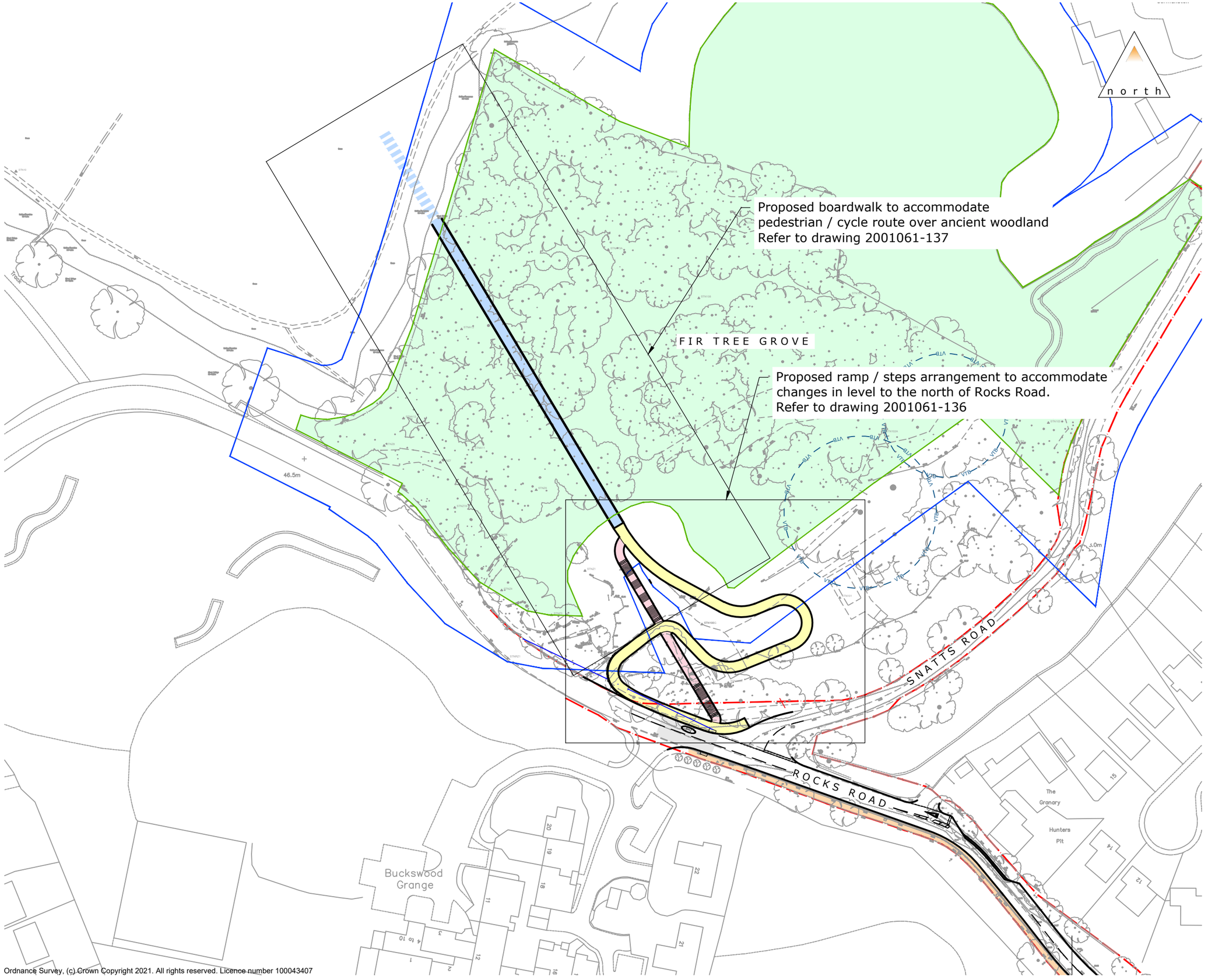


Cycle Distance to High Street from Dwelling Closest to A22 Access



Appendix PAB-E

Drawings – Fir Tree Grove Route



Legend:

- Indicative highway boundary
- Ancient Woodland
- Ancient Woodland 15 metre buffer zone
- Pedestrian / cycleway route, boardwalk construction
- Pedestrian / cycleway route, ramped path
- Pedestrian route, stepped path
- Existing footway to be widened to 2m

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Project:
Downlands Farm, Uckfield

Title:
Overview of Fir Tree Grove Pedestrian / Cycle Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-135 Revision: E

C:\Users\Julian - Work\OneDrive - Motion\gluckf 2001061\Drawings\2001061-135e [Fir Tree Grove Overview].dwg

Proposed ramped path (maximum gradient 8%) to accommodate changes in level at Fir Tree Grove. Refer to drawings 2001061-138, 2001061-139 and 2001061-140 for long section, cross sections and cut/fill earthworks feasibility model

Proposed steps arrangement to accommodate changes in level at Fir Tree Grove

Note: Steps and ramps to be installed with handrails / parapets where adjacent to a drop in level

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Legend:

- Indicative highway boundary
- Ancient Woodland boundary
- Ancient Woodland 15 metre buffer zone
- Pedestrian / cycleway route, boardwalk construction
- Pedestrian / cycleway route, ramped path
- Pedestrian route, stepped path
- Indicative extent of earthworks
- 49.0 Proposed levels

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Project:
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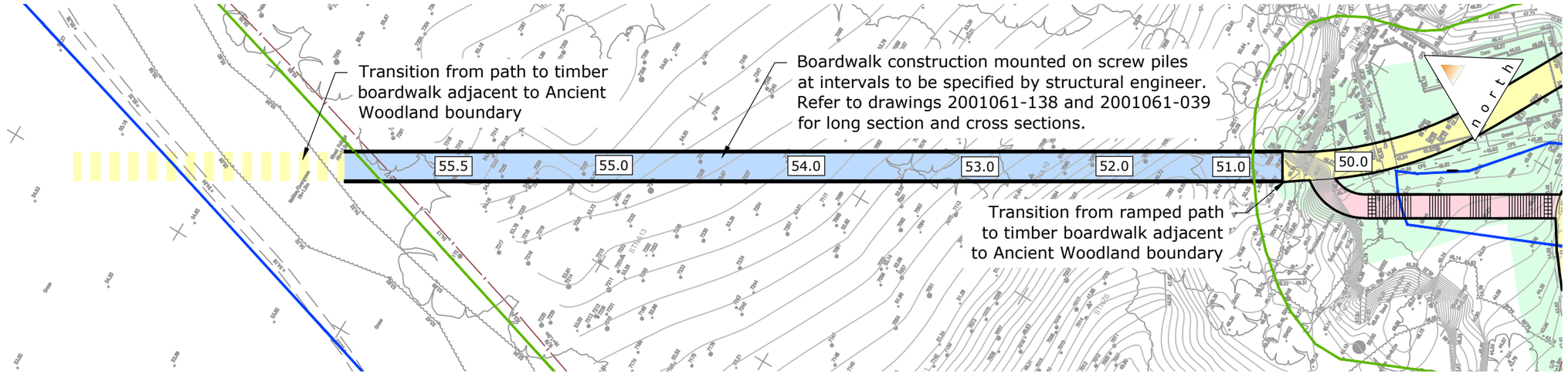
Title:
Fir Tree Grove, Proposed Ramp / Steps Arrangement

Scale: 1:250 (@ A3)

Drawing: 2001061-136

Revision: B

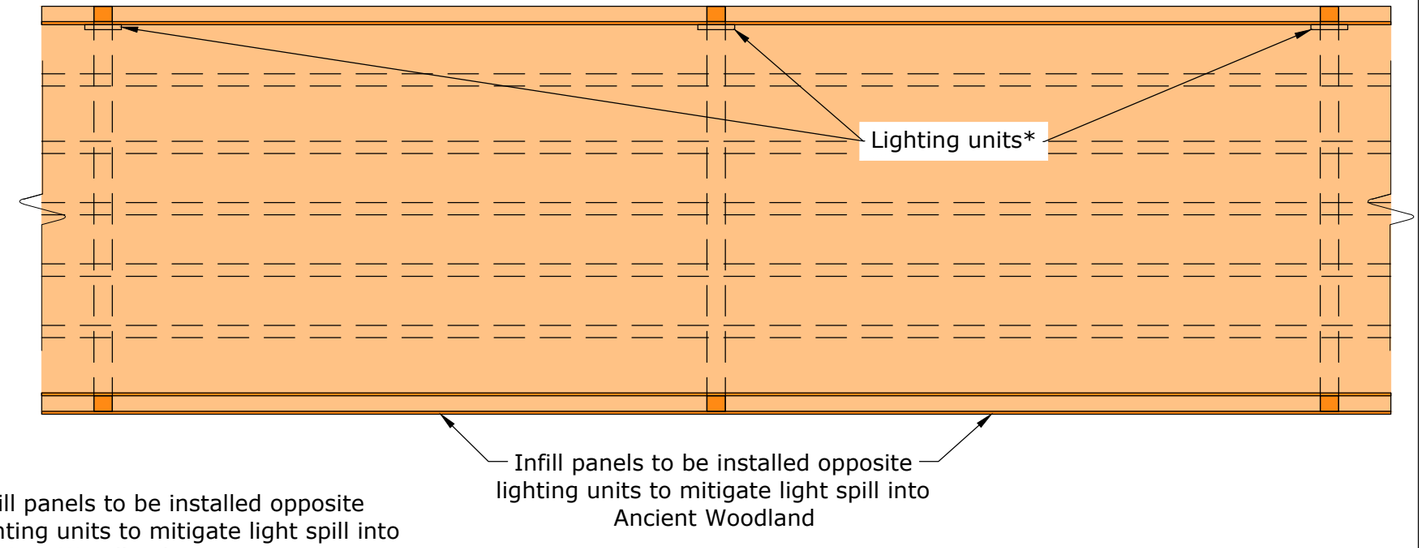
C:\Users\JulianSmith\OneDrive - Motion\gluckf 2001061\Drawings\2001061-136b [FTG Ramp & Steps].dwg



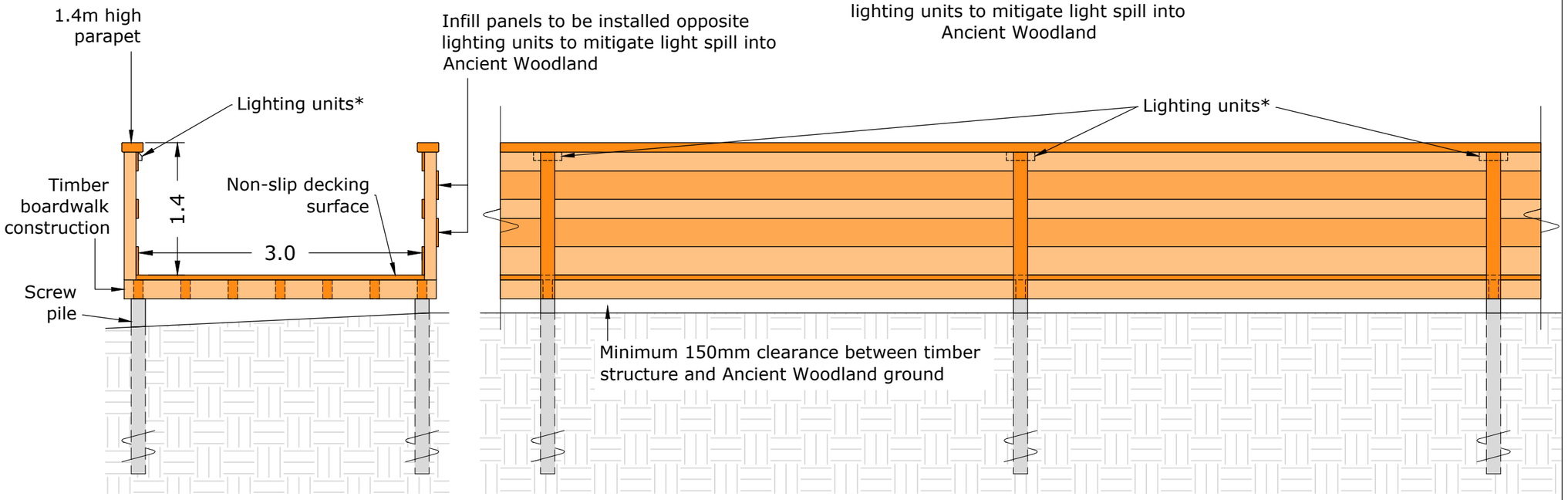
Legend:

- Ancient Woodland boundary
- Pedestrian / cycleway route, boardwalk construction
- Pedestrian / cycleway route, ramped path
- Indicative extent of earthworks
- 53.0 Proposed levels

Indicative Detail for Timber Boardwalk Construction
(Scale 1:20)



* Lighting units to be Garda anti-climb (or similar approved), specified and installed in accordance with The Lighting Bee Ltd specification



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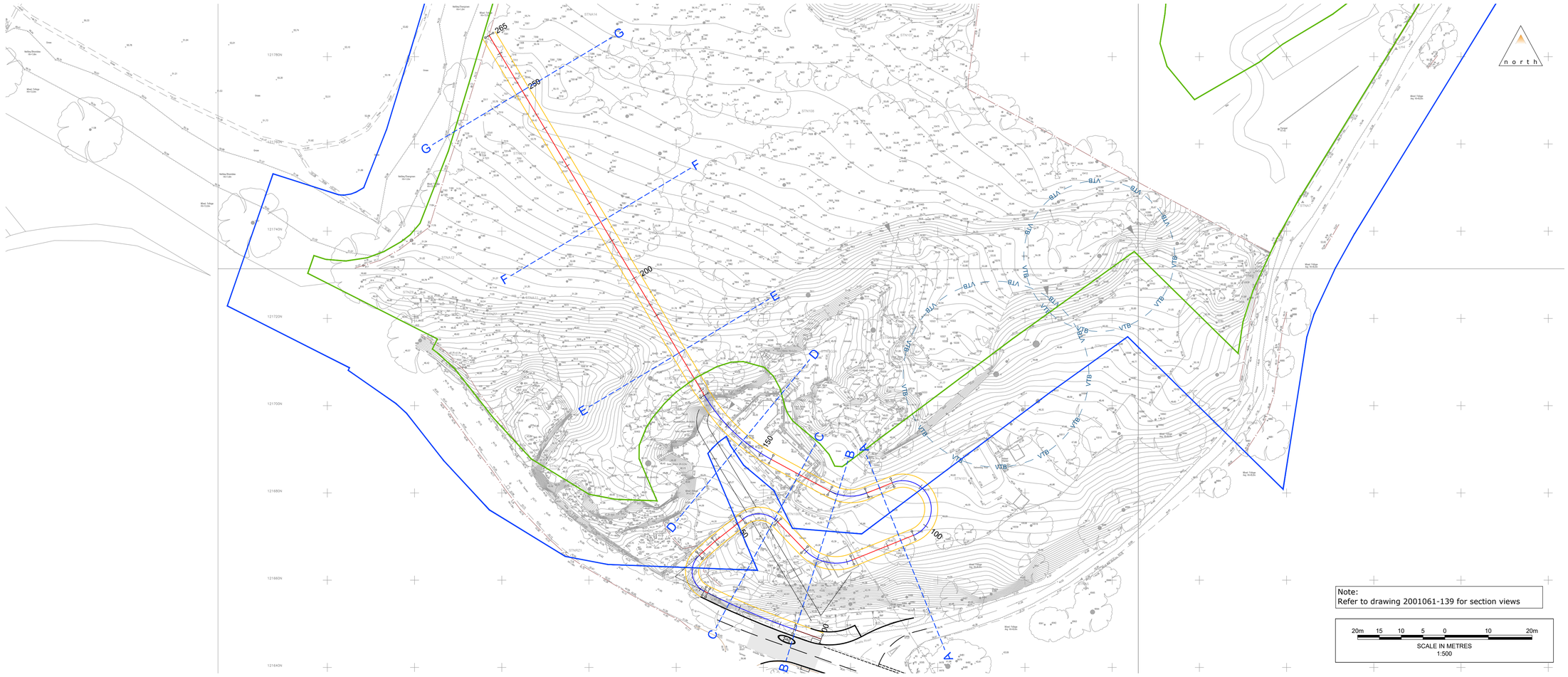
Project:
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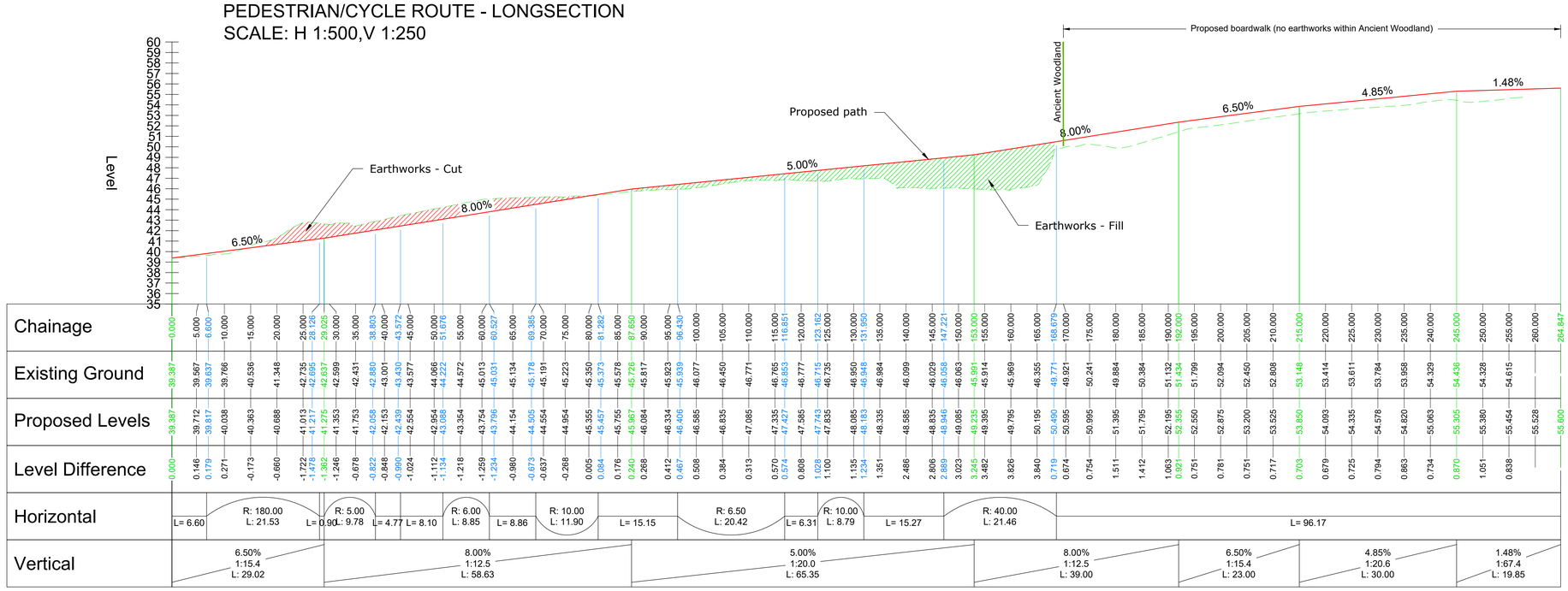
Title:
Fir Tree Grove
Proposed Boardwalk

Scale: 1:500 (@ A3)

Drawing: 2001061-137
Revision: B

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Revision Notes: | Drn | Chk | App | Date

Drawing Status:

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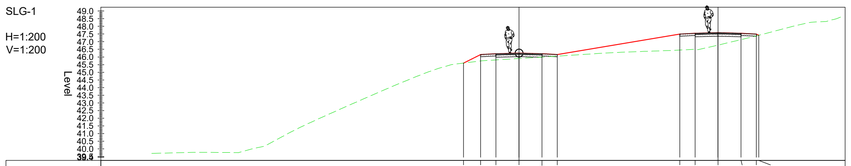
Client:
Gleeson Land

Project:
Downlands Farm, Uckfield

Title:
Pedestrian / Cyclist Route
Long Section

Scale: As Shown | Size: A1 | Project No: 2001061

Drawing: 2001061-138 | Revision:


SLG-1
H=1:200
V=1:200
Level (m)

| | | |

CUT AND FILL VOLUMES

NUMBER	MINIMUM LEVEL	MAXIMUM LEVEL	COLOUR	AREA	VOLUME
1	-2.50	-2.00		23.859m2	1.306m3
2	-2.00	-1.50		164.057m2	52.183m3
3	-1.50	-1.00		297.894m2	173.524m3
4	-1.00	-0.50		174.963m2	289.210m3
5	-0.50	0.00		169.226m2	368.207m3
6	0.00	0.50		451.154m2	469.539m3
7	0.50	1.00		198.574m2	306.022m3
8	1.00	1.50		162.726m2	221.077m3
9	1.50	2.00		77.544m2	158.739m3
10	2.00	2.50		71.835m2	126.255m3
11	2.50	3.00		84.315m2	85.169m3
12	3.00	3.50		52.958m2	49.952m3
13	3.50	4.00		52.572m2	23.241m3
14	4.00	4.50		22.593m2	4.128m3
TOTAL CUT					884.431 m^3
TOTAL FILL					1444.121 m^3

Legend

- Existing Ground Profile
- Ancient Woodland Boundary
- Ancient Woodland 15m Buffer Zone
- VTB — Veteran Tree Boundary

Note:
Refer to drawing 2001061-139 for section views

SCALE IN METRES
1:200

Revision Notes: | Drn | Chk | App | Date

Drawing Status:

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Client:
Gleeson Land

Project:
Downlands Farm, Uckfield

Title:
Pedestrian / Cyclist Route
Earthworks cut/fill feasibility model

Scale: 1:200 | Size: A1 | Project No: 2001061

Drawing: 2001061-140 | Revision:

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Appendix PAB-F

Computer Generated Images of Fir Tree Grove Boardwalk

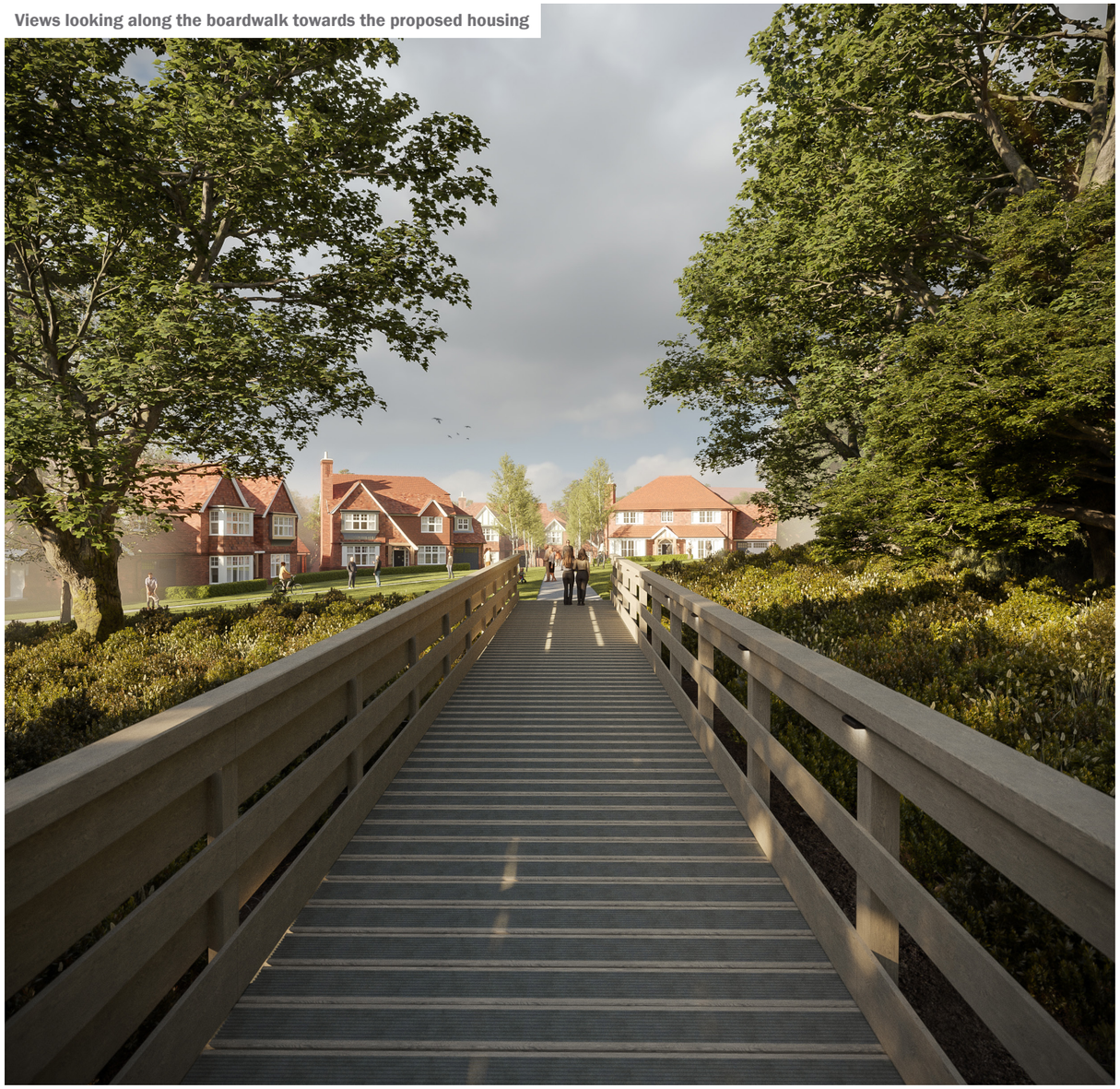
Land at Downland Farm, Uckfield

FIR TREE GROVE BOARDWALK: COMPUTER-GENERATED IMAGERY

View looking along the boardwalk towards the entrance ramp from Rocks Road



Views looking along the boardwalk towards the proposed housing



Methodology

These CGIs were generated from the same 3D model used for the Type 4, Level 3 AVRs. Virtual cameras were positioned in the AVR model to simulate views looking along the boardwalk towards the proposed housing and towards the entrance ramp from Rocks Road. Indicative house type models were used to represent built form, and generic tree models were used to represent existing trees. These CGIs are not based on baseline photography and as such the entire image is a simulation using the AVR model and appropriate 3D models and textures of people, plants and environment. 3DS MAX (and V-Ray renderer) was used to generate high resolution renders from the virtual cameras set up in the 3D environment, the resulting render was processed in Adobe Photoshop.

date **26 SEPTEMBER 2023** - drawing number **edp6170_d028a** - scale **Not to Scale @ A3** - drawn by **JFr** - checked **TRa** - QA **- DJo**

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Appendix PAB-G

Article Summarising Mintel Research on Growth of Electric Bikes

Article Leisure Retail Travel

Mintel: Cost of living puts brakes on e-bike growth – as sales slow for the first time in five years

February 4, 2023 Share:

While COVID-19 triggered a rapid growth of e-bikes, new research from Mintel reveals that for the first time in five years, volume and value sales of e-bikes have dipped. Meanwhile, Mintel research shows the average cost of an e-bike has risen 25% since the start of the pandemic.

The number of e-bikes sold rose a record 63% between 2019 and 2020 – the highest annual growth over the period 2017-22, reaching an estimated 155,000 bikes in 2020. Following five consecutive years of growth, volume sales are expected to have slowed in 2022, falling from 160,000 bikes in 2021 back to an estimated 155,000 bikes in 2022. Nevertheless, volume sales have almost tripled over the past five years–as only around 55,000 e-bikes were sold in 2017.

Meanwhile, the value of the e-bike sector almost doubled between 2019 and 2020, from £150 million to £290 million. This is an almost fivefold increase since 2017 when the market was worth £65 million. However, the overall cycling market has entered a sharp downturn over the past 18 months, driven by falling consumer demand and exacerbated by ongoing supply chain problems. In 2022, value sales of e-bikes hit an estimated £310 million, down from £330 million in 2021. Although sales are set to temporarily slow between 2022 and 2023, Mintel predicts faster growth to return to the e-bike market from 2024 onwards.

While e-hybrid/city bikes and e-mountain bikes account for 90% of e-bike sales, Mintel research highlights significant potential for e-cargo bikes*, as half (47%) of Brits agree that e-cargo bikes should be used for deliveries in cities instead of vans.

Mintel research also estimates that around 175,000 e-scooters were sold in the UK in 2021 (around 100,000 adult e-scooters and 75,000 kid e-scooters). The value of this sector in 2021 was estimated to be around £50 million (about £40 million for adult e-scooters and £10 million for kid e-scooters).

Overall, 7% of adults have used e-mobility modes over the past 12 months; 5% have used an e-bike and 4% have used an e-scooter. Despite relatively low usage, some 43% of adults say they would be interested in test-riding an e-bike and 34% would be interested in test-riding an e-scooter.

Paul Davies, Category Director, Leisure Research, Mintel Reports, said:

"Cost is seen by consumers as the biggest barrier to e-bike sales, and the weakness of the pound is likely to push prices higher in this heavily import-led market. Although e-bike customers tend to be relatively affluent, a protracted cost-of-living crisis and income squeeze are likely to delay purchase decisions and some consumers will be priced out of the market. The lack of e-bike purchase subsidies from the government (as seen in other countries) also continues to act as a barrier.

"Brands would benefit from promoting the 'wellness plus fun' angle of e-bikes, positioning health benefits—physical and mental—combined with a focus on how e-bikes bring fun to transport. E-bikes offer a more leisurely option, supplementing the still popular, Lycra-clad, performance cycling ethos."

**A bike used for carrying heavy loads, eg children or goods.*

Mintel News

For the latest in consumer and industry news, top trends and market perspectives, stay tuned to Mintel News featuring commentary from Mintel's team of global category analysts.

More from Mintel



Mintel Store

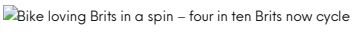
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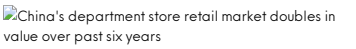


April 4, 2013

Leisure Article

Bike loving Brits in a spin – four in ten Brits now cycle

"After a summer of sport in 2012 and an increased number of cycling heroes for the nation, Britain's love of cycling has been riding high. Proving this point, new research from Mintel reveals that British cycling is

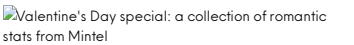


March 15, 2013

Retail Article

China's department store retail market doubles in value over past six years

While department stores in China have faced ever more increasing competition from other formats and retail channels in recent years – new research from



February 14, 2013

Retail Article

Valentine's Day special: a collection of romantic stats from Mintel

"What better way to celebrate Valentine's Day with a bunch of flowers, a box of chocolate or a romantic dinner with your loved one? However, Valentine's Day

riding a wave of positivity, asa in the last year alone the number of British cyclists has risen...

Read more →

Mintel reveals just how much this sector has flourished in China. Reflecting the increased wealth of Chinese consumers – and the increased disposable income...

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is not just a celebration of love, but also as with other seasonal festivities, an important sales booster. And as we take research to hearth here at Mintel,...

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66%



of global consumers agree that they would prefer companies to reduce their own carbon emissions rather than use 'Carbon Offsetting' programs.

Sustainability & Consumer Behaviours: How to engage your audience

Download ↓

49%



of Brazilian consumers would be interested in products beneficial to their mental or emotional health.

2023 Global Consumer Trends

Download ↓

1/4



of UK consumers say they would be interested in shopping in the metaverse.

2023 Global Food and Drink Trends

Download ↓

53%

of US beauty cons
understand the ef

2023 Global
Trends

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Appendix PAB-H

Drawings – Rocks Road and Church Street

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Legend:

- Existing footway to be resurfaced
- Existing footway to be widened
- Proposed / improved pedestrian crossing points
- Proposed footway / cycleway ramped route
- Proposed footway stepped route
- Proposed footway / cycleway boardwalk route

Development Site

Route across Fir Tree Grove and Ancient Woodland, refer to drawings:
2001061-135 Overview of Route at Fir Tree Grove and Ancient Woodland
2001061-136 Ramp and steps
2001061-137 Boardwalk
2001061-138 Ramp Long Section
2001061-139 Ramp Cross Sections
2001061-140 Fir Tree Grove Cut / Fill Feasibility Model

Refer to drawing 2001061-131

Refer to drawing 2001061-132

Refer to drawing 2001061-133

Refer to drawing 2001061-134

Uckfield Town Centre

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Project:
Downlands Farm, Uckfield

Title:
Overview of Proposed Works
Rocks Road and Church Street

Scale: 1:5,000 (@ A3)

Drawing: 2001061-130

Revision: A

Proposed boardwalk link to development site

Guardrail to be installed adjacent to level drops

Proposed steps

Proposed ramp
(maximum gradient 8%)

Guardrail
(Visirail or similar)

Kerb to be re-aligned

Pedestrian crossing 59 metre
visibility splay

60mph

30mph

Change in speed limit to be relocated
approximately 140 metres northwestwards
from its current location, incorporating
gateway signage, coloured surfacing and
30mph roundel marking

Existing footway to be widened to 2m

Kerb to be re-aligned to provide
5.5m wide carriageway

Proposed traffic calming / priority build-out

SNATTS ROAD

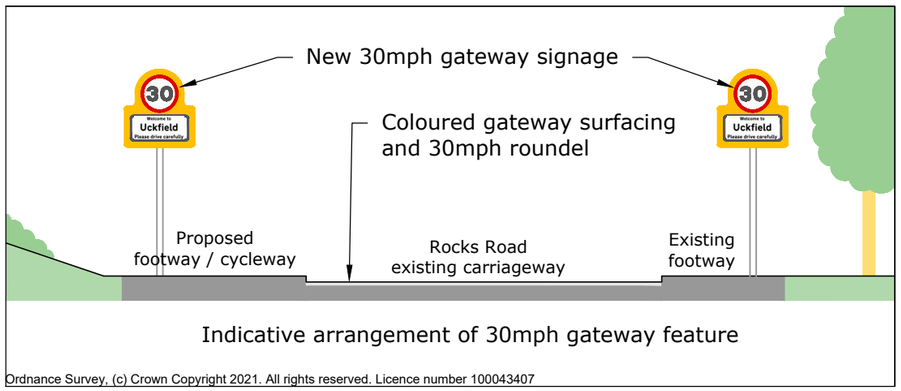
ROCKS ROAD

The Granary

Hunters Pit

north

VTB



Indicative arrangement of 30mph gateway feature

Note: Steps and ramps to be installed with handrails /
parapets where adjacent to a drop in level

Cutline - refer to 2001061-132

Legend:

- Indicative highway boundary
- Ancient Woodland boundary
- Ancient Woodland 15 metre buffer zone
- Pedestrian / cycleway route, boardwalk construction
- Pedestrian / cycleway route, ramped path
- Pedestrian route, stepped path
- Existing footway to be widened to 2m

motion

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Surrey
GU1 4AU

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Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

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Project:
Downlands Farm, Uckfield

Title:
Proposed Works on Rocks Rd and Church St (sheet 1 of 4)

Scale: 1:500 (@ A3)

Drawing: 2001061-131

Revision: G

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C:\Users\JulianSmith\OneDrive - Motion\gluckf 2001061\Drawings\2001061-131D, 132A, 133A, 134A [Rocks Road Route C].dwg

Existing speed limit signage to be removed (change in speed limit to 60mph derestricted for northwest bound traffic is to be relocated to a position approximately 140m to the northwest of its current location)

Cutline - refer to 2001061-131

Footway to be widened to 2m

Kerb to be re-aligned to provide 5.5m wide carriageway

Kerb to be re-aligned

Footway to be widened to 2m

HUNTERS WAY

ROCKS ROAD

ROCKS PARK ROAD

Rocks Road

Rocks Park Road

Footway to be widened to 2m

Cutline - refer to 2001061-133

2a

2b

Baker

n o r t h

Legend:

Indicative highway boundary

Existing footway to be widened to 2m

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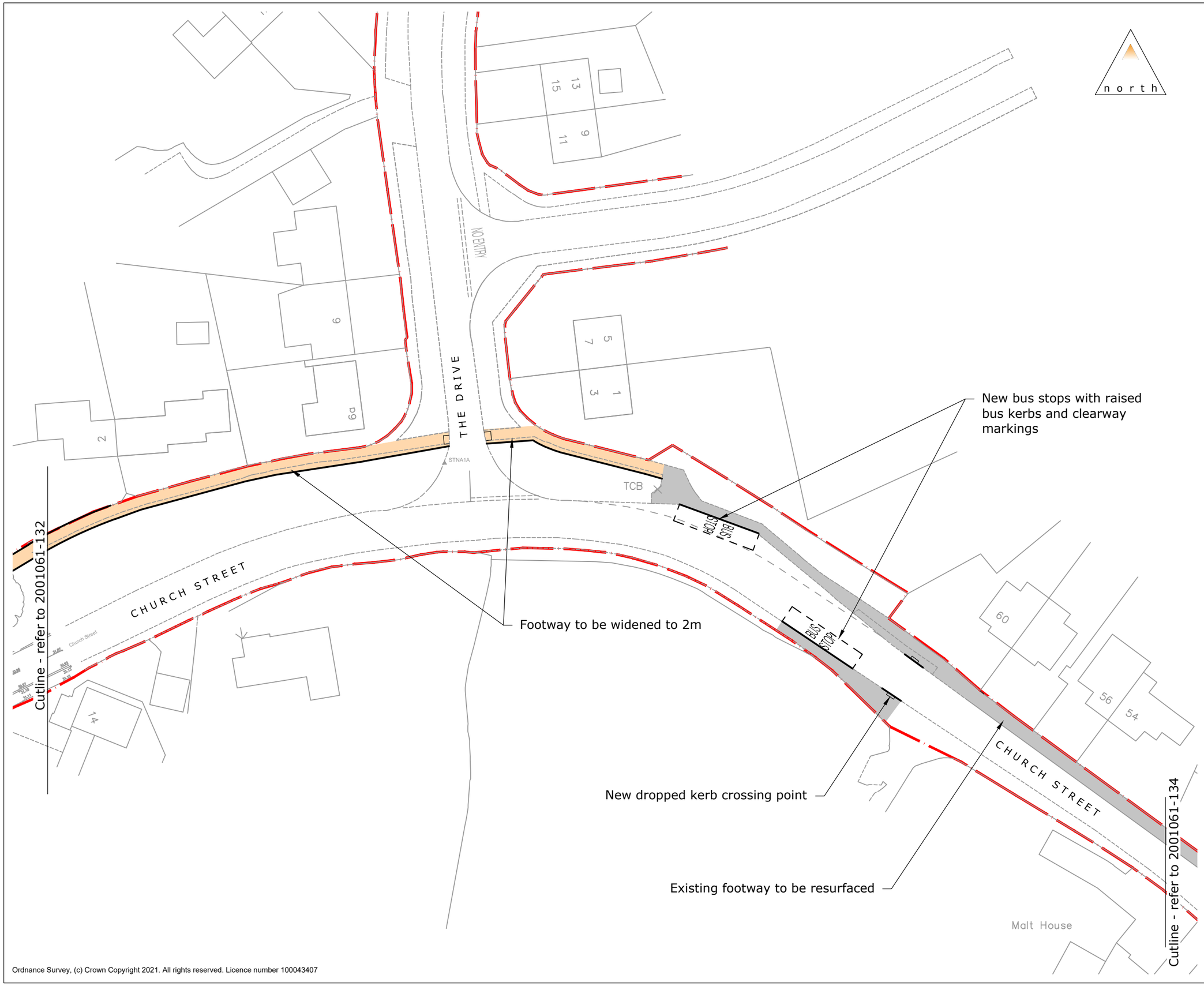
Title:
Proposed Works on Rocks Rd and Church St (sheet 2 of 4)

Scale: 1:500 (@ A3)

Drawing: 2001061-132

Revision: A

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Legend:

- Indicative highway boundary
- Existing footway to be widened to 2m
- Existing footway to be resurfaced

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Project:
Downlands Farm, Uckfield

Title:
Proposed Works on Rocks Rd and Church St (sheet 3 of 4)

Scale: 1:500 (@ A3)

Drawing: 2001061-133

Revision: C

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Existing footway to be resurfaced

Cutline - refer to 2001061-133

Proposed traffic calming / priority build-out

Footway to be widened to 3m

Existing footway to be resurfaced

Junction radii to be reduced and footway to be widened

Proposed dropped kerb pedestrian crossing point with tactile paving

Intervisibility splay at priority build-out

Swept path of large 3-axle refuse vehicle accessing Regency Close

Legend:

- Indicative highway boundary
- Existing footway to be widened
- Existing footway to be resurfaced

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Project:
Downlands Farm, Uckfield

Title:
Proposed Works on Rocks Rd and Church St (sheet 4 of 4)

Scale: 1:500 (@ A3)

Drawing: 2001061-134

Revision: C

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Appendix PAB-I

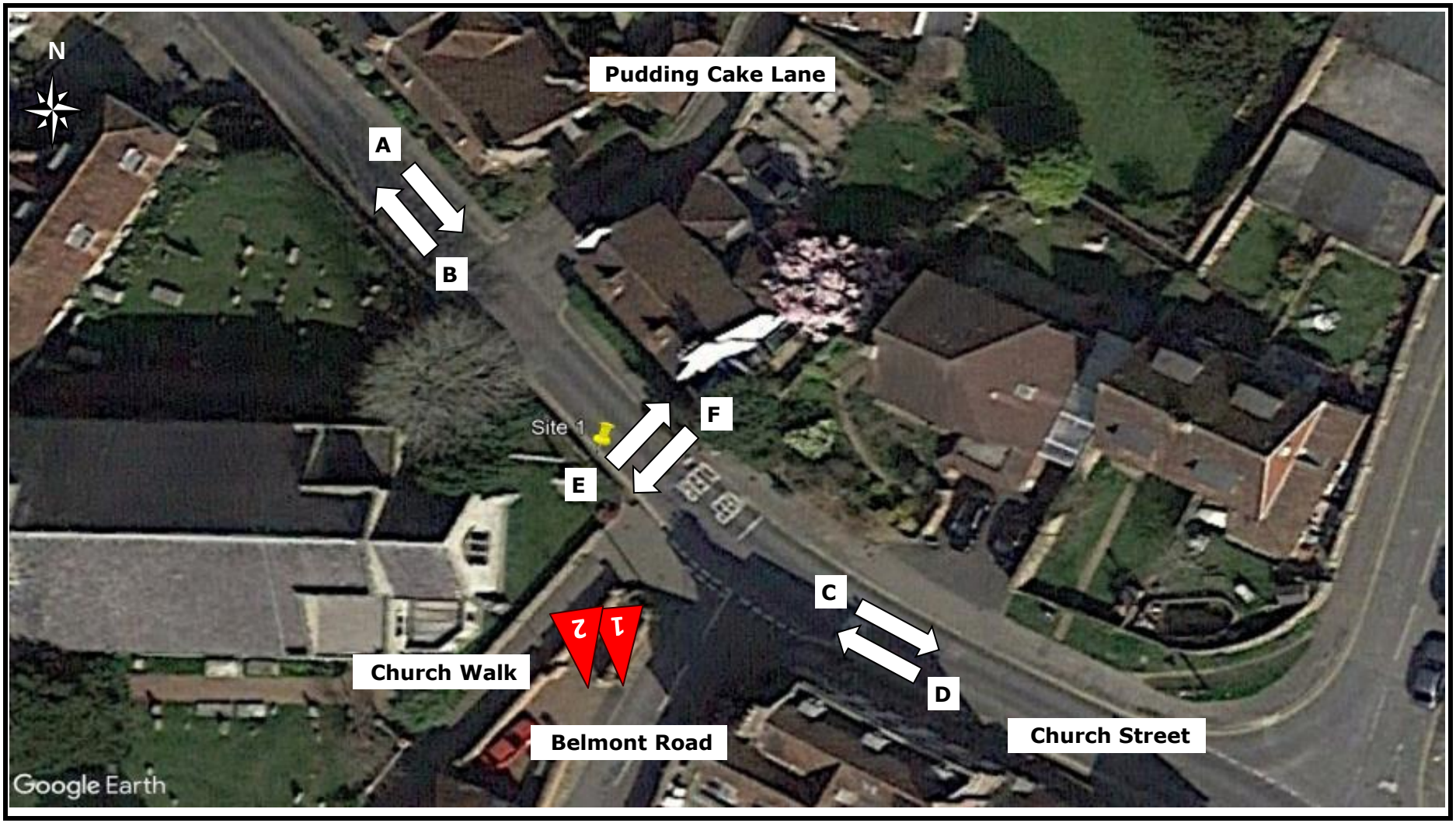
Survey Results – Church Street

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	35514 Uckfield, East Sussex
Site Number/Name:	Site 1 - Church Street
Client:	Motion
Date:	22nd & 24th June 2023
Weather:	Dry

Advanced Transport Research	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 1 - Church Street	*Date:*	22nd & 24th June 2023

Job Type:	Pedestrian Count				
Co-ordinates:	50° 58' 24.40"N, 0° 5' 43.03"E	*Postcode:*	TN22 1BP	*Times:*	0700-1900



Advanced Transport Research

Site 1 - Church Street

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
07:55 - 08:00	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
08:25 - 08:30	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0
08:30 - 08:35	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	2	4
08:35 - 08:40	0	2	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	2
08:40 - 08:45	0	1	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	2
08:45 - 08:50	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	2
08:50 - 08:55	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	4	0	0	0	1	0	0	1
08:55 - 09:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0
09:00 - 09:05	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0
09:05 - 09:10	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
09:10 - 09:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	0
09:20 - 09:25	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:55 - 10:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:00 - 10:05	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	6	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	2	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
10:30 - 10:35	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
10:45 - 10:50	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
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11:00 - 11:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
11:05 - 11:10	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:10 - 11:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
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11:20 - 11:25	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:25 - 11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:30 - 11:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
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11:45 - 11:50	0	0	1	0	0	0	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
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12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:20 - 12:25	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
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12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:50 - 12:55	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research

Site 1 - Church Street

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	3	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	0
13:10 - 13:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15 - 13:20	0	0	5	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	1	1	0	0	8	0	0	0	0	0	0	1
13:20 - 13:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	1	0	0	0	0
13:25 - 13:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
13:30 - 13:35	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	1
13:35 - 13:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:50 - 13:55	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
13:55 - 14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:35 - 14:40	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:55 - 15:00	0	0	3	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:20 - 15:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:25 - 15:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	1
15:40 - 15:45	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0
15:45 - 15:50	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
15:55 - 16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:00 - 16:05	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:20 - 16:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:30 - 16:35	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	1
17:00 - 17:05	0	2	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	1
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1
17:15 - 17:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:20 - 17:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2
17:30 - 17:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:35 - 17:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:45 - 17:50	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	1
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	2
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:10 - 18:15	0	0	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
18:15 - 18:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1
18:40 - 18:45	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	1	14	115	2	0	1	3	0	10	19	6	16	98	1	0	1	7	0	9	20	2	50	175	2	0	2	8	0	13	41
By Direction	146										138										252									

Advanced Tran	*Job Number & Name:* 35514 Uckfield, East Sussex
Site 1 - Chur	*Client:* Motion
Pedestrian Co	*Date:* Thursday 22 June 2023

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
07:25 - 07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1
07:45 - 07:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
07:50 - 07:55	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	2
08:20 - 08:25	0	3	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1
08:25 - 08:30	1	0	0	0	0	0	1	0	0	1	0	1	3	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	0	2
08:30 - 08:35	0	0	2	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	1
08:35 - 08:40	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
08:40 - 08:45	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	1
08:45 - 08:50	0	0	2	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	1	1	2	1	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	1
08:55 - 09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	1	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0
09:10 - 09:15	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
09:15 - 09:20	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:20 - 09:25	0	0	2	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:55 - 10:00	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
10:00 - 10:05	1	0	5	0	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
10:15 - 10:20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
10:25 - 10:30	0	1	5	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:40 - 10:45	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
10:45 - 10:50	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
11:25 - 11:30	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:35 - 11:40	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
12:00 - 12:05	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:05 - 12:10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:10 - 12:15	0	0	2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
12:15 - 12:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:40 - 12:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:45 - 12:50	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Tran | Job Number & Name: 35514 Uckfield, East Sussex
Site 1 - Chur | Client: Motion
Pedestrian Co | Date: Thursday 22 June 2023

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:05 - 13:10	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:10 - 13:15	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
13:15 - 13:20	0	0	1	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:25 - 13:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	1
13:30 - 13:35	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:40 - 13:45	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:50 - 13:55	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:00 - 14:05	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 14:50	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:50 - 14:55	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:55 - 15:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
15:05 - 15:10	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
15:30 - 15:35	0	6	2	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	4	1	0	0	0	0	0	0	1
15:35 - 15:40	0	24	3	0	0	0	0	0	0	8	0	1	1	0	0	0	0	0	0	1	0	11	3	0	0	0	0	0	0	4
15:40 - 15:45	0	1	1	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	3	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:50 - 15:55	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:05 - 16:10	0	2	3	0	0	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1
16:10 - 16:15	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	1	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30 - 16:35	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
16:35 - 16:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	2	3	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0
16:45 - 16:50	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	1	2	0	0	0	0	0	0	1	0	0	3	1	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
17:05 - 17:10	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	2	2	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
17:20 - 17:25	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
17:25 - 17:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
17:35 - 17:40	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	1	0	2	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
17:55 - 18:00	0	1	4	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
18:15 - 18:20	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
18:20 - 18:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	1	0
18:35 - 18:40	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Total	8	51	158	1	0	2	13	0	3	35	4	39	141	3	0	1	8	0	9	35	9	32	152	4	0	1	4	0	4	31
By Direction	236										205										206									

Advanced Transport Research

Site 1 - Church Street

Pedestrian Counts

	Movement A										Movement B									Movement C								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
07:50 - 07:55	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	4	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
08:05 - 08:10	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0
08:10 - 08:15	1	0	2	0	0	0	1	0	0	2	0	1	1	0	0	0	0	0	0	1	1	0	2	0	0	0	1	0	0	2
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
08:25 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	1
08:30 - 08:35	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0
08:35 - 08:40	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:40 - 08:45	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:45 - 08:50	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
08:55 - 09:00	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
09:00 - 09:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:05 - 09:10	0	0	2	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	2	1	0	0	2	0	0	0	0	0	1	1
09:20 - 09:25	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	2	0
09:25 - 09:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:30 - 09:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:40 - 09:45	0	1	3	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1
09:45 - 09:50	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
09:50 - 09:55	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0
09:55 - 10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10:15 - 10:20	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0
10:20 - 10:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	1
10:25 - 10:30	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
10:30 - 10:35	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0
10:35 - 10:40	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:40 - 10:45	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45 - 10:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
10:50 - 10:55	0	0	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0
10:55 - 11:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:00 - 11:05	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
11:15 - 11:20	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1
11:25 - 11:30	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0	2	0
11:30 - 11:35	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0
11:55 - 12:00	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	2
12:00 - 12:05	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:05 - 12:10	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
12:10 - 12:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:15 - 12:20	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:20 - 12:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:25 - 12:30	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:40 - 12:45	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 - 12:55	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research

Site 1 - Church Street

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	1
13:10 - 13:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	1
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
14:05 - 14:10	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	1
14:10 - 14:15	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2
14:45 - 14:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	2
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:15 - 16:20	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	1
16:25 - 16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:35 - 16:40	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
16:45 - 16:50	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
16:50 - 16:55	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	1
17:05 - 17:10	1	1	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	3
17:10 - 17:15	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
17:30 - 17:35	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:35 - 17:40	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1
17:40 - 17:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30 - 18:35	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Total	4	9	118	0	0	4	5	0	14	25	0	7	105	1	0	4	6	0	21	26	5	11	155	0	0	3	7	0	16	36
By Direction	154										144										197									

Advanced Tran	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 1 - Chur	*Client:*	Motion
Pedestrian Co	*Date:*	Saturday 24 June 2023

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:25 - 07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:05 - 08:10	0	0	1	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:10 - 08:15	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 - 08:35	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:35 - 08:40	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
08:40 - 08:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	2
08:45 - 08:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
08:50 - 08:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
09:05 - 09:10	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	1
09:30 - 09:35	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:35 - 09:40	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:40 - 09:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
09:55 - 10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
10:00 - 10:05	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	0
10:05 - 10:10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:15 - 10:20	0	0	2	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
10:25 - 10:30	0	0	3	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
10:30 - 10:35	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	1
10:35 - 10:40	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
10:40 - 10:45	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
10:45 - 10:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
10:50 - 10:55	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:55 - 11:00	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:00 - 11:05	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:05 - 11:10	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	2	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:25 - 11:30	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:45 - 11:50	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:50 - 11:55	0	0	2	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1
11:55 - 12:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:00 - 12:05	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	0	1
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:25 - 12:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:50 - 12:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
12:55 - 13:00	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Tran	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 1 - Chur	*Client:*	Motion
Pedestrian Co	*Date:*	Saturday 24 June 2023

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:15 - 13:20	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0
13:55 - 14:00	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	1	0	3	0	0	0	0	0	0	1	0	4	6	0	0	1	0	0	0	4	0	0	1	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:25 - 14:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 14:50	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:50 - 14:55	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
14:55 - 15:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0
15:00 - 15:05	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:05 - 15:10	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:10 - 15:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0
15:25 - 15:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:30 - 15:35	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
15:55 - 16:00	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:10 - 16:15	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25 - 16:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:30 - 16:35	0	1	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1	2
16:35 - 16:40	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	1	2	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	2	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	1
16:50 - 16:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:20 - 17:25	0	2	4	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	2	1	0	1	2	0	0	0	0	0	0	1
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:45 - 17:50	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	3	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Total	2	11	139	1	0	2	6	0	19	32	3	9	114	0	0	3	5	0	6	25	4	12	126	0	0	3	5	0	1	19
By Direction	180										140										151									

Appendix PAB-J

Survey Results – Footpath 3a/Steps at end of Downlands Copse

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35514 Uckfield, East Sussex

Site Number/Name: Site 2 - Downlands Copse

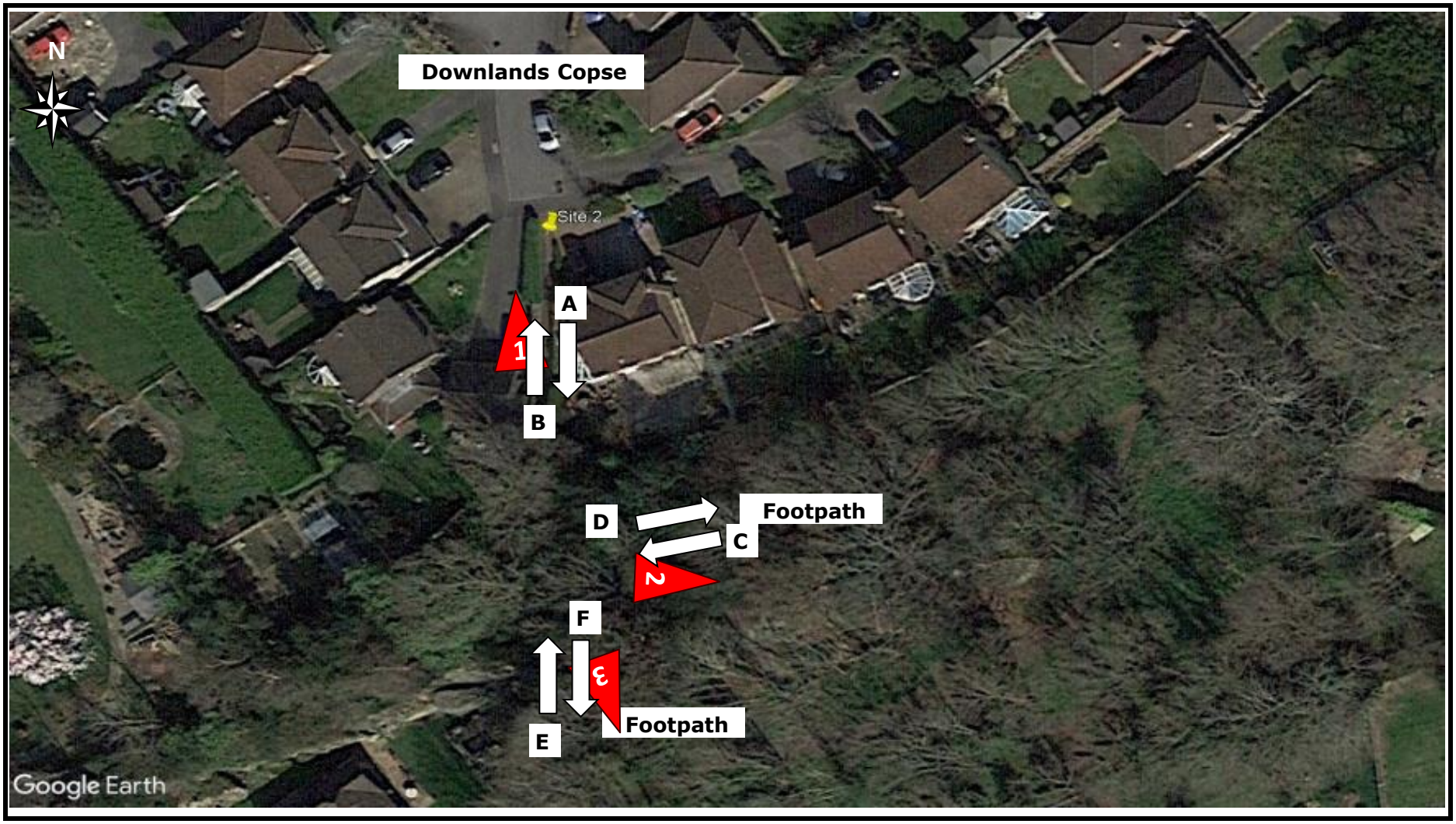
Client: Motion

Date: 22nd & 24th June 2023

Weather: Dry

Advanced Transport Research	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 2 - Downlands Copse	*Date:*	22nd & 24th June 2023

Job Type:	Pedestrian Count				
Co-ordinates:	50° 58' 39.92"N, 0° 5' 37.50"E	*Postcode:*	TN22 2AN	*Times:*	0600-2300



Advanced Transport Research

Site 2 - Downlands Copse

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research

Site 2 - Downlands Copse

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	1
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	12	0	0	0	0	0	0	2	0	3	8	0	0	0	0	0	0	3	0	3	9	0	0	0	0	0	0	3
By Direction	13										11										12									

Advanced Tran
Site 2 - Down
Pedestrian Co

Job Number & Name: 35514 Uckfield, East Sussex
Client: Motion
Date: Thursday 22 June 2023

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Tran	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 2 - Down	*Client:*	Motion
Pedestrian Co	*Date:*	Thursday 22 June 2023

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	10	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
By Direction	11										0										3									

Advanced Transport Research

Site 2 - Downlands Copse

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:05 - 08:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:25 - 08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:55 - 09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	0	0	0	3	2	0	0	0	0	0	1
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:55 - 12:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research

Site 2 - Downlands Copse

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:40 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0	1
16:50 - 16:55	0	0	2	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	19	0	0	0	0	0	0	3	0	4	17	2	0	0	0	0	1	2	0	4	16	2	0	0	0	0	0	2
By Direction	19										24										22									

Advanced Tran	*Job Number & Name:* 35514 Uckfield, East Sussex
Site 2 - Down	*Client:* Motion
Pedestrian Co	*Date:* Saturday 24 June 2023

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Tran
Site 2 - Down
Pedestrian Co

Job Number & Name: 35514 Uckfield, East Sussex
Client: Motion
Date: Saturday 24 June 2023

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	1
16:50 - 16:55	0	0	2	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	19	0	0	0	0	0	0	3	0	3	8	0	0	0	0	0	1	2	0	3	7	0	0	0	0	0	0	2
By Direction	19										12										10									

Appendix PAB-K

Survey Results – Bellfarm Road and Lime Tree Avenue

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 35514 Uckfield, East Sussex

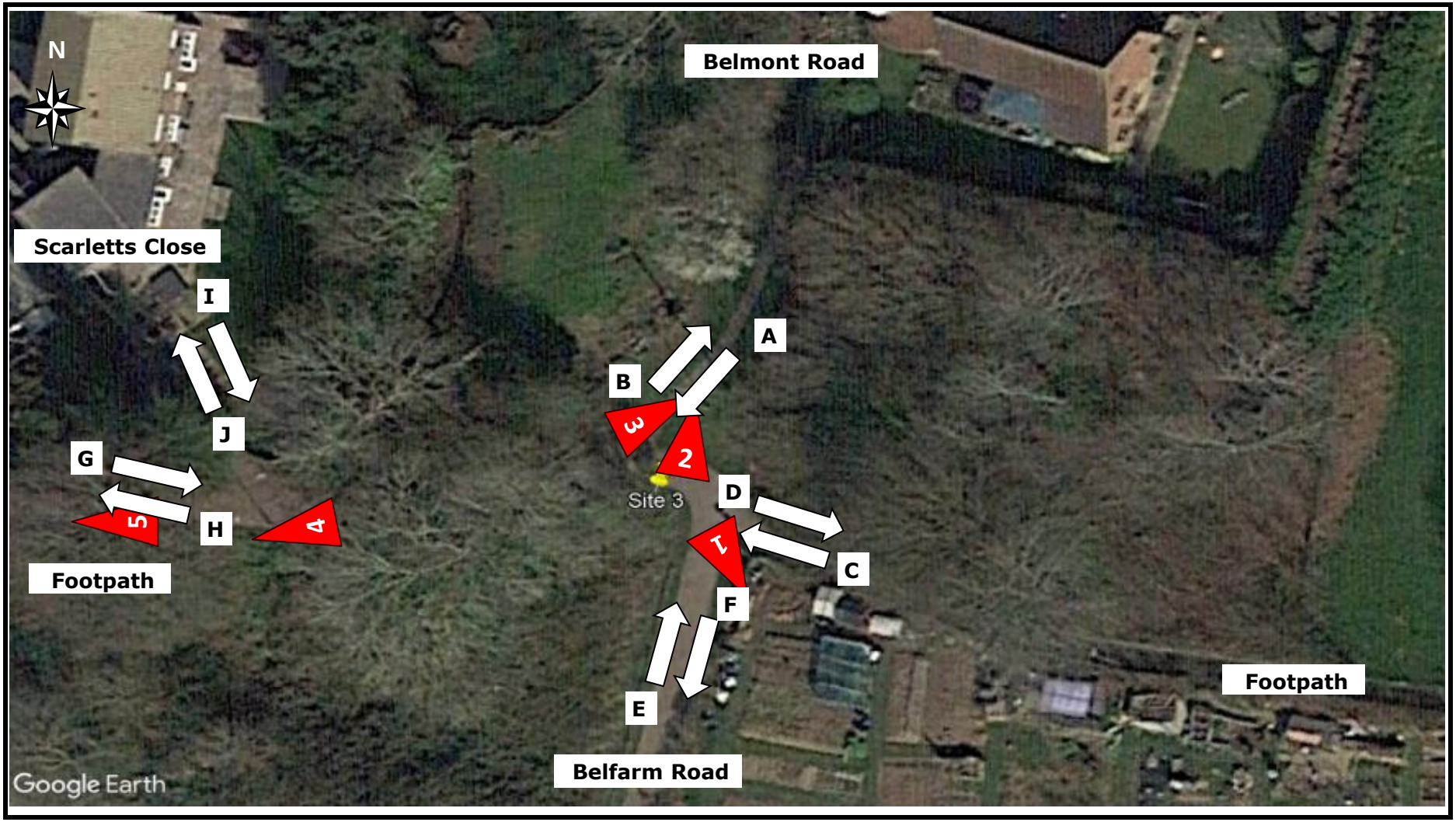
Site Number/Name: Site 3 – Belfarm Road/Belmont Road

Client: Motion

Date: 22nd & 24th June 2023

Weather: Dry

Advanced Transport Research		*Job Number & Name:*	35514 Uckfield, East Sussex
Site 3 - Belfarm Road/Belmont Road		*Date:*	22nd & 24th June 2023
Job Type:	Pedestrian Count		
Co-ordinates:	50°58'13.23"N, 0° 5'29.41"E	*Postcode:* TN22 1BA	*Times:* 0700-1900



Advanced Transport Research

Site 3 - Belfarm Road/Belmont Road

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 - 07:35	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:35 - 07:40	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:50 - 07:55	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
08:20 - 08:25	0	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	0	1
08:25 - 08:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	4	1	0	0	0	0	0	0	1
08:30 - 08:35	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40 - 08:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 - 08:50	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
08:50 - 08:55	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
09:05 - 09:10	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:15 - 09:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:55 - 10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:05 - 10:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:10 - 10:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
10:25 - 10:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:40 - 10:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:45 - 10:50	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:50 - 10:55	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
11:00 - 11:05	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
11:05 - 11:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:30 - 11:35	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
11:35 - 11:40	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	0	0	0	0	1
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	6	0	0	0	0	0	0	1
11:50 - 11:55	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:25 - 12:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
12:35 - 12:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	1
12:45 - 12:50	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

Advanced Transport Research

Site 3 - Belfarm Road/Belmont Road

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
13:20 - 13:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
13:50 - 13:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	2
13:55 - 14:00	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
14:10 - 14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	2
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:35 - 15:40	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
15:40 - 15:45	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	1	0	0	0	1
15:45 - 15:50	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
16:25 - 16:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
16:35 - 16:40	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	7	0	0	0	0	0	0	1
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
17:30 - 17:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
18:00 - 18:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:40 - 18:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	0	11	64	1	0	3	1	0	3	8	0	5	55	1	0	2	0	0	4	7	2	16	208	3	0	1	7	0	1	33
By Direction	73										67										238									

Advanced Transp
Site 3 - Belfarm
Pedestrian Coun

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:10 - 07:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 - 07:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:25 - 07:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:50 - 07:55	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	1	1	0	0	0	1	0	0	1	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:25 - 08:30	1	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:30 - 08:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:35 - 08:40	1	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40 - 08:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 - 08:50	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:50 - 08:55	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	1
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:25 - 09:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
09:30 - 09:35	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:45 - 09:50	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:55 - 10:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00 - 10:05	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	4	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0
10:10 - 10:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10:15 - 10:20	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:25 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
10:30 - 10:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1
10:35 - 10:40	0	0	3	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0
10:45 - 10:50	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:50 - 10:55	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:55 - 11:00	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
11:00 - 11:05	0	0	1	1	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:05 - 11:10	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:10 - 11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15 - 11:20	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1
11:20 - 11:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	1	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
11:35 - 11:40	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
11:50 - 11:55	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:55 - 12:00	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0
12:10 - 12:15	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:20 - 12:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:25 - 12:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2
12:45 - 12:50	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1
12:50 - 12:55	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1

Advanced Transp
Site 3 - Belfarm
Pedestrian Coun

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:05 - 13:10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:15 - 13:20	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	4	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
13:55 - 14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:15 - 14:20	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
14:25 - 14:30	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 14:50	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0
14:55 - 15:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
15:50 - 15:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	2	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:20 - 16:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
16:25 - 16:30	0	2	1	0	0	0	0	0	0	1	0	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	1	0	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:50 - 16:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:15 - 17:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
17:30 - 17:35	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:40 - 17:45	0	0	7	0	0	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
17:45 - 17:50	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:00 - 18:05	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:40 - 18:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	5	8	164	4	0	5	12	2	4	31	2	8	109	0	0	3	4	1	6	17	0	10	129	1	0	3	2	0	12	16
By Direction	204										133										157									

Advanced Transp
Site 3 - Belfarm
Pedestrian Coun

	Movement G										Movement H										Movement I									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:10 - 07:15	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
07:20 - 07:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1
07:30 - 07:35	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:35 - 07:40	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:40 - 07:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:45 - 07:50	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:50 - 07:55	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:10 - 08:15	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:15 - 08:20	1	0	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:20 - 08:25	0	1	2	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:25 - 08:30	0	4	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	0	2
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1
08:35 - 08:40	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1
08:40 - 08:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 - 08:50	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:50 - 08:55	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:00 - 09:05	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	4	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:10 - 09:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0
09:20 - 09:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:25 - 09:30	0	0	2	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
09:35 - 09:40	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:45 - 09:50	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:55 - 10:00	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:05 - 10:10	0	0	4	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0
10:10 - 10:15	0	0	2	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:15 - 10:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:20 - 10:25	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
10:25 - 10:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:30 - 10:35	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:35 - 10:40	0	0	2	0	0	0	1	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:40 - 10:45	0	0	1	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
10:45 - 10:50	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	1	0	0	1
10:50 - 10:55	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:55 - 11:00	0	0	5	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0
11:05 - 11:10	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
11:10 - 11:15	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
11:20 - 11:25	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:25 - 11:30	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:45 - 11:50	0	0	2	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
11:50 - 11:55	1	0	3	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:55 - 12:00	0	0	1	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:10 - 12:15	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:20 - 12:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:25 - 12:30	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	2	0	0	1	0	0	0	1	0	0	3	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1
12:45 - 12:50	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
12:50 - 12:55	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1

Advanced Transp
Site 3 - Belfarm
Pedestrian Coun

	Movement G										Movement H										Movement I									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:05 - 13:10	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:15 - 13:20	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	0	3	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:25 - 13:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	1
13:35 - 13:40	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	1	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1
14:40 - 14:45	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 14:50	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0
14:55 - 15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:35 - 15:40	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	1	0	2	0	0	0	1	0	0	1	0	7	2	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
15:55 - 16:00	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
16:15 - 16:20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
16:20 - 16:25	0	3	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:25 - 16:30	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	3	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	3	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
17:00 - 17:05	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:15 - 17:20	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:40 - 17:45	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	3	0	0	0	0	0	1	1
17:45 - 17:50	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:20 - 18:25	0	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
18:30 - 18:35	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	2
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1

Total	3	13	192	5	0	8	9	2	9	36	6	15	207	3	0	6	9	1	2	39	5	9	126	2	0	2	5	0	8	21
By Direction	241										249										158									

Advanced Transp	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 3 - Belfarm	*Client:*	Motion
Pedestrian Coun	*Date:*	Thursday 22 June 2023

	Movement J									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchair	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	1	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	3	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	1	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	1	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	1	0	0	0	0	0	0	0
08:15 - 08:20	0	1	1	0	0	0	0	0	1	1
08:20 - 08:25	1	0	1	0	0	0	0	0	0	1
08:25 - 08:30	0	4	0	0	0	0	0	0	0	1
08:30 - 08:35	0	0	1	0	0	0	0	0	0	0
08:35 - 08:40	0	1	1	0	0	0	0	0	0	1
08:40 - 08:45	0	0	2	0	0	0	0	0	0	0
08:45 - 08:50	0	0	1	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	1	0	0	0	1	0	0	0
09:05 - 09:10	0	0	2	0	0	0	0	0	0	1
09:10 - 09:15	0	0	1	0	0	0	0	0	0	0
09:15 - 09:20	0	0	1	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	1	0	0	0	0	0	0	0
09:30 - 09:35	0	0	1	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	1	0	0	0	0	0	0	0
09:45 - 09:50	0	0	1	0	0	0	0	0	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0
10:10 - 10:15	0	0	1	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	1	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	1	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	1	0	0	0	0	0	0	0
10:45 - 10:50	0	0	2	0	0	0	0	0	0	0
10:50 - 10:55	0	0	1	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	2	0	0	0	0	0	0	0
11:05 - 11:10	0	0	1	0	0	0	0	0	0	0
11:10 - 11:15	0	0	1	0	0	0	0	0	0	0
11:15 - 11:20	0	0	2	0	0	0	0	0	0	0
11:20 - 11:25	0	0	1	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	1	0	0	0	1	0	0	0
11:35 - 11:40	0	0	1	0	0	0	0	0	0	0
11:40 - 11:45	0	0	4	0	0	0	0	0	0	1
11:45 - 11:50	0	0	1	0	0	0	0	0	0	0
11:50 - 11:55	0	0	2	0	0	0	0	0	0	1
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	1	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	1	0	0	0	0	0	0	0
12:15 - 12:20	0	0	4	0	0	0	0	0	0	1
12:20 - 12:25	0	0	2	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	2	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	2	0	0	0	0	0	0	0
12:45 - 12:50	0	0	1	0	0	0	0	0	0	0
12:50 - 12:55	0	0	1	0	0	0	0	0	0	0
12:55 - 13:00	0	0	1	0	0	0	0	0	0	0

Advanced Transp	Job Number & Name:	35514 Uckfield, East Sussex
Site 3 - Belfarm	Client:	Motion
Pedestrian Coun	Date:	Thursday 22 June 2023

	Movement J									
Times	Under 5	5-16 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchair	Cycles	No of Groups
13:00 - 13:05	0	0	1	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	6	0	0	0	0	0	0	1
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	1	0	0	0	0	0	0	0
13:30 - 13:35	0	0	2	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	1	0	0	0	0	0	0	0
13:50 - 13:55	0	0	5	0	0	0	0	0	0	1
13:55 - 14:00	0	0	1	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	2	0	0	0	0	0	0	1
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	1	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	1	0	0	1	0	0	0	0
14:45 - 14:50	0	0	2	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	1	0	0	0	1	0	1	1
15:05 - 15:10	0	0	1	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	1	0	0	0	0	0	0	0
15:20 - 15:25	0	0	1	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	2	0	0	0	0	0	0	0
15:35 - 15:40	0	1	3	0	0	0	0	0	0	2
15:40 - 15:45	0	3	1	0	0	0	0	0	0	0
15:45 - 15:50	0	8	1	0	0	0	0	0	0	4
15:50 - 15:55	0	0	0	0	0	0	0	0	1	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	1	0	0	0	0	0	0	0
16:05 - 16:10	0	0	1	0	0	0	0	0	0	0
16:10 - 16:15	0	0	2	0	0	0	0	0	0	0
16:15 - 16:20	0	0	1	0	0	0	0	0	0	0
16:20 - 16:25	0	0	3	0	0	0	0	0	0	1
16:25 - 16:30	0	0	3	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	1	1	0	0	0	0	0	0	0
16:45 - 16:50	0	0	1	0	0	0	0	0	0	0
16:50 - 16:55	0	0	2	1	0	0	0	0	0	1
16:55 - 17:00	0	0	1	0	0	0	0	0	0	0
17:00 - 17:05	0	0	7	0	0	0	0	0	1	1
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	1	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	1	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	6	0	0	0	0	0	1	1
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	1	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	1	0	0	0	0	0	0	0
18:30 - 18:35	0	0	3	0	0	0	0	0	0	0
18:35 - 18:40	0	0	1	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	1	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0

Total	1	19	133	2	0	1	3	0	5	22
By Direction	184									

Advanced Transport Research

Site 3 - Belfarm Road/Belmont Road

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 - 07:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:40 - 07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:20 - 08:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:25 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:40 - 08:45	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	2	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
09:05 - 09:10	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:15 - 09:20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	2	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
09:30 - 09:35	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0	0	1
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1
10:25 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
10:50 - 10:55	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:55 - 11:00	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
11:05 - 11:10	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15 - 11:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1	2	0	0	2	0	0	0	0	0	0	1
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	2	0	0	0	1	0	0	1
11:30 - 11:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
11:35 - 11:40	0	0	2	0	0	0	0	0	0	1	0	2	5	0	0	0	0	0	0	3	0	0	4	0	0	0	0	0	0	2
11:40 - 11:45	0	0	3	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	1
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2
11:55 - 12:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
12:10 - 12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	1	0	0	0	1
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Advanced Transport Research

Site 3 - Belfarm Road/Belmont Road

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	2
13:05 - 13:10	0	0	2	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	1
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
13:50 - 13:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:00 - 14:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	2
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
14:25 - 14:30	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:00 - 15:05	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	7	0	0	0	0	0	0	2
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	1	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	1
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Total	2	2	59	0	0	1	1	0	5	15	1	8	59	0	0	1	0	0	5	18	5	10	168	0	1	1	5	0	0	39
By Direction	70										74										190									

Advanced Transp
Site 3 - Belfarm
Pedestrian Coun

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:20 - 07:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:40 - 08:45	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
08:50 - 08:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
08:55 - 09:00	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00 - 09:05	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0
09:10 - 09:15	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:15 - 09:20	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	1
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:35	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
09:35 - 09:40	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
09:40 - 09:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
09:45 - 09:50	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	1	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
10:00 - 10:05	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:10 - 10:15	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15 - 10:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:20 - 10:25	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
10:25 - 10:30	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:30 - 10:35	0	1	1	0	0	0	0	0	0	2	0	0	9	0	0	0	0	0	0	3	0	0	4	0	0	0	0	0	0	2
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
10:40 - 10:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
10:45 - 10:50	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	3	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:25 - 11:30	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:30 - 11:35	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:35 - 11:40	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	1
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
11:55 - 12:00	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:10 - 12:15	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:20 - 12:25	0	0	4	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:40 - 12:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Advanced Transp
Site 3 - Belfarm
Pedestrian Coun

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30 - 13:35	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:45 - 13:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1
14:10 - 14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
14:35 - 14:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	2
14:45 - 14:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:55 - 15:00	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	1	4	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:25 - 16:30	2	0	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	4	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	4	4	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
17:15 - 17:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:30 - 17:35	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:40 - 18:45	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	7	171	0	0	1	6	0	1	43	0	3	88	0	0	2	0	0	9	21	1	4	105	0	0	3	1	0	7	25
By Direction	180										102										121									

Advanced Transp
Site 3 - Belfarm
Pedestrian Coun

	Movement G										Movement H										Movement I									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
07:25 - 07:30	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 - 07:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
08:40 - 08:45	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
08:50 - 08:55	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:55 - 09:00	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
09:00 - 09:05	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	3	0	0	0	1	0	0	1
09:05 - 09:10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:10 - 09:15	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
09:20 - 09:25	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	1	0	2	0	0	0	1	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
09:30 - 09:35	0	0	4	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	1
09:35 - 09:40	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
09:40 - 09:45	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:45 - 09:50	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	1	0	4	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00 - 10:05	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
10:05 - 10:10	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:15 - 10:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:20 - 10:25	0	0	2	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1
10:25 - 10:30	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:30 - 10:35	0	1	1	0	0	0	0	0	0	2	0	0	9	0	0	0	0	0	0	3	0	0	4	0	0	0	0	0	0	2
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
10:40 - 10:45	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1
11:00 - 11:05	0	0	2	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:20 - 11:25	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:25 - 11:30	0	1	5	0	0	0	0	0	0	2	1	0	3	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:35 - 11:40	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	1
11:45 - 11:50	0	0	5	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
11:55 - 12:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
12:00 - 12:05	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	1
12:15 - 12:20	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	4	0	0	0	1	0	0	2	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
12:40 - 12:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Advanced Transp
Site 3 - Belfarm
Pedestrian Coun

	Movement G										Movement H									Movement I								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	1
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30 - 13:35	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:50 - 13:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
14:10 - 14:15	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:40 - 14:45	0	1	3	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 14:50	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:05 - 16:10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:25 - 16:30	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	1
16:30 - 16:35	0	0	1	0	0	1	0	0	0	1	1	1	2	0	0	0	0	0	1	1	0	0	3	0	0	0	1	0	0	2
16:35 - 16:40	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	3
17:10 - 17:15	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:20 - 17:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0
17:30 - 17:35	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15 - 18:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:25 - 18:30	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30 - 18:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:40 - 18:45	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:45 - 18:50	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	8	160	0	0	3	5	0	11	39	5	11	156	0	0	2	6	0	12	42	3	10	111	0	0	0	4	0	2	29
By Direction	180										192										130									

Advanced Transp	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 3 - Belfarm	*Client:*	Motion
Pedestrian Coun	*Date:*	Saturday 24 June 2023

	Movement J									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchair	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	1	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	1	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	1	0	0	0	0	0	0	0
08:05 - 08:10	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	1	0	0	0	0	0	0	0
08:40 - 08:45	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	2	0	0	0	0	0	0	1
08:55 - 09:00	0	0	1	0	0	0	0	0	0	0
09:00 - 09:05	0	0	2	0	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	3	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	1	0	3	0	0	0	1	0	0	1
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	2	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	3	0	0	0	0	0	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	1	0	0	0	0	0	0	0
10:10 - 10:15	0	0	4	0	0	0	0	0	0	1
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	2	0	0	0	0	0	0	0
10:25 - 10:30	0	0	2	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	1	0	0	0	0	0	0	0
10:40 - 10:45	0	0	1	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0
10:50 - 10:55	0	0	1	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	1	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	1	0	0	0	0	0	0	0
11:30 - 11:35	0	0	1	0	0	0	0	0	0	0
11:35 - 11:40	0	0	1	0	0	0	0	0	0	0
11:40 - 11:45	0	0	1	0	0	0	0	0	0	0
11:45 - 11:50	0	0	2	0	0	0	0	0	1	0
11:50 - 11:55	0	0	3	0	0	0	0	0	0	1
11:55 - 12:00	0	0	1	0	0	0	0	0	0	0
12:00 - 12:05	0	0	4	0	0	0	0	0	0	1
12:05 - 12:10	0	0	2	0	0	0	0	0	0	1
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	2	0	0	0	0	0	0	1
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	2	0	0	0	0	0	0	1
12:35 - 12:40	0	2	1	0	0	0	0	0	0	1
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	1	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0

Advanced Transp	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 3 - Belfarm	*Client:*	Motion
Pedestrian Coun	*Date:*	Saturday 24 June 2023

	Movement J									
Times	Under 5	5-16 Years	Adult	60+ Years	Impaired	Mobility Scooter	Pushchairs	Wheelchair	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	1	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	1	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	1	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	2	0	0	0	0	0	0	1
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	1	0	0	0	0	0	0	0
14:00 - 14:05	0	0	1	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	1	1	0	0	0	0	0	1	1
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	1	0	0	0	0	0	0	0
14:35 - 14:40	0	0	3	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	1	0	0	0	0	0	0	0
15:00 - 15:05	0	0	1	0	0	0	0	0	0	0
15:05 - 15:10	0	0	1	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	1	0	0	0	0	0	0	0
15:20 - 15:25	0	0	1	0	0	0	0	0	0	0
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0
15:40 - 15:45	0	0	1	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	2	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	1	0	2	0	0	0	0	0	0	1
16:20 - 16:25	0	0	2	0	0	0	0	0	0	1
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	1	0	0	0	0	0	0	0
16:40 - 16:45	0	0	1	0	0	0	0	0	0	0
16:45 - 16:50	0	0	3	0	0	0	0	0	0	1
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	1	0	0	0	1	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	1	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	1	0	0	0	0	0	0	0
17:55 - 18:00	0	0	1	0	0	0	0	0	0	0
18:00 - 18:05	0	0	1	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	2	0	0	0	0	0	0	1
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	1	0	0	0	0	0	0	0
18:30 - 18:35	0	0	1	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	1	0	0	0	0	0	0	0
18:55 - 19:00	0	0	1	0	0	0	0	0	0	0

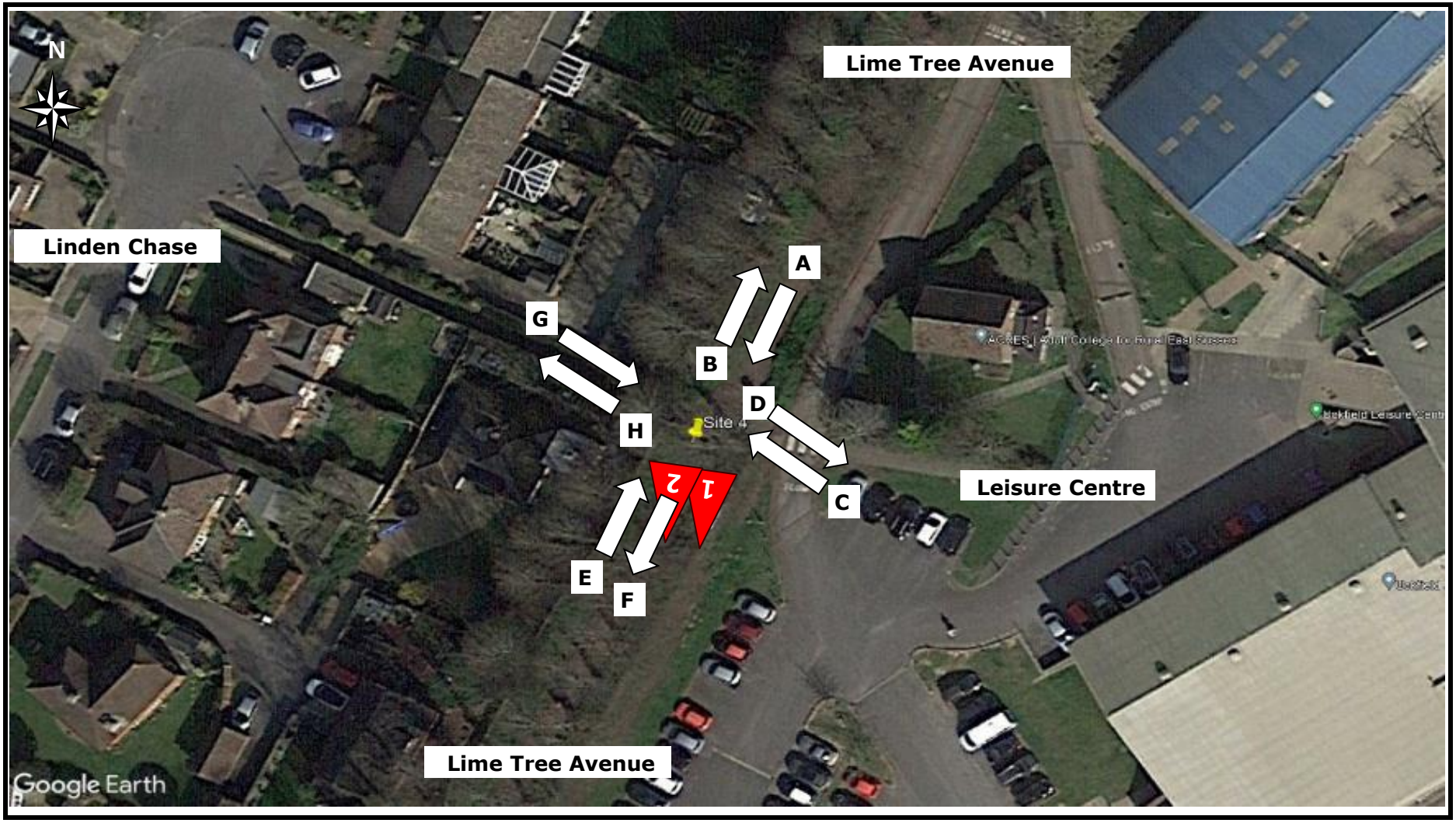
Total	2	3	95	0	1	0	2	0	2	15
By Direction	105									

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	35514 Uckfield, East Sussex
Site Number/Name:	Site 4 – Lime Tree Avenue/Leisure Centre
Client:	Motion
Date:	22nd & 24th June 2023
Weather:	Dry

Advanced Transport Research	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 4 - Lime Tree Avenue/Leisure Centre	*Date:*	22nd & 24th June 2023

Job Type:	Pedestrian Count				
Co-ordinates:	50° 58' 25.47"N, 0° 6' 3.10"E	*Postcode:*	TN22 3DJ	*Times:*	0700-1900



Advanced Transport Research

Site 4 - Lime Tree Avenue/Leisure Centre

Pedestrian Counts

	Movement A										Movement B									Movement C								
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoots	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoots	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoots	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
07:15 - 07:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
07:35 - 07:40	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:50 - 07:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
08:10 - 08:15	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:40 - 08:45	1	1	2	0	0	0	0	0	0	1	0	42	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	2	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	6	0	0	3	0	0	0	0	0	0	0
08:55 - 09:00	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0
09:00 - 09:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:05 - 09:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00 - 10:05	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:10 - 10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:25 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	1	0	0	2
10:45 - 10:50	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:50 - 10:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	1
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1
11:20 - 11:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
12:10 - 12:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:15 - 12:20	0	1	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:35 - 12:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1
12:50 - 12:55	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	3	0	0	0	0	0	0	1

Advanced Transport Research

Site 4 - Lime Tree Avenue/Leisure Centre

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:40 - 13:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:55 - 14:00	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
14:05 - 14:10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
14:20 - 14:25	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0
14:50 - 14:55	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15 - 15:20	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	4	1
15:20 - 15:25	0	1	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	14	13	0	0	0	0	0	0	6
15:25 - 15:30	0	15	2	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	149	5	0	0	0	0	0	0	50
15:30 - 15:35	0	87	3	0	0	0	0	0	0	24	0	1	0	0	0	0	0	0	0	0	0	86	1	0	0	0	0	0	0	28
15:35 - 15:40	0	12	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0
15:40 - 15:45	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
15:45 - 15:50	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0
15:50 - 15:55	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	1	2
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
16:05 - 16:10	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1
16:30 - 16:35	0	6	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	3
16:35 - 16:40	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1
16:40 - 16:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:55 - 17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	1
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
17:15 - 17:20	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
17:40 - 17:45	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	7	0	0	0	1	0	0	4
18:10 - 18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	149	67	0	0	0	2	0	0	46	0	165	82	0	0	0	3	0	1	50	0	323	141	0	0	1	3	0	11	117
By Direction	220										251										479									

Advanced Tran
Site 4 - Lime
Pedestrian Co

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
07:15 - 07:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:20 - 07:25	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 - 07:35	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
07:35 - 07:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:40 - 07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:05	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:05 - 08:10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
08:10 - 08:15	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	6	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	6	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:35 - 08:40	0	6	1	0	0	0	0	0	0	2	0	6	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:40 - 08:45	0	29	1	0	0	0	0	0	0	7	0	19	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	19	0	0	0	0	0	0	1	7	0	25	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0	0	0	0
08:50 - 08:55	0	16	1	0	0	0	0	0	0	6	0	9	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0
08:55 - 09:00	0	18	0	0	0	0	0	0	0	6	0	11	1	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0
09:00 - 09:05	0	4	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	3	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:15 - 09:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:30 - 09:35	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 09:50	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	1
10:00 - 10:05	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:05 - 10:10	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:20 - 10:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:25 - 10:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	1
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1
11:20 - 11:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:35 - 11:40	0	0	5	0	0	0	0	0	0	1	0	0	6	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
12:00 - 12:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:15 - 12:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	1
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:45 - 12:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:50 - 12:55	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0

Advanced Tran
Site 4 - Lime
Pedestrian Co

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	1	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0
13:55 - 14:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:15 - 14:20	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
14:20 - 14:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:30 - 14:35	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0
15:00 - 15:05	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	4	2
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	12	14	0	0	0	0	0	0	6
15:25 - 15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	5	0	0	0	0	0	0	21
15:30 - 15:35	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	1	0	0	0	0	0	0	31
15:35 - 15:40	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	1	3
15:40 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	3
15:45 - 15:50	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:50 - 15:55	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	1	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	12	0	0	0	0	0	0	4	0	0	9	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	1
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30 - 16:35	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	0	4
16:35 - 16:40	1	2	1	0	0	0	1	0	0	2	0	1	1	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0
16:40 - 16:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45 - 16:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:55 - 17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	2
17:05 - 17:10	0	4	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:15 - 17:20	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
17:20 - 17:25	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:35 - 17:40	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:40 - 17:45	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	2
18:10 - 18:15	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	2	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	1	3	0	0	0	0	0	1	1	0	1	2	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 18:50	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	136	118	0	0	0	4	0	7	54	0	101	90	0	0	0	5	0	3	43	1	255	102	0	0	1	2	0	8	85
By Direction	266										199										369									

Advanced Tran	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 4 - Lime	*Client:*	Motion
Pedestrian Cc	*Date:*	Thursday 22 June 2023

	Movement G										Movement H									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:15 - 07:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
07:35 - 07:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:40 - 07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:10 - 08:15	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 - 08:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
08:25 - 08:30	0	10	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0
08:30 - 08:35	0	10	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	8	3	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
08:40 - 08:45	0	52	1	0	0	0	0	0	0	14	1	1	2	0	0	0	0	0	0	1
08:45 - 08:50	0	35	1	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	32	1	0	0	0	0	0	0	11	0	0	1	0	0	0	0	0	0	0
08:55 - 09:00	0	10	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0
09:00 - 09:05	0	4	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
09:05 - 09:10	0	3	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
09:10 - 09:15	0	3	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:15 - 09:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:20 - 09:25	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:25 - 09:30	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:30 - 09:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:40 - 09:45	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:45 - 09:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:05 - 10:10	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:25 - 10:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:30 - 10:35	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:00 - 11:05	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
11:10 - 11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
11:35 - 11:40	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:50 - 11:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:15 - 12:20	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:35 - 12:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:40 - 12:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:45 - 12:50	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:55 - 13:00	0	0	2	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	1

Advanced Tran	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 4 - Lime	*Client:*	Motion
Pedestrian Cc	*Date:*	Thursday 22 June 2023

	Movement G										Movement H									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:10 - 13:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:45 - 13:50	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
13:50 - 13:55	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:55 - 14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:10 - 14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:20 - 14:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:40 - 14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:05 - 15:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15 - 15:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	2	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	1
15:25 - 15:30	0	0	0	0	0	0	0	0	0	0	0	96	2	0	0	0	0	0	0	31
15:30 - 15:35	0	0	2	0	0	0	0	0	0	0	0	65	3	0	0	0	0	0	0	21
15:35 - 15:40	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1
15:40 - 15:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
15:45 - 15:50	0	0	1	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0
15:50 - 15:55	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	1
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
16:05 - 16:10	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
16:35 - 16:40	1	2	1	0	0	0	1	0	0	1	0	3	2	0	0	0	0	0	0	1
16:40 - 16:45	0	0	1	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0
16:45 - 16:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50 - 16:55	0	0	3	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	2
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	2	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
17:35 - 17:40	0	0	3	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1
17:40 - 17:45	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	0	0	2
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:45 - 18:50	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	1	188	113	0	0	0	2	0	3	59	1	205	109	0	0	0	3	0	1	76
By Direction	307										319									

Advanced Transport Research

Site 4 - Lime Tree Avenue/Leisure Centre

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoote	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:40 - 07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 - 08:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:40 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
09:00 - 09:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:05 - 09:10	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	2	0	4	2	0	0	0	0	0	0	3
09:10 - 09:15	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
09:20 - 09:25	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
09:25 - 09:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
09:40 - 09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:45 - 09:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:50 - 09:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:55 - 10:00	0	0	3	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	1
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
10:05 - 10:10	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:15 - 10:20	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:25 - 10:30	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1
10:50 - 10:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:55 - 11:00	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	2	3	0	0	0	1	0	0	2
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	1	0	0	0	1	0	4	1	0	0	0	0	0	0	2
11:10 - 11:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:40 - 11:45	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	0	0	0	0	1
11:45 - 11:50	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:50 - 11:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0
11:55 - 12:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:00 - 12:05	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:20 - 12:25	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2
12:25 - 12:30	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:30 - 12:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:35 - 12:40	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
12:40 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
12:45 - 12:50	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	2	4	0	0	0	0	0	0	2
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research

Site 4 - Lime Tree Avenue/Leisure Centre

Pedestrian Counts

	Movement A										Movement B										Movement C									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
13:10 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	1
13:15 - 13:20	0	0	1	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:20 - 13:25	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:25 - 13:30	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
13:40 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
14:20 - 14:25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:35 - 14:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:50 - 14:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	0	1
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
15:10 - 15:15	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
15:15 - 15:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	1
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	2
15:30 - 15:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:35 - 15:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1
15:40 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
16:05 - 16:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:20 - 16:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45 - 16:50	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
17:40 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:00 - 18:05	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Total	3	12	71	1	0	5	2	0	5	15	2	11	81	1	0	6	3	0	1	16	1	42	106	0	0	4	4	0	7	38
By Direction	99										106										164									

Advanced Traf
Site 4 - Lime
Pedestrian Co

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:55 - 08:00	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:05 - 08:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10 - 08:15	0	0	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1
08:25 - 08:30	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:35	0	2	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
08:40 - 08:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:05	0	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:05 - 09:10	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:10 - 09:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
09:40 - 09:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
09:45 - 09:50	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:50 - 09:55	1	1	2	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:55 - 10:00	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:10 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
10:20 - 10:25	0	0	2	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0
10:25 - 10:30	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	2
10:30 - 10:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
10:35 - 10:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:40 - 10:45	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:50 - 10:55	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:55 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:00 - 11:05	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0
11:05 - 11:10	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
11:30 - 11:35	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:35 - 11:40	0	2	2	0	0	0	0	0	0	1	0	2	2	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:40 - 11:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	1
11:45 - 11:50	0	0	2	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:50 - 11:55	0	1	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
12:00 - 12:05	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:25 - 12:30	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:35	0	1	2	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	1
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1
12:40 - 12:45	0	2	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1
12:45 - 12:50	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Advanced Tra
Site 4 - Lim
Pedestrian C

	Movement D										Movement E										Movement F									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:05 - 13:10	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
13:10 - 13:15	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:15 - 13:20	0	1	2	0	0	0	2	0	0	2	0	2	1	0	0	0	2	0	0	2	0	0	1	0	0	0	0	0	0	0
13:20 - 13:25	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
13:25 - 13:30	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:40 - 13:45	0	1	2	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
13:55 - 14:00	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:10 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	4	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
14:20 - 14:25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
14:50 - 14:55	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	0	1
14:55 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:05 - 15:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15 - 15:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	1
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:30 - 15:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1
15:40 - 15:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:10 - 16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:25 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:20 - 17:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:40 - 17:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:05 - 18:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:35 - 18:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

Total	3	25	75	0	0	4	4	0	6	26	1	17	66	1	0	8	4	0	3	17	2	16	102	1	0	7	2	0	11	22
By Direction	117										100										141									

Advanced Tra	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 4 - Lim	*Client:*	Motion
Pedestrian Co	*Date:*	Saturday 24 June 2023

	Movement G										Movement H									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
07:00 - 07:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
07:15 - 07:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20 - 07:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35 - 07:40	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:40 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50 - 07:55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:05	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05 - 08:10	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:10 - 08:15	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 - 08:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20 - 08:25	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:25 - 08:30	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:30 - 08:35	0	2	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:35 - 08:40	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:40 - 08:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 08:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50 - 08:55	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55 - 09:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
09:00 - 09:05	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
09:05 - 09:10	0	0	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1
09:10 - 09:15	0	0	1	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	1
09:15 - 09:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:20 - 09:25	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:25 - 09:30	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1
09:30 - 09:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:35 - 09:40	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
09:40 - 09:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:45 - 09:50	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:50 - 09:55	1	1	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0
09:55 - 10:00	0	0	1	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	1
10:00 - 10:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:05 - 10:10	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
10:10 - 10:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:20 - 10:25	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
10:25 - 10:30	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 - 10:35	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:35 - 10:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:40 - 10:45	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 - 10:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1
10:50 - 10:55	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:55 - 11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:05	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	0	2
11:05 - 11:10	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	2
11:10 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:20 - 11:25	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:25 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
11:35 - 11:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1
11:45 - 11:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:50 - 11:55	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:55 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:05	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:05 - 12:10	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
12:10 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:15 - 12:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20 - 12:25	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	3
12:25 - 12:30	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
12:30 - 12:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:35 - 12:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:40 - 12:45	0	0	3	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1
12:45 - 12:50	0	0	1	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	2
12:50 - 12:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Tra	*Job Number & Name:*	35514 Uckfield, East Sussex
Site 4 - Lim	*Client:*	Motion
Pedestrian C	*Date:*	Saturday 24 June 2023

	Movement G										Movement H									
Times	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups	Under 5	5-18 Years	Adult	60+ Years	Impaired	Mobility Scoota	Pushchairs	Wheelchairs	Cycles	No of Groups
13:00 - 13:05	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
13:05 - 13:10	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
13:10 - 13:15	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1
13:15 - 13:20	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
13:20 - 13:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:25 - 13:30	0	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
13:30 - 13:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:35 - 13:40	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
13:40 - 13:45	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:45 - 13:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:50 - 13:55	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:55 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:00 - 14:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:05 - 14:10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
14:10 - 14:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:20	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:20 - 14:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:25 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:35	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
14:35 - 14:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:40 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 14:50	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:50 - 14:55	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:55 - 15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:00 - 15:05	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
15:05 - 15:10	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:10 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15 - 15:20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:20 - 15:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:25 - 15:30	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	2
15:30 - 15:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:35 - 15:40	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:40 - 15:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 15:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:50 - 15:55	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	1
15:55 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:05	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
16:05 - 16:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10 - 16:15	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:15 - 16:20	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:20 - 16:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25 - 16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:35	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:35 - 16:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55 - 17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:05 - 17:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:20	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
17:20 - 17:25	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
17:25 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:35 - 17:40	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
17:40 - 17:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45 - 17:50	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
17:55 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:05 - 18:10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:10 - 18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:20 - 18:25	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:25 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:35 - 18:40	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:40 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
18:50 - 18:55	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total	3	12	96	0	0	0	3	0	7	26	1	31	81	0	0	0	4	0	4	32
By Direction	121										121									

Appendix PAB-L

TRICS Output Report (Weekday Multi-Modl Surveys Mixed Private/Affordable Housing)

Calculation Reference: AUDIT-734001-230907-0931

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	3 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	4 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	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: No of Dwellings
Actual Range: 238 to 395 (units:)
Range Selected by User: 200 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 12/10/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	6 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	10

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
Out of Town	2
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,

Secondary Filtering selection:

Use Class:

C3	11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	4 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:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	4 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	9 days
No	2 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	11 days

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

LIST OF SITES relevant to selection parameters

1 ES-03-M-11 MIXED HOUSES & FLATS EAST SUSSEX
HEMPSTEAD LANE
HAILSHAM
UPPER HORSEBRIDGE
Edge of Town
Residential Zone
Total No of Dwellings: 354
Survey date: WEDNESDAY 13/07/16 Survey Type: MANUAL

2 ES-03-M-21 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 392
Survey date: MONDAY 28/03/22 Survey Type: MANUAL

3 HC-03-M-06 HOUSES & FLATS HAMPSHIRE
HUNTS POND ROAD
NEAR FAREHAM
TITCHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 328
Survey date: WEDNESDAY 04/11/15 Survey Type: MANUAL

4 HC-03-M-11 MIXED HOUSES & FLATS HAMPSHIRE
ALDERMASTON ROAD
BASINGSTOKE

Edge of Town
No Sub Category
Total No of Dwellings: 238
Survey date: THURSDAY 07/03/19 Survey Type: MANUAL

5 HC-03-M-17 MIXED HOUSES & FLATS HAMPSHIRE
RAWLINGS LANE
ALTON

Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: WEDNESDAY 12/10/22 Survey Type: MANUAL

6 NF-03-M-02 MIXED HOUSES NORFOLK
CAWSTON ROAD
AYLSHAM

Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY 17/09/19 Survey Type: MANUAL

7 NF-03-M-14 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 321
Survey date: THURSDAY 19/09/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-03-M-46 MIXED HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Edge of Town
No Sub Category
Total No of Dwellings: 338
Survey date: WEDNESDAY 15/09/21 Survey Type: MANUAL

9 NF-03-M-62 MIXED HOUSES NORFOLK
CAWSTON ROAD
AYLSHAM

Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: WEDNESDAY 21/09/22 Survey Type: MANUAL

10 WK-03-M-01 MIXED HOUSES & FLATS WARWICKSHIRE
BIRMINGHAM ROAD
STRATFORD UPON AVON

Edge of Town
Residential Zone
Total No of Dwellings: 395
Survey date: FRIDAY 29/06/18 Survey Type: MANUAL

11 WS-03-M-16 MIXED FLATS & HOUSES WEST SUSSEX
BROYLE ROAD
CHICHESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 252
Survey date: WEDNESDAY 21/03/18 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-M-14	During Covid-19 restrictions
KC-03-M-04	During Covid-19 restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	308	0.081	11	308	0.312	11	308	0.393
08:00 - 09:00	11	308	0.139	11	308	0.398	11	308	0.537
09:00 - 10:00	11	308	0.126	11	308	0.153	11	308	0.279
10:00 - 11:00	11	308	0.116	11	308	0.136	11	308	0.252
11:00 - 12:00	11	308	0.128	11	308	0.129	11	308	0.257
12:00 - 13:00	11	308	0.147	11	308	0.131	11	308	0.278
13:00 - 14:00	11	308	0.138	11	308	0.142	11	308	0.280
14:00 - 15:00	11	308	0.141	11	308	0.178	11	308	0.319
15:00 - 16:00	11	308	0.275	11	308	0.163	11	308	0.438
16:00 - 17:00	11	308	0.291	11	308	0.164	11	308	0.455
17:00 - 18:00	11	308	0.331	11	308	0.172	11	308	0.503
18:00 - 19:00	11	308	0.314	11	308	0.171	11	308	0.485
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.227			2.249			4.476

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:	238 - 395 (units:)
Survey date date range:	01/01/15 - 12/10/22
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	308	0.002	11	308	0.011	11	308	0.013
08:00 - 09:00	11	308	0.004	11	308	0.016	11	308	0.020
09:00 - 10:00	11	308	0.005	11	308	0.005	11	308	0.010
10:00 - 11:00	11	308	0.003	11	308	0.003	11	308	0.006
11:00 - 12:00	11	308	0.003	11	308	0.004	11	308	0.007
12:00 - 13:00	11	308	0.004	11	308	0.004	11	308	0.008
13:00 - 14:00	11	308	0.003	11	308	0.005	11	308	0.008
14:00 - 15:00	11	308	0.004	11	308	0.005	11	308	0.009
15:00 - 16:00	11	308	0.015	11	308	0.006	11	308	0.021
16:00 - 17:00	11	308	0.008	11	308	0.006	11	308	0.014
17:00 - 18:00	11	308	0.015	11	308	0.007	11	308	0.022
18:00 - 19:00	11	308	0.008	11	308	0.006	11	308	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.078			0.152

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	308	0.021	11	308	0.045	11	308	0.066
08:00 - 09:00	11	308	0.026	11	308	0.139	11	308	0.165
09:00 - 10:00	11	308	0.040	11	308	0.024	11	308	0.064
10:00 - 11:00	11	308	0.018	11	308	0.019	11	308	0.037
11:00 - 12:00	11	308	0.017	11	308	0.021	11	308	0.038
12:00 - 13:00	11	308	0.030	11	308	0.031	11	308	0.061
13:00 - 14:00	11	308	0.027	11	308	0.027	11	308	0.054
14:00 - 15:00	11	308	0.028	11	308	0.040	11	308	0.068
15:00 - 16:00	11	308	0.105	11	308	0.043	11	308	0.148
16:00 - 17:00	11	308	0.054	11	308	0.028	11	308	0.082
17:00 - 18:00	11	308	0.049	11	308	0.034	11	308	0.083
18:00 - 19:00	11	308	0.041	11	308	0.039	11	308	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.456			0.490			0.946

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

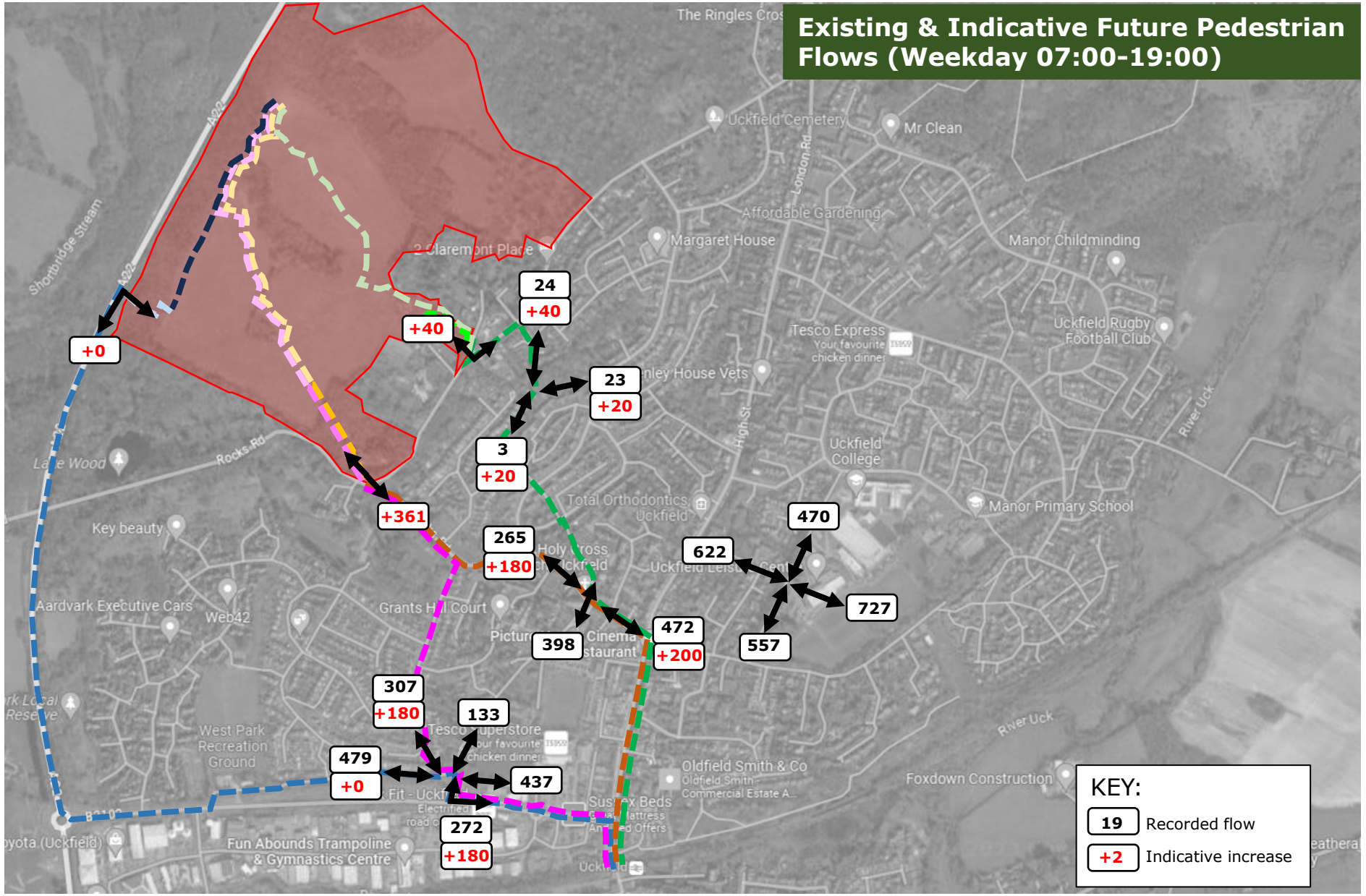
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	308	0.119	11	308	0.513	11	308	0.632
08:00 - 09:00	11	308	0.209	11	308	0.854	11	308	1.063
09:00 - 10:00	11	308	0.208	11	308	0.251	11	308	0.459
10:00 - 11:00	11	308	0.174	11	308	0.220	11	308	0.394
11:00 - 12:00	11	308	0.191	11	308	0.209	11	308	0.400
12:00 - 13:00	11	308	0.233	11	308	0.218	11	308	0.451
13:00 - 14:00	11	308	0.235	11	308	0.240	11	308	0.475
14:00 - 15:00	11	308	0.239	11	308	0.289	11	308	0.528
15:00 - 16:00	11	308	0.627	11	308	0.285	11	308	0.912
16:00 - 17:00	11	308	0.516	11	308	0.282	11	308	0.798
17:00 - 18:00	11	308	0.567	11	308	0.296	11	308	0.863
18:00 - 19:00	11	308	0.528	11	308	0.296	11	308	0.824
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.846			3.953			7.799

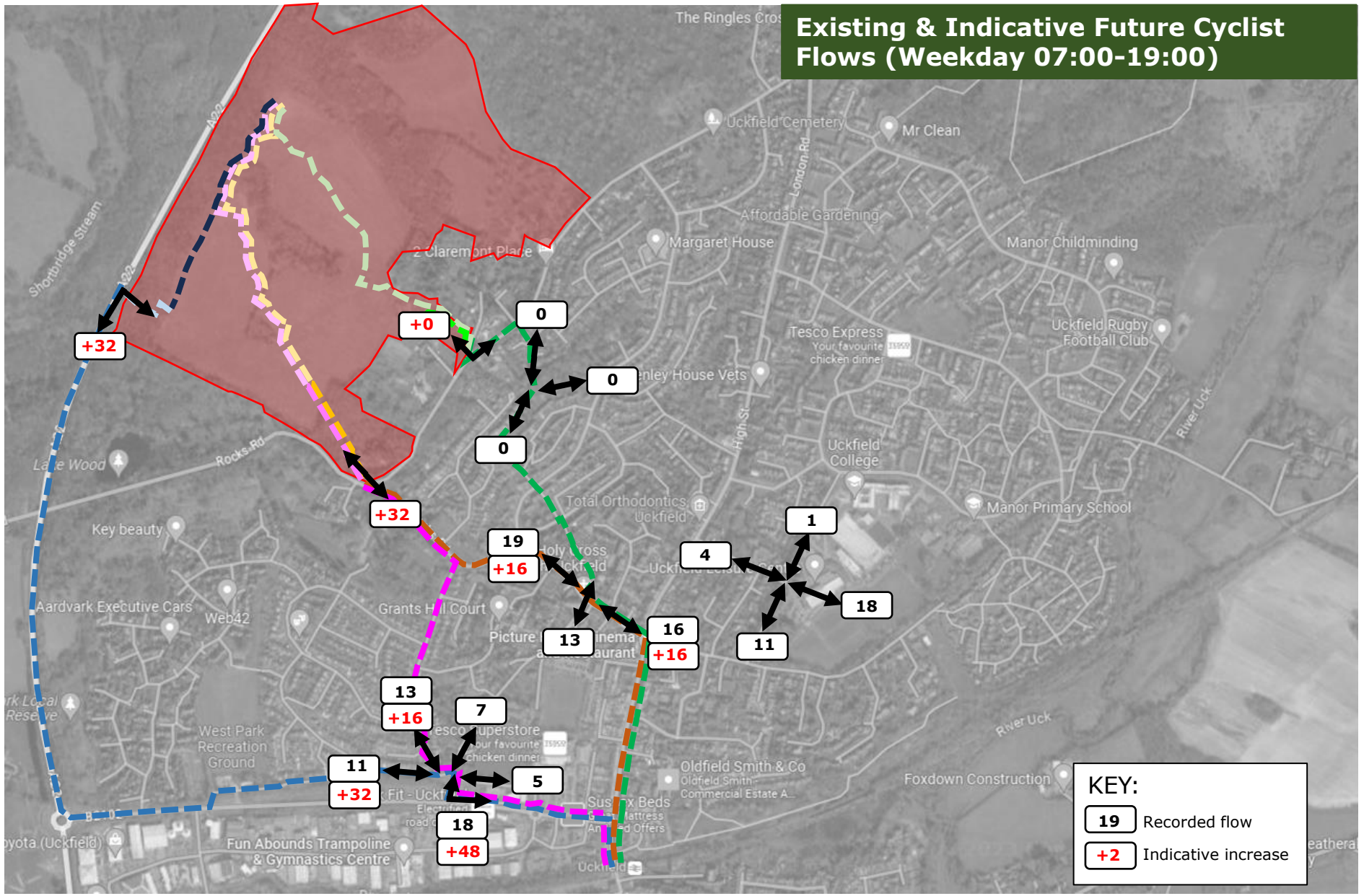
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Appendix PAB-M

Diagrams Summarising Daily Existing Pedestrian/Cycle Flow and Projected Increases


Existing & Indicative Future Pedestrian Flows (Weekday 07:00-19:00)
+0
+40
24
+40
23
+20
3
+20
+361
265
+180
398
472
+200
622
470
727
557
307
+180
133
479
+0
437
272
+180
KEY:
19 Recorded flow
+2 Indicative increase


Existing & Indicative Future Cyclist Flows (Weekday 07:00-19:00)
+32
+0
0
0
0
+32
19
+16
13
16
+16
4
1
18
11
13
+16
7
11
+32
5
18
+48
KEY:
19 Recorded flow
+2 Indicative increase