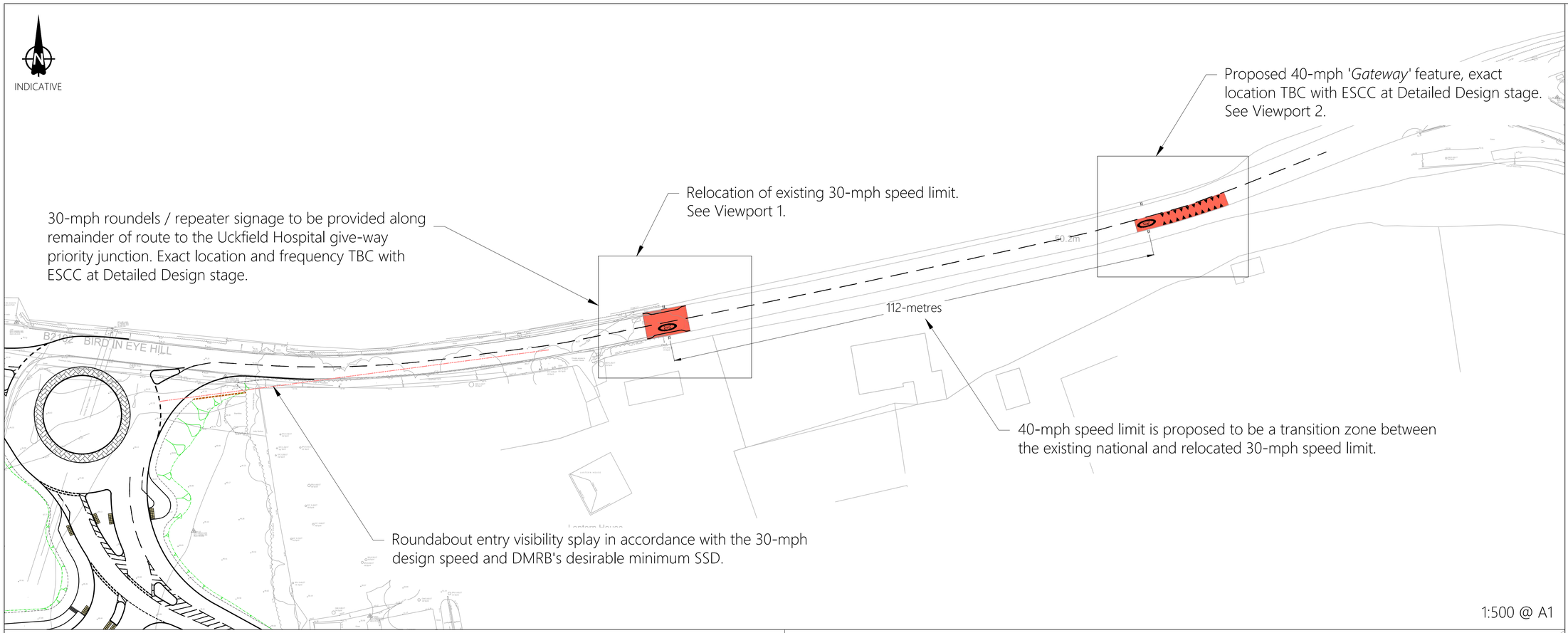
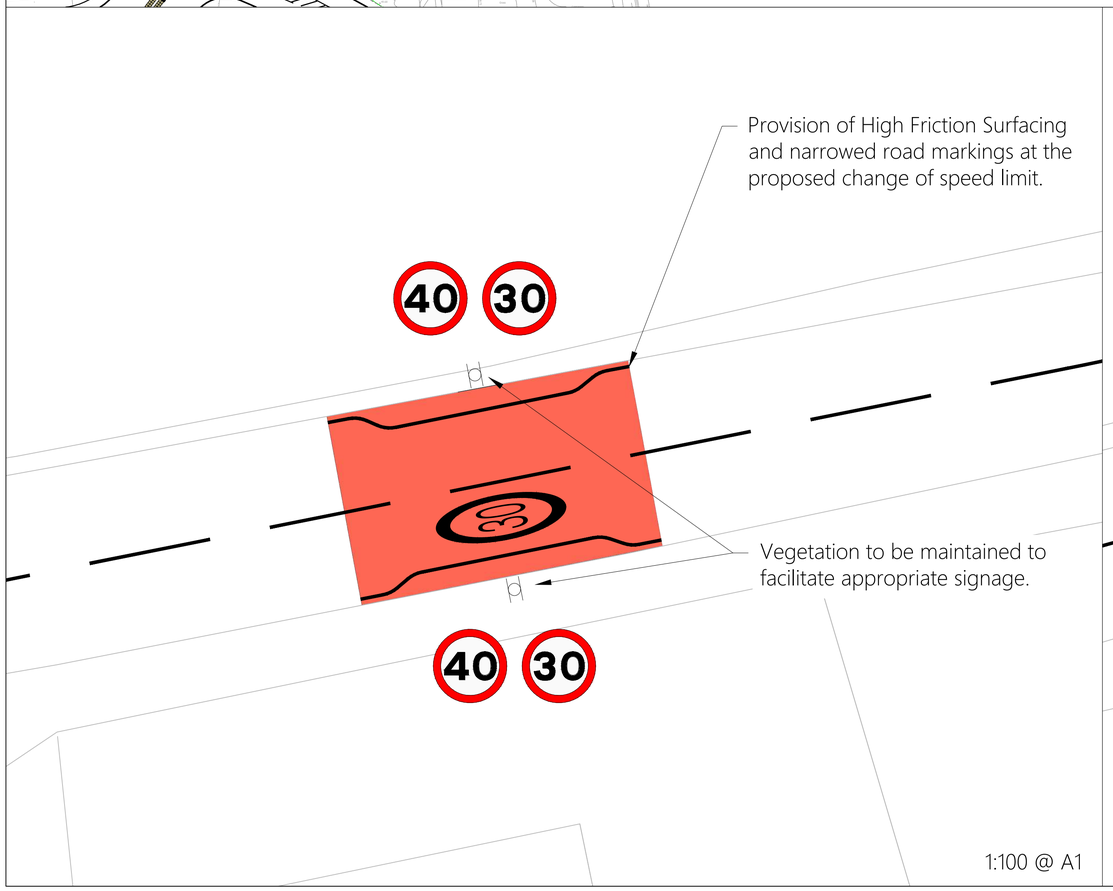
Appendix 11

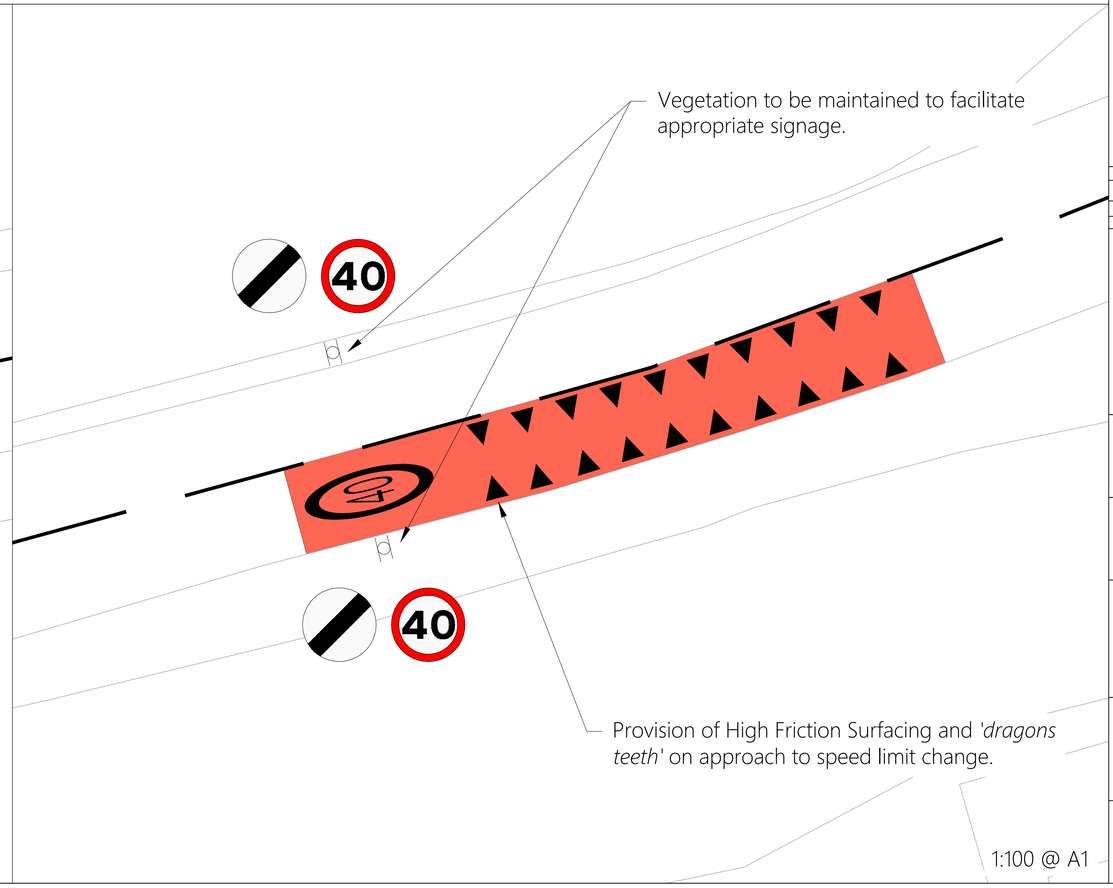
INDICATIVE



1:500 @ A1



1:100 @ A1



1:100 @ A1

Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key
High Friction Surfacing

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	ZM	18/07/2024	First issue	MS

Client
Croudace Homes Limited

Project
Land at Bird In Eye, Uckfield

Title
Proposed Speed Limit Transition / Reduction

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/005

Scale: As Shown @ A1

Revision: -

Appendix 12

INDICATIVE

For proposed Site access see Drawing No. 23138 / 001.

For proposed speed reduction measures see Drawing No. 23138 / 005.

For B2102 Bird In Eye shared footway / cycleway connection see Drawing No. 23138 / ATA /001.

For access to north-western units see Drawing No. 23138 / 002.

See Illustrative Masterplan.

For indicative vertical design of footpath link see Drawing No. 23138 / 003.

For indicative vertical design of shared footway / cycleway see Drawing No. 23138 / 004.

See Illustrative Masterplan.

Bird in Eye Farm

Oast

BIRD IN EYE HILL

37.6m

Right Tree Cottage

Oakdene

Lantern House

30 MPH

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

- Proposed Carriageway
- Proposed Footway / Cycleway
- Proposed Grassed Verge
- Proposed Shared Area
- Proposed Bound Gravel (i.e. heritage surfacing)
- Proposed Granite Rumble Strip
- Proposed Earthworks
- Highway Boundary

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	ZM	23/07/2024	First issue	MS

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Overall Access Strategy

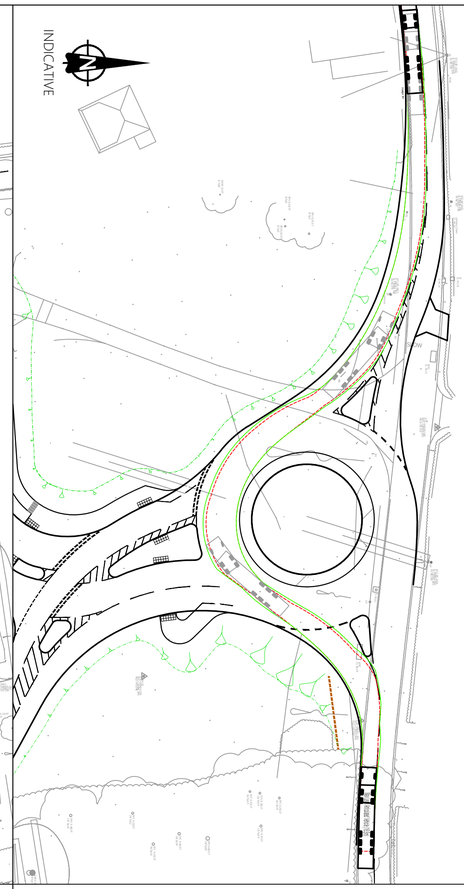
MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

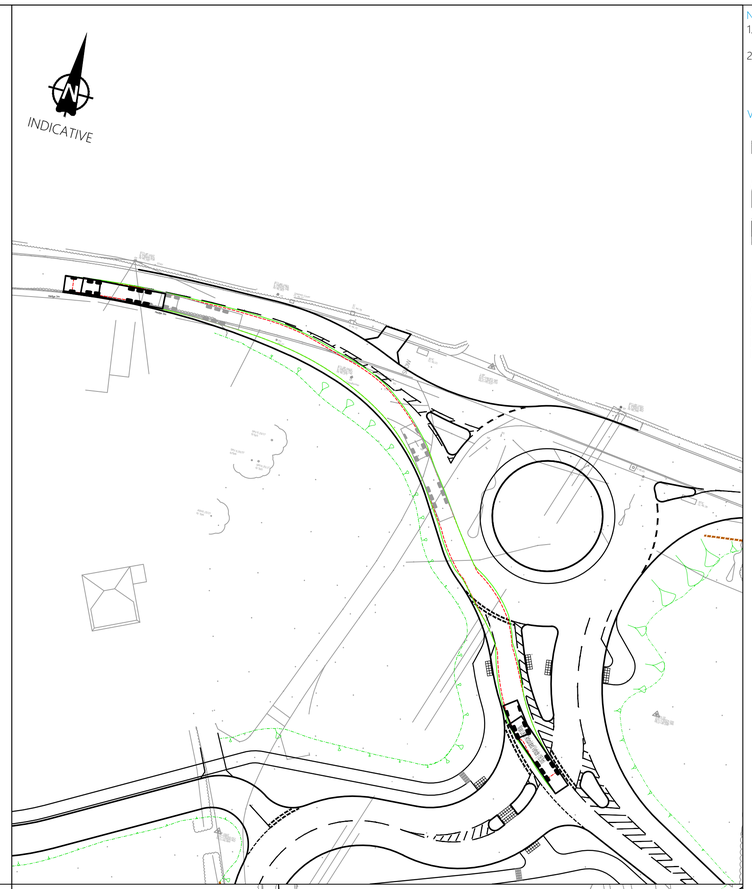
Drawing Number: 23138/006

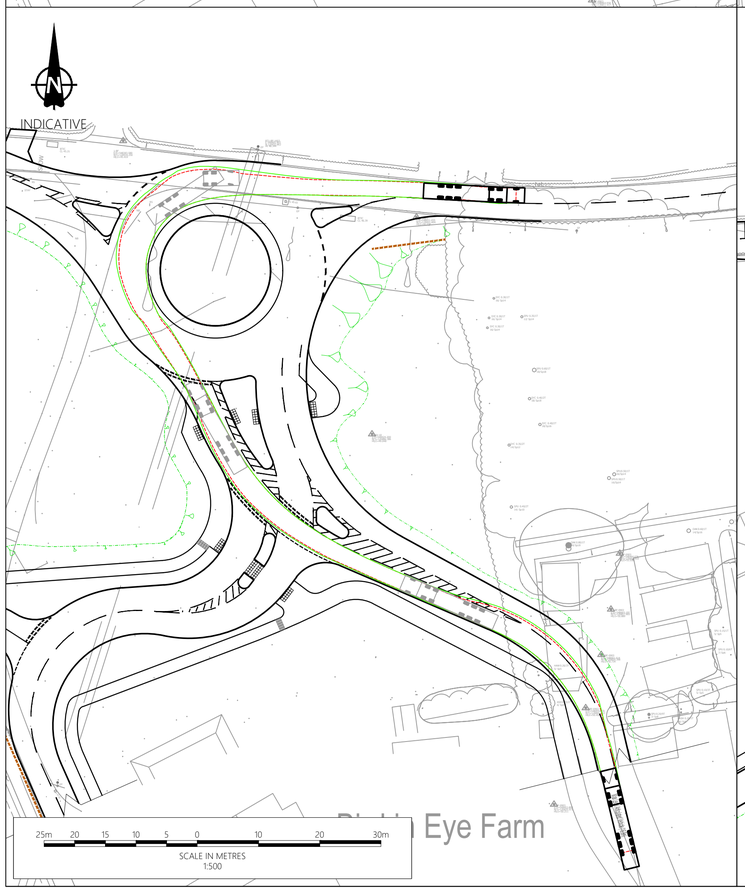
Scale: N.T.S @ A1

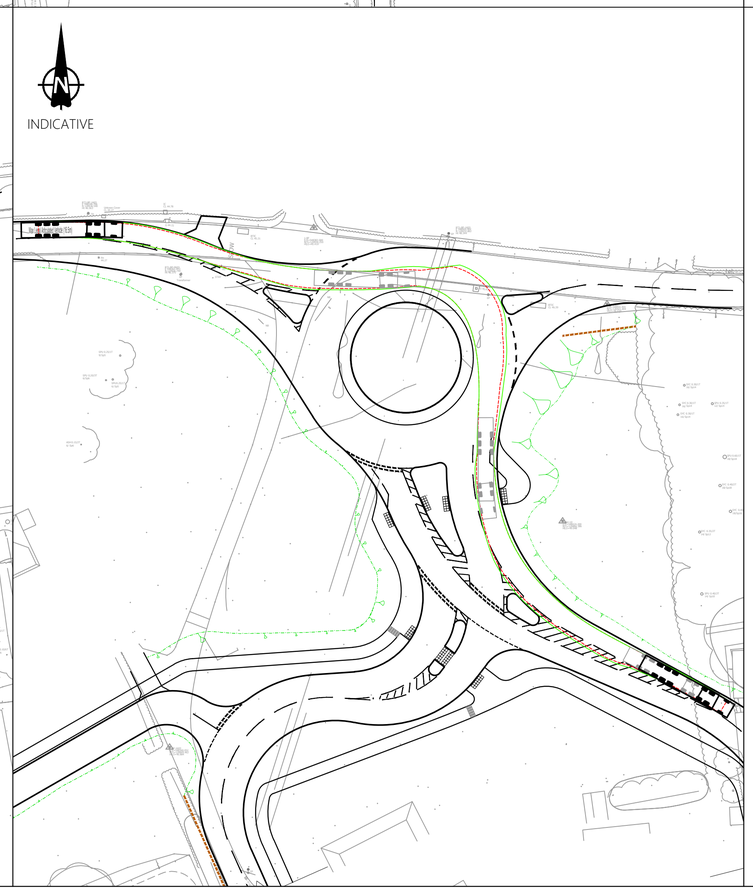
Revision: -

Appendix 13





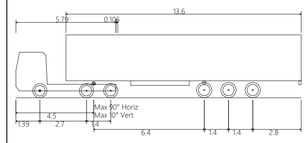




Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile



Max Legal Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JB	21/06/2024	First issue	MS
A	SW	15/07/2024	Revised layout	ZM
B	ZM	23/07/2024	Revised layout	ZM

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Swept Path Analysis
Max Legal Length Artic. Vehicle
(Sheet 1 of 2)

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/TK01

Scale: 1:500 @ A1

Revision: B

INDICATIVE

Max Legal Articulated Vehicle (16.5m)

Bird in Eye Farm

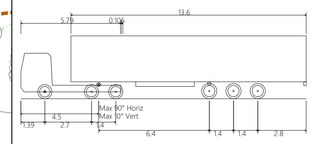
Bird in

5m 0 5 10 15m
SCALE IN METRES
1:250

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile



Max Legal Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JB	21/06/2024	First issue	MS
A	SW	15/07/2024	Revised layout	ZM
B	ZM	23/07/2024	Revised layout	ZM

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Swept Path Analysis
Max Legal Length Artic. Vehicle
(Sheet 2 of 2)

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

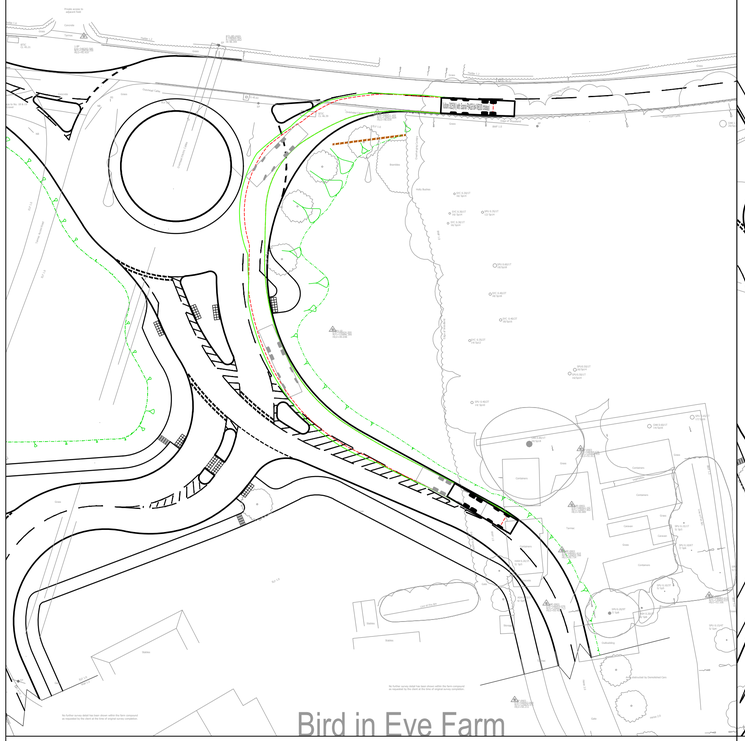
Drawing Number: 23138/TK01

Scale: 1:250 @ A1

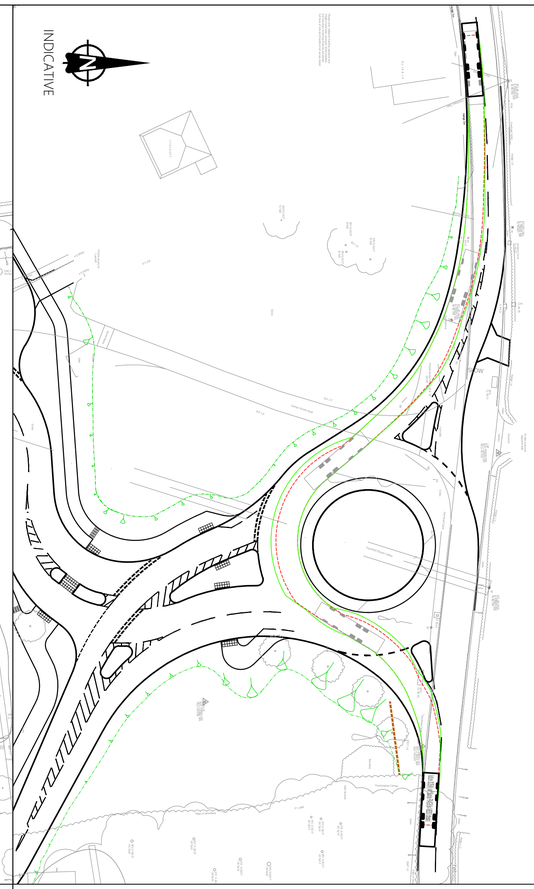
Revision: B

Appendix 14

INDICATIVE



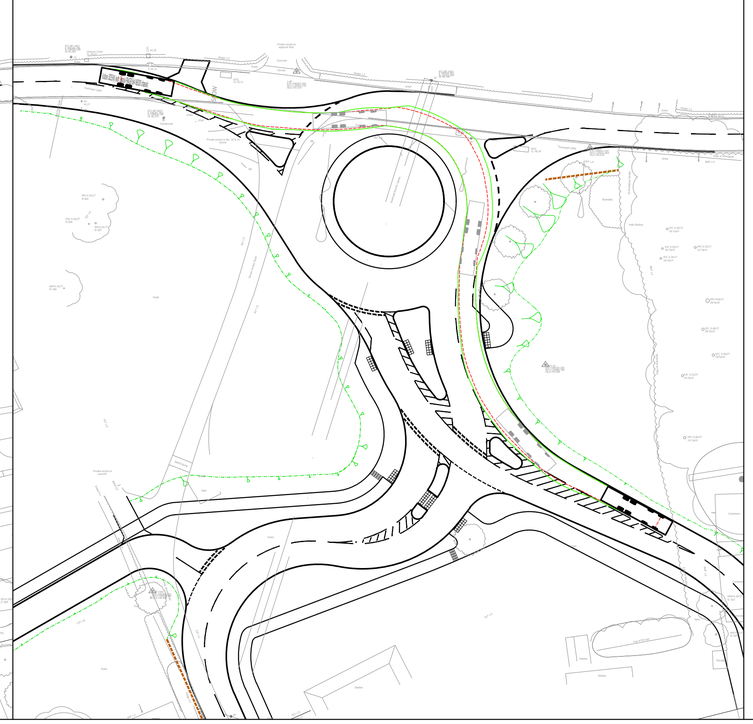
INDICATIVE



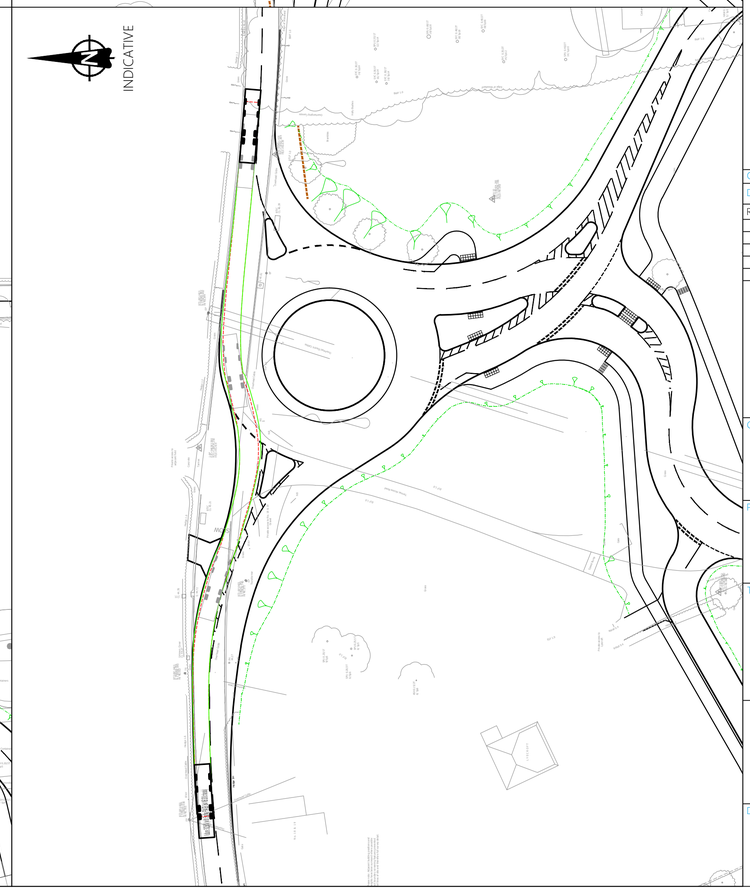
INDICATIVE

INDICATIVE

INDICATIVE



INDICATIVE



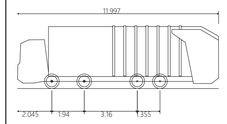
25m 20 15 10 5 0 10 20 30m

SCALE IN METRES
1:500

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile



Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)	
Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JB	16/01/2024	First issue	MS
A	JB	26/02/2024	Design Layout Updated	MS
B	JB	22/05/2024	Design Layout Updated	MS
C	SW	15/07/2024	Design Layout Updated	ZM
D	ZM	23/07/2024	Design Layout Updated	ZM

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Swept Path Analysis
Refuse Vehicle Using Proposed Roundabout (Sheet 1 of 2)

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/TK02

Scale: 1:500 @ A1

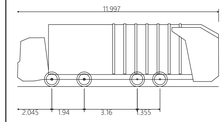
Revision: D

INDICATIVE

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile



Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)

Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JB	16/01/2024	First issue	MS
A	JB	26/02/2024	Design Layout Updated	MS
B	JB	22/05/2024	Design Layout Updated	MS
C	SW	15/07/2024	Design Layout Updated	ZM
D	ZM	23/07/2024	Design Layout Updated	ZM

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Swept Path Analysis
Refuse Vehicle Using Access Road (Sheet 2 of 2)

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/TK02

Scale: 1:250 @ A1

Revision: D

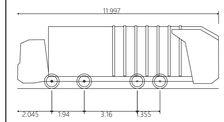
Oast

25m 20 15 10 5 0 10 20 30m
SCALE IN METRES
1:500

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile



Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)

Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JB	21/06/2024	First issue	MS
A	SW	15/07/2024	Design Layout Updated	ZM
B	ZM	23/07/2024	Design Layout Updated	ZM

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Swept Path Analysis
Refuse Vehicle (Sheet 1 of 2)

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:
23138/TK03

Scale:
1:500 @ A1

Revision:
B

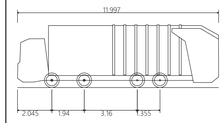
Bird in Eye Farm

Oast

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile



Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)	
Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	JB	21/06/2024	First issue	MS
A	SW	15/07/2024	Design Layout Updated	ZM
B	ZM	23/07/2024	Design Layout Updated	ZM

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Swept Path Analysis
Refuse Vehicle (Sheet 2 of 2)

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/TK03

Scale: 1:500 @ A1

Revision: A

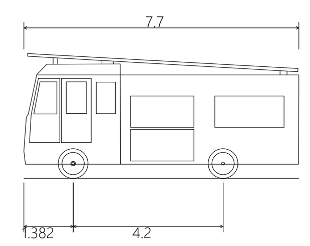
25m 20 15 10 5 0 10 20 30m
SCALE IN METRES
1:500

Appendix 15

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	SW	15/07/2024	First Issue	ZM
A	ZM	23/07/2024	Revised layout	ZM

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Swept Path Analysis
Fire Tender (Sheet 1 of 2)

MILESTONE TRANSPORT PLANNING

7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/TK04

Scale: 1:500 @ A1

Revision: -

Bird in Eye Farm

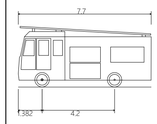
Oast

SCALE IN METRES
1:500

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Vehicle Profile



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	SW	15/07/2024	First Issue	ZM
A	ZM	23/07/2024	Revised layout	ZM

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Swept Path Analysis
Fire Tender (Sheet 2 of 2)

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:

23138/TK04

Scale:

1:500 @ A1

Revision:

A

Appendix 16

Calculation Reference: AUDIT-740101-231220-1238

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	3 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	4 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 58 to 288 (units:)
Range Selected by User: 50 to 300 (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 29/06/23

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	3 days
Thursday	2 days

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	8
Neighbourhood Centre (PPS6 Local Centre)	4

Selected Location Sub Categories:

Residential Zone	8
Village	4

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	23 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 75,000	5 days
75,001 to 100,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days
1.6 to 2.0	3 days

Travel Plan:

Yes	10 days
No	2 days

PTAL Rating:

No PTAL Present	12 days

LIST OF SITES relevant to selection parameters

1 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

2 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

3 HC-03-A-29 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: THURSDAY *30/06/22* *Survey Type: MANUAL*

4 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

5 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

6 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

7 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 SC-03-A-09 MIXED HOUSES & FLATS SURREY
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

9 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

10 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX
BRACKLESHAM LANE
BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 58
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

11 WS-03-A-18 MIXED HOUSES & FLATS WEST SUSSEX
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

12 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
IW-03-A-01	Isle of Wight
WS-03-A-07	Bungalows
WS-03-A-12	COVID Survey

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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): 1.76

	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	12	136	0.071	12	136	0.258	12	136	0.329
08:00 - 09:00	12	136	0.140	12	136	0.337	12	136	0.477
09:00 - 10:00	12	136	0.132	12	136	0.154	12	136	0.286
10:00 - 11:00	12	136	0.127	12	136	0.156	12	136	0.283
11:00 - 12:00	12	136	0.112	12	136	0.140	12	136	0.252
12:00 - 13:00	12	136	0.142	12	136	0.126	12	136	0.268
13:00 - 14:00	12	136	0.140	12	136	0.139	12	136	0.279
14:00 - 15:00	12	136	0.162	12	136	0.177	12	136	0.339
15:00 - 16:00	12	136	0.251	12	136	0.141	12	136	0.392
16:00 - 17:00	12	136	0.221	12	136	0.140	12	136	0.361
17:00 - 18:00	12	136	0.299	12	136	0.118	12	136	0.417
18:00 - 19:00	12	136	0.250	12	136	0.144	12	136	0.394
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.047			2.030			4.077

Parameter summary

Trip rate parameter range selected:	58 - 288 (units:)
Survey date date range:	01/01/15 - 29/06/23
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	12	136	0.001	12	136	0.009	12	136	0.010
08:00 - 09:00	12	136	0.004	12	136	0.015	12	136	0.019
09:00 - 10:00	12	136	0.001	12	136	0.002	12	136	0.003
10:00 - 11:00	12	136	0.003	12	136	0.002	12	136	0.005
11:00 - 12:00	12	136	0.001	12	136	0.002	12	136	0.003
12:00 - 13:00	12	136	0.004	12	136	0.001	12	136	0.005
13:00 - 14:00	12	136	0.001	12	136	0.004	12	136	0.005
14:00 - 15:00	12	136	0.004	12	136	0.002	12	136	0.006
15:00 - 16:00	12	136	0.012	12	136	0.006	12	136	0.018
16:00 - 17:00	12	136	0.007	12	136	0.004	12	136	0.011
17:00 - 18:00	12	136	0.003	12	136	0.003	12	136	0.006
18:00 - 19:00	12	136	0.003	12	136	0.001	12	136	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.051			0.095

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
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	12	136	0.086	12	136	0.386	12	136	0.472
08:00 - 09:00	12	136	0.190	12	136	0.609	12	136	0.799
09:00 - 10:00	12	136	0.172	12	136	0.227	12	136	0.399
10:00 - 11:00	12	136	0.164	12	136	0.224	12	136	0.388
11:00 - 12:00	12	136	0.156	12	136	0.208	12	136	0.364
12:00 - 13:00	12	136	0.195	12	136	0.178	12	136	0.373
13:00 - 14:00	12	136	0.207	12	136	0.193	12	136	0.400
14:00 - 15:00	12	136	0.240	12	136	0.251	12	136	0.491
15:00 - 16:00	12	136	0.470	12	136	0.208	12	136	0.678
16:00 - 17:00	12	136	0.386	12	136	0.200	12	136	0.586
17:00 - 18:00	12	136	0.481	12	136	0.168	12	136	0.649
18:00 - 19:00	12	136	0.402	12	136	0.230	12	136	0.632
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.149			3.082			6.231

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	12	136	0.015	12	136	0.026	12	136	0.041
08:00 - 09:00	12	136	0.035	12	136	0.055	12	136	0.090
09:00 - 10:00	12	136	0.037	12	136	0.029	12	136	0.066
10:00 - 11:00	12	136	0.020	12	136	0.017	12	136	0.037
11:00 - 12:00	12	136	0.025	12	136	0.028	12	136	0.053
12:00 - 13:00	12	136	0.017	12	136	0.023	12	136	0.040
13:00 - 14:00	12	136	0.022	12	136	0.021	12	136	0.043
14:00 - 15:00	12	136	0.021	12	136	0.025	12	136	0.046
15:00 - 16:00	12	136	0.050	12	136	0.038	12	136	0.088
16:00 - 17:00	12	136	0.031	12	136	0.028	12	136	0.059
17:00 - 18:00	12	136	0.030	12	136	0.015	12	136	0.045
18:00 - 19:00	12	136	0.023	12	136	0.034	12	136	0.057
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.326			0.339			0.665

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
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	12	136	0.001	12	136	0.017	12	136	0.018
08:00 - 09:00	12	136	0.004	12	136	0.030	12	136	0.034
09:00 - 10:00	12	136	0.001	12	136	0.011	12	136	0.012
10:00 - 11:00	12	136	0.004	12	136	0.004	12	136	0.008
11:00 - 12:00	12	136	0.005	12	136	0.004	12	136	0.009
12:00 - 13:00	12	136	0.004	12	136	0.002	12	136	0.006
13:00 - 14:00	12	136	0.007	12	136	0.002	12	136	0.009
14:00 - 15:00	12	136	0.004	12	136	0.005	12	136	0.009
15:00 - 16:00	12	136	0.017	12	136	0.010	12	136	0.027
16:00 - 17:00	12	136	0.013	12	136	0.007	12	136	0.020
17:00 - 18:00	12	136	0.013	12	136	0.002	12	136	0.015
18:00 - 19:00	12	136	0.024	12	136	0.008	12	136	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.102			0.199

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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): 1.76

	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	12	136	0.102	12	136	0.439	12	136	0.541
08:00 - 09:00	12	136	0.233	12	136	0.709	12	136	0.942
09:00 - 10:00	12	136	0.211	12	136	0.269	12	136	0.480
10:00 - 11:00	12	136	0.191	12	136	0.248	12	136	0.439
11:00 - 12:00	12	136	0.187	12	136	0.242	12	136	0.429
12:00 - 13:00	12	136	0.219	12	136	0.204	12	136	0.423
13:00 - 14:00	12	136	0.236	12	136	0.220	12	136	0.456
14:00 - 15:00	12	136	0.269	12	136	0.283	12	136	0.552
15:00 - 16:00	12	136	0.549	12	136	0.262	12	136	0.811
16:00 - 17:00	12	136	0.437	12	136	0.240	12	136	0.677
17:00 - 18:00	12	136	0.528	12	136	0.188	12	136	0.716
18:00 - 19:00	12	136	0.451	12	136	0.272	12	136	0.723
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.613			3.576			7.189

Appendix 17

Calculation Reference: AUDIT-740101-231220-1246

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	1138 to 4876 (units: sqm)
Range Selected by User:	1138 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 18/11/22

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	1
Residential Zone	1
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included
Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

Travel Plan:

No	5 days

PTAL Rating:

No PTAL Present	5 days

LIST OF SITES relevant to selection parameters

1 AK-02-D-01 INDUSTRIAL ESTATE WAKEFIELD
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

2 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

3 HE-02-D-01 BUSINESS PARK HEREFORDSHIRE
BURCOTT ROAD
HEREFORD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1758 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

4 PB-02-D-02 IND. ESTATE PETERBOROUGH
SAVILLE ROAD
PETERBOROUGH
WESTWOOD
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4425 sqm
Survey date: THURSDAY *22/10/09* *Survey Type: MANUAL*

5 WM-02-D-03 INDUSTRIAL ESTATE WEST MIDLANDS
JUNCTION ROAD
STOURBRIDGE
AUDNAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1138 sqm
Survey date: TUESDAY *28/11/17* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AK-02-D-02	No offices
AK-02-D-03	No offices
CA-02-D-02	No offices
DV-02-D-07	No offices
KH-02-D-02	No offices
LC-02-D-04	Unknown Uses Breakdown
MS-02-D-05	Unknown Uses Breakdown
MS-02-D-06	No offices
PB-02-D-01	Too high B8 content
PB-02-D-03	No offices

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	2795	0.444	5	2795	0.050	5	2795	0.494
08:00 - 09:00	5	2795	0.830	5	2795	0.322	5	2795	1.152
09:00 - 10:00	5	2795	0.809	5	2795	0.479	5	2795	1.288
10:00 - 11:00	5	2795	0.859	5	2795	0.637	5	2795	1.496
11:00 - 12:00	5	2795	0.751	5	2795	0.787	5	2795	1.538
12:00 - 13:00	5	2795	0.666	5	2795	0.837	5	2795	1.503
13:00 - 14:00	5	2795	0.601	5	2795	0.644	5	2795	1.245
14:00 - 15:00	5	2795	0.694	5	2795	0.737	5	2795	1.431
15:00 - 16:00	5	2795	0.658	5	2795	0.630	5	2795	1.288
16:00 - 17:00	5	2795	0.544	5	2795	0.952	5	2795	1.496
17:00 - 18:00	5	2795	0.301	5	2795	0.866	5	2795	1.167
18:00 - 19:00	5	2795	0.050	5	2795	0.165	5	2795	0.215
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.207			7.106			14.313

Parameter summary

Trip rate parameter range selected:	1138 - 4876 (units: sqm)
Survey date date range:	01/01/01 - 18/11/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	10

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	2795	0.007	5	2795	0.014	5	2795	0.021
08:00 - 09:00	5	2795	0.014	5	2795	0.007	5	2795	0.021
09:00 - 10:00	5	2795	0.050	5	2795	0.043	5	2795	0.093
10:00 - 11:00	5	2795	0.029	5	2795	0.029	5	2795	0.058
11:00 - 12:00	5	2795	0.043	5	2795	0.043	5	2795	0.086
12:00 - 13:00	5	2795	0.021	5	2795	0.029	5	2795	0.050
13:00 - 14:00	5	2795	0.014	5	2795	0.014	5	2795	0.028
14:00 - 15:00	5	2795	0.021	5	2795	0.021	5	2795	0.042
15:00 - 16:00	5	2795	0.021	5	2795	0.021	5	2795	0.042
16:00 - 17:00	5	2795	0.014	5	2795	0.021	5	2795	0.035
17:00 - 18:00	5	2795	0.007	5	2795	0.000	5	2795	0.007
18:00 - 19:00	5	2795	0.000	5	2795	0.007	5	2795	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.241			0.249			0.490

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	2795	0.007	5	2795	0.000	5	2795	0.007
08:00 - 09:00	5	2795	0.000	5	2795	0.000	5	2795	0.000
09:00 - 10:00	5	2795	0.000	5	2795	0.000	5	2795	0.000
10:00 - 11:00	5	2795	0.000	5	2795	0.007	5	2795	0.007
11:00 - 12:00	5	2795	0.014	5	2795	0.014	5	2795	0.028
12:00 - 13:00	5	2795	0.000	5	2795	0.000	5	2795	0.000
13:00 - 14:00	5	2795	0.000	5	2795	0.007	5	2795	0.007
14:00 - 15:00	5	2795	0.000	5	2795	0.014	5	2795	0.014
15:00 - 16:00	5	2795	0.021	5	2795	0.021	5	2795	0.042
16:00 - 17:00	5	2795	0.014	5	2795	0.000	5	2795	0.014
17:00 - 18:00	5	2795	0.007	5	2795	0.007	5	2795	0.014
18:00 - 19:00	5	2795	0.000	5	2795	0.000	5	2795	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.070			0.133

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	2795	0.494	5	2795	0.057	5	2795	0.551
08:00 - 09:00	5	2795	0.959	5	2795	0.322	5	2795	1.281
09:00 - 10:00	5	2795	1.016	5	2795	0.558	5	2795	1.574
10:00 - 11:00	5	2795	1.195	5	2795	0.787	5	2795	1.982
11:00 - 12:00	5	2795	1.002	5	2795	0.995	5	2795	1.997
12:00 - 13:00	5	2795	0.830	5	2795	1.023	5	2795	1.853
13:00 - 14:00	5	2795	0.787	5	2795	0.844	5	2795	1.631
14:00 - 15:00	5	2795	0.780	5	2795	0.995	5	2795	1.775
15:00 - 16:00	5	2795	0.852	5	2795	0.852	5	2795	1.704
16:00 - 17:00	5	2795	0.687	5	2795	1.252	5	2795	1.939
17:00 - 18:00	5	2795	0.415	5	2795	1.231	5	2795	1.646
18:00 - 19:00	5	2795	0.057	5	2795	0.186	5	2795	0.243
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.074			9.102			18.176

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	2795	0.036	5	2795	0.000	5	2795	0.036
08:00 - 09:00	5	2795	0.064	5	2795	0.029	5	2795	0.093
09:00 - 10:00	5	2795	0.014	5	2795	0.050	5	2795	0.064
10:00 - 11:00	5	2795	0.014	5	2795	0.021	5	2795	0.035
11:00 - 12:00	5	2795	0.021	5	2795	0.029	5	2795	0.050
12:00 - 13:00	5	2795	0.029	5	2795	0.014	5	2795	0.043
13:00 - 14:00	5	2795	0.036	5	2795	0.036	5	2795	0.072
14:00 - 15:00	5	2795	0.029	5	2795	0.007	5	2795	0.036
15:00 - 16:00	5	2795	0.043	5	2795	0.050	5	2795	0.093
16:00 - 17:00	5	2795	0.086	5	2795	0.100	5	2795	0.186
17:00 - 18:00	5	2795	0.007	5	2795	0.043	5	2795	0.050
18:00 - 19:00	5	2795	0.000	5	2795	0.014	5	2795	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.379			0.393			0.772

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	2795	0.007	5	2795	0.000	5	2795	0.007
08:00 - 09:00	5	2795	0.021	5	2795	0.007	5	2795	0.028
09:00 - 10:00	5	2795	0.014	5	2795	0.000	5	2795	0.014
10:00 - 11:00	5	2795	0.007	5	2795	0.000	5	2795	0.007
11:00 - 12:00	5	2795	0.007	5	2795	0.007	5	2795	0.014
12:00 - 13:00	5	2795	0.014	5	2795	0.014	5	2795	0.028
13:00 - 14:00	5	2795	0.007	5	2795	0.000	5	2795	0.007
14:00 - 15:00	5	2795	0.000	5	2795	0.014	5	2795	0.014
15:00 - 16:00	5	2795	0.007	5	2795	0.021	5	2795	0.028
16:00 - 17:00	5	2795	0.014	5	2795	0.007	5	2795	0.021
17:00 - 18:00	5	2795	0.000	5	2795	0.064	5	2795	0.064
18:00 - 19:00	5	2795	0.000	5	2795	0.000	5	2795	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.134			0.232

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	2795	0.544	5	2795	0.057	5	2795	0.601
08:00 - 09:00	5	2795	1.045	5	2795	0.358	5	2795	1.403
09:00 - 10:00	5	2795	1.045	5	2795	0.608	5	2795	1.653
10:00 - 11:00	5	2795	1.217	5	2795	0.816	5	2795	2.033
11:00 - 12:00	5	2795	1.045	5	2795	1.045	5	2795	2.090
12:00 - 13:00	5	2795	0.873	5	2795	1.052	5	2795	1.925
13:00 - 14:00	5	2795	0.830	5	2795	0.887	5	2795	1.717
14:00 - 15:00	5	2795	0.809	5	2795	1.031	5	2795	1.840
15:00 - 16:00	5	2795	0.923	5	2795	0.945	5	2795	1.868
16:00 - 17:00	5	2795	0.802	5	2795	1.360	5	2795	2.162
17:00 - 18:00	5	2795	0.429	5	2795	1.345	5	2795	1.774
18:00 - 19:00	5	2795	0.057	5	2795	0.200	5	2795	0.257
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.619			9.704			19.323

Appendix 18

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 20 December 2023]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02004410 : Wealden 008 (2011 super output area - middle layer)

place of work	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
E02004403 : Wealden 001	26	0	0	0	0	0	1	21	0	0	4	0
E02004404 : Wealden 002	65	0	0	0	1	0	2	48	1	1	12	0
E02004405 : Wealden 003	51	0	0	1	0	0	0	46	2	0	2	0
E02004406 : Wealden 004	104	0	0	1	1	2	0	90	8	0	2	0
E02004407 : Wealden 005	30	0	0	2	0	0	0	27	0	0	0	1
E02004408 : Wealden 006	39	0	0	0	0	0	1	32	3	2	1	0
E02004409 : Wealden 007	41	0	0	1	0	0	0	35	3	0	2	0
E02004410 : Wealden 008	214	0	1	6	2	0	1	151	8	9	36	0
E02004411 : Wealden 009	215	0	0	7	1	1	0	181	14	3	8	0
E02004412 : Wealden 010	49	0	0	0	1	0	1	45	2	0	0	0
E02004413 : Wealden 011	53	0	0	0	0	0	0	49	2	1	1	0
E02004414 : Wealden 012	69	0	1	3	1	0	0	60	2	0	2	0
E02004415 : Wealden 013	66	0	0	0	0	0	1	55	5	2	2	1
E02004416 : Wealden 014	7	0	0	0	0	0	0	7	0	0	0	0
E02004417 : Wealden 015	19	0	0	1	0	0	0	17	0	0	1	0
E02004418 : Wealden 016	13	0	0	0	0	0	0	12	0	0	1	0
E02004419 : Wealden 017	3	0	0	0	0	0	0	2	0	0	1	0
E02004420 : Wealden 018	24	0	0	0	0	0	0	22	2	0	0	0
E02004421 : Wealden 019	3	0	0	1	1	0	0	1	0	0	0	0
E02004422 : Wealden 020	6	0	0	0	0	0	0	3	0	0	3	0
E02004423 : Wealden 021	2	0	0	0	0	0	1	0	0	0	1	0
E02006604 : Mid Sussex 001	33	0	0	0	0	0	1	29	1	0	2	0
E02006605 : Mid Sussex 002	4	0	0	0	0	0	0	3	1	0	0	0
E02006606 : Mid Sussex 003	8	0	0	0	0	0	0	5	3	0	0	0
E02006607 : Mid Sussex 004	8	0	0	0	2	0	0	6	0	0	0	0
E02006608 : Mid Sussex 005	6	0	0	0	0	0	0	6	0	0	0	0
E02006609 : Mid Sussex 006	8	0	0	0	0	0	0	8	0	0	0	0
E02006610 : Mid Sussex 007	3	0	0	0	0	0	0	2	1	0	0	0
E02006611 : Mid Sussex 008	8	0	0	0	0	0	0	8	0	0	0	0
E02006612 : Mid Sussex 009	25	0	0	0	0	0	0	24	1	0	0	0
E02006613 : Mid Sussex 010	5	0	0	0	0	0	0	5	0	0	0	0
E02006614 : Mid Sussex 011	14	0	0	0	0	0	0	14	0	0	0	0
E02006615 : Mid Sussex 012	3	0	0	0	0	0	0	2	1	0	0	0
E02006616 : Mid Sussex 013	0	0	0	0	0	0	0	0	0	0	0	0
E02006617 : Mid Sussex 014	10	0	0	1	0	0	0	9	0	0	0	0
E02006618 : Mid Sussex 015	9	0	0	0	0	0	0	9	0	0	0	0
E02006619 : Mid Sussex 016	9	0	0	0	0	0	0	9	0	0	0	0
E02006620 : Mid Sussex 017	0	0	0	0	0	0	0	0	0	0	0	0
E02004379 : Lewes 001	25	0	0	0	0	0	0	25	0	0	0	0
E02004380 : Lewes 002	12	0	0	0	0	0	0	12	0	0	0	0
E02004381 : Lewes 003	64	0	0	0	1	0	1	61	1	0	0	0
E02004382 : Lewes 004	22	0	0	0	0	0	0	22	0	0	0	0
E02004383 : Lewes 005	30	0	0	0	0	0	0	30	0	0	0	0
E02004384 : Lewes 006	0	0	0	0	0	0	0	0	0	0	0	0
E02004385 : Lewes 007	0	0	0	0	0	0	0	0	0	0	0	0
E02004386 : Lewes 008	9	0	0	0	0	0	0	9	0	0	0	0
E02004387 : Lewes 009	1	0	0	0	1	0	0	0	0	0	0	0
E02004388 : Lewes 010	1	0	0	0	0	0	0	1	0	0	0	0
E02004389 : Lewes 011	1	0	0	0	0	0	0	0	1	0	0	0
E02004390 : Lewes 012	2	0	0	0	0	0	0	2	0	0	0	0
E02004391 : Lewes 013	4	0	0	0	0	0	0	3	1	0	0	0
Adur	14	0	0	0	1	0	0	13	0	0	0	0
Arun	0	0	0	0	0	0	0	0	0	0	0	0
Ashford	2	0	0	0	0	0	0	2	0	0	0	0
Aylesbury Vale	0	0	0	0	0	0	0	0	0	0	0	0
Basingstoke and Deane	0	0	0	0	0	0	0	0	0	0	0	0
Bracknell Forest	1	0	0	0	0	0	0	0	0	1	0	0
Brighton and Hove	74	0	1	3	5	0	1	63	1	0	0	0
Canterbury	0	0	0	0	0	0	0	0	0	0	0	0
Cherwell	0	0	0	0	0	0	0	0	0	0	0	0
Chichester	1	0	0	0	0	0	0	1	0	0	0	0
Chiltern	0	0	0	0	0	0	0	0	0	0	0	0
Crawley	77	0	0	3	0	0	2	70	1	0	0	1
Dartford	3	0	0	0	0	0	0	3	0	0	0	0
Dover	0	0	0	0	0	0	0	0	0	0	0	0
East Hampshire	2	0	0	0	0	0	0	2	0	0	0	0
Eastbourne	70	0	0	1	1	1	0	63	2	0	1	1
Eastleigh	2	0	0	0	0	0	0	2	0	0	0	0
Elmbridge	0	0	0	0	0	0	0	0	0	0	0	0
Epsom and Ewell	1	0	0	0	0	0	0	1	0	0	0	0
Fareham	0	0	0	0	0	0	0	0	0	0	0	0
Gosport	0	0	0	0	0	0	0	0	0	0	0	0
Gravesham	2	0	0	0	0	0	0	2	0	0	0	0
Guildford	2	0	0	0	0	0	0	2	0	0	0	0
Hart	0	0	0	0	0	0	0	0	0	0	0	0
Hastings	18	0	0	0	0	0	0	17	1	0	0	0
Havant	0	0	0	0	0	0	0	0	0	0	0	0
Horsham	17	0	0	0	0	0	0	16	0	0	1	0
Isle of Wight	0	0	0	0	0	0	0	0	0	0	0	0
Maidstone	9	0	0	0	0	0	0	7	2	0	0	0
Medway	0	0	0	0	0	0	0	0	0	0	0	0
Milton Keynes	0	0	0	0	0	0	0	0	0	0	0	0
Mole Valley	10	0	0	1	0	0	0	8	1	0	0	0
New Forest	0	0	0	0	0	0	0	0	0	0	0	0
Oxford	0	0	0	0	0	0	0	0	0	0	0	0
Portsmouth	1	0	0	0	0	0	0	1	0	0	0	0
Reading	2	0	0	0	0	0	0	2	0	0	0	0
Reigate and Banstead	26	0	0	0	0	0	0	24	1	0	1	0
Rother	31	0	0	1	0	0	0	28	2	0	0	0
Runnymede	5	0	0	2	0	0	0	2	0	0	0	1
Rushmoor	0	0	0	0	0	0	0	0	0	0	0	0
Sevenoaks	43	0	0	1	0	0	0	38	3	1	0	0
Shepway	1	0	0	0	0	0	0	1	0	0	0	0
Slough	0	0	0	0	0	0	0	0	0	0	0	0
South Bucks	0	0	0	0	0	0	0	0	0	0	0	0
South Oxfordshire	1	0	0	0	0	0	0	1	0	0	0	0
Southampton	0	0	0	0	0	0	0	0	0	0	0	0
Spelthorne	0	0	0	0	0	0	0	0	0	0	0	0
Surrey Heath	0	0	0	0	0	0	0	0	0	0	0	0
Swale	0	0	0	0	0	0	0	0	0	0	0	0
Tandridge	22	0	0	3	0	0	0	19	0	0	0	0
Test Valley	0	0	0	0	0	0	0	0	0	0	0	0
Thanet	0	0	0	0	0	0	0	0	0	0	0	0
Tonbridge and Malling	27	0	0	1	1	0	0	25	0	0	0	0
Tunbridge Wells	236	0	0	2	10	0	1	210	12	1	0	0
Vale of White Horse	0	0	0	0	0	0	0	0	0	0	0	0
Waverley	2	0	0	0	0	0	0	1	1	0	0	0
West Berkshire	1	0	0	0	0	0	0	1	0	0	0	0
West Oxfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Winchester	0	0	0	0	0	0	0	0	0	0	0	0
Windsor and Maidenhead	1	0	0	0	0	0	0	1	0	0	0	0
Woking	2	0	0	1	0	0	0	1	0	0	0	0
Wokingham	2	0	0	2	0	0	0	0	0	0	0	0
Worthing	8	0	0	0	0	0	0	8	0	0	0	0
Wycombe	2	0	0	0	0	0	0	2	0	0	0	0
East	15	0	0	1	0	0	0	13	0	0	1	0
East Midlands	4	0	0	0	0	0	0	3	1	0	0	0
London	341	0	6	265	1	0	2	61	2	0	4	0
North East	1	0	0	0	0	0	0	1	0	0	0	0
North West	7	0	0	0	1	0	0	5	0	0	0	1
Northern Ireland	0	0	0	0	0	0	0	0	0	0	0	0
Scotland	2	0	0	1	0	0	0	1	0	0	0	0
South West	11	0	0	1	0	0	0	8	0	0	2	0
Wales	4	0	0	0	0	0	0	2	0	0	2	0
West Midlands	2	0	0	0	0	0	0	2	0	0	0	0
Yorkshire and The Humber	2	0	0	0	0	0	0	2	0	0	0	0
	2,530	0	9	313	32	4	16	1,943	93	21	93	6
		0.0%	0.4%	12.4%	1.3%	0.2%	0.6%	76.8%	3.7%	0.8%	3.7%	0.2%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 20 December 2023]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	E02004410 : Wealden 008 (2011 super output area - middle layer)

usual residence	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
E02004403 : Wealden 001	7	0	0	0	0	0	0	6	0	0	1	0
E02004404 : Wealden 002	34	0	0	1	1	0	0	23	1	0	6	2
E02004405 : Wealden 003	37	0	0	0	0	0	0	32	4	0	1	0
E02004406 : Wealden 004	52	0	0	0	0	0	0	47	2	1	2	0
E02004407 : Wealden 005	27	0	0	0	0	0	0	24	1	1	1	0
E02004408 : Wealden 006	99	0	0	0	2	0	1	69	14	0	13	0
E02004409 : Wealden 007	28	0	0	0	0	0	1	20	3	0	4	0
E02004410 : Wealden 008	214	0	1	6	2	0	1	151	8	9	36	0
E02004411 : Wealden 009	170	0	0	0	2	0	1	118	27	6	14	2
E02004412 : Wealden 010	109	0	0	0	1	0	0	101	6	0	1	0
E02004413 : Wealden 011	69	0	0	1	1	0	1	58	6	1	1	0
E02004414 : Wealden 012	125	0	0	2	3	0	1	100	14	2	3	0
E02004415 : Wealden 013	73	0	0	0	0	0	0	65	6	0	1	1
E02004416 : Wealden 014	35	0	0	0	0	0	1	31	1	1	1	0
E02004417 : Wealden 015	13	0	0	0	0	0	0	12	1	0	0	0
E02004418 : Wealden 016	16	0	0	0	0	0	0	13	2	0	1	0
E02004419 : Wealden 017	15	0	0	0	1	0	0	10	4	0	0	0
E02004420 : Wealden 018	31	0	0	0	1	0	0	25	3	0	2	0
E02004421 : Wealden 019	9	0	0	0	0	0	0	9	0	0	0	0
E02004422 : Wealden 020	14	0	0	0	0	1	0	11	2	0	0	0
E02004423 : Wealden 021	13	0	0	0	0	0	0	10	2	0	1	0
E02006604 : Mid Sussex 001	2	0	0	0	0	0	0	2	0	0	0	0
E02006605 : Mid Sussex 002	0	0	0	0	0	0	0	0	0	0	0	0
E02006606 : Mid Sussex 003	4	0	0	0	0	0	0	4	0	0	0	0
E02006607 : Mid Sussex 004	2	0	0	0	0	0	0	2	0	0	0	0
E02006608 : Mid Sussex 005	0	0	0	0	0	0	0	0	0	0	0	0
E02006609 : Mid Sussex 006	3	0	0	0	0	0	0	3	0	0	0	0
E02006610 : Mid Sussex 007	1	0	0	0	0	0	0	1	0	0	0	0
E02006611 : Mid Sussex 008	3	0	0	0	0	0	0	3	0	0	0	0
E02006612 : Mid Sussex 009	4	0	0	0	0	0	0	4	0	0	0	0
E02006613 : Mid Sussex 010	2	0	0	0	0	0	0	2	0	0	0	0
E02006614 : Mid Sussex 011	4	0	0	0	0	0	0	4	0	0	0	0
E02006615 : Mid Sussex 012	0	0	0	0	0	0	0	0	0	0	0	0
E02006616 : Mid Sussex 013	2	0	0	0	0	0	0	2	0	0	0	0
E02006617 : Mid Sussex 014	4	0	0	1	0	0	0	3	0	0	0	0
E02006618 : Mid Sussex 015	3	0	0	0	0	0	0	2	1	0	0	0
E02006619 : Mid Sussex 016	2	0	0	0	0	0	0	2	0	0	0	0
E02006620 : Mid Sussex 017	2	0	0	0	0	0	0	2	0	0	0	0
E02004379 : Lewes 001	17	0	0	0	0	0	0	17	0	0	0	0
E02004380 : Lewes 002	9	0	0	0	0	0	0	9	0	0	0	0
E02004381 : Lewes 003	24	0	0	2	1	0	0	20	1	0	0	0
E02004382 : Lewes 004	25	0	0	0	0	0	1	22	2	0	0	0
E02004383 : Lewes 005	8	0	0	0	4	0	1	3	0	0	0	0
E02004384 : Lewes 006	0	0	0	0	0	0	0	0	0	0	0	0
E02004385 : Lewes 007	1	0	0	0	0	0	0	1	0	0	0	0
E02004386 : Lewes 008	4	0	0	0	0	0	0	4	0	0	0	0
E02004387 : Lewes 009	4	0	0	0	0	0	0	3	1	0	0	0
E02004388 : Lewes 010	1	0	0	0	0	0	0	1	0	0	0	0
E02004389 : Lewes 011	6	0	0	0	1	0	0	5	0	0	0	0
E02004390 : Lewes 012	4	0	0	1	0	0	0	3	0	0	0	0
E02004391 : Lewes 013	2	0	0	0	0	0	0	1	0	0	1	0
Adur	5	0	0	0	0	0	0	5	0	0	0	0
Arun	5	0	0	0	0	0	0	5	0	0	0	0
Ashford	5	0	0	0	0	0	0	5	0	0	0	0
Aylesbury Vale	0	0	0	0	0	0	0	0	0	0	0	0
Basingstoke and Deane	3	0	0	0	0	0	0	3	0	0	0	0
Bracknell Forest	0	0	0	0	0	0	0	0	0	0	0	0
Brighton and Hove	43	0	0	0	1	0	0	37	4	0	1	0
Canterbury	1	0	0	0	0	0	0	1	0	0	0	0
Cherwell	0	0	0	0	0	0	0	0	0	0	0	0
Chichester	0	0	0	0	0	0	0	0	0	0	0	0
Chiltern	0	0	0	0	0	0	0	0	0	0	0	0
Crawley	10	0	0	0	0	0	0	10	0	0	0	0
Dartford	0	0	0	0	0	0	0	0	0	0	0	0
Dover	1	0	0	0	0	0	0	1	0	0	0	0
East Hampshire	1	0	0	0	0	0	0	1	0	0	0	0
Eastbourne	67	0	0	0	0	0	0	64	2	1	0	0
Eastleigh	0	0	0	0	0	0	0	0	0	0	0	0
Elmbridge	0	0	0	0	0	0	0	0	0	0	0	0
Epsom and Ewell	0	0	0	0	0	0	0	0	0	0	0	0
Fareham	0	0	0	0	0	0	0	0	0	0	0	0
Gosport	0	0	0	0	0	0	0	0	0	0	0	0
Gravesham	1	0	0	0	0	0	0	0	1	0	0	0
Guildford	0	0	0	0	0	0	0	0	0	0	0	0
Hart	2	0	0	0	0	0	0	2	0	0	0	0
Hastings	23	0	0	0	0	0	0	19	4	0	0	0
Havant	0	0	0	0	0	0	0	0	0	0	0	0
Horsham	9	0	0	0	0	0	0	8	1	0	0	0
Isle of Wight	0	0	0	0	0	0	0	0	0	0	0	0
Maidstone	3	0	0	0	0	0	0	3	0	0	0	0
Medway	6	0	0	0	0	0	0	6	0	0	0	0
Milton Keynes	0	0	0	0	0	0	0	0	0	0	0	0
Mole Valley	0	0	0	0	0	0	0	0	0	0	0	0
New Forest	0	0	0	0	0	0	0	0	0	0	0	0
Oxford	0	0	0	0	0	0	0	0	0	0	0	0
Portsmouth	2	0	0	0	0	0	0	2	0	0	0	0
Reading	2	0	0	0	0	0	0	2	0	0	0	0
Reigate and Banstead	3	0	0	0	0	0	0	3	0	0	0	0
Rother	60	0	0	0	1	0	0	52	5	0	2	0
Runnymede	0	0	0	0	0	0	0	0	0	0	0	0
Rushmoor	0	0	0	0	0	0	0	0	0	0	0	0
Sevenoaks	3	0	0	0	0	0	0	3	0	0	0	0
Shepway	0	0	0	0	0	0	0	0	0	0	0	0
Slough	2	0	0	0	0	0	0	2	0	0	0	0
South Bucks	4	0	0	0	0	0	0	3	0	0	1	0
South Oxfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Southampton	0	0	0	0	0	0	0	0	0	0	0	0
Spelthorne	0	0	0	0	0	0	0	0	0	0	0	0
Surrey Heath	0	0	0	0	0	0	0	0	0	0	0	0
Swale	1	0	0	0	0	0	0	1	0	0	0	0
Tandridge	5	0	0	0	0	0	0	5	0	0	0	0
Test Valley	0	0	0	0	0	0	0	0	0	0	0	0
Thanet	0	0	0	0	0	0	0	0	0	0	0	0
Tonbridge and Malling	6	0	0	0	0	0	0	5	0	0	1	0
Tunbridge Wells	48	0	0	0	2	0	0	43	3	0	0	0
Vale of White Horse	0	0	0	0	0	0	0	0	0	0	0	0
Waverley	0	0	0	0	0	0	0	0	0	0	0	0
West Berkshire	1	0	0	0	0	0	0	1	0	0	0	0
West Oxfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Winchester	1	0	0	0	0	0	0	1	0	0	0	0
Windsor and Maidenhead	3	0	0	0	0	0	0	2	1	0	0	0
Woking	1	0	0	0	0	0	0	1	0	0	0	0
Wokingham	1	0	0	0	0	0	0	1	0	0	0	0
Worthing	3	0	0	0	0	0	0	3	0	0	0	0
Wycombe	1	0	0	0	0	0	0	0	1	0	0	0
East	9	0	0	0	0	0	0	8	1	0	0	0
East Midlands	3	0	0	1	0	0	0	0	1	1	0	0
London	23	0	0	1	2	0	0	17	2	0	1	0
North East	5	0	0	0	0	0	0	2	0	0	3	0
North West	5	0	0	0	1	0	0	2	0	0	2	0
South West	5	0	0	0	0	1	0	3	0	0	1	0
Wales	2	0	0	0	0	0	0	1	1	0	0	0
West Midlands	5	0	0	0	2	0	0	3	0	0	0	0
Yorkshire and The Humber	8	0	0	0	1	0	0	7	0	0	0	0
	1,730	0	1	16	30	2	9	1,403	139	23	102	5
		0.0%	0.1%	0.9%	1.7%	0.1%	0.5%	81.1%	8.0%	1.3%	5.9%	0.3%

Appendix 19

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 20 December 2023]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02004410 : Wealden 008 (2011 super output area - middle layer)

place of work	Driving a car or van		
E02004403 : Wealden 001	21	1.1%	
E02004404 : Wealden 002	48	2.5%	
E02004405 : Wealden 003	46	2.4%	
E02004406 : Wealden 004	90	4.6%	
E02004407 : Wealden 005	27	1.4%	
E02004408 : Wealden 006	32	1.6%	
E02004409 : Wealden 007	35	1.8%	
E02004410 : Wealden 008	151	7.8%	
E02004411 : Wealden 009	181	9.3%	Uckfield TC (N)
E02004412 : Wealden 010	45	2.3%	
E02004413 : Wealden 011	49	2.5%	
E02004414 : Wealden 012	60	3.1%	Uckfield TC (S)
E02004415 : Wealden 013	55	2.8%	
E02004416 : Wealden 014	7	0.4%	
E02004417 : Wealden 015	17	0.9%	
E02004418 : Wealden 016	12	0.6%	
E02004419 : Wealden 017	2	0.1%	
E02004420 : Wealden 018	22	1.1%	
E02004421 : Wealden 019	1	0.1%	
E02004422 : Wealden 020	3	0.2%	
E02004423 : Wealden 021	0	0.0%	
E02006604 : Mid Sussex 001	29	1.5%	
E02006605 : Mid Sussex 002	3	0.2%	
E02006606 : Mid Sussex 003	5	0.3%	
E02006607 : Mid Sussex 004	6	0.3%	
E02006608 : Mid Sussex 005	6	0.3%	
E02006609 : Mid Sussex 006	8	0.4%	
E02006610 : Mid Sussex 007	2	0.1%	
E02006611 : Mid Sussex 008	8	0.4%	
E02006612 : Mid Sussex 009	24	1.2%	
E02006613 : Mid Sussex 010	5	0.3%	
E02006614 : Mid Sussex 011	14	0.7%	
E02006615 : Mid Sussex 012	2	0.1%	
E02006616 : Mid Sussex 013	0	0.0%	
E02006617 : Mid Sussex 014	9	0.5%	
E02006618 : Mid Sussex 015	9	0.5%	
E02006619 : Mid Sussex 016	9	0.5%	
E02006620 : Mid Sussex 017	0	0.0%	
E02004379 : Lewes 001	25	1.3%	
E02004380 : Lewes 002	12	0.6%	
E02004381 : Lewes 003	61	3.1%	
E02004382 : Lewes 004	22	1.1%	
E02004383 : Lewes 005	30	1.5%	
E02004384 : Lewes 006	0	0.0%	
E02004385 : Lewes 007	0	0.0%	
E02004386 : Lewes 008	9	0.5%	
E02004387 : Lewes 009	0	0.0%	
E02004388 : Lewes 010	1	0.1%	
E02004389 : Lewes 011	0	0.0%	
E02004390 : Lewes 012	2	0.1%	
E02004391 : Lewes 013	3	0.2%	
Adur	13	0.7%	
Arun	0	0.0%	
Ashford	2	0.1%	
Aylesbury Vale	0	0.0%	
Basingstoke and Deane	0	0.0%	
Bracknell Forest	0	0.0%	
Brighton and Hove	63	3.2%	
Canterbury	0	0.0%	
Cherwell	0	0.0%	
Chichester	1	0.1%	
Chiltern	0	0.0%	
Crawley	70	3.6%	
Dartford	3	0.2%	
Dover	0	0.0%	
East Hampshire	2	0.1%	
Eastbourne	63	3.2%	
Eastleigh	2	0.1%	
Elmbridge	0	0.0%	
Epsom and Ewell	1	0.1%	
Fareham	0	0.0%	
Gosport	0	0.0%	
Gravesham	2	0.1%	
Guildford	2	0.1%	
Hart	0	0.0%	
Hastings	17	0.9%	
Havant	0	0.0%	
Horsham	16	0.8%	
Isle of Wight	0	0.0%	
Maidstone	7	0.4%	

B2101(e)	27.9%
A22(s)	9.4%
A26(s)	12.2%
A272(w)	6.8%
A22(n)	17.0%
A26(n)	14.3%
A272(e)	
Uckfield TC	12.4%
	100.0%

Medway	0	0.0%
Milton Keynes	0	0.0%
Mole Valley	8	0.4%
New Forest	0	0.0%
Oxford	0	0.0%
Portsmouth	1	0.1%
Reading	2	0.1%
Reigate and Banstead	24	1.2%
Rother	28	1.4%
Runnymede	2	0.1%
Rushmoor	0	0.0%
Sevenoaks	38	2.0%
Shepway	1	0.1%
Slough	0	0.0%
South Bucks	0	0.0%
South Oxfordshire	1	0.1%
Southampton	0	0.0%
Spelthorne	0	0.0%
Surrey Heath	0	0.0%
Swale	0	0.0%
Tandridge	19	1.0%
Test Valley	0	0.0%
Thanet	0	0.0%
Tonbridge and Malling	25	1.3%
Tunbridge Wells	210	10.8%
Vale of White Horse	0	0.0%
Waverley	1	0.1%
West Berkshire	1	0.1%
West Oxfordshire	0	0.0%
Winchester	0	0.0%
Windsor and Maidenhead	1	0.1%
Woking	1	0.1%
Wokingham	0	0.0%
Worthing	8	0.4%
Wycombe	2	0.1%
East	13	0.7%
East Midlands	3	0.2%
London	61	3.1%
North East	1	0.1%
North West	5	0.3%
Northern Ireland	0	0.0%
Scotland	1	0.1%
South West	8	0.4%
Wales	2	0.1%
West Midlands	2	0.1%
Yorkshire and The Humber	2	0.1%
	1,943	100.0%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 20 December 2023]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	E02004410 : Wealden 008 (2011 super output area - middle layer)

usual residence	Driving a car or van		
E02004403 : Wealden 001	6	0.4%	
E02004404 : Wealden 002	23	1.6%	
E02004405 : Wealden 003	32	2.3%	
E02004406 : Wealden 004	47	3.3%	
E02004407 : Wealden 005	24	1.7%	
E02004408 : Wealden 006	69	4.9%	
E02004409 : Wealden 007	20	1.4%	
E02004410 : Wealden 008	151	10.8%	
E02004411 : Wealden 009	118	8.4%	Uckfield TC (N)
E02004412 : Wealden 010	101	7.2%	
E02004413 : Wealden 011	58	4.1%	
E02004414 : Wealden 012	100	7.1%	Uckfield TC (S)
E02004415 : Wealden 013	65	4.6%	
E02004416 : Wealden 014	31	2.2%	
E02004417 : Wealden 015	12	0.9%	
E02004418 : Wealden 016	13	0.9%	
E02004419 : Wealden 017	10	0.7%	
E02004420 : Wealden 018	25	1.8%	
E02004421 : Wealden 019	9	0.6%	
E02004422 : Wealden 020	11	0.8%	
E02004423 : Wealden 021	10	0.7%	
E02006604 : Mid Sussex 001	2	0.1%	
E02006605 : Mid Sussex 002	0	0.0%	
E02006606 : Mid Sussex 003	4	0.3%	
E02006607 : Mid Sussex 004	2	0.1%	
E02006608 : Mid Sussex 005	0	0.0%	
E02006609 : Mid Sussex 006	3	0.2%	
E02006610 : Mid Sussex 007	1	0.1%	
E02006611 : Mid Sussex 008	3	0.2%	
E02006612 : Mid Sussex 009	4	0.3%	
E02006613 : Mid Sussex 010	2	0.1%	
E02006614 : Mid Sussex 011	4	0.3%	
E02006615 : Mid Sussex 012	0	0.0%	
E02006616 : Mid Sussex 013	2	0.1%	
E02006617 : Mid Sussex 014	3	0.2%	
E02006618 : Mid Sussex 015	2	0.1%	
E02006619 : Mid Sussex 016	2	0.1%	
E02006620 : Mid Sussex 017	2	0.1%	
E02004379 : Lewes 001	17	1.2%	
E02004380 : Lewes 002	9	0.6%	
E02004381 : Lewes 003	20	1.4%	
E02004382 : Lewes 004	22	1.6%	
E02004383 : Lewes 005	3	0.2%	
E02004384 : Lewes 006	0	0.0%	
E02004385 : Lewes 007	1	0.1%	
E02004386 : Lewes 008	4	0.3%	
E02004387 : Lewes 009	3	0.2%	
E02004388 : Lewes 010	1	0.1%	
E02004389 : Lewes 011	5	0.4%	
E02004390 : Lewes 012	3	0.2%	
E02004391 : Lewes 013	1	0.1%	
Adur	5	0.4%	
Arun	5	0.4%	
Ashford	5	0.4%	
Aylesbury Vale	0	0.0%	
Basingstoke and Deane	3	0.2%	
Bracknell Forest	0	0.0%	
Brighton and Hove	37	2.6%	
Canterbury	1	0.1%	
Cherwell	0	0.0%	
Chichester	0	0.0%	
Chiltern	0	0.0%	
Crawley	10	0.7%	
Dartford	0	0.0%	
Dover	1	0.1%	
East Hampshire	1	0.1%	
Eastbourne	64	4.6%	
Eastleigh	0	0.0%	
Elmbridge	0	0.0%	
Epsom and Ewell	0	0.0%	
Fareham	0	0.0%	
Gosport	0	0.0%	
Gravesham	0	0.0%	
Guildford	0	0.0%	
Hart	2	0.1%	
Hastings	19	1.4%	
Havant	0	0.0%	
Horsham	8	0.6%	
Isle of Wight	0	0.0%	
Maidstone	3	0.2%	

B2101(e)	41.7%
A22(s)	17.8%
A26(s)	9.1%
A272(w)	3.6%
A22(n)	8.1%
A26(n)	4.2%
A272(e)	
Uckfield TC	15.5%
	100.0%

Medway	6	0.4%
Milton Keynes	0	0.0%
Mole Valley	0	0.0%
New Forest	0	0.0%
Oxford	0	0.0%
Portsmouth	2	0.1%
Reading	2	0.1%
Reigate and Banstead	3	0.2%
Rother	52	3.7%
Runnymede	0	0.0%
Rushmoor	0	0.0%
Sevenoaks	3	0.2%
Shepway	0	0.0%
Slough	2	0.1%
South Bucks	3	0.2%
South Oxfordshire	0	0.0%
Southampton	0	0.0%
Spelthorne	0	0.0%
Surrey Heath	0	0.0%
Swale	1	0.1%
Tandridge	5	0.4%
Test Valley	0	0.0%
Thanet	0	0.0%
Tonbridge and Malling	5	0.4%
Tunbridge Wells	43	3.1%
Vale of White Horse	0	0.0%
Waverley	0	0.0%
West Berkshire	1	0.1%
West Oxfordshire	0	0.0%
Winchester	1	0.1%
Windsor and Maidenhead	2	0.1%
Woking	1	0.1%
Wokingham	1	0.1%
Worthing	3	0.2%
Wycombe	0	0.0%
East	8	0.6%
East Midlands	0	0.0%
London	17	1.2%
North East	2	0.1%
North West	2	0.1%
South West	3	0.2%
Wales	1	0.1%
West Midlands	3	0.2%
Yorkshire and The Humber	7	0.5%
	1,403	100.0%

Appendix 20

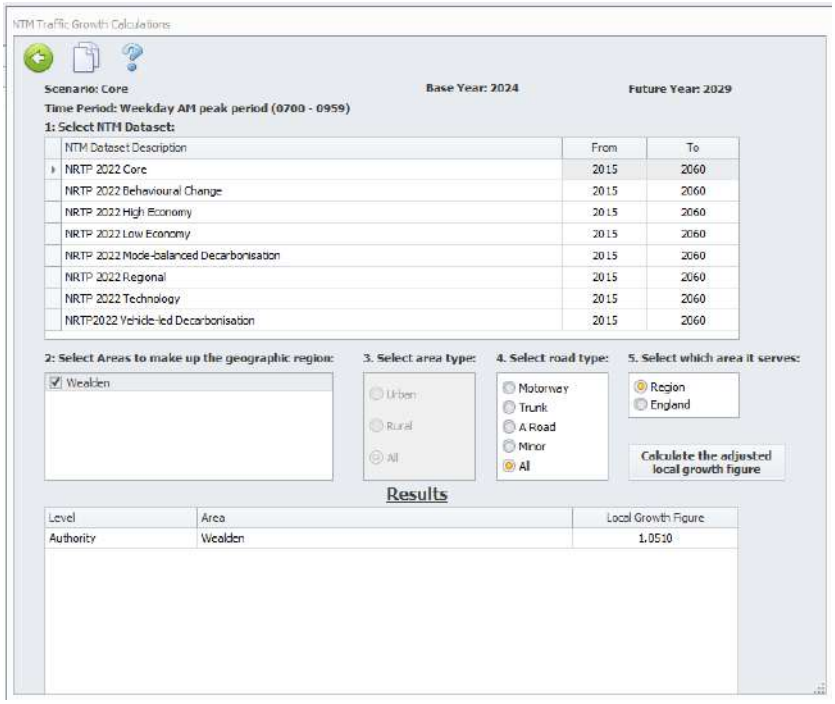
TEMPRO (v. 8.1) Growth Rates

Assessment Parameters:

- Base Year: 2024
- Future Year: 2029
- Location: Wealden (District)
- Area Type: All
- Road Type: All
- Alternative Assumptions:
  - Future HH = 70,421 (Originals = 70,701).
  - Accounts for 90 CD units and 190 development units.

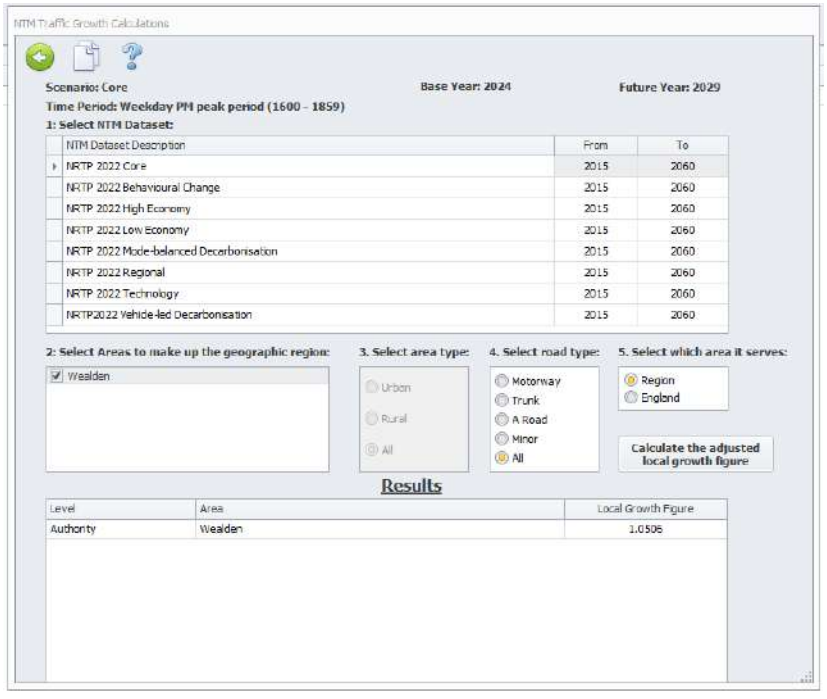
Weekday AM Peak Period

Growth Rate: 1.0510



Weekday PM Peak Period

Growth Rate: 1.0506



Appendix 21

Figure 1 2024 Base AM (08:15 - 09:15)

Key: 10 Total Vehicles **10** HGVs

MILESTONE TRANSPORT PLANNING

	Ahead Flows calculated from proceeding junction.
	Turning Flows based on average over 5 weekdays.

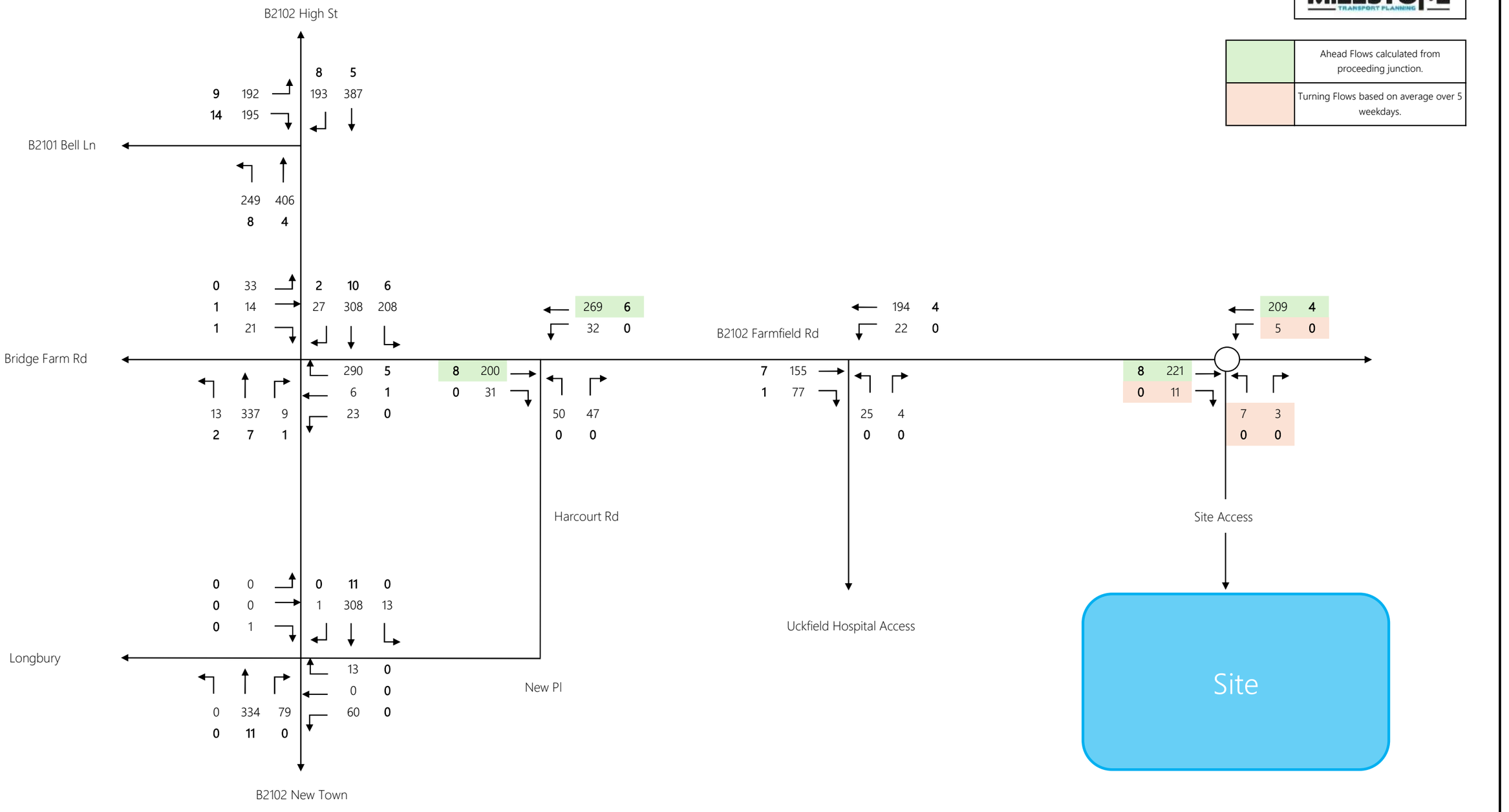


Figure 2 2024 Base PM (17:15 - 18:15)

Key: 10 Total Vehicles 10 HGVs

MILESTONE TRANSPORT PLANNING

	Ahead Flows calculated from proceeding junction.
	Turning Flows based on average over 5 weekdays.

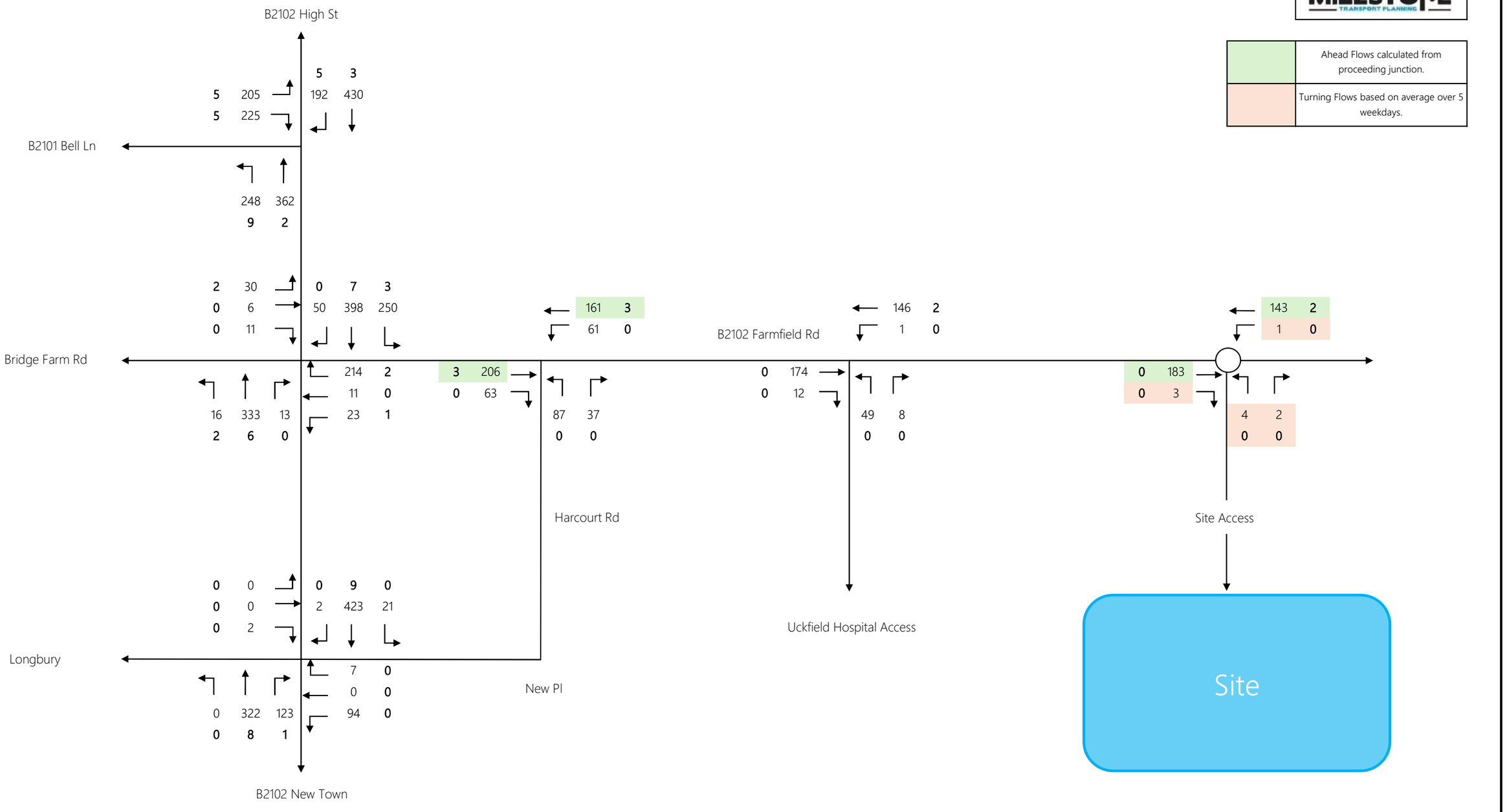


Figure 3 Committed Development (WD/2020/0410 – Land off Eastbourne Road, Uckfield (90 Units)) AM Peak

Key: 10 Total Vehicles 10 HGVs

Vehicular trips distributed as per 2024 proportions.

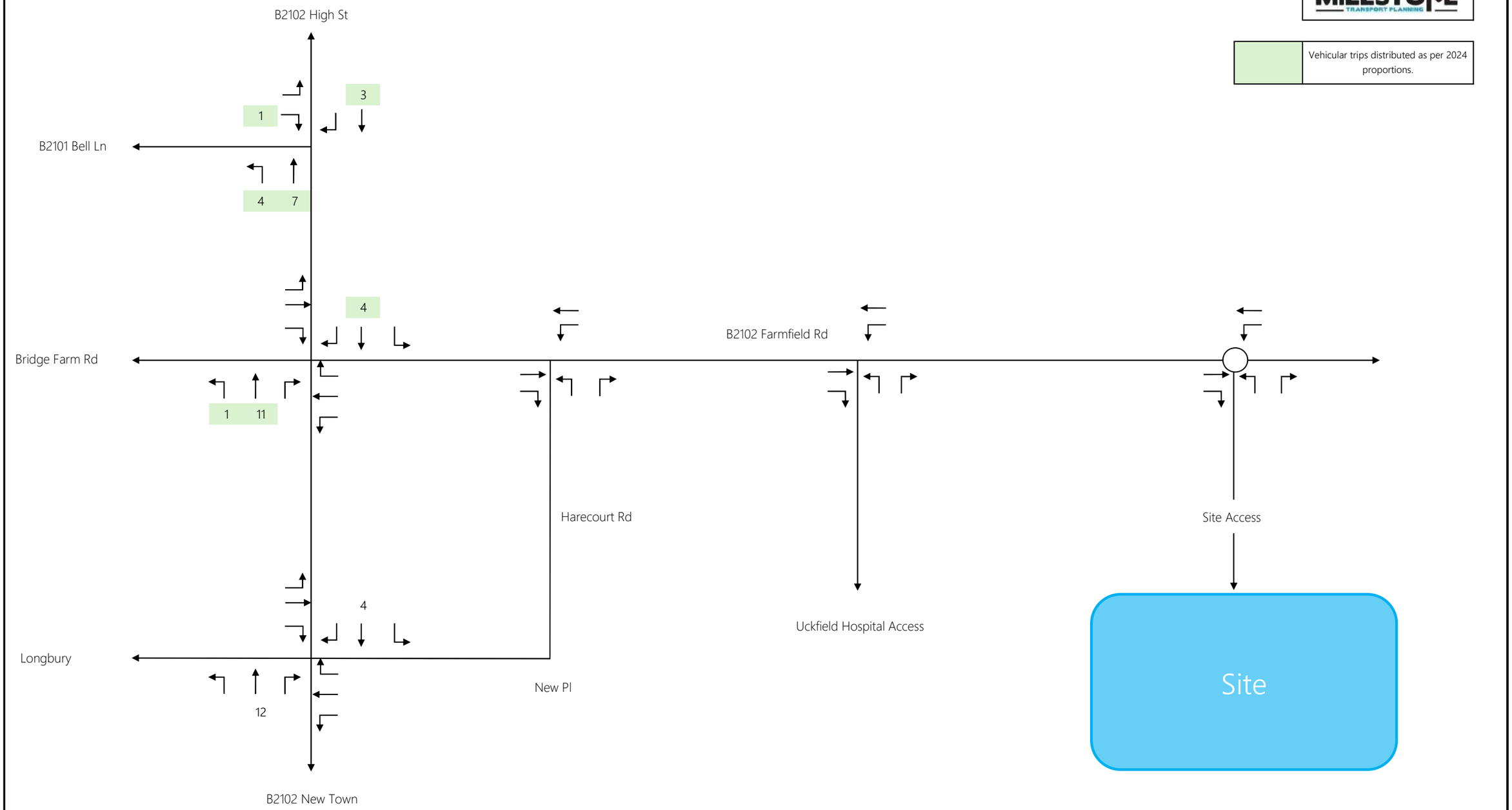


Figure 4 Committed Development (WD/2020/0410 – Land off Eastbourne Road, Uckfield (90 Units)) PM Peak

Key: 10 Total Vehicles 10 HGVs

Vehicular trips distributed as per 2024 proportions.

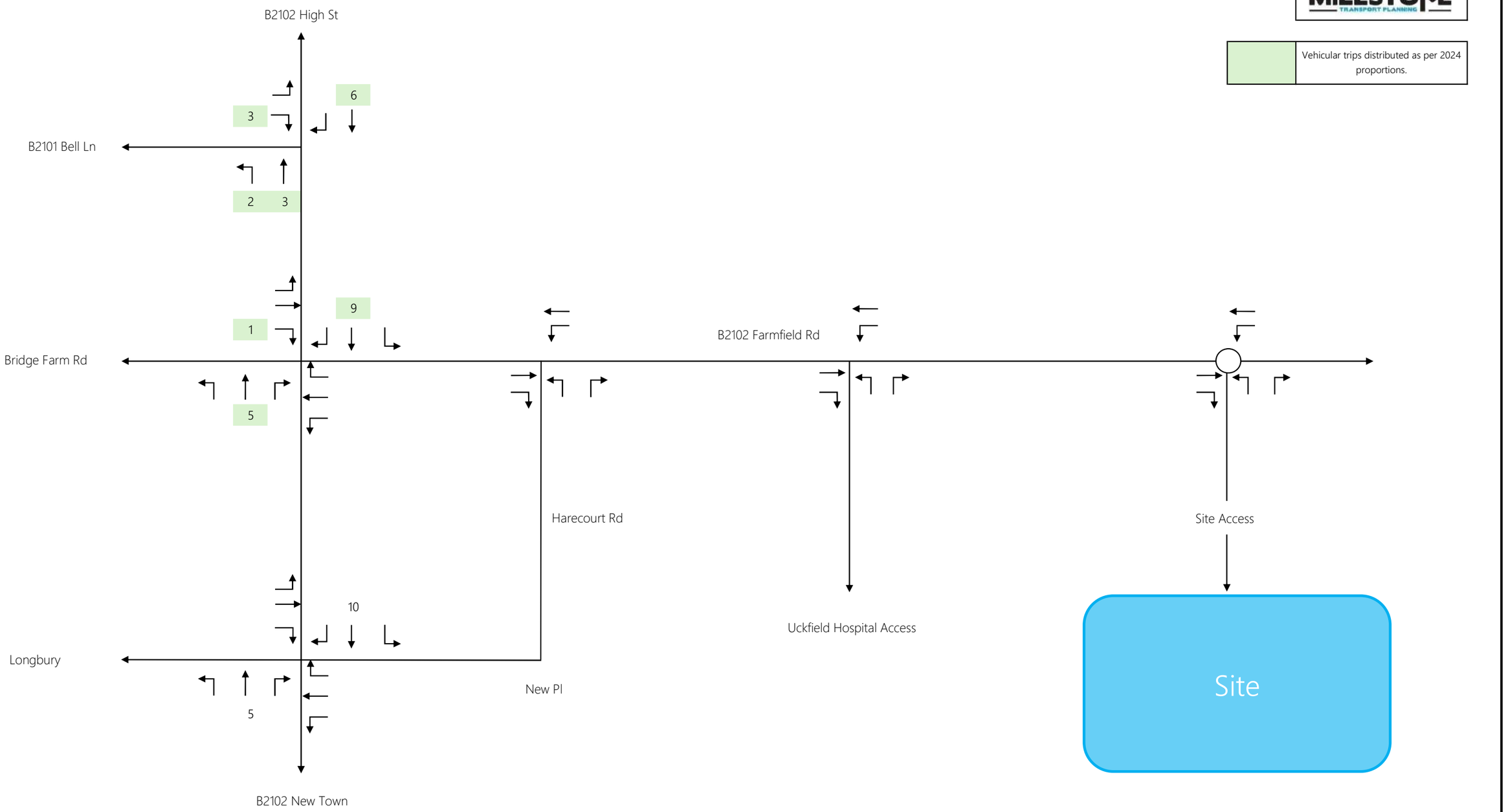


Figure 5 2029 Base (inc. Committed Development) AM (08:15 - 09:15)

Key: 10 Total Vehicles **10** HGVs

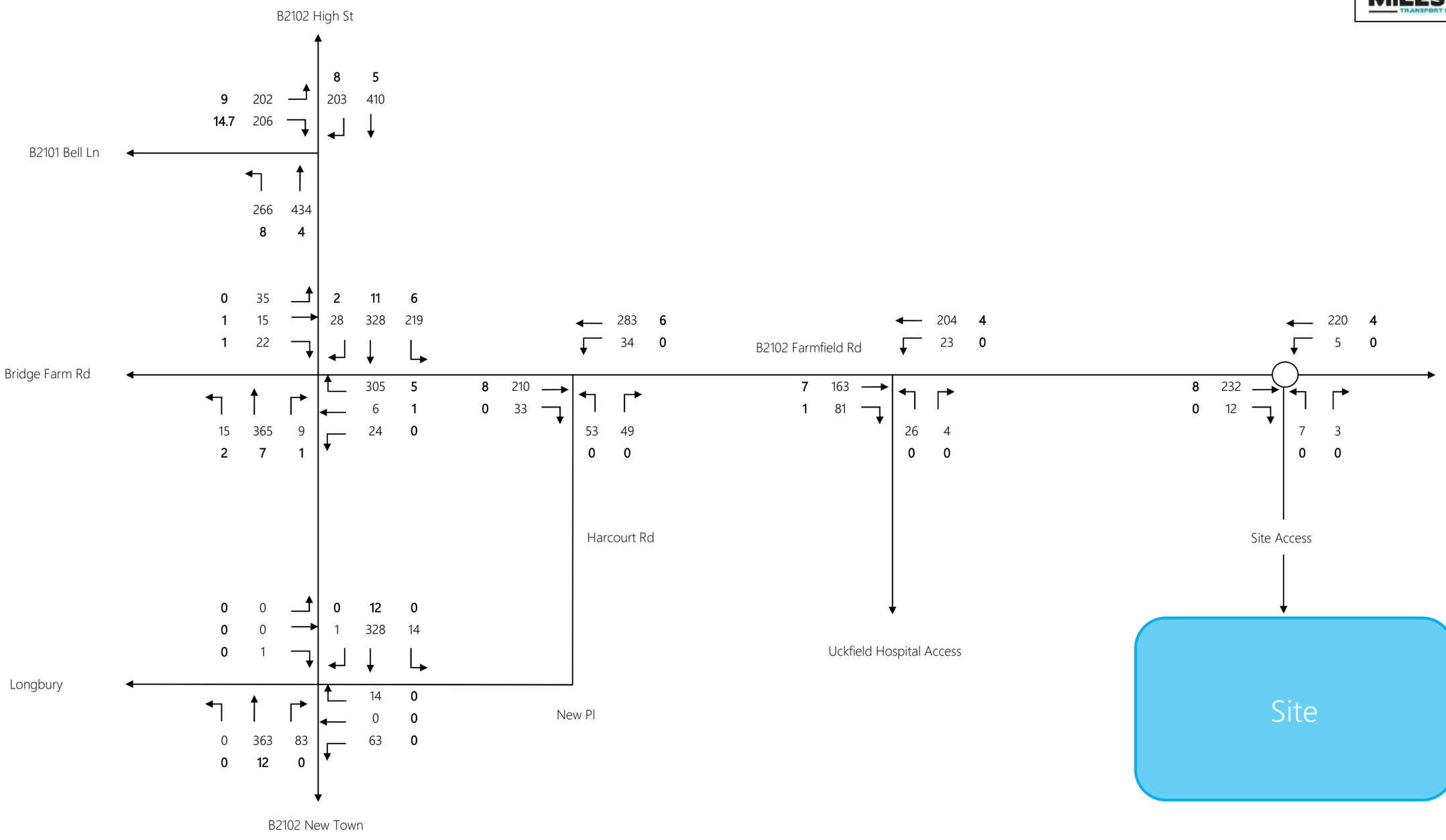


Figure 6 2029 Base (inc. Committed Development) AM (17:15 - 18:15)

Key: 10 Total Vehicles **10** HGVs

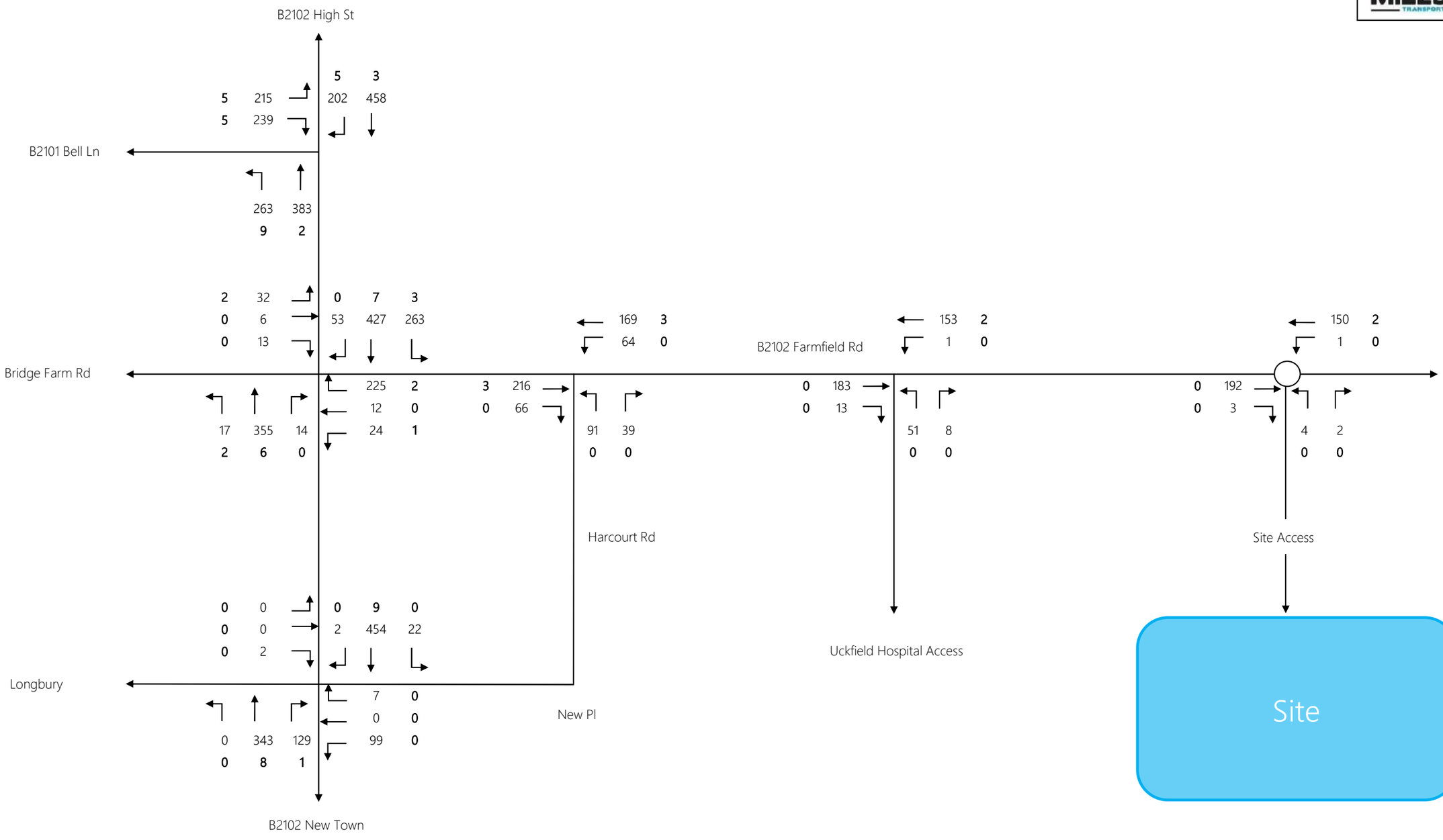


Figure 7 Residential Vehicular Trip Distribution (%)

Key: Arrivals Departures

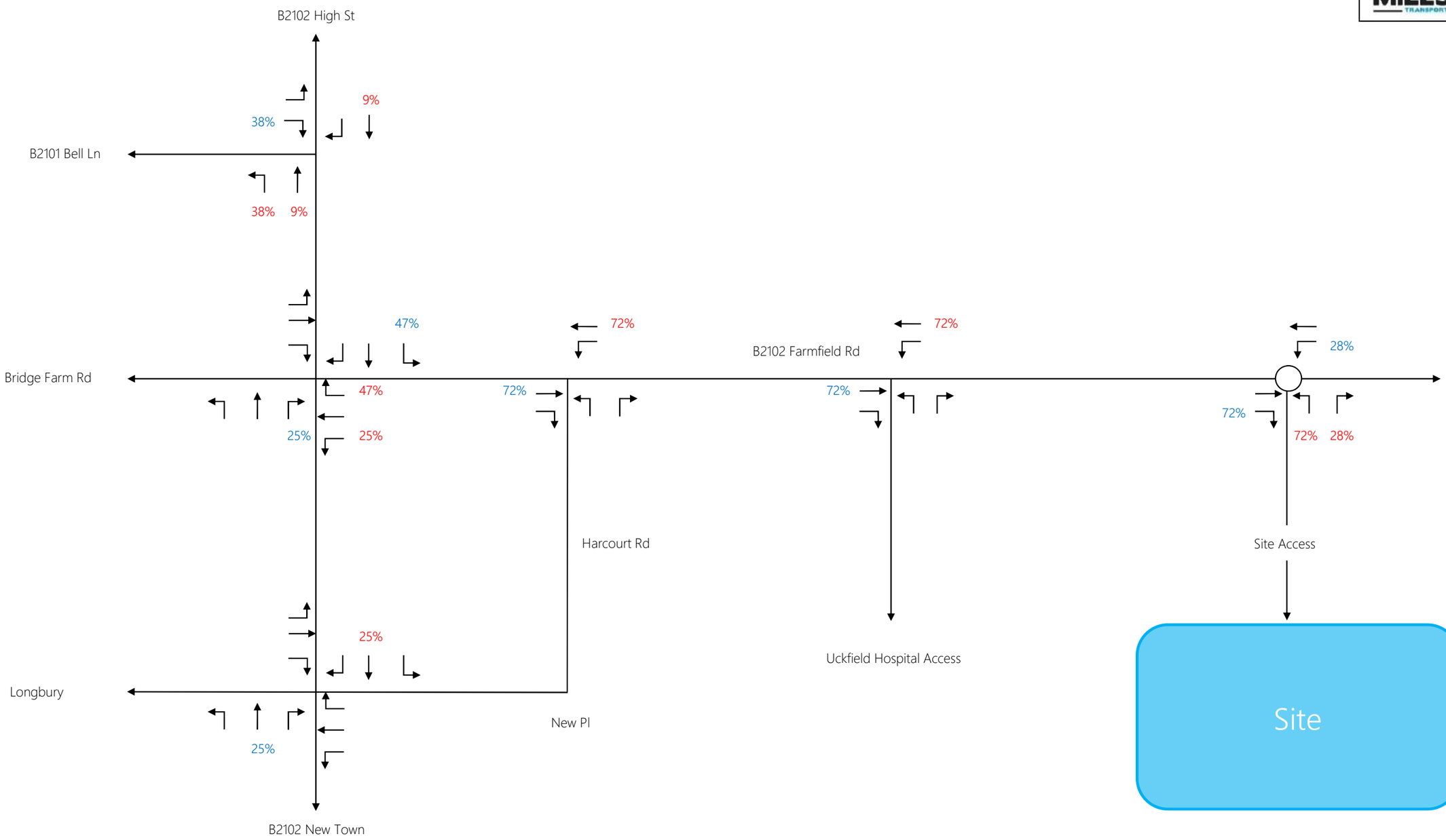


Figure 8 Residential Development Trips AM

Key: 10 Total Vehicles 10 HGVs

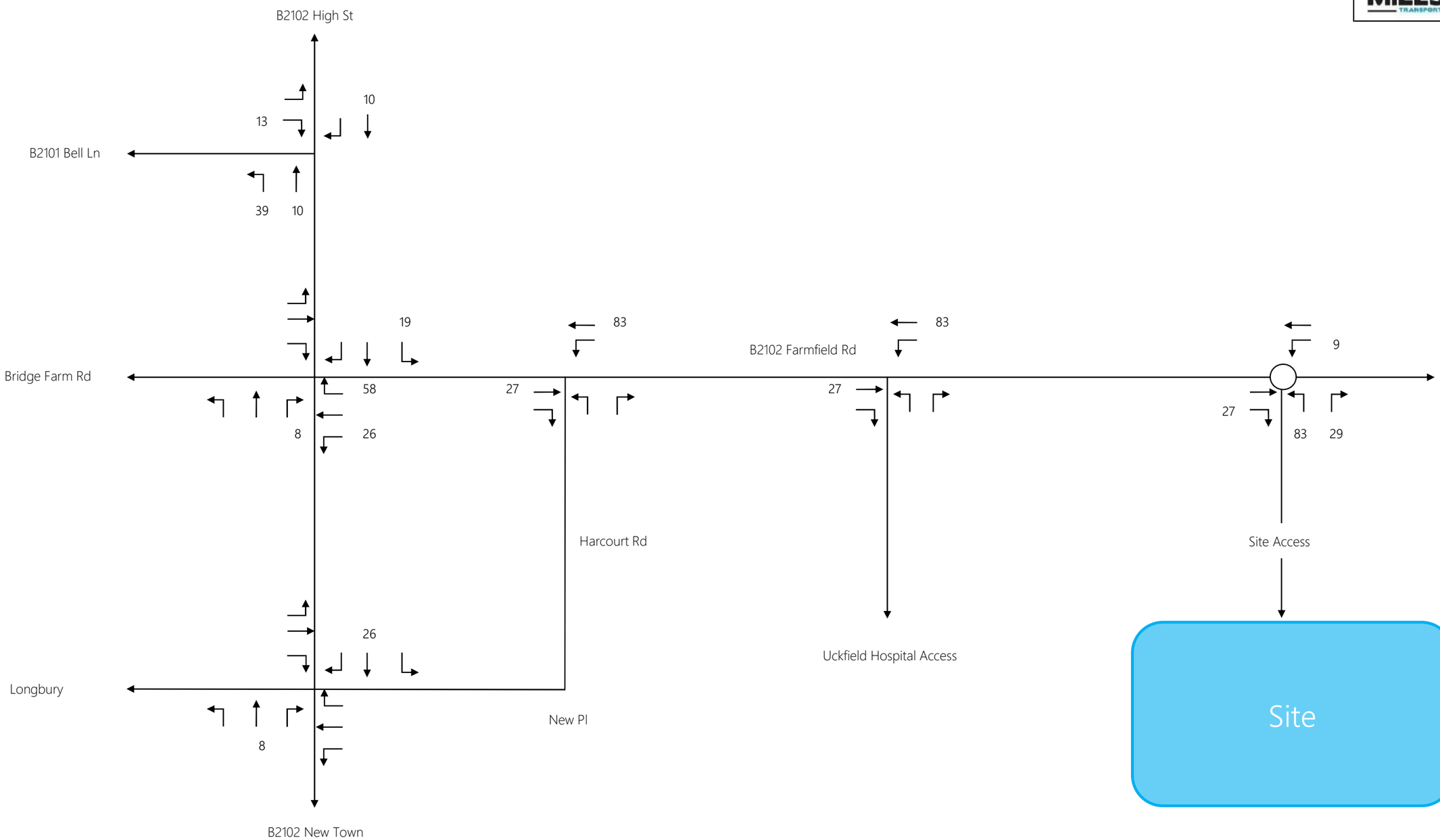


Figure 9 Residential Development Trips PM

Key: 10 Total Vehicles 10 HGVs

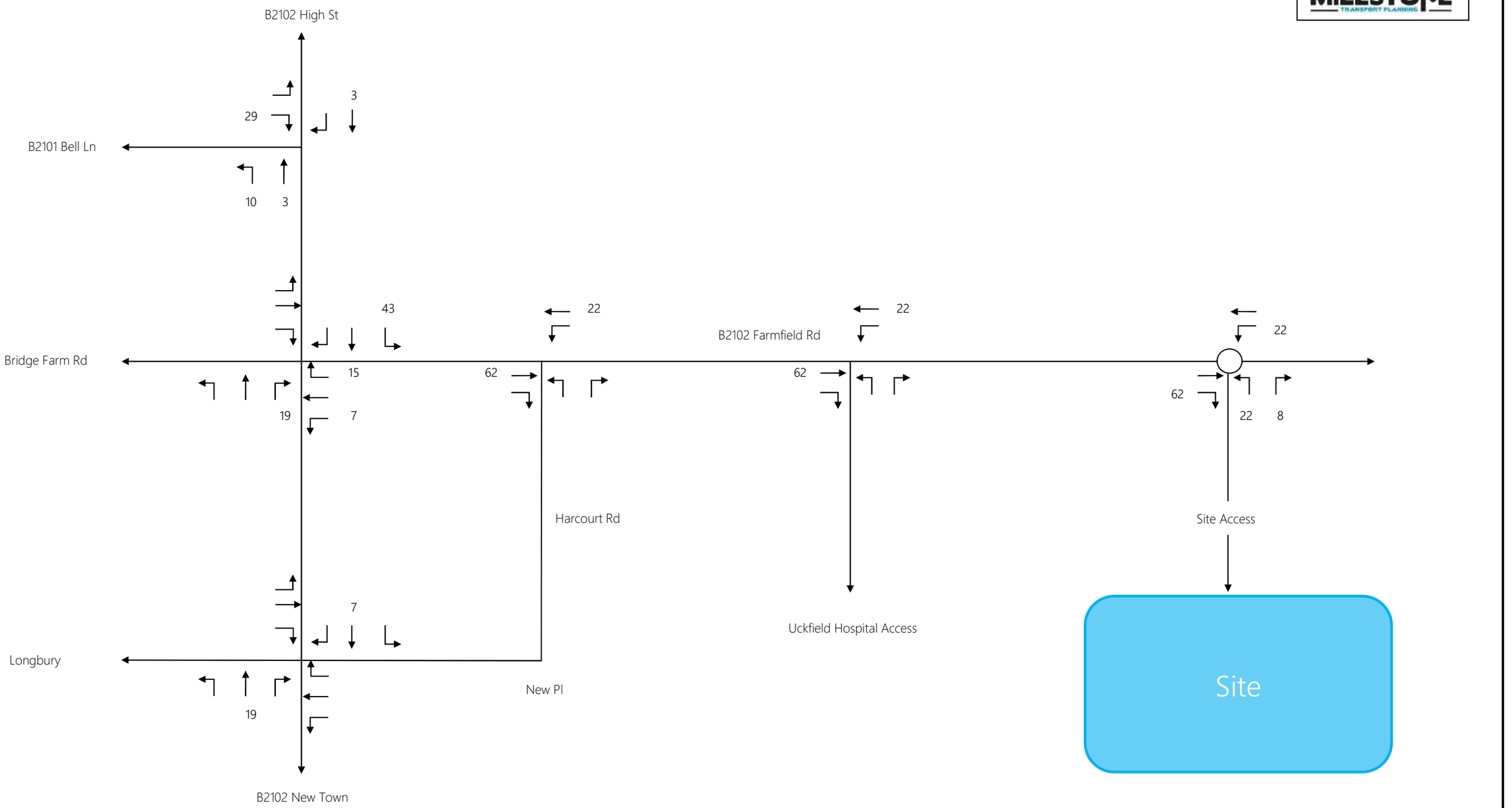


Figure 10 Commercial Vehicular Trip Distribution (%)

Key: Arrivals Departures

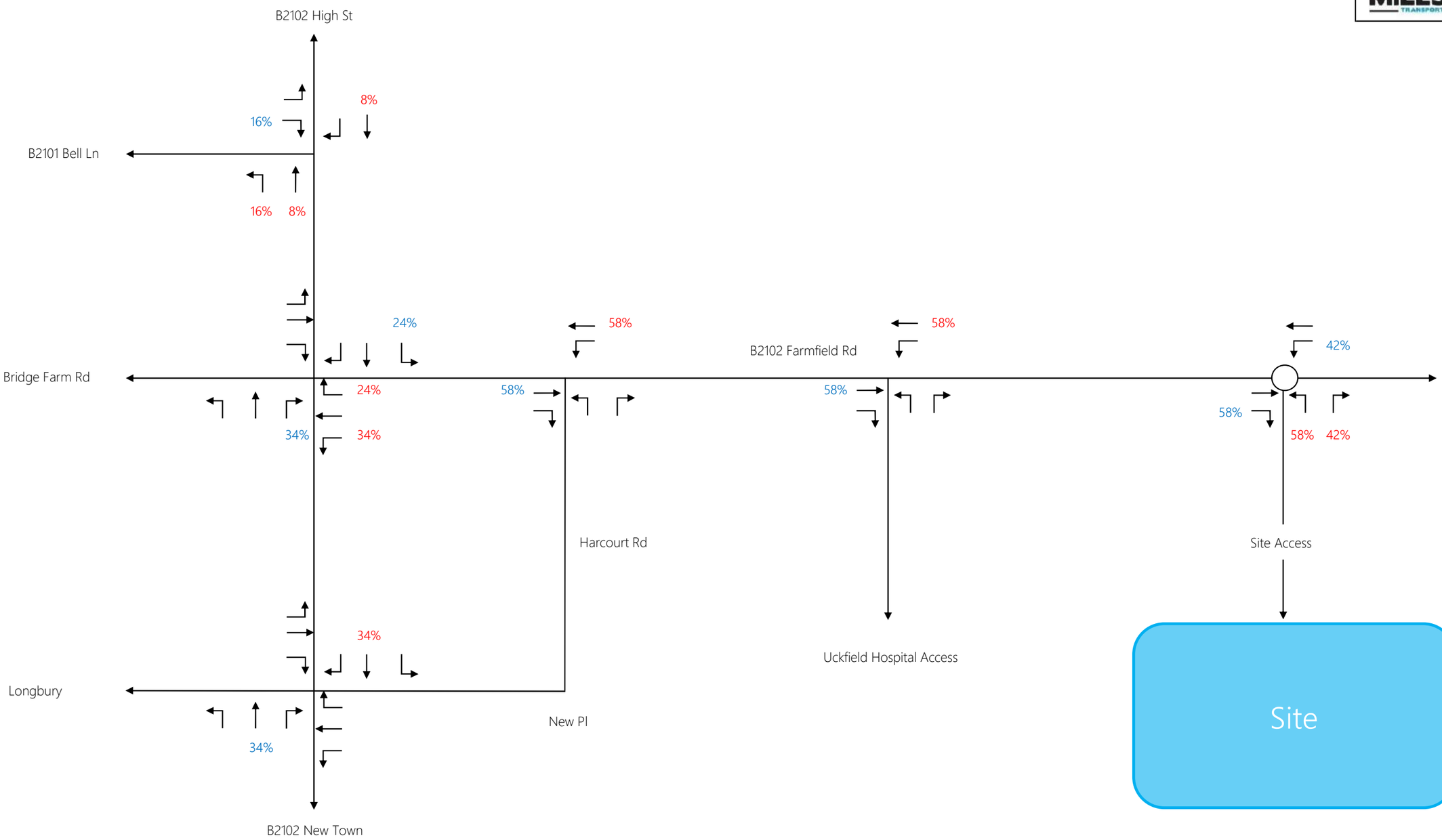


Figure 11 Commerical Development Trips AM

Key: 10 Total Vehicles 10 HGVs

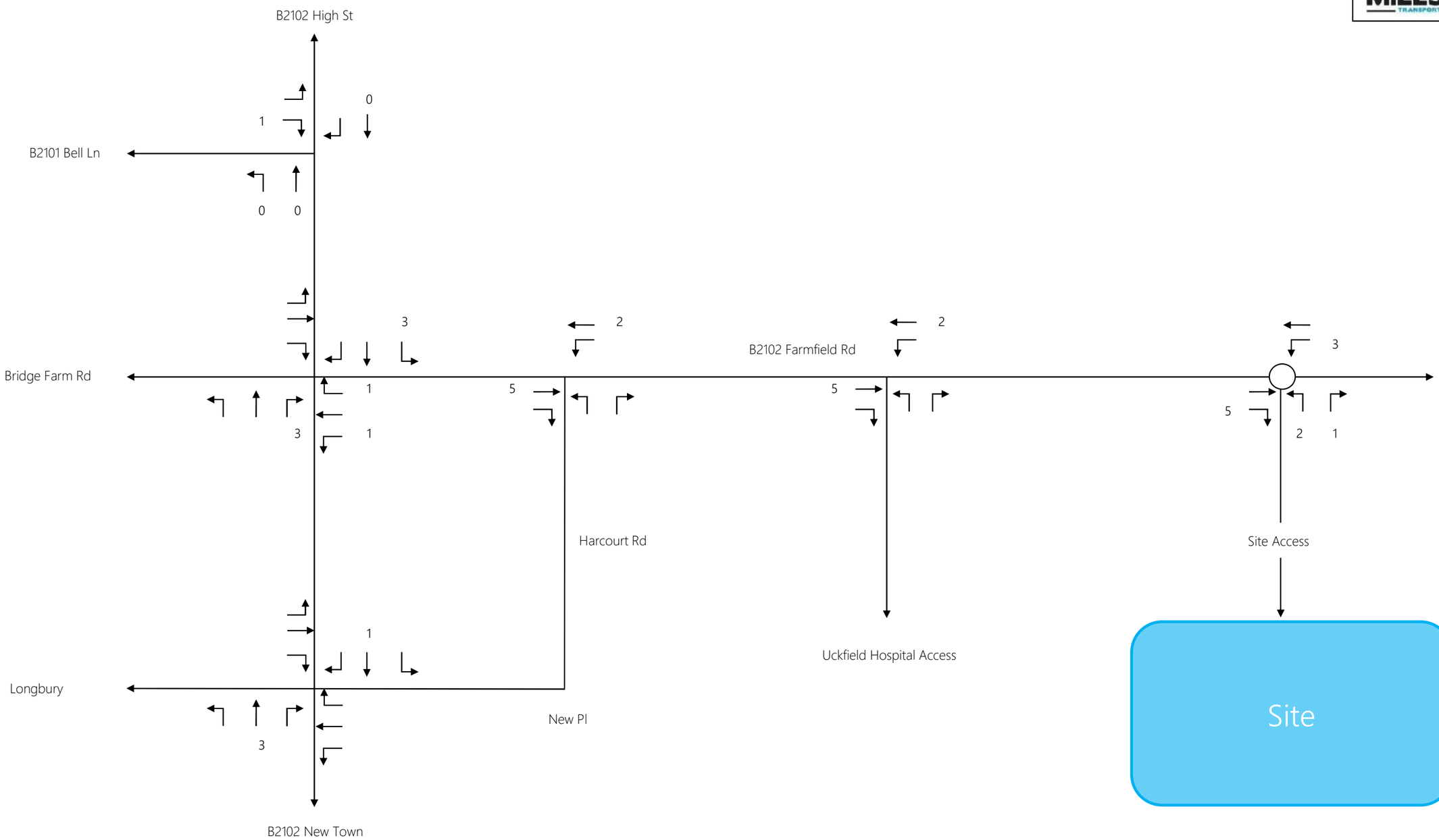


Figure 12 Commerical Development Trips PM

Key: 10 Total Vehicles 10 HGVs

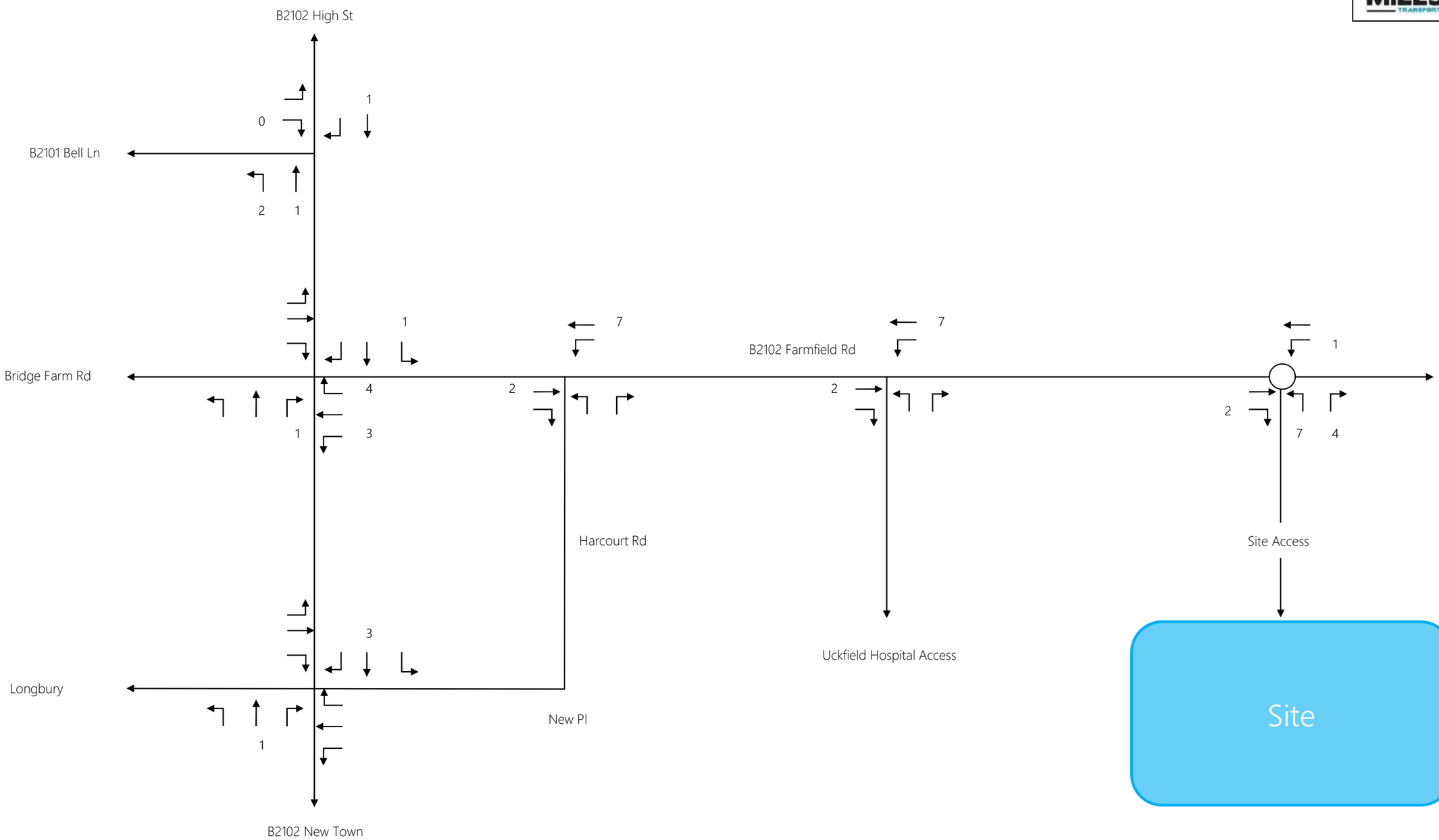


Figure 13 2029 Base + Development AM

Key: 10 Total Vehicles 10 HGVs

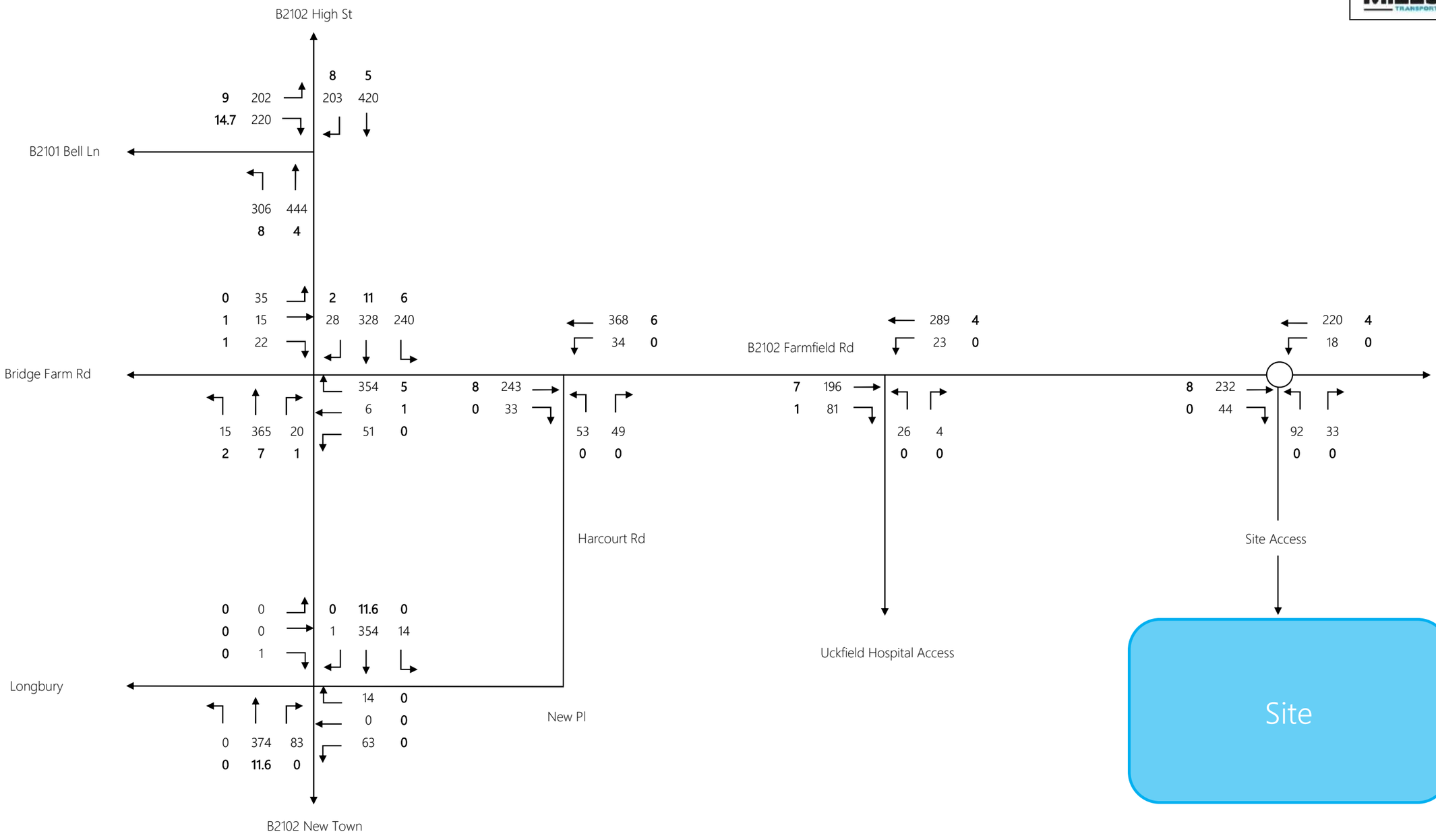
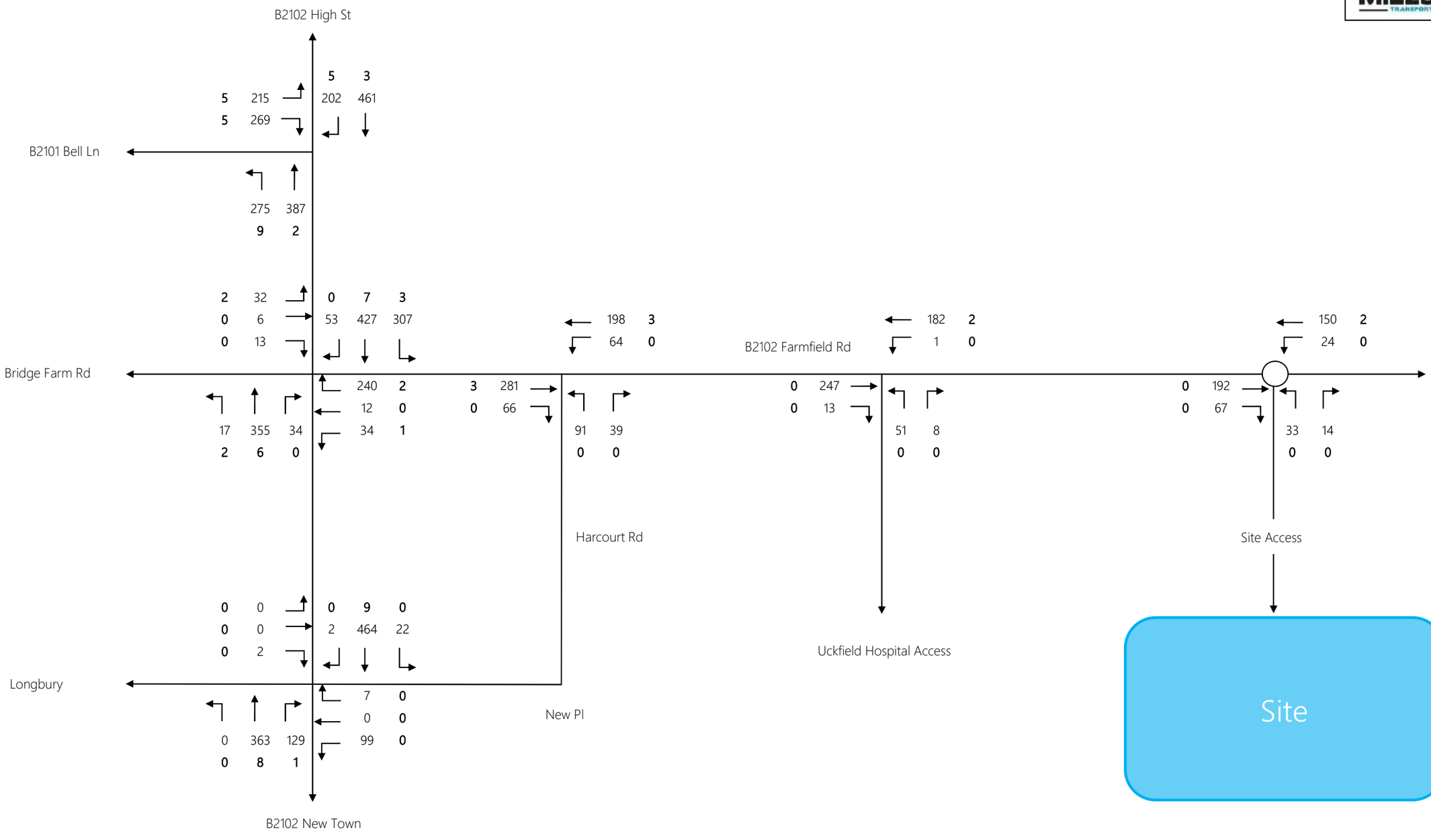


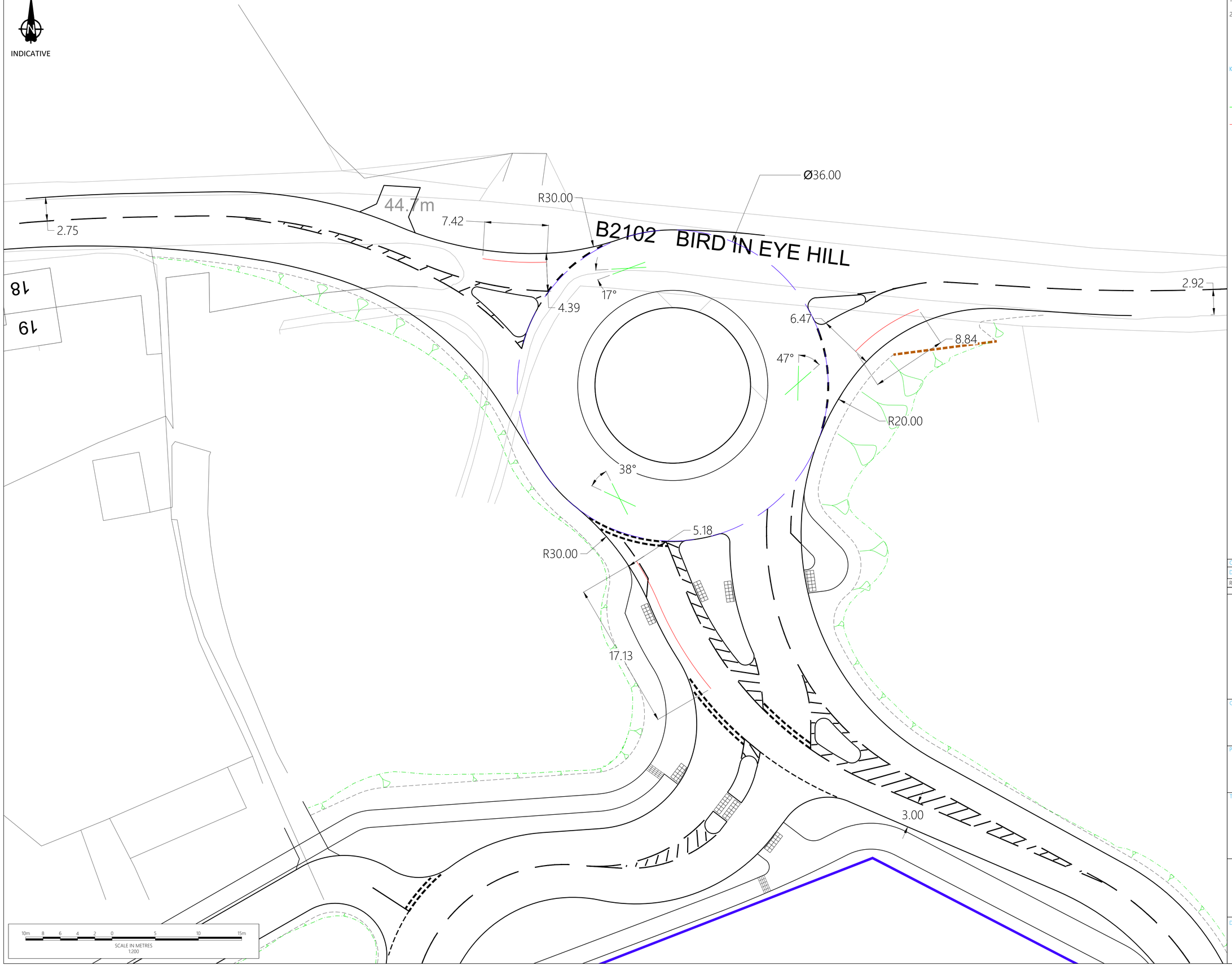
Figure 14 2029 Base + Development PM

Key: 10 Total Vehicles 10 HGVs



Appendix 22

INDICATIVE



Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

- ICD
- Conflict Angle
- Flare Length

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	ZM	03/07/2024	First issue	ZM

Client

Croudace Homes Limited

Project

Land at Bird in Eye, Uckfield

Title

B2102 Bird in Eye Hill / Bird in Eye Farm Access - Proposed Roundabout Geometries

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/GEO/001

Scale: 1:200 @ A1

Revision: -

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.1.1905
© Copyright TRL Software Limited, 2023

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: B2102 Bird in Eye Hill - Bird in Eye Farm Proposed Roundabout Access.j10
Path: P:\23 Jobs\138 Bird in Eye, Uckfield\Technical Assessments\Modelling
Report generation date: 12/07/2024 17:17:53

«2024 Base, AM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Base											
Arm 1	D1	0.2	3.57	0.19	A	3.79	D2	0.1	3.26	0.13	A	3.47
Arm 2		0.0	2.96	0.01	A			0.0	2.85	0.01	A	
Arm 3		0.3	4.03	0.22	A			0.2	3.64	0.17	A	
	2029 Base											
Arm 1	D3	0.2	3.61	0.20	A	3.85	D4	0.2	3.29	0.13	A	3.50
Arm 2		0.0	2.98	0.01	A			0.0	2.86	0.01	A	
Arm 3		0.3	4.09	0.23	A			0.2	3.68	0.18	A	
	2029 Base + Dev											
Arm 1	D5	0.3	3.73	0.21	A	3.92	D6	0.2	3.48	0.16	A	3.71
Arm 2		0.1	3.33	0.11	A			0.0	2.96	0.04	A	
Arm 3		0.4	4.33	0.27	A			0.3	4.00	0.24	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	03/07/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.79	A

Arms

Arms

Arm	Name	Description	No give-way line
1	untitled		
2	untitled		
3	untitled		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	2.92	6.47	8.8	20.0	36.0	47.0		
2	3.00	5.18	17.1	30.0	36.0	38.0		
3	2.75	4.39	7.4	30.0	36.0	17.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.546	1276
2	0.578	1363
3	0.566	1193

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	214	100.000
2		ONE HOUR	✓	10	100.000
3		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1	2	3
From	1	0	5	209
	2	3	0	7
	3	221	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.19	3.57	0.2	A	196	295
2	0.01	2.96	0.0	A	9	14
3	0.22	4.03	0.3	A	213	319

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	161	40	8	1247	0.129	161	168	0.0	0.1	3.312	A
2	8	2	157	1270	0.006	8	12	0.0	0.0	2.850	A
3	175	44	2	1148	0.152	174	162	0.0	0.2	3.693	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	192	48	10	1246	0.154	192	201	0.1	0.2	3.416	A
2	9	2	188	1252	0.007	9	14	0.0	0.0	2.895	A
3	209	52	3	1148	0.182	208	194	0.2	0.2	3.830	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	236	59	12	1245	0.189	235	246	0.2	0.2	3.567	A
2	11	3	230	1227	0.009	11	18	0.0	0.0	2.959	A
3	255	64	3	1148	0.223	255	238	0.2	0.3	4.032	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	236	59	12	1245	0.189	236	247	0.2	0.2	3.567	A
2	11	3	230	1227	0.009	11	18	0.0	0.0	2.960	A
3	255	64	3	1148	0.223	255	238	0.3	0.3	4.034	A

09:00 - 09:15

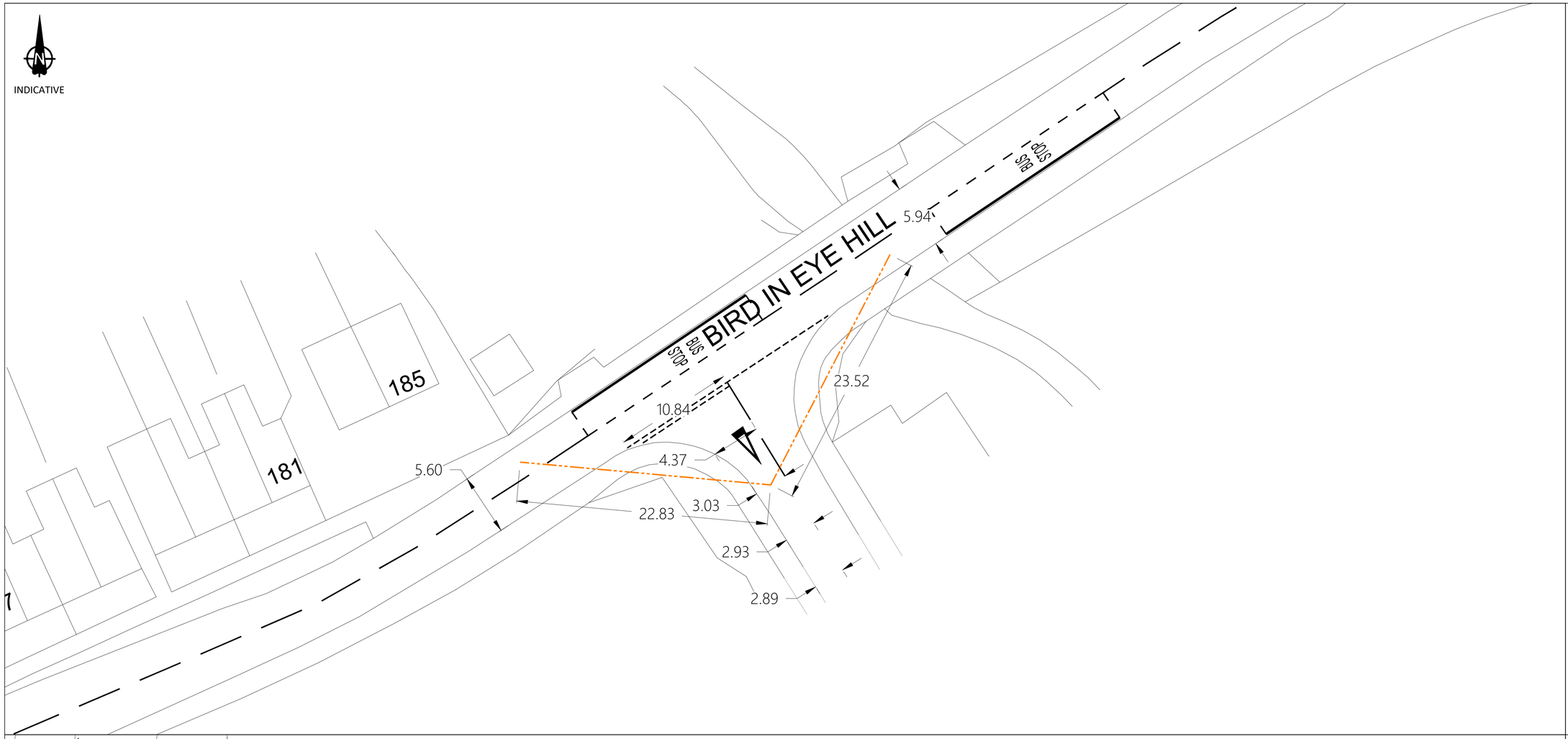
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	192	48	10	1246	0.154	193	202	0.2	0.2	3.420	A
2	9	2	188	1252	0.007	9	14	0.0	0.0	2.898	A
3	209	52	3	1148	0.182	209	194	0.3	0.2	3.835	A

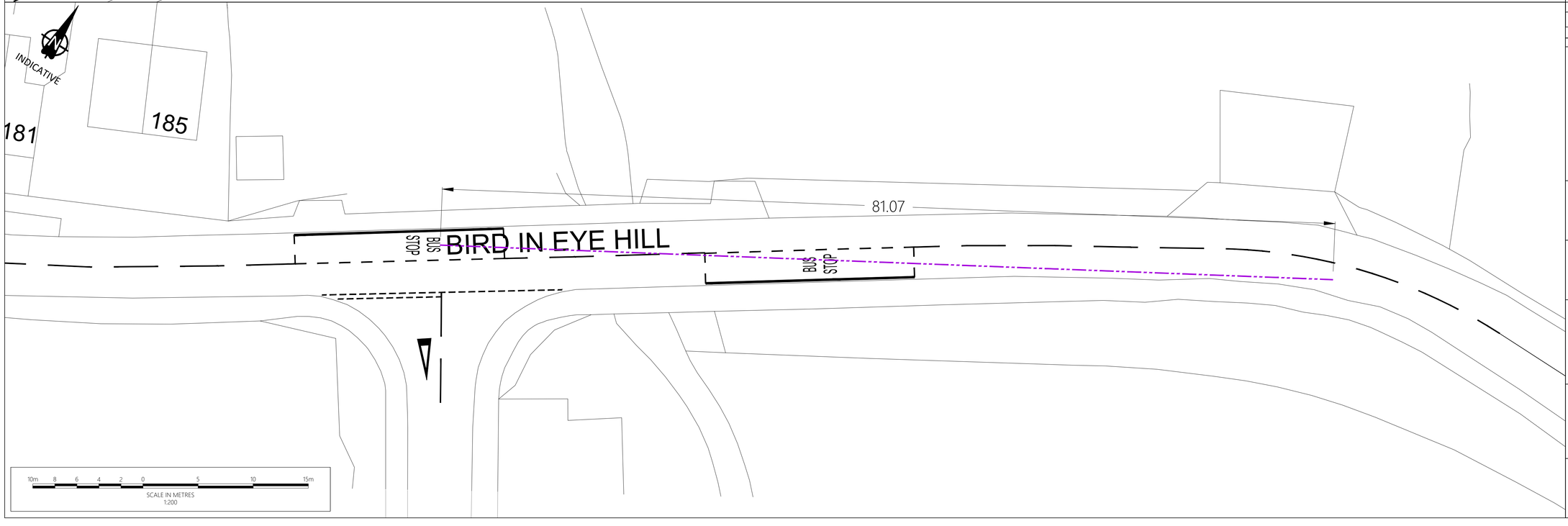
09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	161	40	8	1247	0.129	161	169	0.2	0.1	3.318	A
2	8	2	157	1270	0.006	8	12	0.0	0.0	2.853	A
3	175	44	2	1148	0.152	175	163	0.2	0.2	3.700	A

Appendix 23

INDICATIVE





Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

Achievable Visibility Splays

Achievable Right-Turn Visibility Splays

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	AH	21/06/2024	First issue	ZM

Client

Croudace Homes Limited

Project

Land at Bird in Eye, Uckfield

Title

B2102 Bird in Eye Hill / Framfield Road / Hospital Access - Geometries

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:

23138/GEO/002

Scale:

1:200 @ A1

Revision:

-

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
© Copyright TRL Software Limited, 2023

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: B2102 Bird in Eye Hill - Framfield Road - Hospital Access.j10
Path: P:\23 Jobs\138 Bird in Eye, Uckfield\Technical Assessments\Modelling
Report generation date: 12/07/2024 17:00:39

»2024 Base, AM
»2024 Base, PM
»2029 Base , AM
»2029 Base, PM
»2029 Base + Dev, AM
»2029 Base + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Base											
Stream B-AC	D1	0.1	6.57	0.06	A	1.72	D2	0.1	6.67	0.10	A	1.19
Stream C-AB		0.3	6.45	0.17	A			0.0	5.37	0.03	A	
	2029 Base											
Stream B-AC	D3	0.1	6.62	0.06	A	1.75	D4	0.1	6.71	0.11	A	1.19
Stream C-AB		0.3	6.51	0.18	A			0.0	5.35	0.03	A	
	2029 Base + Dev											
Stream B-AC	D5	0.1	6.95	0.06	A	1.52	D6	0.1	6.86	0.11	A	1.00
Stream C-AB		0.3	6.55	0.19	A			0.0	5.15	0.03	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	03/07/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2024 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓
D4	2029 Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓
D6	2029 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.72	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.77			81.7	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.64	23	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	529	0.097	0.244	0.153	0.349
B-C	680	0.106	0.268	-	-
C-B	621	0.243	0.243	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	216	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	22	194
	B	4	0	25
	C	155	77	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.57	0.1	A	27	40
C-AB	0.17	6.45	0.3	A	91	136
C-A					122	183
A-B					20	30
A-C					178	267

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	604	0.036	22	0.0	0.0	6.183	A
C-AB	71	18	653	0.108	70	0.0	0.2	6.172	A
C-A	104	26			104				
A-B	17	4			17				
A-C	146	37			146				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	594	0.044	26	0.0	0.0	6.340	A
C-AB	88	22	661	0.133	88	0.2	0.2	6.278	A
C-A	121	30			121				
A-B	20	5			20				
A-C	174	44			174				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	580	0.055	32	0.0	0.1	6.570	A
C-AB	114	28	672	0.169	114	0.2	0.3	6.441	A
C-A	142	35			142				
A-B	24	6			24				
A-C	214	53			214				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	580	0.055	32	0.1	0.1	6.570	A
C-AB	114	28	672	0.169	114	0.3	0.3	6.452	A
C-A	142	35			142				
A-B	24	6			24				
A-C	214	53			214				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	594	0.044	26	0.1	0.0	6.344	A
C-AB	88	22	661	0.133	88	0.3	0.2	6.301	A
C-A	121	30			121				
A-B	20	5			20				
A-C	174	44			174				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	5	604	0.036	22	0.0	0.0	6.189	A
C-AB	71	18	653	0.108	71	0.2	0.2	6.194	A
C-A	104	26			104				
A-B	17	4			17				
A-C	146	37			146				

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	147	100.000
B		ONE HOUR	✓	57	100.000
C		ONE HOUR	✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	146
	B	8	0	49
	C	174	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	6.67	0.1	A	52	78
C-AB	0.03	5.37	0.0	A	14	22
C-A					156	234
A-B					0.92	1
A-C					134	201

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	619	0.069	43	0.0	0.1	6.244	A
C-AB	11	3	682	0.016	11	0.0	0.0	5.367	A
C-A	129	32			129				
A-B	0.75	0.19			0.75				
A-C	110	27			110				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	612	0.084	51	0.1	0.1	6.418	A
C-AB	14	3	694	0.020	14	0.0	0.0	5.292	A
C-A	153	38			153				
A-B	0.90	0.22			0.90				
A-C	131	33			131				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	603	0.104	63	0.1	0.1	6.668	A
C-AB	18	5	711	0.025	18	0.0	0.0	5.193	A
C-A	187	47			187				
A-B	1	0.28			1				
A-C	161	40			161				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	603	0.104	63	0.1	0.1	6.668	A
C-AB	18	5	711	0.025	18	0.0	0.0	5.195	A
C-A	187	47			187				
A-B	1	0.28			1				
A-C	161	40			161				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	612	0.084	51	0.1	0.1	6.420	A
C-AB	14	3	694	0.020	14	0.0	0.0	5.293	A
C-A	153	38			153				
A-B	0.90	0.22			0.90				
A-C	131	33			131				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	619	0.069	43	0.1	0.1	6.251	A
C-AB	11	3	682	0.016	11	0.0	0.0	5.369	A
C-A	129	32			129				
A-B	0.75	0.19			0.75				
A-C	110	27			110				

2029 Base , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	227	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	204
	B	4	0	26
	C	163	81	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.62	0.1	A	28	41
C-AB	0.18	6.51	0.3	A	97	145
C-A					127	191
A-B					21	32
A-C					187	281

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	602	0.038	22	0.0	0.0	6.207	A
C-AB	75	19	655	0.115	74	0.0	0.2	6.197	A
C-A	109	27			109				
A-B	17	4			17				
A-C	154	38			154				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	592	0.046	27	0.0	0.0	6.373	A
C-AB	94	23	663	0.141	93	0.2	0.2	6.312	A
C-A	126	31			126				
A-B	21	5			21				
A-C	183	46			183				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	577	0.057	33	0.0	0.1	6.615	A
C-AB	122	30	675	0.180	121	0.2	0.3	6.494	A
C-A	147	37			147				
A-B	25	6			25				
A-C	225	56			225				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	577	0.057	33	0.1	0.1	6.616	A
C-AB	122	30	676	0.180	122	0.3	0.3	6.506	A
C-A	147	37			147				
A-B	25	6			25				
A-C	225	56			225				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	592	0.046	27	0.1	0.0	6.375	A
C-AB	94	23	663	0.141	94	0.3	0.2	6.335	A
C-A	126	31			126				
A-B	21	5			21				
A-C	183	46			183				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	602	0.038	23	0.0	0.0	6.211	A
C-AB	75	19	655	0.115	75	0.2	0.2	6.222	A
C-A	108	27			108				
A-B	17	4			17				
A-C	154	38			154				

2029 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	154	100.000
B		ONE HOUR	✓	59	100.000
C		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	153
	B	8	0	51
	C	183	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	6.71	0.1	A	54	81
C-AB	0.03	5.35	0.0	A	16	24
C-A					164	246
A-B					0.92	1
A-C					140	211

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	618	0.072	44	0.0	0.1	6.268	A
C-AB	12	3	685	0.018	12	0.0	0.0	5.348	A
C-A	135	34			135				
A-B	0.75	0.19			0.75				
A-C	115	29			115				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	611	0.087	53	0.1	0.1	6.451	A
C-AB	15	4	698	0.022	15	0.0	0.0	5.271	A
C-A	161	40			161				
A-B	0.90	0.22			0.90				
A-C	138	34			138				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	601	0.108	65	0.1	0.1	6.711	A
C-AB	20	5	716	0.028	20	0.0	0.0	5.169	A
C-A	196	49			196				
A-B	1	0.28			1				
A-C	168	42			168				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	601	0.108	65	0.1	0.1	6.713	A
C-AB	20	5	716	0.028	20	0.0	0.0	5.171	A
C-A	196	49			196				
A-B	1	0.28			1				
A-C	168	42			168				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	611	0.087	53	0.1	0.1	6.455	A
C-AB	15	4	698	0.022	15	0.0	0.0	5.272	A
C-A	161	40			161				
A-B	0.90	0.22			0.90				
A-C	138	34			138				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	618	0.072	44	0.1	0.1	6.277	A
C-AB	12	3	685	0.018	12	0.0	0.0	5.351	A
C-A	135	34			135				
A-B	0.75	0.19			0.75				
A-C	115	29			115				

2029 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	312	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	277	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	289
	B	4	0	26
	C	196	81	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	6.95	0.1	A	28	41
C-AB	0.19	6.55	0.3	A	103	154
C-A					151	227
A-B					21	32
A-C					265	398

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	584	0.039	22	0.0	0.0	6.403	A
C-AB	79	20	658	0.119	78	0.0	0.2	6.202	A
C-A	130	32			130				
A-B	17	4			17				
A-C	218	54			218				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	570	0.047	27	0.0	0.0	6.623	A
C-AB	99	25	668	0.148	99	0.2	0.2	6.331	A
C-A	150	37			150				
A-B	21	5			21				
A-C	260	65			260				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	551	0.060	33	0.0	0.1	6.952	A
C-AB	131	33	681	0.192	130	0.2	0.3	6.533	A
C-A	174	44			174				
A-B	25	6			25				
A-C	318	80			318				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	551	0.060	33	0.1	0.1	6.952	A
C-AB	131	33	681	0.192	131	0.3	0.3	6.550	A
C-A	174	44			174				
A-B	25	6			25				
A-C	318	80			318				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	570	0.047	27	0.1	0.1	6.625	A
C-AB	99	25	668	0.149	100	0.3	0.2	6.352	A
C-A	150	37			150				
A-B	21	5			21				
A-C	260	65			260				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	6	584	0.039	23	0.1	0.0	6.410	A
C-AB	79	20	658	0.120	79	0.2	0.2	6.228	A
C-A	130	32			130				
A-B	17	4			17				
A-C	218	54			218				

2029 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	183	100.000
B		ONE HOUR	✓	59	100.000
C		ONE HOUR	✓	260	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	1	182
	B	8	0	51
	C	247	13	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	6.86	0.1	A	54	81
C-AB	0.03	5.15	0.0	A	17	26
C-A					221	332
A-B					0.92	1
A-C					167	251

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	611	0.073	44	0.0	0.1	6.353	A
C-AB	13	3	713	0.019	13	0.0	0.0	5.146	A
C-A	182	46			182				
A-B	0.75	0.19			0.75				
A-C	137	34			137				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	602	0.088	53	0.1	0.1	6.558	A
C-AB	17	4	731	0.023	17	0.0	0.0	5.038	A
C-A	217	54			217				
A-B	0.90	0.22			0.90				
A-C	164	41			164				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	590	0.110	65	0.1	0.1	6.855	A
C-AB	22	6	757	0.030	22	0.0	0.0	4.897	A
C-A	264	66			264				
A-B	1	0.28			1				
A-C	200	50			200				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	590	0.110	65	0.1	0.1	6.858	A
C-AB	22	6	757	0.030	22	0.0	0.0	4.899	A
C-A	264	66			264				
A-B	1	0.28			1				
A-C	200	50			200				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53	13	602	0.088	53	0.1	0.1	6.563	A
C-AB	17	4	731	0.023	17	0.0	0.0	5.040	A
C-A	217	54			217				
A-B	0.90	0.22			0.90				
A-C	164	41			164				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	611	0.073	44	0.1	0.1	6.362	A
C-AB	13	3	713	0.019	13	0.0	0.0	5.146	A
C-A	182	46			182				
A-B	0.75	0.19			0.75				
A-C	137	34			137				

Appendix 24

INDICATIVE

31a
31
33
39
ALEXANDRA ROAD
2
Church
1 to 8
Framfield Gate
Garden Cottage
41
45
47a
47 b
49
53
63
FRAMFIELD ROAD
7.61
19.11
5.72
3.70
3.68
3.68
3.66
7.95
56.00
16.50
42
46
50
2a
HARCOURT ROAD
52
58
60 to 64
1 to 14
Portland House

10m 8 6 4 2 0 5 10 15m
SCALE IN METRES
1:200

Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

Achievable Visibility Splays

Achievable Right-Turn Visibility Splays

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	AH	21/06/2024	First issue	ZM

Client
Croudace Homes Limited

Project
Land at Bird in Eye, Uckfield

Title
B2102 Framfield Road / Harcourt Road - Geometries

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/GEO/003

Scale: 1:200 @ A1

Revision: -

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
© Copyright TRL Software Limited, 2023

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: B2102 Farmfield Road - Harcourt Road.j10
Path: P:\23 Jobs\138 Bird in Eye, Uckfield\Technical Assessments\Modelling
Report generation date: 12/07/2024 17:05:53

»2024 Base, AM
»2024 Base, PM
»2029 Base, AM
»2029 Base, PM
»2029 Base + Dev, AM
»2029 Base + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Base											
Stream B-AC	D1	0.3	9.06	0.21	A	1.76	D2	0.3	8.44	0.24	A	2.53
Stream C-AB		0.1	5.74	0.07	A			0.2	5.94	0.14	A	
	2029 Base											
Stream B-AC	D3	0.3	9.30	0.22	A	1.81	D4	0.3	8.66	0.26	A	2.59
Stream C-AB		0.1	5.74	0.08	A			0.3	5.95	0.15	A	
	2029 Base + Dev											
Stream B-AC	D5	0.3	9.99	0.24	A	1.64	D6	0.4	8.95	0.26	A	2.35
Stream C-AB		0.2	5.71	0.08	A			0.3	5.68	0.16	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	03/07/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2024 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓
D4	2029 Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓
D6	2029 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.76	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.78			56.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.94	19	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	538	0.090	0.227	0.143	0.324
B-C	694	0.099	0.250	-	-
C-B	606	0.217	0.217	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	301	100.000
B		ONE HOUR	✓	97	100.000
C		ONE HOUR	✓	231	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	32	269
	B	47	0	50
	C	200	31	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	9.06	0.3	A	89	134
C-AB	0.07	5.74	0.1	A	40	59
C-A					172	258
A-B					29	44
A-C					247	370

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	538	0.136	72	0.0	0.2	7.726	A
C-AB	30	8	659	0.046	30	0.0	0.1	5.726	A
C-A	144	36			144				
A-B	24	6			24				
A-C	203	51			203				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	524	0.167	87	0.2	0.2	8.239	A
C-AB	38	10	670	0.057	38	0.1	0.1	5.695	A
C-A	169	42			169				
A-B	29	7			29				
A-C	242	60			242				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	504	0.212	107	0.2	0.3	9.047	A
C-AB	50	13	686	0.074	50	0.1	0.1	5.661	A
C-A	204	51			204				
A-B	35	9			35				
A-C	296	74			296				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	504	0.212	107	0.3	0.3	9.060	A
C-AB	50	13	686	0.074	50	0.1	0.1	5.672	A
C-A	204	51			204				
A-B	35	9			35				
A-C	296	74			296				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	524	0.167	87	0.3	0.2	8.260	A
C-AB	38	10	670	0.057	38	0.1	0.1	5.711	A
C-A	169	42			169				
A-B	29	7			29				
A-C	242	60			242				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	538	0.136	73	0.2	0.2	7.753	A
C-AB	30	8	659	0.046	30	0.1	0.1	5.738	A
C-A	144	36			144				
A-B	24	6			24				
A-C	203	51			203				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	222	100.000
B		ONE HOUR	✓	124	100.000
C		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	161
	B	37	0	87
	C	206	63	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	8.44	0.3	A	114	171
C-AB	0.14	5.94	0.2	A	81	121
C-A					166	249
A-B					56	84
A-C					148	222

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	588	0.159	93	0.0	0.2	7.263	A
C-AB	62	15	675	0.091	61	0.0	0.1	5.859	A
C-A	141	35			141				
A-B	46	11			46				
A-C	121	30			121				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	577	0.193	111	0.2	0.2	7.722	A
C-AB	78	19	689	0.113	77	0.1	0.2	5.886	A
C-A	164	41			164				
A-B	55	14			55				
A-C	145	36			145				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	137	34	563	0.243	136	0.2	0.3	8.431	A
C-AB	102	26	709	0.144	102	0.2	0.2	5.931	A
C-A	194	48			194				
A-B	67	17			67				
A-C	177	44			177				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	137	34	563	0.243	137	0.3	0.3	8.443	A
C-AB	102	26	709	0.144	102	0.2	0.2	5.935	A
C-A	194	48			194				
A-B	67	17			67				
A-C	177	44			177				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	577	0.193	112	0.3	0.2	7.739	A
C-AB	78	19	689	0.113	78	0.2	0.2	5.897	A
C-A	164	41			164				
A-B	55	14			55				
A-C	145	36			145				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	588	0.159	94	0.2	0.2	7.293	A
C-AB	62	15	675	0.091	62	0.2	0.1	5.876	A
C-A	141	35			141				
A-B	46	11			46				
A-C	121	30			121				

2029 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	317	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	34	283
	B	49	0	53
	C	210	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	9.30	0.3	A	94	140
C-AB	0.08	5.74	0.1	A	43	64
C-A					180	270
A-B					31	47
A-C					260	390

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	535	0.144	76	0.0	0.2	7.840	A
C-AB	33	8	661	0.049	32	0.0	0.1	5.724	A
C-A	150	38			150				
A-B	26	6			26				
A-C	213	53			213				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	520	0.176	92	0.2	0.2	8.401	A
C-AB	41	10	673	0.061	41	0.1	0.1	5.694	A
C-A	177	44			177				
A-B	31	8			31				
A-C	254	64			254				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	499	0.225	112	0.2	0.3	9.282	A
C-AB	55	14	690	0.079	55	0.1	0.1	5.665	A
C-A	213	53			213				
A-B	37	9			37				
A-C	312	78			312				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	499	0.225	112	0.3	0.3	9.303	A
C-AB	55	14	690	0.079	55	0.1	0.1	5.671	A
C-A	213	53			213				
A-B	37	9			37				
A-C	312	78			312				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	520	0.176	92	0.3	0.2	8.421	A
C-AB	41	10	673	0.061	42	0.1	0.1	5.713	A
C-A	177	44			177				
A-B	31	8			31				
A-C	254	64			254				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	535	0.144	77	0.2	0.2	7.869	A
C-AB	33	8	661	0.050	33	0.1	0.1	5.738	A
C-A	150	38			150				
A-B	26	6			26				
A-C	213	53			213				

2029 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	233	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	64	169
	B	39	0	91
	C	216	66	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	8.66	0.3	A	119	179
C-AB	0.15	5.95	0.3	A	86	129
C-A					173	259
A-B					59	88
A-C					155	233

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24	585	0.167	97	0.0	0.2	7.371	A
C-AB	65	16	679	0.096	65	0.0	0.1	5.862	A
C-A	147	37			147				
A-B	48	12			48				
A-C	127	32			127				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	574	0.204	117	0.2	0.3	7.872	A
C-AB	83	21	694	0.119	82	0.1	0.2	5.891	A
C-A	171	43			171				
A-B	58	14			58				
A-C	152	38			152				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	143	36	559	0.256	143	0.3	0.3	8.650	A
C-AB	109	27	715	0.153	109	0.2	0.3	5.947	A
C-A	201	50			201				
A-B	70	18			70				
A-C	186	47			186				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	143	36	559	0.256	143	0.3	0.3	8.664	A
C-AB	109	27	715	0.153	109	0.3	0.3	5.954	A
C-A	201	50			201				
A-B	70	18			70				
A-C	186	47			186				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	574	0.204	117	0.3	0.3	7.891	A
C-AB	83	21	694	0.119	83	0.3	0.2	5.905	A
C-A	171	43			171				
A-B	58	14			58				
A-C	152	38			152				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24	585	0.167	98	0.3	0.2	7.405	A
C-AB	66	16	679	0.097	66	0.2	0.1	5.877	A
C-A	147	37			147				
A-B	48	12			48				
A-C	127	32			127				

2029 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	402	100.000
B		ONE HOUR	✓	102	100.000
C		ONE HOUR	✓	276	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	34	368
	B	49	0	53
	C	243	33	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	9.99	0.3	A	94	140
C-AB	0.08	5.71	0.2	A	46	69
C-A					207	311
A-B					31	47
A-C					338	507

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	517	0.149	76	0.0	0.2	8.161	A
C-AB	34	9	666	0.051	34	0.0	0.1	5.695	A
C-A	174	43			174				
A-B	26	6			26				
A-C	277	69			277				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	498	0.184	91	0.2	0.2	8.847	A
C-AB	44	11	679	0.065	44	0.1	0.1	5.663	A
C-A	204	51			204				
A-B	31	8			31				
A-C	331	83			331				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	473	0.238	112	0.2	0.3	9.976	A
C-AB	59	15	698	0.085	59	0.1	0.2	5.628	A
C-A	245	61			245				
A-B	37	9			37				
A-C	405	101			405				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	28	472	0.238	112	0.3	0.3	9.995	A
C-AB	59	15	698	0.085	59	0.2	0.2	5.636	A
C-A	245	61			245				
A-B	37	9			37				
A-C	405	101			405				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	23	498	0.184	92	0.3	0.2	8.872	A
C-AB	44	11	679	0.065	44	0.2	0.1	5.679	A
C-A	204	51			204				
A-B	31	8			31				
A-C	331	83			331				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	517	0.149	77	0.2	0.2	8.196	A
C-AB	34	9	666	0.052	34	0.1	0.1	5.708	A
C-A	173	43			173				
A-B	26	6			26				
A-C	277	69			277				

2029 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	262	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	64	198
	B	39	0	91
	C	281	66	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	8.95	0.4	A	119	179
C-AB	0.16	5.68	0.3	A	95	143
C-A					223	335
A-B					59	88
A-C					182	273

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24	576	0.170	97	0.0	0.2	7.508	A
C-AB	71	18	708	0.100	70	0.0	0.2	5.645	A
C-A	190	48			190				
A-B	48	12			48				
A-C	149	37			149				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	563	0.208	117	0.2	0.3	8.060	A
C-AB	91	23	729	0.125	91	0.2	0.2	5.647	A
C-A	221	55			221				
A-B	58	14			58				
A-C	178	44			178				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	143	36	545	0.263	143	0.3	0.4	8.936	A
C-AB	123	31	758	0.162	123	0.2	0.3	5.670	A
C-A	259	65			259				
A-B	70	18			70				
A-C	218	55			218				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	143	36	545	0.263	143	0.4	0.4	8.953	A
C-AB	123	31	758	0.163	123	0.3	0.3	5.678	A
C-A	259	65			259				
A-B	70	18			70				
A-C	218	55			218				

18:00 - 18:15

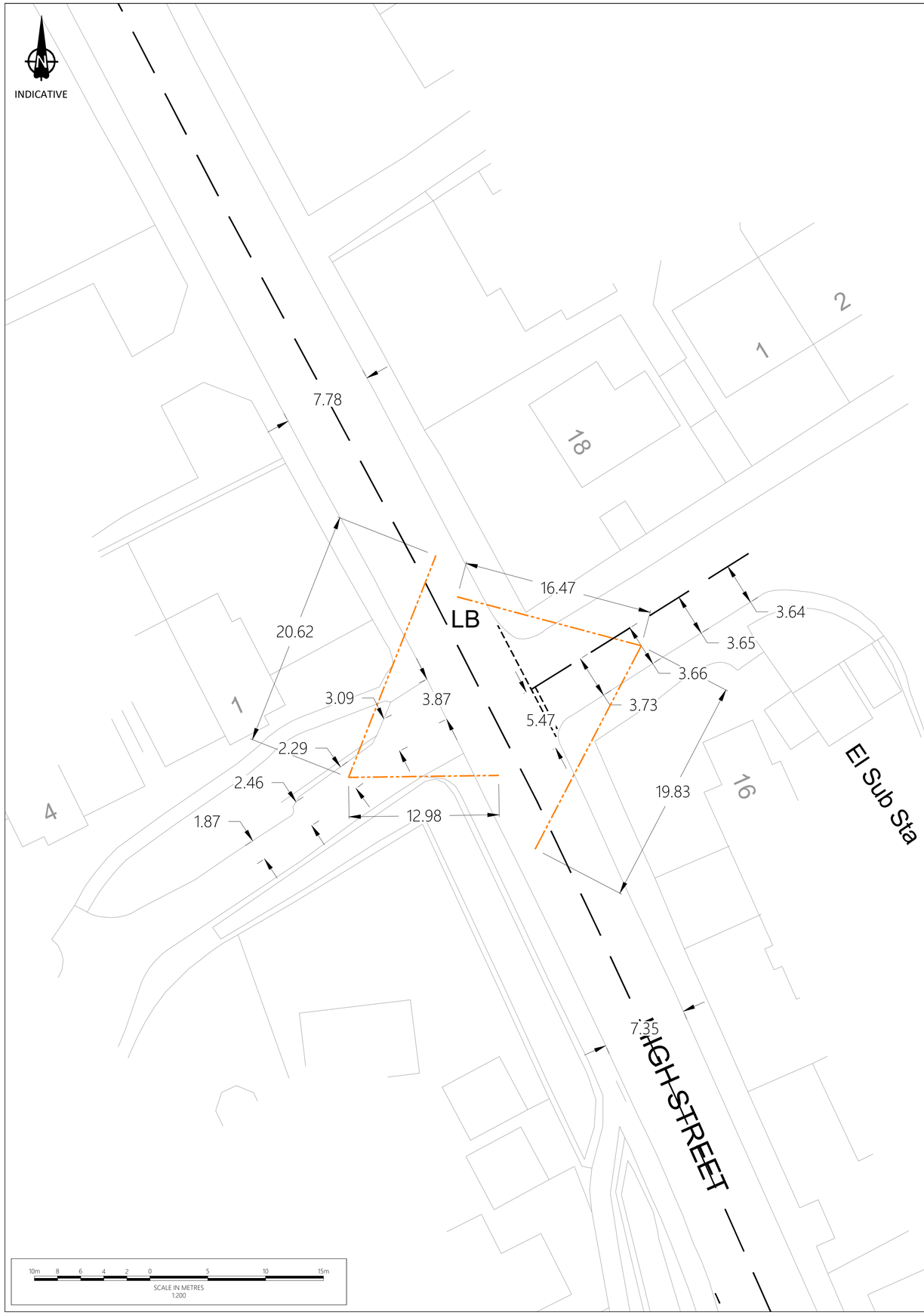
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	563	0.208	117	0.4	0.3	8.082	A
C-AB	91	23	729	0.125	92	0.3	0.2	5.661	A
C-A	221	55			221				
A-B	58	14			58				
A-C	178	44			178				

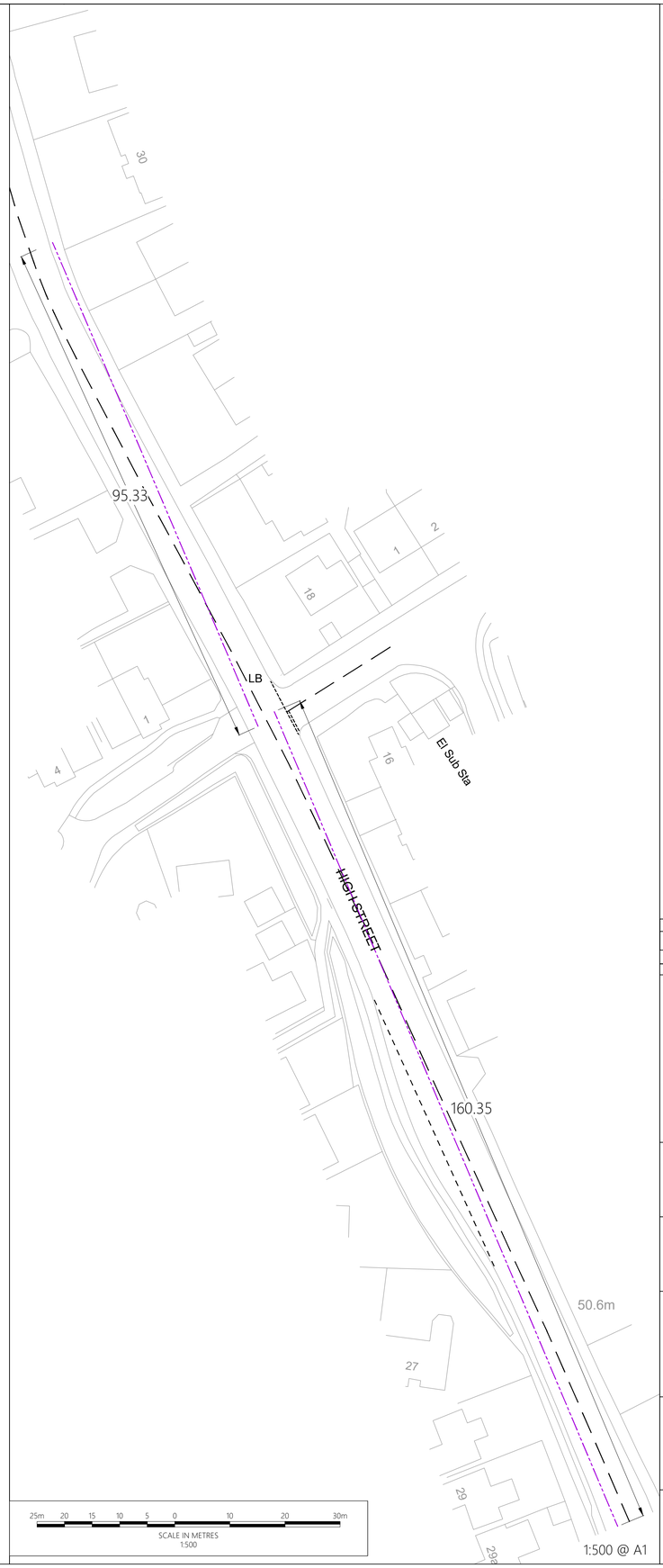
18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24	576	0.170	98	0.3	0.2	7.543	A
C-AB	71	18	708	0.100	71	0.2	0.2	5.664	A
C-A	190	48			190				
A-B	48	12			48				
A-C	149	37			149				

Appendix 25

INDICATIVE





Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

Achievable Visibility Splays

Achievable Right-Turn Visibility Splays

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	AH	21/06/2024	First issue	ZM

Client

Croudace Homes Limited

Project

Land at Bird in Eye, Uckfield

Title

New Town / New Place / Longbury - Geometries

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/GEO/006

Scale: As Shown @ A1

Revision: -

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905
© Copyright TRL Software Limited, 2023

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: New Town - New Place - Longbury.j10
Path: P:\23 Jobs\138 Bird in Eye, Uckfield\Technical Assessments\Modelling
Report generation date: 12/07/2024 16:48:32

»2024 Base, AM
»2024 Base, PM
»2029 Base , AM
»2029 Base, PM
»2029 Base + Dev, AM
»2029 Base + Dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2024 Base											
Stream B-ACD	D1	0.2	7.78	0.15	A	1.62	D2	0.3	8.31	0.20	A	2.35
Stream A-BCD		0.0	4.85	0.00	A			0.0	4.52	0.01	A	
Stream D-ABC		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Stream C-ABD		0.4	5.67	0.20	A			0.8	7.11	0.33	A	
	2029 Base											
Stream B-ACD	D3	0.2	8.02	0.16	A	1.66	D4	0.3	8.60	0.22	A	2.45
Stream A-BCD		0.0	4.82	0.00	A			0.0	4.45	0.01	A	
Stream D-ABC		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Stream C-ABD		0.5	5.67	0.22	A			0.9	7.33	0.36	A	
	2029 Base + Dev											
Stream B-ACD	D5	0.2	8.15	0.16	A	1.63	D6	0.3	8.67	0.22	A	2.44
Stream A-BCD		0.0	4.74	0.00	A			0.0	4.44	0.01	A	
Stream D-ABC		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Stream C-ABD		0.5	5.67	0.22	A			1.0	7.30	0.37	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	03/07/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2024 Base	PM	ONE HOUR	17:00	18:30	15	✓
D3	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓
D4	2029 Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓
D6	2029 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.62	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major
D	untitled		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.57			160.5	✓	0.00
C	7.57			95.3	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.94	20	16
D	One lane	2.78	21	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	667	-	-	-	-	-	-	0.241	0.344	0.241	-	-	-
B-A	538	0.091	0.231	0.231	-	-	-	0.145	0.330	-	0.231	0.231	0.115
B-C	694	0.099	0.250	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	538	0.091	0.231	0.231	-	-	-	0.145	0.330	0.145	-	-	-
B-D, offside lane	538	0.091	0.231	0.231	-	-	-	0.145	0.330	0.145	-	-	-
C-B	629	0.227	0.227	0.325	-	-	-	-	-	-	-	-	-
D-A	618	-	-	-	-	-	-	0.223	-	0.088	-	-	-
D-B, nearside lane	480	0.130	0.130	0.294	-	-	-	0.206	0.206	0.081	-	-	-
D-B, offside lane	480	0.130	0.130	0.294	-	-	-	0.206	0.206	0.081	-	-	-
D-C	480	-	0.130	0.294	0.103	0.206	0.206	0.206	0.206	0.081	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	322	100.000
B		ONE HOUR	✓	73	100.000
C		ONE HOUR	✓	413	100.000
D		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	13	308	1
	B	13	0	60	0
	C	334	79	0	0
	D	0	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.15	7.78	0.2	A	67	100
A-BCD	0.00	4.85	0.0	A	2	2
A-B					12	18
A-C					282	423
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.20	5.67	0.4	A	123	185
C-D					0	0
C-A					256	384

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	14	582	0.095	55	0.0	0.1	6.831	A
A-BCD	1	0.28	744	0.002	1	0.0	0.0	4.843	A
A-B	10	2			10				
A-C	232	58			232				
D-ABC	0	0	412	0.000	0	0.0	0.0	0.000	A
C-ABD	90	23	741	0.121	89	0.0	0.2	5.520	A
C-D	0	0			0				
C-A	221	55			221				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	16	566	0.116	66	0.1	0.1	7.195	A
A-BCD	1	0.36	762	0.002	1	0.0	0.0	4.730	A
A-B	12	3			12				
A-C	276	69			276				
D-ABC	0	0	393	0.000	0	0.0	0.0	0.000	A
C-ABD	117	29	765	0.153	117	0.2	0.3	5.556	A
C-D	0	0			0				
C-A	254	63			254				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	543	0.148	80	0.1	0.2	7.771	A
A-BCD	2	0.50	788	0.003	2	0.0	0.0	4.576	A
A-B	14	4			14				
A-C	338	85			338				
D-ABC	0	0	366	0.000	0	0.0	0.0	0.000	A
C-ABD	162	40	799	0.203	161	0.3	0.4	5.651	A
C-D	0	0			0				
C-A	293	73			293				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	543	0.148	80	0.2	0.2	7.776	A
A-BCD	2	0.50	788	0.003	2	0.0	0.0	4.582	A
A-B	14	4			14				
A-C	338	85			338				
D-ABC	0	0	366	0.000	0	0.0	0.0	0.000	A
C-ABD	162	41	799	0.203	162	0.4	0.4	5.666	A
C-D	0	0			0				
C-A	293	73			293				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	16	566	0.116	66	0.2	0.1	7.206	A
A-BCD	1	0.36	762	0.002	1	0.0	0.0	4.744	A
A-B	12	3			12				
A-C	276	69			276				
D-ABC	0	0	393	0.000	0	0.0	0.0	0.000	A
C-ABD	118	29	765	0.154	118	0.4	0.3	5.582	A
C-D	0	0			0				
C-A	254	63			254				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	14	581	0.095	55	0.1	0.1	6.839	A
A-BCD	1	0.28	744	0.002	1	0.0	0.0	4.853	A
A-B	10	2			10				
A-C	232	58			232				
D-ABC	0	0	412	0.000	0	0.0	0.0	0.000	A
C-ABD	90	23	741	0.122	91	0.3	0.2	5.546	A
C-D	0	0			0				
C-A	221	55			221				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.35	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	446	100.000
B		ONE HOUR	✓	101	100.000
C		ONE HOUR	✓	445	100.000
D		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	21	423	2
	B	7	0	94	0
	C	322	123	0	0
	D	0	0	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.20	8.31	0.3	A	93	139
A-BCD	0.01	4.52	0.0	A	4	6
A-B					19	29
A-C					386	580
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.33	7.11	0.8	A	193	289
C-D					0	0
C-A					215	323

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	76	19	588	0.129	75	0.0	0.1	7.010	A
A-BCD	3	0.65	801	0.003	3	0.0	0.0	4.510	A
A-B	16	4			16				
A-C	317	79			317				
D-ABC	0	0	396	0.000	0	0.0	0.0	0.000	A
C-ABD	140	35	713	0.197	139	0.0	0.3	6.262	A
C-D	0	0			0				
C-A	195	49			195				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	570	0.159	91	0.1	0.2	7.507	A
A-BCD	3	0.87	830	0.004	3	0.0	0.0	4.351	A
A-B	19	5			19				
A-C	379	95			379				
D-ABC	0	0	374	0.000	0	0.0	0.0	0.000	A
C-ABD	183	46	734	0.250	183	0.3	0.5	6.540	A
C-D	0	0			0				
C-A	217	54			217				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111	28	544	0.204	111	0.2	0.3	8.302	A
A-BCD	5	1	874	0.006	5	0.0	0.0	4.141	A
A-B	23	6			23				
A-C	463	116			463				
D-ABC	0	0	342	0.000	0	0.0	0.0	0.000	A
C-ABD	254	64	763	0.333	253	0.5	0.8	7.076	A
C-D	0	0			0				
C-A	236	59			236				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111	28	544	0.204	111	0.3	0.3	8.312	A
A-BCD	5	1	874	0.006	5	0.0	0.0	4.146	A
A-B	23	6			23				
A-C	463	116			463				
D-ABC	0	0	342	0.000	0	0.0	0.0	0.000	A
C-ABD	255	64	763	0.334	255	0.8	0.8	7.111	A
C-D	0	0			0				
C-A	235	59			235				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	570	0.159	91	0.3	0.2	7.522	A
A-BCD	3	0.87	830	0.004	3	0.0	0.0	4.359	A
A-B	19	5			19				
A-C	379	95			379				
D-ABC	0	0	373	0.000	0	0.0	0.0	0.000	A
C-ABD	184	46	734	0.250	185	0.8	0.5	6.587	A
C-D	0	0			0				
C-A	216	54			216				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	76	19	588	0.129	76	0.2	0.1	7.030	A
A-BCD	3	0.65	800	0.003	3	0.0	0.0	4.518	A
A-B	16	4			16				
A-C	317	79			317				
D-ABC	0	0	396	0.000	0	0.0	0.0	0.000	A
C-ABD	141	35	714	0.197	142	0.5	0.4	6.310	A
C-D	0	0			0				
C-A	194	49			194				

2029 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	343	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	446	100.000
D		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	328	1
	B	14	0	63	0
	C	363	83	0	0
	D	0	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.16	8.02	0.2	A	71	106
A-BCD	0.00	4.82	0.0	A	2	2
A-B					13	19
A-C					300	451
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.22	5.67	0.5	A	136	204
C-D					0	0
C-A					273	410

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	58	14	575	0.101	58	0.0	0.1	6.949	A
A-BCD	1	0.29	749	0.002	1	0.0	0.0	4.811	A
A-B	11	3			11				
A-C	247	62			247				
D-ABC	0	0	405	0.000	0	0.0	0.0	0.000	A
C-ABD	98	25	753	0.130	97	0.0	0.2	5.491	A
C-D	0	0			0				
C-A	238	59			238				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69	17	558	0.124	69	0.1	0.1	7.362	A
A-BCD	2	0.38	768	0.002	1	0.0	0.0	4.691	A
A-B	13	3			13				
A-C	294	74			294				
D-ABC	0	0	384	0.000	0	0.0	0.0	0.000	A
C-ABD	129	32	779	0.165	129	0.2	0.3	5.536	A
C-D	0	0			0				
C-A	272	68			272				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	534	0.159	85	0.1	0.2	8.011	A
A-BCD	2	0.52	796	0.003	2	0.0	0.0	4.528	A
A-B	15	4			15				
A-C	360	90			360				
D-ABC	0	0	355	0.000	0	0.0	0.0	0.000	A
C-ABD	180	45	817	0.220	179	0.3	0.5	5.652	A
C-D	0	0			0				
C-A	311	78			311				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	534	0.159	85	0.2	0.2	8.018	A
A-BCD	2	0.52	796	0.003	2	0.0	0.0	4.536	A
A-B	15	4			15				
A-C	360	90			360				
D-ABC	0	0	355	0.000	0	0.0	0.0	0.000	A
C-ABD	180	45	817	0.220	180	0.5	0.5	5.669	A
C-D	0	0			0				
C-A	311	78			311				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69	17	558	0.124	69	0.2	0.1	7.371	A
A-BCD	2	0.38	768	0.002	2	0.0	0.0	4.704	A
A-B	13	3			13				
A-C	294	74			294				
D-ABC	0	0	384	0.000	0	0.0	0.0	0.000	A
C-ABD	129	32	779	0.166	130	0.5	0.3	5.563	A
C-D	0	0			0				
C-A	272	68			272				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	58	14	575	0.101	58	0.1	0.1	6.968	A
A-BCD	1	0.29	749	0.002	1	0.0	0.0	4.821	A
A-B	11	3			11				
A-C	247	62			247				
D-ABC	0	0	404	0.000	0	0.0	0.0	0.000	A
C-ABD	99	25	753	0.131	99	0.3	0.2	5.518	A
C-D	0	0			0				
C-A	237	59			237				

2029 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.45	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	478	100.000
B		ONE HOUR	✓	106	100.000
C		ONE HOUR	✓	472	100.000
D		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	22	454	2
	B	7	0	99	0
	C	343	129	0	0
	D	0	0	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.22	8.60	0.3	A	97	146
A-BCD	0.01	4.45	0.0	A	4	6
A-B					20	30
A-C					415	622
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.36	7.33	0.9	A	210	316
C-D					0	0
C-A					223	334

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	583	0.137	79	0.0	0.2	7.138	A
A-BCD	3	0.67	813	0.003	3	0.0	0.0	4.445	A
A-B	17	4			17				
A-C	341	85			341				
D-ABC	0	0	389	0.000	0	0.0	0.0	0.000	A
C-ABD	151	38	719	0.211	150	0.0	0.4	6.315	A
C-D	0	0			0				
C-A	204	51			204				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95	24	563	0.169	95	0.2	0.2	7.691	A
A-BCD	4	0.91	845	0.004	4	0.0	0.0	4.276	A
A-B	20	5			20				
A-C	406	102			406				
D-ABC	0	0	365	0.000	0	0.0	0.0	0.000	A
C-ABD	199	50	741	0.269	199	0.4	0.5	6.640	A
C-D	0	0			0				
C-A	225	56			225				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117	29	536	0.218	116	0.2	0.3	8.584	A
A-BCD	5	1	893	0.006	5	0.0	0.0	4.054	A
A-B	24	6			24				
A-C	497	124			497				
D-ABC	0	0	331	0.000	0	0.0	0.0	0.000	A
C-ABD	279	70	773	0.361	278	0.5	0.9	7.287	A
C-D	0	0			0				
C-A	240	60			240				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117	29	535	0.218	117	0.3	0.3	8.596	A
A-BCD	5	1	892	0.006	5	0.0	0.0	4.059	A
A-B	24	6			24				
A-C	497	124			497				
D-ABC	0	0	330	0.000	0	0.0	0.0	0.000	A
C-ABD	280	70	774	0.362	280	0.9	0.9	7.328	A
C-D	0	0			0				
C-A	240	60			240				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95	24	563	0.169	96	0.3	0.2	7.704	A
A-BCD	4	0.91	845	0.004	4	0.0	0.0	4.284	A
A-B	20	5			20				
A-C	406	102			406				
D-ABC	0	0	364	0.000	0	0.0	0.0	0.000	A
C-ABD	200	50	742	0.269	201	0.9	0.6	6.693	A
C-D	0	0			0				
C-A	224	56			224				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	583	0.137	80	0.2	0.2	7.164	A
A-BCD	3	0.68	812	0.003	3	0.0	0.0	4.453	A
A-B	17	4			17				
A-C	341	85			341				
D-ABC	0	0	388	0.000	0	0.0	0.0	0.000	A
C-ABD	152	38	720	0.211	153	0.6	0.4	6.370	A
C-D	0	0			0				
C-A	203	51			203				

2029 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	369	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	457	100.000
D		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	14	354	1
	B	14	0	63	0
	C	374	83	0	0
	D	0	0	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	3	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.16	8.15	0.2	A	71	106
A-BCD	0.00	4.74	0.0	A	2	2
A-B					13	19
A-C					324	486
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.22	5.67	0.5	A	139	208
C-D					0	0
C-A					281	421

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	58	14	570	0.102	58	0.0	0.1	7.015	A
A-BCD	1	0.30	761	0.002	1	0.0	0.0	4.734	A
A-B	11	3			11				
A-C	266	67			266				
D-ABC	0	0	401	0.000	0	0.0	0.0	0.000	A
C-ABD	100	25	755	0.132	99	0.0	0.2	5.485	A
C-D	0	0			0				
C-A	244	61			244				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69	17	552	0.125	69	0.1	0.1	7.452	A
A-BCD	2	0.39	783	0.002	2	0.0	0.0	4.603	A
A-B	13	3			13				
A-C	318	79			318				
D-ABC	0	0	379	0.000	0	0.0	0.0	0.000	A
C-ABD	131	33	782	0.168	131	0.2	0.3	5.533	A
C-D	0	0			0				
C-A	279	70			279				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	526	0.161	85	0.1	0.2	8.145	A
A-BCD	2	0.55	815	0.003	2	0.0	0.0	4.426	A
A-B	15	4			15				
A-C	389	97			389				
D-ABC	0	0	349	0.000	0	0.0	0.0	0.000	A
C-ABD	184	46	820	0.225	184	0.3	0.5	5.658	A
C-D	0	0			0				
C-A	319	80			319				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	526	0.161	85	0.2	0.2	8.152	A
A-BCD	2	0.55	815	0.003	2	0.0	0.0	4.431	A
A-B	15	4			15				
A-C	389	97			389				
D-ABC	0	0	349	0.000	0	0.0	0.0	0.000	A
C-ABD	185	46	821	0.225	185	0.5	0.5	5.674	A
C-D	0	0			0				
C-A	319	80			319				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69	17	552	0.125	69	0.2	0.1	7.465	A
A-BCD	2	0.39	783	0.002	2	0.0	0.0	4.615	A
A-B	13	3			13				
A-C	318	79			318				
D-ABC	0	0	379	0.000	0	0.0	0.0	0.000	A
C-ABD	132	33	782	0.168	132	0.5	0.3	5.564	A
C-D	0	0			0				
C-A	279	70			279				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	58	14	570	0.102	58	0.1	0.1	7.034	A
A-BCD	1	0.30	761	0.002	1	0.0	0.0	4.741	A
A-B	11	3			11				
A-C	266	67			266				
D-ABC	0	0	400	0.000	0	0.0	0.0	0.000	A
C-ABD	100	25	755	0.133	101	0.3	0.2	5.516	A
C-D	0	0			0				
C-A	244	61			244				

2029 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	488	100.000
B		ONE HOUR	✓	106	100.000
C		ONE HOUR	✓	492	100.000
D		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	22	464	2
	B	7	0	99	0
	C	363	129	0	0
	D	0	0	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	0	0	0	0
	C	2	1	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.22	8.67	0.3	A	97	146
A-BCD	0.01	4.44	0.0	A	4	6
A-B					20	30
A-C					424	636
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.37	7.30	1.0	A	218	327
C-D					0	0
C-A					234	351

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	581	0.137	79	0.0	0.2	7.171	A
A-BCD	3	0.68	815	0.003	3	0.0	0.0	4.433	A
A-B	17	4			17				
A-C	348	87			348				
D-ABC	0	0	385	0.000	0	0.0	0.0	0.000	A
C-ABD	156	39	728	0.214	154	0.0	0.4	6.262	A
C-D	0	0			0				
C-A	215	54			215				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95	24	560	0.170	95	0.2	0.2	7.731	A
A-BCD	4	0.93	848	0.004	4	0.0	0.0	4.262	A
A-B	20	5			20				
A-C	415	104			415				
D-ABC	0	0	360	0.000	0	0.0	0.0	0.000	A
C-ABD	206	51	752	0.274	205	0.4	0.6	6.590	A
C-D	0	0			0				
C-A	236	59			236				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117	29	532	0.219	116	0.2	0.3	8.656	A
A-BCD	5	1	897	0.006	5	0.0	0.0	4.037	A
A-B	24	6			24				
A-C	508	127			508				
D-ABC	0	0	324	0.000	0	0.0	0.0	0.000	A
C-ABD	291	73	787	0.370	289	0.6	0.9	7.253	A
C-D	0	0			0				
C-A	251	63			251				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117	29	532	0.219	117	0.3	0.3	8.670	A
A-BCD	5	1	896	0.006	5	0.0	0.0	4.040	A
A-B	24	6			24				
A-C	508	127			508				
D-ABC	0	0	324	0.000	0	0.0	0.0	0.000	A
C-ABD	291	73	787	0.370	291	0.9	1.0	7.300	A
C-D	0	0			0				
C-A	250	63			250				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95	24	560	0.170	96	0.3	0.2	7.751	A
A-BCD	4	0.93	847	0.004	4	0.0	0.0	4.271	A
A-B	20	5			20				
A-C	415	104			415				
D-ABC	0	0	359	0.000	0	0.0	0.0	0.000	A
C-ABD	207	52	753	0.274	208	1.0	0.6	6.643	A
C-D	0	0			0				
C-A	236	59			236				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	580	0.137	80	0.2	0.2	7.197	A
A-BCD	3	0.69	814	0.003	3	0.0	0.0	4.440	A
A-B	17	4			17				
A-C	348	87			348				
D-ABC	0	0	384	0.000	0	0.0	0.0	0.000	A
C-ABD	157	39	729	0.215	157	0.6	0.4	6.316	A
C-D	0	0			0				
C-A	214	54			214				

Appendix 26

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Administration

General Specifications

Customer Name	East Sussex County Council	Customer Order No.	4500292042A
Intersection/ General Description	High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)	Controller/ Serial Number	
		S.T.S. /EM Number	60559 Issue 10
Controller	(•) New ( ) Modification	Equipment Installation by	Siemens
Area Specifications/ Customer Drawings		Slot Cutting by	N/A
Specification Section		Civil Works by	N/A
Contract/Tender Ref:		Customer's Engineer	Martin Wylie
Quotation No.		Telephone Number	01273-337051
Works Order No.	TCT/1389		

Signal Company Use Only

Signal Engineer: D.A.Lawrence (TCT)

(IF Prom Label as >) Prom Number: 16260 Prom Variant: 295

Configuration Check Value: B5 92 BC 5

Controller Options

Hardware: T800 Firmware Type and Issue: PB800 ISS 16 Other Options: KTD LO

ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options ( ) ( ) ( ) ( )

Cabinet/Rack Variant Cuckoo Options ☐

Mains Supply	230 Volts	50 Hz					
Peak Lamp Current	3 Amps	Dimming Voltage	160	Answer Issue	0	Date Created	04/07/01
Average Lamp Power	477 Watts	Low Inrush Tra	☐	Edit Issue	21		
Total Average Power	577 Watts						

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Streams, Stages, Phases Control

Select Object to Add/Delete/Insert

Streams

Current Number of Streams: 1

Phases

Current Total Number of Phases: 7

- (•) Number of Real Phases: 5
- ( ) Number of Dummy Phases: 2

Stages

Current Number of stages (inc. ALL-RED stages): 5

Switched Signs

Number of Switched Signs: 0

Action

Add At | Delete At

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Facilities/Modes Enabled and Mode Priority Levels

Facilities

- [x] Manual Control
- [ ] Manual Step On Mode
- [ ] CLF (Base Time)
- [x] CLF (non-Base Time)
- [x] UTC Facility
- [x] Hurry Call Mode
- [ ] Priority
- [ ] Emergency Vehicles

9 Starting Intergreen

- [ ] Part Time
- [x] Master Time Clock
- [x] RED Lamp Monitoring
- [x] Lamp Monitoring
- [ ] Linked Fixed Time
- [x] FT To Current MAX
- [ ] Speed Measurement
- [ ] Download To Level 3

- [ ]
- [ ] Extend All Red
- [ ] Fail To Hardware Flashing
- [ ] Ripple Change
- [ ] Non-UK

- [ ] Pelican/Puffin/Toucan Facilities
- [ ] Standalone Manual
- [ ] Holiday Clock
- [ ] Fail to Part Time
- [ ] Serial MOVA
- [x] Serial UTC
- [ ] Free-Standing OTU
- [ ] Integral OTU

Mode Priority

PRIORITY	1	2	3	4	5	6	7	8	9	10	11
Part Time	○	○	○	○	○	○	○	○	○	○	○
Emergency Vehicle	○	○	○	○	○	○	○	○	○	○	○
Hurry Call	○	○	○	○	◉	○	○	○	○	○	○
Selected Man Cntrl	◉	○	○	○	○	○	○	○	○	○	○
UTC	○	○	◉	○	○	○	○	○	○	○	○
Manual Step On	○	○	○	○	○	○	○	○	○	○	○
Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○
Cableless Link (CLF)	○	○	○	◉	○	○	○	○	○	○	○
Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○
Vehicle Actuated	○	○	○	○	○	◉	○	○	○	○	○
Fixed Time	○	○	○	○	○	○	○	○	○	○	◉

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard.8DF
Default PROM data file

Correspondence Monitoring to inc.

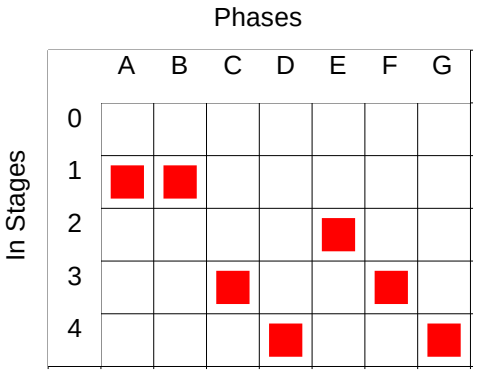
- [x] Reds
- [x] Ambers
- [ ] Switched Signs
- [ ] Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

400 Off 400 On

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Phases in Stages



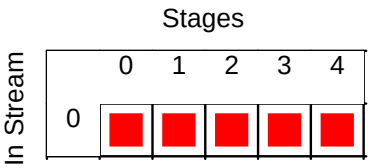
Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Stages in Streams

Stream Data

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1							
Startup Stage	1							
Part-Time switch off stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

NB : For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.



Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Phase Type and Conditions

Phase Type and Conditions

(•) Phases A to P ( )

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	High Street (S/B)	0 - UK Traffic	0	0 - E	
B	High Street (N/B)	0 - UK Traffic	0	0 - E	
C	Bridge Farm Road	0 - UK Traffic	0	0 - E	
D	Framfield Road	0 - UK Traffic	0	0 - E	
E	All Round Pedestrians	1 - UK Far Side Pedestrian	0	0 - E	
F	Stage 3 BP Compensation Dummy	0 - UK Traffic	0	0 - E	
G	Stage 4 BP Compensation Dummy	0 - UK Traffic	0	0 - E	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

Initialise

To Phase

From Phase

	A	B	C	D	E	F	G
A		o	Co	Co	Co	o	o
B	o		Co	Co	Co	o	o
C	Co	Co		Co	Co	o	o
D	Co	Co	Co		Co	o	o
E	Co	Co	Co	Co		o	o
F	o	o	o	o	o		o
G	o	o	o	o	o	o	

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

(●) Phases A to P ( ) Phases Q to X

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.2	30	24	20	16	0	0	0	0	☐
B	7	0	0.2	30	24	20	16	0	0	0	0	☐
C	7	0	0.2	14	12	12	10	0	0	0	0	☐
D	7	0	0.2	24	18	16	12	0	0	0	0	☐
E	7	7	0.0	0	0	0	0	0	0	0	0	☐
F	1	0	0.0	24	22	22	20	0	0	0	0	☐
G	1	0	0.0	34	28	26	22	0	0	0	0	☐

NB: For Standalone Streams see Help for use of Max. Sets.

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

NB: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below

To Phase

From Phase	A	B	C	D	E	F	G
A			5	7	8	5	7
B			7	7	8	7	7
C	6	6		7	8		7
D	7	7	8		8	8	
E	12	12	12	12		12	12
F							
G							

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Handset Intergreen Limits

HIGH 20

Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E	F	G
A			5	5	5	5	5
B			5	5	5	5	5
C	5	5		5	5		5
D	5	5	5		5	5	
E	5	5	5	5		5	5
F							
G							

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.	Phase	Min. Green Min.	Min. Green Max.
A	7	12	Q		
B	7	12	R		
C	7	12	S		
D	7	12	T		
E	6	12	U		
F	1	12	V		
G	1	12	W		
H			X		
I			Y		
J			Z		
K			A2		
L			B2		
M			C2		
N			D2		
O			E2		
P			F2		

Max. Green Min. 0 Max. 255

Vehicle Extension Min. 0.2 Max. 10.0

Phase Delay Min. 0 Max. 10

Starting I/G Min. 4 Max. 12

Min Ped Clr (PBT) Min. 0 Max. 12

Traffic Phase Leaving Min. 0.2 Max. 0.2

Traffic Phase Red/Amber Min. 2 Max. 2

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

(●) Phases A to P ( )

Demands

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	AMVD	ASLD		
B	BMVD	BSLD		
C	CMVD	#CSLD		
D	DMVD	#DSLD		
E	PBE			
F	DEMEXTF			
G	DEMEXTG			

Extensions

AMVD	ASLD		
BMVD	BSLD		
CMVD	CSLD		
DMVD	DSLD		
DEMEXTF			
DEMEXTG			

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G										
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G										
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G										
☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D												

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Stage Internal Demands / Ped. Window Times

Stage Internal Demands / Ped. Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4														
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4														
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4														
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0	0											

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

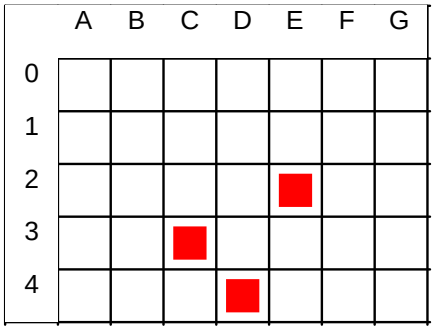
CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages



Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

2 Number of Control Words

2 Number of Reply Words

[ ] Controller to respond to TC bit.

[ ] Introduction of UTC to be disabled by Priority Mode

[ ] Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Saturday	00:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Saturday	00:00:00

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	F1	#F2	F3	F4				
Word 2								
Word 3								
Word 4								

Reply Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	G1	G2	G3	G4				
Word 2								
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

UTC Stage and Modes Data Definitions

UTC Stage and Modes Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2		18			
3	F3	G3		19			
4	F4	G4		20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM (

☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☐ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D	E	F	G
0							
1							
2					■		
3			■				
4				■			

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

MTC - Time Switch Parameters

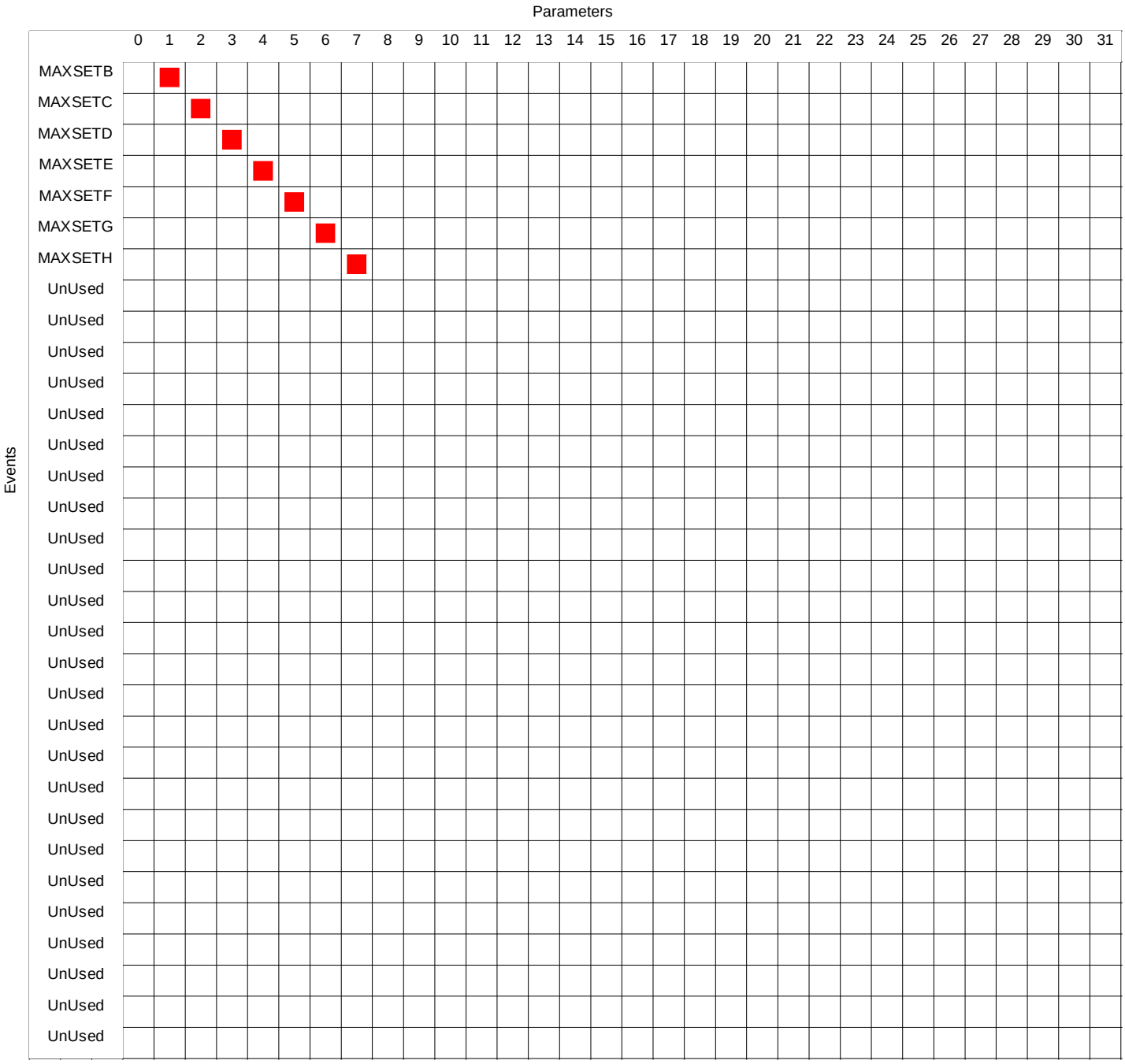
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate Max	MAXSETE
4	Alternate Max	MAXSETF
5	Alternate Max	MAXSETG
6	Alternate Max	MAXSETH
7	No Action	
8	No Action	
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

MTC - Time Switch Parameters Array



Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Master Time Clock - Day Type

Master Time Clock - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings

(•) 0-15 ( ) 16-31 ( ) 32-47 ( ) 48-63

Number	Day Type	Time	Introduce Function Required	Function Number	Plan/ Parameter
0	9	06:00:00	Introduce Maxset A	2	0
1	9	07:00:00	Introduce Maxset A	2	0
2	9	09:30:00	Introduce Maxset A	2	0
3	9	15:00:00	Introduce Maxset A	2	0
4	9	17:45:00	Introduce Maxset A	2	0
5	9	22:00:00	Introduce Maxset D	2	3
6	0	07:00:00	Introduce Maxset B	2	1
7	0	22:00:00	Introduce Maxset D	2	3
8	1	08:00:00	Introduce Maxset B	2	1
9	1	22:00:00	Introduce Maxset D	2	3
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

- (●) 200-240
- ( )
- ( ) 50-0-50, 100-120
- ( ) 230 CLS

Red Lamp Monitoring

Max Red Bulb Wattage [50]

First Red Lamp Fault Speed

- [ ] RLF2 Cancels RLM additional Intergreens
- [ ] RLF2 Only Cleared by RFL = 1
- [ ] RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

[ ] 0 [ ] [ ] [ ] [ ] [ ] [ ] [ ]

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

LMU - Sensors

LMU - Sensors

On-Board Sensors

Sensor\ Phase	Sensor Type	Bulb Watts	NLM CLS
1 \ A	As Seq.	40	☐
2 \ B	As Seq.	40	☐
3 \ C	As Seq.	40	☐
4 \ D	As Seq.	40	☐
5 \ E	As Seq.	40	☐
6 \ F	None	40	☐
7 \ G	None	40	☐
8 \ H	None	40	☐
9 \ I			☐
10 \ J			☐
11 \ K			☐
12 \ L			☐
13 \ M			☐
14 \ N			☐
15 \ O			☐
16 \ P			☐

On-Board Sensors

Sensor\ Phase	Sensor Type	Bulb Watts	NLM CLS
17 \ Q			☐
18 \ R			☐
19 \ S			☐
20 \ T			☐
21 \ U			☐
22 \ V			☐
23 \ W			☐
24 \ X			☐
25 \ Y			☐
26 \ Z			☐
27 \ A2			☐
28 \ B2			☐
29 \ C2			☐
30 \ D2			☐
31 \ E2			☐
32 \ F2			☐

External Sensors

Sensor\ Pin	Drive	Sensor Type	Bulb Watts
33 \ b14		Reg. Sign	7
34 \ z16		Reg. Sign	7
35 \ z14		Reg. Sign	7
36 \ z12		Reg. Sign	7
37 \ b14			
38 \ z16			
39 \ z14			
40 \ z12			
41 \ b14			
42 \ z16			
43 \ z14			
44 \ z12			
45 \ b14			
46 \ z16			
47 \ z14			
48 \ z12			

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

RLM Additional Intergreens

Phases Delayed

Phases with RLF1	A	B	C	D	E	F	G
A					2		
B					2		
C					2		
D					2		
E							
F							
G							

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

RLM Phase Inhibits

Phases Inhibited/Blacked-out

Phases with RLF2

	A	B	C	D	E	F	G
A					■		
B					■		
C					■		
D					■		
E							
F							
G							

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Hurry Call

Hurry Call

Hurry Call	Stage Called	Call Input Name	Cancel Input Name	Confirm Output Name	Delay Time	Hold Time	Prevent Time
0	1	*ROUGH0	*ROUGH1		0	6	0
1					0	0	0
2					0	0	0
3					0	0	0
4					0	0	0
5					0	0	0
6					0	0	0
7					0	0	0

Hurry Call Limit Values

	Min.	Max.
Call Delay	0	255
Call Hold	0	255
Call Prevent	0	255

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	All Red	0							
1	High Street (N-S/B)	1							
2	All Round Pedestrians	2							
3	Bridge Farm Road	3							
4	Framfield Road	4							
5									
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☐	☐	☐	☐

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

Note 1:
For this to operate Special Conditioning is required.

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Special Conditioning

```
; SCRATCH PAD USAGE
; =================
;
; ROUGH0 = Hurry call 0 request
; ROUGH1 = Hurry call 0 cancel
; ROUGH2 = HC0 mode active in stage 1
; ROUGH3 = BUS1 active
;
; 1SCRT0 = Normal VA mode
;
;
; FAULT MONITORING OUTPUTS
; ========================
;
IFT PRSLMPRC+PRSLMPAC+PRSLMPGC THN   ; Run lamps off delay timer when phase C displaying any colour.
   RUN<1>
END
CNDTMA1=LO                           ; Lamps off delay timer sets LO output.
;
NOT(FLFCOM)=CF                       ; Controller fault sets CF output.
NOT(LMPANY0)=LF1                     ; Any lamp failure sets LF1 output.
NOT(LMP2RED0)=LF2                    ; 2nd red lamp failure sets LF2 output.
;
;
; DELAYED CALL STOP LINE LOOPS
; ============================
;
CCTO0=+LCPHC   ; CSLD active after call delay inserts a latched demand for phase C.
CCTO1=+LCPHD   ; DSLD active after call delay inserts a latched demand for phase D.
;
;
; BUS HURRY CALL
; ==============
;
(MODE0 EQL<2>).SSNRM=1SCRT0                  ; Normal VA mode sets flag for use below.
;
; BUS1
; ----
;
IFT STAGE1.(HRYSTA0 EQL<2>).NOT(ROUGH2) THN   ; HC0 mode just started in stage 1
   RUN<0>                                     ; runs prevent timer.
END
STAGE1.(HRYSTA0 EQL<2>)=ROUGH2               ; Set flag for use above.
;
IFT BUS1.NOT(ROUGH3) THN                     ; BUS1 input just gone active
   IFT 1SCRT0.(NOT(CNDTMA0)+HCPOVR) THN      ; if running normal VA mode with prevent timer not running
      TRUE=ROUGH0                            ; or HCPOVR input active requests HC0.
   END
ELS
   FALSE=ROUGH0                              ; Clear HC0 request.
END
BUS1=ROUGH3                                  ; Set flag for use above.
;
;
; Manual, CLF, start-up mode or not in Normal cancels HC0.
;
IFT (MODE0 EQL<4>)+(MODE0 EQL<3>)+(MODE0 EQL<8>)+NTNORM THN
   TRUE=ROUGH1
ELS
   FALSE=ROUGH1
END
;
;
;
;
;
```

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Special Conditioning

```
; BUS DETECTOR OUTPUT
; ===================
;
BUS1.((HRYSTA0 EQL<1>)+(HRYSTA0 EQL<2>)+CFE0)=BUS1OP   ; BUS1 active in HC0 mode or if CFE0=1 sets output BUS1OP.
;
;
; STAGE GREEN OUTPUTS
; ===================
;
STAGE1=STG1
STAGE2=STG2
STAGE3=STG3
STAGE4=STG4
;
;
; STAGE EXTENDING OUTPUTS
; =======================
;
STAGE3.EXTAC=EXTOP3   ; Phase C extending in stage 3 sets output EXTOP3.
STAGE4.EXTAD=EXTOP4   ; Phase D extending in stage 4 sets output EXTOP4.
;
;
; DUMMY PHASES
; ============
;
1SCRT0::=.LCPHF   ; Inhibit dem/ext F (from DEMEXTF input) if not in normal VA mode.
       *=.EXOF
       *=.EXCF
;
1SCRT0::=.LCPHG   ; Inhibit dem/ext G (from DEMEXTG input) if not in normal VA mode.
       *=.EXOG
       *=.EXCG
;
;
; MANUAL PANEL
; ============
;
(MODE0 EQL<6>)=MIL22   ; UTC (DUSC) mode active lights AUX1 led.
;
```

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	120	0	255	☐	Hurry Call Prevent	16		0	255	☐	
1	1	0	255	☐	Lamps off delay for LO output	17		0	255	☐	
2		0	255	☐		18		0	255	☐	
3		0	255	☐		19		0	255	☐	
4		0	255	☐		20		0	255	☐	
5		0	255	☐		21		0	255	☐	
6		0	255	☐		22		0	255	☐	
7		0	255	☐		23		0	255	☐	
8		0	255	☐		24		0	255	☐	
9		0	255	☐		25		0	255	☐	
10		0	255	☐		26		0	255	☐	
11		0	255	☐		27		0	255	☐	
12		0	255	☐		28		0	255	☐	
13		0	255	☐		29		0	255	☐	
14		0	255	☐		30		0	255	☐	
15		0	255	☐		31		0	255	☐	

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Fault Log Flags

Fault Log Flags

Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag
0	☑	☐	16	☑	☐	32	☑	☐	48	☑	☐
1	☑	☐	17	☑	☐	33	☑	☐	49	☑	☐
2	☑	☐	18	☑	☐	34	☑	☐	50	☑	☐
3	☑	☐	19	☑	☐	35	☑	☐	51	☑	☐
4	☑	☐	20	☑	☐	36	☑	☐	52	☑	☐
5	☑	☐	21	☑	☐	37	☑	☐	53	☑	☐
6	☑	☐	22	☐	☐	38	☑	☐	54	☑	☐
7	☑	☐	23	☑	☐	39	☑	☐	55	☐	☐
8	☑	☐	24	☑	☐	40	☑	☐	56	☑	☐
9	☑	☐	25	☑	☐	41	☑	☐	57	☑	☐
10	☑	☐	26	☑	☐	42	☑	☐	58	☑	☐
11	☑	☐	27	☑	☐	43	☑	☐	59	☑	☐
12	☑	☐	28	☑	☐	44	☑	☐	60	☑	☐
13	☑	☐	29	☑	☐	45	☑	☐	61	☑	☐
14	☑	☐	30	☑	☐	46	☑	☐	62	☑	☐
15	☑	☐	31	☑	☐	47	☑	☐	63	☑	☐

Note:

Cond Flag -
If a fault occurs which sets

Act Flag -
If a fault occurs which sets a

switched OFF and secondly a

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Special Instructions

60559

Board	Position	Skt	Port	Type I or O	Line	Cable	Block
CPU	A	X3I	0	I	00 - 07	101	1TBG
CPU	A	X3I	1	I	08 - 15		1TBH
CPU	A	X3O	11	O	88 - 91	105	1TBX
IO1	B	B	2	I	16 - 23	103	1TBJ
IO1	B	E	4	O	32 - 39		1TBK
IO1	B	C	3	I	24 - 31	103	1TBL
IO1	B	D	5	O	40 - 47		1TBM

The socket X3 on the CPU pcb is the double stacked one
X3I = Inner (nearest the board)
X3O = Outer

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/27000/003	Cabinet 8 Phase wired 8 Phase	1		
3	667/1/27000/002	Cabinet 24 Phase wired 32 Phase			
4	667/1/27001/001	Rack 8 Phase wired 16 Phase			
5	667/1/27001/002	Rack 24 Phase wired 32 Phase			
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23	667/1/27072/001	Cableform 8 Phase (long)			
24	667/1/27002/000	Lamp Switch Kit 8 Phase			
25	667/1/27003/000	I/O Kit	1		
26	667/1/27005/000	SDE Facility Kit			
27	667/1/27004/000	Integral OTU Kit			
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39	667/1/16260/295	Configuration Eprom (Issue 10. 0)	1		
40					

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/27056/001	Manual Panel Assy (Intersection Cont)			
43	667/1/27056/010	Manual Panel Assy (Sigs on/off)			
44	667/1/27056/000	Manual Panel Blanking Kit			
45					
46					Note 2:
47					Ancillary Processor PLD
48					Variants
49					101 OTU & LMU
50					102 OTU Only
51					103 LMU Only
52	667/7/25171/000	Current Transformer			104 OTU & LMU + Up/Download
53					105 OUT Only + Up/DownLoad
54					NB Controller Has built in LMU
55	667/1/27002/002	Lamp Switch Kit 8 Phase CLS			So LMU on Ancillary Processor
56	667/1/27002/102	Lamp Switch Kit 8 Phase Export CLS			Not required included for info
57					only.
58	667/1/27000/800	CLS Mod Kit (firmware only)			
59					
60					Note 3:
61	667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase			Fit Current Transformer
62	667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase			starting from position
63	667/1/27001/101	Rack Export 8 Phase wired 16 Phase			TLB/z/16 on the first phase
64	667/1/27001/102	Rack Export 24 Phase wired 32 Phase			driver PCB. if more than 3
65	667/1/27002/100	Export Lamp Switch Kit			sensors are called up fit the
66	667/1/27084/001	Dimming Assembly (1.5KVA)(Fit Std UK)			4th sensor to the second
67	667/1/27084/002	Dimming Assembly (2.0KVA)			Phases driver PCB, and so on
68	667/1/27084/003	Dimming Assembly (3.0KVA)			until all sensors have been
69	667/1/27130/000	30A Controller Kit			used up.
70					TLB/b/14 - 1st sensor terminal
71	667/1/27001/310	ST800 SE Export Rack up to 8 Phase			TLB/z/16 - 2nd sensor terminal
72	667/1/27223/003	ST800 SE 8 Phase Driver No LMU			TLB/z/14 - 3rd sensor terminal
73	667/1/27223/403	ST800 SE 4 Phase Driver No LMU			TLB/z/12 - 4th sensor terminal
74					2nd Phases driver PCB
75					TLB/b/14 - 5th sensor terminal
76					TLB/z/16 - 6th sensor terminal
77	667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED			
78	667/1/27012/000	PED 2nd Stream Kit for ST800 P			
79	667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED			

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Special Instructions

FAULT MONITORING OUTPUTS
==========
LO = Lamps off
CF = Controller fault, (including DFM)
LF1 = Any lamp failure
LF2 = 2nd red lamp failure

INPUTS FOR BUS PRIORITY
==========
BUS1 is the bus priority detector input for stage 1, (Hurry Call 0).

HCPOVR is an input from the LIU to override the Hurry Call Prevent timer, (CDT 0)
i.e. to allow another Hurry Call whilst the prevent timer is still running.

DEMEXTF demands/extends the compensation dummy phase F in stage 3.
DEMEXTG demands/extends the compensation dummy phase G in stage 4.

NB. Bus Priority facilities only operate from Normal VA mode.

OUTPUTS FOR BUS PRIORITY
==========
BUS1OP is a mimic of the bus priority detector input for stage 1.
NB. By default the above output is only set when Hurry Call mode is active, but if CFE0=1 then
it will be set during any mode.

STG1 indicates that stage 1 is running.
STG2 indicates that stage 2 is running.
STG3 indicates that stage 3 is running.
STG4 indicates that stage 4 is running.

EXTOP3 indicates there are extensions for phase C in stage 3.
EXTOP4 indicates there are extensions for phase D in stage 4.

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	CSLD	3	0	
1	DSLD	3	0	
2		0	0	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 0

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	0	0	I	AMVD	☑	☐	☐	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	1
○	1	1	I	BMVD	☑	☐	☐	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	2
○	2	2	I	CMVD	☑	☐	☐	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	3
○	3	3	I	CSLD	☑	☐	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☑	☐	☐	1TBG	4
○	4	4	I	DMVD	☑	☐	☐	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	5
○	5	5	I	DSLD	☑	☐	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☑	☐	☐	1TBG	6
○	6	6	I	PBE	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	7
○	7	7	I	ASLD	☑	☐	☐		☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	8

Add | Delete | Move | Clear Used By

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 1

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	8	0	I	BSLD	☑	☐	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	1
○	9	1	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	2
○	10	2	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	3
○	11	3	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	4
○	12	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	5
○	13	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	6
○	14	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	7
○	15	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	8

Add | Delete | Move | Clear Used By

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 2

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	16	0	I	BUS1	☑	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	1
○	17	1	I	HCPOVR	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	2
○	18	2	I	DEMEXTF	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	3
○	19	3	I	DEMEXTG	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	4
○	20	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	5
○	21	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	6
○	22	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	7
○	23	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	8

Add | Delete | Move | Clear Used By

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 4

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	32	0	O	BUS1OP	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	9+10
○	33	1	O	STG1	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	11+12
○	34	2	O	STG2	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	1+2
○	35	3	O	STG3	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	3+4
○	36	4	O	STG4	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	5+6
○	37	5	O	EXTOP3	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	7+8
○	38	6	O	EXTOP4	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	9+10
○	39	7	O		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBK	11+12

Add | Delete | Move | Clear Used By

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 11

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	88	0	O	LO	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBX	1+3
○	89	1	O	CF	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBX	4+6
○	90	2	O	LF1	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBX	7+9
○	91	3	O	LF2	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBX	10+12

Add | Delete | Move | Clear Used By

ST800 - each ouput on Port 11 (CPU Output Port) has change over contacts. These are all wired to the terminal block. Thus the following combinations are available :

Bit 0 Terminals 1+2 NC 160 ohm, 1+3 NO 160 ohm Bit 1 Terminals 4+5 NC 160ohm, 4+6 NO 160ohm
Bit 2 Terminals 7+8 NC 182 ohm, 7+9 NO 22 ohm Bit 3 Terminals 10+11 NC 182ohm, 10+12 NO 22ohm

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

Aspect Drives

Aspect Drives

(●) A-L ( ) M-X ( ) Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E - Amber	Phase	1TBB	2
E - Green	Phase	1TBB	3
F - Red			
F - Amber			
F - Green			
G - Red			
G - Amber			
G - Green			
H - Red			
H - Amber			
H - Green			

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red			
I - Amber			
I - Green			
J - Red			
J - Amber			
J - Green			
K - Red			
K - Amber			
K - Green			
L - Red			
L - Amber			
L - Green			

Works Order : TCT/1389
EM Number : 60559
Engineer : D.A.Lawrence (TCT)
Intersection : High Street / Framfield Road / Bridge Farm Road, Uckfield, (TW10 - Y71121)

I/O - Group DFM Timings

I/O - Group DFM Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	5	5	5	5
	InActive (Hrs)				
Group 2	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

Index

1 General Junction Data
- 1.1 Administration
- 1.2 Streams, Stages, Phases Control
- 1.3 Facilities/Modes Enabled and Mode Priority Levels
- 1.4 Phases in Stages
- 1.5 Stages in Streams

2 Phases
- 2.1 Phase Type and Conditions
- 2.2 Opposing and Conflicting Phases
- 2.3 Timings
  - 2.3.1 Phase Minimums, Maximums, Extensions, Ped. Leaving periods
  - 2.3.2 Phase Intergreen Times
  - 2.3.3 Handset Intergreen Limits
  - 2.3.4 Phase Timing Handset Ranges
- 2.4 Phase - VA Demand and Extend Definitions
- 2.5 Phase Internal/Revertive Demands

3 Streams and Stages
- 3.1 Stage - Prohibited, Alternative, Ignored Moves (No configuration data to print)
- 3.2 Stage Internal Demands / Ped. Window Times
- 3.3 Phase delays (No configuration data to print)

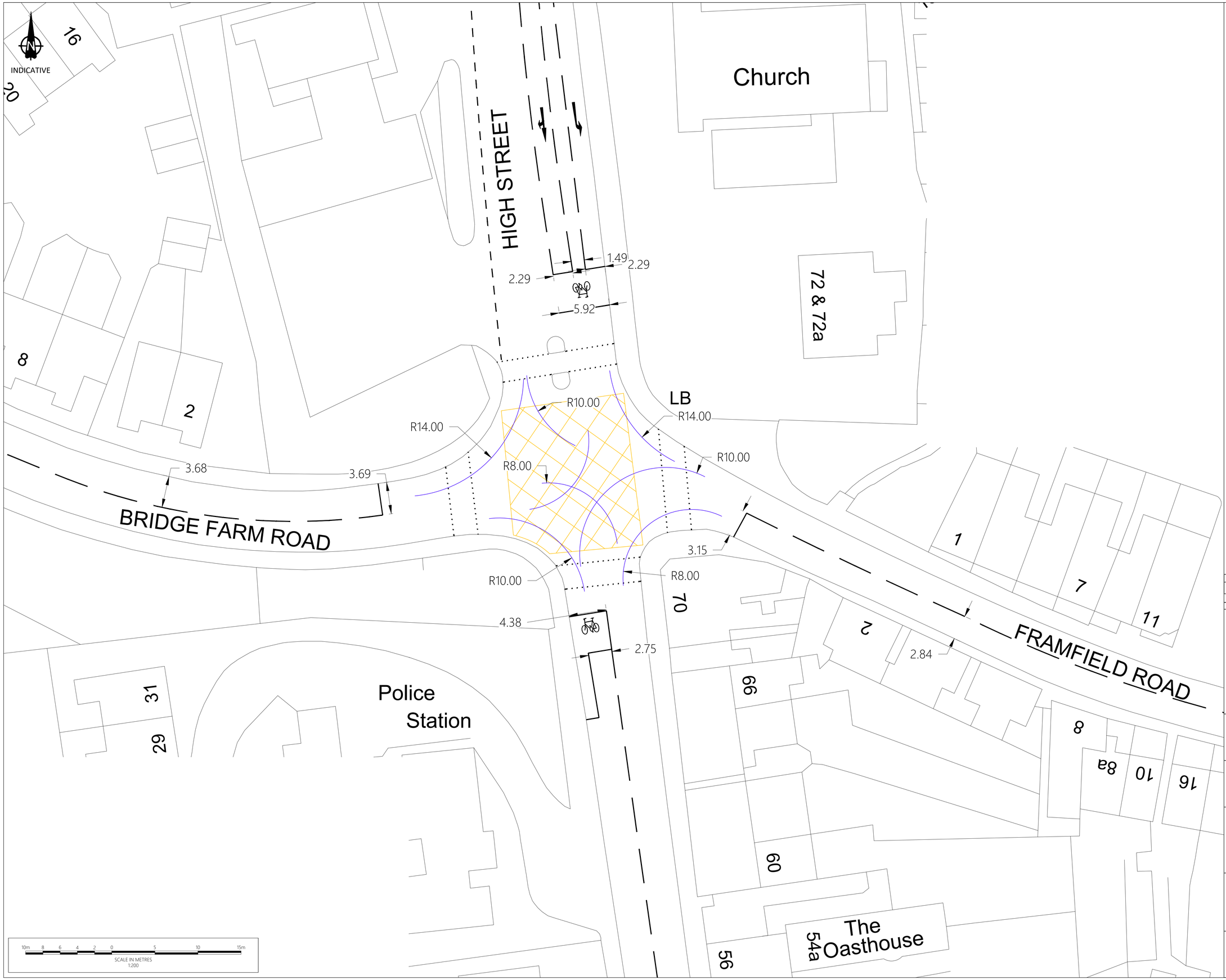
4 Modes and Facilites - Detailed
- 4.1 Fixed Time
- 4.2 Cableless Linking
  - 4.2.1 CLF - Plan(s) (No configuration data to print)
  - 4.2.2 CLF - Demand Dependent Moves
- 4.3 Urban Traffic Control
  - 4.3.1 UTC General Data
  - 4.3.2 UTC Control and Reply Data Format
  - 4.3.3 UTC Data Definitions
    - 4.3.3.1 UTC Phase Demand and Extend Definitions (No configuration data to print)
    - 4.3.3.2 UTC Stage and Modes Data Definitions
    - 4.3.3.3 UTC Demand Dependent Forces
- 4.4 Master Time Clock
  - 4.4.1 MTC - Time Switch Parameters
  - 4.4.2 MTC - Time Switch Parameters Array
  - 4.4.3 Master Time Clock - Day Type
  - 4.4.4 Master Time Clock - Time Table
- 4.5 Integral Lamp Monitoring
  - 4.5.1 LMU - General
  - 4.5.2 LMU - Sensors
  - 4.5.3 RLM Additional Intergreens
  - 4.5.4 RLM Phase Inhibits
- 4.6 Hurry Call
- 4.7 Manual
  - 4.7.1 Manual Panel
  - 4.7.2 Manual Mode - Optional Phases Appearance (No configuration data to print)

5 Conditioning Data
- 5.1 Special Conditioning
- 5.2 Special Conditioning Timers
- 5.3 Fault Log Flags

6 Special Instructions

7 I/O
- 7.1 Call Cancel
- 7.2 Input/Output
- 7.3 Aspect Drives
- 7.4 I/O - Group DFM Timings

Appendix 27



Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

Turning Radii

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	AH	21/06/2024	First issue	ZM

Client

Croudace Homes Limited

Project

Land at Bird in Eye, Uckfield

Title

B2102 Framfield Road / New Town / Bridge Farm Road - Geometries

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/GEO/004

Scale: 1:200 @ A1

Revision: -

MTP

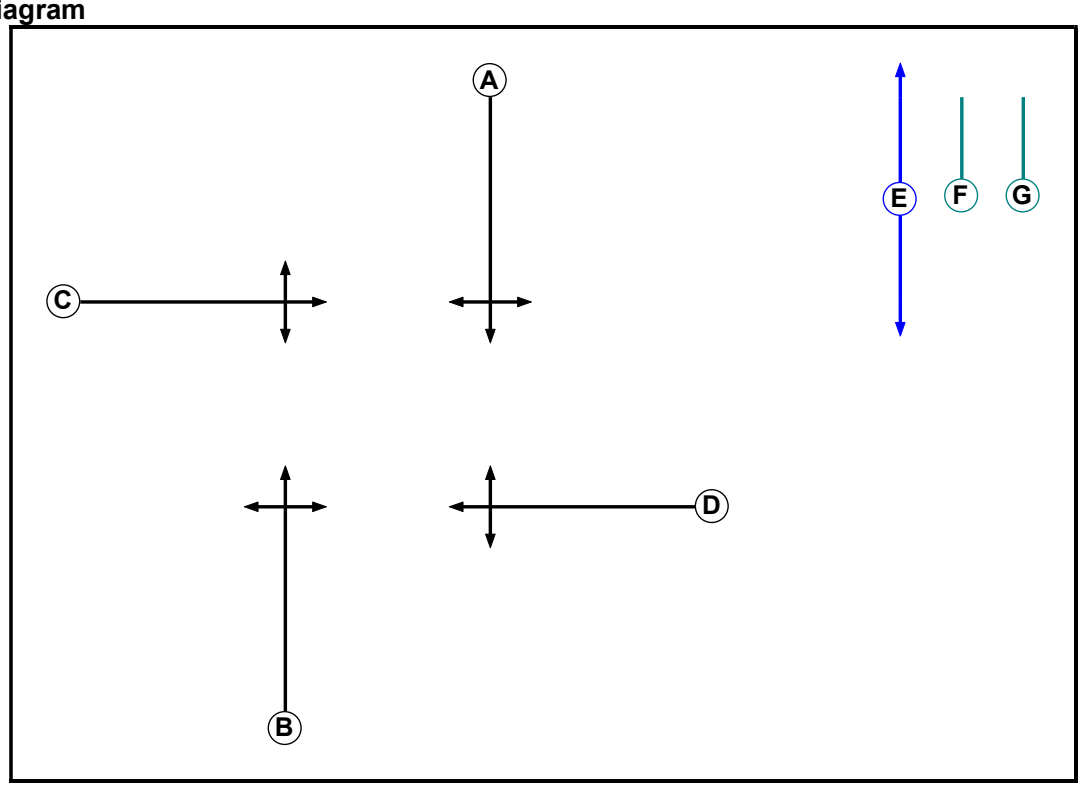
Project and User Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	23138 - B2102-New Town-Bridge Farm Road.lsg3x
Linsig Version:	3, 2, 44, 1

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Dummy		1	1
G	Dummy		1	1

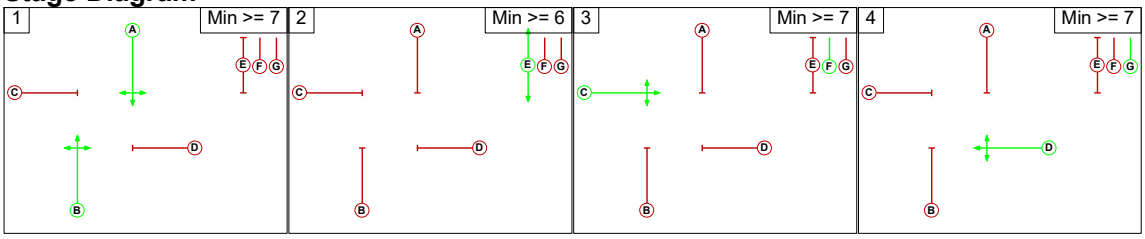
Phase Diagram



Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	5	7	8	5	7
	B	-		7	7	8	7	7
	C	6	6		7	8	-	7
	D	7	7	8		8	8	-
	E	12	12	12	12		12	12
	F	-	-	-	-	-		-
	G	-	-	-	-	-	-	

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

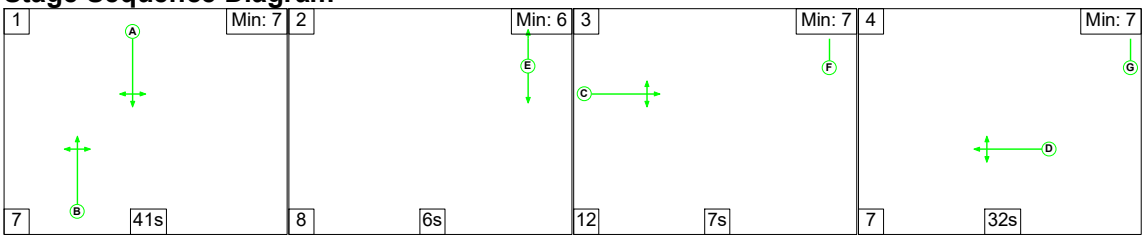
		To Stage			
		1	2	3	4
From Stage	1		8	7	7
	2	12		12	12
	3	6	8		7
	4	7	8	8	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	E
3	C F
4	D G

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

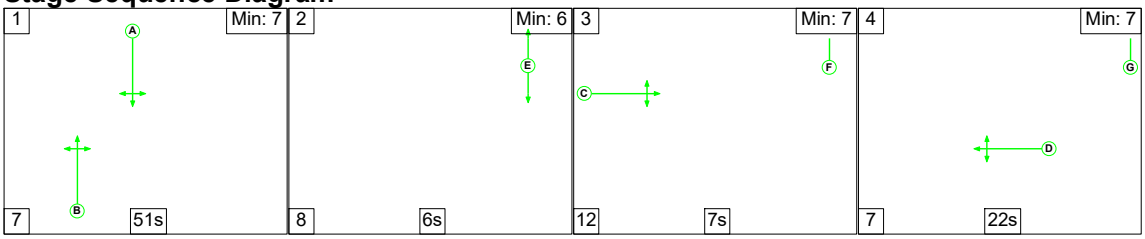


Stage Timings

Stage	1	2	3	4
Duration	41	6	7	32
Change Point	0	48	62	81

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

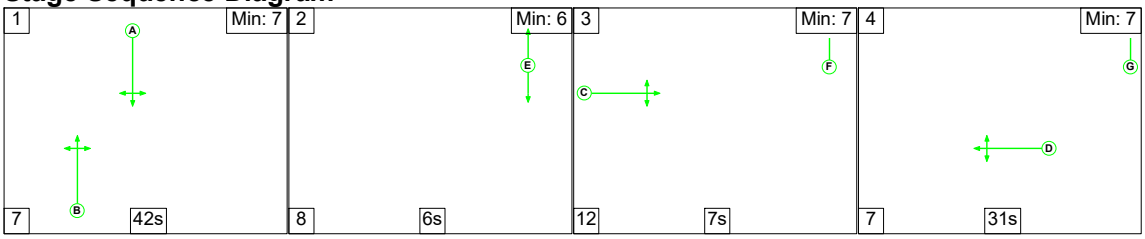


Stage Timings

Stage	1	2	3	4
Duration	51	6	7	22
Change Point	0	58	72	91

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

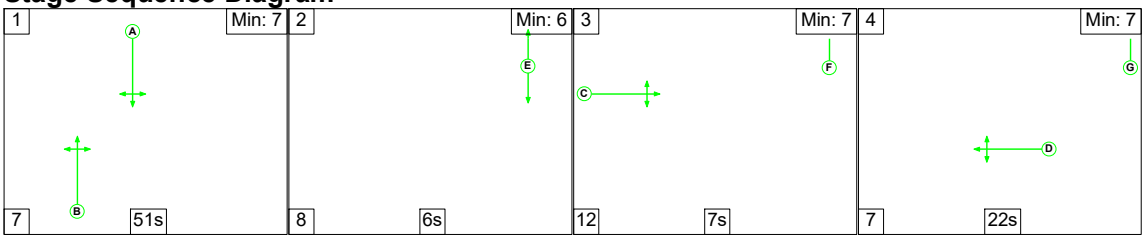


Stage Timings

Stage	1	2	3	4
Duration	42	6	7	31
Change Point	0	49	63	82

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

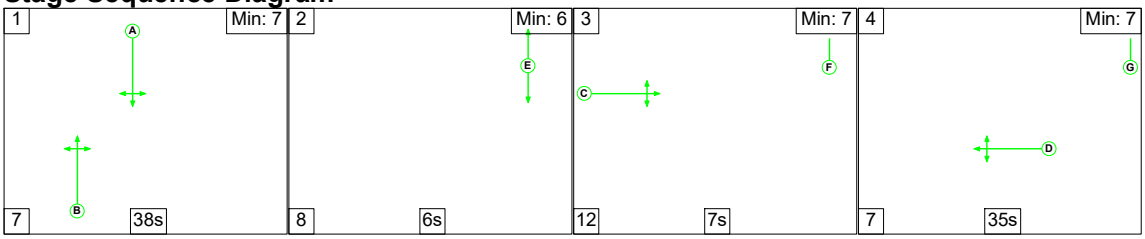


Stage Timings

Stage	1	2	3	4
Duration	51	6	7	22
Change Point	0	58	72	91

Scenario 5: '2029 Base + Development AM' (FG5: '2029 Base + Development AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

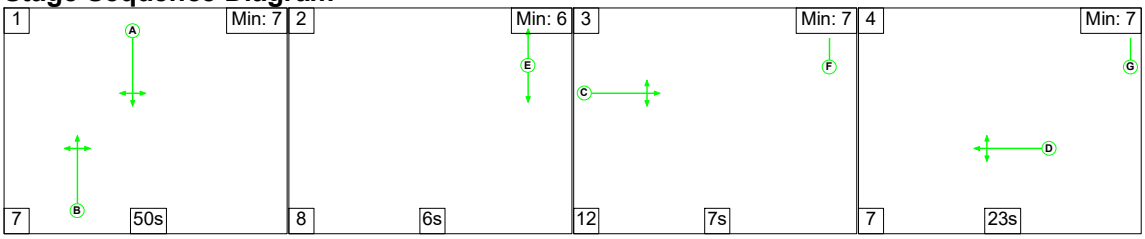


Stage Timings

Stage	1	2	3	4
Duration	38	6	7	35
Change Point	0	45	59	78

Scenario 6: '2029 Base + Development PM' (FG6: '2029 Base + Development PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	50	6	7	23
Change Point	0	57	71	90

Lane Input Data

Junction: B2102 / New Town / Bridge Farm Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (New Town)	U	B	2	3	60.0	Geom	-	2.75	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
											Arm 8 Left	10.00
2/1 (B2102 Framfield Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	10.00
											Arm 7 Left	8.00
											Arm 8 Ahead	Inf
3/1 (B2102 High Street)	U	A	2	3	8.0	Geom	-	2.30	0.00	Y	Arm 6 Left	14.00
3/2 (B2102 High Street)	U	A	2	3	60.0	Geom	-	2.30	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	8.00
4/1 (Bridge Farm Road)	U	C	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 5 Left	14.00
											Arm 6 Ahead	Inf
											Arm 7 Right	8.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: B2102 / New Town / Bridge Farm Road
There are no Opposed Lanes in this Junction

Traffic Flows, Actual

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	214	318	29	561
	B	295	0	23	7	325
	C	344	10	0	15	369
	D	33	15	22	0	70
	Tot.	672	239	363	51	1325

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	253	405	50	708
	B	216	0	24	11	251
	C	339	13	0	18	370
	D	32	6	11	0	49
	Tot.	587	272	440	79	1378

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	225	338	30	593
	B	310	0	24	7	341
	C	373	11	0	17	401
	D	35	16	23	0	74
	Tot.	718	252	385	54	1409

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	266	434	53	753
	B	227	0	25	12	264
	C	361	14	0	19	394
	D	34	6	13	0	53
	Tot.	622	286	472	84	1464

Scenario 5: '2029 Base + Development AM' (FG5: '2029 Base + Development AM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	246	338	30	614
	B	359	0	50	7	416
	C	372	21	0	16	409
	D	34	15	23	0	72
	Tot.	765	282	411	53	1511

Scenario 6: '2029 Base + Development PM' (FG6: '2029 Base + Development PM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	310	434	53	797
	B	242	0	35	12	289
	C	361	34	0	19	414
	D	34	6	13	0	53
	Tot.	637	350	482	84	1553

Network Results

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**73.0%**	**0**	**0**	**0**	**16.5**	-	-
B2102 / New Town / Bridge Farm Road	-	-	-		-	-	-	-	**73.0%**	**0**	**0**	**0**	**16.5**	-	-
1/1	New Town Ahead Right Left	U	B		-	369	1871	655	56.3%	-	-	-	3.9	37.8	10.6
2/1	B2102 Framfield Road Right Left Ahead	U	D		-	325	1666	458	70.9%	-	-	-	4.7	52.5	10.9
3/2+3/1	B2102 High Street Left Ahead Right	U	A		-	561	1817:1666	475+293	73.0 : 73.0%	-	-	-	6.1	39.4	11.8
4/1	Bridge Farm Road Left Ahead Right	U	C		-	70	1789	119	58.7%	-	-	-	1.7	90.0	2.9
5/1		U	-		-	672	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	239	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
7/1		U	-		-	363	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
8/1		U	-		-	51	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.3 Total Delay for Signalled Lanes (pcuHr): 16.50 Cycle Time (s): 120

PRC Over All Lanes (%): 23.3 Total Delay Over All Lanes(pcuHr): 16.50

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**78.7%**	**0**	**0**	**0**	**15.8**	-	-
B2102 / New Town / Bridge Farm Road	-	-	-		-	-	-	-	**78.7%**	**0**	**0**	**0**	**15.8**	-	-
1/1	New Town Ahead Right Left	U	B		-	370	1867	809	45.7%	-	-	-	2.9	28.1	9.1
2/1	B2102 Framfield Road Right Left Ahead	U	D		-	251	1670	320	78.4%	-	-	-	4.9	71.0	9.7
3/2+3/1	B2102 High Street Left Ahead Right	U	A		-	708	1808:1666	578+322	78.7 : 78.7%	-	-	-	6.9	35.0	16.6
4/1	Bridge Farm Road Left Ahead Right	U	C		-	49	1785	119	41.2%	-	-	-	1.1	79.2	1.9
5/1		U	-		-	587	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	272	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
7/1		U	-		-	440	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
8/1		U	-		-	79	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.4 Total Delay for Signalled Lanes (pcuHr): 15.80 Cycle Time (s): 120
PRC Over All Lanes (%): 14.4 Total Delay Over All Lanes(pcuHr): 15.80

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**76.8%**	**0**	**0**	**0**	**18.2**	-	-
B2102 / New Town / Bridge Farm Road	-	-	-		-	-	-	-	**76.8%**	**0**	**0**	**0**	**18.2**	-	-
1/1	New Town Ahead Right Left	U	B		-	401	1870	670	59.8%	-	-	-	4.2	38.1	11.7
2/1	B2102 Framfield Road Right Left Ahead	U	D		-	341	1666	444	76.8%	-	-	-	5.4	57.5	12.0
3/2+3/1	B2102 High Street Left Ahead Right	U	A		-	593	1817:1666	485+297	75.8 : 75.8%	-	-	-	6.6	40.0	13.1
4/1	Bridge Farm Road Left Ahead Right	U	C		-	74	1790	119	62.0%	-	-	-	1.9	92.9	3.2
5/1		U	-		-	718	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	252	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
7/1		U	-		-	385	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
8/1		U	-		-	54	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.3 Total Delay for Signalled Lanes (pcuHr): 18.18 Cycle Time (s): 120
PRC Over All Lanes (%): 17.3 Total Delay Over All Lanes(pcuHr): 18.18

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**83.9%**	**0**	**0**	**0**	**18.1**	-	-
B2102 / New Town / Bridge Farm Road	-	-	-		-	-	-	-	**83.9%**	**0**	**0**	**0**	**18.1**	-	-
1/1	New Town Ahead Right Left	U	B		-	394	1867	809	48.7%	-	-	-	3.1	28.7	9.9
2/1	B2102 Framfield Road Right Left Ahead	U	D		-	264	1670	320	82.5%	-	-	-	5.6	76.3	10.6
3/2+3/1	B2102 High Street Left Ahead Right	U	A		-	753	1808:1666	581+317	83.9 : 83.9%	-	-	-	8.1	38.9	19.5
4/1	Bridge Farm Road Left Ahead Right	U	C		-	53	1781	119	44.6%	-	-	-	1.2	81.0	2.1
5/1		U	-		-	622	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	286	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
7/1		U	-		-	472	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
8/1		U	-		-	84	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.3 Total Delay for Signalled Lanes (pcuHr): 18.07 Cycle Time (s): 120
PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 18.07

Scenario 5: '2029 Base + Development AM' (FG5: '2029 Base + Development AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**83.4%**	**0**	**0**	**0**	**22.0**	-	-
B2102 / New Town / Bridge Farm Road	-	-	-		-	-	-	-	**83.4%**	**0**	**0**	**0**	**22.0**	-	-
1/1	New Town Ahead Right Left	U	B		-	409	1865	606	67.5%	-	-	-	5.0	44.1	12.7
2/1	B2102 Framfield Road Right Left Ahead	U	D		-	416	1662	499	83.4%	-	-	-	6.9	59.8	15.3
3/2+3/1	B2102 High Street Left Ahead Right	U	A		-	614	1817:1666	441+295	83.4 : 83.4%	-	-	-	8.2	48.4	15.3
4/1	Bridge Farm Road Left Ahead Right	U	C		-	72	1787	119	60.4%	-	-	-	1.8	91.5	3.1
5/1		U	-		-	765	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	282	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
7/1		U	-		-	411	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
8/1		U	-		-	53	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 22.00 Cycle Time (s): 120
PRC Over All Lanes (%): 7.9 Total Delay Over All Lanes(pcuHr): 22.00

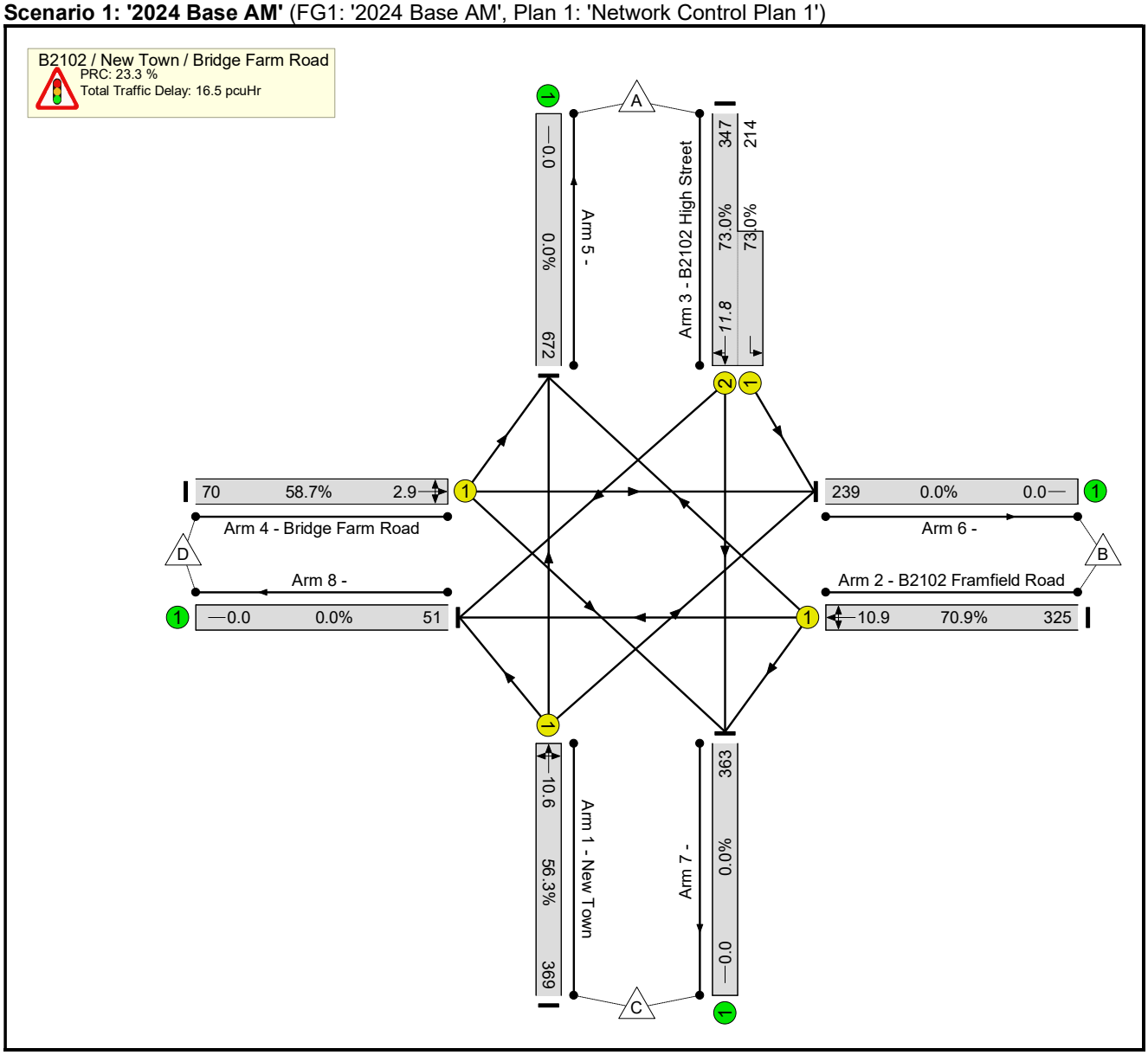
Scenario 6: '2029 Base + Development PM' (FG6: '2029 Base + Development PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**88.2%**	**0**	**0**	**0**	**21.0**	-	-
B2102 / New Town / Bridge Farm Road	-	-	-		-	-	-	-	**88.2%**	**0**	**0**	**0**	**21.0**	-	-
1/1	New Town Ahead Right Left	U	B		-	414	1854	788	52.5%	-	-	-	3.5	30.3	10.7
2/1	B2102 Framfield Road Right Left Ahead	U	D		-	289	1668	334	86.6%	-	-	-	6.6	82.2	12.2
3/2+3/1	B2102 High Street Left Ahead Right	U	A		-	797	1808:1666	552+351	88.2 : 88.2%	-	-	-	9.7	44.0	21.9
4/1	Bridge Farm Road Left Ahead Right	U	C		-	53	1781	119	44.6%	-	-	-	1.2	81.0	2.1
5/1		U	-		-	637	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	350	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
7/1		U	-		-	482	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
8/1		U	-		-	84	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

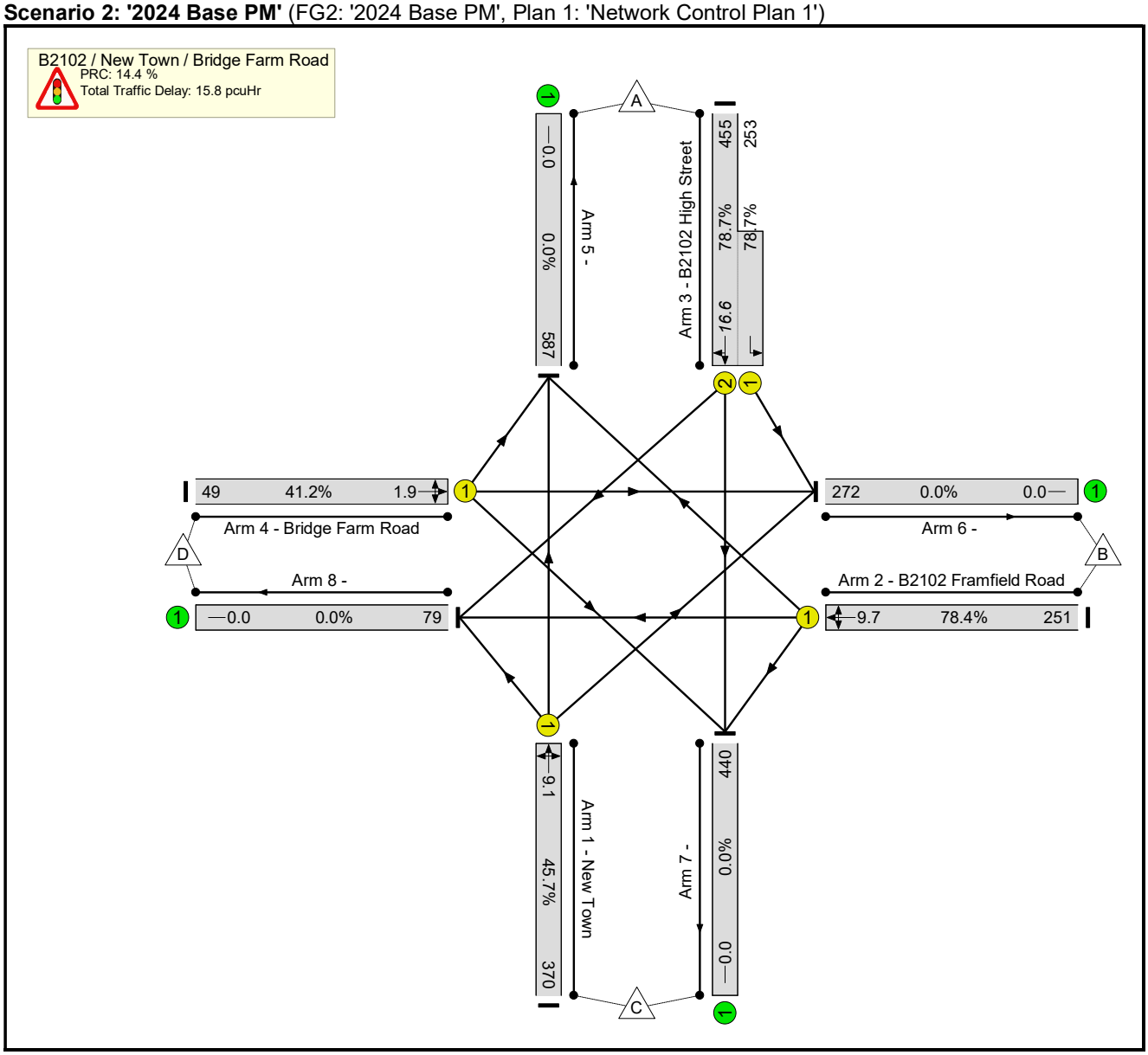
C1 PRC for Signalled Lanes (%): 2.0 Total Delay for Signalled Lanes (pcuHr): 21.02 Cycle Time (s): 120
PRC Over All Lanes (%): 2.0 Total Delay Over All Lanes(pcuHr): 21.02

Network Layout Diagram

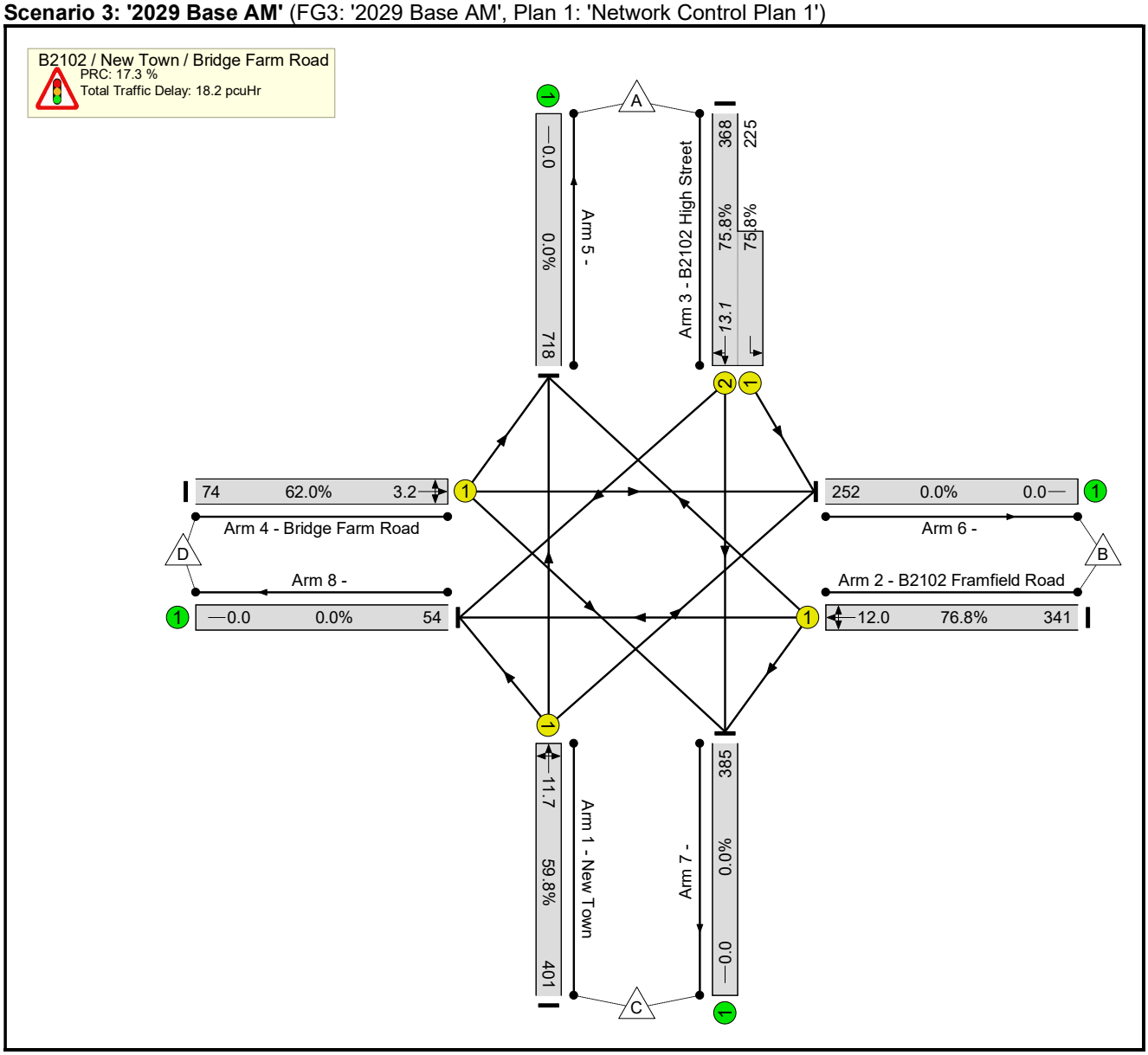
Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')



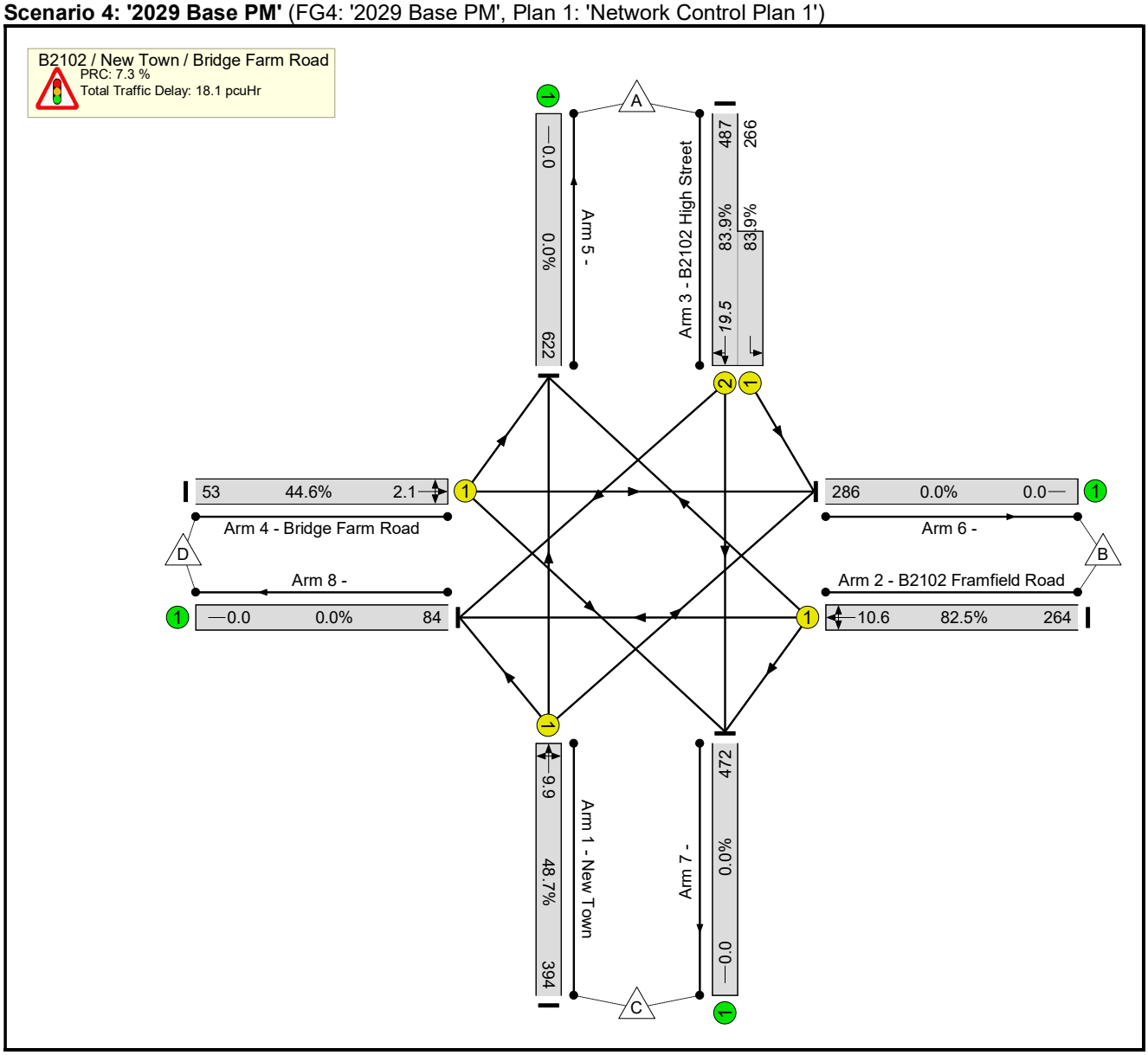
Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')



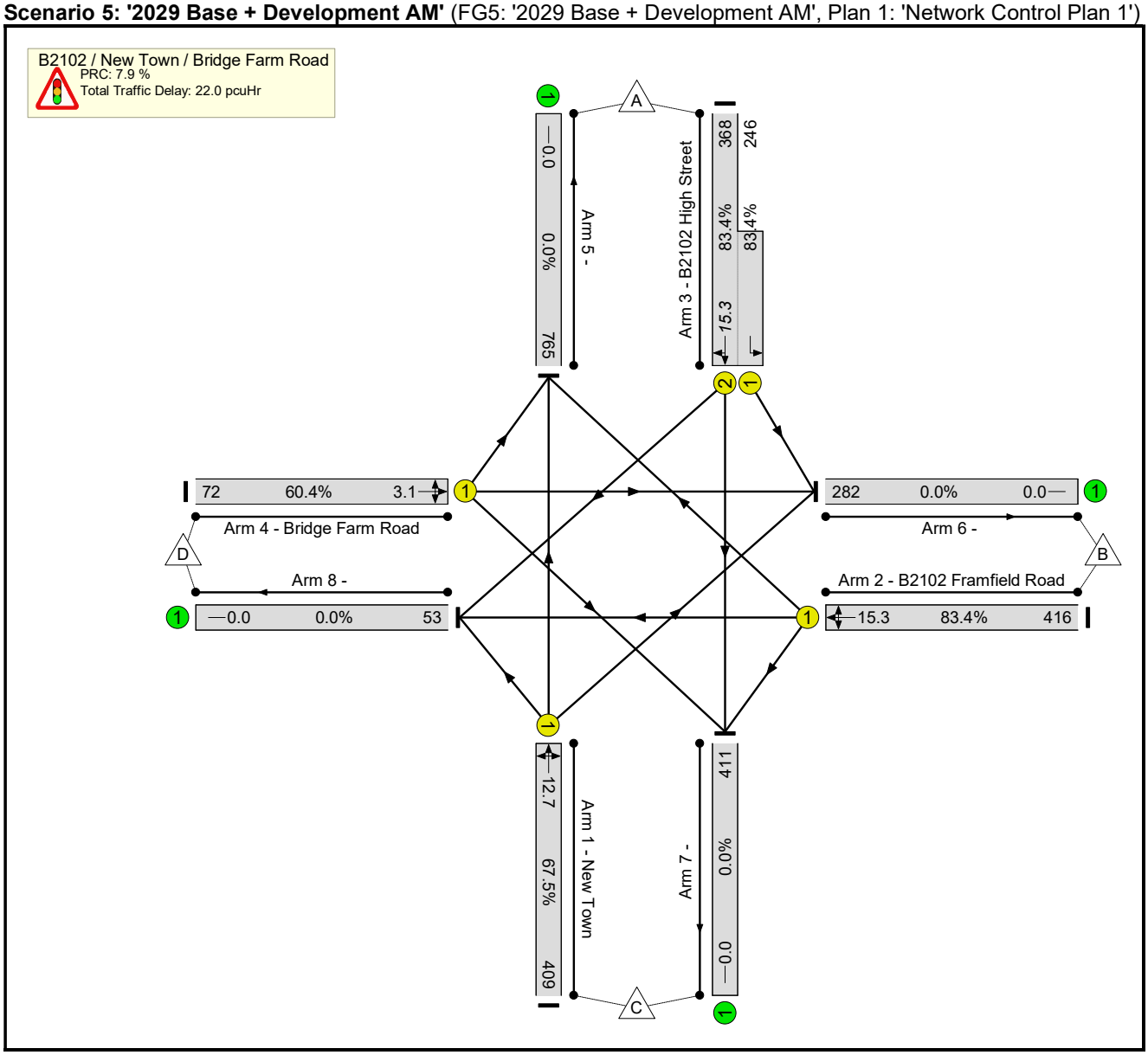
Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')



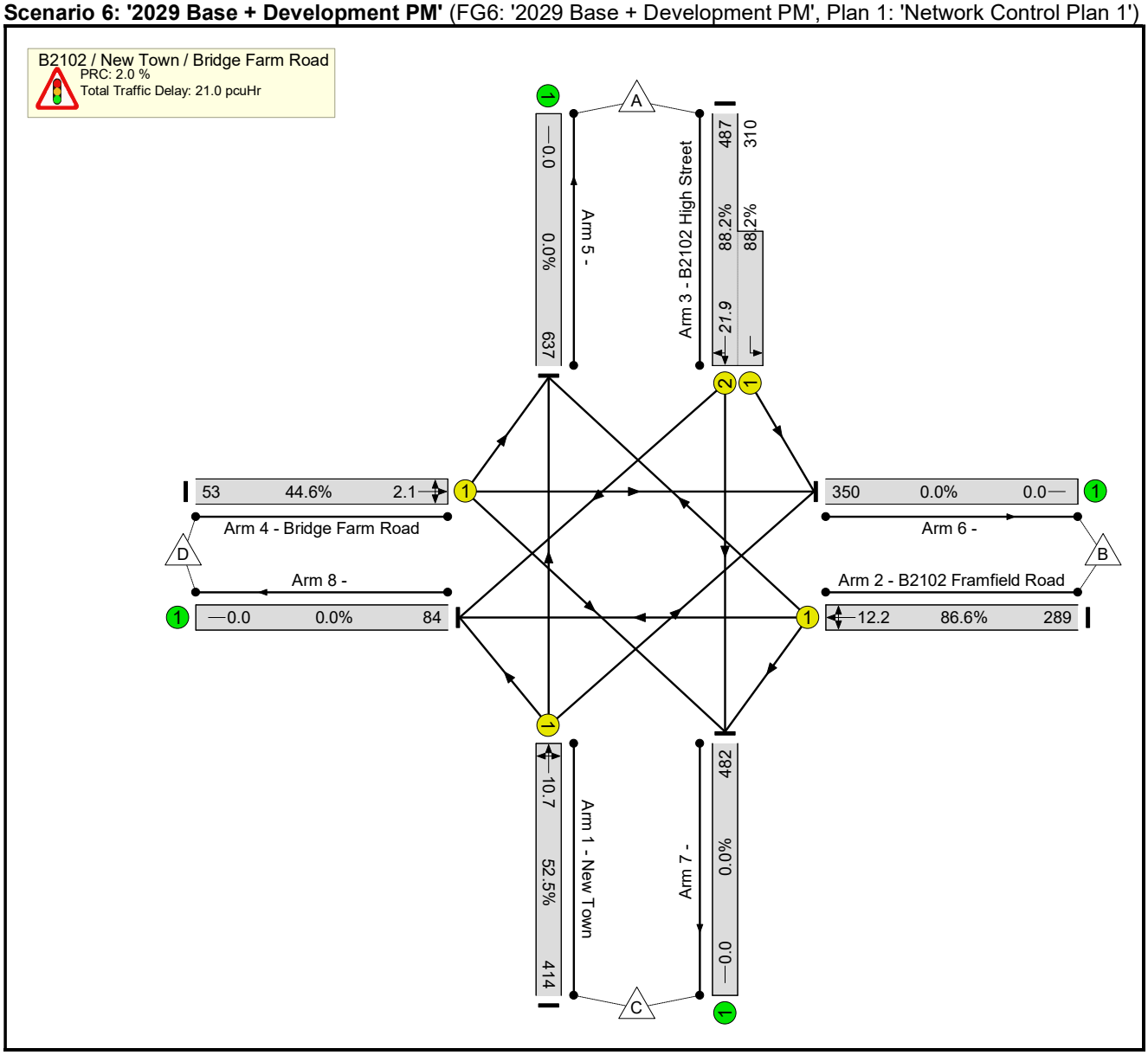
Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')



Scenario 5: '2029 Base + Development AM' (FG5: '2029 Base + Development AM', Plan 1: 'Network Control Plan 1')



Scenario 6: '2029 Base + Development PM' (FG6: '2029 Base + Development PM', Plan 1: 'Network Control Plan 1')



Appendix 28

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Administration

General Specifications

Customer Name	East Sussex County Council	Customer Order No.	
Intersection/ General Description	High Street/Bell Lane Uckfield TW26	Controller/ Serial Number	
		S.T.S. /EM Number	62139 Issue 10
Controller	(•) New ( ) Modification	Equipment Installation by	Siemens Traffic Controls Ltd
Area Specifications/ Customer Drawings		Slot Cutting by	
Specification Section		Civil Works by	
Contract/Tender Ref:		Customer's Engineer	Sean Power
Quotation No.		Telephone Number	01273 897148
Works Order No.	5790567/3		

Signal Company Use Only

Signal Engineer: Peter Czachowski/Hazel Davis
(IF Prom Label as >) Prom Number: 16270 Prom Variant: 139
Configuration Check Value: EF DB 81 ED

Controller Options

Hardware: T800 Firmware Type and Issue: PB800 ISS 14 Other Options: KTD

Mains Supply	240 Volts	50 Hz	[ ] H.I.	Dimming Voltage	(•) 160	( ) 140	( ) 120 ( ) None
Peak Lamp Current	7 Amps						
Average Lamp Power	1450 Watts			Answer Issue	0	Date Created	12/10/00
Total Average Power	0 Watts			Edit Issue	23		

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

owen williams

Streams, Stages, Phases Control

Select Object to Add/Delete/Insert

Streams
( ) Current Number of Streams: 1

Phases
Current Total Number of Phases: 5
( ) Number of Real Phases: 5
( ) Number of Dummy Phases: 0

Stages
( ) Current Number of stages (inc. ALL-RED stages): 6

Switched Signs
( ) Number of Switched Signs: 0

Action
Add At | Delete At

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Facilities/Modes Enabled and Mode Priority Levels

Facilities

- ☑ Manual Control
- ☐ Manual Step On Mode
- ☑ CLF (Base Time)
- ☐ CLF (non-Base Time)
- ☑ UTC Facility
- ☑ Hurry Call Mode
- ☐ Priority
- ☐ Emergency Vehicles
- 10 Starting Intergreen

- ☐ Part Time
- ☑ Master Time Clock
- ☑ RED Lamp Monitoring
- ☑ Lamp Monitoring
- ☐ Linked Fixed Time
- ☑ FT To Current MAX
- ☐ Speed Measurement
- ☐ Download To Level 3

- ☐
- ☑ Extend All Red
- ☐ Fail To Hardware Flashing
- ☐ Ripple Change
- ☐ Non-UK

- ☐ Pelican/Puffin/Toucan Facilities
- ☐ Standalone Manual
- ☐ Holiday Clock
- ☐ Fail to Part Time
- ☐ Serial MOVA
- ☑ Serial UTC
- ☐ Free-Standing OTU
- ☐ Integral OTU

Mode Priority

PRIORITY	1	2	3	4	5	6	7	8	9	10	11
Part Time	○	○	○	○	○	○	○	○	○	○	○
Emergency Vehicle	○	○	○	○	○	○	○	○	○	○	○
Hurry Call	◉	○	○	○	○	○	○	○	○	○	○
Selected Man Cntrl	○	◉	○	○	○	○	○	○	○	○	○
UTC	○	○	◉	○	○	○	○	○	○	○	○
Manual Step On	○	○	○	○	○	○	○	○	○	○	○
Selected FT or VA or CLF	○	○	○	◉	○	○	○	○	○	○	○
Cableless Link (CLF)	○	○	○	○	◉	○	○	○	○	○	○
Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○
Vehicle Actuated	○	○	○	○	○	◉	○	○	○	○	○
Fixed Time	○	○	○	○	○	○	◉	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard.BDF
Default PROM data file

Correspondence Monitoring to inc.

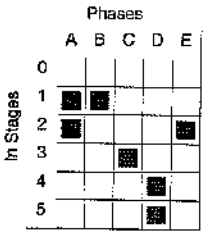
☑ Reds ☑ Ambers
☐ Switched Signs ☐ Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

400 Off 400 On

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Phases in Stages



Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Stages in Streams

Stream Data

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1							
Startup Stage	1							
Part-Time switch off stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

NB : For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet TR0141

In Stream

Stages

	0	1	2	3	4	5
0	■	■	■	■	■	■

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	High Street (Southbound)	0 - UK Traffic	0	0 -	
B	High Street (Northbound)	0 - UK Traffic	0	0 -	
C	Pedestrian phase	1 - UK Far Side Pedestrian	0	0 -	
D	Bell Lane	0 - UK Traffic	0	0 -	
E	High Street Right Turn	2 - UK GreenArrow	0	2 -	A

App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Opposing and Conflicting Phases

Select Stream(s) To Configure

All 0 0 0 0 0 0 0 0 0

Initialise

To Phase

From Phase

	A	B	C	D	E
A		o	Co	Co	o
B	o		Co	Co	Co
C	Co	Co		Co	Co
D	Co	Co	Co		Co
E	o	Co	Co	Co	

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phases A to P

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.4	45	40	24	12	0	0	0	0	☐
B	7	0	0.4	45	40	24	12	0	0	0	0	☐
C	7	5	0.0	0	0	0	0	0	0	0	0	☐
D	7	0	0.4	35	25	15	10	0	0	0	0	☐
E	3	0	1.5	10	8	8	6	0	0	0	0	☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐

NB: For Standalone Streams see Help for use of Max. Sets.

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

NB: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below

To Phase

From Phase	A	B	C	D	E
A			8	5	
B			8	5	5
C	10	10		10	10
D	6	6	8		5
E		5	9	5	

D to B changed from 6 to 7 seconds.

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Handset Intergreen Limits

HIGH 199

Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E
A			7	5	
B			7	5	5
C	7	7		7	7
D	5	5	7		5
E		5	7	5	

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.	Phase	Min. Green Min.	Min. Green Max.
A	7	255	Q		
B	7	255	R		
C	7	255	S		
D	7	255	T		
E	3	255	U		
F			V		
G			W		
H			X		
I			Y		
J			Z		
K			A2		
L			B2		
M			C2		
N			D2		
O			E2		
P			F2		

Max. Green: Min. 0 Max. 255

Vehicle Extension: Min. 0.0 Max. 10.0

Phase Delay: Min. 0 Max. 20

Starting I/G: Min. 8 Max. 15

Min Ped Clr (PBT): Min. 0 Max. 12

Traffic Phase Leaving: Min. 3.0 Max. 3.0

Traffic Phase Red/Amber: Min. 2 Max. 2

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

(•) Phases A to P ( )

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	ASL	AMVD		
B	BSL	BMVD		
C	PEDC			
D	DSL	DMVD		
E				

Extensions

ASL	AMVD		
BSL	BMVD		
DSL	DMVD		
EGC			

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B		D	A											

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Last Modified 13/05/04, Issue 10.0.23 Form Ref: 2.5

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Stage - Prohibited, Alternative, Ignored Moves

Stage - Prohibited, Alternative, Ignored Moves

Sets: (•) 1 ( ) 2 ( ) 3 ( ) 4

Modes	Restrictions ApplyTo	No Restrictions
Urban Traffic Control	•	○
Cableless Linking	•	○
Vehicle Actuated	•	○
Hurry Call	•	○
Fixed Time	•	○

Modes	Restrictions ApplyTo	No Restrictions
Manual	•	○
	○	○
	○	○
	○	○

To Stage

From Stage	0	1	2	3	4	5
0			1			
1						
2		4				
3		4	1			
4			1			
5			1			

Last Modified 13/05/04, Issue 10.0.23 Form Ref: 3.1 (1)

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☐	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☑	☑	☐	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

CLF - Base Time

CLF - Base Time

Controller Base Date: XX/XX/XX

Controller Base Time: 02:00:00

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	0	0	Plan 8	0	0
Plan 1	0	0	Plan 9	0	0
Plan 2	0	0	Plan 10	0	0
Plan 3	0	0	Plan 11	0	0
Plan 4	0	0	Plan 12	0	0
Plan 5	0	0	Plan 13	0	0
Plan 6	0	0	Plan 14	0	0
Plan 7	0	0	Plan 15	0	0

Handset Range Limits

	Minutes	Seconds
Min	0	0
Max	0	0

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages

	A	B	C	D	E
0					
1					
2					
3			■		
4					
5					

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

UTC General Data

UTC General Data

Type of UTC
(•) 105 ( ) 316

Integral OTU Address

2 Number of Control Words

2 Number of Reply Words

☐ Controller to respond to TC bit

☐ Introduction of UTC to be disabled by Priority Mode

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Saturday	00:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Saturday	00:00:00

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

UTC Control and Reply Data Format

UTC Control and Reply Data Format

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	F1	F2	#F3	F4				
Word 2								
Word 3								
Word 4								
Reply Words								
Word 1	G1	G2	G3	G4				
Word 2								
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

UTC Stage and Modes Data Definitions

UTC Stage and Modes Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	F2	G2		18			
3	#F3	G3		19			
4	F4	G4		20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power (exc RLM and PT):
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☐ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MG and RR replies, Conditioning must be used.

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D	E
0					
1					
2					
3			■		
4					
5					

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

MTC - Time Switch Parameters

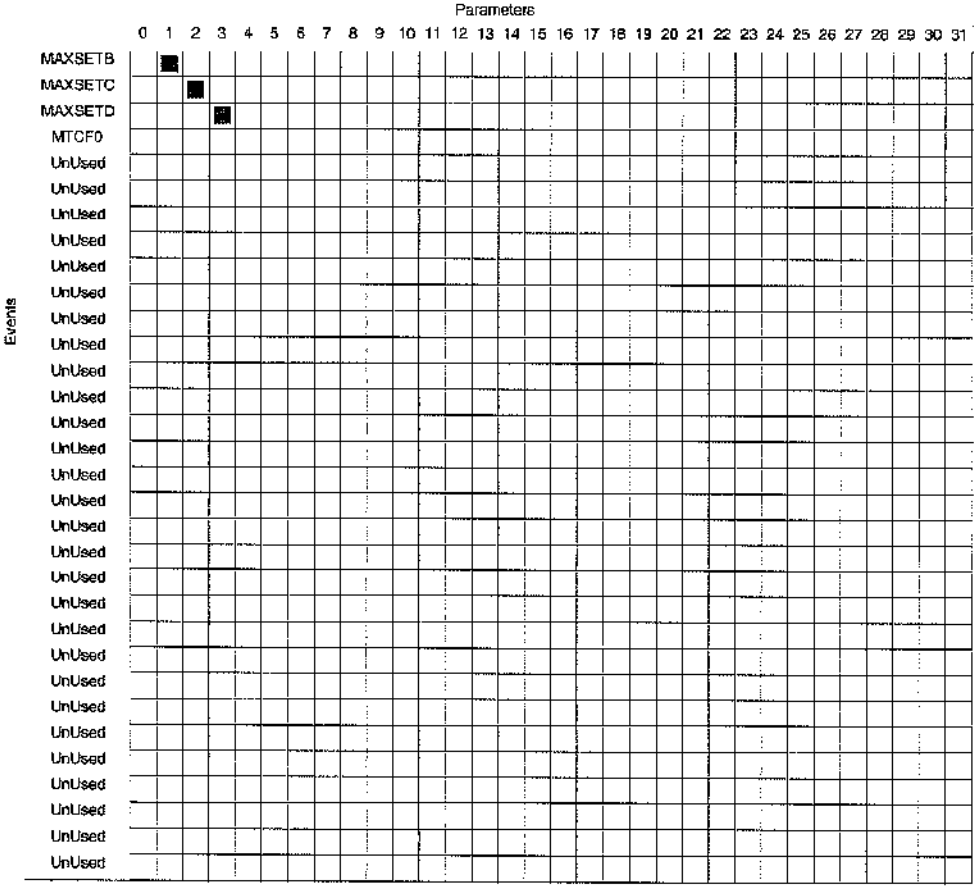
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Conditioning	MTCF0
4	No Action	
5	No Action	
6	No Action	
7	No Action	
8	No Action	
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

MTC - Time Switch Parameters Array



Last Modified 13/05/04, Issue 10.0.23

Form Ref: 4.4.2

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Master Time Clock - Day Type

Master Time Clock - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Last Modified 13/05/04, Issue 10.0.23

Form Ref: 4.4.3

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings: (•) 0-15 ( ) 16-31 ( ) 32-47 ( ) 48-63

Number	Day Type	Time	Introduce Function Required	Function Number	Plan/ Parameter
0	7	00:00:00	Introduce MAXSETD	2	3
1	8	06:00:00	Introduce MAXSETB	2	1
2	1	06:00:00	Introduce MAXSETC	2	2
3	1	06:00:00	Introduce MAXSETB	2	1
4	1	19:00:00	Introduce MAXSETC	2	2
5	9	07:30:00	Introduce MAXSETA	2	0
6	9	09:30:00	Introduce MAXSETB	2	1
7	9	16:00:00	Introduce MAXSETA	2	0
8	9	18:15:00 45	Introduce MAXSETB	2	1
9	8	20:30:00	Introduce MAXSETC	2	2
10	0	10:00:00	Introduce MAXSETB	2	1
11	9	08:00:00	Run CLF Plan 0	1	0
12	9	09:30:00	Isolate	0	0
13	9	15:15:00	Run CLF Plan 1	1	1
14	9	17:45:00	Isolate	0	0
15	9	08:00:00	Enable Ped Link	3	3

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switch

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

1). Temp Data TSW 8_2 changes from 15 to 45 P.H 21/5/04

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings: ( ) 0-15 (•) 16-31 ( ) 32-47 ( ) 48-63

Number	Day Type	Time	Introduce Function Required	Function Number	Plan/ Parameter
16	9	09:30:00	Clear Ped Link	3	3
17	9	15:15:00	Enable Ped Link	3	3
* 18	9	17:45:00	Clear Ped Link	4	3
19	0	09:00:00	Enable Ped Link	3	3
* 20	0	17:00:00	Clear Ped Link	4	3
21	1	10:00:00	Enable Ped Link	3	3
22	1	17:00:00	Clear Ped Link	4	3
23	0			0	0
24	0			0	0
25	0			0	0
26	0			0	0
27	0			0	0
28	0			0	0
29	0			0	0
30	0			0	0
31	0			0	0

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switch

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

* TSW 18 changed from 17.45 To 19.00
* TSW 20 changes from 17.00 To 18.00

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

- (•) 200-240
- ( ) 50-0-50, 100-120

Red Lamp Monitoring

Max Red Bulb Wattage: 50

- [x] RLF2 Cancels RLM additional Intergreens
- [ ] RLF2 Only Cleared by RFL = 1
- [ ] RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

[ ] 0 [ ] [ ] [ ] [ ] [ ] [ ] [ ]

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

LMU - Sensors

LMU - Sensors

On-Board Sensors

Sensor\ Phase	Type	Bulb Wattage
1\A	As Seq.	50
2\B	As Seq.	50
3\C	As Seq.	50
4\D	As Seq.	50
5\E	As Seq.	50
6\F	As Seq.	40
7\G	As Seq.	40
8\H	As Seq.	40
9\I		
10\J		
11\K		
12\L		
13\M		
14\N		
15\O		
16\P		

On-Board Sensors

Sensor\ Phase	Type	Bulb Wattage
17\Q		
18\R		
19\S		
20\T		
21\U		
22\V		
23\W		
24\X		
25\Y		
26\Z		
27\A2		
28\B2		
29\C2		
30\D2		
31\E2		
32\F2		

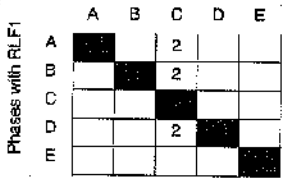
External Sensors

Sensor\ Pin	Drive	Type	Bulb Wattage
33\b14		Reg. Sign	7
34\z16		Reg. Sign	7
35\z14		Reg. Sign	7
36\z12		Reg. Sign	7
37\b14			
38\z16			
39\z14			
40\z12			
41\b14			
42\z16			
43\z14			
44\z12			
45\b14			
46\z16			
47\z14			
48\z12			

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

RLM Additional Intergreens

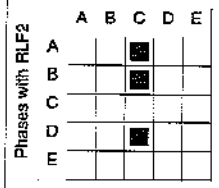
Phases Delayed



Works Order : 57905673
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

RLM Phase Inhibits

Phases Inhibited/Blacked-out



Works Order : 57905673
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Hurry Call

Hurry Call

Hurry Call	Stage Called	Call Input Name	Cancel Input Name	Confirm Output Name	Delay Time	Hold Time	Prevent Time
0	5	HC			0	60	120
1					0	0	0
2					0	0	0
3					0	0	0
4					0	0	0
5					0	0	0
6					0	0	0
7					0	0	0

Hurry Call Limit Values

	Min.	Max.
Call Delay	0	255
Call Hold	15	255
Call Prevent	60	255

Works Order : 57905673
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	All-red stage	0							
1	High Street	1							
2	High Street Right Turn	2							
3	Pedestrian phase	3							
4	Bell Lane	4							
5	Bell Lane (Hurry Call)	5							
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☐	☐	☐	☐

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

- ◉ Immediate Signals On
- ○ As Start-Up

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

Note 1:
For this to operate Special Conditioning is required.

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Extend All Red - General

Extend All Red - General

Modes Supporting All Red Extensions

	Auto Extend to Max.
Manual	☐
GLF	☐
UTC	☐
Hurry Call	☐
Priority	☐
Emergency Veh.	☐
V.A.	☐
Fixed Time	☐
Part Time	☐
Manual Step On	☐

All Red Timings

Stream	0	1	2	3	4	5	6	7
Extension Time	1.0							
MaxTime	6							

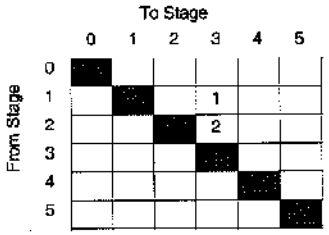
Detectors Associated with All Red Extension Units

Unit	Associated Detectors							
1	ARO							
2	ARD							
3								
4								
5								
6								
7								

The association between detectors and extension units must be performed in special conditioning.

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

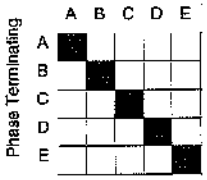
Extend All Red - Stage To Stage Moves



Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Extend All Red - Independent Intergreens

Phase not effected by hold



Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Special Conditioning

```
; UTC/DUSC ACTIVE LIGHTS AUX1 LED
; ********************************

(MODE0 EQL<6>)=MIL22

; ALL RED LOOP CONDITIONING
; =========================

AR0=IGEC1                          ; ALL RED UNIT 1 OCCUPIED
AR0'=IGEC1                         ; ALL RED UNIT 1 CLEARED
AR0=IGEC2                          ; ALL RED UNIT 2 OCCUPIED
AR0'=IGEC2                         ; ALL RED UNIT 2 CLEARED

; PEDESTRIAN LINK TO BELL LANE PUFFIN
;
; WHEN PHASE D TERMINATES, A 3 SECOND DELAY TIMER IS STARTED.
; WHEN THIS TIMER TERMINATES THE LIFT INHIBIT TIMER IS RUN FOR
; 2 SECONDS, ALSO IF RIGHT OF WAY RESTS ON PHASE D THEN AN
; OVERRIDE TIMER IS RUN FOR 100 SECONDS WHICH WHEN TERMINATED LIFTS
; THE INHIBIT.

    IFT TERMD THN                  ; PHASE D TERMINATING
        RUN<0>                     ; RUN DELAY TIMER
      TRUE=SCRT0                   ; SET DELAY TIMER ACTIVE FLAG
    ELS
       IFT NOT(CNDTMA0).SCRT0 THN        ; DELAY TIMER FINISHED
            RUN<1>                       ; START INHIBIT RELEASE TIMER
          FALSE=SCRT0                    ; RESET TIMER ACTIVE FLAG
       ELS
          IFT (PHASED.NOT(SCRT2))+(NOT(PHASED).NOT(SCRT3)) THN
                                         ; PHASE D STARTING OR NOT ACTIVE
                RUN<2>                   ; START OVERRIDE TIMER
             TRUE:=SCRT2                 ; SET TIMER ACTIVE FLAGS
                *-SCRT3
          ELS
             IFT ((PHASED.SCRT2)+(NOT(PHASED).SCRT3)).NOT(CNDTMA2) THN
                                         ; OVERRIDE TIMER TERMINATING
                   RUN<2>                ; RUN OVERRIDE TIMER AGAIN
                   RUN<1>                ; RUN INHIBIT RELEASE TIMER
             END
          END
       END
    END
;
(XTCF0.(NOT(CNDTMA1).NOT(CNDTMA4)))+(MODE0 EQL<5>)=LINK          ; OUTPUT STATE OF INHIBIT RELEASE TIMER
                                                                 ; TO OUTPUT PORT
;
PHASED=.SCRT2                      ; RESET PHASE D STARTING FLAG
NOT(PHASED)=.SCRT3                 ; RESET PHASE D NOT ACTIVE FLAG

; WHEN PHASE B TERMINATES AND THERE IS A DEMAND FOR PHASE E AND ALSO A DEMAND FOR PHASE C,
; A 3 SECOND DELAY TIMER IS STARTED.
; WHEN THE DELAY TIMER TERMINATES, START AN INHIBIT RELEASE TIMER FOR 2 SECONDS.

IFT (TERMB.(LCPHC+DCPHC).(LCPHE+DCPHE)) THN  ; PHASE B TERMINATING AND DEMAND FOR PHASE C AND E
    RUN<3>                         ; RUN DELAY TIMER
END

IFT ((NOT(CNDTMA3)).1SCRT11) THN   ; DELAY TIMER JUST TERMINATED?
    RUN<4>                         ; START INHIBIT RELEASE TIMER
END
```

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Special Conditioning

```
CNDTMA3 = 1SCRT11                ; STATE OF TIMER 3 200MS AGO
```


Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Special Conditioning Timers

Special Conditioning Timers

Timers: (•) 0-31 ( ) 32-63 ( ) 64-95

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	3	0	255	☐	LINK DELAY TIMER	16		0	255	☐	
1	2	0	255	☐	INHIBIT RELEASE TIMER	17		0	255	☐	
2	100	0	255	☐	OVERRIDE TIMER	18		0	255	☐	
3	16	0	255	☐	PHASE A DELAY TIMER	19		0	255	☐	
4	2	0	255	☐	INHIBIT RELEASE TIMER	20		0	255	☐	
5		0	255	☐		21		0	255	☐	
6		0	255	☐		22		0	255	☐	
7		0	255	☐		23		0	255	☐	
8		0	255	☐		24		0	255	☐	
9		0	255	☐		25		0	255	☐	
10		0	255	☐		26		0	255	☐	
11		0	255	☐		27		0	255	☐	
12		0	255	☐		28		0	255	☐	
13		0	255	☐		29		0	255	☐	
14		0	255	☐		30		0	255	☐	
15		0	255	☐		31		0	255	☐	

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Special Instructions

The items list pages provided are for reference purposes and only items marked will be supplied by Poole.

==========

********** NOTES FROM PREVIOUS RECONFIG (WO 390801) **********

The controller has been reconfigured to add Serial UTC which is required for DUSC facility.

Issue 14 or above firmware must be fitted into this controller.

Items marked on the following items list pages are required.

****

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Special Instructions

62139

Board	Position	Skt	Port	Type I or O	Line	Cable	Block
CPU	A	X3I	0	I	00 - 07	101	1TBG
CPU	A	X3I	1	I	08 - 15		1TBH
CPU	A	X3O	11	O	88 - 91	105	1TBX

The socket X3 on the CPU pcb is the double stacked one
X3I = Inner (nearest the board)
X3O = Outer

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/27000/001	Cabinet 8 Phase wired 16 Phase			
3	667/1/27000/002	Cabinet 24 Phase wired 32 Phase			
4	667/1/27001/001	Rack 8 Phase wired 16 Phase	1		
5	667/1/27001/002	Rack 24 Phase wired 32 Phase			
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24	667/1/27002/000	Lamp Switch Kit 8 Phase			
25	667/1/27003/000	I/O Kit			
26	667/1/27005/000	SDE Facility Kit			
27	667/1/27004/000	Integral OTU Kit			
28					
29					
30					
31					
32					
33					
34	667/1/12800/000	ST800 Firmware	1		
35					
36					
37					
38					
39	667/1/16270/139	Configuration Eprom (Issue 10. 0)	** 1		
40					

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*O*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/27056/001	Manual Panel Assy (Intersection Cont)	1		
43	667/1/27056/010	Manual Panel Assy (Sigs on/off)			
44	667/1/27056/000	Manual Panel Blanking Kit			
45					
46					
47					
48					
49					
50					
51					
52	667/7/25171/000	Current Transformer			
53					
54					
55					
56					
57					
58					
59					
60					
61	667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase			
62	667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase			
63	667/1/27001/101	Rack Export 8 Phase wired 16 Phase			
64	667/1/27001/102	Rack Export 24 Phase wired 32 Phase			
65	667/1/27002/100	Export Lamp Switch Kit			
66	667/1/27084/001	Dimming Assembly (1.5KVA) (Fit Std UK)	1		
67	667/1/27084/002	Dimming Assembly (2.0KVA)			
68	667/1/27084/003	Dimming Assembly (3.0KVA)			
69	667/1/27130/000	30A Controller Kit			
70					
71	667/1/27001/310	ST800 SE Export Rack up to 8 Phase			
72	667/1/27223/003	ST800 SE 8 Phase Driver No LMU			
73	667/1/27223/403	ST800 SE 4 Phase Driver No LMU			
74					
75					
76					
77	667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED			
78	667/1/27012/000	PED 2nd Stream Kit for ST800 P			
79	667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED			

Note 2:
Ancillary Processor PLD Variants
101 OTU & LMU
102 OTU Only
103 LMU Only
104 OTU & LMU + Up/Download
105 OUT Only + Up/DownLoad
NB Controller Has built in LMU So LMU on Ancillary Processor Not required included for info only.

Note 3:
Fit Current Transformer starting from position TLB/z/16 on the first phase driver PCB. if more than 3 sensors are called up fit the 4th sensor to the second Phases driver PCB, and so on until all sensors have been used up.
TLB/b/14 - 1st sensor terminal
TLB/z/16 - 2nd sensor terminal
TLB/z/14 - 3rd sensor terminal
TLB/z/12 - 4th sensor terminal
TLB/z/12 - 4th sensor terminal

TLB/z/12 - 4th sensor terminal

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Special Instructions

Configuration Complexity Number is 86

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	ECC	3	3	E
1		0	0	
2		0	0	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Input/Output

Input/Output

☐ Enable Signal Required (

Port: ◉0 ○1 ○2 ○3 ○4 ○5 ○6 ○7 ○8 ○9 ○10 ○11

	DET No	Port No	Bit No	Type I or O	Name	Req'd	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	0	0	0	I	ASL	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	1
○	1	0	1	I	AMVD	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	2
○	2	0	2	I	BSL	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	3
○	3	0	3	I	BMVD	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	4
○	4	0	4	I	PEDC	☑	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	5
○	5	0	5	I	DSL	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	6
○	6	0	6	I	DMVD	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	7
○	7	0	7	I	ECC	☑	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	1TBG	8

Add | Delete | Move | Clear Used By

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Input/Output

Input/Output

☐ Enable Signal Required (

Port: ○0 ◉1 ○2 ○3 ○4 ○5 ○6 ○7 ○8 ○9 ○10 ○11

	DET No	Port No	Bit No	Type I or O	Name	Req'd	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	8	1	0	I	AR0	☑	☐	☐	☐	A	0	0.0	☐	☐	☐	☐	☐	☐	☑	☐	1TBH	1
○	9	1	1	I	HC	☑	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☑	☐	☐	☐	1TBH	2
○	10	1	2	I		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	3
○	11	1	3	I		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	4
○	12	1	4	I		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	5
○	13	1	5	I		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	6
○	14	1	6	I		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	7
○	15	1	7	I		☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	8

Add | Delete | Move | Clear Used By

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Input/Output

Input/Output

☐ Enable Signal Required (

Port: ○0 ○1 ○2 ○3 ○4 ○5 ○6 ○7 ○8 ○9 ○10 ◉11

	DET No	Port No	Bit No	Type I or O	Name	Req'd	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	88	11	0	O	LINK	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBX	1+3
○	89	11	1	O		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBX	4+6
○	90	11	2	O		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBX	7+9
○	91	11	3	O		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBX	10+12

Add | Delete | Move | Clear Used By

ST800 - each ouput on Port 11 (CPU Output Port) has change over contacts. These are all wired to the terminal block.Thus the following combinations are available :

Bit 0 Terminals 1+2 NC 160 ohm, 1+3 NO 160 ohm Bit 1 Terminals 4+5 NC 160ohm, 4+6 NO 160ohm
Bit 2 Terminals 7+8 NC 182 ohm, 7+9 NO 22 ohm Bit 3 Terminals 10+11 NC 182ohm, 10+12 NO 22ohm

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

Aspect Drives

Aspect Drives

◉A-L ○M-X ○Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E - Amber	Phase	1TBB	2
E - Green	Phase	1TBB	3
F - Red			
F - Amber			
F - Green			
G - Red			
G - Amber			
G - Green			
H - Red			
H - Amber			
H - Green			

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red			
I - Amber			
I - Green			
J - Red			
J - Amber			
J - Green			
K - Red			
K - Amber			
K - Green			
L - Red			
L - Amber			
L - Green			

Works Order : 5790567/3
EM Number : 62139
Engineer : Peter Czachowski/Hazel Davis
Intersection : High Street/Bell Lane Uckfield TW26

I/O - Group DFM Timings

I/O - Group DFM Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	30	30	30	30
	InActive (Hrs)		18	18	18
Group 2	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that

Handset Limiting Values

State	Min	Max
Active (Mins)	0	255
InActive (Hrs)	0	255

Index

1 General Junction Data
- 1.1 Administration
- 1.2 Streams, Stages, Phases Control
- 1.3 Facilities/Modes Enabled and Mode Priority Levels
- 1.4 Phases in Stages
- 1.5 Stages in Streams

2 Phases
- 2.1 Phase Type and Conditions
- 2.2 Opposing and Conflicting Phases
- 2.3 Timings
  - 2.3.1 Phase Minimums, Maximums, Extensions, Ped. Leaving periods
  - 2.3.2 Phase Intergreen Times
  - 2.3.3 Handset Intergreen Limits
  - 2.3.4 Phase Timing Handset Ranges
- 2.4 Phase - VA Demand and Extend Definitions
- 2.5 Phase Internal/Revertive Demands

3 Streams and Stages
- 3.1 Stage - Prohibited, Alternative, Ignored Moves
- 3.2 Stage Internal Demands / Ped. Window Times (No configuration data to print)
- 3.3 Phase delays (No configuration data to print)

4 Modes and Facilites - Detailed
- 4.1 Fixed Time
- 4.2 Cableless Linking
  - 4.2.1 CLF - Plan(s) (No configuration data to print)
  - 4.2.2 CLF - Base Time
  - 4.2.3 CLF - Demand Dependent Moves
- 4.3 Urban Traffic Control
  - 4.3.1 UTC General Data
  - 4.3.2 UTC Control and Reply Data Format
  - 4.3.3 UTC Data Definitions
    - 4.3.3.1 UTC Phase Demand and Extend Definitions (No configuration data to print)
    - 4.3.3.2 UTC Stage and Modes Data Definitions
    - 4.3.3.3 UTC Demand Dependent Forces
- 4.4 Master Time Clock
  - 4.4.1 MTC - Time Switch Parameters
  - 4.4.2 MTC - Time Switch Parameters Array
  - 4.4.3 Master Time Clock - Day Type
  - 4.4.4 Master Time Clock - Time Table
- 4.5 Integral Lamp Monitoring
  - 4.5.1 LMU - General
  - 4.5.2 LMU - Sensors
  - 4.5.3 RLM Additional Intergreens
  - 4.5.4 RLM Phase Inhibits
- 4.6 Hurry Call
- 4.7 Manual
  - 4.7.1 Manual Panel
  - 4.7.2 Manual Mode - Optional Phases Appearance (No configuration data to print)
- 4.8 Extend All Red
  - 4.8.1 Extend All Red - General
  - 4.8.2 Extend All Red - Stage To Stage Moves
  - 4.8.3 Extend All Red - Independent Intergreens

5 Conditioning Data
- 5.1 Special Conditioning
- 5.2 Special Conditioning Timers
- 5.3 Fault Log Flags (No configuration data to print)

6 Special Instructions

7 I/O
- 7.1 Call Cancel
- 7.2 Input/Output
- 7.3 Aspect Drives
- 7.4 I/O - Group DFM Timings

Appendix 29

INDICATIVE

HIGH

13

94a

94c

94b

94

92b

92

11

2.97

2.97

5.95

R12.00

3.59

13.16

R8.00

R14.00

R12.00

4.91

2.50

2.54

1

5m 4 3 2 1 0 2 4 6m
SCALE IN METRES
1:100

Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

Turning Radii

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	AH	21/06/2024	First issue	ZM

Client

Croudace Homes Limited

Project

Land at Bird in Eye, Uckfield

Title

B2102 Bell Lane / High Street - Geometries

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/GEO/005

Scale: 1:100 @ A1

Revision: -

MTP

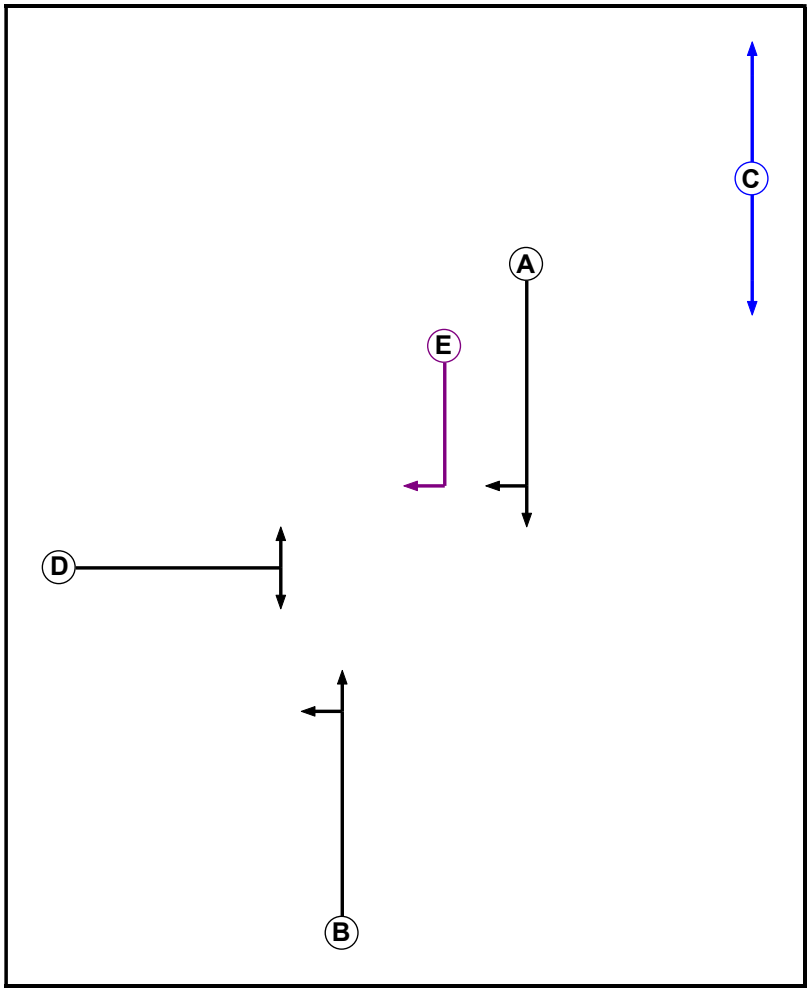
Project and User Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	23138 - B2102-Bell Ln.lsg3x
Linsig Version:	3, 2, 44, 1

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		7	7
D	Traffic		7	7
E	Ind. Arrow	A	3	3

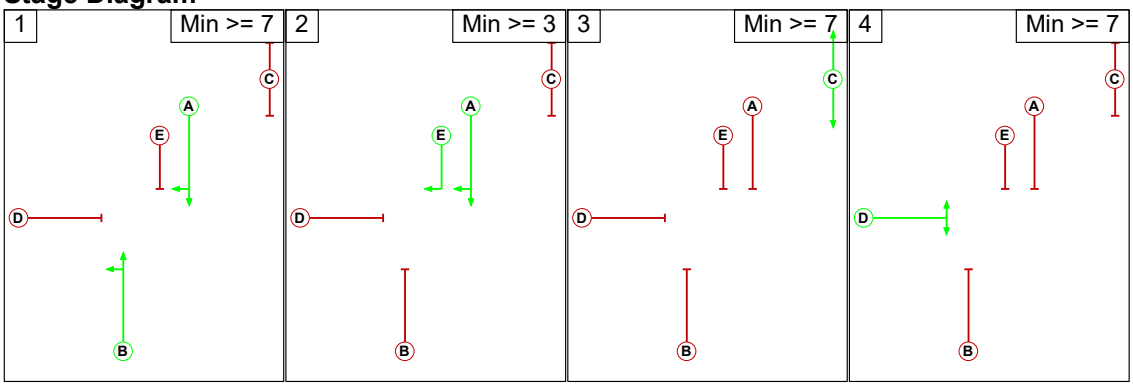
Phase Diagram



Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	8	5	-
	B	-		8	5	5
	C	10	10		10	10
	D	6	7	8		5
	E	-	5	9	5	

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

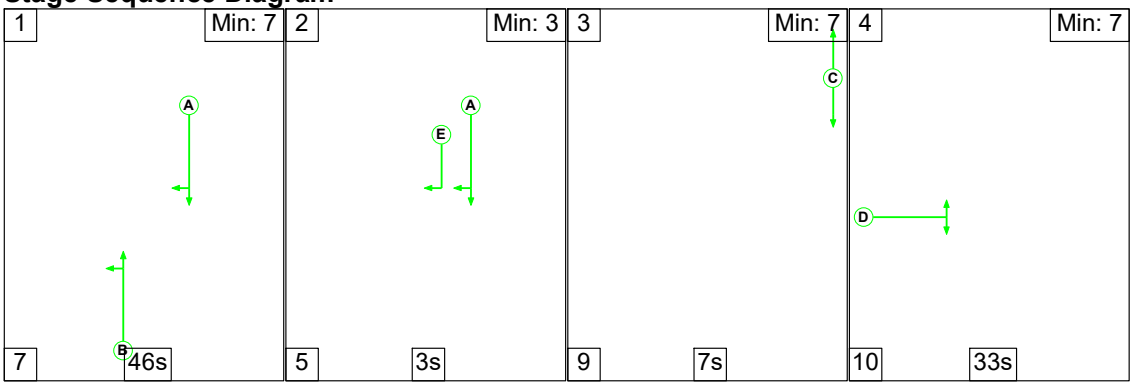
		To Stage			
		1	2	3	4
From Stage	1		5	8	5
	2	5		9	5
	3	10	10		10
	4	7	X	8	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A E
3	C
4	D

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

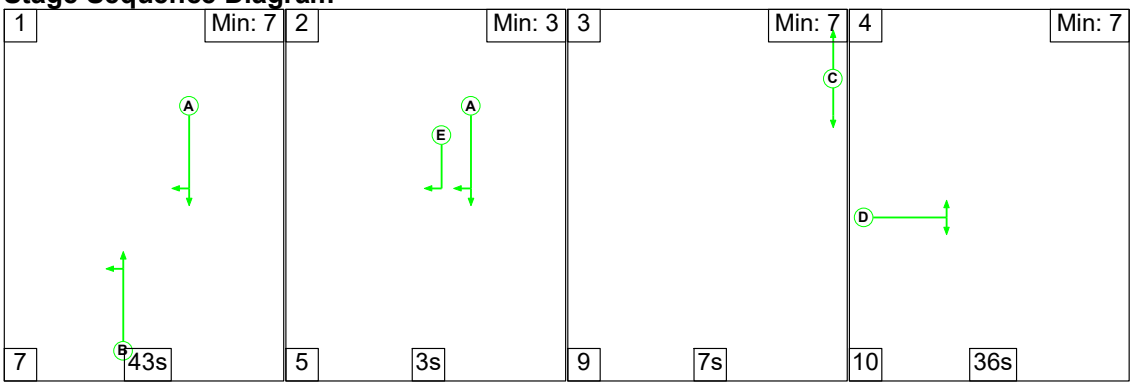


Stage Timings

Stage	1	2	3	4
Duration	46	3	7	33
Change Point	0	53	61	77

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

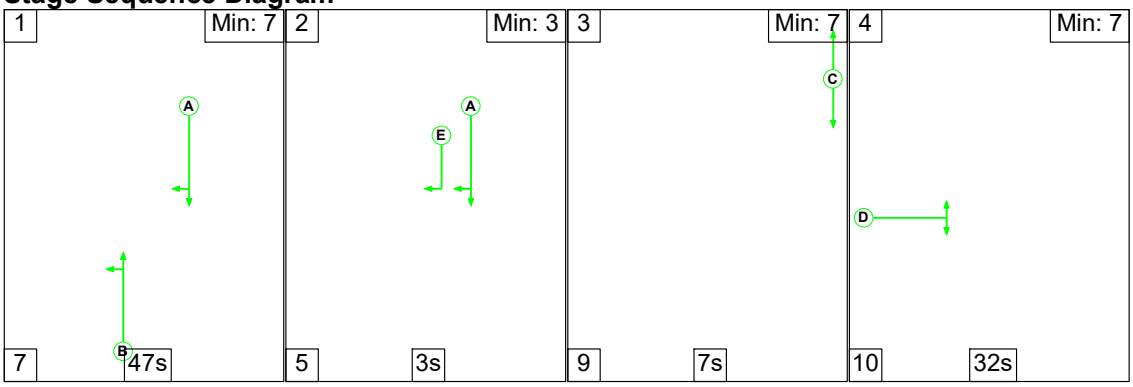


Stage Timings

Stage	1	2	3	4
Duration	43	3	7	36
Change Point	0	50	58	74

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

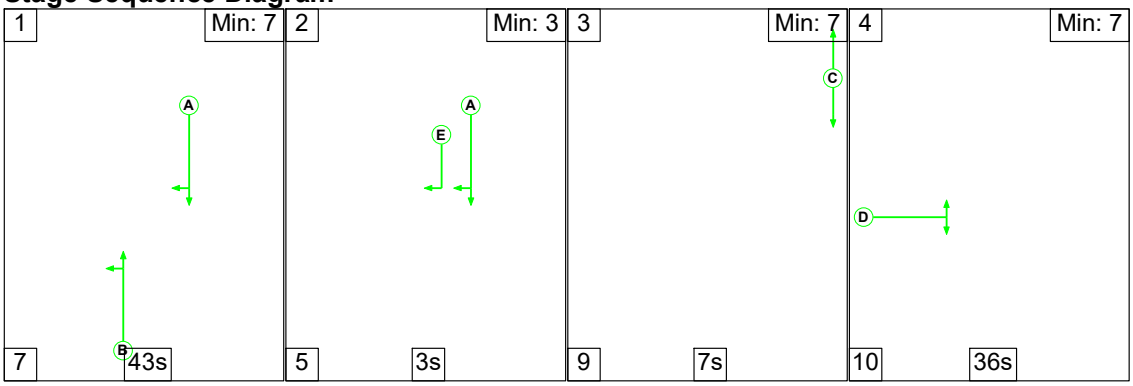


Stage Timings

Stage	1	2	3	4
Duration	47	3	7	32
Change Point	0	54	62	78

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

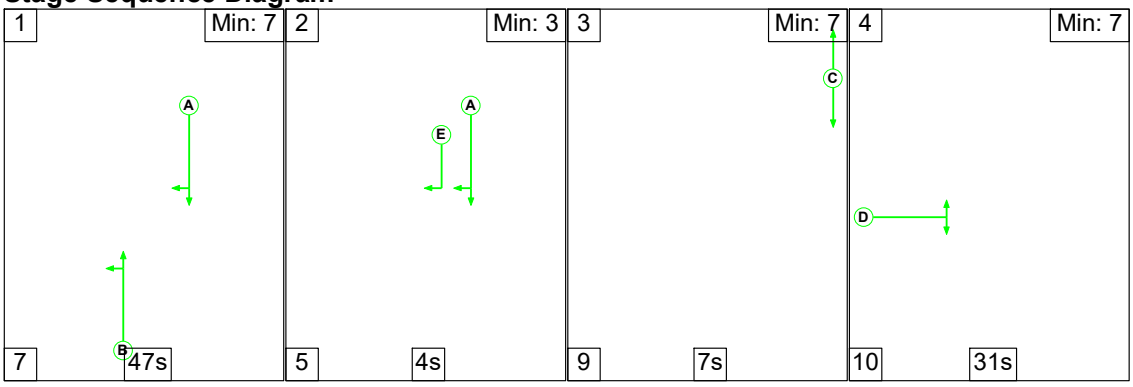


Stage Timings

Stage	1	2	3	4
Duration	43	3	7	36
Change Point	0	50	58	74

Scenario 5: '2029 Base + Development AM' (FG5: '2029 Base + Development AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

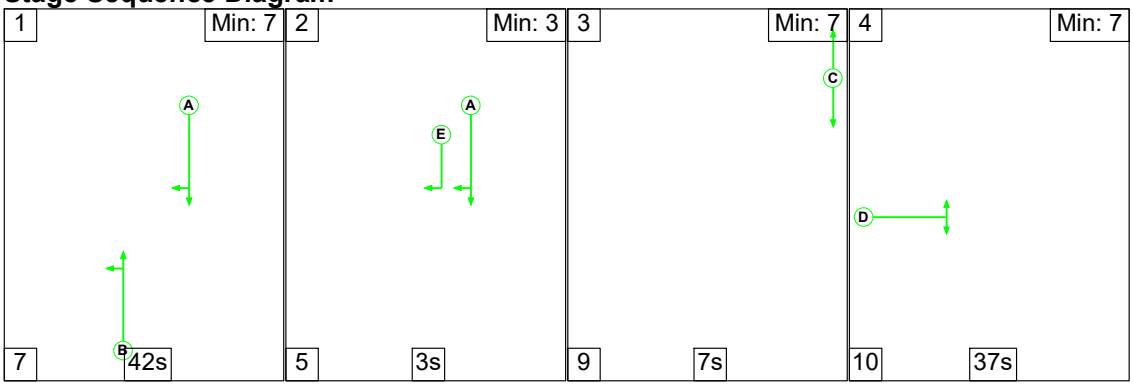


Stage Timings

Stage	1	2	3	4
Duration	47	4	7	31
Change Point	0	54	63	79

Scenario 6: '2029 Base + Development PM' (FG6: '2029 Base + Development PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	42	3	7	37
Change Point	0	49	57	73

Lane Input Data

Junction: B2102 High Street / B2102 Bell Lane

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B2102 High Street)	U	B	2	3	6.0	Geom	-	2.50	0.00	Y	Arm 6 Left	12.00
1/2 (B2102 High Street)	U	B	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 5 Ahead	Inf
2/1 (High Street)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
2/2 (High Street)	O	A E	2	3	6.0	Geom	-	3.00	0.00	Y	Arm 6 Right	8.00
3/1 (B2102 Bell Lane)	U	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Right	14.00
											Arm 5 Left	12.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: B2102 High Street / B2102 Bell Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/2 (High Street)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	-	0.50	3	3.00
				1/2	1.09	All					

Traffic Flows, Actual

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	201	392	593
	B	201	0	209	410
	C	410	257	0	667
	Tot.	611	458	601	1670

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	197	433	630
	B	210	0	230	440
	C	364	257	0	621
	Tot.	574	454	663	1691

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	211	414	625
	B	211	0	220	431
	C	437	274	0	711
	Tot.	648	485	634	1767

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	207	461	668
	B	221	0	245	466
	C	385	272	0	657
	Tot.	606	479	706	1791

Scenario 5: '2029 Base + Development AM' (FG5: '2029 Base + Development AM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	211	425	636
	B	211	0	234	445
	C	447	313	0	760
	Tot.	658	524	659	1841

Scenario 6: '2029 Base + Development PM' (FG6: '2029 Base + Development PM', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	206	464	670
	B	220	0	274	494
	C	388	283	0	671
	Tot.	608	489	738	1835

Network Results

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**82.2%**	**92**	**81**	**29**	**21.2**	-	-
B2102 High Street / B2102 Bell Lane	-	-	-		-	-	-	-	**82.2%**	**92**	**81**	**29**	**21.2**	-	-
1/2+1/1	B2102 High Street Ahead Left	U	B		-	667	1865:1658	499+313	82.2 : 82.2%	-	-	-	7.8	41.9	17.7
2/1+2/2	High Street Ahead Right	U+O	A	E	3	593	1915:1613	512+262	76.6 : 76.6%	92	81	29	6.7	40.9	12.4
3/1	B2102 Bell Lane Right Left	U	D		-	410	1770	502	81.8%	-	-	-	6.7	58.9	14.8
4/1		U	-		-	601	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	611	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	458	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.5 Total Delay for Signalled Lanes (pcuHr): 21.20 Cycle Time (s): 120

PRC Over All Lanes (%): 9.5 Total Delay Over All Lanes(pcuHr): 21.20

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**80.6%**	**104**	**81**	**12**	**20.7**	-	-
B2102 High Street / B2102 Bell Lane	-	-	-		-	-	-	-	**80.6%**	**104**	**81**	**12**	**20.7**	-	-
1/2+1/1	B2102 High Street Ahead Left	U	B		-	621	1865:1658	457+323	79.6 : 79.6%	-	-	-	7.2	41.9	15.4
2/1+2/2	High Street Ahead Right	U+O	A	E	3	630	1915:1613	615+275	70.4 : 71.6%	104	81	12	6.8	38.9	14.7
3/1	B2102 Bell Lane Right Left	U	D		-	440	1770	546	80.6%	-	-	-	6.7	54.6	15.4
4/1		U	-		-	663	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	574	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	454	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 11.6
PRC Over All Lanes (%): 11.6

Total Delay for Signalled Lanes (pcuHr): 20.72
Total Delay Over All Lanes(pcuHr): 20.72

Cycle Time (s): 120

Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**88.5%**	**72**	**81**	**58**	**25.9**	-	-
B2102 High Street / B2102 Bell Lane	-	-	-		-	-	-	-	**88.5%**	**72**	**81**	**58**	**25.9**	-	-
1/2+1/1	B2102 High Street Ahead Left	U	B		-	711	1865:1658	508+319	86.0 : 86.0%	-	-	-	8.8	44.8	20.3
2/1+2/2	High Street Ahead Right	U+O	A	E	3	625	1915:1613	477+243	86.8 : 86.8%	72	81	58	8.6	49.6	14.8
3/1	B2102 Bell Lane Right Left	U	D		-	431	1770	487	88.5%	-	-	-	8.4	70.4	17.2
4/1		U	-		-	634	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	648	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	485	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 25.89 Cycle Time (s): 120
PRC Over All Lanes (%): 1.6 Total Delay Over All Lanes(pcuHr): 25.89

Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**85.4%**	**80**	**81**	**47**	**24.4**	-	-
B2102 High Street / B2102 Bell Lane	-	-	-		-	-	-	-	**85.4%**	**80**	**81**	**47**	**24.4**	-	-
1/2+1/1	B2102 High Street Ahead Left	U	B		-	657	1865:1658	457+323	84.2 : 84.2%	-	-	-	8.4	45.8	17.7
2/1+2/2	High Street Ahead Right	U+O	A	E	3	668	1915:1613	579+250	79.6 : 82.7%	80	81	47	8.2	44.3	17.1
3/1	B2102 Bell Lane Right Left	U	D		-	466	1770	546	85.4%	-	-	-	7.8	60.1	17.2
4/1		U	-		-	706	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	606	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	479	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 24.36 Cycle Time (s): 120
PRC Over All Lanes (%): 5.4 Total Delay Over All Lanes(pcuHr): 24.36

Scenario 5: '2029 Base + Development AM' (FG5: '2029 Base + Development AM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**94.3%**	**48**	**94**	**69**	**32.0**	-	-
B2102 High Street / B2102 Bell Lane	-	-	-		-	-	-	-	**94.3%**	**48**	**94**	**69**	**32.0**	-	-
1/2+1/1	B2102 High Street Ahead Left	U	B		-	760	1865:1658	493+345	90.7 : 90.7%	-	-	-	10.9	51.5	23.4
2/1+2/2	High Street Ahead Right	U+O	A	E	4	636	1915:1613	467+232	91.1 : 91.1%	48	94	69	10.1	56.9	16.5
3/1	B2102 Bell Lane Right Left	U	D		-	445	1770	472	94.3%	-	-	-	11.1	89.8	20.2
4/1		U	-		-	659	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	658	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	524	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -4.8 Total Delay for Signalled Lanes (pcuHr): 32.03 Cycle Time (s): 120
PRC Over All Lanes (%): -4.8 Total Delay Over All Lanes(pcuHr): 32.03

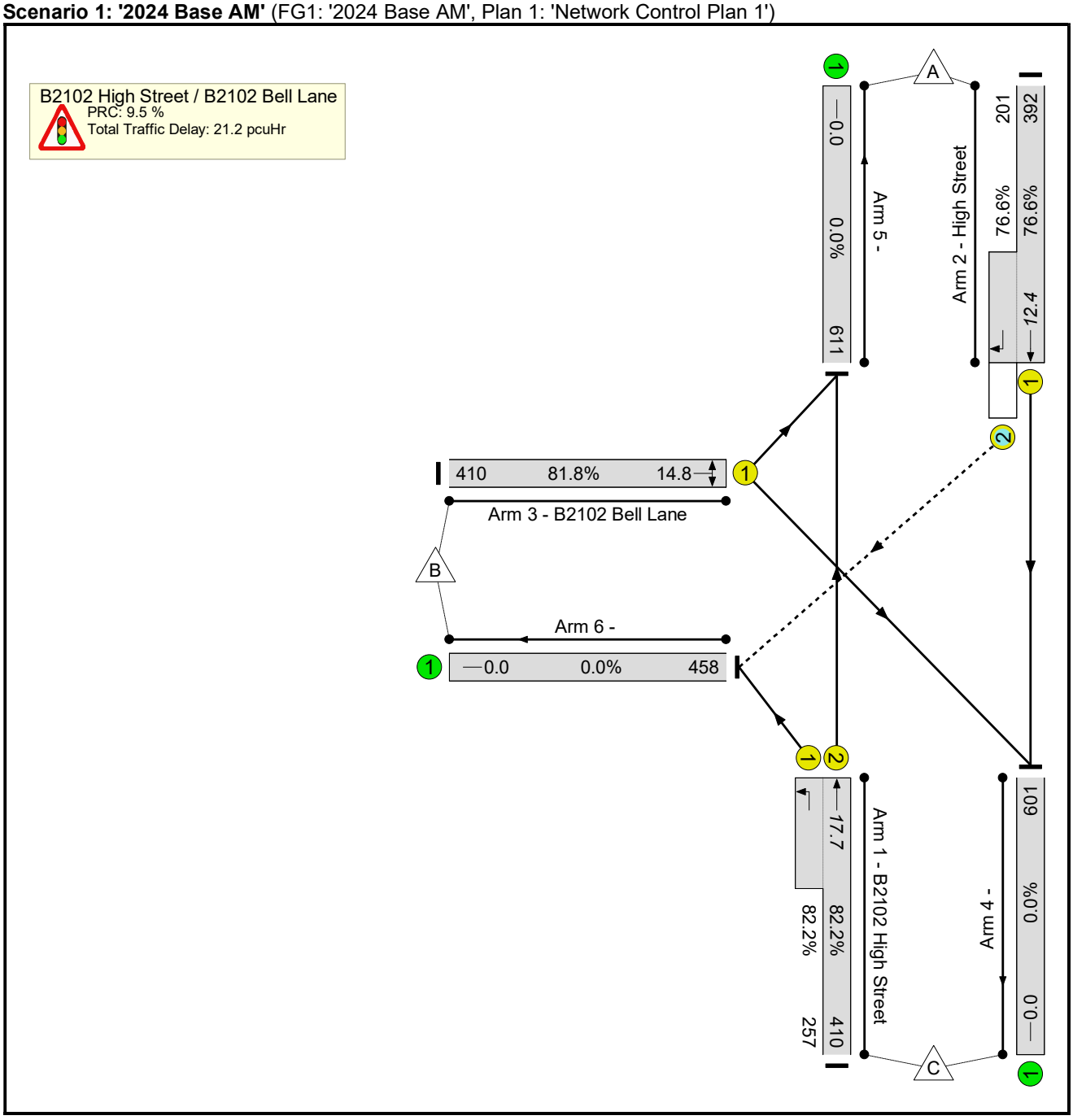
Scenario 6: '2029 Base + Development PM' (FG6: '2029 Base + Development PM', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	**88.5%**	**62**	**81**	**63**	**28.0**	-	-
B2102 High Street / B2102 Bell Lane	-	-	-		-	-	-	-	**88.5%**	**62**	**81**	**63**	**28.0**	-	-
1/2+1/1	B2102 High Street Ahead Left	U	B		-	671	1865:1658	445+324	87.3 : 87.3%	-	-	-	9.3	50.1	19.2
2/1+2/2	High Street Ahead Right	U+O	A	E	3	670	1915:1613	525+233	88.5 : 88.4%	62	81	63	10.0	53.5	19.1
3/1	B2102 Bell Lane Right Left	U	D		-	494	1771	561	88.1%	-	-	-	8.7	63.3	18.9
4/1		U	-		-	738	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
5/1		U	-		-	608	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0
6/1		U	-		-	489	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0

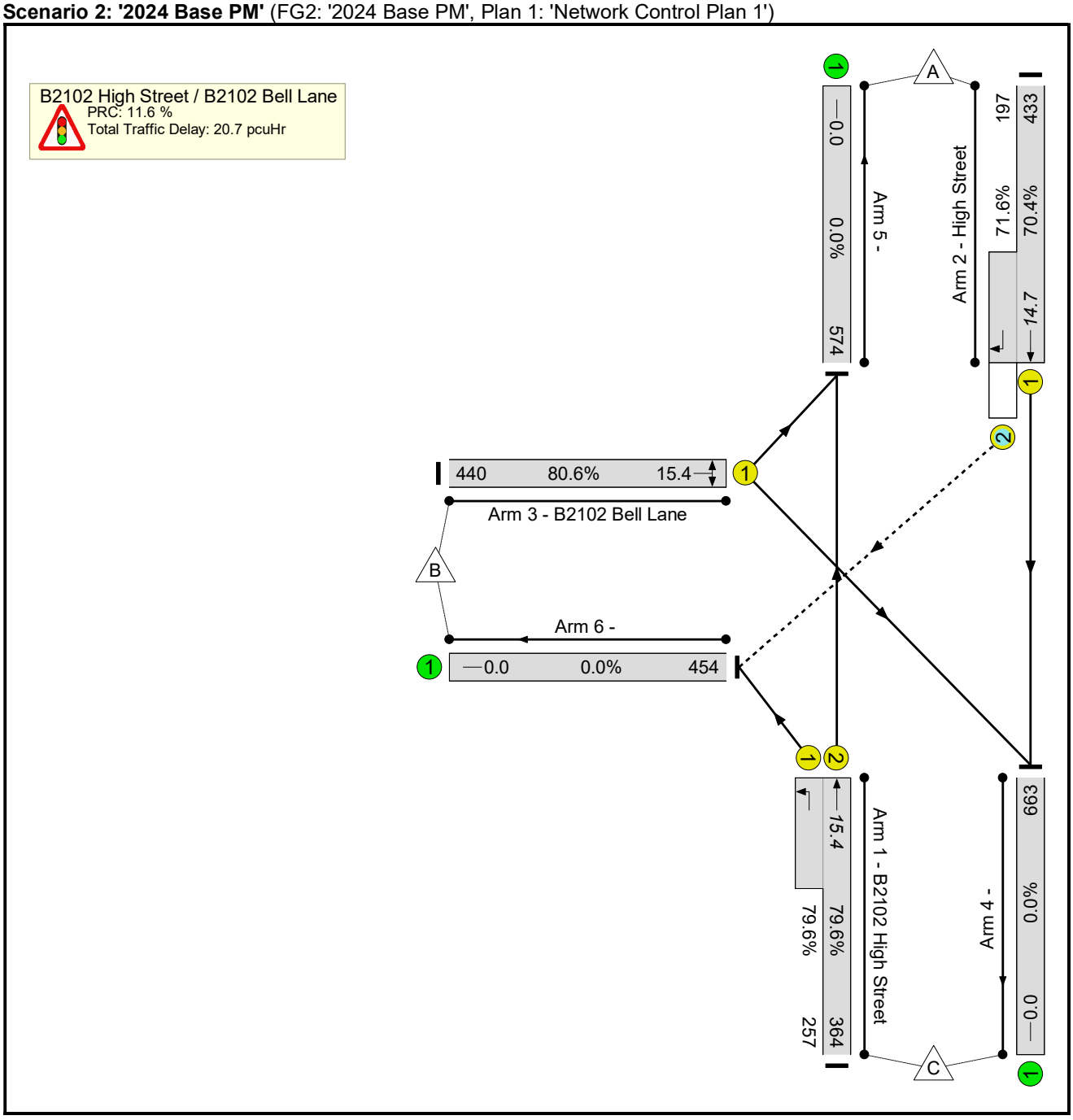
C1 PRC for Signalled Lanes (%): 1.7 Total Delay for Signalled Lanes (pcuHr): 27.99 Cycle Time (s): 120
PRC Over All Lanes (%): 1.7 Total Delay Over All Lanes(pcuHr): 27.99

Network Layout Diagram

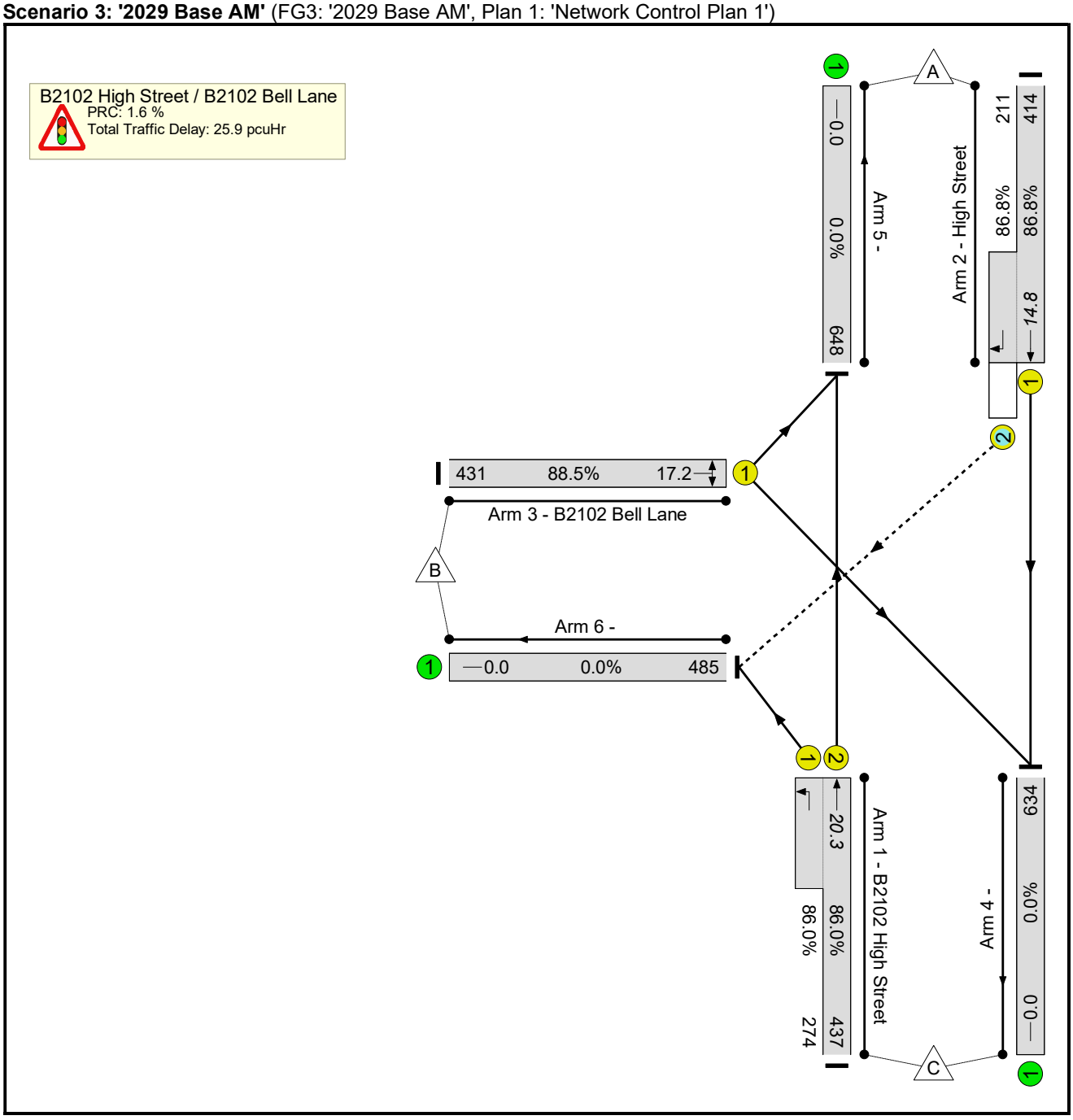
Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')



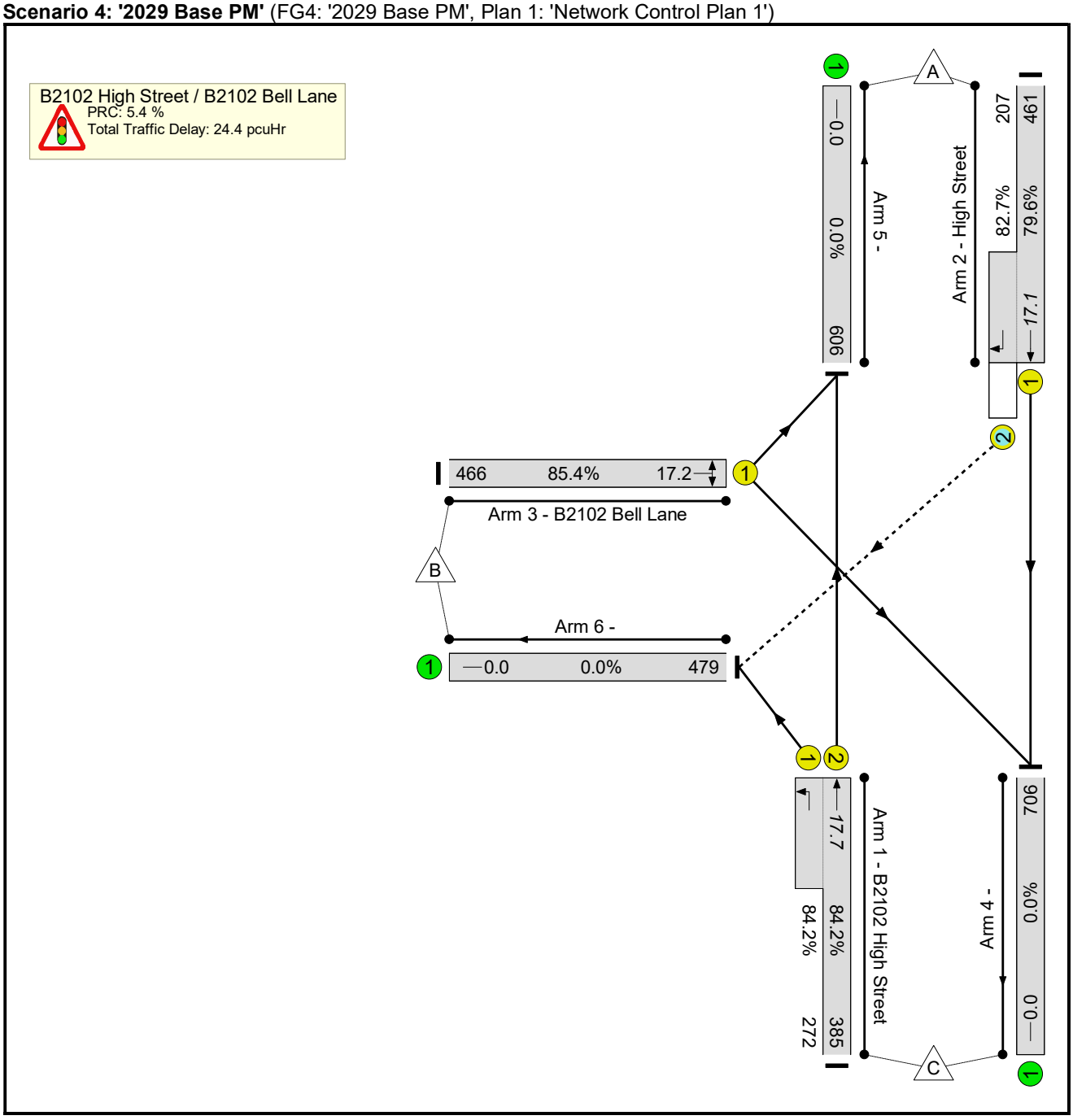
Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')



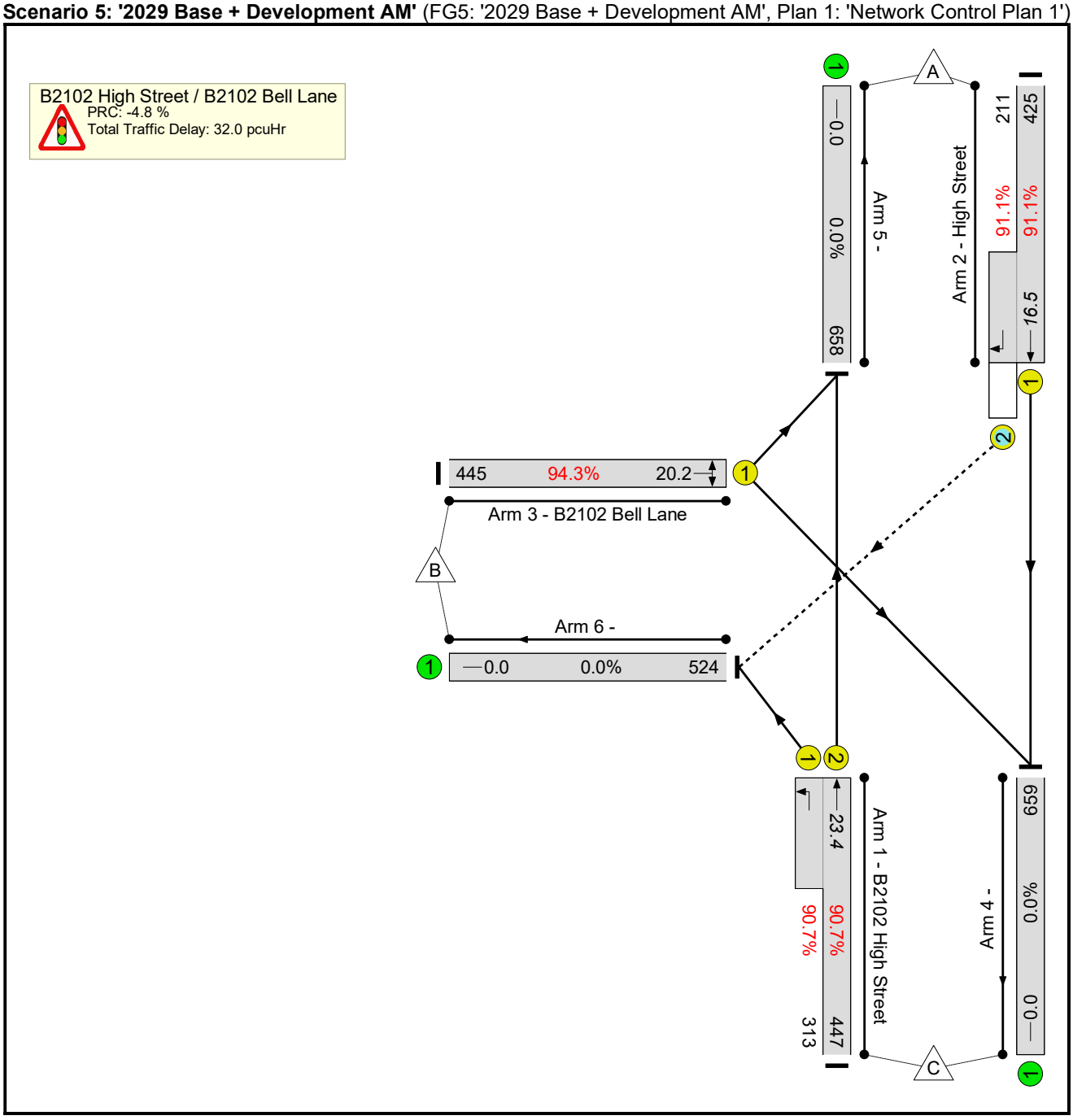
Scenario 3: '2029 Base AM' (FG3: '2029 Base AM', Plan 1: 'Network Control Plan 1')



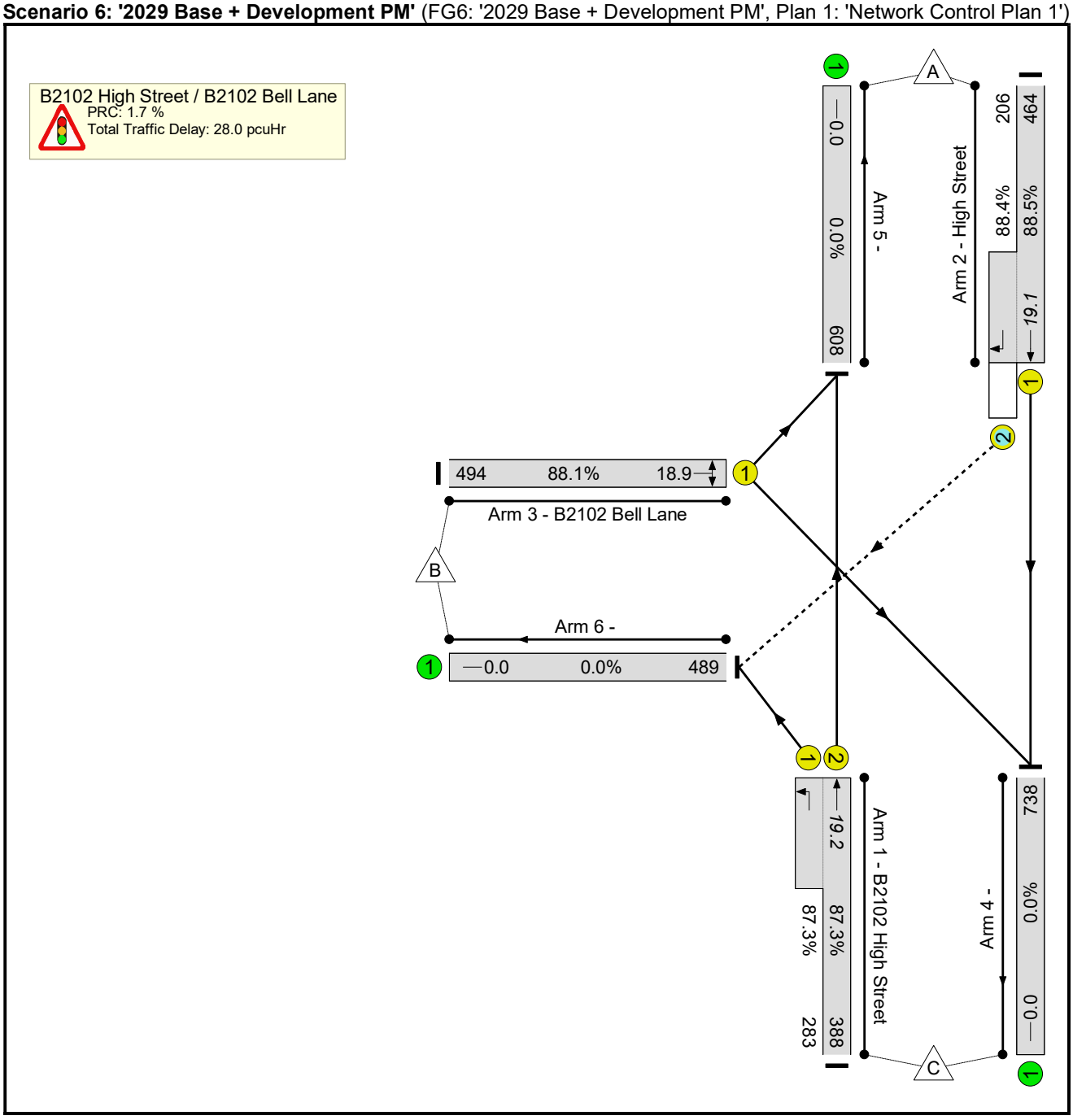
Scenario 4: '2029 Base PM' (FG4: '2029 Base PM', Plan 1: 'Network Control Plan 1')



Scenario 5: '2029 Base + Development AM' (FG5: '2029 Base + Development AM', Plan 1: 'Network Control Plan 1')



Scenario 6: '2029 Base + Development PM' (FG6: '2029 Base + Development PM', Plan 1: 'Network Control Plan 1')



Proposed Residential Development,

Land at Bird in Eye Farm, South of Bird in Eye Hill, Framfield, Uckfield, TN22 5HA

Transport Assessment prepared on behalf of Croudace Homes Limited

July 2024

MILESTONE TRANSPORT PLANNING

Proposed Residential Development, Land at Bird In Eye Farm, South of Bird In Eye Hill, Framfield, Uckfield, TN22 5HA

Project No: MTP Ref: 23-138

Document Reference No: 23-138/Reports/Transport Assessment

Document Title: Transport Assessment

Date: July 2024

Client Name: Croudace Homes Limited

Project Manager: Matt Stevens

Author: Zac Michaelides

Produced By: Milestone Transport Planning Limited
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY - Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, Tyne & Wear, NE8 1AN - Tel: 0191 3387220

Email: mail@milestonetp.co.uk
Web: www.milestonetp.co.uk

Document history and status

Revision	Date	Description	Prepared By	Checked By	Authorised By
-	19/07/2024	Transport Assessment (1st Draft)	S Ward	Z Michaelides	M Stevens
A	29/07/2024	Transport Assessment (Rev A)	Z Michaelides	Z Michaelides	M Stevens

CONTENTS

1. Introduction & Scope of Assessment 1
Introduction 1
Site Location 1
Site History 2
TA Structure 4

2. Planning & Transport Policy Context 5
National Planning Policy Framework (2023) 5
National Planning Practice Guidance (2014) 6
East Sussex Local Transport Plan 3 (2011 – 2026) 7
East Sussex County Council Local Transport Plan 4 (2024 – 2050) 7
East Sussex '*Pride of Place*' 8
Wealden Draft Local Plan Regulation 18 (March 2024) 9
Wealden District Council Core Strategy Local Plan (2013) 9
Summary 10

3. Site Accessibility Credentials 11
Pedestrian & Cycling Accessibility 11
Public Transport Infrastructure 14
Proximity to Local Amenities 16
Summary of Site Accessibility 17

4. Baseline Conditions 18
Local Highway Network 18
Road Safety Analysis 21
Baseline Traffic Survey Data 22

5. Development Proposals & Access Strategy 30
General Principles 30
Opportunities to Reduce Car Bourne Travel Demand 31
Enhanced Access & Permeability for Active Travel Modes 32
Passenger Transport Services 37
Vehicular Access Strategy 38

Street Hierarchy 39
Parking Provision 40
Proposed Delivery / Servicing Arrangements 41

6. Development-Related Trip Generation 43
Deviation of Person Trips 43
Modal Split Calculation 44
Analysis of Vehicle Trip Generation 45
Vehicular Trip Distribution 46

7. Future Year Assessment 48
Committed Development 48
Future Year Scenarios 48

8. Development-Related Impact 50
Junction Capacity Analysis 50

9. Mitigation Package 55
Preamble 55
Travel Plan Interventions / Smarter Choices 55
Active Travel Measures 56
Car Club 57
B2102 Speed Limit Reduction 57
Highway Mitigation 57

10. Summary & Conclusions 59

Tables

Table 3.1 Summary of Additional Bus Services available from Uckfield Bus Station 15
Table 3.2 Proximity of Local Amenities 16
Table 4.1 B2102 Bird In Eye Hill – Surveyed Average Daily Flows 23
Table 4.2 CTC Surveyed AM / PM Peak Hours 25
Table 4.3 Existing Vehicular Movements – Weekday (5-Day Average) 25
Table 4.4 Existing Vehicular Movements – Weekday (2-Day Average) 26

Table 4.5 Summary of Daytime Parking '*Stress*' Survey – Weekday (07:00 – 19:00) 27
Table 4.6 Summary of Night-time Parking '*Stress*' Survey – Weekday (00:00 – 05:00) 28
Table 4.7 Summary of Daytime Parking '*Stress*' Survey – Weekend (07:00 – 19:00) 28
Table 5.1 Submitted Drawing Package 31
Table 6.1 Potential Total Person Trips (All Modes) – Residential 43
Table 6.2 Potential Total Person Trips (All Modes) – Commercial 44
Table 6.3 Baseline Mode Split (2011 Census O-D Data Wealden 008 MSOA) – Residential 45
Table 6.4 Baseline Mode Split (2011 Census O-D Data Wealden 008 MSOA) – Commercial 45
Table 6.5 Summary of Vehicle Trip Generation – AM Peak Hour 46
Table 6.6 Summary of Vehicle Trip Generation – PM Peak Hour 46
Table 7.1 TEMPro Growth Rates 49
Table 8.1 B2012 Bird In Eye Hill / Bird In Eye Farm Access – 2029 *'Base + Development'* 50
Table 8.2 B2102 Bird In Eye Hill / Framfield Road / Hospital Access – 2029 *'Base + Development'* 51
Table 8.3 B2102 Framfield Road / Harcourt Road – 2029 *'Base + Development'* 51
Table 8.4 New Town / New Place / Longbury – 2029 *'Base + Development'* 52
Table 8.5 B2102 Framfield Road / New Town / Bridge Farm Road – 2029 *'Base'* & *'Base + Dev'* .. 53
Table 8.6 B2102 High Street / Bell Lane – 2029 *'Base'* & *'Base + Dev'* 54
Table 9.1 Summary of Travel Plan Interventions / Smarter Choices 56

Appendices

Appendix 1 Active Travel Audit (ATA)
Appendix 2 PIA Data (Sussex Safer Roads Partnership)
Appendix 3 ATC Survey Data
Appendix 4 CTC / Queue Length / Movement Activity Survey Data
Appendix 5 Parking '*Stress*' Survey Data
Appendix 6 Illustrative Masterplan
Appendix 7 Drawing No. 23138 / 001 Proposed Access Arrangement
Appendix 8 Drawing No. 23138 / 002 Proposed Access Arrangements to North-Western Units
Appendix 9 Drawing No. 23138 / 003 Footpath Link – Indicative Vertical Design

Appendix 10 Drawing No. 23138 / 004 Shared Footway / Cycleway – Indicative Vertical Design

Appendix 11 Drawing No. 23138 / 005 B2102 Proposed Speed Limit Transition / Reduction

Appendix 12 Drawing No. 23138 / 006 Overall Access Strategy

Appendix 13 Drawing No. 23138 / TK01 Swept Path Analysis Max Legal Length Articulated Vehicle

Appendix 14 Drawing No. 23138 / TK02 & TK03 Swept Path Analysis Refuse Vehicle

Appendix 15 Drawing No. 23138 / TK04 Swept Path Analysis Fire Tender Vehicle

Appendix 16 TRICS Output – '*Houses Privately Owned*'

Appendix 17 TRICS Output – '*Industrial Estate*'

Appendix 18 2011 Census O/D Data (Wealden 008 MSOA)

Appendix 19 Development Vehicular Trip O/D Analysis

Appendix 20 TEMPro Growth Rates

Appendix 21 Traffic Flow Diagrams

Appendix 22 B2012 Bird In Eye Hill / Site Access – ARCADY

Appendix 23 B2102 Bird In Eye Hill / Framfield Road / Hospital Access – PICADY

Appendix 24 B2102 Framfield Road / Harcourt Road – PICADY

Appendix 25 New Town / New Place / Longbury – PICADY

Appendix 26 B2102 Framfield Road / New Town / Bridge Farm Road – Signal Timing Data

Appendix 27 B2102 Framfield Road / New Town / Bridge Farm Road – LinSig

Appendix 28 B2102 High Street / Bell Lane – Signal Timing Data

Appendix 29 B2102 High Street / Bell Lane – LinSig

1. Introduction & Scope of Assessment

Introduction

1.1 This Transport Assessment (TA) has been prepared on behalf of Croudace Homes Limited to consider the highways and transport matters associated for an outline planning application for the erection of up to 190 dwellings, with associated works, parking, landscaping, publicly accessible open space and SANG provision, with access from the B2102 on the land at Bird In Eye Farm, south of the B2102 Bird In Eye Hill, Uckfield (the "*Site*").

1.2 The outline planning application seeks only the principle of the proposed residential land use and the means of access to be determined. Matters such as appearance, landscaping, layout and scale are reserved for future determination however, to inform, the planning application, illustrative material in respect of these is provided for context.

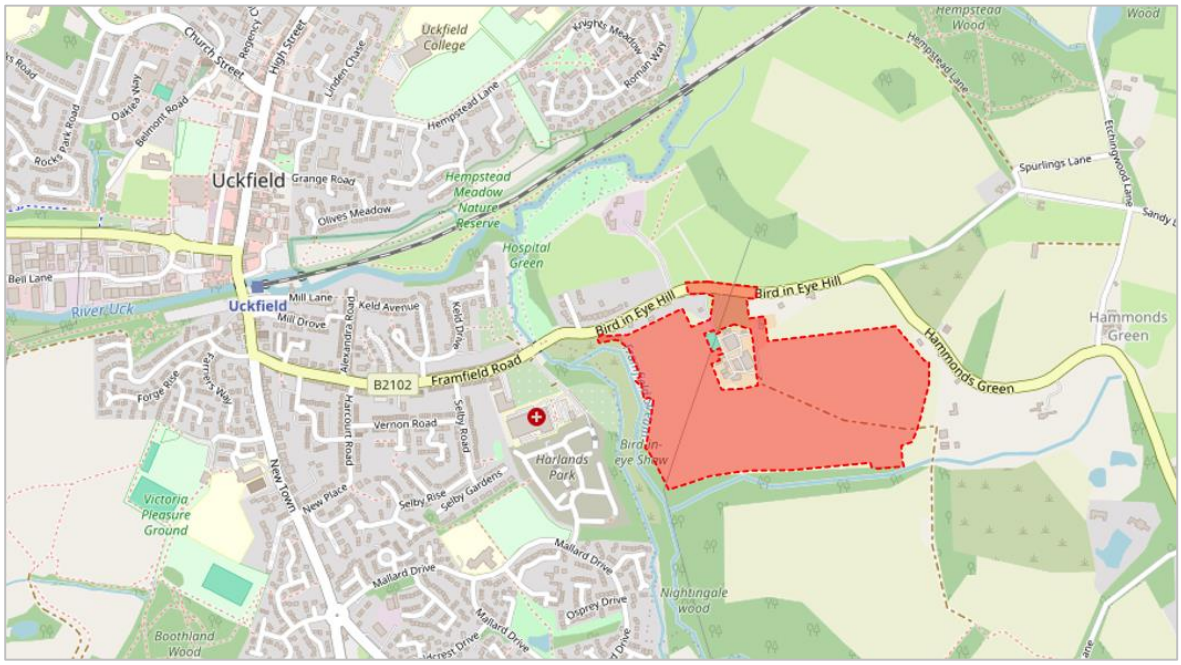
1.3 The Site falls within the administrative boundary of Wealden District Council (WDC) as Planning Authority and East Sussex County Council (ESCC) as Highway Authority.

Site Location

1.4 The Site is located to the south of Bird In Eye Hill, comprises a series of paddocks and extends to approximately 21.5-hectares. The Site surrounds Bird In Eye Farm which comprises a number of buildings including a Grade II listed Oast building and commercial units delivering approximately 335-sqm of Class E(g)(i) office uses and 550-sqm of Class E(g)(ii) light industrial uses.

1.5 The Site is bound by the B2102 Bird In Eye Hill to the north and east as well as areas of ancient woodland to the south and west, the latter running parallel to a tributary of the River Uck. The contextual location of the Site in relation to the local area is shown in Figure 1.

Figure 1 Site Location



Site History

1.6 The Site was the subject of a previous outline planning application for "*…the erection of up to 290 dwellings, associated landscaping, informal open space and strategic SANG, with access from the B2102*" (Wealden DC Ref. WD/2021/2198/MAO) that was submitted in February 2022 and accompanied by a Transport Assessment ("*TA*") and Framework Travel Plan ("*TP*") prepared by Bellamy Roberts.

1.7 Prior to the submission of the previous planning application and up to its consideration by the Planning Inspectorate at an Appeal against non-determination under Sec78 (TCPA 1990), Bellamy Roberts engaged with ESCC on the highways and transport implications of the development proposals. The Appeal was determined on the basis of the access arrangements shown on Bellamy Roberts Plan No. 5330/021/P.

1.8 The Appeal (PINS Ref. APP/C1435/W/22/3307820) was considered at a Planning Inquiry in September 2022, the Appeal Decision was issued on 12th October 2023. Within the Appeal Decision, the Inspector provided a positive review of the Site's sustainable and accessible location. However, the Inspector did identify highway safety as a significant harm and, cumulatively with their findings in respect to impacts on ancient woodland, flood risk and heritage, this carried sufficient weight for the Appeal to be dismissed.

1.9 Regarding the effect of the development on highway safety, paragraphs 31-39 of the decision notice detailed the Inspector's concerns that can be summarised as being:

- The proposed Site access onto the B2102 Bird In Eye Hill did not safely accommodate the swept path analysis of all vehicles turning into and out of the Site in both directions, including larger vehicles (12-metre rigid HGVs) associated with the retained commercial uses.
- The absence of specific provision for cyclists to safely turn right (into and out of the Site) at the proposed Site access onto the B2102 Bird In Eye Hill.

1.10 In the context of the Inspector's concerns, the current development proposals will provide a fully revised roundabout access arrangement with safe and convenient cycle links onto the B2102 Bird In Eye Hill in both directions. As detailed in Section 5, the revised access strategy includes a number of key benefits these include but are not limited to:

- The roundabout incorporates corner radii and entry / exit widths that can accommodate the swept-path analysis of larger HGVs for all movements, including serving the retained commercial uses.
- The introduction of the roundabout will serve to slow traffic on the transition between the rural and urban area, enabling the introduction of a 40-mph transitional speed limit and subsequent 30-mph speed limit on the B2102 Bird In Eye Hill.
- The proposed earthworks / indicative retaining features ensure the delivery of the required visibility splays in both horizontal and vertical planes.
- The roundabout junction does not prejudice the potential for land to the north of Bird in the Eye Hill to come forward for development in the future by others.

1.11 Figure 2 provides a comparison between the access arrangements proposed at the previous planning Appeal and the revised access arrangements as part of the current development proposals.

Figure 2 Access Arrangement Comparison

1.12 The Inspector did note that the development would have an impact on the operational characteristics of the two traffic signal junctions on the High Street, Uckfield but acknowledged that agreement was reached with ESCC on a suitable contribution to enable the two junctions to be linked using a Microprocessor Optimised Vehicle Actuation (MOVA) system to mitigate the effects on development-related traffic.

1.13 On whether the Site is in a suitable location for housing, having regard to accessibility and local planning policy, the Inspector addressed this matter in paragraphs 49-52 of the decision notice. Of note the Inspector identified that:

- The town of Uckfield with its amenities, facilities and services is *"…'walkable' but not within 'easy' walking distance…"* of the Site and it follows that Uckfield is within cycling distance of the Site.
- The walk / cycle into Uckfield is improved by the proposed direct pedestrian / cycle link onto Bird In Eye Hill / Framfield Road in the north-west corner of the Site.
- The proposed pedestrian / cycle link provides direct access to bus stops with regular bus services to Uckfield and other nearby centres (agreement reached with ESCC on a suitable contribution for funding bus service enhancements including shelters and RTPI at the bus stops).

1.14 Based on the above, the Inspector noted in paragraph 52 of the decision notice that *"...the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes in line with the Framework para. 105."*

TA Structure

1.15 Given the scale of development, the suite of documentation to accompany the outline planning application that will assess the implications of development-related travel on the operational and safety characteristics of the surrounding highway and transport networks includes this TA, TP, and an Active Travel Audit (ATA) that is submitted alongside the TA.

1.16 The TA will consider the appropriateness of the type of development proposed in this location in the context of transport-related policy both at National and Local level with the emphasis on ensuring that the Site is accessible by all modes of travel.

1.17 The TA will demonstrate that in terms of Planning Policy at both National and Local level and through robust interventions including the implementation of a Travel Plan and, where required, appropriately scaled mitigation measures, the Site and the surrounding highway and transport networks are capable of accommodating the proposed level of development.

1.18 In the context of the DCLG's Planning Practice Guidance on '*Travel Plans, Transport Assessments and Statements in Decision Making*' (2014), the scope of the TA is, as follows:

- Section 2 consider the application proposals in the context of relevant transport policy at both National and Local Level.
- Section 3 describes the location of the Site in context with the local area and reviews the existing provision of transport infrastructure / services by mode, to assess the potential for future residents / visitors to adopt sustainable travel patterns and behaviour.
- Section 4 provides a description of the local highway network in the vicinity of the Site. It further provides an appraisal of the safety characteristics of the local highway network based on the level of recorded collisions and analyses the baseline traffic surveys.
- Section 5 examines the proposed movement and access strategy for all modes that underpins the development of the indicative masterplan that is based on hierarchical principles where priority is given to pedestrians, cyclists and public transport over vehicular access, deliveries and refuse collection.
- Section 6 considers the multi-modal trip generational characteristics of the development proposals during the critical weekday AM and PM peak periods. As well as detailing the methodology for the distribution and assignment of external development-related trips across the local transport networks.
- Section 7 identifies committed developments in the Site vicinity to be taken account of when assessing the scheme impact, along with assumptions on '*future year*' traffic conditions.
- Section 8 assesses the impact of the development on the local and strategic highway networks through junction assessments for future baseline and future baseline plus development scenarios.
- Section 9 identifies potential mitigation to overcome any residual impacts of the development proposals on the external pedestrian, cycle, public transport, and local / strategic road network.
- Section 10 summarises and concludes the report's findings.

2. Planning & Transport Policy Context

National Planning Policy Framework (2023)

2.1 Promoting sustainable transport is a key thread of the NPPF and para. 108 highlights the importance of considering transport issues from the earliest stages of development proposals to ensure that:

- The potential impacts of development on transport networks can be addressed.
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.2 Para. 109 goes on to state that: *"The planning system should actively manage patterns of growth…Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes…"*.

2.3 Para. 110 recommends that: *"Planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities"*.

2.4 It goes on to state that sites and routes that could be critical to develop infrastructure to widen transport choice and realise opportunities for large scale development should be identified and protected. The provision for attractive and well-designed walking and cycling networks along with supporting facilities such as secure cycle parking should also be a key component of planning policy.

2.5 Para. 114 requires that when assessing specific allocations for development it is important to ensure that:

- Appropriate opportunities to promote sustainable transport modes have been taken up.
- Safe and suitable access to the site can be achieved for all users.
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.6 Para. 115 continues to state that *"…developments should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

2.7 Para. 116 requires that applications for development should:

- First, give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas.
- Second, so far as is possible, facilitate access to high quality public transport, maximising catchment areas to services and implementing appropriate facilities to encourage use.
- Address the needs of people with disabilities and reduced mobility.
- Create places that are safe, secure and attractive which minimise conflicts between pedestrians, cyclists and vehicles.
- Allow for the efficient delivery of goods and access by service and emergency vehicles.
- Be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.8 Para. 117 requires that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

National Planning Practice Guidance (2014)

2.9 The National Planning Practice Guidance (NPPG) sets out current guidance for different aspects to development. For the purposes of this document, the guidance within the NPPG *'Travel Plans, Transport Assessments and Statements'* is the most pertinent.

2.10 The NPPG sets out the following with regards to Transport Assessments:

> *"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal… The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts… Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe" …"*

2.11 It is noted within the NPPG that Transport Assessments can positively contribute towards:

- Encouraging sustainable travel.
- Lessening traffic generation and its detrimental impacts.
- Reducing carbon emissions and climate impacts.
- Creating accessible, connected, inclusive communities.
- Improving health outcomes and quality of life.
- Improving road safety.
- Reducing the need for new development to increase existing road capacity or provide new roads.

East Sussex Local Transport Plan 3 (2011 – 2026)

2.12 ESCC, as a local transport authority, is responsible for delivering the infrastructure required to facilitate sustainable economic growth in the county via its Local Transport Plan (LTP3). The plan sets out how East Sussex plans to improve transport and maintain the roads between 2011 – 2026.

2.13 The overarching aim of LTP3 is to develop an effective, well-managed transport infrastructure with improved travel choices. Transport relates to a wide range of policies and plans – ESCC's high-level objectives are to:

- *"improve economic competitiveness and growth*
- *improve safety, health and security*
- *tackle climate change*
- *improve accessibility and enhance social inclusion*
- *improve quality of life"*

2.14 Regarding Uckfield, ESCC aim to deliver housing development and sustainable economic growth by:

- *"investigating and advising on potential town centre traffic improvement options to accommodate the additional traffic from committed and planned development in Uckfield, without prejudicing the future reinstatement of the Uckfield to Lewes rail line,*
- *investigating transport measures associated with future development which reduce the levels of background pollution that could be damaging to human and environmental health,*
- *focusing on improvements to and safety of key walking and cycling routes to reduce community severance and provide access to schools, local facilities, employment, health facilities, open space, train station and the town centre,*
- *focusing on measures which improve access to bus stops on key routes in the town, in particular the Brighton – Lewes – Uckfield – Tunbridge Wells service, in and around the town centre and to the hospital,*
- *continuing support and lobbying for electrification, dual tracking, and in the short term, increased capacity on the Uckfield line,*
- *continuing to support and lobby for the reinstatement of the Uckfield to Lewes railway line, and the bridge to Tunbridge Wells railway line, as part of wider rail capacity improvements in the county, and*
- *working with our partners including public transport providers, Job Centres and GP consortia to deliver actions which improve accessibility to key facilities in the town."*

East Sussex County Council Local Transport Plan 4 (2024 – 2050)

2.15 The draft East Sussex Local Transport Plan 4 (LTP4) 2024 – 2050 sets out how ESCC will replace the LTP3 when adopted and will plan and provide transport for residents, businesses and visitors in East Sussex now and for future generations, to help connect them with the places they need to go on a daily basis.

2.16 LTP4 sets out how ESCC plans to:

- *"enable safer and more accessible journeys*
- *develop healthy places to enable people to live well*
- *decarbonise transport to help us to achieve net zero targets by 2050 at the latest*
- *maintain and strengthen our transport networks so that they are resilient*
- *support a more equitable, inclusive, and sustainable economy within our coastal towns, market towns and villages in more rural areas."*

2.17 Objective 3 of LTP4 '*Decarbonise transport and travel*' identifies four outcomes to help achieve the overall objective:

- *"Outcome 3.1: Increase the proportion of people travelling by walking, wheeling, cycling, public and shared transport*
- *Outcome 3.2: Facilitate the uptake of ultra-low and zero-emission vehicles for journeys, through the delivery of supporting infrastructure*
- *Outcome 3.3: Work with partners to decarbonise transport and tackle climate change*
- *Outcome 3.4: Support clean technologies and fuels that contribute towards the decarbonisation of transport"*

East Sussex '*Pride of Place*'

2.18 The East Sussex '*Pride of Place*' document sets out to '*raise the quality of life for all residents by securing their future prosperity and well-being and improving the places where they live, work and spend their leisure time*'.

2.19 East Sussex has identified the issues which affect the quality of life for people in East Sussex and have set out strategic priorities which include:

- Developing our economy, creating jobs and increasing prosperity;
- providing high quality education, learning & skills opportunities;
- improving travel choices and access to services;
- providing high quality affordable housing;
- protecting our natural and built environments and adapting and responding to climate change;
- improving health and well-being;
- ensuring people and communities are safe and secure;
- creating strong com munities and community leadership; and
- enabling people to enjoy culture, sports and leisure.

Wealden Draft Local Plan Regulation 18 (March 2024)

2.20 The draft Local Plan is an important document that sets the vision for the future of the District up to 2040.

2.21 Policy INF2 titled '*Active and Sustainable Travel*' states that "*New development will be supported where it:*

- *Is situated in sustainable locations with good access to schools, jobs, shops, and key services with travel to these facilitated by sustainable travel modes;*
- *Maintains, and where required, improves existing transport networks, ensuring that sufficient capacity is available to accommodate the development and that development will not result in a highways safety issue;*
- *Delivers healthy places and streets contributing to complete, compact and connected neighbourhoods;*
- *Provides or contributes to the provision of, new and/or improved public transport infrastructure and services proportionate to the projected number of additional trips arising from the development;*
- *Delivers an inclusive integrated active travel network for people walking, wheeling, and cycling with particular regard to convenient connections, safety and permeability, including provision of new routes / filling in gaps in connectivity;*
- *Retains and where relevant improves existing public rights of way, including improving local and strategic routes and links;*
- *Provides for an appropriate level of cycle, car parking and electric vehicle space allocations that takes into consideration the impact of development upon on-street parking, highway safety and accords with East Sussex County Council guidance;*
- *Provides a Transport Assessment, Transport Statement and Sustainable Travel Plan as relevant to the scale and nature of the development (in line with East Sussex County Council guidance). Where assessments are required, they must cover the extent of transport implications; and*
- *Provides suitable alternative transport schemes such as Car Clubs, Car Share Schemes and / or Bicycle/Scooter Share Schemes, where appropriate."*

Wealden District Council Core Strategy Local Plan (2013)

2.22 The Core Strategy is the over-arching planning policy document for the Wealden District Area and sets out the Council's vision for the future development of the area, over the period up to 2027.

2.23 A number of spatial planning objectives are listed in Chapter 4 of the document, SPO7 highlights the importance of sustainable transport options: "*We will encourage reduction of the need to travel by car by concentrating development where it can most closely relate to public transport opportunities, improving the offer of our towns in terms of retail, leisure and recreation and by making it easier to travel by more sustainable modes of transport. We want to see noticeable improvements in journey quality for those people making trips on foot, bicycle or by public transport.*"

2.24 The Uckfield area strategy provides the context for the development of future policies in the Site Allocation DPDs and seeks to enhance the role of Uckfield as a District Centre serving its local community and surrounding area by:

- *"1. continuing to work with Uckfield Town Council and East Sussex County Council, and with local land owners and developers, to build on the Uckfield town master planning initiative, and to ensure that this is developed in conjunction with the Delivery and Site Allocations DPD as part of the Council's Local Plan;*
- *2. supporting appropriate development within the built up area contained within the Uckfield development boundary, which will be reviewed as part of the Site Allocation DPDs;*
- *3. continuing to meet the housing and community needs of the District and Uckfield by:*
  - *allocating land for housing as part of comprehensive redevelopment of the retail centre; and*
  - *allocating land for around 1,000 homes and some 12,650 sq. metres net employment floorspace and education provision as an extension to the urban area to the west of New Town (SD1). Policy WCS4 provides the detail concerning the delivery of development in the urban extension SD1.The allocation of land is subject to the provision of a suitable access and a number of other factors to be addressed in the relevant Site Allocation DPDs which may increase the risk to delivery. If development has not commenced on this site by 2016 a review of the Core Strategy in relation to the Uckfield area will be required.*
- *4. creating new open spaces and increasing the accessibility of existing open spaces to provide a greenspace network as part of the proposed town extension, and which provides opportunities for walkers, riders and cyclists. This will incorporate a green corridor to the west and south of the town which will link to existing recreational and landscape features and provide a suitable alternative natural green space to mitigate potential impacts of additional population growth on Ashdown Forest;*
- *5. supporting the creation of additional amenity and open space along the river corridor;*
- *6. supporting employment growth and increase the range of local job opportunities by encouraging the provision of office space and commercial premises around the town;*
- *7. supporting the sensitive redevelopment and expansion of the town centre, including additional retail floorspace of around 10,707 sq. metres net retail floorspace as part of a comprehensive scheme of improvements which will increase the attractiveness of Uckfield and help create a vibrant and inclusive town centre;*
- *8. providing through Site Allocation DPDs a detailed scheme to reduce traffic congestion;*
- *9. supporting the enhancement of the pedestrian environment through environmental improvements and revitalisation of the public realm; and*
- *10. ensuring appropriate mitigation and avoidance measures to ensure that future housing and employment is not subject to flood risk, and does not exacerbate flood risk elsewhere."*

Summary

2.25 The proceeding sections of the TA will demonstrate the acceptability of the development proposals in context with National and Local transport planning policies, in turn demonstrating that there would be no material impact on the local highway network, particularly to the conditions of amenity, capacity, and safety.

3. Site Accessibility Credentials

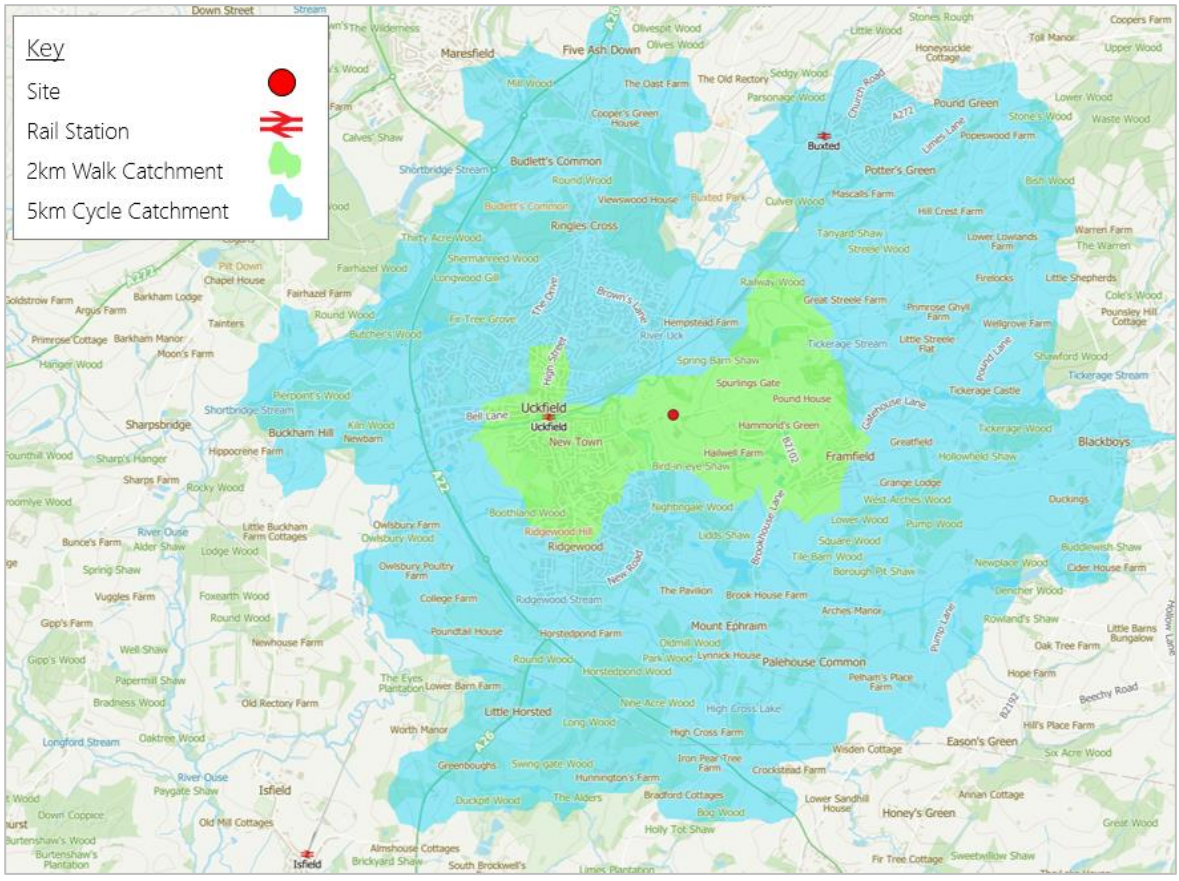
3.1 This section of the report describes the location of the Site in context with the local area and reviews the existing provision of transport infrastructure / services by mode, to assess the potential for future residents / visitors to adopt sustainable travel patterns and behaviour.

Pedestrian & Cycling Accessibility

3.2 Within various national, regional, and local planning policy and best practice guidance documents, the '*active*' modes of walking and cycling are recognised as having the potential to replace short journeys undertaken by private car.

3.3 Figure 3 illustrates the potential 2.0-kilometre walking catchment and 5.0-kilometre cycling catchment of the Site, illustrating that a large proportion of Uckfield, including Uckfield rail station and High Street, is accessible by foot. Additionally, neighbouring residential areas are accessible by cycle including Buxted, Blackboys and Budletts.

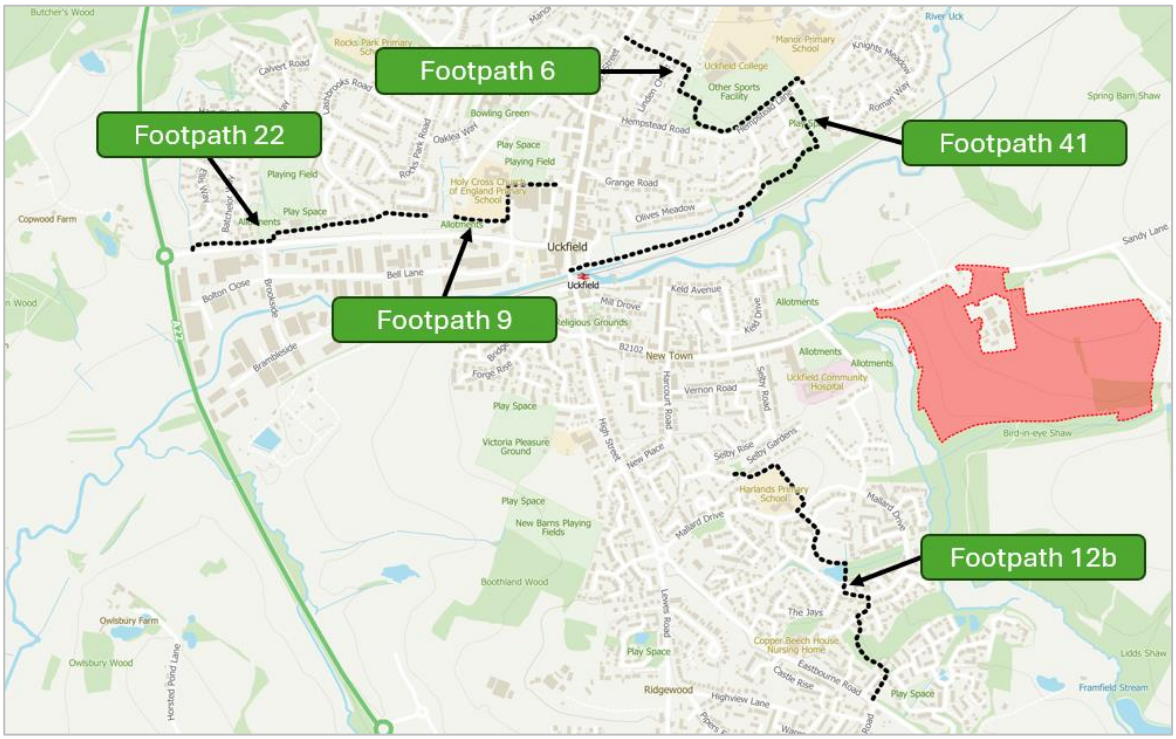
Figure 3 Walk & Cycle Catchment



3.4 The Site also benefits from its proximity to many off-carriageway paths that connect to the neighbouring area, as well as a number of public rights of way (PROW) in the vicinity of the Site – these are illustrated in Figure 4 and include:

- Uckfield Footpath 41 (Hempstead Meadows Nature Walk): High Street – Hempstead Lane
- Uckfield Footpath 12b: Selby Close – Eastbourne Road
- Uckfield Footpath 9: Civic Approach – Bellfarm Road
- Uckfield Footpath 22: Bellfarm Road – West Park Recreation Ground
- Uckfield Footpath 6: High Street – Hempstead Lane

Figure 4 PROW Network & Path Connections



3.5 As existing there is no footway provision along the northern boundary of the Site on B2102 Bird In Eye Hill until approximately 300-metres west of the current access to Bird In Eye Farm. Here, a footway emerges on the southern side of the carriageway of circa 1.5 to 2.0-metres in width providing direct access to the nearest bus stops, a number of residential areas, and local amenities in Uckfield Town Centre.

3.6 The majority of residential streets in the local neighbourhood and towards the town centre have footways on both sides of the carriageway.

3.7 In general, crossing facilities are uncontrolled however signalised crossings are provided in the town centre and locations where there is significant demand and where there is interaction with higher traffic demand.

3.8 Of note, there are no national or regional cycleways in Uckfield and dedicated cycle facilities are limited – however carriageway widths within the vicinity of the Site are wide enough to accommodate both cyclists and vehicles, with visibility generally of a good level adding inter-visibility between cyclists and vehicles.

Active Travel Audit

3.9 In order to review existing '*active*' travel (walking and cycling) provision in the vicinity of the Site and to identify, where appropriate, opportunities for improvement an Active Travel Audit (ATA) has been undertaken. The scope of the ATA included the following 9 key routes:

- Route 1 – B2102 Framfield Road: Extending circa 800-metres west from where Site's proposed pedestrian / cycle link to the signalised junction with New Town / Bridge Farn Road. This route provides access to a number of local amenities along the B2102.
- Route 2 – Hospital access / Wigeon Way / Shelduck Avenue / Mallard Drive: Providing access from Bird In Eye Hill to Uckfield Hospital and Harlands Community Primary School & Nursery.
- Route 3 – Harcourt Road / New Place: An alternative access route providing direct connection to either New Town or B2102 Framfield Road.
- Route 4 – Keld Avenue / Alexandra Road / Mill Drove: Providing an alternative route from B2102 Framfield Road to New Town near Uckfield rail station.
- Route 5 – New Town / B2102: Extending circa 600-metres north from New Place up to the signalised junction between B2102 / High Street, including Uckfield rail station and the 4-arm signalised junction between B2012 Framfield / New Town / Bridge Farm Road.
- Route 6 – B2102 East / Bell Lane: An access route from the High Street to a well-established commercial / employment area as well as Uckfield bus station.
- Route 7 – High Street: Extending circa 740-metres north from the 3-arm signalised junction between B2102 / High Street to the priority give-way junction with Southview Drive. This route provides access to a range of amenities main Uckfield High Street, which also forms part of the route towards Uckfield College.
- Route 8 – Southview Drive / Downsview Crescent: This route provides access to Uckfield College, Manor Twiglets Nursery, Manor Primary School.
- Route 9 – Hempstead Road / Lime Tree Avenue: Providing an alternative route from the High Street to Uckfield College via Uckfield Leisure Centre.

3.10 The ATA methodology comprised a Site visit, undertaken on 12th June 2024, during which a photographic survey of the above routes are benchmarked against DfT's '*Cycling Level of Service Tool (CLoS)*' within Appendix A of LTN 1/20, and more importantly ATE RCT. The RCT has then been used to identify strengths and weaknesses of the existing active travel provision, and therefore recommendations on what can be improved.

3.11 In light of RCT, the overall existing active travel infrastructure is deemed to be at a suitable level for future end-users. The routes are considered coherent, direct, safe, comfortable, and attractive. However, a number of potential improvements were identified.

3.12 Route 1 (the B2102 Framfield Road) was deemed to be a crucial route for potential improvements. As such, the development proposals will aim to provide appropriate and deliverable improvements to Route 1. As shown on Drawing No. 23138 / ATA / 001 (attached at Annex A of the ATA), these improvements will include:

- Continuation of the Site's 3.0-metre shared footway / cycleway along the southern side of the B2102 Framfield Road to the give-way priority junction with the Hospital access.
- Bus stop works on the B2102 comprising the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.
- Where required, installation of improved dropped kerbs and tactile paving where minor roads form give-way priority junctions with the B2102 Framfield Road.

3.13 These improvements will be delivered as part of the development proposals Section 278 works and would aid in strengthening the existing active travel provision along the B2102 Framfield Road.

3.14 The above improvements are consistent with the previous planning application. Following which, the Inspector addressed this matter in paragraphs 49-52 of the decision notice, the Inspector identified that:

- The walk / cycle into Uckfield is improved by the proposed direct pedestrian / cycle link onto the B2102 Bird In Eye Hill / Framfield Road in the north-west corner of the Site.
- The proposed pedestrian / cycle link provides direct access to bus stops with regular bus services to Uckfield and other nearby.

3.15 Based on the above, the Inspector noted in paragraph 52 of the decision notice that *"…the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes in line with the Framework para. 105."*

3.16 The ATA also identified a number of additional improvements, which would further strengthen the existing active travel provision in the vicinity of the Site. These additional improvements aligned with the findings of Uckfield's LCWIP (2018). As such, the ATA proposed that an appropriately scaled proportion of the additional improvements are incorporated within the Section 106 Heads of Terms as a contribution to the wider LCWIP.

3.17 Overall, the ATA concluded that the active travel infrastructure within the vicinity of the Site is suitable for potential end-users to access local amenities and public transport, with routes being coherent, direct, safe, comfortable and attractive. A copy of the full ATA is included as Appendix 1.

Public Transport Infrastructure

Bus

3.18 The nearest bus stops to the Site (Community Hospital) are located on B2102 Bird In Eye Hill at the junction with Uckfield Hospital access road circa 110-metres west of the Site's proposed active travel access and circa 450-metres west of the Site's proposed vehicular access. These stops comprise simple flag poles and are served by the Regency Route 29A between Heathfield and Brighton via Tunbridge Wells and Lewes.

3.19 Regency Route 29A operates on an hourly basis with approximately 14 return journeys per day, Monday – Saturday, and approximately 8 return journeys per day on a Sunday. Journey times from Community Hospital bus stops to key destinations are as follows:

- Uckfield Station - 2-minutes
- Heathfield High Street - 18-minutes

- Lewes High Street - 30-minutes
- Falmer Station - 44-minutes
- Brighton (Churchill Square) - 68-minutes

3.20 Of note, further services are available from Uckfield Bus Station, located approximately 1.2-kilometres west o the Site's active travel access, a walk and cycle time of 16 and 5-minutes respectively. A summary of additional services available from Uckfield Bus Station is provided in Table 3.1

Table 3.1 Summary of Additional Bus Services available from Uckfield Bus Station

No.	Route	Frequency		
		Weekdays	Saturday	Sunday
31	Uckfield – Cuckfield	1 per 2 hours	1 per 2 hours	No Service
31A	Uckfield – Cuckfield	08:40, 10:40, 12:40	08:40, 10:40, 12:40, 14:40, 16:40	No Service
54	Uckfield – Eastbourne	1 per hour	1 per hour	1 per 2 hours
29X	Tunbridge Wells – Brighton	07:14	No Service	No Service
121 (School days)	Uckfield – Lewes	07:50	No Service	No Service
246 (Tuesday, Thursday)	Uckfield – Sheffield Park	10:10, 13:20	No Service	No Service
248 Monday, Wednesday, Friday Only	Uckfield – Hadlow Down	10:07, 11:32, 13:07	No Service	No Service
248 Tuesday, Thursday Only	Uckfield – Hadlow Down	12:10, 14:20	No Service	No Service
249 (Monday, Wednesday, Friday Only)	Uckfield – Poundgate	12:17, 14:22	No Service	No Service
261	Uckfield – East Grinstead	1 per 2 hours	1 per 2 hours	No Service
262	Uckfield - Hartfield	No Service	09:15, 10:45, 12:45, 14:15	No Service

Rail

3.21 The nearest rail station is Uckfield, located approximately 950-metres north-west of the Site's vehicular access, a walk and cycle journey time of 13 and 4-minutes respectively. Uckfield is the southern terminus of a branch of the Oxted Line, and all trains that call are operated by Southern. The station has 20 cycle storage spaces located at the front of the station, by the rear of the ticket office – these benefit from 24-hour CCTV surveillance. The typical off-peak service is one hourly train to London Bridge, calling at a number of stations including Crowborough, Oxted and East Croydon.

Proximity to Local Amenities

3.22 A key consideration of assessing the accessibility of the Site is its proximity to a range of local services and facilities. As shown in Table 3.2 the Site is conveniently within the CIHT's maximum recommended walk (i.e., 2.0-kilometres) and cycle (5.0-kilometres) distances of a range of local amenities, which are likely to cater for the convenience, healthcare and leisure needs of future end-users.

Table 3.2 Proximity of Local Amenities

Land Use	Destination	Postcode	Distance (kms)	Walk Time (mins)	Cycle Time (mins)
Leisure & Fitness	Sama Southeast Karate School	TN22 5DT	1.0-kilometre	13-minutes	3-minutes
	Anytime Fitness Uckfield	TN22 5DQ	1.3-kilometres	18-minutes	4-minutes
	Fun Abounds Trampoline & Gymnastics Centre	TN22 1QL	1.9-kilometres	25-minutes	6-minutes
	Uckfield Leisure Centre	TN22 1UB	2.2-kilometres	30-minutes	9-minutes
	West Park Recreation Ground	TN22 2BQ	2.2-kilometres	30-minutes	8-minutes
Healthcare	Uckfield Hospital	TN22 5AW	700-metres	9-minutes	2-minutes
	Bird In Eye Surgery	TN22 5AW	750-metres	10-minutes	3-minutes
	Bupa Dental Care Uckfield	TN22 5DL	1.2-kilometres	17-minutes	4-minutes
	Boots Pharmacy	TN22 1AG	1.4-kilometres	18-minutes	4-minutes
	Specsavers	TN22 1PX	1.4-kilometres	19-minutes	5-minutes
Retail / Food & Drink	Alma Arms	TN22 5AJ	800-metres	11-minutes	3-minuttes
	Golden Dragon	TN22 5AH	950-metres	12-minutes	3-minutes
	Applegreen Off-License / Petrol Station	TN22 5DL	1.2-kilometres	16-minutes	4-minutes
	Waitrose	TN22 1PU	1.4-kilometres	19-minutes	5-minutes
	Co-op Uckfield	TN22 5SP	1.6-kilometres	23-minutes	7-minutes

Table 3.2 Cont. Proximity of Local Amenities

Land Use	Destination	Postcode	Distance (kms)	Walk Time (mins)	Cycle Time (mins)
Faith	St Saviours Anglican Church	TN22 5AT	750-metres	10-minutes	2-minutes
	Cornerstone Church	TN22 5AE	1.2-kilometres	16-minutes	4-minutes
	Our Lady Immaculate & St Philip Neri Catholic Church	TN22 5DJ	1.4-kilometres	20-minutes	7-minutes
Education	Harlands Community Primary School and Nursery	TN22 5PW	1.3-kilometres	18-minutes	5-minutes
	St Philips Catholic Primary School	TN22 5DJ	1.5-kilometres	21-minutes	7-minutes
	Uckfield College	TN22 3DJ	2.4-kilometres	34-minutes	10-minutes
	Manor Twiglets Nursery	TN22 1UB	2.6-kilometres	37-minutes	11-minutes
	Manor Primary School	TN22 1UB	2.7-kilometres	37-minutes	11-minutes

Summary of Site Accessibility

3.23 The location of the Site reflects the requirements of the NPPF, regional, and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. The location of the Site provides a realistic choice in travel modes to cater for daily journeys which would act to reduce prospective end-users' reliance on the private car.

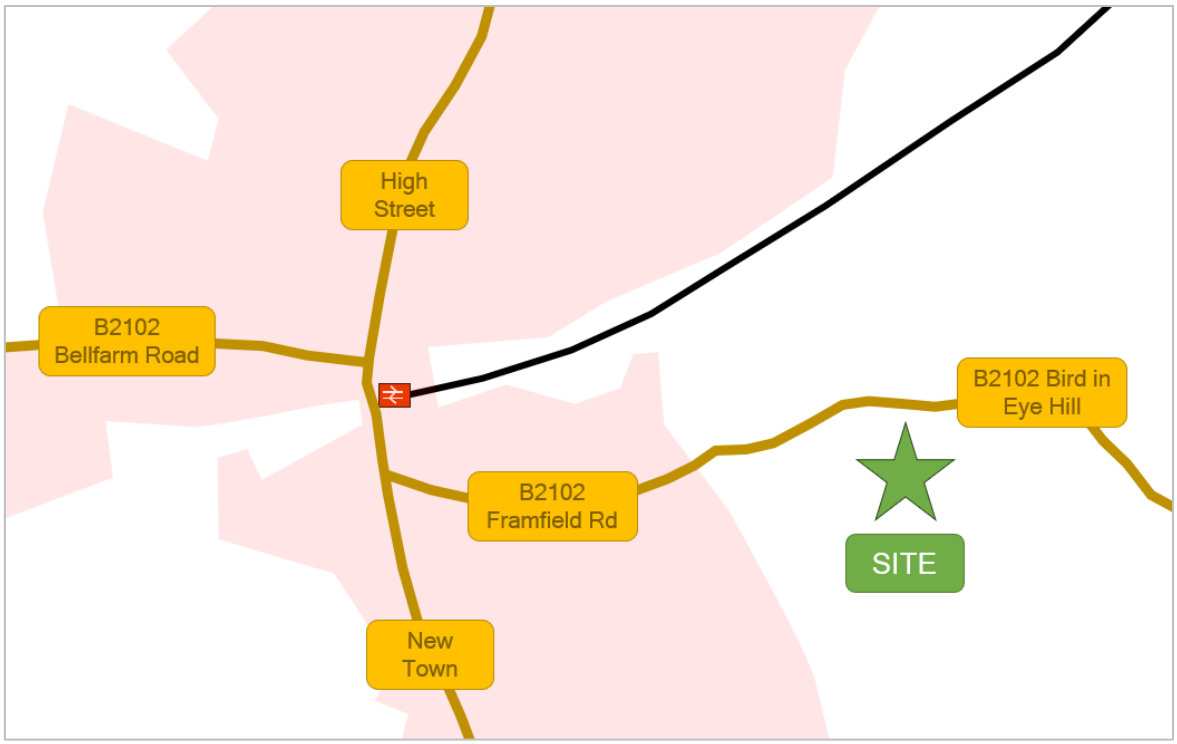
4. Baseline Conditions

4.1 This section of the report provides a description of the local highway network in the vicinity of the Site. It further provides an appraisal of the safety characteristics of the local highway network based on the level of recorded collisions and analyses the baseline traffic surveys.

Local Highway Network

4.2 Figure 5 shows the key highway network in the vicinity of the Site.

Figure 5 Surrounding Highway Network



B2102 Bird In Eye Hill

4.3 The existing Site is accessed via a simple give-way priority junction from the southern side of the B2102 Bird In Eye Hill. The B2102 Bird In Eye Hill is a two-way single carriageway road linking Uckfield to the west, with the village of Cross in Hand to east, via Framfield.

4.4 In the vicinity of the Site, the B2102 Bird In Eye hill is circa 5.5-metres wide and is subject to a 60-mph posted speed limit. The speed limit reduces to 30-mph circa 450-metres west of the existing Site access. Continuing west past the reduction in speed limit, and past the give-way priority junction with Uckfield Hospital, the B2102 transitions to the B2102 Framfield Road.

4.5 No street lighting is provided on the B2102 Bird In Eye Hill until the give-way priority junction with the Uckfield Hospital Access, circa 500-metres west of the Site access.

B2102 Framfield Road

4.6 The B2102 Framfield Road runs east-west connecting the B2102 Bird In Eye Hill, to the east, with the four arm signalised junction between B2102 Framfield Road / New Town / Bridge Farm, to the west. The B2102 Framfield Road is a two-way single carriageway of circa 5.5 to 7.5-metres in width and is subject to a 30-mph posted speed limit. The B2102 Framfield Road benefits from consistent street lighting.

4.7 Although subject to an irregular pattern of double yellow line restrictions, the B2102 Framfield Road benefits from sections of unrestricted on-street parking with capacity for circa 65 vehicles. Additionally, adjacent to 40 Framfield Road there is a stretch of on-street parking bays which are permit a maximum stay of 2-hours between Monday to Saturday, 08:00 – 18:00.

4.8 The B2102 Framfield Road provides access to a number of residential dwellings, local amenities, and minor roads – most notably Keld Avenue and Harcourt Road which are located approximately 750-metres and 900-metres west of the Site respectively. As detailed in the ATA, Harcourt Road provides an alternative route for access to New Town, south of the four armed signalised junction. Whilst Keld Avenue provides an alternative route from B2102 Framfield Road to New Town near Uckfield rail station.

B2102 Framfield Road / New Town / Bridge Farm Road Signalised Junction

4.9 The western terminus of the B2102 Framfield Road forms the western arm of the signalised junction between New Town (southern arm), Bridge Farm Road (western arm), and the B2102 New Town (northern arm).

4.10 Dropped kerb and tactile paving infrastructure is provided on all arms of the signalised junction – as well as a pedestrian refuge island on the B2102 New Town arm. An all red pedestrian phase is provided at the signalised junction, enabling pedestrians to safely navigate desire lines separate to vehicular traffic. Typical wait time is circa <60-seconds, with ample green time to safely cross.

4.11 Whilst cyclists benefit from advanced stop lines (ASLs) at the B2102 New Town and New Town arms of the signalised junctions, increasing cyclist permeability for north-south movements. No ASL is provided on the B2102 Framfield Road or Bridge Farm Road.

New Town

4.12 New Town, a two-way single carriageway road, extends circa 750-metres south from Uckfield rail station to the five armed roundabout with Mallard Drive / Eastbourne Road / Lewes Road / New Barn lane. Of note, the five armed roundabout benefits from dropped kerbs and refuge islands on all arms.

4.13 New Town is initially subject to a 20-mph speed limit. South of the four arm signalised junction between the B2102 Framfield Road / New Town / Bridge Farm Road a 30-mph posted speed limit is present. New Town benefits from a, fully lit, carriageway width of between 6.0 to 8.0-metres.

High Street

4.14 The High Street extends approximately 1.0-kilometre north from Uckfield rail station to the dropped kerb access with Dove Court where it transitions to London Road.

4.15 A circa 650-metre section of the High Street, extending north from the four armed signalised junction between B2102 Framfield Road / New Town / Bridge Farm, is subject to a 20-mph posted speed limit. Beyond which a 30-mph posted speed limit is present.

4.16 The High Street is predominately a two-way single carriageway with the exception turning lanes at minor road junctions (e.g. the signalised junction with Bell Lane).

4.17 Inset parking lay-bys are provided sporadically on both sides of the carriageways permitting convenient parking for use of shops / other services. These bays permit a maximum stay of 30-minutes between Monday to Saturday, 08:00 – 18:00.

High Street / B2102 Bell Lane Signalised Junction

4.18 The High Street forms a three armed signalised junction with Bell Lane approximately 230-metres north of the four armed signalised junction between B2102 Framfield Road / New Town / Bridge Farm.

4.19 Vehicles travelling southbound on the High Street are provided with a right-turn lane of circa 3.0-metres in width and 40-metres in length. Whilst vehicles travelling northbound on the High Street are provided with a left-turn lane of circa 2.5-metres in width and 40-metres in length.

4.20 Dropped kerbs and tactile paving, as well as ASLs for cyclists, are provided on all arms.

B2102 Bell Lane / Bellfarm Road

4.21 The B2102 Bell Lane continues west from High Street, for approximately 130-metres, to the four armed roundabout with Bellfarm Road and the access to Tesco. This section of the B2102 Bell Lane is a two-way single carriageway road, of circa 9.0-metres in width, and is subject to a 20-mph posted speed limit. Pedestrians benefit from high quality infrastructure in the form of a signalised crossing with dropped kerbs and tactile paving circa 75-metres west of the High Street.

4.22 Beyond the four armed roundabout, the B2102 continues west via Bellfarm Road for approximately 900-metres where it junctions with the A22 Uckfield Bypass via the three armed Copwood Roundabout. Bellfarm Road is limited to 30-mph for the initial 200-metre stretch, after this a 40-mph posted speed limit is enforced for the remaining 700-metres. Bellfarm Road provides access to a number of services including the Meads Medical Centre, an industrial estate and a recreation ground. Right turn lanes are generally provided at the junctions.

Strategic Road Network

4.23 The A22 is accessible within a 5-minute drive from the Site either via New Town / Lewes Road or the High Street / Bellfarm Road. The A22 provides access to Eastbourne, to the south, and the M25 Junction 6, to the north. The A26 is also accessible within 5-minutes and provides direct access to Lewes to the southwest.

Road Safety Analysis

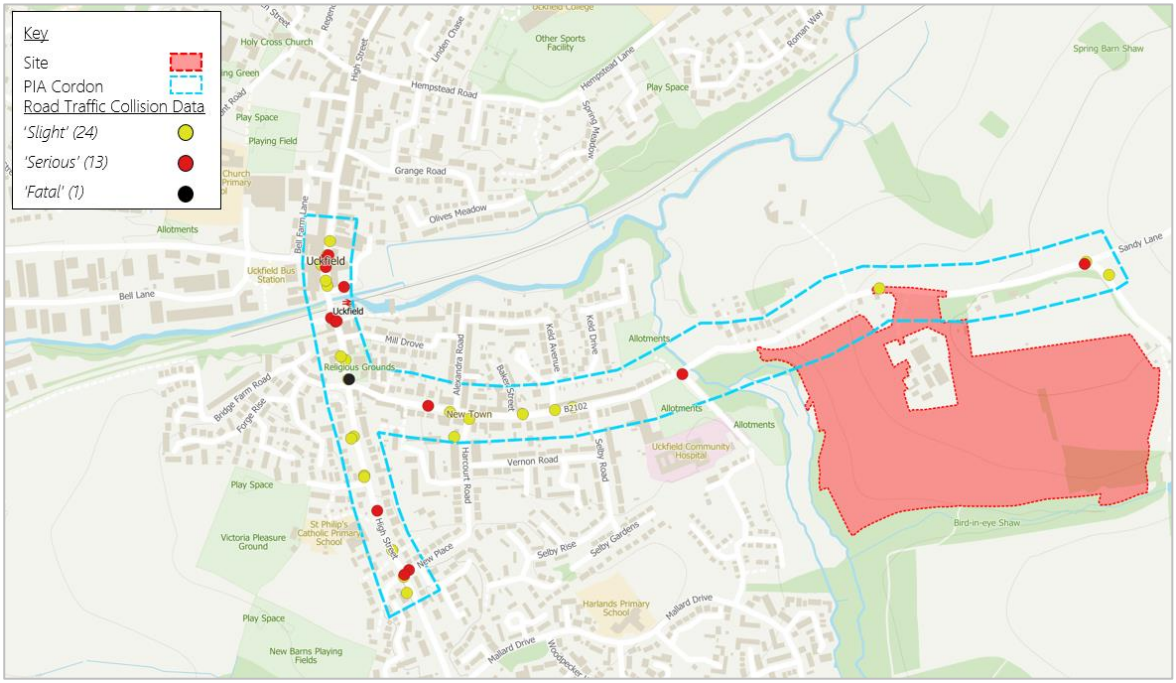
4.24 To enable a review of road safety in the vicinity of the Site, Personal Injury Accident (PIA) data for the latest ten-year period ending 31st March 2024 was obtained from the '*Sussex Safer Roads Partnership*' (SSRP). A copy of the PIA data is attached at Appendix 2 of this report.

4.25 PIAs are classified as '*slight*', '*serious*' and '*fatal*' depending on the severity of the injuries sustained. Analysis has been undertaken to ascertain whether there are any trends in the types or location of recorded accidents on the local highway network within the vicinity of the Site.

4.26 The study area comprised a circa 1.5-kilometre section of the B2102, extending west from the give-way priority junction Sandy Lane to the four arm signalised junction between the B2102 Framfield Road / New Town / Bridge Farm Road. The study area also included a circa 630-metre stretch of New Town / the High Street, extending south from the signalised junction with Bell Lane to the give-way priority junction New Place.

4.27 Figure 6 reveals that within the defined study area, there were a total of 38 PIAs including 1 (3%) classified as '*fatal*', 13 (34%) classified as '*serious*', and the remaining 24 (63%) as '*slight*'. In terms of collision type within the study area, a total of 13 incidents (34%) involved pedestrians and 2 (5%) involved cyclists. The remaining 23 (61%) incidents involved only motorised vehicles.

Figure 6 PIA Study Area



4.28 The only '*fatal*' incident occurred on the B2102 New Town at the signalised junction with B2102 Framfield Road / Bridge Farm Road / New Town, in 2017, and involved the loss of control of a motorcyclist in wet / damp conditions.

4.29 Only one '*slight*' incident occurred within the vicinity of the Site access. This incident occurred in 2016 and was located approximately 60-metres west of the existing access; adjacent to 18 Bird In Eye Hill. The incident involved a goods vehicle and a cyclist – this PIA was attributed to dazzling morning sun obscuring the view of the driver. Of note, no incidents were recorded at the existing Site access.

4.30 A total of two PIAs occurred at the B2102 Framfield Road / New Town / Bridge Farm Road junction, equating to 0.2 incidents per year, which is low for a four armed junction of this nature.

4.31 Regarding the High Street / B2102 Bell Lane signalised junction, a total of five PIAs were recorded within the 10-year period, equating to 0.5 incidents per year which, again, is relatively low when compared to junctions similar in nature – of these, 3 were classified as '*serious*' and 2 as '*slight*'. Similarly, four PIAs were observed at the New Town / New Place / Longbury junction within the time period, two classified as '*serious*' and two as '*slight*'.

4.32 In terms of other key junctions within the study area, a '*serious*' incident was recorded at the Uckfield Hospital give-way priority junction with the B2102 Framfield Road and a '*slight*' incident at the Harcourt Road give-way priority junction with B2102 Framfield Road.

4.33 Of note, the large majority of '*serious*' incidents recorded were attributed by the failure of one or more drivers / pedestrians to look properly before proceeding. As such, there would appear to be no discernible patterns or specific clusters of incidents suggesting there are no distinctive issues attributable to defective road conditions, poor visibility or other physical characteristics associated with the road layout.

4.34 In light of the vehicular traffic generating potential, and the proposed active travel improvements, of the development proposals it is anticipated that the existing trend / pattern of PIAs with regards to severity would not be exacerbated. Consequently, it is concluded that the development proposals would have no adverse impact on highways safety within the vicinity of the Site.

Baseline Traffic Survey Data

Automatic Traffic Count Surveys

4.35 In order to assess the baseline operational conditions of the B2102 Bird In Eye Hill, as well as contextualise the anticipated vehicular traffic movements of the development proposals over the course of a typical weekday, Automatic Traffic Count (ATC) surveys were installed to the east and west of the Site's existing vehicular access (as shown in Figure 7). The ATCs were installed for 7-days commencing from 19th January 2024 to gather classified volumetric data and speeds (i.e. average and 85th percentile).

Figure 7 Automatic Traffic Count Study Area

4.36 Table 4.1 provides a summary of the recorded average two-way flows and 85th percentile speeds observed at both ATCs along the B2102 Bird In Eye Hill. A copy of the ATC survey results is attached at Appendix 3.

4.37 As shown in Table 4.1, the eastbound and westbound average 85th percentile speeds are significantly below the posted 60-mph speed limit. As detailed in Section 5, the development proposals proposed access arrangements, along with the proposed speed limit reduction, will reduce these average speeds further.

Table 4.1 B2102 Bird In Eye Hill – Surveyed Average Daily Flows

Site	Direction	5-Day Average Flows	7-Day Average Flows	Average 85th Percentile Speed
Site 1 (East of Site)	Eastbound	1,828	1,657	45.4-mph
	Westbound	1,794	1,626	46.1-mph
Site 2 (West of Site)	Eastbound	1,968	1,777	41.4-mph
	Westbound	1,992	1,794	40.0-mph
Average	**Eastbound**	**1,898**	**1,717**	**43.4-mph**
	Westbound	**1,893**	**1,710**	**43.1-mph**

Classified Turning Count / Queue Length Surveys

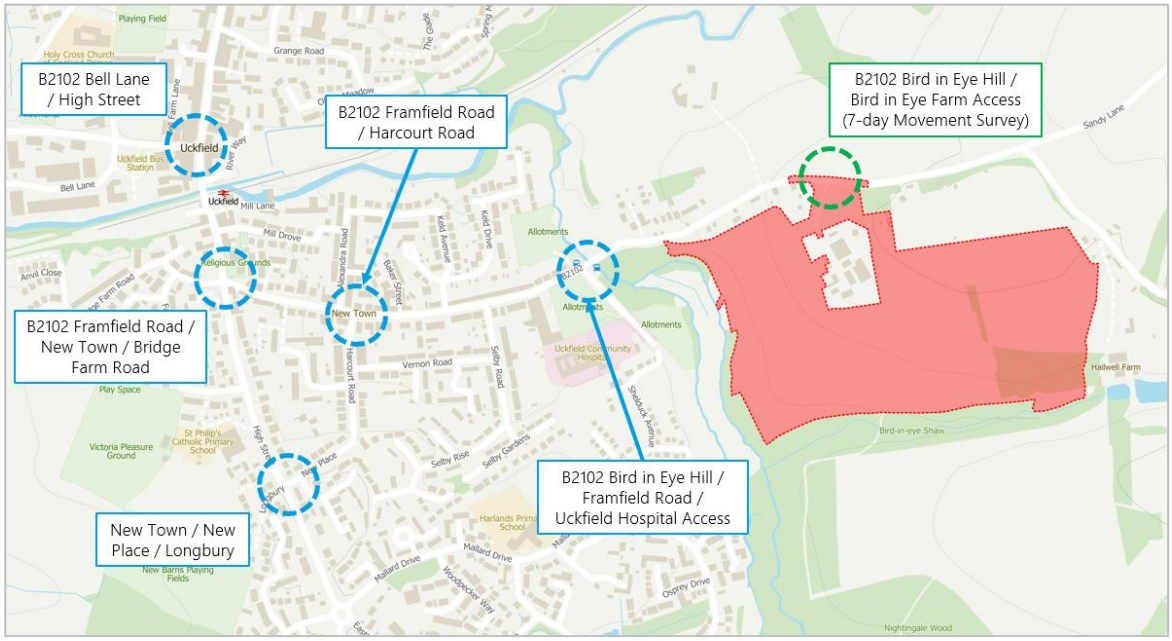
4.38 When assessing the potential vehicular traffic implications of the development proposals, it is generally accepted that the critical periods are the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods. It is during these periods that the level of vehicular traffic associated with the development proposals as well as that on the local highway network is likely to be at its greatest.

4.39 Based upon the likely vehicular trip generation / distribution of the development proposals, detailed in Section 6, MTP commissioned an independent company, Auto Surveys Limited, to conduct Classified Turning Count (CTC) and Queue Length surveys of the following junctions during the AM (07:00 – 10:00) and PM (16:00 – 19:00) peak periods on Wednesday 5th June 2024:

- B2102 Bird In Eye Hill / Bird In Eye Farm access (7-day movement activity survey, analysed below);
- B2102 Bird In Eye Hill / Framfield Road / Uckfield Hospital Access;
- B2102 Framfield Road / Harcourt Road (turning movements only);
- B2102 Framfield Road / New Town / Bridge Farm Road traffic signals junction;
- New Town / New Place / Longbury (turning movements only); and
- B2102 Bell Lane / High Street traffic signals junction.

4.40 Figure 8 illustrates the CTC / queue length study area in context with the Site and local highway network. A full copy of the survey results is attached at Appendix 4.

Figure 8 Classified Turning Count / Queue Length Study Area



4.41 Table 4.2 reveals the AM and PM peak hours periods for each of the junctions as identified through the CTC surveys.

Table 4.2 CTC Surveyed AM / PM Peak Hours

Arm	AM Peak Hour	PM Peak Hour
B2102 Bird In Eye Hill / Framfield Road / Uckfield Hospital Access	08:30 – 09:30	16:15 – 17:15
B2102 Framfield Road / Harcourt Road	07:30 – 08:30	17:15 – 18:15
B2102 Framfield Road / New Town / Bridge Farm Road	08:15 – 09:15	17:30 – 18:30
New Town / New Place / Longbury	07:45 – 08:45	17:00 – 18:00
B2102 Bell Lane / High Street	08:15 – 09:15	17:15 – 18:15
Network Peak	**08:15 – 09:15**	**17:15 – 18:15**

Movement Activity Survey – Site Access

4.42 To further understand the baseline operational conditions of the existing Site access onto the B2102 Bird In Eye Hill, a 7-day (24-hour) movement activity surveys was undertaken from Wednesday 5th to Tuesday 11th June 2024. A copy of the survey results is attached at Appendix 4.

4.43 The movement survey recorded all vehicular, pedestrian, and cyclist movements associated with the Site's existing uses onto the B2102 Bird In Eye Hill.

4.44 Table 4.3 reveals the movement activity survey recorded a total of 271 two-way vehicular trips over the course of a typical weekday at the Site's existing access. Of these, 26 and 9 occurred during the network AM (08:15 – 09:15) and PM (17:15 – 18:15) peak hour periods, respectively. Of note, the peak in vehicle activity at the Site's existing access occurred during the 13:30 – 14:30 period with a total of 27 vehicular trips.

4.45 Although not shown in Table 4.3, the movement activity survey recorded an average of 2 pedestrian and 2 cyclist trips over the course of a typical weekday.

Table 4.3 Existing Vehicular Movements – Weekday (5-Day Average)

	Arrivals			Departures			Total		
	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total
AM Peak (08:15 – 17:15)	15	1	16	9	1	10	24	2	**26**
PM Peak (17:15 – 18:15)	3	0	3	6	0	6	9	0	**9**
Site Access Peak (13:30 – 14:30)	12	2	14	12	1	13	24	3	**27**
Daily (00:00 – 24:00)	121	14	135	123	13	136	244	27	**271**

4.46 Table 4.4 reveals the movement activity survey recorded a total of 79 two-way vehicular trips over the course of a typical weekend day at the Site's existing access. Of note, the peak in vehicle activity at the Site's existing access occurred during the 12:15 – 13:15 period with a total of 13 vehicular trips.

Table 4.4 Existing Vehicular Movements – Weekday (2-Day Average)

	Arrivals			Departures			Total		
	Car / LGV	HGV	Total	Car / LGV	HGV	Total	Car / LGV	HGV	Total
AM Peak (08:15 – 17:15)	1	0	1	2	0	2	1	2	**3**
PM Peak (17:15 – 18:15)	3	0	3	3	0	3	6	0	**6**
Site Access Peak (12:15 – 13:15)	6	1	7	6	0	6	12	1	**13**
Daily (00:00 – 24:00)	40	1	41	36	2	38	76	3	**79**

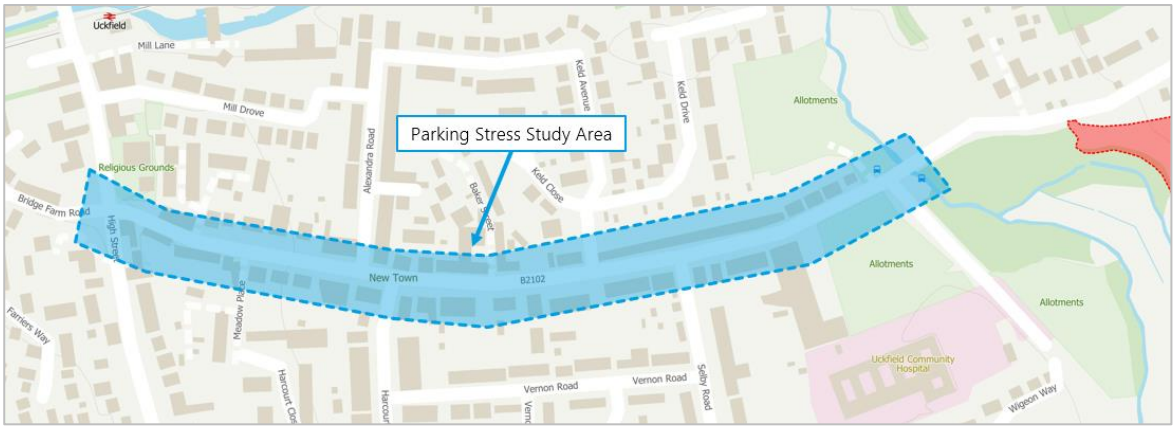
On-Street Parking Conditions

4.47 To gain an understanding of current on-street parking conditions, an independent data collection company, Auto Surveys Ltd, were commissioned by MTP to conduct parking '*stress*' surveys on the local highway network surrounding the Site. Parking '*stress*' is defined as "*the number of vehicles parked on-street or in an area in relation to the amount of parking that is available*".

4.48 The surveys were conducted at hourly intervals during a 12-hour period (07:00 – 19:00), with additional snapshot surveys undertaken throughout the night-time (00:00 – 05:00), during a neutral time period (i.e. school-term time) on two consecutive weekdays (Wednesday 5th and Thursday 6th June 2024), as well as a typical Saturday on 8th June 2024. This approach ensured that the maximum parking demand associated with local residents and employees / visitors to Uckfield Town Centre was captured.

4.49 As shown in Figure 9, the study area for the parking '*stress*' survey encompassed a circa 650-metre stretch of the B2102 Framfield Road from the give-way priority junction between the B2102 and Uckfield Hospital to the four armed signalised junction with New Town / Bridge Farm Road.

Figure 9 Parking '*Stress*' Survey Study Area



4.50 In accordance with the '*Lambeth Methodology*', the on-street parking capacity for the study area has been derived through measuring the total length of each highway link between obstructions such as crossovers, kerb build-outs and double yellow lines (DYLs), and then dividing the space by 5.0-metres (typical length of car) and then rounding down to the nearest whole number.

4.51 It is important to note that the analysis excluded DYLs, dropped kerbs, and single white lines from the overall capacity. However, for a robust assessment, vehicles parked illegally in these locations within the study area have been included in the parking demand.

4.52 A summary of the parking '*stress*' surveys for each of the specified time periods (i.e. 07:00 – 19:00 and 00:00 – 05:00) is presented in Tables 4.5 to 4.7, whilst a copy of the survey data is attached at Appendix 5.

4.53 As shown in Table 4.5, during a typical weekday daytime period (07:00 – 19:00) the average parking '*stress*' for the study area was observed to be 69%, equating to circa 50 parked vehicles and 22 spare spaces. Of note, during this period, the lay-by and maximum stay spaces on-street parking spaces experienced an average parking '*stress*' of 100% and very rarely had available spaces.

4.54 From Table 4.5 it is clear that the overall parking demand on the B2102 Framfield Road did not exceed the available supply of on-street spaces over the course of a typical weekday daytime period.

Table 4.5 Summary of Daytime Parking '*Stress*' Survey – Weekday (07:00 – 19:00)

Parking Location	Restriction Type	Total Capacity	Average No. of Parked Cars			Average Parking '*Stress*' (%)
			Wednesday 5th June	Thursday 6th June	Average	
B2102 Framfield Road (Northern Side)	No Restrictions	37	18	20	19	51%
	Mon – Sat (08:00 – 18:00), 2-hours Maximum Stay	4	4	4	4	100%
	Lay-by	3	3	3	3	100%
	Illegal Parking (Solid White Line, Drop Kerb, DYLs etc).	0	1	1	1	-
B2102 Framfield Road (Southern Side)	No Restrictions	28	22	21	21	75%
	Illegal Parking (Solid White Line, Drop Kerb, DYLs etc).	0	2	2	2	-
TOTAL		**72**	**50**	**51**	**50**	**69%**

4.55 Although not shown in Table 4.5, the survey revealed that the highest average parking '*stress*' for the study area was observed to be 86% at 18:00 on Wednesday 5th June, equivalent to circa 62 parked vehicles and 10 spare spaces.

4.56 Table 4.5 reveals that during a typical weekday night-time period (00:00 – 05:00), the average parking '*stress*' for the study area was observed to be 86%, equating to circa 62 parked vehicles and 10 spare spaces.

4.57 Again, it is clear that the overall parking demand on the B2102 Framfield Road did not exceed the available supply of on-street spaces over the course of a typical weekday daytime period.

Table 4.6 Summary of Night-time Parking '*Stress*' Survey – Weekday (00:00 – 05:00)

Parking Location	Restriction Type	Total Capacity	Average No. of Parked Cars			Average Parking '*Stress*' (%)
			Wednesday 5th June	Thursday 6th June	Average	
B2102 Framfield Road (Northern Side)	No Restrictions	37	25	28	27	73%
	Mon – Sat (08:00 – 18:00), 2-hours Maximum Stay	4	4	4	4	100%
	Lay-by	3	2	1	2	67%
	Illegal Parking (Solid White Line, Drop Kerb, DYLs etc).	0	2	1	2	-
B2102 Framfield Road (Southern Side)	No Restrictions	28	25	24	25	89%
	Illegal Parking (Solid White Line, Drop Kerb, DYLs etc).	0	2	2	2	-
TOTAL		**72**	**60**	**60**	**62**	**86%**

*When calculating averages, decimals always rounded up as '*half spaces*' can't be utilised by vehicles.

4.58 As shown in Table 4.7, during a typical weekend daytime period (07:00 – 19:00), the average parking '*stress*' for the study area was observed to be 76%, which equates to circa 55 parked vehicles and 17 spare spaces.

4.59 The highest average parking '*stress*' for the study area was observed to be 81% at 08:00, equivalent to 58 parked vehicles and 14 spare spaces. Therefore, it is clear that even at peak demand, the overall parking demand on the B2102 Framfield Road did not exceed the available supply of on-street parking over the course of a typical weekend daytime period.

Table 4.7 Summary of Daytime Parking '*Stress*' Survey – Weekend (07:00 – 19:00)

Parking Location	Restriction Type	Total Capacity	Average No. of Parked Cars	Average Parking '*Stress*' (%)
B2102 Framfield Road (Northern Side)	No Restrictions	37	22	59%
	Mon – Sat (08:00 – 18:00), 2-hours Maximum Stay	4	4	100%
	Lay-by	3	3	100%
	Illegal Parking (Solid White Line, Drop Kerb, DYLs etc).	0	1	-

Table 4.7 Cont. Summary of Daytime Parking '*Stress*' Survey – Weekend (07:00 – 19:00)

Parking Location	Restriction Type	Total Capacity	Average No. of Parked Cars	Average Parking '*Stress*' (%)
B2102 Framfield Road (Southern Side)	No Restrictions	28	22	79%
	Illegal Parking (Solid White Line, Drop Kerb, DYLs etc).	0	3	-
TOTAL		**72**	**55**	**76%**

4.60 Of note, the ATA (attached at Appendix 1) explored the option of reorganising the overall B2102 Framfield Road corridor to give priority to pedestrians and cyclists whilst maintaining two-way movement of vehicles and on-street parking demand, as was suggested in the Uckfield LCWIP (2018).

4.61 In light of the above analysis, the overall parking demand on the B2102 Framfield Road never exceeded the available supply of on-street parking over the course of each of the surveyed time periods / days. As such, on-street parking could be consolidated / formalised in order to facilitate further active travel infrastructure improvements. This approach was taken as part of the previous planning application, where the applicant proposed consolidating areas of on-street parking to provide for traffic calming measures and improved crossing facilities.

4.62 However, within the Proof of Evidence on Behalf of ESCC (August 2023), Paragraph 4.21 stated that *"…ESCC could not support the parking proposals which did not appear to address pedestrian or cycle needs and would be dependent on public acceptability and consultation and the making of Traffic Regulation Orders"*.

4.63 In light of the above, and given that the development proposals would result in minimal increased demand on the active travel infrastructure along the B2102 Framfield Road, the ATA concluded that the reorganisation of the B2102 Framfield Road corridor was deemed to be unjustifiable in relation to the scale of development proposed.

5. Development Proposals & Access Strategy

General Principles

5.1 As referenced in Section 1 of the TA, the development proposals comprise the erection of up to 190 dwellings, with associated works, parking, landscaping, publicly accessible open space and SANG provision, with access from the B2102 on the land at Bird In Eye Farm.

5.2 The outline planning application seeks only the principle of the proposed residential land use and the means of access to be determined. Matters such as appearance, landscaping, layout and scale are reserved for future determination however, to inform, the planning application, illustrative material in respect of these is provided for context.

5.3 Appendix 6 to the TA provides a copy of the illustrative masterplan for the Site.

5.4 Subject to planning approvals, the scale of development on the Site is such that construction will take no more than 3 – 4 years to complete. It is therefore anticipated that the full opening of the development will be no later than year 2028.

5.5 The development proposals are supported by a comprehensive Movement & Access Strategy (MAS) that promotes sustainable development through integration of the Site into the surrounding neighbourhoods. The opportunity will be taken to prioritise the hierarchy of users where emphasis is placed on:

- Opportunities to reduce travel demand and the need for travel.
- Vulnerable road user needs (pedestrians and cyclists).
- Passenger Transport user needs.
- Powered two-wheeler (mopeds and motorbikes) user needs.
- Other motor vehicle needs.

5.6 A hierarchical approach has been taken during the planning and design stages and development of the illustrative masterplan to ensure that priority is given to more sustainable forms of transport and opportunities to reduce travel demand over motor vehicle access.

5.7 The following sub-sections provide further detail in respect of the MAS by road user function.

5.8 To support the MAS and off-site mitigation package, a package of drawings are appended to the TA. Table 5.1 provides a summary list of the drawing package submitted and the associated appendices.

Table 5.1 Submitted Drawing Package

MTP Drawing No.	Revision No.	Drawing Title	Appendix
23138/001	Rev A	Proposed Access Arrangement	7
23138/002	Rev A	Proposed Access Arrangements to North-Western Units	8
23138/003	Rev A	Footpath Link – Indicative Vertical Design	9
23138/004	Rev A	Shared Footway / Cycleway – Indicative Vertical Design	10
23138/005	-	B2102 Proposed Speed Limit Transition / Reduction	11
23138/006	-	Overall Access Strategy	12
23138/ATA/001	Rev A	B2102 Proposed Active Travel Improvements	Annex A of ATA
23138/TK01	Rev B	Swept Path Analysis Max Legal Length Articulated Vehicle	13
23138/TK02	Rev D	Swept Path Analysis Refuse Vehicle Using Proposed Roundabout	14
23138/TK03	Rev B	Swept Path Analysis Refuse Vehicle	14
23138/TK04	Rev A	Swept Path Analysis Fire Tender Vehicle	15

Opportunities to Reduce Car Bourne Travel Demand

5.9 As noted in Section 2, the promotion of sustainable development and its accessibility by non-car modes of travel are a key thread of current Central Government policy. Within Section 3 it has been outlined that the development proposals benefit from good access to alternative means of travel to the private car with the availability of a good standard footway network and, regular bus / rail services.

5.10 In order to ensure that the development proposals maintain a minimal impact on the highway and transport infrastructure in the vicinity of the Site, a Framework Travel Plan (TP) has been prepared. The TP accompanies this application and provides details of the ongoing objectives, measures, and management processes to be put in place.

5.11 The TP will demonstrate a commitment to develop, implement, and monitor a comprehensive Travel Plan, working in partnership with the ESCC / WDC to incorporate Smarter Choices measures, the application of personalised travel planning techniques, marketing, and other behavioural change initiatives with the aim of sustaining these changes over the long-term.

5.12 The softer travel planning measures are planned to work alongside the delivery of physical improvements to the pedestrian, cycle & public transport environment to achieve modal shift, reduce the impact of traffic generated by the development, to improve accessibility, promote healthier lifestyle choices as well as wider social / community benefits and to assist in minimising the environmental impacts of the development.

5.13 As detailed within the TP, a key deliverable for the Site is the provision of a Mini Mobility Hub (MMH). The MMH will be located strategically within the Site and will incorporate ultra-fast charge electric vehicle charging points, EV Car Club, '*last-mile*' delivery service, E-bike hire and bicycle maintenance facilities as well as interactive personalised travel planning facilities.

5.14 A Travel Information Pack (TiP) will form a key part of the commitments with the TP that will be a tailor-made booklet aimed at promoting the benefits of sustainable transport in support of the objective to secure a modal shift from the private car and increase the use of sustainable modes of travel. The TiP will contain:

- Guidance and promotional material on the use of sustainable modes of travel.
- Details on MMH location, active travel routes to key destinations, public transport services, taxis, car sharing, car clubs, electric bikes and vehicles, school transport, and personalised journey planning services.
- Reference to travel websites, resources, and support services for each mode of travel, information provided by ESCC and WDC.
- Voucher / taster tickets for public transport, EV car club, and bike hire.
- Details of local travel campaigns and networking/support groups.

5.15 The TP will set out the commitment from the developer to the appointment and funding of a Travel Plan Coordinator (TPC) alongside the funding of measures / incentives identified. The TPC will be committed to setting of targets, monitoring & review, including bi-annual travel surveys to check performance against targets.

5.16 The travel surveys will be aimed at identifying the main modes of travel used by residents and visitors for journeys to and from the Site. Review reports will be made available to ESCC / WDC, and protocols will be established in agreement with the Authorities for corrective measures to be put in place if targets not met.

Enhanced Access & Permeability for Active Travel Modes

5.17 Within the Site, local streets are recognised corridors that not only provide a permeable, legible circulation pattern but also have important functions beyond just the movement of traffic, i.e., multi-functional spaces with a much higher '*place*' function that are integrated within their surroundings and where pedestrians and cyclists are, in general, afforded greater priority than vehicular traffic.

5.18 The freedom of movement for pedestrians and cyclists to directly access the broad range of local facilities and services surrounding the Site is a priority of the MAS. Specifically, with regard to the provision of new and improved active travel mode infrastructure, the MAS comprises the following:

- The creation of a high quality environment within the Site that provides direct connections to origins and destinations within the developable area and beyond that are permeable, coherent, safe and reflect the desire lines of movement.
- The provision of key landmarks as well as easy to understand wayfinding both within and on key routes to / from external destinations to provide legibility.

5.19 Based on this framework, the aim is to:

- Provide a continuous network.
- Maximise convenience by ensuring that all routes are direct and reflect desire lines of movement.
- Ensure that usable, comfortable places are created and that crossing places are level.
- Make routes clear and easy to follow with good sightlines and signage.
- Create spaces that are safe, active and accessible to all, including equestrian users.

5.20 To accommodate all active travel mode user requirements, the MAS incorporates a range of pathway types within the development proposals that are summarised below:

- Shared Footway / Cycleway – Connecting the Site with the southern side of the B2102 Bird In Eye Hill.
  - 3.0-metre minimum width;
  - 0.5-metre managed grass margin on both sides; and
  - Bound gravel (or similar) surfacing to minimise visual impact.
- Shared Footway / Cycleway – Within the residential parcels.
  - 3.0-metre minimum width; and
  - Asphalt sealed surface.
- Footways
  - 2.0-metre minimum width;
  - 0.5-metre managed grass margin to adjoining dwellings preferred; and
  - Asphalt sealed surface.

5.21 Figure 10 shows the distribution of these pathway types throughout the illustrative masterplan.

Figure 10 Active Travel Hierarchy

5.22 The MAS will deliver a '*walkable neighbourhood*' with interconnected street patterns and where the daily needs of people within the area, such as work, play, education and shopping are within walking distance to minimise any reliance on the use of the car.

5.23 All formal footways and cycleways will be constructed to full highway standards with sealed surfaces and concrete edging. On some secondary and tertiary routes where there is no identified pedestrian desire line on one side of the street over a section, then footways may be omitted.

5.24 Hedges and fences to adjoining properties will be set back at least 0.5-metres from footways or cycleways. Inter-visibility splays of 2.0 x 2.0-metres will be provided at crossovers, path junctions to maintain pedestrian safety.

5.25 Crime and the fear of crime can deter people from making trips by foot and cycle. In this regard, active travel corridors and user activity will be overlooked and generally concentrated on active frontages avoiding, where possible, routes to the rear of building plots and other blind spots.

5.26 In light of this, the illustrative masterplan provides circa 10 residential units in the north-western corner of the Site overlooking the Site's active travel link to the B2102 Bird In Eye Hill.

5.27 The formal shared footway / cycleway and / or footway provision will be lit. All pathways will be accompanied by a legible signage strategy. Crossing points within the Site are intended to be uncontrolled and will tie in with desire lines of movement.

5.28 It is envisaged that the shared footway / cycleway connecting the Site with the southern side of the B2102 Bird In Eye Hill will be lit with low level bollard lighting; minimising the potential visual impact on the Grade II listed Oast building.

5.29 In general, the maximum desirable longitudinal gradient on the footway / cycleway network, within the Site will be 5.0% (1:20). Where natural steep changes in level are unavoidable, short sections may be constructed at 8.0% (1:12). Therefore, complying with ESCC's *'Local Design Guide for Residential Development'* which states a maximum footway gradient of 8.0%.

5.30 Drawing No. 23138 / 003 reveals the footpath connecting the 10 residential units in the north-western corner of the Site to the shared footway / cycleway will be provided at a continuous 8.0% (1:12).

5.31 Whilst Drawing No. 23138 / 004 reveals the indicative vertical design of the shared footway / cycleway connecting the Site with the B2102 Bird In Eye Hill.

5.32 As detailed under the '*Vehicular Access Strategy*' section, the proposed vehicular access arrangements provide safe facilities for active travel users, particularly cyclists to access the development to / from the east on the B2102 Bird In Eye Hill.

5.33 Additionally, the development proposals propose reducing the speed limit on the B2102 Bird In Eye Hill from national to 40-mph, and subsequently 30-mph by the Site access. Further enhancing the safety of active travel users on the B2102 Bird In Eye Hill

5.34 Drainage will either be integrated into the wider highway solution or, where facilities are off carriageway, such as recreational paths, then drainage may be dealt with by a combination of French drains, rain gardens, natural ditches and swales.

5.35 As with the previous planning application, and in line with the findings of the ATA, the development proposals will deliver an active travel link in the north-west corner of the Site to connect with the B2102 Bird In Eye Hill in proximity to the existing bus stops and the Hospital Access. This will deliver a more direct route between the Site and the key amenities, facilities, and services in Uckfield.

5.36 As shown on Drawing No. 23138 / ATA / 001, external to the Site, active travel infrastructure deliverables include:

- Continuation of the Site's 3.0-metre shared footway / cycleway along the southern side of the B2102 Framfield Road to the give-way priority junction with the Hospital access.
- Bus stop works on the B2102 comprising the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.
- Where required, installation of improved dropped kerbs and tactile paving where minor roads form give-way priority junctions with the B2102 Framfield Road.

5.37 These improvements will be delivered as part of the development proposals Section 278 works and would aid in strengthening the existing active travel provision along the B2102.

Mini Mobility Hub

5.38 The Site will be provided with a MMH in a strategic locations adjacent to the Primary Street and directly connected to the shared footway / cycleway network. The MMH provide a range of facilities that encourage active travel including travel information displays, E-bike hire and bike pump / repair stands.

5.39 The MMH also support the delivery of the EV Car Club vehicle parking and will be included within the comprehensive wayfinding strategy. Figure 11 illustrates the general arrangement of facilities to be accommodated within the MMH. Figure 11 highlights the location of the MMH within the Site.

Figure 11 Mini Mobility Hub – Illustrative General Arrangement

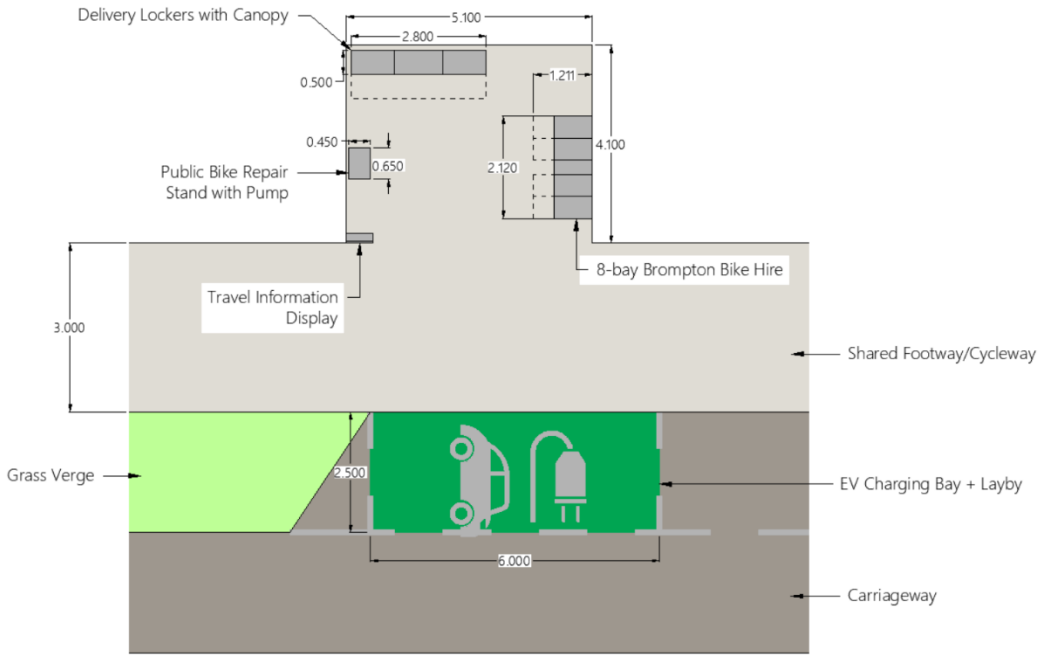


Figure 12 Mini Mobility Hub Location

Cycle Hire Hub

5.40 As detailed in the TP, an E-bike Cycle Hire Hub will be provided by the Developer located within the MMH. The E-bike Cycle Hire Hub will be operated and managed by Brompton Bike Hire in conjunction with the TPC and will provide 8 x electric cycles made available to the whole community.

5.41 The E-bike Cycle Hire Hub will be an automated docking solution which enables users to pre-book bikes and collect them 24/7. The partnership with Brompton Bike Hire includes branding and logos and maintenance of the E-bikes is exclusively carried out by Brompton accredited mechanics.

5.42 Through the TP, the community will be encouraged to become members of the cycle hire scheme. Through the membership, a user can create a reservation to hire or return a bike using a Smartphone app or on-line. Access to the dock is via an ATM style keypad and screen. Hire charges are a flat rate per 24-hours.

Passenger Transport Services

5.43 A fundamental deliverable of the Site is to maximise potential public transport patronage by providing competitive journey times to key destinations that present a realistic alternative to private car use. In this regard the Site will deliver safe, direct access routes from the development to local bus stops.

5.44 As previously mentioned, the development proposals will also provide bus stop works on the B2102 (stops closest to the Site) comprising the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.

Vehicular Access Strategy

5.45 A key consideration of the '*Vehicular Access Strategy*' is to address the concerns raised by the Inspector in dismissing the Appeal and concerns raised by ESCC in response to the scheme design / Road Safety Audit that accompanied the previous planning application.

5.46 As previously mentioned, paragraphs 31-39 of the previous planning applications decision notice detailed the Inspector's concerns that can be summarised as being:

- The proposed Site access onto the B2102 Bird In Eye Hill did not safely accommodate the swept path analysis of all vehicles turning into and out of the Site in both directions, including larger vehicles (12-metre rigid HGVs) associated with the retained commercial uses.
- The absence of specific provision for cyclists to safely turn right (into and out of the Site) at the proposed Site access onto the B2102 Bird In Eye Hill.

5.47 Drawing No. 23138 / 001, reveals the revised vehicular access strategy for the Site based on the construction of a 36-metre ICD 3-arm roundabout. Whilst Drawing No. 23138 / 002 reveals the vehicular access strategy for the north-western most units.

5.48 The proposed roundabout is sited midway along the Site frontage to the B2102 Bird In Eye Hill. In the context of the feedback on the previous Appeal Site access proposals, the key benefits of the revised vehicular access strategy are considered to be:

- The roundabout has been designed to accord with the standards as set out in DMRB CD116 *'Geometric Design of Roundabouts'*.
- The roundabout incorporates corner radii and entry / exit widths that can accommodate the swept-path analysis of larger HGVs for all movements, including serving the retained commercial uses – as shown on Drawing No. 23138 / TK01.
- The Site access arm of the roundabout is provided with cycle lanes, pedestrian refuge islands, and dropped kerbs / tactile paving. Therefore, enabling the safe crossing of active travel users.
- The introduction of the roundabout, with appropriate deflection, will serve to slow traffic on the transition between the rural and urban area, enabling the introduction of a 40-mph transitional speed limit and subsequent 30-mph speed limit on the B2102 Bird In Eye Hill in the vicinity of the Site access - as shown on Drawing No. 23138 / 005.
- The roundabout can be constructed wholly within land controlled by the applicant and the publicly maintainable highway boundary, including areas where vegetation will need to be managed to maintain visibility splays based on recorded 85th percentile speeds.
- The proposed earthworks / indicative retaining features ensure the delivery of the required visibility splays in both horizontal and vertical planes.
- The roundabout junction does not prejudice the potential for land to the north of Bird in the Eye Hill to come forward for development in the future by others.
- Drawing No. 23138 / 006 reveals the proposed access strategy for the Site in a wider context.

Street Hierarchy

5.49 In consideration of the internal street network and hierarchy within the Site, ESCC's *'Local Design Guide for Residential Development'* is a key reference.

5.50 Junction design within the internal street network will fit in the space between buildings / features. Dimensions will be determined by the need to prioritise direct pedestrian desire lines and parameters are set by the use of swept-path analysis.

5.51 The key characteristics of each street type, based upon the ESCC's *'Local Design Guide for Residential Development'*, within the illustrative internal street network will be:

- Primary Street
  - 5.5-metre carriageway width;
  - Target maximum vehicle speed – 25-mph;
  - Kerb radii at junction – 6.0-metres (min.);
  - 1 x 3.0-metre shared footway / cycleway and 1 x 2.0-metre wide footway or 2 x 2.0-metre wide footway; and
  - No parking unless off-carriageway provision made.
- Secondary Streets
  - 4.8 to 5.5-metre carriageway width;
  - Target maximum vehicle speed – 20mph;
  - Kerb radii at junction – 6.0-metres (min.) (excluding access to parking); and
  - Minimum of 1 x 2.0-metre wide footway.
- Tertiary Streets
  - 4.8-metre carriageway;
  - Where required 1 x 2.0-metre footway, otherwise shared surface;
  - Target maximum vehicle speed – 20mph;
  - Kerb radii at junction – 6.0-metres (min.) (excluding access to parking).

5.52 Figure 13 shows a marked up version of the proposed illustrative masterplan depicting the proposed street hierarchy.

Figure 13 Street Hierarchy

Parking Provision

Car Parking

5.53 Since the development proposals are only illustrative in nature, the provision of car parking in accordance with the ESCC Guidance for Parking at New Residential Developments (2017) will be considered in greater detail, as part of a Reserved Matters (RM) planning application.

5.54 Nonetheless, a key objective of the development proposals will be to deliver liveable streets that are not overly dominated by parked cars. Where on-street parking is provided, changes in surface material will be considered to provide definition and continuous lengths of spaces will be broken up by landscape / street furniture features.

5.55 Careful detailing in terms of the plot arrangement, frontages, landscape boundary treatments, street alignment and surface treatments will help to sensitively integrate vehicles into the layout. In general, the residential element of the development proposals will be provided with a mix of on and off-plot (on-street) parking.

5.56 Electric vehicle charging points (EVCPs) will be in easily accessible locations within the Site to ensure that future demand is accommodated. In identifying appropriate levels of EVCPs to be provided, account is taken of the view that most of the charging will take place at home and be done overnight.

5.57 All new car parking within the Site will fulfil a '*Passive*' EVCP standard, i.e., underlying infrastructure provided for connection to be activated in the future as technologies evolve and uptake increases. A minimum of 20% of new parking will then have access to an '*Active*' EVCP. Weather protection will also be provided for all outdoors EVCPs.

5.58 In terms of parking bay dimensions, perpendicular bays will be a minimum of 2.5 x 5.0-metres and disabled bays will be a minimum of 3.6 x 5.0-metres. Parking bays located adjacent to solid structures will make allowance of an additional 0.5-metres for manoeuvrability.

5.59 As previously mentioned, the development proposals will be provided with one EV Car Club. As demand for the Car Club increases, additional EVs can be added by the operator. The performance of the initial car will be closely monitored to allow for additional EVs to be added, as and when necessary.

Cycle Parking

5.60 Cycle parking is seen as a key deliverable within the Site and provisions will, as a minimum, accord with the ESCC Guidance for Parking at New Residential Developments (2017), recognising the need to prioritise this mode of travel over and above the use of the private car. In so doing, it is not just the quantity of cycle parking provided for each land use but also the quality of such provision in respect of location, convenience, and security.

5.61 For all dwellings within the Site, a minimum of one secure covered cycle parking space per dwelling will be provided. For houses where a garage meets the required minimum internal dimensions there will be no separate cycle parking provision. For flats, cycle parking will be grouped in one lockable storage area within the building. Visitor cycle spaces will be provided, located in accessible, convenient locations throughout the Site.

5.62 As previously mentioned, an E-bike Cycle Hire Hub will be provided by the Developer located within the MMH.

Proposed Delivery / Servicing Arrangements

Waste Refuse and Recycling

5.63 Waste refuse and recycling collections for the development proposals would predominately take place on-street within the internal road layout.

5.64 Bin stores would be located conveniently throughout the Site to ensure compliance with the maximum carry distances for both residents (i.e. 30-metres) and waste operatives (i.e. 25-metres), as recommended in '*Schedule 1, Part H of the Building Regulations 1*' (2000), as outlined in the DfT's MfS1 guidance.

5.65 As shown on Drawing No.'s 23138 / TK02 and TK03 it is evident that a large refuse truck can enter, exit, and manoeuvre within the proposed illustrative masterplan in a safe and convenient manner without overrunning adjacent footways, parking spaces or areas of soft landscaping.

Emergency Access

5.66 With regards to emergency access, '*The Building Regulations Approved Document B Section B5 Access and Facilities for the Fire Service*' document states that *"there should be vehicle access for a pump appliance within 45m of every dwelling entrance for flats / maisonettes."*

5.67 Drawing No. 23138 / TK04 reveals a fire tender vehicle can access all of the residential units comprising the within the 45.0-metre threshold.

5.68 Consequently, it is concluded that the illustrative masterplan is acceptable for delivery / servicing and emergency vehicles access.

6. Development-Related Trip Generation

Deviation of Person Trips

Residential Development

6.1 To determine the trip generational characteristics of the emerging development on the Site, an exercise has been undertaken to establish potential weekday daily and peak hourly person trip rates using the TRICS (v7.10.3) database sub-category '*Houses Privately Owned*'. Parameters incorporated into the selection of sites from the TRICS database include:

- Sites in South-East England and South West selected (all other regions and the Isle of Wight excluded);
- No. Dwellings Range: 50 – 300;
- Edge of Town & Neighbourhood Centre locations only;
- Surveys undertaken during the COVID period excluded.

6.2 As a result of the selection process, a total of twelve sites were included in the TRICS output, a copy of which is provided at Appendix 16.

6.3 Table 6.1 summarises the resultant weekday daily and peak hourly trip rates / resultant trip movements based on a residential development of up to 190 dwellings on the Site

Table 6.1 Potential Total Person Trips (All Modes) – Residential

Time Period	Trip Rates (per unit)			Total Person Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour	0.233	0.709	0.942	44	135	179
PM Peak Hour	0.528	0.188	0.716	100	36	136
Daily	3.613	3.576	7.189	686	679	1,366

Commercial Uses (Existing)

6.4 Section 4 of the TA revealed that the existing uses of the Site generate an average of 271 two-way vehicular trips over the course of a typical weekday. Of these, 26 and 9 occurred during the network AM (08:15 – 09:15) and PM (17:15 – 18:15) peak hour periods, respectively.

6.5 Equally, as the existing occupiers all fall within either Class E or potential Class B2 or B8 Use Classes, a sensitivity test is proposed to consider the maximum trip demand that could be generated by the redevelopment of the commercial uses.

6.6 To determine the trip generational characteristics of the existing commercial uses on the Site, an exercise has been undertaken to establish the potential weekday daily and peak hourly person trip rates using the TRICS (v7.10.3) database sub-category *'Industrial Estate'*. Parameters included in the selection of appropriate sites from the TRICS database include:

- Sites in England (excluding Greater London, the Isle of Wight & all other regions);
- Floor Area Range: 1,100 – 5,000sqm;
- Suburban, Edge of Town, Neighbourhood Centre, and Free-Standing locations only;
- Sites with no office accommodation excluded;
- Sites with unknown uses or too high proportion of Class B8 uses excluded;
- Surveys undertaken during the COVID period excluded.

6.7 As a result of the selection process, a total of four sites were included in the TRICS output, a copy of which is provided at Appendix 17.

6.8 Table 6.2 summarises the resultant weekday daily and peak hourly trip rates / resultant trip movements based on existing commercial uses totalling 885m².

Table 6.2 Potential Total Person Trips (All Modes) – Commercial

Time Period	Trip Rates (per unit)			Total Person Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour	1.045	0.358	1.403	9	3	12
PM Peak Hour	0.429	1.345	1.774	4	12	16
Daily	9.619	9.704	19.323	85	86	171

Modal Split Calculation

6.9 To determine the potential mode split of person trips generated by the proposed development on the Site, reference has been made to the 2011 Census Origin / Destination data, specifically for the Wealden 008 MSOA (Middle Super Output Area) within which the Site is located.

6.10 The 2011 Census O-D data, attached at Appendix 18, yields different mode splits for trips originating within the MSOA (residential trips) and trips with a destination within the MSOA (commercial trips). Tables 6.3 & 6.4 provide a summary of the baseline modal split for the proposed residential development and existing commercial uses based on the 2011 Census O-D data for Wealden 008 MSOA.

Table 6.3 Baseline Mode Split (2011 Census O-D Data Wealden 008 MSOA) – Residential

Mode of Travel	Percentage Split	Total Trips (AM Peak)	Total Trips (PM Peak)	Total Trips (Daily)
Walk	3.7%	7	5	51
Cycle	0.8%	1	1	11
Public Transport – Bus	1.3%	2	2	18
Public Transport - Rail	12.8%	23	17	175
Vehicle Driver	76.8%	137	104	1,049
Vehicle Passenger	3.7%	7	5	51
Other (incl. taxi & m/cycle)	0.9%	2	1	12
TOTAL	**100.0%**	**179**	**136**	**1,366**

Table 6.4 Baseline Mode Split (2011 Census O-D Data Wealden 008 MSOA) – Commercial

Mode of Travel	Percentage Split	Total Trips (AM Peak)	Total Trips (PM Peak)	Total Trips (Daily)
Walk	5.9%	1	1	10
Cycle	1.3%	0	0	2
Public Transport – Bus	1.7%	0	0	2
Public Transport - Rail	1.0%	0	0	2
Vehicle Driver	81.1%	10	13	139
Vehicle Passenger	8.0%	1	2	14
Other (incl. taxi & m/cycle)	1.0%	0	0	2
TOTAL	**100.0%**	**12**	**16**	**171**

Analysis of Vehicle Trip Generation

6.11 Based on a combination of the TRICS output and 2011 Census O-D data, Tables 6.5 & 6.6 provide a summary of vehicular trip generation for the proposed residential development and existing commercial uses combined.

6.12 In respect of the proposed residential development, it is noted that there is a high proportion of rail trips as a primary mode generated based upon the Census data. A reasonable proportion of these trips are likely to be undertaken by car and therefore, for the purpose of a robust assessment it is assumed that 50% of rail trips (the primary mode) also include a vehicular trip as a secondary mode. This adjustment for robust assessment is included in Tables 6.5 & 6.6.

Table 6.5 Summary of Vehicle Trip Generation – AM Peak Hour

Use	Arrivals	Departures	Total Two-Way
Proposed Residential	37	112	149
Existing Commercial	7	3	10
Total Combined Uses	**44**	**115**	**159**

Table 6.6 Summary of Vehicle Trip Generation – PM Peak Hour

Use	Arrivals	Departures	Total Two-Way
Proposed Residential	84	30	114
Existing Commercial	3	10	13
Total Combined Uses	**87**	**40**	**127**

Vehicular Trip Distribution

6.13 Using the 2011 Census O-D data for Wealden 008 MSOA, an exercise has been undertaken to establish the distribution of vehicle driver trips generated by the proposed development on the Site.

6.14 The routing assignment has been based on peak hour journey times and distances and where similar times and / or distances for multiple routes are available for a destination, then this has been assigned accordingly to reflect driver choice.

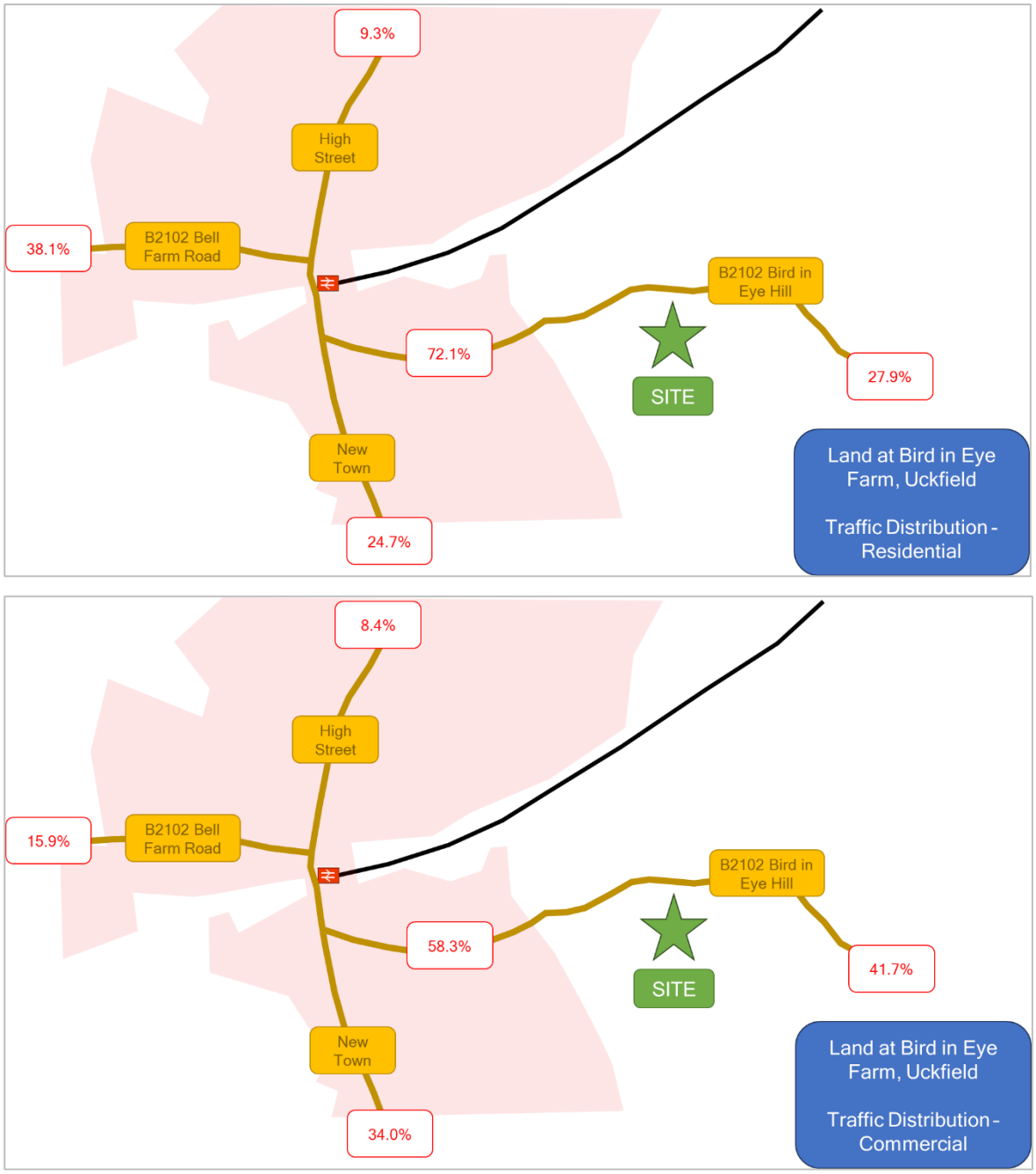
6.15 The routing assignment includes for internal trips within Uckfield town centre. It is therefore considered that the distribution model represents a robust approach. Appendix 19 to the TA provides spreadsheet analysis of vehicle trip origins / destinations that is then illustrated in Figure 14.

6.16 Of note, the 2011 Census O-D data for Wealden 008 MSOA suggest that a reasonable proportion of trips heading south towards the A22 corridor will route via the B2102 eastwards to Framfield village and then head towards the A22 via Brookhouse Lane and Eastbourne Road.

6.17 For a robust assessment of the B2102 Framfield Road / New Town / Bridge Farm Road traffic signals junction, it is assumed that all vehicular traffic to / from the A22 south will route via the B2102 westwards from the Site access.

6.18 If this is the case, then there is also a further alternative route between the B2102 Framfield Road and New Town via Harcourt Road and New Place that avoids having to turn within the traffic signals junction.

Figure 14 Potential Distribution of Development-Related Vehicle Trips



7. Future Year Assessment

Committed Development

7.1 As part of the previous planning application, ESCC requested the following committed developments be included in the future year assessments:

- WD/2006/2171 – Land North of Mallard Drive, Uckfield (185 Units)
- WD/2015/0209 – Land West of Uckfield (Ridgewood Farm) (Up to 1,000 Units)
- WD/2020/0410 – Land off Eastbourne Road, Uckfield (90 Units)

7.2 Of note, since the previous request, Land North of Mallard Drive (WD/2006/2171) has been fully built out and occupied. Therefore, any vehicular trip generation from the development proposals has been accounted for in the 2024 baseline traffic surveys. As such, this committed development has been excluded from the assessment.

7.3 Paragraph 6.11 of the submitted TA prepared by Bellamy Roberts states *"The Ridgewood Farm Transport Assessment calculated traffic assignment/distribution using the Uckfield SATURN model and includes improvements to the local highway network, which relate particularly to the A22 Uckfield by-pass. It was shown in the analysis that the proposed highway works result in these improved routes becoming more desirable to traffic, such that traffic generally is diverted away from the town centre"*.

7.4 Given the Land West of Uckfield (WD/2015/0209) development results in fewer trips within the town centre, for robustness, this committed development has been excluded from the assessment.

7.5 Any smaller developments which did not provide traffic flows as part of their submitted material will be accounted for within the TEMPro growth rates detailed below.

Future Year Scenarios

7.1 A future forecast year of 2029 (5-years post planning determination) has been adopted for assessing the impact of the development proposals on the local highway network.

7.2 The 2024 surveyed flows from the CTC surveys have been factored up to the future year of 2029 using the TEMPro database (Version 8.1) for the Wealden District; in which the Site is located. The alternative assumptions approach taken is to take the District-wide rate and have applied the alternative assumptions, namely the committed development (90 units) and development proposals (190 units), to avoid double counting.

7.3 A summary of the TEMPro growth rates is presented in Table 7.1, while a full copy of the outputs is attached at Appendix 20.

Table 7.1 TEMPro Growth Rates

Time Period	TEMPro Growth Rates
2024 – 2029 AM Peak	1.0510
2024 – 2029 PM Peak	1.0506

8. Development-Related Impact

Junction Capacity Analysis

8.1 Junction capacity analysis has been undertaken for the 2024 '*Surveyed*' flows and 2029 '*Base*' (year of full occupation) flows with committed development (CD) and with / without the development proposals, to compare traffic conditions on the highway network within the proposed study area.

8.2 Based upon the likely vehicular trip generation / distribution of the development proposals, detailed in Section 6, the following junctions have been assessed:

- B2102 Bird In Eye Hill / Site Access – Proposed 36-metre 3-arm roundabout arrangement;
- B2102 Bird In Eye Hill / Framfield Road / Hospital Access;
- B2102 Framfield Road / Harcourt Road;
- New Town / New Place / Longbury; and
- B2102 Framfield Road / New Town / Bridge Farm Road;
- B2102 High Street / Bell Lane.

8.3 The purpose of this analysis is to establish the potential impact of development-related traffic flows during the weekday AM and PM peak periods. The full traffic flow diagrams are included as Appendix 21.

B2012 Bird In Eye Hill / Site Access

8.4 The operation of the proposed 3-arm roundabout between the B2102 Bird in Hill / Site Access (/ Bird In Eye Farm) has been modelled using ARCADY based on the weekday AM and PM peak hourly periods under the scenarios detailed in Paragraph 8.1.

8.5 Tables 8.1 demonstrates that the proposed 3-arm roundabout will operate within capacity during the AM and PM peak periods and that any impact arising from development proposals can be accommodated. The full output, as well as the geometric inputs, is included as Appendix 22.

Table 8.1 B2012 Bird In Eye Hill / Bird In Eye Farm Access – 2029 *'Base + Development'*

Arm	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
B2102 Bird In Eye Hill (East)	0.21	0.3	0.16	0.2
Site Access	0.11	0.1	0.04	0.0
B2102 Bird In Eye Hill (West)	0.27	0.4	0.24	0.3
JUNCTION DELAY (S)	3.92		3.71	

B2102 Bird In Eye Hill / Framfield Road / Hospital Access

8.6 The operation of the B2102 Bird In Eye Hill / Framfield Road / Hospital Access junction has been modelled using PICADY based on the weekday AM and PM peak hourly periods under the scenarios detailed in Paragraph 8.1.

8.7 Table 8.2 demonstrates that the B2102 Bird In Eye Hill / Framfield Road / Hospital Access will operate within capacity during the AM and PM peak periods and that any impact arising from development proposals can be accommodated. The full output, as well as geometric inputs, is included as Appendix 23.

Table 8.2 B2102 Bird In Eye Hill / Framfield Road / Hospital Access – 2029 *'Base + Development'*

Arm	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Stream B-AC*	0.06	0.1	0.11	0.1
Stream C-AB*	0.19	0.3	0.03	0.0
JUNCTION DELAY (S)	1.52		1.00	

*A = B2102 Bird In Eye Hill, B = Uckfield Hospital Access, and C = B2102 Framfield Road

B2102 Framfield Road / Harcourt Road

8.8 The operation of the B2102 Framfield Road / Harcourt Road junction has been modelled using PICADY based on the weekday AM and PM peak hourly periods under the scenarios detailed in Paragraph 8.1.

8.9 Table 8.3 demonstrates that the B2102 Framfield Road / Harcourt Road will operate within capacity during the AM and PM peak periods and that any impact arising from development proposals can be accommodated. The full output, as well as geometric inputs, is included as Appendix 24.

Table 8.3 B2102 Framfield Road / Harcourt Road – 2029 *'Base + Development'*

Arm	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Stream B-AC*	0.24	0.3	0.26	0.4
Stream C-AB*	0.08	0.2	0.16	0.3
JUNCTION DELAY (S)	1.64		2.35	

*A = B2102 Framfield Road (East), B = Harcourt Road, and C = B2102 Framfield Road (West)

New Town / New Place / Longbury

8.10 The operation of the New Town / New Place / Longbury junction has been modelled using PICADY based on the weekday AM and PM peak hourly periods under the scenarios detailed in Paragraph 8.1.

8.11 Table 8.4 demonstrates that the New Town / New Place / Longbury will operate within capacity during the AM and PM peak periods and that any impact arising from development proposals can be accommodated. The full output, as well as geometric inputs, is included as Appendix 25.

Table 8.4 New Town / New Place / Longbury – 2029 *'Base + Development'*

Arm	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Stream B-ACD*	0.16	0.2	0.22	0.3
Stream A-BCD*	0.00	0.0	0.01	0.0
Stream D-ABC*	0.00	0.0	0.00	0.0
Stream C-ABD*	0.22	0.5	0.37	1.0
JUNCTION DELAY (S)	1.63		2.44	

*A = New Town (North), B = New Place, C = New Town (South), and D = Longbury

B2102 Framfield Road / New Town / Bridge Farm Road

8.12 The operation of the B2102 Framfield Road / New Town / Bridge Farm Road signalised junction has been modelled using LinSig based on the weekday AM and PM peak hourly periods under the scenarios detailed in Paragraph 8.1.

8.13 ESCC provided signal timing data for the B2102 Framfield Road / New Town / Bridge Farm Road signalised junction in e-mail correspondence dated 1st July 2024. The full signal timing data is attached at Appendix 26.

8.14 In light of the above, the LinSig models have been updated to include the phases / stages, phase minimums / maximums, phase intergreen times, prohibited stage moves, phase delays, and cycle time as per the signal timing data. The full LinSig output, as well as geometric inputs, is included as Appendix 27.

8.15 Table 8.5 demonstrates that the junction will operate within capacity during both the AM and PM peak periods under both 2029 *'Base'* and *'Base + Development'* scenarios. All arms experience less than a 100% degree of saturation and queuing can be accommodated within available road space under both scenarios.

Table 8.5 B2102 Framfield Road / New Town / Bridge Farm Road – 2029 *'Base'* & *'Base + Dev'*

Arm	AM Peak Hour				PM Peak Hour			
	2029 *'Base'*		2029 *'Base + Dev'*		2029 *'Base'*		2029 *'Base + Dev'*	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
New Town	59.8%	11.7	67.5%	12.7	48.7%	9.9	52.5%	10.7
B2102 Framfield Road	76.8%	12.0	83.4%	15.3	82.5%	10.6	86.6%	12.2
B2102 High Street	75.8%	13.1	83.4%	15.3	83.9%	19.5	88.2%	21.9
Bridge Farm Road	62.0%	3.2	60.4%	3.1	44.6%	2.1	44.6%	2.1
PRC (%)	**17.3%**		**7.9%**		**7.3%**		**2.0%**	
Cycle Time (secs)	**120**		**120**		**120**		**120**	
Delay (pcu/hr)	**18.18**		**22.0**		**18.07**		**21.02**	

B2102 High Street / Bell Lane

8.16 The operation of the B2102 High Street / Bell Lane signalised junction has been modelled using LinSig based on the weekday AM and PM peak hourly periods under the scenarios detailed in Paragraph 8.1.

8.17 ESCC provided signal timing data for the B2102 High Street / Bell Lane signalised junction in e-mail correspondence dated 1st July 2024. The full signal timing data is attached at Appendix 28.

8.18 In light of the above, the LinSig models have been updated to include the phases / stages, phase minimums / maximums, phase intergreen times, prohibited stage moves, and phase delays. The full LinSig output, as well as geometric inputs, is included as Appendix 29.

8.19 In order to determine the cycle time, MTP have analysed the video surveys during the modelled AM (08:15 – 09:15) and PM (17:15 – 17:15) peak periods. Cycle times were recorded once every 10-minutes during each peak period. This analysis revealed an average cycle of time of over 120 seconds. However, for robustness, a cycle time of 120 seconds has been utilised in the LinSig model.

8.20 Table 8.6 demonstrates that the junction will operate within capacity during both the AM and PM peak periods under both 2029 *'Base'* and *'Base + Development'* scenarios. All arms experience less than a 100% degree of saturation and with minimal additional queueing on approach arms as a consequence of development traffic.

Table 8.6 B2102 High Street / Bell Lane – 2029 *'Base'* & *'Base + Dev'*

Arm	AM Peak Hour				PM Peak Hour			
	2029 *'Base'*		2029 *'Base + Dev'*		2029 *'Base'*		2029 *'Base + Dev'*	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
B2102 High Street	86.0%	20.3	90.7%	23.4	84.2%	17.7	87.3%	19.2
High Street (Ahead / Right)	86.8%	14.8	91.1%	16.5	79.6 / 82.7%	17.1	88.5 / 88.4%	19.1
B2102 Bell Lane	88.5%	17.2	94.3%	20.2	85.4%	17.2	88.1%	18.9
PRC (%)	**1.6%**		**-4.8%**		**5.4%**		**1.7%**	
Cycle Time (secs)	**120**		**120**		**120**		**120**	
Delay (pcu/hr)	**25.89**		**32.03**		**24.36**		**27.99**	

8.21 As part of the previous planning application, the Inspector noted that the previous development proposals would have an impact on the operational characteristics of the two traffic signal junctions on the High Street, Uckfield but acknowledged that agreement was reached with ESCC on a suitable contribution to enable the two junctions to be linked using a Microprocessor Optimised Vehicle Actuation (MOVA) system to mitigate the effects on development-related traffic.

8.22 In light of the above, the revised development proposals have a negligible impact on the operational characteristics of the two traffic signal junctions on the High Street, Uckfield. Nonetheless, it is still proposed that a suitable contribution to enable the two High Street junctions to be linked using a MOVA be incorporated within the Section 106 Heads of Terms.

9. Mitigation Package

Preamble

9.1 The application of a hierarchical approach, ensuring that priority is given to more sustainable forms of transport and opportunities to reduce travel demand over motor vehicle access, is a guiding feature of the proposed development.

9.2 The TA has set out a comprehensive package of measures in the form of a MAS that is a series of tailored transport solutions to ensure that the future community within the Site are fully accessible but also ensures efficient, reliable and legible travel connections to local amenities and Uckfield town centre, encouraging sustainable travel choices and removing physical and psychological barriers to movement.

9.3 Accordingly, the MAS delivers a package of mitigation that combines hard interventions (infrastructure such as improved footways, cycleways, and crossing facilities) and soft interventions (travel planning, promotions and marketing) to achieve meaningful changes in travel behaviour and an ambitious shift in modal share targets.

9.4 The MAS delivers:

- Measures to reduce the need to travel and a broad range of local services and facilities within a walkable and cyclable neighbourhood.
- Travel Plan measures and incentives including community website, travel information packs, car sharing promotional strategies.
- Continuation of the Site's 3.0-metre shared footway / cycleway along the southern side of the B2102 Framfield Road to the give-way priority junction with the Hospital access.
- Bus stop works on the B2102 comprising the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.
- Where required, installation of improved dropped kerbs and tactile paving where minor roads form give-way priority junctions with the B2102 Framfield Road.
- Cycle parking and electric vehicle charging in accordance with the ESCC Guidance for Parking at New Residential Developments (2017) guidance.
- Integration of Car Club operation and Mini Mobility Hubs within the development.

9.5 The following sub-sections provide a summary of the mitigation package at the heart of MAS, confirming that all listed solutions and interventions not only addresses and can be delivered in advance of any impacts arising from the scale of development proposed but that such works are deliverable within adopted highway and / or land under the control of the applicants.

Travel Plan Interventions / Smarter Choices

9.6 Described in full detail within the Framework Travel Plan (TP) that accompanies the TA, Table 9.1 provides a summary of the identified Travel Plan interventions that are aimed at improving smarter travel choices and reducing the need to travel.

Table 9.1 Summary of Travel Plan Interventions / Smarter Choices

Intervention	Timescale for Delivery
Super-fast broadband connectivity to all dwellings	From 1st occupation
Appointment of Travel Plan Coordinator & ongoing financial support to deliver measures / monitoring fees	Prior to 1st occupation and maintained for a minimum period of 5 yrs.
Distribution of Travel Information Packs around residences throughout the Site	From 1st occupation
Establishment of Community web resource, car sharing & cycle forums and personalised travel planning tools	From 1st occupation
Delivery of internal active travel infrastructure incl. shared footway / cycleways, Mini Mobility Hub, Cycle Hire Hub & cycle parking	From 1st occupation & phased within development programme

Active Travel Measures

9.7 Described in full detail within the Active Travel Audit (ATA) that is attached at Appendix 1, the development proposals will provide the following active travel improvements as part of the Section 278 works:

- Continuation of the Site's 3.0-metre shared footway / cycleway along the southern side of the B2102 Framfield Road to the give-way priority junction with the Hospital access.
- Bus stop works on the B2102 comprising the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.
- Where required, installation of improved dropped kerbs and tactile paving where minor roads form give-way priority junctions with the B2102 Framfield Road.

9.8 As previously mentioned, the above improvements are shown on Drawing No. 23138 / ATA / 001 and are consistent with the previous planning application. Following which, the Inspector addressed this matter in paragraphs 49-52 of the decision notice, the Inspector identified that:

- The walk / cycle into Uckfield is improved by the proposed direct pedestrian / cycle link onto the B2102 Bird In Eye Hill / Framfield Road in the north-west corner of the Site.
- The proposed pedestrian / cycle link provides direct access to bus stops with regular bus services to Uckfield and other nearby.

9.9 Based on the above, the Inspector noted in paragraph 52 of the decision notice that *"…the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes in line with the Framework para. 105."*

9.10 The ATA also identified a number of additional improvements, which would further strengthen the existing active travel provision in the vicinity of the Site. These additional improvements aligned with the findings of Uckfield's LCWIP (2018). As such, the ATA proposed that an appropriately scaled proportion of the additional improvements are incorporated within the Section 106 Heads of Terms as a contribution to the wider LCWIP.

Car Club

9.11 As detailed in the TP, the development proposals will be provided with one EV Car Club vehicle located at the Mini Mobility Hub. The Car Club will operate as a pay-as-you-go system where members have convenient access to vehicles via an on-line booking system. Each member receives a smart card which allows remote entry without the need to pick-up keys.

9.12 The EV Car Club will offer a convenient way to reduce car ownership, increase the proportion of low emission vehicles on the roads, improve air quality, and reduce CO2 emissions. It will also allow people who cannot afford to own and run their own car access to a vehicle. Surveys conducted by operators (CoMoUK Car Club Survey Results; Car Club Annual Report United Kingdom 2021) have evidenced that each Car Club car displaces 20 private cars.

9.13 As demand for the Car Club increases, additional EVs can be added by the operator. The performance of the initial car will be closely monitored, as part of the Travel Plan, to allow for additional EVs to be added, as and when necessary.

B2102 Speed Limit Reduction

9.14 As shown on Drawing No. 23138 / 005, it is proposed that the existing national speed limit on the B2102 Bird In Eye Hill be reduced to 40-mph, circa 235-metres east of the proposed 3-arm roundabout.

9.15 In order to achieve the speed reduction from national to 40-mph, a '*gateway*' feature with high friction surfacing and dragons teeth road markings will be provided on the B2102; the exact location of which will be agreed with ESCC at the Detailed Design stage.

9.16 It is proposed that the 40-mph speed limit will be utilised as a transition zone between the existing national speed limit and the extended 30-mph speed limit. It is proposed that the existing 30-mph speed limit is extended from it's existing location adjacent to the Community Hospital bus stops to circa 120-metres east of the proposed 3-arm roundabout along the B2102 Bird In Eye Hill; a circa 565-metre extension.

9.17 At the transition from 40 to 30-mph, the B2102 will be provided with high friction surfacing and narrowed road markings. Additionally, 30-mph roundels and repeater signage will be provided for the extended section of 30-mph speed limit. Again, the exact location and frequency of which will be agreed with ESCC at the Detailed Design stage.

9.18 The proposed speed limit reduction will enable the appropriate entry visibility splays to be achieved at the proposed 3-arm roundabout in line with DMRB's SSD parameters, as well as providing a safer environment for active travel users utilising the B2102 Bird In Eye Hill.

Highway Mitigation

9.19 From the results of the junction capacity analysis included within Section 8, impacts arising from the development proposals on the Site are not material and therefore no requirement for any additional off-site highway mitigation is required.

9.20 However, as part of the previous planning application, the Inspector acknowledged that agreement was reached with ESCC on a suitable contribution to enable the two High Street signal junctions to be linked using a Microprocessor Optimised Vehicle Actuation (MOVA) system.

9.21 In keeping with the previous proposals, a suitable contribution to enable the MOVA system will be incorporated within the Section 106 Heads of Terms.

10. Summary & Conclusions

10.1 This TA has been prepared on behalf of Croudace Homes Limited to consider the highways and transport matters associated for an outline planning application for the erection of up to 190 dwellings, with associated works, parking, landscaping, publicly accessible open space and SANG provision, with access from the B2102 on the land at Bird In Eye Farm, south of the B2102 Bird In Eye Hill, Uckfield.

10.2 A summary of the findings of this report are as follows:

- The Site was the subject of a previous outline planning application for *"…the erection of up to 290 dwellings, associated landscaping, informal open space and strategic SANG, with access from the B2102"* (Wealden DC Ref. WD/2021/2198/MAO) that was submitted in February 2022 and accompanied by a Transport Assessment and Framework Travel Plan prepared by Bellamy Roberts. After being refused, an Appeal was dismissed with the Inspector identifying highway safety as a concern.
- The Site benefits from being accessible on-foot, by-cycle and by public transport infrastructure and services, which combine to provide a good level of connectivity to a host of local and regional destinations as well as a wide range of amenities likely to cater for the everyday needs of future residents.
- Although there is currently no footway provision along the northern boundary of the Site on the B2102 Bird In Eye Hill until approximately 300-metres west of the current access to Bird In Eye Farm, the Site does benefit from its proximity to many off carriageway paths and PROW that connect to the neighbouring area.
- PIA analysis revealed the majority of the accidents were caused as a result of human error, primarily a failure of car drivers to look properly. Consequently, the layout of the local highway network is not considered to be defective or a contributory factor in the recorded incidents and therefore it is concluded that the development proposals would have no adverse impact on highways safety within the vicinity of the Site.
- The development proposals are supported by a comprehensive Movement & Access Strategy that promotes sustainable development through integration of the Site into the surrounding neighbourhoods.
- The MAS will deliver a '*walkable neighbourhood*' with interconnected street patterns and where the daily needs of people within the area, such as work, play, education and shopping are within walking distance to minimise any reliance on the use of the car.
- The development proposals include a pedestrian / cycle link onto the B2102 Bird In Eye Hill / Framfield Road in the north-west corner of the Site as well as the continuation of the Site's 3.0-metre shared footway / cycleway along the southern side of the B2102 Framfield Road to the give-way priority junction with the Hospital access.
- The development proposals will also enhance bus stop infrastructure on the B2102 Framfield Road, incorporating the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.
- Other off-site enhancements comprise the instillation of improved dropped kerbs and tactile paving where minor roads form give-way junctions with the B2102 Framfield Road. Namely Selby Road, Keld Avenue, Harcourt Road and Alexandra Road.

- The development will be accessed via a proposed roundabout sited midway along the Site frontage to the B2102 Bird In Eye Hill which accords with the standards set out in DMRB CD116 '*Geometric Design of Roundabouts*'.
- The Site access arm of the roundabout is provided with cycle lanes, pedestrian refuge islands, and dropped kerbs / tactile paving. Therefore, enabling the safe crossing of active travel users.
- Car and cycle parking will be provided in accordance with the ESCC's standards and will be considered in greater detail as part of the RM planning application.
- The internal layout is such that refuse collection vehicles will be able to enter, exit, and turn within the Site. Carry distances for operatives and residents will be within recommended distances, as set out in MfS.
- The development proposals, including existing commercial uses, has the potential to generate a total of 1,537 person movements over the course of a typical weekday – of these, 1,188 would comprise vehicle driver trips, 197 by public transport, and 74 by the '*active*' modes of walking and cycling.
- During the weekday AM peak hour period, the development proposals, including existing commercial uses, has the potential to generate a total of 159 total traffic movements, 44 arrivals and 115 departures. Whilst during the weekday PM peak hour period, it could generate a total of 127 total traffic movements, 87 arrivals and 40 departures.
- Junction capacity analysis identified that all identified junctions would operate within capacity during the AM and PM peak periods under the future year of 2029 and that any impact arising from development proposals can be accommodated.
- It was also identified that the development proposals would have a negligible impact on the operational characteristics of the two traffic signal junctions on the High Street, Uckfield. Nonetheless, it is still proposed that a suitable contribution to enable the two High Street junctions to be linked using a MOVA be incorporated within the Section 106 Heads of Terms.
- As part of the Movement & Access Strategy, a mitigation package will be delivered in advance of any impacts arising from the scale of development proposed. Namely, improved active travel infrastructure, speed limit reduction on the B2102, EV Car Club provision, and travel planning promotions to achieve meaningful changes in travel behaviour and an ambitious shift in modal share targets.
- Future residents would be actively encouraged to adopt sustainable travel patterns through the implementation of an TP containing a mixture of '*hard*' infrastructural and '*soft*' information-led measures for various journey purposes, further minimising the impact of the development proposals on the local highway network.

10.3 Based on the findings within this TA and in the context of the guidelines within para. 115 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding road network and therefore planning permission should not be withheld on transport grounds.

Appendix 1

Land at Bird in Eye Farm, South of Bird in Eye Hill, Framfield, Uckfield, TN22 5HA

Active Travel Audit

Prepared on behalf of Croudace Homes Limited

July 2024

Introduction

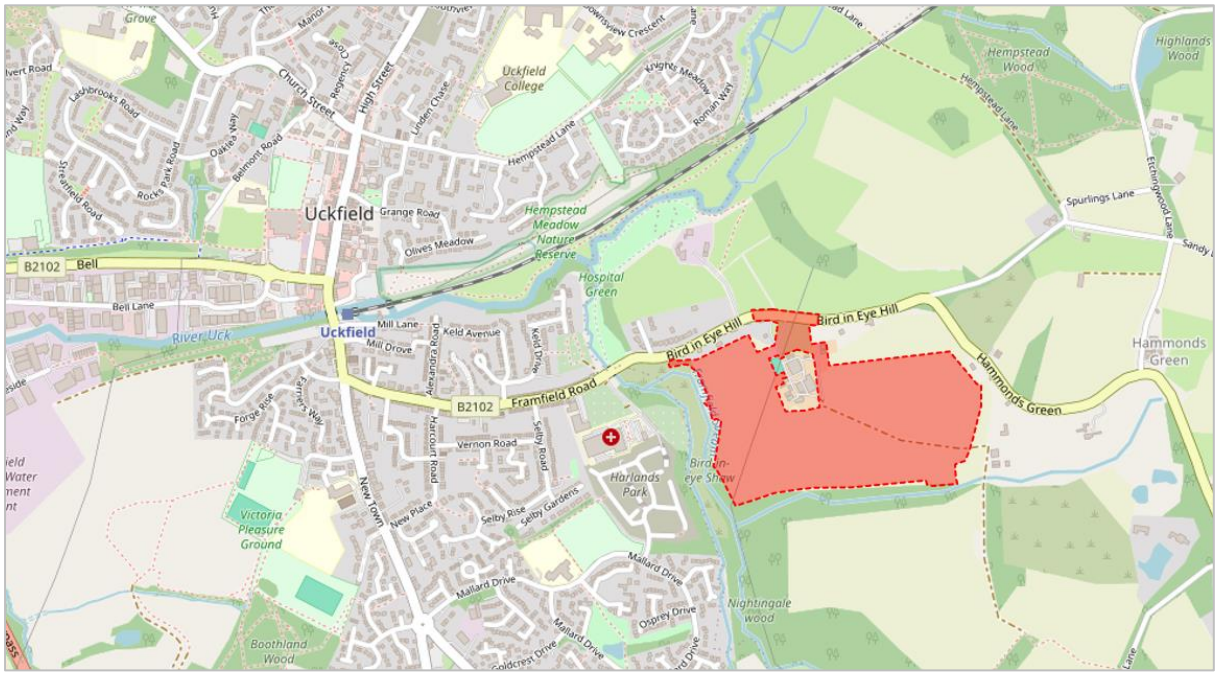
This Active Travel Audit (ATA) has been prepared by Milestone Transport Planning (MTP) on behalf of Croudace Homes Limited (the '*applicant*') in support of a planning application for a residential development on Land at Bird in Eye Farm, South of Bird in Eye Hill, Framfield, Uckfield, TN22 5HA (the '*Site*').

The ATA should be read in conjunction with the Transport Assessment (TA) and Framework Travel Plan (TP) submitted alongside this document.

The Site falls within the administrative boundary of Wealden District Council (WDC) as Planning Authority and East Sussex County Council (ESCC) as Highway Authority.

The Site is located to the south of Bird in Eye Hill, comprises a series of paddocks and extends to approximately 21.5-hectares. The Site is bound by the B2102 Bird in Eye Hill to the north and east as well as areas of ancient woodland to the south and west, the latter running parallel to a tributary of the River Uck. The contextual location of the Site in relation to the local area is shown in Figure 1.

Figure 1 Site Location



Development Proposals

As detailed in the TA, the development proposals will be served by a new 3-arm roundabout on the B2102 Bird In Eye Hill. The roundabout has been designed with cycle slip lanes, dropped kerbs, and tactile paving on the southern arm of the roundabout. These facilities lead into a 2.0-metre footway to the west and a 3.0-metre shared footway / cycleway to the southern-east of the Site access. Therefore, facilitating safe and convenient cycle access to / from the Site.

However, the main pedestrian / cycle access to the Site will be achieved at the Site's north-western corner, where the Site's internal 3.0-metre wide shared footway / cycleway will continue along the southern side of the B2102 Framfield Road. This route would provide users with direct access to the nearest bus stops located on the B2102, as well as providing an safe and convenient connection to the west.

Trip Generation

For context, and as detailed in the TA, the development proposals on the Site will generate approximately 59 active travel trips over a daily period including 8 and 6 in the AM and PM peak hourly periods respectively.

In addition, there will 183 daily trips by public transport including 24 and 18 in the AM and PM peak hourly periods respectively. These will likely involve future end-users walking to nearby bus stop / rail stations.

When combining active travel and public transport trips, there would be circa 32 and 24 trips in the AM and PM peak hourly periods, respectively. As such, the increased demand on active travel infrastructure in vicinity of the Site will be minimal.

In light of the above, the proposed 3.0-metre shared footway / cycleway within the Site and along the southern side of the B2102 Framfield Road is considered appropriate for use. Of note, the proposed shared footway / cycleway complies with Table 6-3 of LTN 1/20 which states a minimum shared width of 3.0-metres for up to 300 pedestrians and 300 cyclists per hour.

Site History

As detailed in the TA, the Site was the subject of a previous outline planning application for "*…the erection of up to 290 dwellings, associated landscaping, informal open space and strategic SANG, with access from the B2102*" (Wealden DC Ref. WD/2021/2198/MAO) that was submitted in February 2022 and accompanied by a Transport Assessment (TA) and Framework Travel Plan (FTP) prepared by Bellamy Roberts.

Prior to the submission of the previous planning application and up to its consideration by the Planning Inspectorate at an Appeal against non-determination under Sec78 (TCPA 1990), Bellamy Roberts engaged with East Sussex County Council (ESCC) on the highways and transport implications of the development proposals. The Appeal was determined on the basis of the access arrangements shown on Bellamy Roberts Plan No. 5330/021/P.

The Appeal (PINS Ref. APP/C1435/W/22/3307820) was considered at a Planning Inquiry in September 2022, the Appeal Decision was issued on 12th October 2023. Within the Appeal Decision, the Inspector provided a positive review of the Site's sustainable and accessible location. However, the Inspector did identify highway safety as a significant harm and, cumulatively with their findings in respect to impacts on ancient woodland, flood risk and heritage, this carried sufficient weight for the Appeal to be dismissed.

It is evident from reviewing the background material from the Appeal and the previous planning application that ESCC had concerns in relation to elements of the off-site active travel infrastructure improvements submitted.

In light of the above, and to further support the planning application, this ATA has been prepared to review existing '*active*' travel (walking and cycling) provision in vicinity of the Site and to identify, where appropriate, opportunities for improvement. The ATA focusses on addressing the following key elements:

- The constrained width of footways on key sections of the B2102 Framfield Road.
- The requirement / demand, or otherwise for additional formal crossing facilities and where these are best suited to align with key movement corridors.
- The reorganisation of the overall corridor to give priority to pedestrians and cyclists whilst maintaining two-way movement of vehicles and on-street parking demand.
- Where on-street parking demand is focussed and the benefits or otherwise of formalising parking bays, adding or removing parking restrictions and other enforcement measures.
- Exploring opportunities / feasibility to direct active travel users along quieter routes to connect to the town centre, e.g., Keld Avenue, Alexandra Road and Mill Drove.

However, is should be noted that in paragraph 52 of the decision notice the Inspector stated that "*…the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes in line with the Framework para. 105.*"

East Sussex Cycling and Walking Strategy – Uckfield LCWIP (June 2018)

Prior to undertaking a review of the existing active travel infrastructure in vicinity of the Site, it should be worth noting the key details of the East Sussex Cycling and Walking Strategy in Uckfield.

Sustrans was commissioned by ESCC in March 2017 to support the development of a countrywide Cycling and Walking Strategy. It aims to "*…identify new and improved walking and cycling routes and infrastructure that align with key County Council policies…*".

Sustrans identified "*…a number of town-wide barriers current limit the potential for local cycling and walking trips. These include:*

- *Major roads cause severance to walking and cycling journeys due to low number of safe, comfortable crossing points. This especially challenging in Uckfield High Street.*
- *Lack of dedicated cycling and walking infrastructure outside, and linking to schools and local amenities, such as the leisure centre and train station.*
- *Limited signage for cycling and walking trips.*
- *Poor quality of footways alongside major roads, and surfacing of traffic free paths.*
- *Constrained road space on major roads through town to accommodate cycling and walking facilities."*

As such, a number of route specific recommendations were identified. Those relating to this ATA's study area are detailed below.

Framfield Road

Regarding the B2102 Framfield Road, it was noted that "*cyclists are required to mix high levels of traffic (between 5,000 and 10,000 per day), with no traffic calming or separated facility*". Additionally, it was detailed that footways are narrow at points with a lack of pedestrian crossings.

The following three options for the B2102 Framfield Road were recommended by Sustrans:

- *"Option 1: Remove on-street parking and install 3m wide shared use path on one side of road*
- *Option 2: Install traffic calming and remove centre line along length of road to reduce speed of vehicles.*
- *Option 3: Consider banned movements / closure on Uckfield High Street.*
- *Install continuous footways over side junctions."*

Additional improvements included installing continuous footways over side junctions, widening footways to 2.0-metres were appropriate, and improving crossing facilities.

Finally, at the B2102 Framfield Road / New Town / Bridge Farm Road signalised junction, to reduce the need for cyclists to mix with high levels of traffic, the LCWIP recommends the installation of advance cycle signals on junction arms; enabling cyclists to make movements before vehicles.

New Town / High Street

A number of barriers to walking and cycling were highlighted along the stretch of New Town / High Street between the station and the Hempstead Road junction. It was recommended by Sustrans that the installation of continuous footways on all side junctions, more frequent crossing facilities, cycle lanes through the Town Centre and traffic calming along the length of High Street to reduce traffic speeds would improve the pedestrian and cycling infrastructure. Continuous footways on all side junctions of the High Street were also suggested.

Of note, it was recommended to reconfigure the space outside the station to improve pedestrian access – potentially by installing a new zebra crossing outside the station entrance.

Bellfarm Road to Bell Lane

Bellfarm Road / Bell Lane were identified as a direct link from Uckfield High Street to local employment sites.

Suggested improvements to Bell Lane include a shared use path on the northern footway, reducing the need for cyclists to mix with HGV traffic and the installation of continuous crossings.

Segregated cycle facilities were also highlighted as a recommendation on Bellfarm Lane as well as raised pedestrian crossings on the side roads. At the roundabout junction between the two roads, recommendations were made for a shared use path around the roundabout with the addition of crossings on all arms reducing risk of collision.

Lime Tree Avenue

Lime Tree Avenue is a traffic-free path between Hempstead Lane and Downsview Crescent which provides access to the leisure centre as well as Uckfield College and Manor Primary School. To improve safety for pedestrians and cyclists it has been recommended to install lighting for the duration of the path. Additionally to improve comfort it was identified it would be useful to resurface the path and widen the access at Lime Close.

Southview Drive / Downsview Crescent

In the vicinity of the School / leisure centre, the LCWIP stated that "*cyclists and pedestrians accessing the schools are required to mix with traffic travelling at 30mph, with no traffic calming, either travelling along or crossing the road.*" It has therefore been recommended to install new zebra crossing facilities to allow safe and convenient access to the schools.

Additionally, a point has been made to resurface and widen path at the access to Lime Close as the footway narrows to an almost unwalkable width.

A similar recommendation for a zebra crossing was made for the crossing facilities adjacent to Harlands Community Primary School & Nursery to enable pedestrians to cross safely.

Summary

Page 30 of the LCWIP details a table summarising all the recommended interventions with a priority and a high-level cost.

The LCWIP provided no indication of how ESCC will deliver the recommended improvements.

Active Travel Audit

Scope & Methodology

Within this ATA, due regard is given to Department for Transport's (DfT) Local Transport Note (LTN) 1/20 '*Cycle Infrastructure Design*' (2020), as well as the DfT's '*Local Cycling and Walking Infrastructure Plans*' (2017) and the more recent Active Travel England (ATE) Route Check Tool (RCT) and the ATE Route Check Tool User Manual (2024).

ATE recently released both a route and area check tools, which allow developers to *"assess the quality of active travel designs for active travel interventions and schemes"*. The RCT, as utilised in this ATA, allows for the assessment and scoring of streets or paths against both qualitative and quantitative indicators such as *"safety, accessibility, comfort, directness, attractiveness and cohesion"*. The RCT additionally accounts for user experience, where LTN 1.20 and the DfT's tools fail to account for this.

The ATA methodology comprised a Site visit, undertaken on 12th June 2024, during which a photographic survey of the routes detailed below were benchmarked against DfT's '*Cycling Level of Service Tool (CLoS)*' within Appendix A of LTN 1/20, and more importantly ATE's RCT. The RCT is then used to identify strengths and weaknesses of the existing active travel provision, and therefore recommendations on what can be improved.

ATE's RCT utilises a simple scoring assessment which see routes scored across ten metrics, these are:

- Safety;
- Accessibility;
- Comfort;
- Directness;
- Attractiveness;
- Cohesion;
- Social activity;
- Personal security;
- Character and legibility;
- Environment.

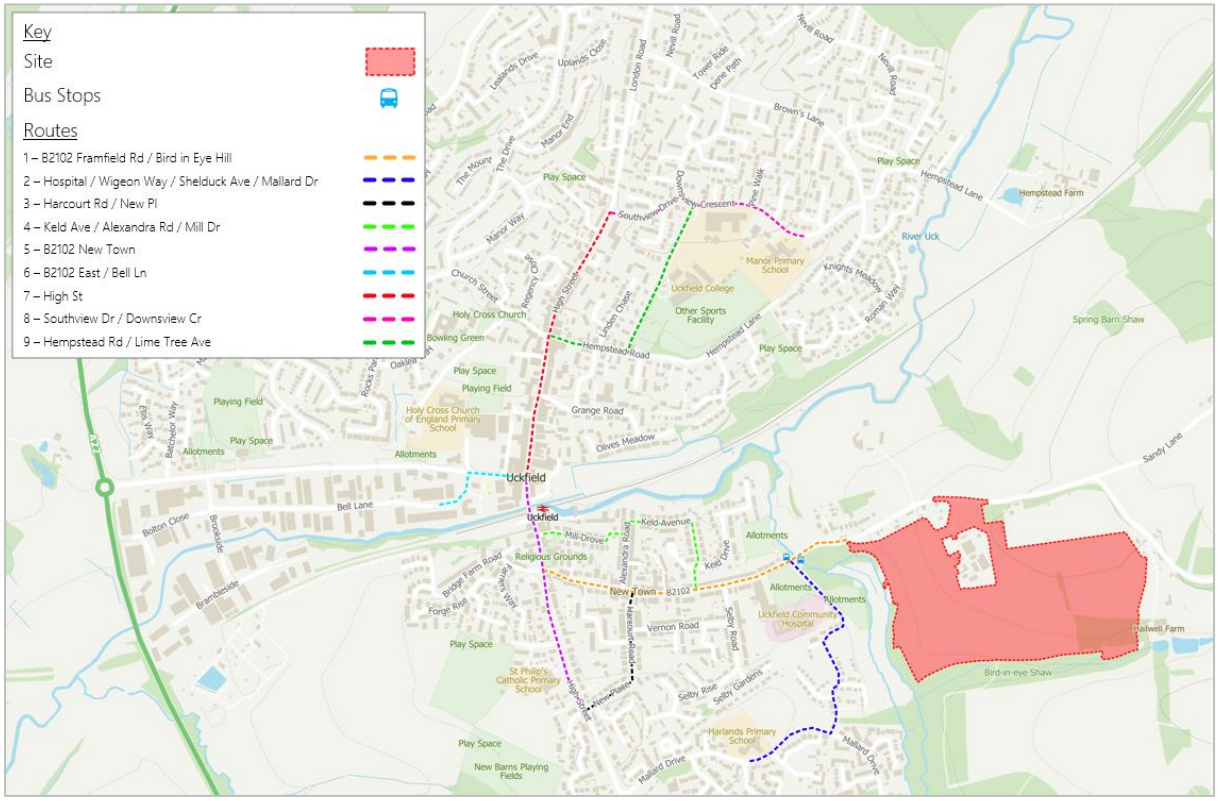
As ATE state *"the main goal is not to pass or fail schemes. Rather, its primary purpose is to remind designers of key active travel policies, promote best practice and prompt discussions about design solutions"*.

Figure 2 reveals that the study area for the ATA includes key desire lines for pedestrians and cyclists to / from the Site, Uckfield Town Centre, nearby Schools, Uckfield rail station, and to the Site's nearest bus stops. The scope of the ATA included the following 9 key routes:

- Route 1 – B2102 Framfield Road: Extending circa 800-metres west from where Site's proposed pedestrian / cycle link to the signalised junction with New Town / Bridge Farn Road. This route provides access to a number of local amenities along the B2102.
- Route 2 – Hospital access / Wigeon Way / Shelduck Avenue / Mallard Drive: Providing access from Bird in Eye Hill to Uckfield Hospital and Harlands Community Primary School & Nursery.
- Route 3 – Harcourt Road / New Place: An alternative access route providing direct connection to either New Town or B2102 Framfield Road.
- Route 4 – Keld Avenue / Alexandra Road / Mill Drove: Providing an alternative route from B2102 Framfield Road to New Town near Uckfield rail station.
- Route 5 – New Town / B2102: Extending circa 600-metres north from New Place up to the signalised junction between B2102 / High Street, including Uckfield rail station and the 4-arm signalised junction between B2012 Framfield / New Town / Bridge Farm Road.
- Route 6 – B2102 East / Bell Lane: An access route from the High Street to a well-established commercial / employment area as well as Uckfield bus station.

  Route 7 – High Street: Extending circa 740-metres north from the 3-arm signalised junction between B2102 / High Street to the priority give-way junction with Southview Drive. This route provides access to a range of amenities main Uckfield High Street, which also forms part of the route towards Uckfield College.
- Route 8 – Southview Drive / Downsview Crescent: This route provides access to Uckfield College, Manor Twiglets Nursery, Manor Primary School.
- Route 9 – Hempstead Road / Lime Tree Avenue: Providing an alternative route from the High Street to Uckfield College via Uckfield Leisure Centre.

Figure 2 ATA Study Area



The following section of the report provides a summary of the existing active travel infrastructure provision along each of the 9 key routes and benchmarks the routes against the ATE RCT, where appropriate, identifying opportunities for improvement.

The ATA concludes that the majority of routes are deemed safe and accessible, and consequently, the routes are suitable for the majority of active travel users.

Route 1 – B2102 Framfield Road / Bird in Eye Hill

Route 1, as shown at Figure 3, comprised a circa 700-metre section of the B2102 extending from the north-west corner of the Site to the signalised junction with New Town / Bridge Farm Road (to the west). Route 1 would connect the Site with Uckfield High Street and local amenities to the west.

As existing there is no active travel infrastructure east of Route 1 on the B2102 Bird In Eye Hill. As part of the development proposals, a 3.0-metre wide shared footway / cycleway will connect the Site to the existing infrastructure on the southern side of the Bird In Eye Hill. This route would provide users with direct access to the nearest bus stops located on the B2102, as well as providing an onward connection to the west.

Continuing west, the B2102 Framfield Road is provided with lit, continuous footways of circa 1.5 to 2.0-metres on either side of the carriageway.

Image 1.1 reveals the southern footway on the B2102 Bird In Eye Hill commences circa 30-metres east of the hospital access. Whilst Image 1.2 reveals pedestrians benefit from an uncontrolled crossing with dropped kerbs and tactile paving across the hospital access.

Immediately west of the hospital access, an uncontrolled crossing point is provided across the B2102, with dropped kerbs and tactile paving, facilitating pedestrian access to the northern footway on the B2102.

Continuing west, the footway on the southern side experienced a slight incline for circa 100-metres, matching the gradient of the main carriageway. Whilst the northern footway experienced a steeper incline over the course of 30-metres prior to matching the main carriageways gradient, as shown on Image 1.4.

Of note, for approximately 120-metres after the incline the northern footway remained at a higher level than the main carriageway and is separated by a double height kerb.

Images 1.6 & 1.7 reveals that although dropped kerbs were provided at the B2102 Framfield Road / Harcourt Road and B2102 Framfield Road / Alexandra Road junctions, no tactile paving is present.

At the western extent of the B2102 Framfield Road both footways experience a gradual decline in gradient towards the signalised between B2012 Framfield / New Town / Bridge Farm Road. Of note, the footways in this section are of limited width on the southern side, as shown in Image 1.8.

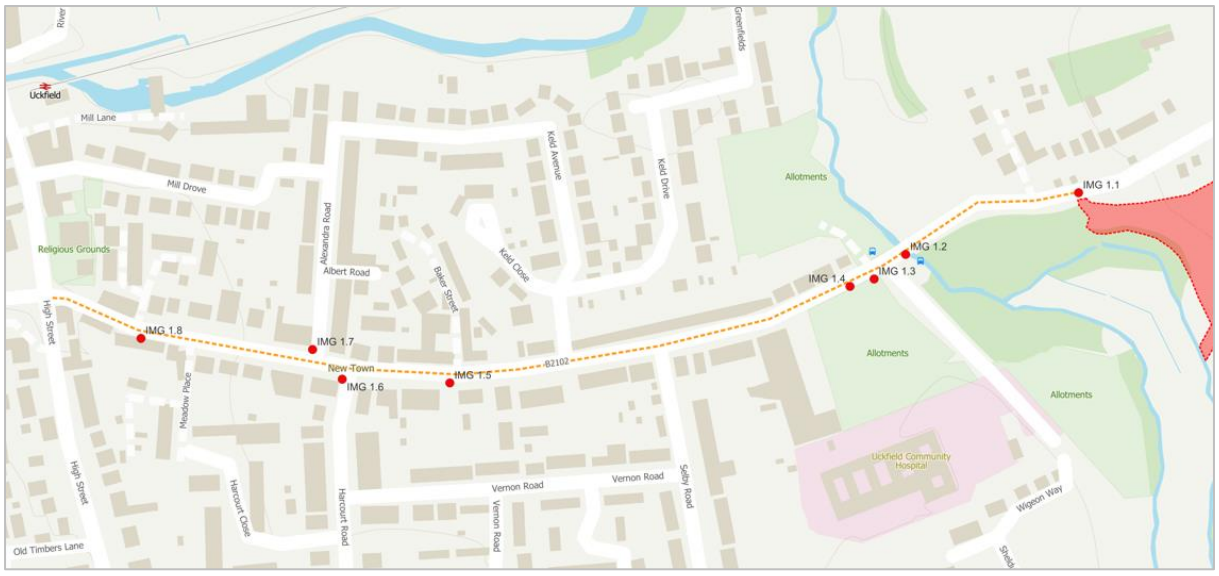
An all red pedestrian phase is provided at the signalised junction between the B2102 / New Town / Bridge Farm Road, enabling pedestrians to safely navigate desire lines separate to vehicular traffic. Typical wait time is circa <60-seconds, with ample green time to safely cross.

Cyclists benefit from ASLs at the B2102 New Town and New Town arms of the signalised junctions, increasing cyclist permeability for north-south movements. No ASL is provided on the B2102 Framfield Road.

The route is sufficiently lit throughout as well as being overlooked by residential dwellings which improved the perceived security. Two formal bus stops were positioned in the vicinity of the hospital access with signposting and designated road markings, as shown in Image 1.3. However, the bus stops lacked real time service information and shelter. Parked cars were also observed throughout the route on both sides of the road, however it was noted that this did not severely impede vehicular flow along the route.

With regards to the LTN 1/20, Route 1 is considered direct and easy to navigate for cyclists. However, the volume of traffic and lack of segregation may deter some users.

Figure 3 Route 1 – Existing Active Travel Network



IMG 1.1

Start / finish point of proposed pedestrian provision on B2102 Bird in Eye Hill.

IMG 1.2

Suitable pedestrian provision at Hospital access / B2102 junction.

IMG 1.3

Available bus stop infrastructure, including road markings and flagpole.

IMG 1.4

Steep gradient on the northern footway, impeding accessibility.

Example of footway quality on B2102 Framfield Road.

Informal crossing available on B2102 Framfield Road / Harcourt Road junction.

Informal crossing available on B2102 Framfield Road / Alexandra Road.

Footway condition on B2102 Framfield Road.

ATE Route Check Tool & Potential Improvements

Figures 4 and 5 reveal Route 1 is considered direct and experiences high levels of personal security. The Overall Street Level of Service was 32% whilst the Overall Street Placemaking Score was 50%.

Figure 4 ATE Street Level of Service Output

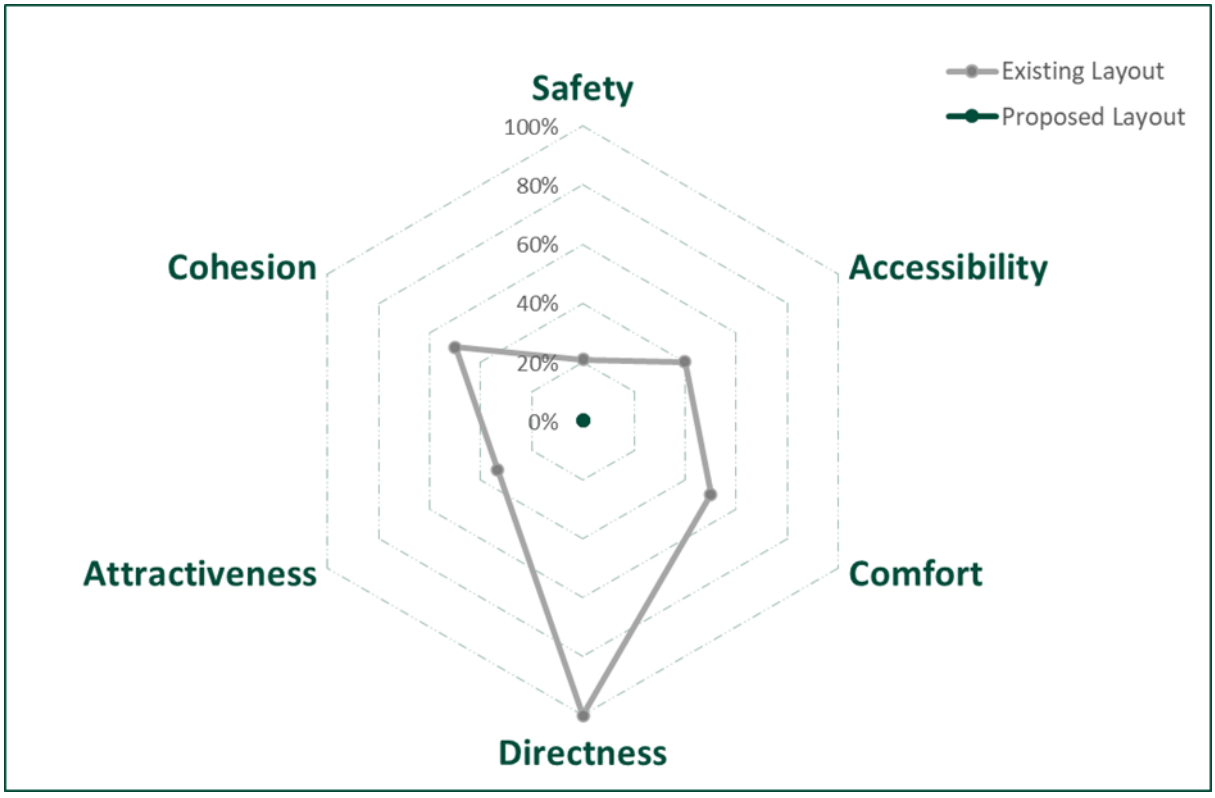
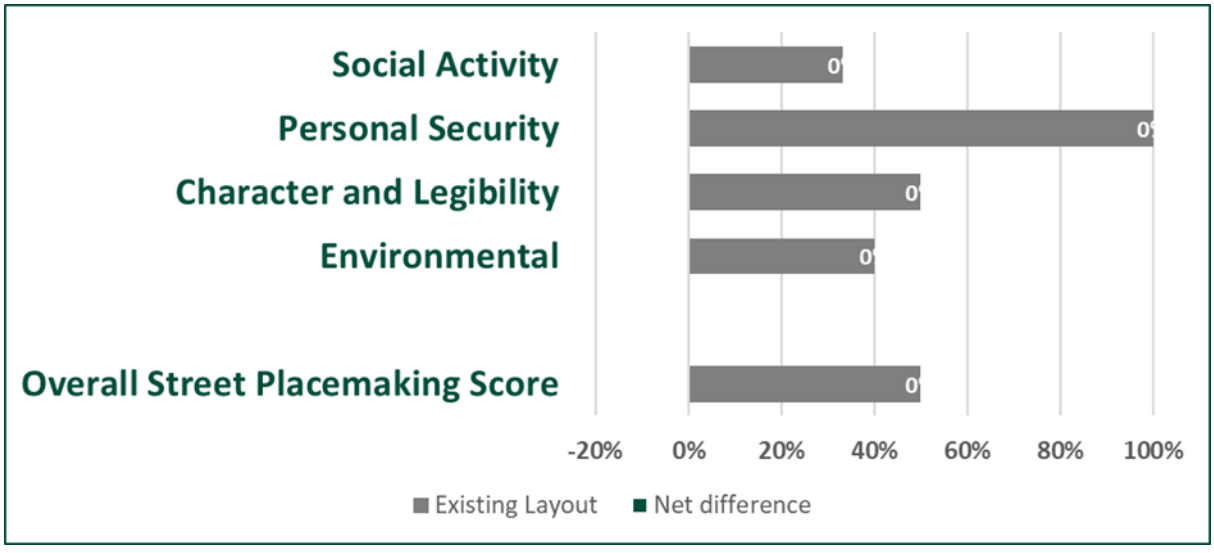


Figure 5 ATE Street Placemaking Output



To increase the attractiveness, social activity, accessibility and safety of the route, potential improvements for consideration could include:

- Improvements to '*Community Hospital*' bus stop, providing shelter with seating and real time passenger information;
- Installation of ASL and cycle lanes on approach where possible on all arms of the B2102 / New Town / Bridge Farm Road junction; and
- Installation of improved dropped kerbs and tactile paving where minor roads form give-way priority junctions with the B2102 Framfield Road.

Regarding installation of the ASLs, the existing junction inversibility zone at the B2102 Framfield Road / New Town / Bridge Farm Road signalised junction is already below standard. The installation of ASLs on the B2102 Framfield Road arm would worsen this and as such this improvement is not considered deliverable.

The remaining improvements highlighted above are considered appropriate and will be addressed below.

Of note, within the Uckfield LCWIP (2018), the following three options for the B2102 Framfield Road were recommended by Sustrans:

- *"Option 1: Remove on-street parking and install 3m wide shared use path on one side of road*
- *Option 2: Install traffic calming and remove centre line along length of road to reduce speed of vehicles.*
- *Option 3: Consider banned movements / closure on Uckfield High Street."*

Regarding Option 1, when accounting for the existing constraints along the B2102 Framfield Road, the installation of a 3.0-metre wide shared footway / cycleway would require significant reorganisation of the overall corridor.

Within the TA, analysis of the parking *'stress'* survey along the B2102 Framfield Road reveals spare parking capacity. As such, on-street parking could be consolidated / formalised in order to facilitate further active travel infrastructure improvements. This approach was taken as part of the previous planning application, where the applicant proposed consolidating areas of on-street parking to provide for traffic calming measures (i.e. Option 2) and improved crossing facilities.

However, within the Proof of Evidence on Behalf of ESCC (August 2023), Paragraph 4.21 stated that "*…ESCC could not support the parking proposals which did not appear to address pedestrian or cycle needs and would be dependent on public acceptability and consultation and the making of Traffic Regulation Orders*".

In light of the above, and given that the development proposals would result in minimal increased demand on the active travel infrastructure along the B2102 Framfield Road, the above three options recommended by Sustrans are deemed to be unjustifiable in relation to the scale of development proposed. Nonetheless, the benefits of these options are noted and ESCC, WDC, and Uckfield Town Council (UTC) should carefully consider these options in the future.

Instead the development proposals will aim to provide appropriate and deliverable improvements to Route 1. As shown on Drawing No. 23138 / ATA / 001 Rev A (attached at Annex A), these improvements will include:

- Continuation of the Site's 3.0-metre shared footway / cycleway along the southern side of the B2102 Framfield Road to the give-way priority junction with the Hospital access.

- Bus stop works on the B2102 comprising the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.
- Where required, installation of improved dropped kerbs and tactile paving where minor roads form give-way priority junctions with the B2102 Framfield Road.

These improvements will be delivered as part of the development proposals Section 278 works and would aid in strengthening the existing active travel provision along the B2102 Framfield Road.

The above improvements are consistent with the previous planning application. Following which, the Inspector addressed this matter in paragraphs 49-52 of the decision notice, the Inspector identified that:

- The walk / cycle into Uckfield is improved by the proposed direct pedestrian / cycle link onto the B2102 Bird in Eye Hill / Framfield Road in the north-west corner of the Site.
- The proposed pedestrian / cycle link provides direct access to bus stops with regular bus services to Uckfield and other nearby.

Based on the above, the Inspector noted in paragraph 52 of the decision notice that *"…the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes in line with the Framework para. 105."*

Route 2 – Hospital access / Wigeon Way / Shelduck Avenue / Mallard Drive

Route 2, as shown at Figure 6, would provide end-users access to Uckfield Hospital and Harlands Community Primary School & Nursery via the Charles Church development to the south of Uckfield Hospital.

The hospital access benefits from a dropped kerb crossing with tactile paving at the give-way priority junction with the B2102 Framfield Road. A singular footway extends south along the west of the carriageway, with the eastern footway terminating circa 30-metres south from the aforementioned junction. Dropped kerb crossings with tactile paving are available where required and cater to pedestrian desire lines. Imagine 2.1 reveals vehicle speed is signposted as 10-mph making an environment more conducive for walking and cycling.

The footway continues into the Charles Church development, footways are available on either side of the carriageway and benefit from a width of circa 2.0-metres. Image 2.2 reveals the footways are of good quality and level throughout. Dropped kerb crossings with tactile paving are available where required and cater to pedestrian desire lines.

Footways continue onto Mallard Drive, it was noted that at the priority junction with Shelduck Avenue, tactile paving is missing which could be dangerous and reduce accessibility for some users, as shown in Image 2.3.

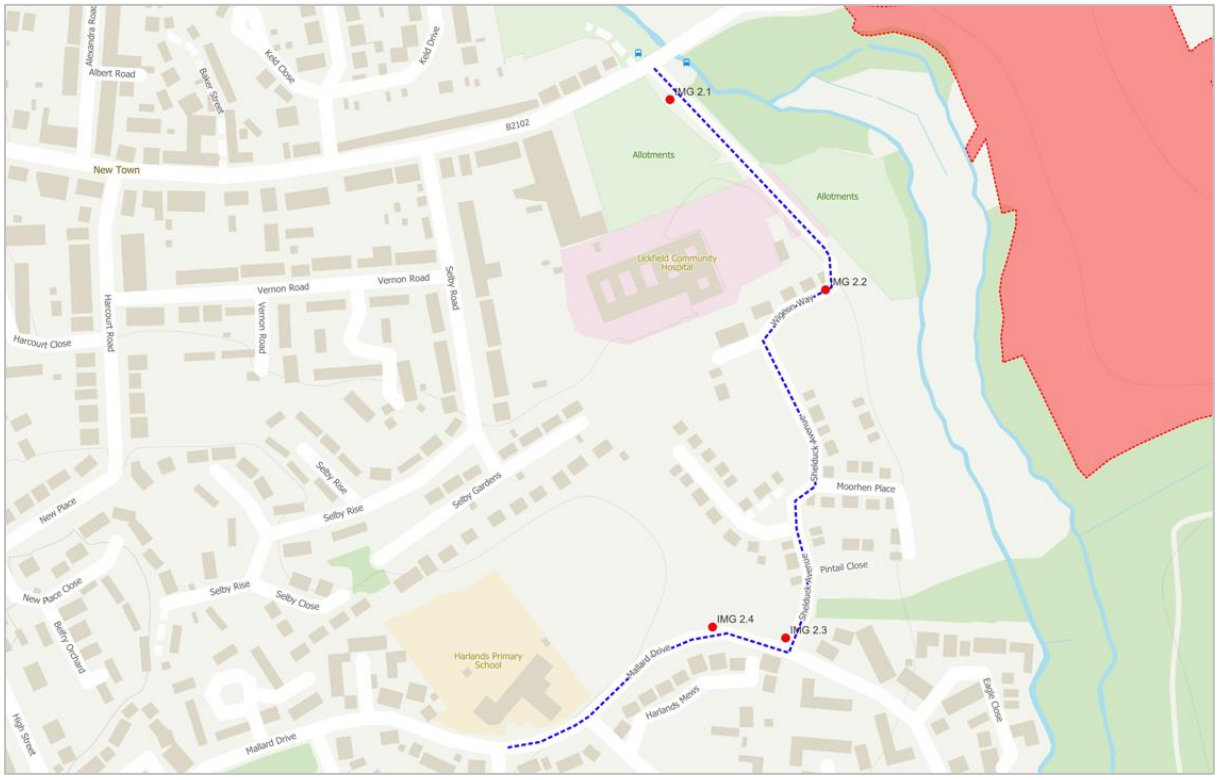
Mallard Drive benefits from continuous footways and suitable street lighting on both sides of the carriageway. Traffic calming measures are positioned throughout owning to the vicinity of Harlands Community Primary School & Nursery, as shown in Image 2.4.

It was observed Route 2 is overlooked throughout the majority of its extent, creating a secure environment.

No cycling infrastructure is available along the route. However, the observed road widths, low posted speed limits, and low traffic flows create an environment conducive for cyclists.

The route was deemed accessible and comfortable, with areas for social activity throughout enhancing the feel of the route. Pedestrian / cycle usage was observed. Overall, present facilities are deemed appropriate and sufficient.

Figure 6 Route 2 – Existing Active Travel Network



Low vehicle speeds on the Hospital access creates an environment more conducive for walking / cycling.

Example of high quality pedestrian infrastructure available.

IMG 2.3

Missing tactile paving / poor design which could impede some users access.

IMG 2.4

Speed management measures on Mallard Drive, creating an environment more conducive for walking / cycling.

ATE Route Check Tool & Potential Improvements

Figures 7 and 8 reveal Route 2 is considered accessible and comfortable. The Overall Street Level of Service was 57% whilst the Overall Street Placemaking Score was 77%.

To increase the consistency and safety of the route, potential improvements for consideration could include:

- Installation of additional tactile paving where missing at Mallard Drive / Shelduck Avenue priority junction; and
- Reduction to a 20-mph speed limit on Mallard Drive.

Figure 7 ATE Street Level of Service Output

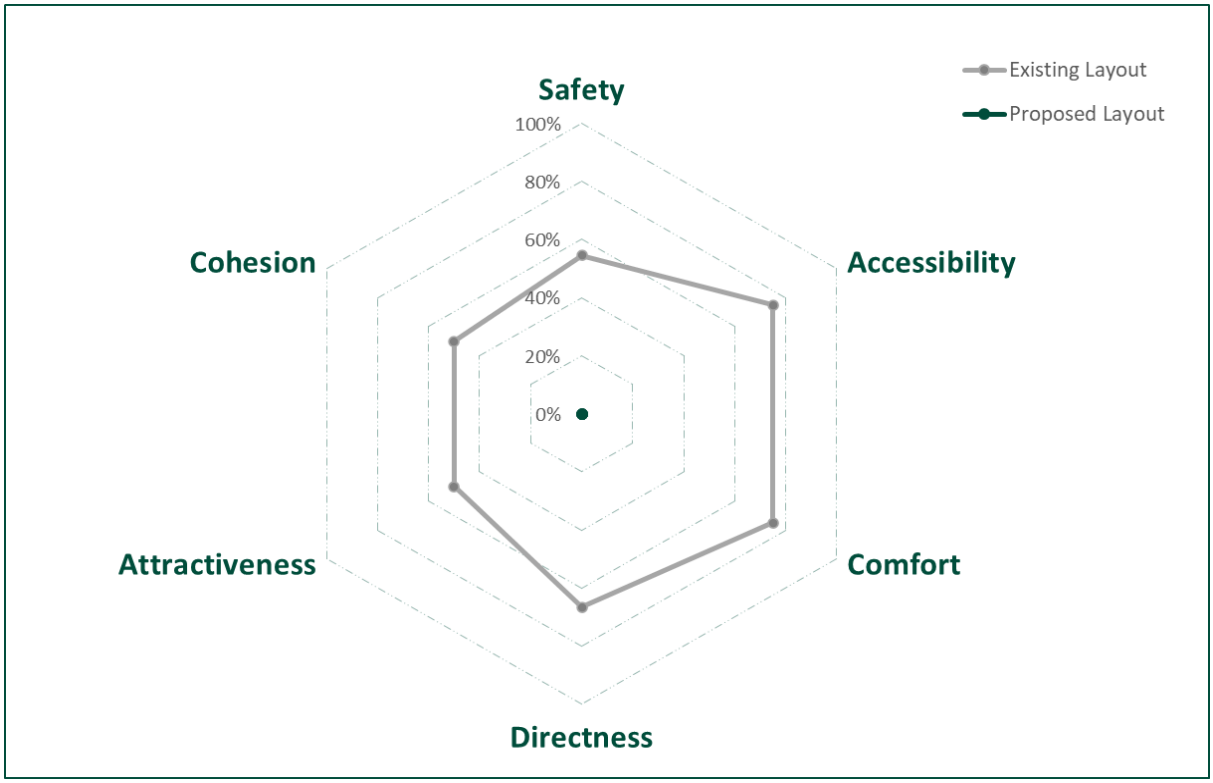
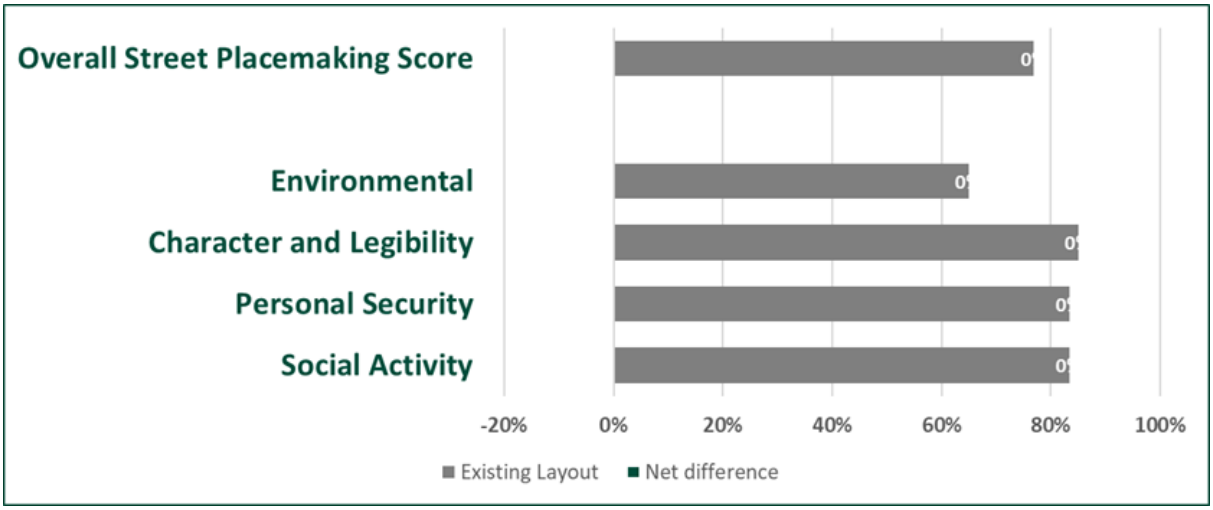


Figure 8 ATE Street Placemaking Output



Route 3 – Harcourt Road / New Place

Route 3 as shown in Figure 9, comprises the entirety of Harcourt Road and New Place, a circa 370-metre section of residential streets providing an alternative route to New Town and local amenities in south Uckfield, avoiding the signalised junction at New Town / B2102 / Bridge Farm Road.

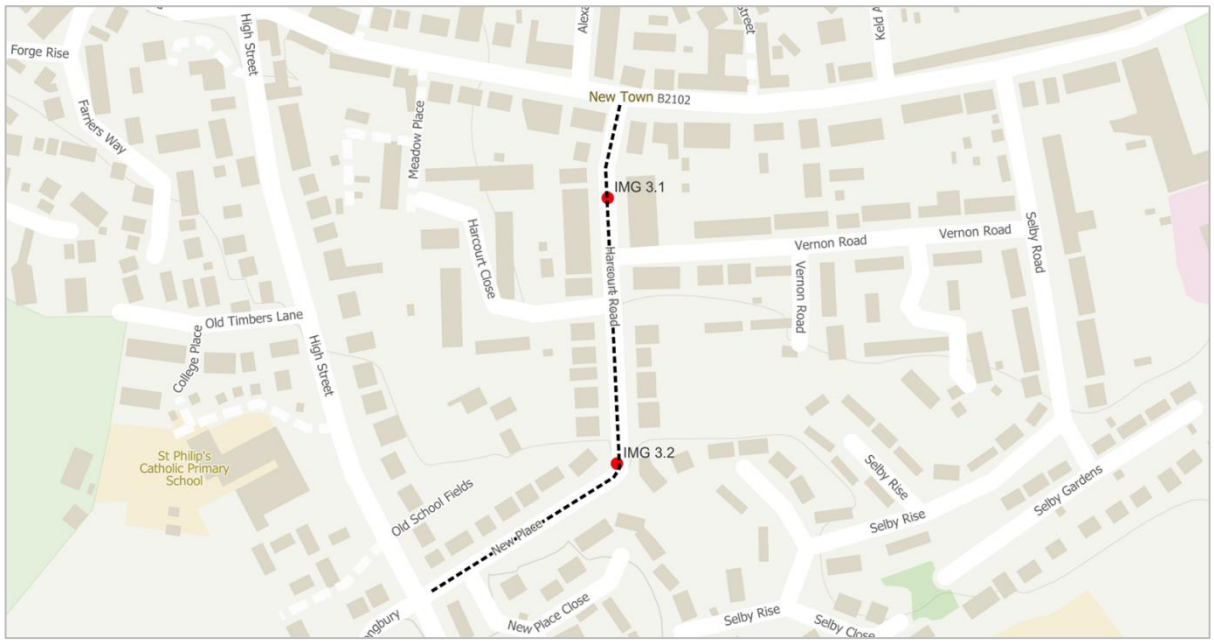
As shown in Image 3.1, Harcourt Road is provided with circa 2.5-metre lit, continuous footways on both sides of the carriageway. Dropped kerb crossings are available where required and cater to pedestrian desire lines.

Owing to the residential nature of the route it benefits from being overlooked which improves the safety of the route.

Imagine 3.2 reveals that the route experienced a steep incline / decline that could impede some active travel users.

Although no dedicated cycle infrastructure is present, cyclists were observed utilising the route which suggests that it is still accessible. Additionally, the low traffic volumes / speeds observed are conducive to cycling. As such, the current mixed traffic arrangement complies with Figure 4.1 of LTN 1/20.

Figure 9 Route 3 – Existing Active Travel Network



IMG 3.1

IMG 3.2

Wide footways, circa 2.5-metres in width present on both sides of the carriageway. Steep incline / decline present on Harcourt Road.

ATE Route Check Tool & Potential Improvements

Figures 10 and 11 reveal Route 3 is considered direct, comfortable and experiences good character and legibility. The Overall Street Level of Service was 54% whilst the Overall Street Placemaking Score was 67%.

Overall, no improvements are proposed along this route as the existing facilities are deemed appropriate for current and future demand. Route 3 was not assessed within the Uckfield LCWIP (2018).

Figure 10 ATE Street Level of Service Output

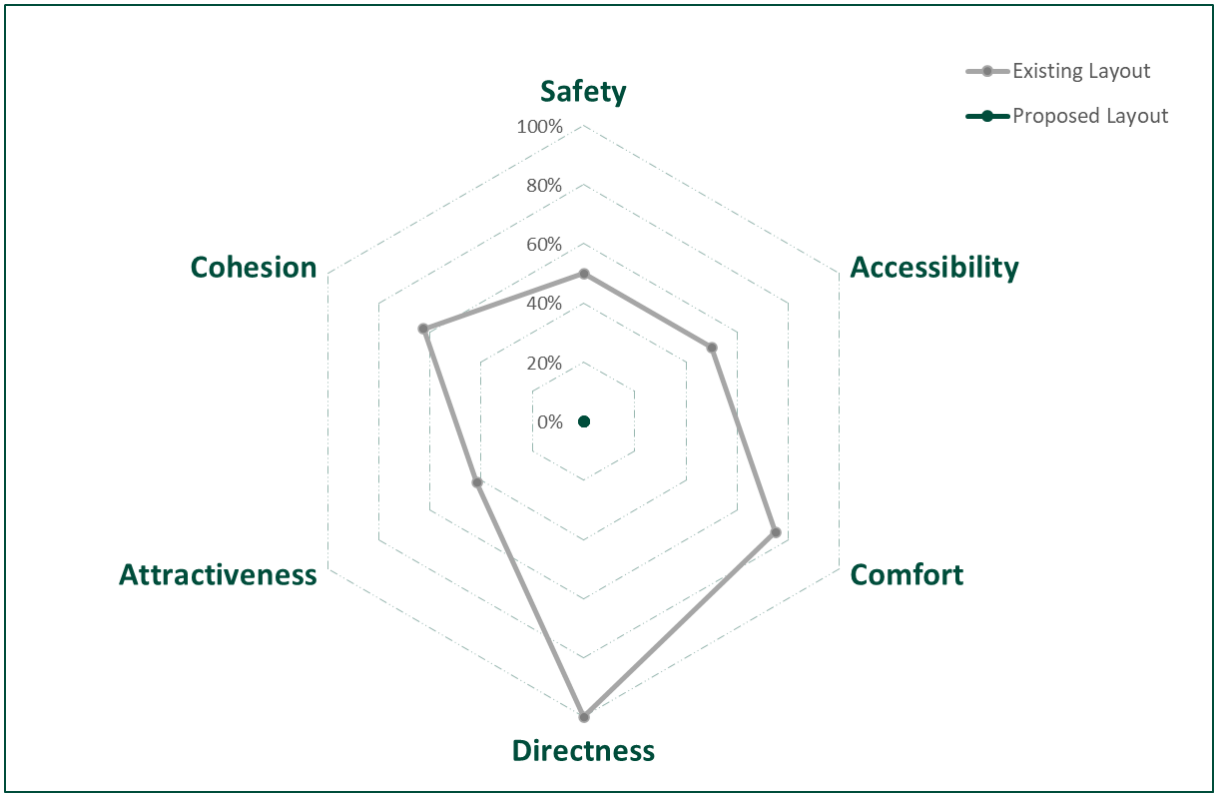
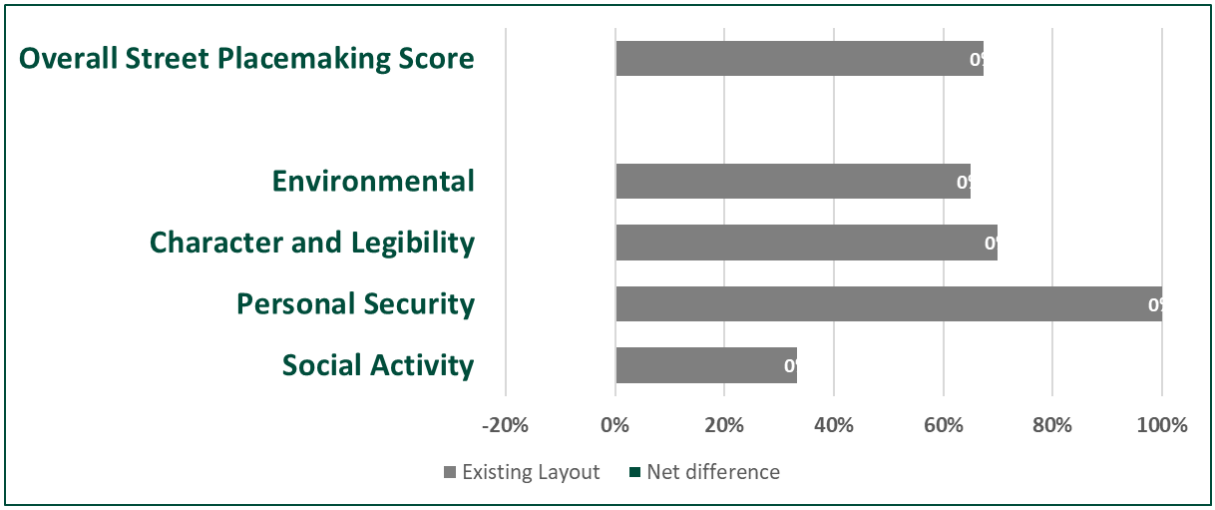


Figure 11 ATE Street Placemaking Output



Route 4 – Keld Avenue / Alexandra Road / Mill Drove

Route 4, as shown at Figure 12, offers an alternative route to Uckfield rail station from the B2102 Framfield Road that would benefit active travel users who wish to avoid the signalised junction between B2102 / New Town / Bridge Farm Road.

The route is provided with continuously lit footways along either side of the carriageway. Where required dropped kerbs are present.

In some places it was observed that vegetation was overgrown which reduced the width of the footway and potential permeability of the route, as shown in Image 4.1. However this was not deemed a critical issue in reference to the ATE RCT, owing to the volume of observed vehicles / pedestrian users, as well as the fact that footway width is predominantly of circa 2.0-metres, as shown in Image 4.2.

Tactile paving is available at the uncontrolled junction between Mill Drove / B2102 New Town. The route is overlooked throughout and the character is of a residential nature.

Although this route is potentially indirect when compare to Route 1, it provides a lighter traffic route. In terms of cycling, LTN 1/20 would suggest the route is coherent, although experiences frequent kerbside activity.

Figure 12 Route 4 – Existing Active Travel Network

Footways present on Keld Avenue with evidence of overgrown vegetation limiting footway width in places.

Wide footways present on Mill Drove.

ATE Route Check Tool & Potential Improvements

Figures 13 and 14 reveal Route 4 is considered comfortable and experiences good personal security. The Overall Street Level of Service was 56% whilst the Overall Street Placemaking Score was 65%.

Overall, no improvements are proposed along this route as the existing facilities are deemed appropriate for current and future demand. Route 4 was not assessed within the Uckfield LCWIP (2018).

Figure 13 Route 4 ATE Street Level of Service Output

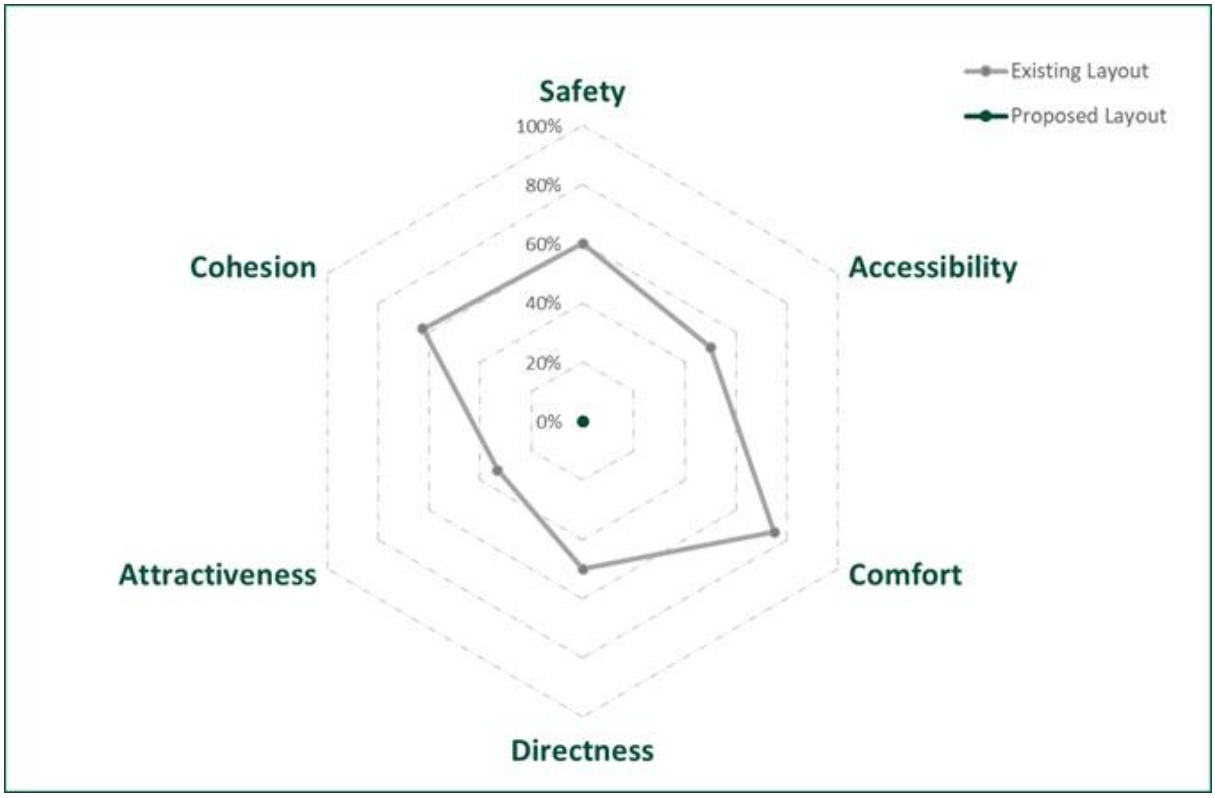
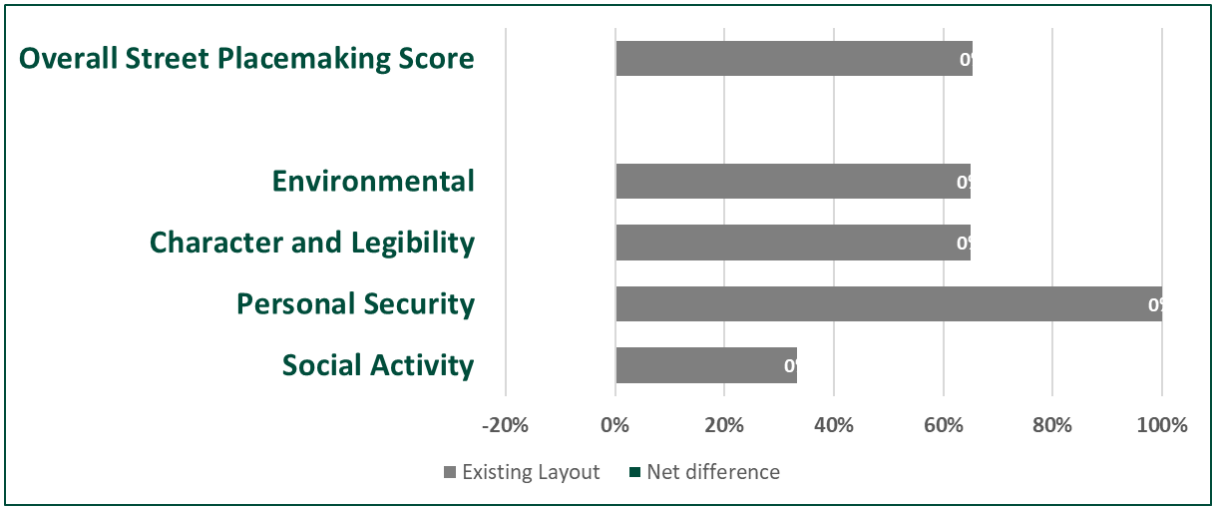


Figure 14 Route 4 ATE Street Placemaking Output



Route 5 – B2102 New Town

Route 5, as shown at Figure 15, comprises a circa 600-metre section of B2102 / New Town, providing a link south to St Phillips Catholic Primary School or north to Uckfield rail station. The route is overlooked throughout. Signage on the route is poor, however the route is deemed legible and coherent enough that this did not hinder wayfinding. Bus stops benefit from signposts and QR code timetable information.

Owing to the route being a direct link into Uckfield Town Centre the route benefits from suitable pedestrian infrastructure. Continuous, lit footways are available on either side of the carriageway and benefit from a width of circa 2.0 to 2.5-metres, as shown in Image 5.2. Facilities for rest and shade were limited, being primarily focussed around Uckfield rail station, although this did not impede the accessibility or character of the route.

The residential nature of the street encouraged sensible driving, with vehicles observed to not exceed the speed limit. Vehicles were observed to be frequently parked on the route, however this did not impede the footway allowing for safe pedestrian access.

Although vehicle frequency was high, carriageway width is of sufficient width to allow for safe cycle passage, as shown in Image 5.1, with frequent cyclists observed.

As previously mentioned, an all red pedestrian phase is provided at the signalised junction between the B2102 / New Town / Bridge Farm Road, enabling pedestrians to safely navigate desire lines separate to vehicular traffic. Typical wait time is circa <60-seconds, with ample green time to safely cross.

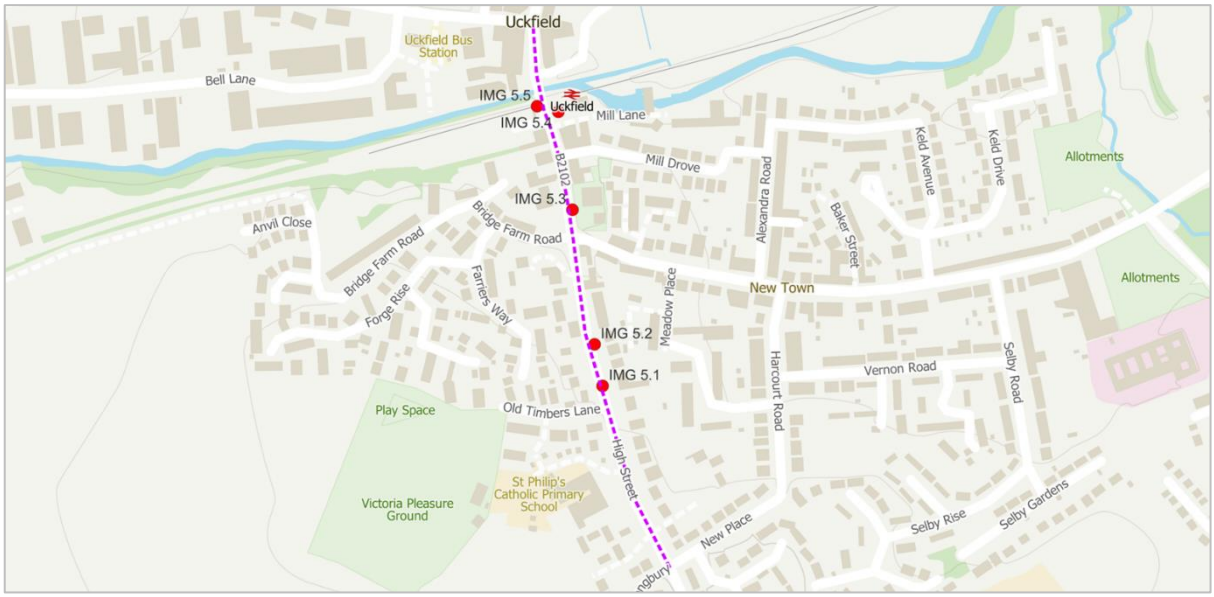
Cyclists benefit from ASLs at the B2102 New Town and New Town arms of the signalised junctions, increasing cyclist permeability for north-south movements, as show in Image 5.3. Additionally, the B2102 New Town arm benefits from a dedicated partial middle cycle lane on approach that offered some priority to cyclists. Of note, no ASLs were provided on the B2102 Framfield Road of Bridge Farm Road arms.

Images 5.4 & 5.5 reveals that cycle storage is provided in the vicinity of Uckfield rail station, enabling multi-modal journeys to be made.

Areas for pedestrians to wait were available which encourages social activity.

An uncontrolled crossing with dropped kerbs and tactile paving is available within the vicinity of the station, deemed suitable owing to the aforementioned signalised crossing available to the south, as well as an additional signalised crossing located circa 80-metres north.

Figure 15 Route 5 – Existing Active Travel Network



IMG 5.1

Road widths conducive to cycling with good visibility.

IMG 5.2

Footway benefits from a width of circa 2-2.5-metres

IMG 5.3

Incorporated Advanced Stop Lines for North – South traffic, improving driver awareness of cyclists.

IMG 5.4

Example of appropriate cyclist parking in the vicinity of Uckfield rail station.

IMG 5.5

Example of appropriate cyclist parking in the vicinity of Uckfield rail station.

ATE Route Check Tool & Potential Improvements

Figures 16 and 17 reveal Route 5 is considered direct, accessible, has a high level of social activity and character. The Overall Street Level of Service was 51% whilst the Overall Street Placemaking Score was 69%.

To increase the consistency and safety of the route, potential improvements for consideration could include:

- As per Route 1, installation of ASL and cycle lanes on approach where possible on all arms of the B2102 / New Town / Bridge Farm Road junction.

In line with the Uckfield LCWIP (2018), dedicated cycle lane / facilities should also be considered by the council along this route. As well as, the reconfiguration of the space outside the station to improve pedestrian access. This could be through the installation of a new zebra crossing outside station.

Overall, the Route 5 is deemed appropriate for current and future demand.

Figure 16 Route 5 ATE Street Level of Service Output

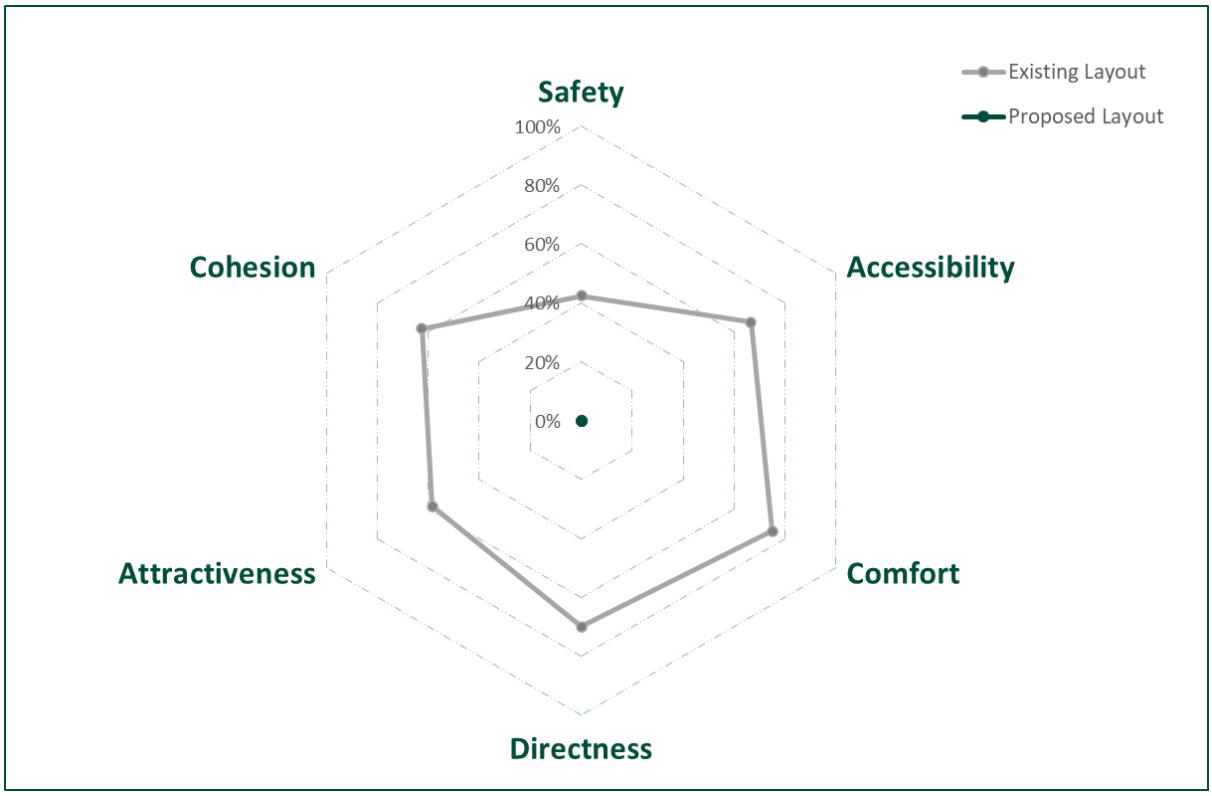
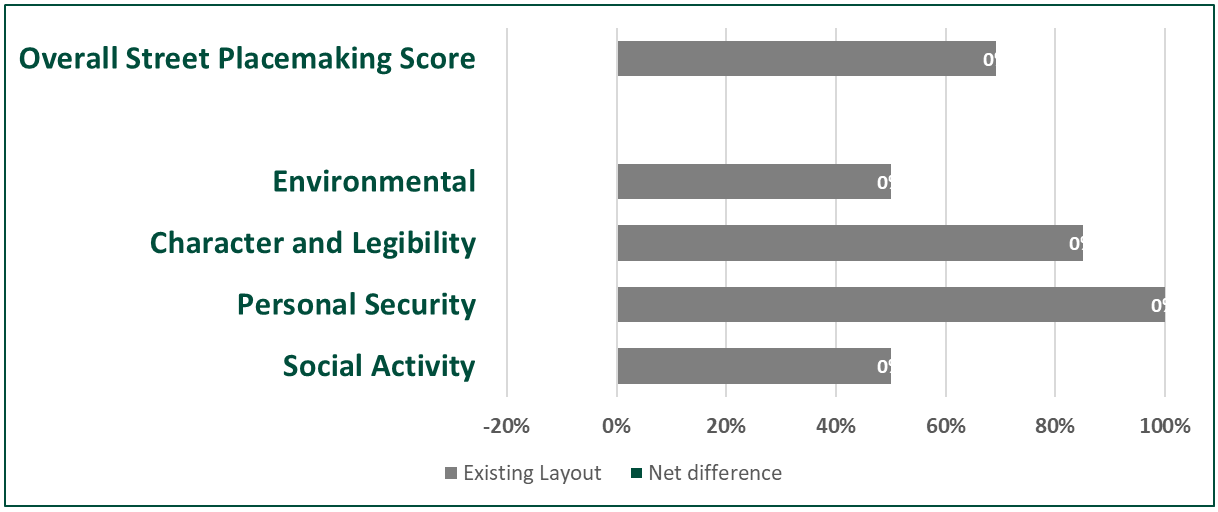


Figure 17 Route 5 ATE Street Level of Service Output



Route 6 – B2102 East / Bell Lane

Route 6, as shown at Figure 18, comprises circa 210-metres of the B2102 / Bell Lane, extending west from the signalised junction between the B2102 and the High Street. The route provides a direct link from Uckfield High Street to various employment / commercial sites, as well as Uckfield bus station.

Footways on the B2102 Bell Lane benefit from a variable width of circa 2.0 to 4.0-metres owing to the proximity to the High Street, which allows them to cater for a high volume of pedestrians. The footways partially consist of paved slabs which add to the character of the route.

Continuing west, dropped kerbs with tactile paving are available where required and cater to pedestrian desire lines. A signalised crossing is positioned in the vicinity of Tesco, as shown in Image 6.1. The signalised crossing appeared to be frequently utilised and facilitated safe crossing.

Uckfield bus station is located on the route and benefitted from an on-street waiting area and two shelters, as shown in Image 6.3.

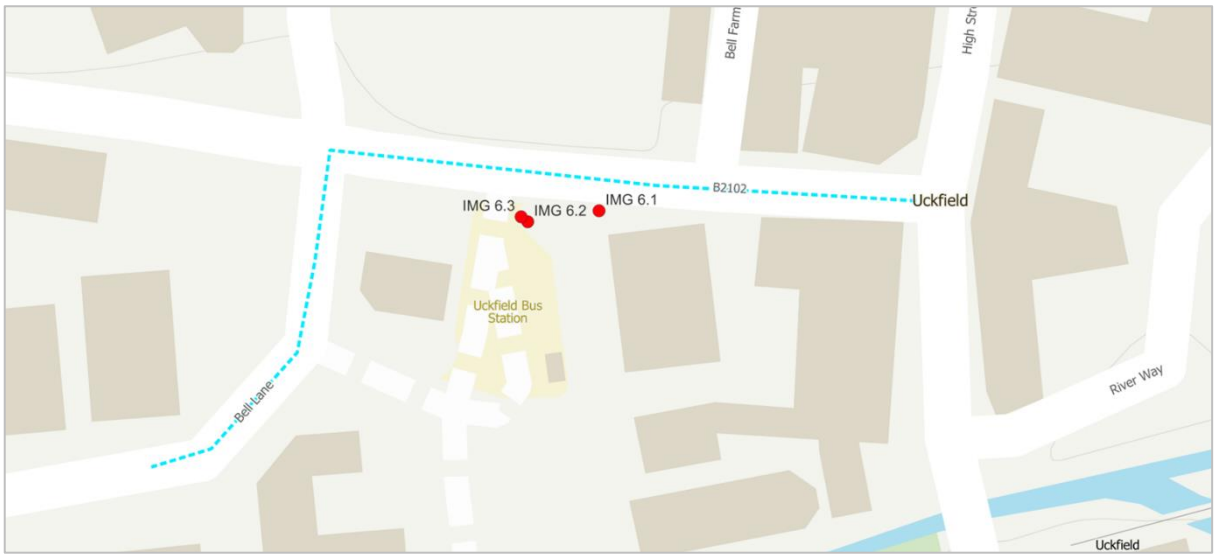
Vehicular access into the bus terminal is limited to buses and vehicles for the Uckfield Club only, therefore reducing the chance of pedestrian / cyclist conflict. The character of the terminal did not match the High Street, therefore reducing the attractiveness. Dropped kerbs were positioned at the access however no tactile paving is present, as shown in Image 6.2.

At the B2102 / Bell Lane / Tesco access roundabout an uncontrolled crossing is available benefitting from tactile paving, deemed appropriate owing to the proximity to the aforementioned signalised crossing.

Continuing south-east on Bell Lane footways were of sufficient width to accommodate observed usage. Parked cars lined the southern extent which could cause kerbside conflict with cyclists. Bell Lane benefitted from being overlooked and sufficiently lit, with numerous social activities occurring.

With regards to the LTN 1/20, the carriageway is considered coherent and easy to navigate, however signage and cycle storage was not present.

Figure 18 Route 6 – Existing Active Travel Network



IMG 6.1

High-quality pedestrian crossing.

IMG 6.2

Dropped kerbs in the vicinity of Uckfield bus station

IMG 6.3

Uckfield bus stop infrastructure.

ATE Route Check Tool & Potential Improvements

Figures 19 and 20 reveal Route 6 is considered direct, accessible and experienced a high level of personal security. The Overall Street Level of Service was 51% whilst the Overall Street Placemaking Score was 73%.

To increase the consistency, accessibility, and attractiveness of the route, potential improvements for consideration could include:

- Install tactile paving at the B2102 Bell Lane / Uckfield bus station access; and

- Installation of a cycle shelter at the Uckfield bus station.

Of note, ESCC, WDC, and UTC are working collaboratively *"…to develop and implement improvements to the existing bus station to create a Mobility Hub that is jointly funded through development contributions and the Bus Service Improvement Plan"*. The proposed improvements at the bus station will include: -

- *"Two new high quality bus shelters – a larger shelter on the footway and a smaller shelter on the island – they will have upgraded seating provision that will also include wireless charging. The shelters will also have free Wi-fi, real time passenger information with stop and summary displays and a 'living roof' with sedum planting.*
- *A new cycle shelter.*
- *New footway and carriageway treatment, with kerbing and paving to match the High Street.*
- *Construction of a new pedestrian footway and crossing points along the south side of Bell Walk.*
- *Increased capacity to accommodate four stationary buses.*
- *Enhanced pedestrian direction signage and street furniture, including a new bench, planters and bins.*
- *Street lighting upgrades."*

As such, given a number of the identified improvements align with the above, is proposed that an appropriately scaled proportion of the remaining improvements are incorporated within the Section 106 Heads of Terms as a contribution to the bus improvement plan.

Figure 19 Route 5 ATE Street Level of Service Output

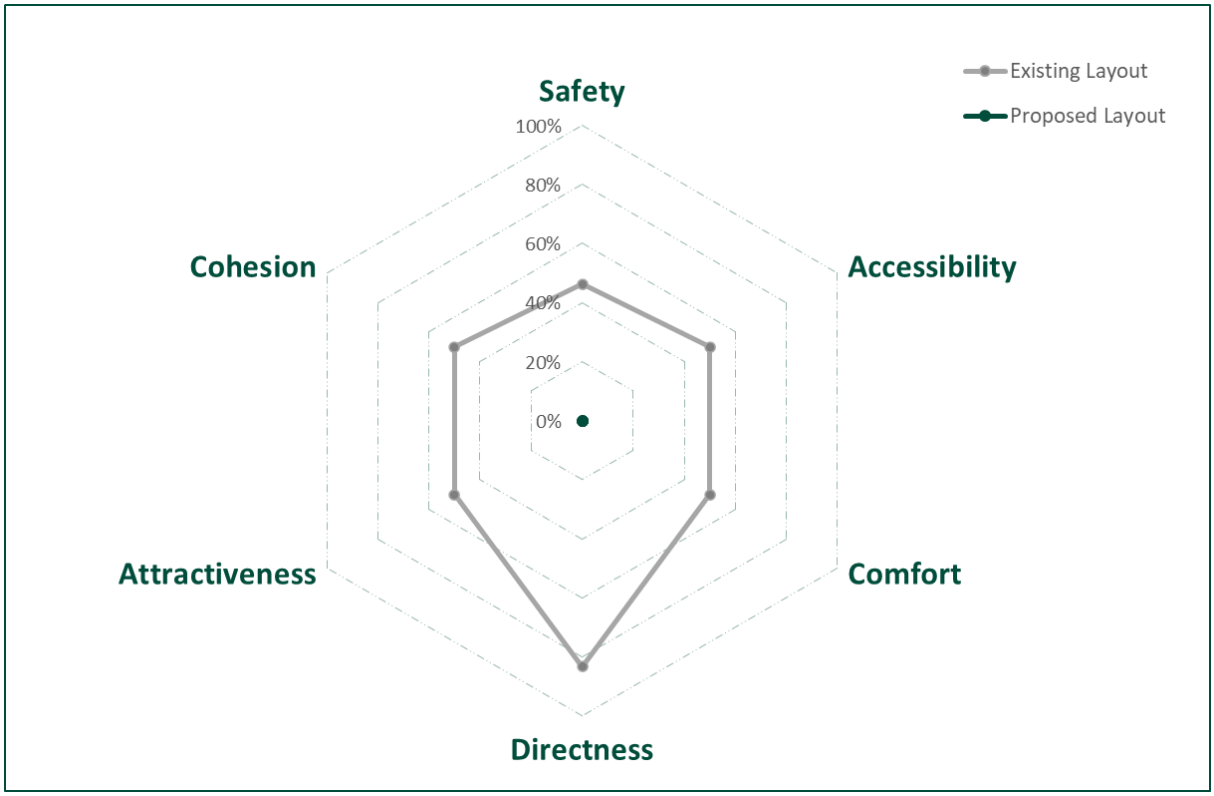
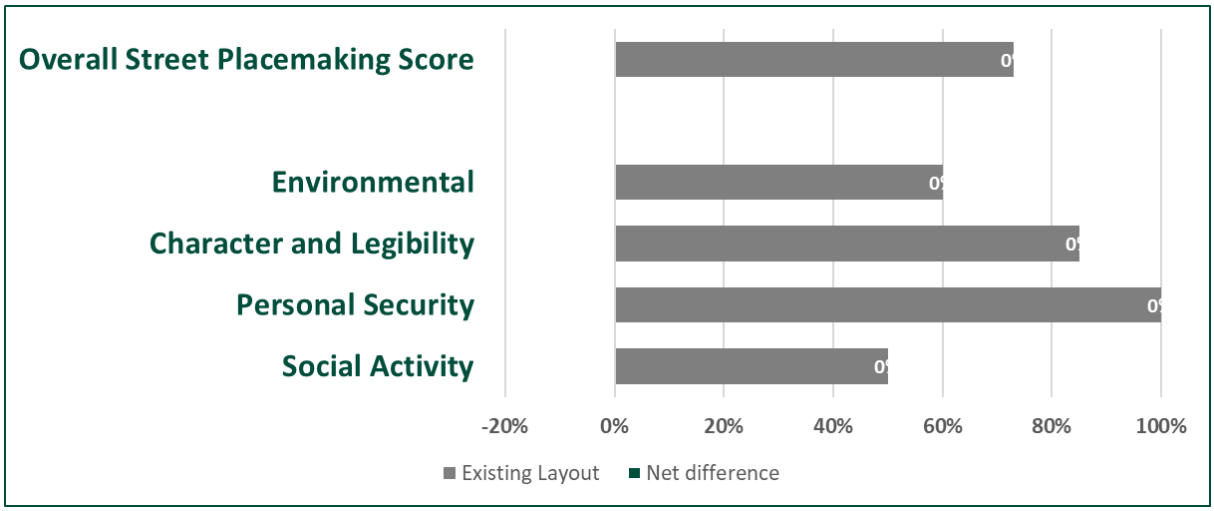


Figure 20 Route 5 ATE Street Placemaking Score



Route 7 – High Street

Route 7, as shown in Figure 21, comprises a stretch of the High Street to Southview Drive. Route 7 provides access to local amenities / employment sites, as well as access to Uckfield College to the north.

Owing to the recent renovation of Uckfield Town Centre, the route is pedestrian friendly, benefiting from well surfaced, wide footways on either side of the carriageway, as shown in Image 7.2. The Town Centre is attractive and accommodating, enhancing the feel of the route.

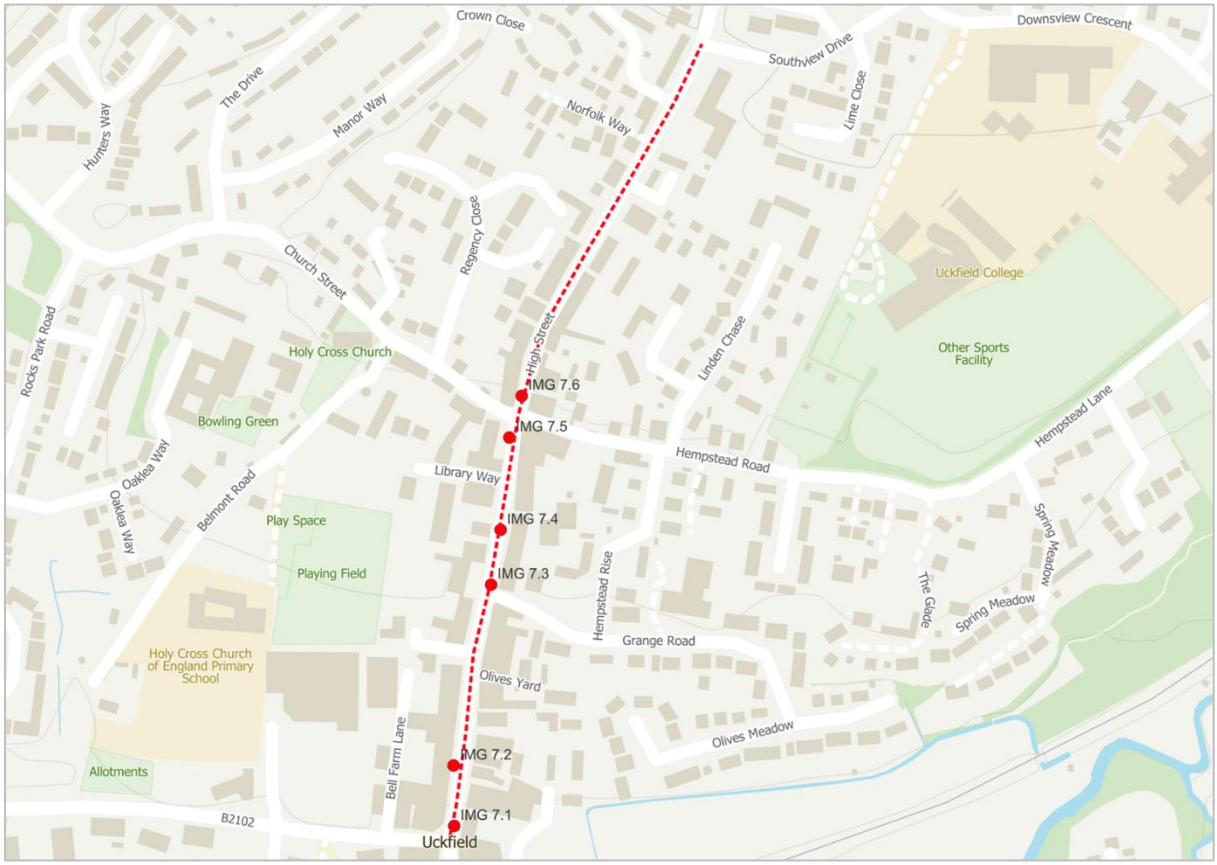
Five signalised crossings are available on the route, as shown in Images 7.1 & 7.5. These accommodate pedestrian desire lines across the High Street. Where side roads interact with the carriageway, dropped kerbs are provided, those within the main High Street centre are provided with tactile paving.

Three bus stops are located on the route (High Street, Uckfield High Street, and Hooke Hall) that benefit from shelter with signposted information, as shown in Image 7.4.

Amenities are also present throughout which improves the character and feel of the route, offering locations for shelter. Areas for rest were available if desired, as shown in Image 7.3, the locations of such do not impede pedestrian movements.

Cyclists are forced to use the carriageway throughout and do not benefit from segregation. However, both the B2102 / High Street junction and the High Street / Hempstead Road / Church Street benefit from ASLs which prioritise cyclist movements, as shown in Image 7.6.

Figure 21 Route 7 – Existing Active Travel Network



High quality pedestrian crossing.

Wide footways, surfaced with material that enhances local character.

IMG 7.3

Location for rest.

IMG 7.4

Bus stop with flag-pole, shelter and real time information.

IMG 7.5

High-quality pedestrian crossing.

IMG 7.6

Incorporated Advanced Stop Lines for North – South traffic, improving driver awareness of cyclists.

ATE Route Check Tool & Potential Improvements

Figures 22 and 23 reveal Route 7 is considered comfortable, coherent and is legible. The Overall Street Level of Service was 67% whilst the Overall Street Placemaking Score was 79%.

This reflects the £3.5 million of upgrades completed under the '*Uckfield Town Centre Highway Improvement Scheme*'.

In accordance with the findings of the Uckfield LCWIP (2018) the route would benefit from segregated cycle facilities. However, these were not identified as being required under the *'Uckfield Town Centre Highway Improvement Scheme'*.

As such, it may be more appropriate for ESCC / WDC / UTC to *"Consider traffic management options to reduce through traffic passing through the town, including closing High Street to motor vehicles"*.

Figure 22 Route 7 ATE Street Level of Service Output

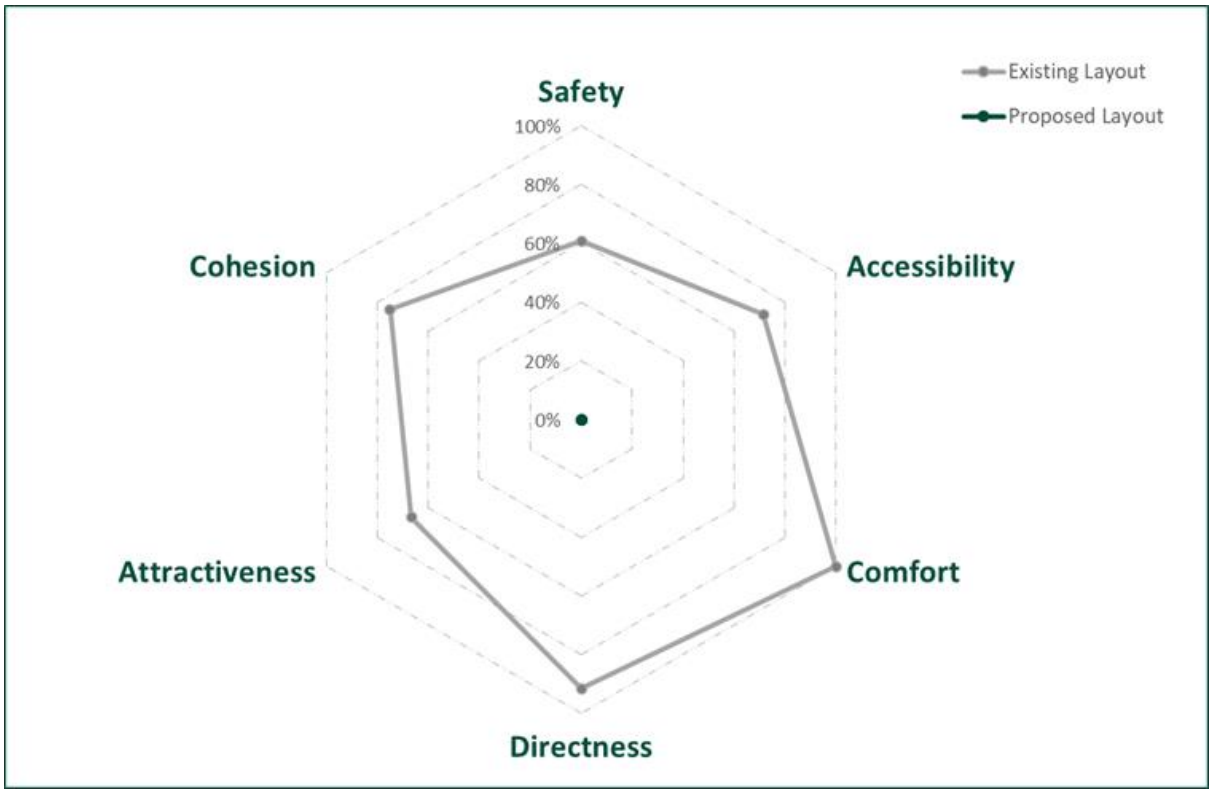
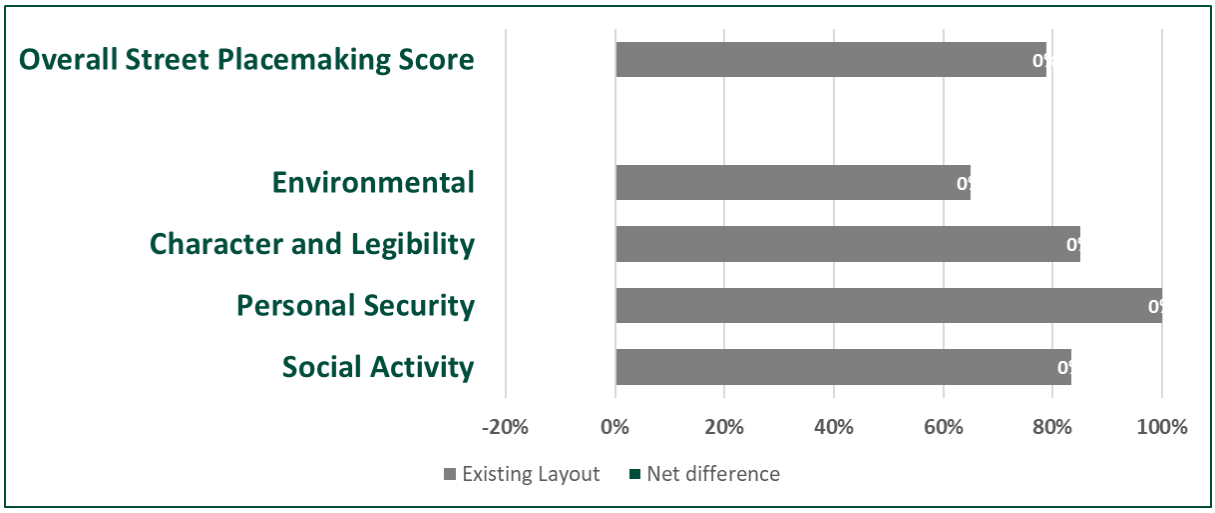


Figure 23 Route 7 Overall Street Placemaking Score



Route 8 – Southview Drive / Downsview Crescent

Route 8 comprises a circa 200-metre section of Southview Drive and circa 350-metres of Downsview Crescent. The route provides connections to Uckfield College, Manor Primary School, Manor Twiglets Nursery, and Uckfield Leisure Centre. As such, this is an important local route.

Southview Drive is a residential street and thus is overlooked throughout, with footways on either side of the carriageway and sufficiently lit throughout. The footway benefits from a circa 1.0-metre grass verge from the carriageway, however this ultimately reduces footway width to circa 1.0 to 2.0-metres in areas, as shown in Image 8.1.

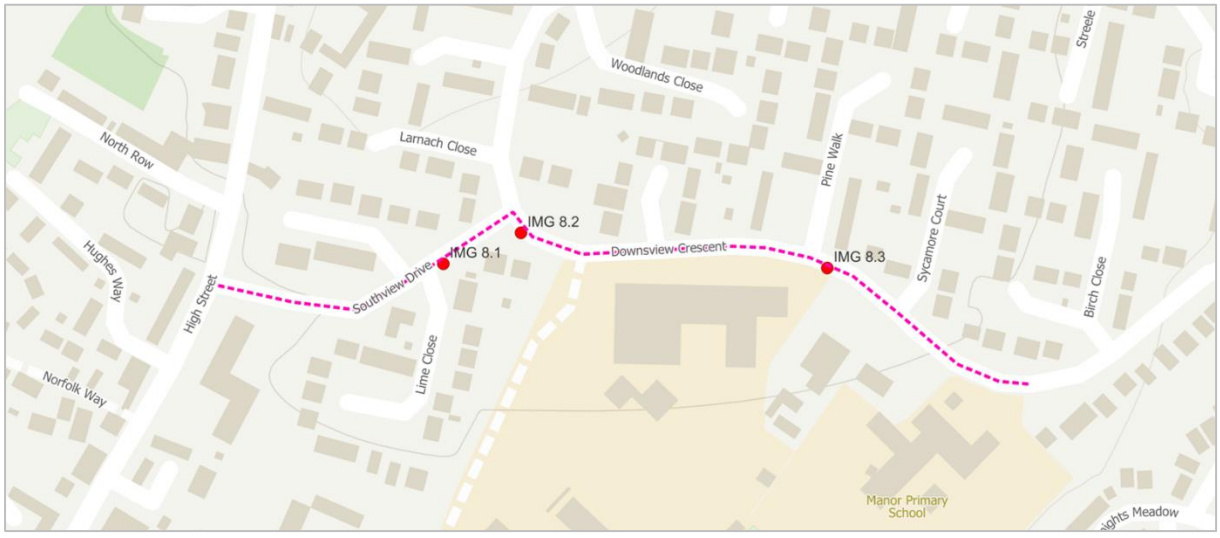
An informal dropped kerb crossing is positioned at the give-way priority junction between Downsview Crescent. Tactile paving would improve the accessibility of the route for some users. The route continues east with access provided into the aforementioned local amenities from the southern extent of the carriageway.

In the vicinity of the Uckfield College / Leisure Centre access '*School Keep Clear*' yellow road markings are positioned, which limits parking, therefore prioritising active travel movements. Additionally red '*School Slow*' road markings are located outside Uckfield College and Manor Twiglets Nursery, as shown in Image 8.2.

The amenity access points benefit from dropped kerbs but lacked tactile paving, as shown in Image 8.3.

In terms of LTN 1/20 the residential nature of the route provides an environment more conducive for cycling, as well as ease of wayfinding.

Figure 24 Route 8 – Existing Active Travel Network



IMG 8.1

Footway with grass verge.

IMG 8.2

'School Slow' & *'School Keep Clear'* road markings.

IMG 8.3

Dropped kerb crossing with no tactile paving.

ATE Route Check Tool & Improvements

Figures 25 and 26 reveal Route 8 is considered comfortable and experiences a high level of personal security. The Overall Street Level of Service was 41% whilst the Overall Street Placemaking Score was 69%.

To increase the safety, permeability, and accessibility of the route, potential improvements for consideration to the route could include:

- Reduction to a 20-mph speed limit on Downsview Crescent; and

- Installing tactile paving at each of the accesses to Uckfield College / Uckfield Leisure Centre, Manor Primary School, and Manor Twiglets Nursery.

Figure 25 Route 8 ATE Street Level of Service Output

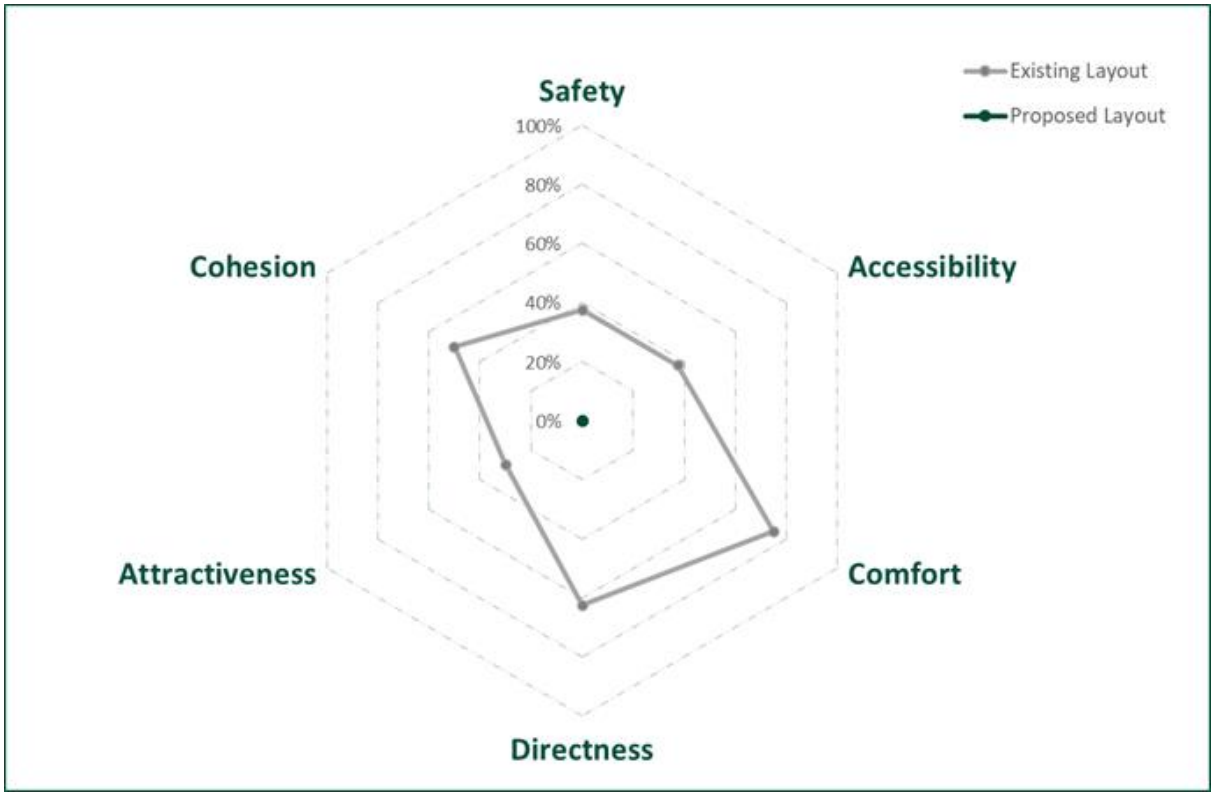
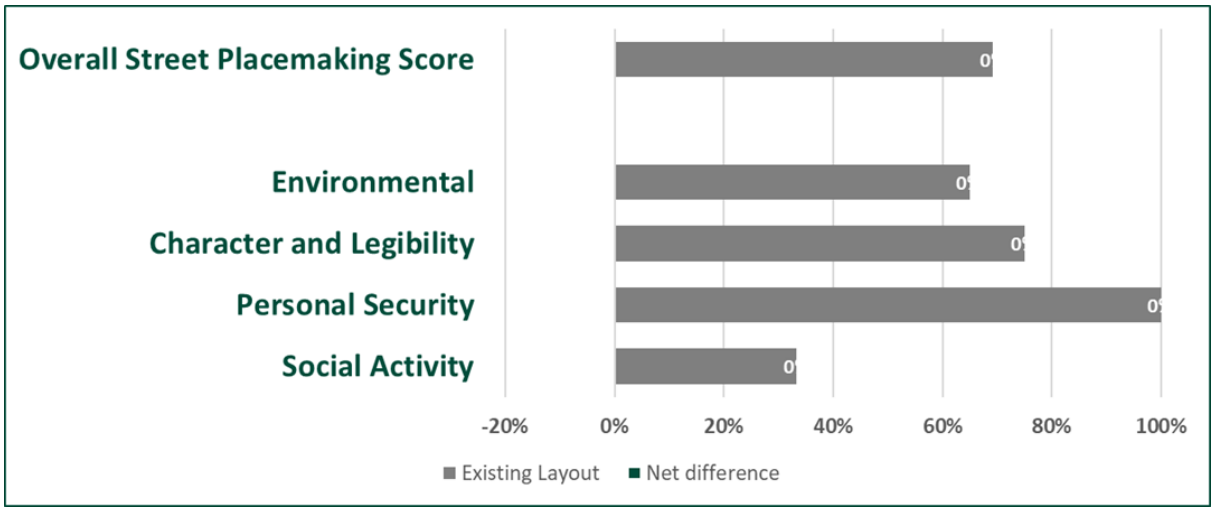


Figure 26 Route 8 ATE Overall Street Placemaking Score



Route 9 – Hempstead Road / Lime Tree Avenue

Route 9 comprised of Hempstead Road, a residential street leading off High Street. Route 9 also comprised Lime Tree Avenue, a traffic-free path which bounds Uckfield Leisure Centre and Uckfield College.

Hempstead Road had an observed low volume of vehicular usage and therefore lends itself to pedestrian journeys. Footways are present on both sides of the carriageway for the majority of the route, with the exception of a 30-metre section on the northern side of the carriageway from the junction with High Street.

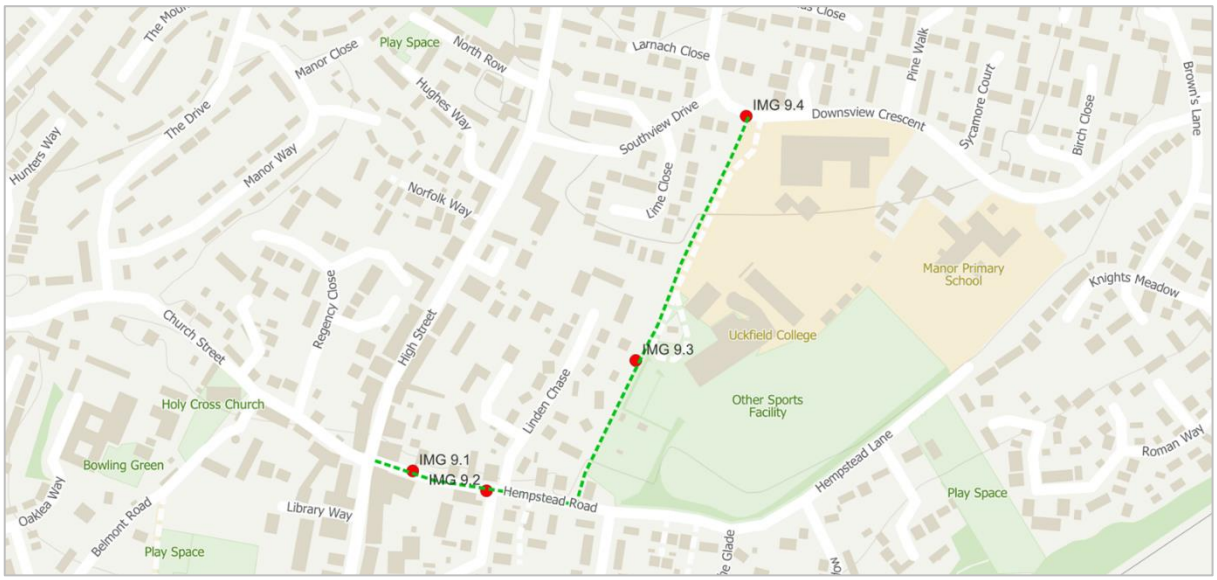
Dropped kerbs with tactile paving were available on the pedestrian desire lines, as shown in Image 9.1. Although it was noted that the tactile paving located at the junction between Hempstead Road / Hempstead Rise was damaged and could therefore be mis-interpreted by those with visual impairments using a walking aid, as shown in Image 9.2. This could reduce the personal security and comfort of the route for some users.

Lime Tree Avenue was overgrown in areas, as shown in Image 9.4, which could limit permeability and accessibility. The path is suitably surfaced, however, during winter access could be limited. Moreover, no streetlighting is present and the route was dark owing to vegetation coverage, as shown in Image 9.3.

The traffic-free nature provided improved safety and increased the character of the route. Some areas were overlooked by residential dwellings, improving the security, although some areas felt isolated.

In terms of cycling the route is predominately traffic-free and therefore created a safe, conflict free environment.

Figure 27 Route 9 – Existing Active Travel Network

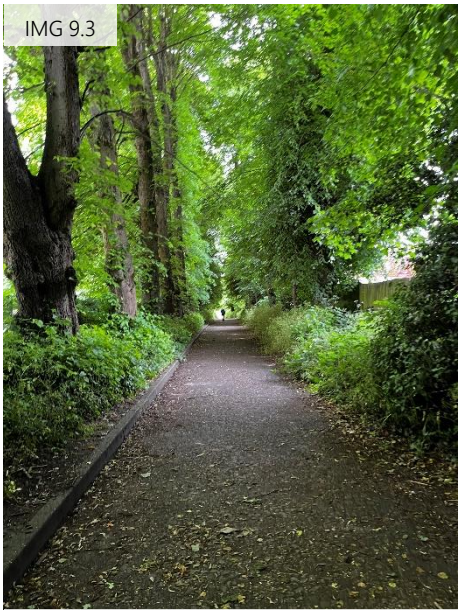


IMG 9.1

IMG 9.2

Dropped kerb crossing with tactile paving.

IMG 9.3



Thick vegetation canopy reducing natural light.

IMG 9.4

Overgrown vegetation, limiting permeability of route.

ATE Route Check Tool & Improvements

Figures 28 and 29 reveal Route 9 is considered comfortable and experiences a high personal security score. The Overall Street Level of Service was 45% whilst the Overall Street Placemaking Score was 50%.

To increase the safety, inclusiveness and accessibility of the route, potential improvements for consideration to the route could include:

- Repair tactile paving located at the junction between Hempstead Road / Hempstead Rise; and

- Consider increased vegetation maintenance along Lime Tree Avenue.

Figure 28 Route 9 ATE Street Level of Service Output

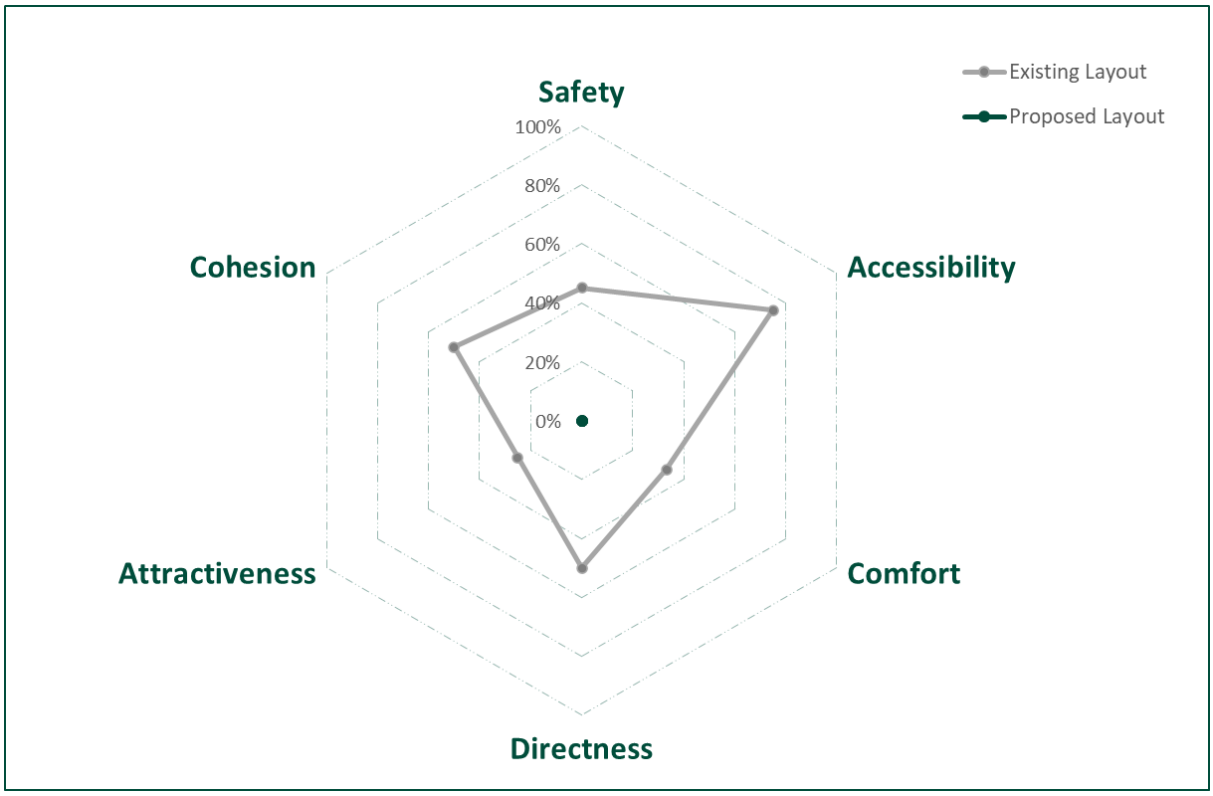
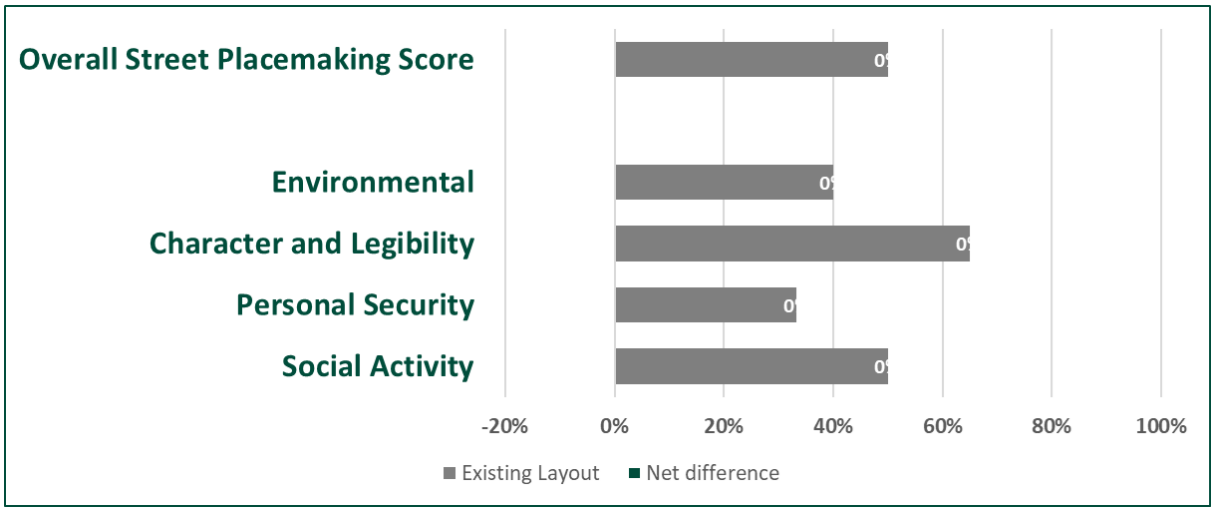


Figure 29 Route 9 ATE Overall Street Placemaking Score



Audit Summary

This Active Travel Audit (ATA) has been prepared by Milestone Transport Planning (MTP) on behalf of Croudace Homes Limited (the '*applicant*') in support of a planning application for a residential development on Land at Bird in Eye Farm, South of Bird in Eye Hill, Framfield, Uckfield, TN22 5HA (the '*Site*').

The ATA should be read in conjunction with the TA and TP submitted alongside this document.

The development proposals will be served by a new 3-arm roundabout on the B2102 Bird In Eye Hill. The roundabout has been designed with cycle slip lanes, dropped kerbs, and tactile paving on the southern arm of the roundabout. Additionally, the Site will be provided with a 3.0-metre wide shared footway / cycleway connecting the Site with the southern side of the B2102 Framfield Road.

For context, and as detailed in the TA, when combining active travel and public transport trips, there would be circa 32 and 24 trips in the AM and PM peak hourly periods, respectively. As such, the increased demand on active travel infrastructure in vicinity of the Site will be minimal.

Nonetheless, this ATA has been produced. The ATA methodology comprised a Site visit, undertaken on 12th June 2024, during which a photographic survey of the above routes are benchmarked against DfT's *'Cycling Level of Service Tool (CLoS)'* within Appendix A of LTN 1/20, and more importantly ATE RCT. The RCT has then been used to identify strengths and weaknesses of the existing active travel provision, and therefore recommendations on what can be improved.

In light of RCT, the overall existing active travel infrastructure is deemed to be at a suitable level for future end-users. The routes are considered coherent, direct, safe, comfortable, and attractive. However, a number of potential improvements were identified.

Route 1 (the B2102 Framfield Road) was deemed to be a crucial route for potential improvements. As such, the development proposals will aim to provide appropriate and deliverable improvements to Route 1. As shown on Drawing No. 23138 / ATA / 001 Rev A (attached at Annex A), these improvements will include:

- Continuation of the Site's 3.0-metre shared footway / cycleway along the southern side of the B2102 Framfield Road to the give-way priority junction with the Hospital access.
- Bus stop works on the B2102 comprising the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.
- Where required, installation of improved dropped kerbs and tactile paving where minor roads form give-way priority junctions with the B2102 Framfield Road.

These improvements will be delivered as part of the development proposals Section 278 works and would aid in strengthening the existing active travel provision along the B2102 Framfield Road.

The above improvements are consistent with the previous planning application. Following which, the Inspector addressed this matter in paragraphs 49-52 of the decision notice, the Inspector identified that:

- The walk / cycle into Uckfield is improved by the proposed direct pedestrian / cycle link onto the B2102 Bird in Eye Hill / Framfield Road in the north-west corner of the Site.
- The proposed pedestrian / cycle link provides direct access to bus stops with regular bus services to Uckfield and other nearby.

Based on the above, the Inspector noted in paragraph 52 of the decision notice that *"…the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes in line with the Framework para. 105."*

Of note, the ATA the identified the following areas of additional improvements:

- Provision of dropped kerbs / tactile paving at the following locations:
  - Where required all minor roads that form give-way priority junctions with the B2102 Framfield Road;
  - Mallard Drive / Shelduck Avenue give-way priority junction;
  - B2102 Framfield Road / Uckfield bus station access;
  - Downsview Crescent / Uckfield College access;
  - Downsview Crescent / Manor Twiglets Nursery access;
  - Downsview Crescent / Manor Primary School access; and
  - Hempstead Road / Hempstead Rise.
- Provision of a 20-mph speed limit at the following locations:
  - Mallard Drive in Vicinity of Harlands Community Primary School; and
  - Downsview Crescent in the vicinity of Uckfield College / Uckfield Leisure Centre, Manor Primary School and Manor Twiglets Nursery.
- Provision of a cycle shelter at Uckfield bus station.
- Increased vegetation maintenance along Lime Tree Avenue.

Implementation of any of the above recommended improvements would aid in strengthening the existing active travel provision in the vicinity of the Site and improve connectivity for active travel users.

Given a number of the identified improvements align with the findings within both the Uckfield LCWIP (2018) and ESCC's Bus Service Improvement Plan, it is proposed that an appropriately scaled proportion of the improvements are incorporated within the Section 106 Heads of Terms as a contribution to the wider LCWIP.

Conclusion

Overall, the active travel infrastructure within the vicinity of the Site are deemed suitable for potential end-users to access local amenities and public transport, with routes being coherent, direct, safe, comfortable and attractive.

The development proposals will deliver active travel improvements to the B2102 Framfield Road as part of Section 278 works. Additionally, it is proposed that an appropriately scaled proportion of the additional improvements identified are incorporated within the Section 106 Heads of Terms as a contribution to the wider LCWIP. These improvements strengthen the existing active travel provision with the study area.

As such, this report concurs with the Inspector's findings that *"…the development is in a suitable location in terms of accessibility as it would limit the need to travel and offer a genuine choice of transport modes in line with the Framework para. 105."*

Annexes

Annex A Proposed B2102 Framfield Road Improvements

Annex A

INDICATIVE

Continuation of the Site's 3.0-metre shared footway / cycleway along the southern side of the B2102 to the give-way priority junction with the Hospital access.

For connection into Site see Drawing No. 23138 / 004.

Bus stop works on the B2102 Framfield Road comprising the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.

BUS STOP

BS

BIRD IN EYE HILL

Start / end of shared footway / cycleway repeater signs.

Shared footway / cycleway repeater signs.

Existing uncontrolled crossings with dropped kerb and tactile paving provision.

Installation of improved dropped kerbs and tactile paving at the B2102 Framfield Road / Keld Avenue give-way priority junction.

FRAMFIELD ROAD

Installation of improved dropped kerbs and tactile paving at the B2102 Framfield Road / Selby Road give-way priority junction.

Church

ALEXA

Installation of improved dropped kerbs and tactile paving at the B2102 Framfield Road / Harcourt Road give-way priority junction.

Installation of improved dropped kerbs and tactile paving at the B2102 Framfield Road / Alexandra Road give-way priority junction.

5m 0 5 10 15m

SCALE IN METRES
1:250

Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey / Ordnance Survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key
- Proposed Carriageway
- Proposed Footway / Cycleway
- Proposed Tactile Paving
- Proposed Corduroy Paving
- Highway Boundary

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	ZM	09/07/2024	First issue	ZM
A	ZM	23/07/2024	Revised layout	ZM

Client
Croudace Homes Limited

Project
Land at Bird In Eye, Uckfield

Title
Proposed B2102 Active Travel Improvements

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/ATA/001

Scale: 1:250 @ A1

Revision: A

Appendix 2

Crown Copyright and Database Rights 2024 Ordnance Survey 100021978

Colour-coding by severity
Total Collisions (38)
Fatal (1)
Serious (13)
Slight (24)

Her Majesty's Office (c) Crown Copyright

Sussex Safer Roads PARTNERSHIP

B2102 Framfield Road Uckfield
Collision Dates 01/04/2014 - 31/03/2024
Milestone TP

SCALE	1 : 6000
DATE	19/06/2024
DRAWING No.	
DRAWN BY	

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Selected Polygon:B2102 Framfield Road Uckfield (Milestone)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/04/2014	1300	Fine without high winds	471402244	1	Give way or Uncontrolled	Pri Drive

Location: U NEW TOWN UCKFIELD AT JUNCTION OF U PRIVATE CAR PARK ENTRANCE OUTSIDE DENTISTS SURGERY

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Jct Approach
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/08/2014	1800	Fine without high winds	471404934	1	Automatic traffic signal	T & Stag Jct

Location: B2102 HIGH STREET UCKFIELD AT JUNCTION OF B2102 OUTSIDE AT JUNCTION

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/09/2014	1550	Fine without high winds	471405235	1	Give way or Uncontrolled	Pri Drive

Location: U NEW TOWN UCKFIELD AT JUNCTION OF U OASIS DENTAL CAR PARK OUTSIDE OASIS DETAL SURGERY

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Overtaking nearside	Did not impact	Jct Approach
Car	Waiting to turn left	Front	Jct Approach
Car	Waiting to turn left	Back	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/12/2014	0150	Unknown	471407608	1	Give way or Uncontrolled	T & Stag Jct

Location: B2102 UCKFIELD AT JUNCTION OF U SANDY LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Nearside	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/03/2015	1810	Fine without high winds	471501234	1	Give way or Uncontrolled	T & Stag Jct

Location: U NEW PLACE UCKFIELD AT JUNCTION OF U HIGH STREET

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Pedestrian	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/03/2015	2325	Fine without high winds	471501707	2	Give way or Uncontrolled	Pri Drive

Location: B2102 BIRD IN EYE HILL UCKFIELD AT JUNCTION OF U PRIVATE ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/11/2015	2004	Raining without high winds	471506518	1	Give way or Uncontrolled	T & Stag Jct

Location: U RIVERWAY UCKFIELD AT JUNCTION OF U HIGH STREET OUTSIDE MOJAVA COFFE SHOP

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Leaving main road

Casualties:

Class	Severity
Pedestrian	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/11/2015	0750	Fine without high winds	471506982	1	Give way or Uncontrolled	T & Stag Jct

Location: U HIGH STREET UCKFIELD AT JUNCTION OF U NEW PLACE OUTSIDE AT JUNCTION

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/01/2016	1100	Fine without high winds	471600129	1	Give way or Uncontrolled	T & Stag Jct

Location: U FRAMFIELD ROAD UCKFIELD AT JUNCTION OF U HARCOURT ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/03/2016	1435	Fine without high winds	471601408	1	Give way or Uncontrolled	T & Stag Jct

Location: B2102 HIGH STREET UCKFIELD AT JUNCTION OF U MILL LANE OUTSIDE UCKFIELD RAILWAY STATION

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Entering main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/03/2016	1320	Fine without high winds	471601590	1	Not applicable	Not within 20M

Location: B2102 FRAMFIEILD ROAD UCKFIELD 30M NORTH OF U BRIDGE FARM ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Bus or coach (17+ seats)	Going ahead but held up	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/05/2016	0655	Fine without high winds	471602592	1	Not applicable	Not within 20M

Location: B2102 BIRD IN EYE HILL UCKFIELD 400M WEST OF U SANDY LANE OUTSIDE OPPOSITE FARM

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct
Pedal Cycle	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/08/2016	1203	Fine without high winds	471605029	1	Give way or Uncontrolled	T & Stag Jct

Location: B2102 NEW TOWN UCKFIELD AT JUNCTION 20M NORTH OF U LONGBURY

Vehicles:

Type	Manvres	Impact	Junct_loc
Taxi/Private hire car	Going ahead other	Front	Jct Approach
Car	Going ahead other	Back	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/11/2016	1845	Fine without high winds	471607196	1	Automatic traffic signal	T & Stag Jct

Location: U HIGH STREET UCKFIELD AT JUNCTION OF B2102 OUTSIDE WAITROSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/12/2016	1500	Fine without high winds	471607858	1	Not applicable	Not within 20M

Location: B2102 FRAMFIELD ROAD UCKFIELD 30M WEST OF U SELBY ROAD OUTSIDE 103

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/04/2017	0625	Fine without high winds	471701926	1	Give way or Uncontrolled	Pri Drive

Location: B2102 NEW TOWN UCKFIELD AT JUNCTION OF U APPLEWOOD SERVICE STATION EXIT OUTSIDE RIGHT OUTSIDE APPLEWOOD SERVICE STATION

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering main road
Pedal Cycle	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/09/2017	2340	Fine without high winds	471705260	1	Automatic traffic signal	Crossroads

Location: B2102 HIGH STREET UCKFIELD AT JUNCTION OF B2102 FRAMFIELD ROAD OUTSIDE AT JUNCTION

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Fatal

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/11/2017	1214	Fine without high winds	471706578	1	Give way or Uncontrolled	T & Stag Jct

Location: B2102 FRAMFIELD ROAD UCKFIELD AT JUNCTION OF U ALEXANDRA ROAD OUTSIDE 46 FRAMFIELD ROAD UCKFIELD TN22 5AH

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road
Car	Parked	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/12/2017	1246	Fine without high winds	471707081	1	Automatic traffic signal	T & Stag Jct

Location: U HIGH STREET UCKFIELD AT JUNCTION OF B2102 BELL FARM ROAD OUTSIDE AT JUNCTION EAST SIDE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Jct Approach

Casualties:

Class	Severity
Pedestrian	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/02/2018	1932	Unknown	471801140	1	Give way or Uncontrolled	T & Stag Jct

Location: B2102 HIGH STREET UCKFIELD AT JUNCTION OF U RIVER WAY

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Going ahead other	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/03/2018	1415	Fine without high winds	471801311	1	Automatic traffic signal	T & Stag Jct

Location: B2102 UCKFIELD AT JUNCTION OF U HIGH ST OUTSIDE BOOTS/PEACOCKS

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Pedestrian	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/07/2018	1505	Fine without high winds	471803665	1	Not applicable	Not within 20M

Location: B2102 HIGH STREET UCKFIELD 22M NORTH OF U RIVER WAY

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/09/2018	1526	Fine without high winds	471805400	1	Give way or Uncontrolled	Pri Drive

Location: B2102 FRAMFIELD ROAD UCKFIELD AT JUNCTION OF U PRIVATE ENTRANCE OUTSIDE PORTLAND HOUSE

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning right	Offside	Entering main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/04/2019	1215	Raining without high winds	471901747	1	Automatic traffic signal	T & Stag Jct

Location: U HIGH STREET UCKFIELD AT JUNCTION OF B2102 BELL LANE OUTSIDE AT TRAFFIC LIGHTS

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
12/08/2019	1145	Raining without high winds	470867353	1	Give way or Uncontrolled	T & Stag Jct

Location: BIRD IN EYE HILL (B2102) AT JUNCTION WITH SANDY LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Starting	Offside	Entering main road
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/02/2020	0835	Fine without high winds	20926642	1	Automatic traffic signal	Crossroads

Location: NEW TOWN (B2102) NEAR JUNCTION WITH BRIDGE FARM ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead but held up	Front	Jct Approach
Car	Going ahead but held up	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/08/2020	1112	Fine without high winds	20969998	2	Give way or Uncontrolled	T & Stag Jct

Location: BIRD IN EYE HILL (B2102) NEAR JUNCTION WITH SANDY LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering main road
Car	Going ahead right bend	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/11/2020	1708	Fine without high winds	20996875	1	Give way or Uncontrolled	T & Stag Jct

Location: NEW TOWN NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Parked	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/11/2020	0219	Fine without high winds	201000101	3	Not applicable	Not within 20M

Location: FRAMFIELD ROAD (B2102) - 43 METRES FROM JUNCTION WITH MEADOW PLACE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Reversing	Back	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Serious
Driver / Rider	Serious
Vehicle Passenger	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/01/2021	1500	Fine without high winds	211013066	1	Give way or Uncontrolled	T & Stag Jct

Location: NEW TOWN (B2102) AT JUNCTION WITH MILL LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Turning right	Nearside	Leaving main road

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/11/2021	0848	Fine without high winds	211107661	1	Give way or Uncontrolled	T & Stag Jct

Location: FRAMFIELD ROAD (B2102) AT JUNCTION WITH KELD AVENUE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Cleared junction or waiting/parked at junction exit
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/01/2023	1800	Unknown	231270445	1	Give way or Uncontrolled	T & Stag Jct

Location: NEW TOWN NEAR JUNCTION WITH OLD TIMBERS LANE, UCKFIELD, EAST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/01/2023	1722	Unknown	231270460	1	Give way or Uncontrolled	T & Stag Jct

Location: NEW TOWN NEAR JUNCTION WITH OLD TIMBERS LANE, UCKFIELD, EAST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Bus or coach (17+ seats)	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/03/2023	1748	Fine without high winds	231292654	1	Automatic traffic signal	Other junction

Location: HIGH STREET NEAR JUNCTION WITH BELL LANE (B2102), UCKFIELD, EAST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Pedestrian	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/11/2023	1126	Fine without high winds	231370382	1	Give way or Uncontrolled	Other junction

Location: FRAMFIELD ROAD (B2102) NEAR JUNCTION WITH ALEXANDRA ROAD, UCKFIELD, EAST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Overtaking stat vehicle O/S	Nearside	Jct Approach
Car	Parked	Back	Jct Approach
Van / Goods 3.5 tonnes mgw and under	Parked	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/12/2023	2155	Other	231381857	1	Give way or Uncontrolled	T & Stag Jct

Location: NEW TOWN AT JUNCTION WITH LONGBURY, UCKFIELD, EAST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Entering main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/02/2024	0247	Raining without high winds	241411161	1	Give way or Uncontrolled	Other junction

Location: NEW TOWN (B2102) NEAR JUNCTION WITH MILL LANE, UCKFIELD, EAST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Starting	Front	Entering main road
Car	Going ahead other	Nearside	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Vehicle Passenger	Serious

Accidents between dates **01/04/2014** **and** **31/03/2024** (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2102 Framfield Road Uckfield (Milestone)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
05/03/2024	1830	Raining without high winds	241417438	4	Give way or Uncontrolled	Other junction

Location: NEW TOWN NEAR JUNCTION WITH OLD SCHOOL FIELDS, UCKFIELD, EAST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Jct Approach
Car	Stopping	Back	Jct Approach
Car	Going ahead but held up	Back	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight
Driver / Rider	Slight

Number of records in selection: **38**

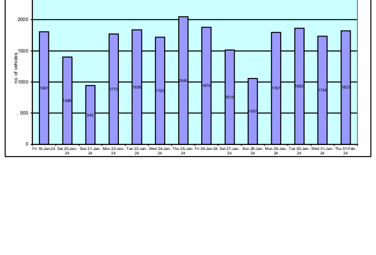
Appendix 3

13004		UCKFIELD JANUARY 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**85%ile Speed**	**Mean Speed**
Site No: 13004001	Site 1 - B2102, Uckfield (T/P #87) 50.968719, 0.114121	Channel: Eastbound	Fri 19-Jan-24	Thu 01-Feb-24	NSL	23193	1828	1657	45.4	38.8
		Channel: Westbound	Fri 19-Jan-24	Thu 01-Feb-24		22767	1794	1626	46.1	36.7

13004 UCKFIELD Site No: 13004001 Location Site 1 - B2102, Uckfield (T/P #87)

Fri 19-Jan-24 to Thu 01-Feb-24 Channel: Eastbound

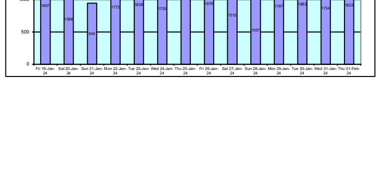
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 19-Jan-24														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
05:00	7	0	5	1	0	0	1	0	0	0	0	0	0	0
06:00	15	0	13	2	0	0	1	0	0	0	0	0	0	0
07:00	77	0	56	19	0	1	1	0	0	0	0	0	0	0
08:00	126	0	100	24	0	0	1	0	1	0	0	0	0	0
09:00	92	2	75	13	0	2	0	0	0	0	0	0	0	0
10:00	123	0	94	26	1	0	1	0	1	0	0	0	0	0
11:00	126	0	104	19	0	2	0	0	1	0	0	0	0	0
12:00	135	0	114	19	0	1	1	0	0	0	0	0	0	0
13:00	127	0	104	21	0	2	0	0	0	0	0	0	0	0
14:00	138	1	112	22	0	1	0	1	1	0	0	0	0	0
15:00	166	0	145	21	0	0	0	0	0	0	0	0	0	0
16:00	180	0	156	23	0	1	0	0	0	0	0	0	0	0
17:00	173	1	157	13	0	2	0	0	0	0	0	0	0	0
18:00	99	0	91	7	0	1	0	0	0	0	0	0	0	0
19:00	84	0	72	11	0	1	0	0	0	0	0	0	0	0
20:00	53	0	44	8	0	1	0	0	0	0	0	0	0	0
21:00	35	0	34	0	0	1	0	0	0	0	0	0	0	0
22:00	28	0	26	2	0	0	0	0	0	0	0	0	0	0
23:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0
12H.7-19	1562	4	1308	227	1	13	4	1	4	0	0	0	0	0
16H.6-22	1749	4	1470	248	1	16	5	1	4	0	0	0	0	0
18H.6-24	1794	4	1511	252	1	16	5	1	4	0	0	0	0	0
24H.0-24	1807	4	1520	255	1	16	6	1	4	0	0	0	0	0
Sat 20-Jan-24														
00:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07:00	19	0	15	4	0	0	0	0	0	0	0	0	0	0
08:00	42	0	34	5	0	3	0	0	0	0	0	0	0	0
09:00	72	1	65	6	0	0	0	0	0	0	0	0	0	0
10:00	136	2	116	17	0	1	0	0	0	0	0	0	0	0
11:00	108	1	95	10	0	1	1	0	0	0	0	0	0	0
12:00	141	1	122	16	0	2	0	0	0	0	0	0	0	0
13:00	133	1	120	10	0	1	0	0	1	0	0	0	0	0
14:00	136	0	128	6	0	1	1	0	0	0	0	0	0	0
15:00	137	1	129	6	0	1	0	0	0	0	0	0	0	0
16:00	110	0	102	7	1	0	0	0	0	0	0	0	0	0
17:00	112	0	99	12	0	1	0	0	0	0	0	0	0	0
18:00	69	0	65	3	0	1	0	0	0	0	0	0	0	0
19:00	61	0	52	8	0	1	0	0	0	0	0	0	0	0
20:00	41	0	36	4	0	1	0	0	0	0	0	0	0	0
21:00	24	0	21	2	0	1	0	0	0	0	0	0	0	0
22:00	24	0	23	1	0	0	0	0	0	0	0	0	0	0
23:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0
12H.7-19	1215	7	1090	102	1	12	2	0	1	0	0	0	0	0
16H.6-22	1346	7	1203	117	1	15	2	0	1	0	0	0	0	0
18H.6-24	1385	7	1240	119	1	15	2	0	1	0	0	0	0	0
24H.0-24	1398	7	1253	119	1	15	2	0	1	0	0	0	0	0
Sun 21-Jan-24														
00:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	10	0	6	4	0	0	0	0	0	0	0	0	0	0
08:00	34	0	26	7	0	1	0	0	0	0	0	0	0	0
09:00	44	2	33	8	0	0	0	0	0	0	1	0	0	0
10:00	61	0	45	16	0	0	0	0	0	0	0	0	0	0
11:00	112	0	96	15	0	1	0	0	0	0	0	0	0	0
12:00	92	2	77	11	0	1	0	0	0	0	1	0	0	0
13:00	99	0	86	12	0	1	0	0	0	0	0	0	0	0
14:00	101	0	79	21	0	1	0	0	0	0	0	0	0	0
15:00	112	0	91	21	0	0	0	0	0	0	0	0	0	0
16:00	84	0	72	10	0	2	0	0	0	0	0	0	0	0
17:00	55	0	51	4	0	0	0	0	0	0	0	0	0	0
18:00	41	0	35	5	0	1	0	0	0	0	0	0	0	0
19:00	27	0	25	2	0	0	0	0	0	0	0	0	0	0
20:00	25	0	21	4	0	0	0	0	0	0	0	0	0	0
21:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0
22:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	845	4	697	134	0	8	0	0	0	0	2	0	0	0
16H.6-22	913	4	756	143	0	8	0	0	0	0	2	0	0	0
18H.6-24	927	4	768	145	0	8	0	0	0	0	2	0	0	0
24H.0-24	945	4	784	147	0	8	0	0	0	0	2	0	0	0
Mon 22-Jan-24														
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	1	1	0	1	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	23	0	16	6	0	0	1	0	0	0	0	0	0	0
07:00	85	0	66	17	1	0	1	0	0	0	0	0	0	0
08:00	136	0	111	25	0	0	0	0	0	0	0	0	0	0
09:00	107	0	83	22	0	2	0	0	0	0	0	0	0	0
10:00	118	0	85	27	0	5	0	0	1	0	0	0	0	0
11:00	114	0	99	13	0	2	0	0	0	0	0	0	0	0
12:00	106	1	85	17	0	3	0	0	0	0	0	0	0	0
13:00	142	1	115	23	1	2	0	0	0	0	0	0	0	0
14:00	117	0	102	11	0	4	0	0	0	0	0	0	0	0
15:00	174	0	144	29	0	1	0	0	0	0	0	0	0	0
16:00	197	1	163	29	0	1	1	0	1	0	1	0	0	0
17:00	168	1	144	22	0	1	0	0	0	0	0	0	0	0
18:00	110	0	95	14	0	1	0	0	0	0	0	0	0	0
19:00	72	0	65	6	0	1	0	0	0	0	0	0	0	0
20:00	35	1	31	2	0	1	0	0	0	0	0	0	0	0
21:00	26	0	24	1	0	1	0	0	0	0	0	0	0	0
22:00	25	0	19	6	0	0	0	0	0	0	0	0	0	0
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1574	4	1292	249	2	22	2	0	2	0	1	0	0	0
16H.6-22	1730	5	1428	264	2	25	3	0	2	0	1	0	0	0
18H.6-24	1762	5	1454	270	2	25	3	0	2	0	1	0	0	0
24H.0-24	1772	5	1461	272	2	26	3	0	2	0	1	0	0	0
Tue 23-Jan-24														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
06:00	24	0	20	3	0	0	1	0	0	0	0	0	0	0
07:00	88	0	69	18	0	1	0	0	0	0	0	0	0	0
08:00	111	0	78	28	0	4	0	0	0	0	0	1	0	0
09:00	111	1	84	23	0	3	0	0	0	0	0	0	0	0
10:00	116	0	80	29	0	7	0	0	0	0	0	0	0	0
11:00	121	0	85	34	0	2	0	0	0	0	0	0	0	0
12:00	156	0	124	30	0	2	0	0	0	0	0	0	0	0
13:00	139	0	89	43	0	7	0	0	0	0	0	0	0	0
14:00	132	0	95	35	0	2	0	0	0	0	0	0	0	0
15:00	150	1	116	31	0	2	0	0	0	0	0	0	0	0
16:00	165	1	124	36	0	4	0	0	0	0	0	0	0	0
17:00	225	1	183	40	0	1	0	0	0	0	0	0	0	0
18:00	105	1	86	17	0	1	0	0	0	0	0	0	0	0
19:00	74	0	62	11	0	1	0	0	0	0	0	0	0	0
20:00	51	0	43	7	0	1	0	0	0	0	0	0	0	0
21:00	37	0	32	3	0	2	0	0	0	0	0	0	0	0
22:00	22	0	17	4	0	0	0	0	1	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1619	5	1213	364	0	36	0	0	0	0	0	1	0	0
16H.6-22	1805	5	1370	388	0	40	1	0	0	0	0	1	0	0
18H.6-24	1833	5	1393	392	0	40	1	0	1	0	0	1	0	0
24H.0-24	1838	5	1396	393	0	40	2	0	1	0	0	1	0	0
Wed 24-Jan-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	21	0	18	2	0	0	1	0	0	0	0	0	0	0
07:00	89	0	72	16	0	0	1	0	0	0	0	0	0	0
08:00	100	1	86	12	0	0	0	0	1	0	0	0	0	0
09:00	104	1	88	12	1	1	1	0	0	0	0	0	0	0
10:00	123	0	96	25	0	1	0	0	1	0	0	0	0	0
11:00	91	0	75	13	0	1	2	0	0	0	0	0	0	0
12:00	98	0	83	14	0	0	1	0	0	0	0	0	0	0
13:00	96	0	85	9	0	1	0	0	0	0	0	1	0	0
14:00	108	0	95	12	0	0	1	0	0	0	0	0	0	0
15:00	181	0	152	28	0	1	0	0	0	0	0	0	0	0
16:00	186	2	164	17	0	1	0	1	1	0	0	0	0	0
17:00	204	0	184	19	0	0	0	0	1	0	0	0	0	0
18:00	126	0	119	7	0	0	0	0	0	0	0	0	0	0
19:00	66	0	60	4	1	1	0	0	0	0	0	0	0	0
20:00	55	0	51	4	0	0	0	0	0	0	0	0	0	0
21:00	41	0	38	2	0	1	0	0	0	0	0	0	0	0
22:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1506	4	1299	184	1	6	6	1	4	0	0	1	0	0
16H.6-22	1689	4	1466	196	2	8	7	1	4	0	0	1	0	0
18H.6-24	1712	4	1489	196	2	8	7	1	4	0	0	1	0	0
24H.0-24	1720	4	1496	197	2	8	7	1	4	0	0	1	0	0
Thu 25-Jan-24														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	23	0	19	3	0	0	1	0	0	0	0	0	0	0
07:00	78	1	66	9	0	1	1	0	0	0	0	0	0	0
08:00	111	0	100	10	0	1	0	0	0	0	0	0	0	0
09:00	109	0	92	13	0	2	1	0	1	0	0	0	0	0
10:00	123	0	101	20	0	1	1	0	0	0	0	0	0	0
11:00	129	0	112	14	0	2	0	0	1	0	0	0	0	0
12:00	166	1	135	27	0	2	0	0	0	0	0	1	0	0
13:00	152	1	137	14	0	0	0	0	0	0	0	0	0	0
14:00	165	0	141	20	1	1	1	0	1	0	0	0	0	0
15:00	176	0	144	29	0	1	1	0	1	0	0	0	0	0
16:00	180	0	159	20	0	1	0	0	0	0	0	0	0	0
17:00	211	2	187	21	0	1	0	0	0	0	0	0	0	0
18:00	161	0	139	19	1	2	0	0	0	0	0	0	0	0
19:00	108	1	92	14	0	0	1	0	0	0	0	0	0	0
20:00	55	0	51	3	0	1	0	0	0	0	0	0	0	0
21:00	34	0	32	1	1	0	0	0	0	0	0	0	0	0
22:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0
23:00	24	1	21	2	0	0	0	0	0	0	0	0	0	0
12H.7-19	1761	5	1513	216	2	15	5	0	4	0	0	1	0	0
16H.6-22	1981	6	1707	237	3	16	7	0	4	0	0	1	0	0
18H.6-24	2034	7	1756	240	3	16	7	0	4	0	0	1	0	0
24H.0-24	2045	7	1767	240	3	16	7	0	4	0	0	1	0	0
Fri 26-Jan-24														
00:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0
06:00	17	0	10	6	0	1	0	0	0	0	0	0	0	0
07:00	97	0	68	27	0	1	1	0	0	0	0	0	0	0
08:00	121	1	89	29	0	2	0	0	0	0	0	0	0	0
09:00	102	0	75	24	0	2	1	0	0	0	0	0	0	0
10:00	106	0	81	22	0	2	0	0	1	0	0	0	0	0
11:00	125	0	91	27	0	5	1	0	1	0	0	0	0	0
12:00	154	0	123	30	0	0	0	0	1	0	0	0	0	0
13:00	172	3	140	25	0	4	0	0	0	0	0	0	0	0
14:00	149	1	118	29	0	1	0	0	0	0	0	0	0	0
15:00	163	1	130	32	0	0	0	0	0	0	0	0	0	0
16:00	161	2	130	28	0	1	0	0	0	0	0	0	0	0
17:00	163	1	140	21	0	1	0	0	0	0	0	0	0	0
18:00	109	0	92	17	0	0	0	0	0	0	0	0	0	0
19:00	90	0	70	19	0	1	0	0	0	0	0	0	0	0
20:00	57	0	50	6	0	1	0	0	0	0	0	0	0	0
21:00	40	0	35	4	0	1	0	0	0	0	0	0	0	0
22:00	30	0	24	6	0	0	0	0	0	0	0	0	0	0
23:00	12	1	10	1	0	0	0	0	0	0	0	0	0	0
12H.7-19	1622	9	1277	311	0	19	3	0	3	0	0	0	0	0
16H.6-22	1826	9	1442	346	0	23	3	0	3	0	0	0	0	0
18H.6-24	1868	10	1476	353	0	23	3	0	3	0	0	0	0	0
24H.0-24	1879	10	1480	358	0	24	4	0	3	0	0	0	0	0
Sat 27-Jan-24														
00:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
01:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0
02:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0
06:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0
07:00	22	0	14	8	0	0	0	0	0	0	0	0	0	0
08:00	62	2	44	13	0	2	0	0	1	0	0	0	0	0
09:00	87	0	72	13	0	2	0	0	0	0	0	0	0	0
10:00	120	1	96	22	0	1	0	0	0	0	0	0	0	0
11:00	154	1	126	25	0	2	0	0	0	0	0	0	0	0
12:00	132	0	109	21	0	1	0	0	0	0	0	1	0	0
13:00	133	4	108	20	0	1	0	0	0	0	0	0	0	0
14:00	122	0	108	13	0	1	0	0	0	0	0	0	0	0
15:00	147	1	121	24	0	1	0	0	0	0	0	0	0	0
16:00	142	1	120	20	0	1	0	0	0	0	0	0	0	0
17:00	101	0	86	14	0	1	0	0	0	0	0	0	0	0
18:00	88	0	76	10	0	1	1	0	0	0	0	0	0	0
19:00	62	0	58	1	0	2	0	0	1	0	0	0	0	0
20:00	30	0	26	3	0	1	0	0	0	0	0	0	0	0
21:00	36	0	32	2	0	1	1	0	0	0	0	0	0	0
22:00	28	0	23	5	0	0	0	0	0	0	0	0	0	0
23:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
12H.7-19	1310	10	1080	203	0	14	1	0	1	0	0	1	0	0
16H.6-22	1447	10	1202	212	0	18	2	0	2	0	0	1	0	0
18H.6-24	1493	10	1242	218	0	18	2	0	2	0	0	1	0	0
24H.0-24	1515	10	1256	225	0	18	3	0	2	0	0	1	0	0
Sun 28-Jan-24														
00:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
07:00	19	0	15	3	0	1	0	0	0	0	0	0	0	0
08:00	30	0	21	8	0	1	0	0	0	0	0	0	0	0
09:00	57	0	45	12	0	0	0	0	0	0	0	0	0	0
10:00	72	1	63	6	0	2	0	0	0	0	0	0	0	0
11:00	117	0	98	18	0	1	0	0	0	0	0	0	0	0
12:00	111	3	83	20	0	3	2	0	0	0	0	0	0	0
13:00	135	0	126	6	0	2	0	0	1	0	0	0	0	0
14:00	120	2	96	21	0	1	0	0	0	0	0	0	0	0
15:00	87	4	70	10	0	2	1	0	0	0	0	0	0	0
16:00	113	0	98	13	0	2	0	0	0	0	0	0	0	0
17:00	55	0	42	11	0	2	0	0	0	0	0	0	0	0
18:00	34	0	30	3	0	1	0	0	0	0	0	0	0	0
19:00	40	0	35	5	0	0	0	0	0	0	0	0	0	0
20:00	30	0	25	4	0	1	0	0	0	0	0	0	0	0
21:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
12H.7-19	950	10	787	131	0	18	3	0	1	0	0	0	0	0
16H.6-22	1040	10	862	145	0	19	3	0	1	0	0	0	0	0
18H.6-24	1046	10	866	147	0	19	3	0	1	0	0	0	0	0
24H.0-24	1057	10	876	148	0	19	3	0	1	0	0	0	0	0
Mon 29-Jan-24														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	23	0	16	5	0	1	1	0	0	0	0	0	0	0
07:00	94	0	64	26	0	3	1	0	0	0	0	0	0	0
08:00	120	0	86	29	0	2	1	1	1	0	0	0	0	0
09:00	103	0	75	23	0	3	0	0	2	0	0	0	0	0
10:00	116	0	86	26	0	2	1	0	1	0	0	0	0	0
11:00	123	0	95	23	0	4	1	0	0	0	0	0	0	0
12:00	132	3	99	28	0	1	0	0	1	0	0	0	0	0
13:00	126	0	95	27	0	4	0	0	0	0	0	0	0	0
14:00	145	0	114	24	1	3	2	0	0	0	1	0	0	0
15:00	159	0	127	29	0	3	0	0	0	0	0	0	0	0
16:00	189	0	147	38	0	2	0	0	1	0	0	1	0	0
17:00	179	2	154	20	0	2	0	0	1	0	0	0	0	0
18:00	122	0	96	23	1	2	0	0	0	0	0	0	0	0
19:00	53	0	40	11	0	2	0	0	0	0	0	0	0	0
20:00	32	0	26	5	0	1	0	0	0	0	0	0	0	0
21:00	40	0	33	6	0	1	0	0	0	0	0	0	0	0
22:00	20	1	17	1	0	0	1	0	0	0	0	0	0	0
23:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0
12H.7-19	1608	5	1238	316	2	31	6	1	7	0	1	1	0	0
16H.6-22	1756	5	1353	343	2	36	7	1	7	0	1	1	0	0
18H.6-24	1784	6	1376	346	2	36	8	1	7	0	1	1	0	0
24H.0-24	1797	6	1385	350	2	36	8	1	7	0	1	1	0	0
Tue 30-Jan-24														
00:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	3	2	0	1	0	0	0	0	0	0	0	0
05:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	22	0	18	3	0	0	1	0	0	0	0	0	0	0
07:00	79	0	56	21	0	1	0	0	1	0	0	0	0	0
08:00	116	1	83	29	0	2	0	0	0	0	0	1	0	0
09:00	106	0	85	18	0	2	1	0	0	0	0	0	0	0
10:00	118	0	77	36	0	3	1	0	0	0	0	1	0	0
11:00	150	0	116	27	3	4	0	0	0	0	0	0	0	0
12:00	135	0	109	22	0	4	0	0	0	0	0	0	0	0
13:00	135	0	97	30	1	5	1	0	0	0	0	1	0	0
14:00	139	1	109	26	0	0	0	0	1	0	1	1	0	0
15:00	184	2	139	36	0	5	1	0	1	0	0	0	0	0
16:00	177	2	140	33	0	2	0	0	0	0	0	0	0	0
17:00	200	0	169	29	0	2	0	0	0	0	0	0	0	0
18:00	99	0	87	12	0	0	0	0	0	0	0	0	0	0
19:00	70	0	56	13	0	0	0	0	1	0	0	0	0	0
20:00	48	0	40	7	0	1	0	0	0	0	0	0	0	0
21:00	30	0	28	2	0	0	0	0	0	0	0	0	0	0
22:00	30	0	25	5	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1638	6	1267	319	4	30	4	0	3	0	1	4	0	0
16H.6-22	1808	6	1409	344	4	31	5	0	4	0	1	4	0	0
18H.6-24	1844	6	1440	349	4	31	5	0	4	0	1	4	0	0
24H.0-24	1863	6	1452	355	4	32	5	0	4	0	1	4	0	0
Wed 31-Jan-24														
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
06:00	19	0	12	6	0	0	1	0	0	0	0	0	0	0
07:00	80	0	55	22	0	1	1	0	1	0	0	0	0	0
08:00	121	0	89	30	0	2	0	0	0	0	0	0	0	0
09:00	131	0	92	32	0	4	3	0	0	0	0	0	0	0
10:00	105	0	86	16	0	3	0	0	0	0	0	0	0	0
11:00	119	0	94	18	0	4	1	1	0	0	1	0	0	0
12:00	137	1	108	25	1	1	0	0	1	0	0	0	0	0
13:00	127	1	98	24	0	3	0	0	1	0	0	0	0	0
14:00	109	0	93	15	0	1	0	0	0	0	0	0	0	0
15:00	139	0	108	29	0	2	0	0	0	0	0	0	0	0
16:00	170	1	136	30	0	2	1	0	0	0	0	0	0	0
17:00	164	1	139	21	0	2	0	0	1	0	0	0	0	0
18:00	123	0	104	17	0	1	1	0	0	0	0	0	0	0
19:00	66	0	53	10	0	3	0	0	0	0	0	0	0	0
20:00	53	1	43	8	0	1	0	0	0	0	0	0	0	0
21:00	43	0	32	9	0	2	0	0	0	0	0	0	0	0
22:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
23:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12H.7-19	1525	4	1202	279	1	26	7	1	4	0	1	0	0	0
16H.6-22	1706	5	1342	312	1	32	8	1	4	0	1	0	0	0
18H.6-24	1721	5	1355	314	1	32	8	1	4	0	1	0	0	0
24H.0-24	1734	5	1365	317	1	32	8	1	4	0	1	0	0	0
Thu 01-Feb-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	3	4	0	0	0	0	0	0	0	0	0	0
06:00	13	0	8	3	0	0	2	0	0	0	0	0	0	0
07:00	95	0	68	26	0	1	0	0	0	0	0	0	0	0
08:00	115	0	85	30	0	0	0	0	0	0	0	0	0	0
09:00	132	1	86	41	0	3	0	0	1	0	0	0	0	0
10:00	112	0	82	23	0	3	4	0	0	0	0	0	0	0
11:00	120	0	89	26	0	5	0	0	0	0	0	0	0	0
12:00	130	4	97	24	0	4	0	0	0	0	1	0	0	0
13:00	125	0	96	25	0	3	0	0	0	0	1	0	0	0
14:00	141	2	108	29	0	2	0	0	0	0	0	0	0	0
15:00	159	2	123	29	0	3	1	0	1	0	0	0	0	0
16:00	174	1	134	35	0	3	0	0	1	0	0	0	0	0
17:00	176	1	153	17	0	0	3	0	2	0	0	0	0	0
18:00	121	0	106	13	0	2	0	0	0	0	0	0	0	0
19:00	75	0	61	13	0	1	0	0	0	0	0	0	0	0
20:00	54	0	48	6	0	0	0	0	0	0	0	0	0	0
21:00	41	0	30	9	0	2	0	0	0	0	0	0	0	0
22:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
23:00	13	0	9	4	0	0	0	0	0	0	0	0	0	0
12H.7-19	1600	11	1227	318	0	29	8	0	5	0	2	0	0	0
16H.6-22	1783	11	1374	349	0	32	10	0	5	0	2	0	0	0
18H.6-24	1814	11	1400	354	0	32	10	0	5	0	2	0	0	0
24H.0-24	1823	11	1404	358	0	33	10	0	5	0	2	0	0	0
Daily Totals														
Fri 19-Jan-24	1807	4	1520	255	1	16	6	1	4	0	0	0	0	0
Sat 20-Jan-24	1398	7	1253	119	1	15	2	0	1	0	0	0	0	0
Sun 21-Jan-24	945	4	784	147	0	8	0	0	0	0	2	0	0	0
Mon 22-Jan-24	1772	5	1461	272	2	26	3	0	2	0	1	0	0	0
Tue 23-Jan-24	1838	5	1396	393	0	40	2	0	1	0	0	1	0	0
Wed 24-Jan-24	1720	4	1496	197	2	8	7	1	4	0	0	1	0	0
Thu 25-Jan-24	2045	7	1767	240	3	16	7	0	4	0	0	1	0	0
Fri 26-Jan-24	1879	10	1480	358	0	24	4	0	3	0	0	0	0	0
Sat 27-Jan-24	1515	10	1256	225	0	18	3	0	2	0	0	1	0	0
Sun 28-Jan-24	1057	10	876	148	0	19	3	0	1	0	0	0	0	0
Mon 29-Jan-24	1797	6	1385	350	2	36	8	1	7	0	1	1	0	0
Tue 30-Jan-24	1863	6	1452	355	4	32	5	0	4	0	1	4	0	0
Wed 31-Jan-24	1734	5	1365	317	1	32	8	1	4	0	1	0	0	0
Thu 01-Feb-24	1823	11	1404	358	0	33	10	0	5	0	2	0	0	0
Total Vehicles														
[--]	23193	94	18895	3734	16	323	68	4	42	0	8	9	0	0



13004 UCKFIELD Site No: 13004001 Location Site 1 - B2102, Uckfield (T/P #87)

Fri 19-Jan-24 to Thu 01-Feb-24 Channel: Eastbound

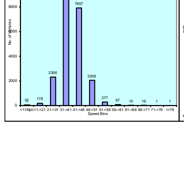
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 19-Jan-24											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	7	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
06:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
07:00	77	0	0.0	56	72.7	19	24.7	2	2.6	0	0.0
08:00	126	0	0.0	100	79.4	24	19.1	2	1.6	0	0.0
09:00	92	2	2.2	75	81.5	13	14.1	2	2.2	0	0.0
10:00	123	0	0.0	94	76.4	26	21.1	2	1.6	1	0.8
11:00	126	0	0.0	104	82.5	19	15.1	3	2.4	0	0.0
12:00	135	0	0.0	114	84.4	19	14.1	2	1.5	0	0.0
13:00	127	0	0.0	104	81.9	21	16.5	2	1.6	0	0.0
14:00	138	1	0.7	112	81.2	22	15.9	3	2.2	0	0.0
15:00	166	0	0.0	145	87.4	21	12.7	0	0.0	0	0.0
16:00	180	0	0.0	156	86.7	23	12.8	1	0.6	0	0.0
17:00	173	1	0.6	157	90.8	13	7.5	2	1.2	0	0.0
18:00	99	0	0.0	91	91.9	7	7.1	1	1.0	0	0.0
19:00	84	0	0.0	72	85.7	11	13.1	1	1.2	0	0.0
20:00	53	0	0.0	44	83.0	8	15.1	1	1.9	0	0.0
21:00	35	0	0.0	34	97.1	0	0.0	1	2.9	0	0.0
22:00	28	0	0.0	26	92.9	2	7.1	0	0.0	0	0.0
23:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
12H.7-19	1562	4	0.3	1308	83.7	227	14.5	22	1.4	1	0.1
16H.6-22	1749	4	0.2	1470	84.1	248	14.2	26	1.5	1	0.1
18H.6-24	1794	4	0.2	1511	84.2	252	14.1	26	1.5	1	0.1
24H.0-24	1807	4	0.2	1520	84.1	255	14.1	27	1.5	1	0.1
Sat 20-Jan-24											
00:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
07:00	19	0	0.0	15	79.0	4	21.1	0	0.0	0	0.0
08:00	42	0	0.0	34	81.0	5	11.9	3	7.1	0	0.0
09:00	72	1	1.4	65	90.3	6	8.3	0	0.0	0	0.0
10:00	136	2	1.5	116	85.3	17	12.5	1	0.7	0	0.0
11:00	108	1	0.9	95	88.0	10	9.3	2	1.9	0	0.0
12:00	141	1	0.7	122	86.5	16	11.4	2	1.4	0	0.0
13:00	133	1	0.8	120	90.2	10	7.5	2	1.5	0	0.0
14:00	136	0	0.0	128	94.1	6	4.4	2	1.5	0	0.0
15:00	137	1	0.7	129	94.2	6	4.4	1	0.7	0	0.0
16:00	110	0	0.0	102	92.7	7	6.4	0	0.0	1	0.9
17:00	112	0	0.0	99	88.4	12	10.7	1	0.9	0	0.0
18:00	69	0	0.0	65	94.2	3	4.4	1	1.5	0	0.0
19:00	61	0	0.0	52	85.3	8	13.1	1	1.6	0	0.0
20:00	41	0	0.0	36	87.8	4	9.8	1	2.4	0	0.0
21:00	24	0	0.0	21	87.5	2	8.3	1	4.2	0	0.0
22:00	24	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
23:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
12H.7-19	1215	7	0.6	1090	89.7	102	8.4	15	1.2	1	0.1
16H.6-22	1346	7	0.5	1203	89.4	117	8.7	18	1.3	1	0.1
18H.6-24	1385	7	0.5	1240	89.5	119	8.6	18	1.3	1	0.1
24H.0-24	1398	7	0.5	1253	89.6	119	8.5	18	1.3	1	0.1
Sun 21-Jan-24											
00:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	10	0	0.0	6	60.0	4	40.0	0	0.0	0	0.0
08:00	34	0	0.0	26	76.5	7	20.6	1	2.9	0	0.0
09:00	44	2	4.6	33	75.0	8	18.2	1	2.3	0	0.0
10:00	61	0	0.0	45	73.8	16	26.2	0	0.0	0	0.0
11:00	112	0	0.0	96	85.7	15	13.4	1	0.9	0	0.0
12:00	92	2	2.2	77	83.7	11	12.0	2	2.2	0	0.0
13:00	99	0	0.0	86	86.9	12	12.1	1	1.0	0	0.0
14:00	101	0	0.0	79	78.2	21	20.8	1	1.0	0	0.0
15:00	112	0	0.0	91	81.3	21	18.8	0	0.0	0	0.0
16:00	84	0	0.0	72	85.7	10	11.9	2	2.4	0	0.0
17:00	55	0	0.0	51	92.7	4	7.3	0	0.0	0	0.0
18:00	41	0	0.0	35	85.4	5	12.2	1	2.4	0	0.0
19:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
20:00	25	0	0.0	21	84.0	4	16.0	0	0.0	0	0.0
21:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
22:00	10	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	845	4	0.5	697	82.5	134	15.9	10	1.2	0	0.0
16H.6-22	913	4	0.4	756	82.8	143	15.7	10	1.1	0	0.0
18H.6-24	927	4	0.4	768	82.9	145	15.6	10	1.1	0	0.0
24H.0-24	945	4	0.4	784	83.0	147	15.6	10	1.1	0	0.0
Mon 22-Jan-24											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	1	33.3	1	33.3	1	33.3	0	0.0
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	23	0	0.0	16	69.6	6	26.1	1	4.4	0	0.0
07:00	85	0	0.0	66	77.7	17	20.0	1	1.2	1	1.2
08:00	136	0	0.0	111	81.6	25	18.4	0	0.0	0	0.0
09:00	107	0	0.0	83	77.6	22	20.6	2	1.9	0	0.0
10:00	118	0	0.0	85	72.0	27	22.9	6	5.1	0	0.0
11:00	114	0	0.0	99	86.8	13	11.4	2	1.8	0	0.0
12:00	106	1	0.9	85	80.2	17	16.0	3	2.8	0	0.0
13:00	142	1	0.7	115	81.0	23	16.2	2	1.4	1	0.7
14:00	117	0	0.0	102	87.2	11	9.4	4	3.4	0	0.0
15:00	174	0	0.0	144	82.8	29	16.7	1	0.6	0	0.0
16:00	197	1	0.5	163	82.7	29	14.7	4	2.0	0	0.0
17:00	168	1	0.6	144	85.7	22	13.1	1	0.6	0	0.0
18:00	110	0	0.0	95	86.4	14	12.7	1	0.9	0	0.0
19:00	72	0	0.0	65	90.3	6	8.3	1	1.4	0	0.0
20:00	35	1	2.9	31	88.6	2	5.7	1	2.9	0	0.0
21:00	26	0	0.0	24	92.3	1	3.9	1	3.9	0	0.0
22:00	25	0	0.0	19	76.0	6	24.0	0	0.0	0	0.0
23:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1574	4	0.3	1292	82.1	249	15.8	27	1.7	2	0.1
16H.6-22	1730	5	0.3	1428	82.5	264	15.3	31	1.8	2	0.1
18H.6-24	1762	5	0.3	1454	82.5	270	15.3	31	1.8	2	0.1
24H.0-24	1772	5	0.3	1461	82.5	272	15.4	32	1.8	2	0.1
Tue 23-Jan-24											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
05:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
06:00	24	0	0.0	20	83.3	3	12.5	1	4.2	0	0.0
07:00	88	0	0.0	69	78.4	18	20.5	1	1.1	0	0.0
08:00	111	0	0.0	78	70.3	28	25.2	5	4.5	0	0.0
09:00	111	1	0.9	84	75.7	23	20.7	3	2.7	0	0.0
10:00	116	0	0.0	80	69.0	29	25.0	7	6.0	0	0.0
11:00	121	0	0.0	85	70.3	34	28.1	2	1.7	0	0.0
12:00	156	0	0.0	124	79.5	30	19.2	2	1.3	0	0.0
13:00	139	0	0.0	89	64.0	43	30.9	7	5.0	0	0.0
14:00	132	0	0.0	95	72.0	35	26.5	2	1.5	0	0.0
15:00	150	1	0.7	116	77.3	31	20.7	2	1.3	0	0.0
16:00	165	1	0.6	124	75.2	36	21.8	4	2.4	0	0.0
17:00	225	1	0.4	183	81.3	40	17.8	1	0.4	0	0.0
18:00	105	1	1.0	86	81.9	17	16.2	1	1.0	0	0.0
19:00	74	0	0.0	62	83.8	11	14.9	1	1.4	0	0.0
20:00	51	0	0.0	43	84.3	7	13.7	1	2.0	0	0.0
21:00	37	0	0.0	32	86.5	3	8.1	2	5.4	0	0.0
22:00	22	0	0.0	17	77.3	4	18.2	1	4.6	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1619	5	0.3	1213	74.9	364	22.5	37	2.3	0	0.0
16H.6-22	1805	5	0.3	1370	75.9	388	21.5	42	2.3	0	0.0
18H.6-24	1833	5	0.3	1393	76.0	392	21.4	43	2.4	0	0.0
24H.0-24	1838	5	0.3	1396	76.0	393	21.4	44	2.4	0	0.0
Wed 24-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	21	0	0.0	18	85.7	2	9.5	1	4.8	0	0.0
07:00	89	0	0.0	72	80.9	16	18.0	1	1.1	0	0.0
08:00	100	1	1.0	86	86.0	12	12.0	1	1.0	0	0.0
09:00	104	1	1.0	88	84.6	12	11.5	2	1.9	1	1.0
10:00	123	0	0.0	96	78.1	25	20.3	2	1.6	0	0.0
11:00	91	0	0.0	75	82.4	13	14.3	3	3.3	0	0.0
12:00	98	0	0.0	83	84.7	14	14.3	1	1.0	0	0.0
13:00	96	0	0.0	85	88.5	9	9.4	2	2.1	0	0.0
14:00	108	0	0.0	95	88.0	12	11.1	1	0.9	0	0.0
15:00	181	0	0.0	152	84.0	28	15.5	1	0.6	0	0.0
16:00	186	2	1.1	164	88.2	17	9.1	3	1.6	0	0.0
17:00	204	0	0.0	184	90.2	19	9.3	1	0.5	0	0.0
18:00	126	0	0.0	119	94.4	7	5.6	0	0.0	0	0.0
19:00	66	0	0.0	60	90.9	4	6.1	1	1.5	1	1.5
20:00	55	0	0.0	51	92.7	4	7.3	0	0.0	0	0.0
21:00	41	0	0.0	38	92.7	2	4.9	1	2.4	0	0.0
22:00	19	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1506	4	0.3	1299	86.3	184	12.2	18	1.2	1	0.1
16H.6-22	1689	4	0.2	1466	86.8	196	11.6	21	1.2	2	0.1
18H.6-24	1712	4	0.2	1489	87.0	196	11.5	21	1.2	2	0.1
24H.0-24	1720	4	0.2	1496	87.0	197	11.5	21	1.2	2	0.1
Thu 25-Jan-24											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	23	0	0.0	19	82.6	3	13.0	1	4.4	0	0.0
07:00	78	1	1.3	66	84.6	9	11.5	2	2.6	0	0.0
08:00	111	0	0.0	100	90.1	10	9.0	1	0.9	0	0.0
09:00	109	0	0.0	92	84.4	13	11.9	4	3.7	0	0.0
10:00	123	0	0.0	101	82.1	20	16.3	2	1.6	0	0.0
11:00	129	0	0.0	112	86.8	14	10.9	3	2.3	0	0.0
12:00	166	1	0.6	135	81.3	27	16.3	3	1.8	0	0.0
13:00	152	1	0.7	137	90.1	14	9.2	0	0.0	0	0.0
14:00	165	0	0.0	141	85.5	20	12.1	3	1.8	1	0.6
15:00	176	0	0.0	144	81.8	29	16.5	3	1.7	0	0.0
16:00	180	0	0.0	159	88.3	20	11.1	1	0.6	0	0.0
17:00	211	2	1.0	187	88.6	21	10.0	1	0.5	0	0.0
18:00	161	0	0.0	139	86.3	19	11.8	2	1.2	1	0.6
19:00	108	1	0.9	92	85.2	14	13.0	1	0.9	0	0.0
20:00	55	0	0.0	51	92.7	3	5.5	1	1.8	0	0.0
21:00	34	0	0.0	32	94.1	1	2.9	0	0.0	1	2.9
22:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
23:00	24	1	4.2	21	87.5	2	8.3	0	0.0	0	0.0
12H.7-19	1761	5	0.3	1513	85.9	216	12.3	25	1.4	2	0.1
16H.6-22	1981	6	0.3	1707	86.2	237	12.0	28	1.4	3	0.2
18H.6-24	2034	7	0.3	1756	86.3	240	11.8	28	1.4	3	0.2
24H.0-24	2045	7	0.3	1767	86.4	240	11.7	28	1.4	3	0.2
Fri 26-Jan-24											
00:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
04:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
05:00	5	0	0.0	2	40.0	3	60.0	0	0.0	0	0.0
06:00	17	0	0.0	10	58.8	6	35.3	1	5.9	0	0.0
07:00	97	0	0.0	68	70.1	27	27.8	2	2.1	0	0.0
08:00	121	1	0.8	89	73.6	29	24.0	2	1.7	0	0.0
09:00	102	0	0.0	75	73.5	24	23.5	3	2.9	0	0.0
10:00	106	0	0.0	81	76.4	22	20.8	3	2.8	0	0.0
11:00	125	0	0.0	91	72.8	27	21.6	7	5.6	0	0.0
12:00	154	0	0.0	123	79.9	30	19.5	1	0.7	0	0.0
13:00	172	3	1.7	140	81.4	25	14.5	4	2.3	0	0.0
14:00	149	1	0.7	118	79.2	29	19.5	1	0.7	0	0.0
15:00	163	1	0.6	130	79.8	32	19.6	0	0.0	0	0.0
16:00	161	2	1.2	130	80.8	28	17.4	1	0.6	0	0.0
17:00	163	1	0.6	140	85.9	21	12.9	1	0.6	0	0.0
18:00	109	0	0.0	92	84.4	17	15.6	0	0.0	0	0.0
19:00	90	0	0.0	70	77.8	19	21.1	1	1.1	0	0.0
20:00	57	0	0.0	50	87.7	6	10.5	1	1.8	0	0.0
21:00	40	0	0.0	35	87.5	4	10.0	1	2.5	0	0.0
22:00	30	0	0.0	24	80.0	6	20.0	0	0.0	0	0.0
23:00	12	1	8.3	10	83.3	1	8.3	0	0.0	0	0.0
12H.7-19	1622	9	0.6	1277	78.7	311	19.2	25	1.5	0	0.0
16H.6-22	1826	9	0.5	1442	79.0	346	19.0	29	1.6	0	0.0
18H.6-24	1868	10	0.5	1476	79.0	353	18.9	29	1.6	0	0.0
24H.0-24	1879	10	0.5	1480	78.8	358	19.1	31	1.7	0	0.0
Sat 27-Jan-24											
00:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
02:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
06:00	9	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
07:00	22	0	0.0	14	63.6	8	36.4	0	0.0	0	0.0
08:00	62	2	3.2	44	71.0	13	21.0	3	4.8	0	0.0
09:00	87	0	0.0	72	82.8	13	14.9	2	2.3	0	0.0
10:00	120	1	0.8	96	80.0	22	18.3	1	0.8	0	0.0
11:00	154	1	0.7	126	81.8	25	16.2	2	1.3	0	0.0
12:00	132	0	0.0	109	82.6	21	15.9	2	1.5	0	0.0
13:00	133	4	3.0	108	81.2	20	15.0	1	0.8	0	0.0
14:00	122	0	0.0	108	88.5	13	10.7	1	0.8	0	0.0
15:00	147	1	0.7	121	82.3	24	16.3	1	0.7	0	0.0
16:00	142	1	0.7	120	84.5	20	14.1	1	0.7	0	0.0
17:00	101	0	0.0	86	85.2	14	13.9	1	1.0	0	0.0
18:00	88	0	0.0	76	86.4	10	11.4	2	2.3	0	0.0
19:00	62	0	0.0	58	93.6	1	1.6	3	4.8	0	0.0
20:00	30	0	0.0	26	86.7	3	10.0	1	3.3	0	0.0
21:00	36	0	0.0	32	88.9	2	5.6	2	5.6	0	0.0
22:00	28	0	0.0	23	82.1	5	17.9	0	0.0	0	0.0
23:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
12H.7-19	1310	10	0.8	1080	82.4	203	15.5	17	1.3	0	0.0
16H.6-22	1447	10	0.7	1202	83.1	212	14.7	23	1.6	0	0.0
18H.6-24	1493	10	0.7	1242	83.2	218	14.6	23	1.5	0	0.0
24H.0-24	1515	10	0.7	1256	82.9	225	14.9	24	1.6	0	0.0
Sun 28-Jan-24											
00:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
07:00	19	0	0.0	15	79.0	3	15.8	1	5.3	0	0.0
08:00	30	0	0.0	21	70.0	8	26.7	1	3.3	0	0.0
09:00	57	0	0.0	45	79.0	12	21.1	0	0.0	0	0.0
10:00	72	1	1.4	63	87.5	6	8.3	2	2.8	0	0.0
11:00	117	0	0.0	98	83.8	18	15.4	1	0.9	0	0.0
12:00	111	3	2.7	83	74.8	20	18.0	5	4.5	0	0.0
13:00	135	0	0.0	126	93.3	6	4.4	3	2.2	0	0.0
14:00	120	2	1.7	96	80.0	21	17.5	1	0.8	0	0.0
15:00	87	4	4.6	70	80.5	10	11.5	3	3.5	0	0.0
16:00	113	0	0.0	98	86.7	13	11.5	2	1.8	0	0.0
17:00	55	0	0.0	42	76.4	11	20.0	2	3.6	0	0.0
18:00	34	0	0.0	30	88.2	3	8.8	1	2.9	0	0.0
19:00	40	0	0.0	35	87.5	5	12.5	0	0.0	0	0.0
20:00	30	0	0.0	25	83.3	4	13.3	1	3.3	0	0.0
21:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
22:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
12H.7-19	950	10	1.1	787	82.8	131	13.8	22	2.3	0	0.0
16H.6-22	1040	10	1.0	862	82.9	145	13.9	23	2.2	0	0.0
18H.6-24	1046	10	1.0	866	82.8	147	14.1	23	2.2	0	0.0
24H.0-24	1057	10	1.0	876	82.9	148	14.0	23	2.2	0	0.0
Mon 29-Jan-24											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	23	0	0.0	16	69.6	5	21.7	2	8.7	0	0.0
07:00	94	0	0.0	64	68.1	26	27.7	4	4.3	0	0.0
08:00	120	0	0.0	86	71.7	29	24.2	5	4.2	0	0.0
09:00	103	0	0.0	75	72.8	23	22.3	5	4.9	0	0.0
10:00	116	0	0.0	86	74.1	26	22.4	4	3.5	0	0.0
11:00	123	0	0.0	95	77.2	23	18.7	5	4.1	0	0.0
12:00	132	3	2.3	99	75.0	28	21.2	2	1.5	0	0.0
13:00	126	0	0.0	95	75.4	27	21.4	4	3.2	0	0.0
14:00	145	0	0.0	114	78.6	24	16.6	6	4.1	1	0.7
15:00	159	0	0.0	127	79.9	29	18.2	3	1.9	0	0.0
16:00	189	0	0.0	147	77.8	38	20.1	4	2.1	0	0.0
17:00	179	2	1.1	154	86.0	20	11.2	3	1.7	0	0.0
18:00	122	0	0.0	96	78.7	23	18.9	2	1.6	1	0.8
19:00	53	0	0.0	40	75.5	11	20.8	2	3.8	0	0.0
20:00	32	0	0.0	26	81.3	5	15.6	1	3.1	0	0.0
21:00	40	0	0.0	33	82.5	6	15.0	1	2.5	0	0.0
22:00	20	1	5.0	17	85.0	1	5.0	1	5.0	0	0.0
23:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
12H.7-19	1608	5	0.3	1238	77.0	316	19.7	47	2.9	2	0.1
16H.6-22	1756	5	0.3	1353	77.1	343	19.5	53	3.0	2	0.1
18H.6-24	1784	6	0.3	1376	77.1	346	19.4	54	3.0	2	0.1
24H.0-24	1797	6	0.3	1385	77.1	350	19.5	54	3.0	2	0.1
Tue 30-Jan-24											
00:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	6	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
05:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
06:00	22	0	0.0	18	81.8	3	13.6	1	4.6	0	0.0
07:00	79	0	0.0	56	70.9	21	26.6	2	2.5	0	0.0
08:00	116	1	0.9	83	71.6	29	25.0	3	2.6	0	0.0
09:00	106	0	0.0	85	80.2	18	17.0	3	2.8	0	0.0
10:00	118	0	0.0	77	65.3	36	30.5	5	4.2	0	0.0
11:00	150	0	0.0	116	77.3	27	18.0	4	2.7	3	2.0
12:00	135	0	0.0	109	80.7	22	16.3	4	3.0	0	0.0
13:00	135	0	0.0	97	71.9	30	22.2	7	5.2	1	0.7
14:00	139	1	0.7	109	78.4	26	18.7	3	2.2	0	0.0
15:00	184	2	1.1	139	75.5	36	19.6	7	3.8	0	0.0
16:00	177	2	1.1	140	79.1	33	18.6	2	1.1	0	0.0
17:00	200	0	0.0	169	84.5	29	14.5	2	1.0	0	0.0
18:00	99	0	0.0	87	87.9	12	12.1	0	0.0	0	0.0
19:00	70	0	0.0	56	80.0	13	18.6	1	1.4	0	0.0
20:00	48	0	0.0	40	83.3	7	14.6	1	2.1	0	0.0
21:00	30	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
22:00	30	0	0.0	25	83.3	5	16.7	0	0.0	0	0.0
23:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1638	6	0.4	1267	77.4	319	19.5	42	2.6	4	0.2
16H.6-22	1808	6	0.3	1409	77.9	344	19.0	45	2.5	4	0.2
18H.6-24	1844	6	0.3	1440	78.1	349	18.9	45	2.4	4	0.2
24H.0-24	1863	6	0.3	1452	77.9	355	19.1	46	2.5	4	0.2
Wed 31-Jan-24											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	2	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
06:00	19	0	0.0	12	63.2	6	31.6	1	5.3	0	0.0
07:00	80	0	0.0	55	68.8	22	27.5	3	3.8	0	0.0
08:00	121	0	0.0	89	73.6	30	24.8	2	1.7	0	0.0
09:00	131	0	0.0	92	70.2	32	24.4	7	5.3	0	0.0
10:00	105	0	0.0	86	81.9	16	15.2	3	2.9	0	0.0
11:00	119	0	0.0	94	79.0	18	15.1	7	5.9	0	0.0
12:00	137	1	0.7	108	78.8	25	18.3	2	1.5	1	0.7
13:00	127	1	0.8	98	77.2	24	18.9	4	3.2	0	0.0
14:00	109	0	0.0	93	85.3	15	13.8	1	0.9	0	0.0
15:00	139	0	0.0	108	77.7	29	20.9	2	1.4	0	0.0
16:00	170	1	0.6	136	80.0	30	17.7	3	1.8	0	0.0
17:00	164	1	0.6	139	84.8	21	12.8	3	1.8	0	0.0
18:00	123	0	0.0	104	84.6	17	13.8	2	1.6	0	0.0
19:00	66	0	0.0	53	80.3	10	15.2	3	4.6	0	0.0
20:00	53	1	1.9	43	81.1	8	15.1	1	1.9	0	0.0
21:00	43	0	0.0	32	74.4	9	20.9	2	4.7	0	0.0
22:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
23:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
12H.7-19	1525	4	0.3	1202	78.8	279	18.3	39	2.6	1	0.1
16H.6-22	1706	5	0.3	1342	78.7	312	18.3	46	2.7	1	0.1
18H.6-24	1721	5	0.3	1355	78.7	314	18.3	46	2.7	1	0.1
24H.0-24	1734	5	0.3	1365	78.7	317	18.3	46	2.7	1	0.1
Thu 01-Feb-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	7	0	0.0	3	42.9	4	57.1	0	0.0	0	0.0
06:00	13	0	0.0	8	61.5	3	23.1	2	15.4	0	0.0
07:00	95	0	0.0	68	71.6	26	27.4	1	1.1	0	0.0
08:00	115	0	0.0	85	73.9	30	26.1	0	0.0	0	0.0
09:00	132	1	0.8	86	65.2	41	31.1	4	3.0	0	0.0
10:00	112	0	0.0	82	73.2	23	20.5	7	6.3	0	0.0
11:00	120	0	0.0	89	74.2	26	21.7	5	4.2	0	0.0
12:00	130	4	3.1	97	74.6	24	18.5	5	3.9	0	0.0
13:00	125	0	0.0	96	76.8	25	20.0	4	3.2	0	0.0
14:00	141	2	1.4	108	76.6	29	20.6	2	1.4	0	0.0
15:00	159	2	1.3	123	77.4	29	18.2	5	3.1	0	0.0
16:00	174	1	0.6	134	77.0	35	20.1	4	2.3	0	0.0
17:00	176	1	0.6	153	86.9	17	9.7	5	2.8	0	0.0
18:00	121	0	0.0	106	87.6	13	10.7	2	1.7	0	0.0
19:00	75	0	0.0	61	81.3	13	17.3	1	1.3	0	0.0
20:00	54	0	0.0	48	88.9	6	11.1	0	0.0	0	0.0
21:00	41	0	0.0	30	73.2	9	22.0	2	4.9	0	0.0
22:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
23:00	13	0	0.0	9	69.2	4	30.8	0	0.0	0	0.0
12H.7-19	1600	11	0.7	1227	76.7	318	19.9	44	2.8	0	0.0
16H.6-22	1783	11	0.6	1374	77.1	349	19.6	49	2.8	0	0.0
18H.6-24	1814	11	0.6	1400	77.2	354	19.5	49	2.7	0	0.0
24H.0-24	1823	11	0.6	1404	77.0	358	19.6	50	2.7	0	0.0
Daily Totals											
Fri 19-Jan-24	1807	4	0.2	1520	84.1	255	14.1	27	1.5	1	0.1
Sat 20-Jan-24	1398	7	0.5	1253	89.6	119	8.5	18	1.3	1	0.1
Sun 21-Jan-24	945	4	0.4	784	83.0	147	15.6	10	1.1	0	0.0
Mon 22-Jan-24	1772	5	0.3	1461	82.5	272	15.4	32	1.8	2	0.1
Tue 23-Jan-24	1838	5	0.3	1396	76.0	393	21.4	44	2.4	0	0.0
Wed 24-Jan-24	1720	4	0.2	1496	87.0	197	11.5	21	1.2	2	0.1
Thu 25-Jan-24	2045	7	0.3	1767	86.4	240	11.7	28	1.4	3	0.2
Fri 26-Jan-24	1879	10	0.5	1480	78.8	358	19.1	31	1.7	0	0.0
Sat 27-Jan-24	1515	10	0.7	1256	82.9	225	14.9	24	1.6	0	0.0
Sun 28-Jan-24	1057	10	1.0	876	82.9	148	14.0	23	2.2	0	0.0
Mon 29-Jan-24	1797	6	0.3	1385	77.1	350	19.5	54	3.0	2	0.1
Tue 30-Jan-24	1863	6	0.3	1452	77.9	355	19.1	46	2.5	4	0.2
Wed 31-Jan-24	1734	5	0.3	1365	78.7	317	18.3	46	2.7	1	0.1
Thu 01-Feb-24	1823	11	0.6	1404	77.0	358	19.6	50	2.7	0	0.0
Total Vehicles											
1-1	23193	94	0.4	18895	81.5	3734	16.1	454	2.0	16	0.1

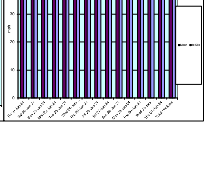


13004 UCKFIELD Site No: 13004001 Location Site 1 - B2102, Uckfield (T/P #87)

Fri 19-Jan-24 to Thu 01-Feb-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 19-Jan-24																
00:00	2	-	43.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	2	-	44.8	12.4	0	0	0	1	0	0	1	0	0	0	0	0
05:00	7	-	39.2	4.7	0	0	0	4	3	0	0	0	0	0	0	0
06:00	15	44.8	39	7	0	0	2	5	7	1	0	0	0	0	0	0
07:00	77	44.9	38.8	6.2	0	0	6	38	27	6	0	0	0	0	0	0
08:00	126	45.1	38.8	7	0	2	12	50	52	10	0	0	0	0	0	0
09:00	92	45.5	38.9	8.1	1	2	8	34	36	10	1	0	0	0	0	0
10:00	123	44.4	38.8	5.7	0	0	6	67	46	2	1	1	0	0	0	0
11:00	126	45.7	38.8	7.5	0	1	18	44	46	17	0	0	0	0	0	0
12:00	135	45.1	38.8	6.6	0	0	11	70	41	9	4	0	0	0	0	0
13:00	127	44.8	38.8	6.2	0	0	8	69	40	8	1	1	0	0	0	0
14:00	138	44.6	38.8	7.3	0	0	8	85	33	5	3	2	0	2	0	0
15:00	166	44.7	38.8	5.8	0	0	10	87	59	10	0	0	0	0	0	0
16:00	180	44.6	38.8	5.5	0	1	2	115	48	12	2	0	0	0	0	0
17:00	173	45.2	38.8	7.9	0	7	11	70	70	13	0	1	1	0	0	0
18:00	99	44.8	38.8	6.8	0	0	9	49	34	4	2	0	1	0	0	0
19:00	84	45.1	38.8	7	0	0	11	32	34	6	1	0	0	0	0	0
20:00	53	44.7	38.9	6.3	0	0	2	33	13	3	1	1	0	0	0	0
21:00	35	44.5	39	5.1	0	0	0	23	9	3	0	0	0	0	0	0
22:00	28	44.9	39	6.6	0	0	3	11	12	2	0	0	0	0	0	0
23:00	17	45.1	38.9	8.8	0	0	3	6	6	1	0	1	0	0	0	0
12H,7-19	1562	45	38.8	6.7	1	13	109	778	532	106	14	5	2	2	0	0
16H,6-22	1749	45	38.8	6.7	1	13	124	871	595	119	16	6	2	2	0	0
18H,6-24	1794	45	38.8	6.7	1	13	130	888	613	122	16	7	2	2	0	0
24H,0-24	1807	45	38.9	6.7	1	13	130	893	620	122	17	7	2	2	0	0
Sat 20-Jan-24																
00:00	7	-	39.6	7.7	0	0	1	2	3	1	0	0	0	0	0	0
01:00	4	-	39.8	4.9	0	0	0	2	2	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	46	3.5	0	0	0	0	1	1	0	0	0	0	0	0
06:00	5	-	39.5	8.8	0	0	1	1	2	1	0	0	0	0	0	0
07:00	19	44.9	39.2	6	0	0	1	10	6	2	0	0	0	0	0	0
08:00	42	47.2	38.9	8.7	0	1	7	12	13	9	0	0	0	0	0	0
09:00	72	45.3	38.8	7.1	0	1	6	33	24	7	1	0	0	0	0	0
10:00	136	45.8	38.8	6.9	0	2	6	79	29	18	1	1	0	0	0	0
11:00	108	45.1	39	6.9	0	1	4	65	26	6	4	2	0	0	0	0
12:00	141	45.3	40	6	0	0	2	75	49	11	1	3	0	0	0	0
13:00	133	44.9	38.8	6	0	0	8	72	42	10	1	0	0	0	0	0
14:00	136	44.5	38.8	5.9	0	0	5	81	42	7	0	0	0	1	0	0
15:00	137	44.9	38.8	6.8	0	0	11	73	41	7	2	3	0	0	0	0
16:00	110	45.3	38.8	7.6	0	0	16	41	42	10	0	0	0	1	0	0
17:00	112	44.8	38.8	6.3	0	0	7	62	34	6	2	1	0	0	0	0
18:00	69	44.7	39	6.2	0	0	2	43	18	3	2	1	0	0	0	0
19:00	61	45.8	39.9	6.4	0	0	2	33	17	6	3	0	0	0	0	0
20:00	41	44.5	38.8	6.2	0	0	4	17	19	1	0	0	0	0	0	0
21:00	24	47.6	38.9	8.6	0	0	5	7	6	6	0	0	0	0	0	0
22:00	24	45.1	39	7.4	0	0	2	13	6	2	0	1	0	0	0	0
23:00	15	44.8	39.8	6.8	0	0	0	10	3	0	2	0	0	0	0	0
12H,7-19	1215	45.2	39	6.6	0	5	75	646	366	96	14	11	0	2	0	0
16H,6-22	1346	45.2	39	6.6	0	5	87	704	410	110	17	11	0	2	0	0
18H,6-24	1385	45.2	39	6.6	0	5	89	727	419	112	19	12	0	2	0	0
24H,0-24	1398	45.3	39.1	6.6	0	5	90	731	425	114	19	12	0	2	0	0
Sun 21-Jan-24																
00:00	14	44	39	5.1	0	0	0	9	4	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
04:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	10	48.5	40.8	8.5	0	0	1	4	2	2	1	0	0	0	0	0
08:00	34	45.7	39.2	6.3	0	0	2	18	9	5	0	0	0	0	0	0
09:00	44	45.7	39.5	9	0	3	2	13	20	5	0	1	0	0	0	0
10:00	61	46.4	41.2	7.5	0	0	3	24	24	5	1	4	0	0	0	0
11:00	112	47.5	40.5	8	0	1	6	50	34	12	7	0	1	1	0	0
12:00	92	46.6	39	7.9	1	1	7	42	25	14	2	0	0	0	0	0
13:00	99	46.6	40.6	7	0	0	4	46	32	13	2	1	0	1	0	0
14:00	101	45.1	39.1	6.4	0	0	5	58	27	8	2	1	0	0	0	0
15:00	112	46.6	40.5	6	0	0	1	58	34	14	5	0	0	0	0	0
16:00	84	46.4	40.1	6.4	0	0	3	42	25	12	1	1	0	0	0	0
17:00	55	45.2	38.8	6.9	0	0	6	25	18	5	1	0	0	0	0	0
18:00	41	45.4	39.7	6.3	0	0	2	20	14	4	1	0	0	0	0	0
19:00	27	47.1	39.8	7.7	0	0	2	14	6	2	3	0	0	0	0	0
20:00	25	48.2	41	7.6	0	0	2	9	8	4	2	0	0	0	0	0
21:00	16	46.2	40.7	5.7	0	0	0	8	5	3	0	0	0	0	0	0
22:00	10	48.5	42.5	6.3	0	0	0	4	2	4	0	0	0	0	0	0
23:00	4	-	39.8	4.9	0	0	0	2	2	0	0	0	0	0	0	0
12H,7-19	845	46.3	40	7.1	1	5	42	400	264	99	23	8	1	2	0	0
16H,6-22	913	46.4	40	7.1	1	5	46	431	283	108	28	8	1	2	0	0
18H,6-24	927	46.5	40	7.1	1	5	46	437	287	112	28	8	1	2	0	0
24H,0-24	945	46.5	40	7.1	1	5	46	447	293	114	28	8	1	2	0	0
Mon 22-Jan-24																
00:00	4	-	41	6.5	0	0	0	2	1	1	0	0	0	0	0	0
01:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	53.5	5	0	0	0	0	0	1	1	1	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	23	47.7	41.8	6.3	0	0	1	7	9	6	0	0	0	0	0	0
07:00	85	47.1	40.9	7	0	0	4	36	30	8	6	1	0	0	0	0
08:00	136	48.4	41.6	6.5	0	0	2	58	44	23	8	1	0	0	0	0
09:00	107	48.3	39.7	7.7	0	1	7	56	17	21	4	1	0	0	0	0
10:00	118	45.2	39.3	6.1	0	0	6	62	38	10	2	0	0	0	0	0
11:00	114	45.4	38.8	7.3	0	1	9	60	30	10	2	2	0	0	0	0
12:00	106	44.6	38.9	6.3	0	0	5	62	31	7	0	0	0	1	0	0
13:00	142	44.8	38.8	6.3	0	0	10	75	46	8	2	1	0	0	0	0
14:00	117	46	39.7	6	0	0	3	66	30	16	2	0	0	0	0	0
15:00	174	45	38.8	6.5	0	0	10	102	44	14	2	1	1	0	0	0
16:00	197	45.4	39.5	6.4	0	0	8	109	57	13	9	1	0	0	0	0
17:00	168	45.5	38.9	6.7	0	1	4	113	27	15	5	2	1	0	0	0
18:00	110	45.1	38.8	7.7	0	0	11	58	29	5	6	0	0	0	1	0
19:00	72	46.9	40	6.8	0	0	3	38	18	10	2	1	0	0	0	0
20:00	35	45.6	40	6	0	0	0	21	9	3	2	0	0	0	0	0
21:00	26	44.6	38.9	9.4	0	0	3	15	5	0	2	0	0	1	0	0
22:00	25	44.8	41.3	9.5	0	0	1	13	7	1	1	0	1	1	0	0
23:00	7	-	43.5	5.9	0	0	0	2	2	3	0	0	0	0	0	0
12H,7-19	1574	45.7	39.4	6.7	0	3	79	857	423	150	48	10	2	1	1	0
16H,6-22	1730	45.8	39.5	6.7	0	3	86	938	464	169	54	11	2	2	1	0
18H,6-24	1762	45.8	39.5	6.8	0	3	87	953	473	173	55	11	3	3	1	0
24H,0-24	1772	45.8	39.6	6.8	0	3	87	956	476	175	56	12	3	3	1	0
Tue 23-Jan-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
06:00	24	44.9	39.3	7.3	0	0	1	15	5	1	1	1	0	0	0	0
07:00	88	46.1	39.4	7.8	0	0	8	44	22	11	0	2	0	1	0	0
08:00	111	46.5	40.4	7.1	0	1	2	57	33	9	7	2	0	0	0	0
09:00	111	45.8	41.4	5.6	0	0	0	45	51	10	4	1	0	0	0	0
10:00	116	47.6	40.1	7.1	0	0	8	54	30	19	4	1	0	0	0	0
11:00	121	46.8	40.4	6.1	0	0	1	66	33	15	6	0	0	0	0	0
12:00	156	44.9	39.2	5.7	0	0	7	81	56	11	1	0	0	0	0	0
13:00	139	45.4	39.3	6.7	0	0	10	69	44	10	6	0	0	0	0	0
14:00	132	45.8	40.1	6.1	0	0	5	62	47	15	3	0	0	0	0	0
15:00	150	47.5	41	6.4	0	0	3	70	48	20	8	1	0	0	0	0
16:00	165	47.4	41	6	0	0	1	78	53	28	4	1	0	0	0	0
17:00	225	45	38.8	6.5	0	1	17	113	74	17	2	1	0	0	0	0
18:00	105	45.7	38.9	7.9	1	1	10	45	34	10	4	0	0	0	0	0
19:00	74	44.7	38.8	6.5	0	0	7	34	29	2	2	0	0	0	0	0
20:00	51	45.6	39.2	6.9	0	0	5	23	16	6	1	0	0	0	0	0
21:00	37	45.5	38.9	7.3	0	0	4	18	10	3	2	0	0	0	0	0
22:00	22	47.5	40.3	6.9	0	0	1	11	5	4	1	0	0	0	0	0
23:00	6	-	39.8	4.7	0	0	0	3	3	0	0	0	0	0	0	0
12H,7-19	1619	45.9	40	6.6	1	3	72	784	525	175	49	9	0	1	0	0
16H,6-22	1805	45.8	39.9	6.6	1	3	89	874	585	187	55	10	0	1	0	0
18H,6-24	1833	45.9	39.9	6.6	1	3	90	888	593	191	56	10	0	1	0	0
24H,0-24	1838	45.9	39.9	6.6	1	3	90	889	596	192	56	10	0	1	0	0
Wed 24-Jan-24																
00:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
04:00	3	-	40.2	7.6	0	0	0	2	0	1	0	0	0	0	0	0
05:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	21	44.5	39.1	6.8	0	0	2	9	9	0	1	0	0	0	0	0
07:00	89	45	38.9	7	0	0	10	39	33	3	4	0	0	0	0	0
08:00	100	45.3	38.9	6.6	0	0	7	56	25	8	4	0	0	0	0	0
09:00	104	45.4	39.7	6.2	0	0	3	57	32	8	3	1	0	0	0	0
10:00	123	44.9	38.8	6.5	0	1	11	52	52	7	0	0	0	0	0	0
11:00	91	45	38.9	6.8	0	0	11	36	37	6	1	0	0	0	0	0
12:00	98	46.5	38.8	8.5	0	4	11	32	34	17	0	0	0	0	0	0
13:00	96	45.6	38.8	7.7	0	1	13	35	35	11	0	1	0	0	0	0
14:00	108	44.7	38.8	6.5	0	0	9	54	38	4	2	1	0	0	0	0
15:00	181	44.8	38.8	6.2	0	0	7	113	44	12	2	3	0	0	0	0
16:00	186	44.7	38.8	6.1	0	0	7	114	49	14	0	1	0	1	0	0
17:00	204	45	38.8	6.4	0	0	13	114	58	13	5	1	0	0	0	0
18:00	126	44.9	38.8	6.6	0	0	14	52	52	7	1	0	0	0	0	0
19:00	66	45.1	38.8	6.9	0	1	3	37	18	4	3	0	0	0	0	0
20:00	55	44.8	38.8	6.9	0	1	4	24	23	2	1	0	0	0	0	0
21:00	41	45.1	38.8	8.4	0	0	6	17	14	3	0	0	0	1	0	0
22:00	19	44.3	38.9	5.3	0	0	0	13	4	2	0	0	0	0	0	0
23:00	4	-	39.8	4.9	0	0	0	2	2	0	0	0	0	0	0	0
12H,7-19	1506	45.1	38.9	6.6	0	6	116	754	489	110	22	8	0	1	0	0
16H,6-22	1689	45.1	38.9	6.7	0	8	131	841	553	119	27	8	0	2	0	0
18H,6-24	1712	45.1	38.9	6.7	0	8	131	856	559	121	27	8	0	2	0	0
24H,0-24	1720	45.1	38.9	6.7	0	8	131	859	563	122	27	8	0	2	0	0
Thu 25-Jan-24																
00:00	4	-	44.1	6	0	0	0	1	1	2	0	0	0	0	0	0
01:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
05:00	2	-	44.8	12.4	0	0	0	1	0	0	1	0	0	0	0	0
06:00	23	44.8	39	6.8	0	0	2	11	8	1	1	0	0	0	0	0
07:00	78	44.5	38.9	5.5	0	0	4	41	30	3	0	0	0	0	0	0
08:00	111	44.6	38.8	6.1	0	0	8	55	43	4	0	1	0	0	0	0
09:00	109	44.8	38.8	7.2	0	2	9	46	46	3	2	1	0	0	0	0
10:00	123	45	38.8	6.8	0	0	15	49	50	7	2	0	0	0	0	0
11:00	129	44.5	38.8	5.7	0	0	7	68	49	4	1	0	0	0	0	0
12:00	166	45.1	38.8	7.3	0	1	20	66	66	10	2	0	0	1	0	0
13:00	152	44.5	38.8	5.8	0	0	5	94	42	6	5	0	0	0	0	0
14:00	165	45	38.8	6.2	0	0	10	92	47	14	1	1	0	0	0	0
15:00	176	44.7	38.8	6.9	0	2	7	102	51	9	4	0	0	0	0	1
16:00	180	44.9	38.8	5.7	0	0	6	112	44	16	2	0	0	0	0	0
17:00	211	45	38.8	6.4	0	1	12	116	63	15	3	1	0	0	0	0
18:00	161	45	38.8	7	0	0	20	64	66	10	0	0	0	1	0	0
19:00	108	46.7	38.9	7.6	1	0	9	56	23	17	1	1	0	0	0	0
20:00	55	45.8	38.8	7.3	0	0	7	24	16	7	1	0	0	0	0	0
21:00	34	44.8	39	6.9	0	0	4	13	15	1	1	0	0	0	0	0
22:00	29	44.7	38.8	6.8	0	0	3	13	11	1	1	0	0	0	0	0
23:00	24	46.9	38.9	7.5	0	0	3	11	5	5	0	0	0	0	0	0
12H,7-19	1761	44.9	38.8	6.4	0	6	123	905	597	101	22	4	0	2	0	1
16H,6-22	1981	45	38.8	6.5	1	6	145	1009	659	127	26	5	0	2	0	1
18H,6-24	2034	45	38.8	6.5	1	6	151	1033	675	133	27	5	0	2	0	1
24H,0-24	2045	45	38.9	6.5	1	6	151	1037	678	136	28	5	0	2	0	1
Fri 26-Jan-24																
00:00	4	-	41	6.5	0	0	0	2	1	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	5	-	39	4.8	0	0	0	3	2	0	0	0	0	0	0	0
06:00	17	48	39.1	9.1	0	0	4	4	4	5	0	0	0	0	0	0
07:00	97	47.6	38.8	8.9	0	3	16	27	29	22	0	0	0	0	0	0
08:00	121	44.6	38.8	6.2	0	1	8	57	51	2	2	0	0	0	0	0
09:00	102	47.4	38.8	8.3	0	0	21	29	30	22	0	0	0	0	0	0
10:00	106	46.4	38.6	7.9	0	0	20	34	34	18	0	0	0	0	0	0
11:00	125	45.7	38.5	7.9	0	2	19	43	44	17	0	0	0	0	0	0
12:00	154	44.7	38.3	6.7	0	0	21	62	64	7	0	0	0	0	0	0
13:00	172	44.9	38.2	7.8	3	2	16	70	70	11	0	0	0	0	0	0
14:00	149	45.4	38.8	7.1	0	0	21	55	57	16	0	0	0	0	0	0
15:00	163	45.1	38.6	7.2	0	2	19	64	65	11	2	0	0	0	0	0
16:00	161	44.9	38.8	6.6	0	0	18	66	67	9	1	0	0	0	0	0
17:00	163	44.8	38.1	7.3	0	0	27	63	63	8	1	0	1	0	0	0
18:00	109	44.7	38.8	6	0	0	9	50	45	5	0	0	0	0	0	0
19:00	90	44.9	38.8	6.5	0	0	10	37	37	6	0	0	0	0	0	0
20:00	57	44.8	38.8	6.5	0	0	4	31	17	4	0	1	0	0	0	0
21:00	40	45	38.9	6.8	0	0	5	15	17	3	0	0	0	0	0	0
22:00	30	45.2	38.9	7	0	0	4	11	12	3	0	0	0	0	0	0
23:00	12	45.3	39.1	6.9	0	0	1	6	3	2	0	0	0	0	0	0
12H,7-19	1622	45.3	38.6	7.3	3	10	215	620	619	148	6	0	1	0	0	0
16H,6-22	1826	45.3	38.6	7.2	3	10	238	707	694	166	6	1	1	0	0	0
18H,6-24	1868	45.3	38.6	7.2	3	10	243	724	709	171	6	1	1	0	0	0
24H,0-24	1879	45.3	38.6	7.2	3	10	243	729	714	172	6	1	1	0	0	0
Sat 27-Jan-24																
00:00	8	-	39.8	7.9	0	0	1	3	2	2	0	0	0	0	0	0
01:00	6	-	40.2	11.7	0	0	1	3	0	1	0	1	0	0	0	0
02:00	3	-	40.2	7.6	0	0	0	2	0	1	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
06:00	9	-	39.1	5.4	0	0	0	6	2	1	0	0	0	0	0	0
07:00	22	46.3	38.8	8	0	0	4	7	7	4	0	0	0	0	0	0
08:00	62	47.9	38.9	9.9	2	1	8	17	18	16	0	0	0	0	0	0
09:00	87	45	38.8	6.6	0	0	10	35	36	6	0	0	0	0	0	0
10:00	120	45.9	38.8	7.6	0	0	20	40	42	18	0	0	0	0	0	0
11:00	154	44.6	38.8	6.4	1	2	6	73	67	5	0	0	0	0	0	0
12:00	132	45.1	38.8	7.1	0	0	17	52	52	10	0	0	1	0	0	0
13:00	133	44.5	38.8	6.1	0	0	12	58	60	2	1	0	0	0	0	0
14:00	122	44.6	38.8	6.3	0	2	7	55	54	4	0	0	0	0	0	0
15:00	147	45.1	38.7	7.3	0	2	17	57	59	10	2	0	0	0	0	0
16:00	142	44.5	38.8	5.7	0	0	9	71	57	5	0	0	0	0	0	0
17:00	101	45.9	38.8	8	0	3	11	36	36	15	0	0	0	0	0	0
18:00	88	45.1	38.9	6.9	0	1	7	41	31	6	2	0	0	0	0	0
19:00	62	45.1	38.9	7.1	0	1	6	24	26	5	0	0	0	0	0	0
20:00	30	45.1	39	6.6	0	0	3	13	11	3	0	0	0	0	0	0
21:00	36	47.3	38.8	8.5	0	0	8	9	11	8	0	0	0	0	0	0
22:00	28	44.9	39	6.6	0	0	3	11	12	2	0	0	0	0	0	0
23:00	18	45.5	39.1	6.9	0	0	1	11	3	2	1	0	0	0	0	0
12H,7-19	1310	45.1	38.8	7	3	11	128	542	519	101	5	0	1	0	0	0
16H,6-22	1447	45.2	38.8	7	3	12	145	594	569	118	5	0	1	0	0	0
18H,6-24	1493	45.2	38.8	7	3	12	149	616	584	122	6	0	1	0	0	0
24H,0-24	1515	45.2	38.9	7	3	12	151	625	590	126	6	1	1	0	0	0
Sun 28-Jan-24																
00:00	8	-	40.4	5.5	0	0	0	4	3	1	0	0	0	0	0	0
01:00	3	-	42.7	6.3	0	0	0	1	1	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	-	41	6.5	0	0	0	2	1	1	0	0	0	0	0	0
07:00	19	46.8	38.9	8.5	0	0	4	5	6	4	0	0	0	0	0	0
08:00	30	43.9	39	4.5	0	0	0	18	12	0	0	0	0	0	0	0
09:00	57	44.5	38.9	5.8	0	0	3	31	20	2	1	0	0	0	0	0
10:00	72	45.4	38.8	7.6	0	1	9	26	28	7	1	0	0	0	0	0
11:00	117	44.6	38.8	5.9	0	0	8	59	44	5	1	0	0	0	0	0
12:00	111	47.4	38.8	8.8	1	1	19	33	34	21	2	0	0	0	0	0
13:00	135	44.8	38.8	6.6	0	2	10	58	58	7	0	0	0	0	0	0
14:00	120	44.5	38.8	5.8	0	0	9	55	54	2	0	0	0	0	0	0
15:00	87	45	38.8	6.6	0	0	10	35	36	6	0	0	0	0	0	0
16:00	113	44.5	38.8	5.5	0	0	5	63	39	6	0	0	0	0	0	0
17:00	55	45.1	38.9	6.9	0	0	7	21	22	5	0	0	0	0	0	0
18:00	34	44.8	38.9	6.6	0	0	4	13	15	2	0	0	0	0	0	0
19:00	40	44.2	38.9	5.3	0	0	2	20	18	0	0	0	0	0	0	0
20:00	30	44.5	39	5.8	0	0	2	14	13	1	0	0	0	0	0	0
21:00	16	44.1	38.8	6.6	0	0	1	9	5	0	1	0	0	0	0	0
22:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
23:00	4	-	39.8	4.9	0	0	0	2	2	0	0	0	0	0	0	0
12H,7-19	950	45	38.8	6.6	1	4	88	417	368	67	5	0	0	0	0	0
16H,6-22	1040	45	38.9	6.5	1	4	93	462	405	69	6	0	0	0	0	0
18H,6-24	1046	45	38.9	6.5	1	4	93	465	408	69	6	0	0	0	0	0
24H,0-24	1057	45	38.9	6.5	1	4	93	470	412	71	6	0	0	0	0	0
Mon 29-Jan-24																
00:00	4	-	41.6	4	0	0	0	1	3	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	3	-	39.3	11.8	0	0	1	0	1	1	0	0	0	0	0	0
05:00	4	-	39.8	4.9	0	0	0	2	2	0	0	0	0	0	0	0
06:00	23	47.1	38.8	9	0	1	3	7	7	5	0	0	0	0	0	0
07:00	94	46.7	38.8	7.9	0	0	17	30	30	17	0	0	0	0	0	0
08:00	120	45.2	38.8	7.2	0	2	12	47	48	11	0	0	0	0	0	0
09:00	103	47.5	38.2	8.7	0	0	26	27	27	23	0	0	0	0	0	0
10:00	116	45.9	38.1	8.5	0	4	18	38	39	17	0	0	0	0	0	0
11:00	123	45.3	38.2	7.9	0	3	17	45	45	13	0	0	0	0	0	0
12:00	132	45.9	38.5	8	1	0	22	45	45	19	0	0	0	0	0	0
13:00	126	45.3	38.8	7.4	0	2	14	48	49	12	1	0	0	0	0	0
14:00	145	45	37.5	7.6	0	0	31	51	51	12	0	0	0	0	0	0
15:00	159	44.7	38.8	6.1	0	0	15	68	70	6	0	0	0	0	0	0
16:00	189	44.5	38.1	6.6	0	0	26	80	77	5	1	0	0	0	0	0
17:00	179	44.8	38	7.4	1	0	28	70	70	8	2	0	0	0	0	0
18:00	122	44.6	38.8	6.1	0	0	11	53	54	4	0	0	0	0	0	0
19:00	53	44.6	38.9	6.2	0	0	4	26	20	2	1	0	0	0	0	0
20:00	32	45.6	38.8	8.1	0	0	6	10	11	4	1	0	0	0	0	0
21:00	40	45	38.9	6.3	0	0	3	20	13	4	0	0	0	0	0	0
22:00	20	44.8	39.3	6.5	0	0	1	11	6	1	1	0	0	0	0	0
23:00	8	-	38.8	10.3	0	1	0	2	4	1	0	0	0	0	0	0
12H,7-19	1608	45.3	38.4	7.4	2	11	237	602	605	147	4	0	0	0	0	0
16H,6-22	1756	45.3	38.4	7.4	2	12	253	665	656	162	6	0	0	0	0	0
18H,6-24	1784	45.3	38.4	7.4	2	13	254	678	666	164	7	0	0	0	0	0
24H,0-24	1797	45.3	38.4	7.3	2	13	255	681	674	165	7	0	0	0	0	0
Tue 30-Jan-24																
00:00	7	-	38.9	10.3	0	0	1	4	1	0	0	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	-	39.3	10.2	0	0	1	3	0	1	1	0	0	0	0	0
05:00	5	-	39	4.8	0	0	0	3	2	0	0	0	0	0	0	0
06:00	22	45.3	38.8	6.7	0	0	2	11	6	3	0	0	0	0	0	0
07:00	79	45.2	38.9	6.8	0	0	10	30	32	7	0	0	0	0	0	0
08:00	116	47.3	38.7	8.8	1	1	21	34	35	23	1	0	0	0	0	0
09:00	106	46.4	37.9	8.4	0	0	26	30	32	18	0	0	0	0	0	0
10:00	118	46.7	38.8	8.1	0	1	20	38	38	20	1	0	0	0	0	0
11:00	150	45.2	37.8	7.7	0	1	29	53	53	14	0	0	0	0	0	0
12:00	135	45.4	38.2	7.5	0	0	25	47	48	15	0	0	0	0	0	0
13:00	135	45.4	37.1	8.7	0	4	30	42	43	16	0	0	0	0	0	0
14:00	139	45.8	38.8	7.5	0	1	20	49	50	19	0	0	0	0	0	0
15:00	184	44.6	38.5	6.4	0	1	19	79	79	6	0	0	0	0	0	0
16:00	177	44.7	37.9	7.2	1	0	27	70	71	7	1	0	0	0	0	0
17:00	200	44.6	38.2	7	0	1	28	81	82	5	3	0	0	0	0	0
18:00	99	44.2	38.9	5	0	0	3	55	40	1	0	0	0	0	0	0
19:00	70	44.6	38.9	6.2	0	0	6	32	29	2	1	0	0	0	0	0
20:00	48	45.2	38.9	6.7	0	0	5	21	17	5	0	0	0	0	0	0
21:00	30	44.2	38.8	5.2	0	0	1	17	11	1	0	0	0	0	0	0
22:00	30	44.1	38.8	4.9	0	0	0	20	8	2	0	0	0	0	0	0
23:00	6	-	40.6	5.8	0	0	0	3	2	1	0	0	0	0	0	0
12H,7-19	1638	45.3	38.2	7.5	2	10	258	608	603	151	6	0	0	0	0	0
16H,6-22	1808	45.2	38.3	7.4	2	10	272	689	666	162	7	0	0	0	0	0
18H,6-24	1844	45.2	38.3	7.3	2	10	272	712	676	165	7	0	0	0	0	0
24H,0-24	1863	45.2	38.3	7.3	2	10	274	722	680	166	8	1	0	0	0	0
Wed 31-Jan-24																
00:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	6	-	38.9	8.2	0	0	1	2	2	1	0	0	0	0	0	0
06:00	19	44.9	39.2	6	0	0	1	10	6	2	0	0	0	0	0	0
07:00	80	48.1	38.8	8.9	0	0	19	20	20	20	1	0	0	0	0	0
08:00	121	46.3	38	8.5	0	2	25	36	38	20	0	0	0	0	0	0
09:00	131	46.7	38.8	8.2	0	1	23	41	43	21	2	0	0	0	0	0
10:00	105	46.2	37.7	9	0	4	20	31	33	17	0	0	0	0	0	0
11:00	119	47.9	38.1	9.6	0	3	28	30	30	26	1	0	1	0	0	0
12:00	137	45.7	38.6	7.7	0	2	19	49	49	18	0	0	0	0	0	0
13:00	127	45.9	37.6	8.7	1	1	28	39	39	19	0	0	0	0	0	0
14:00	109	47.9	38.8	9.3	0	5	17	29	31	27	0	0	0	0	0	0
15:00	139	44.7	38.8	6.1	0	0	13	60	61	5	0	0	0	0	0	0
16:00	170	45	38.3	7.1	0	1	24	66	67	12	0	0	0	0	0	0
17:00	164	45.3	38.6	7.6	0	2	22	62	62	15	0	0	1	0	0	0
18:00	123	44.8	38.8	6.6	0	0	11	60	43	6	2	1	0	0	0	0
19:00	66	45.2	38.9	6.6	0	0	6	32	21	6	1	0	0	0	0	0
20:00	53	44.5	38.9	5.6	0	0	3	27	21	2	0	0	0	0	0	0
21:00	43	44.9	38.8	6.6	0	0	5	17	18	3	0	0	0	0	0	0
22:00	10	44.8	39.3	6.8	0	0	1	4	4	1	0	0	0	0	0	0
23:00	5	-	40	6.2	0	0	0	3	1	1	0	0	0	0	0	0
12H,7-19	1525	45.9	38.4	8	1	21	249	523	516	206	6	1	2	0	0	0
16H,6-22	1706	45.8	38.5	7.9	1	21	264	609	582	219	7	1	2	0	0	0
18H,6-24	1721	45.8	38.5	7.8	1	21	265	616	587	221	7	1	2	0	0	0
24H,0-24	1734	45.8	38.5	7.8	1	21	266	620	593	222	8	1	2	0	0	0
Thu 01-Feb-24																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	-	39.9	5.7	0	0	0	4	2	1	0	0	0	0	0	0
06:00	13	44.6	39.1	6.3	0	0	1	6	5	1	0	0	0	0	0	0
07:00	95	44.5	38.9	7.5	0	0	10	42	40	1	0	0	0	2	0	0
08:00	115	45.9	38.3	7.9	0	0	23	38	37	17	0	0	0	0	0	0
09:00	132	44.7	37.4	7.7	1	1	23	50	50	7	0	0	0	0	0	0
10:00	112	45.9	37.8	8.6	1	0	25	34	35	17	0	0	0	0	0	0
11:00	120	45.2	37.3	7.9	0	0	29	39	40	12	0	0	0	0	0	0
12:00	130	45.3	37.7	8.4	1	3	21	46	45	14	0	0	0	0	0	0
13:00	125	45.3	37.8	8.4	0	5	18	44	45	13	0	0	0	0	0	0
14:00	141	45.5	38.2	7.9	0	0	28	47	49	16	0	1	0	0	0	0
15:00	159	44.6	38.3	6.7	1	0	17	69	67	4	1	0	0	0	0	0
16:00	174	44.4	36.1	9.4	4	11	22	65	66	6	0	0	0	0	0	0
17:00	176	37.3	24.4	11.1	28	45	47	46	8	2	0	0	0	0	0	0
18:00	121	45.7	38.3	7.7	0	0	23	41	41	16	0	0	0	0	0	0
19:00	75	44.8	38.6	6.2	0	0	6	39	24	6	0	0	0	0	0	0
20:00	54	44.6	38.8	6	0	0	3	30	17	3	1	0	0	0	0	0
21:00	41	45	39	6.2	0	0	1	27	8	3	2	0	0	0	0	0
22:00	18	44.4	39.3	6.4	0	0	1	9	7	0	1	0	0	0	0	0
23:00	13	44	38.7	5.8	0	0	1	6	6	0	0	0	0	0	0	0
12H,7-19	1600	44.9	36.3	9.4	36	65	286	561	523	125	1	1	0	2	0	0
16H,6-22	1783	44.9	36.5	9.2	36	65	297	663	577	138	4	1	0	2	0	0
18H,6-24	1814	44.9	36.6	9.1	36	65	299	678	590	138	5	1	0	2	0	0
24H,0-24	1823	44.9	36.6	9.1	36	65	299	683	593	139	5	1	0	2	0	0
Daily Totals																
Fri 19-Jan-24	1807	45	38.9	6.7	1	13	130	893	620	122	17	7	2	2	0	0
Sat 20-Jan-24	1398	45.3	39.1	6.6	0	5	90	731	425	114	19	12	0	2	0	0
Sun 21-Jan-24	945	46.5	40	7.1	1	5	46	447	293	114	28	8	1	2	0	0
Mon 22-Jan-24	1772	45.8	39.6	6.8	0	3	87	956	476	175	56	12	3	3	1	0
Tue 23-Jan-24	1838	45.9	39.9	6.6	1	3	90	889	596	192	56	10	0	1	0	0
Wed 24-Jan-24	1720	45.1	38.9	6.7	0	8	131	859	563	122	27	8	0	2	0	0
Thu 25-Jan-24	2045	45	38.9	6.5	1	6	151	1037	678	136	28	5	0	2	0	1
Fri 26-Jan-24	1879	45.3	38.6	7.2	3	10	243	729	714	172	6	1	1	0	0	0
Sat 27-Jan-24	1515	45.2	38.9	7	3	12	151	625	590	126	6	1	1	0	0	0
Sun 28-Jan-24	1057	45	38.9	6.5	1	4	93	470	412	71	6	0	0	0	0	0
Mon 29-Jan-24	1797	45.3	38.4	7.3	2	13	255	681	674	165	7	0	0	0	0	0
Tue 30-Jan-24	1863	45.2	38.3	7.3	2	10	274	722	680	166	8	1	0	0	0	0
Wed 31-Jan-24	1734	45.8	38.5	7.8	1	21	266	620	593	222	8	1	2	0	0	0
Thu 01-Feb-24	1823	44.9	36.6	9.1	36	65	299	683	593	139	5	1	0	2	0	0
Total Vehicles																
[-]	23193	45.4	38.8	7.1	52	178	2306	10342	7907	2036	277	67	10	16	1	1





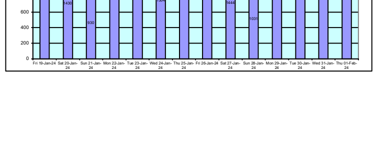
13004	UCKFIELD	Site No: 13004001	Location	Site 1 - B2102, Uckfield (T/P #87)
		Channel: Eastbound		

TIME PERIOD	Fri 19-Jan-24	Sat 20-Jan-24	Sun 21-Jan-24	Mon 22-Jan-24	Tue 23-Jan-24	Wed 24-Jan-24	Thu 25-Jan-24	5-Day Av	7-Day Av	Fri 26-Jan-24	Sat 27-Jan-24	Sun 28-Jan-24	Mon 29-Jan-24	Tue 30-Jan-24	Wed 31-Jan-24	Thu 01-Feb-24	5-Day Av	7-Day Av
Week Begin: 19-Jan-24																		
00:00	2	7	14	4	0	1	4	**2**	**5**	4	8	8	4	7	3	1	**4**	**5**
01:00	0	4	0	3	1	0	2	**1**	**1**	0	6	3	0	0	0	0	**0**	**1**
02:00	1	0	0	0	0	1	0	**0**	**0**	0	3	0	1	1	2	0	**1**	**1**
03:00	1	0	3	0	1	2	1	**1**	**1**	1	1	0	1	0	1	1	**1**	**1**
04:00	2	0	1	3	1	3	2	**2**	**2**	1	1	0	3	6	1	0	**2**	**2**
05:00	7	2	0	0	2	1	2	**2**	**2**	5	3	0	4	5	6	7	**5**	**4**
06:00	15	5	0	23	24	21	23	**21**	**16**	17	9	4	23	22	19	13	**19**	**15**
07:00	77	19	10	85	88	89	78	**83**	**64**	97	22	19	94	79	80	95	**89**	**69**
08:00	126	42	34	136	111	100	111	**117**	**94**	121	62	30	120	116	121	115	**119**	**98**
09:00	92	72	44	107	111	104	109	**105**	**91**	102	87	57	103	106	131	132	**115**	**103**
10:00	123	136	61	118	116	123	123	**121**	**114**	106	120	72	116	118	105	112	**111**	**107**
11:00	126	108	112	114	121	91	129	**116**	**114**	125	154	117	123	150	119	120	**127**	**130**
12:00	135	141	92	106	156	98	166	**132**	**128**	154	132	111	132	135	137	130	**138**	**133**
13:00	127	133	99	142	139	96	152	**131**	**127**	172	133	135	126	135	127	125	**137**	**136**
14:00	138	136	101	117	132	108	165	**132**	**128**	149	122	120	145	139	109	141	**137**	**132**
15:00	166	137	112	174	150	181	176	**169**	**157**	163	147	87	159	184	139	159	**161**	**148**
16:00	180	110	84	197	165	186	180	**182**	**157**	161	142	113	189	177	170	174	**174**	**161**
17:00	173	112	55	168	225	204	211	**196**	**164**	163	101	55	179	200	164	176	**176**	**148**
18:00	99	69	41	110	105	126	161	**120**	**102**	109	88	34	122	99	123	121	**115**	**99**
19:00	84	61	27	72	74	66	108	**81**	**70**	90	62	40	53	70	66	75	**71**	**65**
20:00	53	41	25	35	51	55	55	**50**	**45**	57	30	30	32	48	53	54	**49**	**43**
21:00	35	24	16	26	37	41	34	**35**	**30**	40	36	16	40	30	43	41	**39**	**35**
22:00	28	24	10	25	22	19	29	**25**	**22**	30	28	2	20	30	10	18	**22**	**20**
23:00	17	15	4	7	6	4	24	**12**	**11**	12	18	4	8	6	5	13	**9**	**9**
12H,7-19	**1562**	**1215**	**845**	**1574**	**1619**	**1506**	**1761**	**1604**	**1440**	**1622**	**1310**	**950**	**1608**	**1638**	**1525**	**1600**	**1599**	**1465**
16H,6-22	**1749**	**1346**	**913**	**1730**	**1805**	**1689**	**1981**	**1791**	**1602**	**1826**	**1447**	**1040**	**1756**	**1808**	**1706**	**1783**	**1776**	**1624**
18H,6-24	**1794**	**1385**	**927**	**1762**	**1833**	**1712**	**2034**	**1827**	**1635**	**1868**	**1493**	**1046**	**1784**	**1844**	**1721**	**1814**	**1806**	**1653**
24H,0-24	**1807**	**1398**	**945**	**1772**	**1838**	**1720**	**2045**	**1836**	**1646**	**1879**	**1515**	**1057**	**1797**	**1863**	**1734**	**1823**	**1819**	**1667**
Am	**11:00**	**10:00**	**11:00**	**08:00**	**11:00**	**10:00**	**11:00**	**-**	**-**	**11:00**	**11:00**	**11:00**	**11:00**	**11:00**	**09:00**	**09:00**	**-**	**-**
Peak	**126**	**136**	**112**	**136**	**121**	**123**	**129**	**127**	**126**	**125**	**154**	**117**	**123**	**150**	**131**	**132**	**132**	**133**
Pm	**16:00**	**12:00**	**15:00**	**16:00**	**17:00**	**17:00**	**17:00**	**-**	**-**	**13:00**	**15:00**	**13:00**	**16:00**	**17:00**	**16:00**	**17:00**	**-**	**-**
Peak	**180**	**141**	**112**	**197**	**225**	**204**	**211**	**203**	**181**	**172**	**147**	**135**	**189**	**200**	**170**	**176**	**181**	**170**

13004 UCKFIELD Site No: 13004001 Location Site 1 - B2102, Uckfield (T/P #87)

Fri 19-Jan-24 to Thu 01-Feb-24 Channel: Westbound

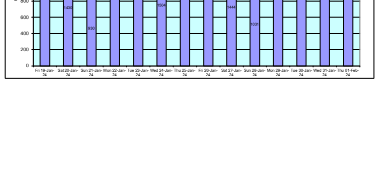
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 19-Jan-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
06:00	33	0	28	3	0	1	1	0	0	0	0	0	0	0
07:00	122	1	100	19	0	2	0	0	0	0	0	0	0	0
08:00	196	0	177	17	0	2	0	0	0	0	0	0	0	0
09:00	193	0	174	14	0	4	1	0	0	0	0	0	0	0
10:00	121	0	105	14	0	1	1	0	0	0	0	0	0	0
11:00	156	0	132	20	0	1	1	1	0	0	0	1	0	0
12:00	107	0	97	8	0	2	0	0	0	0	0	0	0	0
13:00	154	0	139	13	0	1	1	0	0	0	0	0	0	0
14:00	120	1	99	18	0	1	1	0	0	0	0	0	0	0
15:00	167	2	149	13	0	1	0	0	2	0	0	0	0	0
16:00	149	0	135	14	0	0	0	0	0	0	0	0	0	0
17:00	122	0	110	10	0	1	1	0	0	0	0	0	0	0
18:00	86	0	79	5	0	1	0	0	1	0	0	0	0	0
19:00	66	0	61	4	0	1	0	0	0	0	0	0	0	0
20:00	28	0	27	0	0	1	0	0	0	0	0	0	0	0
21:00	35	0	33	2	0	0	0	0	0	0	0	0	0	0
22:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
23:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
12H.7-19	1693	4	1496	165	0	17	6	1	3	0	0	1	0	0
16H.6-22	1855	4	1645	174	0	20	7	1	3	0	0	1	0	0
18H.6-24	1871	4	1660	175	0	20	7	1	3	0	0	1	0	0
24H.0-24	1886	4	1674	176	0	20	7	1	3	0	0	1	0	0
Sat 20-Jan-24														
00:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0
07:00	38	0	33	4	0	1	0	0	0	0	0	0	0	0
08:00	83	0	73	7	0	1	0	0	1	1	0	0	0	0
09:00	122	0	109	12	0	1	0	0	0	0	0	0	0	0
10:00	149	2	141	5	0	1	0	0	0	0	0	0	0	0
11:00	159	0	146	11	0	1	0	0	1	0	0	0	0	0
12:00	127	0	120	6	0	1	0	0	0	0	0	0	0	0
13:00	141	0	137	3	0	1	0	0	0	0	0	0	0	0
14:00	113	2	105	5	0	1	0	0	0	0	0	0	0	0
15:00	93	0	89	3	0	0	0	1	0	0	0	0	0	0
16:00	90	0	85	2	0	2	0	1	0	0	0	0	0	0
17:00	70	0	66	4	0	0	0	0	0	0	0	0	0	0
18:00	73	0	70	2	0	1	0	0	0	0	0	0	0	0
19:00	51	0	48	3	0	0	0	0	0	0	0	0	0	0
20:00	30	0	28	1	0	1	0	0	0	0	0	0	0	0
21:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0
22:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
23:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1258	4	1174	64	0	11	0	2	2	1	0	0	0	0
16H.6-22	1382	4	1289	72	0	12	0	2	2	1	0	0	0	0
18H.6-24	1409	4	1316	72	0	12	0	2	2	1	0	0	0	0
24H.0-24	1430	4	1335	74	0	12	0	2	2	1	0	0	0	0
Sun 21-Jan-24														
00:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
08:00	24	0	20	2	0	2	0	0	0	0	0	0	0	0
09:00	69	0	64	5	0	0	0	0	0	0	0	0	0	0
10:00	88	1	81	5	0	1	0	0	0	0	0	0	0	0
11:00	129	0	126	1	0	1	1	0	0	0	0	0	0	0
12:00	104	0	101	2	0	0	1	0	0	0	0	0	0	0
13:00	90	0	85	4	0	1	0	0	0	0	0	0	0	0
14:00	105	1	95	8	0	1	0	0	0	0	0	0	0	0
15:00	76	0	68	7	0	1	0	0	0	0	0	0	0	0
16:00	49	0	45	3	0	1	0	0	0	0	0	0	0	0
17:00	59	0	58	0	0	1	0	0	0	0	0	0	0	0
18:00	38	0	37	0	0	1	0	0	0	0	0	0	0	0
19:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0
20:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0
21:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
22:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	841	2	790	37	0	10	2	0	0	0	0	0	0	0
16H.6-22	902	2	847	41	0	10	2	0	0	0	0	0	0	0
18H.6-24	909	2	854	41	0	10	2	0	0	0	0	0	0	0
24H.0-24	930	2	871	45	0	10	2	0	0	0	0	0	0	0
Mon 22-Jan-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
06:00	47	0	40	6	0	1	0	0	0	0	0	0	0	0
07:00	149	1	130	14	0	1	1	0	1	0	0	1	0	0
08:00	238	2	208	24	0	2	1	0	1	0	0	0	0	0
09:00	184	1	167	14	0	1	0	0	0	0	0	1	0	0
10:00	125	1	103	17	0	4	0	0	0	0	0	0	0	0
11:00	124	1	110	10	0	2	0	0	1	0	0	0	0	0
12:00	146	0	133	10	0	2	1	0	0	0	0	0	0	0
13:00	121	0	101	17	0	3	0	0	0	0	0	0	0	0
14:00	122	0	106	15	0	1	0	0	0	0	0	0	0	0
15:00	138	0	121	14	0	1	1	0	0	0	1	0	0	0
16:00	122	2	107	12	0	0	1	0	0	0	0	0	0	0
17:00	105	0	93	10	0	1	0	0	1	0	0	0	0	0
18:00	70	0	64	5	0	1	0	0	0	0	0	0	0	0
19:00	58	0	51	6	0	1	0	0	0	0	0	0	0	0
20:00	21	0	19	1	0	1	0	0	0	0	0	0	0	0
21:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0
22:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1644	8	1443	162	0	19	5	0	4	0	1	2	0	0
16H.6-22	1791	8	1574	175	0	22	5	0	4	0	1	2	0	0
18H.6-24	1795	8	1578	175	0	22	5	0	4	0	1	2	0	0
24H.0-24	1814	8	1595	177	0	22	5	0	4	0	1	2	0	0
Tue 23-Jan-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0
06:00	46	0	38	7	0	1	0	0	0	0	0	0	0	0
07:00	129	0	114	13	1	1	0	0	0	0	0	0	0	0
08:00	216	2	195	16	0	2	0	0	1	0	0	0	0	0
09:00	184	0	162	20	0	2	0	0	0	0	0	0	0	0
10:00	130	1	111	13	0	2	2	0	1	0	0	0	0	0
11:00	124	0	108	15	0	1	0	0	0	0	0	0	0	0
12:00	155	1	136	16	0	2	0	0	0	0	0	0	0	0
13:00	135	0	112	21	0	2	0	0	0	0	0	0	0	0
14:00	109	1	97	10	0	1	0	0	0	0	0	0	0	0
15:00	153	0	139	11	0	2	0	0	1	0	0	0	0	0
16:00	130	1	113	15	0	1	0	0	0	0	0	0	0	0
17:00	123	0	112	11	0	0	0	0	0	0	0	0	0	0
18:00	69	0	64	4	0	1	0	0	0	0	0	0	0	0
19:00	46	0	40	5	0	1	0	0	0	0	0	0	0	0
20:00	40	0	37	2	0	1	0	0	0	0	0	0	0	0
21:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0
22:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1657	6	1463	165	1	17	2	0	3	0	0	0	0	0
16H.6-22	1815	6	1602	181	1	20	2	0	3	0	0	0	0	0
18H.6-24	1828	6	1615	181	1	20	2	0	3	0	0	0	0	0
24H.0-24	1852	6	1637	183	1	20	2	0	3	0	0	0	0	0
Wed 24-Jan-24														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	18	0	15	2	0	1	0	0	0	0	0	0	0	0
07:00	130	1	101	27	0	1	0	0	0	0	0	0	0	0
08:00	199	0	176	18	0	3	1	0	1	0	0	0	0	0
09:00	179	0	159	17	0	3	0	0	0	0	0	0	0	0
10:00	123	0	105	16	0	2	0	0	0	0	0	0	0	0
11:00	78	0	67	8	0	2	0	0	0	0	0	1	0	0
12:00	61	0	54	5	0	0	1	0	1	0	0	0	0	0
13:00	113	1	98	13	0	1	0	0	0	0	0	0	0	0
14:00	70	1	57	9	0	2	1	0	0	0	0	0	0	0
15:00	124	1	107	15	0	1	0	0	0	0	0	0	0	0
16:00	126	0	110	14	0	0	0	1	0	0	0	1	0	0
17:00	110	0	97	13	0	0	0	0	0	0	0	0	0	0
18:00	56	0	49	6	0	1	0	0	0	0	0	0	0	0
19:00	49	0	46	3	0	0	0	0	0	0	0	0	0	0
20:00	28	0	21	6	0	1	0	0	0	0	0	0	0	0
21:00	29	1	24	4	0	0	0	0	0	0	0	0	0	0
22:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1369	4	1180	161	0	16	3	1	2	0	0	2	0	0
16H.6-22	1493	5	1286	176	0	18	3	1	2	0	0	2	0	0
18H.6-24	1500	5	1293	176	0	18	3	1	2	0	0	2	0	0
24H.0-24	1504	5	1297	176	0	18	3	1	2	0	0	2	0	0
Thu 25-Jan-24														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	2	3	0	1	0	0	0	0	0	0	0	0
05:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
06:00	29	0	23	5	0	1	0	0	0	0	0	0	0	0
07:00	101	0	86	14	0	0	1	0	0	0	0	0	0	0
08:00	190	2	164	22	0	2	0	0	0	0	0	0	0	0
09:00	157	1	130	25	0	1	0	0	0	0	0	0	0	0
10:00	129	0	104	23	0	1	0	0	0	0	0	1	0	0
11:00	127	0	102	21	0	2	1	0	0	0	0	1	0	0
12:00	148	0	131	14	0	3	0	0	0	0	0	0	0	0
13:00	101	0	91	9	0	0	1	0	0	0	0	0	0	0
14:00	124	0	107	15	0	1	1	0	0	0	0	0	0	0
15:00	137	0	124	12	0	1	0	0	0	0	0	0	0	0
16:00	141	0	120	20	0	0	0	0	1	0	0	0	0	0
17:00	139	0	119	19	0	0	0	0	0	0	0	1	0	0
18:00	82	0	70	9	0	2	0	0	1	0	0	0	0	0
19:00	74	0	64	10	0	0	0	0	0	0	0	0	0	0
20:00	33	0	30	2	0	1	0	0	0	0	0	0	0	0
21:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0
22:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
23:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1576	3	1348	203	0	13	4	0	2	0	0	3	0	0
16H.6-22	1737	3	1487	223	0	15	4	0	2	0	0	3	0	0
18H.6-24	1757	3	1506	224	0	15	4	0	2	0	0	3	0	0
24H.0-24	1772	3	1516	228	0	16	4	0	2	0	0	3	0	0
Fri 26-Jan-24														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
06:00	33	0	28	4	0	0	1	0	0	0	0	0	0	0
07:00	134	0	119	11	0	0	4	0	0	0	0	0	0	0
08:00	201	0	185	11	0	0	5	0	0	0	0	0	0	0
09:00	162	0	147	8	0	0	5	1	0	1	0	0	0	0
10:00	139	1	120	15	0	0	3	0	0	0	0	0	0	0
11:00	140	0	126	11	0	0	3	0	0	0	0	0	0	0
12:00	144	2	125	10	0	0	6	0	1	0	0	0	0	0
13:00	117	2	97	14	0	3	1	0	0	0	0	0	0	0
14:00	124	0	110	11	0	1	2	0	0	0	0	0	0	0
15:00	163	1	143	14	0	1	4	0	0	0	0	0	0	0
16:00	153	1	129	17	0	0	6	0	0	0	0	0	0	0
17:00	122	2	103	4	0	0	11	0	1	0	1	0	0	0
18:00	99	0	92	0	0	0	7	0	0	0	0	0	0	0
19:00	74	1	64	3	0	1	5	0	0	0	0	0	0	0
20:00	32	0	28	1	0	0	3	0	0	0	0	0	0	0
21:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0
22:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
23:00	11	0	10	0	0	0	1	0	0	0	0	0	0	0
12H.7-19	1698	9	1496	126	0	5	57	1	2	1	1	0	0	0
16H.6-22	1853	10	1632	134	0	6	66	1	2	1	1	0	0	0
18H.6-24	1877	10	1655	134	0	6	67	1	2	1	1	0	0	0
24H.0-24	1893	10	1671	134	0	6	67	1	2	1	1	0	0	0
Sat 27-Jan-24														
00:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
06:00	20	0	16	4	0	0	0	0	0	0	0	0	0	0
07:00	34	2	28	4	0	0	0	0	0	0	0	0	0	0
08:00	86	0	76	6	0	2	2	0	0	0	0	0	0	0
09:00	136	0	122	6	0	0	7	0	0	0	1	0	0	0
10:00	150	1	140	3	0	0	6	0	0	0	0	0	0	0
11:00	121	2	106	8	0	1	3	1	0	0	0	0	0	0
12:00	134	0	123	6	0	1	4	0	0	0	0	0	0	0
13:00	120	1	111	6	0	0	1	0	1	0	0	0	0	0
14:00	128	3	111	8	0	0	5	0	1	0	0	0	0	0
15:00	100	1	88	6	0	0	4	0	0	0	0	1	0	0
16:00	93	0	84	6	0	0	2	1	0	0	0	0	0	0
17:00	94	0	86	4	0	0	4	0	0	0	0	0	0	0
18:00	63	0	58	3	0	0	2	0	0	0	0	0	0	0
19:00	51	0	47	0	0	0	4	0	0	0	0	0	0	0
20:00	29	0	27	1	0	0	1	0	0	0	0	0	0	0
21:00	20	0	16	2	0	0	2	0	0	0	0	0	0	0
22:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
23:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0
12H.7-19	1259	10	1133	66	0	4	40	2	2	0	1	1	0	0
16H.6-22	1379	10	1239	73	0	4	47	2	2	0	1	1	0	0
18H.6-24	1414	10	1272	75	0	4	47	2	2	0	1	1	0	0
24H.0-24	1444	10	1297	80	0	4	47	2	2	0	1	1	0	0
Sun 28-Jan-24														
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
06:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
07:00	21	0	17	4	0	0	0	0	0	0	0	0	0	0
08:00	37	1	33	3	0	0	0	0	0	0	0	0	0	0
09:00	67	5	56	4	0	0	1	0	0	0	1	0	0	0
10:00	107	4	97	3	0	2	1	0	0	0	0	0	0	0
11:00	123	4	112	4	0	0	3	0	0	0	0	0	0	0
12:00	113	5	99	6	0	1	2	0	0	0	0	0	0	0
13:00	92	0	86	5	0	0	1	0	0	0	0	0	0	0
14:00	105	0	96	6	0	1	2	0	0	0	0	0	0	0
15:00	93	1	83	6	0	0	3	0	0	0	0	0	0	0
16:00	87	1	84	0	0	0	2	0	0	0	0	0	0	0
17:00	68	0	64	2	0	0	2	0	0	0	0	0	0	0
18:00	34	0	33	1	0	0	0	0	0	0	0	0	0	0
19:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0
20:00	18	0	17	0	0	0	1	0	0	0	0	0	0	0
21:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
22:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	947	21	860	44	0	4	17	0	0	0	1	0	0	0
16H.6-22	1005	21	913	48	0	4	18	0	0	0	1	0	0	0
18H.6-24	1013	21	921	48	0	4	18	0	0	0	1	0	0	0
24H.0-24	1031	21	937	50	0	4	18	0	0	0	1	0	0	0
Mon 29-Jan-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
06:00	40	1	34	5	0	0	0	0	0	0	0	0	0	0
07:00	112	1	94	12	0	0	5	0	0	0	0	0	0	0
08:00	205	1	181	17	1	3	2	0	0	0	0	0	0	0
09:00	161	0	140	16	0	1	3	0	1	0	0	0	0	0
10:00	114	0	96	17	0	0	1	0	0	0	0	0	0	0
11:00	123	2	109	12	0	0	0	0	0	0	0	0	0	0
12:00	119	0	109	8	0	1	0	0	1	0	0	0	0	0
13:00	131	0	114	16	0	0	1	0	0	0	0	0	0	0
14:00	126	0	110	11	1	1	3	0	0	0	0	0	0	0
15:00	150	2	132	11	0	2	2	0	1	0	0	0	0	0
16:00	129	0	110	17	0	1	1	0	0	0	0	0	0	0
17:00	126	0	112	11	0	0	3	0	0	0	0	0	0	0
18:00	70	0	63	3	0	0	4	0	0	0	0	0	0	0
19:00	51	0	45	3	0	1	2	0	0	0	0	0	0	0
20:00	39	0	36	2	0	1	0	0	0	0	0	0	0	0
21:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
22:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1566	6	1370	151	2	9	25	0	3	0	0	0	0	0
16H.6-22	1714	7	1502	162	2	11	27	0	3	0	0	0	0	0
18H.6-24	1721	7	1508	163	2	11	27	0	3	0	0	0	0	0
24H.0-24	1744	7	1530	164	2	11	27	0	3	0	0	0	0	0
Tue 30-Jan-24														
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0
06:00	30	1	26	2	0	0	1	0	0	0	0	0	0	0
07:00	115	1	99	12	0	0	3	0	0	0	0	0	0	0
08:00	185	1	170	9	1	0	3	0	1	0	0	0	0	0
09:00	170	0	147	10	1	1	8	1	1	1	0	0	0	0
10:00	125	0	110	12	1	0	2	0	0	0	0	0	0	0
11:00	121	0	103	16	0	1	1	0	0	0	0	0	0	0
12:00	133	3	117	8	0	0	5	0	0	0	0	0	0	0
13:00	119	1	109	9	0	0	0	0	0	0	0	0	0	0
14:00	124	2	107	13	0	0	2	0	0	0	0	0	0	0
15:00	157	1	143	10	0	0	3	0	0	0	0	0	0	0
16:00	138	0	118	18	0	0	2	0	0	0	0	0	0	0
17:00	124	0	112	10	0	0	0	0	0	0	0	2	0	0
18:00	84	0	78	3	0	0	3	0	0	0	0	0	0	0
19:00	69	0	65	0	0	1	3	0	0	0	0	0	0	0
20:00	41	0	37	3	0	0	1	0	0	0	0	0	0	0
21:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1595	9	1413	130	3	2	32	1	2	1	0	2	0	0
16H.6-22	1751	10	1557	135	3	3	37	1	2	1	0	2	0	0
18H.6-24	1756	10	1562	135	3	3	37	1	2	1	0	2	0	0
24H.0-24	1785	10	1589	137	3	3	37	1	2	1	0	2	0	0
Wed 31-Jan-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0
06:00	35	1	31	2	0	0	1	0	0	0	0	0	0	0
07:00	116	0	100	13	0	0	3	0	0	0	0	0	0	0
08:00	223	2	198	13	1	1	5	0	0	0	1	2	0	0
09:00	173	1	154	13	0	1	4	0	0	0	0	0	0	0
10:00	127	0	115	8	0	0	3	0	0	0	1	0	0	0
11:00	133	2	114	14	1	1	1	0	0	0	0	0	0	0
12:00	123	0	111	11	0	1	0	0	0	0	0	0	0	0
13:00	155	1	136	16	0	2	0	0	0	0	0	0	0	0
14:00	120	2	101	14	0	1	2	0	0	0	0	0	0	0
15:00	162	2	143	14	0	1	2	0	0	0	0	0	0	0
16:00	128	0	109	18	0	0	1	0	0	0	0	0	0	0
17:00	106	1	93	8	0	0	2	0	2	0	0	1	0	0
18:00	76	0	71	5	0	0	0	0	0	0	0	0	0	0
19:00	55	0	52	2	0	0	1	0	0	0	0	0	0	0
20:00	29	0	28	0	0	1	0	0	0	0	0	0	0	0
21:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0
22:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0
23:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
12H.7-19	1642	11	1444	147	2	8	23	0	2	0	2	3	0	0
16H.6-22	1786	12	1578	153	2	9	25	0	2	0	2	3	0	0
18H.6-24	1810	12	1599	156	2	9	25	0	2	0	2	3	0	0
24H.0-24	1829	12	1618	156	2	9	25	0	2	0	2	3	0	0
Thu 01-Feb-24														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
06:00	40	0	36	2	0	0	2	0	0	0	0	0	0	0
07:00	127	0	115	9	0	0	3	0	0	0	0	0	0	0
08:00	207	2	190	9	0	0	6	0	0	0	0	0	0	0
09:00	168	2	149	12	0	0	5	0	0	0	0	0	0	0
10:00	151	4	127	11	1	0	8	0	0	0	0	0	0	0
11:00	121	1	106	10	0	0	2	0	1	0	1	0	0	0
12:00	142	0	131	8	0	1	2	0	0	0	0	0	0	0
13:00	104	2	92	6	1	0	3	0	0	0	0	0	0	0
14:00	114	1	103	8	0	1	1	0	0	0	0	0	0	0
15:00	161	2	143	14	0	0	2	0	0	0	0	0	0	0
16:00	144	2	125	14	0	0	3	0	0	0	0	0	0	0
17:00	115	1	102	5	0	0	5	1	0	0	1	0	0	0
18:00	90	1	78	4	0	1	6	0	0	0	0	0	0	0
19:00	65	0	60	2	0	1	2	0	0	0	0	0	0	0
20:00	47	0	46	0	0	0	1	0	0	0	0	0	0	0
21:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0
22:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0
23:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
12H.7-19	1644	18	1461	110	2	3	46	1	1	0	2	0	0	0
16H.6-22	1817	18	1623	115	2	4	51	1	1	0	2	0	0	0
18H.6-24	1840	18	1643	118	2	4	51	1	1	0	2	0	0	0
24H.0-24	1853	18	1656	118	2	4	51	1	1	0	2	0	0	0
Daily Totals														
Fri 19-Jan-24	1886	4	1674	176	0	20	7	1	3	0	0	1	0	0
Sat 20-Jan-24	1430	4	1335	74	0	12	0	2	2	1	0	0	0	0
Sun 21-Jan-24	930	2	871	45	0	10	2	0	0	0	0	0	0	0
Mon 22-Jan-24	1814	8	1595	177	0	22	5	0	4	0	1	2	0	0
Tue 23-Jan-24	1852	6	1637	183	1	20	2	0	3	0	0	0	0	0
Wed 24-Jan-24	1504	5	1297	176	0	18	3	1	2	0	0	2	0	0
Thu 25-Jan-24	1772	3	1516	228	0	16	4	0	2	0	0	3	0	0
Fri 26-Jan-24	1893	10	1671	134	0	6	67	1	2	1	1	0	0	0
Sat 27-Jan-24	1444	10	1297	80	0	4	47	2	2	0	1	1	0	0
Sun 28-Jan-24	1031	21	937	50	0	4	18	0	0	0	1	0	0	0
Mon 29-Jan-24	1744	7	1530	164	2	11	27	0	3	0	0	0	0	0
Tue 30-Jan-24	1785	10	1589	137	3	3	37	1	2	1	0	2	0	0
Wed 31-Jan-24	1829	12	1618	156	2	9	25	0	2	0	2	3	0	0
Thu 01-Feb-24	1853	18	1656	118	2	4	51	1	1	0	2	0	0	0
Total Vehicles														
[..]	22767	120	20223	1898	10	159	295	9	28	3	8	14	0	0



13004 UCKFIELD Site No: 13004001 Location Site 1 - B2102, Uckfield (T/P #87)

Fri 19-Jan-24 to Thu 01-Feb-24 Channel: Westbound

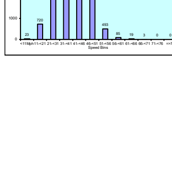
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 19-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
06:00	33	0	0.0	28	84.9	3	9.1	2	6.1	0	0.0
07:00	122	1	0.8	100	82.0	19	15.6	2	1.6	0	0.0
08:00	196	0	0.0	177	90.3	17	8.7	2	1.0	0	0.0
09:00	193	0	0.0	174	90.2	14	7.3	5	2.6	0	0.0
10:00	121	0	0.0	105	86.8	14	11.6	2	1.7	0	0.0
11:00	156	0	0.0	132	84.6	20	12.8	4	2.6	0	0.0
12:00	107	0	0.0	97	90.7	8	7.5	2	1.9	0	0.0
13:00	154	0	0.0	139	90.3	13	8.4	2	1.3	0	0.0
14:00	120	1	0.8	99	82.5	18	15.0	2	1.7	0	0.0
15:00	167	2	1.2	149	89.2	13	7.8	3	1.8	0	0.0
16:00	149	0	0.0	135	90.6	14	9.4	0	0.0	0	0.0
17:00	122	0	0.0	110	90.2	10	8.2	2	1.6	0	0.0
18:00	86	0	0.0	79	91.9	5	5.8	2	2.3	0	0.0
19:00	66	0	0.0	61	92.4	4	6.1	1	1.5	0	0.0
20:00	28	0	0.0	27	96.4	0	0.0	1	3.6	0	0.0
21:00	35	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
22:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H.7-19	1693	4	0.2	1496	88.4	165	9.8	28	1.7	0	0.0
16H.6-22	1855	4	0.2	1645	88.7	174	9.4	32	1.7	0	0.0
18H.6-24	1871	4	0.2	1660	88.7	175	9.4	32	1.7	0	0.0
24H.0-24	1886	4	0.2	1674	88.8	176	9.3	32	1.7	0	0.0
Sat 20-Jan-24											
00:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
07:00	38	0	0.0	33	86.8	4	10.5	1	2.6	0	0.0
08:00	83	0	0.0	73	88.0	7	8.4	3	3.6	0	0.0
09:00	122	0	0.0	109	89.3	12	9.8	1	0.8	0	0.0
10:00	149	2	1.3	141	94.6	5	3.4	1	0.7	0	0.0
11:00	159	0	0.0	146	91.8	11	6.9	2	1.3	0	0.0
12:00	127	0	0.0	120	94.5	6	4.7	1	0.8	0	0.0
13:00	141	0	0.0	137	97.2	3	2.1	1	0.7	0	0.0
14:00	113	2	1.8	105	92.9	5	4.4	1	0.9	0	0.0
15:00	93	0	0.0	89	95.7	3	3.2	1	1.1	0	0.0
16:00	90	0	0.0	85	94.4	2	2.2	3	3.3	0	0.0
17:00	70	0	0.0	66	94.3	4	5.7	0	0.0	0	0.0
18:00	73	0	0.0	70	95.9	2	2.7	1	1.4	0	0.0
19:00	51	0	0.0	48	94.1	3	5.9	0	0.0	0	0.0
20:00	30	0	0.0	28	93.3	1	3.3	1	3.3	0	0.0
21:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
22:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
23:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1258	4	0.3	1174	93.3	64	5.1	16	1.3	0	0.0
16H.6-22	1382	4	0.3	1289	93.3	72	5.2	17	1.2	0	0.0
18H.6-24	1409	4	0.3	1316	93.4	72	5.1	17	1.2	0	0.0
24H.0-24	1430	4	0.3	1335	93.4	74	5.2	17	1.2	0	0.0
Sun 21-Jan-24											
00:00	11	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
07:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
08:00	24	0	0.0	20	83.3	2	8.3	2	8.3	0	0.0
09:00	69	0	0.0	64	92.8	5	7.3	0	0.0	0	0.0
10:00	88	1	1.1	81	92.1	5	5.7	1	1.1	0	0.0
11:00	129	0	0.0	126	97.7	1	0.8	2	1.6	0	0.0
12:00	104	0	0.0	101	97.1	2	1.9	1	1.0	0	0.0
13:00	90	0	0.0	85	94.4	4	4.4	1	1.1	0	0.0
14:00	105	1	1.0	95	90.5	8	7.6	1	1.0	0	0.0
15:00	76	0	0.0	68	89.5	7	9.2	1	1.3	0	0.0
16:00	49	0	0.0	45	91.8	3	6.1	1	2.0	0	0.0
17:00	59	0	0.0	58	98.3	0	0.0	1	1.7	0	0.0
18:00	38	0	0.0	37	97.4	0	0.0	1	2.6	0	0.0
19:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
20:00	22	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
21:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	841	2	0.2	790	93.9	37	4.4	12	1.4	0	0.0
16H.6-22	902	2	0.2	847	93.9	41	4.6	12	1.3	0	0.0
18H.6-24	909	2	0.2	854	94.0	41	4.5	12	1.3	0	0.0
24H.0-24	930	2	0.2	871	93.7	45	4.8	12	1.3	0	0.0
Mon 22-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
06:00	47	0	0.0	40	85.1	6	12.8	1	2.1	0	0.0
07:00	149	1	0.7	130	87.3	14	9.4	4	2.7	0	0.0
08:00	238	2	0.8	208	87.4	24	10.1	4	1.7	0	0.0
09:00	184	1	0.5	167	90.8	14	7.6	2	1.1	0	0.0
10:00	125	1	0.8	103	82.4	17	13.6	4	3.2	0	0.0
11:00	124	1	0.8	110	88.7	10	8.1	3	2.4	0	0.0
12:00	146	0	0.0	133	91.1	10	6.9	3	2.1	0	0.0
13:00	121	0	0.0	101	83.5	17	14.1	3	2.5	0	0.0
14:00	122	0	0.0	106	86.9	15	12.3	1	0.8	0	0.0
15:00	138	0	0.0	121	87.7	14	10.1	3	2.2	0	0.0
16:00	122	2	1.6	107	87.7	12	9.8	1	0.8	0	0.0
17:00	105	0	0.0	93	88.6	10	9.5	2	1.9	0	0.0
18:00	70	0	0.0	64	91.4	5	7.1	1	1.4	0	0.0
19:00	58	0	0.0	51	87.9	6	10.3	1	1.7	0	0.0
20:00	21	0	0.0	19	90.5	1	4.8	1	4.8	0	0.0
21:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
22:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H.7-19	1644	8	0.5	1443	87.8	162	9.9	31	1.9	0	0.0
16H.6-22	1791	8	0.5	1574	87.9	175	9.8	34	1.9	0	0.0
18H.6-24	1795	8	0.5	1578	87.9	175	9.8	34	1.9	0	0.0
24H.0-24	1814	8	0.4	1595	87.9	177	9.8	34	1.9	0	0.0
Tue 23-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
06:00	46	0	0.0	38	82.6	7	15.2	1	2.2	0	0.0
07:00	129	0	0.0	114	88.4	13	10.1	1	0.8	1	0.8
08:00	216	2	0.9	195	90.3	16	7.4	3	1.4	0	0.0
09:00	184	0	0.0	162	88.0	20	10.9	2	1.1	0	0.0
10:00	130	1	0.8	111	85.4	13	10.0	5	3.9	0	0.0
11:00	124	0	0.0	108	87.1	15	12.1	1	0.8	0	0.0
12:00	155	1	0.7	136	87.7	16	10.3	2	1.3	0	0.0
13:00	135	0	0.0	112	83.0	21	15.6	2	1.5	0	0.0
14:00	109	1	0.9	97	89.0	10	9.2	1	0.9	0	0.0
15:00	153	0	0.0	139	90.9	11	7.2	3	2.0	0	0.0
16:00	130	1	0.8	113	86.9	15	11.5	1	0.8	0	0.0
17:00	123	0	0.0	112	91.1	11	8.9	0	0.0	0	0.0
18:00	69	0	0.0	64	92.8	4	5.8	1	1.5	0	0.0
19:00	46	0	0.0	40	87.0	5	10.9	1	2.2	0	0.0
20:00	40	0	0.0	37	92.5	2	5.0	1	2.5	0	0.0
21:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
22:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1657	6	0.4	1463	88.3	165	10.0	22	1.3	1	0.1
16H.6-22	1815	6	0.3	1602	88.3	181	10.0	25	1.4	1	0.1
18H.6-24	1828	6	0.3	1615	88.4	181	9.9	25	1.4	1	0.1
24H.0-24	1852	6	0.3	1637	88.4	183	9.9	25	1.4	1	0.1
Wed 24-Jan-24											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	18	0	0.0	15	83.3	2	11.1	1	5.6	0	0.0
07:00	130	1	0.8	101	77.7	27	20.8	1	0.8	0	0.0
08:00	199	0	0.0	176	88.4	18	9.1	5	2.5	0	0.0
09:00	179	0	0.0	159	88.8	17	9.5	3	1.7	0	0.0
10:00	123	0	0.0	105	85.4	16	13.0	2	1.6	0	0.0
11:00	78	0	0.0	67	85.9	8	10.3	3	3.9	0	0.0
12:00	61	0	0.0	54	88.5	5	8.2	2	3.3	0	0.0
13:00	113	1	0.9	98	86.7	13	11.5	1	0.9	0	0.0
14:00	70	1	1.4	57	81.4	9	12.9	3	4.3	0	0.0
15:00	124	1	0.8	107	86.3	15	12.1	1	0.8	0	0.0
16:00	126	0	0.0	110	87.3	14	11.1	2	1.6	0	0.0
17:00	110	0	0.0	97	88.2	13	11.8	0	0.0	0	0.0
18:00	56	0	0.0	49	87.5	6	10.7	1	1.8	0	0.0
19:00	49	0	0.0	46	93.9	3	6.1	0	0.0	0	0.0
20:00	28	0	0.0	21	75.0	6	21.4	1	3.6	0	0.0
21:00	29	1	3.5	24	82.8	4	13.8	0	0.0	0	0.0
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1369	4	0.3	1180	86.2	161	11.8	24	1.8	0	0.0
16H.6-22	1493	5	0.3	1286	86.1	176	11.8	26	1.7	0	0.0
18H.6-24	1500	5	0.3	1293	86.2	176	11.7	26	1.7	0	0.0
24H.0-24	1504	5	0.3	1297	86.2	176	11.7	26	1.7	0	0.0
Thu 25-Jan-24											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	2	33.3	3	50.0	1	16.7	0	0.0
05:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
06:00	29	0	0.0	23	79.3	5	17.2	1	3.5	0	0.0
07:00	101	0	0.0	86	85.2	14	13.9	1	1.0	0	0.0
08:00	190	2	1.1	164	86.3	22	11.6	2	1.1	0	0.0
09:00	157	1	0.6	130	82.8	25	15.9	1	0.6	0	0.0
10:00	129	0	0.0	104	80.6	23	17.8	2	1.6	0	0.0
11:00	127	0	0.0	102	80.3	21	16.5	4	3.2	0	0.0
12:00	148	0	0.0	131	88.5	14	9.5	3	2.0	0	0.0
13:00	101	0	0.0	91	90.1	9	8.9	1	1.0	0	0.0
14:00	124	0	0.0	107	86.3	15	12.1	2	1.6	0	0.0
15:00	137	0	0.0	124	90.5	12	8.8	1	0.7	0	0.0
16:00	141	0	0.0	120	85.1	20	14.2	1	0.7	0	0.0
17:00	139	0	0.0	119	85.6	19	13.7	1	0.7	0	0.0
18:00	82	0	0.0	70	85.4	9	11.0	3	3.7	0	0.0
19:00	74	0	0.0	64	86.5	10	13.5	0	0.0	0	0.0
20:00	33	0	0.0	30	90.9	2	6.1	1	3.0	0	0.0
21:00	25	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
22:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
23:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1576	3	0.2	1348	85.5	203	12.9	22	1.4	0	0.0
16H.6-22	1737	3	0.2	1487	85.6	223	12.8	24	1.4	0	0.0
18H.6-24	1757	3	0.2	1506	85.7	224	12.8	24	1.4	0	0.0
24H.0-24	1772	3	0.2	1516	85.6	228	12.9	25	1.4	0	0.0
Fri 26-Jan-24											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
06:00	33	0	0.0	28	84.9	4	12.1	1	3.0	0	0.0
07:00	134	0	0.0	119	88.8	11	8.2	4	3.0	0	0.0
08:00	201	0	0.0	185	92.0	11	5.5	5	2.5	0	0.0
09:00	162	0	0.0	147	90.7	8	4.9	7	4.3	0	0.0
10:00	139	1	0.7	120	86.3	15	10.8	3	2.2	0	0.0
11:00	140	0	0.0	126	90.0	11	7.9	3	2.1	0	0.0
12:00	144	2	1.4	125	86.8	10	6.9	7	4.9	0	0.0
13:00	117	2	1.7	97	82.9	14	12.0	4	3.4	0	0.0
14:00	124	0	0.0	110	88.7	11	8.9	3	2.4	0	0.0
15:00	163	1	0.6	143	87.7	14	8.6	5	3.1	0	0.0
16:00	153	1	0.7	129	84.3	17	11.1	6	3.9	0	0.0
17:00	122	2	1.6	103	84.4	4	3.3	13	10.7	0	0.0
18:00	99	0	0.0	92	92.9	0	0.0	7	7.1	0	0.0
19:00	74	1	1.4	64	86.5	3	4.1	6	8.1	0	0.0
20:00	32	0	0.0	28	87.5	1	3.1	3	9.4	0	0.0
21:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
22:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
23:00	11	0	0.0	10	90.9	0	0.0	1	9.1	0	0.0
12H.7-19	1698	9	0.5	1496	88.1	126	7.4	67	4.0	0	0.0
16H.6-22	1853	10	0.5	1632	88.1	134	7.2	77	4.2	0	0.0
18H.6-24	1877	10	0.5	1655	88.2	134	7.1	78	4.2	0	0.0
24H.0-24	1893	10	0.5	1671	88.3	134	7.1	78	4.1	0	0.0
Sat 27-Jan-24											
00:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
06:00	20	0	0.0	16	80.0	4	20.0	0	0.0	0	0.0
07:00	34	2	5.9	28	82.4	4	11.8	0	0.0	0	0.0
08:00	86	0	0.0	76	88.4	6	7.0	4	4.7	0	0.0
09:00	136	0	0.0	122	89.7	6	4.4	8	5.9	0	0.0
10:00	150	1	0.7	140	93.3	3	2.0	6	4.0	0	0.0
11:00	121	2	1.7	106	87.6	8	6.6	5	4.1	0	0.0
12:00	134	0	0.0	123	91.8	6	4.5	5	3.7	0	0.0
13:00	120	1	0.8	111	92.5	6	5.0	2	1.7	0	0.0
14:00	128	3	2.3	111	86.7	8	6.3	6	4.7	0	0.0
15:00	100	1	1.0	88	88.0	6	6.0	5	5.0	0	0.0
16:00	93	0	0.0	84	90.3	6	6.5	3	3.2	0	0.0
17:00	94	0	0.0	86	91.5	4	4.3	4	4.3	0	0.0
18:00	63	0	0.0	58	92.1	3	4.8	2	3.2	0	0.0
19:00	51	0	0.0	47	92.2	0	0.0	4	7.8	0	0.0
20:00	29	0	0.0	27	93.1	1	3.5	1	3.5	0	0.0
21:00	20	0	0.0	16	80.0	2	10.0	2	10.0	0	0.0
22:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
23:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
12H.7-19	1259	10	0.8	1133	90.0	66	5.2	50	4.0	0	0.0
16H.6-22	1379	10	0.7	1239	89.9	73	5.3	57	4.1	0	0.0
18H.6-24	1414	10	0.7	1272	90.0	75	5.3	57	4.0	0	0.0
24H.0-24	1444	10	0.7	1297	89.8	80	5.5	57	4.0	0	0.0
Sun 28-Jan-24											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
06:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
07:00	21	0	0.0	17	81.0	4	19.1	0	0.0	0	0.0
08:00	37	1	2.7	33	89.2	3	8.1	0	0.0	0	0.0
09:00	67	5	7.5	56	83.6	4	6.0	2	3.0	0	0.0
10:00	107	4	3.7	97	90.7	3	2.8	3	2.8	0	0.0
11:00	123	4	3.3	112	91.1	4	3.3	3	2.4	0	0.0
12:00	113	5	4.4	99	87.6	6	5.3	3	2.7	0	0.0
13:00	92	0	0.0	86	93.5	5	5.4	1	1.1	0	0.0
14:00	105	0	0.0	96	91.4	6	5.7	3	2.9	0	0.0
15:00	93	1	1.1	83	89.3	6	6.5	3	3.2	0	0.0
16:00	87	1	1.2	84	96.6	0	0.0	2	2.3	0	0.0
17:00	68	0	0.0	64	94.1	2	2.9	2	2.9	0	0.0
18:00	34	0	0.0	33	97.1	1	2.9	0	0.0	0	0.0
19:00	25	0	0.0	23	92.0	2	8.0	0	0.0	0	0.0
20:00	18	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
21:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	947	21	2.2	860	90.8	44	4.7	22	2.3	0	0.0
16H.6-22	1005	21	2.1	913	90.9	48	4.8	23	2.3	0	0.0
18H.6-24	1013	21	2.1	921	90.9	48	4.7	23	2.3	0	0.0
24H.0-24	1031	21	2.0	937	90.9	50	4.9	23	2.2	0	0.0
Mon 29-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
06:00	40	1	2.5	34	85.0	5	12.5	0	0.0	0	0.0
07:00	112	1	0.9	94	83.9	12	10.7	5	4.5	0	0.0
08:00	205	1	0.5	181	88.3	17	8.3	5	2.4	1	0.5
09:00	161	0	0.0	140	87.0	16	9.9	5	3.1	0	0.0
10:00	114	0	0.0	96	84.2	17	14.9	1	0.9	0	0.0
11:00	123	2	1.6	109	88.6	12	9.8	0	0.0	0	0.0
12:00	119	0	0.0	109	91.6	8	6.7	2	1.7	0	0.0
13:00	131	0	0.0	114	87.0	16	12.2	1	0.8	0	0.0
14:00	126	0	0.0	110	87.3	11	8.7	4	3.2	1	0.8
15:00	150	2	1.3	132	88.0	11	7.3	5	3.3	0	0.0
16:00	129	0	0.0	110	85.3	17	13.2	2	1.6	0	0.0
17:00	126	0	0.0	112	88.9	11	8.7	3	2.4	0	0.0
18:00	70	0	0.0	63	90.0	3	4.3	4	5.7	0	0.0
19:00	51	0	0.0	45	88.2	3	5.9	3	5.9	0	0.0
20:00	39	0	0.0	36	92.3	2	5.1	1	2.6	0	0.0
21:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
22:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1566	6	0.4	1370	87.5	151	9.6	37	2.4	2	0.1
16H.6-22	1714	7	0.4	1502	87.6	162	9.5	41	2.4	2	0.1
18H.6-24	1721	7	0.4	1508	87.6	163	9.5	41	2.4	2	0.1
24H.0-24	1744	7	0.4	1530	87.7	164	9.4	41	2.4	2	0.1
Tue 30-Jan-24											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
06:00	30	1	3.3	26	86.7	2	6.7	1	3.3	0	0.0
07:00	115	1	0.9	99	86.1	12	10.4	3	2.6	0	0.0
08:00	185	1	0.5	170	91.9	9	4.9	4	2.2	1	0.5
09:00	170	0	0.0	147	86.5	10	5.9	12	7.1	1	0.6
10:00	125	0	0.0	110	88.0	12	9.6	2	1.6	1	0.8
11:00	121	0	0.0	103	85.1	16	13.2	2	1.7	0	0.0
12:00	133	3	2.3	117	88.0	8	6.0	5	3.8	0	0.0
13:00	119	1	0.8	109	91.6	9	7.6	0	0.0	0	0.0
14:00	124	2	1.6	107	86.3	13	10.5	2	1.6	0	0.0
15:00	157	1	0.6	143	91.1	10	6.4	3	1.9	0	0.0
16:00	138	0	0.0	118	85.5	18	13.0	2	1.5	0	0.0
17:00	124	0	0.0	112	90.3	10	8.1	2	1.6	0	0.0
18:00	84	0	0.0	78	92.9	3	3.6	3	3.6	0	0.0
19:00	69	0	0.0	65	94.2	0	0.0	4	5.8	0	0.0
20:00	41	0	0.0	37	90.2	3	7.3	1	2.4	0	0.0
21:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
22:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H.7-19	1595	9	0.6	1413	88.6	130	8.2	40	2.5	3	0.2
16H.6-22	1751	10	0.6	1557	88.9	135	7.7	46	2.6	3	0.2
18H.6-24	1756	10	0.6	1562	89.0	135	7.7	46	2.6	3	0.2
24H.0-24	1785	10	0.6	1589	89.0	137	7.7	46	2.6	3	0.2
Wed 31-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
06:00	35	1	2.9	31	88.6	2	5.7	1	2.9	0	0.0
07:00	116	0	0.0	100	86.2	13	11.2	3	2.6	0	0.0
08:00	223	2	0.9	198	88.8	13	5.8	9	4.0	1	0.5
09:00	173	1	0.6	154	89.0	13	7.5	5	2.9	0	0.0
10:00	127	0	0.0	115	90.6	8	6.3	4	3.2	0	0.0
11:00	133	2	1.5	114	85.7	14	10.5	2	1.5	1	0.8
12:00	123	0	0.0	111	90.2	11	8.9	1	0.8	0	0.0
13:00	155	1	0.7	136	87.7	16	10.3	2	1.3	0	0.0
14:00	120	2	1.7	101	84.2	14	11.7	3	2.5	0	0.0
15:00	162	2	1.2	143	88.3	14	8.6	3	1.9	0	0.0
16:00	128	0	0.0	109	85.2	18	14.1	1	0.8	0	0.0
17:00	106	1	0.9	92	86.8	8	7.6	5	4.7	0	0.0
18:00	76	0	0.0	71	93.4	5	6.6	0	0.0	0	0.0
19:00	55	0	0.0	52	94.6	2	3.6	1	1.8	0	0.0
20:00	29	0	0.0	28	96.6	0	0.0	1	3.5	0	0.0
21:00	25	0	0.0	23	92.0	2	8.0	0	0.0	0	0.0
22:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
23:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H.7-19	1642	11	0.7	1444	87.9	147	9.0	38	2.3	2	0.1
16H.6-22	1786	12	0.7	1578	88.4	153	8.6	41	2.3	2	0.1
18H.6-24	1810	12	0.7	1599	88.3	156	8.6	41	2.3	2	0.1
24H.0-24	1829	12	0.7	1618	88.5	156	8.5	41	2.2	2	0.1
Thu 01-Feb-24											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
06:00	40	0	0.0	36	90.0	2	5.0	2	5.0	0	0.0
07:00	127	0	0.0	115	90.6	9	7.1	3	2.4	0	0.0
08:00	207	2	1.0	190	91.8	9	4.4	6	2.9	0	0.0
09:00	168	2	1.2	149	88.7	12	7.1	5	3.0	0	0.0
10:00	151	4	2.7	127	84.1	11	7.3	8	5.3	1	0.7
11:00	121	1	0.8	106	87.6	10	8.3	4	3.3	0	0.0
12:00	142	0	0.0	131	92.3	8	5.6	3	2.1	0	0.0
13:00	104	2	1.9	92	88.5	6	5.8	3	2.9	1	1.0
14:00	114	1	0.9	103	90.4	8	7.0	2	1.8	0	0.0
15:00	161	2	1.2	143	88.8	14	8.7	2	1.2	0	0.0
16:00	144	2	1.4	125	86.8	14	9.7	3	2.1	0	0.0
17:00	115	1	0.9	102	88.7	5	4.4	7	6.1	0	0.0
18:00	90	1	1.1	78	86.7	4	4.4	7	7.8	0	0.0
19:00	65	0	0.0	60	92.3	2	3.1	3	4.6	0	0.0
20:00	47	0	0.0	46	97.9	0	0.0	1	2.1	0	0.0
21:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
22:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
23:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H.7-19	1644	18	1.1	1461	88.9	110	6.7	53	3.2	2	0.1
16H.6-22	1817	18	1.0	1623	89.3	115	6.3	59	3.2	2	0.1
18H.6-24	1840	18	1.0	1643	89.3	118	6.4	59	3.2	2	0.1
24H.0-24	1853	18	1.0	1656	89.4	118	6.4	59	3.2	2	0.1
Daily Totals											
Fri 19-Jan-24	1886	4	0.2	1674	88.8	176	9.3	32	1.7	0	0.0
Sat 20-Jan-24	1430	4	0.3	1335	93.4	74	5.2	17	1.2	0	0.0
Sun 21-Jan-24	930	2	0.2	871	93.7	45	4.8	12	1.3	0	0.0
Mon 22-Jan-24	1814	8	0.4	1595	87.9	177	9.8	34	1.9	0	0.0
Tue 23-Jan-24	1852	6	0.3	1637	88.4	183	9.9	25	1.4	1	0.1
Wed 24-Jan-24	1504	5	0.3	1297	86.2	176	11.7	26	1.7	0	0.0
Thu 25-Jan-24	1772	3	0.2	1516	85.6	228	12.9	25	1.4	0	0.0
Fri 26-Jan-24	1893	10	0.5	1671	88.3	134	7.1	78	4.1	0	0.0
Sat 27-Jan-24	1444	10	0.7	1297	89.8	80	5.5	57	4.0	0	0.0
Sun 28-Jan-24	1031	21	2.0	937	90.9	50	4.9	23	2.2	0	0.0
Mon 29-Jan-24	1744	7	0.4	1530	87.7	164	9.4	41	2.4	2	0.1
Tue 30-Jan-24	1785	10	0.6	1589	89.0	137	7.7	46	2.6	3	0.2
Wed 31-Jan-24	1829	12	0.7	1618	88.5	156	8.5	41	2.2	2	0.1
Thu 01-Feb-24	1853	18	1.0	1656	89.4	118	6.4	59	3.2	2	0.1
Total Vehicles											
1-1	22767	120	0.5	20223	89.1	1898	8.3	516	2.3	10	0.0

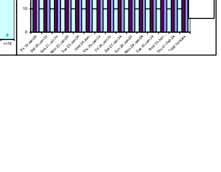


13004 UCKFIELD Site No: 13004001 Location Site 1 - B2102, Uckfield (T/P #87)

Fri 19-Jan-24 to Thu 01-Feb-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 19-Jan-24 … Thu 25-Jan-24 00:00	[illegible]															
01:00	2	-	34.8	12.4	0	0	1	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	6	-	37.8	23.4	2	0	0	0	1	1	1	0	1	0	0	0
05:00	6	-	37.8	23.4	2	0	0	0	1	1	1	0	1	0	0	0
06:00	29	51.2	36.6	15.1	2	4	4	4	5	5	4	1	0	0	0	0
07:00	101	47.1	36.7	10.7	0	7	25	26	25	11	5	2	0	0	0	0
08:00	190	48.7	39	9.2	0	0	46	48	47	37	12	0	0	0	0	0
09:00	157	48.7	37	11.4	0	16	34	33	33	31	9	1	0	0	0	0
10:00	129	49.2	36.7	12.3	0	18	25	25	25	25	10	1	0	0	0	0
11:00	127	49.6	36.7	12.8	0	20	23	24	23	24	10	3	0	0	0	0
12:00	148	48.4	36.7	11.3	0	16	32	31	31	32	6	0	0	0	0	0
13:00	101	48	36.6	11.4	0	10	23	22	22	21	1	1	1	0	0	0
14:00	124	48.2	36.7	11.3	0	12	28	29	29	16	8	2	0	0	0	0
15:00	137	48.8	36.7	12.1	0	18	27	28	27	28	6	3	0	0	0	0
16:00	141	48.5	36.7	12	0	16	31	31	31	21	5	5	1	0	0	0
17:00	139	45.1	36.7	8.9	0	1	41	41	42	7	7	0	0	0	0	0
18:00	82	46.1	36.6	10.7	0	5	21	22	21	9	2	1	0	1	0	0
19:00	74	48	36.6	11.2	0	7	17	17	17	11	5	0	0	0	0	0
20:00	33	46.6	36.6	10.2	0	2	8	9	8	5	1	0	0	0	0	0
21:00	25	48.8	36.6	13.4	0	4	5	4	5	5	0	2	0	0	0	0
22:00	11	45.6	36.7	10.6	0	1	2	3	3	2	0	0	0	0	0	0
23:00	9	-	36.3	19.1	1	1	2	1	1	1	1	0	0	1	0	0
12H,7-19	1576	48.4	37	11.2	0	139	356	360	356	262	81	19	2	1	0	0
16H,6-22	1737	48.5	36.9	11.2	2	156	390	394	391	288	91	22	2	1	0	0
18H,6-24	1757	48.5	36.9	11.3	3	158	394	398	395	291	92	22	2	2	0	0
24H,0-24	1772	48.5	36.9	11.4	7	158	395	399	398	293	94	22	4	2	0	0
Fri 26-Jan-24																
00:00	2	-	34.8	12.4	0	0	1	0	1	0	0	0	0	0	0	0
01:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	34.8	12.4	0	0	1	0	1	0	0	0	0	0	0	0
05:00	11	53.1	36.5	16.1	1	1	2	2	2	0	2	1	0	0	0	0
06:00	33	45.6	36.6	9.3	0	1	9	9	9	5	0	0	0	0	0	0
07:00	134	44.8	36.7	8.3	0	0	38	43	43	7	2	1	0	0	0	0
08:00	201	44.5	36.7	7.7	0	0	51	71	70	7	2	0	0	0	0	0
09:00	162	45.2	36.7	8.3	0	0	47	49	49	17	0	0	0	0	0	0
10:00	139	44.6	36.7	7.9	0	0	37	47	47	6	2	0	0	0	0	0
11:00	140	44.3	36.7	7.4	0	0	34	51	51	4	0	0	0	0	0	0
12:00	144	45	36.7	8.2	0	0	41	45	45	11	2	0	0	0	0	0
13:00	117	44.6	36.7	7.8	0	0	31	39	40	7	0	0	0	0	0	0
14:00	124	45.4	36.6	8.8	0	2	35	36	36	13	2	0	0	0	0	0
15:00	163	44.7	36.7	8.1	0	0	45	53	54	7	4	0	0	0	0	0
16:00	153	44.7	36.6	7.8	0	0	41	51	51	10	0	0	0	0	0	0
17:00	122	44.9	36.6	8.2	0	0	35	38	39	8	2	0	0	0	0	0
18:00	99	44.6	36.7	7.9	0	0	26	34	33	5	1	0	0	0	0	0
19:00	74	45	36.7	8.2	0	0	21	23	23	7	0	0	0	0	0	0
20:00	32	44.4	36.5	8.2	0	0	9	11	10	1	1	0	0	0	0	0
21:00	16	46.3	36.2	11.6	0	2	3	4	4	2	1	0	0	0	0	0
22:00	13	48.6	36	13	0	2	3	2	2	3	1	0	0	0	0	0
23:00	11	45.6	36.7	10.6	0	1	2	3	3	2	0	0	0	0	0	0
12H,7-19	1698	44.8	36.7	8	0	2	461	557	558	102	17	1	0	0	0	0
16H,6-22	1853	44.8	36.7	8.1	0	5	503	604	604	117	19	1	0	0	0	0
18H,6-24	1877	44.9	36.7	8.1	0	8	508	609	609	122	20	1	0	0	0	0
24H,0-24	1893	44.9	36.6	8.2	1	9	512	612	613	122	22	2	0	0	0	0
Sat 27-Jan-24																
00:00	4	-	36	14.3	0	1	0	1	1	1	0	0	0	0	0	0
01:00	5	-	36	10.3	0	0	2	1	1	1	0	0	0	0	0	0
02:00	4	-	35.5	19.2	1	0	0	1	1	0	1	0	0	0	0	0
03:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	5	-	36	10.3	0	0	2	1	1	1	0	0	0	0	0	0
05:00	11	44.1	36.5	8.3	0	0	3	4	3	1	0	0	0	0	0	0
06:00	20	47.3	36.4	11.7	0	2	5	4	5	2	2	0	0	0	0	0
07:00	34	44.4	36.7	8.1	0	0	9	12	11	1	1	0	0	0	0	0
08:00	86	45.7	36.7	9.2	0	2	24	24	24	10	2	0	0	0	0	0
09:00	136	45.3	36.6	8.5	0	0	41	40	40	13	2	0	0	0	0	0
10:00	150	44.9	36.7	8.1	0	0	42	48	47	12	1	0	0	0	0	0
11:00	121	45.1	36.6	8.4	0	0	36	36	37	10	2	0	0	0	0	0
12:00	134	44.7	36.7	7.9	0	0	36	45	44	8	1	0	0	0	0	0
13:00	120	45	36.7	8.1	0	0	34	37	38	11	0	0	0	0	0	0
14:00	128	44.9	36.6	8.3	0	0	37	40	40	8	3	0	0	0	0	0
15:00	100	45	36.7	8.6	0	0	30	30	31	5	4	0	0	0	0	0
16:00	93	44.6	36.7	8	0	0	25	31	31	5	1	0	0	0	0	0
17:00	94	44.8	36.6	8	0	0	26	30	31	7	0	0	0	0	0	0
18:00	63	44.1	36.7	7.3	0	0	15	23	24	1	0	0	0	0	0	0
19:00	51	44.7	36.7	8.2	0	0	14	17	16	3	1	0	0	0	0	0
20:00	29	48.6	36.5	12.3	0	4	6	5	6	6	2	0	0	0	0	0
21:00	20	47.5	36.6	11	0	2	4	5	4	5	0	0	0	0	0	0
22:00	18	47	36.6	10.4	0	1	5	4	4	4	0	0	0	0	0	0
23:00	17	48.4	36.6	12.2	0	2	4	3	3	4	1	0	0	0	0	0
12H,7-19	1259	45	36.7	8.2	0	2	355	396	398	91	17	0	0	0	0	0
16H,6-22	1379	45.1	36.7	8.4	0	10	384	427	429	107	22	0	0	0	0	0
18H,6-24	1414	45.1	36.7	8.5	0	13	393	434	436	115	23	0	0	0	0	0
24H,0-24	1444	45.2	36.6	8.5	1	14	400	443	443	119	24	0	0	0	0	0
Sun 28-Jan-24																
00:00	3	-	35.2	8.8	0	0	1	1	1	0	0	0	0	0	0	0
01:00	4	-	36.7	20	1	0	0	1	0	1	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	34.8	26.5	0	1	0	0	0	0	1	0	0	0	0	0
04:00	2	-	34.8	12.4	0	0	1	0	1	0	0	0	0	0	0	0
05:00	7	-	35.6	13.7	0	1	2	1	1	1	1	0	0	0	0	0
06:00	6	-	36.1	20	1	1	0	1	1	0	1	1	0	0	0	0
07:00	21	48.4	36.5	12.3	0	3	4	4	4	5	1	0	0	0	0	0
08:00	37	45.5	36.7	9.1	0	1	10	10	11	5	0	0	0	0	0	0
09:00	67	44.9	36.6	8.6	0	0	20	21	20	4	1	1	0	0	0	0
10:00	107	45.1	36.7	8.3	0	0	31	33	32	10	1	0	0	0	0	0
11:00	123	45.5	36.7	8.9	0	2	35	35	36	12	3	0	0	0	0	0
12:00	113	44.8	36.7	8.6	0	0	33	35	36	6	2	0	1	0	0	0
13:00	92	45.4	36.7	8.9	0	1	27	26	27	10	0	1	0	0	0	0
14:00	105	45.2	36.7	8.4	0	0	31	31	32	10	1	0	0	0	0	0
15:00	93	44.6	36.7	8	0	0	25	31	31	5	1	0	0	0	0	0
16:00	87	45.7	36.7	9.8	0	3	24	24	24	7	4	1	0	0	0	0
17:00	68	45.3	36.6	9	0	1	20	19	20	6	2	0	0	0	0	0
18:00	34	44.8	36.6	8.3	0	0	10	10	11	3	0	0	0	0	0	0
19:00	25	48.8	36.6	12.6	0	4	4	5	5	5	2	0	0	0	0	0
20:00	18	44.2	36.4	9.5	0	0	6	5	6	0	0	1	0	0	0	0
21:00	9	-	36	11.5	0	1	2	2	2	2	0	0	0	0	0	0
22:00	6	-	36.9	22.4	2	0	0	0	1	1	1	1	0	0	0	0
23:00	2	-	34.8	12.4	0	0	1	0	1	0	0	0	0	0	0	0
12H,7-19	947	45.3	36.7	8.8	0	11	270	279	284	83	16	3	1	0	0	0
16H,6-22	1005	45.4	36.6	9	1	17	282	292	298	90	19	5	1	0	0	0
18H,6-24	1013	45.4	36.6	9.1	3	17	283	292	300	91	20	6	1	0	0	0
24H,0-24	1031	45.5	36.6	9.2	4	19	287	295	303	93	23	6	1	0	0	0
Mon 29-Jan-24																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	3	-	35.2	8.8	0	0	1	1	1	0	0	0	0	0	0	0
05:00	18	50.7	36.9	14.3	1	2	3	3	3	3	3	0	0	0	0	0
06:00	40	47.4	36.5	10.5	0	3	10	9	9	9	0	0	0	0	0	0
07:00	112	45.8	36.6	9.2	0	3	31	31	31	14	2	0	0	0	0	0
08:00	205	45	37.1	8.1	0	0	52	68	68	14	2	1	0	0	0	0
09:00	161	44.7	36.7	7.9	0	0	43	53	54	11	0	0	0	0	0	0
10:00	114	44.6	36.6	7.8	0	0	30	39	38	7	0	0	0	0	0	0
11:00	123	44.7	36.7	8.1	0	0	34	40	41	5	3	0	0	0	0	0
12:00	119	45	36.7	8.2	0	0	34	37	37	10	1	0	0	0	0	0
13:00	131	44.9	36.7	8.3	0	0	37	42	41	8	3	0	0	0	0	0
14:00	126	44.4	36.6	7.6	0	0	32	44	45	5	0	0	0	0	0	0
15:00	150	44.9	36.6	8.2	0	0	43	47	47	11	2	0	0	0	0	0
16:00	129	45.2	36.7	8.6	0	0	39	38	38	12	1	1	0	0	0	0
17:00	126	44.3	36.7	7.5	0	0	31	45	46	4	0	0	0	0	0	0
18:00	70	45	36.6	8.9	0	1	20	21	21	4	3	0	0	0	0	0
19:00	51	44.5	36.7	8.9	0	0	15	16	17	1	1	0	1	0	0	0
20:00	39	44.6	36.4	8.8	0	0	12	12	12	2	0	1	0	0	0	0
21:00	18	47	36.6	10.4	0	1	5	4	4	4	0	0	0	0	0	0
22:00	5	-	35	9	0	0	2	1	2	0	0	0	0	0	0	0
23:00	2	-	34.8	26.5	0	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	1566	44.9	36.7	8.1	0	4	426	505	507	105	17	2	0	0	0	0
16H,6-22	1714	45	36.7	8.3	0	8	468	546	549	121	18	3	1	0	0	0
18H,6-24	1721	45	36.7	8.3	0	9	470	547	551	121	19	3	1	0	0	0
24H,0-24	1744	45	36.7	8.3	1	11	474	553	555	124	22	3	1	0	0	0
Tue 30-Jan-24																
00:00	4	-	36	14.3	0	1	0	1	1	1	0	0	0	0	0	0
01:00	3	-	36	17.5	0	1	0	0	1	1	0	0	0	0	0	0
02:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	35.3	23.5	1	0	0	0	1	0	1	0	0	0	0	0
05:00	17	52.6	36.8	15.1	1	2	3	3	3	1	3	1	0	0	0	0
06:00	30	44.9	36.5	8.4	0	0	9	9	9	3	0	0	0	0	0	0
07:00	115	44.4	36.7	7.6	0	0	29	40	41	5	0	0	0	0	0	0
08:00	185	44.4	36.7	7.6	0	0	46	66	65	8	0	0	0	0	0	0
09:00	170	44.3	36.7	7.5	0	1	39	63	63	4	0	0	0	0	0	0
10:00	125	44.5	36.7	7.7	0	0	32	43	44	6	0	0	0	0	0	0
11:00	121	44.9	36.7	8.3	0	2	30	40	39	9	1	0	0	0	0	0
12:00	133	44.7	36.7	8.2	0	0	37	43	44	6	2	1	0	0	0	0
13:00	119	44.6	36.7	7.8	0	0	31	41	40	6	1	0	0	0	0	0
14:00	124	44.3	36.7	7.4	0	0	30	45	46	3	0	0	0	0	0	0
15:00	157	44.4	36.7	7.5	0	0	39	56	56	6	0	0	0	0	0	0
16:00	138	44.8	36.6	8.4	0	0	40	43	44	8	2	1	0	0	0	0
17:00	124	44.4	36.7	7.6	0	0	31	44	44	5	0	0	0	0	0	0
18:00	84	44.9	36.7	8.2	0	0	24	26	27	6	1	0	0	0	0	0
19:00	69	44.5	36.7	8.4	0	0	19	23	23	3	0	0	1	0	0	0
20:00	41	47.1	36.6	11.5	0	4	9	10	10	6	1	0	1	0	0	0
21:00	16	47.4	36.6	11.6	0	2	3	3	4	4	0	0	0	0	0	0
22:00	5	-	35	9	0	0	2	1	2	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1595	44.6	36.7	7.8	0	3	408	550	553	72	7	2	0	0	0	0
16H,6-22	1751	44.6	36.7	7.9	0	9	448	595	599	88	8	2	2	0	0	0
18H,6-24	1756	44.6	36.7	7.9	0	9	450	596	601	88	8	2	2	0	0	0
24H,0-24	1785	44.7	36.7	8.1	2	13	453	602	607	91	12	3	2	0	0	0
Wed 31-Jan-24																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	34.8	26.5	0	1	0	0	0	0	1	0	0	0	0	0
05:00	15	49.1	36.2	13.5	0	3	2	3	3	2	2	0	0	0	0	0
06:00	35	45.6	36.6	9.5	0	1	10	9	10	4	1	0	0	0	0	0
07:00	116	44.1	36.6	7.2	0	0	27	44	44	1	0	0	0	0	0	0
08:00	223	44.7	37	7.7	0	0	54	77	78	13	1	0	0	0	0	0
09:00	173	44.5	36.7	7.7	0	0	44	61	60	6	2	0	0	0	0	0
10:00	127	44.2	36.6	7.4	0	0	31	46	47	3	0	0	0	0	0	0
11:00	133	44.5	36.7	7.7	0	1	32	47	47	6	0	0	0	0	0	0
12:00	123	44.4	36.6	7.6	0	0	31	43	44	5	0	0	0	0	0	0
13:00	155	44.8	36.6	8.1	0	0	42	50	51	10	0	1	0	0	0	0
14:00	120	44.5	36.7	7.7	0	0	31	41	42	6	0	0	0	0	0	0
15:00	162	44.2	36.7	7.4	0	0	39	60	59	3	1	0	0	0	0	0
16:00	128	44.6	36.7	7.7	0	0	33	44	44	7	0	0	0	0	0	0
17:00	106	44.7	36.7	7.8	0	0	28	36	35	7	0	0	0	0	0	0
18:00	76	44.6	36.7	7.8	0	0	20	26	25	5	0	0	0	0	0	0
19:00	55	44.6	36.6	8.6	0	0	16	18	17	2	1	1	0	0	0	0
20:00	29	45.5	36.7	11	0	2	7	8	8	1	2	1	0	0	0	0
21:00	25	44.6	36.6	8.2	0	0	7	8	8	2	0	0	0	0	0	0
22:00	17	45.9	36.4	9.9	0	1	4	5	4	3	0	0	0	0	0	0
23:00	7	-	35.6	13.7	0	1	2	1	1	1	1	0	0	0	0	0
12H,7-19	1642	44.5	36.7	7.6	0	1	413	575	576	72	4	1	0	0	0	0
16H,6-22	1786	44.6	36.7	7.8	0	4	453	618	619	81	8	3	0	0	0	0
18H,6-24	1810	44.6	36.7	7.8	0	6	459	624	624	85	9	3	0	0	0	0
24H,0-24	1829	44.6	36.7	7.9	0	10	461	629	627	87	12	3	0	0	0	0
Thu 01-Feb-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	32.7	6.3	0	0	1	2	0	0	0	0	0	0	0	0
05:00	10	44.3	33.5	12	0	2	2	2	3	1	0	0	0	0	0	0
06:00	40	49.5	36.9	12.9	0	5	9	8	8	5	3	1	1	0	0	0
07:00	127	45	36.6	8.3	0	0	37	39	39	11	1	0	0	0	0	0
08:00	207	45.4	38.4	7.4	0	0	35	75	75	21	1	0	0	0	0	0
09:00	168	45.2	36.6	8.3	0	0	50	50	50	18	0	0	0	0	0	0
10:00	151	45.1	36.7	8.2	0	0	42	47	46	14	1	0	0	0	0	0
11:00	121	44.6	36.7	7.7	0	0	31	42	41	7	0	0	0	0	0	0
12:00	142	44.6	36.6	7.9	0	0	38	48	47	8	1	0	0	0	0	0
13:00	104	45.3	36.6	8.9	0	1	31	30	30	9	3	0	0	0	0	0
14:00	114	44.7	36.7	8	0	0	31	37	38	7	1	0	0	0	0	0
15:00	161	45.4	36.7	9.2	0	3	46	46	47	14	3	1	1	0	0	0
16:00	144	45.3	36.7	8.4	0	0	42	44	42	14	2	0	0	0	0	0
17:00	115	43.5	35.5	7.3	0	0	32	49	32	2	0	0	0	0	0	0
18:00	90	44.3	36.6	7.5	0	0	22	33	32	3	0	0	0	0	0	0
19:00	65	44.8	36.6	8	0	0	18	21	21	5	0	0	0	0	0	0
20:00	47	45.1	36.4	8.8	0	1	13	14	14	5	0	0	0	0	0	0
21:00	21	46.6	36.1	11.1	0	2	5	6	5	3	0	0	0	0	0	0
22:00	17	45.9	36.2	11.1	0	2	4	4	4	3	0	0	0	0	0	0
23:00	6	-	36.4	13.2	0	1	1	1	1	2	0	0	0	0	0	0
12H,7-19	1644	45	36.8	8.1	0	4	438	540	519	128	13	1	1	0	0	0
16H,6-22	1817	45.1	36.8	8.3	0	12	485	588	567	146	17	2	2	0	0	0
18H,6-24	1840	45.1	36.8	8.3	0	15	488	590	572	151	17	2	2	0	0	0
24H,0-24	1853	45.1	36.7	8.4	0	17	491	597	575	152	17	2	2	0	0	0
Daily Totals																
Fri 19-Jan-24	1886	45.2	36.7	8.6	1	25	503	586	585	156	24	6	0	0	0	0
Sat 20-Jan-24	1430	47	36.6	10.2	1	89	356	363	363	209	39	8	2	0	0	0
Sun 21-Jan-24	930	47.7	36.6	10.8	3	74	219	217	223	155	34	5	0	0	0	0
Mon 22-Jan-24	1814	46.7	36.9	9.9	2	87	438	489	492	243	54	6	3	0	0	0
Tue 23-Jan-24	1852	46.3	36.9	9.6	0	65	485	506	505	231	50	8	2	0	0	0
Wed 24-Jan-24	1504	48.4	37	11	0	129	339	338	341	277	66	11	2	1	0	0
Thu 25-Jan-24	1772	48.5	36.9	11.4	7	158	395	399	398	293	94	22	4	2	0	0
Fri 26-Jan-24	1893	44.9	36.6	8.2	1	9	512	612	613	122	22	2	0	0	0	0
Sat 27-Jan-24	1444	45.2	36.6	8.5	1	14	400	443	443	119	24	0	0	0	0	0
Sun 28-Jan-24	1031	45.5	36.6	9.2	4	19	287	295	303	93	23	6	1	0	0	0
Mon 29-Jan-24	1744	45	36.7	8.3	1	11	474	553	555	124	22	3	1	0	0	0
Tue 30-Jan-24	1785	44.7	36.7	8.1	2	13	453	602	607	91	12	3	2	0	0	0
Wed 31-Jan-24	1829	44.6	36.7	7.9	0	10	461	629	627	87	12	3	0	0	0	0
Thu 01-Feb-24	1853	45.1	36.7	8.4	0	17	491	597	575	152	17	2	2	0	0	0
Total Vehicles	23767	46.1	36.7	9.3	23	720	5813	6629	6630	2352	493	85	19	3	0	0





Produced by Auto Surveys Ltd

13004	UCKFIELD	Site No: 13004001 Channel: Westbound	Location	Site 1 - B2102, Uckfield (T/P #87)

TIME PERIOD	Fri 19-Jan-24	Sat 20-Jan-24	Sun 21-Jan-24	Mon 22-Jan-24	Tue 23-Jan-24	Wed 24-Jan-24	Thu 25-Jan-24	5-Day Av	7-Day Av	Fri 26-Jan-24	Sat 27-Jan-24	Sun 28-Jan-24	Mon 29-Jan-24	Tue 30-Jan-24	Wed 31-Jan-24	Thu 01-Feb-24	5-Day Av	7-Day Av
Week Begin: 19-Jan-24																		
00:00	1	6	11	1	1	2	0	**1**	**3**	2	4	3	1	4	1	0	**2**	**2**
01:00	0	3	3	0	1	0	2	**1**	**1**	1	5	4	0	3	0	0	**1**	**2**
02:00	1	5	0	0	1	0	0	**0**	**1**	0	4	0	0	2	1	0	**1**	**1**
03:00	1	1	0	1	2	0	1	**1**	**1**	0	1	2	1	0	0	0	**0**	**1**
04:00	2	2	3	3	2	1	6	**3**	**3**	2	5	2	3	3	2	3	**3**	**3**
05:00	10	4	4	14	17	1	6	**10**	**8**	11	11	7	18	17	15	10	**14**	**13**
06:00	33	17	7	47	46	18	29	**35**	**28**	33	20	6	40	30	35	40	**36**	**29**
07:00	122	38	10	149	129	130	101	**126**	**97**	134	34	21	112	115	116	127	**121**	**94**
08:00	196	83	24	238	216	199	190	**208**	**164**	201	86	37	205	185	223	207	**204**	**163**
09:00	193	122	69	184	184	179	157	**179**	**155**	162	136	67	161	170	173	168	**167**	**148**
10:00	121	149	88	125	130	123	129	**126**	**124**	139	150	107	114	125	127	151	**131**	**130**
11:00	156	159	129	124	124	78	127	**122**	**128**	140	121	123	123	121	133	121	**128**	**126**
12:00	107	127	104	146	155	61	148	**123**	**121**	144	134	113	119	133	123	142	**132**	**130**
13:00	154	141	90	121	135	113	101	**125**	**122**	117	120	92	131	119	155	104	**125**	**120**
14:00	120	113	105	122	109	70	124	**109**	**109**	124	128	105	126	124	120	114	**122**	**120**
15:00	167	93	76	138	153	124	137	**144**	**127**	163	100	93	150	157	162	161	**159**	**141**
16:00	149	90	49	122	130	126	141	**134**	**115**	153	93	87	129	138	128	144	**138**	**125**
17:00	122	70	59	105	123	110	139	**120**	**104**	122	94	68	126	124	106	115	**119**	**108**
18:00	86	73	38	70	69	56	82	**73**	**68**	99	63	34	70	84	76	90	**84**	**74**
19:00	66	51	16	58	46	49	74	**59**	**51**	74	51	25	51	69	55	65	**63**	**56**
20:00	28	30	22	21	40	28	33	**30**	**29**	32	29	18	39	41	29	47	**38**	**34**
21:00	35	26	16	21	26	29	25	**27**	**25**	16	20	9	18	16	25	21	**19**	**18**
22:00	10	14	6	4	11	6	11	**8**	**9**	13	18	6	5	5	17	17	**11**	**12**
23:00	6	13	1	0	2	1	9	**4**	**5**	11	17	2	2	0	7	6	**5**	**6**
12H,7-19	**1693**	**1258**	**841**	**1644**	**1657**	**1369**	**1576**	**1588**	**1434**	**1698**	**1259**	**947**	**1566**	**1595**	**1642**	**1644**	**1629**	**1479**
16H,6-22	**1855**	**1382**	**902**	**1791**	**1815**	**1493**	**1737**	**1738**	**1568**	**1853**	**1379**	**1005**	**1714**	**1751**	**1786**	**1817**	**1784**	**1615**
18H,6-24	**1871**	**1409**	**909**	**1795**	**1828**	**1500**	**1757**	**1750**	**1581**	**1877**	**1414**	**1013**	**1721**	**1756**	**1810**	**1840**	**1801**	**1633**
24H,0-24	**1886**	**1430**	**930**	**1814**	**1852**	**1504**	**1772**	**1766**	**1598**	**1893**	**1444**	**1031**	**1744**	**1785**	**1829**	**1853**	**1821**	**1654**
Am	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**	**-**	**-**	**08:00**	**10:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**	**-**	**-**
Peak	**196**	**159**	**129**	**238**	**216**	**199**	**190**	**208**	**190**	**201**	**150**	**123**	**205**	**185**	**223**	**207**	**204**	**185**
Pm	**15:00**	**13:00**	**14:00**	**12:00**	**12:00**	**16:00**	**12:00**	**-**	**-**	**15:00**	**12:00**	**12:00**	**15:00**	**15:00**	**15:00**	**15:00**	**-**	**-**
Peak	**167**	**141**	**105**	**146**	**155**	**126**	**148**	**148**	**141**	**163**	**134**	**113**	**150**	**157**	**162**	**161**	**159**	**149**

Classification Schemes

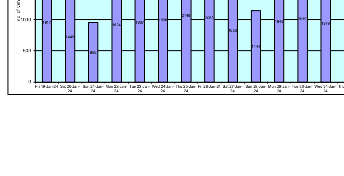
Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

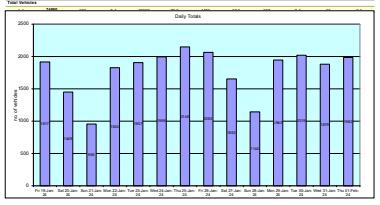
Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck - dual rear axle/bus	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

13004		UCKFIELD JANUARY 2024								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**85%ile Speed**	**Mean Speed**
Site No: 13004002	Site 2 - B2102, Uckfield (T/P) 50.968716, 0.110948	Channel: Eastbound	Fri 19-Jan-24	Thu 01-Feb-24	NSL	24880	1968	1777	41.4	35.7
		Channel: Westbound	Fri 19-Jan-24	Thu 01-Feb-24		25116	1992	1794	40.0	34.4

13004			UCKFIELD			Site No: 13004002		Location	Site 2 - B2102, Uckfield (T/P)					
Fri 19-Jan-24 to Thu 01-Feb-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 19-Jan-24														
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
05:00	7	0	5	1	0	0	1	0	0	0	0	0	0	0
06:00	16	0	10	3	0	1	2	0	0	0	0	0	0	0
07:00	90	0	62	20	0	1	5	0	0	0	1	1	0	0
08:00	136	0	96	32	0	2	6	0	0	0	0	0	0	0
09:00	119	2	86	22	0	2	6	0	0	0	1	0	0	0
10:00	139	1	97	31	1	1	7	1	0	0	0	0	0	0
11:00	126	0	88	27	0	3	6	0	1	0	0	1	0	0
12:00	140	0	110	24	0	3	3	0	0	0	0	0	0	0
13:00	137	0	105	28	0	4	0	0	0	0	0	0	0	0
14:00	142	1	104	28	0	5	2	0	1	0	1	0	0	0
15:00	172	0	136	33	0	2	1	0	0	0	0	0	0	0
16:00	183	0	145	36	0	1	1	0	0	0	0	0	0	0
17:00	169	1	144	19	1	0	4	0	0	0	0	0	0	0
18:00	106	0	91	13	0	2	0	0	0	0	0	0	0	0
19:00	86	0	62	19	0	2	3	0	0	0	0	0	0	0
20:00	56	0	40	15	0	0	1	0	0	0	0	0	0	0
21:00	36	0	32	1	0	1	2	0	0	0	0	0	0	0
22:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0
23:00	19	0	16	2	0	0	1	0	0	0	0	0	0	0
12H,7-19	1659	5	1264	313	2	26	41	1	2	0	3	2	0	0
16H,6-22	1853	5	1408	351	2	30	49	1	2	0	3	2	0	0
18H,6-24	1903	5	1453	355	2	30	50	1	2	0	3	2	0	0
24H,0-24	1917	5	1463	357	2	30	52	1	2	0	3	2	0	0
Sat 20-Jan-24														
00:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	6	0	4	1	0	0	1	0	0	0	0	0	0	0
07:00	21	0	14	6	0	1	0	0	0	0	0	0	0	0
08:00	47	0	35	6	0	5	1	0	0	0	0	0	0	0
09:00	75	1	62	10	0	1	1	0	0	0	0	0	0	0
10:00	139	2	110	25	0	2	0	0	0	0	0	0	0	0
11:00	114	1	93	19	0	1	0	0	0	0	0	0	0	0
12:00	142	1	112	28	0	1	0	0	0	0	0	0	0	0
13:00	143	3	118	20	0	1	1	0	0	0	0	0	0	0
14:00	135	0	121	8	0	3	3	0	0	0	0	0	0	0
15:00	139	1	123	13	0	1	1	0	0	0	0	0	0	0
16:00	117	0	97	18	0	1	1	0	0	0	0	0	0	0
17:00	122	0	106	12	0	1	3	0	0	0	0	0	0	0
18:00	70	0	64	5	0	1	0	0	0	0	0	0	0	0
19:00	59	0	52	6	0	1	0	0	0	0	0	0	0	0
20:00	42	0	37	4	0	1	0	0	0	0	0	0	0	0
21:00	24	0	19	2	0	1	2	0	0	0	0	0	0	0
22:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0
23:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	1264	9	1055	170	0	19	11	0	0	0	0	0	0	0
16H,6-22	1395	9	1167	183	0	22	14	0	0	0	0	0	0	0
18H,6-24	1435	9	1204	186	0	22	14	0	0	0	0	0	0	0
24H,0-24	1449	9	1218	186	0	22	14	0	0	0	0	0	0	0
Sun 21-Jan-24														
00:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0
08:00	34	0	24	8	0	1	1	0	0	0	0	0	0	0
09:00	44	1	33	7	0	1	1	0	0	0	1	0	0	0
10:00	63	0	50	13	0	0	0	0	0	0	0	0	0	0
11:00	115	0	103	11	0	1	0	0	0	0	0	0	0	0
12:00	89	0	75	10	0	1	2	0	0	0	1	0	0	0
13:00	102	0	91	8	0	2	0	0	1	0	0	0	0	0
14:00	100	0	81	16	0	2	0	0	1	0	0	0	0	0
15:00	108	0	88	19	0	1	0	0	0	0	0	0	0	0
16:00	88	0	75	11	0	2	0	0	0	0	0	0	0	0
17:00	54	0	48	5	0	1	0	0	0	0	0	0	0	0
18:00	40	0	35	4	0	1	0	0	0	0	0	0	0	0
19:00	29	0	25	3	0	0	1	0	0	0	0	0	0	0
20:00	25	0	21	3	0	1	0	0	0	0	0	0	0	0
21:00	17	0	13	4	0	0	0	0	0	0	0	0	0	0
22:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	848	1	712	114	0	13	4	0	2	0	2	0	0	0
16H,6-22	920	1	772	124	0	14	5	0	2	0	2	0	0	0
18H,6-24	935	1	785	126	0	14	5	0	2	0	2	0	0	0
24H,0-24	956	1	803	129	0	14	5	0	2	0	2	0	0	0
Mon 22-Jan-24														
00:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	1	0	0	1	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	24	0	16	7	0	0	1	0	0	0	0	0	0	0
07:00	90	0	65	24	1	0	0	0	0	0	0	0	0	0
08:00	136	0	109	25	0	1	1	0	0	0	0	0	0	0
09:00	117	0	91	24	0	1	0	0	1	0	0	0	0	0
10:00	119	0	86	28	0	4	0	0	1	0	0	0	0	0
11:00	120	0	97	21	0	1	1	0	0	0	0	0	0	0
12:00	111	0	82	25	0	2	0	0	1	0	0	1	0	0
13:00	148	1	111	33	1	1	1	0	0	0	0	0	0	0
14:00	126	0	107	17	0	2	0	0	0	0	0	0	0	0
15:00	169	0	129	36	0	3	0	0	1	0	0	0	0	0
16:00	196	0	162	29	0	2	2	0	1	0	0	0	0	0
17:00	168	1	142	23	0	1	1	0	0	0	0	0	0	0
18:00	116	0	93	20	0	1	1	0	1	0	0	0	0	0
19:00	75	0	63	11	0	0	1	0	0	0	0	0	0	0
20:00	36	1	27	7	0	1	0	0	0	0	0	0	0	0
21:00	28	0	25	2	0	1	0	0	0	0	0	0	0	0
22:00	25	0	20	5	0	0	0	0	0	0	0	0	0	0
23:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	1616	2	1274	305	2	19	7	0	6	0	0	1	0	0
16H,6-22	1779	3	1405	332	2	21	9	0	6	0	0	1	0	0
18H,6-24	1813	3	1433	338	2	21	9	0	6	0	0	1	0	0
24H,0-24	1824	3	1441	339	2	22	10	0	6	0	0	1	0	0
Tue 23-Jan-24														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
06:00	24	0	17	5	0	0	2	0	0	0	0	0	0	0
07:00	93	1	66	23	0	2	1	0	0	0	0	0	0	0
08:00	110	1	73	31	0	4	0	0	0	0	0	1	0	0
09:00	128	1	100	24	0	3	0	0	0	0	0	0	0	0
10:00	114	0	80	28	0	4	0	0	1	0	0	1	0	0
11:00	133	0	102	29	0	2	0	0	0	0	0	0	0	0
12:00	156	0	125	28	1	2	0	0	0	0	0	0	0	0
13:00	146	0	104	34	1	7	0	0	0	0	0	0	0	0
14:00	143	0	110	29	1	3	0	0	0	0	0	0	0	0
15:00	151	1	118	29	1	2	0	0	0	0	0	0	0	0
16:00	173	0	141	29	0	2	1	0	0	0	0	0	0	0
17:00	228	1	190	35	0	1	1	0	0	0	0	0	0	0
18:00	107	0	90	17	0	0	0	0	0	0	0	0	0	0
19:00	72	0	60	12	0	0	0	0	0	0	0	0	0	0
20:00	54	0	46	7	0	1	0	0	0	0	0	0	0	0
21:00	39	0	35	3	0	1	0	0	0	0	0	0	0	0
22:00	22	0	15	6	0	0	0	0	1	0	0	0	0	0
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1682	5	1299	336	4	32	3	0	1	0	0	2	0	0
16H,6-22	1871	5	1457	363	4	34	5	0	1	0	0	2	0	0
18H,6-24	1900	5	1479	369	4	34	5	0	2	0	0	2	0	0
24H,0-24	1907	5	1483	371	4	34	6	0	2	0	0	2	0	0
Wed 24-Jan-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	21	0	15	5	0	0	1	0	0	0	0	0	0	0
07:00	93	0	71	20	0	1	1	0	0	0	0	0	0	0
08:00	116	0	81	32	0	2	0	0	0	0	0	1	0	0
09:00	102	1	78	20	0	1	2	0	0	0	0	0	0	0
10:00	136	0	93	38	0	4	1	0	0	0	0	0	0	0
11:00	148	4	107	32	1	2	2	0	0	0	0	0	0	0
12:00	145	2	107	31	0	3	2	0	0	0	0	0	0	0
13:00	127	1	94	30	0	1	0	0	0	0	0	1	0	0
14:00	155	2	121	31	0	1	0	0	0	0	0	0	0	0
15:00	182	0	138	41	0	2	1	0	0	0	0	0	0	0
16:00	191	2	150	37	0	1	0	0	1	0	0	0	0	0
17:00	225	0	192	33	0	0	0	0	0	0	0	0	0	0
18:00	140	0	120	18	0	2	0	0	0	0	0	0	0	0
19:00	77	1	67	9	0	0	0	0	0	0	0	0	0	0
20:00	59	1	50	6	0	2	0	0	0	0	0	0	0	0
21:00	41	0	32	8	0	1	0	0	0	0	0	0	0	0
22:00	20	0	16	4	0	0	0	0	0	0	0	0	0	0
23:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	1760	12	1352	363	1	20	9	0	1	0	0	2	0	0
16H,6-22	1958	14	1516	391	1	23	10	0	1	0	0	2	0	0
18H,6-24	1988	14	1540	397	1	23	10	0	1	0	0	2	0	0
24H,0-24	1996	14	1546	399	1	23	10	0	1	0	0	2	0	0
Thu 25-Jan-24														
00:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	23	0	16	6	0	0	1	0	0	0	0	0	0	0
07:00	103	0	75	26	0	1	1	0	0	0	0	0	0	0
08:00	128	0	95	32	0	1	0	0	0	0	0	0	0	0
09:00	120	1	83	30	0	6	0	0	0	0	0	0	0	0
10:00	127	0	85	35	1	4	2	0	0	0	0	0	0	0
11:00	124	0	91	28	0	5	0	0	0	0	0	0	0	0
12:00	178	2	130	40	0	5	0	0	0	0	0	1	0	0
13:00	160	0	130	29	0	0	1	0	0	0	0	0	0	0
14:00	175	0	136	35	0	3	0	0	0	0	0	1	0	0
15:00	174	0	135	37	0	1	0	0	1	0	0	0	0	0
16:00	184	1	153	29	0	1	0	0	0	0	0	0	0	0
17:00	213	2	180	28	0	3	0	0	0	0	0	0	0	0
18:00	165	0	133	29	1	2	0	0	0	0	0	0	0	0
19:00	109	1	89	17	0	2	0	0	0	0	0	0	0	0
20:00	58	0	50	7	0	1	0	0	0	0	0	0	0	0
21:00	35	0	27	7	0	1	0	0	0	0	0	0	0	0
22:00	33	0	29	4	0	0	0	0	0	0	0	0	0	0
23:00	24	1	17	6	0	0	0	0	0	0	0	0	0	0
12H,7-19	1851	6	1426	378	2	32	4	0	1	0	0	2	0	0
16H,6-22	2076	7	1608	415	2	36	5	0	1	0	0	2	0	0
18H,6-24	2133	8	1654	425	2	36	5	0	1	0	0	2	0	0
24H,0-24	2148	8	1667	427	2	36	5	0	1	0	0	2	0	0
Fri 26-Jan-24														
00:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0
05:00	6	0	3	3	0	0	0	0	0	0	0	0	0	0
06:00	19	0	12	6	0	1	0	0	0	0	0	0	0	0
07:00	106	0	75	29	0	1	1	0	0	0	0	0	0	0
08:00	134	2	98	32	0	2	0	0	0	0	0	0	0	0
09:00	112	0	83	26	0	2	1	0	0	0	0	0	0	0
10:00	117	0	89	24	1	2	0	0	1	0	0	0	0	0
11:00	136	0	100	29	0	5	1	0	1	0	0	0	0	0
12:00	170	1	135	33	0	0	0	0	1	0	0	0	0	0
13:00	188	4	153	27	0	4	0	0	0	0	0	0	0	0
14:00	164	2	129	32	0	1	0	0	0	0	0	0	0	0
15:00	178	1	142	35	0	0	0	0	0	0	0	0	0	0
16:00	175	2	142	30	0	1	0	0	0	0	0	0	0	0
17:00	178	1	153	23	0	1	0	0	0	0	0	0	0	0
18:00	119	0	101	18	0	0	0	0	0	0	0	0	0	0
19:00	99	0	77	21	0	1	0	0	0	0	0	0	0	0
20:00	62	0	55	6	0	1	0	0	0	0	0	0	0	0
21:00	44	0	39	4	0	1	0	0	0	0	0	0	0	0
22:00	34	0	27	7	0	0	0	0	0	0	0	0	0	0
23:00	14	1	12	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	1777	13	1400	338	1	19	3	0	3	0	0	0	0	0
16H,6-22	2001	13	1583	375	1	23	3	0	3	0	0	0	0	0
18H,6-24	2049	14	1622	383	1	23	3	0	3	0	0	0	0	0
24H,0-24	2063	14	1629	388	1	24	4	0	3	0	0	0	0	0
Sat 27-Jan-24														
00:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
01:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
02:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
06:00	11	0	8	3	0	0	0	0	0	0	0	0	0	0
07:00	25	0	16	9	0	0	0	0	0	0	0	0	0	0
08:00	68	2	49	14	0	2	0	0	1	0	0	0	0	0
09:00	95	0	79	14	0	2	0	0	0	0	0	0	0	0
10:00	131	1	105	24	0	1	0	0	0	0	0	0	0	0
11:00	168	1	138	27	0	2	0	0	0	0	0	0	0	0
12:00	145	0	120	23	0	1	0	0	0	0	0	1	0	0
13:00	145	4	118	22	0	1	0	0	0	0	0	0	0	0
14:00	132	0	117	14	0	1	0	0	0	0	0	0	0	0
15:00	159	1	131	26	0	1	0	0	0	0	0	0	0	0
16:00	154	1	130	22	0	1	0	0	0	0	0	0	0	0
17:00	110	0	94	15	0	1	0	0	0	0	0	0	0	0
18:00	96	0	83	11	0	1	1	0	0	0	0	0	0	0
19:00	67	0	63	1	0	2	0	0	1	0	0	0	0	0
20:00	32	0	28	3	0	1	0	0	0	0	0	0	0	0
21:00	39	0	35	2	0	1	1	0	0	0	0	0	0	0
22:00	30	0	25	5	0	0	0	0	0	0	0	0	0	0
23:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	1428	10	1180	221	0	14	1	0	1	0	0	1	0	0
16H,6-22	1577	10	1314	230	0	18	2	0	2	0	0	1	0	0
18H,6-24	1626	10	1357	236	0	18	2	0	2	0	0	1	0	0
24H,0-24	1653	10	1376	243	0	18	3	0	2	0	0	1	0	0
Sun 28-Jan-24														
00:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
07:00	20	0	16	3	0	1	0	0	0	0	0	0	0	0
08:00	33	0	23	9	0	1	0	0	0	0	0	0	0	0
09:00	62	0	49	13	0	0	0	0	0	0	0	0	0	0
10:00	77	1	68	6	0	2	0	0	0	0	0	0	0	0
11:00	127	0	106	20	0	1	0	0	0	0	0	0	0	0
12:00	120	3	90	22	0	3	2	0	0	0	0	0	0	0
13:00	147	0	137	7	0	2	0	0	1	0	0	0	0	0
14:00	130	2	104	23	0	1	0	0	0	0	0	0	0	0
15:00	94	4	76	11	0	2	1	0	0	0	0	0	0	0
16:00	123	0	107	14	0	2	0	0	0	0	0	0	0	0
17:00	60	0	46	12	0	2	0	0	0	0	0	0	0	0
18:00	37	0	33	3	0	1	0	0	0	0	0	0	0	0
19:00	43	0	38	5	0	0	0	0	0	0	0	0	0	0
20:00	32	0	27	4	0	1	0	0	0	0	0	0	0	0
21:00	17	0	14	3	0	0	0	0	0	0	0	0	0	0
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	1030	10	855	143	0	18	3	0	1	0	0	0	0	0
16H,6-22	1126	10	936	157	0	19	3	0	1	0	0	0	0	0
18H,6-24	1132	10	940	159	0	19	3	0	1	0	0	0	0	0
24H,0-24	1144	10	951	160	0	19	3	0	1	0	0	0	0	0
Mon 29-Jan-24														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	24	0	17	5	0	1	1	0	0	0	0	0	0	0
07:00	103	0	70	28	1	3	1	0	0	0	0	0	0	0
08:00	130	0	94	31	0	2	1	1	1	0	0	0	0	0
09:00	112	0	81	25	1	3	0	0	2	0	0	0	0	0
10:00	125	0	93	28	0	2	1	0	1	0	0	0	0	0
11:00	133	0	103	25	0	4	1	0	0	0	0	0	0	0
12:00	143	3	108	30	0	1	0	0	1	0	0	0	0	0
13:00	136	0	103	29	0	4	0	0	0	0	0	0	0	0
14:00	157	0	124	26	1	3	2	0	0	0	1	0	0	0
15:00	172	0	138	31	0	3	0	0	0	0	0	0	0	0
16:00	205	0	160	41	0	2	0	0	1	0	0	1	0	0
17:00	194	2	167	22	0	2	0	0	1	0	0	0	0	0
18:00	132	0	104	25	1	2	0	0	0	0	0	0	0	0
19:00	57	0	43	12	0	2	0	0	0	0	0	0	0	0
20:00	34	0	28	5	0	1	0	0	0	0	0	0	0	0
21:00	44	0	36	7	0	1	0	0	0	0	0	0	0	0
22:00	21	1	18	1	0	0	1	0	0	0	0	0	0	0
23:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	1742	5	1345	341	4	31	6	1	7	0	1	1	0	0
16H,6-22	1901	5	1469	370	4	36	7	1	7	0	1	1	0	0
18H,6-24	1930	6	1493	373	4	36	8	1	7	0	1	1	0	0
24H,0-24	1943	6	1502	377	4	36	8	1	7	0	1	1	0	0
Tue 30-Jan-24														
00:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	3	2	0	1	0	0	0	0	0	0	0	0
05:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	24	0	20	3	0	0	1	0	0	0	0	0	0	0
07:00	86	0	61	23	0	1	0	0	1	0	0	0	0	0
08:00	126	1	90	32	0	2	0	0	0	0	0	1	0	0
09:00	115	0	92	20	0	2	1	0	0	0	0	0	0	0
10:00	128	0	84	39	0	3	1	0	0	0	0	1	0	0
11:00	162	0	126	29	3	4	0	0	0	0	0	0	0	0
12:00	146	0	118	24	0	4	0	0	0	0	0	0	0	0
13:00	146	0	105	33	1	5	1	0	0	0	0	1	0	0
14:00	151	1	119	28	0	0	0	0	1	0	1	1	0	0
15:00	199	2	151	39	0	5	1	0	1	0	0	0	0	0
16:00	192	2	152	36	0	2	0	0	0	0	0	0	0	0
17:00	218	0	184	32	0	2	0	0	0	0	0	0	0	0
18:00	108	0	95	13	0	0	0	0	0	0	0	0	0	0
19:00	76	0	61	14	0	0	0	0	1	0	0	0	0	0
20:00	53	0	44	8	0	1	0	0	0	0	0	0	0	0
21:00	32	0	30	2	0	0	0	0	0	0	0	0	0	0
22:00	32	0	27	5	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1777	6	1377	348	4	30	4	0	3	0	1	4	0	0
16H,6-22	1962	6	1532	375	4	31	5	0	4	0	1	4	0	0
18H,6-24	2000	6	1565	380	4	31	5	0	4	0	1	4	0	0
24H,0-24	2019	6	1577	386	4	32	5	0	4	0	1	4	0	0
Wed 31-Jan-24														
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
06:00	21	0	13	7	0	0	1	0	0	0	0	0	0	0
07:00	87	0	60	24	0	1	1	0	1	0	0	0	0	0
08:00	132	0	97	33	0	2	0	0	0	0	0	0	0	0
09:00	142	0	100	35	0	4	3	0	0	0	0	0	0	0
10:00	113	0	93	17	0	3	0	0	0	0	0	0	0	0
11:00	129	0	102	20	0	4	1	1	0	0	1	0	0	0
12:00	148	1	117	27	1	1	0	0	1	0	0	0	0	0
13:00	137	1	106	26	0	3	0	0	1	0	0	0	0	0
14:00	118	0	101	16	0	1	0	0	0	0	0	0	0	0
15:00	150	0	117	31	0	2	0	0	0	0	0	0	0	0
16:00	185	1	148	33	0	2	1	0	0	0	0	0	0	0
17:00	178	1	151	23	0	2	0	0	1	0	0	0	0	0
18:00	133	0	113	18	0	1	1	0	0	0	0	0	0	0
19:00	72	0	58	11	0	3	0	0	0	0	0	0	0	0
20:00	58	1	47	9	0	1	0	0	0	0	0	0	0	0
21:00	47	0	35	10	0	2	0	0	0	0	0	0	0	0
22:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
23:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	1652	4	1305	303	1	26	7	1	4	0	1	0	0	0
16H,6-22	1850	5	1458	340	1	32	8	1	4	0	1	0	0	0
18H,6-24	1866	5	1472	342	1	32	8	1	4	0	1	0	0	0
24H,0-24	1879	5	1482	345	1	32	8	1	4	0	1	0	0	0
Thu 01-Feb-24														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	8	0	4	4	0	0	0	0	0	0	0	0	0	0
06:00	15	0	10	3	0	0	2	0	0	0	0	0	0	0
07:00	104	0	75	28	0	1	0	0	0	0	0	0	0	0
08:00	126	0	92	33	0	0	0	0	1	0	0	0	0	0
09:00	145	2	94	45	0	3	0	0	1	0	0	0	0	0
10:00	121	0	89	25	0	3	4	0	0	0	0	0	0	0
11:00	130	0	97	28	0	5	0	0	0	0	0	0	0	0
12:00	140	4	105	26	0	4	0	0	0	0	1	0	0	0
13:00	135	0	104	27	0	3	0	0	0	0	1	0	0	0
14:00	152	2	117	31	0	2	0	0	0	0	0	0	0	0
15:00	173	2	134	32	0	3	1	0	1	0	0	0	0	0
16:00	189	1	146	38	0	3	0	0	1	0	0	0	0	0
17:00	191	1	166	19	0	0	3	0	2	0	0	0	0	0
18:00	131	0	115	14	0	2	0	0	0	0	0	0	0	0
19:00	81	0	66	14	0	1	0	0	0	0	0	0	0	0
20:00	59	0	52	7	0	0	0	0	0	0	0	0	0	0
21:00	45	0	33	10	0	2	0	0	0	0	0	0	0	0
22:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0
23:00	14	0	10	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	1737	12	1334	346	0	29	8	0	6	0	2	0	0	0
16H,6-22	1937	12	1495	380	0	32	10	0	6	0	2	0	0	0
18H,6-24	1970	12	1523	385	0	32	10	0	6	0	2	0	0	0
24H,0-24	1982	12	1530	389	0	33	10	0	6	0	2	0	0	0
Daily Totals														
Fri 19-Jan-24	1917	5	1463	357	2	30	52	1	2	0	3	2	0	0
Sat 20-Jan-24	1449	9	1218	186	0	22	14	0	0	0	0	0	0	0
Sun 21-Jan-24	956	1	803	129	0	14	5	0	2	0	2	0	0	0
Mon 22-Jan-24	1824	3	1441	339	2	22	10	0	6	0	0	1	0	0
Tue 23-Jan-24	1907	5	1483	371	4	34	6	0	2	0	0	2	0	0
Wed 24-Jan-24	1996	14	1546	399	1	23	10	0	1	0	0	2	0	0
Thu 25-Jan-24	2148	8	1667	427	2	36	5	0	1	0	0	2	0	0
Fri 26-Jan-24	2063	14	1629	388	1	24	4	0	3	0	0	0	0	0
Sat 27-Jan-24	1653	10	1376	243	0	18	3	0	2	0	0	1	0	0
Sun 28-Jan-24	1144	10	951	160	0	19	3	0	1	0	0	0	0	0
Mon 29-Jan-24	1943	6	1502	377	4	36	8	1	7	0	1	1	0	0
Tue 30-Jan-24	2019	6	1577	386	4	32	5	0	4	0	1	4	0	0
Wed 31-Jan-24	1879	5	1482	345	1	32	8	1	4	0	1	0	0	0
Thu 01-Feb-24	1982	12	1530	389	0	33	10	0	6	0	2	0	0	0
Total Vehicles														
[–]	24880	108	19668	4496	21	375	143	3	41	0	10	15	0	0



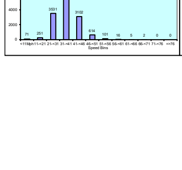
13004		UCKFIELD		Site No: 13004003		Location	Site 2 - B2102, Uckfield (TP)				
Fri 19-Jan-24 to Thu 01-Feb-24				Channel: Eastbound							
Time Period Beginning	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 19-Jan-24											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
00:15	0	0	-	0	-	0	-	0	-	0	-
00:30	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
00:45	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:15	0	0	-	0	-	0	-	0	-	0	-
01:30	0	0	-	0	-	0	-	0	-	0	-
01:45	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
02:15	0	0	-	0	-	0	-	0	-	0	-
02:30	0	0	-	0	-	0	-	0	-	0	-
02:45	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
03:15	0	0	-	0	-	0	-	0	-	0	-
03:30	0	0	-	0	-	0	-	0	-	0	-
03:45	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
04:15	0	0	-	0	-	0	-	0	-	0	-
04:30	0	0	-	0	-	0	-	0	-	0	-
04:45	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
05:15	0	0	-	0	-	0	-	0	-	0	-
05:30	0	0	-	0	-	0	-	0	-	0	-
05:45	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
06:15	0	0	-	0	-	0	-	0	-	0	-
06:30	0	0	-	0	-	0	-	0	-	0	-
06:45	0	0	-	0	-	0	-	0	-	0	-
07:00	0	0	-	0	-	0	-	0	-	0	-
07:15	0	0	-	0	-	0	-	0	-	0	-
07:30	0	0	-	0	-	0	-	0	-	0	-
07:45	0	0	-	0	-	0	-	0	-	0	-
08:00	0	0	-	0	-	0	-	0	-	0	-
08:15	0	0	-	0	-	0	-	0	-	0	-
08:30	0	0	-	0	-	0	-	0	-	0	-
08:45	0	0	-	0	-	0	-	0	-	0	-
09:00	0	0	-	0	-	0	-	0	-	0	-
09:15	0	0	-	0	-	0	-	0	-	0	-
09:30	0	0	-	0	-	0	-	0	-	0	-
09:45	0	0	-	0	-	0	-	0	-	0	-
10:00	0	0	-	0	-	0	-	0	-	0	-
10:15	0	0	-	0	-	0	-	0	-	0	-
10:30	0	0	-	0	-	0	-	0	-	0	-
10:45	0	0	-	0	-	0	-	0	-	0	-
11:00	0	0	-	0	-	0	-	0	-	0	-
11:15	0	0	-	0	-	0	-	0	-	0	-
11:30	0	0	-	0	-	0	-	0	-	0	-
11:45	0	0	-	0	-	0	-	0	-	0	-
12:00	0	0	-	0	-	0	-	0	-	0	-
12:15	0	0	-	0	-	0	-	0	-	0	-
12:30	0	0	-	0	-	0	-	0	-	0	-
12:45	0	0	-	0	-	0	-	0	-	0	-
13:00	0	0	-	0	-	0	-	0	-	0	-
13:15	0	0	-	0	-	0	-	0	-	0	-
13:30	0	0	-	0	-	0	-	0	-	0	-
13:45	0	0	-	0	-	0	-	0	-	0	-
14:00	0	0	-	0	-	0	-	0	-	0	-
14:15	0	0	-	0	-	0	-	0	-	0	-
14:30	0	0	-	0	-	0	-	0	-	0	-
14:45	0	0	-	0	-	0	-	0	-	0	-
15:00	0	0	-	0	-	0	-	0	-	0	-
15:15	0	0	-	0	-	0	-	0	-	0	-
15:30	0	0	-	0	-	0	-	0	-	0	-
15:45	0	0	-	0	-	0	-	0	-	0	-
16:00	0	0	-	0	-	0	-	0	-	0	-
16:15	0	0	-	0	-	0	-	0	-	0	-
16:30	0	0	-	0	-	0	-	0	-	0	-
16:45	0	0	-	0	-	0	-	0	-	0	-
17:00	0	0	-	0	-	0	-	0	-	0	-
17:15	0	0	-	0	-	0	-	0	-	0	-
17:30	0	0	-	0	-	0	-	0	-	0	-
17:45	0	0	-	0	-	0	-	0	-	0	-
18:00	0	0	-	0	-	0	-	0	-	0	-
18:15	0	0	-	0	-	0	-	0	-	0	-
18:30	0	0	-	0	-	0	-	0	-	0	-
18:45	0	0	-	0	-	0	-	0	-	0	-
19:00	0	0	-	0	-	0	-	0	-	0	-
19:15	0	0	-	0	-	0	-	0	-	0	-
19:30	0	0	-	0	-	0	-	0	-	0	-
19:45	0	0	-	0	-	0	-	0	-	0	-
20:00	0	0	-	0	-	0	-	0	-	0	-
20:15	0	0	-	0	-	0	-	0	-	0	-
20:30	0	0	-	0	-	0	-	0	-	0	-
20:45	0	0	-	0	-	0	-	0	-	0	-
21:00	0	0	-	0	-	0	-	0	-	0	-
21:15	0	0	-	0	-	0	-	0	-	0	-
21:30	0	0	-	0	-	0	-	0	-	0	-
21:45	0	0	-	0	-	0	-	0	-	0	-
22:00	0	0	-	0	-	0	-	0	-	0	-
22:15	0	0	-	0	-	0	-	0	-	0	-
22:30	0	0	-	0	-	0	-	0	-	0	-
22:45	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
23:15	0	0	-	0	-	0	-	0	-	0	-
23:30	0	0	-	0	-	0	-	0	-	0	-
23:45	0	0	-	0	-	0	-	0	-	0	-
Daily Totals	0	0	-	0	-	0	-	0	-	0	-
Fri 19-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Sat 20-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Sun 21-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Mon 22-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Tue 23-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Wed 24-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Thu 25-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Fri 26-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Sat 27-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Sun 28-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Mon 29-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Tue 30-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Wed 31-Jan-24	0	0	-	0	-	0	-	0	-	0	-
Thu 01-Feb-24	0	0	-	0	-	0	-	0	-	0	-
Total Vehicles	0	0	-	0	-	0	-	0	-	0	-

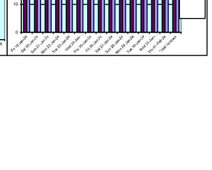


13004 UCKFIELD Site No: 13004002 Location Site 2 - B2102, Uckfield (T/P)

Fri 19-Jan-24 to Thu 01-Feb-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 19-Jan-24																
00:00	3	-	36	3.3	0	0	0	3	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	36	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	2	-	42.3	8.8	0	0	0	1	0	1	0	0	0	0	0	0
05:00	7	-	34.6	4.7	0	0	1	6	0	0	0	0	0	0	0	0
06:00	16	39.5	35.2	4.9	0	0	2	13	1	0	0	0	0	0	0	0
07:00	90	40.2	35.1	5.4	0	0	15	66	9	0	0	0	0	0	0	0
08:00	136	39.3	33.9	6	1	3	22	107	3	0	0	0	0	0	0	0
09:00	119	39.2	32.5	6.7	1	1	42	69	5	1	0	0	0	0	0	0
10:00	139	39.6	34.2	6.6	2	3	21	106	4	3	0	0	0	0	0	0
11:00	126	39.3	32.9	6.5	0	4	35	81	6	0	0	0	0	0	0	0
12:00	140	40.2	34.9	5.5	0	0	25	102	12	1	0	0	0	0	0	0
13:00	137	40.4	35.4	5.7	0	0	22	100	12	2	1	0	0	0	0	0
14:00	142	40.4	35	6.1	0	0	29	97	13	1	2	0	0	0	0	0
15:00	172	40.4	35.3	5.3	0	0	26	128	18	0	0	0	0	0	0	0
16:00	183	40.4	36	5	0	1	14	149	17	2	0	0	0	0	0	0
17:00	169	40.1	34.5	6.2	0	1	37	116	12	1	2	0	0	0	0	0
18:00	106	40.4	34.5	6.4	0	2	21	71	11	1	0	0	0	0	0	0
19:00	86	40.7	34.8	6	0	0	19	55	12	0	0	0	0	0	0	0
20:00	56	40.4	35.2	4.8	0	0	4	46	5	1	0	0	0	0	0	0
21:00	36	41.1	35.3	6	0	0	7	23	6	0	0	0	0	0	0	0
22:00	31	42.5	37.2	5.3	0	0	2	22	6	1	0	0	0	0	0	0
23:00	19	40.2	37.1	4.3	0	0	0	17	1	1	0	0	0	0	0	0
12H,7-19	1659	40.1	34.6	6	4	15	309	1192	122	12	5	0	0	0	0	0
16H,6-22	1853	40.1	34.7	6	4	15	341	1329	146	13	5	0	0	0	0	0
18H,6-24	1903	40.2	34.7	6	4	15	343	1368	153	15	5	0	0	0	0	0
24H,0-24	1917	40.2	34.7	6	4	15	345	1379	153	16	5	0	0	0	0	0
Sat 20-Jan-24																
00:00	7	-	36	3.1	0	0	0	7	0	0	0	0	0	0	0	0
01:00	5	-	35.5	6.7	0	0	1	3	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	39.9	5.3	0	0	0	1	1	0	0	0	0	0	0	0
06:00	6	-	35.6	6.1	0	0	1	4	1	0	0	0	0	0	0	0
07:00	21	40	34.8	6.4	0	1	2	16	2	0	0	0	0	0	0	0
08:00	47	39.9	33.4	7.2	0	3	9	31	4	0	0	0	0	0	0	0
09:00	75	41.1	35.1	6.6	0	1	15	47	10	2	0	0	0	0	0	0
10:00	139	41.2	36.5	6.2	1	1	26	88	20	1	1	0	0	0	0	0
11:00	114	42.1	36.5	6.1	0	1	11	81	15	5	1	0	0	0	0	0
12:00	142	40.8	36.3	5.2	0	1	10	111	17	3	0	0	0	0	0	0
13:00	143	40.6	35.3	5.9	0	2	20	103	16	2	0	0	0	0	0	0
14:00	135	40.6	35.8	5.4	0	0	17	101	15	2	0	0	0	0	0	0
15:00	139	40.4	35	5.6	0	0	25	99	14	1	0	0	0	0	0	0
16:00	117	40.3	35	5.8	0	0	22	83	9	3	0	0	0	0	0	0
17:00	122	40.3	35	5.9	0	0	23	86	11	1	1	0	0	0	0	0
18:00	70	39.9	35.5	5	0	0	8	57	4	1	0	0	0	0	0	0
19:00	59	43.3	37.4	5.7	0	0	4	41	10	4	0	0	0	0	0	0
20:00	42	40.4	35.2	5.6	0	0	7	30	5	0	0	0	0	0	0	0
21:00	24	40.2	34	6.4	0	0	7	14	3	0	0	0	0	0	0	0
22:00	24	40.4	36.3	5.3	0	0	2	19	2	1	0	0	0	0	0	0
23:00	16	44.5	38.3	6.2	0	0	1	10	3	2	0	0	0	0	0	0
12H,7-19	1264	40.7	35.5	5.9	1	10	178	914	137	21	3	0	0	0	0	0
16H,6-22	1395	40.7	35.5	5.9	1	10	197	1003	156	25	3	0	0	0	0	0
18H,6-24	1435	40.8	35.6	5.9	1	10	200	1032	161	28	3	0	0	0	0	0
24H,0-24	1449	40.8	35.6	5.9	1	10	201	1043	163	28	3	0	0	0	0	0
Sun 21-Jan-24																
00:00	14	39.8	36.5	3.5	0	0	0	13	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	6	-	34.3	5	0	0	1	5	0	0	0	0	0	0	0	0
04:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	36	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	11	43.3	35.1	8.2	0	0	4	3	4	0	0	0	0	0	0	0
08:00	34	39.9	34.8	5.7	0	0	7	24	3	0	0	0	0	0	0	0
09:00	44	40	33.7	8.9	3	0	6	31	3	0	1	0	0	0	0	0
10:00	63	42.7	37.1	5.7	0	0	5	45	9	4	0	0	0	0	0	0
11:00	115	41.1	36	6.2	0	0	17	80	13	3	2	0	0	0	0	0
12:00	89	40.5	34.5	6.5	1	0	19	58	11	0	0	0	0	0	0	0
13:00	102	41.4	36.3	5.3	0	1	8	76	17	0	0	0	0	0	0	0
14:00	100	40.2	35.5	5	0	0	12	79	9	0	0	0	0	0	0	0
15:00	108	41.8	36	6	0	0	16	73	15	4	0	0	0	0	0	0
16:00	88	42.1	35.7	6.2	0	0	16	55	15	2	0	0	0	0	0	0
17:00	54	42.2	36.3	5.8	0	0	7	36	10	1	0	0	0	0	0	0
18:00	40	42.3	35.5	6.6	0	0	9	23	6	2	0	0	0	0	0	0
19:00	29	42.2	36.3	6.1	0	0	4	19	5	1	0	0	0	0	0	0
20:00	25	44.1	37.6	6.6	0	0	3	14	6	2	0	0	0	0	0	0
21:00	17	42.6	36.9	6.2	0	0	2	11	3	1	0	0	0	0	0	0
22:00	12	43.7	38.3	5.9	0	0	1	6	5	0	0	0	0	0	0	0
23:00	3	-	36	3.3	0	0	0	3	0	0	0	0	0	0	0	0
12H,7-19	848	41.3	35.7	6.1	4	1	126	583	115	16	3	0	0	0	0	0
16H,6-22	920	41.5	35.8	6.2	4	1	136	627	129	20	3	0	0	0	0	0
18H,6-24	935	41.6	35.8	6.2	4	1	137	636	134	20	3	0	0	0	0	0
24H,0-24	956	41.6	35.8	6.1	4	1	138	654	136	20	3	0	0	0	0	0
Mon 22-Jan-24																
00:00	4	-	33.5	5.7	0	0	1	3	0	0	0	0	0	0	0	0
01:00	3	-	32.7	6.3	0	0	1	2	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	48.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
05:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
06:00	24	44.1	39	4.8	0	0	0	15	8	1	0	0	0	0	0	0
07:00	90	42.5	36.1	6.1	0	0	14	57	17	2	0	0	0	0	0	0
08:00	136	42.1	36.8	6	0	0	16	89	24	7	0	0	0	0	0	0
09:00	117	40.9	34.9	6.6	0	2	22	75	14	3	0	0	0	0	0	0
10:00	119	40.5	35.9	5.5	0	1	11	93	12	1	1	0	0	0	0	0
11:00	120	40.7	35.4	6.3	0	2	17	85	13	2	1	0	0	0	0	0
12:00	111	41.5	36.1	5.9	0	0	15	77	18	0	0	1	0	0	0	0
13:00	148	40.6	35.4	5.7	0	0	24	105	16	3	0	0	0	0	0	0
14:00	126	42	36.8	5.4	0	0	10	93	18	5	0	0	0	0	0	0
15:00	169	40.7	35.9	5.3	0	0	20	137	9	3	0	0	0	0	0	0
16:00	196	41.7	36.6	5.3	0	0	17	145	29	5	0	0	0	0	0	0
17:00	168	41.8	36.2	5.8	0	0	22	116	26	3	1	0	0	0	0	0
18:00	116	41	35.9	6.3	0	0	18	80	14	2	1	1	0	0	0	0
19:00	75	43.9	37.7	6	0	0	6	48	16	4	1	0	0	0	0	0
20:00	36	41.1	36	5.8	0	0	5	25	5	1	0	0	0	0	0	0
21:00	28	43.9	36.4	7.8	0	0	6	15	4	2	1	0	0	0	0	0
22:00	25	43.9	37	8.6	0	0	5	14	3	1	1	1	0	0	0	0
23:00	9	-	34.6	11.7	0	2	0	4	2	1	0	0	0	0	0	0
12H,7-19	1616	41.4	36	5.8	0	5	207	1147	220	36	4	2	0	0	0	0
16H,6-22	1779	41.7	36.1	5.9	0	5	224	1245	253	44	6	2	0	0	0	0
18H,6-24	1813	41.8	36.1	6	0	7	229	1263	258	46	7	3	0	0	0	0
24H,0-24	1824	41.8	36.2	6	0	7	231	1270	259	46	8	3	0	0	0	0
Tue 23-Jan-24																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	4	-	39.8	4.9	0	0	0	2	2	0	0	0	0	0	0	0
06:00	24	40.8	37.7	4.8	0	0	0	20	2	2	0	0	0	0	0	0
07:00	93	41.6	35.4	6.6	0	1	17	59	14	1	1	0	0	0	0	0
08:00	110	40.3	34.4	6.5	1	1	22	74	12	0	0	0	0	0	0	0
09:00	128	39.6	33.9	6.1	0	3	26	92	7	0	0	0	0	0	0	0
10:00	114	40.9	35.9	5.8	0	0	16	81	14	2	1	0	0	0	0	0
11:00	133	40.3	35.1	6	0	1	22	96	10	4	0	0	0	0	0	0
12:00	156	39.7	34.7	5.3	0	1	25	122	8	0	0	0	0	0	0	0
13:00	146	40.4	35	5.8	0	2	22	106	16	0	0	0	0	0	0	0
14:00	143	40.2	35.5	5.2	0	0	18	112	10	3	0	0	0	0	0	0
15:00	151	40.8	35.8	6.1	0	3	16	111	16	5	0	0	0	0	0	0
16:00	173	41.7	36.1	5.7	0	0	23	120	26	4	0	0	0	0	0	0
17:00	228	40.3	34.8	6.4	1	4	37	162	19	5	0	0	0	0	0	0
18:00	107	40.5	35	6.3	0	0	23	71	8	5	0	0	0	0	0	0
19:00	72	41.3	35.6	5.8	0	0	12	48	12	0	0	0	0	0	0	0
20:00	54	40.8	35.4	6.6	0	2	6	38	7	1	0	0	0	0	0	0
21:00	36	42.7	36.5	7.5	0	0	10	21	5	2	1	0	0	0	0	0
22:00	22	44.5	37.6	6.9	0	0	3	11	6	2	0	0	0	0	0	0
23:00	7	-	37.1	4	0	0	0	6	1	0	0	0	0	0	0	0
12H,7-19	1682	40.5	35.1	6	2	16	267	1206	160	29	2	0	0	0	0	0
16H,6-22	1871	40.6	35.2	6	2	18	295	1333	186	34	3	0	0	0	0	0
18H,6-24	1900	40.6	35.2	6	2	18	298	1350	193	36	3	0	0	0	0	0
24H,0-24	1907	40.6	35.3	6	2	18	298	1354	196	36	3	0	0	0	0	0
Wed 24-Jan-24																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
04:00	3	-	30.2	18.6	0	1	1	0	0	1	0	0	0	0	0	0
05:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
06:00	21	42.7	37.1	5.9	0	0	2	14	4	1	0	0	0	0	0	0
07:00	93	41.9	36.2	5.8	0	0	12	64	14	3	0	0	0	0	0	0
08:00	116	43.1	36.3	6.6	0	1	18	69	24	4	0	0	0	0	0	0
09:00	102	41.5	36.9	5.7	0	1	5	79	13	3	0	1	0	0	0	0
10:00	136	40.2	35.4	5.1	0	0	17	107	11	1	0	0	0	0	0	0
11:00	148	41.5	34.4	7.6	1	4	34	84	21	3	1	0	0	0	0	0
12:00	145	39.9	34.1	6.8	3	1	27	103	9	2	0	0	0	0	0	0
13:00	127	41.5	35.7	6.3	0	0	23	83	16	4	1	0	0	0	0	0
14:00	155	41.7	35.6	6.6	1	1	24	102	23	3	1	0	0	0	0	0
15:00	182	42.5	36.6	5.8	0	0	20	125	31	4	2	0	0	0	0	0
16:00	191	40.5	35	6.4	1	2	32	133	19	3	1	0	0	0	0	0
17:00	226	42.2	36.9	5.7	0	2	14	168	28	13	1	0	0	0	0	0
18:00	140	43.2	37	6.2	0	0	15	93	24	5	3	0	0	0	0	0
19:00	77	43.2	37.1	6.5	1	0	4	56	9	7	0	0	0	0	0	0
20:00	59	42.8	36.6	6.4	0	1	6	39	10	3	0	0	0	0	0	0
21:00	41	44.5	38	7.6	0	0	6	20	12	1	1	1	0	0	0	0
22:00	20	42.3	38	5	0	0	0	16	2	2	0	0	0	0	0	0
23:00	16	48.5	41.8	7	0	0	0	5	2	5	2	1	0	0	0	0
12H,7-19	1760	41.6	35.8	6.3	6	12	241	1210	233	48	9	1	0	0	0	0
16H,6-22	1958	41.9	36	6.3	7	13	259	1339	268	60	10	2	0	0	0	0
18H,6-24	1988	41.9	36	6.4	7	13	259	1360	272	64	11	2	0	0	0	0
24H,0-24	1996	42	36	6.4	7	14	260	1363	274	65	11	2	0	0	0	0
Thu 25-Jan-24																
00:00	6	-	45	5.6	0	0	0	1	1	3	0	0	0	0	0	0
01:00	3	-	36	3.3	0	0	0	3	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	2	-	42.3	8.8	0	0	0	1	0	1	0	0	0	0	0	0
05:00	4	-	39.8	11.6	0	0	1	1	1	0	1	0	0	0	0	0
06:00	23	41.1	36.4	5.1	0	0	2	17	4	0	0	0	0	0	0	0
07:00	103	41.7	36	6.1	0	0	16	69	14	4	0	0	0	0	0	0
08:00	128	40.8	36	5.2	0	0	14	96	17	1	0	0	0	0	0	0
09:00	120	41.4	36	6.5	1	0	15	84	17	0	3	0	0	0	0	0
10:00	127	40.7	35.5	5.8	0	0	21	89	14	3	0	0	0	0	0	0
11:00	124	40.5	35.8	5	0	0	13	97	13	1	0	0	0	0	0	0
12:00	178	39.9	33.7	6.5	0	4	45	115	12	2	0	0	0	0	0	0
13:00	160	40.9	35	6.5	0	5	26	106	22	1	0	0	0	0	0	0
14:00	175	40.8	35	6.2	0	1	35	115	20	4	0	0	0	0	0	0
15:00	174	40.9	35.7	5.9	0	1	24	124	21	3	1	0	0	0	0	0
16:00	184	40.6	35.5	5.9	1	1	24	135	20	3	0	0	0	0	0	0
17:00	213	40.8	35.7	5.5	0	0	29	154	28	2	0	0	0	0	0	0
18:00	166	40.3	34.6	6.2	0	0	38	108	15	2	1	0	0	0	0	0
19:00	108	42.9	34.9	8.4	1	8	13	62	22	3	0	0	0	0	0	0
20:00	58	42.4	36.5	5.9	0	0	7	39	10	2	0	0	0	0	0	0
21:00	35	41.3	36.3	5.6	0	0	4	25	5	1	0	0	0	0	0	0
22:00	33	43.6	36.5	7	0	0	6	19	5	3	0	0	0	0	0	0
23:00	24	42.6	37	5.4	0	0	2	16	6	0	0	0	0	0	0	0
12H,7-19	1851	40.7	35.3	6	2	12	298	1293	213	27	5	0	0	0	0	0
16H,6-22	2076	40.9	35.4	6.1	3	20	325	1436	254	33	5	0	0	0	0	0
18H,6-24	2133	40.9	35.4	6.1	3	20	333	1471	266	36	5	0	0	0	0	0
24H,0-24	2148	40.9	35.4	6.2	3	20	334	1477	267	40	7	0	0	0	0	0
Fri 26-Jan-24																
00:00	5	-	36.5	8.3	0	0	1	3	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	2	-	37.3	15.9	0	0	1	0	1	0	0	0	0	0	0	0
05:00	6	-	40.6	5.8	0	0	0	3	2	1	0	0	0	0	0	0
06:00	19	40.1	35.5	6.6	0	0	4	12	2	1	0	0	0	0	0	0
07:00	106	42.6	35.6	7	0	3	17	63	21	2	0	0	0	0	0	0
08:00	134	40.4	36.2	5.3	0	1	6	110	10	2	0	0	0	0	0	0
09:00	112	40.8	35.1	6	0	0	23	73	15	1	0	0	0	0	0	0
10:00	117	40.1	34.8	5.6	0	0	22	85	9	1	0	0	0	0	0	0
11:00	136	40.6	35.2	6.1	0	2	21	96	15	2	0	0	0	0	0	0
12:00	170	40.4	35.5	5.4	0	0	23	129	15	3	0	0	0	0	0	0
13:00	188	41.3	35.8	6.6	3	2	18	135	24	5	1	0	0	0	0	0
14:00	164	41.5	36.1	6	0	0	23	114	19	8	0	0	0	0	0	0
15:00	175	41.4	36	6.1	0	2	21	126	25	2	2	0	0	0	0	0
16:00	176	41.5	36.3	5.7	0	0	20	126	23	5	1	0	0	0	0	0
17:00	179	40.6	35.5	6.1	0	0	29	127	18	2	1	0	1	0	0	0
18:00	119	40.9	36.5	5.4	0	0	10	91	12	6	0	0	0	0	0	0
19:00	96	41.9	36.5	5.8	0	0	11	70	14	3	1	0	0	0	0	0
20:00	62	43.9	38	6.7	0	0	4	43	9	4	0	2	0	0	0	0
21:00	44	43.4	36.9	6.4	0	0	8	27	8	3	0	0	0	0	0	0
22:00	34	42.5	36.6	5.7	0	0	4	22	8	0	0	0	0	0	0	0
23:00	14	46.7	39	6.9	0	0	1	8	2	3	0	0	0	0	0	0
12H,7-19	1777	40.9	35.7	6	3	10	236	1275	206	39	7	0	1	0	0	0
16H,6-22	2001	41	35.9	6	3	10	261	1427	239	50	8	2	1	0	0	0
18H,6-24	2049	41.1	35.9	6	3	10	266	1457	249	53	8	2	1	0	0	0
24H,0-24	2063	41.2	35.9	6	3	10	268	1463	252	56	8	2	1	0	0	0
Sat 27-Jan-24																
00:00	10	43.5	37.3	8.6	0	0	2	5	2	0	1	0	0	0	0	0
01:00	7	-	39.6	10.8	0	0	1	4	0	1	1	0	0	0	0	0
02:00	4	-	42.3	14.2	0	0	1	1	0	1	1	0	0	0	0	0
03:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	4	-	42.3	6.5	0	0	0	2	1	0	1	0	0	0	0	0
06:00	11	40.3	37.6	5	0	0	0	6	1	1	0	0	0	0	0	0
07:00	25	41.9	36.1	6.3	0	0	4	16	4	1	0	0	0	0	0	0
08:00	68	40.8	34.8	7.7	2	1	9	46	8	2	0	0	0	0	0	0
09:00	95	40.9	36.1	5.4	0	0	11	70	12	2	0	0	0	0	0	0
10:00	131	41	35.6	5.9	0	0	22	89	17	3	0	0	0	0	0	0
11:00	168	42.2	36.8	5.9	1	2	7	136	26	6	0	0	0	0	0	0
12:00	145	40.7	35.6	5.9	0	0	18	107	15	3	0	1	0	0	0	0
13:00	145	41.2	36.4	5.3	0	0	13	109	21	1	1	0	0	0	0	0
14:00	132	41.9	36.8	5.7	0	2	8	98	20	4	0	0	0	0	0	0
15:00	159	40.9	35.9	6	0	2	18	116	20	1	2	0	0	0	0	0
16:00	154	42.3	37	6.3	0	0	10	114	25	5	0	0	0	0	0	0
17:00	110	42.4	36.2	6.9	0	3	12	74	14	6	1	0	0	0	0	0
18:00	86	44.9	38.4	6.9	0	1	8	51	22	6	3	0	0	0	0	0
19:00	67	43.1	36.4	6	0	1	6	47	11	2	0	0	0	0	0	0
20:00	32	45.2	38.5	6.6	0	0	3	17	8	4	0	0	0	0	0	0
21:00	39	39.8	34.4	6	0	0	9	27	2	1	0	0	0	0	0	0
22:00	30	44.6	38	6.5	0	0	3	17	7	3	0	0	0	0	0	0
23:00	16	45.1	38.5	6.8	0	0	1	13	2	1	0	0	0	0	0	0
12H,7-19	1420	42	36.4	6	3	11	141	1016	209	40	7	0	1	0	0	0
16H,6-22	1577	42.1	36.4	6	3	12	158	1118	231	46	7	0	1	0	0	0
18H,6-24	1626	42.2	36.4	6.1	3	12	163	1146	240	53	8	0	1	0	0	0
24H,0-24	1653	42.3	36.5	6.1	3	12	168	1159	243	55	10	2	1	0	0	0
Sun 28-Jan-24																
00:00	6	-	42.9	9.2	0	0	0	4	1	0	0	1	0	0	0	0
01:00	3	-	42.7	6.3	0	0	0	1	1	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	-	33.5	5.7	0	0	1	3	0	0	0	0	0	0	0	0
07:00	20	42.3	36	7.1	0	0	4	12	2	2	0	0	0	0	0	0
08:00	33	41	38	4.1	0	0	0	24	9	0	0	0	0	0	0	0
09:00	62	41.8	37.3	5.2	0	0	3	48	8	3	0	0	0	0	0	0
10:00	77	40.8	35.8	6.4	0	1	10	55	7	3	1	0	0	0	0	0
11:00	127	42.1	37	5.6	0	0	6	95	18	5	2	0	0	0	0	0
12:00	126	41.8	35.5	7.2	1	1	21	76	15	4	2	0	0	0	0	0
13:00	147	42.5	36.7	5.9	0	2	11	104	25	5	0	0	0	0	0	0
14:00	130	41.5	36.6	5.1	0	0	10	98	20	2	0	0	0	0	0	0
15:00	94	44	37.3	6.4	0	0	11	57	19	6	1	0	0	0	0	0
16:00	123	41.3	37.6	5.7	0	0	5	89	22	7	0	0	0	0	0	0
17:00	60	41.3	36	5.7	0	0	8	42	9	1	0	0	0	0	0	0
18:00	37	42	36.6	5.9	0	0	4	26	5	2	0	0	0	0	0	0
19:00	43	42.1	37.1	4.8	0	0	2	32	9	0	0	0	0	0	0	0
20:00	32	43.6	38.1	6.5	0	0	2	21	7	1	1	0	0	0	0	0
21:00	17	40.9	37.3	6.1	0	0	1	13	2	1	0	0	0	0	0	0
22:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
23:00	4	-	37.9	4.6	0	0	0	3	1	0	0	0	0	0	0	0
12H,7-19	1035	42.5	36.7	5.9	1	4	96	726	157	39	7	0	0	0	0	0
16H,6-22	1126	42.6	36.8	5.9	1	4	102	785	175	45	8	1	0	0	0	0
18H,6-24	1132	42.6	36.8	5.9	1	4	102	791	177	40	8	1	0	0	0	0
24H,0-24	1144	42.7	36.8	5.9	1	4	102	804	181	42	8	1	1	0	0	0
Mon 29-Jan-24																
00:00	4	-	41.6	4	0	0	0	1	3	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	3	-	37.7	10.2	0	0	1	0	2	0	0	0	0	0	0	0
05:00	4	-	36	3.3	0	0	0	4	0	0	0	0	0	0	0	0
06:00	24	43.4	36.3	7.6	0	1	3	13	6	1	0	0	0	0	0	0
07:00	103	42.5	35.9	6.3	0	0	19	62	20	2	0	0	0	0	0	0
08:00	130	40.3	35.5	5.6	0	2	13	102	11	2	0	0	0	0	0	0
09:00	112	40.4	34.5	6.2	0	0	28	71	11	2	0	0	0	0	0	0
10:00	125	40.6	34.8	6.5	0	4	19	86	15	1	0	0	0	0	0	0
11:00	133	40.2	35	6.1	0	3	18	99	11	1	1	0	0	0	0	0
12:00	143	41.5	35.5	6.3	1	0	24	94	22	2	0	0	0	0	0	0
13:00	136	41.7	36	6.1	0	2	15	95	22	1	1	0	0	0	0	0
14:00	157	40.2	34.6	5.9	0	0	34	108	13	2	0	0	0	0	0	0
15:00	172	41.1	36.3	5.2	0	0	16	129	25	2	0	0	0	0	0	0
16:00	205	40.7	35.8	5.7	0	0	28	151	20	5	1	0	0	0	0	0
17:00	194	40.7	35.6	6.3	1	0	30	138	16	7	2	0	0	0	0	0
18:00	132	40.9	36.3	5.3	0	0	12	101	15	4	0	0	0	0	0	0
19:00	57	43.3	37.5	5.8	0	0	4	39	11	2	1	0	0	0	0	0
20:00	34	44.9	37.7	8.2	0	0	6	17	7	2	1	1	0	0	0	0
21:00	44	43.8	37.6	5.9	0	0	3	30	7	4	0	0	0	0	0	0
22:00	21	44.6	39.1	6.4	0	0	1	12	6	1	1	0	0	0	0	0
23:00	8	-	37.9	10.2	0	1	0	3	3	1	0	0	0	0	0	0
12H,7-19	1742	40.8	35.5	6	2	11	256	1236	201	31	5	0	0	0	0	0
16H,6-22	1901	41	35.7	6	2	12	272	1335	232	40	7	1	0	0	0	0
18H,6-24	1930	41	35.7	6.1	2	13	273	1350	241	42	8	1	0	0	0	0
24H,0-24	1943	41.1	35.7	6.1	2	13	274	1356	247	42	8	1	0	0	0	0
Tue 30-Jan-24																
00:00	7	-	37.8	10.3	0	0	1	5	0	0	0	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	-	37.7	11.6	0	0	2	2	0	1	1	0	0	0	0	0
05:00	5	-	37.5	4.4	0	0	0	4	1	0	0	0	0	0	0	0
06:00	24	45.8	38.4	7.1	0	0	2	15	3	3	1	0	0	0	0	0
07:00	86	42.8	36.6	6	0	0	11	56	16	3	0	0	0	0	0	0
08:00	126	40.8	35.2	7	1	1	23	82	13	5	1	0	0	0	0	0
09:00	115	40	34.2	5.8	0	0	28	77	10	0	0	0	0	0	0	0
10:00	126	41.1	35.4	6.2	0	1	22	85	18	1	0	0	0	0	0	0
11:00	162	40.7	35.1	6.2	0	1	31	109	17	4	0	0	0	0	0	0
12:00	146	40.3	35.1	5.9	0	0	27	104	10	5	0	0	0	0	0	0
13:00	146	40.5	34.2	6.7	0	4	32	92	17	1	0	0	0	0	0	0
14:00	151	42	35.9	6.1	0	1	22	100	24	4	0	0	0	0	0	0
15:00	199	40.9	36.1	5.5	0	1	21	147	26	4	0	0	0	0	0	0
16:00	192	40.8	35.5	6.1	1	0	29	136	22	3	1	0	0	0	0	0
17:00	218	41.2	36	6.2	0	1	30	153	25	5	4	0	0	0	0	0
18:00	108	41.4	37.1	4.5	0	0	3	87	16	2	0	0	0	0	0	0
19:00	76	43	37.1	5.9	0	0	7	51	15	2	1	0	0	0	0	0
20:00	53	44.8	37.7	6.6	0	0	6	31	10	6	0	0	0	0	0	0
21:00	32	43.6	38.1	5.3	0	0	1	22	7	2	0	0	0	0	0	0
22:00	32	40.5	37.3	4.5	0	0	0	28	2	2	0	0	0	0	0	0
23:00	6	-	40.6	5.8	0	0	0	3	2	1	0	0	0	0	0	0
12H,7-19	1777	40.9	35.5	6	2	10	279	1228	214	37	7	0	0	0	0	0
16H,6-22	1962	41.3	35.7	6.1	2	10	295	1347	249	50	9	0	0	0	0	0
18H,6-24	2000	41.3	35.8	6.1	2	10	295	1378	253	53	9	0	0	0	0	0
24H,0-24	2019	41.3	35.8	6.1	2	10	298	1390	254	54	10	1	0	0	0	0
Wed 31-Jan-24																
00:00	3	-	38.5	5	0	0	0	2	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
03:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	6	-	38.1	7.2	0	0	1	2	3	0	0	0	0	0	0	0
06:00	21	44.4	38.3	6.5	0	0	1	15	2	2	1	0	0	0	0	0
07:00	87	43.3	35.7	7.1	0	0	21	44	18	4	0	0	0	0	0	0
08:00	132	40.7	34.8	6.6	0	2	27	85	14	4	0	0	0	0	0	0
09:00	142	42.8	36	6.9	0	1	25	87	20	7	2	0	0	0	0	0
10:00	113	39.8	34.1	6.8	0	4	21	80	6	1	0	1	0	0	0	0
11:00	128	41.5	34.9	7.8	0	3	30	75	12	7	1	0	1	0	0	0
12:00	148	41.3	35.8	6.2	0	2	20	102	19	5	0	0	0	0	0	0
13:00	137	40.3	34.4	6.7	1	1	30	90	11	4	0	0	0	0	0	0
14:00	118	42.8	35.5	7.6	0	5	19	70	19	5	1	0	0	0	0	0
15:00	150	41.2	36.4	5.3	0	0	14	112	21	3	0	0	0	0	0	0
16:00	185	41.5	35.9	6	0	1	26	127	26	4	1	0	0	0	0	0
17:00	178	41.6	36	6.5	0	2	24	121	25	5	0	1	0	0	0	0
18:00	133	44	37.7	6.4	0	0	12	85	26	7	2	1	0	0	0	0
19:00	72	44	37.5	6.4	0	0	7	47	11	6	1	0	0	0	0	0
20:00	58	43.8	38.1	6	0	0	3	38	14	2	0	1	0	0	0	0
21:00	47	43.7	37.2	6.2	0	0	6	26	14	1	0	0	0	0	0	0
22:00	11	40.6	36.5	5.3	0	0	1	8	2	0	0	0	0	0	0	0
23:00	5	-	38.5	6.3	0	0	0	4	0	1	0	0	0	0	0	0
12H,7-19	1652	41.8	35.7	6.7	1	21	268	1078	217	56	7	2	2	0	0	0
16H,6-22	1850	42.2	35.9	6.6	1	21	285	1204	258	67	9	3	2	0	0	0
18H,6-24	1866	42.2	35.9	6.6	1	21	286	1216	260	68	9	3	2	0	0	0
24H,0-24	1879	42.2	35.9	6.7	1	21	289	1221	264	68	10	3	2	0	0	0
Thu 01-Feb-24																
00:00	2	-	42.3	8.8	0	0	0	1	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	8	-	41	6.1	0	0	0	4	2	2	0	0	0	0	0	0
06:00	15	43.8	38.2	5.9	0	0	1	9	4	1	0	0	0	0	0	0
07:00	104	42.6	37.1	7	0	0	11	71	19	1	0	0	0	2	0	0
08:00	126	40.6	35.1	6.1	0	0	25	85	12	4	0	0	0	0	0	0
09:00	145	40	34.6	6	1	1	25	106	12	0	0	0	0	0	0	0
10:00	121	40.3	34.4	6.4	1	0	27	80	11	2	0	0	0	0	0	0
11:00	130	40.1	34.3	5.9	0	0	31	87	12	0	0	0	0	0	0	0
12:00	140	40.5	34.8	6.7	1	3	23	96	14	3	0	0	0	0	0	0
13:00	135	40.6	34.9	6.7	0	5	19	94	14	3	0	0	0	0	0	0
14:00	162	41.4	35.5	6.5	0	0	30	97	20	4	0	1	0	0	0	0
15:00	173	40.4	35.7	5.7	1	0	19	134	14	4	1	0	0	0	0	0
16:00	189	40.5	33.9	8	4	12	24	126	21	2	0	0	0	0	0	0
17:00	191	32.4	21.4	9.9	30	75	53	27	4	2	0	0	0	0	0	0
18:00	131	40.5	35.2	6.2	0	0	25	90	11	4	1	0	0	0	0	0
19:00	81	44.2	37.9	6.1	0	0	6	52	16	6	1	0	0	0	0	0
20:00	59	43.8	37.9	5.7	0	0	3	40	12	3	1	0	0	0	0	0
21:00	45	44.1	38.4	5.9	0	0	1	33	6	3	2	0	0	0	0	0
22:00	19	44	38.8	6.2	0	0	0	11	6	0	1	0	0	0	0	0
23:00	14	40.5	36.4	4.8	0	0	1	11	2	0	0	0	0	0	0	0
12H,7-19	1737	40.4	33.5	8.2	38	96	312	1093	164	29	2	1	0	2	0	0
16H,6-22	1937	40.7	34	8.1	38	96	323	1227	202	42	6	1	0	2	0	0
18H,6-24	1970	40.7	34	8.1	38	96	325	1249	210	42	7	1	0	2	0	0
24H,0-24	1982	40.8	34.1	8.1	38	96	325	1254	213	46	7	1	0	2	0	0
Daily Totals																
Fri 19-Jan-24	1917	40.2	34.7	6	4	15	345	1379	153	16	5	0	0	0	0	0
Sat 20-Jan-24	1449	40.8	35.6	5.9	1	10	201	1043	163	28	3	0	0	0	0	0
Sun 21-Jan-24	956	41.6	35.8	6.1	4	1	138	654	136	20	3	0	0	0	0	0
Mon 22-Jan-24	1824	41.8	36.2	6	0	7	231	1270	259	46	8	3	0	0	0	0
Tue 23-Jan-24	1907	40.6	35.3	6	2	18	298	1354	196	36	3	0	0	0	0	0
Wed 24-Jan-24	1996	42	36	6.4	7	14	260	1363	274	65	11	2	0	0	0	0
Thu 25-Jan-24	2148	40.9	35.4	6.2	3	20	334	1477	267	40	7	0	0	0	0	0
Fri 26-Jan-24	2063	41.2	35.9	6	3	10	268	1463	252	56	8	2	1	0	0	0
Sat 27-Jan-24	1653	42.3	36.5	6.1	3	12	168	1159	243	55	10	2	1	0	0	0
Sun 28-Jan-24	1144	42.7	36.8	5.9	1	4	102	804	181	42	8	1	1	0	0	0
Mon 29-Jan-24	1943	41.1	35.7	6.1	2	13	274	1356	247	42	8	1	0	0	0	0
Tue 30-Jan-24	2019	41.3	35.8	6.1	2	10	298	1390	254	54	10	1	0	0	0	0
Wed 31-Jan-24	1879	42.2	35.9	6.7	1	21	289	1221	264	68	10	3	2	0	0	0
Thu 01-Feb-24	1982	40.8	34.1	8.1	38	96	325	1254	213	46	7	1	0	2	0	0
Total Vehicles																
Total	24880	41.4	35.7	6.3	71	251	3531	17187	3102	614	101	16	5	2	0	0

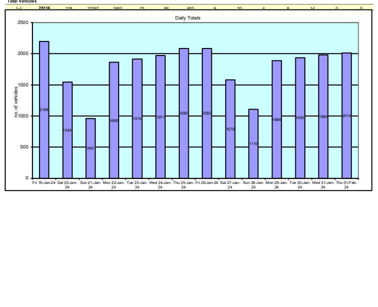




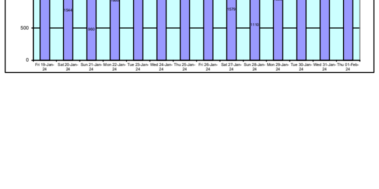
13004	UCKFIELD	Site No: 13004002	Location	Site 2 - B2102, Uckfield (T/P)
		Channel: Eastbound		

TIME PERIOD	Fri 19-Jan-24	Sat 20-Jan-24	Sun 21-Jan-24	Mon 22-Jan-24	Tue 23-Jan-24	Wed 24-Jan-24	Thu 25-Jan-24	5-Day Av	7-Day Av	Fri 26-Jan-24	Sat 27-Jan-24	Sun 28-Jan-24	Mon 29-Jan-24	Tue 30-Jan-24	Wed 31-Jan-24	Thu 01-Feb-24	5-Day Av	7-Day Av
Week Begin: 19-Jan-24																		
00:00	3	7	14	4	0	1	5	**3**	**5**	5	10	9	4	7	3	2	**4**	**6**
01:00	0	5	0	3	1	0	3	**1**	**2**	0	7	3	0	0	0	0	**0**	**1**
02:00	1	0	0	0	0	1	0	**0**	**0**	0	4	0	1	1	2	0	**1**	**1**
03:00	1	0	6	0	1	2	1	**1**	**2**	1	1	0	1	0	1	1	**1**	**1**
04:00	2	0	1	2	1	3	2	**2**	**2**	2	1	0	3	6	1	1	**3**	**2**
05:00	7	2	0	2	4	1	4	**4**	**3**	6	4	0	4	5	6	8	**6**	**5**
06:00	16	6	1	24	24	21	23	**22**	**16**	19	11	4	24	24	21	15	**21**	**17**
07:00	90	21	11	90	93	93	103	**94**	**72**	106	25	20	103	86	87	104	**97**	**76**
08:00	136	47	34	136	110	116	128	**125**	**101**	134	68	33	130	126	132	126	**130**	**107**
09:00	119	75	44	117	128	102	120	**117**	**101**	112	95	62	112	115	142	145	**125**	**112**
10:00	139	139	63	119	114	136	127	**127**	**120**	117	131	77	125	128	113	121	**121**	**116**
11:00	126	114	115	120	133	148	124	**130**	**126**	136	168	127	133	162	129	130	**138**	**141**
12:00	140	142	89	111	156	145	178	**146**	**137**	170	145	120	143	146	148	140	**149**	**145**
13:00	137	143	102	148	146	127	160	**144**	**138**	188	145	147	136	146	137	135	**148**	**148**
14:00	142	135	100	126	143	155	175	**148**	**139**	164	132	130	157	151	118	152	**148**	**143**
15:00	172	139	108	169	151	182	174	**170**	**156**	178	159	94	172	199	150	173	**174**	**161**
16:00	183	117	88	196	173	191	184	**185**	**162**	175	154	123	205	192	185	189	**189**	**175**
17:00	169	122	54	168	228	225	213	**201**	**168**	178	110	60	194	218	178	191	**192**	**161**
18:00	106	70	40	116	107	140	165	**127**	**106**	119	96	37	132	108	133	131	**125**	**108**
19:00	86	59	29	75	72	77	109	**84**	**72**	99	67	43	57	76	72	81	**77**	**71**
20:00	56	42	25	36	54	59	58	**53**	**47**	62	32	32	34	53	58	59	**53**	**47**
21:00	36	24	17	28	39	41	35	**36**	**31**	44	39	17	44	32	47	45	**42**	**38**
22:00	31	24	12	25	22	20	33	**26**	**24**	34	30	2	21	32	11	19	**23**	**21**
23:00	19	16	3	9	7	10	24	**14**	**13**	14	19	4	8	6	5	14	**9**	**10**
12H,7-19	**1659**	**1264**	**848**	**1616**	**1682**	**1760**	**1851**	**1714**	**1526**	**1777**	**1428**	**1030**	**1742**	**1777**	**1652**	**1737**	**1737**	**1592**
16H,6-22	**1853**	**1395**	**920**	**1779**	**1871**	**1958**	**2076**	**1907**	**1693**	**2001**	**1577**	**1126**	**1901**	**1962**	**1850**	**1937**	**1930**	**1765**
18H,6-24	**1903**	**1435**	**935**	**1813**	**1900**	**1988**	**2133**	**1947**	**1730**	**2049**	**1626**	**1132**	**1930**	**2000**	**1866**	**1970**	**1963**	**1796**
24H,0-24	**1917**	**1449**	**956**	**1824**	**1907**	**1996**	**2148**	**1958**	**1742**	**2063**	**1653**	**1144**	**1943**	**2019**	**1879**	**1982**	**1977**	**1812**
Am	**10:00**	**10:00**	**11:00**	**08:00**	**11:00**	**11:00**	**08:00**	**-**	**-**	**11:00**	**11:00**	**11:00**	**11:00**	**11:00**	**09:00**	**09:00**	**-**	**-**
Peak	**139**	**139**	**115**	**136**	**133**	**148**	**128**	**137**	**134**	**136**	**168**	**127**	**133**	**162**	**142**	**145**	**144**	**145**
Pm	**16:00**	**13:00**	**15:00**	**16:00**	**17:00**	**17:00**	**17:00**	**-**	**-**	**13:00**	**15:00**	**13:00**	**16:00**	**17:00**	**16:00**	**17:00**	**-**	**-**
Peak	**183**	**143**	**108**	**196**	**228**	**225**	**213**	**209**	**185**	**188**	**159**	**147**	**205**	**218**	**185**	**191**	**197**	**185**

13004			UCKFIELD			Site No: 13004002		Location	Site 2 - B2102, Uckfield (T/P)					
Fri 19-Jan-24 to Thu 01-Feb-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 19-Jan-24														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
06:00	35	0	28	5	0	1	1	0	0	0	0	0	0	0
07:00	124	1	98	19	1	1	4	0	0	0	0	0	0	0
08:00	223	1	201	6	0	0	15	0	0	0	0	0	0	0
09:00	234	0	207	8	0	0	18	1	0	0	0	0	0	0
10:00	141	0	128	5	0	0	8	0	0	0	0	0	0	0
11:00	195	1	168	9	0	0	16	1	0	0	0	0	0	0
12:00	139	1	123	8	0	0	7	0	0	0	0	0	0	0
13:00	182	1	169	8	0	0	4	0	0	0	0	0	0	0
14:00	140	1	123	8	0	0	5	1	0	1	1	0	0	0
15:00	175	0	153	11	0	1	10	0	0	0	0	0	0	0
16:00	170	0	156	5	0	0	9	0	0	0	0	0	0	0
17:00	144	0	130	4	0	0	10	0	0	0	0	0	0	0
18:00	104	0	96	2	0	0	6	0	0	0	0	0	0	0
19:00	85	0	78	0	0	0	7	0	0	0	0	0	0	0
20:00	37	0	34	0	0	0	3	0	0	0	0	0	0	0
21:00	38	0	29	1	0	0	8	0	0	0	0	0	0	0
22:00	10	0	8	0	0	0	2	0	0	0	0	0	0	0
23:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
12H 7-19	1971	6	1752	93	1	2	112	3	0	1	1	0	0	0
16H 6-22	2166	6	1921	99	1	3	131	3	0	1	1	0	0	0
18H 6-24	2182	6	1934	100	1	3	133	3	0	1	1	0	0	0
24H 0-24	2198	6	1949	101	1	3	133	3	0	1	1	0	0	0
Sat 20-Jan-24														
00:00	7	0	5	1	0	0	1	0	0	0	0	0	0	0
01:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0
07:00	43	0	37	4	0	1	1	0	0	0	0	0	0	0
08:00	94	0	85	5	0	0	4	0	0	0	0	0	0	0
09:00	139	0	125	2	0	0	12	0	0	0	0	0	0	0
10:00	158	3	143	5	0	0	6	0	1	0	0	0	0	0
11:00	168	0	145	14	0	0	8	0	1	0	0	0	0	0
12:00	138	1	124	11	0	0	2	0	0	0	0	0	0	0
13:00	140	1	132	6	0	0	1	0	0	0	0	0	0	0
14:00	117	1	106	9	0	0	1	0	0	0	0	0	0	0
15:00	103	0	99	2	0	0	2	0	0	0	0	0	0	0
16:00	94	0	86	5	0	0	3	0	0	0	0	0	0	0
17:00	74	0	73	0	0	0	1	0	0	0	0	0	0	0
18:00	82	0	78	1	0	0	3	0	0	0	0	0	0	0
19:00	62	0	57	1	0	0	4	0	0	0	0	0	0	0
20:00	34	0	32	0	0	0	2	0	0	0	0	0	0	0
21:00	29	0	27	2	0	0	0	0	0	0	0	0	0	0
22:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0
23:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
12H 7-19	1350	6	1233	64	0	1	44	0	2	0	0	0	0	0
16H 6-22	1493	6	1365	69	0	1	50	0	2	0	0	0	0	0
18H 6-24	1522	6	1394	69	0	1	50	0	2	0	0	0	0	0
24H 0-24	1544	6	1414	70	0	1	51	0	2	0	0	0	0	0
Sun 21-Jan-24														
00:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
07:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
08:00	25	0	21	1	1	1	1	0	0	0	0	0	0	0
09:00	71	0	64	7	0	0	0	0	0	0	0	0	0	0
10:00	91	1	81	7	0	1	1	0	0	0	0	0	0	0
11:00	130	0	121	7	0	0	2	0	0	0	0	0	0	0
12:00	110	0	102	6	0	1	0	0	1	0	0	0	0	0
13:00	89	0	82	4	0	1	2	0	0	0	0	0	0	0
14:00	106	1	94	10	0	0	1	0	0	0	0	0	0	0
15:00	86	0	77	9	0	0	0	0	0	0	0	0	0	0
16:00	52	0	46	5	0	1	0	0	0	0	0	0	0	0
17:00	60	0	57	2	0	0	1	0	0	0	0	0	0	0
18:00	38	0	35	1	0	0	2	0	0	0	0	0	0	0
19:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
20:00	22	0	18	3	0	0	1	0	0	0	0	0	0	0
21:00	15	0	12	2	0	1	0	0	0	0	0	0	0	0
22:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H 7-19	869	2	791	59	1	5	10	0	1	0	0	0	0	0
16H 6-22	930	2	843	66	1	6	11	0	1	0	0	0	0	0
18H 6-24	938	2	851	66	1	6	11	0	1	0	0	0	0	0
24H 0-24	960	2	870	69	1	6	11	0	1	0	0	0	0	0
Mon 22-Jan-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
05:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0
06:00	46	0	41	5	0	0	0	0	0	0	0	0	0	0
07:00	149	0	126	16	0	0	6	0	0	0	0	1	0	0
08:00	230	0	202	25	0	0	3	0	0	0	0	0	0	0
09:00	181	0	164	12	0	0	4	0	0	0	0	1	0	0
10:00	131	1	107	17	0	2	4	0	0	0	0	0	0	0
11:00	126	1	112	8	0	0	4	0	1	0	0	0	0	0
12:00	156	0	134	17	1	2	0	0	0	0	0	2	0	0
13:00	127	0	103	19	0	3	2	0	0	0	0	0	0	0
14:00	125	0	109	16	0	0	0	0	0	0	0	0	0	0
15:00	145	0	119	22	0	1	2	0	0	0	0	1	0	0
16:00	128	2	107	15	0	0	4	0	0	0	0	0	0	0
17:00	106	0	94	10	0	0	2	0	0	0	0	0	0	0
18:00	78	0	72	5	0	0	1	0	0	0	0	0	0	0
19:00	63	0	55	7	0	0	0	1	0	0	0	0	0	0
20:00	23	0	22	0	0	0	1	0	0	0	0	0	0	0
21:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
12H 7-19	1682	4	1449	182	1	8	32	0	1	0	0	5	0	0
16H 6-22	1833	4	1585	195	1	8	33	1	1	0	0	5	0	0
18H 6-24	1840	4	1591	196	1	8	33	1	1	0	0	5	0	0
24H 0-24	1860	4	1608	199	1	8	33	1	1	0	0	5	0	0
Tue 23-Jan-24														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
06:00	49	1	38	7	0	0	3	0	0	0	0	0	0	0
07:00	136	0	120	9	0	1	6	0	0	0	0	0	0	0
08:00	221	1	202	11	1	0	6	0	0	0	0	0	0	0
09:00	188	0	155	29	0	0	4	0	0	0	0	0	0	0
10:00	141	0	123	14	0	2	1	0	1	0	0	0	0	0
11:00	131	0	112	16	0	0	3	0	0	0	0	0	0	0
12:00	158	1	136	17	1	1	1	0	1	0	0	0	0	0
13:00	138	0	112	22	1	1	2	0	0	0	0	0	0	0
14:00	110	0	97	10	0	1	2	0	0	0	0	0	0	0
15:00	162	0	144	14	1	2	0	0	1	0	0	0	0	0
16:00	131	0	109	16	0	1	4	0	0	0	0	1	0	0



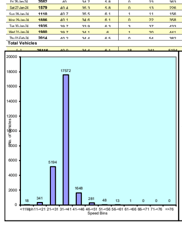
13004	UCKFIELD			Site No: 13004002		Location	Site 2 - B2102, Uckfield (T/P)				
Fri 19-Jan-24 to Thu 01-Feb-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 19-Jan-24											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
06:00	35	0	0.0	28	80.0	5	14.3	2	5.7	0	0.0
07:00	124	1	0.8	98	79.0	19	15.3	5	4.0	1	0.8
08:00	223	1	0.5	201	90.1	6	2.7	15	6.7	0	0.0
09:00	234	0	0.0	207	88.5	8	3.4	19	8.1	0	0.0
10:00	141	0	0.0	128	90.8	5	3.6	8	5.7	0	0.0
11:00	195	1	0.5	168	86.2	9	4.6	17	8.7	0	0.0
12:00	139	1	0.7	123	88.5	8	5.8	7	5.0	0	0.0
13:00	182	1	0.6	169	92.9	8	4.4	4	2.2	0	0.0
14:00	140	1	0.7	123	87.9	8	5.7	8	5.7	0	0.0
15:00	175	0	0.0	153	87.4	11	6.3	11	6.3	0	0.0
16:00	170	0	0.0	156	91.8	5	2.9	9	5.3	0	0.0
17:00	144	0	0.0	130	90.3	4	2.8	10	6.9	0	0.0
18:00	104	0	0.0	96	92.3	2	1.9	6	5.8	0	0.0
19:00	85	0	0.0	78	91.8	0	0.0	7	8.2	0	0.0
20:00	37	0	0.0	34	91.9	0	0.0	3	8.1	0	0.0
21:00	38	0	0.0	29	76.3	1	2.6	8	21.1	0	0.0
22:00	10	0	0.0	8	80.0	0	0.0	2	20.0	0	0.0
23:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H.7-19	1971	6	0.3	1752	88.9	93	4.7	119	6.0	1	0.1
16H.6-22	2166	6	0.3	1921	88.7	99	4.6	139	6.4	1	0.1
18H.6-24	2182	6	0.3	1934	88.6	100	4.6	141	6.5	1	0.1
24H.0-24	2198	6	0.3	1949	88.7	101	4.6	141	6.4	1	0.1
Sat 20-Jan-24											
00:00	7	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
07:00	43	0	0.0	37	86.1	4	9.3	2	4.7	0	0.0
08:00	94	0	0.0	85	90.4	5	5.3	4	4.3	0	0.0
09:00	139	0	0.0	125	89.9	2	1.4	12	8.6	0	0.0
10:00	158	3	1.9	143	90.5	5	3.2	7	4.4	0	0.0
11:00	168	0	0.0	145	86.3	14	8.3	9	5.4	0	0.0
12:00	138	1	0.7	124	89.9	11	8.0	2	1.5	0	0.0
13:00	140	1	0.7	132	94.3	6	4.3	1	0.7	0	0.0
14:00	117	1	0.9	106	90.6	9	7.7	1	0.9	0	0.0
15:00	103	0	0.0	99	96.1	2	1.9	2	1.9	0	0.0
16:00	94	0	0.0	86	91.5	5	5.3	3	3.2	0	0.0
17:00	74	0	0.0	73	98.7	0	0.0	1	1.4	0	0.0
18:00	82	0	0.0	78	95.1	1	1.2	3	3.7	0	0.0
19:00	62	0	0.0	57	91.9	1	1.6	4	6.5	0	0.0
20:00	34	0	0.0	32	94.1	0	0.0	2	5.9	0	0.0
21:00	29	0	0.0	27	93.1	2	6.9	0	0.0	0	0.0
22:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
23:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1350	6	0.4	1233	91.3	64	4.7	47	3.5	0	0.0
16H.6-22	1493	6	0.4	1365	91.4	69	4.6	53	3.6	0	0.0
18H.6-24	1522	6	0.4	1394	91.6	69	4.5	53	3.5	0	0.0
24H.0-24	1544	6	0.4	1414	91.6	70	4.5	54	3.5	0	0.0
Sun 21-Jan-24											
00:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
07:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
08:00	25	0	0.0	21	84.0	1	4.0	2	8.0	1	4.0
09:00	71	0	0.0	64	90.1	7	9.9	0	0.0	0	0.0
10:00	91	1	1.1	81	89.0	7	7.7	2	2.2	0	0.0
11:00	130	0	0.0	121	93.1	7	5.4	2	1.5	0	0.0
12:00	110	0	0.0	102	92.7	6	5.5	2	1.8	0	0.0
13:00	89	0	0.0	82	92.1	4	4.5	3	3.4	0	0.0
14:00	106	1	0.9	94	88.7	10	9.4	1	0.9	0	0.0
15:00	86	0	0.0	77	89.5	9	10.5	0	0.0	0	0.0
16:00	52	0	0.0	46	88.5	5	9.6	1	1.9	0	0.0
17:00	60	0	0.0	57	95.0	2	3.3	1	1.7	0	0.0
18:00	38	0	0.0	35	92.1	1	2.6	2	5.3	0	0.0
19:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
20:00	22	0	0.0	18	81.8	3	13.6	1	4.6	0	0.0
21:00	15	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
22:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	869	2	0.2	791	91.0	59	6.8	16	1.8	1	0.1
16H.6-22	930	2	0.2	843	90.7	66	7.1	18	1.9	1	0.1
18H.6-24	938	2	0.2	851	90.7	66	7.0	18	1.9	1	0.1
24H.0-24	960	2	0.2	870	90.6	69	7.2	18	1.9	1	0.1
Mon 22-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
06:00	46	0	0.0	41	89.1	5	10.9	0	0.0	0	0.0
07:00	149	0	0.0	126	84.6	16	10.7	7	4.7	0	0.0
08:00	230	0	0.0	202	87.8	25	10.9	3	1.3	0	0.0
09:00	181	0	0.0	164	90.6	12	6.6	5	2.8	0	0.0
10:00	131	1	0.8	107	81.7	17	13.0	6	4.6	0	0.0
11:00	126	1	0.8	112	88.9	8	6.4	5	4.0	0	0.0
12:00	156	0	0.0	134	85.9	17	10.9	4	2.6	1	0.6
13:00	127	0	0.0	103	81.1	19	15.0	5	3.9	0	0.0
14:00	125	0	0.0	109	87.2	16	12.8	0	0.0	0	0.0
15:00	145	0	0.0	119	82.1	22	15.2	4	2.8	0	0.0
16:00	128	2	1.6	107	83.6	15	11.7	4	3.1	0	0.0
17:00	106	0	0.0	94	88.7	10	9.4	2	1.9	0	0.0
18:00	78	0	0.0	72	92.3	5	6.4	1	1.3	0	0.0
19:00	63	0	0.0	55	87.3	7	11.1	1	1.6	0	0.0
20:00	23	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
21:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
22:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
12H.7-19	1682	4	0.2	1449	86.2	182	10.8	46	2.7	1	0.1
16H.6-22	1833	4	0.2	1585	86.5	195	10.6	48	2.6	1	0.1
18H.6-24	1840	4	0.2	1591	86.5	196	10.7	48	2.6	1	0.1
24H.0-24	1860	4	0.2	1608	86.5	199	10.7	48	2.6	1	0.1
Tue 23-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
06:00	49	1	2.0	38	77.6	7	14.3	3	6.1	0	0.0
07:00	136	0	0.0	120	88.2	9	6.6	7	5.2	0	0.0
08:00	221	1	0.5	202	91.4	11	5.0	6	2.7	1	0.5
09:00	188	0	0.0	155	82.5	29	15.4	4	2.1	0	0.0
10:00	141	0	0.0	123	87.2	14	9.9	4	2.8	0	0.0
11:00	131	0	0.0	112	85.5	16	12.2	3	2.3	0	0.0
12:00	158	1	0.6	136	86.1	17	10.8	3	1.9	1	0.6
13:00	138	0	0.0	112	81.2	22	15.9	3	2.2	1	0.7
14:00	110	0	0.0	97	88.2	10	9.1	3	2.7	0	0.0
15:00	162	0	0.0	144	88.9	14	8.6	3	1.9	1	0.6
16:00	131	0	0.0	109	83.2	16	12.2	6	4.6	0	0.0
17:00	121	0	0.0	107	88.4	14	11.6	0	0.0	0	0.0
18:00	73	0	0.0	63	86.3	8	11.0	2	2.7	0	0.0
19:00	51	0	0.0	44	86.3	6	11.8	1	2.0	0	0.0
20:00	39	0	0.0	36	92.3	2	5.1	1	2.6	0	0.0
21:00	27	0	0.0	26	96.3	1	3.7	0	0.0	0	0.0
22:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1710	2	0.1	1480	86.6	180	10.5	44	2.6	4	0.2
16H.6-22	1876	3	0.2	1624	86.6	196	10.5	49	2.6	4	0.2
18H.6-24	1889	3	0.2	1636	86.6	197	10.4	49	2.6	4	0.2
24H.0-24	1915	3	0.2	1661	86.7	198	10.3	49	2.6	4	0.2
Wed 24-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
06:00	38	0	0.0	34	89.5	2	5.3	2	5.3	0	0.0
07:00	133	1	0.8	110	82.7	14	10.5	8	6.0	0	0.0
08:00	218	1	0.5	199	91.3	13	6.0	4	1.8	1	0.5
09:00	181	0	0.0	159	87.9	15	8.3	7	3.9	0	0.0
10:00	133	0	0.0	114	85.7	15	11.3	4	3.0	0	0.0
11:00	128	0	0.0	111	86.7	14	10.9	3	2.3	0	0.0
12:00	138	0	0.0	118	85.5	19	13.8	1	0.7	0	0.0
13:00	170	2	1.2	145	85.3	21	12.4	2	1.2	0	0.0
14:00	128	4	3.1	106	82.8	16	12.5	2	1.6	0	0.0
15:00	135	1	0.7	119	88.2	15	11.1	0	0.0	0	0.0
16:00	157	0	0.0	141	89.8	15	9.6	1	0.6	0	0.0
17:00	159	0	0.0	146	91.8	12	7.6	1	0.6	0	0.0
18:00	89	0	0.0	79	88.8	6	6.7	4	4.5	0	0.0
19:00	69	0	0.0	62	89.9	6	8.7	0	0.0	1	1.5
20:00	34	0	0.0	27	79.4	3	8.8	4	11.8	0	0.0
21:00	29	0	0.0	26	89.7	3	10.3	0	0.0	0	0.0
22:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
23:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
12H.7-19	1769	9	0.5	1547	87.5	175	9.9	37	2.1	1	0.1
16H.6-22	1939	9	0.5	1696	87.5	189	9.8	43	2.2	2	0.1
18H.6-24	1950	9	0.5	1706	87.5	190	9.7	43	2.2	2	0.1
24H.0-24	1971	9	0.5	1727	87.6	190	9.6	43	2.2	2	0.1
Thu 25-Jan-24											
00:00	2	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
01:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
05:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
06:00	48	0	0.0	42	87.5	2	4.2	4	8.3	0	0.0
07:00	155	1	0.7	137	88.4	11	7.1	6	3.9	0	0.0
08:00	210	0	0.0	185	88.1	22	10.5	3	1.4	0	0.0
09:00	187	0	0.0	161	86.1	21	11.2	3	1.6	2	1.1
10:00	163	1	0.6	131	80.4	25	15.3	6	3.7	0	0.0
11:00	150	0	0.0	127	84.7	21	14.0	2	1.3	0	0.0
12:00	156	0	0.0	138	88.5	16	10.3	2	1.3	0	0.0
13:00	130	1	0.8	115	88.5	12	9.2	2	1.5	0	0.0
14:00	137	0	0.0	117	85.4	16	11.7	4	2.9	0	0.0
15:00	154	1	0.7	134	87.0	16	10.4	3	2.0	0	0.0
16:00	158	1	0.6	141	89.2	16	10.1	0	0.0	0	0.0
17:00	155	0	0.0	129	83.2	24	15.5	2	1.3	0	0.0
18:00	85	0	0.0	72	84.7	9	10.6	4	4.7	0	0.0
19:00	73	0	0.0	65	89.0	7	9.6	1	1.4	0	0.0
20:00	37	0	0.0	35	94.6	2	5.4	0	0.0	0	0.0
21:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
22:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
23:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1840	5	0.3	1587	86.3	209	11.4	37	2.0	2	0.1
16H.6-22	2029	5	0.3	1758	86.6	222	10.9	42	2.1	2	0.1
18H.6-24	2056	5	0.2	1784	86.8	223	10.9	42	2.0	2	0.1
24H.0-24	2082	5	0.2	1806	86.7	226	10.9	43	2.1	2	0.1
Fri 26-Jan-24											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	13	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
06:00	36	0	0.0	31	86.1	4	11.1	1	2.8	0	0.0
07:00	146	0	0.0	130	89.0	12	8.2	4	2.7	0	0.0
08:00	221	1	0.5	202	91.4	12	5.4	5	2.3	1	0.5
09:00	177	0	0.0	161	91.0	9	5.1	7	4.0	0	0.0
10:00	153	2	1.3	131	85.6	16	10.5	3	2.0	1	0.7
11:00	153	0	0.0	138	90.2	12	7.8	3	2.0	0	0.0
12:00	158	3	1.9	137	86.7	11	7.0	7	4.4	0	0.0
13:00	129	3	2.3	107	83.0	15	11.6	4	3.1	0	0.0
14:00	137	1	0.7	121	88.3	12	8.8	3	2.2	0	0.0
15:00	178	2	1.1	156	87.6	15	8.4	5	2.8	0	0.0
16:00	167	1	0.6	141	84.4	19	11.4	6	3.6	0	0.0
17:00	133	2	1.5	113	85.0	4	3.0	14	10.5	0	0.0
18:00	109	0	0.0	101	92.7	0	0.0	8	7.3	0	0.0
19:00	81	1	1.2	71	87.7	3	3.7	6	7.4	0	0.0
20:00	36	0	0.0	32	88.9	1	2.8	3	8.3	0	0.0
21:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
22:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
23:00	13	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
12H.7-19	1861	15	0.8	1638	88.0	137	7.4	69	3.7	2	0.1
16H.6-22	2032	16	0.8	1790	88.1	145	7.1	79	3.9	2	0.1
18H.6-24	2060	16	0.8	1817	88.2	145	7.0	80	3.9	2	0.1
24H.0-24	2082	16	0.8	1839	88.3	145	7.0	80	3.8	2	0.1
Sat 27-Jan-24											
00:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
01:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	14	0	0.0	12	85.7	1	7.1	0	0.0	1	7.1
06:00	23	0	0.0	19	82.6	4	17.4	0	0.0	0	0.0
07:00	38	2	5.3	32	84.2	4	10.5	0	0.0	0	0.0
08:00	94	0	0.0	84	89.4	6	6.4	4	4.3	0	0.0
09:00	150	0	0.0	134	89.3	7	4.7	9	6.0	0	0.0
10:00	163	1	0.6	153	93.9	3	1.8	6	3.7	0	0.0
11:00	132	2	1.5	116	87.9	9	6.8	5	3.8	0	0.0
12:00	146	0	0.0	135	92.5	6	4.1	5	3.4	0	0.0
13:00	131	1	0.8	122	93.1	6	4.6	2	1.5	0	0.0
14:00	140	3	2.1	122	87.1	9	6.4	6	4.3	0	0.0
15:00	110	1	0.9	97	88.2	7	6.4	5	4.6	0	0.0
16:00	100	0	0.0	91	91.0	6	6.0	3	3.0	0	0.0
17:00	101	0	0.0	93	92.1	4	4.0	4	4.0	0	0.0
18:00	68	0	0.0	63	92.7	3	4.4	2	2.9	0	0.0
19:00	55	0	0.0	51	92.7	0	0.0	4	7.3	0	0.0
20:00	31	0	0.0	29	93.6	1	3.2	1	3.2	0	0.0
21:00	21	0	0.0	17	81.0	2	9.5	2	9.5	0	0.0
22:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
23:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
12H.7-19	1373	10	0.7	1242	90.5	70	5.1	51	3.7	0	0.0
16H.6-22	1503	10	0.7	1358	90.4	77	5.1	58	3.9	0	0.0
18H.6-24	1541	10	0.7	1394	90.5	79	5.1	58	3.8	0	0.0
24H.0-24	1579	10	0.6	1426	90.3	84	5.3	58	3.7	1	0.1
Sun 28-Jan-24											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
06:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
07:00	22	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
08:00	40	1	2.5	36	90.0	3	7.5	0	0.0	0	0.0
09:00	72	4	5.6	62	86.1	4	5.6	2	2.8	0	0.0
10:00	115	4	3.5	105	91.3	3	2.6	3	2.6	0	0.0
11:00	133	4	3.0	122	91.7	4	3.0	3	2.3	0	0.0
12:00	122	5	4.1	108	88.5	6	4.9	3	2.5	0	0.0
13:00	99	0	0.0	93	93.9	5	5.1	1	1.0	0	0.0
14:00	113	0	0.0	104	92.0	6	5.3	3	2.7	0	0.0
15:00	100	1	1.0	90	90.0	6	6.0	3	3.0	0	0.0
16:00	94	1	1.1	91	96.8	0	0.0	2	2.1	0	0.0
17:00	74	0	0.0	70	94.6	2	2.7	2	2.7	0	0.0
18:00	37	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0
19:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
20:00	19	0	0.0	18	94.7	0	0.0	1	5.3	0	0.0
21:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
22:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1021	20	2.0	935	91.6	44	4.3	22	2.2	0	0.0
16H.6-22	1083	20	1.9	992	91.6	48	4.4	23	2.1	0	0.0
18H.6-24	1092	20	1.8	1001	91.7	48	4.4	23	2.1	0	0.0
24H.0-24	1110	20	1.8	1017	91.6	50	4.5	23	2.1	0	0.0
Mon 29-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
06:00	43	1	2.3	37	86.1	5	11.6	0	0.0	0	0.0
07:00	121	1	0.8	102	84.3	13	10.7	5	4.1	0	0.0
08:00	222	1	0.5	197	88.7	18	8.1	5	2.3	1	0.5
09:00	174	0	0.0	152	87.4	17	9.8	5	2.9	0	0.0
10:00	123	0	0.0	104	84.6	18	14.6	1	0.8	0	0.0
11:00	133	2	1.5	118	88.7	13	9.8	0	0.0	0	0.0
12:00	129	0	0.0	118	91.5	9	7.0	2	1.6	0	0.0
13:00	142	0	0.0	124	87.3	17	12.0	1	0.7	0	0.0
14:00	137	0	0.0	120	87.6	12	8.8	4	2.9	1	0.7
15:00	162	2	1.2	143	88.3	12	7.4	5	3.1	0	0.0
16:00	140	0	0.0	120	85.7	18	12.9	2	1.4	0	0.0
17:00	137	0	0.0	122	89.1	12	8.8	3	2.2	0	0.0
18:00	76	0	0.0	69	90.8	3	4.0	4	5.3	0	0.0
19:00	55	0	0.0	49	89.1	3	5.5	3	5.5	0	0.0
20:00	42	0	0.0	39	92.9	2	4.8	1	2.4	0	0.0
21:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
22:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H.7-19	1696	6	0.4	1489	87.8	162	9.6	37	2.2	2	0.1
16H.6-22	1855	7	0.4	1632	88.0	173	9.3	41	2.2	2	0.1
18H.6-24	1862	7	0.4	1638	88.0	174	9.3	41	2.2	2	0.1
24H.0-24	1886	7	0.4	1661	88.1	175	9.3	41	2.2	2	0.1
Tue 30-Jan-24											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	18	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
06:00	32	1	3.1	28	87.5	2	6.3	1	3.1	0	0.0
07:00	125	1	0.8	108	86.4	13	10.4	3	2.4	0	0.0
08:00	201	1	0.5	185	92.0	10	5.0	4	2.0	1	0.5
09:00	185	0	0.0	160	86.5	11	6.0	13	7.0	1	0.5
10:00	136	0	0.0	120	88.2	13	9.6	2	1.5	1	0.7
11:00	131	0	0.0	112	85.5	17	13.0	2	1.5	0	0.0
12:00	144	3	2.1	127	88.2	9	6.3	5	3.5	0	0.0
13:00	130	1	0.8	119	91.5	10	7.7	0	0.0	0	0.0
14:00	134	2	1.5	116	86.6	14	10.5	2	1.5	0	0.0
15:00	170	1	0.6	155	91.2	11	6.5	3	1.8	0	0.0
16:00	150	0	0.0	128	85.3	20	13.3	2	1.3	0	0.0
17:00	135	0	0.0	122	90.4	11	8.2	2	1.5	0	0.0
18:00	91	0	0.0	85	93.4	3	3.3	3	3.3	0	0.0
19:00	75	0	0.0	71	94.7	0	0.0	4	5.3	0	0.0
20:00	44	0	0.0	40	90.9	3	6.8	1	2.3	0	0.0
21:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
22:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H.7-19	1732	9	0.5	1537	88.7	142	8.2	41	2.4	3	0.2
16H.6-22	1900	10	0.5	1693	89.1	147	7.7	47	2.5	3	0.2
18H.6-24	1905	10	0.5	1698	89.1	147	7.7	47	2.5	3	0.2
24H.0-24	1935	10	0.5	1726	89.2	149	7.7	47	2.4	3	0.2
Wed 31-Jan-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
06:00	38	1	2.6	34	89.5	2	5.3	1	2.6	0	0.0
07:00	126	0	0.0	109	86.5	14	11.1	3	2.4	0	0.0
08:00	241	2	0.8	215	89.2	14	5.8	9	3.7	1	0.4
09:00	187	1	0.5	167	89.3	14	7.5	5	2.7	0	0.0
10:00	138	0	0.0	125	90.6	9	6.5	4	2.9	0	0.0
11:00	144	1	0.7	125	86.8	15	10.4	2	1.4	1	0.7
12:00	134	0	0.0	121	90.3	12	9.0	1	0.8	0	0.0
13:00	168	1	0.6	148	88.1	17	10.1	2	1.2	0	0.0
14:00	130	2	1.5	110	84.6	15	11.5	3	2.3	0	0.0
15:00	175	2	1.1	155	88.6	15	8.6	3	1.7	0	0.0
16:00	139	0	0.0	118	84.9	20	14.4	1	0.7	0	0.0
17:00	115	1	0.9	100	87.0	9	7.8	5	4.4	0	0.0
18:00	82	0	0.0	77	93.9	5	6.1	0	0.0	0	0.0
19:00	59	0	0.0	56	94.9	2	3.4	1	1.7	0	0.0
20:00	31	0	0.0	30	96.8	0	0.0	1	3.2	0	0.0
21:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
22:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
23:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12H.7-19	1779	10	0.6	1570	88.3	159	8.9	38	2.1	2	0.1
16H.6-22	1934	11	0.6	1715	88.7	165	8.5	41	2.1	2	0.1
18H.6-24	1960	11	0.6	1738	88.7	168	8.6	41	2.1	2	0.1
24H.0-24	1980	11	0.6	1758	88.8	168	8.5	41	2.1	2	0.1
Thu 01-Feb-24											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
06:00	45	1	2.2	40	88.9	2	4.4	2	4.4	0	0.0
07:00	139	0	0.0	126	90.7	10	7.2	3	2.2	0	0.0
08:00	226	3	1.3	207	91.6	10	4.4	6	2.7	0	0.0
09:00	182	2	1.1	162	89.0	13	7.1	5	2.8	0	0.0
10:00	164	3	1.8	139	84.8	12	7.3	9	5.5	1	0.6
11:00	131	1	0.8	115	87.8	11	8.4	4	3.1	0	0.0
12:00	154	0	0.0	142	92.2	9	5.8	3	2.0	0	0.0
13:00	113	2	1.8	100	88.5	7	6.2	3	2.7	1	0.9
14:00	124	1	0.8	112	90.3	9	7.3	2	1.6	0	0.0
15:00	174	2	1.2	155	89.1	15	8.6	2	1.2	0	0.0
16:00	156	2	1.3	136	87.2	15	9.6	3	1.9	0	0.0
17:00	124	1	0.8	111	89.5	5	4.0	7	5.7	0	0.0
18:00	97	1	1.0	85	87.6	4	4.1	7	7.2	0	0.0
19:00	70	0	0.0	65	92.9	2	2.9	3	4.3	0	0.0
20:00	51	0	0.0	50	98.0	0	0.0	1	2.0	0	0.0
21:00	23	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
22:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
23:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H.7-19	1784	18	1.0	1590	89.1	120	6.7	54	3.0	2	0.1
16H.6-22	1973	19	1.0	1767	89.6	125	6.3	60	3.0	2	0.1
18H.6-24	1997	19	1.0	1788	89.5	128	6.4	60	3.0	2	0.1
24H.0-24	2014	19	0.9	1805	89.6	128	6.4	60	3.0	2	0.1
Daily Totals											
Fri 19-Jan-24	2198	6	0.3	1949	88.7	101	4.6	141	6.4	1	0.1
Sat 20-Jan-24	1544	6	0.4	1414	91.6	70	4.5	54	3.5	0	0.0
Sun 21-Jan-24	960	2	0.2	870	90.6	69	7.2	18	1.9	1	0.1
Mon 22-Jan-24	1860	4	0.2	1608	86.5	199	10.7	48	2.6	1	0.1
Tue 23-Jan-24	1915	3	0.2	1661	86.7	198	10.3	49	2.6	4	0.2
Wed 24-Jan-24	1971	9	0.5	1727	87.6	190	9.6	43	2.2	2	0.1
Thu 25-Jan-24	2082	5	0.2	1806	86.7	226	10.9	43	2.1	2	0.1
Fri 26-Jan-24	2082	16	0.8	1839	88.3	145	7.0	80	3.8	2	0.1
Sat 27-Jan-24	1579	10	0.6	1426	90.3	84	5.3	58	3.7	1	0.1
Sun 28-Jan-24	1110	20	1.8	1017	91.6	50	4.5	23	2.1	0	0.0
Mon 29-Jan-24	1886	7	0.4	1661	88.1	175	9.3	41	2.2	2	0.1
Tue 30-Jan-24	1935	10	0.5	1726	89.2	149	7.7	47	2.4	3	0.2
Wed 31-Jan-24	1980	11	0.6	1758	88.8	168	8.5	41	2.1	2	0.1
Thu 01-Feb-24	2014	19	0.9	1805	89.6	128	6.4	60	3.0	2	0.1
Total Vehicles											
[-]	25116	128	0.5	22267	88.9	1952	7.6	746	2.9	23	0.1

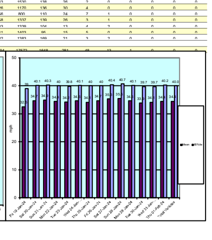


13004 UCKFIELD Site No: 13004002 Location Site 2 - B2102, Uckfield (T/P)

Fri 19-Jan-24 to Thu 01-Feb-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
TOPPART
12H.7-19	1861	39.9	34.5	5.8	0	22	337	1368	114	19	1	0	0	0	0	0
16H.6-22	2032	40	34.6	5.8	0	23	359	1496	130	23	1	0	0	0	0	0
18H.6-24	2060	40	34.7	5.8	0	23	362	1512	138	24	1	0	0	0	0	0
24H.0-24	2082	40	34.7	5.8	0	23	363	1530	138	26	2	0	0	0	0	0
Sat 27-Jan-24																
00:00	5	-	38	8.7	0	0	1	2	1	1	0	0	0	0	0	0
01:00	6	-	39.8	4.7	0	0	0	3	3	0	0	0	0	0	0	0
02:00	5	-	32.5	10.2	0	0	3	1	0	1	0	0	0	0	0	0
03:00	2	-	37.3	15.9	0	0	1	0	0	1	0	0	0	0	0	0
04:00	6	-	37.3	4.2	0	0	0	5	1	0	0	0	0	0	0	0
05:00	14	40.5	37.1	6.4	0	0	1	11	1	0	1	0	0	0	0	0
06:00	23	43.6	37.4	6.4	0	0	2	16	2	3	0	0	0	0	0	0
07:00	38	39.6	34.7	5.6	0	0	7	29	1	1	0	0	0	0	0	0
08:00	94	40.8	35.8	5.6	0	0	13	68	11	2	0	0	0	0	0	0
09:00	150	40.5	35.4	5.8	0	1	22	110	14	3	0	0	0	0	0	0
10:00	163	40.2	35.4	5.2	0	1	19	129	13	1	0	0	0	0	0	0
11:00	132	40.3	35.2	5.5	0	0	21	98	11	2	0	0	0	0	0	0
12:00	146	39.9	35	5.6	0	3	16	117	9	1	0	0	0	0	0	0
13:00	131	40.2	35	5.4	0	0	22	97	12	0	0	0	0	0	0	0
14:00	140	40.2	35.2	6.4	0	5	14	108	9	3	1	0	0	0	0	0
15:00	110	40.1	34.9	6.4	0	1	21	78	5	4	1	0	0	0	0	0
16:00	100	39.9	34.9	5.9	0	1	16	76	5	1	1	0	0	0	0	0
17:00	101	39.9	35.2	4.9	0	0	13	81	7	0	0	0	0	0	0	0
18:00	68	39.4	34.9	4.5	0	0	8	59	1	0	0	0	0	0	0	0
19:00	55	39.7	33.9	6.1	0	0	15	36	3	1	0	0	0	0	0	0
20:00	31	44.4	37.9	6.7	0	0	4	15	10	2	0	0	0	0	0	0
21:00	21	43	36.7	6.2	0	0	3	12	6	0	0	0	0	0	0	0
22:00	20	42.9	35.6	7.9	0	1	3	11	4	1	0	0	0	0	0	0
23:00	18	45.1	39.8	6.1	0	0	1	8	7	2	0	0	0	0	0	0
12H.7-19	1373	40.2	35.2	5.6	0	12	192	1050	98	18	3	0	0	0	0	0
16H.6-22	1503	40.3	35.2	5.7	0	12	216	1129	119	24	3	0	0	0	0	0
18H.6-24	1541	40.4	35.3	5.7	0	13	220	1148	130	27	3	0	0	0	0	0
24H.0-24	1579	40.4	35.3	5.8	0	13	226	1170	136	30	4	0	0	0	0	0
Sun 28-Jan-24																
00:00	3	-	36	3.3	0	0	0	3	0	0	0	0	0	0	0	0
01:00	4	-	42.9	5.3	0	0	0	1	2	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	46	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
05:00	7	-	41	5.4	0	0	0	3	3	1	0	0	0	0	0	0
06:00	6	-	41	8.3	0	0	0	4	0	1	1	0	0	0	0	0
07:00	22	44	38.5	5.5	0	0	1	13	7	1	0	0	0	0	0	0
08:00	40	40.5	35.8	6.2	0	1	4	29	5	1	0	0	0	0	0	0
09:00	72	40	34.9	6	0	0	14	52	4	1	1	0	0	0	0	0
10:00	115	40.3	35	6.4	0	5	11	87	11	1	0	0	0	0	0	0
11:00	133	40.5	34.8	6.5	0	3	24	90	13	3	0	0	0	0	0	0
12:00	122	40.1	35.8	5.5	0	1	11	100	7	2	0	1	0	0	0	0
13:00	99	40.5	35.5	5.7	0	0	15	72	11	0	1	0	0	0	0	0
14:00	113	40.4	35.4	5.3	0	0	16	85	11	1	0	0	0	0	0	0
15:00	100	39.9	35.6	4.6	0	0	9	85	5	1	0	0	0	0	0	0
16:00	94	40.8	35.9	6.1	0	0	14	67	8	4	1	0	0	0	0	0
17:00	74	40.4	34.2	6.7	0	1	19	45	7	2	0	0	0	0	0	0
18:00	37	39.7	33.6	6.1	0	0	11	23	3	0	0	0	0	0	0	0
19:00	27	44.2	38.1	6	0	0	2	16	7	2	0	0	0	0	0	0
20:00	19	39.3	34.8	6.8	0	0	4	14	0	0	1	0	0	0	0	0
21:00	10	42.7	34.5	10.7	1	0	1	5	3	0	0	0	0	0	0	0
22:00	7	-	44.9	7.5	0	0	0	2	2	1	2	0	0	0	0	0
23:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
12H.7-19	1021	40.5	35.3	5.9	0	11	149	748	92	17	3	1	0	0	0	0
16H.6-22	1083	40.6	35.4	6	1	11	156	787	102	20	5	1	0	0	0	0
18H.6-24	1092	40.6	35.4	6.1	1	11	156	791	104	21	7	1	0	0	0	0
24H.0-24	1110	40.7	35.5	6.1	1	11	156	800	110	24	7	1	0	0	0	0
Mon 29-Jan-24																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	3	-	32.7	6.3	0	0	1	2	0	0	0	0	0	0	0	0
05:00	19	46.8	39.7	6.6	0	0	1	10	4	4	0	0	0	0	0	0
06:00	43	42.5	36.6	5.7	0	0	5	28	10	0	0	0	0	0	0	0
07:00	121	40.8	36.1	5.4	0	1	11	92	15	2	0	0	0	0	0	0
08:00	222	40	34.9	5.9	0	3	35	166	15	2	1	0	0	0	0	0
09:00	174	39.8	33.9	6.3	0	5	35	122	12	0	0	0	0	0	0	0
10:00	123	39.8	34.5	5.5	0	0	25	90	8	0	0	0	0	0	0	0
11:00	133	39.8	34	6.7	0	5	25	94	5	4	0	0	0	0	0	0
12:00	129	40.2	34.9	5.7	0	1	22	94	11	1	0	0	0	0	0	0
13:00	142	40	34.3	6.2	0	1	33	96	9	3	0	0	0	0	0	0
14:00	137	39.5	34	5.7	0	2	28	101	6	0	0	0	0	0	0	0
15:00	162	40.1	34.8	5.7	0	1	29	118	12	2	0	0	0	0	0	0
16:00	140	40.4	35.6	5.7	0	2	14	109	13	1	1	0	0	0	0	0
17:00	137	39.2	33.1	5.9	0	1	41	90	5	0	0	0	0	0	0	0
18:00	76	40.1	33.8	6.9	0	0	25	43	4	4	0	0	0	0	0	0
19:00	55	39.5	34.4	6.5	0	0	13	39	1	1	0	1	0	0	0	0
20:00	42	39.7	34.4	6.3	0	0	10	29	2	0	1	0	0	0	0	0
21:00	19	44.3	37.8	7	0	0	3	8	7	1	0	0	0	0	0	0
22:00	5	-	32	6.2	0	0	2	3	0	0	0	0	0	0	0	0
23:00	2	-	42.3	8.8	0	0	0	1	0	1	0	0	0	0	0	0
12H.7-19	1696	40	34.5	6	0	22	323	1215	115	19	2	0	0	0	0	0
16H.6-22	1855	40.1	34.6	6	0	22	354	1319	135	21	3	1	0	0	0	0
18H.6-24	1862	40.1	34.6	6	0	22	356	1323	135	22	3	1	0	0	0	0
24H.0-24	1886	40.1	34.6	6.1	0	22	358	1337	139	26	3	1	0	0	0	0
Tue 30-Jan-24																
00:00	4	-	30.4	12	0	1	1	1	1	0	0	0	0	0	0	0
01:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
02:00	2	-	26	3.5	0	0	2	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	36.8	11.3	0	0	1	1	0	1	0	0	0	0	0	0
05:00	18	47.3	39.5	6.5	0	0	0	13	1	3	1	0	0	0	0	0
06:00	32	40.4	35.1	6.3	0	1	4	23	4	0	0	0	0	0	0	0
07:00	125	39.7	34.6	5.6	0	3	16	100	6	0	0	0	0	0	0	0
08:00	201	39.6	34.1	5.6	0	2	40	150	9	0	0	0	0	0	0	0
09:00	185	39.3	33.5	6	1	3	42	134	5	0	0	0	0	0	0	0
10:00	136	39.6	33.8	5.9	0	2	31	96	7	0	0	0	0	0	0	0
11:00	131	40	33.4	7.4	2	4	30	83	10	2	0	0	0	0	0	0
12:00	144	39.7	33.1	7.2	0	7	37	90	7	2	1	0	0	0	0	0
13:00	130	39.6	33.7	6.2	0	2	33	87	7	1	0	0	0	0	0	0
14:00	134	39.3	33.5	6.1	0	4	28	98	4	0	0	0	0	0	0	0
15:00	170	39.5	34.3	5.7	0	2	31	130	6	0	1	0	0	0	0	0
16:00	150	40	35.1	5.7	0	1	22	115	9	2	1	0	0	0	0	0
17:00	135	39.1	32.6	6.2	0	2	45	83	5	0	0	0	0	0	0	0
18:00	91	39.5	32.7	6.7	0	1	34	49	6	1	0	0	0	0	0	0
19:00	75	39.4	33.1	7	0	2	22	47	3	0	0	1	0	0	0	0
20:00	44	41.8	35.3	7.5	0	0	11	25	6	1	0	1	0	0	0	0
21:00	17	43.5	38.1	5.4	0	0	1	10	6	0	0	0	0	0	0	0
22:00	5	-	32	6.2	0	0	2	3	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H.7-19	1732	39.6	33.8	6.2	3	33	389	1215	81	8	3	0	0	0	0	0
16H.6-22	1900	39.7	33.8	6.3	3	36	427	1320	100	9	3	2	0	0	0	0
18H.6-24	1905	39.7	33.8	6.3	3	36	429	1323	100	9	3	2	0	0	0	0
24H.0-24	1935	39.7	33.9	6.3	3	37	433	1339	104	13	4	2	0	0	0	0
Wed 31-Jan-24																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	37.3	15.9	0	0	1	0	0	1	0	0	0	0	0	0
05:00	16	43.8	37.9	6.1	0	0	1	11	2	2	0	0	0	0	0	0
06:00	38	40.5	35.3	6	0	0	7	26	4	1	0	0	0	0	0	0
07:00	126	39.4	34.7	4.7	0	0	18	106	2	0	0	0	0	0	0	0
08:00	241	39.8	34.2	5.9	0	4	47	175	14	1	0	0	0	0	0	0
09:00	187	39.6	34.2	5.6	0	1	39	138	7	2	0	0	0	0	0	0
10:00	138	39.3	33.3	6.4	0	6	28	100	4	0	0	0	0	0	0	0
11:00	144	39.4	33.1	6.5	1	2	41	93	6	1	0	0	0	0	0	0
12:00	134	39.7	35	4.9	0	0	18	110	5	1	0	0	0	0	0	0
13:00	168	39.7	33.5	6.4	0	2	48	106	11	0	1	0	0	0	0	0
14:00	130	39.4	33.4	6	0	2	34	88	6	0	0	0	0	0	0	0
15:00	175	39.2	33.7	5.6	0	1	42	128	3	1	0	0	0	0	0	0
16:00	139	39.6	34.1	5.6	0	0	33	98	8	0	0	0	0	0	0	0
17:00	115	39.6	33.1	6.4	0	2	35	70	8	0	0	0	0	0	0	0
18:00	82	39.6	33.9	5.7	0	0	21	56	5	0	0	0	0	0	0	0
19:00	59	39.8	33.8	7.1	0	0	19	35	2	1	2	0	0	0	0	0
20:00	31	40.6	37.3	5.6	0	0	1	26	1	2	1	0	0	0	0	0
21:00	27	40.2	35.4	5.4	0	0	4	20	3	0	0	0	0	0	0	0
22:00	18	40.7	35.6	5.9	0	0	3	12	3	0	0	0	0	0	0	0
23:00	8	-	42.3	7.5	0	0	0	4	1	2	1	0	0	0	0	0
12H.7-19	1779	39.6	33.9	5.9	1	20	404	1268	79	6	1	0	0	0	0	0
16H.6-22	1934	39.6	34	5.9	1	20	435	1375	89	10	4	0	0	0	0	0
18H.6-24	1960	39.7	34	5.9	1	20	438	1391	93	12	5	0	0	0	0	0
24H.0-24	1980	39.7	34.1	6	1	20	441	1403	95	15	5	0	0	0	0	0
Thu 01-Feb-24																
00:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	36	3.2	0	0	0	4	0	0	0	0	0	0	0	0
05:00	12	43.8	38.9	5.2	0	0	0	8	3	1	0	0	0	0	0	0
06:00	45	44.1	37.6	7.2	0	0	5	29	6	3	1	1	0	0	0	0
07:00	139	40.2	35.5	5.1	0	0	17	109	12	1	0	0	0	0	0	0
08:00	226	40.4	35.8	5.1	0	1	22	179	23	1	0	0	0	0	0	0
09:00	182	40.4	35.1	5.7	0	2	27	133	19	1	0	0	0	0	0	0
10:00	164	40.1	34.3	6	0	0	41	107	15	1	0	0	0	0	0	0
11:00	131	39.6	33.6	6.4	0	4	30	89	8	0	0	0	0	0	0	0
12:00	154	39.6	33.1	6.5	0	3	46	95	9	1	0	0	0	0	0	0
13:00	113	40.4	34.8	6.8	0	5	15	80	10	3	0	0	0	0	0	0
14:00	124	39.9	34.9	5.6	0	2	17	96	8	1	0	0	0	0	0	0
15:00	174	40.5	35.1	6.4	0	2	31	121	15	3	1	1	0	0	0	0
16:00	156	40.4	35.3	5.6	0	1	22	116	15	2	0	0	0	0	0	0
17:00	124	36.3	26.4	8.4	0	34	53	34	3	0	0	0	0	0	0	0
18:00	97	39.2	33.4	5.6	0	0	27	67	3	0	0	0	0	0	0	0
19:00	70	39.8	34.3	5.7	0	0	16	49	5	0	0	0	0	0	0	0
20:00	51	40.4	35.4	5.7	0	0	8	37	5	1	0	0	0	0	0	0
21:00	23	42.8	36.8	6.5	0	0	3	15	3	2	0	0	0	0	0	0
22:00	18	42.3	37.1	6.7	0	0	2	12	3	0	1	0	0	0	0	0
23:00	6	-	39.8	4.7	0	0	0	3	3	0	0	0	0	0	0	0
12H.7-19	1784	40.1	34.2	6.5	0	54	348	1226	140	14	1	1	0	0	0	0
16H.6-22	1973	40.2	34.3	6.5	0	54	380	1356	159	20	2	2	0	0	0	0
18H.6-24	1997	40.2	34.3	6.5	0	54	382	1371	165	20	3	2	0	0	0	0
24H.0-24	2014	40.2	34.4	6.5	0	54	382	1383	169	21	3	2	0	0	0	0
Daily Totals																
Fri 19-Jan-24	2198	39	32.5	6.2	2	31	766	1331	63	3	2	0	0	0	0	0
Sat 20-Jan-24	1544	40.1	34.7	5.9	0	19	267	1131	106	17	4	0	0	0	0	0
Sun 21-Jan-24	960	40.3	34.9	6	0	8	175	680	79	16	1	1	0	0	0	0
Mon 22-Jan-24	1860	40	34.4	6.2	7	20	366	1319	121	24	3	0	0	0	0	0
Tue 23-Jan-24	1915	39.8	34.2	6.1	0	22	420	1342	105	22	2	2	0	0	0	0
Wed 24-Jan-24	1971	40.1	34.6	6.2	1	25	379	1393	145	19	5	3	1	0	0	0
Thu 25-Jan-24	2082	40	34.1	6.4	3	36	462	1414	138	25	3	1	0	0	0	0
Fri 26-Jan-24	2082	40	34.7	5.8	0	23	363	1530	138	26	2	0	0	0	0	0
Sat 27-Jan-24	1579	40.4	35.3	5.8	0	13	226	1170	136	30	4	0	0	0	0	0
Sun 28-Jan-24	1110	40.7	35.5	6.1	1	11	156	800	110	24	7	1	0	0	0	0
Mon 29-Jan-24	1886	40.1	34.6	6.1	0	22	358	1337	139	26	3	1	0	0	0	0
Tue 30-Jan-24	1935	39.7	33.9	6.3	3	37	433	1339	104	13	4	2	0	0	0	0
Wed 31-Jan-24	1980	39.7	34.1	6	1	20	441	1403	95	15	5	0	0	0	0	0
Thu 01-Feb-24	2014	40.2	34.4	6.5	0	54	382	1383	169	21	3	2	0	0	0	0
Total Vehicles																
[-]	25116	40.0	34.4	6.1	18	341	5194	17572	1648	281	48	13	1	0	0	0





Produced by Auto Surveys Ltd

13004		UCKFIELD		Site No: 13004002		Location	Site 2 - B2102, Uckfield (T/P)											
				Channel: Westbound														
TIME PERIOD	Fri 19-Jan-24	Sat 20-Jan-24	Sun 21-Jan-24	Mon 22-Jan-24	Tue 23-Jan-24	Wed 24-Jan-24	Thu 25-Jan-24	5-Day Av	7-Day Av	Fri 26-Jan-24	Sat 27-Jan-24	Sun 28-Jan-24	Mon 29-Jan-24	Tue 30-Jan-24	Wed 31-Jan-24	Thu 01-Feb-24	5-Day Av	7-Day Av
Week Begin: 19-Jan-24																		
00:00	2	7	12	1	1	1	2	**1**	**4**	3	5	3	1	4	1	1	**2**	**3**
01:00	0	3	3	0	2	0	3	**1**	**2**	2	6	4	0	3	0	0	**1**	**2**
02:00	1	5	0	0	1	0	0	**0**	**1**	0	5	0	0	2	1	0	**1**	**1**
03:00	1	1	0	1	2	0	1	**1**	**1**	1	2	2	1	0	0	0	**0**	**1**
04:00	2	2	3	4	2	2	6	**3**	**3**	3	6	2	3	3	2	4	**3**	**3**
05:00	10	4	4	14	18	18	14	**15**	**12**	13	14	7	19	18	16	12	**16**	**14**
06:00	35	18	8	46	49	38	48	**43**	**35**	36	23	6	43	32	38	45	**39**	**32**
07:00	124	43	11	149	136	133	155	**139**	**107**	146	38	22	121	125	126	139	**131**	**102**
08:00	223	94	25	230	221	218	210	**220**	**174**	221	94	40	222	201	241	226	**222**	**178**
09:00	234	139	71	181	188	181	187	**194**	**169**	177	150	72	174	185	187	182	**181**	**161**
10:00	141	158	91	131	141	133	163	**142**	**137**	153	163	115	123	136	138	164	**143**	**142**
11:00	195	168	130	126	131	128	150	**146**	**147**	153	132	133	133	131	144	131	**138**	**137**
12:00	139	138	110	156	158	138	156	**149**	**142**	158	146	122	129	144	134	154	**144**	**141**
13:00	182	140	89	127	138	170	130	**149**	**139**	129	131	99	142	130	168	113	**136**	**130**
14:00	140	117	106	125	110	128	137	**128**	**123**	137	140	113	137	134	130	124	**132**	**131**
15:00	175	103	86	145	162	135	154	**154**	**137**	178	110	100	162	170	175	174	**172**	**153**
16:00	170	94	52	128	131	157	158	**149**	**127**	167	100	94	140	150	139	156	**150**	**135**
17:00	144	74	60	106	121	159	155	**137**	**117**	133	101	74	137	135	115	124	**129**	**117**
18:00	104	82	38	78	73	89	85	**86**	**78**	109	68	37	76	91	82	97	**91**	**80**
19:00	85	62	16	63	51	69	73	**68**	**60**	81	55	27	55	75	59	70	**68**	**60**
20:00	37	34	22	23	39	34	37	**34**	**32**	36	31	19	42	44	31	51	**41**	**36**
21:00	38	29	15	19	27	29	31	**29**	**27**	18	21	10	19	17	27	23	**21**	**19**
22:00	10	15	6	5	9	8	18	**10**	**10**	15	20	7	5	5	18	18	**12**	**13**
23:00	6	14	2	2	4	3	9	**5**	**6**	13	18	2	2	0	8	6	**6**	**7**
12H,7-19	**1971**	**1350**	**869**	**1682**	**1710**	**1769**	**1840**	**1794**	**1599**	**1861**	**1373**	**1021**	**1696**	**1732**	**1779**	**1784**	**1770**	**1607**
16H,6-22	**2166**	**1493**	**930**	**1833**	**1876**	**1939**	**2029**	**1969**	**1752**	**2032**	**1503**	**1083**	**1855**	**1900**	**1934**	**1973**	**1939**	**1754**
18H,6-24	**2182**	**1522**	**938**	**1840**	**1889**	**1950**	**2056**	**1983**	**1768**	**2060**	**1541**	**1092**	**1862**	**1905**	**1960**	**1997**	**1957**	**1774**
24H,0-24	**2198**	**1544**	**960**	**1860**	**1915**	**1971**	**2082**	**2005**	**1790**	**2082**	**1579**	**1110**	**1886**	**1935**	**1980**	**2014**	**1979**	**1798**
Am	**09:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**	**-**	**-**	**08:00**	**10:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**	**-**	**-**
Peak	**234**	**168**	**130**	**230**	**221**	**218**	**210**	**223**	**202**	**221**	**163**	**133**	**222**	**201**	**241**	**226**	**222**	**201**
Pm	**13:00**	**13:00**	**12:00**	**12:00**	**15:00**	**13:00**	**16:00**	**-**	**-**	**15:00**	**12:00**	**12:00**	**15:00**	**15:00**	**15:00**	**15:00**	**-**	**-**
Peak	**182**	**140**	**110**	**156**	**162**	**170**	**158**	**166**	**154**	**178**	**146**	**122**	**162**	**170**	**175**	**174**	**172**	**161**

Classification Schemes

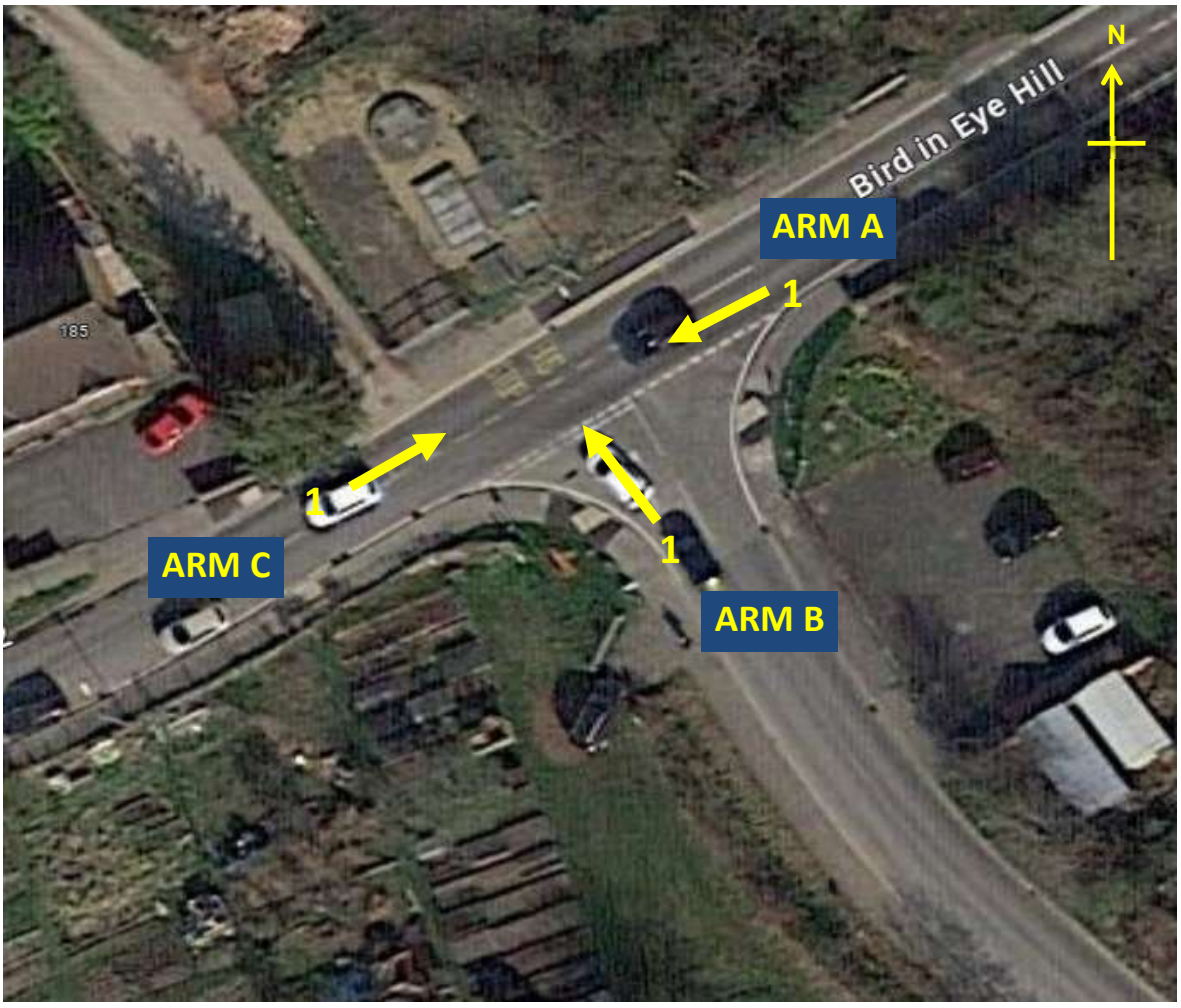
Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck - dual rear axle/bus	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Appendix 4

SITE:		DATE:
1	AUTO SURVEYS LTD	05/06/2024
LOCATION: BIRD IN EYE HILL / HOSPITAL ACCESS / FRAMFIELD ROAD		**DAY:** WEDNESDAY

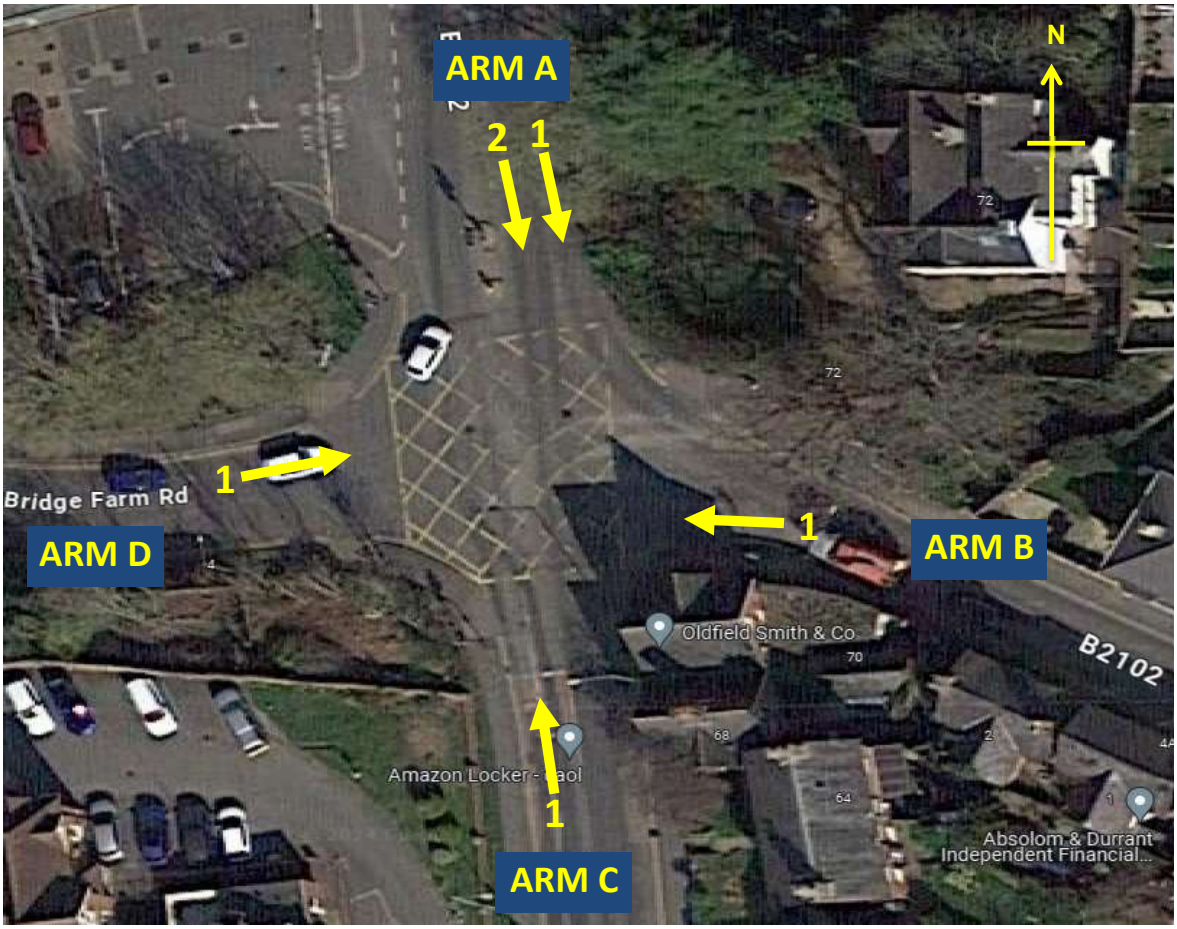


JOB TITLE:		JOB NUMBER:
UCKFIELD		13437

SITE:		DATE:
2	AUTO SURVEYS LTD	05/06/2024
LOCATION: FRAMFIELD ROAD (E) / HARCOURT ROAD / FRAMFIELD ROAD (W)		DAY: WEDNESDAY

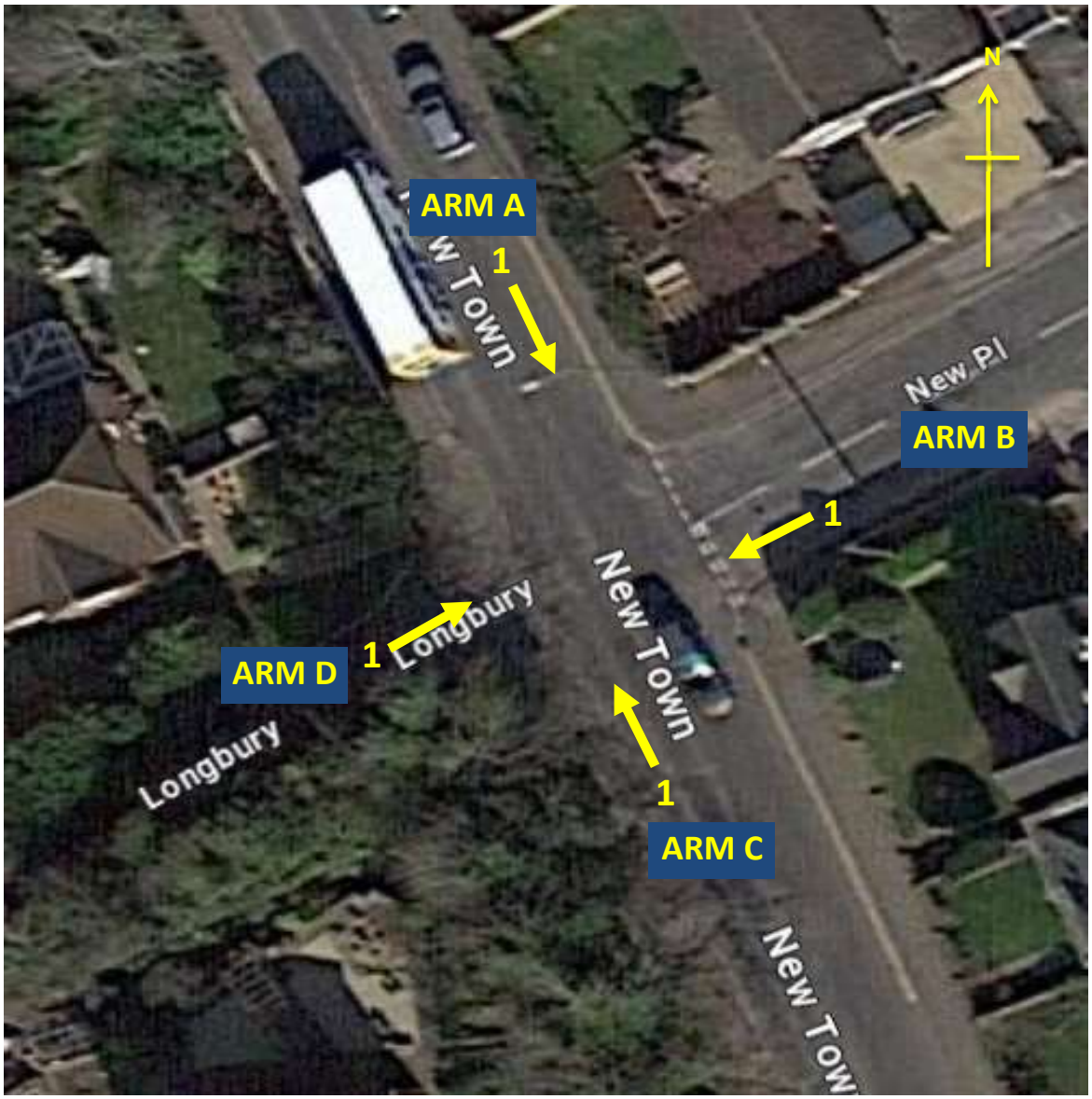
JOB TITLE:		JOB NUMBER:
UCKFIELD		13437

SITE:		DATE:
3	AUTO SURVEYS LTD	05/06/2024
LOCATION: FRAMFIELD ROAD / NEW TOWN (E) / NEW TOWN (S) / BRIDGE FARM ROAD		DAY: WEDNESDAY



JOB TITLE:		JOB NUMBER:
UCKFIELD		13437

SITE:		DATE:
4	AUTO SURVEYS LTD	05/06/2024
LOCATION: NEW TOWN (N) / NEW PLACE / NEW TOWN (S) / LONGBURY		**DAY:** WEDNESDAY



JOB TITLE:		JOB NUMBER:
UCKFIELD		13437

SITE:		DATE:
5	AUTO SURVEYS LTD	05/06/2024
LOCATION: HIGH STREET (S) / BELL LANE / HIGH STREET (N)		**DAY:** WEDNESDAY

JOB TITLE:		JOB NUMBER:
UCKFIELD		13437

SITE:		DATE:
6	AUTO SURVEYS LTD	5TH TO 11TH JUNE 2024
LOCATION:		**DAY:**
B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)		WEDNESDAY TO TUESDAY

JOB TITLE:		JOB NUMBER:
UCKFIELD		13437

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 1 DATE: 05/06/2024

LOCATION: BIRD IN EYE HILL / HOSPITAL ACCESS / FRAMFIELD ROAD DAY: WEDNESDAY

TIME	A TO B FROM BIRD IN EYE HILL TO HOSPITAL ACCESS								A TO C FROM BIRD IN EYE HILL TO FRAMFIELD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	29	8	1	0	0	0	1	39
07:15	3	0	0	0	0	0	0	3	29	7	0	0	1	1	0	38
07:30	2	0	0	0	0	0	0	2	18	13	1	0	0	0	0	32
07:45	5	0	0	0	0	0	0	5	34	13	4	0	0	0	1	52
H/TOT	10	0	0	0	0	0	0	10	110	41	6	0	1	1	2	161
08:00	3	0	0	0	0	0	0	3	37	4	0	0	0	0	0	41
08:15	4	1	0	0	0	0	0	5	41	3	1	0	0	0	0	45
08:30	3	1	0	0	0	0	0	4	38	9	1	0	1	0	0	49
08:45	5	2	0	0	0	0	0	7	39	4	0	0	0	0	0	43
H/TOT	15	4	0	0	0	0	0	19	155	20	2	0	1	0	0	178
09:00	6	0	0	0	0	0	0	6	45	11	0	0	1	0	0	57
09:15	1	0	0	0	0	0	0	1	34	7	0	0	0	1	0	42
09:30	3	0	0	0	0	0	0	3	25	6	2	0	0	0	0	33
09:45	3	0	0	0	0	0	0	3	29	4	1	0	1	0	0	35
H/TOT	13	0	0	0	0	0	0	13	133	28	3	0	2	1	0	167
P/TOT	38	4	0	0	0	0	0	42	398	89	11	0	4	2	2	506

TIME	A TO B FROM BIRD IN EYE HILL TO HOSPITAL ACCESS								A TO C FROM BIRD IN EYE HILL TO FRAMFIELD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	1	0	0	0	0	0	1	28	3	0	1	0	0	0	32
16:15	5	0	0	0	0	0	0	5	38	7	0	0	0	2	0	47
16:30	1	0	0	0	0	0	0	1	34	11	0	0	0	0	0	45
16:45	2	1	0	0	0	0	0	3	27	3	1	0	0	2	0	33
H/TOT	8	2	0	0	0	0	0	10	127	24	1	1	0	4	0	157
17:00	0	0	0	0	0	0	0	0	31	8	0	0	1	0	0	40
17:15	0	1	0	0	0	0	0	1	28	12	1	0	0	0	1	42
17:30	1	0	0	0	0	0	0	1	39	11	0	0	0	0	0	50
17:45	0	0	0	0	0	0	0	0	21	5	0	0	0	0	0	26
H/TOT	1	1	0	0	0	0	0	2	119	36	1	0	1	0	1	158
18:00	2	0	0	0	0	0	0	2	22	6	0	0	1	0	0	29
18:15	0	0	0	0	0	0	0	0	22	5	1	0	0	0	0	28
18:30	0	0	0	0	0	0	0	0	20	3	0	0	0	7	0	30
18:45	1	0	0	0	0	0	0	1	28	2	0	0	0	0	0	30
H/TOT	3	0	0	0	0	0	0	3	92	16	1	0	1	7	0	117
P/TOT	12	3	0	0	0	0	0	15	338	76	3	1	2	11	1	432

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 1 DATE: 05/06/2024

LOCATION: BIRD IN EYE HILL / HOSPITAL ACCESS / FRAMFIELD ROAD DAY: WEDNESDAY

TIME	B TO A FROM HOSPITAL ACCESS TO BIRD IN EYE HILL								B TO C FROM HOSPITAL ACCESS TO FRAMFIELD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
07:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	7	3	0	0	0	0	0	10
08:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
08:45	0	1	0	0	0	0	0	1	6	2	0	0	0	0	0	8
H/TOT	0	1	0	0	0	0	0	1	20	3	0	0	0	0	0	23
09:00	2	1	0	0	0	0	0	3	7	1	0	0	0	0	0	8
09:15	1	1	0	0	0	0	0	2	5	1	1	0	0	0	0	7
09:30	3	1	0	0	0	0	0	4	9	2	0	0	0	0	1	12
09:45	0	1	0	0	0	0	0	1	16	0	0	0	0	0	0	16
H/TOT	6	4	0	0	0	0	0	10	37	4	1	0	0	0	1	43
P/TOT	8	5	0	0	0	0	0	13	64	10	1	0	0	0	1	76

TIME	B TO A FROM HOSPITAL ACCESS TO BIRD IN EYE HILL								B TO C FROM HOSPITAL ACCESS TO FRAMFIELD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4	19	5	0	0	0	0	0	24
16:15	9	0	0	0	0	0	0	9	10	1	0	0	0	0	0	11
16:30	2	0	0	0	0	0	0	2	13	0	1	0	0	0	0	14
16:45	1	0	0	0	0	0	0	1	12	4	0	0	0	0	0	16
H/TOT	16	0	0	0	0	0	0	16	54	10	1	0	0	0	0	65
17:00	4	1	0	0	0	0	0	5	20	2	0	0	0	0	0	22
17:15	2	0	0	0	0	0	0	2	18	1	0	0	0	0	0	19
17:30	1	0	0	0	0	0	0	1	13	1	0	0	0	0	0	14
17:45	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9
H/TOT	12	1	0	0	0	0	0	13	59	5	0	0	0	0	0	64
18:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
18:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5	20	0	0	0	0	0	0	20
P/TOT	33	1	0	0	0	0	0	34	133	15	1	0	0	0	0	149

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 1 DATE: 05/06/2024

LOCATION: BIRD IN EYE HILL / HOSPITAL ACCESS / FRAMFIELD ROAD DAY: WEDNESDAY

TIME	C TO A FROM FRAMFIELD ROAD TO BIRD IN EYE HILL								C TO B FROM FRAMFIELD ROAD TO HOSPITAL ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	8	0	0	0	0	0	18	7	0	0	0	0	0	0	7
07:15	11	12	1	0	0	0	0	24	8	1	0	0	0	0	0	9
07:30	27	8	1	0	0	0	0	36	13	2	0	0	0	0	0	15
07:45	22	4	2	0	1	0	0	29	16	0	0	0	0	0	0	16
H/TOT	70	32	4	0	1	0	0	107	44	3	0	0	0	0	0	47
08:00	22	5	0	0	0	0	0	27	16	3	0	0	0	0	0	19
08:15	27	6	1	0	0	0	0	34	11	1	0	0	0	0	0	12
08:30	30	4	2	0	0	0	0	36	12	1	0	0	0	0	0	13
08:45	28	7	1	0	1	0	0	37	24	3	0	0	0	0	0	27
H/TOT	107	22	4	0	1	0	0	134	63	8	0	0	0	0	0	71
09:00	28	18	2	0	0	0	0	48	22	2	1	0	0	0	0	25
09:15	19	9	3	0	0	0	0	31	18	1	0	0	0	0	0	19
09:30	20	3	2	0	0	0	1	26	12	3	0	0	0	0	0	15
09:45	29	8	1	0	0	0	0	38	21	3	1	0	0	0	0	25
H/TOT	96	38	8	0	0	0	1	143	73	9	2	0	0	0	0	84
P/TOT	273	92	16	0	2	0	1	384	180	20	2	0	0	0	0	202

TIME	C TO A FROM FRAMFIELD ROAD TO BIRD IN EYE HILL								C TO B FROM FRAMFIELD ROAD TO HOSPITAL ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	30	5	0	0	0	0	0	35	10	3	1	0	0	0	0	14
16:15	36	8	1	0	1	1	1	48	10	0	0	0	0	0	0	10
16:30	32	4	0	0	0	0	1	37	6	2	0	0	0	0	0	8
16:45	43	9	0	1	0	0	0	53	6	2	0	0	0	0	1	9
H/TOT	141	26	1	1	1	1	2	173	32	7	1	0	0	0	1	41
17:00	48	8	0	0	1	0	0	57	7	1	0	0	0	0	0	8
17:15	42	9	0	0	0	0	0	51	3	0	0	0	0	0	3	6
17:30	30	4	0	0	0	1	0	35	4	0	0	0	0	0	0	4
17:45	42	5	0	0	0	0	0	47	3	0	0	0	0	0	0	3
H/TOT	162	26	0	0	1	1	0	190	17	1	0	0	0	0	3	21
18:00	41	1	0	0	0	0	0	42	1	1	0	0	0	0	0	2
18:15	25	5	0	0	1	0	1	32	1	0	0	0	0	0	0	1
18:30	22	6	0	0	0	0	3	31	2	0	0	0	0	0	0	2
18:45	35	5	0	0	0	0	0	40	3	4	0	0	0	0	0	7
H/TOT	123	17	0	0	1	0	4	145	7	5	0	0	0	0	0	12
P/TOT	426	69	1	1	3	2	6	508	56	13	1	0	0	0	4	74

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 1 DATE: 05/06/2024

LOCATION: BIRD IN EYE HILL / HOSPITAL ACCESS / FRAMFIELD ROAD DAY: WEDNESDAY

TIME	TO ARM A BIRD IN EYE HILL								FROM ARM A BIRD IN EYE HILL							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	10	8	0	0	0	0	0	18	29	8	1	0	0	0	1	39
07:15	12	12	1	0	0	0	0	25	32	7	0	0	1	1	0	41
07:30	27	8	1	0	0	0	0	36	20	13	1	0	0	0	0	34
07:45	23	4	2	0	1	0	0	30	39	13	4	0	0	0	1	57
H/TOT	72	32	4	0	1	0	0	109	120	41	6	0	1	1	2	171
08:00	22	5	0	0	0	0	0	27	40	4	0	0	0	0	0	44
08:15	27	6	1	0	0	0	0	34	45	4	1	0	0	0	0	50
08:30	30	4	2	0	0	0	0	36	41	10	1	0	1	0	0	53
08:45	28	8	1	0	1	0	0	38	44	6	0	0	0	0	0	50
H/TOT	107	23	4	0	1	0	0	135	170	24	2	0	1	0	0	197
09:00	30	19	2	0	0	0	0	51	51	11	0	0	1	0	0	63
09:15	20	10	3	0	0	0	0	33	35	7	0	0	0	1	0	43
09:30	23	4	2	0	0	0	1	30	28	6	2	0	0	0	0	36
09:45	29	9	1	0	0	0	0	39	32	4	1	0	1	0	0	38
H/TOT	102	42	8	0	0	0	1	153	146	28	3	0	2	1	0	180
P/TOT	281	97	16	0	2	0	1	397	436	93	11	0	4	2	2	548

TIME	TO ARM A BIRD IN EYE HILL								FROM ARM A BIRD IN EYE HILL							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	34	5	0	0	0	0	0	39	28	4	0	1	0	0	0	33
16:15	45	8	1	0	1	1	1	57	43	7	0	0	0	2	0	52
16:30	34	4	0	0	0	0	1	39	35	11	0	0	0	0	0	46
16:45	44	9	0	1	0	0	0	54	29	4	1	0	0	2	0	36
H/TOT	157	26	1	1	1	1	2	189	135	26	1	1	0	4	0	167
17:00	52	9	0	0	1	0	0	62	31	8	0	0	1	0	0	40
17:15	44	9	0	0	0	0	0	53	28	13	1	0	0	0	1	43
17:30	31	4	0	0	0	1	0	36	40	11	0	0	0	0	0	51
17:45	47	5	0	0	0	0	0	52	21	5	0	0	0	0	0	26
H/TOT	174	27	0	0	1	1	0	203	120	37	1	0	1	0	1	160
18:00	41	1	0	0	0	0	0	42	24	6	0	0	1	0	0	31
18:15	28	5	0	0	1	0	1	35	22	5	1	0	0	0	0	28
18:30	22	6	0	0	0	0	3	31	20	3	0	0	0	7	0	30
18:45	37	5	0	0	0	0	0	42	29	2	0	0	0	0	0	31
H/TOT	128	17	0	0	1	0	4	150	95	16	1	0	1	7	0	120
P/TOT	459	70	1	1	3	2	6	542	350	79	3	1	2	11	1	447

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 1 DATE: 05/06/2024

LOCATION: BIRD IN EYE HILL / HOSPITAL ACCESS / FRAMFIELD ROAD DAY: WEDNESDAY

TIME	TO ARM B HOSPITAL ACCESS								FROM ARM B HOSPITAL ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	0	0	0	0	0	0	7	0	1	0	0	0	0	0	1
07:15	11	1	0	0	0	0	0	12	4	0	0	0	0	0	0	4
07:30	15	2	0	0	0	0	0	17	4	1	0	0	0	0	0	5
07:45	21	0	0	0	0	0	0	21	1	1	0	0	0	0	0	2
H/TOT	54	3	0	0	0	0	0	57	9	3	0	0	0	0	0	12
08:00	19	3	0	0	0	0	0	22	6	0	0	0	0	0	0	6
08:15	15	2	0	0	0	0	0	17	3	1	0	0	0	0	0	4
08:30	15	2	0	0	0	0	0	17	5	0	0	0	0	0	0	5
08:45	29	5	0	0	0	0	0	34	6	3	0	0	0	0	0	9
H/TOT	78	12	0	0	0	0	0	90	20	4	0	0	0	0	0	24
09:00	28	2	1	0	0	0	0	31	9	2	0	0	0	0	0	11
09:15	19	1	0	0	0	0	0	20	6	2	1	0	0	0	0	9
09:30	15	3	0	0	0	0	0	18	12	3	0	0	0	0	1	16
09:45	24	3	1	0	0	0	0	28	16	1	0	0	0	0	0	17
H/TOT	86	9	2	0	0	0	0	97	43	8	1	0	0	0	1	53
P/TOT	218	24	2	0	0	0	0	244	72	15	1	0	0	0	1	89

TIME	TO ARM B HOSPITAL ACCESS								FROM ARM B HOSPITAL ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	10	4	1	0	0	0	0	15	23	5	0	0	0	0	0	28
16:15	15	0	0	0	0	0	0	15	19	1	0	0	0	0	0	20
16:30	7	2	0	0	0	0	0	9	15	0	1	0	0	0	0	16
16:45	8	3	0	0	0	0	1	12	13	4	0	0	0	0	0	17
H/TOT	40	9	1	0	0	0	1	51	70	10	1	0	0	0	0	81
17:00	7	1	0	0	0	0	0	8	24	3	0	0	0	0	0	27
17:15	3	1	0	0	0	0	3	7	20	1	0	0	0	0	0	21
17:30	5	0	0	0	0	0	0	5	14	1	0	0	0	0	0	15
17:45	3	0	0	0	0	0	0	3	13	1	0	0	0	0	0	14
H/TOT	18	2	0	0	0	0	3	23	71	6	0	0	0	0	0	77
18:00	3	1	0	0	0	0	0	4	7	0	0	0	0	0	0	7
18:15	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
18:30	2	0	0	0	0	0	0	2	11	0	0	0	0	0	0	11
18:45	4	4	0	0	0	0	0	8	3	0	0	0	0	0	0	3
H/TOT	10	5	0	0	0	0	0	15	25	0	0	0	0	0	0	25
P/TOT	68	16	1	0	0	0	4	89	166	16	1	0	0	0	0	183

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 1 DATE: 05/06/2024

LOCATION: BIRD IN EYE HILL / HOSPITAL ACCESS / FRAMFIELD ROAD DAY: WEDNESDAY

TIME	TO ARM C FRAMFIELD ROAD								FROM ARM C FRAMFIELD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	9	1	0	0	0	1	40	17	8	0	0	0	0	0	25
07:15	32	7	0	0	1	1	0	41	19	13	1	0	0	0	0	33
07:30	22	14	1	0	0	0	0	37	40	10	1	0	0	0	0	51
07:45	34	14	4	0	0	0	1	53	38	4	2	0	1	0	0	45
H/TOT	117	44	6	0	1	1	2	171	114	35	4	0	1	0	0	154
08:00	43	4	0	0	0	0	0	47	38	8	0	0	0	0	0	46
08:15	44	4	1	0	0	0	0	49	38	7	1	0	0	0	0	46
08:30	43	9	1	0	1	0	0	54	42	5	2	0	0	0	0	49
08:45	45	6	0	0	0	0	0	51	52	10	1	0	1	0	0	64
H/TOT	175	23	2	0	1	0	0	201	170	30	4	0	1	0	0	205
09:00	52	12	0	0	1	0	0	65	50	20	3	0	0	0	0	73
09:15	39	8	1	0	0	1	0	49	37	10	3	0	0	0	0	50
09:30	34	8	2	0	0	0	1	45	32	6	2	0	0	0	1	41
09:45	45	4	1	0	1	0	0	51	50	11	2	0	0	0	0	63
H/TOT	170	32	4	0	2	1	1	210	169	47	10	0	0	0	1	227
P/TOT	462	99	12	0	4	2	3	582	453	112	18	0	2	0	1	586

TIME	TO ARM C FRAMFIELD ROAD								FROM ARM C FRAMFIELD ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	47	8	0	1	0	0	0	56	40	8	1	0	0	0	0	49
16:15	48	8	0	0	0	2	0	58	46	8	1	0	1	1	1	58
16:30	47	11	1	0	0	0	0	59	38	6	0	0	0	0	1	45
16:45	39	7	1	0	0	2	0	49	49	11	0	1	0	0	1	62
H/TOT	181	34	2	1	0	4	0	222	173	33	2	1	1	1	3	214
17:00	51	10	0	0	1	0	0	62	55	9	0	0	1	0	0	65
17:15	46	13	1	0	0	0	1	61	45	9	0	0	0	0	3	57
17:30	52	12	0	0	0	0	0	64	34	4	0	0	0	1	0	39
17:45	29	6	0	0	0	0	0	35	45	5	0	0	0	0	0	50
H/TOT	178	41	1	0	1	0	1	222	179	27	0	0	1	1	3	211
18:00	29	6	0	0	1	0	0	36	42	2	0	0	0	0	0	44
18:15	23	5	1	0	0	0	0	29	26	5	0	0	1	0	1	33
18:30	31	3	0	0	0	7	0	41	24	6	0	0	0	0	3	33
18:45	29	2	0	0	0	0	0	31	38	9	0	0	0	0	0	47
H/TOT	112	16	1	0	1	7	0	137	130	22	0	0	1	0	4	157
P/TOT	471	91	4	1	2	11	1	581	482	82	2	1	3	2	10	582

QUEUE LENGTHS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 1 **DATE:** 05/06/2024

LOCATION: BIRD IN EYE HILL / HOSPITAL ACCESS / FRAMFIELD ROAD **DAY:** WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A BIRD IN EYE HILL LANE 1	ARM B HOSPITAL ACCESS LANE 1	ARM C FRAMFIELD ROAD LANE 1	TIME	ARM A BIRD IN EYE HILL LANE 1	ARM B HOSPITAL ACCESS LANE 1	ARM C FRAMFIELD ROAD LANE 1
07:00	0	0	0	16:00	1	2	1
07:05	0	0	0	16:05	0	1	1
07:10	0	0	0	16:10	0	1	0
07:15	0	1	0	16:15	0	2	0
07:20	0	0	1	16:20	0	1	0
07:25	0	0	0	16:25	0	2	4
07:30	0	0	0	16:30	0	1	0
07:35	0	0	0	16:35	0	1	0
07:40	0	0	0	16:40	1	2	0
07:45	0	1	1	16:45	0	0	1
07:50	0	0	0	16:50	0	1	0
07:55	0	0	1	16:55	0	0	0
08:00	0	0	2	17:00	0	1	0
08:05	0	1	1	17:05	0	0	0
08:10	0	0	1	17:10	1	1	0
08:15	0	1	0	17:15	2	2	0
08:20	0	0	2	17:20	0	1	0
08:25	0	0	0	17:25	0	1	0
08:30	0	0	4	17:30	0	0	0
08:35	0	1	2	17:35	1	1	0
08:40	4	0	0	17:40	0	1	0
08:45	1	1	0	17:45	0	1	0
08:50	0	0	5	17:50	0	0	0
08:55	0	1	0	17:55	0	0	0
09:00	0	1	1	18:00	0	1	1
09:05	3	1	4	18:05	0	0	0
09:10	0	2	0	18:10	0	0	0
09:15	0	0	0	18:15	0	0	1
09:20	0	2	0	18:20	0	1	0
09:25	0	1	0	18:25	0	0	0
09:30	0	1	0	18:30	0	1	0
09:35	0	0	1	18:35	0	0	0
09:40	0	1	0	18:40	0	0	0
09:45	0	0	0	18:45	0	0	0
09:50	0	2	1	18:50	0	0	0
09:55	0	1	0	18:55	0	1	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 2 **DATE:** 05/06/2024

LOCATION: FRAMFIELD ROAD (E) / HARCOURT ROAD / FRAMFIELD ROAD (W) **DAY:** WEDNESDAY

TIME	A TO B FROM FRAMFIELD ROAD (E) TO HARCOURT ROAD								B TO A FROM HARCOURT ROAD TO FRAMFIELD ROAD (E)								TIME	B TO C FROM HARCOURT ROAD TO FRAMFIELD ROAD (W)								C TO B FROM FRAMFIELD ROAD (W) TO HARCOURT ROAD								TIME	TO ARM B HARCOURT ROAD								FROM ARM B HARCOURT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	2	0	6	6	2	0	0	0	0	0	8	07:00	3	2	0	0	0	0	1	6	1	2	0	0	0	0	0	3	07:00	4	3	0	0	0	2	0	9	9	4	0	0	0	0	1	14
07:15	6	0	0	0	0	0	0	6	7	4	0	0	0	0	0	11	07:15	8	1	0	0	0	0	0	9	1	1	0	0	0	0	0	2	07:15	7	1	0	0	0	0	0	8	15	5	0	0	0	0	0	20
07:30	9	4	0	0	0	0	0	13	16	2	0	0	0	0	0	18	07:30	6	3	0	0	0	0	0	9	2	2	0	0	0	0	0	4	07:30	11	6	0	0	0	0	0	17	22	5	0	0	0	0	0	27
07:45	5	1	0	0	0	0	0	6	16	2	0	0	0	0	0	18	07:45	10	2	0	0	0	0	0	12	4	1	0	0	0	0	0	5	07:45	9	2	0	0	0	0	0	11	26	4	0	0	0	0	0	30
H/TOT	23	6	0	0	0	2	0	31	45	10	0	0	0	0	0	55	**H/TOT**	27	8	0	0	0	0	1	36	8	6	0	0	0	0	0	14	**H/TOT**	31	12	0	0	0	2	0	45	72	18	0	0	0	0	1	91
08:00	11	0	1	0	0	0	0	12	14	1	0	0	0	0	0	15	08:00	10	2	0	0	1	0	0	13	4	0	0	0	0	0	0	4	08:00	15	0	1	0	0	0	0	16	24	3	0	0	1	0	0	28
08:15	13	1	0	0	0	0	0	14	7	1	0	0	0	0	0	8	08:15	24	0	0	0	0	0	0	24	5	0	0	0	0	0	0	5	08:15	18	1	0	0	0	0	0	19	31	1	0	0	0	0	0	32
08:30	7	0	0	0	0	0	0	7	8	2	0	0	0	0	0	10	08:30	10	2	0	0	0	0	0	12	11	0	0	0	0	0	0	11	08:30	18	0	0	0	0	0	0	18	18	4	0	0	0	0	0	22
08:45	5	1	0	0	0	0	0	6	14	2	0	0	0	0	0	16	08:45	6	0	0	0	0	0	0	6	6	1	0	0	0	0	0	7	08:45	11	2	0	0	0	0	0	13	20	2	0	0	0	0	0	22
H/TOT	36	2	1	0	0	0	0	39	43	6	0	0	0	0	0	49	**H/TOT**	50	4	0	0	1	0	0	55	26	1	0	0	0	0	0	27	**H/TOT**	62	3	1	0	0	0	0	66	93	10	0	0	1	0	0	104
09:00	5	0	0	0	0	0	0	5	12	1	0	0	0	0	0	13	09:00	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	09:00	13	0	0	0	0	0	0	13	20	1	0	0	0	0	0	21
09:15	1	0	1	0	0	0	0	2	8	4	0	0	0	0	0	12	09:15	6	0	0	0	0	0	1	7	3	0	0	0	0	0	0	3	09:15	4	0	1	0	0	0	0	5	14	4	0	0	0	0	1	19
09:30	5	2	1	0	0	0	0	8	5	3	2	0	0	0	0	10	09:30	6	0	0	0	0	0	0	6	3	2	2	0	0	0	0	7	09:30	8	4	3	0	0	0	0	15	11	3	2	0	0	0	0	16
09:45	8	0	0	0	0	0	0	8	6	2	0	0	0	0	0	8	09:45	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	6	09:45	14	0	0	0	0	0	0	14	15	3	0	0	0	0	0	18
H/TOT	19	2	2	0	0	0	0	23	31	10	2	0	0	0	0	43	**H/TOT**	29	1	0	0	0	0	1	31	20	2	2	0	0	0	0	24	**H/TOT**	39	4	4	0	0	0	0	47	60	11	2	0	0	0	1	74
P/TOT	78	10	3	0	0	2	0	93	119	26	2	0	0	0	0	147	**P/TOT**	106	13	0	0	1	0	2	122	54	9	2	0	0	0	0	65	**P/TOT**	132	19	5	0	0	2	0	158	225	39	2	0	1	0	2	269

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 2 **DATE:** 05/06/2024

LOCATION: FRAMFIELD ROAD (E) / HARCOURT ROAD / FRAMFIELD ROAD (W) **DAY:** WEDNESDAY

TIME	A TO B FROM FRAMFIELD ROAD (E) TO HARCOURT ROAD								B TO A FROM HARCOURT ROAD TO FRAMFIELD ROAD (E)								TIME	B TO C FROM HARCOURT ROAD TO FRAMFIELD ROAD (W)								C TO B FROM FRAMFIELD ROAD (W) TO HARCOURT ROAD								TIME	TO ARM B HARCOURT ROAD								FROM ARM B HARCOURT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	3	0	0	0	0	0	11	7	5	0	0	0	0	0	12	16:00	4	3	0	0	0	0	0	7	6	1	0	0	0	0	0	7	16:00	14	4	0	0	0	0	0	18	11	8	0	0	0	0	0	19
16:15	7	2	0	0	0	0	0	9	4	1	0	0	0	0	0	5	16:15	7	2	0	0	0	0	0	9	11	1	0	0	0	0	1	13	16:15	18	3	0	0	0	0	1	22	11	3	0	0	0	0	0	14
16:30	6	4	0	0	0	0	0	10	12	1	0	0	0	0	0	13	16:30	7	1	0	0	0	0	0	8	6	3	0	0	0	0	0	9	16:30	12	7	0	0	0	0	0	19	19	2	0	0	0	0	0	21
16:45	4	1	0	0	0	0	0	5	8	2	0	0	0	0	0	10	16:45	5	1	0	0	0	0	0	6	9	2	0	0	0	0	0	11	16:45	13	3	0	0	0	0	0	16	13	3	0	0	0	0	0	16
H/TOT	25	10	0	0	0	0	0	35	31	9	0	0	0	0	0	40	**H/TOT**	23	7	0	0	0	0	0	30	32	7	0	0	0	0	1	40	**H/TOT**	57	17	0	0	0	0	1	75	54	16	0	0	0	0	0	70
17:00	18	2	0	0	0	0	0	20	10	4	0	0	0	0	0	14	17:00	11	1	0	0	0	0	0	12	3	1	0	0	0	0	2	6	17:00	21	3	0	0	0	0	2	26	21	5	0	0	0	0	0	26
17:15	12	3	0	0	0	0	0	15	10	2	0	0	0	0	0	12	17:15	23	2	0	0	0	0	0	25	14	6	0	0	0	0	3	23	17:15	26	9	0	0	0	0	3	38	33	4	0	0	0	0	0	37
17:30	20	2	0	0	0	0	0	22	8	1	0	0	0	0	0	9	17:30	31	6	0	0	0	0	0	37	10	1	0	0	0	0	0	11	17:30	30	3	0	0	0	0	0	33	39	7	0	0	0	0	0	46
17:45	10	1	0	0	0	0	0	11	9	0	0	0	0	0	0	9	17:45	10	1	0	0	0	0	0	11	13	2	0	0	0	0	0	15	17:45	23	3	0	0	0	0	0	26	19	1	0	0	0	0	0	20
H/TOT	60	8	0	0	0	0	0	68	37	7	0	0	0	0	0	44	**H/TOT**	75	10	0	0	0	0	0	85	40	10	0	0	0	0	5	55	**H/TOT**	100	18	0	0	0	0	5	123	112	17	0	0	0	0	0	129
18:00	10	3	0	0	0	0	0	13	6	1	0	0	0	0	0	7	18:00	13	1	0	0	0	0	0	14	17	0	0	0	0	0	0	17	18:00	27	3	0	0	0	0	0	30	19	2	0	0	0	0	0	21
18:15	6	2	1	0	0	0	0	9	11	0	0	0	0	0	0	11	18:15	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10	18:15	16	2	1	0	0	0	0	19	17	0	0	0	0	0	0	17
18:30	10	1	0	0	0	0	0	11	9	0	0	0	0	0	0	9	18:30	8	2	0	0	0	0	0	10	7	0	0	0	0	0	0	7	18:30	17	1	0	0	0	0	0	18	17	2	0	0	0	0	0	19
18:45	2	0	0	0	0	0	0	2	9	2	0	0	0	0	0	11	18:45	6	0	0	0	0	0	0	6	10	1	0	0	0	0	0	11	18:45	12	1	0	0	0	0	0	13	15	2	0	0	0	0	0	17
H/TOT	28	6	1	0	0	0	0	35	35	3	0	0	0	0	0	38	**H/TOT**	33	3	0	0	0	0	0	36	44	1	0	0	0	0	0	45	**H/TOT**	72	7	1	0	0	0	0	80	68	6	0	0	0	0	0	74
P/TOT	113	24	1	0	0	0	0	138	103	19	0	0	0	0	0	122	**P/TOT**	131	20	0	0	0	0	0	151	116	18	0	0	0	0	6	140	**P/TOT**	229	42	1	0	0	0	6	278	234	39	0	0	0	0	0	273

QUEUE LENGTHS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 2 **DATE:** 05/06/2024

LOCATION: FRAMFIELD ROAD (E) / HARCOURT ROAD / FRAMFIELD ROAD (W) **DAY:** WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A FRAMFIELD ROAD (E)	ARM B HARCOURT ROAD	ARM C FRAMFIELD ROAD (W)	TIME	ARM A FRAMFIELD ROAD (E)	ARM B HARCOURT ROAD	ARM C FRAMFIELD ROAD (W)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	1	1	16:00	0	0	0
07:05	0	0	0	16:05	0	2	1
07:10	0	1	0	16:10	0	1	2
07:15	0	1	0	16:15	0	1	1
07:20	0	1	0	16:20	0	0	0
07:25	0	2	0	16:25	0	2	0
07:30	0	2	0	16:30	0	1	0
07:35	0	1	0	16:35	0	1	1
07:40	0	2	0	16:40	0	2	1
07:45	0	2	1	16:45	0	1	0
07:50	0	2	0	16:50	0	2	0
07:55	0	1	0	16:55	0	1	0
08:00	0	0	0	17:00	0	2	0
08:05	0	1	0	17:05	0	2	0
08:10	0	1	0	17:10	0	3	0
08:15	0	2	0	17:15	0	1	0
08:20	0	2	0	17:20	0	3	1
08:25	0	2	0	17:25	0	10	0
08:30	0	2	0	17:30	0	11	15
08:35	0	2	0	17:35	0	2	0
08:40	0	1	0	17:40	0	1	0
08:45	0	2	2	17:45	0	2	0
08:50	0	2	0	17:50	0	1	0
08:55	0	2	0	17:55	0	1	0
09:00	0	3	0	18:00	0	0	0
09:05	0	2	0	18:05	0	5	0
09:10	0	1	0	18:10	0	1	2
09:15	0	2	1	18:15	0	1	0
09:20	0	1	0	18:20	0	1	0
09:25	0	2	0	18:25	0	1	0
09:30	0	1	2	18:30	0	1	0
09:35	0	1	0	18:35	0	0	0
09:40	0	1	1	18:40	0	0	0
09:45	0	1	0	18:45	0	0	0
09:50	0	2	0	18:50	0	0	0
09:55	0	1	2	18:55	0	1	0

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: N
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

AUTOSURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: 05/10/2024
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

AUTOSURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: 05/10/2024
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

AUTOSURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: 05/10/2024
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

AUTOSURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: 05/10/2024
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

AUTOSURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: 05/10/2024
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

AUTOSURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: 05/10/2024
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

AUTOSURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: 05/10/2024
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

AUTOSURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: 05/10/2024
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

AUTOSURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB SITE: COUNTY
JOB NUMBER: LOCATION ID
DATE: 05/10/2024
LOCATION: RIDGEWAY AVENUE / CAPITAL TRAVEL PT / CAPITAL TRAVEL PT / TIMEPOINT AVENUE/RIVER

QUEUE LENGTHS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 3 **DATE:**

LOCATION: FRAMFIELD ROAD / NEW TOWN (E) / NEW TOWN (S) / BRIDGE FARM ROAD **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A FRAMFIELD ROAD		ARM B NEW TOWN (E)	ARM C NEW TOWN (S)	ARM D BRIDGE FARM ROAD
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 1
07:00	1	2	5	1	1
07:05	2	4	12	10	4
07:10	1	4	7	4	2
07:15	1	4	10	8	4
07:20	1	7	4	3	2
07:25	1	10	7	10	3
07:30	1	9	6	15	6
07:35	1	10	9	6	4
07:40	5	6	10	9	4
07:45	2	5	6	10	1
07:50	3	6	11	10	3
07:55	2	5	9	9	4
08:00	2	8	8	12	2
08:05	1	10	9	14	4
08:10	3	11	9	10	1
08:15	4	8	15	11	2
08:20	3	10	12	13	2
08:25	3	19	15	15	5
08:30	4	23	10	16	3
08:35	5	11	15	15	3
08:40	3	16	16	13	1
08:45	4	16	10	18	4
08:50	5	10	8	15	5
08:55	2	10	9	9	2
09:00	1	6	9	9	1
09:05	5	13	15	3	1
09:10	3	11	14	4	4
09:15	2	4	9	10	1
09:20	3	11	9	12	2
09:25	3	10	10	8	4
09:30	2	10	6	9	2
09:35	2	10	6	7	3
09:40	2	12	7	10	3
09:45	4	2	4	9	1
09:50	2	4	8	8	1
09:55	3	5	7	11	2

TIME	ARM A FRAMFIELD ROAD		ARM B NEW TOWN (E)	ARM C NEW TOWN (S)
	LANE 1	LANE 2	LANE 1	LANE 1
16:00	3	23	14	15
16:05	5	13	7	14
16:10	4	10	11	7
16:15	4	11	6	7
16:20	5	18	10	8
16:25	4	19	7	9
16:30	3	19	8	10
16:35	2	10	5	7
16:40	3	8	9	6
16:45	3	9	10	5
16:50	5	10	5	13
16:55	5	22	6	8
17:00	2	24	6	10
17:05	7	21	8	16
17:10	5	25	16	15
17:15	4	22	15	16
17:20	3	22	14	15
17:25	6	18	18	16
17:30	4	12	19	13
17:35	2	16	20	16
17:40	3	8	17	11
17:45	4	24	18	13
17:50	4	22	6	18
17:55	8	23	5	17
18:00	5	17	7	14
18:05	1	8	6	16
18:10	3	11	9	10
18:15	2	18	5	7
18:20	3	14	10	12
18:25	6	22	4	8
18:30	5	23	10	6
18:35	3	16	8	8
18:40	5	16	7	4
18:45	2	6	4	10
18:50	3	10	6	9
18:55	1	5	12	7

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 4
LOCATION: NEW TOWN (N) / NEW PLACE / NEW TOWN (S) / LONGBURY
DATE: 05/06/2024
DAY: WEDNESDAY

B TO A — FROM NEW PLACE TO NEW TOWN (N)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	[illegible]	[illegible]	0	0	0	0	0	1
07:15	[illegible]	[illegible]	0	0	0	0	0	2
07:30	[illegible]	[illegible]	0	0	0	0	0	0
07:45	[illegible]	[illegible]	0	0	0	0	0	0
H/TOT	[illegible]	[illegible]	0	0	0	0	0	3
08:00	[illegible]	[illegible]	0	0	0	0	0	2
08:15	[illegible]	[illegible]	0	0	0	0	0	6
08:30	[illegible]	[illegible]	0	0	0	0	0	4
08:45	[illegible]	[illegible]	0	0	0	0	0	1
H/TOT	[illegible]	[illegible]	0	0	0	0	0	13
09:00	[illegible]	[illegible]	0	0	0	0	0	2
09:15	[illegible]	[illegible]	0	0	0	0	0	2
09:30	[illegible]	[illegible]	0	0	0	0	0	0
09:45	[illegible]	[illegible]	0	0	0	0	0	0
H/TOT	[illegible]	[illegible]	0	0	0	0	0	4
P/TOT	[illegible]	[illegible]	0	0	0	0	0	20
16:00	[illegible]	[illegible]	0	0	0	0	0	2
16:15	[illegible]	[illegible]	0	0	0	0	0	4
16:30	[illegible]	[illegible]	0	0	0	0	0	0
16:45	[illegible]	[illegible]	0	0	0	0	0	1
H/TOT	[illegible]	[illegible]	0	0	0	0	0	7
17:00	[illegible]	[illegible]	0	0	0	0	0	1
17:15	[illegible]	[illegible]	0	0	0	0	0	2
17:30	[illegible]	[illegible]	0	0	0	0	0	3
17:45	[illegible]	[illegible]	0	0	0	0	0	1
H/TOT	[illegible]	[illegible]	0	0	0	0	0	7
18:00	[illegible]	[illegible]	0	0	0	0	0	1
18:15	[illegible]	[illegible]	0	0	0	0	0	3
18:30	[illegible]	[illegible]	0	0	0	0	0	0
18:45	[illegible]	[illegible]	0	0	0	0	0	3
H/TOT	[illegible]	[illegible]	0	0	0	0	0	7
P/TOT	[illegible]	[illegible]	0	0	0	0	0	21

B TO C — FROM NEW PLACE TO NEW TOWN (S)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	3	0	0	0	2	0	16
07:15	11	3	2	0	0	0	0	16
07:30	12	8	0	0	0	0	0	20
07:45	16	4	0	0	0	0	0	20
H/TOT	50	18	2	0	0	2	0	72
08:00	16	0	1	0	0	0	0	17
08:15	17	0	0	0	0	0	0	17
08:30	17	1	0	0	0	0	0	18
08:45	14	1	0	0	0	0	0	15
H/TOT	64	2	1	0	0	0	0	67
09:00	9	1	0	0	0	0	0	10
09:15	5	1	1	0	0	0	0	7
09:30	9	2	2	0	0	0	0	13
09:45	12	2	1	0	0	0	0	15
H/TOT	35	6	4	0	0	0	0	45
P/TOT	149	26	7	0	0	2	0	184
16:00	10	4	0	0	0	0	0	14
16:15	11	1	0	0	0	0	0	12
16:30	14	6	0	0	0	0	0	20
16:45	7	3	0	0	0	0	0	10
H/TOT	42	14	0	0	0	0	0	56
17:00	14	3	0	0	0	0	0	17
17:15	20	5	0	0	0	0	0	25
17:30	26	5	0	0	0	0	0	31
17:45	15	2	0	0	0	0	0	17
H/TOT	75	15	0	0	0	0	0	90
18:00	18	3	0	0	0	0	0	21
18:15	11	1	0	0	0	0	0	12
18:30	14	2	0	0	0	0	0	16
18:45	2	1	0	0	0	0	0	3
H/TOT	45	7	0	0	0	0	0	52
P/TOT	162	36	0	0	0	0	0	198

B TO D — FROM NEW PLACE TO LONGBURY

All periods (07:00–09:45 and 16:00–18:45, H/TOT, P/TOT): CAR 0, LGV 0, OGV1 0, OGV2 0, PSV 0, MCL 0, PCL 0, TOT 0.

C TO A — FROM NEW TOWN (S) TO NEW TOWN (N)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	62	13	0	0	0	0	1	76
07:15	72	15	1	0	2	1	2	93
07:30	83	15	1	0	1	1	0	101
07:45	89	11	2	0	1	0	0	103
H/TOT	306	54	4	0	4	2	3	373
08:00	97	20	2	0	1	0	1	121
08:15	89	8	0	1	1	0	1	100
08:30	72	14	2	0	1	0	1	90
08:45	72	13	3	0	1	0	0	89
H/TOT	330	55	7	1	4	0	3	400
09:00	52	3	2	0	0	0	0	57
09:15	73	11	1	0	2	1	2	90
09:30	52	11	2	0	1	0	0	66
09:45	55	11	1	1	1	0	0	69
H/TOT	232	36	6	1	4	1	2	282
P/TOT	868	145	17	2	12	3	8	1055
16:00	58	11	2	0	1	1	0	73
16:15	69	8	1	0	1	0	4	83
16:30	70	5	1	0	1	0	2	79
16:45	77	17	1	0	4	0	1	100
H/TOT	274	41	5	0	7	1	7	335
17:00	73	17	1	0	1	2	0	94
17:15	44	4	1	0	0	2	0	51
17:30	70	9	0	0	2	1	0	82
17:45	99	9	2	0	0	0	1	111
H/TOT	286	39	4	0	3	5	1	338
18:00	69	10	0	0	3	1	0	83
18:15	76	7	0	0	1	2	0	86
18:30	60	7	1	0	0	2	1	71
18:45	77	3	0	0	2	0	2	84
H/TOT	282	27	1	0	6	5	3	324
P/TOT	842	107	10	0	16	11	11	997

C TO B — FROM NEW TOWN (S) TO NEW PLACE

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	2	0	0	0	0	0	9
07:15	10	5	1	0	0	0	0	16
07:30	15	2	0	0	0	0	0	17
07:45	21	3	0	0	0	0	0	24
H/TOT	53	12	1	0	0	0	0	66
08:00	18	1	0	0	1	0	0	20
08:15	22	1	0	0	0	0	0	23
08:30	18	2	0	0	0	0	0	20
08:45	19	3	0	0	0	0	0	22
H/TOT	77	7	0	0	1	0	0	85
09:00	12	2	0	0	0	0	0	14
09:15	12	2	0	1	0	0	0	15
09:30	9	3	2	0	0	0	0	14
09:45	11	1	0	0	0	0	0	12
H/TOT	44	8	2	1	0	0	0	55
P/TOT	174	27	3	1	1	0	0	206
16:00	23	11	0	0	0	0	0	34
16:15	17	5	0	0	0	0	0	22
16:30	20	5	0	0	0	0	0	25
16:45	15	5	0	0	0	0	0	20
H/TOT	75	26	0	0	0	0	0	101
17:00	21	3	0	0	0	0	0	24
17:15	41	4	0	0	0	0	0	45
17:30	32	6	0	0	0	0	0	38
17:45	20	1	1	0	0	0	0	22
H/TOT	114	14	1	0	0	0	0	129
18:00	17	1	0	0	0	0	0	18
18:15	22	0	0	0	0	0	0	22
18:30	15	1	0	0	0	0	0	16
18:45	13	2	0	0	0	1	0	16
H/TOT	67	4	0	0	0	1	0	72
P/TOT	256	44	1	0	0	1	0	302

C TO D — FROM NEW TOWN (S) TO LONGBURY

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
08:00–09:45 (all rows and H/TOT)	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1
16:00–18:45 (all rows, H/TOT, P/TOT)	0	0	0	0	0	0	0	0

D TO A — FROM LONGBURY TO NEW TOWN (N)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00–07:45, H/TOT	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	1
08:15–08:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
09:00–09:45, H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1
16:00–18:45 (all rows, H/TOT, P/TOT)	0	0	0	0	0	0	0	0

A TO B — FROM NEW TOWN (N) TO NEW PLACE; A TO C — FROM NEW TOWN (N) TO NEW TOWN (S); A TO D — FROM NEW TOWN (N) TO LONGBURY; D TO B — FROM LONGBURY TO NEW PLACE; D TO C — FROM LONGBURY TO NEW TOWN (S); TO ARM A / FROM ARM A — NEW TOWN (N); TO ARM B / FROM ARM B — NEW PLACE; TO ARM C / FROM ARM C — NEW TOWN (S); TO ARM D / FROM ARM D — LONGBURY

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00–18:45	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

QUEUE LENGTHS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 4 **DATE:**

LOCATION: NEW TOWN (N) / NEW PLACE / NEW TOWN (S) / LONGBURY **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A NEW TOWN (N) LANE 1	ARM B NEW PLACE LANE 1	ARM C NEW TOWN (S) LANE 1	ARM D LONGBURY LANE 1	TIME	ARM A NEW TOWN (N) LANE 1	ARM B NEW PLACE LANE 1	ARM C NEW TOWN (S) LANE 1
07:00	0	4	1	0	16:00	0	1	4
07:05	0	0	0	0	16:05	0	1	4
07:10	0	2	1	0	16:10	0	2	3
07:15	0	1	0	0	16:15	0	3	1
07:20	0	1	3	0	16:20	0	2	3
07:25	4	1	3	0	16:25	0	1	4
07:30	0	2	0	0	16:30	0	2	3
07:35	0	2	2	0	16:35	0	2	6
07:40	0	1	2	0	16:40	0	2	3
07:45	0	2	5	0	16:45	0	1	7
07:50	0	2	0	0	16:50	0	1	7
07:55	0	1	3	0	16:55	0	2	1
08:00	0	2	9	0	17:00	0	1	4
08:05	0	2	5	0	17:05	0	2	5
08:10	2	1	5	0	17:10	0	1	4
08:15	0	2	1	0	17:15	0	1	10
08:20	0	2	0	0	17:20	0	5	14
08:25	0	1	5	0	17:25	0	1	10
08:30	0	2	4	0	17:30	0	2	11
08:35	0	2	4	0	17:35	0	2	15
08:40	0	1	2	0	17:40	0	2	6
08:45	0	2	2	0	17:45	0	3	2
08:50	0	1	10	0	17:50	0	1	5
08:55	0	1	4	0	17:55	0	2	2
09:00	0	1	2	0	18:00	0	1	0
09:05	0	2	4	0	18:05	0	2	2
09:10	1	1	7	0	18:10	0	2	2
09:15	1	1	2	0	18:15	0	2	2
09:20	0	1	5	0	18:20	0	2	2
09:25	0	0	3	0	18:25	0	1	4
09:30	0	0	1	0	18:30	0	0	4
09:35	0	1	6	0	18:35	0	2	0
09:40	0	1	3	0	18:40	0	2	5
09:45	0	1	3	0	18:45	0	1	3
09:50	0	1	3	0	18:50	0	1	3
09:55	0	1	4	0	18:55	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 5 DATE: 05/06/2024
LOCATION: HIGH STREET (S) / BELL LANE / HIGH STREET (N) DAY: WEDNESDAY

TIME	A TO B FROM HIGH STREET (S) TO BELL LANE								A TO C FROM HIGH STREET (S) TO HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	51	19	0	0	1	0	1	72	58	10	0	0	0	1	2	71
07:15	57	11	1	0	2	1	0	72	57	10	0	0	1	0	1	69
07:30	45	17	1	0	1	1	0	65	77	22	2	0	0	0	0	101
07:45	56	23	4	0	0	0	0	83	96	15	3	0	0	0	0	114
H/TOT	209	70	6	0	4	2	1	292	288	57	5	0	1	1	3	355
08:00	36	8	1	0	3	1	0	49	77	10	1	0	0	0	0	88
08:15	64	7	1	0	0	0	1	73	124	10	1	0	0	0	1	136
08:30	34	9	0	0	2	0	0	45	90	8	0	0	1	0	1	100
08:45	58	19	1	0	0	0	0	78	70	10	0	0	1	0	0	81
H/TOT	192	43	3	0	5	1	1	245	361	38	2	0	2	0	2	405
09:00	40	10	2	0	2	0	0	54	81	9	1	0	0	0	0	91
09:15	71	8	1	0	1	0	0	81	54	12	1	0	0	2	0	69
09:30	51	13	1	0	1	1	2	69	51	6	1	0	0	1	0	59
09:45	37	15	2	0	2	0	0	56	52	4	1	1	0	0	0	58
H/TOT	199	46	6	0	6	1	2	260	238	31	4	1	0	3	0	277
P/TOT	600	159	15	0	15	4	4	797	887	126	11	1	3	4	5	1037

TIME	A TO B FROM HIGH STREET (S) TO BELL LANE								A TO C FROM HIGH STREET (S) TO HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	47	9	2	0	1	0	0	59	75	11	1	0	0	1	0	88
16:15	37	6	0	0	1	0	1	45	78	11	0	0	2	0	0	91
16:30	31	8	1	0	1	0	0	41	82	16	0	0	0	1	0	99
16:45	40	11	3	1	3	2	0	60	69	15	0	0	1	1	0	86
H/TOT	155	34	6	1	6	2	1	205	304	53	1	0	3	3	0	364
17:00	35	4	0	0	1	2	0	42	62	8	0	0	0	1	0	71
17:15	36	5	0	0	0	0	0	41	58	7	0	0	0	1	0	66
17:30	63	15	1	0	2	1	0	82	101	11	0	0	0	1	0	113
17:45	59	4	0	0	0	0	0	63	80	6	2	0	0	1	0	89
H/TOT	193	28	1	0	3	3	0	228	301	32	2	0	0	4	0	339
18:00	46	11	2	0	4	0	0	63	81	16	0	0	0	2	0	99
18:15	34	5	1	0	1	0	0	41	70	8	0	0	0	2	0	80
18:30	51	5	0	0	0	7	0	63	71	6	1	0	0	1	1	80
18:45	58	4	0	0	1	0	0	63	77	7	0	0	0	0	1	85
H/TOT	189	25	3	0	6	7	0	230	299	37	1	0	0	5	2	344
P/TOT	537	87	10	1	15	12	1	663	904	122	4	0	3	12	2	1047

MANUAL CLASSIFIED COUNTS

JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 5 DATE: 05/06/2024
LOCATION: HIGH STREET (S) / BELL LANE / HIGH STREET (N) DAY: WEDNESDAY

TIME	B TO A FROM BELL LANE TO HIGH STREET (S)								B TO C FROM BELL LANE TO HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	5	0	0	0	0	0	20	6	7	0	0	0	1	0	14
07:15	10	5	1	0	2	0	0	18	13	3	2	0	1	0	0	19
07:30	35	15	0	0	2	0	0	52	25	7	1	0	2	1	0	36
07:45	24	4	2	0	1	0	0	31	24	11	2	0	1	0	0	38
H/TOT	84	29	3	0	5	0	0	121	68	28	5	0	4	2	0	107
08:00	29	13	0	0	1	0	0	43	29	7	3	0	1	0	0	40
08:15	30	7	1	0	0	0	0	38	36	7	1	0	3	0	0	47
08:30	37	9	2	0	1	0	0	49	42	6	0	0	2	0	0	50
08:45	31	11	2	1	1	0	0	46	45	13	0	0	0	1	0	59
H/TOT	127	40	5	1	3	0	0	176	152	33	4	0	6	1	0	196
09:00	39	17	4	0	2	1	0	63	30	4	2	1	0	0	0	37
09:15	33	7	3	0	0	0	0	43	31	7	0	0	0	0	0	38
09:30	56	11	1	0	1	0	0	69	30	4	0	0	2	0	0	36
09:45	44	26	3	0	2	0	0	75	40	7	1	0	1	0	0	49
H/TOT	172	61	11	0	5	1	0	250	131	22	3	1	3	0	0	160
P/TOT	383	130	19	1	13	1	0	547	351	83	12	1	13	3	0	463

TIME	B TO A FROM BELL LANE TO HIGH STREET (S)								B TO C FROM BELL LANE TO HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	5	0	0	1	0	0	50	50	6	0	0	0	0	0	56
16:15	48	7	0	0	2	0	1	58	40	7	2	0	0	2	0	51
16:30	58	10	1	0	1	1	0	71	40	5	0	0	1	0	0	46
16:45	68	7	0	1	1	1	0	78	37	9	1	0	2	2	0	51
H/TOT	218	29	1	1	5	2	1	257	167	27	3	0	3	4	0	204
17:00	54	10	0	0	2	0	1	67	45	2	0	0	1	1	0	49
17:15	40	6	0	0	1	1	1	49	41	8	1	0	1	1	0	52
17:30	44	2	1	0	0	1	0	48	60	2	0	0	0	0	0	62
17:45	60	16	0	0	2	1	0	79	38	5	0	0	2	0	0	45
H/TOT	198	34	1	0	5	3	2	243	184	17	1	0	4	2	0	208
18:00	46	6	1	0	0	0	0	53	43	3	0	0	1	1	0	48
18:15	58	9	0	0	1	0	2	70	44	8	0	0	2	2	0	56
18:30	57	7	0	0	1	1	0	66	28	2	1	0	0	1	0	32
18:45	53	9	0	0	0	0	0	62	35	2	0	0	1	0	0	38
H/TOT	214	31	1	0	2	1	2	251	150	15	1	0	4	4	0	174
P/TOT	630	94	3	1	12	6	5	751	501	59	5	0	11	10	0	586

MANUAL CLASSIFIED COUNTS

JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 5 DATE: 05/06/2024
LOCATION: HIGH STREET (S) / BELL LANE / HIGH STREET (N) DAY: WEDNESDAY

TIME	C TO A FROM HIGH STREET (N) TO HIGH STREET (S)								C TO B FROM HIGH STREET (N) TO BELL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	8	3	0	0	0	0	59	20	7	0	0	1	2	0	30
07:15	53	6	0	0	0	0	0	59	26	14	0	0	2	0	0	42
07:30	52	13	1	0	0	0	0	66	30	4	1	0	1	0	0	36
07:45	65	19	1	0	1	0	0	86	32	6	2	0	0	0	2	42
H/TOT	218	46	5	0	1	0	0	270	108	31	3	0	4	2	2	150
08:00	68	13	1	0	0	0	0	82	32	9	2	0	1	0	0	44
08:15	84	6	2	0	0	0	0	92	26	5	1	0	0	0	0	32
08:30	86	13	0	0	1	0	0	100	45	6	0	0	2	0	0	53
08:45	87	8	1	0	0	0	0	96	46	2	0	0	3	0	0	51
H/TOT	325	40	4	0	1	0	0	370	149	22	3	0	6	0	0	180
09:00	87	11	1	0	0	0	1	100	46	9	2	0	0	0	0	57
09:15	60	7	4	0	0	1	0	72	32	2	1	0	0	0	0	35
09:30	64	11	0	0	0	1	1	77	32	4	0	0	1	1	0	38
09:45	55	8	1	0	0	1	0	65	34	6	1	1	1	0	0	43
H/TOT	266	37	6	0	0	3	2	314	144	21	4	1	2	1	0	173
P/TOT	809	123	15	0	2	3	2	954	401	74	10	1	12	3	2	503

TIME	C TO A FROM HIGH STREET (N) TO HIGH STREET (S)								C TO B FROM HIGH STREET (N) TO BELL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	75	13	1	0	0	0	0	89	44	9	1	0	1	1	0	56
16:15	92	19	3	0	0	1	0	115	46	1	2	0	0	0	0	49
16:30	90	17	1	0	0	0	1	109	29	5	0	0	0	1	0	35
16:45	110	12	1	0	0	1	1	125	40	1	0	0	2	3	0	46
H/TOT	367	61	6	0	0	2	2	438	159	16	3	0	3	5	0	186
17:00	90	7	0	0	0	1	5	103	31	6	0	0	1	0	0	38
17:15	95	13	0	0	0	1	0	109	51	3	1	0	1	2	0	58
17:30	82	10	1	0	0	0	0	93	30	0	0	0	1	1	0	32
17:45	100	10	2	0	0	2	1	115	55	2	1	0	1	0	0	59
H/TOT	367	40	3	0	0	4	6	420	167	11	2	0	4	3	0	187
18:00	108	9	0	0	0	0	0	117	44	2	0	0	0	0	0	46
18:15	76	6	1	0	1	1	0	85	34	7	0	0	1	0	0	42
18:30	83	5	0	0	0	1	0	89	26	1	0	0	1	1	0	29
18:45	82	4	1	0	0	0	0	87	43	2	0	0	2	0	1	48
H/TOT	349	24	2	0	1	2	0	378	147	12	0	0	4	1	1	165
P/TOT	1083	125	11	0	1	8	8	1236	473	39	5	0	11	9	1	538

MANUAL CLASSIFIED COUNTS

JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 5 DATE: 05/06/2024
LOCATION: HIGH STREET (S) / BELL LANE / HIGH STREET (N) DAY: WEDNESDAY

TIME	TO ARM A HIGH STREET (S)								FROM ARM A HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	63	13	3	0	0	0	0	79	109	29	0	0	1	1	3	143
07:15	63	11	1	0	2	0	0	77	114	21	1	0	3	1	1	141
07:30	87	28	1	0	2	0	0	118	122	39	3	0	1	1	0	166
07:45	89	23	3	0	2	0	0	117	152	38	7	0	0	0	0	197
H/TOT	302	75	8	0	6	0	0	391	497	127	11	0	5	3	4	647
08:00	97	26	1	0	1	0	0	125	113	18	2	0	3	1	0	137
08:15	114	13	3	0	0	0	0	130	188	17	2	0	0	0	2	209
08:30	123	22	2	0	2	0	0	149	124	17	0	0	3	0	1	145
08:45	118	19	3	1	1	0	0	142	128	29	1	0	1	0	0	159
H/TOT	452	80	9	1	4	0	0	546	553	81	5	0	7	1	3	650
09:00	126	28	5	0	2	1	1	163	121	19	3	0	2	0	0	145
09:15	93	14	7	0	0	1	0	115	125	20	2	0	1	2	0	150
09:30	120	22	1	0	1	1	1	146	102	19	2	0	1	2	2	128
09:45	99	34	4	0	2	1	0	140	89	19	3	1	2	0	0	114
H/TOT	438	98	17	0	5	4	2	564	437	77	10	1	6	4	2	537
P/TOT	1192	253	34	1	15	4	2	1501	1487	285	26	1	18	8	9	1834

TIME	TO ARM A HIGH STREET (S)								FROM ARM A HIGH STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	119	18	1	0	1	0	0	139	122	20	3	0	1	1	0	147
16:15	140	26	3	0	2	1	1	173	115	17	0	0	3	0	1	136
16:30	148	27	2	0	1	1	1	180	113	24	1	0	1	1	0	140
16:45	178	19	1	1	1	2	1	203	109	26	3	1	4	3	0	146
H/TOT	585	90	7	1	5	4	3	695	459	87	7	1	9	5	1	569
17:00	144	17	0	0	2	1	6	170	97	12	0	0	1	3	0	113
17:15	135	19	0	0	1	2	1	158	94	12	0	0	0	1	0	107
17:30	126	12	2	0	0	1	0	141	164	26	1	0	2	2	0	195
17:45	160	26	2	0	2	3	1	194	139	10	2	0	0	1	0	152
H/TOT	565	74	4	0	5	7	8	663	494	60	3	0	3	7	0	567
18:00	154	15	1	0	0	0	0	170	127	27	2	0	4	2	0	162
18:15	134	15	1	0	2	1	2	155	104	13	1	0	1	2	0	121
18:30	140	12	0	0	1	2	0	155	122	11	1	0	0	8	1	143
18:45	135	13	1	0	0	0	0	149	135	11	0	0	1	0	1	148
H/TOT	563	55	3	0	3	3	2	629	488	62	4	0	6	12	2	574
P/TOT	1713	219	14	1	13	14	13	1987	1441	209	14	1	18	24	3	1710

MANUAL CLASSIFIED COUNTS

JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 5 DATE: 05/06/2024
LOCATION: HIGH STREET (S) / BELL LANE / HIGH STREET (N) DAY: WEDNESDAY

TIME	TO ARM B BELL LANE								FROM ARM B BELL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	71	26	0	0	2	2	1	102	21	12	0	0	0	1	0	34
07:15	83	25	1	0	4	1	0	114	23	8	3	0	3	0	0	37
07:30	75	21	2	0	2	1	0	101	60	22	1	0	4	1	0	88
07:45	88	29	6	0	0	0	2	125	48	15	4	0	2	0	0	69
H/TOT	317	101	9	0	8	4	3	442	152	57	8	0	9	2	0	228
08:00	68	17	3	0	4	1	0	93	58	20	3	0	2	0	0	83
08:15	90	12	2	0	0	0	1	105	66	14	2	0	3	0	0	85
08:30	79	15	0	0	4	0	0	98	79	15	2	0	3	0	0	99
08:45	104	21	1	0	3	0	0	129	76	24	2	1	1	1	0	105
H/TOT	341	65	6	0	11	1	1	425	279	73	9	1	9	1	0	372
09:00	86	19	4	0	2	0	0	111	69	21	6	1	2	1	0	100
09:15	103	10	2	0	1	0	0	116	64	14	3	0	0	0	0	81
09:30	83	17	1	0	2	2	2	107	86	15	1	0	3	0	0	105
09:45	71	21	3	1	3	0	0	99	84	33	4	0	3	0	0	124
H/TOT	343	67	10	1	8	2	2	433	303	83	14	1	8	1	0	410
P/TOT	1001	233	25	1	27	7	6	1300	734	213	31	2	26	4	0	1010

TIME	TO ARM B BELL LANE								FROM ARM B BELL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	91	18	3	0	2	1	0	115	94	11	0	0	1	0	0	106
16:15	83	7	2	0	1	0	1	94	88	14	2	0	2	2	1	109
16:30	60	13	1	0	1	1	0	76	98	15	1	0	2	1	0	117
16:45	80	12	3	1	5	5	0	106	105	16	1	1	3	3	0	129
H/TOT	314	50	9	1	9	7	1	391	385	56	4	1	8	6	1	461
17:00	66	10	0	0	2	2	0	80	99	12	0	0	3	1	1	116
17:15	87	8	1	0	1	2	0	99	81	14	1	0	2	2	1	101
17:30	93	15	1	0	3	2	0	114	104	4	1	0	0	1	0	110
17:45	114	6	1	0	1	0	0	122	98	21	0	0	4	1	0	124
H/TOT	360	39	3	0	7	6	0	415	382	51	2	0	9	5	2	451
18:00	90	13	2	0	4	0	0	109	89	9	1	0	1	1	0	101
18:15	68	12	1	0	2	0	0	83	102	17	0	0	3	2	2	126
18:30	77	6	0	0	1	8	0	92	85	9	1	0	1	2	0	98
18:45	101	6	0	0	3	0	1	111	88	11	0	0	1	0	0	100
H/TOT	336	37	3	0	10	8	1	395	364	46	2	0	6	5	2	425
P/TOT	1010	126	15	1	26	21	2	1201	1131	153	8	1	23	16	5	1337

MANUAL CLASSIFIED COUNTS

JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 5 DATE: 05/06/2024
LOCATION: HIGH STREET (S) / BELL LANE / HIGH STREET (N) DAY: WEDNESDAY

TIME	TO ARM C HIGH STREET (N)								FROM ARM C HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	64	17	0	0	0	2	2	85	68	15	3	0	1	2	0	89
07:15	70	13	2	0	2	0	1	88	79	20	0	0	2	0	0	101
07:30	102	29	3	0	2	1	0	137	82	17	2	0	1	0	0	102
07:45	120	26	5	0	1	0	0	152	97	25	3	0	1	0	2	128
H/TOT	356	85	10	0	5	3	3	462	326	77	8	0	5	2	2	420
08:00	106	17	4	0	1	0	0	128	100	22	3	0	1	0	0	126
08:15	160	17	2	0	3	0	1	183	110	11	3	0	0	0	0	124
08:30	132	14	0	0	3	0	1	150	131	19	0	0	3	0	0	153
08:45	115	23	0	0	1	1	0	140	133	10	1	0	3	0	0	147
H/TOT	513	71	6	0	8	1	2	601	474	62	7	0	7	0	0	550
09:00	111	13	3	1	0	0	0	128	133	20	3	0	0	0	1	157
09:15	85	19	1	0	0	2	0	107	92	9	5	0	0	1	0	107
09:30	81	10	1	0	2	1	0	95	96	15	0	0	1	2	1	115
09:45	92	11	2	1	1	0	0	107	89	14	2	1	1	1	0	108
H/TOT	369	53	7	2	3	3	0	437	410	58	10	1	2	4	2	487
P/TOT	1238	209	23	2	16	7	5	1500	1210	197	25	1	14	6	4	1457

TIME	TO ARM C HIGH STREET (N)								FROM ARM C HIGH STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	125	17	1	0	0	1	0	144	119	22	2	0	1	1	0	145
16:15	118	18	2	0	2	2	0	142	138	20	5	0	0	1	0	164
16:30	122	21	0	0	1	1	0	145	119	22	1	0	0	1	1	144
16:45	106	24	1	0	3	3	0	137	150	13	1	0	2	4	1	171
H/TOT	471	80	4	0	6	7	0	568	526	77	9	0	3	7	2	624
17:00	107	10	0	0	1	2	0	120	121	13	0	0	1	1	5	141
17:15	99	15	1	0	1	2	0	118	146	16	1	0	1	3	0	167
17:30	161	13	0	0	0	1	0	175	112	10	1	0	1	1	0	125
17:45	118	11	2	0	2	1	0	134	155	12	3	0	1	2	1	174
H/TOT	485	49	3	0	4	6	0	547	534	51	5	0	4	7	6	607
18:00	124	19	0	0	1	3	0	147	152	11	0	0	0	0	0	163
18:15	114	16	0	0	2	4	0	136	110	13	1	0	2	1	0	127
18:30	99	8	2	0	0	2	1	112	109	6	0	0	1	2	0	118
18:45	112	9	0	0	1	0	1	123	125	6	1	0	2	0	1	135
H/TOT	449	52	2	0	4	9	2	518	496	36	2	0	5	3	1	543
P/TOT	1405	181	9	0	14	22	2	1633	1556	164	16	0	12	17	9	1774

QUEUE LENGTHS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 5 **DATE:** 05/06/2024

LOCATION: HIGH STREET (S) / BELL LANE / HIGH STREET (N) **DAY:** WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A HIGH STREET (S)		ARM B BELL LANE	ARM C HIGH STREET (N)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
07:00	9	7	3	9	4
07:05	5	6	1	2	3
07:10	10	9	4	5	5
07:15	12	13	5	8	6
07:20	13	8	5	5	5
07:25	10	7	9	6	9
07:30	8	12	10	6	4
07:35	11	9	6	5	8
07:40	5	13	8	8	5
07:45	8	13	11	12	5
07:50	9	14	10	5	7
07:55	10	13	14	8	10
08:00	6	13	8	10	5
08:05	7	19	7	11	10
08:10	9	14	10	13	5
08:15	10	15	11	9	5
08:20	5	19	7	14	6
08:25	13	15	11	12	5
08:30	5	21	11	8	9
08:35	8	20	17	15	8
08:40	8	17	18	8	9
08:45	5	15	13	10	6
08:50	12	10	17	7	10
08:55	8	16	19	11	11
09:00	5	18	15	10	10
09:05	6	13	16	14	11
09:10	13	14	11	14	6
09:15	8	7	8	8	6
09:20	9	8	13	7	6
09:25	13	12	11	6	10
09:30	11	9	14	9	8
09:35	10	8	8	11	5
09:40	10	11	11	8	7
09:45	9	11	7	10	5
09:50	12	8	17	14	10
09:55	4	15	17	7	7

TIME	ARM A HIGH STREET (S)		ARM B BELL LANE	ARM C HIGH STREET (N)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
16:00	16	15	18	9	11
16:05	6	12	17	8	9
16:10	5	13	18	14	10
16:15	3	9	16	15	8
16:20	5	14	17	13	10
16:25	5	11	19	15	8
16:30	8	13	18	16	10
16:35	5	14	17	15	7
16:40	5	13	16	13	4
16:45	11	12	18	13	9
16:50	5	16	19	20	7
16:55	13	7	17	16	8
17:00	7	15	18	13	3
17:05	3	16	17	15	5
17:10	6	12	19	12	7
17:15	5	16	18	12	8
17:20	3	17	16	11	10
17:25	10	18	17	10	11
17:30	9	14	19	16	3
17:35	8	15	17	8	7
17:40	11	12	19	12	8
17:45	6	17	20	13	10
17:50	5	16	18	14	12
17:55	9	12	16	13	11
18:00	6	14	14	14	7
18:05	10	12	19	13	8
18:10	9	13	17	13	8
18:15	6	12	18	15	9
18:20	6	14	14	14	6
18:25	8	13	18	9	4
18:30	12	14	8	15	5
18:35	8	15	15	12	7
18:40	9	10	9	8	2
18:45	10	11	6	9	7
18:50	5	10	12	11	7
18:55	10	11	17	6	9

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6 **DATE:** 05/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W) **DAY:** WEDNESDAY

TIME	A TO B FROM B2102 (E) TO BIRD IN EYE FARM ACCESS										B TO A FROM BIRD IN EYE FARM ACCESS TO B2102 (E)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	2	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	1	0	0	0	4	1	1	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	2
10:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	2	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
11:45	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	3	2	0	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	4
12:00	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
H/TOT	0	1	1	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	4
13:00	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:15	0	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	3
13:30	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	1	0	0	0	0	0	0	4	1	1	1	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	3	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2
H/TOT	0	3	0	0	0	0	0	0	0	3	2	1	0	1	0	1	0	0	0	5
15:00	1	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	2	1	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1
H/TOT	4	2	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
16:45	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	2
H/TOT	0	1	0	0	0	0	0	0	0	1	5	0	0	0	0	1	0	1	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:45	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	23	12	2	0	0	2	0	0	0	39	20	14	2	1	0	2	0	1	0	40

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6 DATE: 05/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W) DAY: WEDNESDAY

TIME	B TO C FROM BIRD IN EYE FARM ACCESS TO B2102 (W)										C TO B FROM B2102 (W) TO BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	2	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
07:30	1	1	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	2
07:45	1	1	1	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	4
H/TOT	4	2	1	0	0	0	0	0	0	7	5	4	1	0	0	0	0	0	0	10
08:00	2	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	4
08:15	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
08:30	1	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
08:45	1	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	3
H/TOT	5	2	0	0	0	0	0	0	0	7	8	3	0	0	0	0	0	0	0	11
09:00	0	2	0	0	0	0	0	1	0	3	1	4	0	0	0	0	0	0	0	5
09:15	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
09:30	0	1	1	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	2
09:45	0	1	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	4
H/TOT	0	6	1	0	0	0	0	1	0	8	3	8	1	0	0	0	0	0	0	12
10:00	4	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
10:30	3	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	2
10:45	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
H/TOT	9	0	0	0	0	0	0	0	0	9	5	1	1	0	0	0	0	0	0	7
11:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
11:15	1	0	1	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	3
11:30	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	5
H/TOT	2	2	1	0	0	0	0	0	0	5	6	2	2	0	0	0	0	0	0	10
12:00	2	0	1	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1
12:15	3	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	2
12:30	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2
12:45	3	6	0	0	0	0	0	0	0	9	2	2	0	0	0	0	0	0	0	4
H/TOT	9	6	1	0	0	0	0	0	0	16	2	7	0	0	0	0	0	0	0	9
13:00	0	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	3
13:15	2	2	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	2
13:30	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
13:45	2	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
H/TOT	4	3	1	0	0	0	0	0	0	8	7	2	0	0	0	0	0	0	0	9
14:00	4	0	0	0	0	0	0	0	0	4	4	0	0	1	0	0	0	0	0	5
14:15	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2
14:30	0	3	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
14:45	4	2	0	0	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	3
H/TOT	9	5	0	0	0	0	0	0	0	14	6	6	0	1	0	0	0	0	0	13
15:00	0	1	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	5
15:15	2	3	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	1
15:30	0	2	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	2
15:45	1	3	0	1	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	1
H/TOT	3	9	0	1	0	0	0	0	0	13	3	5	0	1	0	0	0	0	0	9
16:00	1	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1
16:15	1	1	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	4
16:30	4	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
H/TOT	6	2	0	0	0	0	0	0	0	8	4	3	1	0	0	0	0	0	0	8
17:00	0	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	3
17:15	0	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
17:30	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	4	0	0	0	0	0	0	0	5	4	2	0	0	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
18:30	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	1
19:00	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
19:15	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	1
20:00	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	61	44	6	1	0	0	1	1	0	114	57	45	6	2	0	0	0	0	0	110

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6 DATE: 05/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W) DAY: WEDNESDAY

TIME	TO ARM B BIRD IN EYE FARM ACCESS										FROM ARM B BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	1	0	0	0	2	1	0	1	0	0	0	0	0	0	2
07:00	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
07:15	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
07:30	1	0	1	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
07:45	3	2	0	0	0	0	0	0	0	5	1	1	1	0	0	0	0	0	0	3
H/TOT	7	4	1	0	0	0	0	0	0	12	4	2	1	0	0	0	0	0	0	7
08:00	3	1	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	3
08:15	3	1	0	0	0	1	0	0	0	5	1	0	0	0	0	0	0	0	0	1
08:30	1	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
08:45	4	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	3
H/TOT	11	3	0	0	0	1	0	0	0	15	6	3	0	0	0	0	0	0	0	9
09:00	1	4	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0	1	0	4
09:15	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2
09:30	1	1	1	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	2
09:45	2	3	0	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	0	2
H/TOT	4	9	1	0	0	0	0	0	0	14	1	6	2	0	0	0	0	1	0	10
10:00	2	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	4
10:15	4	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
10:30	1	0	1	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	4
10:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
H/TOT	7	1	1	0	0	0	0	0	0	9	10	1	0	0	0	0	0	0	0	11
11:00	1	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
11:15	2	1	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	2
11:30	1	2	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	4
11:45	5	1	1	0	0	0	0	0	0	7	1	1	0	0	0	0	0	0	0	2
H/TOT	9	4	2	0	0	0	0	0	0	15	4	4	1	0	0	0	0	0	0	9
12:00	0	2	0	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	5
12:15	0	2	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	3
12:30	0	2	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	1
12:45	2	2	0	0	0	0	0	0	0	4	4	7	0	0	0	0	0	0	0	11
H/TOT	2	8	1	0	0	0	0	0	0	11	12	7	1	0	0	0	0	0	0	20
13:00	2	1	1	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	1
13:15	2	1	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	7
13:30	4	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	1
13:45	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
H/TOT	9	3	1	0	0	0	0	0	0	13	5	4	2	0	0	0	0	0	0	11
14:00	4	0	0	1	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	4
14:15	0	5	0	0	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	3
14:30	0	3	0	0	0	0	0	0	0	3	0	3	0	1	0	0	0	0	0	4
14:45	2	1	0	0	0	0	0	0	0	3	5	2	0	0	0	1	0	0	0	8
H/TOT	6	9	0	1	0	0	0	0	0	16	11	6	0	1	0	1	0	0	0	19
15:00	3	4	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	2
15:15	2	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	6
15:30	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
15:45	2	2	0	0	0	0	0	0	0	4	1	4	0	1	0	0	0	0	0	6
H/TOT	7	7	0	1	0	0	0	0	0	15	3	12	0	1	0	0	0	0	0	16
16:00	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
16:15	2	2	0	0	0	0	0	0	0	4	2	1	0	0	0	1	0	0	0	4
16:30	1	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	7
16:45	1	2	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	2
H/TOT	4	4	1	0	0	0	0	0	0	9	11	2	0	0	0	1	0	1	0	15
17:00	1	2	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	2
17:15	2	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	5
17:30	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	4	2	0	0	0	0	0	0	0	6	3	6	0	0	0	0	0	0	0	9
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
18:15	1	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	7
19:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
19:15	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
19:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:45	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
20:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
20:30	1	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	4
21:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	80	57	8	2	0	2	0	0	0	149	81	58	8	2	0	2	1	2	0	154

MANUAL CLASSIFIED COUNTS

JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 6
LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)
DATE: 06/06/2024
DAY: THURSDAY

TIME	A TO B FROM B2102 (E) TO BIRD IN EYE FARM ACCESS										B TO A FROM BIRD IN EYE FARM ACCESS TO B2102 (E)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	1	0	0	0	4	3	0	0	0	0	0	0	0	0	3
08:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
08:45	1	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	1	0	0	0	6	0	1	0	0	0	0	0	0	0	1
09:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
10:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	3
11:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	2
12:00	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
12:15	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	1	2	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	2
13:00	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:15	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
13:30	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
H/TOT	3	1	1	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	0	2
14:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
H/TOT	0	2	0	0	0	0	0	0	0	2	2	2	0	1	0	1	0	0	0	6
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:15	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
H/TOT	1	1	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:15	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
H/TOT	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	0	3
18:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
20:00	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	21	10	2	0	0	3	0	0	0	36	18	14	2	1	0	2	0	0	0	37

MANUAL CLASSIFIED COUNTS
JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 6
LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)
DATE: 06/06/2024
DAY: THURSDAY

TIME	B TO C FROM BIRD IN EYE FARM ACCESS TO B2102 (W)										C TO B FROM B2102 (W) TO BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:00	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2
07:15	1	1	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	4
07:30	1	0	1	0	0	0	0	0	0	2	0	2	0	1	0	0	0	1	0	4
07:45	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	2
H/TOT	3	3	1	0	0	0	0	0	0	7	4	4	1	1	0	0	1	1	0	12
08:00	0	0	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	2
08:15	0	2	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	3
08:30	0	1	0	1	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	3
08:45	1	1	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	3
H/TOT	1	4	1	1	0	0	0	0	0	7	4	6	1	0	0	0	0	0	0	11
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
09:15	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
09:30	1	1	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	3
09:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
H/TOT	2	1	1	0	0	0	0	0	0	4	5	3	0	0	0	0	0	0	0	8
10:00	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
10:15	5	1	0	0	0	0	0	0	0	6	1	2	0	0	0	0	0	0	0	3
10:30	2	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
10:45	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	9	3	0	0	0	0	0	0	0	12	2	6	0	0	0	0	0	0	0	8
11:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
11:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	4
12:00	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:15	1	3	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	2
12:30	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
H/TOT	2	4	1	0	0	0	0	0	0	7	4	4	0	0	0	0	0	0	0	8
13:00	2	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	2
13:15	1	2	0	0	0	1	0	0	0	4	0	0	0	1	0	0	1	0	0	2
13:30	2	0	1	0	0	0	1	0	0	4	1	0	0	0	0	0	0	0	0	1
13:45	2	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	2
H/TOT	7	2	1	0	0	1	1	0	0	12	1	2	1	2	0	0	1	0	0	7
14:00	3	1	0	0	0	0	0	0	0	4	2	0	1	0	0	0	0	0	0	3
14:15	1	3	0	1	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	3
14:30	2	1	0	1	0	0	0	0	0	4	1	0	0	1	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
H/TOT	6	5	0	2	0	0	0	0	0	13	6	3	1	1	0	0	0	0	0	11
15:00	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
15:45	1	1	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	2
H/TOT	2	2	1	0	0	0	0	0	0	5	2	2	1	0	0	0	0	0	0	5
16:00	2	0	1	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	2
16:15	2	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	2	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	1
H/TOT	6	3	1	0	0	0	0	0	0	10	1	3	1	0	0	0	0	0	0	5
17:00	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	2	3	0	0	0	0	1	0	0	6	2	0	0	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	3
18:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:45	2	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	5
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
19:45	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
H/TOT	2	1	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
20:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:30	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
H/TOT	1	2	0	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	6
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
23:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
P/TOT	49	34	7	3	0	1	2	0	0	96	47	39	6	4	0	0	2	1	0	99

MANUAL CLASSIFIED COUNTS
JOB REF: 13437
JOB NAME: UCKFIELD
SITE: 6
LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)
DATE: 06/06/2024
DAY: THURSDAY

TIME	TO ARM B BIRD IN EYE FARM ACCESS										FROM ARM B BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
07:00	1	2	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
07:15	4	0	1	0	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	3
07:30	0	2	0	1	0	0	0	1	0	4	1	0	1	0	0	0	0	0	0	2
07:45	2	0	0	0	0	1	1	0	0	4	2	1	0	0	0	0	0	0	0	3
H/TOT	7	4	1	1	0	1	1	1	0	16	6	3	1	0	0	0	0	0	0	10
08:00	2	0	1	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	1
08:15	1	3	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	2
08:30	2	2	0	0	0	0	0	0	0	4	0	2	0	1	0	0	0	0	0	3
08:45	3	2	0	0	0	1	0	0	0	6	1	1	0	0	0	0	0	0	0	2
H/TOT	8	7	1	0	0	1	0	0	0	17	1	5	1	1	0	0	0	0	0	8
09:00	2	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
09:15	2	1	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	1
09:30	2	1	0	0	0	0	0	0	0	3	1	4	1	0	0	0	0	0	0	6
09:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
H/TOT	7	4	0	0	0	0	0	0	0	11	2	4	2	0	0	0	0	0	0	8
10:00	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
10:15	1	2	0	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	7
10:30	0	3	0	0	0	0	0	0	0	3	2	3	0	0	0	0	0	0	0	5
10:45	1	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
H/TOT	2	7	0	0	0	0	0	0	0	9	9	6	0	0	0	0	0	0	0	15
11:00	2	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
11:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
H/TOT	2	2	0	0	0	1	0	0	0	5	3	1	0	0	0	0	0	0	0	4
12:00	0	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	3
12:15	2	2	0	0	0	0	0	0	0	4	1	3	0	0	0	0	0	0	0	4
12:30	1	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
12:45	2	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	1
H/TOT	5	6	0	0	0	0	0	0	0	11	2	6	1	0	0	0	0	0	0	9
13:00	0	1	2	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	2
13:15	0	1	0	1	0	0	1	0	0	3	1	3	0	0	0	1	0	0	0	5
13:30	3	0	0	0	0	0	0	0	0	3	2	0	1	0	0	0	1	0	0	4
13:45	1	1	0	1	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	3
H/TOT	4	3	2	2	0	0	1	0	0	12	7	3	2	0	0	1	1	0	0	14
14:00	2	1	1	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	4
14:15	1	3	0	0	0	0	0	0	0	4	2	3	0	1	0	1	0	0	0	7
14:30	1	0	0	1	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	5
14:45	2	1	0	0	0	0	0	0	0	3	1	1	0	1	0	0	0	0	0	3
H/TOT	6	5	1	1	0	0	0	0	0	13	8	7	0	3	0	1	0	0	0	19
15:00	0	1	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	2
15:15	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
15:45	0	1	1	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
H/TOT	4	2	1	0	0	0	0	0	0	7	3	2	1	0	0	0	0	0	0	6
16:00	0	1	1	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	4
16:15	0	2	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	5
16:30	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	6
H/TOT	2	4	1	0	0	0	0	0	0	7	10	4	1	0	0	0	0	0	0	15
17:00	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	4
17:15	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	1	0	0	3
17:45	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
H/TOT	3	0	1	0	0	0	0	0	0	4	4	3	0	0	0	1	1	0	0	9
18:00	3	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	3
H/TOT	5	2	0	0	0	0	0	0	0	7	4	1	0	0	0	0	0	0	0	5
19:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
19:45	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	4
20:00	3	2	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
20:45	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	5	2	0	0	0	0	0	0	0	7	3	2	0	0	0	0	0	0	0	5
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
22:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
P/TOT	68	49	8	4	0	3	2	1	0	135	67	48	9	4	0	3	2	0	0	133

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DATE: 07/06/2024

DAY: FRIDAY

A TO B — FROM B2102 (E) TO BIRD IN EYE FARM ACCESS

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	1	0	0	0	2
H/TOT	1	0	0	0	0	1	0	0	0	2
07:00	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	0	0	1
07:30	0	1	0	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	0	0	2
H/TOT	3	1	0	0	0	0	0	0	0	4
08:00	1	1	0	0	0	0	0	0	0	2
08:15	1	0	0	0	0	1	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0
08:45	2	1	0	0	0	0	0	0	0	3
H/TOT	4	2	0	0	0	1	0	0	0	7
09:00	0	0	0	0	0	0	0	0	0	0
09:15	2	1	0	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	0	0	1
H/TOT	2	2	0	0	0	0	0	0	0	4
10:00	0	0	2	0	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	2	0	0	0	0	0	0	0	2
H/TOT	0	2	2	0	0	0	0	0	0	4
11:00	1	0	2	0	0	0	0	0	0	3
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	2	0	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	1	0	0	0	0	0	0	0	1
12:45	1	0	0	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	0	0	0	0	0	1
13:45	0	0	1	0	0	0	0	0	0	1
H/TOT	0	1	1	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0
15:15	1	1	0	0	0	0	0	0	0	2
15:30	1	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	1	0	1
H/TOT	2	1	0	0	0	0	0	1	0	4
16:00	1	0	0	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	0	0	1
16:30	0	0	0	2	0	0	0	0	0	2
16:45	0	1	1	0	0	0	0	0	0	2
H/TOT	2	1	1	2	0	0	0	0	0	6
17:00	1	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0
18:45	1	1	0	0	0	0	0	0	0	2
H/TOT	2	1	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0
22:15	1	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0
23:15	1	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
P/TOT	22	12	6	2	0	2	0	1	0	45

B TO A — FROM BIRD IN EYE FARM ACCESS TO B2102 (E)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0
06:45	2	0	0	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	0	0	0	2
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	0	0	2
07:45	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	1	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	0	0	1
08:45	2	1	0	0	0	0	0	0	0	3
H/TOT	4	1	0	0	0	0	0	0	0	5
09:00	0	1	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	2	0	0	0	1	0	0	0	3
10:30	0	0	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	1	0	0	1	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	1	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	0	0	1
14:15	0	1	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	0	0	1
H/TOT	0	3	0	0	0	0	0	0	0	3
15:00	1	1	0	0	0	0	0	0	0	2
15:15	0	1	0	0	0	0	0	0	0	1
15:30	3	0	0	0	0	0	0	0	0	3
15:45	0	1	0	0	0	0	0	0	0	1
H/TOT	4	3	0	0	0	0	0	0	0	7
16:00	0	0	0	0	0	1	0	0	0	1
16:15	1	1	0	0	0	1	0	0	0	3
16:30	2	1	0	0	0	0	0	0	0	3
16:45	2	0	0	0	0	0	0	0	0	2
H/TOT	5	2	0	0	0	2	0	0	0	9
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	1	1	0	0	0	0	0	0	0	2
H/TOT	1	1	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	0	0	2
19:00	1	0	0	2	0	0	0	0	0	3
19:15	0	1	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	2	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	22	15	3	2	0	3	0	0	0	45

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DATE: 07/06/2024

DAY: FRIDAY

B TO C — FROM BIRD IN EYE FARM ACCESS TO B2102 (W)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	1
06:15	1	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	1	0	0	0	0	0	0	0	1
H/TOT	1	1	1	0	0	0	0	0	0	3
07:00	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	0	0	2
07:30	0	1	1	0	0	0	0	0	0	2
07:45	0	1	1	0	0	0	0	0	0	2
H/TOT	2	2	2	0	0	0	0	0	0	6
08:00	1	0	0	1	0	0	0	0	0	2
08:15	3	0	0	0	0	0	0	0	0	3
08:30	0	1	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	4	1	0	1	0	0	0	0	0	6
09:00	0	4	0	0	0	0	0	0	0	4
09:15	2	0	0	0	0	0	0	0	0	2
09:30	1	0	0	0	0	0	0	0	0	1
09:45	1	1	3	0	0	0	0	0	0	5
H/TOT	4	5	3	0	0	0	0	0	0	12
10:00	2	0	1	0	0	0	0	0	0	3
10:15	0	0	0	0	0	0	0	0	0	0
10:30	1	1	0	0	0	0	0	0	0	2
10:45	1	1	0	0	0	0	0	0	0	2
H/TOT	4	2	1	0	0	0	0	0	0	7
11:00	0	1	0	1	0	0	0	0	0	2
11:15	1	0	0	0	0	0	0	0	0	1
11:30	1	1	0	0	0	0	0	0	0	2
11:45	1	1	1	0	0	0	0	0	0	3
H/TOT	3	3	1	1	0	0	0	0	0	8
12:00	3	1	0	0	0	0	0	0	0	4
12:15	1	0	0	0	0	0	0	0	0	1
12:30	1	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	0	0	6
13:00	2	2	0	0	0	0	0	0	0	4
13:15	2	0	1	0	0	0	0	0	0	3
13:30	2	4	0	0	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	6	6	1	0	0	0	0	0	0	13
14:00	0	1	0	0	0	0	0	0	0	1
14:15	2	1	1	0	0	0	0	0	0	4
14:30	1	1	0	1	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	3	1	1	0	0	0	0	0	8
15:00	1	1	0	0	0	0	0	0	0	2
15:15	1	1	0	0	0	0	0	0	0	2
15:30	1	0	0	0	0	0	0	0	0	1
15:45	1	3	0	0	0	0	0	0	0	4
H/TOT	4	5	0	0	0	0	0	0	0	9
16:00	2	1	0	0	0	0	0	0	0	3
16:15	1	1	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	0	0	0	0	1
H/TOT	3	3	0	0	0	0	0	0	0	6
17:00	0	1	0	0	0	0	0	0	0	1
17:15	3	0	0	0	0	0	0	0	0	3
17:30	1	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	1	0	0	1
H/TOT	4	1	0	0	0	0	1	0	0	6
18:00	1	0	0	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	0	0	3
19:00	1	0	0	0	0	0	0	2	0	3
19:15	0	1	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	4
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
21:00	1	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	48	34	10	3	0	0	1	2	0	98

C TO B — FROM B2102 (W) TO BIRD IN EYE FARM ACCESS

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1
07:00	0	1	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	1	0	0	1
07:30	0	3	1	0	0	0	0	0	0	4
07:45	3	1	1	1	0	0	0	0	0	6
H/TOT	3	5	2	1	0	0	1	0	0	12
08:00	0	1	0	0	0	0	0	0	0	1
08:15	4	0	0	1	0	0	0	0	0	5
08:30	0	1	0	0	0	0	0	0	0	1
08:45	0	5	0	0	0	0	0	0	0	5
H/TOT	4	7	0	1	0	0	0	0	0	12
09:00	1	1	0	0	0	0	0	0	0	2
09:15	1	1	1	0	0	0	0	0	0	3
09:30	1	2	1	0	0	0	0	0	0	4
09:45	2	0	0	0	0	0	0	0	0	2
H/TOT	5	4	2	0	0	0	0	0	0	11
10:00	1	1	0	0	0	0	0	0	0	2
10:15	1	1	0	0	0	0	0	0	0	2
10:30	0	0	1	1	0	0	0	0	0	2
10:45	1	0	0	0	0	0	0	0	0	1
H/TOT	3	2	1	1	0	0	0	0	0	7
11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	1	2	0	0	0	0	0	0	3
11:30	1	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	2	0	0	0	0	0	0	4
12:00	0	1	0	0	0	0	0	0	0	1
12:15	0	0	1	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0
12:45	3	0	0	0	0	0	0	0	0	3
H/TOT	3	1	1	0	0	0	0	0	0	5
13:00	0	2	0	0	0	0	0	0	0	2
13:15	1	1	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	0	0	0	0	0	1
H/TOT	1	4	0	0	0	0	0	0	0	5
14:00	1	1	1	1	0	0	0	0	0	4
14:15	0	2	0	0	0	0	0	0	0	2
14:30	1	2	0	0	0	0	0	0	0	3
14:45	0	0	1	0	0	0	0	0	0	1
H/TOT	2	5	2	1	0	0	0	0	0	10
15:00	2	2	0	0	0	0	0	0	0	4
15:15	1	0	0	0	0	0	0	1	0	2
15:30	1	1	0	0	0	0	0	0	0	2
15:45	2	0	0	0	0	0	0	0	0	2
H/TOT	6	3	0	0	0	0	0	1	0	10
16:00	0	2	0	0	0	0	0	0	0	2
16:15	2	1	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	3	0	0	0	0	0	0	0	5
17:00	1	1	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	0	0	1
18:15	3	0	0	0	0	0	0	0	0	3
18:30	1	0	0	0	0	0	0	0	0	1
18:45	0	1	0	0	0	0	0	0	0	1
H/TOT	5	1	0	0	0	0	0	0	0	6
19:00	0	0	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	0	0	1
20:30	1	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0
21:15	1	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	41	38	10	4	0	0	1	1	0	95

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DATE: 07/06/2024

DAY: FRIDAY

TO ARM B — BIRD IN EYE FARM ACCESS

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	0	0	0	0	0	1
06:45	1	0	0	0	0	1	0	0	0	2
H/TOT	1	1	0	0	0	1	0	0	0	3
07:00	0	1	0	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	1	0	0	2
07:30	0	4	1	0	0	0	0	0	0	5
07:45	5	1	1	1	0	0	0	0	0	8
H/TOT	6	6	2	1	0	0	1	0	0	16
08:00	1	2	0	0	0	0	0	0	0	3
08:15	5	0	0	1	0	1	0	0	0	7
08:30	0	1	0	0	0	0	0	0	0	1
08:45	2	6	0	0	0	0	0	0	0	8
H/TOT	8	9	0	1	0	1	0	0	0	19
09:00	1	1	0	0	0	0	0	0	0	2
09:15	3	2	1	0	0	0	0	0	0	6
09:30	1	2	1	0	0	0	0	0	0	4
09:45	2	1	0	0	0	0	0	0	0	3
H/TOT	7	6	2	0	0	0	0	0	0	15
10:00	1	1	2	0	0	0	0	0	0	4
10:15	1	1	0	0	0	0	0	0	0	2
10:30	0	0	1	1	0	0	0	0	0	2
10:45	1	2	0	0	0	0	0	0	0	3
H/TOT	3	4	3	1	0	0	0	0	0	11
11:00	1	0	2	0	0	0	0	0	0	3
11:15	0	1	2	0	0	0	0	0	0	3
11:30	1	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	4	0	0	0	0	0	0	7
12:00	0	1	0	0	0	0	0	0	0	1
12:15	0	0	1	0	0	0	0	0	0	1
12:30	0	1	0	0	0	0	0	0	0	1
12:45	4	0	0	0	0	0	0	0	0	4
H/TOT	4	2	1	0	0	0	0	0	0	7
13:00	0	2	0	0	0	0	0	0	0	2
13:15	1	1	0	0	0	0	0	0	0	2
13:30	0	1	0	0	0	0	0	0	0	1
13:45	0	1	1	0	0	0	0	0	0	2
H/TOT	1	5	1	0	0	0	0	0	0	7
14:00	1	1	1	1	0	0	0	0	0	4
14:15	0	2	0	0	0	0	0	0	0	2
14:30	1	2	0	0	0	0	0	0	0	3
14:45	0	0	1	0	0	0	0	0	0	1
H/TOT	2	5	2	1	0	0	0	0	0	10
15:00	2	2	0	0	0	0	0	0	0	4
15:15	2	1	0	0	0	0	0	1	0	4
15:30	2	1	0	0	0	0	0	0	0	3
15:45	2	0	0	0	0	0	0	1	0	3
H/TOT	8	4	0	0	0	0	0	2	0	14
16:00	1	2	0	0	0	0	0	0	0	3
16:15	3	1	0	0	0	0	0	0	0	4
16:30	0	0	0	2	0	0	0	0	0	2
16:45	0	1	1	0	0	0	0	0	0	2
H/TOT	4	4	1	2	0	0	0	0	0	11
17:00	2	1	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3
18:00	1	0	0	0	0	0	0	0	0	1
18:15	4	0	0	0	0	0	0	0	0	4
18:30	1	0	0	0	0	0	0	0	0	1
18:45	1	2	0	0	0	0	0	0	0	3
H/TOT	7	2	0	0	0	0	0	0	0	9
19:00	0	0	0	0	0	0	0	0	0	0
19:15	2	0	0	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	0	0	1
20:30	1	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0
21:15	1	0	0	0	0	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0
22:15	1	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0
23:15	1	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
P/TOT	63	50	16	6	0	2	1	2	0	140

FROM ARM B — BIRD IN EYE FARM ACCESS

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	1
06:15	1	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0
06:45	2	1	0	0	0	0	0	0	0	3
H/TOT	3	1	1	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	0	0	2
07:30	2	1	1	0	0	0	0	0	0	4
07:45	0	1	2	0	0	0	0	0	0	3
H/TOT	4	2	3	0	0	0	0	0	0	9
08:00	1	0	0	1	0	0	0	0	0	2
08:15	4	0	0	0	0	0	0	0	0	4
08:30	1	1	0	0	0	0	0	0	0	2
08:45	2	1	0	0	0	0	0	0	0	3
H/TOT	8	2	0	1	0	0	0	0	0	11
09:00	0	5	0	0	0	0	0	0	0	5
09:15	2	0	0	0	0	0	0	0	0	2
09:30	1	0	0	0	0	0	0	0	0	1
09:45	1	1	3	0	0	0	0	0	0	5
H/TOT	4	6	3	0	0	0	0	0	0	13
10:00	2	0	1	0	0	0	0	0	0	3
10:15	0	2	0	0	0	1	0	0	0	3
10:30	1	1	1	0	0	0	0	0	0	3
10:45	1	1	0	0	0	0	0	0	0	2
H/TOT	4	4	2	0	0	1	0	0	0	11
11:00	0	1	0	1	0	0	0	0	0	2
11:15	1	0	0	0	0	0	0	0	0	1
11:30	1	1	1	0	0	0	0	0	0	3
11:45	1	1	1	0	0	0	0	0	0	3
H/TOT	3	3	2	1	0	0	0	0	0	9
12:00	3	1	0	0	0	0	0	0	0	4
12:15	1	0	0	0	0	0	0	0	0	1
12:30	1	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	0	0	6
13:00	2	2	0	0	0	0	0	0	0	4
13:15	2	1	1	0	0	0	0	0	0	4
13:30	2	4	0	0	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	0	0
H/TOT	6	7	1	0	0	0	0	0	0	14
14:00	0	2	0	0	0	0	0	0	0	2
14:15	2	2	1	0	0	0	0	0	0	5
14:30	1	1	0	1	0	0	0	0	0	3
14:45	0	1	0	0	0	0	0	0	0	1
H/TOT	3	6	1	1	0	0	0	0	0	11
15:00	2	2	0	0	0	0	0	0	0	4
15:15	1	2	0	0	0	0	0	0	0	3
15:30	4	0	0	0	0	0	0	0	0	4
15:45	1	4	0	0	0	0	0	0	0	5
H/TOT	8	8	0	0	0	0	0	0	0	16
16:00	2	1	0	0	0	1	0	0	0	4
16:15	2	2	0	0	0	1	0	0	0	5
16:30	2	1	0	0	0	0	0	0	0	3
16:45	2	1	0	0	0	0	0	0	0	3
H/TOT	8	5	0	0	0	2	0	0	0	15
17:00	0	1	0	0	0	0	0	0	0	1
17:15	3	0	0	0	0	0	0	0	0	3
17:30	1	0	0	0	0	0	0	0	0	1
17:45	1	1	0	0	0	0	1	0	0	3
H/TOT	5	2	0	0	0	0	1	0	0	8
18:00	1	0	0	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	0	0	5
19:00	2	0	0	2	0	0	0	2	0	6
19:15	0	2	0	0	0	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	2	0	2	0	0	0	2	0	8
20:00	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
21:00	1	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	70	49	13	5	0	3	1	2	0	143

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 08/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: SATURDAY

TIME	A TO B FROM B2102 (E) TO BIRD IN EYE FARM ACCESS										B TO A FROM BIRD IN EYE FARM ACCESS TO B2102 (E)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
13:00	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
P/TOT	10	4	0	0	0	0	0	0	0	14	3	4	1	0	0	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 08/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: SATURDAY

TIME	B TO C FROM BIRD IN EYE FARM ACCESS TO B2102 (W)										C TO B FROM B2102 (W) TO BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
10:00	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
11:00	4	1	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	0	0	0	0	6	1	0	1	0	0	0	0	0	0	2
12:00	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:15	2	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
12:30	1	1	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	4
12:45	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	6	1	1	0	0	0	0	0	0	8	2	3	1	0	0	0	0	0	0	6
13:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	2
14:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
15:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
15:15	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	3
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
18:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
P/TOT	27	5	2	0	0	0	0	0	0	34	18	8	2	0	0	0	0	0	0	28

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 08/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: SATURDAY

TIME	TO ARM B BIRD IN EYE FARM ACCESS										FROM ARM B BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	0	0	3	1	0	2	0	0	0	0	0	0	3
08:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2
09:00	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
09:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	1
10:00	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
11:00	1	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	5
11:15	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	1	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	6
12:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
12:15	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
12:30	1	2	1	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	3
12:45	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	3
H/TOT	2	3	1	0	0	0	0	0	0	6	8	1	1	0	0	0	0	0	0	10
13:00	2	1	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	2
13:15	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
13:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	3	2	0	0	0	0	0	0	0	5	4	1	0	0	0	0	0	0	0	5
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:15	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
15:15	1	2	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	2	2	0	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	4
16:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
17:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
18:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
P/TOT	28	12	2	0	0	0	0	0	0	42	30	9	3	0	0	0	0	0	0	42

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 09/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: SUNDAY

TIME	A TO B FROM B2102 (E) TO BIRD IN EYE FARM ACCESS										B TO A FROM BIRD IN EYE FARM ACCESS TO B2102 (E)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	9	4	0	0	0	0	0	0	0	13	5	8	0	0	0	0	0	0	0	13

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 09/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: SUNDAY

TIME	B TO C FROM BIRD IN EYE FARM ACCESS TO B2102 (W)										C TO B FROM B2102 (W) TO BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
10:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
10:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
H/TOT	2	2	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
13:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
13:15	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	2
14:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	3
16:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
19:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:30	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
P/TOT	14	6	0	0	0	0	0	1	0	21	19	8	0	0	0	0	0	0	0	27

MANUAL CLASSIFIED COUNTS

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 09/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: SUNDAY

TIME	TO ARM B BIRD IN EYE FARM ACCESS										FROM ARM B BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2
10:45	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
11:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	4
12:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
13:00	1	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
13:30	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
13:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	5
14:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:15	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
16:00	2	1	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
H/TOT	3	3	0	0	0	0	0	0	0	6	2	3	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
17:15	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
17:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
19:00	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
19:15	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
H/TOT	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
P/TOT	28	12	0	0	0	0	0	0	0	40	19	14	0	0	0	0	0	1	0	34

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 10/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: MONDAY

TIME	A TO B FROM B2102 (E) TO BIRD IN EYE FARM ACCESS										B TO A FROM BIRD IN EYE FARM ACCESS TO B2102 (E)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
08:00	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:45	3	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	1	0	0	0	6	3	0	0	0	0	0	0	0	0	3
09:00	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
H/TOT	2	2	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	3
10:00	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
10:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
10:30	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13:15	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13:45	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
H/TOT	1	1	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	6
14:00	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
H/TOT	1	1	0	0	0	0	0	0	0	2	1	2	0	0	0	1	0	0	0	4
15:00	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
15:15	2	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
16:45	2	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	3
H/TOT	4	0	1	0	0	0	0	0	0	5	4	1	1	0	0	0	0	0	0	6
17:00	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	26	10	2	0	0	1	1	0	0	40	24	15	1	0	0	1	0	0	0	41

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 10/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: MONDAY

TIME	B TO C FROM BIRD IN EYE FARM ACCESS TO B2102 (W)										C TO B FROM B2102 (W) TO BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
07:00	1	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	6
07:45	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
H/TOT	1	2	0	0	0	0	0	0	0	3	3	5	0	0	0	0	1	0	0	9
08:00	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15	2	0	1	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	4
08:30	2	2	0	0	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	6
08:45	2	1	0	0	0	0	0	1	0	4	2	0	0	0	0	0	0	0	0	2
H/TOT	6	3	2	0	0	1	0	1	0	13	9	2	1	0	0	0	0	0	0	12
09:00	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
09:15	1	0	1	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	4
09:30	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	4
H/TOT	2	1	3	0	0	0	0	0	0	6	5	5	1	0	0	0	0	0	0	11
10:00	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
10:45	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
H/TOT	2	2	1	0	0	0	0	0	0	5	3	0	1	0	0	0	0	0	0	4
11:00	1	1	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
11:45	4	1	0	0	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	3
H/TOT	5	3	0	0	0	0	0	0	0	8	3	3	1	0	0	0	0	0	0	7
12:00	5	2	0	0	0	0	0	0	0	7	3	1	1	0	0	0	0	0	0	5
12:15	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
12:30	3	1	1	0	0	0	0	0	0	5	2	0	1	0	0	0	0	0	0	3
12:45	1	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	1	0	6
H/TOT	10	4	1	0	0	0	0	0	0	15	12	1	2	0	0	0	0	1	0	16
13:00	3	1	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	3
13:15	3	0	0	0	0	0	0	0	0	3	0	2	0	0	0	1	0	0	0	3
13:30	2	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	3
13:45	0	1	0	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	3
H/TOT	8	2	0	1	0	0	0	0	0	11	5	5	0	1	0	1	0	0	0	12
14:00	4	1	0	0	0	1	0	1	0	7	3	0	0	0	0	0	0	0	0	3
14:15	2	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	3
14:30	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	6	1	0	1	0	1	0	1	0	10	5	1	0	1	0	0	0	0	0	7
15:00	2	1	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	3
15:15	0	1	2	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	2
15:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	3
H/TOT	2	4	2	0	0	0	0	0	0	8	2	5	1	0	0	0	0	0	0	8
16:00	1	1	1	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	1	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	4	2	1	0	0	0	0	0	0	7	0	1	1	0	0	0	0	0	0	2
17:00	3	2	0	0	0	1	0	0	0	6	0	1	0	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
17:30	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	2
17:45	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
H/TOT	6	4	0	0	0	1	0	0	0	11	4	1	0	0	0	1	0	0	0	6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
19:00	2	0	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	1	0	0	3	1	1	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
P/TOT	54	31	10	2	0	3	1	2	0	103	57	33	8	2	0	2	1	1	0	104

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 10/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: MONDAY

TIME	TO ARM B BIRD IN EYE FARM ACCESS										FROM ARM B BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
06:45	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
H/TOT	1	2	0	0	0	0	1	0	0	4	0	2	0	0	0	0	0	0	0	2
07:00	0	1	0	0	0	0	1	0	0	2	1	1	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:30	4	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
07:45	1	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
H/TOT	5	5	0	0	0	0	1	0	0	11	2	3	0	0	0	0	0	0	0	5
08:00	1	0	0	0	0	1	0	0	0	2	0	0	1	0	0	1	0	0	0	2
08:15	4	1	0	0	0	0	0	0	0	5	2	0	1	0	0	0	0	0	0	3
08:30	4	1	1	0	0	0	0	0	0	6	4	2	0	0	0	0	0	0	0	6
08:45	5	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	0	1	0	5
H/TOT	14	2	1	0	0	1	0	0	0	18	9	3	2	0	0	1	0	1	0	16
09:00	0	3	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	2
09:15	3	1	1	0	0	0	0	0	0	5	1	1	1	0	0	0	0	0	0	3
09:30	1	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
09:45	3	2	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	2
H/TOT	7	7	1	0	0	0	0	0	0	15	3	3	3	0	0	0	0	0	0	9
10:00	2	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	3
10:15	1	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
10:30	2	1	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	2
10:45	2	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	3
H/TOT	7	1	1	0	0	0	0	0	0	9	6	2	1	0	0	0	0	0	0	9
11:00	0	0	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	3
11:15	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
11:30	2	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	1
11:45	2	2	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	5
H/TOT	4	5	1	0	0	0	0	0	0	10	6	4	0	0	0	0	0	0	0	10
12:00	3	1	1	0	0	0	0	0	0	5	6	2	0	0	0	0	0	0	0	8
12:15	2	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	4
12:30	2	0	1	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	5
12:45	6	0	0	0	0	0	0	1	0	7	1	0	0	0	0	0	0	0	0	1
H/TOT	13	1	2	0	0	0	0	1	0	17	12	5	1	0	0	0	0	0	0	18
13:00	2	1	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	5
13:15	0	3	0	0	0	1	0	0	0	4	4	1	0	0	0	0	0	0	0	5
13:30	1	1	0	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
13:45	3	1	0	0	0	0	0	0	0	4	1	2	0	1	0	0	0	0	0	4
H/TOT	6	6	0	1	0	1	0	0	0	14	12	4	0	1	0	0	0	0	0	17
14:00	4	1	0	0	0	0	0	0	0	5	4	1	0	0	0	1	0	1	0	7
14:15	2	0	0	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
14:30	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
H/TOT	6	2	0	1	0	0	0	0	0	9	7	3	0	1	0	2	0	1	0	14
15:00	2	2	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	5
15:15	2	2	0	0	0	0	0	0	0	4	0	2	2	0	0	0	0	0	0	4
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
15:45	1	1	1	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1
H/TOT	5	5	1	0	0	0	0	0	0	11	4	6	2	0	0	0	0	0	0	12
16:00	0	0	1	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	4
16:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
16:30	1	1	1	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	4
16:45	2	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	4
H/TOT	4	1	2	0	0	0	0	0	0	7	8	3	2	0	0	0	0	0	0	13
17:00	1	1	1	0	0	0	0	0	0	3	3	2	0	0	0	1	0	0	0	6
17:15	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
17:30	1	0	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	2
17:45	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
H/TOT	5	1	1	0	0	1	0	0	0	8	6	4	0	0	0	1	0	0	0	11
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2
H/TOT	0	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	3
19:00	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	0	0	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	0	0	2	2	1	0	0	0	0	1	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	2	1	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
P/TOT	83	43	10	2	0	3	2	1	0	144	78	46	11	2	0	4	1	2	0	144

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 11/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: TUESDAY

TIME	A TO B FROM B2102 (E) TO BIRD IN EYE FARM ACCESS										B TO A FROM BIRD IN EYE FARM ACCESS TO B2102 (E)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
06:45	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	1
07:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	2
08:00	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15	1	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	2	0	2	0	0	1	0	0	0	5	1	2	0	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
09:15	1	2	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	1
09:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	3	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
10:15	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
10:30	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:45	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	1	3	1	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	4
11:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
H/TOT	1	1	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
14:00	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
14:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
15:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	4
16:00	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	1	0	0	0	0	0	3	1	1	0	0	0	1	0	0	0	3
17:00	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	20	8	4	1	0	2	0	0	0	35	16	11	2	1	0	1	0	0	0	31

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 11/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

DAY: TUESDAY

TIME	B TO C FROM BIRD IN EYE FARM ACCESS TO B2102 (W)										C TO B FROM B2102 (W) TO BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	1	1	0	0	0	0	0	0	3	0	2	0	0	0	0	1	0	0	3
07:30	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
07:45	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
H/TOT	2	2	1	0	0	0	0	0	0	5	2	4	0	0	0	0	1	0	0	7
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	2
08:30	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
08:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	1	0	0	1	0	0	0	4	2	2	0	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
09:15	1	0	1	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	4
09:30	2	3	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	2
09:45	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2
H/TOT	4	3	1	0	0	0	0	0	0	8	5	4	1	0	0	0	0	0	0	10
10:00	1	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	7
10:15	4	0	1	0	0	0	0	0	0	5	2	0	1	0	0	0	0	0	0	3
10:30	1	1	1	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	6
10:45	3	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	1
H/TOT	9	2	2	0	0	0	0	0	0	13	11	5	1	0	0	0	0	0	0	17
11:00	3	2	0	0	0	0	0	1	0	6	3	0	1	0	0	0	0	0	0	4
11:15	2	1	0	0	0	0	0	0	0	3	1	2	1	1	0	0	0	0	0	5
11:30	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
11:45	2	1	1	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	1
H/TOT	9	5	1	0	0	0	0	1	0	16	4	3	2	1	0	0	0	0	0	10
12:00	1	1	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	2
12:15	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	3
12:30	4	0	0	1	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	2
12:45	4	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	1
H/TOT	9	1	1	1	0	0	0	0	0	12	6	1	0	1	0	0	0	0	0	8
13:00	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
13:15	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2
13:30	1	1	0	0	0	1	0	0	0	3	1	2	0	0	0	1	0	0	0	4
13:45	2	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	3
H/TOT	3	2	1	1	0	1	0	0	0	8	5	5	0	0	0	1	0	0	0	11
14:00	2	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
14:15	1	2	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
14:30	0	1	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	4
14:45	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
H/TOT	3	6	0	0	0	0	0	0	0	9	3	8	0	0	0	0	0	0	0	11
15:00	1	2	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
15:15	1	2	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	2
15:30	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
15:45	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	4	6	0	0	0	0	0	0	0	10	2	2	1	0	0	0	0	0	0	5
16:00	2	2	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	1
16:15	1	1	0	0	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	5
16:30	2	1	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1
16:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
H/TOT	5	5	0	0	0	0	0	0	0	10	1	4	2	0	0	0	0	0	0	7
17:00	2	1	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	2
17:15	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1
H/TOT	4	3	0	0	0	0	0	0	0	7	2	1	0	0	0	1	0	0	0	4
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	53	37	8	2	0	2	0	1	0	103	45	40	7	2	0	2	1	0	0	97

MANUAL CLASSIFIED COUNTS

AUTO SURVEYS LTD

JOB REF: 13437

JOB NAME: UCKFIELD

SITE: 6

DATE: 11/06/2024

LOCATION: B2102 (E) / BIRD IN EYE FARM ACCESS / B2102 (W)

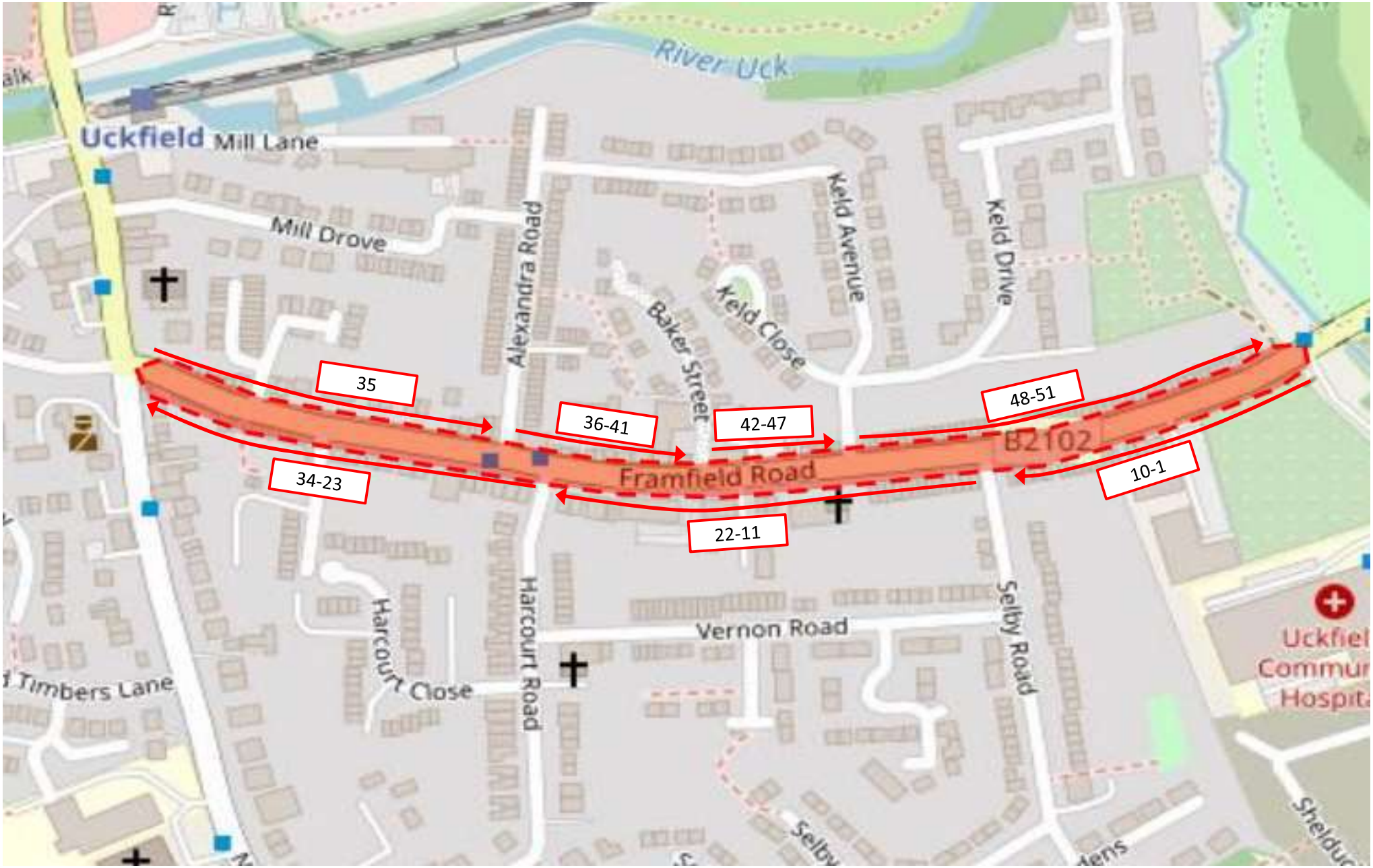
DAY: TUESDAY

TIME	TO ARM B BIRD IN EYE FARM ACCESS										FROM ARM B BIRD IN EYE FARM ACCESS									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PED - ADULT	PED - CHILD	TOT
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
06:45	1	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	1
07:00	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:15	0	2	0	0	0	0	1	0	0	3	1	1	1	0	0	0	0	0	0	3
07:30	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
07:45	2	1	0	0	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	3
H/TOT	5	4	0	0	0	0	1	0	0	10	3	2	2	0	0	0	0	0	0	7
08:00	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15	1	2	2	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	0	1
08:30	2	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
H/TOT	4	2	2	0	0	1	0	0	0	9	1	4	1	0	0	1	0	0	0	7
09:00	2	1	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1
09:15	2	4	1	0	0	0	0	0	0	7	2	0	1	0	0	0	0	0	0	3
09:30	1	2	0	0	0	0	0	0	0	3	2	3	0	0	0	0	0	0	0	5
09:45	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
H/TOT	7	7	1	0	0	0	0	0	0	15	5	4	1	0	0	0	0	0	0	10
10:00	4	3	0	0	0	0	0	0	0	7	2	1	0	0	0	0	0	0	0	3
10:15	2	0	2	0	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	6
10:30	5	3	0	0	0	0	0	0	0	8	1	1	1	0	0	0	0	0	0	3
10:45	1	2	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	5
H/TOT	12	8	2	0	0	0	0	0	0	22	11	4	2	0	0	0	0	0	0	17
11:00	4	0	1	0	0	0	0	0	0	5	3	2	0	0	0	0	0	1	0	6
11:15	1	3	1	1	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
11:45	0	1	0	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	6
H/TOT	5	4	2	1	0	0	0	0	0	12	9	6	2	0	0	0	0	1	0	18
12:00	1	0	0	1	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
12:15	3	0	1	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	1
12:30	2	0	0	0	0	0	0	0	0	2	4	0	0	1	0	0	0	0	0	5
12:45	0	1	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	5
H/TOT	6	1	1	1	0	0	0	0	0	9	10	1	1	1	0	0	0	0	0	13
13:00	0	2	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	2
13:15	1	1	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	2
13:30	1	2	0	0	0	1	0	0	0	4	1	1	0	0	0	1	0	0	0	3
13:45	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
H/TOT	5	5	0	0	0	1	0	0	0	11	4	3	1	1	0	1	0	0	0	10
14:00	1	3	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	5
14:15	2	1	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	3
14:30	2	2	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	1
14:45	0	2	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	4
H/TOT	5	8	0	0	0	0	0	0	0	13	6	7	0	0	0	0	0	0	0	13
15:00	1	1	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	0	0	7
15:15	1	1	1	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	3
15:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
15:45	2	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	2
H/TOT	4	2	1	0	0	0	0	0	0	7	7	7	0	0	0	0	0	0	0	14
16:00	1	1	1	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	4
16:15	1	3	1	0	0	0	0	0	0	5	1	1	0	0	0	1	0	0	0	3
16:30	0	1	0	1	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	2	5	2	1	0	0	0	0	0	10	6	6	0	0	0	1	0	0	0	13
17:00	2	1	0	0	0	0	0	0	0	3	2	2	0	1	0	0	0	0	0	5
17:15	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	3
17:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	2
H/TOT	4	1	0	0	0	1	0	0	0	6	5	4	0	1	0	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	65	48	11	3	0	4	1	0	0	132	69	48	10	3	0	3	0	1	0	134

Appendix 5

ZONE PLANS

AUTO SURVEYS LTD



PARKING BEATS

AUTO SURVEYS LTD

LOCATION: UCKFIELD

Notes: In Zone 49, the last 49m is too narrow to park, therefore the length of kerb where parking is feasible is actually 161.9m, hence the number of available spaces being 32.

Zone	Street	Side of Road	Restriction	Parking Permitted	Length (m) 1 DECIMAL PLACE	Total No Bays Theoretical (1 Bay = 5Mtr)	Bays Unavailable	WEDNESDAY 5TH JUNE																							
								TIME:	07:00	08:00		09:00		10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00		18:00		19:00		OVERNIGHT
								PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free
1	FRAMFIELD ROAD	S	SOLID WHITE LINE	NO	12	0	0	0	0	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	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	32.3	6	0	3	2	5	0	3	3	2	4	2	4	4	1	4	1	3	2	4	1	4	1	6	0	4	2	4	1	5	1
3	FRAMFIELD ROAD	S	DROP KERB	NO	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0
4	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	6.6	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
5	FRAMFIELD ROAD	S	DROP KERB / SOLID WHITE LINE	NO	16.6	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	0	0	0
6	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	9.1	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
7	FRAMFIELD ROAD	S	DROP KERB	NO	30.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	16.2	3	0	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3
9	FRAMFIELD ROAD	S	DROP KERB	NO	10.4	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
10	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	20.3	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	0	0	0
11	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	20.7	0	0	0	0	0	0	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	FRAMFIELD ROAD	S	DROP KERB	NO	12.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0
13	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	5	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
14	FRAMFIELD ROAD	S	DROP KERB	NO	12.5	0	0	0	0	0	0	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	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	7	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	1	0	1	0	1	0
16	FRAMFIELD ROAD	S	DROP KERB	NO	21.9	0	0	0	0	0	0	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	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	27.9	5	0	4	1	4	1	3	2	3	2	4	1	2	3	1	4	3	2	4	1	3	2	4	1	5	0	5	0	4	1
18	FRAMFIELD ROAD	S	DROP KERB	NO	6.1	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
19	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	8.7	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	1	0	1	0
20	FRAMFIELD ROAD	S	DROP KERB	NO	12.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	14.6	2	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	2	1	3	0	2	1	3	0
22	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	79.7	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
23	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	14.2	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
24	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	8.9	1	0	2	0	2	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2	0	2	0	2	0	2	0	2	0
25	FRAMFIELD ROAD	S	DROP KERB	NO	6.1	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
26	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	7.9	1	0	1	0	1	0	1	0	2	0	2	0	1	0	2	0	1	0	2	0	1	0	2	0	2	0	2	0	2	0
27	FRAMFIELD ROAD	S	SOLID WHITE LINE	NO	17.6	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	0	0	0
28	FRAMFIELD ROAD	S	DROP KERB	NO	8.8	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
29	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	9.4	1	0	2	0	1	0	0	1	1	0	2	0	2	0	2	0	1	0	2	0	2	0	2	0	2	0	2	0	2	0
30	FRAMFIELD ROAD	S	SOLID WHITE LINE	NO	9.3	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	0	0	0
31	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	10	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0
32	FRAMFIELD ROAD	S	DROP KERB	NO	9.7	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	0	0	1	0
33	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	13.5	2	0	3	0	3	0	2	1	2	0	2	0	3	0	2	0	2	0	3	0	3	0	3	0	2	0	2	0	2	0
34	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	104.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	193.4	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
36	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	41	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	0	1	0	0	0
37	FRAMFIELD ROAD	N	MON-SAT, 8AM-6PM, 2HRS, NO RETURN 2HRS	YES	23.8	4	0	4	0	3	1	3	1	4	0	4	0	4	0	4	0	4	0	3	1	2	2	4	0	3	1	2	2	4	0
38	FRAMFIELD ROAD	N	DROP KERB	NO	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	FRAMFIELD ROAD	N	MON-SAT, 8AM-6PM, 2HRS, NO RETURN 2HRS	YES	4.3	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0
40	FRAMFIELD ROAD	N	DROP KERB	NO	11.4	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
41	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	10.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	FRAMFIELD ROAD	N	LAYBY	YES	18	3	0	1	2	3	0	3	0	3	0	3	0	2	1	1	2	2	1	2	1	3	0	3	0	3	0	2	1	2	1
43	FRAMFIELD ROAD	N	DROP KERB	NO	9.7	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
44	FRAMFIELD ROAD	N	NO RESTRICTIONS	YES	21	4	0	0	4	0	4	1	3	1	3	0	4	0	4	0	4	0	4	0	4	0	4	2	2	4	0	3	1	2	2
45	FRAMFIELD ROAD	N	DROP KERB	NO	4.1	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
46	FRAMFIELD ROAD	N	NO RESTRICTIONS	YES	9.6	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
47	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	9.9	0	0	0	0	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
48	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	6.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	FRAMFIELD ROAD	N	NO RESTRICTIONS	YES	210.9	32	0	18	12	15	15	13	19	16	15	15	16	13	18	14	17	15	16	15	16	18	10	21	7	21	7	22	6	23	5
50	FRAMFIELD ROAD	N	DROP KERB	NO	11.2	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
51	FRAMFIELD ROAD	N	SOLID WHITE LINE	NO	9.6	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	0	0	0

PARKING BEATS

AUTO SURVEYS LTD

LOCATION: UCKFIELD

Notes: In Zone 49, the last 49m is too narrow to park, therefore the length of kerb where parking is feasible is actually 161.9m, hence the number of available spaces being 32.

Zone	Street	Side of Road	Restriction	Parking Permitted	Length (m) 1 DECIMAL PLACE	Total No Bays Theoretical (1 Bay = 5Mtr)	Bays Unavailable	THURSDAY 6TH JUNE																							
								TIME: 07:00		TIME: 08:00		TIME: 09:00		TIME: 10:00		TIME: 11:00		TIME: 12:00		TIME: 13:00		TIME: 14:00		TIME: 15:00		TIME: 16:00		TIME: 17:00		TIME: 18:00		TIME: 19:00		TIME: OVERNIGHT	
								PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free
1	FRAMFIELD ROAD	S	SOLID WHITE LINE	NO	12	0	0	0	0	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	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	32.3	6	0	5	0	5	0	3	2	3	2	4	2	4	2	3	2	4	1	4	1	4	1	5	1	5	1	5	1	4	2
3	FRAMFIELD ROAD	S	DROP KERB	NO	6	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	1	0	1	0
4	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	6.6	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
5	FRAMFIELD ROAD	S	DROP KERB / SOLID WHITE LINE	NO	16.6	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	0	0	0
6	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	9.1	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
7	FRAMFIELD ROAD	S	DROP KERB	NO	30.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	16.2	3	0	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3
9	FRAMFIELD ROAD	S	DROP KERB	NO	10.4	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
10	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	20.3	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	0	0	0
11	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	20.7	0	0	0	0	0	0	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	FRAMFIELD ROAD	S	DROP KERB	NO	12.8	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
13	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	5	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
14	FRAMFIELD ROAD	S	DROP KERB	NO	12.5	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	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	7	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
16	FRAMFIELD ROAD	S	DROP KERB	NO	21.9	0	0	0	0	0	0	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	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	27.9	5	0	4	1	2	3	1	4	1	4	1	4	1	4	1	4	2	3	1	4	3	1	1	4	4	1	4	1	5	0
18	FRAMFIELD ROAD	S	DROP KERB	NO	6.1	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
19	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	8.7	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0	1	1	0	1	0
20	FRAMFIELD ROAD	S	DROP KERB	NO	12.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	14.6	2	0	3	0	3	0	2	0	1	1	1	1	1	1	2	0	2	0	2	0	2	0	2	0	3	0	2	0	2	0
22	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	79.7	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
23	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	14.2	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
24	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	8.9	1	0	1	0	0	1	0	1	1	0	1	0	1	0	2	0	2	0	2	0	2	0	1	0	2	0	2	0	2	0
25	FRAMFIELD ROAD	S	DROP KERB	NO	6.1	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
26	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	7.9	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0
27	FRAMFIELD ROAD	S	SOLID WHITE LINE	NO	17.6	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
28	FRAMFIELD ROAD	S	DROP KERB	NO	8.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	9.4	1	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0
30	FRAMFIELD ROAD	S	SOLID WHITE LINE	NO	9.3	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	0	0	0
31	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	10	2	0	2	0	2	0	2	0	2	0	1	1	1	1	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0
32	FRAMFIELD ROAD	S	DROP KERB	NO	9.7	0	0	1	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	1	0
33	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	13.5	2	0	2	0	2	0	2	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	2	0
34	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	104.8	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
35	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	193.4	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
36	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
37	FRAMFIELD ROAD	N	MON-SAT, 8AM-6PM, 2HRS, NO RETURN 2HRS	YES	23.8	4	0	4	0	3	1	2	2	2	2	4	0	4	0	3	1	4	0	4	0	3	1	4	0	4	0	4	0	4	0
38	FRAMFIELD ROAD	N	DROP KERB	NO	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	FRAMFIELD ROAD	N	MON-SAT, 8AM-6PM, 2HRS, NO RETURN 2HRS	YES	4.3	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	1	0	1	0	1	0	0	0
40	FRAMFIELD ROAD	N	DROP KERB	NO	11.4	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
41	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	10.7	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
42	FRAMFIELD ROAD	N	LAYBY	YES	18	3	0	2	1	3	0	3	0	3	0	2	1	3	0	3	0	3	0	3	0	3	0	2	1	2	1	2	1	1	2
43	FRAMFIELD ROAD	N	DROP KERB	NO	9.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	FRAMFIELD ROAD	N	NO RESTRICTIONS	YES	21	4	0	2	1	0	4	0	4	0	4	1	3	1	3	1	3	1	3	1	3	3	1	3	1	3	1	3	1	4	0
45	FRAMFIELD ROAD	N	DROP KERB	NO	4.1	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
46	FRAMFIELD ROAD	N	NO RESTRICTIONS	YES	9.6	1	0	1	0	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	1	1	0	0	1	1	0	1	0	0	1
47	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	9.9	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	1	0
48	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	6.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	FRAMFIELD ROAD	N	NO RESTRICTIONS	YES	210.9	32	0	23	7	19	11	18	12	16	15	15	16	16	15	14	17	16	14	18	11	16	14	19	10	22	7	21	8	24	5
50	FRAMFIELD ROAD	N	DROP KERB	NO	11.2	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
51	FRAMFIELD ROAD	N	SOLID WHITE LINE	NO	9.6	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	0	0	0

PARKING BEATS

AUTO SURVEYS LTD

LOCATION: UCKFIELD

Notes: In Zone 49, the last 49m is too narrow to park, therefore the length of kerb where parking is feasible is actually 161.9m, hence the number of available spaces being 32.

Zone	Street	Side of Road	Restriction	Parking Permitted	Length (m) 1 DECIMAL PLACE	Total No Bays Theoretical (1 Bay = 5Mtr)	Bays Unavailable	SATURDAY 8TH JUNE																					
								TIME: 07:00		TIME: 08:00		TIME: 09:00		TIME: 10:00		TIME: 11:00		TIME: 12:00		TIME: 13:00		TIME: 14:00		TIME: 15:00		TIME: 16:00		TIME: 17:00		TIME: 18:00		TIME: 19:00	
								PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free	PARK	Free
1	FRAMFIELD ROAD	S	SOLID WHITE LINE	NO	12	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	32.3	6	0	4	2	4	2	4	2	4	2	4	2	3	3	3	3	4	2	6	0	6	0	6	0	6	0	5	1
3	FRAMFIELD ROAD	S	DROP KERB	NO	6	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
4	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	6.6	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
5	FRAMFIELD ROAD	S	DROP KERB / SOLID WHITE LINE	NO	16.6	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	0
6	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	9.1	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	1	0	1	0	0	1	0	1
7	FRAMFIELD ROAD	S	DROP KERB	NO	30.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	16.2	3	0	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3
9	FRAMFIELD ROAD	S	DROP KERB	NO	10.4	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
10	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	20.3	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	0
11	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	20.7	0	0	0	0	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	FRAMFIELD ROAD	S	DROP KERB	NO	12.8	0	0	0	0	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	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	5	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
14	FRAMFIELD ROAD	S	DROP KERB	NO	12.5	0	0	0	0	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	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	7	1	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
16	FRAMFIELD ROAD	S	DROP KERB	NO	21.9	0	0	0	0	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	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	27.9	5	0	4	1	4	1	4	1	4	1	4	1	3	2	3	2	4	1	4	1	4	1	4	1	4	1	4	1
18	FRAMFIELD ROAD	S	DROP KERB	NO	6.1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	1	0	1	0	1	0	1	0	0	0
19	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	8.7	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
20	FRAMFIELD ROAD	S	DROP KERB	NO	12.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	14.6	2	0	2	1	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	2	1	2	1	2	1
22	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	79.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	14.2	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
24	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	8.9	1	0	2	0	2	0	1	0	1	0	1	0	2	0	1	0	2	0	0	1	0	1	2	0	2	0	1	0
25	FRAMFIELD ROAD	S	DROP KERB	NO	6.1	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
26	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	7.9	1	0	1	1	1	0	2	0	1	0	1	0	1	0	0	1	1	0	1	0	2	0	2	0	2	0	2	0
27	FRAMFIELD ROAD	S	SOLID WHITE LINE	NO	17.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
28	FRAMFIELD ROAD	S	DROP KERB	NO	8.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	9.4	1	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0
30	FRAMFIELD ROAD	S	SOLID WHITE LINE	NO	9.3	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	0
31	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	10	2	0	2	0	2	0	1	1	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	1	1
32	FRAMFIELD ROAD	S	DROP KERB	NO	9.7	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0
33	FRAMFIELD ROAD	S	NO RESTRICTIONS	YES	13.5	2	0	3	0	3	0	3	0	3	0	3	0	2	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0
34	FRAMFIELD ROAD	S	DOUBLE YELLOW LINES	NO	104.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	193.4	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
36	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	41	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
37	FRAMFIELD ROAD	N	MON-SAT, 8AM-6PM, 2HRS, NO RETURN 2HRS	YES	23.8	4	0	4	0	4	0	3	1	3	1	3	1	3	1	3	1	4	0	4	0	2	2	2	2	4	0	3	1
38	FRAMFIELD ROAD	N	DROP KERB	NO	5.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	FRAMFIELD ROAD	N	MON-SAT, 8AM-6PM, 2HRS, NO RETURN 2HRS	YES	4.3	0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
40	FRAMFIELD ROAD	N	DROP KERB	NO	11.4	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
41	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	10.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	FRAMFIELD ROAD	N	LAYBY	YES	18	3	0	3	0	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	3	0	3	0	3	0	3	0
43	FRAMFIELD ROAD	N	DROP KERB	NO	9.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	FRAMFIELD ROAD	N	NO RESTRICTIONS	YES	21	4	0	3	1	3	1	3	1	3	1	3	1	3	1	1	3	1	3	2	2	2	2	2	2	3	1	2	2
45	FRAMFIELD ROAD	N	DROP KERB	NO	4.1	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
46	FRAMFIELD ROAD	N	NO RESTRICTIONS	YES	9.6	1	0	1	1	2	0	2	0	1	0	1	0	1	0	2	0	2	0	2	0	2	0	0	1	0	1	0	1
47	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	FRAMFIELD ROAD	N	DOUBLE YELLOW LINES	NO	6.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	FRAMFIELD ROAD	N	NO RESTRICTIONS	YES	210.9	32	0	19	9	20	10	21	9	18	12	18	12	15	15	14	17	17	13	17	13	18	12	17	13	18	10	18	10
50	FRAMFIELD ROAD	N	DROP KERB	NO	11.2	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
51	FRAMFIELD ROAD	N	SOLID WHITE LINE	NO	9.6	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	0

Appendix 6

Proposed Main Site Access

Bird in Eye Farm

Oast

SANG LAND

Existing tree belt

Ancient Woodland

Ancient Woodland buffers shown cutback (15 & 50m)

Ancient Veteran Tree location

Pond

Bird-in-eye Shaw

Trunk

Hellwell Farm

Pond

Sluice

Sluice

Pedestrian link to existing footpath

LEAP

LAP

LAP

Allotment Gardens

Ditch

Ditch

Ditch

FB

Lambert House

Oasthene

Right Tree Cottage

Lyecroft

Hellwell Farm Bungalow

Ivy Cottage

Hellwell Lodge

Hellwell House

BIRD IN EYE HILL

B 2102

37.6m

50.3m

55.8m

48.6m

N

KEY

- Application Site Boundary
- Area of land retained for Bird in Eye Farm
- Area of land for SANG with 2.5Km circular walk
- Ancient Woodland
- Ancient Woodland buffer - 15M
- Ancient Woodland buffer - 50M
- Existing Hedges with 5M buffer zone
- Existing watercourses
- Existing overhead electricity cables
- Location of Listed Oast
- Proposed upgraded main site access
- Proposed pedestrian/cycle access to connect to existing F.P. network.
- Proposed 5M landscaped buffer to farm & existing adjacent housing
- Proposed Open Space area
- Proposed Local Area of Play and Equipped Area of Play
- Proposed footpath/cycleway

NOTE:
Housing Quantity and Density:
Net Developable Area providing up to 190 dwellings at circa 17 dwellings/ Ha.

Rev:K 25/07/2024 Key updated to up to 190 dwellings.

Rev:J 19/07/2024 Red line revised to omit Oast.

Rev:H 15/07/2024 Parcel reference letters omitted.

Rev:G 12/07/2024 Drainage basins added. General updates to layout. LEAP Play area repositioned. LAP play area added

Rev:F 09/07/2024 Red line revised along southern boundary and around the Bird in Eye Farm/Oast

Rev:E 04/07/2024 Red line revised along south-west and eastern boundaries. Circular walking route adjusted to suit.

Rev:D 02/07/2024 Roundabout access revised. Red line boundary updated to include s.w. drain outlet. Active travel route across open space revised. Mobility Hub added.

Rev:C 20/06/2024 Extent of flood zone shown. Red line boundary updated to avoid flood zone and ancient woodland. Parcel A (10 units) added bringing total to 181 dwellings.

Rev:B 10/06/2024 Updated to include additional footpath/cycleway connection. SANG footpath routes extended.

Rev:A 07/06/2024 Updated to respond to Pre-App advice. Numbers reduced and parking courts omitted. Layout adjusted in Parcel H to avoid flood area

1:1250 @ A1 0 10 20 30 40 50 Metres

croudacehomes

Paul Brown RIBA Chartered Architect
14 Weymede, Green Lane, Byfleet, Surrey, KT14 7DG
T:01932 349946 M:07443 417 952

Land at Bird in Eye Farm, South of Bird in Eye Hill, UCKFIELD

Illustrative Site Layout

Ref: PRB/BIE/202K Jun 2024

Appendix 7

INDICATIVE

New Field Gate Access

Existing Field Gate Access Closed Up

70-metre forward visibility splay in line with 30-mph design speed and DMRB's one step below desirable minimum SSD.

90-metre forward visibility splay in line with 30-mph design speed and DMRB's desirable minimum SSD.

Proposed Indicative Retaining Feature

36m ICD Roundabout

2m Wide Roundabout Overrun Strip

3m Wide Shared Footway / Cycleway

Cycle Off-Slip

90-metre forward visibility splay in line with 30-mph design speed and DMRB's desirable minimum SSD.

2m Wide Footway

See Drawing No. 23138 / 002.

3m Wide Shared Footway / Cycleway

2m Wide Footway

Proposed Indicative Retaining Feature

Connection to BIE Farm Land

Connection to Illustrative Masterplan

Please note: Adjacent building positions and heights have been surveyed where possible but boundary screening features prevented a full lines of sight and therefore full survey detail.

No further survey detail has been shown within the farm compound as requested by the client at the time of original survey completion.

Bird in Eye Farm

5m 0 5 10 15m
SCALE IN METRES
1:250

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

- Proposed Carriageway
- Proposed Footway / Cycleway
- Proposed Grassed Verge
- Proposed Earthworks
- Highway Boundary
- Proposed Indicative Retaining Feature
- DMRB 30-mph Roundabout Entry Visibility Splay
- MfS 30-mph Visibility Splay (2.4 x 43-metres)
- MfS 20-mph Visibility Splay (2.4 x 25-metres)
- × 40.495m Centreline Level

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev.	Drn.	Date:	Details:	Chk:
-	ZM	18/07/2024	First issue	MS
A	ZM	23/07/2024	Revised layout	MS

Client: Croudace Homes Limited

Project: Land at Bird In Eye, Uckfield

Title: Proposed Access Arrangement

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/001

Scale: 1:250 @ A1

Revision: A

Appendix 8

INDICATIVE

BIRD IN EYE HILL

Right Tree Cottage

Oakdene

SHELLEY BANK

Please note: Adjacent building positions and heights have been surveyed where possible but boundary screening/vegetation prevented full topographical and therefore full survey detail.

No defined, visible boundary in this area.

10
0.36Ha

174 173 172 175 176 177 178 179 180 181

B3015M B2010M B2010Mbp F2008M

Adoptable Turning Head

2.000

× 39.383m
× 40.495m
× 41.589m
× 42.597m
× 43.497m
× 38.270m
× 37.157m
× 36.046m
× 34.995m
× 34.199m
× 34.028m

See Drawing No. 23138 / 001

Connection to B2102 Bird In Eye Hill (see Drawing No. 23138 / 004 and 23138 / ATA / 001)

2m Wide Footway (see Drawing No. 23138 / 003)

3m Wide Shared Footway / Cycleway

Connection to Illustrative Masterplan (see Drawing No. 23138 / 004)

5m 0 5 10 15m
SCALE IN METRES
1:250

Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

- Proposed Carriageway
- Proposed Footway / Cycleway
- Proposed Grassed Verge
- Proposed Shared Area
- Proposed Bound Gravel (i.e. heritage surfacing)
- Proposed Granite Rumble Strip
- Proposed Earthworks
- × 40.495m Centreline Level

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	ZM	18/07/2024	First issue	MS
A	ZM	23/07/2024	Revised layout	MS

Client
Croudace Homes Limited

Project
Land at Bird In Eye, Uckfield

Title
Proposed Access Arrangements to North-Western Units

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/002

Scale: 1:250 @ A1

Revision: A

Appendix 9

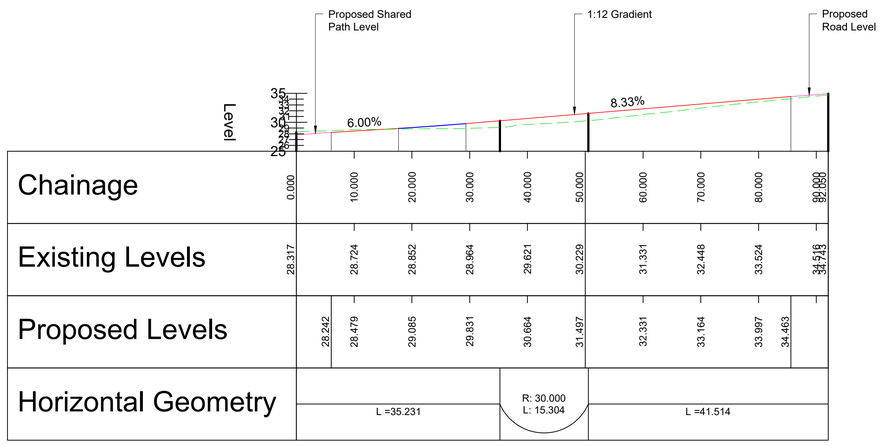
INDICATIVE

Connection to B2102 Bird In Eye Hill (see Drawing No. 23138 / 004 and 23138 / ATA / 001)

34.028m
34.199m
37.157m
36.046m
34.995m
30.389m
28.800m
28.552m

SCALE IN METRES
1:200

FOOTPATH LINK - LONGSECTION
SCALE: H 1:500,V 1:500. DATUM: 25.000



Chainage	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000 92.000
Existing Levels	28.317	28.724	28.852	28.964	29.621	30.229	31.331	32.448	33.524	34.518 34.743
Proposed Levels	28.242	28.479	29.085	29.831	30.664	31.497	32.331	33.164	33.997	34.463
Horizontal Geometry	L =35.231				R: 30.000 L: 15.304		L =41.514			

Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key
- Proposed Carriageway
- Proposed Footway / Cycleway
- Proposed Grassed Verge
- Proposed Shared Area
- Proposed Bound Gravel (i.e. heritage surfacing)
- Proposed Granite Rumble Strip
- Proposed Earthworks
- × 40.495m Centreline Level

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details:	Chk:
-	ZM	18/07/2024	First issue	MS
A	ZM	23/07/2024	Revised layout	MS

Client
Croudace Homes Limited

Project
Land at Bird In Eye, Uckfield

Title
Footpath Link - Indicative Vertical Design

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/003
Scale: 1:200 @ A1
Revision: A

Appendix 10

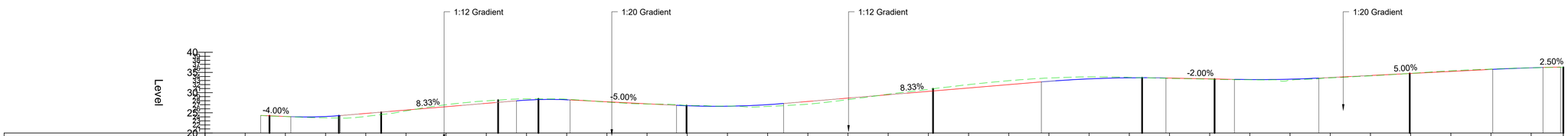
Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

- Proposed Carriageway
- Proposed Footway / Cycleway
- Proposed Grassed Verge
- Proposed Shared Area
- Proposed Bound Gravel (i.e. heritage surfacing)
- Proposed Earthworks
- × 40.495m Centreline Level

SHARED LINK - LONGSECTION
SCALE: H 1:500,V 1:500. DATUM: 20.000



Chainage	0.000	10.000	20.000	30.000	40.000	50.000	60.000	70.000	80.000	90.000	100.000	110.000	120.000	130.000	140.000	150.000	160.000	170.000	180.000	190.000	200.000	210.000	220.000	230.000	240.000	250.000	260.000	270.000	280.000	290.000	300.000	310.000	320.000	330.000	338.012
Existing Levels			24.058	23.754	24.100	25.485	27.001	27.951	28.453	28.361	27.643	27.183	26.808	26.658	26.579	27.140	28.270	29.609	30.810	31.986	32.952	33.623	33.908	33.772	33.526	33.333	33.182	33.070	33.654	34.142	34.770	35.409	35.842	36.153	36.272
Proposed Levels		24.349	24.102	24.077	24.842	25.675	26.608	27.341	28.143	28.228	27.731	27.231	26.749	26.633	27.017	27.810	28.643	29.476	30.309	31.142	31.975	32.802	33.406	33.677	33.615	33.415	33.239	33.334	33.748	34.248	34.748	35.248	35.748	36.157	36.349
Horizontal Geometry	R: 4.500 L =11.289	R: 4.500 L: 4.758	L =17.254	R: 10.437 L: 10.522	R: 389.073 L: 29.123	R: 18.500 L: 10.019	R: 49.888 L: 36.847	R: 54.495 L: 61.342	R: 42.172 L: 52.039	L =18.023	R: 41.161 L: 48.560	R: 65.095 L: 38.235																								

NOT FOR CONSTRUCTION

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev.	Drn.	Date:	Details:	Chk:
-	ZM	18/07/2024	First issue	ZM
A	ZM	23/07/2024	Revised layout	ZM

Client

Croudace Homes Limited

Project

Land at Bird In Eye, Uckfield

Title

Shared Footway / Cycleway - Indicative Vertical Design

MILESTONE TRANSPORT PLANNING
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 23138/004

Scale: 1:500 @ A1

Revision: A