Proposed Residential Development
Land at Downlands Farm, Uckfield

Response to ESCC Highway Comments

For

Gleeson Land

motion

Document Control Sheet

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1.0 Introduction & Background

1.1 This technical note has been prepared to respond to highway/transport comments received from East Sussex County Council (ESCC), as local highway authority in the consultation response dated 18th October 2022 to the proposals for land at Downlands Farm, Uckfield (planning reference: WD/2022/1637/MEA), submitted to Wealden District Council (WDC) in June 2022. Five key points were identified in the consultation response, which are addressed within this note, as follows:

1. All 3 accesses and accessibility measures for active travel cannot be accepted as being deliverable from both a design and highway safety perspective.
2. Public Right of Way (PRoW) routes are inappropriate for everyday use as surfaces and gradients are unsuited to vulnerable users, prams/buggies, and require solid footwear.
3. The community transport option has received objections from the Passenger Transport Team, though there is a further option to explore and discuss.
4. Highway impact on the town centre roads has not been addressed.
5. The scheme is detached from the urban fabric of the town, and this prevents any efficient connectivity to the local amenities.

1.2 These five points are addressed within the remainder of this note, with other matters raised in the consultation response dealt with in section 7 and a summary provided in section 8.

1.3 Prior to the application being made, pre-application advice was sought from ESCC, as highway authority, in September 2020, followed by a meeting and receipt of ESCC's interim response in October 2020. Pursuant to the formal pre-application response, further work was completed and submitted to ESCC in November 2021, including earlier versions of a Non-Motorised User (NMU) Audit, community bus service note and initial off-site highway works plans and the Stage 1 Road Safety Audits that had been completed at that stage. No comments were received on this additional information. The planning application subject of this note was submitted in June and subsequently validated in July 2022. Following submission, Motion sought to engage with the highway authority to discuss the application and any matters that may require further information/discussion. A meeting was held in early October 2022 and the formal consultation response from ESCC was received on the 18th October. It is also notable that the Applicant has signed-up to a Statement of Common Ground with ESCC and WDC, as well as developers progressing applications on other sites in/around Uckfield to ensure a coordinated approach to traffic modelling.

1.4 In respect of traffic modelling, the effect of the development proposals on the highway network has been assessed using data provided by ESCC and their consultants. Traffic modelling was presented within the submitted Transport Assessment (TA) considering the effect of the Proposed Development on the local highway network. The modelling also considered the strategic position, should all four major residential developments currently being planned in Uckfield be granted planning permission. The response from ESCC has provided comments on the traffic modelling presented within the submitted TA and those comments are addressed within this note.

2.0 Access & Accessibility for Active Travel

Context

2.1 The ESCC response states:

"*All 3 accesses and accessibility measures for active travel cannot be accepted as being deliverable from both a design and highway safety perspective*."

2.2 In this respect, the ESCC also states:

"*There are identified problems associated with the design of the proposed access points and the mitigation measures on the accessible routes which are likely to affect their deliverability and overall effectiveness in serving the site safely and conveniently. It is acknowledged that the rural nature of the site and immediate surroundings, in particular the strong ecological and woodland features, would likely present conflict in providing the necessary highway and accessibility requirements for this site."*

2.3 And in terms of active user accessibility:

"*From identifying the routes to the town centre for employment and transport connections and educational establishments nearby (destinations likely to be required on a daily basis), although these would appear to have proximity to the site on plan, on the ground some of the routes are considered to be inconveniently long, constrained, or difficult in terms of gradient and surface."*

2.4 The ESCC response provides the following summary of the proposed walking routes:

"*Summary of pedestrian routes are that all local amenities are -2km away and routes are not entirely suitable for all users, or direct. To walk into town from the site is around 30 minutes each way which would not be a method of travel agreeable for most residents on a daily basis. Furthermore, journeys on foot for primary aged children or families are posed with challenges such as distance, gradients, and narrow footways*."

2.5 In relation to the proposed cycling routes, the ESCC response states:

"*The routes are similar as for pedestrians, but cycling cannot replace walking journeys for reasons relating to ability, confidence or when adults are accompanying small children. All of the routes have inclines and indirectness which may not encourage cycling though from routes listed, sections of them are suitable. When considering the entire routes, they may well be appropriate for active single user journeys but limited to those more confident as there are no traffic free routes*."

2.6 This section seeks to respond to points made in respect of the overall quality (e.g. route constraints, gradient and surfacing) and deliverability of the proposed active travel access arrangements and proposed enhancement works, as well as addressing comments made regarding highway safety. Route distance is considered in section 6. It is noted that comments have been raised by the ESCC Traffic and Safety Team in relation to the proposed site access arrangements for vehicles, pedestrians and cyclists and the proposed off-site highway mitigation works to enhance routes for active travel. **Appendix A** provides a schedule these comments along with a response to points raised.

Active Travel Access

Overview

2.7 The application proposals include three points of access for pedestrians and cyclists, with associated off-site highway works to enhance provision for active travel to the town and core amenities (e.g. nearby schools, medical centre, railway station etc), including:

- A new route through the site connecting to Rocks Road, including enhancements to the route along Rocks Road/Church Street (as illustrated on submitted drawings 2001061-130 to 2001061-140);

- Use of the current site access off Snatts Road connecting to existing footways, public rights of ways and other pedestrian routes through the residential estate to the south-east of the application site (as illustrated on submitted drawings 2001061-103 to 2001061-107); and
- From the main site access off the A22, connecting to existing/upgraded foot/cycleways on Bellfarm Road (as illustrated on submitted drawings 2001061-110 to 2001061-120).

2.8 The proposed works to provide/enhance active travel have been designed having regard to guidance contained within Manual for Streets, Inclusive Mobility and Local Transport Note (LTN) 1/20.

2.9 Comments raised in the ESCC consultation response on these routes and the proposed off-site highway works are considered below. As outlined in the submitted TA, the approach to supporting active modes of travel seeks to provide a number of option for future residents, depending on their location within the development, level of mobility and destination. Therefore pedestrian and cycle trips are likely to be spread across a number of route options/variations, including those considered here.

2.10 A key consideration is whether the quality or safety of active travel routes are such that they are a deterrent to active travel and result in people travelling by car.

Rocks Road/Church Street

Route Design & Deliverability

2.11 The design of this proposed link through Fir Tree Grove takes account of the Ancient Woodland designation and buffer zone in this area as well as ecological considerations, such as minimising soil disturbance by using screw piles in favour of intrusive earthworks to construct the foundations. In this respect, a boardwalk type arrangement is proposed with lighting in the handrails to illuminate the route, whilst minimising light spillage to the surrounding area. The boardwalk is 3 metres in width and the route across Fir Tree Grove includes a series of steps and a ramp, which has a maximum gradient of 8% in accordance with LTN1/20 and Inclusive Mobility.

2.12 The proposed works through the site via Rocks Road (Fir Tree Grove) are submitted in 'full'. Therefore the submitted plans include detail on the proposed connection to Rocks Road. It is therefore considered that a suitable design can be achieved to provide a pedestrian and cycle connection between the site and Rocks Road, which accords with relevant design standards and takes account of these factors.

2.13 The proposed off-site highway works along Rocks Road and Church Street have been designed to take account of guidance included within Manual for Streets and Inclusive Mobility, as well as recommendations included in the Uckfield Local Cycling and Walking Infrastructure Plan (LCWIP). It is recognised that the footway along sections of Church Street is below the recommended minimum width set out in various design publications. However, this is an existing situation through a historic part of the town, where there are limited options for improving the width of these existing footways, whilst retaining suitable carriageway width, due to the extent of public highway on the approach to the town. It is considered the restricted carriageway width, coupled with measures to reduce vehicle speed on Church Street through the introduction of a new priority feature and footway widening, where possible, will create a more friendly environment for pedestrians and cyclists. It is acknowledged concerns have been raised in relation to road width where traffic will be waiting at the proposed priority build out. However, it is considered this can be dealt with at detailed design stage in the event that planning permission is granted. Notwithstanding this, it is considered the proposed priority working arrangement/footway widening on Church Street could be omitted from the scheme if necessary, and this is not relied on in planning terms; the proposed works seek to provide enhancements in line with recommendations of the Uckfield LCWIP. Further consideration is given to highway safety related to this point below.

2.14 A key point in respect of the previous application considered at appeal, which included works along Snatts Road/Rocks Road, was the deliverability of the Snatts Road Link in terms of land control. An important change since consideration of the appeal scheme is the acquisition of additional land, namely Chicory Cottage, which enables a direct and deliverable link to be made to Rocks Road.

Highway Safety

2.15 As outlined in the submitted TA, the proposed pedestrian/cycle access to Rocks Road and route onto Church Street have been subject to a Stage 1 Road Safety Audit (RSA) and a Designer's Response has been prepared to points raised by the RSA.

2.16 The ESCC consultation response raises a number of points in relation to highway safety, including:

- Rocks Road is partly derestricted and unlit.
- Lighting for highway safety and security within the greener area of the site are dependent on ecology comments, which may define whether some routes are in fact reliable active links to the site.
- The proposed pedestrian/cycle access at the corner of the junction Snatts Road/Rocks Road requires a prominent appearance so that drivers are aware from all approaches of its presence, and the approach is likely to require traffic calming, with a more urban appearance from a point west of the proposed active travel link.
- The footway on Rocks Road has seen vegetation overgrown into it making it narrow, and potentially having a narrowing effect adjacent for pedestrians walking adjacent to vehicle travelling at speed.
- Church Street is part of the historic part of the town centre that is not built to modern standards and has limited scope for improvement;
- Concern regarding increase in pedestrian activity on Church Street, in view of narrow footways and pedestrians walking in opposite directions;
- In respect of Church Street for cycling, Church Street is narrow and when both lanes are occupied, there is no overtaking provision.

2.17 As identified previously, detailed comments raised to submitted drawings made by ESCC Traffic and Safety Team are addressed in **Appendix A**.

2.18 The proposed link from the residential development to Rocks Road provides a direct and traffic-free route for pedestrians and cyclists to the local highway network. From Rocks Road into Uckfield, enhanced pedestrian facilities are provided and it is envisaged that cyclists will share the carriageway with vehicles. These works include widening the existing footway on Rocks Road to 2 metres between the site and continuing past The Drive. The highway authority has jurisdiction to cut back vegetation within the public highway to maintain these footway widths. It is acknowledged that there are gentle changes in gradient along the route between Rocks Road and the town centre, although this is not considered to be significant so as to discourage active travel along this direct route into the town, or materially impact journey times. Similarly, whilst the route includes a number of crossings for pedestrians, the off-site highway works seek to enhance provision for pedestrians. Section 6 of this note considers points raised by ESCC in respect of distance between the site and town centre.

2.19 Rocks Road is subject to the national speed limit between the proposed connection into the site for a distance of approximately 150 metres towards the town. It is however proposed for the speed limit along this section to be reduced to 30 miles per hour (mph) as part of the off-site highway works in this location. Speed data presented later in this section indicates that existing vehicle speeds in the vicinity of the proposed link into the site are travelling around 30 mph. The 30 mph speed limit along Rocks Road continues to a short distance after The Drive (a section of circa 250 metres), where the speed limit reduces again to 20 mph. It is therefore considered the nature of the carriageway in this location in terms of vehicle speed is suitable for use by cyclists, and the restricted width of the carriageway into the town further reinforces the low speed environment.

2.20 As noted above, the ESCC response raises concern in respect of the proposed pedestrian/cycle access at the corner of the junction Snatts Road/Rocks Road and considers that a prominent appearance is required to ensure drivers are aware from all approaches of its presence. The ESCC response further notes that the approach is likely to require traffic calming, with a more urban appearance from a point west of the proposed active travel link. It is intended that the proposed routes through Fir Tree Grove and section of Rocks Road between the site and existing provision to the east will be lit. The proposed works also include introduction of a give-way priority feature along this section of Rocks Road. Additional measures, such as traffic calming or a gateway feature, could be provided as part of detailed design to further change the visual appearance/character of the section of Rocks Road from west of the proposed active travel link up to approximately Hunters Way, should this be considered necessary by ESCC.

2.21 It is noted that the ESCC response identifies that Church Street is narrow and when both lanes are occupied, there is no overtaking provision. Indeed, it is proposed on one section of Church Street to introduce priority working. The proposed works along Church Street seek to reinforce low vehicle speeds on the approach to the town and enhance the environment for pedestrians and cyclists, through reducing vehicle speed, widening footways where possible and improving crossing provision.

2.22 The NPPF at paragraph 111 states:

"Development 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."

2.23 The document goes on to indicate within paragraph 112 that, "*within this context, applications for development should… a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas*," and, "c*) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles… and respond to local character and design standards…*".

2.24 It is considered the proposed off-site highway works along Church Street are consistent with this national policy in enhancing priority for pedestrians and cyclists, seeking to improve existing provision for pedestrians to reflect design standards, so far as is possible, and thereby minimise scope for conflicts, taking account of existing provision and local character.

2.25 As identified above, it is acknowledged that the footway along sections of Church Street is below the recommended minimum width set out in various design publications. The proposals seek to improve footway width where possible, in line with the recommendations of the Uckfield LCWIP. To consider whether the width of existing footways could result in an inacceptable impact on highway safety, in terms of increase in demand from pedestrians, resulting in pedestrians 'giving way' or stepping into the carriageway, further consideration has been given to anticipated demand along this section.

2.26 Multi-modal trip data is provided in section 7 of this note. To provide a robust estimate, further consideration has been given to walking trips associated with school travel. The table below summarises this data and distributes walking trips along a number of routes, applying assumptions as set out in **Appendix B**.

Time Period	No. pedestrians		Route		
			Rocks Rd/Rocks Park Rd	Rocks Rd/Church St	Snatts Road
Morning Peak Hour	Pupils living at development	Primary pupils: 67	40 to Rocks Park Primary	3 to Holy Cross Primary 1 to Manor Primary	2 to Manor Primary
		Secondary pupils :47	-	12 to Uckfield College	12 to Uckfield College
	Escort to School (primary age children)		40	4	2
	Other Walking Trip	24	13 to town, Bellbrook & medical centre	10 to town	1 to Leisure Centre
		4 to railway station	2	2	0
		TOTAL	95	32	17
Afternoon Peak Hour	Pupils living at development	Primary pupils: 67	40 from Rocks Park Primary	3 from Holy Cross Primary 1 from Manor Primary	2 from Manor Primary
		Secondary pupils :47	-	12 from Uckfield College	12 from Uckfield College
	Escort from School (primary age children)		40	4	2
	Other Walking Trip	25	14 from town, Bellbrook & medical centre	10 from town	1 from Leisure Centre
		4 to railway station	2	2	0
		TOTAL	96	32	17

Table 2.1: Illustrative Estimated Pedestrian Movements During Weekday Peak Hours on Church Street (assumptions behind numbers provided in the table above are provided in **Appendix B**)

2.27 The table above indicates that based on the assumptions made, circa 32 additional pedestrians would be seeking to walk along Church Street during the weekday peak hours. This equates to an average of approximately one pedestrian every 2 minutes, although in reality it is recognised that primary aged children will be accompanied by an escort and secondary aged pupils are likely to be walking with friends.

2.28 The comments raised in relation to potential issues where this increase in pedestrian activity creates a safety concern with people walking in different directions. However, it is anticipated that demand during peak times is likely to be more tidal. Further pedestrians cannot step into the carriageway where the footway is raised. Having regard to this estimate of increased pedestrian activity on Church Street, it is not considered that the existing width of the footway, whilst substandard, will result in a highway safety issue.

Vehicle Speed & Traffic Flow

2.29 The ESCC consultation response notes that no data is provided within the submitted TA in relation to traffic flow or vehicle speed on Rocks Road. These points were raised in respect of the proposed introduction of the new pedestrian/cycle link connecting to Rocks Road and crossing point.

2.30 To establish existing traffic flows and the speed of vehicles travelling on Rocks Road, automatic traffic counters (ATCs) were installed by an independent traffic surveillance company (Traffic Surveys Limited). The ATCs were installed for a seven day period commencing Friday 14th October and recorded total vehicle flows by direction and vehicle type as well as 85th percentile vehicle speeds. The weather during the week the data was recorded was generally dry[1]. The table below provides a summary of recorded traffic flow and vehicle speed with full survey results provided in **Appendix C**.

ATC Position	Average Traffic Flow		85th Percentile Vehicle Speed	
	Northbound	Southbound	Northbound	Southbound
ATC 1	5 day average: 1667 7 day average: 1550	5 day average: 1875 7 day average: 1749	30.3 mph	31.4 mph

Table 2.2: Rocks Road ATC Survey Results (October 2022)

2.31 The ATC on Rocks Road was attached to an existing road sign and positioned approximately 100 metres to the north-west of the point where the proposed pedestrian/cycle link from the site connects with Rocks Road. Whilst this section of Rocks Road is derestricted, it is evident from the survey results that vehicle speeds are traveling far below the posted speed limit and around 30 miles per hour (mph). Further, additional measures to reinforce the change in speed limit and raise awareness of the presence of the new pedestrian/cycle connection, can be included in the design of the proposed mitigation works in this area. In respect of traffic flow, the route is considered to be relatively lightly trafficked, having regard to the seven day average traffic flows recorded by the ATC data. Therefore, it is considered that the lightly trafficked nature of the road is conducive to encouraging more active travel.

Snatts Road/Existing Routes through Residential Estate

Route Design & Deliverability

2.32 The proposed pedestrian and cycle connection between the residential development within the application site and Snatts Road forms part of the outline application, although 'means of access' is to be considered at this stage. It is envisaged this route will comprise a shared pedestrian/cycle link with lighting and that a suitable design can be achieved to provide a pedestrian and cycle connection between the residential development within the site and Snatts Road, which accords with relevant design standards.

2.33 The proposed off-site highway works along Snatts Road and routes towards the town via the existing public footpath (3a/3b) have been designed to take account of relevant guidance, where appropriate, as well as recommendations included in the Uckfield Local Cycling and Walking Infrastructure Plan (LCWIP).

2.34 The ESCC response considers the pedestrian route via the existing public footpath and alleyways to the town (NMU ref: W1a) is unlikely to be regularly used after dark and has an incline which would not be appropriate for less mobile users. In terms of cycle routes, the ESCC response identifies that cycle routes through the residential estate are downhill towards the town and uphill on the return, which may not be as attractive. Gradient is also raised in respect of cycle routes to Uckfield College (NMU ref: C4c). As identified in the submitted TA, there are a number of options to access the town and secondary school.

2.35 Further consideration on the suitability for everyday use of PRoW along this route is made in the next section of this note, including consideration of use of the route after dark, in wet weather and by people who are less mobile.

[1] Weather in October 2022 in Uckfield, England, United Kingdom (timeanddate.com)

2.36 In terms of cycle routes and gradients, cyclists using the link from the site to Snatts Road could either travel north-east along Snatts Road towards The Drive/London Road into town (or Uckfield College/Leisure Centre), or south-west towards Rocks Road, and then into town. The route via the residential estate (The Drive) includes a general downward incline (from Snatts Road to Church Street) and so is unlikely to be the first choice for cyclists. However, the route via London Road (and to Uckfield College) has a more level gradient, albeit less direct and sharing the carriageway with vehicles. For cyclists travelling south-west on Snatts Road, there is a gentle downward gradient at the southern end of the road towards Rocks Road, before meeting the route into town along Church Street previously described. In terms of the suitability of Snatts Road for cyclists, this is considered below in respect of traffic speed/flow data.

Highway Safety

2.37 The proposed pedestrian/cycle access to Snatts Road and route via the existing PRoW and residential estate to the south have been subject to a Stage 1 RSA and a Designer's Response has been prepared. These are appended to the submitted TA. A number of points relating to highway safety are raised in the ESCC consultation response, including:

- No speed or traffic flow data provided for Snatts Road.
- Suitability of Snatts Road (southern end) for cyclists.
- Speed limit on Snatts Road is derestricted, footways are absent and verges narrow and generally impassable.
- Absence of crossing point on London Road.
- Lighting for highway safety and security within the greener area of the site are dependent on ecology comments, which may define whether some routes are in fact reliable active links to the site.
- Potential difficulty using Pudding Cake Lane whilst vehicle manoeuvring.
- Existing alleys are unlit, not overlooked and do not have forward visibility to feel secure.

2.38 As identified previously, detailed comments raised to submitted drawings made by ESCC Traffic and Safety Team are addressed in **Appendix A**. Further consideration of the suitability of Snatts Road for cyclists in view of traffic flow and speed data is presented below under 'vehicle speed and traffic flow'.

2.39 The ESCC response comments in relation to Snatts Road that the, "*speed limit is derestricted, and footways are absent, and verges are narrow and generally impassable until one reaches Downlands Copse*". This section of Snatts Road is indeed subject to the national speed limit; however, this reduces to 30 mph towards London Road. The proposed off-site highway works (drawing 2001061-103) indicate provision of a new section of footway between Downland Copse and road leading to Downlands Farm.

2.40 It is noted that the ESCC consultation response identifies lack of existing crossing provision on London Road. Drawing 2001061-105a included within the submitted TA identifies a proposed pedestrian refuge island on London Road between North Row and Southview Drive to enhance crossing provision on London Road and towards Uckfield College/Leisure Centre. This is considered to provide an enhancement to the existing situation in terms of highway safety, and reflects the recommendations of the Uckfield LCWIP, as well as being of benefit to future residents of the development.

2.41 Submitted drawing 2001061-104 identifies footpath lighting for areas that are not currently lit along the route between Snatts Road and Pudding Cake Lane. In terms of other comments made in the ESCC response in respect of use of existing narrow alleyways, through the residential estate in relation to personal security, these are existing routes through an existing residential estate. Enhancement works to improve width and lighting are proposed where possible. It is not envisaged that these routes would be most commonly used and routes via Snatts Road are not the only option available for future residents to access services and facilities. Lighting will be considered further as part of detailed design, taking account of any ecological requirements. It is understood that ESCC already apply a 'part night lighting scheme' where lighting is dimmed or switched off during certain hours, which could be applied in this instance should there be an ecological concern.

2.42 Further comments were made in terms of potential difficulty in use of Pudding Cake Lane whilst a vehicle is manoeuvring. Pudding Cake Lane is an existing shared surface serving around a dozen dwellings. The road is therefore considered to be lightly trafficked with low vehicle speeds due to the configuration and width of the carriageway. Any vehicles turning on the lane would be doing so at slow speed and there is adequate space for pedestrians to stand clear of such vehicles, or indeed for vehicles to wait for pedestrians to pass. Notwithstanding this, this route does not offer the only walking option to the town and wider amenities and so such movements will be spread across a number of routes. Further points raised in relation to Church Street have been considered previously in this section.

Vehicle Speed & Traffic Flow

2.43 The ESCC consultation response notes that no data is provided within the submitted TA in relation to traffic flow or vehicle speed on Snatts Road. These points were raised in respect of the proposed SANGS car park off Snatts Road and the absence of footways on Snatts Road, considered above. Speed and traffic flow data is presented below in response to these points and also to consider the suitability of Snatts Road for cyclists.

2.44 To establish existing traffic flows and the speed of vehicles travelling on Snatts Road, ATCs were also installed for a seven day period commencing Friday 14th October. The table below provides a summary of recorded traffic flow and vehicle speed with full survey results provided in **Appendix D**.

ATC Position	Average Traffic Flow		85th Percentile Vehicle Speed	
	Northbound	Southbound	Northbound	Southbound
ATC 2 (south)	5 day average: 601 7 day average: 564	5 day average: 709 7 day average: 663	28.0 mph	27.6 mph
ATC 3 (north)	5 day average: 1261 7 day Average: 1205	5 day average: 1439 7 day average: 1365	30.0 mph	27.5 mph

Table 2.3: Snatts Road ATC Survey Results (October 2022)

2.45 Snatts Road is derestricted between the junction with Rocks Road and approximately 100m north-east of the alley to Downland Copse, at which point the speed limit changes to 30 mph. The southern ATC on Snatts Road was attached to a tree positioned approximately 30 metres to the north of the junction with Rocks Road. The northern ATC was attached to an existing telegraph pole approximately 60 metres to the west of the junction with London Road. It is evident from the survey results that vehicle speeds are generally travelling below the posted speed limit.

2.46 In relation to traffic flow, there is a greater quantum of vehicles recorded at the northern end of Snatts Road than towards the southern end. In view of recorded vehicle flow and speed data, it is considered the road is suitable for use by cyclists.

A22/Bellfarm Road

Route Design & Deliverability

2.47 The proposed route comprises a 3 metre wide shared foot/cycleway (reducing to 2 metres at physical constraints) and separated from the carriageway by a verge width of 2.5 metres or greater (reduced to a minimum of 2 metres where physical constraints exist).

2.48 The ESCC consultation response considers that, "*The route is not convivial and is a long one-way route and so the prospect of a return journey would be unattractive, particularly on foot*."

2.49 As acknowledged in the submitted TA in relation to the previously refused and subsequently appealed planning application, the Planning Inspector in the original appeal decision considered the then proposed cycle link along the A22/Bellfarm Road to be long and indirect. However, within the current application, the route is not the only option proposed for active travel between the site and core amenities within the town and the railway station. Indeed the route is circa 1.9 kilometres to existing employment at Bellbrook Industrial Estate and the nearest medical centre and approximately 2.7 kilometres to the town and railway station, which are well within the distance typically accepted (5 kilometres) where cycling has the potential to replace short car trips. It is acknowledged that the route via the A22 is less likely to be used by pedestrians accessing the town or railway station. However, Bellbrook Industrial Estate and the medical centre is within 2 kilometres via this route, the distance typically accepted where walking has the potential to replace short car trips. Further consideration of acceptability of distance to amenities is considered in section 6 of this note.

2.50 In terms of attractiveness of the route, whilst the speed limit of the A22 is acknowledged, the connection is segregated from vehicular traffic and as such provides a traffic-free option to core amenities. Furthermore, the route benefits from a level gradient and will provide a fast connection for commuter cyclists to the town, or those seeking onward travel via the railway station. The route is also uninterrupted by junctions and accesses and is therefore very attractive to 'enthusiastic' cyclists. In this respect, it is considered the route provides an attractive proposition for such journeys inline with the overall active travel strategy of providing a number of option for future residents, depending on their location within the development, level of mobility and destination. The proposed highway works along Bellfarm Road are consistent with the recommendations of the Uckfield LCWIP and wider policy objectives of seeking to improve facilities for active travel. Further consideration in terms of highway safety is set out below.

Highway Safety

2.51 The proposed pedestrian/cycle access and route via the A22/Bellfarm Road have also been subject to a Stage 1 RSA. The RSA and Designer's Response were include within the submitted TA. The main concerns raised in respect of highway safety in the ESCC consultation response is that the route is shared with general traffic and is not suitable for cyclists with the route being 'vehicle dominated'.

2.52 As identified previously, detailed comments raised to submitted drawings made by ESCC Traffic and Safety Team are addressed in **Appendix A**. Amendments have been made to the proposed works at Copwood roundabout to reflect the committed Gridserve development (Wealden planning reference: WD/2020/1244) as well as to take account of works on Bell Lane (B2102) associated with emerging plans to redevelop the bus station. As outlined above, the A22/Bellfarm Road active travel link is segregated from vehicular traffic, benefits from a level gradient and has been designed to accord with guidance set out in LTN 1/20.

3.0 Public Rights of Way

Context

3.1 The ESCC response states:

"*PRoW routes are inappropriate for everyday use as surfaces and gradients are unsuited to vulnerable users, prams/buggies, and require solid footwear*."

3.2 A number of comments are raised by the ESCC Traffic and Safety and Public Rights of Way (PRoW) Teams in relation to the proposed off-site highway mitigation works to enhance routes for active travel, including relating to PRoWs. In this respect, there is an existing PRoW (footpath 3a and 3b), which future residents may choose to use, in accessing the town/railway station or Uckfield College/Leisure Centre. As outlined in the submitted TA and previous section of this note, the approach to supporting active modes of travel seeks to provide a number of option for future residents, depending on their location within the development, level of mobility and destination. However, as identified in the submitted NMU audit, there are a number of potential routes available for future residents to access these everyday amenities. Also, footpath 3a/3b forms only a section of a longer route to access these destinations. In this respect, use of PRoWs are not relied upon to access these everyday amenities.

3.3 Comments raised by the Traffic and Safety Team relating to the proposed enhancements to the route between Snatts Road and the town centre, which include this public footpath, are addressed within **Appendix A** and the previous section of this note. Comments raised by the PRoW Team, namely in relation to submitted drawings 2001061-104 and 2001061-106, which illustrate the proposed off-site mitigation to public footpath 3a/3b are also considered in this appendix.

3.4 The section therefore considers the general suitability of PRoW for everyday use. Whilst no comments are raised specifically in relation to footpaths 17/18/19 (off North Row, Manor Close and Manor End) or 6a (between High Street and Lime Tree Avenue/Uckfield Leisure Centre/College) in the ESCC consultation response, the general points made in this note below regarding the appropriateness of PRoW for everyday use are considered to apply. For the avoidance of doubt, no alterations are proposed to these PRoW as part of the application proposals.

Suitability of PRoW for Everyday Use

3.5 Reference to rights of way on the ESCC website[2] identifies that public footpaths are for use by walkers only and that pushchairs or wheelchairs can be used on public footpaths, but the nature of the path may mean it is not possible.

3.6 'Right of way circular (1/09) Guidance for Local Authorities' (October 2009) identifies that,

"In many areas, rights of way help to boost tourism and contribute to rural economies. They can also provide a convenient means of travelling, particularly for short journeys, in both rural and urban areas. They are important in the daily lives of many people who use them for fresh air and exercise on bicycle, on foot, on horseback or in a horse-drawn vehicle, to walk the dog, to improve their fitness, or to visit local shops and other facilities. Local authorities should regards public rights of way as an integral part of the complex of recreational and transport facilities within their area." (paragraph 1.5).

[2].https://www.eastsussex.gov.uk/leisure-tourism/discover-east-sussex/rights-of-way/east-sussex/about-public-rights-of-way

3.7 As such, it is evident that PRoW, should be considered as an integral part of the wider transport network in providing access to local services and facilities. The ESCC 'Right of Way Improvement Plan 2007 to 2017' also acknowledges that, *"Although most of the use of the public rights of way network is leisure use, there is some utility use and potential for more"* (paragraph 3.6.2). Therefore, it is considered that PRoW are appropriate for everyday use and there is a role for PRoW beyond recreation.

3.8 The National Planning Policy Framework (NPPF) indicates that,

"Planning policies and decision should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users…" (paragraph 100)

3.9 In relation to the surface of footpath 3a/3b, the proposed works illustrated on submitted drawings 2001061-104 seek to enhance the surface of the public footpath. The works illustrated extend beyond the PRoW and include land that is public highway (i.e. the existing alleyway between approximately The Drive and Pudding Cake Lane, the alley/footway between Hunters Way and the footpath/The Drive and the path leading north of Hunters Way to the public footpath). The proposed works are all within the PRoW/public highway and can therefore be undertaken by ESCC without the need for third party consent, although it is likely that the works will be delivered by the Applicant under Section 278 Agreement. The proposed works also include improvements to lighting (where route is currently unlit) and signage to the town centre. In terms of gradient, there is a general downward incline along this route between Snatts Road and the town, reflective of the topography of the local area. There is a series of steps along footpath 3a at the end of Downland Copse, which are considered to be steep and uneven. The proposed off-site highway works include replacement of these steps (as illustrated on submitted drawing 2001061-106) to improve the gradient (and condition of the surface) in this location for existing and future users. It is considered these works will improve existing conditions related to surfacing and address the need for solid footwear. Whilst these works are considered to be appropriate, these works do not have to be provided and as explained below, this route is not the only option available to pedestrians seeking access to core amenities. Amendments to the proposed off-site highway works along this route have been made in response to comments received by ESCC, which are included in **Appendix A**.

3.10 Whilst there are no set standards for the design and construction of public footpaths/PRoW, and many such routes have no made/bound surfacing material, the responsibility for maintaining the surface of PRoW lies with the highway authority. The ESCC website[3] outlines the County Council's responsibilities on rights of way including to ensure paths are in a suitable condition for path users, that clearance of surface vegetation is carried out to ensure paths are accessible, and maintaining steps to provide easier access and ensuring they are safe to use. Further information on the responsibilities of the highway authority, is set out int Circular 1/09 and guidance from Natural England[4].

3.11 The Natural England guidance sets out the requirement for considering the needs of people with mobility problems and other disabilities and indicates that highway authorities should make improvements to PRoW so they are accessible to all users, wherever possible, taking account of a number of factors, such as historical character, needs of other users (e.g. parents with children in pushchairs) and accessibility of the route as a whole, for example. In this context, it is considered the proposed works to improve the existing footpath take account of these factors in terms of delivering improvements to the PRoW, as far as practical within land constraints, having regard to comments raised in the ESCC consultation response.

[3].https://www.eastsussex.gov.uk/leisure-tourism/discover-east-sussex/rights-of-way/east-sussex/responsibilities-rights-of-way

[4] https://www.gov.uk/guidance/public-rights-of-way-local-authority-responsibilities

3.12 Furthermore, the footpath serves the existing residential area, providing permeability through the existing estate and forming part of an existing route to the town. The proposed improvements to surfacing, lighting, width (within the public highway) and signage will be of benefit to existing users, as well as those residents of the proposed development choosing to use the footpath to access the town, railway station or other amenities. Importantly, however, the route is not the only option available for future residents to access these services and facilities and in this regard, delivering enhancements to the footpath are not relied upon to achieve access to local amenities. As such, it is considered that residents with prams/buggies would choose to use an alternative route to access the town and nearby primary school (Rocks Park), such as via Rocks Road/Church Street or Rocks Park Road, or indeed use the proposed community bus service. Likewise, residents may choose an alternative route in wet weather or during hours of darkness.

3.13 Notwithstanding this, information provided by ESCC on 'home to school distance'[5] in relation to establishing eligibility for free school transport, states that:

"*In all cases we will assume your child will:*

- *Walk with a responsible adult*
- *Have suitable clothes and footwear (for wet weather or a muddy path)*
- *Wear reflective bands and carry a torch if needed."*

3.14 The information provided on the ESCC website goes on to state:

"*Suitable routes to school include:*

- *Crossing fields*
- *Wooded areas*
- *Bridleways*
- *Public footpaths*
- *Public rights of way."*

3.15 It is clear that ESCC therefore consider use of PRoW and routes such as that as proposed through Fir Tree Grove appropriate for everyday access to school and acknowledge that some routes may require appropriate footwear. In terms of the application on land at Downlands Farm, the public footpath provides part of a connection towards Uckfield College and so may be used by children attending the College (of secondary school age), although alternative routes are available. Whilst Manor Primary School is located next to the College, the closest primary school is Rocks Park, which is accessible by the Rocks Road access to the site and so does not route via the public footpath.

3.16 Against this background, it is considered use of the PRoW network is appropriate for everyday use and enhancements are proposed to improve the surface and gradient of the existing steps (along footpath 3a) as well as other enhancements to lighting and signage, for example, for the benefit of future residents choosing to take this route, as well as existing users. This approach is considered to be consistent with relevant guidance and responsibilities of the highway authority.

[5] https://www.eastsussex.gov.uk/education-learning/schools/transport/free/qualify/distance

4.0 Bus Provision

Context

4.1 The ESCC response states:

"*The community transport option has received objections from the Passenger Transport Team, though there is a further option to explore and discuss*."

4.2 A number of comments are raised by the ESCC Passenger Transport Team in relation to the proposed community bus service and overall bus strategy for the proposed development. A meeting was held earlier in December between Motion and the ESCC Passenger Transport Team to discuss the proposed bus strategy and explore the alternative suggestions outlined by ESCC. This section seeks to respond to points made in the ESCC comments, and following these discussions.

General Points – Community Bus Service

4.3 For clarification, the proposed community bus strategy seeks to provide a bespoke service to support development on land at Downlands Farm. The service would operate a regular frequency between the site and town, also providing access to nearby employment and education. It is not envisaged future residents would use existing bus services for regular journeys, due to walk distances between the site and existing bus stops. Further, the proposed service would access the site via the main site access roundabout off the A22. The service could use the proposed emergency access if desirable.

4.4 As outlined in the Community Bus Service note (Appendix H of the submitted TA), the routes, days/times of operation, timetable and size of vehicle, for example, will need to be agreed with ESCC and bus operators, to ensure the service provides an attractive alternative to private car travel.

4.5 The points raised in the ESCC consultation response in respect of costing, demand (general public and by school age children) and internal site layout are noted. The application is made in outline form and so the design of the internal layout will be considered at reserved matters stage, with elements to ensure suitable bus access, connections and facilities are secured through appropriate legal mechanism. Similarly, heads of terms for a future bus service, to agree minimum capacity, frequency, days/time of operation and destinations served can be secured by planning obligation. In this respect the estimated demand and costings provided in the submitted Community Bus Service note appended to the TA, are purely illustrative. It is further noted that existing community bus operators may be interested in operating a community bus service to support the site, and this would resolve a number of points raised in the ESCC consultation response (e.g. provision of drivers, back-up vehicles and overnight vehicle storage).

4.6 The ESCC consultation response indicates that peak time bus journeys are unlikely to be efficient or attractive due to heavy traffic on the route into town and that car drivers will have easy access to the A22. This would be the same for any bus service provision during peak times and indeed will also influence private car trips through town in these periods, particularly where suitable, shorter routes for active travel are available.

4.7 The demand of any future bus service will be influenced by the attractiveness of the service on offer. In this respect, a bespoke service is able to offer a door-to-door service, running a timetable and frequency to suit commuters travelling to/from the town as well as those seeking to access the railway station as part of a linked trip.

School Transport

4.8 The ESCC response identifies that the development will generate significant trips to/from school, which will need to be provided for by public transport, unless pedestrian/cycle routes are extremely attractive, so as to avoid private car use. The nature of three routes where off-site enhancements are proposed are considered in section 2 of this note and section 3 outlines what ESCC consider to be suitable routes to school in relation to ESCC 'home to school distance' criteria. Section 6 provides comments on distance of these routes.

4.9 In respect of comments raised regarding use of the service by school pupils, and as identified in the ESCC comments, it is noted that ESCC 'home to school distance'[6] for establishing eligibility for free school transport (which is consistent with statutory guidance outlined by the Department of Education) identifies that a child will qualify for free school transport if:

- They are 8 years old or over and live more than 3 miles (4,828 metres) away or
- They are under 8 years old and live more than 2 miles (3,218 metres) away.

4.10 Against this background, it could be assumed that all children at the development could be expected to walk to school, given the distances to the nearest primary school (Rocks Park maximum 1.6 kilometres) and secondary school (Uckfield College maximum 2.3 kilometres) are well below this (section 6 provides further detail on walking distance to these schools). Indeed, it is considered the majority of children will walk to school, in view of the alternative distance and route by car. This is considered further in section 6 of this note. Further, 2019 data from the National Travel Survey indicates that 80% of trips to school by primary age children under one mile (1.6 kilometres) are completed on foot, with 53% of trips to school by secondary age children under two miles (3.2 kilometres) also completed on foot.

4.11 The proposals for the community bus service to provide an option for school travel is to further encourage use of more sustainable modes and particularly for those where walking/cycling is not perhaps an option; it is not intended to serve every child living at the development. Any provision for bus travel to school can be managed, for example through pre-booking. It is considered points raised in the ESCC response in this respect are resolvable through the detail of Section 106 negotiations.

4.12 As identified previously in this section, the heads of terms for a future school bus service, taking account of demand, school start and finish times as well as drop off points could be secured by planning obligation.

Alternative Bus Strategy – Public Transport Provision

4.13 It is noted that comments raised by ESCC Passenger Transport Team suggest an alternative approach to providing bus services to support future development on land at Downlands Farm and integrate public transport provision with the wider network. It is noted ESCC consider this to be important for onward journeys, provision of travel information, timetable coordination and ticketing. The ESCC response further indicates that a common approach with other development in Uckfield would maximise the long-term viability of bus services.

4.14 It is understood the approach suggested involves diverting the existing bus service 31 through the site and augmenting the existing service frequency. It seems this would be complemented by a community bus offer and reference is made to potential digital demand responsive transport (operated by minibus). This alternative bus strategy was discussed in December with the Passenger Transport Team. From these discussions it is understood ESCC would seek a one-off Public Transport Service Contribution (of £1,100 per dwelling) and Public Transport Infrastructure Contribution (to secure suitable infrastructure within the site, such as real time passenger information). It is understood any payment would be phased to reflect site build-out.

[6] https://www.eastsussex.gov.uk/education-learning/schools/transport/free/qualify/distance

4.15 The Applicant is open to working with ESCC to further explore this alternative bus strategy and infrastructure requirements, which can be discussed as part of Section 106 negotiations, and in principle is content with the proposed Public Transport Service Contribution.

4.16 It is noted from the ESCC comments that it would be advantageous in terms of timetabling for future buses to use the proposed emergency access. In principle, it is considered the emergency access could be used by buses, with a minor adjustment to the radii, which can be achieved without encroachment into the ancient woodland boundary.

Enhancement of Bus Stop Facilities

4.17 The ESCC consultation response identifies a number of potential enhancements to existing bus stops in the local area. Provision of any such improvement works need to meet the tests of paragraph 57 of the NPPF, namely that obligations should be necessary to make development acceptable, directly related to the development and fairly and reasonable related in scale and kind.

4.18 The following enhancement works to bus stop facilities are sought by ESCC:

- Provision of raised bus stop kerbing and bus stop clearway markings provided for existing bus stops in the vicinity of the existing PRoW/alley leading towards the town, on The Drive (northbound) and Manor Way (southbound) (drawing 2001061-104);
- Provision of a raised bus stop kerb at the relocated bus stop on London Road (drawing 2001061-105a);
- Provision of a raised kerb and bus stop clearway markings for a new bus stop to be provided in the layby immediately south of the junction with The Drive (drawing 2001061-133); and
- Provision of a new bus stop in the northbound direction of Church Street (drawing 2001061-133).

4.19 Whilst it is not envisaged that existing bus services would be used on a regular basis by residents of the proposed development, given walking distances to existing bus stops and the proposals for the community bus service, it is recognised that the bus stops on Manor Way and The Drive, as well as the new stops on Church Street provide access to Uckfield Hospital. In this regard, the ESCC comments note that the hospital is not served by the proposed community bus service. It is acknowledged that existing bus services to the hospital are infrequent. However, future residents of the development may choose to access the hospital by bus, as part of a linked walking trip, via these stops, which are accessible by the routes outlined in the submitted TA.

4.20 The off-site works proposed on London Road to deliver a new pedestrian refuge island will involve repositioning the existing bus stop. Therefore it is considered reasonable that the stop is constructed to an appropriate current standard. Therefore, it is considered the proposed bus stops enhancements requested by ESCC meet the tests of the NPPF. The plans included in **Appendix E** identify these bus stop works as revisions to plans previously submitted. Whilst we do not envisage the amended plans will raise any further safety issues, an update to the Stage 1 RSA will be sought and submitted in due course, once the amendments to the plans have been agreed, and the Designer's Response updated accordingly.

5.0 Highway Impact

Highway Impact on Town Centre

5.1 The ESCC response states:

"Town centre modelling has not been carried out to understand the High Street operation with and without the development proposals. In particular the routes to the town centre to include the Bell Lane roundabout and signalised junctions Bell Lane/High Street and Church Street/High Street currently experience high volumes of traffic resulting in significant queuing and delays. In terms of scope to improve flows in town centre roads, there is little scope to do this and as such it is critical that development sites have ease of accessibility by other modes than the private car."

5.2 A Pre-Application Transport Assessment Scoping Report was prepared and submitted to WDC and ESCC dated 23rd September 2020. The Transport Assessment Scoping Report detailed the proposed scope of junctions that were proposed to be assessed as part of the Transport Assessment which comprised:

- Site access roundabout junction with the A22;
- A22 roundabout junction with Bell Farm Road (Copwood roundabout);
- A22 roundabout junction with A26 (Black Down roundabout);
- A26 roundabout junction with A272 (Budletts roundabout);
- A22 roundabout junction with A272 (Batts Bridge roundabout); and,
- A22 roundabout junction with A26 (Little Horsted roundabout).

5.3 The Transport Assessment Scoping Report did not propose to undertake any modelling of town centre junctions as it was considered that the proposed development will not have a material effect on junctions within the town centre. No response was received from ESCC in relation to the scope of junctions proposed to be assessed in the Transport Assessment Scoping Report and no request was received from ESCC to include modelling town centre junctions within the scope of the Transport Assessment.

5.4 It is considered that the Proposed Development will not have a material effect on junctions within the town centre and, in particular, those junctions listed by ESCC within their consultation response.

5.5 The assessment of the local highway network, presented in the submitted Transport Assessment, is based on traffic flows provided by ESCC/Jacobs from the Uckfield Saturn Model (USM), which is maintained by Jacobs on behalf of ESCC. The traffic data outputs provided by ESCC/Jacobs from the USM include traffic data for the three town centre junctions reference by ESCC in their consultation response and comprising:

- Bell Lane roundabout;
- Bell Lane/ High Street signalised junction; and,
- Church Street/ High Street signalised junction.

5.6 The traffic flows from the USM have been utilised to assess the change in traffic flows as a result of the Proposed Development at each of the above junctions. This is summarised at Table 5.1 and 5.2 below for the weekday morning and evening peak hours respectively.

Junction	2039 Do Minimum Scenario	2039 With Downlands Scenario	Change in Traffic Flows	% Change in Traffic Flows
Bell Lane roundabout	1,161	1,175	+14	+1.21%
Bell Lane/ High Street	1,555	1,552	-3	-0.18%
Church Street/ High Street	1,204	1,226	+22	+1.78%

Table 5.1: Change in Traffic Flows – Town Centre Junctions – Morning Peak Hour

5.7 The analysis presented at Table 5.1, based on traffic flows from the USM provided by ESCC, demonstrates that the Proposed Development will not result in a material change in vehicle trips on the town centre road network and the junctions identified by ESCC during the weekday morning peak hour. The expected changes in traffic flow are not material, with the greatest change being a circa 1.8% increase in traffic flow at a junction. This change in traffic flow would be unperceivable to users of the road network and would not result in a noticeable effect on the operation of the junctions.

Junction	2039 Do Minimum Scenario	2039 With Downlands Scenario	Change in Traffic Flows	% Change in Traffic Flows
Bell Lane roundabout	986	991	+5	+0.52%
Bell Lane/ High Street	1,654	1,653	-1	-0.07%
Church Street/ High Street	1,302	1,304	+2	+0.15%

Table 5.2: Change in Traffic Flows – Town Centre Junctions – Evening Peak Hour

5.8 The analysis presented at Table 5.2, based on traffic flows from the USM provided by ESCC, demonstrates that the Proposed Development will not result in a material change in vehicle trips on the town centre road network and the junctions identified by ESCC during the weekday evening peak hour. The expected changes in traffic flow are not material, with the greatest change being a circa 0.5% increase in traffic flow at a junction. This change in traffic flow would be unperceivable to users of the road network and would not result in a noticeable effect on the operation of the junctions.

5.9 The analysis of traffic flows from the USM, as presented at Tables 5.1 and 5.2, demonstrates that the Proposed Development will result in a negligible change in traffic flows at the town centre junctions during the weekday morning and evening peak hours. On the basis, it is concluded that the Proposed Development will not result in a material effect on the operation of the town centre road network and no further detailed assessment of the effect of the development at these junctions is considered necessary. Furthermore, it is concluded that no mitigation measures at these junction are necessary to support the current planning application.

5.10 The ESCC response states identifies that, "*In terms of scope to improve flows in town centre roads, there is little scope to do this and as such it is critical that development sites have ease of accessibility by other modes than the private car".* Access by non-car modes is considered in sections 2 and 6 of this note in relation to the quality of proposed routes for active travel and distances involved.

Site Access junction

5.11 Since the submission of the planning application there have been some minor changes to the layout of the proposed site access junction from the A22, Uckfield bypass. The updated roundabout arrangement is included in **Appendix E**.

5.12 The key geometrical elements of the roundabout junction remain unchanged; however, the junction arrangement has been shifted eastwards to avoid intrusive embankment works of western side of the A22, which lies adjacent to Ancient Woodland. As a result, there are some minor changes to the geometries of the junction utilised for junction modelling purpose. Whilst these changes are not considered material, for completeness, the junction capacity modelling of the site access junction presented within the submitted Transport Assessment have therefore been updated to reflect the slightly amended site access geometries.

5.13 Table 5.3 below summaries that updated junction capacity modelling of the site access roundabout from the A22 for the weekday morning and evening peak hours. Model output files are attached at **Appendix F**.

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
A22 North	0.59	1.4	0.71	2.4
Site Access	0.19	0.2	0.09	0.1
A22 South	0.67	2.0	0.79	3.7

Table 5.3: Site Access Junction – 2039 Do Something with Downlands Farm

5.14 The analysis demonstrates that the proposed site access junction will operate within capacity and without significant queuing or vehicle delay in 2039 with the proposed development in place.

Copwood Roundabout

5.15 The response from ESCC states

"This is proposed to have 4 arms, with the GRIDSERVE committed development which has commenced on site. The testing only considers 3 arms which happen to operate within capacity in 2039 with the development. As the GRIDSERVE development has not been included, this is an incomplete test. This roundabout is expected to have capacity improvement works as part of the secured package of works for Ridgewood Farm committed development. It is not clear if these improvements have been included in the modelling."

5.16 ESCC have provided a plan showing the committed changes to the Copwood roundabout including the addition of a fourth arm to the roundabout to serve the consented Gridserve development proposals.

5.17 The junction capacity modelling of the Copwood roundabout, as presented in the submitted Transport Assessment has been updated to reflect the addition of the fourth arm of the roundabout and the committed capacity improvement works as part of the Gridserve and Ridgewood Farm developments.

5.18 Tables 5.4 below presents the modelling of the Copwood roundabout in the 2039 Do Minimum scenario for the weekday morning and evening peak hours. Model output files are attached at **Appendix F**.

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
A22 (North)	0.70	2.3	0.70	2.3
Bellfarm Road	0.33	0.5	0.59	1.4
A22 (South)	0.82	4.4	0.74	2.8
Gridserve Access	0.12	0.1	0.11	0.1

Table 5.4: Copwood Roundabout – 2039 Do Minimum

5.19 The analysis presented at Table 5.4 demonstrates that Copwood roundabout is expected to operate within capacity and without significant queuing or vehicle delay in the 2039 Do Minimum scenario.

5.20 Table 5.5 below shows the results of the junction capacity modelling for the 2039 With Downlands Farm development scenario for the weekday morning and evening peak hours.

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
A22 (North)	0.72	2.5	0.70	2.3
Bellfarm Road	0.33	0.5	0.59	1.4
A22 (South)	0.82	4.4	0.77	3.3
Gridserve Access	0.12	0.1	0.12	0.1

Table 5.5: Copwood Roundabout – 2039 Do Something with Downlands Farm

5.21 The analysis presented at Table 5.5 demonstrates that the Copwood junction will continue to operate within capacity and without significant queuing or vehicle delay in 2039 with the proposed development in place. No mitigation measure or highway works are considered necessary at the Copwood junction to support the development proposals.

Little Horsted Roundabout

5.22 The response from ESCC states that:

"In both scenarios with and without development 2039, this roundabout operates without any capacity stress. This roundabout is expected to have capacity improvement works as part of the secured package of works for Ridgewood Farm committed development. It is not clear if these improvements have been included in the modelling."

5.23 The response from ESCC acknowledged that the junction capacity modelling presented in the submitted Transport Assessment demonstrates that the roundabout will operate without any capacity issues with the proposed development in place.

5.24 It is confirmed that the modelling of the Little Horsted roundabout presented in the submitted Transport Assessment does include for the highway capacity improvements committed as part of the Ridgewood Farm development, as detailed on Drawing ITB9209-GA-025 included within the Transport Assessment and S106 agreement in association with that planning application.

5.25 Based on the analysis presented in the Transport Assessment, it is concluded that the current development proposals will not have a material effect on the operation of the Little Horsted roundabout and no mitigation measures or highway works are considered necessary at the Little Horsted junction to support the development proposals.

Black Down Roundabout

5.26 The submitted Transport Assessment included indicative proposals for potential mitigation at the Black Down roundabout, should all four of the current major sites be approved.

5.27 The response from ESCC states that:

"Blackdown roundabout has a known highway safety record which required the hatched lane on the north arm due to a camber posing hazards to HGVs. It is noted that the mitigation proposed by the applicant removes this hatching to open up two approach lanes to improve capacity. This is not accepted as a viable mitigation measure."

5.28 Following the comments provided by ESCC, Motion has reviewed the junction capacity modelling undertaken of the Black Down roundabout and, in particular, the geometric parameters included within the junction model. This has identified that some parameters included within the modelling presented in the submitted Transport Assessment were inaccurate. Drawing 2001061-141, attached at **Appendix G**, shows the key corrected junction modelling parameters for the junction, which include consideration of the existing hatched markings on approaches to the junction.

5.29 The junction capacity modelling of the Black Down roundabout has been updated based on the geometric parameters presented at Drawing 2001061-141. Table 5.6 below shows the results of the junction capacity modelling for the 2039 Do Minimum scenario for the weekday morning and evening peak hours. Model output files are attached at **Appendix F**.

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
A26	0.81	4.0	0.67	2.0
A22 (South)	0.66	1.9	0.61	1.5
A22 (West)	0.78	3.5	0.85	5.3

Table 5.6: Black Down Roundabout – 2039 Do Minimum

5.30 The analysis demonstrates that junction is shown to operate within capacity and without significant vehicle queuing and delay in the morning and evening peak hours.

5.31 Table 5.7 below shows the results of the junction capacity modelling for the 2039 With Downlands Farm development scenario for the weekday morning and evening peak hours.

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
A26	0.83	4.6	0.69	2.1
A22 (South)	0.65	1.9	0.62	1.6
A22 (West)	0.78	3.4	0.85	5.3

Table 5.7: Black Down – 2039 Do Something with Downlands Farm

5.32 The analysis demonstrates that junction will continue to operate within capacity and without significant vehicle queuing and delay in the morning and evening peak hours in 2039 with the Downlands Farm scheme in place.

Black Down Roundabout – Strategic Modelling

5.33 Table 5.8 below shows the results of the junction capacity modelling for the Black Down roundabout for the 2039 Do Something strategic assessment with all four developments in place during the weekday morning and evening peak hours. Model output files are attached at **Appendix F**.

	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
A26	0.85	5.1	0.68	2.1
A22 (South)	0.66	1.9	0.61	1.6
A22 (West)	0.78	3.4	0.85	5.4

Table 5.8: Black Down – 2039 Do Something with All 4 Developments

5.34 The analysis demonstrates that junction will continue to operate within capacity and without significant vehicle queuing and delay in the morning and evening peak hours in 2039 with all four strategic developments in place.

5.35 On that basis, no mitigation measure or highway works are considered necessary at the Black Down roundabout to support the development proposals.

6.0 Connectivity to Local Amenities

Context

6.1 The ESCC response states:

"*The scheme is detached from the urban fabric of the town, and this prevents any efficient connectivity to the local amenities*."

6.2 A number of comments are raised in the ESCC consultation response relating to the distance between the proposed development and core amenities in the town and local area, including employment, education, healthcare and leisure uses, stating that, "*all local amenities are -2 kilometres away*". This section seeks to respond to points made in this respect. Section 2 of this note addresses points raised in the ESCC consultation response relating to the quality of active travel routes in terms of design standards and highway safety.

Detachment to Urban Fabric of the Town

6.3 Whilst it is accepted the proposed area to be developed within the site is separated by the presence of existing woodland, it is located to the east/south-east of the A22 within which the entirety of Uckfield Towns is contained. In relation to Rocks Road, given this provides the most direct route to the town and many core amenities, the proposals seek to reduce the existing speed limit in the location of the proposed pedestrian cycle link and onward into town. The proposed works will also introduce lighting and open up the frontage of the site in this location. As referenced in section 2, further measures/features to alter the character of the road can be considered at detailed design stage. Whilst it is considered there may be less demand for the pedestrian/cycle links to Snatts Road in comparison to the route via Rocks Road, enhancement works are proposed to connect the site into existing routes, which reflect the character of the area and these existing networks. Therefore whilst there may be a physical woodland belt between the site and existing development, this does not prevent efficient connectivity, which is considered with regard to distance to amenities within this section.

6.4 The access strategy for vehicles, pedestrians and cyclists seeks to minimise distances between the site and core amenities by active travel modes, in providing connections to existing networks and lower category road towards the town/other amenities. With vehicular access to the site only from the A22, the distance and route into town is greater than via these active travel links and more convoluted. Considered in conjunction with potential congestion on roads leading to/from the town in peak hours, this is likely to impact journey time reliability. It is therefore considered the overall strategy seeks to ensure suitable connections to local amenities by active travel modes. Distance by walking/cycling routes, as raised in the ESCC comments, are considered below, along with comparable distances by road.

Walk/Cycle Distance to Core Amenities

6.5 The ESCC response comments that some routes to core amenities are long, constrained, or difficult in terms of gradient and surface and contends that routes to core amenities are likely to take longer due to inclines and crossing roads. As identified above, matters related to route deliverability in terms of design and highway safety are considered in section 2 of this note. In relation to distance, the table below provides a summary of the distances cited in the ESCC response between the site and core amenities, as well as the estimated distances cited in the NMU audit, appended to the submitted TA.

Core Amenity	ESCC distance	NMU Distance
Town centre	1.8 km (from central position of site)	1.1 to 2.7 km
Rocks Park Primary School	1.8 km	1.0 km (new measurement based on route via Rocks Rd/Rocks Park Rd)
Uckfield College & Leisure Centre	2 km	1.8 to 2.0 km
Bellbrook Industrial Estate & Medical Centre	2 km	1.6 to 1.9 km
Railway station	In excess of 2 km	1.6 to 2.7 km

Table 6.1: ESCC Walk/Cycle Distances to Core Amenities compared to NMU Audit

6.6 It is accepted that there are several ways in which these distances could be measured. The NMU audit clearly identifies the two points between which measurements are taken. It is unclear the points upon which the ESCC measurements are based. However, for transparency **Appendix H** includes screenshots from google maps, which identify the shortest routes (namely via Rocks Road/Church Street) between the edge of the site and the above core amenities. The table below summarises these distances, taking account of the length of routes within the illustrative masterplan to the nearest/furthest homes (233 metres and 953 metres respectively via the Rocks Road route), also indicated in **Appendix H**. Whilst it is appreciated that the residential layout is in outline form, it is considered this presents a suitable assessment for this purpose.

6.7 It is noted that the ESCC response considers the route via Rocks Road/Rocks Park Road/Bellfarm Road (W1e in the NMU audit) as the best route towards the town centre in terms of quality, subject to improvements to the network between the site and Rocks Park Road, but it is lengthy and indirect. The table below also therefore identifies the distance via this route where appropriate.

Core Amenity	Route from edge of site to amenity	Total distance
Town centre	900m to mid-point along High St (Civic Approach) via Rocks Rd/Church St	Shortest: 1.13km Longest: 1.85km
Rocks Park Primary School	600m school entrance via Rocks Park Rd	Shortest: 0.83km Longest: 1.55km
Uckfield College	1.3km to Uckfield College entrance via Rocks Rd/Church St	Shortest: 1.53km Longest: 2.25km
Uckfield Leisure Centre	1.5km to Leisure Centre entrance via Rocks Rd/Church St	Shortest: 1.73km Longest: 2.45km
	1.13 to 1.17km to Leisure Centre entrance via Rocks Rd/Church St/Lime Tree Ave	Shortest: 1.36 – 1.4km Longest: 2.08 - 2.12km
Bellbrook Industrial Estate	1.4km to Bellbrook Industrial Estate (Bell Lane) via Rocks Park Rd	Shortest: 1.63km Longest: 2.35
Medical Centre	1.12km to Medical Centre entrance via Rocks Park Rd	Shortest: 1.35km Longest: 2.07km
Railway station	1.2km to railway station entrance via Rocks Rd/Church St	Shortest: 1.43km Longest: 2.15km
	1.25km to railway station entrance via Rocks Rd/Rocks Park Rd	Shortest: 1.48km Longest: 2.2km

Table 6.2: Verification of Walk/Cycle Distance to Core Amenities

6.8 It should be noted that the distances cited in the table above will be different to those within the NMU audit. This is because the points within the site to which measurements have been taken are different. Also in relation to the measurement to the town centre, this has been extended to a mid-point within the High Street (Civic Approach). Likewise the measurement to the Industrial Estate has been extended into Bell Lane. Further measurements have also been provided to the entrance of the Leisure Centre.

6.9 As identified above, the measurements through the site are based on the illustrative masterplan and it is likely that these could be reduced through the reserved matters application.

6.10 It is evident from the table above that the distances cited in the ESCC response appear to relate to the upper measurement of distance from core amenities and hence the worst-case measurement. It is considered the significant majority of dwellings will be within a closer distance to core amenities than this. As identified in the submitted TA, it is intended that the community bus service will also serve the core amenities referenced in the tables above.

6.11 In terms of distance to the medical centre, the ESCC response indicates that poorly patients are unlikely to be walking or cycling, with trips likely to be car borne as buses to not travel to this part of the town. It is considered this is no different to unwell patients accessing any other medical facility and it is intended that the community bus service will provide access to the medical centre. However, it is important to recognise that not all journeys to medical centres are by people that are unwell. Staff and people attending routine check-ups/appointments, or visiting the pharmacy are likely to be able to walk or cycle to the surgery.

6.12 The ESCC consultation response raises concern with the inclusion of internal routes within the NMU audit scoring. Internal measurements to a consistent point within the site were included to give an indication of total travel distance for comparison by different route option. The scoring applied in the NMU audit seeks to identify strengths and weaknesses of particular routes/links along these routes. Inclusion of internal routes within the site does not impact identification of these points.

6.13 The ESCC response considers that routes of circa 2km would take on average 25-30 minutes (based on an average walking speed of 4-5kph), although these may take longer due to inclines, and crossing roads. Section 2 of this note considers the quality of the core routes for active travel in relation to gradients. This identifies that whilst there are gentle changes in gradient along the route between Rocks Road and the town centre, this is not considered to be significant so as to discourage active travel along this direct route into the town, or materially impact journey times. Similarly, whilst the route includes a number of crossings for pedestrians, the off-site highway works seek to enhance provision for pedestrians and this is common in any built up area.

Guidance on Walking & Cycling Distance

6.14 To consider these distances within the context of walking and cycling distance guidance and research, the table below provides a summary of distances cited in various guidance and research documents.

Document	Distance
Manual for Streets, DfT 2007	800 metres 'walkable neighbourhood', however this is not an upper limit – walking offers the greatest potential to replace short car trips, particularly those under 2 km
Planning for Walking, CIHT 2015	80% of journeys shorter than 1 mile (1.6 km) are made wholly on foot and most people will only walk if their destination is less than a mile away.
Planning for Cycling, CIHT 2014	The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles
Guidelines for Providing for Journeys on Foot, IHT 2000	Suggested acceptable walking distance - 2 km preferred maximum for commuting, travel to school and sight-seeing
Home to school travel and transport guidance, Department of Education 2014	2 miles (3.2 km) under 8 years old 3 miles (4.8 km) 8 year and over

Table 6.3: Summary of Walking & Cycling Distance Guidance

6.15 The NPPF indicates that, "*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*" (paragraph 105).

6.16 It is clear from the measurements provided in Table 6.2 and the distances identified in Table 6.3 above, that the application proposals accord with relevant design guidance on distance to local amenities and are therefore considered to offer a genuine choice for travel, in line with national policy.

Road/Car Distance to Core Amenities

6.17 It is also important to consider the distances by road/car to the above cited amenities, which are likely to influence travel choice, among other factors. Whilst the site access onto the A22 means that future residents have 'ease of access' to the major road network as identified in the ESCC consultation response, the routes into town and some other core amenities are greater than the above identified walk/cycle distances. Screenshots from google maps, which identify the routes by road between the A22 site access core amenities are provided in **Appendix I**. The table below identifies the relevant car journey distances to the core amenities considered above for comparison, taking account of the length of routes within the illustrative masterplan to the nearest/furthest homes (144 metres and 1,050 metres respectively), also indicated in **Appendix I**

Core Amenity	Route from edge of site to amenity	Total distance
Town centre (via A22/Bellfarm Road)	2.3 km to mid-point along High Street (Civic Approach)	Shortest: 2.44km Longest: 3.35km
Rocks Park Primary School (via A22/BellFarm Road/Church Street)	3.35km to entrance to school	Shortest: 3.49km Longest: 4.4km
Uckfield College/Leisure Centre (via A22/London Road)	3.16km to Uckfield College vehicular entrance (also leading to Leisure Centre)	Shortest: 3.3km Longest: 4.21km
Bellbrook Industrial Estate (via A22/BellFarm Road)	1.53km to Bellbrook Industrial Estate	Shortest: 1.67km Longest: 2.58km
Medical Centre (via A22/BellFarm Road)	1.47km to Medical Centre entrance	Shortest: 1.61km Longest: 2.52km
Railway station (A22 Bellfarm Road)	2.3km to railway station entrance	Shortest: 2.44km Longest: 3.35km

Table 6.4: Distance to Core Amenities by Road/Car

6.18 It is evident from the table above that the journey length to all the core amenities (although noting journey distance to Bellbrook Industrial Estate and the medical centre are similar), are greater by road/car than the walking/cycling routes referenced earlier in this section. Furthermore, these road routes are convoluted and likely to be congested at peak times, which will impact journey time reliability. This is considered likely to influence travel choice. Likewise, the availability of parking at the desired destinations will also influence travel choice. In this respect, parking at peak times around schools and within town is likely to be in high demand.

Improving Wayfinding

6.19 It is considered that appropriate signage can be provided within the site and as part of the proposed off-site highway works to assist legibility to core amenities, as appropriate. Existing signage is already available on the local highway network providing directions to the town, railway station, Uckfield College and Leisure Centre, for example. Wayfinding signage for pedestrians along core routes can also be provided as appropriate to assist with wayfinding. As recognised in section 3 and the proposed off-site highway works along footpath 3a/3b, signage can be improved along this route, and this can be considered as part of the detailed design, as well as along other routes as necessary.

6.20 However, it is important to recognise that residents living at the site and making regular journeys to core amenities will soon become familiar with routes. Furthermore, the Travel Information Packs provided to new residents of the development (outlined in the submitted Framework Travel Plan) will also provide information on active/sustainable travel links between the site and core amenities.

7.0 Other Matters Raised in Consultation Response

Context

7.1 This sections seeks to address and provide clarification on other points raised in the ESCC consultation response, which do not fit under the five main points of the ESCC response considered previously in this note, including:

- Comments raised by the Traffic and Safety Team in respect of vehicular access from the A22;
- Multi-modal trip data;
- Vehicle movements and parking demand associated with the proposed SANGs car park off Snatts Road; and,
- PRoW through application site.

Vehicular Access

7.2 As identified in sections 2 and 3 of this note, the ESCC Traffic and Safety Team has made a number of comments to the proposed site access arrangements, including the proposed arrangements for vehicles, namely via the main access roundabout off the A22 and the emergency access, also from the A22. **Appendix A** provides a schedule of the points raised and sets out the response to these comments, including relating to the proposed main and emergency site access points. In summary, amendments have been made to the main site access roundabout to address the comments raised, as indicated in section 5 of this note, which considers highway impact. Amended plans of the site access and off-site highway works are included in **Appendix E**.

7.3 It is important to note that in terms of the appeal scheme, the position of the main vehicular access was amended during the appeal process from Black Down roundabout (A22/A26) to a point positioned approximately 1 kilometre to the south of this roundabout. The Inspector's report identifies ESCC objection to the principle of a new roundabout on the A22 (para 773). However, the Inspector agreed with the appellants, "*that there is no clear-cut policy objection derived either from national or local policy, which would in principle prelude such a junction*". The Inspector further comments that the A22 is not a trunk road or motorway, or part of a properly defined strategic route. Against this background, it is considered that vehicular access via the A22 is appropriate and consistent with the requirements of the NPPF.

7.4 In respect of emergency access, the ESCC comments state that:

"An emergency access onto the A22 is unlikely to be practical if for any reason there is a RTC on the A22 resulting in its closure. It would mean that the site would not be accessible as both access points would be closed to vehicle movement. Urgent journeys from the site by vehicle would be difficult in the event of an accident or persons needing medical attention for example.

The emergency access is only accessed by vehicles approaching from the north due to its position within a lay-by. For emergency vehicles needing to reach the site from the south, they would use the main access."

7.5 It is considered that if there were a road traffic collision (RTC) on the A22, the route would likely be closed between junctions. As such, an incident south of the proposed site access roundabout would not impact the emergency access. If the road were closed to the north of the main site access roundabout, then the main site access could be used to access the site. This is considered to be no different to any other such situation. Notwithstanding this, it is notable that there is an existing vehicular access to the site from Snatts Road, with a track leading through the site to the area proposed to be developed with housing. Therefore, a potential emergency only access from Snatts Road could be delivered along the proposed pedestrian/cycle route, which follows the line of this existing track. In terms of use of the emergency access (off the A22) by buses, this has been addressed in section 4 of this note.

Multi-Modal Trip Data

7.6 The ESCC consultation response identifies that multi-modal trip data has not been supplied in the submitted TA. The table below outlines potential future trips by all modes, based on the estimated vehicle movements derived from TRICS trip rates, and 2011 Census data presented in the submitted TA.

Mode	Mode Split	AM Peak		PM Peak		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
Train	5.8%	4	12	12	5	70	71
Bus, minibus or coach	3.3%	3	7	7	3	40	41
Taxi	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	0.8%	1	2	2	1	10	10
Driving a car or van	76.7%	58	164	152	70	923	932
Passenger in a car or van	3.3%	3	7	7	3	40	41
Bicycle	1.7%	1	4	3	2	20	20
On foot	8.3%	6	18	17	8	100	101
Other	0%	0	0	0	0	0	0
TOTAL	100%	76	214	198	91	1,204	1,216

Table 7.1: Estimated Future Multi-Modal Movements (424 dwellings)

7.7 As presented in the community bus service note included in Appendix H of the submitted TA, it has been assumed circa one-third of the estimated vehicle movements to/from the town during peak-hours could be transferred to the community bus service (CBS), with around one-quarter transferring at other times. The table below represents Table 2.2 of the CBS note in identifying anticipated vehicle movements transferred to the community bus service. The table below provides an update to the 'bus' and 'driving' data, taking account of the above anticipated change in vehicle movements.

	AM Peak		PM Peak		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Estimated Increase in Demand	4	11	11	5	48	49

Table 7.2: Anticipated Vehicle Movements Transferred to Community Bus Service

Mode	AM Peak		PM Peak		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Bus, minibus or coach	7	18	18	8	88	90
Driving a car or van	54	153	141	65	875	883

Table 7.3: Estimated 'Bus' and 'Driving' Movements based on CBS Transfer Assumption (424 dwellings)

Vehicle Movements & Parking Demand at Proposed SANGs Car Park

7.8 In relation to the proposed SANGs access and car park, the ESCC consultation response identifies, "*… a trip and parking demand survey is necessary to be able to verify the impact on Snatts Road that would result form the proposed SANG*."

7.9 To understand the potential quantum of traffic generated by the proposed SANGs (Suitable Alternative Natural Greenspaces) car park and associated demand for parking, a survey was commissioned of the Horsted Green Park SANGs, on the recommendation of ESCC. An independent traffic surveillance company (Benchmark Data Collection) was commissioned to complete a survey of vehicles entering and exiting the SANGS car park on a neutral weekday and Sunday in October 2022. A count of vehicles parked within the car park was also completed.

7.10 The tables below provide a summary of the survey results by hour (07:00-19:00) with full data provided in **Appendix J**, which recorded arrivals, departures and vehicles parked by 15-minute intervals.

7.11 Parking within the Horsted Green Park SANGs car park is not formally laid out. Based on site observations of the survey company, it is estimated that the car park has capacity to accommodate 15 cars within the car park. It was noted during the survey that parking also takes place within the bellmouth of the car park access, which it is estimated has capacity for four vehicles to park. The weather during the weekday survey was dry between 07:00 and 17:40, with rain showers from 17:40 to 19:00. On the Sunday, the weather was dry between 07:00 and 15:50, with rain showers from 15:50 to 19:00.

Time Period	Vehicles In	Vehicles Out	Cars Parked	Parking Occupancy %
0700-0800	8	8	4	21
0800-0900	19	6	17	89
0900-1000	15	23	9	47
1000-1100	12	13	8	42
1100-1200	17	19	6	32
1200-1300	11	7	10	53
1300-1400	10	14	6	32
1400-1500	6	8	4	21
1500-1600	15	9	10	53
1600-1700	8	14	4	21
1700-1800	14	10	8	42
1800-1900	9	12	5	26

Table 7.4: Horsted Green Park SANGs Survey Results – Wednesday 12th October 2022

Time Period	Vehicles In	Vehicles Out	Cars Parked	Parking Occupancy %
0700-0800	12	3	10	53
0800-0900	12	11	11	58
0900-1000	19	16	14	74
1000-1100	23	19	18	95
1100-1200	19	21	16	84
1200-1300	13	23	6	32
1300-1400	16	10	12	63
1400-1500	16	16	12	63
1500-1600	12	17	7	37
1600-1700	12	13	6	32
1700-1800	9	13	2	11
1800-1900	1	3	0	0

Table 7.5: Horsted Green Park SANGs Survey Results – Sunday 16th October 2022

7.12 Based on the survey results, it is evident that the number of cars parked during the survey did not exceed capacity of the car park and bellmouth area (19 cars). It is understood that the number of parking spaces within the proposed SANGs car park is based on guidance provided by Natural England. In this respect, Appendix 3 of 'Guidelines for Creation of Suitable Alternative Natural Greenspace (SANG)' (August 2021), entitled 'Suitable Alternative Natural Greenspace: A best practice guide' identifies a car parking standard of 1 parking space per ha (minimum). The SANG is 18.1 ha, so based on this provision a minimum of 19 car parking spaces should be provided. Parking provision for the SANG is provided within two parking areas, including the car park off Snatts Road (19 spaces) and a car park within the development (14 spaces).

7.13 In terms of vehicle movements, the maximum number of vehicle movements in any hour was recorded as 38 (15 arrivals and 23 departures) between 09:00 and 10:00 hours on the weekday survey, with 42 recorded on the Sunday (23 arrivals and 19 departures) between 10:00 and 11:00 hours. The weekday vehicle movements seem to occur outside typical network peak hours. Furthermore, it is likely that arrivals and departures to the car park would be split between the two junctions at either end of Snatts Road. As such, it is considered that more detailed junction assessment is not necessary.

PRoW through application site;

7.14 The Applicant has been informed by ESCC PRoW Team of an application/claim of a route through the application site in response to the planning application. The planning submission is in outline form and so the success of any claimed footpath and route of any proposed pedestrian/cycle links would be considered as part of a reserved matters application. The PRoW Team seeks to enhance access between the application site and public footpath 1, which adjoins the site the east. In this respect, it has been requested that existing barbed wire along this connection is removed. The Applicant is content to provide for this.

8.0 Summary & Conclusions

8.1 This Technical Note has been prepared to respond to the five key highway/transport points raised in the consultation response from ESCC to the proposals on land at Downlands Farm, Uckfield. In respect of these points, this note concludes that:

- All 3 accesses and accessibility measures for active travel are deliverable from both a design and highway safety perspective.
- PRoW routes are considered to be appropriate for everyday use, providing an important transport role in providing access to local services and facilities. The application proposals include enhancements to improve existing surfaces and gradients, namely along footpath 3a/3b. Notwithstanding this, existing PRoW only form one section of a wider selection of route options to access amenities. Therefore residents with prams/buggies, or those more vulnerable users are likely to choose alternative routes for their journeys, as would be the case during wet weather or dark conditions.
- The community transport option has been prepared for illustrative purposes. The Applicant has discussed the proposals for bus transport provision with the ESCC Passenger Transport Team pursuant to comments received, to support development of the site.
- The application proposals will not have a material impact on the town centre raised, having regard to data received from ESCC, and referenced in the submitted TA.
- Whilst it is accepted the proposed area to be developed within the site is separated by the presence of existing woodland, it is located to the east/south-east of the A22 within which the entirety of Uckfield Towns is contained. The overall access strategy for active travel seeks to ensure efficient connectivity to the local amenities via more lightly trafficked routes, with vehicular access to such amenities involving greater distances along more convoluted and busier roads.

8.2 This note further concludes that:

- Comments raised by ESCC Traffic and Safety Team in respect of the proposed site access, emergency access and off-site highway works are considered in **Appendix A** and have been picked up where appropriate in the amended plans (included in **Appendix E**). The Stage 1 RSA will be updated once the amendments have been agreed. It is therefore considered safe and suitable access to the site can be achieved for all modes in accordance with relevant design guidance. The proposed off-site highway works also reflect committed works at Copwood roundabout and draft plans for the bus station.
- Comments raised by ESCC PRoW Team in relation to connections to wider PRoW have been addressed and enhancement works to footpath 3a/3b have been reflected on amended plans, appended to this note.
- Junction modelling presented within the submitted TA has been updated to reflect the amended site access arrangement on the A22, committed alterations to the Copwood roundabout and the corrected geometric parameters at Black Down roundabout. The updated analysis makes no material change to the conclusions of the submitted TA.
- Further clarification has been provided on walk and cycle distances to local amenities, having regard to relevant guidance, which concludes that there are a range of services and facilities within circa 2 kilometres of the site, including employment, education, health and leisure amenities as well as Uckfield town centre.
- Additional traffic data has been obtained to establish vehicle speed and traffic flow on Rocks Road and Snatts Road. The data support the design approach adopted within the TA.

- Survey data has been obtained of a comparable SANGs car park to understand potential vehicle movements and parking demand associated with the proposed SANGs off Snatts Road. Based on survey data, it is concluded that the proposed parking provision is adequate to cater for expected demand and that the increase in vehicle movements via Snatts Road is unlikely to have a material impact on the operation of the junctions in terms of capacity.
- Multi-modal trip data has been provided to estimate potential travel by all modes. Further estimations of pedestrian movements linked with school travel have also been completed. In view of this data, it is considered there will be no capacity concerns with proposed active travel routes and the demand associated with potential bus travel have been previously considered within the submitted TA.
- A meeting was held earlier in December 2022 with ESCC Passenger Transport Team to discuss the proposed community bus service and potential alternative options for public transport.

8.3 Against this background, it is therefore considered that the conclusions of the submitted TA remain appropriate and that there are no traffic or transport related reasons why the application proposals should be resisted.

Appendix A

Response to ESCC Traffic & Safety Team and PRoW Team Comments

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

No.	ESCC comment	Motion response
1	Between the site and junction with Rocks Park Road, Rocks Road is partly derestricted and the footway has seen vegetation overgrown into it making it narrow, and potentially having a narrowing effect adjacent for pedestrians walking adjacent to vehicles travelling at speed.	*Relates to Motion drawings 2001061-131 and 2001061-132* The proposals include moving the 60mph / 30mph speed limit change from its current location to a point approximately 140 metres to the northwest; this proposal is supported by ATC speed data (as set out in section 2 of Motion's report R03 'Response to ESCC Highway Comments'), the data shows that the 85th percentile traffic speeds on Rocks Road are: SE bound (towards Snatts Rd jct) = 31.4mph NW bound (towards Snatts Rd jct) = 30.3mph Detailed design will include vegetation trimming / removal as required to facilitate clear footways.
2	Church Street is part of the historic part of the town centre that is not built to modern standards and has limited scope for improvement.	*Relates to Motion drawings 2001061-133 and 2001061-134* Comments are noted. Minor improvements have been proposed where they are considered to be feasible, having regard to recommendations of the LCWIP.
3	There is absence of a crossing point on London Road to connect to the south side of the High Street.	*Relates to Motion drawing 2001061-105* An uncontrolled crossing point is proposed which incorporates a pedestrian refuge island – please refer to drawing 2001061-105.
4	The highway works on Bellfarm Road have not been taken into account the accessibility improvements secured as part of Gridserve development on the west side of the Copwood Roundabout.	*Relates to Motion drawing 2001061-115* The proposed highway alterations associated with the Gridserve development have now been added to drawing 2001061-115, shown in blue linetype.
5	No speed survey data to justify the change in speed limit nor proposals to alter the visual appearance and character of this section of Rocks Rd other than widening of the footway and new footway close to the junction of Snatts Road.	*Relates to Motion drawings 2001061-131 and 2001061-132* The proposal to move the 60mph / 30mph speed limit change from its current location to a point approximately 140 metres to the northwest is supported by ATC speed data (as set out in section 2 of Motion's report R03 'Response to ESCC Highway Comments'), the data shows that the 85th percentile traffic speeds on Rocks Road are: SE bound (towards Snatts Rd jct) = 31.4mph NW bound (towards Snatts Rd jct) = 30.3mph These results show that a 30mph speed limit is appropriate on this section of Rocks Road, and that the provision of shared footway / cycleway adjacent to the road is appropriate.

6	Installation of suitable signage along existing public footpaths to core destinations; Comments: details of signage has not been provided.	*Relates to Motion drawing 2001061-104* Pedestrian wayfinding signs will be blue and white style sings in accordance with schedule 12 of the TSRGD. Sign face details and mounting locations to be specified at detailed design stage as part of an off-site highway works package.
7	Suitability of lighting for highway safety and security within the greener areas of the site are dependent on ecology comments, which may define whether some routes are in fact reliable active links to the site.	*Relates to Motion drawing 2001061-104* With regard to the existing routes through the existing residential estate (as indicated on drawing 2001061-104), the provision of lighting will be considered further as part of detailed design, taking account of any ecological requirements. It is understood that ESCC already apply a 'part night lighting scheme' where lighting is dimmed or switched off during certain hours, which could be applied in this instance should there be an ecological concern.
8	I have significant concerns about the proposal to remove the existing steps. From the photographs, these are sandstone steps, partially hewn in to the outcrop of sandstone bedrock. Aside from the practical challenge of significantly remodelling the steps, I imagine their removal would meet with strong opposition locally and from the Town Council. I also assume that the Planning Conservation Officer and High Weald AONB Unit would oppose any fundamental interference with to the sandstone outcrop. There might also be ecology considerations. Therefore it is impractical or desirable to remove the existing steps and I think the most that can be done to improve them is to re-dress them with stone or concrete slabs of suitable character. I am not convinced that the steps need to be extended. The wooded path is a continuous slope, and I don't think extending the steps will make any significant improvement.	*Relates to Motion drawing 2001061-106* In light of these comments, and the likelihood that there will be a local preference to retain the existing steps, the proposals have been altered to reflect this. Drawing 2001061-106 has been revised to retain the existing steps arrangement, minor improvements to re-dress with stone or concrete slabs of suitable character, as suggested. *Drawing 2001061-106 has been amended to revision A*

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

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

16	Unlit feature in centre of carriageway liable to be struck/ issues with disorientated drivers exiting lit roundabout into darkness at a point where an unlit obstruction (island) is present in the road. Flush or reduced height kerbs may lead to vehicles mounting the island/ potentially striking the trees proposed.	*Relates to Motion drawing 2001061-101* It is understood that ESCC has a policy to dim the A22 street lighting to 50% after 10pm, it is assumed that the proposed access road will be lit in accordance with this policy. Illuminated / retroreflective bollards with keep left arrows will be provided on the nose of the island and 45 degree splayed kerbs will be used at the dormouse hop-over. *A new drawing 2001061-108 has been produced with revised notes relating to lighting, bollards, and kerbs*
17	Proximity of the new access/ roundabout to the northbound layby. There is a safety concern with drivers exiting the roundabout accelerating at a point when drivers in front are quickly decelerating to enter the layby. A left signal may be interpreted as an uncancelled exit signal from the roundabout.	*Relates to Motion drawing 2001061-101* The arrangement has been reviewed as part of the revisions to the roundabout layout. The two northbound exit lanes from the roundabout have been extended beyond the entry to the layby: thereby moving the two to one merging section northwards beyond the nose of the layby. This mitigates the problem by accommodating drivers wanting to accelerate northwards from the roundabout in the offside lane, passing slower vehicles in the nearside lane (including vehicles that are entering the layby). *Drawing 2001061-101 has been amended to revision C*
18	Very short merge on the exit arms/ high speed road. Potential for side swipes.	*Relates to Motion drawing 2001061-101* The merge tapers have been reviewed as part of the revisions to the roundabout layout. The roundabout exits onto the A22 now include 1:20 tapers, and the exit onto the site access road includes a 1:15 taper (in accordance with the DMRB). *Drawing 2001061-101 has been amended to revision C*
19	Is there a case for preventing right turns into the north and southbound laybys (with the provision of the additional roundabout)	*Relates to Motion drawing 2001061-101* It is acknowledged that the scenario may occur where the driver of a southbound vehicle decides to enter the southern layby (on the drivers off-side), by crossing the opposing traffic lane and entering via the intended exit taper. In this situation the driver may attempt to leave the layby at the southern end (i.e. the intended northbound entry taper). Vehicles exiting at this point would be in conflict with northbound traffic exiting the roundabout; therefore the arrangement has been revised to include 'No Entry' signs located at the exit taper of the lay-by to prevent this scenario from occurring. *Drawing 2001061-101 has been amended to revision C*

20	The northbound layby should ideally be upgraded to modern standard	*Relates to Motion drawing 2001061-101* It is not clear how this relates to the development proposals. Notwithstanding this, the existing topography, extent of highway land, and proximity to adjacent land designated as Ancient Woodland would be likely to make any widening or extension to the layby impractical; however, this can be considered further at the detailed design stage.
Emergency Access Road 2001061-102B		
21	Risk of shunts vehicles following emergency vehicles may not be expectant of the vehicle ahead of them to turn upon entering the layby. There will be no way to signal this manoeuvre.	*Relates to Motion drawing 2001061-102* The emergency access is located on the entry to the layby. This is off the main A22 carriageway so any vehicles following would also be intending to enter the layby and would therefore be decelerating accordingly. It should also be noted that the use of this access will be infrequent. In the event that an emergency vehicle is accessing the site under blue light conditions, other road users will be aware of the blue lights, indicating that the emergency vehicle is responding to a call. In this situation other nearby road users would use additional caution.
22	The radius of the access will require a low-speed entry which may not be appropriate for high speeds of emergency vehicles	*Relates to Motion drawing 2001061-102* The radius at the access is 6 metres. This is typical of residential bellmouth junctions that emergency vehicles are typically required to manoeuvre through. It is considered to be sufficient to accommodate safe turning manoeuvres by emergency vehicles whilst minimising impact on the adjacent area designated as Ancient Woodland. Greater radii could be achieved without encroaching on the adjacent Ancient Woodland boundary, should this be necessary.
23	It is questioned if there is sufficient length ahead of the barrier for a vehicle to wait.	*Relates to Motion drawing 2001061-102* Drawing has been revised to provide a clearance of 12 metres minimum length for emergency vehicles to stop in front of the barrier, without obstructing the layby entry slip road. *Drawing 2001061-102 has been amended to revision C*

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

26	Layby should be upgraded to modern standard	*Relates to Motion drawing 2001061-102* It is not clear how this relates to the development proposals. Notwithstanding this, the extent of highway land and proximity to adjacent land designated as Ancient Woodland would be likely to make any widening or extension to the layby impractical; however, this can be considered further at the detailed design stage.
A22/Bellfarm Road shared route 2001061-111 to 116 A22		
27	(As highlighted in the RSA) the horizontal separation between the carriageway and the shared route reduces to 1.5m in places. For a 60mph speed limit, the desirable minimum is 2.5m and absolute minimum is 2m (LTN 1/20). Additional protection is recommended at these points.	*Relates to Motion drawings 2001061-111 to 2001061-116* The arrangement has been prepared in accordance with paragraph E/3.5.1 of CD143 (DMRB) which requires a minimum separation of 1.5 metres on roads with a speed limit greater than 40mph (which can include hardstrip). Notwithstanding this, it is acknowledged that table 6-1 in LTN1/20 has a greater requirement of 2.5 metres desirable minimum and 2.0 metres absolute minimum separation on 60mph roads. Therefore, the drawings have been amended to reflect these more robust LTN1/20 requirements. *Drawing 2001061-111 has been amended to revision C* *Drawing 2001061-112 has been amended to revision B* *Drawing 2001061-113 has been amended to revision B* *Drawing 2001061-114 has been amended to revision B* *Drawing 2001061-115 has been amended to revision B*
28	Rocks Road overbridge narrowing (from 3 to 2 metres) over a longer distance than is recommended.	*Relates to Motion drawing 2001061-113* The length of the narrowed 2 metre wide section at the Rocks Road bridge has been reduced (drawing 2001-061-113 has been revised accordingly). The majority of the facility is 3 metres wide and only reduces to 2 metres where there are physical constraints (it is understood that a 2 metre wide shared footway / cycleway has been accepted as part of the Gridserve proposals). *Drawing 2001061-113 has been amended to revision B*
29	Various traffic signs located within the highway verge where shared route is proposed, will need to be re-sited/ raised ensuring they remain within the optimum sight range for drivers.	*Relates to Motion drawings 2001061-111 to 2001061-116* It is acknowledged that as part of the detailed design stage, there will be a need for signs to be raised to 2.4 metres clear height above ground or relocated as appropriate.
30	Bellfarm Road shared route proposals - how do they tie in with the proposals for Gridserve electric charging facility at Copwood Roundabout (see WD/20/1244).	*Relates to Motion drawing 2001061-115* The Gridserve proposals have been added drawing 2001061-115, to ensure that there are no conflicts with the two designs. *Drawing 2001061-115 has been amended to revision B*

31	No provision for westbound cyclists (coming from the High Street) to join the shared route	*Relates to Motion drawing 2001061-118* The provision for westbound cyclists has been reviewed, and drawing 2001061-118 has been revised to include upgrading the existing pelican crossing to a toucan crossing, enabling westbound cyclists to access the shared facility on the northern side of the road. To facilitate this, the proposals now include a short section of footway on the southern side of the crossing to be designated as shared footway / cycleway, with a new dropped kerb so westbound cyclists to access it. In addition to the above, cyclists have the option of choosing an alternative route through Bellfarm Lane (industrial estate), as suggested in the LCWIP. Should there be a preference for this option to be developed, consideration could be given to the suitability of providing a new section of shared footway on Bell Lane (west of Brookside) to provide a link with the new uncontrolled pedestrian / cycle refuge being installed as part of the Gridserve scheme. *Drawing 2001061-118 has been amended to revision A*
32	Proposed block paved pedestrian crossing infers priority over vehicles and may lead to careless crossing movements. While the new guidance in the highway code says that vehicles should give way to pedestrians waiting to cross at a side road and that pedestrians (that have started crossing) at side roads have priority, pedestrians should still exercise due care and attention.	*Relates to Motion drawing 2001061-118* The block paved pedestrian crossings are recommendations provided in the LCWIP. It is anticipated that tactile paving will be provided (as shown indicatively on the plan). The provision of tactile paving will signify to mobility impaired pedestrians that they are at a crossing and need to use caution. It is noted that this matter was not raised at RSA1; however, this facility can be excluded from the scheme should that be the preference.
33	Existing proposals for the bus station – A technical design is still being prepared by the County Council as element of the town centre scheme. It is considered that the proposals offered by the applicant could be considered further once a final design is available, so that an appropriate tie-in can be considered.	*Relates to Motion drawing 2001061-118* The block paved pedestrian crossings are recommendations provided in the LCWIP. It is anticipated that at the detailed design stage, the details will be submitted to ESCC for approval as part of a S278 package, at which stage any conflicts with the bus depot alterations can be discussed in detail. A note has been added to drawing 2001061-118 referencing potential bus depot alterations. *Drawing 2001061-118 has been amended to revision A*
34	Raised crossing east of the roundabout (at bus station) will need to be adequately lit and appropriate warning provided. This would need to tie-in with the bus station proposals.	*Relates to Motion drawing 2001061-118* The lighting and signing details will be reviewed and confirmed at detailed design stage.
35	Splitter island north of roundabout will need to be wide enough to accommodate waiting cycles (2m)	*Relates to Motion drawing 2001061-118* The section of the island that will be used by pedestrians and cyclists is 1.9 metres wide at the narrower end and 3.5 metres wide at the wider end (note, the island width is determined by adjacent land constraints).

36	Look at appropriate treatment on all arms of the roundabout (2 arms facilitate pedestrian crossing movements/ 2 do not).	*Relates to Motion drawing 2001061-118* It is acknowledged that the scheme needs to cater for east and west bound movements; this has been addressed in the comments above with the upgrading of the pelican crossing to a toucan crossing. *Drawing 2001061-118 has been amended to revision A*
37	Footway widening on north-eastern corner of roundabout- ensure that larger vehicles turning north to east can make the turn without encroaching on the widened footway	*Relates to Motion drawing 2001061-118* Vehicle tracking for a 16.5 metre long articulated vehicle has been carried out. Swept path plots have been added to drawing 2001061-118. *Drawing 2001061-118 has been amended to revision A*
38	Cyclists guided to re-join the carriageway just prior to Bellfarm Lane- issues with conflict in markings (controlled area). Re-joining at conflict point. Look to extend facility east.	*Relates to Motion drawing 2001061-118* The shared facility on the northern side of the road has been extended eastwards as suggested. Drawing 2001061-118 has been amended accordingly. *Drawing 2001061-118 has been amended to revision A*
Church Street 2001061-134		
39	Regency Close reduction in junction radii - ensure adequate forward visibility south eastbound (bend in road opposite Belmont Road not obvious on plan). Rear access to stores/ waste collection points are located within Regency Close; vehicle tracking required to ensure larger vehicles can still access/exit safely.	*Relates to Motion drawing 2001061-134* Regency Close junction amendment is a recommendation that was provided in the LCWIP. Vehicle tracking for a large 3-axle refuse vehicle has been carried out. Swept path plots have been added to drawing 2001061-134. The vehicle crosses the carriageway centre line as part of the manoeuvres which is in line with MfS guidance. *Drawing 2001061-134 has been amended to revision C*
40	Priority working at Pudding Cake Lane forward visibility restricted by bend - drivers would be unable to make an informed judgement before negotiating narrowing.	*Relates to Motion drawing 2001061-134* The intervisibility splay has been added to drawing 2001061-134. The intervisibility achievable at the build-out is considered to be sufficient for approaching drivers to see one another and give way as required but is not so large that traffic calming effect is undermined.
41	Approx. 1m wide footway at Pudding Cake Lane- where would a priority working sign be placed without causing an obstruction to pedestrians?	*Relates to Motion drawing 2001061-134* Signing details will be determined at the detailed design stage. However, it is anticipated that the priority signage for southeast bound traffic would be installed on the widened (built-out) section of footway, such that it is facing the traffic as it approaches the give way line.

42	Narrowing southeast of Pudding Cake Lane places vehicles on the wrong side of the road just before a junction (Belmont Road). A south eastbound driver's visibility into Belmont Road of any approaching traffic is restricted by the church wall.	*Relates to Motion drawing 2001061-134* The priority feature is a recommendation that was provided in the LCWIP (242.1.2). The existing Belmont Road junction arrangement has restrictions to visibility, and it is considered that the priority feature will provide a benefit by reducing eastbound traffic speeds at this location. In addition, traffic flows are low at this location; it is acknowledged that the short section of widened footway provides limited benefit. Therefore, it is considered that this feature could be omitted or modified at the detailed design.
43	The narrowing on both sides currently signed extends between The Drive and Belmont Road making it difficult to provide warning of the build out in the south eastbound carriageway between Pudding Cake Lane and Belmont Road.	*Relates to Motion drawing 2001061-134* The existing 'road narrows' sign is to diag 516, whereas the priority build-out will be signed with diag 615 and 811A, which have a visually different appearance. It is acknowledged that the existing 516 sign may need to be relocated and this will be assessed at the detailed design stage.
44	Is the road north west of Pudding Cake Lane wide enough to accommodate queuing vehicles and passing traffic?	*Relates to Motion drawing 2001061-134* The priority feature is a recommendation that was provided in the LCWIP (242.1.2). There is sufficient width in the vicinity of the build-out feature to accommodate two-way traffic; however, the road does narrow further to the northwest and should longer queues develop then restriction on two-way movements may become an issue. It is considered that the traffic flows are low at this location and long queues are unlikely; however, it is acknowledged that the short section of widened footway provides limited benefit. Therefore, it is considered that this feature could be omitted or modified at the detailed design.
Rocks Road 2001061-132		
45	Widened footway on south side of Rocks Road (northwest of Rocks Park Road) appears to be into the carriageway reducing the effective width of the carriageway. Presently the width (roughly just over 6 metres) allows for centre lines and edge of carriageway markings through this tree covered winding road. If the width is reduced the current road marking arrangement will not be possible.	*Relates to Motion drawing 2001061-132* The footway widening proposals include the re-aligning of the Rocks Road carriageway (between the Rocks Park Road and Snatts Road junctions). The existing width of the Rocks Road carriageway along this section varies from 4.8 to 5.8 metres between hard strips; the proposal is to regulate the carriageway width to a consistent width of 5.5 metres.
46	There does not appear to be drainage provision upstream of the crossing point northwest of Hunters Way. There does appear to be evidence of ponding (on account of the detritus/ mud collected at the crossing point)- possibility of slips/ falls in wet or icy conditions. Review provision.	*Relates to Motion drawing 2001061-132* Noted, the drainage provision will be reviewed at the detailed design stage and additional gullies will be provided as required.

47	The waiting area on the northeast side of Rocks Road (northwest of Hunters Lane) is not accessible for pedestrians, due to lack of maintenance (see photo). Also, a defect in the road in the pedestrian line, which may lead to a fall.	*Relates to Motion drawing 2001061-132* Noted, vegetation clearance and surface repairs will be specified at the detailed design stage.
48	In addition, the proposed pedestrian/cycle access at the corner of the junction Snatts Road/Rocks Road requires a prominent appearance so that drivers are aware from all approaches of its presence. It is largely wooded and may not be obvious to drivers to expect non-motorised activity given its current rural surroundings. The approach from Rocks Road is likely to require traffic calming to ensure that drivers are travelling at appropriate speeds and awareness of approaching built form. It is likely that a more urban appearance would require continuity from a point west of the active access point, to highlight the environment change to the current defined built up area. The distance over where the 30mph is proposed is largely rural with vegetation dominating the route up to the junction with Hunters Way. It is likely that an engineered solution will be required, given that there is little in the way of frontage development over the ~200m distance.	*Relates to Motion drawing 2001061-131* The proposals include moving the 60mph / 30mph speed limit change from its current location to a point approximately 140 metres to the northwest; this proposal is supported by ATC speed data (as set out in section 2 of Motion's report R03 'Response to ESCC Highway Comments'), the data shows that the 85th percentile traffic speeds on Rocks Road are: SE bound (towards Snatts Rd jct) = 31.4mph NW bound (towards Snatts Rd jct) = 30.3mph This demonstrates that traffic speeds are already well below the signed national speed limit. The proposal to relocate the 30mph speed limit terminal signs will reinforce this by forming a conspicuous transition from wooded rural road to the more urban road environment which has a 2 metre wide footway, street lighting and school entrance. Suitable visibility splays can be achieved at the crossing point which correspond to the 85th percentile speeds. Vegetation clearance and signage details will be specified at the detailed design stage.
Off-Site Highways Works (all drawings)		
49	Figure 1.1 in the consultant's Community Bus Service note shows the position of bus stops on the existing nearest bus route serving The Drive (northbound) and Manor Way (southbound). The most westerly bus stop on each of these roads are adjacent to the off-site highways works (which are proposed to include drop kerbs and tactile paving) in relation to the pedestrian route improvements (drawing 2001062-104). We ask that a raised bus stop kerb and bus stop clearway markings are provided for each of these two bus stops.	*Relates to Motion drawing 2001061-104* This request has been incorporated int to the proposals, the drawing has been revised to include the provision of raised kerbs and bus cage markings at the two existing bus stops. *Drawing 2001061-104 has been amended to revision A*
50	With the proposed new pedestrian crossing in London Road, it is noted that the existing bus stop is retained. A raised bus stop kerb should be incorporated as part of the associated work.	*Relates to Motion drawing 2001061-105* This request has been incorporated int to the proposals, the drawing has been revised to include the provision of a raised kerb at the relocated bus stop. *Drawing 2001061-105 has been amended to revision B*

51	At the entrance to Uckfield bus station, off Bell Lane, the developer proposes a block raised pedestrian crossing. The bus station is subject to a programme of improvements in 2022, led by East Sussex Highways. The suitability of the developer's proposal, including its suitability in terms of height, will need to be confirmed by the scheme designer at East Sussex Highways, when this is finalised	*Relates to Motion drawing 2001061-118* The block paved pedestrian crossings are recommendations provided in the LCWIP. It is anticipated that at the detailed design stage, the details will be submitted to ESCC for approval as part of a S278 package, at which stage any conflicts with the bus depot alterations can be discussed in detail. A note has been added to drawing 2001061-118 referencing potential bus depot alterations. *Drawing 2001061-118 has been amended to revision A*
52	In relation to the works in Church Street drawing, we ask that a raised kerb for a new bus stop be provided in the layby immediately south of the junction with The Drive (in drawing 2001061-133). This to include a raised kerb and bus stop clearway markings. We also ask that a new bus stop be provided in the northbound direction of Church Street in this vicinity. Church Street is on a current bus route and bus stops have previously been requested by residents in this area.	*Relates to Motion drawing 2001061-133* This request has been incorporated int to the proposals, the drawing has been revised to include the provision of two new bus stops with raised kerbs and bus cage markings. *Drawing 2001061-133 has been amended to revision B*
7.1 Access Snatts Road		
53	Opposite properties 'Padstow' and 'Dean Bank'. This is a standard construction design used for general access points, allowing two-way flows of vehicles and short section of footway on the north side to connect to the existing footway network on the south side of Snatts Road. Maintenance vehicles will likely need to access this element of the proposal and it is usual to see a wider bellmouth and a height barrier. This proposal indicates 43m x 2.4m driver sightlines which accords with the 30mph speed limit. However, for a new access to land currently undeveloped that would attract new vehicle trips, of quantum unknown, requires an indication of the expected traffic likely to be generated. It is understood that the applicant is providing a survey of the Horsted Green SANG to obtain the traffic generation and popularity, to consider the impact it would have on Snatts Road.	*Relates to Motion drawing 2001061-107* The proposed bellmouth arrangement at the SANG entrance is 5 metres wide with 3 metre radius kerbs on either side which is considered to be appropriate for the typical LGV type maintenance vehicles that will access the site. A height barrier will be added to the drawing with a height restriction at 2.2 metres (identical to Horsted Green). With regard to trip generation at the SANG, section 7 of Motion's report R03 'Response to ESCC Highway Comments') provides survey data from Horsted Green Park SANGs. *Drawing 2001061-107 has been amended to revision A*
54	The applicant should confirm if the access to the SANG was included in the Road Safety Audit, on basis that the position of the crossing point is close to the proposed access and vehicles turning left and looking right for oncoming traffic may not be focussed on pedestrians that may be crossing the road.	*Relates to Motion drawing 2001061-107* It is confirmed that this drawing was part of the Road Safety Audit brief.

Appendix B

Assumptions for Estimating Pedestrian Trips on Church Street

Estimate of Pedestrian Trips on Church Street

Time Period	No. Pedestrians			Route		
				Rocks Rd/Rocks Pk Rd	Rocks Rd/Church St	Snatts Road
AM Pk Hr	Pupils walking to school	Primary	67	40	4	2
		Secondary	47	0	12	12
	Escort to school	Primary	67	40	4	2
		Secondary	0	0	0	0
	Other walking trip	Census	24	13	10	1
		Railway st	4	2	2	
			TOTAL	95	32	16
PM Pk Hr	Pupils walking from school	Primary	67	40	4	2
		Secondary	47	0	12	12
	Escort from school	Primary	67	40	4	2
		Secondary	0	0	0	0
	Other walking trip	Census	25	14	10	1
		Railway st	4	2	2	
			TOTAL	96	32	16

Assumptions:

15%	of peak hour pedestrian movements are to Bellbrook Industrial Estate and the Medical Centre
80%	of peak hour pedestrian movements are to the town centre
5%	of peak hour pedestrian movements are to the Leisure Centre
25%	of people travelling by train walk to/from the railway station
66.9	primary school aged children living at the development (based on data provided by Barton Wilmore, received from ESC Education Services - see tables opposite)
46.84	secondary school aged children living at the proposed development (based on data provided by Barton Wilmore, received from ESC Education Services - see tables opposite)
80%	of primary aged children walking to school, walk less than one mile (see table opposite) (1.6 kilometres)
19%	of primary aged children walking to school, walk 1 to under 2 miles (see table opposite) (1.6 to 3.2 kilometres)
53%	of secondary aged children walking to school, walk 1 to under 2 miles (see table opposite) (1.6 to 3.2 kilometres)
100%	of primary age school children are accompanied by an escort (parent/guardian)
75%	of primary school pupils/escort travel to Rocks Park
5%	of primary school pupils/escort travel to Holy Cross
20%	of primary school pupils/escort travel to Manor (50% via Church St, 50% via Snatts Road)
0%	of secondary age school children are accompanied by an escort (parent/guardian)
50%	secondary children travel to Uckfield College via the High Street (Church St)
50%	secondary children travel to Uckfield College via London Road /Snatts Rd)
0%	secondary children travel to Uckfield College via Rocks Park Road

Mode	Mode Split	AM Peak		PM Peak		Daily	
		Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Train	5.80%	4	12	12	5	70	71
Bus, minibus or coach	3.30%	3	7	7	3	40	41
Taxi	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	0.80%	1	2	2	1	10	10
Driving a car or van	76.70%	58	164	152	70	923	932
Passenger in a car or van	3.30%	3	7	7	3	40	41
Bicycle	1.70%	1	4	3	2	20	20
On foot	8.30%	6	18	17	8	100	101
Other	0%	0	0	0	0	0	0
TOTAL	100%	76	214	198	91	1,204	1,216

Based on 424 dwellings (Source: 2011 Census - Method of Travel to Work)

School	Predicted roll 2023/24	PAN 2023
Rocks Park Primary (aged 5-11)	208	30
Holy Cross Primary (aged 5-11)	65	30
Manor Primary (age 5-11)	364	60
Uckfield College (secondary, age 11 to 18)	1581	270 (year 7)

Source:
https://www.eastsussex.gov.uk/education-learning/schools/admissions/primary-allocations
https://www.eastsussex.gov.uk/education-learning/schools/admissions/secondary-school-information

Pupil yield per new dwelling by property type and size	Houses 2 bed+	Flats 2 bed+	Houses / flats 1 bed
Primary schools	0.25	0.0375	0.00
Secondary schools	0.175	0.0263	0.00

Source: ESCC Education Services

Based on indicative housing mix:

	Total	Pupil Yield Primary	Pupil Yield Secondary
1 bed apartment	102	0	0
2 bed apartment	64	2.4	1.68
2-bed house	96	24	16.8
3-bed house	113	28.25	19.78
4-bed house	33	8.25	5.78
5-bed house	16	4	2.8
Total No.	424	66.9	46.84

Source: NTS 0614 (2019 data)	Aged 5-10 years				
	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	All lengths
Walk	80%	19%	1%	0%	46%
pedal cycle	1%	4%	1%	0%	1%
car/van	18%	71%	87%	73%	47%
bus	1%	5%	9%	18%	5%
other transport	0%	1%	1%	9%	1%
all modes	100%	100%	99%	100%	100%
Unweighted samples size	3.801	1.770	1.237	582	7.390

Source: NTS 0614 (2019 data)	Aged 11-16 years				
	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	All lengths
Walk	95%	53%	6%	0%	39%
pedal cycle	2%	6%	3%	0%	3%
car/van	3%	28%	37%	36%	26%
bus	1%	11%	50%	54%	29%
other transport	0%	1%	5%	11%	4%
all modes	100%	100%	100%	100%	100%
Unweighted samples size	1.649	1.455	1.809	1409	6.322

Appendix C

Rocks Road ATC Results (October 2022)

27344		UCKFIELD								
		OCTOBER 2022								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 27344001	Site 1 - Rocks Road (att to sign) OSGR - TQ 46676 21698	Channel: Northbound	Fri 14-Oct-22	Thu 20-Oct-22	30	10848	1667	1550	30.3	26.8
		Channel: Southbound	Fri 14-Oct-22	Thu 20-Oct-22		12240	1875	1749	31.4	27.7

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)				
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 14-Oct-22														
00:00	**3**	0	2	1	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	**1**	0	0	1	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	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
05:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
06:00	**56**	1	48	6	0	1	0	0	0	0	0	0	0	0
07:00	**186**	2	143	41	0	0	0	0	0	0	0	0	0	0
08:00	**166**	1	141	24	0	0	0	0	0	0	0	0	0	0
09:00	**132**	3	97	31	0	0	1	0	0	0	0	0	0	0
10:00	**114**	1	93	19	1	0	0	0	0	0	0	0	0	0
11:00	**94**	1	72	20	0	0	0	0	0	0	1	0	0	0
12:00	**114**	0	96	14	0	4	0	0	0	0	0	0	0	0
13:00	**93**	0	72	18	0	1	0	0	1	0	0	1	0	0
14:00	**85**	3	67	12	0	1	0	0	1	0	0	1	0	0
15:00	**140**	1	114	22	0	2	0	0	1	0	0	0	0	0
16:00	**128**	0	106	20	0	2	0	0	0	0	0	0	0	0
17:00	**122**	0	105	15	0	2	0	0	0	0	0	0	0	0
18:00	**86**	1	70	14	0	0	0	1	0	0	0	0	0	0
19:00	**54**	0	48	6	0	0	0	0	0	0	0	0	0	0
20:00	**33**	0	30	3	0	0	0	0	0	0	0	0	0	0
21:00	**38**	0	31	7	0	0	0	0	0	0	0	0	0	0
22:00	**25**	0	23	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	**1460**	**13**	**1176**	**250**	**1**	**12**	**1**	**1**	**3**	**0**	**1**	**2**	**0**	**0**
16H,6-22	**1641**	**14**	**1333**	**272**	**1**	**13**	**1**	**1**	**3**	**0**	**1**	**2**	**0**	**0**
18H,6-24	**1673**	**14**	**1362**	**275**	**1**	**13**	**1**	**1**	**3**	**0**	**1**	**2**	**0**	**0**
24H,0-24	**1695**	**14**	**1377**	**282**	**1**	**13**	**1**	**1**	**3**	**0**	**1**	**2**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)				
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
Sat 15-Oct-22														
00:00	**4**	0	4	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	**4**	0	2	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	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
06:00	**21**	1	17	3	0	0	0	0	0	0	0	0	0	0
07:00	**50**	1	38	10	0	0	0	0	1	0	0	0	0	0
08:00	**78**	1	67	9	0	1	0	0	0	0	0	0	0	0
09:00	**105**	2	88	15	0	0	0	0	0	0	0	0	0	0
10:00	**126**	1	109	16	0	0	0	0	0	0	0	0	0	0
11:00	**151**	2	128	19	0	0	0	1	0	0	0	0	0	1
12:00	**144**	3	127	14	0	0	0	0	0	0	0	0	0	0
13:00	**104**	0	96	8	0	0	0	0	0	0	0	0	0	0
14:00	**104**	1	87	15	0	1	0	0	0	0	0	0	0	0
15:00	**107**	2	90	15	0	0	0	0	0	0	0	0	0	0
16:00	**98**	4	81	11	0	1	0	0	1	0	0	0	0	0
17:00	**102**	1	91	10	0	0	0	0	0	0	0	0	0	0
18:00	**82**	0	80	1	0	1	0	0	0	0	0	0	0	0
19:00	**44**	0	40	3	0	0	1	0	0	0	0	0	0	0
20:00	**45**	0	44	1	0	0	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	**28**	0	25	3	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	**1251**	**18**	**1082**	**143**	**0**	**4**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**1**
16H,6-22	**1386**	**19**	**1206**	**152**	**0**	**4**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**1**
18H,6-24	**1423**	**19**	**1240**	**155**	**0**	**4**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**1**
24H,0-24	**1442**	**19**	**1255**	**159**	**0**	**4**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**1**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)				
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
Sun 16-Oct-22														
00:00	**10**	0	10	0	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	**2**	0	2	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	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
07:00	**34**	3	27	3	0	1	0	0	0	0	0	0	0	0
08:00	**62**	2	52	8	0	0	0	0	0	0	0	0	0	0
09:00	**89**	4	74	9	0	0	2	0	0	0	0	0	0	0
10:00	**122**	1	110	11	0	0	0	0	0	0	0	0	0	0
11:00	**117**	1	103	13	0	0	0	0	0	0	0	0	0	0
12:00	**121**	1	108	11	0	0	0	0	1	0	0	0	0	0
13:00	**84**	0	80	4	0	0	0	0	0	0	0	0	0	0
14:00	**80**	1	70	8	0	1	0	0	0	0	0	0	0	0
15:00	**72**	1	62	9	0	0	0	0	0	0	0	0	0	0
16:00	**71**	1	62	8	0	0	0	0	0	0	0	0	0	0
17:00	**66**	1	52	12	0	1	0	0	0	0	0	0	0	0
18:00	**51**	0	42	9	0	0	0	0	0	0	0	0	0	0
19:00	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
20:00	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
21:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**969**	**16**	**842**	**105**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1040**	**16**	**907**	**111**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1050**	**16**	**915**	**113**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1069**	**16**	**933**	**114**	**0**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

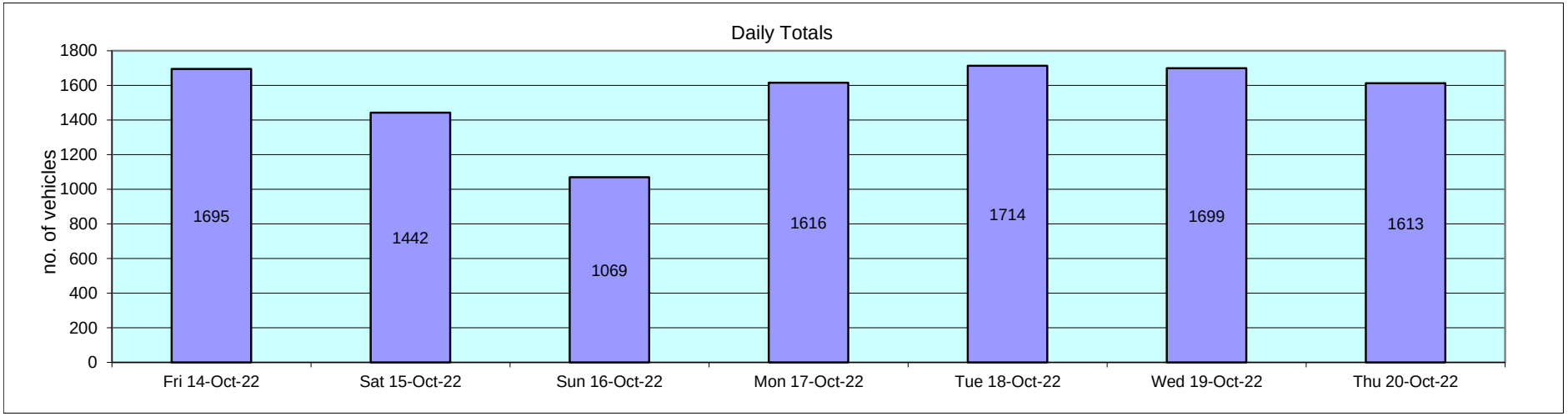
27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)				
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 17-Oct-22														
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	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
05:00	**17**	1	12	4	0	0	0	0	0	0	0	0	0	0
06:00	**77**	2	64	10	0	1	0	0	0	0	0	0	0	0
07:00	**188**	0	158	30	0	0	0	0	0	0	0	0	0	0
08:00	**175**	0	150	24	0	1	0	0	0	0	0	0	0	0
09:00	**133**	1	102	29	0	1	0	0	0	0	0	0	0	0
10:00	**95**	1	73	20	0	0	0	0	1	0	0	0	0	0
11:00	**101**	0	87	13	0	1	0	0	0	0	0	0	0	0
12:00	**78**	1	63	13	0	1	0	0	0	0	0	0	0	0
13:00	**86**	0	69	14	1	2	0	0	0	0	0	0	0	0
14:00	**89**	1	73	15	0	0	0	0	0	0	0	0	0	0
15:00	**115**	2	91	20	0	2	0	0	0	0	0	0	0	0
16:00	**127**	0	106	21	0	0	0	0	0	0	0	0	0	0
17:00	**107**	1	89	17	0	0	0	0	0	0	0	0	0	0
18:00	**72**	1	62	9	0	0	0	0	0	0	0	0	0	0
19:00	**65**	0	56	8	0	0	0	0	0	0	0	1	0	0
20:00	**37**	0	33	4	0	0	0	0	0	0	0	0	0	0
21:00	**22**	0	19	3	0	0	0	0	0	0	0	0	0	0
22:00	**17**	0	14	3	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	**1366**	**8**	**1123**	**225**	**1**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1567**	**10**	**1295**	**250**	**1**	**9**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1586**	**10**	**1311**	**253**	**1**	**9**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**1616**	**11**	**1334**	**259**	**1**	**9**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)				
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
Tue 18-Oct-22														
00:00	**3**	0	3	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	**2**	0	2	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	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
05:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
06:00	**82**	1	69	11	0	1	0	0	0	0	0	0	0	0
07:00	**203**	2	165	34	0	1	0	0	1	0	0	0	0	0
08:00	**224**	1	196	27	0	0	0	0	0	0	0	0	0	0
09:00	**140**	1	118	18	0	2	1	0	0	0	0	0	0	0
10:00	**98**	4	77	15	0	2	0	0	0	0	0	0	0	0
11:00	**100**	2	82	14	0	2	0	0	0	0	0	0	0	0
12:00	**88**	1	65	19	0	3	0	0	0	0	0	0	0	0
13:00	**86**	1	64	20	0	1	0	0	0	0	0	0	0	0
14:00	**100**	2	79	19	0	0	0	0	0	0	0	0	0	0
15:00	**93**	0	82	10	0	1	0	0	0	0	0	0	0	0
16:00	**114**	2	98	13	0	1	0	0	0	0	0	0	0	0
17:00	**122**	2	104	16	0	0	0	0	0	0	0	0	0	0
18:00	**95**	0	76	19	0	0	0	0	0	0	0	0	0	0
19:00	**61**	0	53	7	0	1	0	0	0	0	0	0	0	0
20:00	**40**	1	36	3	0	0	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	**20**	0	18	2	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	**1463**	**18**	**1206**	**224**	**0**	**13**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1663**	**20**	**1378**	**248**	**0**	**15**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1688**	**20**	**1400**	**251**	**0**	**15**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1714**	**20**	**1421**	**256**	**0**	**15**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)				
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
Wed 19-Oct-22														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**7**	0	6	1	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	**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	**15**	0	12	3	0	0	0	0	0	0	0	0	0	0
06:00	**83**	1	71	11	0	0	0	0	0	0	0	0	0	0
07:00	**206**	3	178	25	0	0	0	0	0	0	0	0	0	0
08:00	**194**	1	169	24	0	0	0	0	0	0	0	0	0	0
09:00	**134**	2	114	18	0	0	0	0	0	0	0	0	0	0
10:00	**79**	1	63	14	1	0	0	0	0	0	0	0	0	0
11:00	**91**	1	72	18	0	0	0	0	0	0	0	0	0	0
12:00	**89**	0	74	15	0	0	0	0	0	0	0	0	0	0
13:00	**103**	1	79	21	0	2	0	0	0	0	0	0	0	0
14:00	**99**	0	82	16	0	1	0	0	0	0	0	0	0	0
15:00	**127**	2	98	23	0	3	1	0	0	0	0	0	0	0
16:00	**131**	2	104	25	0	0	0	0	0	0	0	0	0	0
17:00	**122**	1	108	11	0	0	1	0	0	0	1	0	0	0
18:00	**73**	1	62	10	0	0	0	0	0	0	0	0	0	0
19:00	**51**	0	46	5	0	0	0	0	0	0	0	0	0	0
20:00	**40**	0	34	6	0	0	0	0	0	0	0	0	0	0
21:00	**27**	1	22	4	0	0	0	0	0	0	0	0	0	0
22:00	**13**	0	11	2	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	**1448**	**15**	**1203**	**220**	**1**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**1649**	**17**	**1376**	**246**	**1**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**1669**	**17**	**1394**	**248**	**1**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**1699**	**17**	**1418**	**254**	**1**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)				
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
Thu 20-Oct-22														
00:00	**3**	0	3	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	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	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
05:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
06:00	**68**	1	58	9	0	0	0	0	0	0	0	0	0	0
07:00	**169**	0	138	31	0	0	0	0	0	0	0	0	0	0
08:00	**192**	0	162	30	0	0	0	0	0	0	0	0	0	0
09:00	**114**	0	85	27	0	1	0	1	0	0	0	0	0	0
10:00	**86**	1	65	19	0	0	0	0	0	0	0	1	0	0
11:00	**110**	3	89	17	0	1	0	0	0	0	0	0	0	0
12:00	**85**	0	73	12	0	0	0	0	0	0	0	0	0	0
13:00	**79**	0	69	10	0	0	0	0	0	0	0	0	0	0
14:00	**104**	1	82	18	0	2	1	0	0	0	0	0	0	0
15:00	**133**	1	114	17	0	0	0	0	1	0	0	0	0	0
16:00	**115**	3	91	19	0	1	1	0	0	0	0	0	0	0
17:00	**103**	0	89	14	0	0	0	0	0	0	0	0	0	0
18:00	**102**	0	80	21	0	0	1	0	0	0	0	0	0	0
19:00	**48**	0	41	7	0	0	0	0	0	0	0	0	0	0
20:00	**35**	0	34	1	0	0	0	0	0	0	0	0	0	0
21:00	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
22:00	**21**	0	19	2	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	**1392**	**9**	**1137**	**235**	**0**	**5**	**3**	**1**	**1**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**1564**	**10**	**1289**	**254**	**0**	**5**	**3**	**1**	**1**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1590**	**10**	**1312**	**257**	**0**	**5**	**3**	**1**	**1**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**1613**	**10**	**1330**	**262**	**0**	**5**	**3**	**1**	**1**	**0**	**0**	**1**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound		Location	Site 1 - Rocks Road (att to sign)					
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
Daily Totals														
Fri 14-Oct-22	**1695**	14	1377	282	1	13	1	1	3	0	1	2	0	0
Sat 15-Oct-22	**1442**	19	1255	159	0	4	1	1	2	0	0	0	0	1
Sun 16-Oct-22	**1069**	16	933	114	0	3	2	0	1	0	0	0	0	0
Mon 17-Oct-22	**1616**	11	1334	259	1	9	0	0	1	0	0	1	0	0
Tue 18-Oct-22	**1714**	20	1421	256	0	15	1	0	1	0	0	0	0	0
Wed 19-Oct-22	**1699**	17	1418	254	1	6	2	0	0	0	1	0	0	0
Thu 20-Oct-22	**1613**	10	1330	262	0	5	3	1	1	0	0	1	0	0
Total Vehicles														
[--]	**10848**	107	9068	1586	3	55	10	3	9	0	2	4	0	1



Data produced by
Transport Surveys Ltd

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 14-Oct-22															
00:00	**3**	-	28.1	0	0	2	1	0	0	0	0	0	0	0	0
01:00	**1**	-	33.1	0	0	0	1	0	0	0	0	0	0	0	0
02:00	**1**	-	17	0	1	0	0	0	0	0	0	0	0	0	0
03:00	**2**	-	27.5	0	0	1	1	0	0	0	0	0	0	0	0
04:00	**4**	-	31.2	0	0	2	2	0	0	0	0	0	0	0	0
05:00	**11**	32.9	29	0	0	9	2	0	0	0	0	0	0	0	0
06:00	**56**	33.2	29.1	0	1	33	22	0	0	0	0	0	0	0	0
07:00	**186**	31.4	28.2	0	3	137	44	1	1	0	0	0	0	0	0
08:00	**166**	30.8	27.7	0	5	124	37	0	0	0	0	0	0	0	0
09:00	**132**	30.7	27.1	0	2	106	24	0	0	0	0	0	0	0	0
10:00	**114**	30.5	26.9	1	2	89	22	0	0	0	0	0	0	0	0
11:00	**94**	30.6	26.9	0	4	68	22	0	0	0	0	0	0	0	0
12:00	**114**	28.9	26.1	0	1	100	13	0	0	0	0	0	0	0	0
13:00	**93**	30	26.9	0	2	78	13	0	0	0	0	0	0	0	0
14:00	**85**	29.2	25.4	3	3	68	11	0	0	0	0	0	0	0	0
15:00	**140**	29.4	26.3	0	8	116	16	0	0	0	0	0	0	0	0
16:00	**128**	30.6	26.4	0	6	101	21	0	0	0	0	0	0	0	0
17:00	**122**	30.5	27.4	0	3	93	26	0	0	0	0	0	0	0	0
18:00	**86**	29.3	25.8	0	4	72	10	0	0	0	0	0	0	0	0
19:00	**54**	31.1	26.7	0	2	40	12	0	0	0	0	0	0	0	0
20:00	**33**	31.1	25.6	0	4	23	5	1	0	0	0	0	0	0	0
21:00	**38**	29.9	26.4	0	3	30	5	0	0	0	0	0	0	0	0
22:00	**25**	32.2	27.4	0	0	21	4	0	0	0	0	0	0	0	0
23:00	**7**	-	30.3	0	0	4	3	0	0	0	0	0	0	0	0
12H,7-19	**1460**	**30.4**	**26.9**	**4**	**43**	**1152**	**259**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1641**	**30.5**	**26.9**	**4**	**53**	**1278**	**303**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1673**	**30.5**	**26.9**	**4**	**53**	**1303**	**310**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1695**	**30.5**	**27**	**4**	**54**	**1317**	**317**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 15-Oct-22															
00:00	**4**	-	25.9	0	0	4	0	0	0	0	0	0	0	0	0
01:00	**2**	-	29.9	0	0	1	1	0	0	0	0	0	0	0	0
02:00	**4**	-	29.4	0	0	2	2	0	0	0	0	0	0	0	0
03:00	**1**	-	25.8	0	0	1	0	0	0	0	0	0	0	0	0
04:00	**3**	-	27.4	0	0	3	0	0	0	0	0	0	0	0	0
05:00	**5**	-	32.4	0	0	1	4	0	0	0	0	0	0	0	0
06:00	**21**	32.3	27.6	0	0	16	5	0	0	0	0	0	0	0	0
07:00	**50**	32	27.3	1	1	34	14	0	0	0	0	0	0	0	0
08:00	**78**	32	27.2	0	7	49	22	0	0	0	0	0	0	0	0
09:00	**105**	29.5	26.3	1	5	90	9	0	0	0	0	0	0	0	0
10:00	**126**	29.3	26.1	1	5	108	12	0	0	0	0	0	0	0	0
11:00	**151**	29.3	25.5	4	5	126	16	0	0	0	0	0	0	0	0
12:00	**144**	29.5	26.3	0	5	124	15	0	0	0	0	0	0	0	0
13:00	**104**	30.5	26.5	0	9	79	15	1	0	0	0	0	0	0	0
14:00	**104**	30.1	26.7	1	3	84	15	1	0	0	0	0	0	0	0
15:00	**107**	29.7	26.4	2	0	91	14	0	0	0	0	0	0	0	0
16:00	**98**	30.7	26.4	1	4	74	19	0	0	0	0	0	0	0	0
17:00	**102**	29.4	26.3	0	5	87	10	0	0	0	0	0	0	0	0
18:00	**82**	28.9	26	0	3	71	8	0	0	0	0	0	0	0	0
19:00	**44**	30.6	26.8	0	1	35	8	0	0	0	0	0	0	0	0
20:00	**45**	30	26.7	0	0	39	6	0	0	0	0	0	0	0	0
21:00	**25**	32	28	0	2	12	11	0	0	0	0	0	0	0	0
22:00	**28**	31.5	27.8	0	0	21	7	0	0	0	0	0	0	0	0
23:00	**9**	-	30.4	0	0	6	3	0	0	0	0	0	0	0	0
12H,7-19	**1251**	**29.9**	**26.3**	**11**	**52**	**1017**	**169**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1386**	**30**	**26.4**	**11**	**55**	**1119**	**199**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1423**	**30**	**26.5**	**11**	**55**	**1146**	**209**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1442**	**30**	**26.5**	**11**	**55**	**1158**	**216**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 16-Oct-22															
00:00	**10**	-	26.1	0	0	10	0	0	0	0	0	0	0	0	0
01:00	**3**	-	29.5	0	0	2	1	0	0	0	0	0	0	0	0
02:00	**2**	-	26.5	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**	-	29.1	0	0	2	1	0	0	0	0	0	0	0	0
05:00	**1**	-	30.5	0	0	0	1	0	0	0	0	0	0	0	0
06:00	**11**	28.3	25.8	0	0	11	0	0	0	0	0	0	0	0	0
07:00	**34**	32.9	26.9	1	2	20	11	0	0	0	0	0	0	0	0
08:00	**62**	30.6	27.2	2	0	46	14	0	0	0	0	0	0	0	0
09:00	**89**	30.6	25.7	1	6	67	15	0	0	0	0	0	0	0	0
10:00	**122**	29.7	26.4	0	5	103	14	0	0	0	0	0	0	0	0
11:00	**117**	30.5	26.7	0	2	94	21	0	0	0	0	0	0	0	0
12:00	**121**	29.2	25.6	2	9	98	12	0	0	0	0	0	0	0	0
13:00	**84**	29.2	26.6	0	0	78	6	0	0	0	0	0	0	0	0
14:00	**80**	28.7	26.1	0	1	73	6	0	0	0	0	0	0	0	0
15:00	**72**	29.1	25.6	0	4	63	5	0	0	0	0	0	0	0	0
16:00	**71**	29.9	26.3	0	5	58	8	0	0	0	0	0	0	0	0
17:00	**66**	30.4	25.8	1	6	46	13	0	0	0	0	0	0	0	0
18:00	**51**	29.7	25.9	0	2	45	4	0	0	0	0	0	0	0	0
19:00	**30**	30.4	26	0	2	22	6	0	0	0	0	0	0	0	0
20:00	**19**	31.4	26	0	2	13	4	0	0	0	0	0	0	0	0
21:00	**11**	34.4	27.4	0	0	8	3	0	0	0	0	0	0	0	0
22:00	**6**	-	25.6	0	0	6	0	0	0	0	0	0	0	0	0
23:00	**4**	-	24.4	0	0	4	0	0	0	0	0	0	0	0	0
12H,7-19	**969**	**29.8**	**26.2**	**7**	**42**	**791**	**129**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1040**	**29.9**	**26.2**	**7**	**46**	**845**	**142**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1050**	**29.8**	**26.2**	**7**	**46**	**855**	**142**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1069**	**29.8**	**26.2**	**7**	**46**	**871**	**145**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 17-Oct-22															
00:00	**2**	-	26.7	0	0	1	1	0	0	0	0	0	0	0	0
01:00	**1**	-	26.1	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**2**	-	20.7	0	1	1	0	0	0	0	0	0	0	0	0
03:00	**2**	-	24.9	0	0	2	0	0	0	0	0	0	0	0	0
04:00	**6**	-	28.1	0	0	6	0	0	0	0	0	0	0	0	0
05:00	**17**	31.3	27.6	1	0	13	2	1	0	0	0	0	0	0	0
06:00	**77**	31	27.1	1	4	56	16	0	0	0	0	0	0	0	0
07:00	**188**	29.7	26.8	0	1	163	24	0	0	0	0	0	0	0	0
08:00	**175**	30.1	27.1	0	2	147	26	0	0	0	0	0	0	0	0
09:00	**133**	29.9	26.6	0	6	110	16	1	0	0	0	0	0	0	0
10:00	**95**	30.4	27.3	0	2	76	17	0	0	0	0	0	0	0	0
11:00	**101**	29.3	26.2	0	2	87	12	0	0	0	0	0	0	0	0
12:00	**78**	29	26.1	1	3	66	8	0	0	0	0	0	0	0	0
13:00	**86**	29.2	26.1	0	1	77	8	0	0	0	0	0	0	0	0
14:00	**89**	29.5	27.1	0	0	78	11	0	0	0	0	0	0	0	0
15:00	**115**	29.8	26.6	0	4	95	16	0	0	0	0	0	0	0	0
16:00	**127**	30.7	27.3	0	1	99	27	0	0	0	0	0	0	0	0
17:00	**107**	30	27.5	0	1	90	16	0	0	0	0	0	0	0	0
18:00	**72**	31.2	27.2	1	2	55	13	1	0	0	0	0	0	0	0
19:00	**65**	31	26.7	0	4	47	14	0	0	0	0	0	0	0	0
20:00	**37**	30.2	27.2	0	0	31	6	0	0	0	0	0	0	0	0
21:00	**22**	32.7	27.7	0	1	12	9	0	0	0	0	0	0	0	0
22:00	**17**	34.4	28.8	0	0	12	4	1	0	0	0	0	0	0	0
23:00	**2**	-	30.8	0	0	0	2	0	0	0	0	0	0	0	0
12H,7-19	**1366**	**29.9**	**26.8**	**2**	**25**	**1143**	**194**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1567**	**30.1**	**26.9**	**3**	**34**	**1289**	**239**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1586**	**30.1**	**26.9**	**3**	**34**	**1301**	**245**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1616**	**30.1**	**26.9**	**4**	**35**	**1325**	**248**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

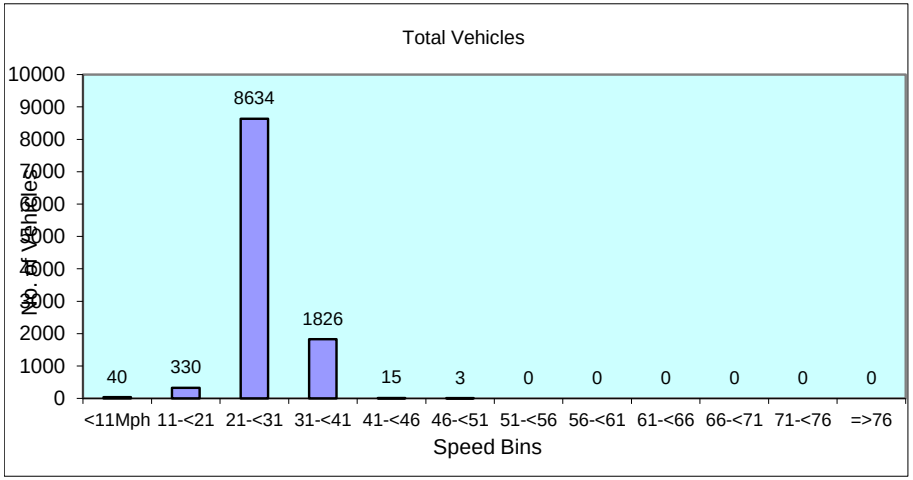
27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 18-Oct-22															
00:00	**3**	-	28.1	0	1	0	2	0	0	0	0	0	0	0	0
01:00	**2**	-	28	0	0	1	1	0	0	0	0	0	0	0	0
02:00	**2**	-	29.3	0	0	1	1	0	0	0	0	0	0	0	0
03:00	**2**	-	30	0	0	1	1	0	0	0	0	0	0	0	0
04:00	**5**	-	27.9	0	0	4	1	0	0	0	0	0	0	0	0
05:00	**12**	30.9	28.8	0	0	10	2	0	0	0	0	0	0	0	0
06:00	**82**	32.9	28.6	0	3	52	26	1	0	0	0	0	0	0	0
07:00	**203**	31	27.9	1	1	149	51	1	0	0	0	0	0	0	0
08:00	**224**	30.3	27.3	0	0	184	40	0	0	0	0	0	0	0	0
09:00	**140**	29.1	25.7	0	10	118	12	0	0	0	0	0	0	0	0
10:00	**98**	30.4	26.3	0	5	74	19	0	0	0	0	0	0	0	0
11:00	**100**	29.4	25.7	2	4	83	10	1	0	0	0	0	0	0	0
12:00	**88**	30.2	25.8	1	4	70	13	0	0	0	0	0	0	0	0
13:00	**86**	30.2	26.4	1	3	69	13	0	0	0	0	0	0	0	0
14:00	**100**	29.6	26	0	5	81	14	0	0	0	0	0	0	0	0
15:00	**93**	30.3	26.8	0	2	74	17	0	0	0	0	0	0	0	0
16:00	**114**	31	26.3	0	11	79	24	0	0	0	0	0	0	0	0
17:00	**122**	30.3	27.1	0	1	100	21	0	0	0	0	0	0	0	0
18:00	**95**	29.5	26.5	0	0	85	10	0	0	0	0	0	0	0	0
19:00	**61**	31.9	27.3	0	5	41	15	0	0	0	0	0	0	0	0
20:00	**40**	32.4	27.3	0	4	27	9	0	0	0	0	0	0	0	0
21:00	**17**	30.3	25.9	0	0	15	2	0	0	0	0	0	0	0	0
22:00	**20**	33.1	28.8	0	0	10	10	0	0	0	0	0	0	0	0
23:00	**5**	-	31.4	0	0	1	4	0	0	0	0	0	0	0	0
12H,7-19	**1463**	**30.3**	**26.6**	**5**	**46**	**1166**	**244**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1663**	**30.4**	**26.8**	**5**	**58**	**1301**	**296**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1688**	**30.4**	**26.8**	**5**	**58**	**1312**	**310**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1714**	**30.5**	**26.8**	**5**	**59**	**1329**	**318**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

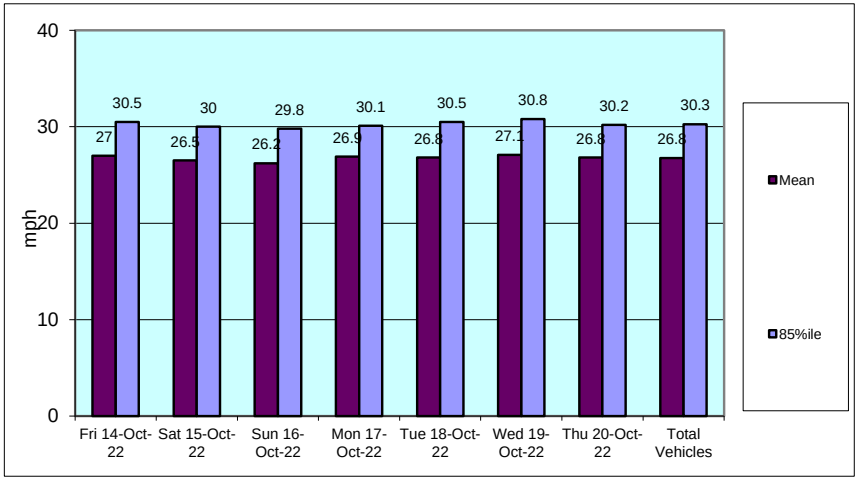
Data produced by
Transport Surveys Ltd

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 19-Oct-22															
00:00	**2**	-	27.8	0	0	2	0	0	0	0	0	0	0	0	0
01:00	**7**	-	30.7	0	0	1	6	0	0	0	0	0	0	0	0
02:00	**2**	-	29.9	0	0	1	1	0	0	0	0	0	0	0	0
03:00	**1**	-	30.6	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**3**	-	28.3	0	0	2	1	0	0	0	0	0	0	0	0
05:00	**15**	32.9	29.3	0	0	10	5	0	0	0	0	0	0	0	0
06:00	**83**	32.1	28.6	0	1	54	28	0	0	0	0	0	0	0	0
07:00	**206**	31.4	28	1	2	154	47	1	1	0	0	0	0	0	0
08:00	**194**	30.3	27.4	0	0	161	33	0	0	0	0	0	0	0	0
09:00	**134**	30.4	26.6	1	5	105	23	0	0	0	0	0	0	0	0
10:00	**79**	30.1	26.7	0	1	66	12	0	0	0	0	0	0	0	0
11:00	**91**	30.8	26.9	0	4	70	17	0	0	0	0	0	0	0	0
12:00	**89**	29.5	26.5	0	1	80	8	0	0	0	0	0	0	0	0
13:00	**103**	29.5	25.9	1	4	87	11	0	0	0	0	0	0	0	0
14:00	**99**	30.5	26.7	0	2	80	17	0	0	0	0	0	0	0	0
15:00	**127**	30.2	26.9	0	4	103	20	0	0	0	0	0	0	0	0
16:00	**131**	30.1	27.1	0	2	109	20	0	0	0	0	0	0	0	0
17:00	**122**	30.6	27	0	2	97	23	0	0	0	0	0	0	0	0
18:00	**73**	29.8	26.1	0	4	60	9	0	0	0	0	0	0	0	0
19:00	**51**	31.4	27.4	0	1	39	10	1	0	0	0	0	0	0	0
20:00	**40**	31.5	27.4	0	1	28	11	0	0	0	0	0	0	0	0
21:00	**27**	33.4	26.8	1	2	14	10	0	0	0	0	0	0	0	0
22:00	**13**	37	28.4	0	1	8	3	1	0	0	0	0	0	0	0
23:00	**7**	-	30.7	0	1	2	3	0	1	0	0	0	0	0	0
12H,7-19	**1448**	**30.3**	**27**	**3**	**31**	**1172**	**240**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1649**	**30.5**	**27.1**	**4**	**36**	**1307**	**299**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1669**	**30.5**	**27.1**	**4**	**38**	**1317**	**305**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1699**	**30.8**	**27.1**	**4**	**38**	**1333**	**319**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 20-Oct-22															
00:00	**3**	-	30.5	0	0	1	2	0	0	0	0	0	0	0	0
01:00	**2**	-	28.4	0	0	2	0	0	0	0	0	0	0	0	0
02:00	**1**	-	21.3	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**2**	-	31.2	0	0	1	1	0	0	0	0	0	0	0	0
04:00	**5**	-	28.9	0	0	3	2	0	0	0	0	0	0	0	0
05:00	**10**	-	27.9	0	0	8	2	0	0	0	0	0	0	0	0
06:00	**68**	32.2	28.7	0	1	47	20	0	0	0	0	0	0	0	0
07:00	**169**	30	27.1	0	0	145	24	0	0	0	0	0	0	0	0
08:00	**192**	30.9	27.7	0	2	151	39	0	0	0	0	0	0	0	0
09:00	**114**	28.9	25.9	0	7	98	9	0	0	0	0	0	0	0	0
10:00	**86**	30	25.9	0	6	69	11	0	0	0	0	0	0	0	0
11:00	**110**	29.9	26.2	3	2	89	16	0	0	0	0	0	0	0	0
12:00	**85**	30.2	27	0	2	69	14	0	0	0	0	0	0	0	0
13:00	**79**	28.9	25.5	0	3	68	8	0	0	0	0	0	0	0	0
14:00	**104**	28.4	25.8	1	1	94	8	0	0	0	0	0	0	0	0
15:00	**133**	30	26.4	0	3	111	19	0	0	0	0	0	0	0	0
16:00	**115**	30.3	26.7	1	5	88	20	1	0	0	0	0	0	0	0
17:00	**103**	31.3	27.5	0	0	78	25	0	0	0	0	0	0	0	0
18:00	**102**	29.8	26.3	0	4	84	14	0	0	0	0	0	0	0	0
19:00	**48**	30.8	26.7	0	2	35	11	0	0	0	0	0	0	0	0
20:00	**35**	31.9	27.3	0	2	23	10	0	0	0	0	0	0	0	0
21:00	**21**	30.1	27.4	0	0	17	4	0	0	0	0	0	0	0	0
22:00	**21**	28.2	24.8	0	3	16	2	0	0	0	0	0	0	0	0
23:00	**5**	-	30.2	0	0	3	2	0	0	0	0	0	0	0	0
12H,7-19	**1392**	**30**	**26.6**	**5**	**35**	**1144**	**207**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1564**	**30.1**	**26.7**	**5**	**40**	**1266**	**252**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1590**	**30.1**	**26.7**	**5**	**43**	**1285**	**256**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1613**	**30.2**	**26.8**	**5**	**43**	**1301**	**263**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Northbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals															
Fri 14-Oct-22	**1695**	30.5	27	4	54	1317	317	2	1	0	0	0	0	0	0
Sat 15-Oct-22	**1442**	30	26.5	11	55	1158	216	2	0	0	0	0	0	0	0
Sun 16-Oct-22	**1069**	29.8	26.2	7	46	871	145	0	0	0	0	0	0	0	0
Mon 17-Oct-22	**1616**	30.1	26.9	4	35	1325	248	4	0	0	0	0	0	0	0
Tue 18-Oct-22	**1714**	30.5	26.8	5	59	1329	318	3	0	0	0	0	0	0	0
Wed 19-Oct-22	**1699**	30.8	27.1	4	38	1333	319	3	2	0	0	0	0	0	0
Thu 20-Oct-22	**1613**	30.2	26.8	5	43	1301	263	1	0	0	0	0	0	0	0
Total Vehicles															
[--]	**10848**	30.3	26.8	40	330	8634	1826	15	3	0	0	0	0	0	0



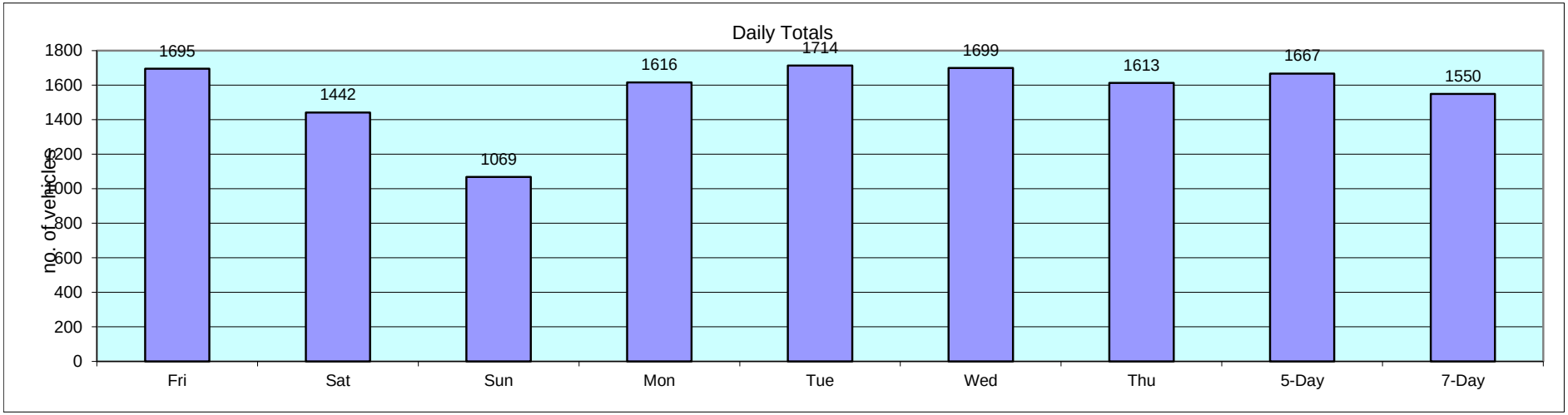


Data produced by
Transport Surveys Ltd

27344		UCKFIELD		Site No: 27344001 Channel: Northbound		Location	Site 1 - Rocks Road (att to sign)		
TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av
Week Begin: 14-Oct-22									
00:00	**3**	4	10	2	3	2	3	3	4
01:00	**1**	2	3	1	2	7	2	3	3
02:00	**1**	4	2	2	2	2	1	2	2
03:00	**2**	1	0	2	2	1	2	2	1
04:00	**4**	3	3	6	5	3	5	5	4
05:00	**11**	5	1	17	12	15	10	13	10
06:00	**56**	21	11	77	82	83	68	73	57
07:00	**186**	50	34	188	203	206	169	190	148
08:00	**166**	78	62	175	224	194	192	190	156
09:00	**132**	105	89	133	140	134	114	131	121
10:00	**114**	126	122	95	98	79	86	94	103
11:00	**94**	151	117	101	100	91	110	99	109
12:00	**114**	144	121	78	88	89	85	91	103
13:00	**93**	104	84	86	86	103	79	89	91
14:00	**85**	104	80	89	100	99	104	95	94
15:00	**140**	107	72	115	93	127	133	122	112
16:00	**128**	98	71	127	114	131	115	123	112
17:00	**122**	102	66	107	122	122	103	115	106
18:00	**86**	82	51	72	95	73	102	86	80
19:00	**54**	44	30	65	61	51	48	56	50
20:00	**33**	45	19	37	40	40	35	37	36
21:00	**38**	25	11	22	17	27	21	25	23
22:00	**25**	28	6	17	20	13	21	19	19
23:00	**7**	9	4	2	5	7	5	5	6
12H,7-19	**1460**	**1251**	**969**	**1366**	**1463**	**1448**	**1392**	**1426**	**1336**
16H,6-22	**1641**	**1386**	**1040**	**1567**	**1663**	**1649**	**1564**	**1617**	**1501**
18H,6-24	**1673**	**1423**	**1050**	**1586**	**1688**	**1669**	**1590**	**1641**	**1526**
24H,0-24	**1695**	**1442**	**1069**	**1616**	**1714**	**1699**	**1613**	**1667**	**1550**
Am	**07:00**	**11:00**	**10:00**	**07:00**	**08:00**	**07:00**	**08:00**		
Peak	**186**	**151**	**122**	**188**	**224**	**206**	**192**		
Pm	**15:00**	**12:00**	**12:00**	**16:00**	**17:00**	**16:00**	**15:00**		
Peak	**140**	**144**	**121**	**127**	**122**	**131**	**133**		

27344	UCKFIELD	Site No: 27344001 Channel: Northbound	Location	Site 1 - Rocks Road (att to sign)

TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av



Data produced by
Transport Surveys Ltd

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)				
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 14-Oct-22														
00:00	**3**	0	2	1	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	1	1	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	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
06:00	**15**	0	9	6	0	0	0	0	0	0	0	0	0	0
07:00	**83**	1	66	16	0	0	0	0	0	0	0	0	0	0
08:00	**135**	1	109	24	0	0	0	0	1	0	0	0	0	0
09:00	**120**	0	101	18	0	0	0	0	1	0	0	0	0	0
10:00	**108**	0	88	18	0	2	0	0	0	0	0	0	0	0
11:00	**98**	1	83	13	0	1	0	0	0	0	0	0	0	0
12:00	**121**	1	104	14	0	1	0	0	0	0	0	1	0	0
13:00	**149**	1	121	25	0	1	0	0	1	0	0	0	0	0
14:00	**150**	0	119	29	0	2	0	0	0	0	0	0	0	0
15:00	**184**	2	159	23	0	0	0	0	0	0	0	0	0	0
16:00	**204**	2	170	32	0	0	0	0	0	0	0	0	0	0
17:00	**210**	4	176	29	0	0	0	0	1	0	0	0	0	0
18:00	**154**	1	140	13	0	0	0	0	0	0	0	0	0	0
19:00	**85**	0	72	11	0	1	0	0	1	0	0	0	0	0
20:00	**33**	0	31	2	0	0	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	**24**	1	19	4	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	**1716**	**14**	**1436**	**254**	**0**	**7**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**1874**	**14**	**1571**	**275**	**0**	**8**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1915**	**15**	**1605**	**281**	**0**	**8**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**1928**	**15**	**1612**	**286**	**0**	**9**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)				
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
Sat 15-Oct-22														
00:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	1	3	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	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	1	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0
06:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
07:00	**31**	1	28	2	0	0	0	0	0	0	0	0	0	0
08:00	**73**	3	61	8	0	1	0	0	0	0	0	0	0	0
09:00	**86**	2	77	5	0	0	0	0	1	0	0	0	0	1
10:00	**112**	1	90	17	0	0	1	0	2	0	0	0	0	1
11:00	**137**	4	116	13	0	1	0	0	1	0	0	0	0	2
12:00	**141**	2	117	22	0	0	0	0	0	0	0	0	0	0
13:00	**131**	3	113	14	0	0	0	0	1	0	0	0	0	0
14:00	**155**	12	128	11	0	0	0	0	3	0	1	0	0	0
15:00	**145**	8	110	23	0	0	0	0	2	0	1	0	0	1
16:00	**153**	6	129	16	0	0	0	1	1	0	0	0	0	0
17:00	**124**	0	112	12	0	0	0	0	0	0	0	0	0	0
18:00	**108**	1	98	9	0	0	0	0	0	0	0	0	0	0
19:00	**60**	1	55	4	0	0	0	0	0	0	0	0	0	0
20:00	**37**	0	37	0	0	0	0	0	0	0	0	0	0	0
21:00	**38**	0	36	2	0	0	0	0	0	0	0	0	0	0
22:00	**24**	0	22	2	0	0	0	0	0	0	0	0	0	0
23:00	**31**	0	26	5	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1396**	**43**	**1179**	**152**	**0**	**2**	**1**	**1**	**11**	**0**	**2**	**0**	**0**	**5**
16H,6-22	**1537**	**44**	**1311**	**160**	**0**	**2**	**1**	**1**	**11**	**0**	**2**	**0**	**0**	**5**
18H,6-24	**1592**	**44**	**1359**	**167**	**0**	**2**	**1**	**1**	**11**	**0**	**2**	**0**	**0**	**5**
24H,0-24	**1611**	**44**	**1372**	**173**	**0**	**2**	**1**	**1**	**11**	**0**	**2**	**0**	**0**	**5**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)				
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
Sun 16-Oct-22														
00:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	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	1	1	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
08:00	**32**	3	26	2	0	0	0	0	1	0	0	0	0	0
09:00	**71**	4	64	3	0	0	0	0	0	0	0	0	0	0
10:00	**110**	2	97	10	0	0	0	0	1	0	0	0	0	0
11:00	**101**	6	87	8	0	0	0	0	0	0	0	0	0	0
12:00	**132**	5	116	7	0	0	0	0	4	0	0	0	0	0
13:00	**121**	2	108	10	0	0	0	0	1	0	0	0	0	0
14:00	**128**	3	112	11	0	0	0	0	2	0	0	0	0	0
15:00	**124**	2	112	9	0	0	0	0	0	0	0	1	0	0
16:00	**124**	1	103	19	0	0	0	0	1	0	0	0	0	0
17:00	**91**	1	82	8	0	0	0	0	0	0	0	0	0	0
18:00	**82**	1	68	13	0	0	0	0	0	0	0	0	0	0
19:00	**47**	1	41	5	0	0	0	0	0	0	0	0	0	0
20:00	**28**	0	26	2	0	0	0	0	0	0	0	0	0	0
21:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
22:00	**9**	0	8	1	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	**1125**	**30**	**982**	**102**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**1217**	**31**	**1065**	**110**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1233**	**31**	**1080**	**111**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**1254**	**31**	**1098**	**114**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**0**

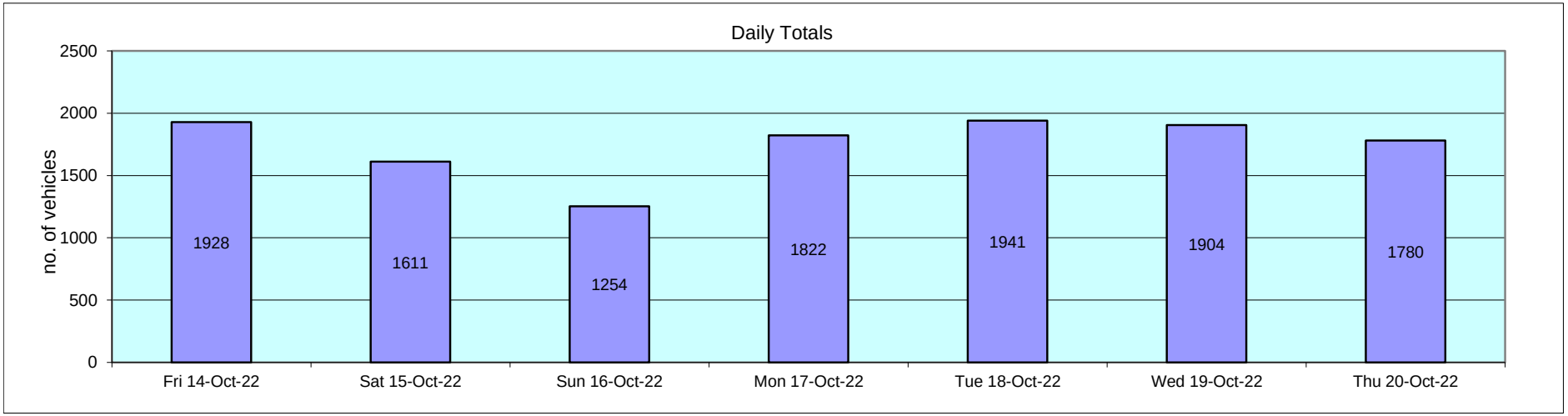
27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)				
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 17-Oct-22														
00:00	**1**	0	1	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	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	0	2	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	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
06:00	**15**	0	10	5	0	0	0	0	0	0	0	0	0	0
07:00	**71**	0	60	11	0	0	0	0	0	0	0	0	0	0
08:00	**138**	1	118	19	0	0	0	0	0	0	0	0	0	0
09:00	**97**	0	77	20	0	0	0	0	0	0	0	0	0	0
10:00	**103**	1	79	20	0	1	0	0	2	0	0	0	0	0
11:00	**97**	1	77	17	0	1	0	0	1	0	0	0	0	0
12:00	**112**	1	89	22	0	0	0	0	0	0	0	0	0	0
13:00	**93**	2	77	13	0	1	0	0	0	0	0	0	0	0
14:00	**129**	1	105	21	0	0	1	0	1	0	0	0	0	0
15:00	**156**	2	123	31	0	0	0	0	0	0	0	0	0	0
16:00	**196**	1	149	45	0	1	0	0	0	0	0	0	0	0
17:00	**255**	3	210	41	0	0	0	0	1	0	0	0	0	0
18:00	**170**	4	154	10	0	0	0	0	1	0	0	1	0	0
19:00	**67**	0	55	11	0	1	0	0	0	0	0	0	0	0
20:00	**44**	1	36	6	0	1	0	0	0	0	0	0	0	0
21:00	**29**	0	28	1	0	0	0	0	0	0	0	0	0	0
22:00	**23**	1	22	0	0	0	0	0	0	0	0	0	0	0
23:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1617**	**17**	**1318**	**270**	**0**	**4**	**1**	**0**	**6**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**1772**	**18**	**1447**	**293**	**0**	**6**	**1**	**0**	**6**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1809**	**19**	**1481**	**295**	**0**	**6**	**1**	**0**	**6**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**1822**	**19**	**1492**	**297**	**0**	**6**	**1**	**0**	**6**	**0**	**0**	**1**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)				
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
Tue 18-Oct-22														
00:00	**3**	0	3	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	1	0	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	**7**	0	4	3	0	0	0	0	0	0	0	0	0	0
06:00	**15**	0	7	8	0	0	0	0	0	0	0	0	0	0
07:00	**80**	1	64	15	0	0	0	0	0	0	0	0	0	0
08:00	**138**	2	116	20	0	0	0	0	0	0	0	0	0	0
09:00	**125**	1	104	17	0	2	0	0	1	0	0	0	0	0
10:00	**110**	0	90	19	0	1	0	0	0	0	0	0	0	0
11:00	**100**	2	86	11	0	0	0	0	1	0	0	0	0	0
12:00	**108**	1	82	24	0	1	0	0	0	0	0	0	0	0
13:00	**117**	1	102	14	0	0	0	0	0	0	0	0	0	0
14:00	**137**	3	111	22	0	1	0	0	0	0	0	0	0	0
15:00	**159**	3	136	20	0	0	0	0	0	0	0	0	0	0
16:00	**222**	4	181	35	0	0	0	0	2	0	0	0	0	0
17:00	**265**	2	222	40	0	0	0	0	1	0	0	0	0	0
18:00	**166**	1	150	15	0	0	0	0	0	0	0	0	0	0
19:00	**74**	0	61	13	0	0	0	0	0	0	0	0	0	0
20:00	**43**	2	38	3	0	0	0	0	0	0	0	0	0	0
21:00	**28**	1	25	2	0	0	0	0	0	0	0	0	0	0
22:00	**33**	1	28	4	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	**1727**	**21**	**1444**	**252**	**0**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1887**	**24**	**1575**	**278**	**0**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1926**	**25**	**1608**	**283**	**0**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1941**	**25**	**1619**	**287**	**0**	**5**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)				
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
Wed 19-Oct-22														
00:00	**3**	0	3	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	**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	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**15**	0	7	7	0	0	1	0	0	0	0	0	0	0
07:00	**98**	3	78	16	0	1	0	0	0	0	0	0	0	0
08:00	**163**	2	132	28	0	1	0	0	0	0	0	0	0	0
09:00	**105**	1	82	20	0	0	1	0	1	0	0	0	0	0
10:00	**99**	0	87	10	0	1	0	0	1	0	0	0	0	0
11:00	**86**	0	70	15	0	1	0	0	0	0	0	0	0	0
12:00	**110**	1	90	18	0	1	0	0	0	0	0	0	0	0
13:00	**127**	1	97	27	0	2	0	0	0	0	0	0	0	0
14:00	**140**	3	122	15	0	0	0	0	0	0	0	0	0	0
15:00	**156**	1	138	16	0	1	0	0	0	0	0	0	0	0
16:00	**225**	1	188	35	0	0	0	1	0	0	0	0	0	0
17:00	**239**	2	206	30	0	1	0	0	0	0	0	0	0	0
18:00	**152**	0	137	15	0	0	0	0	0	0	0	0	0	0
19:00	**64**	2	53	9	0	0	0	0	0	0	0	0	0	0
20:00	**47**	1	42	4	0	0	0	0	0	0	0	0	0	0
21:00	**32**	0	29	3	0	0	0	0	0	0	0	0	0	0
22:00	**24**	0	21	3	0	0	0	0	0	0	0	0	0	0
23:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1700**	**15**	**1427**	**245**	**0**	**9**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1858**	**18**	**1558**	**268**	**0**	**9**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1893**	**18**	**1589**	**272**	**0**	**9**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1904**	**18**	**1599**	**273**	**0**	**9**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)				
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
Thu 20-Oct-22														
00:00	**2**	0	1	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	**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	**4**	1	2	1	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
07:00	**76**	0	63	13	0	0	0	0	0	0	0	0	0	0
08:00	**144**	1	121	21	0	1	0	0	0	0	0	0	0	0
09:00	**103**	0	80	23	0	0	0	0	0	0	0	0	0	0
10:00	**89**	0	70	16	0	0	1	0	2	0	0	0	0	0
11:00	**107**	1	78	27	0	0	0	0	1	0	0	0	0	0
12:00	**98**	1	78	19	0	0	0	0	0	0	0	0	0	0
13:00	**106**	1	93	11	0	1	0	0	0	0	0	0	0	0
14:00	**132**	0	109	23	0	0	0	0	0	0	0	0	0	0
15:00	**157**	3	133	21	0	0	0	0	0	0	0	0	0	0
16:00	**186**	0	148	37	0	0	0	0	1	0	0	0	0	0
17:00	**229**	2	191	36	0	0	0	0	0	0	0	0	0	0
18:00	**171**	0	146	24	0	1	0	0	0	0	0	0	0	0
19:00	**58**	0	53	4	0	0	0	0	1	0	0	0	0	0
20:00	**38**	0	35	3	0	0	0	0	0	0	0	0	0	0
21:00	**24**	1	20	3	0	0	0	0	0	0	0	0	0	0
22:00	**23**	0	21	2	0	0	0	0	0	0	0	0	0	0
23:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1598**	**9**	**1310**	**271**	**0**	**3**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1736**	**10**	**1433**	**284**	**0**	**3**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1772**	**10**	**1465**	**288**	**0**	**3**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1780**	**11**	**1469**	**291**	**0**	**3**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)				
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
Daily Totals														
Fri 14-Oct-22	**1928**	15	1612	286	0	9	0	0	5	0	0	1	0	0
Sat 15-Oct-22	**1611**	44	1372	173	0	2	1	1	11	0	2	0	0	5
Sun 16-Oct-22	**1254**	31	1098	114	0	0	0	0	10	0	0	1	0	0
Mon 17-Oct-22	**1822**	19	1492	297	0	6	1	0	6	0	0	1	0	0
Tue 18-Oct-22	**1941**	25	1619	287	0	5	0	0	5	0	0	0	0	0
Wed 19-Oct-22	**1904**	18	1599	273	0	9	2	1	2	0	0	0	0	0
Thu 20-Oct-22	**1780**	11	1469	291	0	3	1	0	5	0	0	0	0	0
Total Vehicles														
[--]	**12240**	163	10261	1721	0	34	5	2	44	0	2	3	0	5



27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 14-Oct-22															
00:00	**3**	-	29.1	0	0	2	1	0	0	0	0	0	0	0	0
01:00	**2**	-	30.4	0	0	1	1	0	0	0	0	0	0	0	0
02:00	**1**	-	38.3	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**2**	-	32.2	0	0	0	2	0	0	0	0	0	0	0	0
04:00	**3**	-	28.7	0	0	2	1	0	0	0	0	0	0	0	0
05:00	**2**	-	27.1	0	0	1	1	0	0	0	0	0	0	0	0
06:00	**15**	35.1	29.9	0	0	9	6	0	0	0	0	0	0	0	0
07:00	**83**	31.7	28.9	0	1	54	27	1	0	0	0	0	0	0	0
08:00	**135**	32.6	28.7	0	4	85	46	0	0	0	0	0	0	0	0
09:00	**120**	31.9	28.2	0	0	83	37	0	0	0	0	0	0	0	0
10:00	**108**	31.2	27.9	0	0	75	33	0	0	0	0	0	0	0	0
11:00	**98**	33	28.8	0	1	61	36	0	0	0	0	0	0	0	0
12:00	**121**	32	27.8	0	4	85	32	0	0	0	0	0	0	0	0
13:00	**149**	31.1	27.5	0	5	110	34	0	0	0	0	0	0	0	0
14:00	**150**	30.9	27.4	0	0	118	31	1	0	0	0	0	0	0	0
15:00	**184**	30.5	27.1	0	5	144	35	0	0	0	0	0	0	0	0
16:00	**204**	31.3	27.7	0	7	149	48	0	0	0	0	0	0	0	0
17:00	**210**	31	27.2	0	10	154	46	0	0	0	0	0	0	0	0
18:00	**154**	30.5	26.9	0	0	129	25	0	0	0	0	0	0	0	0
19:00	**85**	31.7	28.1	0	0	60	25	0	0	0	0	0	0	0	0
20:00	**33**	32.2	28.6	0	0	17	16	0	0	0	0	0	0	0	0
21:00	**25**	32.7	28	0	0	19	6	0	0	0	0	0	0	0	0
22:00	**24**	37	30.1	0	1	10	13	0	0	0	0	0	0	0	0
23:00	**17**	32.9	28.2	0	0	14	3	0	0	0	0	0	0	0	0
12H,7-19	**1716**	**31.3**	**27.7**	**0**	**37**	**1247**	**430**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1874**	**31.3**	**27.8**	**0**	**37**	**1352**	**483**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1915**	**31.4**	**27.8**	**0**	**38**	**1376**	**499**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1928**	**31.4**	**27.8**	**0**	**38**	**1382**	**506**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 15-Oct-22															
00:00	**7**	-	28.4	0	0	4	3	0	0	0	0	0	0	0	0
01:00	**4**	-	25.8	0	0	4	0	0	0	0	0	0	0	0	0
02:00	**4**	-	32.5	0	0	0	4	0	0	0	0	0	0	0	0
03:00	**1**	-	28.3	0	0	1	0	0	0	0	0	0	0	0	0
04:00	**1**	-	33.1	0	0	0	1	0	0	0	0	0	0	0	0
05:00	**2**	-	28	0	0	2	0	0	0	0	0	0	0	0	0
06:00	**6**	-	26.2	0	0	5	1	0	0	0	0	0	0	0	0
07:00	**31**	33.4	29.2	0	1	19	10	1	0	0	0	0	0	0	0
08:00	**73**	32.6	28.1	0	5	45	23	0	0	0	0	0	0	0	0
09:00	**86**	29.1	25.6	0	8	69	9	0	0	0	0	0	0	0	0
10:00	**112**	30	26.3	0	6	90	16	0	0	0	0	0	0	0	0
11:00	**137**	30.1	26.3	0	11	105	21	0	0	0	0	0	0	0	0
12:00	**141**	31	27.3	0	5	104	32	0	0	0	0	0	0	0	0
13:00	**131**	32.2	27.2	0	15	78	38	0	0	0	0	0	0	0	0
14:00	**155**	30.8	25.8	0	26	98	31	0	0	0	0	0	0	0	0
15:00	**145**	30.9	26.5	0	22	88	34	1	0	0	0	0	0	0	0
16:00	**153**	31.4	26.9	0	15	96	42	0	0	0	0	0	0	0	0
17:00	**124**	31.2	28.2	0	0	89	35	0	0	0	0	0	0	0	0
18:00	**108**	33	28.5	0	2	66	40	0	0	0	0	0	0	0	0
19:00	**60**	30.6	27.2	1	0	46	13	0	0	0	0	0	0	0	0
20:00	**37**	32.1	28.6	0	0	25	12	0	0	0	0	0	0	0	0
21:00	**38**	31.7	27.5	0	1	28	9	0	0	0	0	0	0	0	0
22:00	**24**	33.5	28.3	0	0	17	7	0	0	0	0	0	0	0	0
23:00	**31**	31.5	28	0	1	23	7	0	0	0	0	0	0	0	0
12H,7-19	**1396**	**31.2**	**27**	**0**	**116**	**947**	**331**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1537**	**31.2**	**27**	**1**	**117**	**1051**	**366**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1592**	**31.2**	**27.1**	**1**	**118**	**1091**	**380**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1611**	**31.2**	**27.1**	**1**	**118**	**1102**	**388**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 16-Oct-22															
00:00	**6**	-	27.3	0	0	5	1	0	0	0	0	0	0	0	0
01:00	**5**	-	29.5	0	0	3	2	0	0	0	0	0	0	0	0
02:00	**3**	-	34.8	0	0	1	1	1	0	0	0	0	0	0	0
03:00	**2**	-	29.7	0	0	1	1	0	0	0	0	0	0	0	0
04:00	**2**	-	30.1	0	0	1	1	0	0	0	0	0	0	0	0
05:00	**3**	-	30.2	0	0	1	2	0	0	0	0	0	0	0	0
06:00	**3**	-	29.7	0	0	2	1	0	0	0	0	0	0	0	0
07:00	**9**	-	30.9	0	0	3	6	0	0	0	0	0	0	0	0
08:00	**32**	33	27.2	0	3	19	10	0	0	0	0	0	0	0	0
09:00	**71**	31.9	28	0	3	49	19	0	0	0	0	0	0	0	0
10:00	**110**	31.2	27.8	0	2	78	30	0	0	0	0	0	0	0	0
11:00	**101**	32.2	27.4	0	9	57	35	0	0	0	0	0	0	0	0
12:00	**132**	30.8	26.1	0	22	81	29	0	0	0	0	0	0	0	0
13:00	**121**	31.3	27.4	0	9	78	34	0	0	0	0	0	0	0	0
14:00	**128**	32.2	28	0	7	78	43	0	0	0	0	0	0	0	0
15:00	**124**	31	26.7	1	6	91	26	0	0	0	0	0	0	0	0
16:00	**124**	30.5	27.8	0	1	99	24	0	0	0	0	0	0	0	0
17:00	**91**	30.4	26.7	0	0	77	14	0	0	0	0	0	0	0	0
18:00	**82**	28.9	26.1	0	1	71	10	0	0	0	0	0	0	0	0
19:00	**47**	30.2	27	0	1	38	8	0	0	0	0	0	0	0	0
20:00	**28**	33.5	28.6	0	0	22	5	1	0	0	0	0	0	0	0
21:00	**14**	28.9	25.4	0	0	13	1	0	0	0	0	0	0	0	0
22:00	**9**	-	27.1	0	0	7	2	0	0	0	0	0	0	0	0
23:00	**7**	-	28.7	0	0	4	3	0	0	0	0	0	0	0	0
12H,7-19	**1125**	**31.3**	**27.2**	**1**	**63**	**781**	**280**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1217**	**31.2**	**27.2**	**1**	**64**	**856**	**295**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1233**	**31.3**	**27.2**	**1**	**64**	**867**	**300**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1254**	**31.3**	**27.3**	**1**	**64**	**879**	**308**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

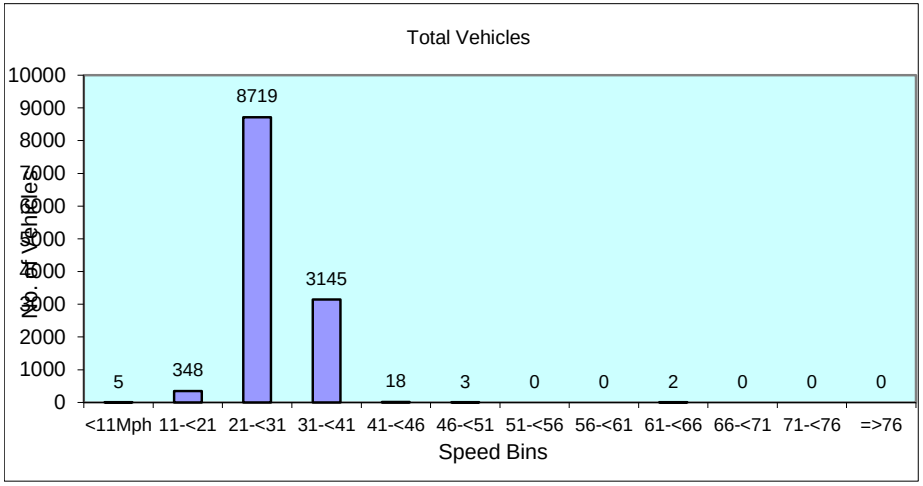
27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 17-Oct-22															
00:00	**1**	-	31	0	0	0	1	0	0	0	0	0	0	0	0
01:00	**1**	-	24.1	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**3**	-	28	0	0	3	0	0	0	0	0	0	0	0	0
03:00	**2**	-	24.9	0	0	2	0	0	0	0	0	0	0	0	0
04:00	**1**	-	23.3	0	0	1	0	0	0	0	0	0	0	0	0
05:00	**5**	-	28.9	0	0	2	3	0	0	0	0	0	0	0	0
06:00	**15**	32.1	28.5	0	0	10	5	0	0	0	0	0	0	0	0
07:00	**71**	29.7	27.2	0	2	59	10	0	0	0	0	0	0	0	0
08:00	**138**	30.4	27.8	0	1	112	25	0	0	0	0	0	0	0	0
09:00	**97**	31.8	28.1	0	1	72	24	0	0	0	0	0	0	0	0
10:00	**103**	31	26.4	0	8	74	21	0	0	0	0	0	0	0	0
11:00	**97**	30.5	27.3	0	1	78	18	0	0	0	0	0	0	0	0
12:00	**112**	30.7	27.6	0	3	86	23	0	0	0	0	0	0	0	0
13:00	**93**	30.1	26.9	0	1	78	14	0	0	0	0	0	0	0	0
14:00	**129**	31.5	28	0	0	100	29	0	0	0	0	0	0	0	0
15:00	**156**	31.4	27.8	1	2	114	39	0	0	0	0	0	0	0	0
16:00	**196**	32.3	28.6	0	2	132	61	1	0	0	0	0	0	0	0
17:00	**255**	31.5	28.2	0	5	170	78	2	0	0	0	0	0	0	0
18:00	**170**	30.8	28	0	2	124	44	0	0	0	0	0	0	0	0
19:00	**67**	31.8	28.5	0	0	43	24	0	0	0	0	0	0	0	0
20:00	**44**	32.9	28.5	0	0	31	13	0	0	0	0	0	0	0	0
21:00	**29**	33.6	29.2	0	0	19	10	0	0	0	0	0	0	0	0
22:00	**23**	36.8	30.3	0	1	11	9	1	1	0	0	0	0	0	0
23:00	**14**	37	29.8	0	0	7	7	0	0	0	0	0	0	0	0
12H,7-19	**1617**	**31.2**	**27.8**	**1**	**28**	**1199**	**386**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1772**	**31.2**	**27.9**	**1**	**28**	**1302**	**438**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1809**	**31.4**	**27.9**	**1**	**29**	**1320**	**454**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1822**	**31.3**	**27.9**	**1**	**29**	**1329**	**458**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

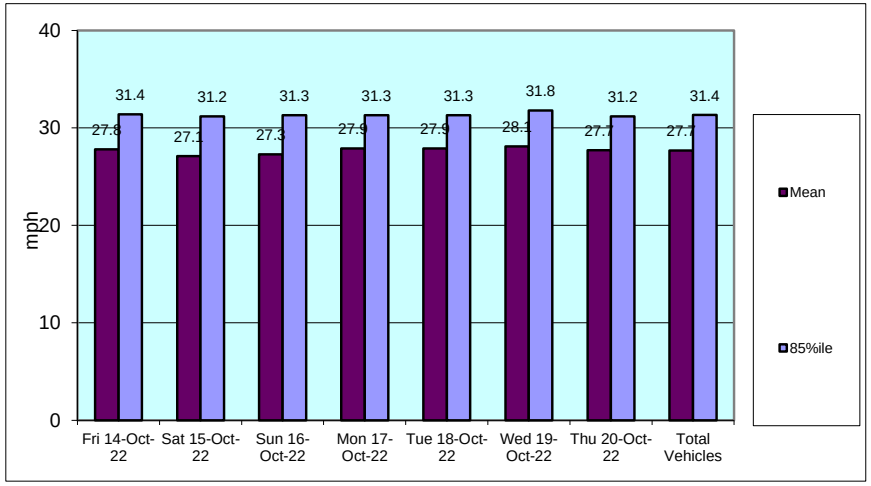
27344			UCKFIELD			Site No: 27344001 Channel: Southbound				Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 18-Oct-22																
00:00	**3**	-	25	0	0	3	0	0	0	0	0	0	0	0	0
01:00	**2**	-	27.8	0	0	1	1	0	0	0	0	0	0	0	0
02:00	**1**	-	26.8	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**1**	-	27.8	0	0	1	0	0	0	0	0	0	0	0	0
04:00	**1**	-	24.2	0	0	1	0	0	0	0	0	0	0	0	0
05:00	**7**	-	28.5	0	0	5	2	0	0	0	0	0	0	0	0
06:00	**15**	33.7	30.9	0	0	5	10	0	0	0	0	0	0	0	0
07:00	**80**	32.2	28.7	0	1	52	27	0	0	0	0	0	0	0	0
08:00	**138**	31.2	28.3	0	2	97	37	0	0	0	0	2	0	0	0
09:00	**125**	31.3	27.6	0	3	94	28	0	0	0	0	0	0	0	0
10:00	**110**	30.8	27.7	0	1	83	26	0	0	0	0	0	0	0	0
11:00	**100**	29.7	26.6	0	3	84	13	0	0	0	0	0	0	0	0
12:00	**108**	31.4	28	0	2	77	29	0	0	0	0	0	0	0	0
13:00	**117**	31	27.4	0	1	91	25	0	0	0	0	0	0	0	0
14:00	**137**	30.8	27.3	0	2	109	26	0	0	0	0	0	0	0	0
15:00	**159**	30.9	27.5	0	3	117	39	0	0	0	0	0	0	0	0
16:00	**222**	31.2	27.6	0	9	157	56	0	0	0	0	0	0	0	0
17:00	**265**	31.4	28.6	0	4	178	81	2	0	0	0	0	0	0	0
18:00	**166**	30.9	27.7	0	2	128	36	0	0	0	0	0	0	0	0
19:00	**74**	32.7	28.3	0	2	45	27	0	0	0	0	0	0	0	0
20:00	**43**	35.2	30.2	0	1	20	21	1	0	0	0	0	0	0	0
21:00	**28**	34	28.7	0	0	19	9	0	0	0	0	0	0	0	0
22:00	**33**	34	29.9	0	1	16	16	0	0	0	0	0	0	0	0
23:00	**6**	-	30.2	0	1	2	3	0	0	0	0	0	0	0	0
12H,7-19	**1727**	**31.1**	**27.8**	**0**	**33**	**1267**	**423**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
16H,6-22	**1887**	**31.3**	**27.9**	**0**	**36**	**1356**	**490**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
18H,6-24	**1926**	**31.3**	**28**	**0**	**38**	**1374**	**509**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
24H,0-24	**1941**	**31.3**	**27.9**	**0**	**38**	**1386**	**512**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 19-Oct-22															
00:00	**3**	-	33.3	0	0	0	3	0	0	0	0	0	0	0	0
01:00	**2**	-	28.5	0	0	1	1	0	0	0	0	0	0	0	0
02:00	**2**	-	35.9	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	**1**	-	23.3	0	0	1	0	0	0	0	0	0	0	0	0
05:00	**3**	-	29.7	0	0	1	2	0	0	0	0	0	0	0	0
06:00	**15**	32.6	28.7	0	0	10	5	0	0	0	0	0	0	0	0
07:00	**98**	31.5	28.4	0	2	65	31	0	0	0	0	0	0	0	0
08:00	**163**	31.6	28.6	0	2	112	49	0	0	0	0	0	0	0	0
09:00	**105**	32.6	28.5	0	1	72	32	0	0	0	0	0	0	0	0
10:00	**99**	31.4	27.4	0	4	71	23	0	1	0	0	0	0	0	0
11:00	**86**	32.4	28.6	0	1	55	29	1	0	0	0	0	0	0	0
12:00	**110**	31.9	27.8	0	4	78	28	0	0	0	0	0	0	0	0
13:00	**127**	32.3	27.4	0	2	90	35	0	0	0	0	0	0	0	0
14:00	**140**	31.7	27.7	0	3	95	41	1	0	0	0	0	0	0	0
15:00	**156**	31.5	28.1	0	4	107	45	0	0	0	0	0	0	0	0
16:00	**225**	32.1	28.3	0	1	157	67	0	0	0	0	0	0	0	0
17:00	**239**	30.9	27.8	0	5	174	60	0	0	0	0	0	0	0	0
18:00	**152**	31.2	27.7	0	1	114	37	0	0	0	0	0	0	0	0
19:00	**64**	33.1	28.1	0	4	38	22	0	0	0	0	0	0	0	0
20:00	**47**	31.4	28.2	0	0	34	13	0	0	0	0	0	0	0	0
21:00	**32**	33.8	29.1	0	0	21	11	0	0	0	0	0	0	0	0
22:00	**24**	33.3	29.9	0	0	14	9	1	0	0	0	0	0	0	0
23:00	**11**	38.7	30.5	0	0	7	3	0	1	0	0	0	0	0	0
12H,7-19	**1700**	**31.5**	**28**	**0**	**30**	**1190**	**477**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1858**	**31.7**	**28.1**	**0**	**34**	**1293**	**528**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1893**	**31.8**	**28.1**	**0**	**34**	**1314**	**540**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1904**	**31.8**	**28.1**	**0**	**34**	**1317**	**548**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344001 Channel: Southbound			Location	Site 1 - Rocks Road (att to sign)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 20-Oct-22															
00:00	**2**	-	33.7	0	0	0	2	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**	-	37.6	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	**4**	-	25.6	0	1	2	1	0	0	0	0	0	0	0	0
05:00	**1**	-	25	0	0	1	0	0	0	0	0	0	0	0	0
06:00	**18**	32.8	28	0	0	12	5	1	0	0	0	0	0	0	0
07:00	**76**	30.3	27.1	0	0	64	12	0	0	0	0	0	0	0	0
08:00	**144**	31.8	28.6	0	0	94	50	0	0	0	0	0	0	0	0
09:00	**103**	30.5	26.6	0	3	83	17	0	0	0	0	0	0	0	0
10:00	**89**	29.3	26.1	0	2	78	9	0	0	0	0	0	0	0	0
11:00	**107**	31	27.1	1	2	79	25	0	0	0	0	0	0	0	0
12:00	**98**	31.4	27.6	0	1	76	21	0	0	0	0	0	0	0	0
13:00	**106**	29.5	26.6	1	2	91	12	0	0	0	0	0	0	0	0
14:00	**132**	30.6	27.7	0	0	106	26	0	0	0	0	0	0	0	0
15:00	**157**	31.8	28.3	0	5	110	42	0	0	0	0	0	0	0	0
16:00	**186**	31.8	28.3	0	7	116	62	1	0	0	0	0	0	0	0
17:00	**229**	31.2	28	0	3	168	58	0	0	0	0	0	0	0	0
18:00	**171**	30.3	27.2	0	1	138	32	0	0	0	0	0	0	0	0
19:00	**58**	30	27.4	0	0	49	9	0	0	0	0	0	0	0	0
20:00	**38**	32.5	28.7	0	0	24	14	0	0	0	0	0	0	0	0
21:00	**24**	34	30.7	0	0	10	14	0	0	0	0	0	0	0	0
22:00	**23**	32.7	28.8	0	0	14	9	0	0	0	0	0	0	0	0
23:00	**13**	33	28.2	0	0	9	4	0	0	0	0	0	0	0	0
12H,7-19	**1598**	**31.1**	**27.6**	**2**	**26**	**1203**	**366**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1736**	**31.1**	**27.7**	**2**	**26**	**1298**	**408**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1772**	**31.2**	**27.7**	**2**	**26**	**1321**	**421**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1780**	**31.2**	**27.7**	**2**	**27**	**1324**	**425**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD		Site No: 27344001 Channel: Southbound				Location	Site 1 - Rocks Road (att to sign)						
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals																
Fri 14-Oct-22	**1928**	31.4	27.8	0	38	1382	506	2	0	0	0	0	0	0	0
Sat 15-Oct-22	**1611**	31.2	27.1	1	118	1102	388	2	0	0	0	0	0	0	0
Sun 16-Oct-22	**1254**	31.3	27.3	1	64	879	308	2	0	0	0	0	0	0	0
Mon 17-Oct-22	**1822**	31.3	27.9	1	29	1329	458	4	1	0	0	0	0	0	0
Tue 18-Oct-22	**1941**	31.3	27.9	0	38	1386	512	3	0	0	0	2	0	0	0
Wed 19-Oct-22	**1904**	31.8	28.1	0	34	1317	548	3	2	0	0	0	0	0	0
Thu 20-Oct-22	**1780**	31.2	27.7	2	27	1324	425	2	0	0	0	0	0	0	0
Total Vehicles																
[--]	**12240**	31.4	27.7	5	348	8719	3145	18	3	0	0	2	0	0	0



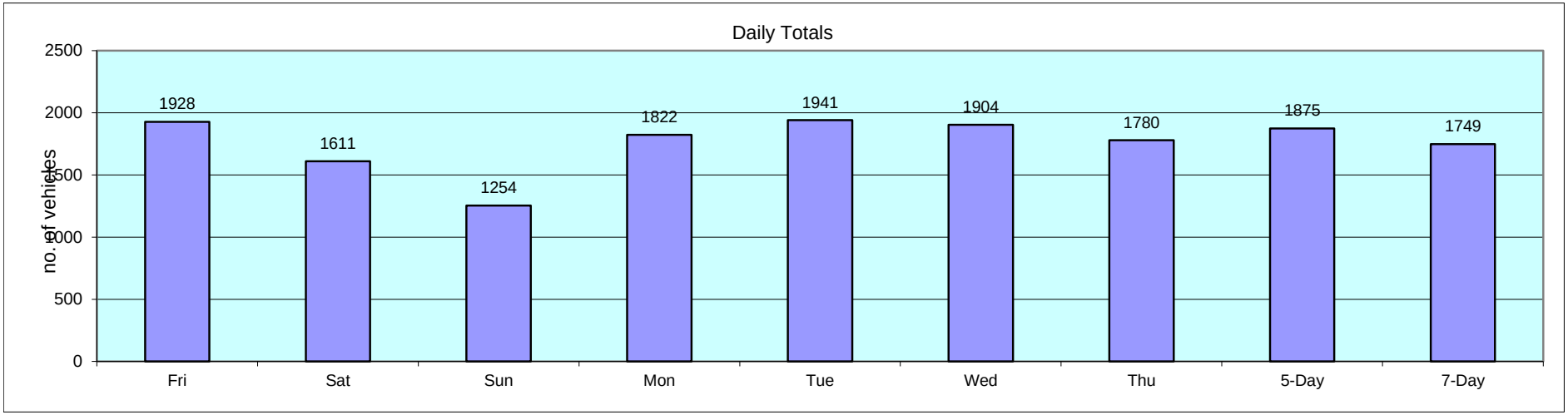


Data produced by
Transport Surveys Ltd

27344		UCKFIELD		Site No: 27344001 Channel: Southbound		Location	Site 1 - Rocks Road (att to sign)		
TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av
Week Begin: 14-Oct-22									
00:00	**3**	7	6	1	3	3	2	2	4
01:00	**2**	4	5	1	2	2	0	1	2
02:00	**1**	4	3	3	1	2	1	2	2
03:00	**2**	1	2	2	1	0	0	1	1
04:00	**3**	1	2	1	1	1	4	2	2
05:00	**2**	2	3	5	7	3	1	4	3
06:00	**15**	6	3	15	15	15	18	16	12
07:00	**83**	31	9	71	80	98	76	82	64
08:00	**135**	73	32	138	138	163	144	144	118
09:00	**120**	86	71	97	125	105	103	110	101
10:00	**108**	112	110	103	110	99	89	102	104
11:00	**98**	137	101	97	100	86	107	98	104
12:00	**121**	141	132	112	108	110	98	110	117
13:00	**149**	131	121	93	117	127	106	118	121
14:00	**150**	155	128	129	137	140	132	138	139
15:00	**184**	145	124	156	159	156	157	162	154
16:00	**204**	153	124	196	222	225	186	207	187
17:00	**210**	124	91	255	265	239	229	240	202
18:00	**154**	108	82	170	166	152	171	163	143
19:00	**85**	60	47	67	74	64	58	70	65
20:00	**33**	37	28	44	43	47	38	41	39
21:00	**25**	38	14	29	28	32	24	28	27
22:00	**24**	24	9	23	33	24	23	25	23
23:00	**17**	31	7	14	6	11	13	12	14
12H,7-19	**1716**	**1396**	**1125**	**1617**	**1727**	**1700**	**1598**	**1672**	**1554**
16H,6-22	**1874**	**1537**	**1217**	**1772**	**1887**	**1858**	**1736**	**1825**	**1697**
18H,6-24	**1915**	**1592**	**1233**	**1809**	**1926**	**1893**	**1772**	**1863**	**1734**
24H,0-24	**1928**	**1611**	**1254**	**1822**	**1941**	**1904**	**1780**	**1875**	**1749**
Am	**08:00**	**11:00**	**10:00**	**08:00**	**08:00**	**08:00**	**08:00**		
Peak	**135**	**137**	**110**	**138**	**138**	**163**	**144**		
Pm	**17:00**	**14:00**	**12:00**	**17:00**	**17:00**	**17:00**	**17:00**		
Peak	**210**	**155**	**132**	**255**	**265**	**239**	**229**		

27344	UCKFIELD	Site No: 27344001	Location	Site 1 - Rocks Road (att to sign)
		Channel: Southbound		

TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av



Data produced by
Transport Surveys Ltd

Appendix D

Snatts Road ATC Results (October 2022)

27344		UCKFIELD OCTOBER 2022								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 27344002	Site 2 - Snatts Road (att to tree) OSGR - TQ 46819 21671	Channel: Northbound	Fri 14-Oct-22	Thu 20-Oct-22	30	3948	601	564	28.0	23.7
		Channel: Southbound	Fri 14-Oct-22	Thu 20-Oct-22		4644	709	663	27.6	24.1

Data produced by
Transport Surveys Ltd

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)				
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 14-Oct-22														
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	**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	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
07:00	**42**	0	39	3	0	0	0	0	0	0	0	0	0	0
08:00	**52**	0	47	5	0	0	0	0	0	0	0	0	0	0
09:00	**37**	0	34	3	0	0	0	0	0	0	0	0	0	0
10:00	**39**	0	36	3	0	0	0	0	0	0	0	0	0	0
11:00	**21**	0	17	4	0	0	0	0	0	0	0	0	0	0
12:00	**33**	0	32	1	0	0	0	0	0	0	0	0	0	0
13:00	**44**	0	41	3	0	0	0	0	0	0	0	0	0	0
14:00	**47**	0	39	7	0	1	0	0	0	0	0	0	0	0
15:00	**70**	0	67	3	0	0	0	0	0	0	0	0	0	0
16:00	**49**	0	44	5	0	0	0	0	0	0	0	0	0	0
17:00	**57**	0	51	6	0	0	0	0	0	0	0	0	0	0
18:00	**48**	1	47	0	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	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
21:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
22:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**539**	**1**	**494**	**43**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**603**	**1**	**555**	**46**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**611**	**1**	**561**	**48**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**619**	**1**	**569**	**48**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)				
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
Sat 15-Oct-22														
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	**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	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
08:00	**29**	0	23	5	0	0	0	0	1	0	0	0	0	0
09:00	**32**	1	28	2	0	0	0	0	1	0	0	0	0	0
10:00	**52**	1	49	2	0	0	0	0	0	0	0	0	0	0
11:00	**69**	2	62	4	0	0	0	0	1	0	0	0	0	0
12:00	**53**	0	50	3	0	0	0	0	0	0	0	0	0	0
13:00	**31**	0	30	1	0	0	0	0	0	0	0	0	0	0
14:00	**49**	0	48	1	0	0	0	0	0	0	0	0	0	0
15:00	**43**	0	39	3	0	0	0	0	1	0	0	0	0	0
16:00	**42**	0	38	3	0	0	1	0	0	0	0	0	0	0
17:00	**31**	0	28	3	0	0	0	0	0	0	0	0	0	0
18:00	**30**	0	29	1	0	0	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	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
21:00	**7**	0	7	0	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	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**469**	**4**	**431**	**29**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**504**	**4**	**465**	**30**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**524**	**4**	**484**	**31**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**529**	**4**	**489**	**31**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)				
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
Sun 16-Oct-22														
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	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	**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	**3**	0	3	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	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
09:00	**21**	0	21	0	0	0	0	0	0	0	0	0	0	0
10:00	**39**	0	39	0	0	0	0	0	0	0	0	0	0	0
11:00	**37**	0	36	1	0	0	0	0	0	0	0	0	0	0
12:00	**50**	1	48	1	0	0	0	0	0	0	0	0	0	0
13:00	**41**	0	41	0	0	0	0	0	0	0	0	0	0	0
14:00	**55**	2	50	3	0	0	0	0	0	0	0	0	0	0
15:00	**32**	1	29	1	0	0	0	0	0	0	0	1	0	0
16:00	**31**	0	30	1	0	0	0	0	0	0	0	0	0	0
17:00	**23**	0	23	0	0	0	0	0	0	0	0	0	0	0
18:00	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
19:00	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
20:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**1**	0	1	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	**376**	**4**	**360**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**406**	**4**	**389**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**407**	**4**	**390**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**415**	**4**	**398**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

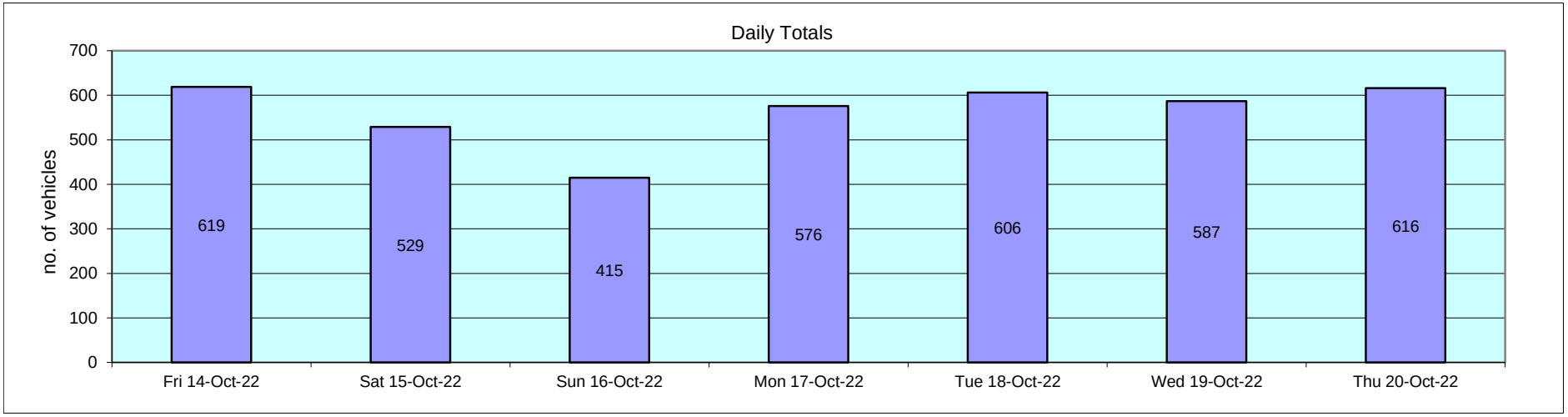
27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)				
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 17-Oct-22														
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	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
06:00	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
07:00	**46**	0	40	6	0	0	0	0	0	0	0	0	0	0
08:00	**62**	0	52	9	0	0	1	0	0	0	0	0	0	0
09:00	**34**	0	32	2	0	0	0	0	0	0	0	0	0	0
10:00	**31**	0	28	3	0	0	0	0	0	0	0	0	0	0
11:00	**39**	0	32	7	0	0	0	0	0	0	0	0	0	0
12:00	**25**	0	22	3	0	0	0	0	0	0	0	0	0	0
13:00	**33**	0	32	1	0	0	0	0	0	0	0	0	0	0
14:00	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
15:00	**56**	0	50	6	0	0	0	0	0	0	0	0	0	0
16:00	**44**	0	36	8	0	0	0	0	0	0	0	0	0	0
17:00	**70**	0	63	7	0	0	0	0	0	0	0	0	0	0
18:00	**37**	1	34	2	0	0	0	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	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
21:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	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	**507**	**1**	**448**	**57**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**559**	**1**	**495**	**62**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**563**	**1**	**499**	**62**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**576**	**1**	**512**	**62**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)				
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
Tue 18-Oct-22														
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	**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	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
06:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
07:00	**47**	0	45	2	0	0	0	0	0	0	0	0	0	0
08:00	**72**	0	64	8	0	0	0	0	0	0	0	0	0	0
09:00	**34**	0	32	2	0	0	0	0	0	0	0	0	0	0
10:00	**32**	0	30	2	0	0	0	0	0	0	0	0	0	0
11:00	**28**	0	26	2	0	0	0	0	0	0	0	0	0	0
12:00	**26**	1	20	4	0	1	0	0	0	0	0	0	0	0
13:00	**33**	2	29	1	0	0	1	0	0	0	0	0	0	0
14:00	**43**	0	35	7	0	1	0	0	0	0	0	0	0	0
15:00	**53**	0	49	4	0	0	0	0	0	0	0	0	0	0
16:00	**61**	0	56	5	0	0	0	0	0	0	0	0	0	0
17:00	**58**	0	52	6	0	0	0	0	0	0	0	0	0	0
18:00	**30**	1	26	3	0	0	0	0	0	0	0	0	0	0
19:00	**25**	0	23	1	0	0	1	0	0	0	0	0	0	0
20:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
21:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
22:00	**16**	0	16	0	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	**517**	**4**	**464**	**46**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**575**	**4**	**518**	**49**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**596**	**4**	**538**	**50**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**606**	**5**	**546**	**51**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)				
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
Wed 19-Oct-22														
00:00	**1**	0	1	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	**1**	0	1	0	0	0	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	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
07:00	**49**	0	44	5	0	0	0	0	0	0	0	0	0	0
08:00	**55**	0	50	5	0	0	0	0	0	0	0	0	0	0
09:00	**37**	0	35	2	0	0	0	0	0	0	0	0	0	0
10:00	**29**	0	26	3	0	0	0	0	0	0	0	0	0	0
11:00	**27**	0	23	4	0	0	0	0	0	0	0	0	0	0
12:00	**39**	0	35	4	0	0	0	0	0	0	0	0	0	0
13:00	**34**	0	27	6	0	0	1	0	0	0	0	0	0	0
14:00	**38**	0	33	5	0	0	0	0	0	0	0	0	0	0
15:00	**57**	0	48	8	0	0	1	0	0	0	0	0	0	0
16:00	**61**	0	53	7	0	0	0	1	0	0	0	0	0	0
17:00	**52**	0	46	6	0	0	0	0	0	0	0	0	0	0
18:00	**35**	0	31	4	0	0	0	0	0	0	0	0	0	0
19:00	**20**	0	18	2	0	0	0	0	0	0	0	0	0	0
20:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
21:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	7	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	**513**	**0**	**451**	**59**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**570**	**0**	**505**	**62**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**579**	**0**	**514**	**62**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**587**	**0**	**521**	**63**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)				
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
Thu 20-Oct-22														
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	**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	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
06:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
07:00	**39**	0	37	2	0	0	0	0	0	0	0	0	0	0
08:00	**72**	0	63	8	0	0	0	0	1	0	0	0	0	0
09:00	**48**	0	41	7	0	0	0	0	0	0	0	0	0	0
10:00	**28**	0	22	5	0	0	0	0	1	0	0	0	0	0
11:00	**30**	0	24	6	0	0	0	0	0	0	0	0	0	0
12:00	**35**	0	32	2	0	0	1	0	0	0	0	0	0	0
13:00	**35**	0	30	5	0	0	0	0	0	0	0	0	0	0
14:00	**38**	0	35	3	0	0	0	0	0	0	0	0	0	0
15:00	**58**	0	51	7	0	0	0	0	0	0	0	0	0	0
16:00	**54**	0	49	5	0	0	0	0	0	0	0	0	0	0
17:00	**57**	1	45	11	0	0	0	0	0	0	0	0	0	0
18:00	**56**	0	55	1	0	0	0	0	0	0	0	0	0	0
19:00	**23**	0	22	1	0	0	0	0	0	0	0	0	0	0
20:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	7	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	**550**	**1**	**484**	**62**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**600**	**1**	**530**	**66**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**609**	**1**	**539**	**66**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**616**	**1**	**546**	**66**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)				
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
Daily Totals														
Fri 14-Oct-22	**619**	1	569	48	0	1	0	0	0	0	0	0	0	0
Sat 15-Oct-22	**529**	4	489	31	0	0	1	0	4	0	0	0	0	0
Sun 16-Oct-22	**415**	4	398	12	0	0	0	0	0	0	0	1	0	0
Mon 17-Oct-22	**576**	1	512	62	0	0	1	0	0	0	0	0	0	0
Tue 18-Oct-22	**606**	5	546	51	0	2	2	0	0	0	0	0	0	0
Wed 19-Oct-22	**587**	0	521	63	0	0	2	1	0	0	0	0	0	0
Thu 20-Oct-22	**616**	1	546	66	0	0	1	0	2	0	0	0	0	0
Total Vehicles														
[--]	**3948**	16	3581	333	0	3	7	1	6	0	0	1	0	0



27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 14-Oct-22																
00:00	**3**	-	26.8	0	0	2	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	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	23.9	0	0	1	0	0	0	0	0	0	0	0	0
05:00	**4**	-	23.9	0	0	4	0	0	0	0	0	0	0	0	0
06:00	**10**	-	23	0	1	9	0	0	0	0	0	0	0	0	0
07:00	**42**	26.4	23.2	0	5	37	0	0	0	0	0	0	0	0	0
08:00	**52**	27.9	23.6	0	9	40	3	0	0	0	0	0	0	0	0
09:00	**37**	28.5	23.9	0	7	27	3	0	0	0	0	0	0	0	0
10:00	**39**	27.4	22.8	0	8	28	3	0	0	0	0	0	0	0	0
11:00	**21**	26.2	23.5	0	1	20	0	0	0	0	0	0	0	0	0
12:00	**33**	29.1	24.3	0	2	29	2	0	0	0	0	0	0	0	0
13:00	**44**	27.2	23.5	0	6	37	1	0	0	0	0	0	0	0	0
14:00	**47**	29.3	23.8	0	10	31	6	0	0	0	0	0	0	0	0
15:00	**70**	28	23.2	0	14	51	5	0	0	0	0	0	0	0	0
16:00	**49**	28.4	24.4	0	6	38	5	0	0	0	0	0	0	0	0
17:00	**57**	29.6	24.6	0	9	42	6	0	0	0	0	0	0	0	0
18:00	**48**	27.4	23.4	0	7	40	1	0	0	0	0	0	0	0	0
19:00	**25**	32	24.2	0	2	19	4	0	0	0	0	0	0	0	0
20:00	**15**	26.7	22.7	0	4	10	1	0	0	0	0	0	0	0	0
21:00	**14**	26.5	23.5	0	2	12	0	0	0	0	0	0	0	0	0
22:00	**4**	-	27.1	0	0	3	1	0	0	0	0	0	0	0	0
23:00	**4**	-	24.7	0	1	2	1	0	0	0	0	0	0	0	0
12H,7-19	**539**	**27.8**	**23.7**	**0**	**84**	**420**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**603**	**27.7**	**23.7**	**0**	**93**	**470**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**611**	**27.8**	**23.7**	**0**	**94**	**475**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**619**	**27.8**	**23.7**	**0**	**94**	**482**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 15-Oct-22															
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	**1**	-	24.1	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	**1**	-	24.5	0	0	1	0	0	0	0	0	0	0	0	0
05:00	**3**	-	24.8	0	0	3	0	0	0	0	0	0	0	0	0
06:00	**3**	-	22.2	0	0	3	0	0	0	0	0	0	0	0	0
07:00	**8**	-	22.8	0	2	5	1	0	0	0	0	0	0	0	0
08:00	**29**	27.1	23.4	0	5	23	1	0	0	0	0	0	0	0	0
09:00	**32**	27	22.5	0	9	22	1	0	0	0	0	0	0	0	0
10:00	**52**	25	21	2	18	30	2	0	0	0	0	0	0	0	0
11:00	**69**	28.2	22.7	0	18	46	5	0	0	0	0	0	0	0	0
12:00	**53**	26.8	23.4	0	5	46	2	0	0	0	0	0	0	0	0
13:00	**31**	26	22.6	0	8	23	0	0	0	0	0	0	0	0	0
14:00	**49**	27.6	24	0	7	41	1	0	0	0	0	0	0	0	0
15:00	**43**	28.6	23.6	0	7	35	1	0	0	0	0	0	0	0	0
16:00	**42**	28.2	24.1	1	3	35	3	0	0	0	0	0	0	0	0
17:00	**31**	29.6	24.4	0	6	21	4	0	0	0	0	0	0	0	0
18:00	**30**	27	23.7	0	4	23	3	0	0	0	0	0	0	0	0
19:00	**16**	27.6	22.9	0	4	11	1	0	0	0	0	0	0	0	0
20:00	**9**	-	25.7	0	2	5	2	0	0	0	0	0	0	0	0
21:00	**7**	-	25.4	0	0	6	1	0	0	0	0	0	0	0	0
22:00	**10**	-	24.1	0	3	5	2	0	0	0	0	0	0	0	0
23:00	**10**	-	25.7	0	1	8	1	0	0	0	0	0	0	0	0
12H,7-19	**469**	**27.3**	**23.1**	**3**	**92**	**350**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**504**	**27.4**	**23.2**	**3**	**98**	**375**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**524**	**27.5**	**23.3**	**3**	**102**	**388**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**529**	**27.5**	**23.3**	**3**	**102**	**393**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 16-Oct-22															
00:00	**4**	-	23.1	0	0	4	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	**1**	-	22.4	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**1**	-	31.7	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
05:00	**2**	-	23.1	0	0	2	0	0	0	0	0	0	0	0	0
06:00	**3**	-	21.8	0	1	2	0	0	0	0	0	0	0	0	0
07:00	**11**	27.3	23.4	0	0	11	0	0	0	0	0	0	0	0	0
08:00	**18**	27.3	23.7	0	3	14	1	0	0	0	0	0	0	0	0
09:00	**21**	30.3	25.2	0	1	17	3	0	0	0	0	0	0	0	0
10:00	**39**	28.2	23.7	0	9	28	2	0	0	0	0	0	0	0	0
11:00	**37**	28.7	24	0	10	23	4	0	0	0	0	0	0	0	0
12:00	**50**	29.8	23.7	0	11	33	6	0	0	0	0	0	0	0	0
13:00	**41**	31.2	25.3	0	5	29	7	0	0	0	0	0	0	0	0
14:00	**55**	27.1	23.1	0	9	45	1	0	0	0	0	0	0	0	0
15:00	**32**	29.7	25.4	0	5	23	4	0	0	0	0	0	0	0	0
16:00	**31**	28.5	24.7	0	3	26	2	0	0	0	0	0	0	0	0
17:00	**23**	28.1	24.8	0	4	17	2	0	0	0	0	0	0	0	0
18:00	**18**	27.2	22.9	0	3	15	0	0	0	0	0	0	0	0	0
19:00	**17**	27.5	23.3	0	2	15	0	0	0	0	0	0	0	0	0
20:00	**7**	-	26.8	0	1	4	2	0	0	0	0	0	0	0	0
21:00	**3**	-	26.9	0	0	3	0	0	0	0	0	0	0	0	0
22:00	**1**	-	17.7	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
12H,7-19	**376**	**28.3**	**24.2**	**0**	**63**	**281**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**406**	**28.3**	**24.2**	**0**	**67**	**305**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**407**	**28.3**	**24.2**	**0**	**68**	**305**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**415**	**28.3**	**24.1**	**0**	**68**	**312**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

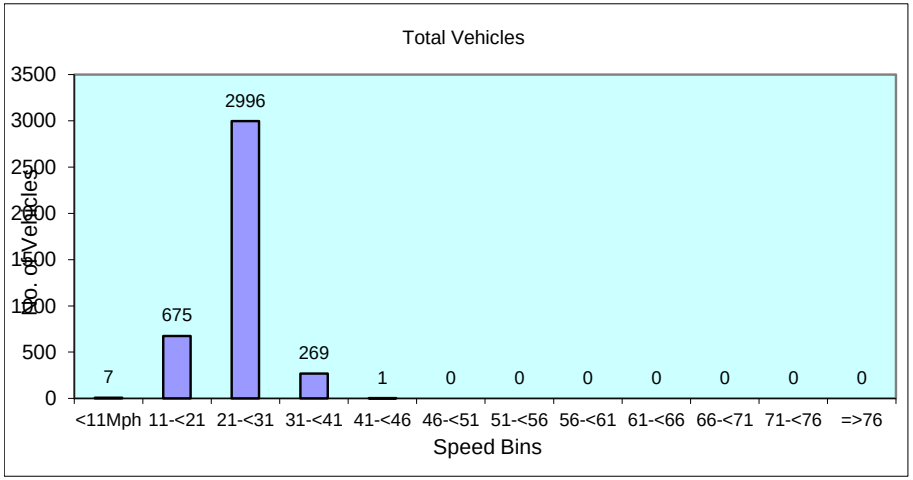
27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 17-Oct-22																
00:00	**2**	-	19.3	0	1	1	0	0	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	**4**	-	22.9	0	1	3	0	0	0	0	0	0	0	0	0
05:00	**7**	-	22.6	0	3	3	1	0	0	0	0	0	0	0	0
06:00	**16**	27.3	23.2	0	3	13	0	0	0	0	0	0	0	0	0
07:00	**46**	25.7	22.7	0	8	37	1	0	0	0	0	0	0	0	0
08:00	**62**	26	22.2	0	15	46	1	0	0	0	0	0	0	0	0
09:00	**34**	27.8	22.8	0	8	25	1	0	0	0	0	0	0	0	0
10:00	**31**	29.6	24	1	7	19	4	0	0	0	0	0	0	0	0
11:00	**39**	26.1	21.6	0	14	25	0	0	0	0	0	0	0	0	0
12:00	**25**	28.2	23.6	0	3	21	1	0	0	0	0	0	0	0	0
13:00	**33**	25.5	21.6	0	12	21	0	0	0	0	0	0	0	0	0
14:00	**30**	28.2	24.1	0	6	24	0	0	0	0	0	0	0	0	0
15:00	**56**	28.5	24.4	0	10	43	3	0	0	0	0	0	0	0	0
16:00	**44**	30.7	25.5	0	4	30	10	0	0	0	0	0	0	0	0
17:00	**70**	29.6	25	0	7	54	8	1	0	0	0	0	0	0	0
18:00	**37**	30.3	25.7	0	5	24	8	0	0	0	0	0	0	0	0
19:00	**16**	27.9	23.9	0	3	12	1	0	0	0	0	0	0	0	0
20:00	**10**	-	23.9	0	2	8	0	0	0	0	0	0	0	0	0
21:00	**10**	-	26.1	0	1	7	2	0	0	0	0	0	0	0	0
22:00	**3**	-	25	0	1	1	1	0	0	0	0	0	0	0	0
23:00	**1**	-	24.6	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**507**	**28.2**	**23.7**	**1**	**99**	**369**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**559**	**28.2**	**23.7**	**1**	**108**	**409**	**40**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**563**	**28.2**	**23.7**	**1**	**109**	**411**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**576**	**28.2**	**23.7**	**1**	**114**	**418**	**42**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

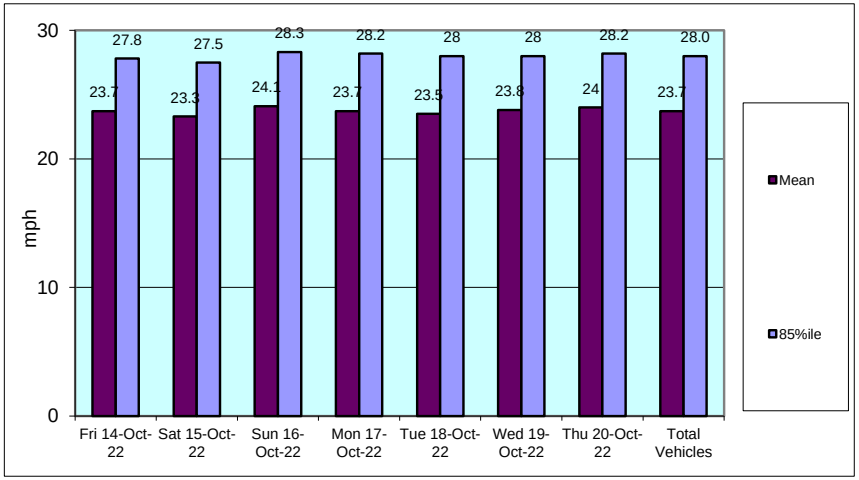
27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 18-Oct-22															
00:00	**1**	-	19.5	0	1	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
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**	-	26.2	0	0	2	0	0	0	0	0	0	0	0	0
05:00	**7**	-	23	0	0	7	0	0	0	0	0	0	0	0	0
06:00	**12**	28.1	22.4	0	3	9	0	0	0	0	0	0	0	0	0
07:00	**47**	27.2	23.6	0	6	40	1	0	0	0	0	0	0	0	0
08:00	**72**	26.7	22.9	1	12	59	0	0	0	0	0	0	0	0	0
09:00	**34**	27.7	23.5	0	7	24	3	0	0	0	0	0	0	0	0
10:00	**32**	25.3	21.8	0	10	21	1	0	0	0	0	0	0	0	0
11:00	**28**	29.4	23.2	0	5	21	2	0	0	0	0	0	0	0	0
12:00	**26**	26.7	22	0	8	18	0	0	0	0	0	0	0	0	0
13:00	**33**	28.3	24.5	0	3	29	1	0	0	0	0	0	0	0	0
14:00	**43**	28.6	23.2	1	9	30	3	0	0	0	0	0	0	0	0
15:00	**53**	27.4	23.2	0	9	42	2	0	0	0	0	0	0	0	0
16:00	**61**	27.7	23.6	0	8	48	5	0	0	0	0	0	0	0	0
17:00	**58**	29.2	23.9	0	13	41	4	0	0	0	0	0	0	0	0
18:00	**30**	28.9	24.2	0	3	26	1	0	0	0	0	0	0	0	0
19:00	**25**	28.3	23.8	0	4	19	2	0	0	0	0	0	0	0	0
20:00	**13**	32.1	26.5	0	1	9	3	0	0	0	0	0	0	0	0
21:00	**8**	-	22.4	0	2	6	0	0	0	0	0	0	0	0	0
22:00	**16**	33.9	26.3	0	3	8	5	0	0	0	0	0	0	0	0
23:00	**5**	-	25.6	0	1	3	1	0	0	0	0	0	0	0	0
12H,7-19	**517**	**27.6**	**23.3**	**2**	**93**	**399**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**575**	**27.8**	**23.4**	**2**	**103**	**442**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**596**	**28**	**23.5**	**2**	**107**	**453**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**606**	**28**	**23.5**	**2**	**108**	**462**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 19-Oct-22															
00:00	**1**	-	32.9	0	0	0	1	0	0	0	0	0	0	0	0
01:00	**1**	-	28.6	0	0	1	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	**1**	-	25.7	0	0	1	0	0	0	0	0	0	0	0	0
05:00	**5**	-	22.6	0	0	5	0	0	0	0	0	0	0	0	0
06:00	**20**	27.8	22.8	0	7	12	1	0	0	0	0	0	0	0	0
07:00	**49**	26.7	23.4	0	9	37	3	0	0	0	0	0	0	0	0
08:00	**55**	26.4	23.5	0	9	44	2	0	0	0	0	0	0	0	0
09:00	**37**	28	23.8	0	5	30	2	0	0	0	0	0	0	0	0
10:00	**29**	27.7	22.3	0	9	20	0	0	0	0	0	0	0	0	0
11:00	**27**	28	22.8	1	5	21	0	0	0	0	0	0	0	0	0
12:00	**39**	27.7	23.6	0	9	27	3	0	0	0	0	0	0	0	0
13:00	**34**	27.8	22.5	0	10	22	2	0	0	0	0	0	0	0	0
14:00	**38**	28.8	24.8	0	3	32	3	0	0	0	0	0	0	0	0
15:00	**57**	28.2	23.7	0	9	43	5	0	0	0	0	0	0	0	0
16:00	**61**	28.7	25	0	7	47	7	0	0	0	0	0	0	0	0
17:00	**52**	28.4	24.5	0	5	44	3	0	0	0	0	0	0	0	0
18:00	**35**	28.5	24.4	0	4	28	3	0	0	0	0	0	0	0	0
19:00	**20**	29	24.2	0	4	15	1	0	0	0	0	0	0	0	0
20:00	**12**	27.9	22.8	0	2	10	0	0	0	0	0	0	0	0	0
21:00	**5**	-	25	0	1	3	1	0	0	0	0	0	0	0	0
22:00	**7**	-	23.5	0	2	4	1	0	0	0	0	0	0	0	0
23:00	**2**	-	23.2	0	0	2	0	0	0	0	0	0	0	0	0
12H,7-19	**513**	**28**	**23.8**	**1**	**84**	**395**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**570**	**28**	**23.8**	**1**	**98**	**435**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**579**	**28**	**23.8**	**1**	**100**	**441**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**587**	**28**	**23.8**	**1**	**100**	**448**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 20-Oct-22															
00:00	**1**	-	24.6	0	0	1	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	**1**	-	23.6	0	0	1	0	0	0	0	0	0	0	0	0
05:00	**5**	-	22.2	0	1	4	0	0	0	0	0	0	0	0	0
06:00	**14**	26.4	22.4	0	4	10	0	0	0	0	0	0	0	0	0
07:00	**39**	26.1	22.7	0	7	31	1	0	0	0	0	0	0	0	0
08:00	**72**	27.7	23.7	0	11	57	4	0	0	0	0	0	0	0	0
09:00	**48**	26.8	23.4	0	10	36	2	0	0	0	0	0	0	0	0
10:00	**28**	27	22.2	0	8	18	2	0	0	0	0	0	0	0	0
11:00	**30**	28.6	24	0	3	24	3	0	0	0	0	0	0	0	0
12:00	**35**	28.3	24.1	0	4	29	2	0	0	0	0	0	0	0	0
13:00	**35**	27.4	23.1	0	8	26	1	0	0	0	0	0	0	0	0
14:00	**38**	27.5	23.2	0	6	30	2	0	0	0	0	0	0	0	0
15:00	**58**	29.4	24.9	0	8	43	7	0	0	0	0	0	0	0	0
16:00	**54**	28.7	24.4	0	8	42	4	0	0	0	0	0	0	0	0
17:00	**57**	28.1	23.9	0	5	51	1	0	0	0	0	0	0	0	0
18:00	**56**	30.9	25.5	0	5	41	10	0	0	0	0	0	0	0	0
19:00	**23**	29.2	24.4	0	1	21	1	0	0	0	0	0	0	0	0
20:00	**9**	-	26.3	0	0	6	3	0	0	0	0	0	0	0	0
21:00	**4**	-	27.1	0	0	3	1	0	0	0	0	0	0	0	0
22:00	**7**	-	25.6	0	0	5	2	0	0	0	0	0	0	0	0
23:00	**2**	-	27.3	0	0	2	0	0	0	0	0	0	0	0	0
12H,7-19	**550**	**28.1**	**23.9**	**0**	**83**	**428**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**600**	**28.3**	**23.9**	**0**	**88**	**468**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**609**	**28.3**	**24**	**0**	**88**	**475**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**616**	**28.2**	**24**	**0**	**89**	**481**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Northbound			Location	Site 2 - Snatts Road (att to tree)						
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals																
Fri 14-Oct-22	**619**	27.8	23.7	0	94	482	43	0	0	0	0	0	0	0	0
Sat 15-Oct-22	**529**	27.5	23.3	3	102	393	31	0	0	0	0	0	0	0	0
Sun 16-Oct-22	**415**	28.3	24.1	0	68	312	35	0	0	0	0	0	0	0	0
Mon 17-Oct-22	**576**	28.2	23.7	1	114	418	42	1	0	0	0	0	0	0	0
Tue 18-Oct-22	**606**	28	23.5	2	108	462	34	0	0	0	0	0	0	0	0
Wed 19-Oct-22	**587**	28	23.8	1	100	448	38	0	0	0	0	0	0	0	0
Thu 20-Oct-22	**616**	28.2	24	0	89	481	46	0	0	0	0	0	0	0	0
Total Vehicles																
[--]	**3948**	28.0	23.7	7	675	2996	269	1	0	0	0	0	0	0	0



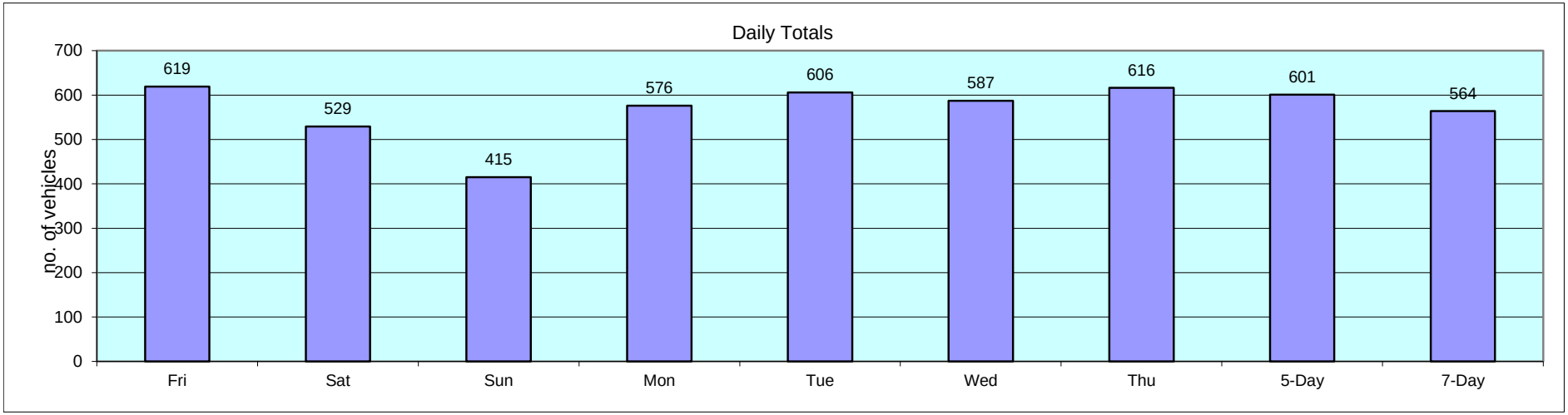


Data produced by
Transport Surveys Ltd

27344		UCKFIELD		Site No: 27344002 Channel: Northbound		Location	Site 2 - Snatts Road (att to tree)		
TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av
Week Begin: 14-Oct-22									
00:00	**3**	0	4	2	1	1	1	2	2
01:00	**0**	0	0	0	0	1	0	0	0
02:00	**0**	1	1	0	0	0	0	0	0
03:00	**0**	0	1	0	0	0	0	0	0
04:00	**1**	1	0	4	2	1	1	2	1
05:00	**4**	3	2	7	7	5	5	6	5
06:00	**10**	3	3	16	12	20	14	14	11
07:00	**42**	8	11	46	47	49	39	45	35
08:00	**52**	29	18	62	72	55	72	63	51
09:00	**37**	32	21	34	34	37	48	38	35
10:00	**39**	52	39	31	32	29	28	32	36
11:00	**21**	69	37	39	28	27	30	29	36
12:00	**33**	53	50	25	26	39	35	32	37
13:00	**44**	31	41	33	33	34	35	36	36
14:00	**47**	49	55	30	43	38	38	39	43
15:00	**70**	43	32	56	53	57	58	59	53
16:00	**49**	42	31	44	61	61	54	54	49
17:00	**57**	31	23	70	58	52	57	59	50
18:00	**48**	30	18	37	30	35	56	41	36
19:00	**25**	16	17	16	25	20	23	22	20
20:00	**15**	9	7	10	13	12	9	12	11
21:00	**14**	7	3	10	8	5	4	8	7
22:00	**4**	10	1	3	16	7	7	7	7
23:00	**4**	10	0	1	5	2	2	3	3
12H,7-19	**539**	**469**	**376**	**507**	**517**	**513**	**550**	**525**	**496**
16H,6-22	**603**	**504**	**406**	**559**	**575**	**570**	**600**	**581**	**545**
18H,6-24	**611**	**524**	**407**	**563**	**596**	**579**	**609**	**592**	**556**
24H,0-24	**619**	**529**	**415**	**576**	**606**	**587**	**616**	**601**	**564**
Am	**08:00**	**11:00**	**10:00**	**08:00**	**08:00**	**08:00**	**08:00**		
Peak	**52**	**69**	**39**	**62**	**72**	**55**	**72**		
Pm	**15:00**	**12:00**	**14:00**	**17:00**	**16:00**	**16:00**	**15:00**		
Peak	**70**	**53**	**55**	**70**	**61**	**61**	**58**		

27344	UCKFIELD	Site No: 27344002	Location	Site 2 - Snatts Road (att to tree)
		Channel: Northbound		

TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av



Data produced by
Transport Surveys Ltd

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)				
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 14-Oct-22														
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	**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	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
07:00	**39**	2	32	5	0	0	0	0	0	0	0	0	0	0
08:00	**70**	0	65	5	0	0	0	0	0	0	0	0	0	0
09:00	**36**	1	31	4	0	0	0	0	0	0	0	0	0	0
10:00	**36**	0	34	2	0	0	0	0	0	0	0	0	0	0
11:00	**44**	0	43	1	0	0	0	0	0	0	0	0	0	0
12:00	**63**	0	57	6	0	0	0	0	0	0	0	0	0	0
13:00	**53**	0	47	6	0	0	0	0	0	0	0	0	0	0
14:00	**37**	0	33	4	0	0	0	0	0	0	0	0	0	0
15:00	**84**	0	78	6	0	0	0	0	0	0	0	0	0	0
16:00	**73**	0	63	10	0	0	0	0	0	0	0	0	0	0
17:00	**59**	0	57	2	0	0	0	0	0	0	0	0	0	0
18:00	**59**	0	56	3	0	0	0	0	0	0	0	0	0	0
19:00	**31**	0	29	2	0	0	0	0	0	0	0	0	0	0
20:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
21:00	**13**	0	13	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	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**653**	**3**	**596**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**720**	**3**	**659**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**727**	**3**	**666**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**732**	**3**	**671**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)				
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
Sat 15-Oct-22														
00:00	**8**	0	8	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	0	1	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	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07:00	**18**	1	15	1	0	0	0	0	1	0	0	0	0	0
08:00	**26**	2	22	2	0	0	0	0	0	0	0	0	0	0
09:00	**50**	3	43	3	0	0	0	0	1	0	0	0	0	0
10:00	**70**	2	65	3	0	0	0	0	0	0	0	0	0	0
11:00	**87**	0	83	4	0	0	0	0	0	0	0	0	0	0
12:00	**75**	0	72	3	0	0	0	0	0	0	0	0	0	0
13:00	**53**	0	50	3	0	0	0	0	0	0	0	0	0	0
14:00	**30**	0	30	0	0	0	0	0	0	0	0	0	0	0
15:00	**44**	0	43	1	0	0	0	0	0	0	0	0	0	0
16:00	**40**	0	38	2	0	0	0	0	0	0	0	0	0	0
17:00	**38**	0	37	1	0	0	0	0	0	0	0	0	0	0
18:00	**25**	0	25	0	0	0	0	0	0	0	0	0	0	0
19:00	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
20:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
21:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
22:00	**16**	0	16	0	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	**556**	**8**	**523**	**23**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**599**	**8**	**566**	**23**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**622**	**8**	**589**	**23**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**632**	**8**	**598**	**24**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)				
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
Sun 16-Oct-22														
00:00	**4**	0	4	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	**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	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	**14**	2	9	3	0	0	0	0	0	0	0	0	0	0
08:00	**22**	0	22	0	0	0	0	0	0	0	0	0	0	0
09:00	**29**	2	26	1	0	0	0	0	0	0	0	0	0	0
10:00	**45**	1	43	1	0	0	0	0	0	0	0	0	0	0
11:00	**45**	0	44	1	0	0	0	0	0	0	0	0	0	0
12:00	**51**	0	49	2	0	0	0	0	0	0	0	0	0	0
13:00	**49**	0	47	2	0	0	0	0	0	0	0	0	0	0
14:00	**63**	1	61	1	0	0	0	0	0	0	0	0	0	0
15:00	**28**	0	28	0	0	0	0	0	0	0	0	0	0	0
16:00	**38**	0	35	3	0	0	0	0	0	0	0	0	0	0
17:00	**26**	0	23	3	0	0	0	0	0	0	0	0	0	0
18:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
19:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
20:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	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
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**432**	**6**	**408**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**460**	**6**	**435**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**461**	**6**	**436**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**467**	**6**	**442**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

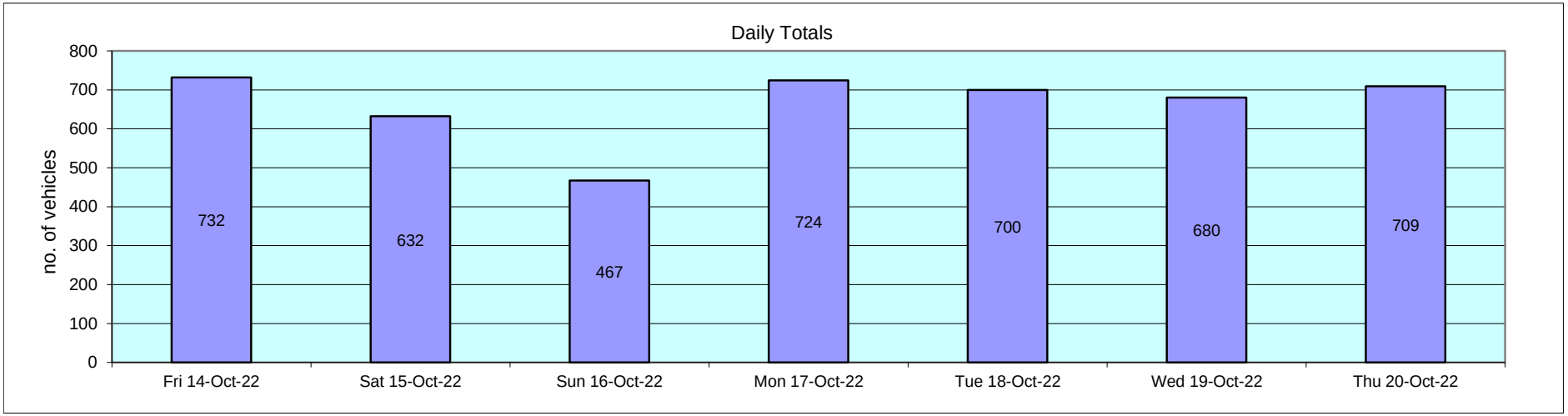
27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)				
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 17-Oct-22														
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
07:00	**44**	1	38	5	0	0	0	0	0	0	0	0	0	0
08:00	**91**	0	89	2	0	0	0	0	0	0	0	0	0	0
09:00	**60**	0	51	9	0	0	0	0	0	0	0	0	0	0
10:00	**41**	1	36	3	0	0	1	0	0	0	0	0	0	0
11:00	**30**	0	25	5	0	0	0	0	0	0	0	0	0	0
12:00	**40**	0	36	4	0	0	0	0	0	0	0	0	0	0
13:00	**42**	0	38	4	0	0	0	0	0	0	0	0	0	0
14:00	**47**	0	43	4	0	0	0	0	0	0	0	0	0	0
15:00	**56**	0	49	7	0	0	0	0	0	0	0	0	0	0
16:00	**60**	0	58	2	0	0	0	0	0	0	0	0	0	0
17:00	**86**	0	79	7	0	0	0	0	0	0	0	0	0	0
18:00	**50**	1	49	0	0	0	0	0	0	0	0	0	0	0
19:00	**31**	0	30	1	0	0	0	0	0	0	0	0	0	0
20:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	4	0	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	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**647**	**3**	**591**	**52**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**706**	**3**	**646**	**56**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**717**	**3**	**657**	**56**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**724**	**3**	**664**	**56**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)				
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
Tue 18-Oct-22														
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	**0**	0	0	0	0	0	0	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	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
07:00	**41**	3	33	5	0	0	0	0	0	0	0	0	0	0
08:00	**80**	0	75	5	0	0	0	0	0	0	0	0	0	0
09:00	**47**	1	42	3	0	0	0	0	1	0	0	0	0	0
10:00	**42**	1	39	1	0	0	1	0	0	0	0	0	0	0
11:00	**42**	0	38	4	0	0	0	0	0	0	0	0	0	0
12:00	**43**	1	38	3	0	0	1	0	0	0	0	0	0	0
13:00	**44**	0	35	9	0	0	0	0	0	0	0	0	0	0
14:00	**51**	0	45	5	0	0	1	0	0	0	0	0	0	0
15:00	**54**	0	49	4	0	0	1	0	0	0	0	0	0	0
16:00	**52**	1	43	8	0	0	0	0	0	0	0	0	0	0
17:00	**72**	0	69	3	0	0	0	0	0	0	0	0	0	0
18:00	**50**	1	45	4	0	0	0	0	0	0	0	0	0	0
19:00	**27**	0	26	1	0	0	0	0	0	0	0	0	0	0
20:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
21:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
22:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**618**	**8**	**551**	**54**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**675**	**8**	**605**	**57**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**693**	**8**	**622**	**58**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**700**	**8**	**627**	**60**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)				
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
Wed 19-Oct-22														
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	**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	**7**	0	4	3	0	0	0	0	0	0	0	0	0	0
06:00	**15**	1	12	2	0	0	0	0	0	0	0	0	0	0
07:00	**46**	2	40	4	0	0	0	0	0	0	0	0	0	0
08:00	**88**	0	78	9	0	0	0	0	1	0	0	0	0	0
09:00	**41**	2	33	6	0	0	0	0	0	0	0	0	0	0
10:00	**32**	0	31	1	0	0	0	0	0	0	0	0	0	0
11:00	**34**	1	28	5	0	0	0	0	0	0	0	0	0	0
12:00	**34**	1	27	6	0	0	0	0	0	0	0	0	0	0
13:00	**43**	0	35	7	0	1	0	0	0	0	0	0	0	0
14:00	**41**	0	36	4	0	0	0	0	1	0	0	0	0	0
15:00	**72**	0	60	10	0	1	0	1	0	0	0	0	0	0
16:00	**58**	0	53	5	0	0	0	0	0	0	0	0	0	0
17:00	**59**	1	55	3	0	0	0	0	0	0	0	0	0	0
18:00	**40**	0	39	1	0	0	0	0	0	0	0	0	0	0
19:00	**30**	0	30	0	0	0	0	0	0	0	0	0	0	0
20:00	**20**	0	20	0	0	0	0	0	0	0	0	0	0	0
21:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	7	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	**588**	**7**	**515**	**61**	**0**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**664**	**8**	**588**	**63**	**0**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**672**	**8**	**596**	**63**	**0**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**680**	**8**	**601**	**66**	**0**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)				
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
Thu 20-Oct-22														
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	0	1	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	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**10**	1	8	1	0	0	0	0	0	0	0	0	0	0
07:00	**38**	0	28	10	0	0	0	0	0	0	0	0	0	0
08:00	**87**	0	84	3	0	0	0	0	0	0	0	0	0	0
09:00	**53**	0	40	13	0	0	0	0	0	0	0	0	0	0
10:00	**43**	0	39	4	0	0	0	0	0	0	0	0	0	0
11:00	**50**	0	44	5	0	1	0	0	0	0	0	0	0	0
12:00	**26**	0	23	2	0	1	0	0	0	0	0	0	0	0
13:00	**35**	0	30	5	0	0	0	0	0	0	0	0	0	0
14:00	**54**	0	50	4	0	0	0	0	0	0	0	0	0	0
15:00	**69**	1	63	4	0	1	0	0	0	0	0	0	0	0
16:00	**66**	1	55	10	0	0	0	0	0	0	0	0	0	0
17:00	**63**	0	59	4	0	0	0	0	0	0	0	0	0	0
18:00	**51**	0	48	3	0	0	0	0	0	0	0	0	0	0
19:00	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
20:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
21:00	**14**	0	14	0	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	**635**	**2**	**563**	**67**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**696**	**3**	**620**	**70**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**704**	**3**	**628**	**70**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**709**	**3**	**632**	**71**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)				
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
Daily Totals														
Fri 14-Oct-22	**732**	3	671	58	0	0	0	0	0	0	0	0	0	0
Sat 15-Oct-22	**632**	8	598	24	0	0	0	0	2	0	0	0	0	0
Sun 16-Oct-22	**467**	6	442	19	0	0	0	0	0	0	0	0	0	0
Mon 17-Oct-22	**724**	3	664	56	0	0	1	0	0	0	0	0	0	0
Tue 18-Oct-22	**700**	8	627	60	0	0	4	0	1	0	0	0	0	0
Wed 19-Oct-22	**680**	8	601	66	0	2	0	1	2	0	0	0	0	0
Thu 20-Oct-22	**709**	3	632	71	0	3	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**4644**	39	4235	354	0	5	5	1	5	0	0	0	0	0



27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 14-Oct-22															
00:00	**1**	-	28.5	0	0	1	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	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	-	22.1	0	2	2	0	0	0	0	0	0	0	0	0
06:00	**10**	-	25.6	0	1	8	1	0	0	0	0	0	0	0	0
07:00	**39**	28.3	26	0	1	36	2	0	0	0	0	0	0	0	0
08:00	**70**	28.4	25.2	0	5	62	3	0	0	0	0	0	0	0	0
09:00	**36**	28.5	24.4	0	3	30	3	0	0	0	0	0	0	0	0
10:00	**36**	28.1	23.7	0	6	29	1	0	0	0	0	0	0	0	0
11:00	**44**	26.5	23.5	0	6	36	2	0	0	0	0	0	0	0	0
12:00	**63**	26.9	23.7	0	11	48	4	0	0	0	0	0	0	0	0
13:00	**53**	27.5	24	0	7	44	2	0	0	0	0	0	0	0	0
14:00	**37**	28.2	24.5	0	2	35	0	0	0	0	0	0	0	0	0
15:00	**84**	27.2	24	0	7	74	3	0	0	0	0	0	0	0	0
16:00	**73**	26.5	23.3	0	13	59	1	0	0	0	0	0	0	0	0
17:00	**59**	28.6	25.7	0	2	52	5	0	0	0	0	0	0	0	0
18:00	**59**	27.1	24.3	0	8	48	3	0	0	0	0	0	0	0	0
19:00	**31**	29.7	24.2	0	7	20	4	0	0	0	0	0	0	0	0
20:00	**13**	29.2	24.2	0	2	10	1	0	0	0	0	0	0	0	0
21:00	**13**	28	25.1	0	0	12	1	0	0	0	0	0	0	0	0
22:00	**4**	-	26.7	0	0	4	0	0	0	0	0	0	0	0	0
23:00	**3**	-	23.2	0	0	3	0	0	0	0	0	0	0	0	0
12H,7-19	**653**	**27.7**	**24.3**	**0**	**71**	**553**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**720**	**27.8**	**24.3**	**0**	**81**	**603**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**727**	**27.7**	**24.3**	**0**	**81**	**610**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**732**	**27.7**	**24.3**	**0**	**83**	**613**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 15-Oct-22															
00:00	**8**	-	24.4	0	0	8	0	0	0	0	0	0	0	0	0
01:00	**1**	-	30	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**	-	24	0	0	1	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	**3**	-	25.1	0	0	3	0	0	0	0	0	0	0	0	0
07:00	**18**	27.3	24.3	0	4	13	1	0	0	0	0	0	0	0	0
08:00	**26**	27.4	23.4	0	6	19	1	0	0	0	0	0	0	0	0
09:00	**50**	26.4	23.4	0	10	38	2	0	0	0	0	0	0	0	0
10:00	**70**	27.4	22.8	0	12	57	1	0	0	0	0	0	0	0	0
11:00	**87**	25.7	22.9	0	16	70	1	0	0	0	0	0	0	0	0
12:00	**75**	26.6	23.4	0	9	63	3	0	0	0	0	0	0	0	0
13:00	**53**	27.4	23.7	0	6	45	2	0	0	0	0	0	0	0	0
14:00	**30**	28.2	24.7	0	2	26	2	0	0	0	0	0	0	0	0
15:00	**44**	28.8	24.5	0	2	38	4	0	0	0	0	0	0	0	0
16:00	**40**	26.5	23.4	0	1	39	0	0	0	0	0	0	0	0	0
17:00	**38**	26.7	23.4	0	5	33	0	0	0	0	0	0	0	0	0
18:00	**25**	27.5	23.9	0	1	23	1	0	0	0	0	0	0	0	0
19:00	**18**	29	25.4	0	0	17	1	0	0	0	0	0	0	0	0
20:00	**16**	28.9	26.4	0	1	15	0	0	0	0	0	0	0	0	0
21:00	**6**	-	25.8	0	0	5	1	0	0	0	0	0	0	0	0
22:00	**16**	29.5	24.6	0	2	13	1	0	0	0	0	0	0	0	0
23:00	**7**	-	26.1	0	0	7	0	0	0	0	0	0	0	0	0
12H,7-19	**556**	**26.7**	**23.5**	**0**	**74**	**464**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**599**	**27.1**	**23.7**	**0**	**75**	**504**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**622**	**27.2**	**23.7**	**0**	**77**	**524**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**632**	**27.2**	**23.7**	**0**	**77**	**533**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 16-Oct-22															
00:00	**4**	-	23.6	0	0	4	0	0	0	0	0	0	0	0	0
01:00	**1**	-	22.6	0	0	1	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**	-	33	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
05:00	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	-	23.6	0	0	1	0	0	0	0	0	0	0	0	0
07:00	**14**	27.5	23.8	0	3	10	1	0	0	0	0	0	0	0	0
08:00	**22**	27.9	24.9	0	1	21	0	0	0	0	0	0	0	0	0
09:00	**29**	27.3	24.2	0	3	25	1	0	0	0	0	0	0	0	0
10:00	**45**	27.5	24.2	0	4	39	2	0	0	0	0	0	0	0	0
11:00	**45**	27.7	24.2	0	4	39	2	0	0	0	0	0	0	0	0
12:00	**51**	26.8	24.4	0	5	42	4	0	0	0	0	0	0	0	0
13:00	**49**	26.3	23.2	0	7	40	2	0	0	0	0	0	0	0	0
14:00	**63**	27.9	24.4	0	5	56	2	0	0	0	0	0	0	0	0
15:00	**28**	28.1	24.5	0	1	26	1	0	0	0	0	0	0	0	0
16:00	**38**	27.1	24	0	7	31	0	0	0	0	0	0	0	0	0
17:00	**26**	28	23.9	0	6	18	2	0	0	0	0	0	0	0	0
18:00	**22**	26.1	23.3	0	4	18	0	0	0	0	0	0	0	0	0
19:00	**15**	28	22.4	0	4	11	0	0	0	0	0	0	0	0	0
20:00	**9**	-	25.9	0	1	8	0	0	0	0	0	0	0	0	0
21:00	**3**	-	25.9	0	1	1	1	0	0	0	0	0	0	0	0
22:00	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	-	28.3	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**432**	**27.4**	**24.1**	**0**	**50**	**365**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**460**	**27.5**	**24.1**	**0**	**56**	**386**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**461**	**27.5**	**24.1**	**0**	**56**	**387**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**467**	**27.5**	**24.1**	**0**	**56**	**392**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

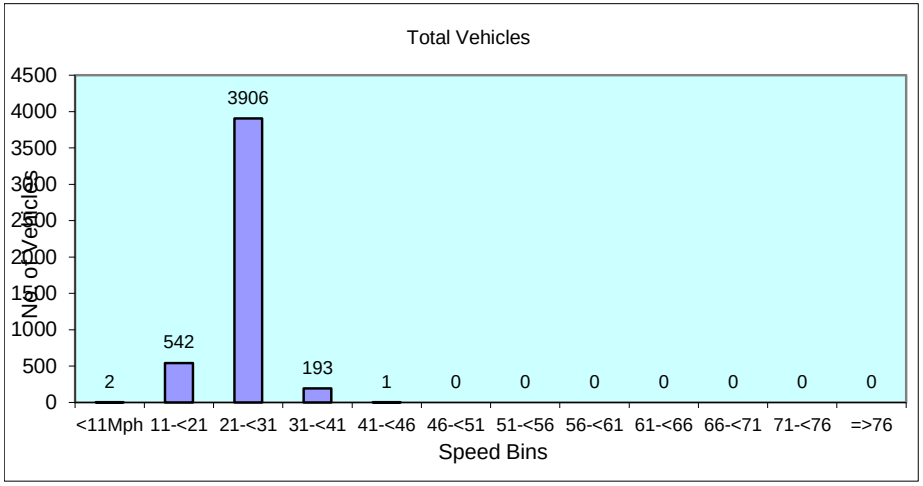
27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 17-Oct-22															
00:00	**2**	-	29.5	0	0	1	1	0	0	0	0	0	0	0	0
01:00	**1**	-	22.7	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**1**	-	25.3	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	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	-	21.6	0	1	2	0	0	0	0	0	0	0	0	0
06:00	**13**	29	24.6	0	2	11	0	0	0	0	0	0	0	0	0
07:00	**44**	27.3	23.8	0	6	37	1	0	0	0	0	0	0	0	0
08:00	**91**	27.4	24.7	0	3	88	0	0	0	0	0	0	0	0	0
09:00	**60**	26.8	24.1	0	5	54	1	0	0	0	0	0	0	0	0
10:00	**41**	27.7	23	1	7	33	0	0	0	0	0	0	0	0	0
11:00	**30**	25.9	23.2	0	4	26	0	0	0	0	0	0	0	0	0
12:00	**40**	27.1	23.5	0	8	31	1	0	0	0	0	0	0	0	0
13:00	**42**	28.5	24.4	0	4	33	5	0	0	0	0	0	0	0	0
14:00	**47**	27.3	23.8	1	5	41	0	0	0	0	0	0	0	0	0
15:00	**56**	26.5	23.9	0	1	54	1	0	0	0	0	0	0	0	0
16:00	**60**	28.4	24.5	0	2	55	3	0	0	0	0	0	0	0	0
17:00	**86**	29.1	25.2	0	8	73	5	0	0	0	0	0	0	0	0
18:00	**50**	26.6	23.5	0	6	44	0	0	0	0	0	0	0	0	0
19:00	**31**	29.6	25.3	0	2	25	4	0	0	0	0	0	0	0	0
20:00	**11**	28.8	24.9	0	2	8	1	0	0	0	0	0	0	0	0
21:00	**4**	-	25.3	0	0	3	1	0	0	0	0	0	0	0	0
22:00	**10**	-	24.9	0	1	8	1	0	0	0	0	0	0	0	0
23:00	**1**	-	23.8	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**647**	**27.4**	**24.1**	**2**	**59**	**569**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**706**	**27.5**	**24.2**	**2**	**65**	**616**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**717**	**27.5**	**24.2**	**2**	**66**	**625**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**724**	**27.5**	**24.2**	**2**	**67**	**630**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

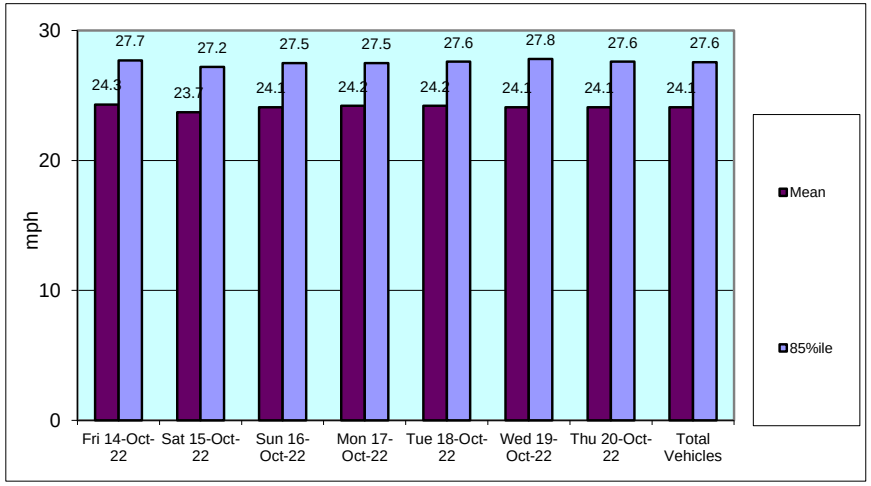
27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 18-Oct-22															
00:00	**1**	-	27.4	0	0	1	0	0	0	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	**1**	-	24.5	0	0	1	0	0	0	0	0	0	0	0	0
05:00	**5**	-	24.4	0	1	4	0	0	0	0	0	0	0	0	0
06:00	**10**	-	26.6	0	0	9	1	0	0	0	0	0	0	0	0
07:00	**41**	28.2	25	0	4	35	2	0	0	0	0	0	0	0	0
08:00	**80**	28.1	24.8	0	6	72	2	0	0	0	0	0	0	0	0
09:00	**47**	25.8	23.1	0	9	38	0	0	0	0	0	0	0	0	0
10:00	**42**	28.2	24.1	0	7	31	4	0	0	0	0	0	0	0	0
11:00	**42**	27.9	23.7	0	9	31	2	0	0	0	0	0	0	0	0
12:00	**43**	26.6	22.8	0	8	34	1	0	0	0	0	0	0	0	0
13:00	**44**	27.3	24.3	0	2	42	0	0	0	0	0	0	0	0	0
14:00	**51**	25.9	22.8	0	9	41	1	0	0	0	0	0	0	0	0
15:00	**54**	27.4	24.1	0	6	46	2	0	0	0	0	0	0	0	0
16:00	**52**	27.8	24.4	0	5	45	2	0	0	0	0	0	0	0	0
17:00	**72**	27.7	24.7	0	5	65	2	0	0	0	0	0	0	0	0
18:00	**50**	27.3	24	0	6	42	2	0	0	0	0	0	0	0	0
19:00	**27**	29.1	26	0	1	24	2	0	0	0	0	0	0	0	0
20:00	**11**	29.6	25.4	0	1	10	0	0	0	0	0	0	0	0	0
21:00	**9**	-	26.7	0	0	8	1	0	0	0	0	0	0	0	0
22:00	**13**	26.8	21.8	0	6	7	0	0	0	0	0	0	0	0	0
23:00	**5**	-	26.3	0	0	4	1	0	0	0	0	0	0	0	0
12H,7-19	**618**	**27.4**	**24**	**0**	**76**	**522**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**675**	**27.6**	**24.2**	**0**	**78**	**573**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**693**	**27.6**	**24.2**	**0**	**84**	**584**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**700**	**27.6**	**24.2**	**0**	**85**	**590**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 19-Oct-22															
00:00	**1**	-	25.7	0	0	1	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	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**7**	-	24.1	0	1	6	0	0	0	0	0	0	0	0	0
06:00	**15**	28.2	24.7	0	1	13	1	0	0	0	0	0	0	0	0
07:00	**46**	28.1	25.5	0	1	43	2	0	0	0	0	0	0	0	0
08:00	**88**	28.8	24.5	0	12	72	4	0	0	0	0	0	0	0	0
09:00	**41**	29.1	23.9	0	6	32	3	0	0	0	0	0	0	0	0
10:00	**32**	25.8	23.2	0	6	25	1	0	0	0	0	0	0	0	0
11:00	**34**	27.5	23.9	0	3	28	3	0	0	0	0	0	0	0	0
12:00	**34**	27.6	23.2	0	10	22	2	0	0	0	0	0	0	0	0
13:00	**43**	25.6	22	0	14	28	1	0	0	0	0	0	0	0	0
14:00	**41**	27.3	23.8	0	5	36	0	0	0	0	0	0	0	0	0
15:00	**72**	27.9	23.7	0	9	63	0	0	0	0	0	0	0	0	0
16:00	**58**	28.1	25	0	1	53	4	0	0	0	0	0	0	0	0
17:00	**59**	28.1	25	0	6	49	4	0	0	0	0	0	0	0	0
18:00	**40**	27.7	23.9	0	7	31	2	0	0	0	0	0	0	0	0
19:00	**30**	29.7	25.6	0	4	22	4	0	0	0	0	0	0	0	0
20:00	**20**	27.3	22.9	0	6	13	1	0	0	0	0	0	0	0	0
21:00	**11**	26.3	23.3	0	0	10	1	0	0	0	0	0	0	0	0
22:00	**7**	-	26.6	0	0	5	2	0	0	0	0	0	0	0	0
23:00	**1**	-	28	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**588**	**27.7**	**24.1**	**0**	**80**	**482**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**664**	**27.8**	**24.1**	**0**	**91**	**540**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**672**	**27.8**	**24.1**	**0**	**91**	**546**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**680**	**27.8**	**24.1**	**0**	**92**	**553**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound				Location	Site 2 - Snatts Road (att to tree)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 20-Oct-22																
00:00	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	-	28.2	0	0	1	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**	-	30.9	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
05:00	**3**	-	24.5	0	1	2	0	0	0	0	0	0	0	0	0
06:00	**10**	-	24.9	0	1	9	0	0	0	0	0	0	0	0	0
07:00	**38**	28.4	25	0	2	34	2	0	0	0	0	0	0	0	0
08:00	**87**	28.6	24.7	0	10	71	6	0	0	0	0	0	0	0	0
09:00	**53**	27.9	24.9	0	1	50	2	0	0	0	0	0	0	0	0
10:00	**43**	27.8	23.5	0	6	37	0	0	0	0	0	0	0	0	0
11:00	**50**	25.9	22.7	0	12	36	2	0	0	0	0	0	0	0	0
12:00	**26**	28.1	23.5	0	3	21	2	0	0	0	0	0	0	0	0
13:00	**35**	27.2	23.5	0	4	31	0	0	0	0	0	0	0	0	0
14:00	**54**	26.4	22.9	0	10	44	0	0	0	0	0	0	0	0	0
15:00	**69**	27.5	23.9	0	11	55	3	0	0	0	0	0	0	0	0
16:00	**66**	27.6	24.3	0	6	57	3	0	0	0	0	0	0	0	0
17:00	**63**	26.7	24.2	0	4	58	1	0	0	0	0	0	0	0	0
18:00	**51**	26.4	23.8	0	6	42	3	0	0	0	0	0	0	0	0
19:00	**21**	28.3	25.1	0	3	17	0	1	0	0	0	0	0	0	0
20:00	**16**	30.4	24.8	0	2	12	2	0	0	0	0	0	0	0	0
21:00	**14**	27.5	24.9	0	0	13	1	0	0	0	0	0	0	0	0
22:00	**6**	-	26.9	0	0	4	2	0	0	0	0	0	0	0	0
23:00	**2**	-	28.5	0	0	1	1	0	0	0	0	0	0	0	0
12H,7-19	**635**	**27.4**	**24**	**0**	**75**	**536**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**696**	**27.6**	**24.1**	**0**	**81**	**587**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**704**	**27.6**	**24.1**	**0**	**81**	**592**	**30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**709**	**27.6**	**24.1**	**0**	**82**	**595**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344002 Channel: Southbound			Location	Site 2 - Snatts Road (att to tree)					
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals															
Fri 14-Oct-22	**732**	27.7	24.3	0	83	613	36	0	0	0	0	0	0	0	0
Sat 15-Oct-22	**632**	27.2	23.7	0	77	533	22	0	0	0	0	0	0	0	0
Sun 16-Oct-22	**467**	27.5	24.1	0	56	392	19	0	0	0	0	0	0	0	0
Mon 17-Oct-22	**724**	27.5	24.2	2	67	630	25	0	0	0	0	0	0	0	0
Tue 18-Oct-22	**700**	27.6	24.2	0	85	590	25	0	0	0	0	0	0	0	0
Wed 19-Oct-22	**680**	27.8	24.1	0	92	553	35	0	0	0	0	0	0	0	0
Thu 20-Oct-22	**709**	27.6	24.1	0	82	595	31	1	0	0	0	0	0	0	0
Total Vehicles															
[--]	**4644**	27.6	24.1	2	542	3906	193	1	0	0	0	0	0	0	0



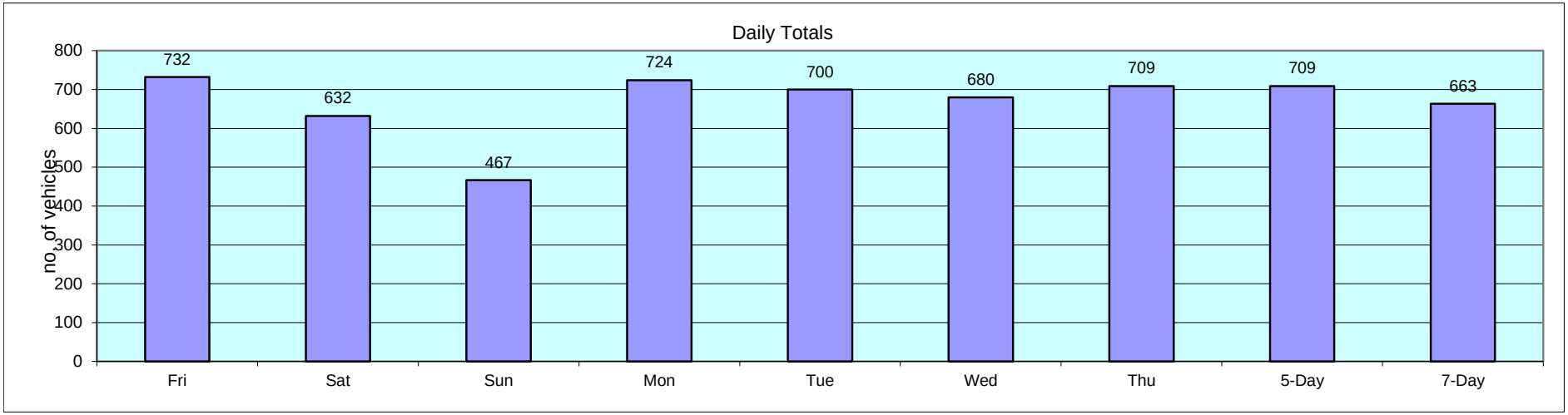


Data produced by
Transport Surveys Ltd

27344		UCKFIELD		Site No: 27344002 Channel: Southbound		Location	Site 2 - Snatts Road (att to tree)		
TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av
Week Begin: 14-Oct-22									
00:00	**1**	8	4	2	1	1	0	1	2
01:00	**0**	1	1	1	0	0	1	0	1
02:00	**0**	0	0	1	0	0	0	0	0
03:00	**0**	1	1	0	0	0	1	0	0
04:00	**0**	0	0	0	1	0	0	0	0
05:00	**4**	0	0	3	5	7	3	4	3
06:00	**10**	3	1	13	10	15	10	12	9
07:00	**39**	18	14	44	41	46	38	42	34
08:00	**70**	26	22	91	80	88	87	83	66
09:00	**36**	50	29	60	47	41	53	47	45
10:00	**36**	70	45	41	42	32	43	39	44
11:00	**44**	87	45	30	42	34	50	40	47
12:00	**63**	75	51	40	43	34	26	41	47
13:00	**53**	53	49	42	44	43	35	43	46
14:00	**37**	30	63	47	51	41	54	46	46
15:00	**84**	44	28	56	54	72	69	67	58
16:00	**73**	40	38	60	52	58	66	62	55
17:00	**59**	38	26	86	72	59	63	68	58
18:00	**59**	25	22	50	50	40	51	50	42
19:00	**31**	18	15	31	27	30	21	28	25
20:00	**13**	16	9	11	11	20	16	14	14
21:00	**13**	6	3	4	9	11	14	10	9
22:00	**4**	16	0	10	13	7	6	8	8
23:00	**3**	7	1	1	5	1	2	2	3
12H,7-19	**653**	**556**	**432**	**647**	**618**	**588**	**635**	**628**	**590**
16H,6-22	**720**	**599**	**460**	**706**	**675**	**664**	**696**	**692**	**646**
18H,6-24	**727**	**622**	**461**	**717**	**693**	**672**	**704**	**703**	**657**
24H,0-24	**732**	**632**	**467**	**724**	**700**	**680**	**709**	**709**	**663**
Am	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**		
Peak	**70**	**87**	**45**	**91**	**80**	**88**	**87**		
Pm	**15:00**	**12:00**	**14:00**	**17:00**	**17:00**	**15:00**	**15:00**		
Peak	**84**	**75**	**63**	**86**	**72**	**72**	**69**		

27344	UCKFIELD	Site No: 27344002	Location	Site 2 - Snatts Road (att to tree)
		Channel: Southbound		

TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av



Data produced by
Transport Surveys Ltd

27344		UCKFIELD								
		OCTOBER 2022								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 27344003	Site 3 - Snatts Road (att to T/P) OSGR - TQ 47580 22470	Channel: Northbound	Fri 14-Oct-22	Thu 20-Oct-22	30	8437	1261	1205	30.0	25.2
		Channel: Southbound	Fri 14-Oct-22	Thu 20-Oct-22		9558	1439	1365	27.5	22.7

Data produced by
Transport Surveys Ltd

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)				
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 14-Oct-22														
00:00	**2**	0	1	1	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	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	0	2	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	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
06:00	**47**	0	43	4	0	0	0	0	0	0	0	0	0	0
07:00	**113**	0	86	26	0	0	0	1	0	0	0	0	0	0
08:00	**148**	1	121	25	0	0	0	0	1	0	0	0	0	0
09:00	**72**	0	58	13	0	1	0	0	0	0	0	0	0	0
10:00	**74**	0	61	10	0	3	0	0	0	0	0	0	0	0
11:00	**54**	0	40	12	0	2	0	0	0	0	0	0	0	0
12:00	**63**	0	53	10	0	0	0	0	0	0	0	0	0	0
13:00	**70**	1	52	16	0	0	0	0	1	0	0	0	0	0
14:00	**93**	0	73	16	0	3	1	0	0	0	0	0	0	0
15:00	**108**	0	86	21	0	0	1	0	0	0	0	0	0	0
16:00	**99**	0	84	14	0	0	0	0	1	0	0	0	0	0
17:00	**90**	1	80	9	0	0	0	0	0	0	0	0	0	0
18:00	**82**	1	72	7	0	1	0	0	0	0	0	1	0	0
19:00	**67**	0	63	4	0	0	0	0	0	0	0	0	0	0
20:00	**26**	0	25	1	0	0	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	**13**	0	11	2	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	**1066**	**4**	**866**	**179**	**0**	**10**	**2**	**1**	**3**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**1223**	**4**	**1011**	**191**	**0**	**10**	**2**	**1**	**3**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1241**	**4**	**1026**	**194**	**0**	**10**	**2**	**1**	**3**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**1261**	**4**	**1040**	**200**	**0**	**10**	**2**	**1**	**3**	**0**	**0**	**1**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)				
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
Sat 15-Oct-22														
00:00	**6**	0	4	2	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	**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	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
06:00	**17**	0	13	4	0	0	0	0	0	0	0	0	0	0
07:00	**38**	0	34	4	0	0	0	0	0	0	0	0	0	0
08:00	**89**	1	79	9	0	0	0	0	0	0	0	0	0	0
09:00	**89**	1	78	9	0	0	1	0	0	0	0	0	0	0
10:00	**108**	2	95	9	0	0	0	0	0	0	0	0	0	2
11:00	**130**	3	115	11	0	0	1	0	0	0	0	0	0	0
12:00	**110**	1	103	6	0	0	0	0	0	0	0	0	0	0
13:00	**76**	0	65	11	0	0	0	0	0	0	0	0	0	0
14:00	**98**	1	90	7	0	0	0	0	0	0	0	0	0	0
15:00	**86**	0	73	12	0	1	0	0	0	0	0	0	0	0
16:00	**64**	0	54	10	0	0	0	0	0	0	0	0	0	0
17:00	**65**	0	60	5	0	0	0	0	0	0	0	0	0	0
18:00	**62**	1	54	7	0	0	0	0	0	0	0	0	0	0
19:00	**37**	0	32	5	0	0	0	0	0	0	0	0	0	0
20:00	**23**	0	22	0	0	1	0	0	0	0	0	0	0	0
21:00	**23**	0	21	1	0	0	1	0	0	0	0	0	0	0
22:00	**23**	0	23	0	0	0	0	0	0	0	0	0	0	0
23:00	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1015**	**10**	**900**	**100**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
16H,6-22	**1115**	**10**	**988**	**110**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
18H,6-24	**1151**	**10**	**1021**	**113**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
24H,0-24	**1168**	**10**	**1035**	**116**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)				
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
Sun 16-Oct-22														
00:00	**5**	0	5	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	**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	**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	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
07:00	**27**	1	23	3	0	0	0	0	0	0	0	0	0	0
08:00	**58**	2	48	8	0	0	0	0	0	0	0	0	0	0
09:00	**62**	2	54	6	0	0	0	0	0	0	0	0	0	0
10:00	**73**	1	65	7	0	0	0	0	0	0	0	0	0	0
11:00	**88**	1	77	9	0	0	0	0	1	0	0	0	0	0
12:00	**89**	2	81	4	0	1	1	0	0	0	0	0	0	0
13:00	**105**	0	91	14	0	0	0	0	0	0	0	0	0	0
14:00	**117**	1	103	13	0	0	0	0	0	0	0	0	0	0
15:00	**62**	2	49	9	0	1	1	0	0	0	0	0	0	0
16:00	**68**	1	60	7	0	0	0	0	0	0	0	0	0	0
17:00	**60**	0	53	6	0	0	0	0	0	0	1	0	0	0
18:00	**55**	0	47	8	0	0	0	0	0	0	0	0	0	0
19:00	**39**	0	34	4	0	1	0	0	0	0	0	0	0	0
20:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
21:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
22:00	**9**	0	7	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	**864**	**13**	**751**	**94**	**0**	**2**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**940**	**13**	**816**	**104**	**0**	**3**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**953**	**13**	**827**	**106**	**0**	**3**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**963**	**13**	**837**	**106**	**0**	**3**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**

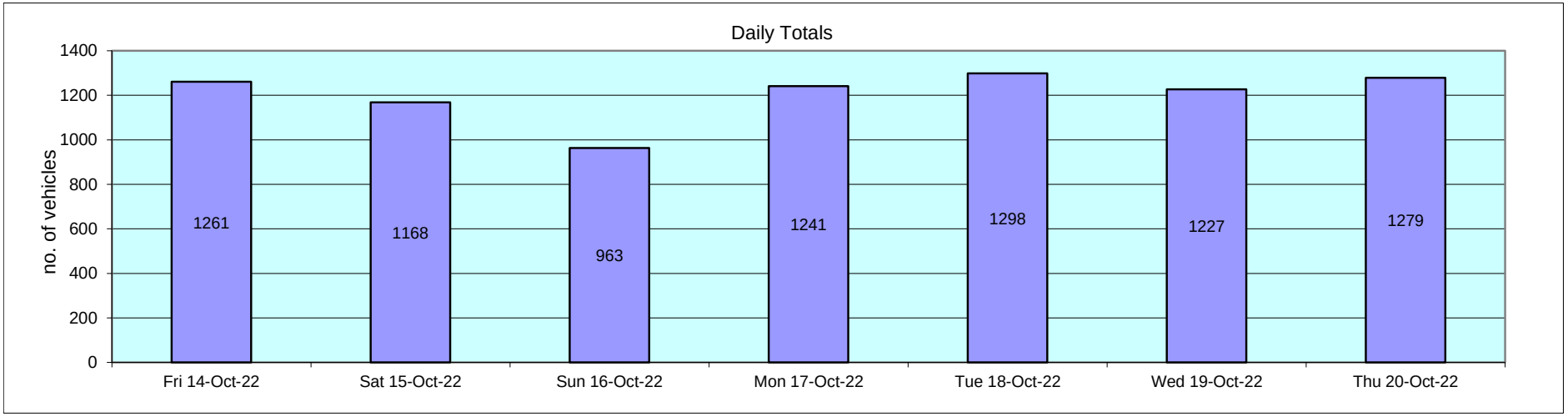
27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)				
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 17-Oct-22														
00:00	**1**	0	1	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	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
05:00	**17**	0	14	3	0	0	0	0	0	0	0	0	0	0
06:00	**52**	0	45	7	0	0	0	0	0	0	0	0	0	0
07:00	**110**	0	91	19	0	0	0	0	0	0	0	0	0	0
08:00	**152**	0	126	23	0	0	2	0	0	0	0	1	0	0
09:00	**85**	0	67	17	0	1	0	0	0	0	0	0	0	0
10:00	**70**	0	55	14	0	0	1	0	0	0	0	0	0	0
11:00	**84**	0	68	16	0	0	0	0	0	0	0	0	0	0
12:00	**60**	1	44	14	0	1	0	0	0	0	0	0	0	0
13:00	**76**	0	72	3	0	0	1	0	0	0	0	0	0	0
14:00	**74**	0	64	9	0	1	0	0	0	0	0	0	0	0
15:00	**95**	0	75	20	0	0	0	0	0	0	0	0	0	0
16:00	**85**	0	73	11	0	1	0	0	0	0	0	0	0	0
17:00	**111**	3	90	17	1	0	0	0	0	0	0	0	0	0
18:00	**74**	3	63	8	0	0	0	0	0	0	0	0	0	0
19:00	**36**	0	32	4	0	0	0	0	0	0	0	0	0	0
20:00	**24**	0	17	6	0	1	0	0	0	0	0	0	0	0
21:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1076**	**7**	**888**	**171**	**1**	**4**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**1202**	**7**	**994**	**190**	**1**	**5**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1214**	**7**	**1005**	**191**	**1**	**5**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**1241**	**7**	**1028**	**195**	**1**	**5**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)				
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
Tue 18-Oct-22														
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	**2**	0	2	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	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
06:00	**51**	0	43	8	0	0	0	0	0	0	0	0	0	0
07:00	**109**	1	90	17	0	0	1	0	0	0	0	0	0	0
08:00	**167**	0	134	33	0	0	0	0	0	0	0	0	0	0
09:00	**77**	0	69	8	0	0	0	0	0	0	0	0	0	0
10:00	**80**	1	70	8	0	1	0	0	0	0	0	0	0	0
11:00	**63**	1	55	7	0	0	0	0	0	0	0	0	0	0
12:00	**73**	0	57	14	0	1	1	0	0	0	0	0	0	0
13:00	**74**	3	56	13	1	0	0	1	0	0	0	0	0	0
14:00	**97**	0	83	13	0	1	0	0	0	0	0	0	0	0
15:00	**96**	0	79	17	0	0	0	0	0	0	0	0	0	0
16:00	**107**	1	87	19	0	0	0	0	0	0	0	0	0	0
17:00	**90**	0	77	13	0	0	0	0	0	0	0	0	0	0
18:00	**75**	2	60	12	0	1	0	0	0	0	0	0	0	0
19:00	**55**	0	48	6	0	0	1	0	0	0	0	0	0	0
20:00	**24**	0	22	2	0	0	0	0	0	0	0	0	0	0
21:00	**18**	0	16	1	0	1	0	0	0	0	0	0	0	0
22:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
23:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1108**	**9**	**917**	**174**	**1**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1256**	**9**	**1046**	**191**	**1**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1275**	**9**	**1063**	**193**	**1**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1298**	**9**	**1084**	**195**	**1**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)					
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
Wed 19-Oct-22															
00:00	**0**	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	0
02:00	**1**	0	1	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	0
04:00	**1**	0	1	0	0	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	0
06:00	**51**	0	39	12	0	0	0	0	0	0	0	0	0	0	0
07:00	**125**	0	96	28	0	1	0	0	0	0	0	0	0	0	0
08:00	**140**	1	122	17	0	0	0	0	0	0	0	0	0	0	0
09:00	**79**	1	70	8	0	0	0	0	0	0	0	0	0	0	0
10:00	**65**	0	55	10	0	0	0	0	0	0	0	0	0	0	0
11:00	**64**	0	49	15	0	0	0	0	0	0	0	0	0	0	0
12:00	**77**	1	59	17	0	0	0	0	0	0	0	0	0	0	0
13:00	**65**	0	52	13	0	0	0	0	0	0	0	0	0	0	0
14:00	**84**	1	66	14	0	2	1	0	0	0	0	0	0	0	0
15:00	**85**	0	62	19	1	2	1	0	0	0	0	0	0	0	0
16:00	**103**	0	85	16	0	0	1	1	0	0	0	0	0	0	0
17:00	**92**	0	78	14	0	0	0	0	0	0	0	0	0	0	0
18:00	**79**	0	67	9	0	2	1	0	0	0	0	0	0	0	0
19:00	**49**	0	41	7	0	1	0	0	0	0	0	0	0	0	0
20:00	**21**	0	17	4	0	0	0	0	0	0	0	0	0	0	0
21:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1058**	**4**	**861**	**180**	**1**	**7**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1191**	**4**	**969**	**204**	**1**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1208**	**4**	**984**	**206**	**1**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1227**	**4**	**1002**	**207**	**1**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)				
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
Thu 20-Oct-22														
00:00	**2**	0	1	1	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	**2**	0	2	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	1	1	0	0	0	0	0	0	0	0	0	0
05:00	**15**	0	11	4	0	0	0	0	0	0	0	0	0	0
06:00	**50**	0	39	10	0	1	0	0	0	0	0	0	0	0
07:00	**110**	0	91	18	0	1	0	0	0	0	0	0	0	0
08:00	**180**	1	157	22	0	0	0	0	0	0	0	0	0	0
09:00	**91**	0	77	14	0	0	0	0	0	0	0	0	0	0
10:00	**62**	0	46	15	0	0	1	0	0	0	0	0	0	0
11:00	**69**	1	53	14	1	0	0	0	0	0	0	0	0	0
12:00	**61**	0	48	11	0	0	1	1	0	0	0	0	0	0
13:00	**69**	0	55	12	0	1	1	0	0	0	0	0	0	0
14:00	**84**	0	73	11	0	0	0	0	0	0	0	0	0	0
15:00	**101**	0	88	13	0	0	0	0	0	0	0	0	0	0
16:00	**85**	0	73	12	0	0	0	0	0	0	0	0	0	0
17:00	**91**	0	74	16	0	1	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	**43**	0	36	7	0	0	0	0	0	0	0	0	0	0
20:00	**31**	0	27	4	0	0	0	0	0	0	0	0	0	0
21:00	**15**	0	12	3	0	0	0	0	0	0	0	0	0	0
22:00	**12**	0	11	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	**1102**	**2**	**922**	**170**	**1**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1241**	**2**	**1036**	**194**	**1**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1255**	**2**	**1049**	**195**	**1**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1279**	**2**	**1067**	**201**	**1**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound		Location	Site 3 - Snatts Road (att to T/P)					
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
Daily Totals														
Fri 14-Oct-22	**1261**	4	1040	200	0	10	2	1	3	0	0	1	0	0
Sat 15-Oct-22	**1168**	10	1035	116	0	2	3	0	0	0	0	0	0	2
Sun 16-Oct-22	**963**	13	837	106	0	3	2	0	1	0	1	0	0	0
Mon 17-Oct-22	**1241**	7	1028	195	1	5	4	0	0	0	0	1	0	0
Tue 18-Oct-22	**1298**	9	1084	195	1	5	3	1	0	0	0	0	0	0
Wed 19-Oct-22	**1227**	4	1002	207	1	8	4	1	0	0	0	0	0	0
Thu 20-Oct-22	**1279**	2	1067	201	1	4	3	1	0	0	0	0	0	0
Total Vehicles														
[--]	**8437**	49	7093	1220	4	37	21	4	4	0	1	2	0	2



27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 14-Oct-22																
00:00	**2**	-	27.6	0	0	2	0	0	0	0	0	0	0	0	0
01:00	**2**	-	26.8	0	0	2	0	0	0	0	0	0	0	0	0
02:00	**1**	-	29.4	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**2**	-	27.5	0	0	1	1	0	0	0	0	0	0	0	0
04:00	**3**	-	30.8	0	0	1	2	0	0	0	0	0	0	0	0
05:00	**10**	-	30.2	0	0	6	4	0	0	0	0	0	0	0	0
06:00	**47**	32	27.8	0	1	30	16	0	0	0	0	0	0	0	0
07:00	**113**	31.1	26.4	0	12	76	25	0	0	0	0	0	0	0	0
08:00	**148**	29.8	25.3	0	23	106	19	0	0	0	0	0	0	0	0
09:00	**72**	30	25.7	0	7	55	10	0	0	0	0	0	0	0	0
10:00	**74**	28	23.7	0	13	57	4	0	0	0	0	0	0	0	0
11:00	**54**	29.2	24	1	9	39	5	0	0	0	0	0	0	0	0
12:00	**63**	29.6	24.1	1	11	43	8	0	0	0	0	0	0	0	0
13:00	**70**	28.3	23.5	0	12	52	6	0	0	0	0	0	0	0	0
14:00	**93**	28.9	23.1	1	23	61	8	0	0	0	0	0	0	0	0
15:00	**108**	27.3	23.7	1	16	84	7	0	0	0	0	0	0	0	0
16:00	**99**	28.7	24.4	1	19	68	11	0	0	0	0	0	0	0	0
17:00	**90**	31.5	25.4	0	12	57	21	0	0	0	0	0	0	0	0
18:00	**82**	29	24.4	0	12	64	6	0	0	0	0	0	0	0	0
19:00	**67**	29.1	23.8	0	19	41	7	0	0	0	0	0	0	0	0
20:00	**26**	29.5	24.5	0	5	18	3	0	0	0	0	0	0	0	0
21:00	**17**	30.5	26.4	0	2	10	5	0	0	0	0	0	0	0	0
22:00	**13**	32.7	28.7	0	0	8	5	0	0	0	0	0	0	0	0
23:00	**5**	-	19.7	0	4	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1066**	**29.3**	**24.5**	**5**	**169**	**762**	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1223**	**29.5**	**24.8**	**5**	**196**	**861**	**161**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1241**	**29.7**	**24.7**	**5**	**200**	**870**	**166**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1261**	**29.7**	**25.7**	**5**	**200**	**883**	**173**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 15-Oct-22															
00:00	**6**	-	23.2	0	1	5	0	0	0	0	0	0	0	0	0
01:00	**1**	-	16.9	0	1	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	14.3	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
04:00	**2**	-	33.9	0	0	1	1	0	0	0	0	0	0	0	0
05:00	**7**	-	27.4	0	0	7	0	0	0	0	0	0	0	0	0
06:00	**17**	33.5	27.2	0	0	14	3	0	0	0	0	0	0	0	0
07:00	**38**	33.8	27.5	0	3	22	13	0	0	0	0	0	0	0	0
08:00	**89**	30.5	26	1	7	64	17	0	0	0	0	0	0	0	0
09:00	**89**	30.3	23.8	2	23	49	15	0	0	0	0	0	0	0	0
10:00	**108**	28.7	24.3	0	17	83	8	0	0	0	0	0	0	0	0
11:00	**130**	28.2	22.8	1	38	86	5	0	0	0	0	0	0	0	0
12:00	**110**	28.7	24.4	0	13	91	6	0	0	0	0	0	0	0	0
13:00	**76**	28.9	25.2	0	4	66	6	0	0	0	0	0	0	0	0
14:00	**98**	30	24.9	0	15	69	14	0	0	0	0	0	0	0	0
15:00	**86**	30.3	25.8	0	8	64	14	0	0	0	0	0	0	0	0
16:00	**64**	32.7	27.1	0	9	35	20	0	0	0	0	0	0	0	0
17:00	**65**	29.6	25.4	0	8	49	8	0	0	0	0	0	0	0	0
18:00	**62**	29.3	26	0	4	51	7	0	0	0	0	0	0	0	0
19:00	**37**	29.5	26.3	0	2	31	3	1	0	0	0	0	0	0	0
20:00	**23**	30.7	26.3	0	3	15	5	0	0	0	0	0	0	0	0
21:00	**23**	31	24.3	1	3	15	4	0	0	0	0	0	0	0	0
22:00	**23**	29.3	25.4	0	4	16	3	0	0	0	0	0	0	0	0
23:00	**13**	29	24	0	2	10	1	0	0	0	0	0	0	0	0
12H,7-19	**1015**	**29.8**	**25**	**4**	**149**	**729**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1115**	**29.8**	**25**	**5**	**157**	**804**	**148**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1151**	**29.8**	**25**	**5**	**163**	**830**	**152**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1168**	**29.8**	**25**	**5**	**166**	**843**	**153**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 16-Oct-22															
00:00	**5**	-	28.8	0	0	3	1	1	0	0	0	0	0	0	0
01:00	**1**	-	33.7	0	0	0	1	0	0	0	0	0	0	0	0
02:00	**1**	-	32.6	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**1**	-	29.8	0	0	1	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**	-	35.3	0	0	0	1	1	0	0	0	0	0	0	0
06:00	**11**	34.2	28.1	0	0	7	4	0	0	0	0	0	0	0	0
07:00	**27**	31.5	27.9	0	1	19	7	0	0	0	0	0	0	0	0
08:00	**58**	30.2	25.6	0	10	38	10	0	0	0	0	0	0	0	0
09:00	**62**	30.8	26.6	0	8	40	14	0	0	0	0	0	0	0	0
10:00	**73**	30.1	25.2	1	10	51	11	0	0	0	0	0	0	0	0
11:00	**88**	30.5	25.2	3	9	56	20	0	0	0	0	0	0	0	0
12:00	**89**	30.5	25.2	0	20	54	15	0	0	0	0	0	0	0	0
13:00	**105**	28.5	23.8	0	23	72	10	0	0	0	0	0	0	0	0
14:00	**117**	28.9	24.2	0	21	86	10	0	0	0	0	0	0	0	0
15:00	**62**	29.7	24.8	0	6	50	6	0	0	0	0	0	0	0	0
16:00	**68**	30	24.4	1	12	44	11	0	0	0	0	0	0	0	0
17:00	**60**	29.1	25	0	9	46	5	0	0	0	0	0	0	0	0
18:00	**55**	28.7	25.1	0	5	46	4	0	0	0	0	0	0	0	0
19:00	**39**	31.4	26.6	0	2	30	7	0	0	0	0	0	0	0	0
20:00	**11**	33.5	26.5	0	2	6	3	0	0	0	0	0	0	0	0
21:00	**15**	32	24	0	5	6	4	0	0	0	0	0	0	0	0
22:00	**9**	-	22.2	0	2	6	1	0	0	0	0	0	0	0	0
23:00	**4**	-	24.6	0	1	3	0	0	0	0	0	0	0	0	0
12H,7-19	**864**	**29.9**	**25**	**5**	**134**	**602**	**123**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**940**	**30**	**25.1**	**5**	**143**	**651**	**141**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**953**	**30**	**25.1**	**5**	**146**	**660**	**142**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**963**	**30.1**	**25.1**	**5**	**146**	**664**	**146**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

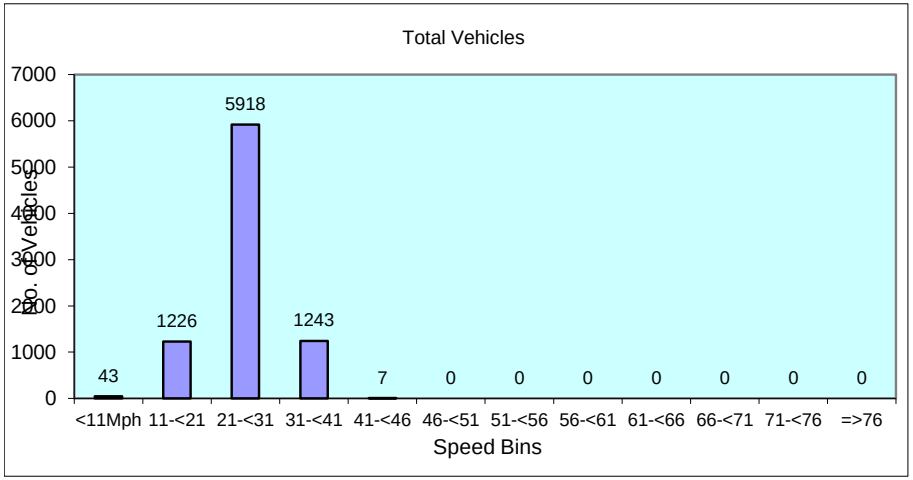
27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 17-Oct-22															
00:00	**1**	-	26.7	0	0	1	0	0	0	0	0	0	0	0	0
01:00	**1**	-	27.9	0	0	1	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**	-	28.6	0	0	1	0	0	0	0	0	0	0	0	0
04:00	**7**	-	27.9	0	1	5	1	0	0	0	0	0	0	0	0
05:00	**17**	31.3	26.9	0	1	13	3	0	0	0	0	0	0	0	0
06:00	**52**	31.9	27.4	0	3	35	14	0	0	0	0	0	0	0	0
07:00	**110**	31.3	27.1	0	8	77	25	0	0	0	0	0	0	0	0
08:00	**152**	28.3	23.6	0	32	111	9	0	0	0	0	0	0	0	0
09:00	**85**	28.7	24.1	0	15	61	9	0	0	0	0	0	0	0	0
10:00	**70**	31	26.3	0	7	46	17	0	0	0	0	0	0	0	0
11:00	**84**	28.7	23.4	1	20	55	8	0	0	0	0	0	0	0	0
12:00	**60**	31	25.2	1	8	38	13	0	0	0	0	0	0	0	0
13:00	**76**	29.5	24.6	0	12	55	9	0	0	0	0	0	0	0	0
14:00	**74**	29.7	25.4	0	4	62	8	0	0	0	0	0	0	0	0
15:00	**95**	29.8	26	0	6	76	13	0	0	0	0	0	0	0	0
16:00	**85**	32.2	26.5	0	8	59	18	0	0	0	0	0	0	0	0
17:00	**111**	28.6	24.2	0	19	83	9	0	0	0	0	0	0	0	0
18:00	**74**	30.1	25.1	1	10	52	11	0	0	0	0	0	0	0	0
19:00	**36**	32.8	27.7	0	3	18	15	0	0	0	0	0	0	0	0
20:00	**24**	29.9	23.7	0	6	16	1	1	0	0	0	0	0	0	0
21:00	**14**	28.1	23.9	0	3	11	0	0	0	0	0	0	0	0	0
22:00	**8**	-	26.9	0	1	5	2	0	0	0	0	0	0	0	0
23:00	**4**	-	27.2	0	0	3	1	0	0	0	0	0	0	0	0
12H,7-19	**1076**	**29.9**	**25**	**3**	**149**	**775**	**149**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1202**	**30**	**25.2**	**3**	**164**	**855**	**179**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1214**	**30**	**25.2**	**3**	**165**	**863**	**182**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1241**	**30**	**25.2**	**3**	**167**	**884**	**186**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

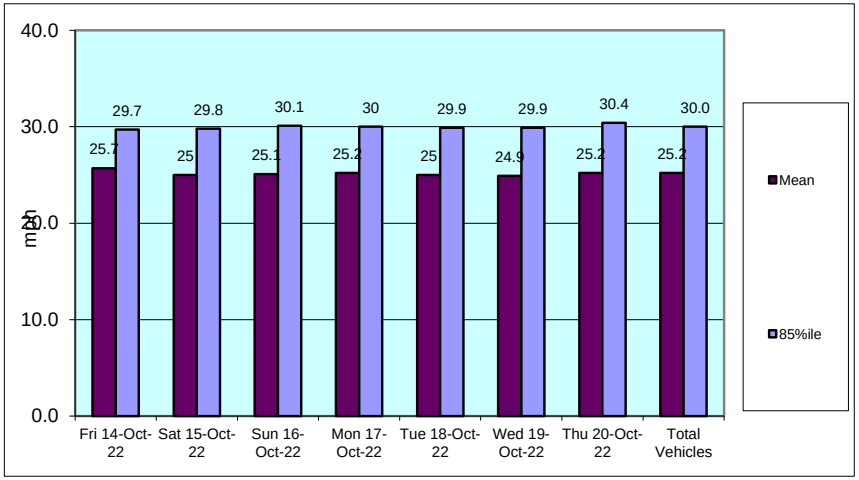
27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 18-Oct-22															
00:00	**2**	-	23.9	0	0	2	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	29.2	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**2**	-	25.7	0	0	2	0	0	0	0	0	0	0	0	0
04:00	**5**	-	29.9	0	0	4	1	0	0	0	0	0	0	0	0
05:00	**13**	34.2	29.5	0	0	9	3	1	0	0	0	0	0	0	0
06:00	**51**	33	28.3	0	2	31	18	0	0	0	0	0	0	0	0
07:00	**109**	30.4	26.2	0	9	83	17	0	0	0	0	0	0	0	0
08:00	**167**	28.4	23.5	2	39	110	16	0	0	0	0	0	0	0	0
09:00	**77**	29.9	26.3	0	4	62	11	0	0	0	0	0	0	0	0
10:00	**80**	29.5	25.1	0	10	59	11	0	0	0	0	0	0	0	0
11:00	**63**	31	24.6	0	13	40	10	0	0	0	0	0	0	0	0
12:00	**73**	28.2	24	0	14	52	7	0	0	0	0	0	0	0	0
13:00	**74**	29.6	24.4	0	13	53	8	0	0	0	0	0	0	0	0
14:00	**97**	28.1	23.8	1	14	72	10	0	0	0	0	0	0	0	0
15:00	**96**	29	23.2	2	21	63	10	0	0	0	0	0	0	0	0
16:00	**107**	28.6	23.7	0	21	76	10	0	0	0	0	0	0	0	0
17:00	**90**	29.2	25.5	0	6	73	11	0	0	0	0	0	0	0	0
18:00	**75**	30.3	24.7	0	11	52	12	0	0	0	0	0	0	0	0
19:00	**55**	32.2	27.5	0	3	39	13	0	0	0	0	0	0	0	0
20:00	**24**	33.4	28	0	0	15	9	0	0	0	0	0	0	0	0
21:00	**18**	32.5	25.7	0	1	14	3	0	0	0	0	0	0	0	0
22:00	**16**	33.7	27.2	0	1	11	4	0	0	0	0	0	0	0	0
23:00	**3**	-	26.6	0	0	2	1	0	0	0	0	0	0	0	0
12H,7-19	**1108**	**29.3**	**24.5**	**5**	**175**	**795**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1256**	**29.8**	**24.8**	**5**	**181**	**894**	**176**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1275**	**29.9**	**24.9**	**5**	**182**	**907**	**181**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1298**	**29.9**	**25**	**5**	**182**	**925**	**185**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 19-Oct-22															
00:00	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	-	26.4	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**1**	-	28.6	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**2**	-	25.3	0	0	2	0	0	0	0	0	0	0	0	0
04:00	**1**	-	31	0	0	0	1	0	0	0	0	0	0	0	0
05:00	**14**	32.6	27.5	0	1	10	3	0	0	0	0	0	0	0	0
06:00	**51**	31.7	27.4	0	2	33	16	0	0	0	0	0	0	0	0
07:00	**125**	29.4	25.7	0	12	98	15	0	0	0	0	0	0	0	0
08:00	**140**	29.4	24.7	0	21	101	18	0	0	0	0	0	0	0	0
09:00	**79**	29.2	24.6	0	14	58	7	0	0	0	0	0	0	0	0
10:00	**65**	28	24.1	0	9	51	5	0	0	0	0	0	0	0	0
11:00	**64**	29.4	23	3	12	41	8	0	0	0	0	0	0	0	0
12:00	**77**	28.4	23.5	0	16	56	5	0	0	0	0	0	0	0	0
13:00	**65**	31.2	25.5	1	6	44	14	0	0	0	0	0	0	0	0
14:00	**84**	29.7	24.7	3	13	58	10	0	0	0	0	0	0	0	0
15:00	**85**	30.1	23.7	2	23	46	14	0	0	0	0	0	0	0	0
16:00	**103**	30.2	25	0	17	71	14	1	0	0	0	0	0	0	0
17:00	**92**	31.1	25.7	2	8	64	18	0	0	0	0	0	0	0	0
18:00	**79**	30.3	25.3	1	8	56	14	0	0	0	0	0	0	0	0
19:00	**49**	30.7	25.4	0	9	30	10	0	0	0	0	0	0	0	0
20:00	**21**	29.3	24.6	0	3	16	2	0	0	0	0	0	0	0	0
21:00	**12**	31.8	25.7	0	1	9	2	0	0	0	0	0	0	0	0
22:00	**13**	30.8	25.4	0	1	10	2	0	0	0	0	0	0	0	0
23:00	**4**	-	22.2	0	2	2	0	0	0	0	0	0	0	0	0
12H,7-19	**1058**	**29.5**	**24.7**	**12**	**159**	**744**	**142**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1191**	**29.8**	**24.9**	**12**	**174**	**832**	**172**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1208**	**29.8**	**24.9**	**12**	**177**	**844**	**174**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1227**	**29.9**	**24.9**	**12**	**178**	**858**	**178**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)						
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 20-Oct-22															
00:00	**2**	-	32.2	0	0	1	1	0	0	0	0	0	0	0	0
01:00	**1**	-	30.5	0	0	0	1	0	0	0	0	0	0	0	0
02:00	**2**	-	24.8	0	1	0	1	0	0	0	0	0	0	0	0
03:00	**2**	-	31	0	0	1	1	0	0	0	0	0	0	0	0
04:00	**2**	-	26	0	0	2	0	0	0	0	0	0	0	0	0
05:00	**15**	32.9	27.1	0	0	10	5	0	0	0	0	0	0	0	0
06:00	**50**	32.8	27.6	0	3	32	15	0	0	0	0	0	0	0	0
07:00	**110**	30.4	25.9	3	9	79	19	0	0	0	0	0	0	0	0
08:00	**180**	30.1	24.5	1	36	115	28	0	0	0	0	0	0	0	0
09:00	**91**	30.4	25.4	0	11	65	15	0	0	0	0	0	0	0	0
10:00	**62**	31.9	25.6	0	10	38	14	0	0	0	0	0	0	0	0
11:00	**69**	29.9	24.1	1	14	44	10	0	0	0	0	0	0	0	0
12:00	**61**	30.6	25.4	0	8	43	10	0	0	0	0	0	0	0	0
13:00	**69**	31.9	26.1	0	9	44	16	0	0	0	0	0	0	0	0
14:00	**84**	31.6	26.2	0	8	57	19	0	0	0	0	0	0	0	0
15:00	**101**	30.4	24.8	1	19	64	17	0	0	0	0	0	0	0	0
16:00	**85**	29.9	25.3	0	11	63	11	0	0	0	0	0	0	0	0
17:00	**91**	27.9	23.8	1	16	64	10	0	0	0	0	0	0	0	0
18:00	**99**	29.9	24.2	1	17	67	14	0	0	0	0	0	0	0	0
19:00	**43**	30.3	25.6	0	5	30	8	0	0	0	0	0	0	0	0
20:00	**31**	28.6	25.1	0	4	24	2	1	0	0	0	0	0	0	0
21:00	**15**	31.4	24.4	0	3	8	4	0	0	0	0	0	0	0	0
22:00	**12**	29.9	22.7	0	3	8	1	0	0	0	0	0	0	0	0
23:00	**2**	-	24.4	0	0	2	0	0	0	0	0	0	0	0	0
12H,7-19	**1102**	**30.3**	**25**	**8**	**168**	**743**	**183**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1241**	**30.3**	**25.2**	**8**	**183**	**837**	**212**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1255**	**30.3**	**25.1**	**8**	**186**	**847**	**213**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1279**	**30.4**	**25.2**	**8**	**187**	**861**	**222**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Northbound			Location	Site 3 - Snatts Road (att to T/P)						
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals															
Fri 14-Oct-22	**1261**	29.7	25.7	5	200	883	173	0	0	0	0	0	0	0	0
Sat 15-Oct-22	**1168**	29.8	25	5	166	843	153	1	0	0	0	0	0	0	0
Sun 16-Oct-22	**963**	30.1	25.1	5	146	664	146	2	0	0	0	0	0	0	0
Mon 17-Oct-22	**1241**	30	25.2	3	167	884	186	1	0	0	0	0	0	0	0
Tue 18-Oct-22	**1298**	29.9	25	5	182	925	185	1	0	0	0	0	0	0	0
Wed 19-Oct-22	**1227**	29.9	24.9	12	178	858	178	1	0	0	0	0	0	0	0
Thu 20-Oct-22	**1279**	30.4	25.2	8	187	861	222	1	0	0	0	0	0	0	0
Total Vehicles															
[--]	**8437**	30.0	25.2	43	1226	5918	1243	7	0	0	0	0	0	0	0



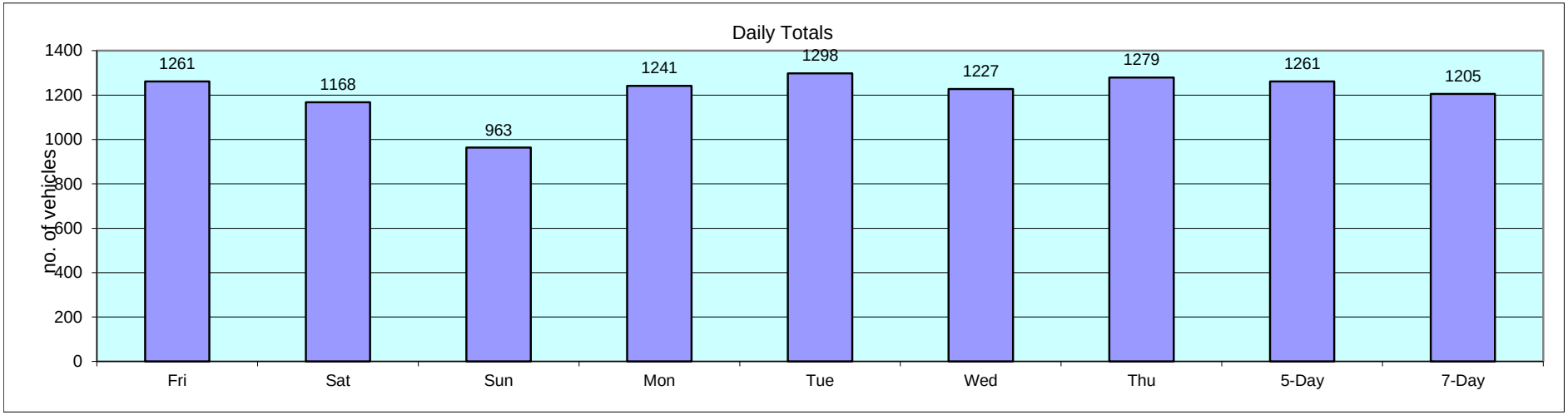


Data produced by
Transport Surveys Ltd

27344		UCKFIELD		Site No: 27344003 Channel: Northbound		Location	Site 3 - Snatts Road (att to T/P)		
TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av
Week Begin: 14-Oct-22									
00:00	**2**	6	5	1	2	0	2	1	3
01:00	**2**	1	1	1	0	1	1	1	1
02:00	**1**	1	1	0	1	1	2	1	1
03:00	**2**	0	1	1	2	2	2	2	1
04:00	**3**	2	0	7	5	1	2	4	3
05:00	**10**	7	2	17	13	14	15	14	11
06:00	**47**	17	11	52	51	51	50	50	40
07:00	**113**	38	27	110	109	125	110	113	90
08:00	**148**	89	58	152	167	140	180	157	133
09:00	**72**	89	62	85	77	79	91	81	79
10:00	**74**	108	73	70	80	65	62	70	76
11:00	**54**	130	88	84	63	64	69	67	79
12:00	**63**	110	89	60	73	77	61	67	76
13:00	**70**	76	105	76	74	65	69	71	76
14:00	**93**	98	117	74	97	84	84	86	92
15:00	**108**	86	62	95	96	85	101	97	90
16:00	**99**	64	68	85	107	103	85	96	87
17:00	**90**	65	60	111	90	92	91	95	86
18:00	**82**	62	55	74	75	79	99	82	75
19:00	**67**	37	39	36	55	49	43	50	47
20:00	**26**	23	11	24	24	21	31	25	23
21:00	**17**	23	15	14	18	12	15	15	16
22:00	**13**	23	9	8	16	13	12	12	13
23:00	**5**	13	4	4	3	4	2	4	5
12H,7-19	**1066**	**1015**	**864**	**1076**	**1108**	**1058**	**1102**	**1082**	**1041**
16H,6-22	**1223**	**1115**	**940**	**1202**	**1256**	**1191**	**1241**	**1223**	**1167**
18H,6-24	**1241**	**1151**	**953**	**1214**	**1275**	**1208**	**1255**	**1239**	**1185**
24H,0-24	**1261**	**1168**	**963**	**1241**	**1298**	**1227**	**1279**	**1261**	**1205**
Am	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**		
Peak	**148**	**130**	**88**	**152**	**167**	**140**	**180**		
Pm	**15:00**	**12:00**	**14:00**	**17:00**	**16:00**	**16:00**	**15:00**		
Peak	**108**	**110**	**117**	**111**	**107**	**103**	**101**		

27344	UCKFIELD	Site No: 27344003	Location	Site 3 - Snatts Road (att to T/P)
		Channel: Northbound		

TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av



Data produced by
Transport Surveys Ltd

27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)				
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 14-Oct-22														
00:00	**6**	0	6	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	**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	**6**	0	4	1	0	1	0	0	0	0	0	0	0	0
06:00	**13**	1	10	2	0	0	0	0	0	0	0	0	0	0
07:00	**42**	0	33	7	0	1	1	0	0	0	0	0	0	0
08:00	**106**	0	87	18	0	0	0	0	1	0	0	0	0	0
09:00	**71**	2	55	13	0	1	0	0	0	0	0	0	0	0
10:00	**75**	0	61	13	0	1	0	0	0	0	0	0	0	0
11:00	**81**	0	72	9	0	0	0	0	0	0	0	0	0	0
12:00	**94**	0	76	15	0	0	2	0	1	0	0	0	0	0
13:00	**81**	0	65	15	0	0	0	0	0	0	0	1	0	0
14:00	**99**	0	83	15	1	0	0	0	0	0	0	0	0	0
15:00	**181**	1	149	30	0	0	1	0	0	0	0	0	0	0
16:00	**145**	0	121	24	0	0	0	0	0	0	0	0	0	0
17:00	**140**	1	116	23	0	0	0	0	0	0	0	0	0	0
18:00	**117**	1	98	16	0	1	0	0	0	0	0	1	0	0
19:00	**72**	0	63	9	0	0	0	0	0	0	0	0	0	0
20:00	**50**	0	42	8	0	0	0	0	0	0	0	0	0	0
21:00	**24**	0	21	3	0	0	0	0	0	0	0	0	0	0
22:00	**29**	0	27	2	0	0	0	0	0	0	0	0	0	0
23:00	**17**	0	16	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	**1232**	**5**	**1016**	**198**	**1**	**4**	**4**	**0**	**2**	**0**	**0**	**2**	**0**	**0**
16H,6-22	**1391**	**6**	**1152**	**220**	**1**	**4**	**4**	**0**	**2**	**0**	**0**	**2**	**0**	**0**
18H,6-24	**1437**	**6**	**1195**	**222**	**1**	**5**	**4**	**0**	**2**	**0**	**0**	**2**	**0**	**0**
24H,0-24	**1457**	**6**	**1212**	**224**	**1**	**6**	**4**	**0**	**2**	**0**	**0**	**2**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)				
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
Sat 15-Oct-22														
00:00	**20**	0	20	0	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	2	0	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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
07:00	**22**	1	14	6	0	0	0	0	1	0	0	0	0	0
08:00	**39**	1	33	5	0	0	0	0	0	0	0	0	0	0
09:00	**80**	2	70	7	0	0	0	0	1	0	0	0	0	0
10:00	**120**	2	105	11	0	0	0	0	1	0	0	1	0	0
11:00	**156**	1	146	9	0	0	0	0	0	0	0	0	0	0
12:00	**135**	0	128	7	0	0	0	0	0	0	0	0	0	0
13:00	**135**	0	122	10	0	0	3	0	0	0	0	0	0	0
14:00	**90**	0	81	7	0	1	1	0	0	0	0	0	0	0
15:00	**92**	0	81	11	0	0	0	0	0	0	0	0	0	0
16:00	**91**	0	82	8	0	0	1	0	0	0	0	0	0	0
17:00	**105**	1	87	15	0	0	2	0	0	0	0	0	0	0
18:00	**75**	0	70	5	0	0	0	0	0	0	0	0	0	0
19:00	**48**	0	43	5	0	0	0	0	0	0	0	0	0	0
20:00	**37**	0	34	2	0	0	1	0	0	0	0	0	0	0
21:00	**19**	0	15	4	0	0	0	0	0	0	0	0	0	0
22:00	**34**	0	31	2	0	1	0	0	0	0	0	0	0	0
23:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1140**	**8**	**1019**	**101**	**0**	**1**	**7**	**0**	**3**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**1250**	**8**	**1117**	**112**	**0**	**1**	**8**	**0**	**3**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1297**	**8**	**1160**	**115**	**0**	**2**	**8**	**0**	**3**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**1326**	**8**	**1188**	**116**	**0**	**2**	**8**	**0**	**3**	**0**	**0**	**1**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)					
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
Sun 16-Oct-22														
00:00	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	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	**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	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
07:00	**20**	2	12	5	0	1	0	0	0	0	0	0	0	0
08:00	**38**	1	33	4	0	0	0	0	0	0	0	0	0	0
09:00	**37**	2	34	0	0	0	1	0	0	0	0	0	0	0
10:00	**68**	0	60	7	0	0	1	0	0	0	0	0	0	0
11:00	**91**	2	79	7	0	0	3	0	0	0	0	0	0	0
12:00	**102**	2	86	8	0	1	3	0	2	0	0	0	0	0
13:00	**112**	1	100	8	0	1	2	0	0	0	0	0	0	0
14:00	**125**	0	110	11	0	0	4	0	0	0	0	0	0	0
15:00	**88**	1	73	12	0	0	2	0	0	0	0	0	0	0
16:00	**89**	2	77	10	0	0	0	0	0	0	0	0	0	0
17:00	**78**	0	67	10	0	0	1	0	0	0	0	0	0	0
18:00	**54**	0	48	6	0	0	0	0	0	0	0	0	0	0
19:00	**51**	1	45	5	0	0	0	0	0	0	0	0	0	0
20:00	**23**	0	18	5	0	0	0	0	0	0	0	0	0	0
21:00	**14**	0	12	1	0	1	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	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**902**	**13**	**779**	**88**	**0**	**3**	**17**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**993**	**14**	**856**	**100**	**0**	**4**	**17**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1011**	**14**	**872**	**102**	**0**	**4**	**17**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1037**	**14**	**896**	**104**	**0**	**4**	**17**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

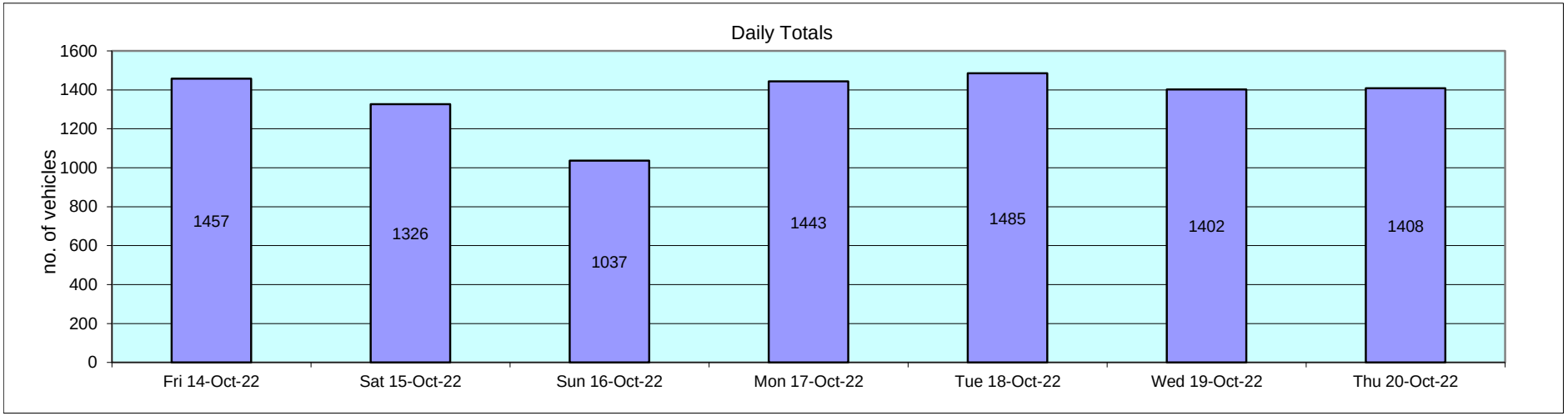
27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)				
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 17-Oct-22														
00:00	**2**	0	2	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	**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	**3**	0	3	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	**47**	0	41	4	0	1	1	0	0	0	0	0	0	0
08:00	**139**	0	123	15	0	1	0	0	0	0	0	0	0	0
09:00	**98**	1	75	22	0	0	0	0	0	0	0	0	0	0
10:00	**63**	1	44	16	0	2	0	0	0	0	0	0	0	0
11:00	**72**	0	64	7	0	1	0	0	0	0	0	0	0	0
12:00	**94**	0	74	16	1	1	2	0	0	0	0	0	0	0
13:00	**93**	1	76	14	0	1	1	0	0	0	0	0	0	0
14:00	**100**	0	82	17	0	1	0	0	0	0	0	0	0	0
15:00	**140**	0	120	15	0	1	4	0	0	0	0	0	0	0
16:00	**136**	1	119	13	0	1	2	0	0	0	0	0	0	0
17:00	**170**	0	144	23	0	0	3	0	0	0	0	0	0	0
18:00	**112**	1	95	15	0	0	1	0	0	0	0	0	0	0
19:00	**63**	0	57	6	0	0	0	0	0	0	0	0	0	0
20:00	**36**	0	30	5	0	1	0	0	0	0	0	0	0	0
21:00	**24**	1	20	3	0	0	0	0	0	0	0	0	0	0
22:00	**22**	0	19	3	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	**1264**	**5**	**1057**	**177**	**1**	**10**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1405**	**6**	**1180**	**193**	**1**	**11**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1436**	**6**	**1208**	**196**	**1**	**11**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1443**	**6**	**1215**	**196**	**1**	**11**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)				
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
Tue 18-Oct-22														
00:00	**3**	0	2	1	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	**1**	0	1	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	**2**	0	1	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	**14**	0	11	3	0	0	0	0	0	0	0	0	0	0
07:00	**37**	2	26	8	0	1	0	0	0	0	0	0	0	0
08:00	**118**	1	98	18	1	0	0	0	0	0	0	0	0	0
09:00	**88**	2	71	13	0	1	0	0	1	0	0	0	0	0
10:00	**86**	2	72	9	0	2	1	0	0	0	0	0	0	0
11:00	**96**	0	79	15	0	2	0	0	0	0	0	0	0	0
12:00	**85**	1	77	5	0	1	1	0	0	0	0	0	0	0
13:00	**89**	0	74	14	0	0	1	0	0	0	0	0	0	0
14:00	**113**	0	94	17	0	1	1	0	0	0	0	0	0	0
15:00	**152**	2	131	17	0	1	1	0	0	0	0	0	0	0
16:00	**138**	1	114	23	0	0	0	0	0	0	0	0	0	0
17:00	**159**	0	133	23	0	2	1	0	0	0	0	0	0	0
18:00	**130**	0	111	18	0	0	1	0	0	0	0	0	0	0
19:00	**58**	0	50	8	0	0	0	0	0	0	0	0	0	0
20:00	**29**	0	23	6	0	0	0	0	0	0	0	0	0	0
21:00	**29**	1	26	2	0	0	0	0	0	0	0	0	0	0
22:00	**36**	0	29	5	0	1	0	0	1	0	0	0	0	0
23:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1291**	**11**	**1080**	**180**	**1**	**11**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1421**	**12**	**1190**	**199**	**1**	**11**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1471**	**12**	**1233**	**204**	**1**	**12**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1485**	**12**	**1243**	**208**	**1**	**12**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)				
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
Wed 19-Oct-22														
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	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	1	1	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
06:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
07:00	**58**	2	40	16	0	0	0	0	0	0	0	0	0	0
08:00	**107**	0	90	16	0	0	0	0	1	0	0	0	0	0
09:00	**93**	3	72	17	0	0	1	0	0	0	0	0	0	0
10:00	**61**	0	51	10	0	0	0	0	0	0	0	0	0	0
11:00	**77**	1	61	15	0	0	0	0	0	0	0	0	0	0
12:00	**85**	1	68	15	0	1	0	0	0	0	0	0	0	0
13:00	**78**	0	58	18	0	1	0	1	0	0	0	0	0	0
14:00	**100**	0	82	15	0	2	0	0	1	0	0	0	0	0
15:00	**150**	2	116	29	0	2	1	0	0	0	0	0	0	0
16:00	**138**	0	116	20	0	1	1	0	0	0	0	0	0	0
17:00	**161**	1	130	29	0	0	1	0	0	0	0	0	0	0
18:00	**91**	0	84	7	0	0	0	0	0	0	0	0	0	0
19:00	**67**	0	60	6	0	1	0	0	0	0	0	0	0	0
20:00	**45**	0	41	4	0	0	0	0	0	0	0	0	0	0
21:00	**28**	0	27	1	0	0	0	0	0	0	0	0	0	0
22:00	**25**	0	23	2	0	0	0	0	0	0	0	0	0	0
23:00	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1199**	**10**	**968**	**207**	**0**	**7**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1352**	**10**	**1107**	**220**	**0**	**8**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1390**	**10**	**1140**	**225**	**0**	**8**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1402**	**10**	**1149**	**228**	**0**	**8**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)				
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
Thu 20-Oct-22														
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	**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	**2**	0	1	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	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
07:00	**42**	0	30	12	0	0	0	0	0	0	0	0	0	0
08:00	**124**	0	110	13	0	1	0	0	0	0	0	0	0	0
09:00	**93**	2	71	20	0	0	0	0	0	0	0	0	0	0
10:00	**67**	0	56	11	0	0	0	0	0	0	0	0	0	0
11:00	**90**	0	71	17	0	2	0	0	0	0	0	0	0	0
12:00	**72**	0	61	9	1	0	1	0	0	0	0	0	0	0
13:00	**91**	0	70	19	0	2	0	0	0	0	0	0	0	0
14:00	**95**	1	82	11	0	1	0	0	0	0	0	0	0	0
15:00	**143**	1	125	17	0	0	0	0	0	0	0	0	0	0
16:00	**132**	2	107	23	0	0	0	0	0	0	0	0	0	0
17:00	**164**	0	147	17	0	0	0	0	0	0	0	0	0	0
18:00	**107**	0	95	10	0	2	0	0	0	0	0	0	0	0
19:00	**66**	0	59	7	0	0	0	0	0	0	0	0	0	0
20:00	**35**	0	33	2	0	0	0	0	0	0	0	0	0	0
21:00	**34**	0	32	2	0	0	0	0	0	0	0	0	0	0
22:00	**17**	0	14	3	0	0	0	0	0	0	0	0	0	0
23:00	**8**	0	6	1	0	1	0	0	0	0	0	0	0	0
12H,7-19	**1220**	**6**	**1025**	**179**	**1**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1370**	**6**	**1162**	**192**	**1**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1395**	**6**	**1182**	**196**	**1**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1408**	**6**	**1192**	**199**	**1**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound		Location	Site 3 - Snatts Road (att to T/P)					
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
Daily Totals														
Fri 14-Oct-22	**1457**	6	1212	224	1	6	4	0	2	0	0	2	0	0
Sat 15-Oct-22	**1326**	8	1188	116	0	2	8	0	3	0	0	1	0	0
Sun 16-Oct-22	**1037**	14	896	104	0	4	17	0	2	0	0	0	0	0
Mon 17-Oct-22	**1443**	6	1215	196	1	11	14	0	0	0	0	0	0	0
Tue 18-Oct-22	**1485**	12	1243	208	1	12	7	0	2	0	0	0	0	0
Wed 19-Oct-22	**1402**	10	1149	228	0	8	4	1	2	0	0	0	0	0
Thu 20-Oct-22	**1408**	6	1192	199	1	9	1	0	0	0	0	0	0	0
Total Vehicles														
[--]	**9558**	62	8095	1275	4	52	55	1	11	0	0	3	0	0



27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 14-Oct-22															
00:00	**6**	-	28.8	0	0	4	1	1	0	0	0	0	0	0	0
01:00	**5**	-	25.5	0	0	4	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**	-	23.3	0	0	1	0	0	0	0	0	0	0	0	0
04:00	**2**	-	30	0	0	1	1	0	0	0	0	0	0	0	0
05:00	**6**	-	24.6	0	1	4	1	0	0	0	0	0	0	0	0
06:00	**13**	31.3	22.2	1	4	5	3	0	0	0	0	0	0	0	0
07:00	**42**	26.1	22.3	2	9	30	1	0	0	0	0	0	0	0	0
08:00	**106**	26.8	22.5	0	30	73	3	0	0	0	0	0	0	0	0
09:00	**71**	27.3	22.5	3	14	52	2	0	0	0	0	0	0	0	0
10:00	**75**	25.6	20.9	1	29	42	3	0	0	0	0	0	0	0	0
11:00	**81**	25.5	20.6	0	34	46	1	0	0	0	0	0	0	0	0
12:00	**94**	26.3	21.3	1	32	59	2	0	0	0	0	0	0	0	0
13:00	**81**	27.5	22.8	1	18	58	4	0	0	0	0	0	0	0	0
14:00	**99**	26.4	21.2	3	32	62	2	0	0	0	0	0	0	0	0
15:00	**181**	27	22	1	58	115	7	0	0	0	0	0	0	0	0
16:00	**145**	27.4	22.2	3	42	88	12	0	0	0	0	0	0	0	0
17:00	**140**	29	23.4	6	24	97	13	0	0	0	0	0	0	0	0
18:00	**117**	27.7	23.2	2	22	88	5	0	0	0	0	0	0	0	0
19:00	**72**	29.6	23.9	1	13	48	10	0	0	0	0	0	0	0	0
20:00	**50**	27.3	22	1	15	32	2	0	0	0	0	0	0	0	0
21:00	**24**	30.3	23	0	7	14	3	0	0	0	0	0	0	0	0
22:00	**29**	29.3	24.5	0	4	24	0	1	0	0	0	0	0	0	0
23:00	**17**	28.6	23.6	1	2	14	0	0	0	0	0	0	0	0	0
12H,7-19	**1232**	**26.9**	**22.1**	**23**	**344**	**810**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1391**	**27.6**	**22.3**	**26**	**383**	**909**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1437**	**27.7**	**22.5**	**27**	**389**	**947**	**73**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1457**	**27.7**	**23.3**	**27**	**390**	**961**	**77**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound				Location	Site 3 - Snatts Road (att to T/P)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 15-Oct-22																
00:00	**20**	28.8	23	0	6	12	2	0	0	0	0	0	0	0	0
01:00	**3**	-	28.9	0	0	2	1	0	0	0	0	0	0	0	0
02:00	**2**	-	21.4	0	0	2	0	0	0	0	0	0	0	0	0
03:00	**1**	-	20.2	0	0	1	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	**3**	-	23	0	1	2	0	0	0	0	0	0	0	0	0
06:00	**6**	-	21.9	0	2	4	0	0	0	0	0	0	0	0	0
07:00	**22**	32.9	23.3	1	4	13	4	0	0	0	0	0	0	0	0
08:00	**39**	26.3	22.3	0	13	25	1	0	0	0	0	0	0	0	0
09:00	**80**	26.5	21.9	2	22	53	3	0	0	0	0	0	0	0	0
10:00	**120**	27	21.6	2	38	76	4	0	0	0	0	0	0	0	0
11:00	**156**	26.9	21.7	3	48	102	3	0	0	0	0	0	0	0	0
12:00	**135**	26.1	21.7	2	41	85	7	0	0	0	0	0	0	0	0
13:00	**135**	27.4	23.4	2	21	107	5	0	0	0	0	0	0	0	0
14:00	**90**	27.4	22.4	2	23	61	4	0	0	0	0	0	0	0	0
15:00	**92**	26.4	22.6	1	23	66	2	0	0	0	0	0	0	0	0
16:00	**91**	27	23.1	1	14	71	5	0	0	0	0	0	0	0	0
17:00	**105**	27.8	23.5	3	17	77	8	0	0	0	0	0	0	0	0
18:00	**75**	28.1	24.2	0	10	58	7	0	0	0	0	0	0	0	0
19:00	**48**	27.5	23.4	1	8	37	2	0	0	0	0	0	0	0	0
20:00	**37**	29.1	24.5	0	4	30	3	0	0	0	0	0	0	0	0
21:00	**19**	27.8	23.5	0	3	15	1	0	0	0	0	0	0	0	0
22:00	**34**	30.4	24.6	0	6	22	6	0	0	0	0	0	0	0	0
23:00	**13**	30.4	25.7	0	2	9	2	0	0	0	0	0	0	0	0
12H,7-19	**1140**	**27.1**	**22.5**	**19**	**274**	**794**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1250**	**27.3**	**22.6**	**20**	**291**	**880**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1297**	**27.3**	**22.7**	**20**	**299**	**911**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1326**	**27.3**	**22.7**	**20**	**306**	**930**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound				Location	Site 3 - Snatts Road (att to T/P)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 16-Oct-22																
00:00	**17**	31.7	24.3	0	2	12	3	0	0	0	0	0	0	0	0
01:00	**5**	-	27.6	0	0	5	0	0	0	0	0	0	0	0	0
02:00	**3**	-	24.5	0	1	1	1	0	0	0	0	0	0	0	0
03:00	**1**	-	35	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
05:00	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**3**	-	24.2	0	0	3	0	0	0	0	0	0	0	0	0
07:00	**20**	28.5	23.9	0	4	14	2	0	0	0	0	0	0	0	0
08:00	**38**	26.1	21.4	2	8	27	1	0	0	0	0	0	0	0	0
09:00	**37**	28	23.7	1	2	32	2	0	0	0	0	0	0	0	0
10:00	**68**	27.8	22.6	0	18	46	4	0	0	0	0	0	0	0	0
11:00	**91**	27.1	22.2	2	25	61	2	1	0	0	0	0	0	0	0
12:00	**102**	27.1	22.2	4	27	65	6	0	0	0	0	0	0	0	0
13:00	**112**	26.5	21.5	9	29	70	4	0	0	0	0	0	0	0	0
14:00	**125**	26.5	21.8	8	28	86	3	0	0	0	0	0	0	0	0
15:00	**88**	27.4	22.3	0	26	58	4	0	0	0	0	0	0	0	0
16:00	**89**	27	21.8	2	30	54	3	0	0	0	0	0	0	0	0
17:00	**78**	27.9	23.3	0	20	56	2	0	0	0	0	0	0	0	0
18:00	**54**	28.2	22.9	1	14	35	4	0	0	0	0	0	0	0	0
19:00	**51**	28.7	24.8	0	6	40	5	0	0	0	0	0	0	0	0
20:00	**23**	28.5	22.8	0	5	16	2	0	0	0	0	0	0	0	0
21:00	**14**	30.4	22.9	0	4	8	2	0	0	0	0	0	0	0	0
22:00	**10**	-	22.6	0	1	9	0	0	0	0	0	0	0	0	0
23:00	**8**	-	26.1	0	1	5	2	0	0	0	0	0	0	0	0
12H,7-19	**902**	**27.2**	**22.2**	**29**	**231**	**604**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**993**	**27.3**	**22.4**	**29**	**246**	**671**	**46**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1011**	**27.3**	**22.4**	**29**	**248**	**685**	**48**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1037**	**27.5**	**22.5**	**29**	**251**	**703**	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

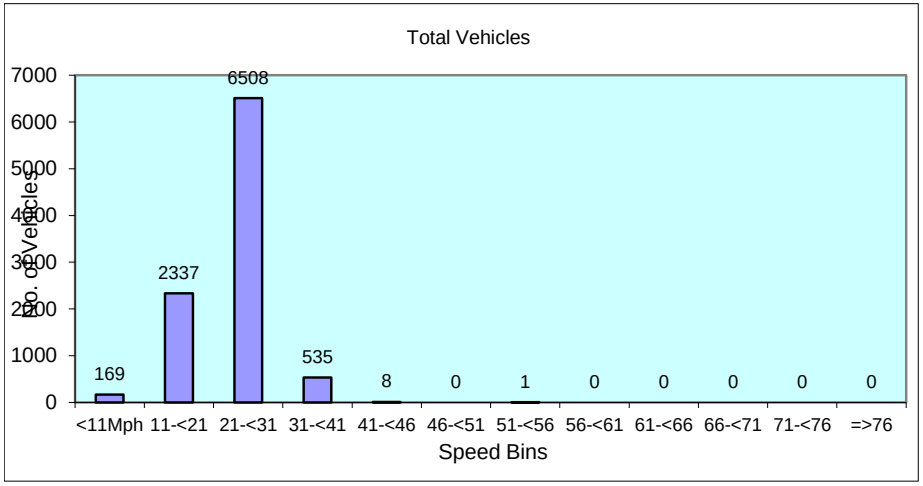
27344			UCKFIELD			Site No: 27344003 Channel: Southbound				Location	Site 3 - Snatts Road (att to T/P)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 17-Oct-22																
00:00	**2**	-	22.1	0	1	1	0	0	0	0	0	0	0	0	0
01:00	**2**	-	25.2	0	0	2	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	**0**	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	-	22.5	0	1	2	0	0	0	0	0	0	0	0	0
06:00	**18**	27.8	23.1	0	3	15	0	0	0	0	0	0	0	0	0
07:00	**47**	27.1	21.4	5	6	35	1	0	0	0	0	0	0	0	0
08:00	**139**	25.2	20.2	4	58	74	3	0	0	0	0	0	0	0	0
09:00	**98**	27.6	23	1	17	76	4	0	0	0	0	0	0	0	0
10:00	**63**	27.7	22.4	0	18	43	2	0	0	0	0	0	0	0	0
11:00	**72**	25.3	21.2	0	24	46	2	0	0	0	0	0	0	0	0
12:00	**94**	27.1	22.3	2	22	67	3	0	0	0	0	0	0	0	0
13:00	**93**	28	22.9	3	21	63	6	0	0	0	0	0	0	0	0
14:00	**100**	27.8	23.7	0	15	78	7	0	0	0	0	0	0	0	0
15:00	**140**	27	22.6	5	23	108	4	0	0	0	0	0	0	0	0
16:00	**136**	27.7	22.6	9	18	101	8	0	0	0	0	0	0	0	0
17:00	**170**	27.1	22.7	2	38	125	5	0	0	0	0	0	0	0	0
18:00	**112**	27.5	23.6	0	22	84	6	0	0	0	0	0	0	0	0
19:00	**63**	30.3	25.4	0	7	46	9	0	0	1	0	0	0	0	0
20:00	**36**	27.7	22.2	1	12	21	2	0	0	0	0	0	0	0	0
21:00	**24**	29.5	23.1	0	6	17	1	0	0	0	0	0	0	0	0
22:00	**22**	30.3	25.7	0	1	17	4	0	0	0	0	0	0	0	0
23:00	**9**	-	24	0	0	9	0	0	0	0	0	0	0	0	0
12H,7-19	**1264**	**27.1**	**22.4**	**31**	**282**	**900**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1405**	**27.3**	**22.6**	**32**	**310**	**999**	**63**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1436**	**27.4**	**22.6**	**32**	**311**	**1025**	**67**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1443**	**27.4**	**22.6**	**32**	**313**	**1030**	**67**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

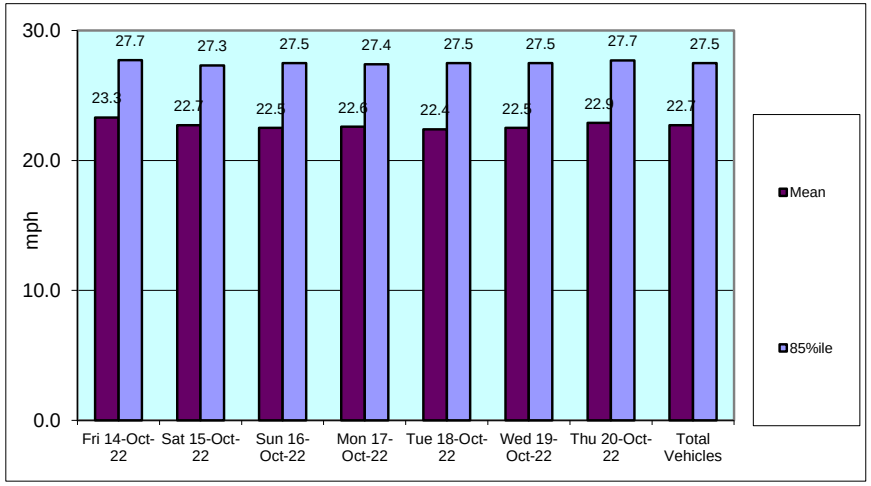
27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 18-Oct-22															
00:00	**3**	-	22.6	0	0	3	0	0	0	0	0	0	0	0	0
01:00	**1**	-	29.1	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**1**	-	26.5	0	0	1	0	0	0	0	0	0	0	0	0
03:00	**3**	-	22.9	0	1	2	0	0	0	0	0	0	0	0	0
04:00	**2**	-	29.1	0	0	1	1	0	0	0	0	0	0	0	0
05:00	**4**	-	26.5	0	0	4	0	0	0	0	0	0	0	0	0
06:00	**14**	32.9	26.7	0	1	9	4	0	0	0	0	0	0	0	0
07:00	**37**	27.3	21.9	0	14	21	2	0	0	0	0	0	0	0	0
08:00	**118**	24.4	20.2	2	43	71	2	0	0	0	0	0	0	0	0
09:00	**88**	27	22.6	1	18	69	0	0	0	0	0	0	0	0	0
10:00	**86**	26.6	21.8	2	24	58	2	0	0	0	0	0	0	0	0
11:00	**96**	28.6	22.9	1	22	66	7	0	0	0	0	0	0	0	0
12:00	**85**	27.2	22.4	4	22	55	4	0	0	0	0	0	0	0	0
13:00	**89**	28.5	22.3	5	20	55	9	0	0	0	0	0	0	0	0
14:00	**113**	27.8	22.5	4	21	80	8	0	0	0	0	0	0	0	0
15:00	**152**	25.4	20.9	8	51	89	4	0	0	0	0	0	0	0	0
16:00	**138**	24.6	19.9	1	61	73	3	0	0	0	0	0	0	0	0
17:00	**159**	28.1	22.7	2	38	107	12	0	0	0	0	0	0	0	0
18:00	**130**	27.4	23	1	22	103	4	0	0	0	0	0	0	0	0
19:00	**58**	32.1	27	0	4	40	13	1	0	0	0	0	0	0	0
20:00	**29**	31.4	25.9	0	2	22	5	0	0	0	0	0	0	0	0
21:00	**29**	31.7	26.5	0	1	21	7	0	0	0	0	0	0	0	0
22:00	**36**	28.6	24.2	0	7	25	4	0	0	0	0	0	0	0	0
23:00	**14**	34.4	26.6	0	1	9	4	0	0	0	0	0	0	0	0
12H,7-19	**1291**	**26.8**	**21.8**	**31**	**356**	**847**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1421**	**27.3**	**22.3**	**31**	**364**	**939**	**86**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1471**	**27.4**	**22.4**	**31**	**372**	**973**	**94**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1485**	**27.5**	**22.4**	**31**	**373**	**985**	**95**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 19-Oct-22															
00:00	**4**	-	30.2	0	0	2	2	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**	-	24.2	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**	-	30.5	0	0	1	1	0	0	0	0	0	0	0	0
05:00	**5**	-	26.2	0	0	4	1	0	0	0	0	0	0	0	0
06:00	**13**	32.2	23.6	0	1	10	2	0	0	0	0	0	0	0	0
07:00	**58**	28.3	22.4	1	15	38	4	0	0	0	0	0	0	0	0
08:00	**107**	26.5	21.8	1	33	69	4	0	0	0	0	0	0	0	0
09:00	**93**	25.6	21.4	1	30	57	5	0	0	0	0	0	0	0	0
10:00	**61**	25.7	20.9	1	25	33	2	0	0	0	0	0	0	0	0
11:00	**77**	26.7	22.1	1	20	55	1	0	0	0	0	0	0	0	0
12:00	**85**	26.9	22	2	22	59	2	0	0	0	0	0	0	0	0
13:00	**78**	27.4	23.5	1	12	61	4	0	0	0	0	0	0	0	0
14:00	**100**	27.3	22.4	2	21	73	4	0	0	0	0	0	0	0	0
15:00	**150**	25.4	20.9	3	55	86	6	0	0	0	0	0	0	0	0
16:00	**138**	27.4	22.2	1	44	86	7	0	0	0	0	0	0	0	0
17:00	**161**	28	22.9	1	39	107	14	0	0	0	0	0	0	0	0
18:00	**91**	28	23	0	26	61	4	0	0	0	0	0	0	0	0
19:00	**67**	30.5	24.7	1	10	46	10	0	0	0	0	0	0	0	0
20:00	**45**	27.8	23.5	0	10	31	4	0	0	0	0	0	0	0	0
21:00	**28**	28.1	25.1	0	2	24	2	0	0	0	0	0	0	0	0
22:00	**25**	33.6	26.5	0	4	15	4	2	0	0	0	0	0	0	0
23:00	**13**	39	28.3	1	1	5	5	1	0	0	0	0	0	0	0
12H,7-19	**1199**	**27.1**	**22.1**	**15**	**342**	**785**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1352**	**27.3**	**22.4**	**16**	**365**	**896**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1390**	**27.4**	**22.5**	**17**	**370**	**916**	**84**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1402**	**27.5**	**22.5**	**17**	**370**	**924**	**88**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound			Location	Site 3 - Snatts Road (att to T/P)					
Time Period	Total Vehicles	85%ile Speed	Mean Speed	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 20-Oct-22															
00:00	**4**	-	25.9	0	1	2	1	0	0	0	0	0	0	0	0
01:00	**2**	-	26.2	0	0	2	0	0	0	0	0	0	0	0	0
02:00	**1**	-	9.1	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
04:00	**2**	-	28.4	0	0	2	0	0	0	0	0	0	0	0	0
05:00	**4**	-	26.5	0	0	3	1	0	0	0	0	0	0	0	0
06:00	**15**	31.2	25.6	0	3	10	2	0	0	0	0	0	0	0	0
07:00	**42**	27.7	23.2	2	6	33	1	0	0	0	0	0	0	0	0
08:00	**124**	26.9	21.6	1	44	76	3	0	0	0	0	0	0	0	0
09:00	**93**	25.8	21.7	2	29	60	2	0	0	0	0	0	0	0	0
10:00	**67**	27.1	22	1	23	40	3	0	0	0	0	0	0	0	0
11:00	**90**	26.8	22.7	1	18	65	6	0	0	0	0	0	0	0	0
12:00	**72**	28.2	23.8	0	12	54	5	1	0	0	0	0	0	0	0
13:00	**91**	28.7	23	0	25	57	9	0	0	0	0	0	0	0	0
14:00	**95**	27.4	23.7	0	13	79	3	0	0	0	0	0	0	0	0
15:00	**143**	26.4	21.9	2	37	100	4	0	0	0	0	0	0	0	0
16:00	**132**	26.4	22	0	40	88	4	0	0	0	0	0	0	0	0
17:00	**164**	28.9	23.8	0	29	119	16	0	0	0	0	0	0	0	0
18:00	**107**	26.7	21.7	3	30	67	7	0	0	0	0	0	0	0	0
19:00	**66**	29.6	25.2	0	9	50	7	0	0	0	0	0	0	0	0
20:00	**35**	29	24.2	0	7	25	3	0	0	0	0	0	0	0	0
21:00	**34**	29	24.9	0	4	27	3	0	0	0	0	0	0	0	0
22:00	**17**	31.2	25.5	0	2	12	3	0	0	0	0	0	0	0	0
23:00	**8**	-	26.1	0	2	4	2	0	0	0	0	0	0	0	0
12H,7-19	**1220**	**27.2**	**22.6**	**12**	**306**	**838**	**63**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1370**	**27.5**	**22.8**	**12**	**329**	**950**	**78**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1395**	**27.6**	**22.9**	**12**	**333**	**966**	**83**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1408**	**27.7**	**22.9**	**13**	**334**	**975**	**85**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

27344			UCKFIELD			Site No: 27344003 Channel: Southbound				Location	Site 3 - Snatts Road (att to T/P)					
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals																
Fri 14-Oct-22	**1457**	27.7	23.3	27	390	961	77	2	0	0	0	0	0	0	0
Sat 15-Oct-22	**1326**	27.3	22.7	20	306	930	70	0	0	0	0	0	0	0	0
Sun 16-Oct-22	**1037**	27.5	22.5	29	251	703	53	1	0	0	0	0	0	0	0
Mon 17-Oct-22	**1443**	27.4	22.6	32	313	1030	67	0	0	1	0	0	0	0	0
Tue 18-Oct-22	**1485**	27.5	22.4	31	373	985	95	1	0	0	0	0	0	0	0
Wed 19-Oct-22	**1402**	27.5	22.5	17	370	924	88	3	0	0	0	0	0	0	0
Thu 20-Oct-22	**1408**	27.7	22.9	13	334	975	85	1	0	0	0	0	0	0	0
Total Vehicles																
[--]	**9558**	27.5	22.7	169	2337	6508	535	8	0	1	0	0	0	0	0



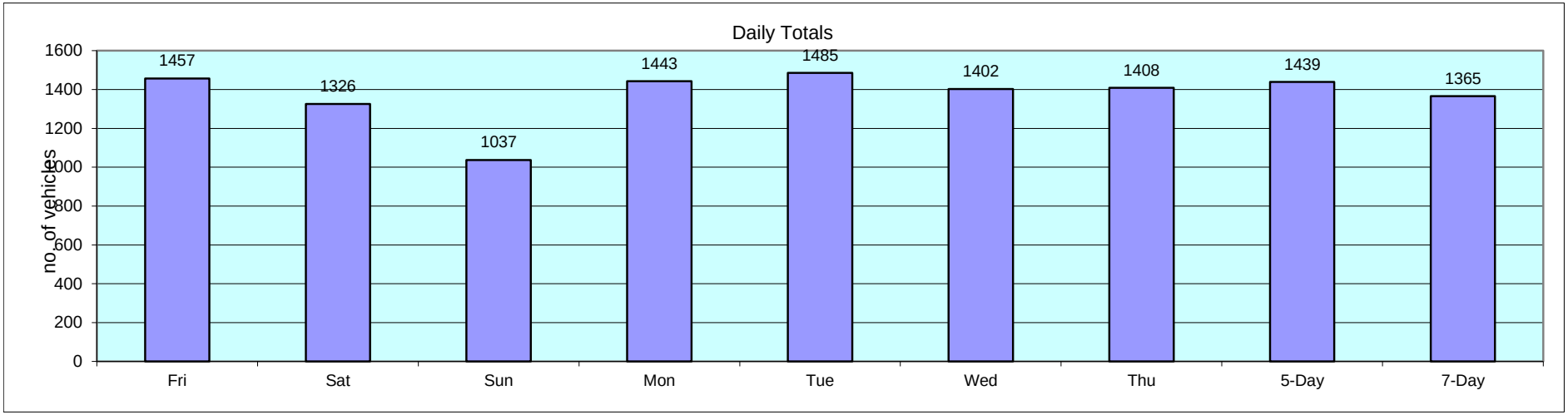


Data produced by
Transport Surveys Ltd

27344		UCKFIELD		Site No: 27344003 Channel: Southbound		Location	Site 3 - Snatts Road (att to T/P)		
TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av
Week Begin: 14-Oct-22									
00:00	**6**	20	17	2	3	4	4	4	8
01:00	**5**	3	5	2	1	0	2	2	3
02:00	**0**	2	3	0	1	1	1	1	1
03:00	**1**	1	1	0	3	0	0	1	1
04:00	**2**	0	0	0	2	2	2	2	1
05:00	**6**	3	0	3	4	5	4	4	4
06:00	**13**	6	3	18	14	13	15	15	12
07:00	**42**	22	20	47	37	58	42	45	38
08:00	**106**	39	38	139	118	107	124	119	96
09:00	**71**	80	37	98	88	93	93	89	80
10:00	**75**	120	68	63	86	61	67	70	77
11:00	**81**	156	91	72	96	77	90	83	95
12:00	**94**	135	102	94	85	85	72	86	95
13:00	**81**	135	112	93	89	78	91	86	97
14:00	**99**	90	125	100	113	100	95	101	103
15:00	**181**	92	88	140	152	150	143	153	135
16:00	**145**	91	89	136	138	138	132	138	124
17:00	**140**	105	78	170	159	161	164	159	140
18:00	**117**	75	54	112	130	91	107	111	98
19:00	**72**	48	51	63	58	67	66	65	61
20:00	**50**	37	23	36	29	45	35	39	36
21:00	**24**	19	14	24	29	28	34	28	25
22:00	**29**	34	10	22	36	25	17	26	25
23:00	**17**	13	8	9	14	13	8	12	12
12H,7-19	**1232**	**1140**	**902**	**1264**	**1291**	**1199**	**1220**	**1241**	**1178**
16H,6-22	**1391**	**1250**	**993**	**1405**	**1421**	**1352**	**1370**	**1388**	**1312**
18H,6-24	**1437**	**1297**	**1011**	**1436**	**1471**	**1390**	**1395**	**1426**	**1348**
24H,0-24	**1457**	**1326**	**1037**	**1443**	**1485**	**1402**	**1408**	**1439**	**1365**
Am	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**	**08:00**		
Peak	**106**	**156**	**91**	**139**	**118**	**107**	**124**		
Pm	**15:00**	**13:00**	**14:00**	**17:00**	**17:00**	**17:00**	**17:00**		
Peak	**181**	**135**	**125**	**170**	**159**	**161**	**164**		

27344	UCKFIELD	Site No: 27344003	Location	Site 3 - Snatts Road (att to T/P)
		Channel: Southbound		

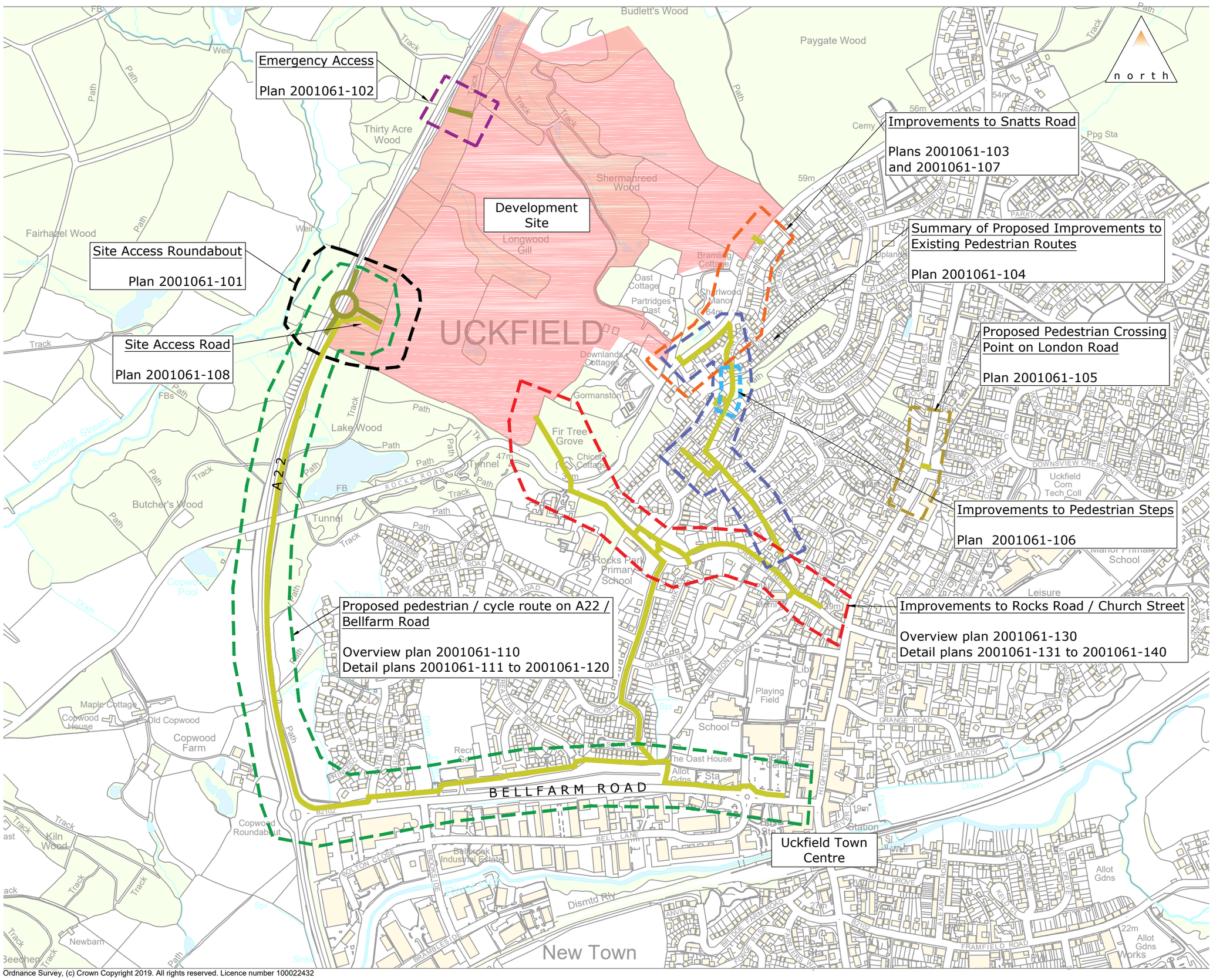
TIME PERIOD	Fri 14/10/22	Sat 15/10/22	Sun 16/10/22	Mon 17/10/22	Tue 18/10/22	Wed 19/10/22	Thu 20/10/22	5-Day Av	7-Day Av



Data produced by
Transport Surveys Ltd

Appendix E

Amended Access & Off-Site Highway Works Drawings



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

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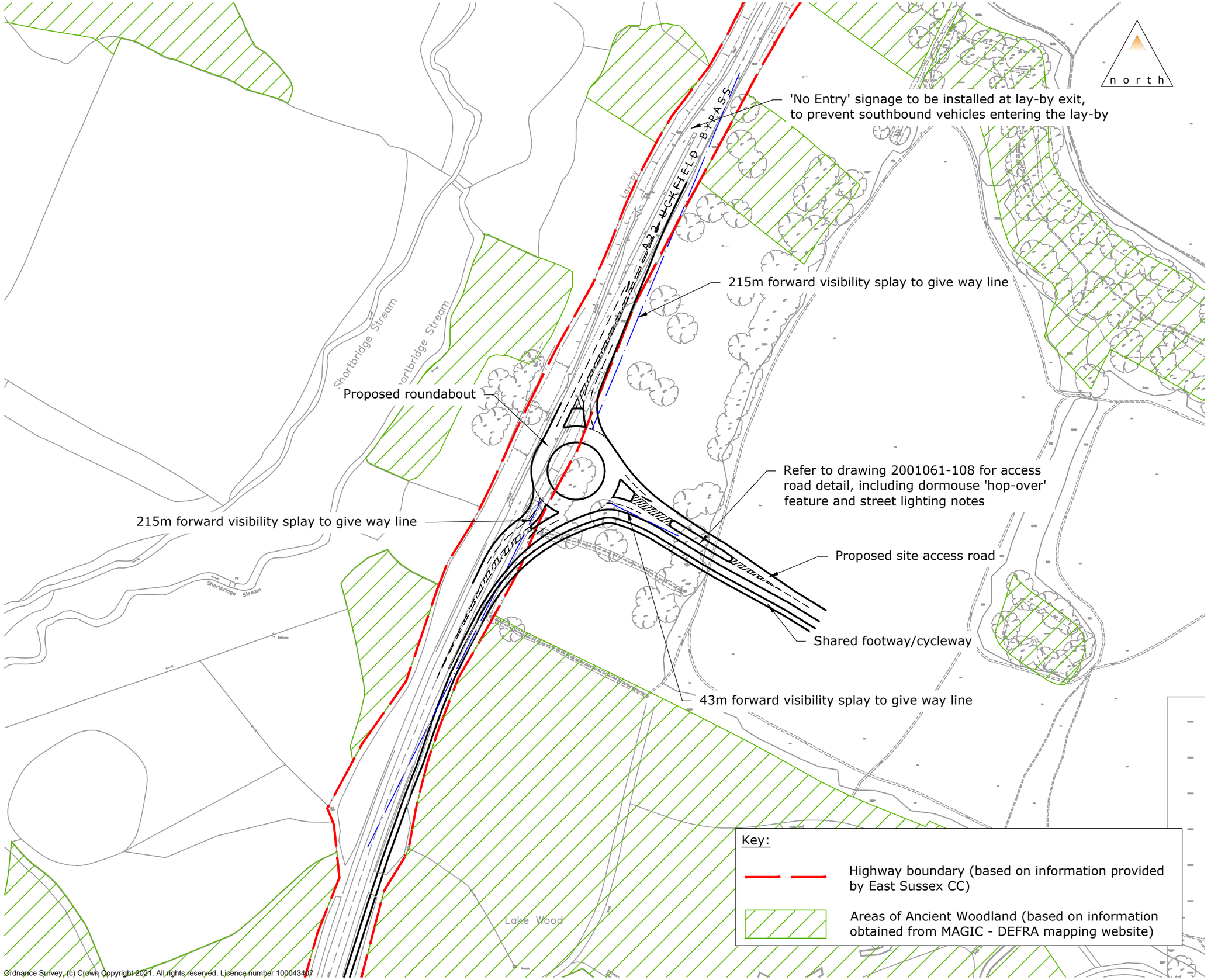
Project:
Downlands Farm, Uckfield

Title:
Overview of Proposed Highway Works

Scale: 1:7,500 (@ A3)

Drawing: 2001061-100

Revision: D



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C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-101c [site Access Roundabout].dwg

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Project:
Downlands Farm, Uckfield

Title:
Site Access Roundabout

Scale: 1:2,000 (@ A3)

Drawing: 2001061-101

Revision: C

Key:

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

Areas of Ancient Woodland

2.4m x 120m visibility splay

ED & Ward Bdy

north

A22

LAYBY

Proposed dropped / splayed kerb for emergency vehicle use only

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

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

3.7

Existing layby to be retained

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Project:
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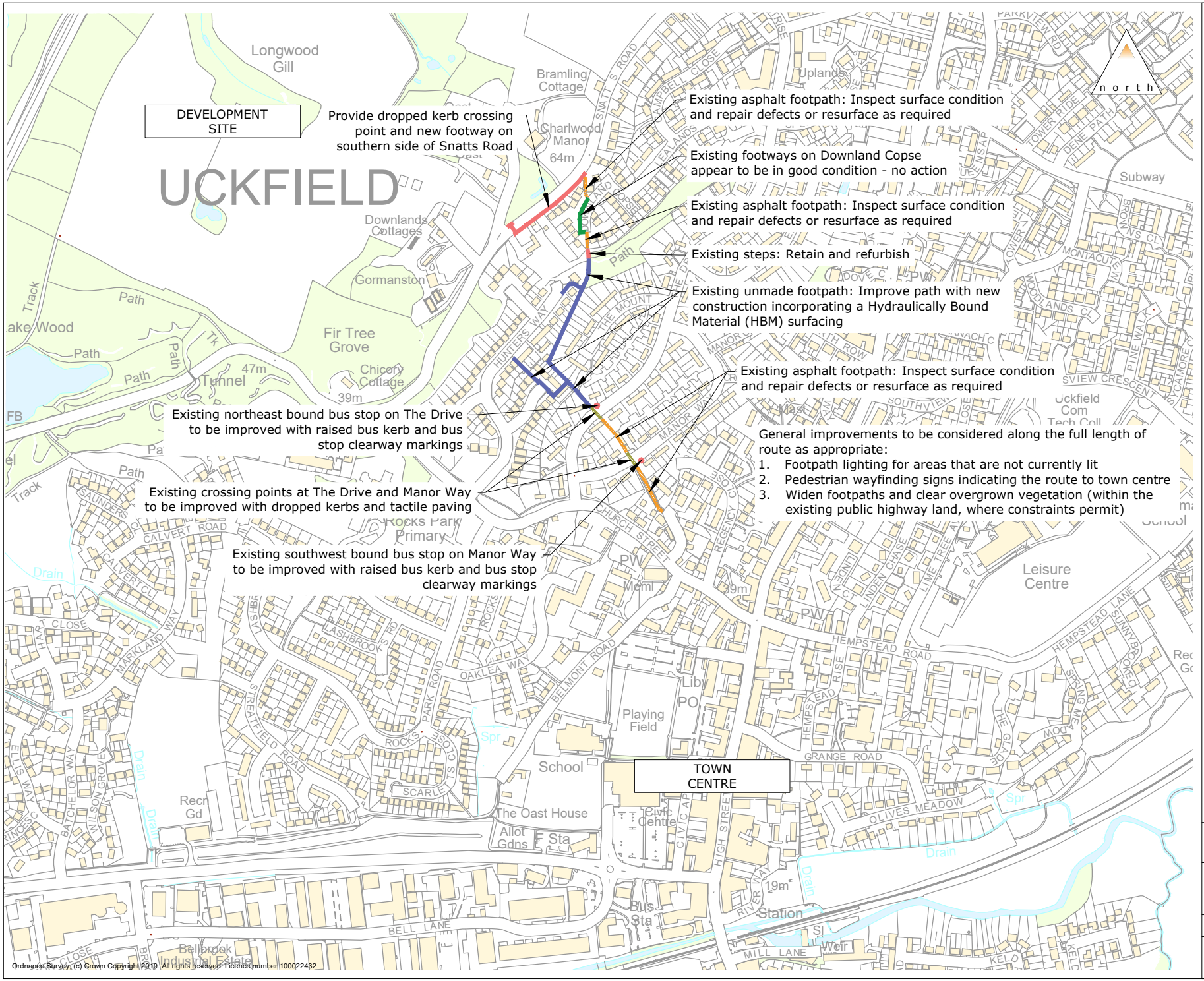
Title:
Proposed Emergency Access

Scale: 1:1,000 (@ A3)

Drawing: 2001061-102

Revision: C

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-102c [Emergency Access].dwg



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Project:
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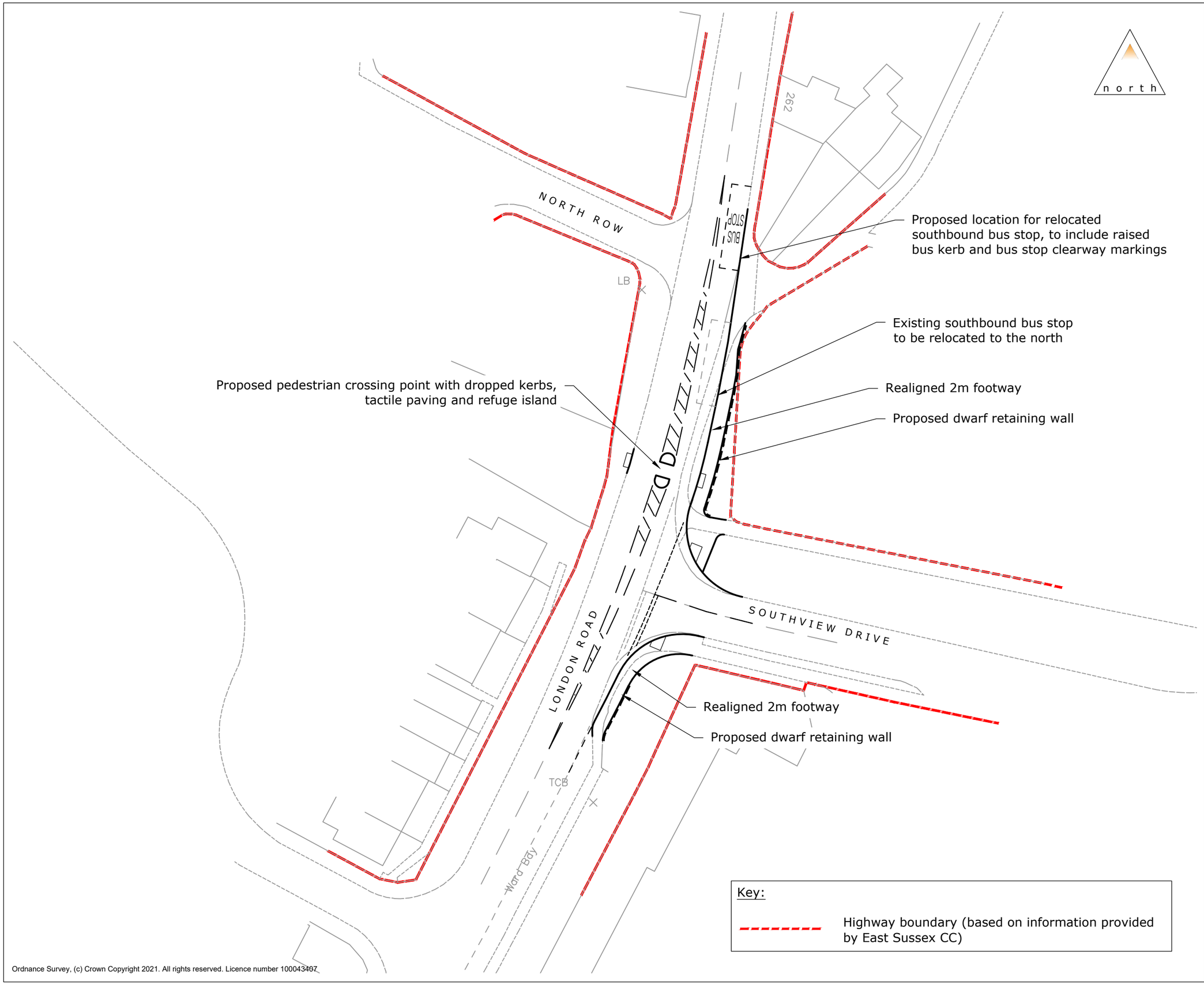
Title:
Possible Improvements to Pedestrian Route

Scale: 1:7,500 (@ A3)

Drawing: 2001061-104

Revision: A

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-104a [Ped Route].dwg



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C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-105b [London Road].dwg

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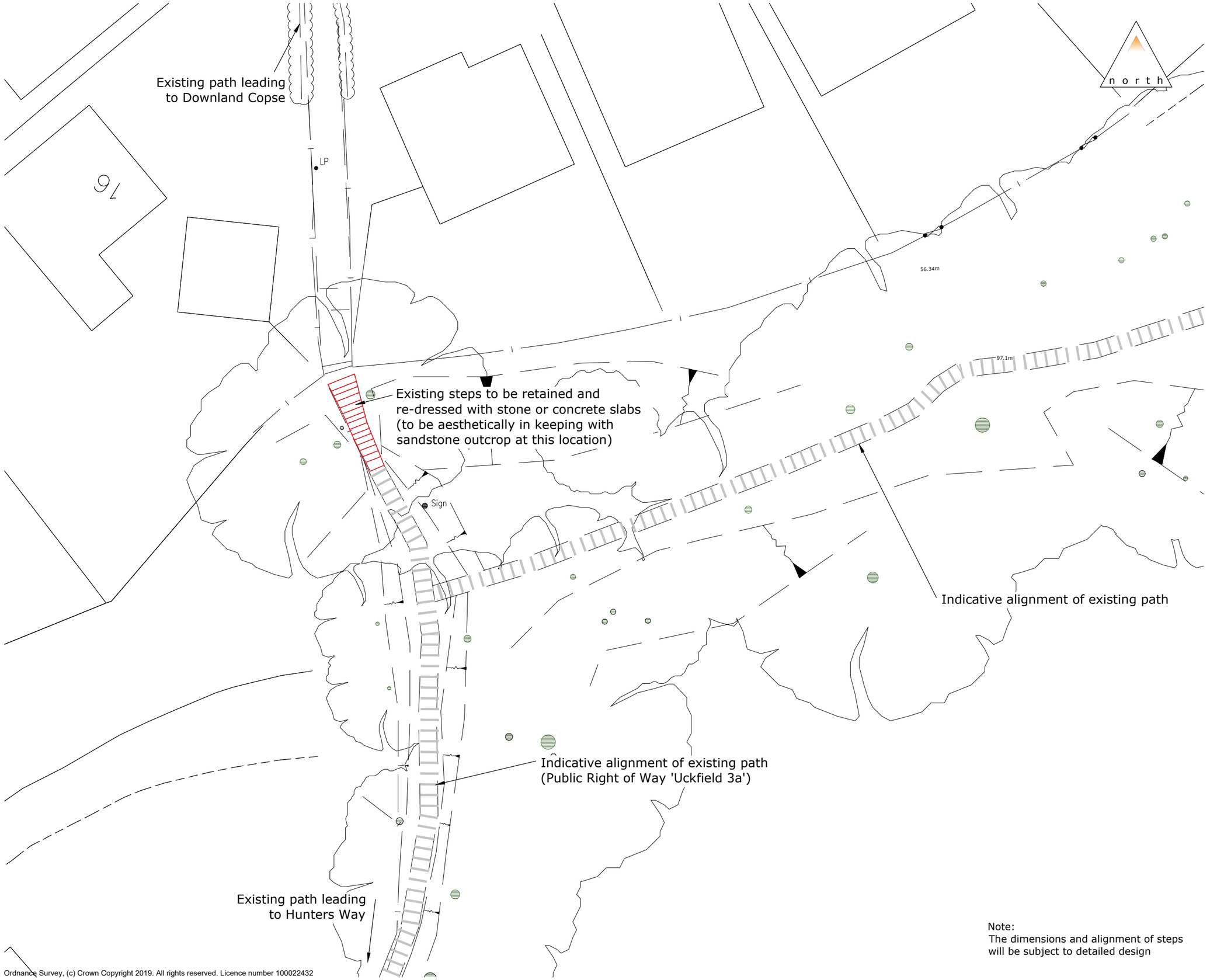
Project:
Downlands Farm, Uckfield

Title:
Proposed Pedestrian Crossing Point on London Road

Scale: 1:500 (@ A3)

Drawing: 2001061-105

Revision: B



Note:
The dimensions and alignment of steps will be subject to detailed design

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Project:
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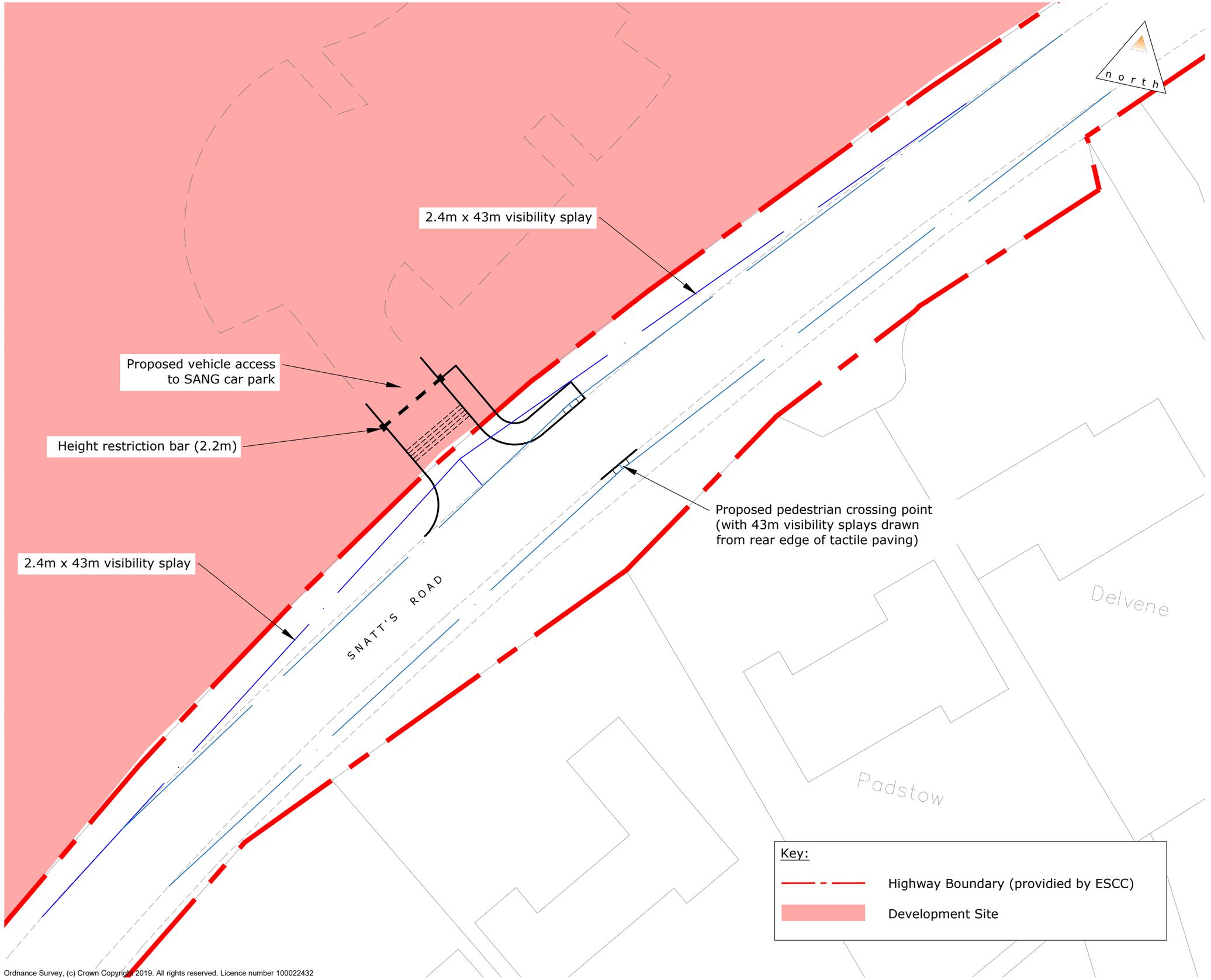
Title:
Indicative Improvements to Existing Steps

Scale: 1:200 (@ A3)

Drawing: 2001061-106

Revision: A

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-106a [Improved Steps Arrangement].dwg



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Project:
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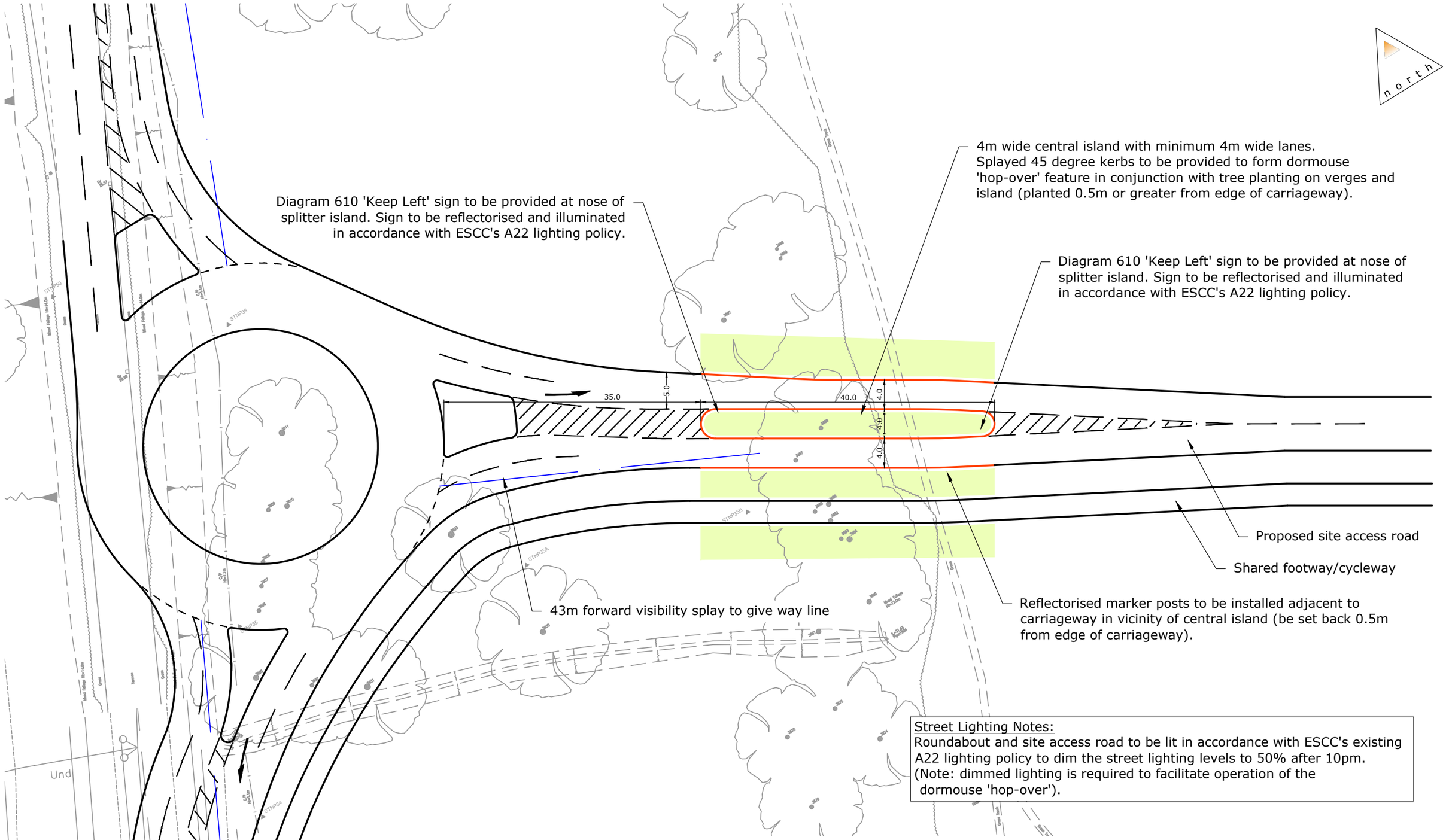
Title:
Proposed SANG Access and Pedestrian Crossing Point

Scale: 1:250 (@ A3)

Drawing: 2001061-107

Revision: A

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-107a [Snatts Rd].dwg



Street Lighting Notes:
Roundabout and site access road to be lit in accordance with ESCC's existing A22 lighting policy to dim the street lighting levels to 50% after 10pm. (Note: dimmed lighting is required to facilitate operation of the dormouse 'hop-over').

Key:

45 degree splayed kerbs

Indictive extent of tree / vegetation planting to facilitate dormouse 'hop-over' (tree planting to be set back minimum 0.5m from edge of carriageway).

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Project:
Downlands Farm, Uckfield

Title:
Proposed Site Access Road Arrangement

Scale: 1:500 (@ A3)

Notes:

Drawing:
2001061-108

Revision:

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-108 [Access Road].dwg

C:\Users\JulianSmith\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-110, 111c, 112a, 113a, 114b, 115b, 116 [Ped-Cycle-Route].dwg

Legend:

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

north

Proposed site access roundabout

Development Site

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

Proposed 3m wide shared footway / cycleway route

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

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

Cutline

Refer to 2001061-112

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Project:
Downlands Farm, Uckfield

Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-111

Revision: C

Legend:

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

Cutline

Refer to 2001061-111

n o r t h

A22

Lake Wood

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

Proposed 3m wide shared footway / cycleway route

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

Track

Path (um)

Lake

Path (um)

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

Cutline

Refer to 2001061-113

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Project:
Downlands Farm, Uckfield

Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-112

Revision: B

C:\Users\JulianSmith\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-110, 111c, 112a, 113a, 114b, 115b, 116 [Ped-Cycle-Route].dwg

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-110, 111c, 112b, 113b, 114b, 115b, 116 [Ped-Cycle-Route].dwg

Cutline

Refer to 2001061-112

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

ROCKS ROAD

A

A

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

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

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

A 2 2

Copwood Pool

Track

B

B

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

Proposed 3m wide shared footway / cycleway route

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

Cutline

Refer to 2001061-114

n o r t h

Legend:

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

Notes:

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

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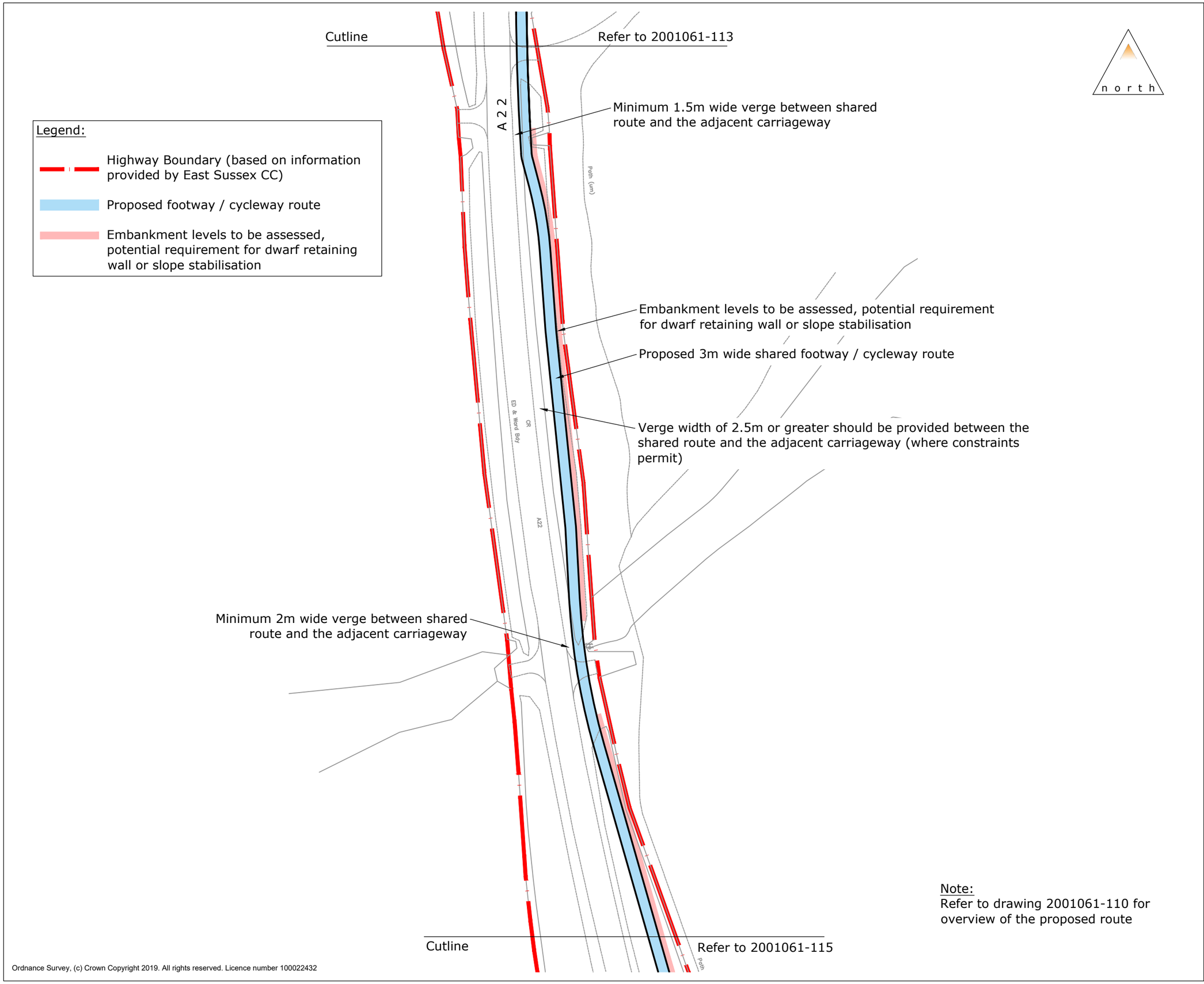
Project:
Downlands Farm, Uckfield

Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-113

Revision: B



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

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Project:
Downlands Farm, Uckfield

Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-114

Revision: B

C:\Users\JulianSmith\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-110, 111c, 112a, 113a, 114b, 115b, 116 [Ped-Cycle-Route].dwg

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-110, 111c, 112b, 113b, 114b, 115b, 116 [Ped-Cycle-Route].dwg

Cutline

Refer to 2001061-114

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

Proposed 3m wide shared footway / cycleway route

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

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

north

A22

Pedn (um)

Drain

BATCHELOR WAY

Refer to 2001061-116

BELLFARM ROAD

COPWOOD ROUNDABOUT

Cutline

Legend:

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

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

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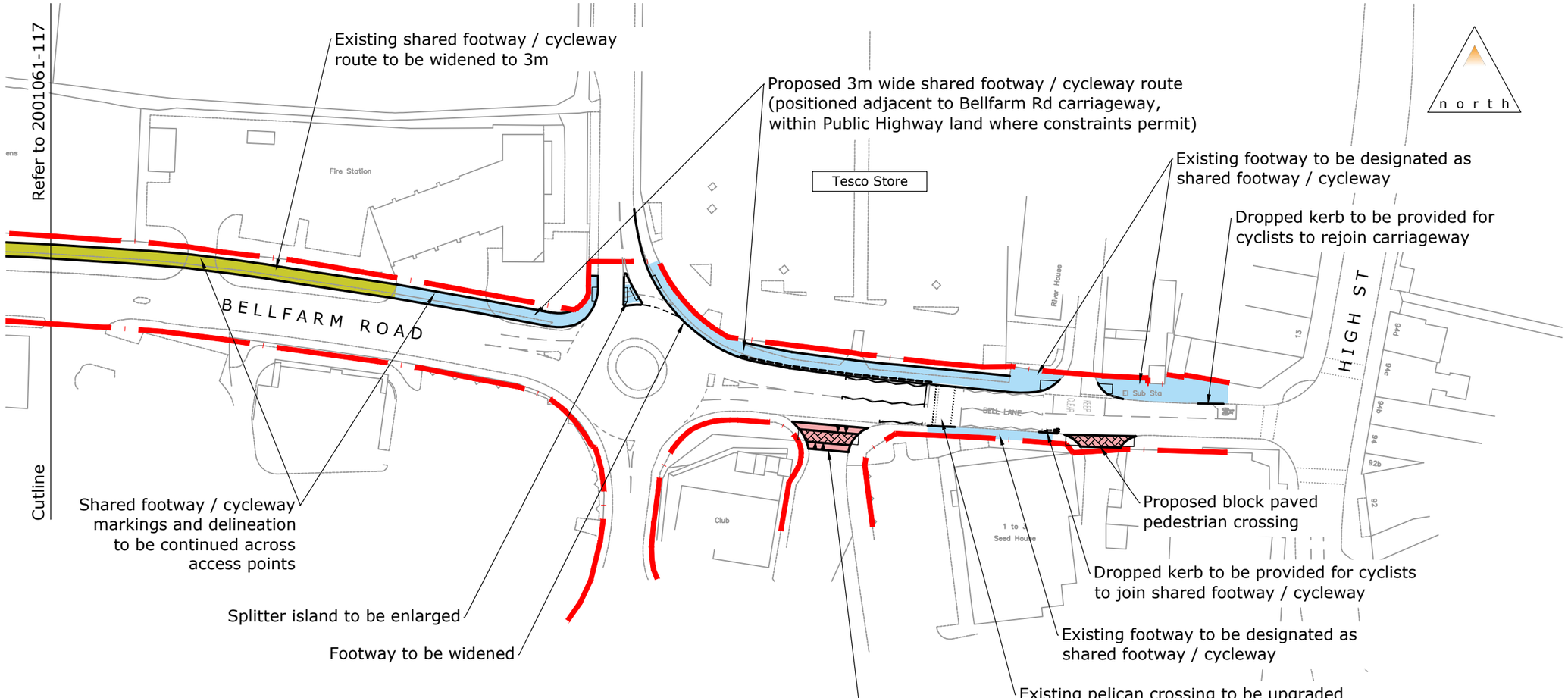
Project:
Downlands Farm, Uckfield

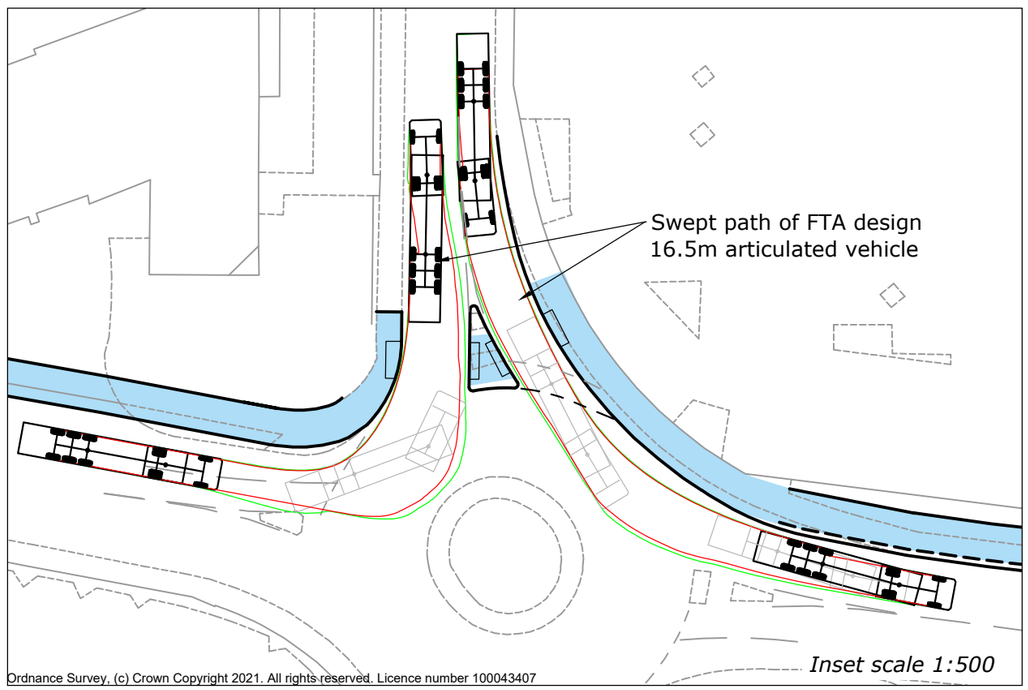
Title:
Proposed Shared Footway / Cycleway Route

Scale: 1:1,000 (@ A3)

Drawing: 2001061-115

Revision: B





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Legend:

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

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Project:
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Title:
Proposed Shared Footway / Cycleway Route

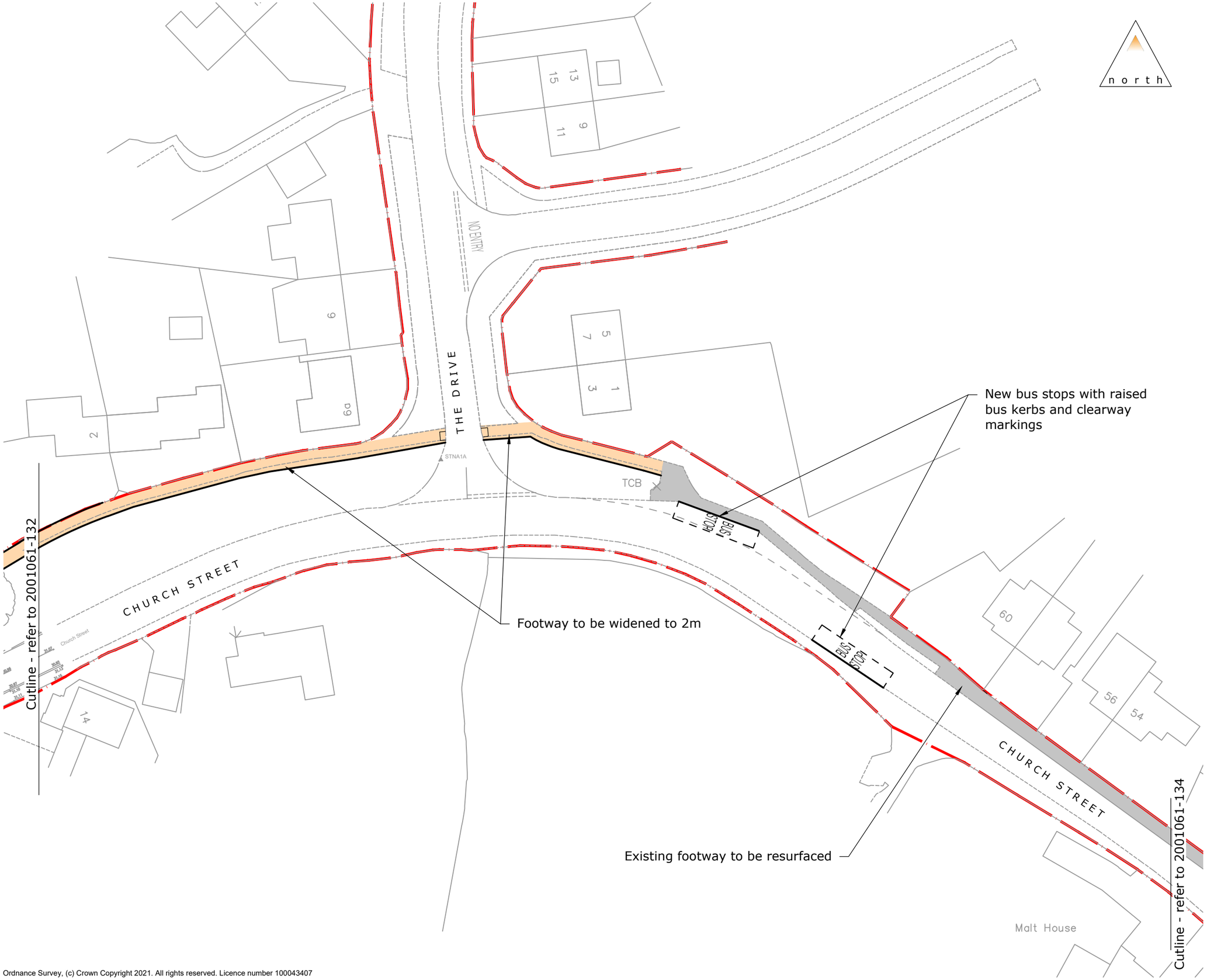
Scale: 1:1,000 (@ A3)

Drawing: 2001061-118

Revision: A

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

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-131E, 132A, 133B, 134C [Rocks Road Church Street].dwg



Legend:

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

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Project:
Downlands Farm, Uckfield

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

Scale: 1:500 (@ A3)

Drawing: 2001061-133

Revision: B

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Existing footway to be resurfaced

Cutline - refer to 2001061-133

Proposed traffic calming / priority build-out

Footway to be widened to 3m

Existing footway to be resurfaced

Junction radii to be reduced and footway to be widened

Proposed dropped kerb pedestrian crossing point with tactile paving

Intervisibility splay at priority build-out

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

Legend:

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

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

Scale: 1:500 (@ A3)

Drawing: 2001061-134

Revision: C

C:\Users\Julian - Work\Motion\StaffSite - Gluckf 2001061\Drawings\2001061-131E, 132A, 133A, 134C [Rocks Road Church Street].dwg

Appendix F

Updated Modelling Output Files

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: M04c-Site Access Rdabout 22-11-28.j9
Path: C:\Users\JoeEarp\Motion\StaffSite - gluckf 2001061\Analysis\Junction Modelling
Report generation date: 28/11/2022 12:06:58

»2018 Baseline, AM
»2018 Baseline, PM
»2039 Baseline, AM
»2039 Baseline, PM
»2039 with Downlands Farm, AM
»2039 with Downlands Farm, PM
»2039 with All Developments, AM
»2039 with All Developments, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2018 Baseline							
1 - A22 (North)	D1	1.3	3.74	0.56	D2	1.7	4.49	0.63
2 - Site Access		0.2	4.38	0.18		0.1	4.08	0.08
3 - A22 (South)		1.9	4.76	0.65		1.8	4.57	0.65
	2039 Baseline							
1 - A22 (North)	D3	1.6	4.27	0.62	D4	2.3	5.51	0.70
2 - Site Access		0.2	4.82	0.20		0.1	4.56	0.09
3 - A22 (South)		2.1	5.18	0.68		3.2	6.96	0.77
	2039 with Downlands Farm							
1 - A22 (North)	D5	1.4	3.98	0.59	D6	2.4	5.70	0.71
2 - Site Access		0.2	4.58	0.19		0.1	4.63	0.09
3 - A22 (South)		2.0	4.94	0.67		3.7	7.71	0.79
	2039 with All Developments							
1 - A22 (North)	D7	1.4	3.98	0.59	D8	2.4	5.70	0.71
2 - Site Access		0.2	4.58	0.19		0.1	4.63	0.09
3 - A22 (South)		2.0	4.97	0.67		3.8	7.87	0.79

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.

File summary

File Description

Title	
Location	
Site number	
Date	05/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\joeearp
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
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	2018 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Baseline	PM	ONE HOUR	00:00	01:30	15	✓
D3	2039 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Baseline	PM	ONE HOUR	00:00	01:30	15	✓
D5	2039 with Downlands Farm	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 with Downlands Farm	PM	ONE HOUR	00:00	01:30	15	✓
D7	2039 with All Developments	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 with All Developments	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2018 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A22 (North)	
2	Site Access	
3	A22 (South)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A22 (North)	3.65	8.02	41.2	30.0	50.0	17.0	
2 - Site Access	3.65	7.00	17.4	20.0	50.0	27.0	
3 - A22 (South)	4.14	8.05	38.0	20.0	50.0	16.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A22 (North)	0.725	2223
2 - Site Access	0.621	1752
3 - A22 (South)	0.727	2250

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

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	2018 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1125	100.000
2 - Site Access		ONE HOUR	✓	166	100.000
3 - A22 (South)		ONE HOUR	✓	1291	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	32	1093
	2 - Site Access	91	0	75
	3 - A22 (South)	1264	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	0	0
	2 - Site Access	0	0	0
	3 - A22 (South)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.56	3.74	1.3	1.7	A	1032	1548
2 - Site Access	0.18	4.38	0.2	0.5	A	152	228
3 - A22 (South)	0.65	4.76	1.9	3.5	A	1185	1777

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	847	212	20	2209	0.383	844	1017	0.0	0.6	2.634	A
2 - Site Access	125	31	820	1242	0.101	125	44	0.0	0.1	3.218	A
3 - A22 (South)	972	243	68	2200	0.442	969	877	0.0	0.8	2.916	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1011	253	24	2206	0.458	1010	1217	0.6	0.8	3.010	A
2 - Site Access	149	37	982	1142	0.131	149	53	0.1	0.1	3.625	A
3 - A22 (South)	1161	290	82	2191	0.530	1159	1049	0.8	1.1	3.486	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1239	310	30	2202	0.563	1237	1489	0.8	1.3	3.724	A
2 - Site Access	183	46	1202	1005	0.182	182	65	0.1	0.2	4.374	A
3 - A22 (South)	1421	355	100	2177	0.653	1418	1284	1.1	1.9	4.726	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1239	310	30	2202	0.563	1239	1492	1.3	1.3	3.736	A
2 - Site Access	183	46	1203	1004	0.182	183	65	0.2	0.2	4.381	A
3 - A22 (South)	1421	355	100	2177	0.653	1421	1286	1.9	1.9	4.762	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1011	253	24	2206	0.459	1013	1221	1.3	0.9	3.024	A
2 - Site Access	149	37	984	1140	0.131	150	53	0.2	0.2	3.635	A
3 - A22 (South)	1161	290	82	2190	0.530	1164	1052	1.9	1.1	3.514	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	847	212	20	2209	0.383	848	1022	0.9	0.6	2.646	A
2 - Site Access	125	31	824	1240	0.101	125	44	0.2	0.1	3.230	A
3 - A22 (South)	972	243	69	2200	0.442	973	880	1.1	0.8	2.936	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.62	0.55	1.00	1.40	1.45			N/A	N/A
2 - Site Access	0.11	0.00	0.00	0.11	0.11			N/A	N/A
3 - A22 (South)	0.79	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.84	0.07	0.80	1.30	1.75			N/A	N/A
2 - Site Access	0.15	0.00	0.00	0.15	0.15			N/A	N/A
3 - A22 (South)	1.12	0.06	0.66	2.45	3.52			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.27	0.03	0.26	1.27	1.27			N/A	N/A
2 - Site Access	0.22	0.03	0.25	0.46	0.48			N/A	N/A
3 - A22 (South)	1.85	0.03	0.26	1.85	1.85			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.28	0.03	0.26	1.28	1.28			N/A	N/A
2 - Site Access	0.22	0.03	0.26	0.46	0.48			N/A	N/A
3 - A22 (South)	1.87	0.03	0.26	1.87	1.87			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.85	0.54	0.99	1.40	1.45			N/A	N/A
2 - Site Access	0.15	0.00	0.00	0.15	0.15			N/A	N/A
3 - A22 (South)	1.14	0.22	1.09	1.65	1.89			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.62	0.10	0.84	1.37	1.43			N/A	N/A
2 - Site Access	0.11	0.00	0.00	0.11	0.11			N/A	N/A
3 - A22 (South)	0.80	0.07	0.78	1.05	1.59			N/A	N/A

2018 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2018 Baseline	PM	ONE HOUR	00:00	01:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1240	100.000
2 - Site Access		ONE HOUR	✓	71	100.000
3 - A22 (South)		ONE HOUR	✓	1300	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	84	1156
	2 - Site Access	39	0	32
	3 - A22 (South)	1230	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	0	0
	2 - Site Access	0	0	0
	3 - A22 (South)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.63	4.49	1.7	2.9	A	1138	1707
2 - Site Access	0.08	4.08	0.1	0.5	A	65	98
3 - A22 (South)	0.65	4.57	1.8	3.4	A	1193	1789

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	934	233	53	2185	0.427	931	952	0.0	0.7	2.860	A
2 - Site Access	53	13	868	1213	0.044	53	116	0.0	0.0	3.103	A
3 - A22 (South)	979	245	29	2229	0.439	976	892	0.0	0.8	2.865	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1115	279	63	2178	0.512	1114	1140	0.7	1.0	3.380	A
2 - Site Access	64	16	1038	1107	0.058	64	138	0.0	0.1	3.450	A
3 - A22 (South)	1169	292	35	2225	0.525	1167	1067	0.8	1.1	3.400	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1365	341	77	2168	0.630	1363	1395	1.0	1.7	4.458	A
2 - Site Access	78	20	1270	963	0.081	78	169	0.1	0.1	4.069	A
3 - A22 (South)	1431	358	43	2219	0.645	1429	1306	1.1	1.8	4.538	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1365	341	77	2168	0.630	1365	1397	1.7	1.7	4.487	A
2 - Site Access	78	20	1273	961	0.081	78	170	0.1	0.1	4.076	A
3 - A22 (South)	1431	358	43	2219	0.645	1431	1308	1.8	1.8	4.571	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1115	279	63	2178	0.512	1117	1143	1.7	1.1	3.402	A
2 - Site Access	64	16	1042	1105	0.058	64	139	0.1	0.1	3.460	A
3 - A22 (South)	1169	292	35	2224	0.525	1171	1070	1.8	1.1	3.426	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	934	233	53	2185	0.427	935	957	1.1	0.7	2.881	A
2 - Site Access	53	13	871	1211	0.044	54	116	0.1	0.0	3.113	A
3 - A22 (South)	979	245	29	2229	0.439	980	896	1.1	0.8	2.885	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.74	0.55	1.00	1.40	1.45			N/A	N/A
2 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
3 - A22 (South)	0.78	0.55	1.00	1.40	1.45			N/A	N/A

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.04	0.06	0.73	2.04	2.91			N/A	N/A
2 - Site Access	0.06	0.03	0.25	0.45	0.48			N/A	N/A
3 - A22 (South)	1.10	0.06	0.68	2.36	3.38			N/A	N/A

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.68	0.03	0.26	1.68	1.68			N/A	N/A
2 - Site Access	0.09	0.03	0.26	0.47	0.49			N/A	N/A
3 - A22 (South)	1.79	0.03	0.26	1.79	1.79			N/A	N/A

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.69	0.03	0.26	1.69	1.69			N/A	N/A
2 - Site Access	0.09	0.00	0.00	0.09	0.09			N/A	N/A
3 - A22 (South)	1.80	0.03	0.26	1.80	1.80			N/A	N/A

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.06	0.31	1.05	1.38	1.71			N/A	N/A
2 - Site Access	0.06	0.00	0.00	0.06	0.06			N/A	N/A
3 - A22 (South)	1.12	0.26	1.08	1.58	1.84			N/A	N/A

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.75	0.08	0.80	1.12	1.12			N/A	N/A
2 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
3 - A22 (South)	0.79	0.08	0.80	1.47	1.47			N/A	N/A

2039 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1235	100.000
2 - Site Access		ONE HOUR	✓	166	100.000
3 - A22 (South)		ONE HOUR	✓	1346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	32	1203
	2 - Site Access	91	0	75
	3 - A22 (South)	1319	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	0	0
	2 - Site Access	0	0	0
	3 - A22 (South)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.62	4.27	1.6	2.7	A	1133	1700
2 - Site Access	0.20	4.82	0.2	0.8	A	152	228
3 - A22 (South)	0.68	5.18	2.1	4.2	A	1235	1853

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	930	232	20	2209	0.421	927	1058	0.0	0.7	2.803	A
2 - Site Access	125	31	903	1191	0.105	125	44	0.0	0.1	3.373	A
3 - A22 (South)	1013	253	68	2200	0.461	1010	959	0.0	0.8	3.015	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1110	278	24	2206	0.503	1109	1266	0.7	1.0	3.280	A
2 - Site Access	149	37	1080	1081	0.138	149	53	0.1	0.2	3.864	A
3 - A22 (South)	1210	303	82	2191	0.552	1209	1148	0.8	1.2	3.661	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1360	340	30	2202	0.618	1357	1549	1.0	1.6	4.251	A
2 - Site Access	183	46	1322	930	0.196	182	65	0.2	0.2	4.810	A
3 - A22 (South)	1482	370	100	2177	0.681	1478	1405	1.2	2.1	5.126	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1360	340	30	2202	0.618	1360	1552	1.6	1.6	4.274	A
2 - Site Access	183	46	1324	929	0.197	183	65	0.2	0.2	4.823	A
3 - A22 (South)	1482	370	100	2177	0.681	1482	1407	2.1	2.1	5.175	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1110	278	24	2206	0.503	1113	1271	1.6	1.0	3.299	A
2 - Site Access	149	37	1084	1079	0.138	150	53	0.2	0.2	3.877	A
3 - A22 (South)	1210	303	82	2190	0.552	1213	1151	2.1	1.2	3.699	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	930	232	20	2209	0.421	931	1063	1.0	0.7	2.821	A
2 - Site Access	125	31	907	1189	0.105	125	44	0.2	0.1	3.387	A
3 - A22 (South)	1013	253	69	2200	0.461	1015	963	1.2	0.9	3.042	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.72	0.55	1.00	1.40	1.45			N/A	N/A
2 - Site Access	0.12	0.00	0.00	0.12	0.12			N/A	N/A
3 - A22 (South)	0.85	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.01	0.06	0.75	1.92	2.73			N/A	N/A
2 - Site Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
3 - A22 (South)	1.22	0.05	0.57	2.85	4.24			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.60	0.03	0.26	1.60	1.60			N/A	N/A
2 - Site Access	0.24	0.03	0.25	0.46	0.48			N/A	N/A
3 - A22 (South)	2.09	0.03	0.27	2.09	2.09			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.60	0.03	0.26	1.60	1.60			N/A	N/A
2 - Site Access	0.24	0.03	0.27	0.48	0.75			N/A	N/A
3 - A22 (South)	2.11	0.03	0.26	2.11	2.11			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.02	0.41	1.03	1.12	1.57			N/A	N/A
2 - Site Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
3 - A22 (South)	1.25	0.15	1.13	1.91	2.47			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.73	0.09	0.82	1.40	1.48			N/A	N/A
2 - Site Access	0.12	0.00	0.00	0.12	0.12			N/A	N/A
3 - A22 (South)	0.86	0.06	0.74	1.50	1.91			N/A	N/A

2039 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 Baseline	PM	ONE HOUR	00:00	01:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1376	100.000
2 - Site Access		ONE HOUR	✓	71	100.000
3 - A22 (South)		ONE HOUR	✓	1546	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	84	1292
	2 - Site Access	39	0	32
	3 - A22 (South)	1476	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	0	0
	2 - Site Access	0	0	0
	3 - A22 (South)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.70	5.51	2.3	4.8	A	1263	1894
2 - Site Access	0.09	4.56	0.1	0.5	A	65	98
3 - A22 (South)	0.77	6.96	3.2	7.6	A	1419	2128

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1036	259	53	2185	0.474	1032	1136	0.0	0.9	3.114	A
2 - Site Access	53	13	969	1150	0.046	53	116	0.0	0.0	3.282	A
3 - A22 (South)	1164	291	29	2229	0.522	1160	993	0.0	1.1	3.353	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1237	309	63	2178	0.568	1235	1360	0.9	1.3	3.813	A
2 - Site Access	64	16	1160	1031	0.062	64	138	0.0	0.1	3.720	A
3 - A22 (South)	1390	347	35	2225	0.625	1388	1189	1.1	1.6	4.290	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1515	379	77	2168	0.699	1511	1662	1.3	2.3	5.450	A
2 - Site Access	78	20	1419	870	0.090	78	169	0.1	0.1	4.543	A
3 - A22 (South)	1702	426	43	2219	0.767	1696	1454	1.6	3.2	6.806	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1515	379	77	2168	0.699	1515	1668	2.3	2.3	5.514	A
2 - Site Access	78	20	1422	868	0.090	78	170	0.1	0.1	4.556	A
3 - A22 (South)	1702	426	43	2219	0.767	1702	1458	3.2	3.2	6.959	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1237	309	63	2178	0.568	1241	1368	2.3	1.3	3.858	A
2 - Site Access	64	16	1165	1028	0.062	64	139	0.1	0.1	3.733	A
3 - A22 (South)	1390	347	35	2224	0.625	1396	1194	3.2	1.7	4.379	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1036	259	53	2185	0.474	1038	1143	1.3	0.9	3.143	A
2 - Site Access	53	13	974	1147	0.047	54	116	0.1	0.0	3.295	A
3 - A22 (South)	1164	291	29	2229	0.522	1166	998	1.7	1.1	3.395	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.90	0.55	1.00	1.40	1.45			N/A	N/A
2 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
3 - A22 (South)	1.08	0.55	1.00	1.40	1.45			N/A	N/A

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.30	0.05	0.50	3.14	4.78			N/A	N/A
2 - Site Access	0.07	0.03	0.25	0.45	0.48			N/A	N/A
3 - A22 (South)	1.64	0.04	0.45	4.35	7.10			N/A	N/A

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.28	0.03	0.27	2.28	2.28			N/A	N/A
2 - Site Access	0.10	0.03	0.26	0.47	0.49			N/A	N/A
3 - A22 (South)	3.19	0.03	0.28	3.19	7.56			N/A	N/A

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.30	0.03	0.26	2.30	2.30			N/A	N/A
2 - Site Access	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3 - A22 (South)	3.24	0.03	0.27	3.24	3.24			N/A	N/A

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.33	0.13	1.15	2.24	2.86			N/A	N/A
2 - Site Access	0.07	0.00	0.00	0.07	0.07			N/A	N/A
3 - A22 (South)	1.69	0.08	1.10	3.74	5.18			N/A	N/A

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.91	0.06	0.70	1.71	2.32			N/A	N/A
2 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
3 - A22 (South)	1.10	0.05	0.46	2.66	4.06			N/A	N/A

2039 with Downlands Farm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 with Downlands Farm	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1178	100.000
2 - Site Access		ONE HOUR	✓	166	100.000
3 - A22 (South)		ONE HOUR	✓	1316	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	32	1146
	2 - Site Access	91	0	75
	3 - A22 (South)	1289	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	0	0
	2 - Site Access	0	0	0
	3 - A22 (South)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.59	3.98	1.4	2.0	A	1081	1621
2 - Site Access	0.19	4.58	0.2	0.5	A	152	228
3 - A22 (South)	0.67	4.94	2.0	3.8	A	1208	1811

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	887	222	20	2209	0.402	884	1035	0.0	0.7	2.712	A
2 - Site Access	125	31	860	1218	0.103	125	44	0.0	0.1	3.291	A
3 - A22 (South)	991	248	68	2200	0.450	987	916	0.0	0.8	2.961	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1059	265	24	2206	0.480	1058	1239	0.7	0.9	3.133	A
2 - Site Access	149	37	1029	1113	0.134	149	53	0.1	0.2	3.736	A
3 - A22 (South)	1183	296	82	2191	0.540	1182	1097	0.8	1.2	3.563	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1297	324	30	2202	0.589	1295	1516	0.9	1.4	3.961	A
2 - Site Access	183	46	1260	969	0.189	182	65	0.2	0.2	4.572	A
3 - A22 (South)	1449	362	100	2177	0.665	1446	1342	1.2	2.0	4.899	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1297	324	30	2202	0.589	1297	1519	1.4	1.4	3.978	A
2 - Site Access	183	46	1262	968	0.189	183	65	0.2	0.2	4.583	A
3 - A22 (South)	1449	362	100	2177	0.666	1449	1344	2.0	2.0	4.942	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1059	265	24	2206	0.480	1061	1244	1.4	0.9	3.151	A
2 - Site Access	149	37	1032	1111	0.134	150	53	0.2	0.2	3.748	A
3 - A22 (South)	1183	296	82	2190	0.540	1186	1100	2.0	1.2	3.598	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	887	222	20	2209	0.402	888	1040	0.9	0.7	2.727	A
2 - Site Access	125	31	864	1215	0.103	125	44	0.2	0.1	3.304	A
3 - A22 (South)	991	248	69	2200	0.450	992	920	1.2	0.8	2.983	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.67	0.55	1.00	1.40	1.45			N/A	N/A
2 - Site Access	0.11	0.00	0.00	0.11	0.11			N/A	N/A
3 - A22 (South)	0.81	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.92	0.07	0.78	1.64	2.04			N/A	N/A
2 - Site Access	0.15	0.00	0.00	0.15	0.15			N/A	N/A
3 - A22 (South)	1.16	0.05	0.62	2.64	3.82			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.42	0.03	0.26	1.42	1.42			N/A	N/A
2 - Site Access	0.23	0.03	0.25	0.46	0.48			N/A	N/A
3 - A22 (South)	1.96	0.03	0.26	1.96	1.96			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.43	0.03	0.26	1.43	1.43			N/A	N/A
2 - Site Access	0.23	0.03	0.26	0.47	0.49			N/A	N/A
3 - A22 (South)	1.97	0.03	0.26	1.97	1.97			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.93	0.52	1.00	1.42	1.48			N/A	N/A
2 - Site Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
3 - A22 (South)	1.18	0.19	1.11	1.77	1.99			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.67	0.10	0.83	1.37	1.44			N/A	N/A
2 - Site Access	0.12	0.00	0.00	0.12	0.12			N/A	N/A
3 - A22 (South)	0.82	0.07	0.77	1.28	1.74			N/A	N/A

2039 with Downlands Farm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 with Downlands Farm	PM	ONE HOUR	00:00	01:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1395	100.000
2 - Site Access		ONE HOUR	✓	71	100.000
3 - A22 (South)		ONE HOUR	✓	1592	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	84	1311
	2 - Site Access	39	0	32
	3 - A22 (South)	1522	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	0	0
	2 - Site Access	0	0	0
	3 - A22 (South)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.71	5.70	2.4	5.0	A	1280	1920
2 - Site Access	0.09	4.63	0.1	0.5	A	65	98
3 - A22 (South)	0.79	7.71	3.7	11.4	A	1461	2191

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1050	263	52	2185	0.481	1047	1171	0.0	0.9	3.150	A
2 - Site Access	53	13	984	1141	0.047	53	116	0.0	0.0	3.309	A
3 - A22 (South)	1199	300	29	2229	0.538	1194	1008	0.0	1.2	3.463	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1254	314	63	2178	0.576	1252	1401	0.9	1.3	3.883	A
2 - Site Access	64	16	1177	1021	0.063	64	138	0.0	0.1	3.761	A
3 - A22 (South)	1431	358	35	2225	0.643	1429	1206	1.2	1.8	4.508	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1536	384	77	2168	0.709	1532	1712	1.3	2.4	5.623	A
2 - Site Access	78	20	1440	858	0.091	78	169	0.1	0.1	4.618	A
3 - A22 (South)	1753	438	43	2219	0.790	1745	1475	1.8	3.6	7.489	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1536	384	77	2168	0.709	1536	1718	2.4	2.4	5.697	A
2 - Site Access	78	20	1443	855	0.091	78	170	0.1	0.1	4.632	A
3 - A22 (South)	1753	438	43	2219	0.790	1753	1479	3.6	3.7	7.709	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1254	314	63	2178	0.576	1258	1410	2.4	1.4	3.934	A
2 - Site Access	64	16	1182	1017	0.063	64	139	0.1	0.1	3.778	A
3 - A22 (South)	1431	358	35	2224	0.643	1439	1211	3.7	1.8	4.623	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1050	263	53	2185	0.481	1052	1178	1.4	0.9	3.183	A
2 - Site Access	53	13	989	1138	0.047	54	116	0.1	0.0	3.319	A
3 - A22 (South)	1199	300	29	2229	0.538	1201	1013	1.8	1.2	3.511	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.92	0.55	1.00	1.40	1.45			N/A	N/A
2 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
3 - A22 (South)	1.15	0.55	1.00	1.40	1.45			N/A	N/A

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.34	0.05	0.49	3.31	5.03			N/A	N/A
2 - Site Access	0.07	0.03	0.25	0.45	0.48			N/A	N/A
3 - A22 (South)	1.78	0.04	0.44	4.76	7.93			N/A	N/A

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.38	0.03	0.27	2.38	2.38			N/A	N/A
2 - Site Access	0.10	0.03	0.26	0.47	0.49			N/A	N/A
3 - A22 (South)	3.62	0.03	0.29	3.62	11.41			N/A	N/A

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.41	0.03	0.26	2.41	2.41			N/A	N/A
2 - Site Access	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3 - A22 (South)	3.69	0.03	0.27	3.69	3.69			N/A	N/A

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.37	0.12	1.16	2.45	3.07			N/A	N/A
2 - Site Access	0.07	0.00	0.00	0.07	0.07			N/A	N/A
3 - A22 (South)	1.83	0.07	1.01	4.36	6.24			N/A	N/A

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.93	0.06	0.67	1.81	2.56			N/A	N/A
2 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
3 - A22 (South)	1.17	0.04	0.42	2.93	4.81			N/A	N/A

2039 with All Developments, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D7	2039 with All Developments	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1178	100.000
2 - Site Access		ONE HOUR	✓	166	100.000
3 - A22 (South)		ONE HOUR	✓	1320	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	32	1146
	2 - Site Access	91	0	75
	3 - A22 (South)	1293	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	0	0
	2 - Site Access	0	0	0
	3 - A22 (South)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.59	3.98	1.4	2.0	A	1081	1621
2 - Site Access	0.19	4.58	0.2	0.5	A	152	228
3 - A22 (South)	0.67	4.97	2.0	3.9	A	1211	1817

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	887	222	20	2209	0.402	884	1038	0.0	0.7	2.712	A
2 - Site Access	125	31	860	1218	0.103	125	44	0.0	0.1	3.291	A
3 - A22 (South)	994	248	68	2200	0.452	990	916	0.0	0.8	2.968	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1059	265	24	2206	0.480	1058	1243	0.7	0.9	3.133	A
2 - Site Access	149	37	1029	1113	0.134	149	53	0.1	0.2	3.736	A
3 - A22 (South)	1187	297	82	2191	0.542	1185	1097	0.8	1.2	3.576	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1297	324	30	2202	0.589	1295	1520	0.9	1.4	3.961	A
2 - Site Access	183	46	1260	969	0.189	182	65	0.2	0.2	4.572	A
3 - A22 (South)	1453	363	100	2177	0.668	1450	1342	1.2	2.0	4.929	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1297	324	30	2202	0.589	1297	1524	1.4	1.4	3.978	A
2 - Site Access	183	46	1262	968	0.189	183	65	0.2	0.2	4.583	A
3 - A22 (South)	1453	363	100	2177	0.668	1453	1344	2.0	2.0	4.972	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1059	265	24	2206	0.480	1061	1247	1.4	0.9	3.151	A
2 - Site Access	149	37	1032	1111	0.134	150	53	0.2	0.2	3.748	A
3 - A22 (South)	1187	297	82	2190	0.542	1190	1100	2.0	1.2	3.608	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	887	222	20	2209	0.402	888	1043	0.9	0.7	2.727	A
2 - Site Access	125	31	864	1215	0.103	125	44	0.2	0.1	3.301	A
3 - A22 (South)	994	248	69	2200	0.452	995	920	1.2	0.8	2.993	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.67	0.55	1.00	1.40	1.45			N/A	N/A
2 - Site Access	0.11	0.00	0.00	0.11	0.11			N/A	N/A
3 - A22 (South)	0.82	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.92	0.07	0.78	1.64	2.04			N/A	N/A
2 - Site Access	0.15	0.00	0.00	0.15	0.15			N/A	N/A
3 - A22 (South)	1.17	0.05	0.62	2.67	3.86			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.42	0.03	0.26	1.42	1.42			N/A	N/A
2 - Site Access	0.23	0.03	0.25	0.46	0.48			N/A	N/A
3 - A22 (South)	1.98	0.03	0.26	1.98	1.98			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.43	0.03	0.26	1.43	1.43			N/A	N/A
2 - Site Access	0.23	0.03	0.26	0.47	0.49			N/A	N/A
3 - A22 (South)	1.99	0.03	0.26	1.99	1.99			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.93	0.52	1.00	1.42	1.48			N/A	N/A
2 - Site Access	0.16	0.00	0.00	0.16	0.16			N/A	N/A
3 - A22 (South)	1.19	0.18	1.12	1.79	2.05			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.67	0.10	0.83	1.37	1.44			N/A	N/A
2 - Site Access	0.12	0.00	0.00	0.12	0.12			N/A	N/A
3 - A22 (South)	0.83	0.07	0.77	1.32	1.76			N/A	N/A

2039 with All Developments, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D8	2039 with All Developments	PM	ONE HOUR	00:00	01:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1395	100.000
2 - Site Access		ONE HOUR	✓	71	100.000
3 - A22 (South)		ONE HOUR	✓	1601	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	84	1311
	2 - Site Access	39	0	32
	3 - A22 (South)	1531	70	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A22 (North)	2 - Site Access	3 - A22 (South)
From	1 - A22 (North)	0	0	0
	2 - Site Access	0	0	0
	3 - A22 (South)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.71	5.70	2.4	5.0	A	1280	1920
2 - Site Access	0.09	4.63	0.1	0.5	A	65	98
3 - A22 (South)	0.79	7.87	3.8	12.3	A	1469	2204

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1050	263	52	2185	0.481	1047	1177	0.0	0.9	3.150	A
2 - Site Access	53	13	984	1141	0.047	53	116	0.0	0.0	3.309	A
3 - A22 (South)	1205	301	29	2229	0.541	1201	1008	0.0	1.2	3.486	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1254	314	63	2178	0.576	1252	1409	0.9	1.3	3.883	A
2 - Site Access	64	16	1177	1021	0.063	64	138	0.0	0.1	3.761	A
3 - A22 (South)	1439	360	35	2225	0.647	1437	1206	1.2	1.8	4.555	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1536	384	77	2168	0.709	1532	1721	1.3	2.4	5.623	A
2 - Site Access	78	20	1440	858	0.091	78	169	0.1	0.1	4.618	A
3 - A22 (South)	1763	441	43	2219	0.794	1755	1475	1.8	3.7	7.638	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1536	384	77	2168	0.709	1536	1728	2.4	2.4	5.697	A
2 - Site Access	78	20	1443	855	0.091	78	170	0.1	0.1	4.632	A
3 - A22 (South)	1763	441	43	2219	0.794	1762	1479	3.7	3.8	7.875	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1254	314	63	2178	0.576	1258	1419	2.4	1.4	3.933	A
2 - Site Access	64	16	1182	1017	0.063	64	139	0.1	0.1	3.775	A
3 - A22 (South)	1439	360	35	2224	0.647	1447	1211	3.8	1.9	4.674	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1050	263	53	2185	0.481	1052	1185	1.4	0.9	3.183	A
2 - Site Access	53	13	989	1138	0.047	54	116	0.1	0.0	3.322	A
3 - A22 (South)	1205	301	29	2229	0.541	1208	1013	1.9	1.2	3.538	A

Queue Variation Results for each time segment

00:00 - 00:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.92	0.55	1.00	1.40	1.45			N/A	N/A
2 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
3 - A22 (South)	1.17	0.55	1.00	1.40	1.45			N/A	N/A

00:15 - 00:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.34	0.05	0.49	3.31	5.03			N/A	N/A
2 - Site Access	0.07	0.03	0.25	0.45	0.48			N/A	N/A
3 - A22 (South)	1.81	0.04	0.44	4.85	8.12			N/A	N/A

00:30 - 00:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.38	0.03	0.27	2.38	2.38			N/A	N/A
2 - Site Access	0.10	0.03	0.26	0.47	0.49			N/A	N/A
3 - A22 (South)	3.71	0.03	0.29	3.71	12.27			N/A	N/A

00:45 - 01:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.41	0.03	0.26	2.41	2.41			N/A	N/A
2 - Site Access	0.10	0.00	0.00	0.10	0.10			N/A	N/A
3 - A22 (South)	3.79	0.03	0.27	3.79	3.79			N/A	N/A

01:00 - 01:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.37	0.12	1.16	2.45	3.07			N/A	N/A
2 - Site Access	0.07	0.00	0.00	0.07	0.07			N/A	N/A
3 - A22 (South)	1.86	0.07	0.99	4.49	6.48			N/A	N/A

01:15 - 01:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.93	0.06	0.67	1.81	2.56			N/A	N/A
2 - Site Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A
3 - A22 (South)	1.19	0.04	0.42	2.98	4.94			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: M05b-Copwood Roundabout 22-11-28.j9
Path: C:\Users\JoeEarp\Motion\StaffSite - gluckf 2001061\Analysis\Junction Modelling
Report generation date: 28/11/2022 11:39:02

»2039 Do Minimum, AM
»2039 Do Minimum, PM
»2039 with Development, AM
»2039 with Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2039 Do Minimum					
1 - A22 (North)	2.3	6.17	0.70	2.3	5.79	0.70
2 - Bellfarm Road	0.5	3.29	0.33	1.4	5.74	0.59
3 - A22 (South)	4.4	10.54	0.82	2.8	8.04	0.74
4 - GridServe Access	0.1	9.08	0.12	0.1	8.61	0.11
	2039 with Development					
1 - A22 (North)	2.5	6.68	0.72	2.3	5.82	0.70
2 - Bellfarm Road	0.5	3.34	0.33	1.4	5.73	0.59
3 - A22 (South)	4.4	10.56	0.82	3.3	8.99	0.77
4 - GridServe Access	0.1	9.06	0.12	0.1	9.21	0.12

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.

File summary

File Description

Title	
Location	
Site number	
Date	28/11/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\JoeEarp
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
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	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D2	2039 Do Minimum	PM	ONE HOUR	16:30	18:00	15	✓
D3	2039 with Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 with Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2039 Do Minimum, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Bellfarm Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A22 (North)	
2	Bellfarm Road	
3	A22 (South)	
4	GridServe Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A22 (North)	3.40	7.40	61.0	29.5	53.0	10.5	
2 - Bellfarm Road	3.50	7.80	98.0	37.0	53.0	11.5	
3 - A22 (South)	3.60	7.60	58.8	22.5	53.0	30.0	
4 - GridServe Access	4.00	5.50	3.9	25.0	53.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A22 (North)	0.711	2201
2 - Bellfarm Road	0.747	2394
3 - A22 (South)	0.670	2097
4 - GridServe Access	0.562	1469

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

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	2039 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1222	100.000
2 - Bellfarm Road		ONE HOUR	✓	491	100.000
3 - A22 (South)		ONE HOUR	✓	1397	100.000
4 - GridServe Access		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A22 (North)	2 - Bellfarm Road	3 - A22 (South)	4 - GridServe Access
From	1 - A22 (North)	0	319	883	20
	2 - Bellfarm Road	278	0	213	0
	3 - A22 (South)	1042	327	0	28
	4 - GridServe Access	26	0	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A22 (North)	2 - Bellfarm Road	3 - A22 (South)	4 - GridServe Access
From	1 - A22 (North)	0	0	0	0
	2 - Bellfarm Road	0	0	0	0
	3 - A22 (South)	0	0	0	0
	4 - GridServe Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.70	6.17	2.3	4.3	A	1121	1682
2 - Bellfarm Road	0.33	3.29	0.5	2.1	A	451	676
3 - A22 (South)	0.82	10.54	4.4	19.5	B	1282	1923
4 - GridServe Access	0.12	9.08	0.1	0.5	A	44	66

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	920	230	262	2016	0.456	917	1009	0.0	0.8	3.267	A
2 - Bellfarm Road	370	92	694	1876	0.197	369	484	0.0	0.2	2.388	A
3 - A22 (South)	1052	263	224	1948	0.540	1047	839	0.0	1.2	3.977	A
4 - GridServe Access	36	9	1235	775	0.047	36	36	0.0	0.0	4.873	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1099	275	313	1979	0.555	1097	1208	0.8	1.2	4.074	A
2 - Bellfarm Road	441	110	830	1774	0.249	441	580	0.2	0.3	2.701	A
3 - A22 (South)	1256	314	268	1918	0.655	1253	1004	1.2	1.9	5.389	A
4 - GridServe Access	43	11	1478	638	0.068	43	43	0.0	0.1	6.051	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1345	336	382	1930	0.697	1341	1474	1.2	2.3	6.072	A
2 - Bellfarm Road	541	135	1015	1635	0.331	540	708	0.3	0.5	3.285	A
3 - A22 (South)	1538	385	328	1878	0.819	1529	1228	1.9	4.3	10.030	B
4 - GridServe Access	53	13	1804	455	0.116	53	53	0.1	0.1	8.950	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1345	336	384	1928	0.698	1345	1482	2.3	2.3	6.171	A
2 - Bellfarm Road	541	135	1018	1633	0.331	541	711	0.5	0.5	3.294	A
3 - A22 (South)	1538	385	328	1878	0.819	1538	1231	4.3	4.4	10.542	B
4 - GridServe Access	53	13	1813	449	0.118	53	53	0.1	0.1	9.076	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1099	275	316	1977	0.556	1103	1218	2.3	1.3	4.138	A
2 - Bellfarm Road	441	110	835	1770	0.249	442	584	0.5	0.3	2.713	A
3 - A22 (South)	1256	314	268	1918	0.655	1266	1008	4.4	1.9	5.600	A
4 - GridServe Access	43	11	1491	631	0.068	43	43	0.1	0.1	6.131	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	920	230	263	2014	0.457	922	1016	1.3	0.8	3.299	A
2 - Bellfarm Road	370	92	698	1873	0.197	370	487	0.3	0.2	2.395	A
3 - A22 (South)	1052	263	225	1947	0.540	1055	843	1.9	1.2	4.048	A
4 - GridServe Access	36	9	1243	770	0.047	36	36	0.1	0.0	4.907	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.83	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bellfarm Road	0.24	0.00	0.00	0.24	0.24			N/A	N/A
3 - A22 (South)	1.16	0.55	1.00	1.40	1.45			N/A	N/A
4 - GridServe Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.24	0.05	0.57	2.88	4.31			N/A	N/A
2 - Bellfarm Road	0.33	0.00	0.00	0.33	0.33			N/A	N/A
3 - A22 (South)	1.86	0.05	0.45	4.98	8.27			N/A	N/A
4 - GridServe Access	0.07	0.03	0.26	0.46	0.49			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.25	0.03	0.27	2.25	2.25			N/A	N/A
2 - Bellfarm Road	0.49	0.03	0.25	0.49	0.49			N/A	N/A
3 - A22 (South)	4.27	0.03	0.31	4.35	19.46			N/A	N/A
4 - GridServe Access	0.13	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.28	0.03	0.26	2.28	2.28			N/A	N/A
2 - Bellfarm Road	0.49	0.03	0.32	1.45	2.06			N/A	N/A
3 - A22 (South)	4.39	0.03	0.28	4.39	8.39			N/A	N/A
4 - GridServe Access	0.13	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.26	0.11	1.10	2.11	2.79			N/A	N/A
2 - Bellfarm Road	0.33	0.00	0.00	0.33	0.33			N/A	N/A
3 - A22 (South)	1.93	0.06	0.73	4.96	7.59			N/A	N/A
4 - GridServe Access	0.07	0.00	0.00	0.07	0.07			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.85	0.05	0.60	1.63	2.20			N/A	N/A
2 - Bellfarm Road	0.25	0.00	0.00	0.25	0.25			N/A	N/A
3 - A22 (South)	1.19	0.04	0.37	2.98	5.53			N/A	N/A
4 - GridServe Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2039 Do Minimum, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Bellfarm Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 Do Minimum	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1320	100.000
2 - Bellfarm Road		ONE HOUR	✓	811	100.000
3 - A22 (South)		ONE HOUR	✓	1173	100.000
4 - GridServe Access		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A22 (North)	2 - Bellfarm Road	3 - A22 (South)	4 - GridServe Access
From	1 - A22 (North)	0	284	1008	28
	2 - Bellfarm Road	459	0	352	0
	3 - A22 (South)	1017	136	0	20
	4 - GridServe Access	22	0	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A22 (North)	2 - Bellfarm Road	3 - A22 (South)	4 - GridServe Access
From	1 - A22 (North)	0	0	0	0
	2 - Bellfarm Road	0	0	0	0
	3 - A22 (South)	0	0	0	0
	4 - GridServe Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.70	5.79	2.3	4.7	A	1211	1817
2 - Bellfarm Road	0.59	5.74	1.4	1.5	A	744	1116
3 - A22 (South)	0.74	8.04	2.8	7.1	A	1076	1615
4 - GridServe Access	0.11	8.61	0.1	0.5	A	44	66

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	994	248	121	2115	0.470	990	1123	0.0	0.9	3.191	A
2 - Bellfarm Road	611	153	797	1799	0.339	609	315	0.0	0.5	3.019	A
3 - A22 (South)	883	221	365	1853	0.477	879	1040	0.0	0.9	3.685	A
4 - GridServe Access	36	9	1209	789	0.046	36	36	0.0	0.0	4.778	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1187	297	145	2098	0.566	1185	1344	0.9	1.3	3.935	A
2 - Bellfarm Road	729	182	953	1682	0.434	728	377	0.5	0.8	3.772	A
3 - A22 (South)	1055	264	437	1805	0.584	1053	1244	0.9	1.4	4.773	A
4 - GridServe Access	43	11	1447	655	0.066	43	43	0.0	0.1	5.879	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1453	363	178	2075	0.700	1449	1643	1.3	2.3	5.715	A
2 - Bellfarm Road	893	223	1166	1523	0.586	890	461	0.8	1.4	5.670	A
3 - A22 (South)	1291	323	535	1739	0.742	1286	1522	1.4	2.8	7.841	A
4 - GridServe Access	53	13	1768	475	0.111	53	53	0.1	0.1	8.523	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1453	363	178	2075	0.700	1453	1649	2.3	2.3	5.790	A
2 - Bellfarm Road	893	223	1169	1520	0.587	893	462	1.4	1.4	5.737	A
3 - A22 (South)	1291	323	536	1738	0.743	1291	1526	2.8	2.8	8.041	A
4 - GridServe Access	53	13	1775	471	0.112	53	53	0.1	0.1	8.608	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1187	297	146	2097	0.566	1191	1353	2.3	1.3	3.988	A
2 - Bellfarm Road	729	182	958	1678	0.434	732	379	1.4	0.8	3.812	A
3 - A22 (South)	1055	264	439	1803	0.585	1060	1250	2.8	1.4	4.881	A
4 - GridServe Access	43	11	1456	650	0.066	43	43	0.1	0.1	5.937	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	994	248	122	2115	0.470	995	1130	1.3	0.9	3.220	A
2 - Bellfarm Road	611	153	801	1796	0.340	612	317	0.8	0.5	3.045	A
3 - A22 (South)	883	221	367	1852	0.477	885	1045	1.4	0.9	3.734	A
4 - GridServe Access	36	9	1216	785	0.046	36	36	0.1	0.0	4.809	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.88	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bellfarm Road	0.51	0.51	1.00	1.40	1.45			N/A	N/A
3 - A22 (South)	0.90	0.55	1.00	1.40	1.45			N/A	N/A
4 - GridServe Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.29	0.05	0.52	3.07	4.68			N/A	N/A
2 - Bellfarm Road	0.76	0.07	0.75	1.48	1.48			N/A	N/A
3 - A22 (South)	1.39	0.05	0.49	3.46	5.29			N/A	N/A
4 - GridServe Access	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.29	0.03	0.27	2.29	2.29			N/A	N/A
2 - Bellfarm Road	1.40	0.03	0.26	1.40	1.40			N/A	N/A
3 - A22 (South)	2.79	0.03	0.28	2.79	7.13			N/A	N/A
4 - GridServe Access	0.12	0.03	0.26	0.47	0.50			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.31	0.03	0.26	2.31	2.31			N/A	N/A
2 - Bellfarm Road	1.41	0.03	0.27	1.41	1.41			N/A	N/A
3 - A22 (South)	2.84	0.03	0.27	2.84	2.84			N/A	N/A
4 - GridServe Access	0.13	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.32	0.12	1.13	2.25	2.88			N/A	N/A
2 - Bellfarm Road	0.77	0.19	0.93	1.39	1.45			N/A	N/A
3 - A22 (South)	1.43	0.07	1.01	2.95	4.07			N/A	N/A
4 - GridServe Access	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.89	0.06	0.66	1.71	2.35			N/A	N/A
2 - Bellfarm Road	0.52	0.05	0.47	1.29	1.40			N/A	N/A
3 - A22 (South)	0.92	0.04	0.44	2.06	3.23			N/A	N/A
4 - GridServe Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2039 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Bellfarm Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 with Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1241	100.000
2 - Bellfarm Road		ONE HOUR	✓	488	100.000
3 - A22 (South)		ONE HOUR	✓	1401	100.000
4 - GridServe Access		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A22 (North)	2 - Bellfarm Road	3 - A22 (South)	4 - GridServe Access
From	1 - A22 (North)	0	314	907	20
	2 - Bellfarm Road	273	0	215	0
	3 - A22 (South)	1016	357	0	28
	4 - GridServe Access	26	0	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A22 (North)	2 - Bellfarm Road	3 - A22 (South)	4 - GridServe Access
From	1 - A22 (North)	0	0	0	0
	2 - Bellfarm Road	0	0	0	0
	3 - A22 (South)	0	0	0	0
	4 - GridServe Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.72	6.68	2.5	4.8	A	1139	1708
2 - Bellfarm Road	0.33	3.34	0.5	2.1	A	448	672
3 - A22 (South)	0.82	10.56	4.4	19.6	B	1286	1928
4 - GridServe Access	0.12	9.06	0.1	0.5	A	44	66

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	934	234	284	2000	0.467	931	986	0.0	0.9	3.357	A
2 - Bellfarm Road	367	92	712	1862	0.197	366	503	0.0	0.2	2.406	A
3 - A22 (South)	1055	264	220	1950	0.541	1050	858	0.0	1.2	3.979	A
4 - GridServe Access	36	9	1234	775	0.047	36	36	0.0	0.0	4.870	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1116	279	340	1960	0.569	1114	1180	0.9	1.3	4.247	A
2 - Bellfarm Road	439	110	852	1758	0.250	438	602	0.2	0.3	2.729	A
3 - A22 (South)	1259	315	263	1921	0.656	1257	1027	1.2	1.9	5.394	A
4 - GridServe Access	43	11	1477	638	0.068	43	43	0.0	0.1	6.046	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1366	342	415	1907	0.717	1362	1440	1.3	2.5	6.549	A
2 - Bellfarm Road	537	134	1041	1616	0.333	537	735	0.3	0.5	3.334	A
3 - A22 (South)	1543	386	322	1882	0.820	1533	1256	1.9	4.3	10.047	B
4 - GridServe Access	53	13	1802	455	0.116	53	53	0.1	0.1	8.934	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1366	342	417	1905	0.717	1366	1447	2.5	2.5	6.677	A
2 - Bellfarm Road	537	134	1045	1613	0.333	537	739	0.5	0.5	3.344	A
3 - A22 (South)	1543	386	323	1881	0.820	1542	1259	4.3	4.4	10.562	B
4 - GridServe Access	53	13	1812	450	0.117	53	53	0.1	0.1	9.061	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1116	279	343	1957	0.570	1120	1190	2.5	1.3	4.323	A
2 - Bellfarm Road	439	110	857	1754	0.250	439	607	0.5	0.3	2.741	A
3 - A22 (South)	1259	315	264	1921	0.656	1269	1032	4.4	1.9	5.606	A
4 - GridServe Access	43	11	1490	631	0.068	43	43	0.1	0.1	6.128	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	934	234	286	1998	0.468	936	992	1.3	0.9	3.397	A
2 - Bellfarm Road	367	92	716	1859	0.198	368	506	0.3	0.2	2.415	A
3 - A22 (South)	1055	264	221	1950	0.541	1058	863	1.9	1.2	4.051	A
4 - GridServe Access	36	9	1242	770	0.047	36	36	0.1	0.0	4.904	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.87	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bellfarm Road	0.24	0.00	0.00	0.24	0.24			N/A	N/A
3 - A22 (South)	1.17	0.55	1.00	1.40	1.45			N/A	N/A
4 - GridServe Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.31	0.05	0.50	3.16	4.81			N/A	N/A
2 - Bellfarm Road	0.33	0.00	0.00	0.33	0.33			N/A	N/A
3 - A22 (South)	1.87	0.04	0.45	5.00	8.31			N/A	N/A
4 - GridServe Access	0.07	0.03	0.26	0.46	0.49			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.47	0.03	0.27	2.47	3.51			N/A	N/A
2 - Bellfarm Road	0.50	0.03	0.25	0.50	0.50			N/A	N/A
3 - A22 (South)	4.29	0.03	0.31	4.42	19.60			N/A	N/A
4 - GridServe Access	0.13	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.50	0.03	0.27	2.50	2.50			N/A	N/A
2 - Bellfarm Road	0.50	0.03	0.32	1.46	2.10			N/A	N/A
3 - A22 (South)	4.41	0.03	0.28	4.41	8.50			N/A	N/A
4 - GridServe Access	0.13	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.34	0.10	1.09	2.52	3.28			N/A	N/A
2 - Bellfarm Road	0.33	0.00	0.00	0.33	0.33			N/A	N/A
3 - A22 (South)	1.94	0.05	0.72	4.98	7.63			N/A	N/A
4 - GridServe Access	0.07	0.00	0.00	0.07	0.07			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.88	0.05	0.50	1.82	2.66			N/A	N/A
2 - Bellfarm Road	0.25	0.00	0.00	0.25	0.25			N/A	N/A
3 - A22 (South)	1.19	0.04	0.37	2.99	5.56			N/A	N/A
4 - GridServe Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A

2039 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A22 (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	2 - Bellfarm Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - A22 (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 with Development	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A22 (North)		ONE HOUR	✓	1324	100.000
2 - Bellfarm Road		ONE HOUR	✓	809	100.000
3 - A22 (South)		ONE HOUR	✓	1215	100.000
4 - GridServe Access		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A22 (North)	2 - Bellfarm Road	3 - A22 (South)	4 - GridServe Access
From	1 - A22 (North)	0	286	1010	28
	2 - Bellfarm Road	461	0	348	0
	3 - A22 (South)	1061	134	0	20
	4 - GridServe Access	22	0	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A22 (North)	2 - Bellfarm Road	3 - A22 (South)	4 - GridServe Access
From	1 - A22 (North)	0	0	0	0
	2 - Bellfarm Road	0	0	0	0
	3 - A22 (South)	0	0	0	0
	4 - GridServe Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A22 (North)	0.70	5.82	2.3	4.7	A	1215	1822
2 - Bellfarm Road	0.59	5.73	1.4	1.5	A	742	1114
3 - A22 (South)	0.77	8.99	3.3	11.0	A	1115	1672
4 - GridServe Access	0.12	9.21	0.1	0.5	A	44	66

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	997	249	120	2116	0.471	993	1158	0.0	0.9	3.206	A
2 - Bellfarm Road	609	152	798	1798	0.339	607	315	0.0	0.5	3.018	A
3 - A22 (South)	915	229	367	1852	0.494	911	1038	0.0	1.0	3.811	A
4 - GridServe Access	36	9	1242	771	0.047	36	36	0.0	0.0	4.898	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1190	298	144	2099	0.567	1189	1386	0.9	1.3	3.945	A
2 - Bellfarm Road	727	182	955	1680	0.433	726	377	0.5	0.8	3.770	A
3 - A22 (South)	1092	273	439	1804	0.606	1090	1242	1.0	1.5	5.031	A
4 - GridServe Access	43	11	1486	633	0.068	43	43	0.0	0.1	6.099	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1458	364	175	2077	0.702	1454	1692	1.3	2.3	5.738	A
2 - Bellfarm Road	891	223	1168	1521	0.586	888	461	0.8	1.4	5.665	A
3 - A22 (South)	1338	334	537	1738	0.770	1331	1520	1.5	3.2	8.702	A
4 - GridServe Access	53	13	1815	448	0.118	53	53	0.1	0.1	9.094	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1458	364	176	2076	0.702	1458	1700	2.3	2.3	5.817	A
2 - Bellfarm Road	891	223	1171	1519	0.587	891	462	1.4	1.4	5.731	A
3 - A22 (South)	1338	334	538	1737	0.770	1337	1524	3.2	3.3	8.993	A
4 - GridServe Access	53	13	1823	444	0.119	53	53	0.1	0.1	9.207	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	1190	298	145	2099	0.567	1194	1396	2.3	1.3	3.999	A
2 - Bellfarm Road	727	182	960	1677	0.434	730	379	1.4	0.8	3.810	A
3 - A22 (South)	1092	273	441	1802	0.606	1099	1248	3.3	1.6	5.169	A
4 - GridServe Access	43	11	1497	627	0.069	43	43	0.1	0.1	6.171	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A22 (North)	997	249	121	2116	0.471	998	1165	1.3	0.9	3.229	A
2 - Bellfarm Road	609	152	802	1794	0.339	610	317	0.8	0.5	3.041	A
3 - A22 (South)	915	229	369	1851	0.494	917	1044	1.6	1.0	3.865	A
4 - GridServe Access	36	9	1250	766	0.047	36	36	0.1	0.0	4.931	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.88	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bellfarm Road	0.51	0.51	1.00	1.40	1.45			N/A	N/A
3 - A22 (South)	0.97	0.55	1.00	1.40	1.45			N/A	N/A
4 - GridServe Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.30	0.05	0.52	3.10	4.73			N/A	N/A
2 - Bellfarm Road	0.76	0.07	0.75	1.47	1.47			N/A	N/A
3 - A22 (South)	1.51	0.05	0.48	3.88	6.11			N/A	N/A
4 - GridServe Access	0.07	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.31	0.03	0.27	2.31	2.31			N/A	N/A
2 - Bellfarm Road	1.39	0.03	0.26	1.39	1.39			N/A	N/A
3 - A22 (South)	3.21	0.03	0.29	3.21	10.97			N/A	N/A
4 - GridServe Access	0.13	0.03	0.26	0.47	0.50			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	2.33	0.03	0.26	2.33	2.33			N/A	N/A
2 - Bellfarm Road	1.41	0.03	0.27	1.41	1.41			N/A	N/A
3 - A22 (South)	3.28	0.03	0.27	3.28	3.35			N/A	N/A
4 - GridServe Access	0.13	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	1.32	0.12	1.14	2.29	2.91			N/A	N/A
2 - Bellfarm Road	0.77	0.19	0.93	1.39	1.45			N/A	N/A
3 - A22 (South)	1.56	0.07	0.93	3.59	5.08			N/A	N/A
4 - GridServe Access	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A22 (North)	0.90	0.06	0.66	1.73	2.39			N/A	N/A
2 - Bellfarm Road	0.52	0.05	0.47	1.29	1.40			N/A	N/A
3 - A22 (South)	0.99	0.04	0.41	2.41	3.90			N/A	N/A
4 - GridServe Access	0.05	0.00	0.00	0.05	0.05			N/A	N/A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: M02c-Black Down Rbout Jacobs w No Miti 22-12-15.j9
Path: C:\Users\JoeEarp\Motion\StaffSite - gluckf 2001061\Analysis\Junction Modelling
Report generation date: 15/12/2022 12:14:57

»2018 Baseline, AM
»2018 Baseline, PM
»2039 Baseline, AM
»2039 Baseline, PM
»2039 with Downlands Farm, AM
»2039 with Downlands Farm, PM
»2039 with All Developments, AM
»2039 with All Developments, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2018 Baseline					
1 - A26	3.9	17.55	0.80	2.0	9.43	0.67
2 - A22 (South)	1.9	6.63	0.66	1.6	6.14	0.61
3 - A22 (West)	3.5	8.81	0.78	5.3	12.20	0.85
	2039 Baseline					
1 - A26	4.0	17.93	0.81	2.0	9.37	0.67
2 - A22 (South)	1.9	6.63	0.66	1.5	6.10	0.61
3 - A22 (West)	3.5	8.78	0.78	5.3	12.16	0.85
	2039 with Downlands Farm					
1 - A26	4.6	19.96	0.83	2.1	9.94	0.69
2 - A22 (South)	1.9	6.54	0.65	1.6	6.33	0.62
3 - A22 (West)	3.4	8.77	0.77	5.3	12.20	0.85
	2039 with All Developments					
1 - A26	5.1	22.31	0.85	2.1	9.84	0.68
2 - A22 (South)	1.9	6.64	0.66	1.6	6.23	0.61
3 - A22 (West)	3.4	8.92	0.78	5.4	12.46	0.85

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.

File summary

File Description

Title	Black Down Roundabout
Location	Uckfield, East Sussex
Site number	
Date	27/10/2021
Version	
Status	(new file)
Identifier	
Client	Gleeson Strategic Land
Jobnumber	gluckf/2001061
Enumerator	MOTION\JoeEarp
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
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	2018 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018 Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D3	2039 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2039 Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D5	2039 with Downlands Farm	AM	ONE HOUR	07:45	09:15	15	✓
D6	2039 with Downlands Farm	PM	ONE HOUR	16:30	18:00	15	✓
D7	2039 with All Developments	AM	ONE HOUR	07:45	09:15	15	✓
D8	2039 with All Developments	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2018 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.31	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A26	
2	A22 (South)	
3	A22 (West)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A26	4.35	5.96	6.0	54.3	60.0	35.0	
2 - A22 (South)	3.32	8.82	13.4	44.9	60.0	14.5	
3 - A22 (West)	5.47	8.78	5.5	24.0	60.0	38.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A26	0.544	1602
2 - A22 (South)	0.607	1866
3 - A22 (West)	0.597	1961

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

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	2018 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A26		ONE HOUR	✓	753	100.000
2 - A22 (South)		ONE HOUR	✓	942	100.000
3 - A22 (West)		ONE HOUR	✓	1311	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	325	428
	2 - A22 (South)	167	0	775
	3 - A22 (West)	358	953	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	0	0
	2 - A22 (South)	0	0	0
	3 - A22 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A26	0.80	17.55	3.9	19.6	C	691	1036
2 - A22 (South)	0.66	6.63	1.9	2.9	A	864	1297
3 - A22 (West)	0.78	8.81	3.5	11.8	A	1203	1804

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	567	142	714	1214	0.467	563	394	0.0	0.9	5.509	A
2 - A22 (South)	709	177	320	1672	0.424	706	957	0.0	0.7	3.719	A
3 - A22 (West)	987	247	125	1886	0.523	983	901	0.0	1.1	3.965	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	677	169	855	1137	0.595	675	471	0.9	1.4	7.744	A
2 - A22 (South)	847	212	383	1633	0.519	846	1146	0.7	1.1	4.563	A
3 - A22 (West)	1179	295	150	1871	0.630	1176	1079	1.1	1.7	5.160	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	829	207	1044	1034	0.802	820	576	1.4	3.7	16.160	C
2 - A22 (South)	1037	259	466	1583	0.655	1034	1398	1.1	1.9	6.519	A
3 - A22 (West)	1443	361	183	1852	0.780	1437	1317	1.7	3.4	8.535	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	829	207	1049	1032	0.804	828	578	3.7	3.9	17.551	C
2 - A22 (South)	1037	259	471	1580	0.656	1037	1407	1.9	1.9	6.626	A
3 - A22 (West)	1443	361	184	1851	0.780	1443	1324	3.4	3.5	8.806	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	677	169	862	1133	0.597	686	474	3.9	1.5	8.217	A
2 - A22 (South)	847	212	390	1629	0.520	850	1158	1.9	1.1	4.640	A
3 - A22 (West)	1179	295	151	1871	0.630	1186	1089	3.5	1.7	5.303	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	567	142	719	1211	0.468	569	396	1.5	0.9	5.632	A
2 - A22 (South)	709	177	324	1670	0.425	711	965	1.1	0.7	3.758	A
3 - A22 (West)	987	247	126	1886	0.523	989	908	1.7	1.1	4.028	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.87	0.55	1.00	1.40	1.45			N/A	N/A
2 - A22 (South)	0.73	0.55	1.00	1.40	1.45			N/A	N/A
3 - A22 (West)	1.09	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.44	0.05	0.64	3.51	5.22			N/A	N/A
2 - A22 (South)	1.07	0.06	0.78	2.05	2.90			N/A	N/A
3 - A22 (West)	1.68	0.05	0.47	4.39	6.96			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	3.71	0.03	0.33	6.78	19.61			N/A	N/A
2 - A22 (South)	1.86	0.03	0.27	1.86	1.86			N/A	N/A
3 - A22 (West)	3.39	0.03	0.29	3.39	11.84			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	3.89	0.03	0.29	3.89	15.09			N/A	N/A
2 - A22 (South)	1.89	0.03	0.27	1.89	1.89			N/A	N/A
3 - A22 (West)	3.46	0.03	0.27	3.46	3.46			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.51	0.05	0.48	3.86	6.04			N/A	N/A
2 - A22 (South)	1.09	0.12	1.03	1.72	1.98			N/A	N/A
3 - A22 (West)	1.73	0.06	0.94	4.09	5.92			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.89	0.03	0.34	2.04	4.17			N/A	N/A
2 - A22 (South)	0.74	0.06	0.62	1.18	1.71			N/A	N/A
3 - A22 (West)	1.11	0.04	0.41	2.77	4.57			N/A	N/A

2018 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2018 Baseline	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A26		ONE HOUR	✓	700	100.000
2 - A22 (South)		ONE HOUR	✓	834	100.000
3 - A22 (West)		ONE HOUR	✓	1466	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	159	541
	2 - A22 (South)	83	0	751
	3 - A22 (West)	714	752	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	0	0
	2 - A22 (South)	0	0	0
	3 - A22 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A26	0.67	9.43	2.0	3.8	A	642	963
2 - A22 (South)	0.61	6.14	1.6	1.9	A	765	1148
3 - A22 (West)	0.85	12.20	5.3	26.1	B	1345	2018

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	527	132	563	1296	0.407	524	597	0.0	0.7	4.652	A
2 - A22 (South)	628	157	405	1620	0.388	625	683	0.0	0.6	3.610	A
3 - A22 (West)	1104	276	62	1924	0.574	1098	968	0.0	1.3	4.334	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	629	157	674	1235	0.509	628	715	0.7	1.0	5.913	A
2 - A22 (South)	750	187	485	1571	0.477	749	817	0.6	0.9	4.370	A
3 - A22 (West)	1318	329	75	1916	0.688	1315	1159	1.3	2.2	5.947	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	771	193	822	1155	0.667	767	872	1.0	1.9	9.189	A
2 - A22 (South)	918	230	593	1506	0.610	916	996	0.9	1.5	6.072	A
3 - A22 (West)	1614	404	91	1907	0.847	1602	1417	2.2	5.1	11.409	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	771	193	828	1152	0.669	771	877	1.9	2.0	9.427	A
2 - A22 (South)	918	230	596	1504	0.610	918	1003	1.5	1.6	6.137	A
3 - A22 (West)	1614	404	91	1906	0.847	1613	1422	5.1	5.3	12.197	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	629	157	682	1231	0.511	633	723	2.0	1.1	6.058	A
2 - A22 (South)	750	187	489	1569	0.478	752	826	1.6	0.9	4.422	A
3 - A22 (West)	1318	329	75	1916	0.688	1330	1167	5.3	2.2	6.266	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	527	132	568	1293	0.408	528	602	1.1	0.7	4.716	A
2 - A22 (South)	628	157	408	1618	0.388	629	688	0.9	0.6	3.643	A
3 - A22 (West)	1104	276	63	1924	0.574	1107	975	2.2	1.4	4.430	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.68	0.55	1.00	1.40	1.45			N/A	N/A
2 - A22 (South)	0.63	0.55	1.00	1.40	1.45			N/A	N/A
3 - A22 (West)	1.33	0.57	1.18	1.63	1.82			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.02	0.07	0.83	1.88	2.60			N/A	N/A
2 - A22 (South)	0.90	0.07	0.82	1.54	1.92			N/A	N/A
3 - A22 (West)	2.16	0.05	0.46	5.88	9.83			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.95	0.03	0.27	1.95	3.82			N/A	N/A
2 - A22 (South)	1.54	0.03	0.26	1.54	1.54			N/A	N/A
3 - A22 (West)	5.10	0.03	0.32	7.98	26.08			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.99	0.03	0.27	1.99	2.50			N/A	N/A
2 - A22 (South)	1.55	0.03	0.27	1.55	1.55			N/A	N/A
3 - A22 (West)	5.30	0.03	0.29	5.30	15.07			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.06	0.08	0.93	1.83	2.42			N/A	N/A
2 - A22 (South)	0.92	0.17	0.97	1.50	1.51			N/A	N/A
3 - A22 (West)	2.25	0.05	0.55	6.05	9.63			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.69	0.05	0.46	1.31	1.87			N/A	N/A
2 - A22 (South)	0.64	0.06	0.63	1.38	1.47			N/A	N/A
3 - A22 (West)	1.36	0.04	0.36	3.40	6.72			N/A	N/A

2039 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.41	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A26		ONE HOUR	✓	756	100.000
2 - A22 (South)		ONE HOUR	✓	942	100.000
3 - A22 (West)		ONE HOUR	✓	1310	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	327	429
	2 - A22 (South)	167	0	775
	3 - A22 (West)	355	955	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	0	0
	2 - A22 (South)	0	0	0
	3 - A22 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A26	0.81	17.93	4.0	20.2	C	694	1041
2 - A22 (South)	0.66	6.63	1.9	2.9	A	864	1297
3 - A22 (West)	0.78	8.78	3.5	11.7	A	1202	1803

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	569	142	716	1213	0.469	566	391	0.0	0.9	5.533	A
2 - A22 (South)	709	177	321	1671	0.424	706	960	0.0	0.7	3.721	A
3 - A22 (West)	986	247	125	1886	0.523	982	902	0.0	1.1	3.962	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	680	170	857	1136	0.598	677	468	0.9	1.5	7.805	A
2 - A22 (South)	847	212	384	1633	0.519	846	1150	0.7	1.1	4.566	A
3 - A22 (West)	1178	294	150	1871	0.629	1175	1080	1.1	1.7	5.153	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	832	208	1046	1033	0.806	823	572	1.5	3.8	16.456	C
2 - A22 (South)	1037	259	467	1582	0.655	1034	1402	1.1	1.9	6.526	A
3 - A22 (West)	1442	361	183	1852	0.779	1435	1318	1.7	3.4	8.514	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	832	208	1051	1030	0.808	832	575	3.8	4.0	17.932	C
2 - A22 (South)	1037	259	472	1580	0.657	1037	1411	1.9	1.9	6.634	A
3 - A22 (West)	1442	361	184	1851	0.779	1442	1325	3.4	3.5	8.782	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	680	170	864	1132	0.600	689	472	4.0	1.5	8.300	A
2 - A22 (South)	847	212	391	1628	0.520	850	1162	1.9	1.1	4.644	A
3 - A22 (West)	1178	294	151	1871	0.629	1185	1091	3.5	1.7	5.297	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	569	142	721	1210	0.470	572	394	1.5	0.9	5.660	A
2 - A22 (South)	709	177	324	1669	0.425	711	968	1.1	0.7	3.760	A
3 - A22 (West)	986	247	126	1886	0.523	989	909	1.7	1.1	4.025	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.87	0.55	1.00	1.40	1.45			N/A	N/A
2 - A22 (South)	0.73	0.55	1.00	1.40	1.45			N/A	N/A
3 - A22 (West)	1.09	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.46	0.05	0.63	3.57	5.34			N/A	N/A
2 - A22 (South)	1.07	0.06	0.78	2.06	2.90			N/A	N/A
3 - A22 (West)	1.67	0.05	0.47	4.38	6.94			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	3.79	0.03	0.33	7.20	20.21			N/A	N/A
2 - A22 (South)	1.86	0.03	0.27	1.86	1.86			N/A	N/A
3 - A22 (West)	3.38	0.03	0.29	3.38	11.74			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	3.99	0.03	0.29	3.99	15.88			N/A	N/A
2 - A22 (South)	1.89	0.03	0.27	1.89	1.89			N/A	N/A
3 - A22 (West)	3.45	0.03	0.27	3.45	3.45			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.53	0.05	0.48	3.93	6.22			N/A	N/A
2 - A22 (South)	1.09	0.12	1.03	1.72	1.99			N/A	N/A
3 - A22 (West)	1.72	0.06	0.94	4.07	5.89			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.90	0.03	0.34	2.06	4.27			N/A	N/A
2 - A22 (South)	0.74	0.06	0.62	1.18	1.71			N/A	N/A
3 - A22 (West)	1.11	0.04	0.41	2.77	4.55			N/A	N/A

2039 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 Baseline	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A26		ONE HOUR	✓	699	100.000
2 - A22 (South)		ONE HOUR	✓	831	100.000
3 - A22 (West)		ONE HOUR	✓	1467	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	158	541
	2 - A22 (South)	80	0	751
	3 - A22 (West)	717	750	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	0	0
	2 - A22 (South)	0	0	0
	3 - A22 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A26	0.67	9.37	2.0	3.7	A	641	962
2 - A22 (South)	0.61	6.10	1.5	1.9	A	763	1144
3 - A22 (West)	0.85	12.16	5.3	26.0	B	1346	2019

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	526	132	562	1296	0.406	524	597	0.0	0.7	4.642	A
2 - A22 (South)	626	156	405	1620	0.386	623	680	0.0	0.6	3.602	A
3 - A22 (West)	1104	276	60	1925	0.574	1099	968	0.0	1.3	4.331	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	628	157	673	1236	0.508	627	715	0.7	1.0	5.895	A
2 - A22 (South)	747	187	485	1571	0.475	746	814	0.6	0.9	4.356	A
3 - A22 (West)	1319	330	72	1918	0.688	1316	1159	1.3	2.2	5.940	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	770	192	820	1156	0.666	766	872	1.0	1.9	9.137	A
2 - A22 (South)	915	229	593	1506	0.607	912	993	0.9	1.5	6.039	A
3 - A22 (West)	1615	404	88	1909	0.846	1603	1417	2.2	5.1	11.380	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	770	192	825	1153	0.667	769	877	1.9	2.0	9.371	A
2 - A22 (South)	915	229	596	1504	0.608	915	999	1.5	1.5	6.103	A
3 - A22 (West)	1615	404	88	1908	0.846	1614	1422	5.1	5.3	12.163	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	628	157	680	1232	0.510	632	723	2.0	1.1	6.038	A
2 - A22 (South)	747	187	489	1569	0.476	750	823	1.5	0.9	4.407	A
3 - A22 (West)	1319	330	72	1918	0.688	1331	1167	5.3	2.2	6.255	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	526	132	566	1294	0.407	528	602	1.1	0.7	4.706	A
2 - A22 (South)	626	156	408	1618	0.387	627	686	0.9	0.6	3.634	A
3 - A22 (West)	1104	276	60	1925	0.574	1108	975	2.2	1.4	4.425	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.68	0.55	1.00	1.40	1.45			N/A	N/A
2 - A22 (South)	0.63	0.55	1.00	1.40	1.45			N/A	N/A
3 - A22 (West)	1.33	0.57	1.18	1.63	1.81			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.02	0.07	0.83	1.87	2.58			N/A	N/A
2 - A22 (South)	0.90	0.07	0.82	1.52	1.90			N/A	N/A
3 - A22 (West)	2.16	0.05	0.46	5.88	9.82			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.93	0.03	0.27	1.93	3.71			N/A	N/A
2 - A22 (South)	1.52	0.03	0.26	1.52	1.52			N/A	N/A
3 - A22 (West)	5.09	0.03	0.32	7.92	25.99			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.97	0.03	0.27	1.97	2.45			N/A	N/A
2 - A22 (South)	1.54	0.03	0.27	1.54	1.54			N/A	N/A
3 - A22 (West)	5.29	0.03	0.29	5.29	14.94			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.05	0.08	0.93	1.81	2.38			N/A	N/A
2 - A22 (South)	0.92	0.17	0.97	1.47	1.47			N/A	N/A
3 - A22 (West)	2.25	0.05	0.55	6.04	9.62			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.69	0.05	0.46	1.29	1.85			N/A	N/A
2 - A22 (South)	0.63	0.06	0.63	1.37	1.47			N/A	N/A
3 - A22 (West)	1.36	0.04	0.36	3.41	6.71			N/A	N/A

2039 with Downlands Farm, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.99	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 with Downlands Farm	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A26		ONE HOUR	✓	784	100.000
2 - A22 (South)		ONE HOUR	✓	938	100.000
3 - A22 (West)		ONE HOUR	✓	1280	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	360	424
	2 - A22 (South)	216	0	722
	3 - A22 (West)	341	939	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	0	0
	2 - A22 (South)	0	0	0
	3 - A22 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A26	0.83	19.96	4.6	23.5	C	719	1079
2 - A22 (South)	0.65	6.54	1.9	2.8	A	861	1291
3 - A22 (West)	0.77	8.77	3.4	11.2	A	1175	1762

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	590	148	704	1219	0.484	587	418	0.0	0.9	5.657	A
2 - A22 (South)	706	177	317	1673	0.422	703	973	0.0	0.7	3.700	A
3 - A22 (West)	964	241	162	1864	0.517	959	859	0.0	1.1	3.961	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	705	176	842	1144	0.616	702	500	0.9	1.6	8.103	A
2 - A22 (South)	843	211	380	1635	0.516	842	1165	0.7	1.1	4.529	A
3 - A22 (West)	1151	288	194	1845	0.624	1148	1028	1.1	1.6	5.150	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	863	216	1029	1043	0.828	852	611	1.6	4.3	17.962	C
2 - A22 (South)	1033	258	461	1586	0.651	1030	1420	1.1	1.8	6.432	A
3 - A22 (West)	1409	352	237	1819	0.775	1403	1253	1.6	3.3	8.502	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	863	216	1034	1040	0.830	862	613	4.3	4.6	19.955	C
2 - A22 (South)	1033	258	466	1583	0.652	1033	1430	1.8	1.9	6.539	A
3 - A22 (West)	1409	352	238	1819	0.775	1409	1261	3.3	3.4	8.766	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	705	176	849	1140	0.618	716	503	4.6	1.7	8.716	A
2 - A22 (South)	843	211	387	1631	0.517	846	1178	1.9	1.1	4.606	A
3 - A22 (West)	1151	288	195	1845	0.624	1157	1039	3.4	1.7	5.288	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	590	148	709	1217	0.485	593	420	1.7	1.0	5.797	A
2 - A22 (South)	706	177	321	1671	0.423	708	981	1.1	0.7	3.742	A
3 - A22 (West)	964	241	163	1864	0.517	966	865	1.7	1.1	4.022	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.93	0.55	1.00	1.40	1.45			N/A	N/A
2 - A22 (South)	0.72	0.55	1.00	1.40	1.45			N/A	N/A
3 - A22 (West)	1.06	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.57	0.05	0.59	3.92	5.97			N/A	N/A
2 - A22 (South)	1.05	0.06	0.79	1.99	2.84			N/A	N/A
3 - A22 (West)	1.63	0.05	0.48	4.25	6.72			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	4.32	0.04	0.35	9.62	23.47			N/A	N/A
2 - A22 (South)	1.83	0.03	0.27	1.83	1.83			N/A	N/A
3 - A22 (West)	3.30	0.03	0.29	3.30	11.22			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	4.58	0.03	0.30	4.58	20.45			N/A	N/A
2 - A22 (South)	1.86	0.03	0.27	1.86	1.86			N/A	N/A
3 - A22 (West)	3.37	0.03	0.27	3.37	3.37			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.66	0.05	0.45	4.38	7.11			N/A	N/A
2 - A22 (South)	1.08	0.13	1.03	1.68	1.95			N/A	N/A
3 - A22 (West)	1.68	0.07	0.95	3.93	5.70			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.95	0.03	0.33	2.10	4.71			N/A	N/A
2 - A22 (South)	0.74	0.06	0.63	1.11	1.66			N/A	N/A
3 - A22 (West)	1.08	0.04	0.42	2.69	4.36			N/A	N/A

2039 with Downlands Farm, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.03	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2039 with Downlands Farm	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A26		ONE HOUR	✓	717	100.000
2 - A22 (South)		ONE HOUR	✓	837	100.000
3 - A22 (West)		ONE HOUR	✓	1463	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	154	563
	2 - A22 (South)	88	0	749
	3 - A22 (West)	709	754	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	0	0
	2 - A22 (South)	0	0	0
	3 - A22 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A26	0.69	9.94	2.1	5.1	A	658	987
2 - A22 (South)	0.62	6.33	1.6	2.0	A	768	1152
3 - A22 (West)	0.85	12.20	5.3	26.0	B	1342	2014

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	540	135	565	1295	0.417	537	597	0.0	0.7	4.734	A
2 - A22 (South)	630	158	422	1610	0.391	628	680	0.0	0.6	3.655	A
3 - A22 (West)	1101	275	66	1922	0.573	1096	983	0.0	1.3	4.334	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	645	161	676	1234	0.522	643	715	0.7	1.1	6.074	A
2 - A22 (South)	752	188	505	1559	0.483	751	814	0.6	0.9	4.448	A
3 - A22 (West)	1315	329	79	1914	0.687	1312	1177	1.3	2.2	5.947	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	789	197	824	1154	0.684	785	872	1.1	2.1	9.676	A
2 - A22 (South)	922	230	617	1492	0.618	919	993	0.9	1.6	6.257	A
3 - A22 (West)	1611	403	97	1903	0.846	1599	1439	2.2	5.1	11.410	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	789	197	830	1151	0.686	789	877	2.1	2.1	9.943	A
2 - A22 (South)	922	230	620	1490	0.619	921	999	1.6	1.6	6.332	A
3 - A22 (West)	1611	403	97	1903	0.846	1610	1444	5.1	5.3	12.196	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	645	161	684	1230	0.524	649	723	2.1	1.1	6.234	A
2 - A22 (South)	752	188	509	1557	0.483	755	823	1.6	0.9	4.504	A
3 - A22 (West)	1315	329	79	1914	0.687	1327	1185	5.3	2.2	6.263	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	540	135	569	1292	0.418	541	602	1.1	0.7	4.803	A
2 - A22 (South)	630	158	425	1608	0.392	631	686	0.9	0.6	3.689	A
3 - A22 (West)	1101	275	66	1921	0.573	1105	990	2.2	1.4	4.428	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.71	0.55	1.00	1.40	1.45			N/A	N/A
2 - A22 (South)	0.64	0.55	1.00	1.40	1.45			N/A	N/A
3 - A22 (West)	1.33	0.57	1.18	1.62	1.81			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.08	0.07	0.82	2.03	2.87			N/A	N/A
2 - A22 (South)	0.92	0.07	0.81	1.61	1.98			N/A	N/A
3 - A22 (West)	2.15	0.05	0.46	5.87	9.80			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	2.10	0.03	0.28	2.10	5.14			N/A	N/A
2 - A22 (South)	1.59	0.03	0.26	1.59	1.59			N/A	N/A
3 - A22 (West)	5.09	0.03	0.32	7.95	26.02			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	2.14	0.03	0.27	2.14	2.91			N/A	N/A
2 - A22 (South)	1.61	0.03	0.27	1.61	1.61			N/A	N/A
3 - A22 (West)	5.29	0.03	0.29	5.29	15.01			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.12	0.08	0.92	1.98	2.77			N/A	N/A
2 - A22 (South)	0.94	0.15	0.97	1.19	1.62			N/A	N/A
3 - A22 (West)	2.24	0.05	0.55	6.03	9.61			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.72	0.04	0.44	1.49	2.10			N/A	N/A
2 - A22 (South)	0.65	0.06	0.62	1.40	1.49			N/A	N/A
3 - A22 (West)	1.36	0.04	0.36	3.40	6.70			N/A	N/A

2039 with All Developments, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	11.73	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D7	2039 with All Developments	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A26		ONE HOUR	✓	793	100.000
2 - A22 (South)		ONE HOUR	✓	941	100.000
3 - A22 (West)		ONE HOUR	✓	1280	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	361	432
	2 - A22 (South)	227	0	714
	3 - A22 (West)	324	956	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	0	0
	2 - A22 (South)	0	0	0
	3 - A22 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A26	0.85	22.31	5.1	25.9	C	728	1092
2 - A22 (South)	0.66	6.64	1.9	2.9	A	863	1295
3 - A22 (West)	0.78	8.92	3.4	11.8	A	1175	1762

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	597	149	717	1212	0.492	593	413	0.0	1.0	5.778	A
2 - A22 (South)	708	177	323	1670	0.424	706	987	0.0	0.7	3.723	A
3 - A22 (West)	964	241	170	1859	0.518	959	858	0.0	1.1	3.982	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	713	178	858	1136	0.628	710	494	1.0	1.6	8.405	A
2 - A22 (South)	846	211	387	1631	0.519	845	1181	0.7	1.1	4.570	A
3 - A22 (West)	1151	288	204	1839	0.626	1148	1028	1.1	1.6	5.192	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	873	218	1047	1032	0.846	860	604	1.6	4.8	19.641	C
2 - A22 (South)	1036	259	469	1581	0.655	1033	1439	1.1	1.9	6.525	A
3 - A22 (West)	1409	352	249	1812	0.778	1402	1252	1.6	3.4	8.643	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	873	218	1052	1030	0.848	872	607	4.8	5.1	22.307	C
2 - A22 (South)	1036	259	475	1578	0.657	1036	1449	1.9	1.9	6.642	A
3 - A22 (West)	1409	352	250	1812	0.778	1409	1261	3.4	3.4	8.922	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	713	178	865	1132	0.630	727	498	5.1	1.7	9.164	A
2 - A22 (South)	846	211	396	1626	0.520	849	1195	1.9	1.1	4.653	A
3 - A22 (West)	1151	288	205	1839	0.626	1158	1040	3.4	1.7	5.337	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	597	149	722	1210	0.494	600	416	1.7	1.0	5.935	A
2 - A22 (South)	708	177	327	1668	0.425	710	995	1.1	0.7	3.766	A
3 - A22 (West)	964	241	171	1859	0.518	966	865	1.7	1.1	4.043	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.96	0.55	1.00	1.40	1.45			N/A	N/A
2 - A22 (South)	0.73	0.55	1.00	1.40	1.45			N/A	N/A
3 - A22 (West)	1.07	0.55	1.00	1.40	1.45			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.65	0.05	0.55	4.20	6.48			N/A	N/A
2 - A22 (South)	1.07	0.06	0.78	2.05	2.90			N/A	N/A
3 - A22 (West)	1.65	0.05	0.48	4.29	6.80			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	4.80	0.04	0.38	11.81	25.95			N/A	N/A
2 - A22 (South)	1.86	0.03	0.27	1.86	1.86			N/A	N/A
3 - A22 (West)	3.36	0.03	0.29	3.36	11.78			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	5.15	0.03	0.31	6.65	24.97			N/A	N/A
2 - A22 (South)	1.89	0.03	0.27	1.89	1.89			N/A	N/A
3 - A22 (West)	3.43	0.03	0.27	3.43	3.43			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.74	0.04	0.44	4.67	7.79			N/A	N/A
2 - A22 (South)	1.10	0.13	1.03	1.72	1.99			N/A	N/A
3 - A22 (West)	1.70	0.06	0.93	3.99	5.80			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.99	0.03	0.32	2.01	4.90			N/A	N/A
2 - A22 (South)	0.74	0.06	0.62	1.18	1.71			N/A	N/A
3 - A22 (West)	1.09	0.04	0.41	2.72	4.46			N/A	N/A

2039 with All Developments, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.13	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D8	2039 with All Developments	PM	ONE HOUR	16:30	18:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A26		ONE HOUR	✓	715	100.000
2 - A22 (South)		ONE HOUR	✓	828	100.000
3 - A22 (West)		ONE HOUR	✓	1473	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	151	564
	2 - A22 (South)	81	0	747
	3 - A22 (West)	722	751	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A26	2 - A22 (South)	3 - A22 (West)
From	1 - A26	0	0	0
	2 - A22 (South)	0	0	0
	3 - A22 (West)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A26	0.68	9.84	2.1	4.9	A	656	984
2 - A22 (South)	0.61	6.23	1.6	1.9	A	760	1140
3 - A22 (West)	0.85	12.46	5.4	27.0	B	1352	2027

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	538	135	563	1296	0.415	535	602	0.0	0.7	4.717	A
2 - A22 (South)	623	156	422	1610	0.387	621	676	0.0	0.6	3.632	A
3 - A22 (West)	1109	277	61	1925	0.576	1104	983	0.0	1.3	4.357	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	643	161	673	1236	0.520	641	720	0.7	1.1	6.041	A
2 - A22 (South)	744	186	506	1559	0.477	743	809	0.6	0.9	4.407	A
3 - A22 (West)	1324	331	73	1918	0.691	1321	1176	1.3	2.2	5.997	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	787	197	821	1156	0.681	783	878	1.1	2.1	9.561	A
2 - A22 (South)	912	228	618	1491	0.611	909	986	0.9	1.5	6.160	A
3 - A22 (West)	1622	405	89	1908	0.850	1610	1438	2.2	5.2	11.620	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	787	197	826	1153	0.683	787	884	2.1	2.1	9.835	A
2 - A22 (South)	912	228	621	1489	0.612	912	993	1.5	1.6	6.231	A
3 - A22 (West)	1622	405	89	1908	0.850	1621	1443	5.2	5.4	12.459	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	643	161	682	1231	0.522	647	728	2.1	1.1	6.198	A
2 - A22 (South)	744	186	510	1556	0.478	747	818	1.6	0.9	4.461	A
3 - A22 (West)	1324	331	73	1917	0.691	1337	1184	5.4	2.3	6.329	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A26	538	135	567	1294	0.416	540	606	1.1	0.7	4.787	A
2 - A22 (South)	623	156	426	1607	0.388	625	681	0.9	0.6	3.668	A
3 - A22 (West)	1109	277	61	1924	0.576	1113	989	2.3	1.4	4.453	A

Queue Variation Results for each time segment

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.70	0.55	1.00	1.40	1.45			N/A	N/A
2 - A22 (South)	0.63	0.55	1.00	1.40	1.45			N/A	N/A
3 - A22 (West)	1.34	0.57	1.20	1.65	1.83			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.07	0.07	0.82	1.99	2.83			N/A	N/A
2 - A22 (South)	0.91	0.07	0.82	1.55	1.92			N/A	N/A
3 - A22 (West)	2.19	0.05	0.46	5.96	9.98			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	2.07	0.03	0.28	2.07	4.88			N/A	N/A
2 - A22 (South)	1.55	0.03	0.26	1.55	1.55			N/A	N/A
3 - A22 (West)	5.23	0.03	0.33	8.59	27.05			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	2.11	0.03	0.27	2.11	2.82			N/A	N/A
2 - A22 (South)	1.56	0.03	0.27	1.56	1.56			N/A	N/A
3 - A22 (West)	5.43	0.03	0.29	5.43	16.24			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	1.11	0.08	0.92	1.96	2.71			N/A	N/A
2 - A22 (South)	0.93	0.16	0.97	1.03	1.53			N/A	N/A
3 - A22 (West)	2.28	0.05	0.52	6.17	9.86			N/A	N/A

17:45 - 18:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A26	0.72	0.04	0.44	1.46	2.02			N/A	N/A
2 - A22 (South)	0.64	0.06	0.62	1.38	1.48			N/A	N/A
3 - A22 (West)	1.38	0.04	0.36	3.43	6.84			N/A	N/A

Appendix G

Black Down Roundabout – Geometric Parameter Measurements



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motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

Project:
Downlands Farm, Uckfield

Title:
Black Down Roundabout Dimensions

Scale: 1:2,000 (@ A3)

Notes:

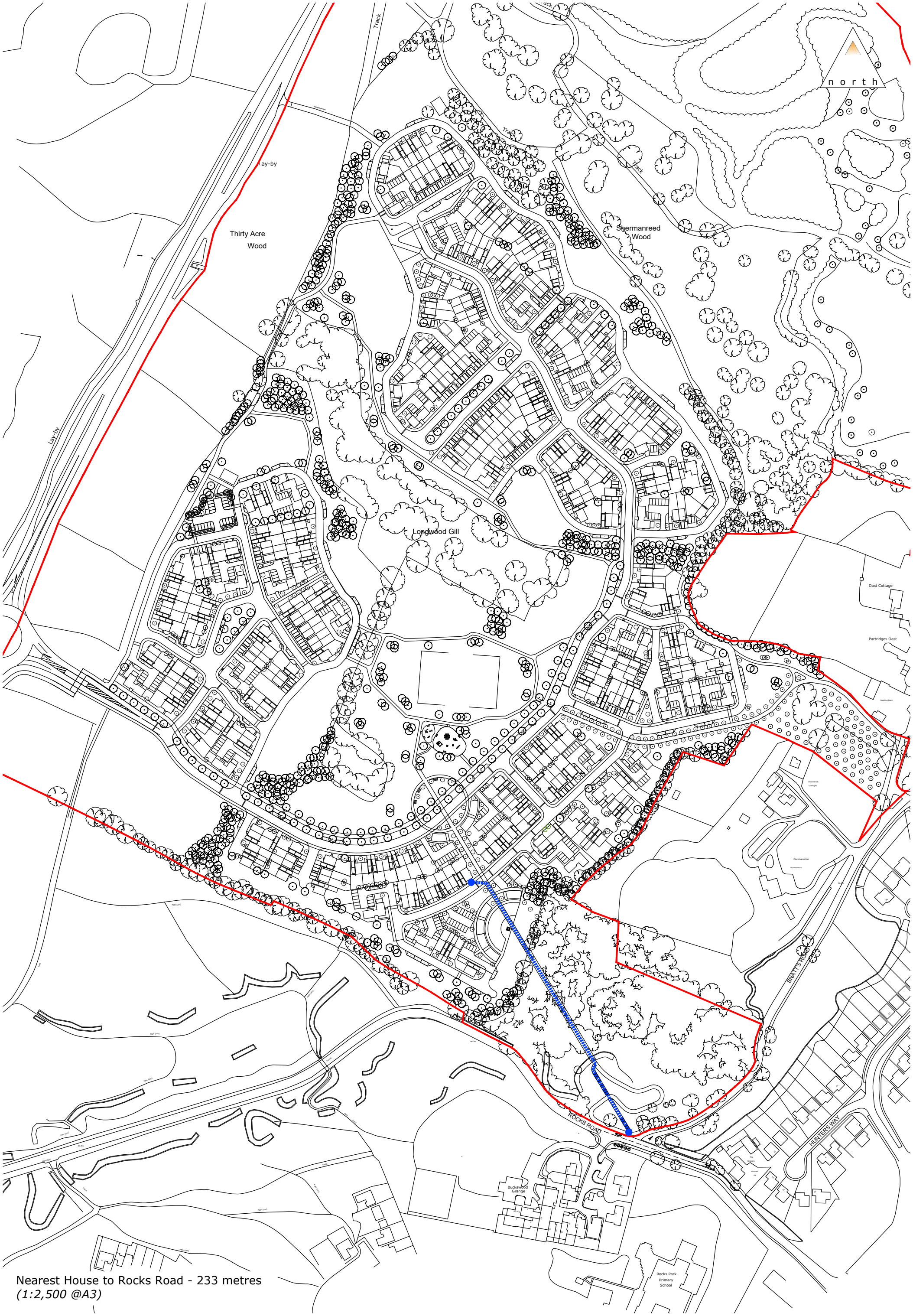
Drawing:
2001061-141

Revision:
-

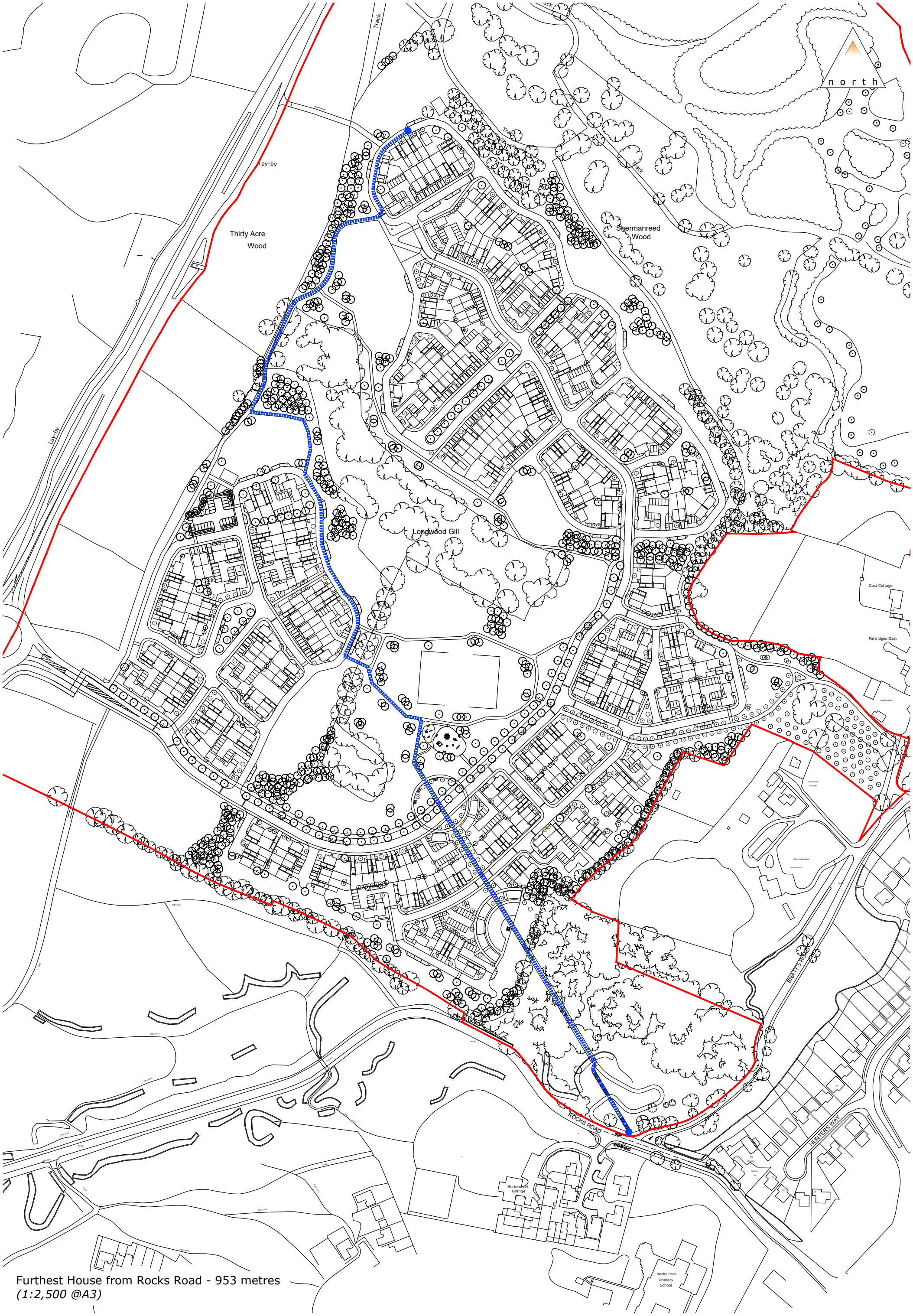
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Appendix H

Walking Distance Measurements to Core Amenities

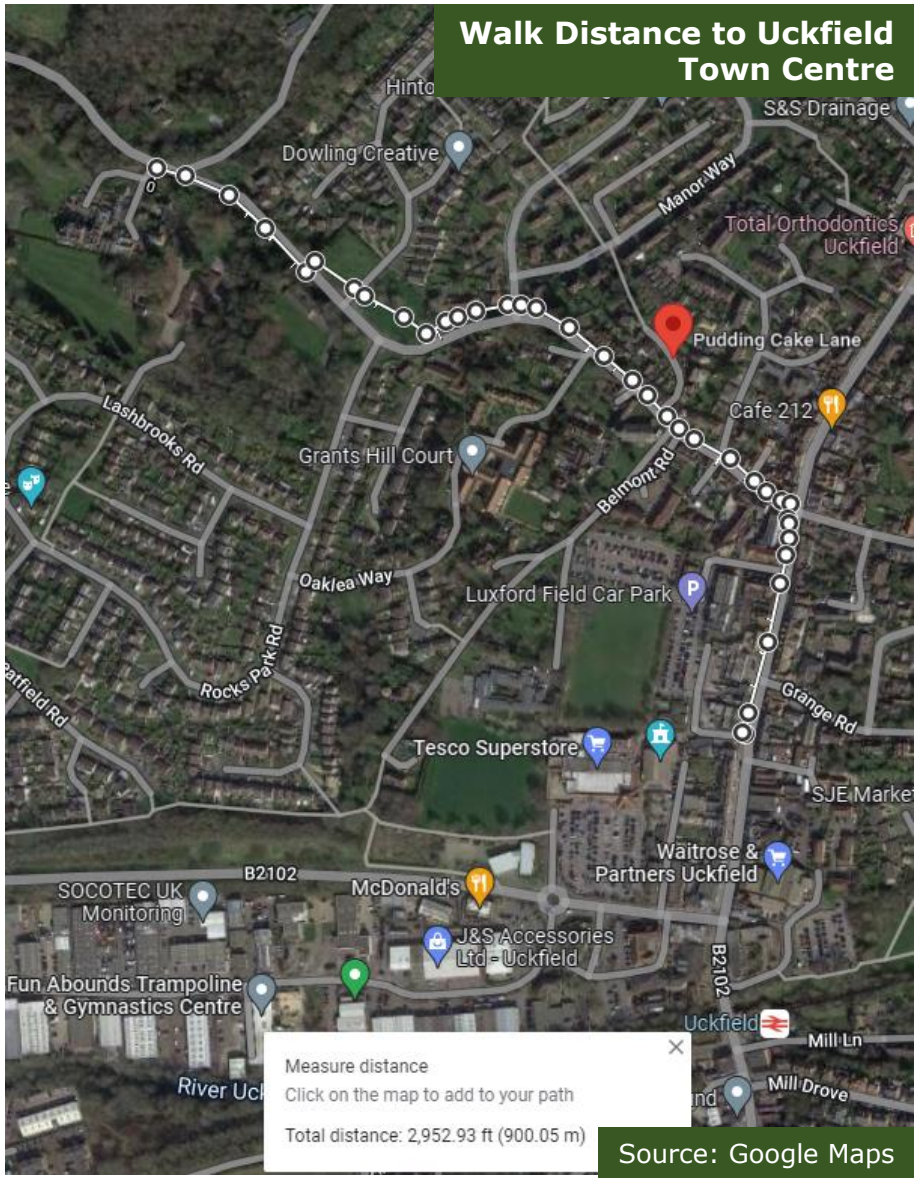


Nearest House to Rocks Road - 233 metres
(1:2,500 @A3)



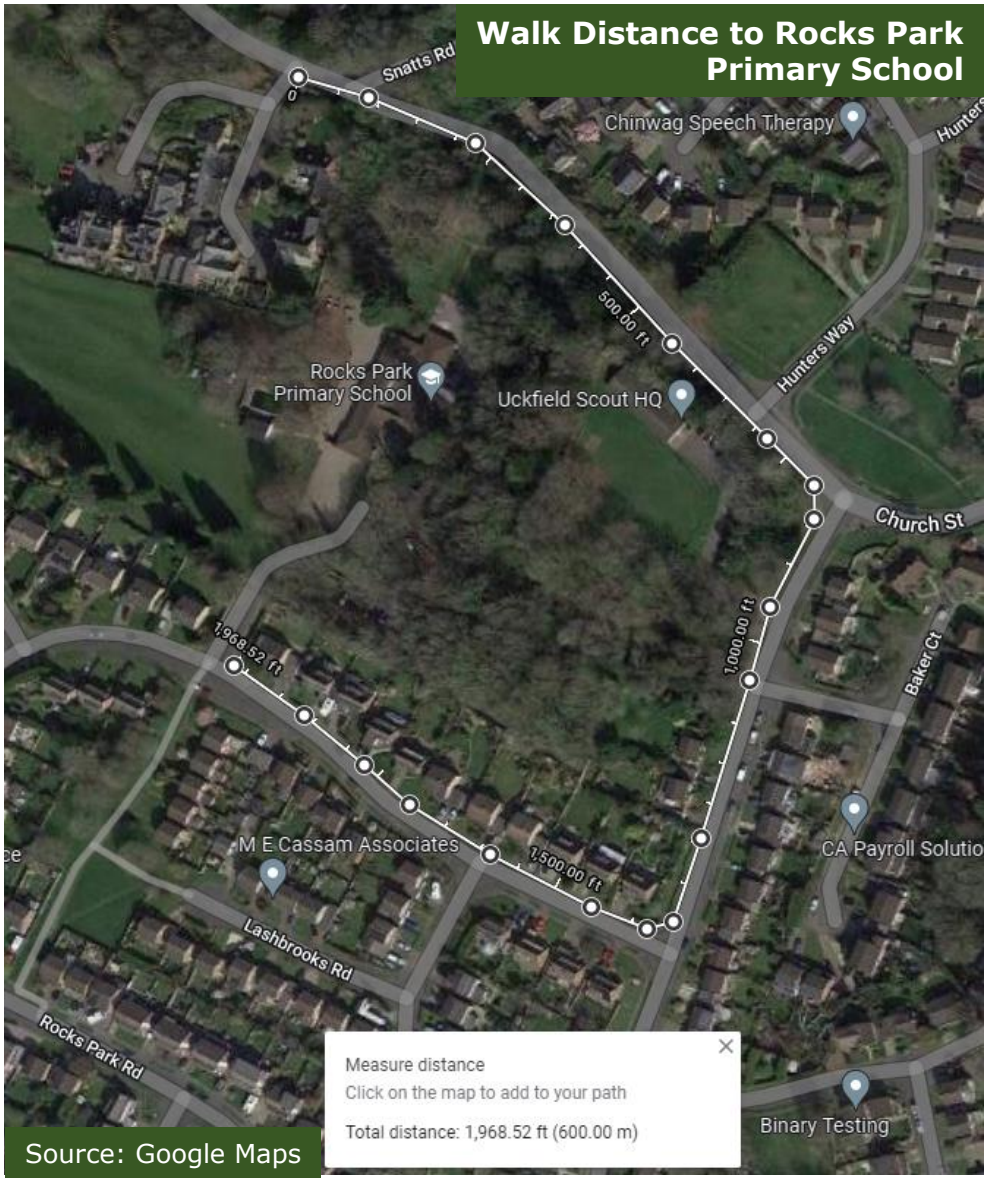
Furthest House from Rocks Road - 953 metres
(1:2,500 @A3)

Walk Distance to Uckfield Town Centre

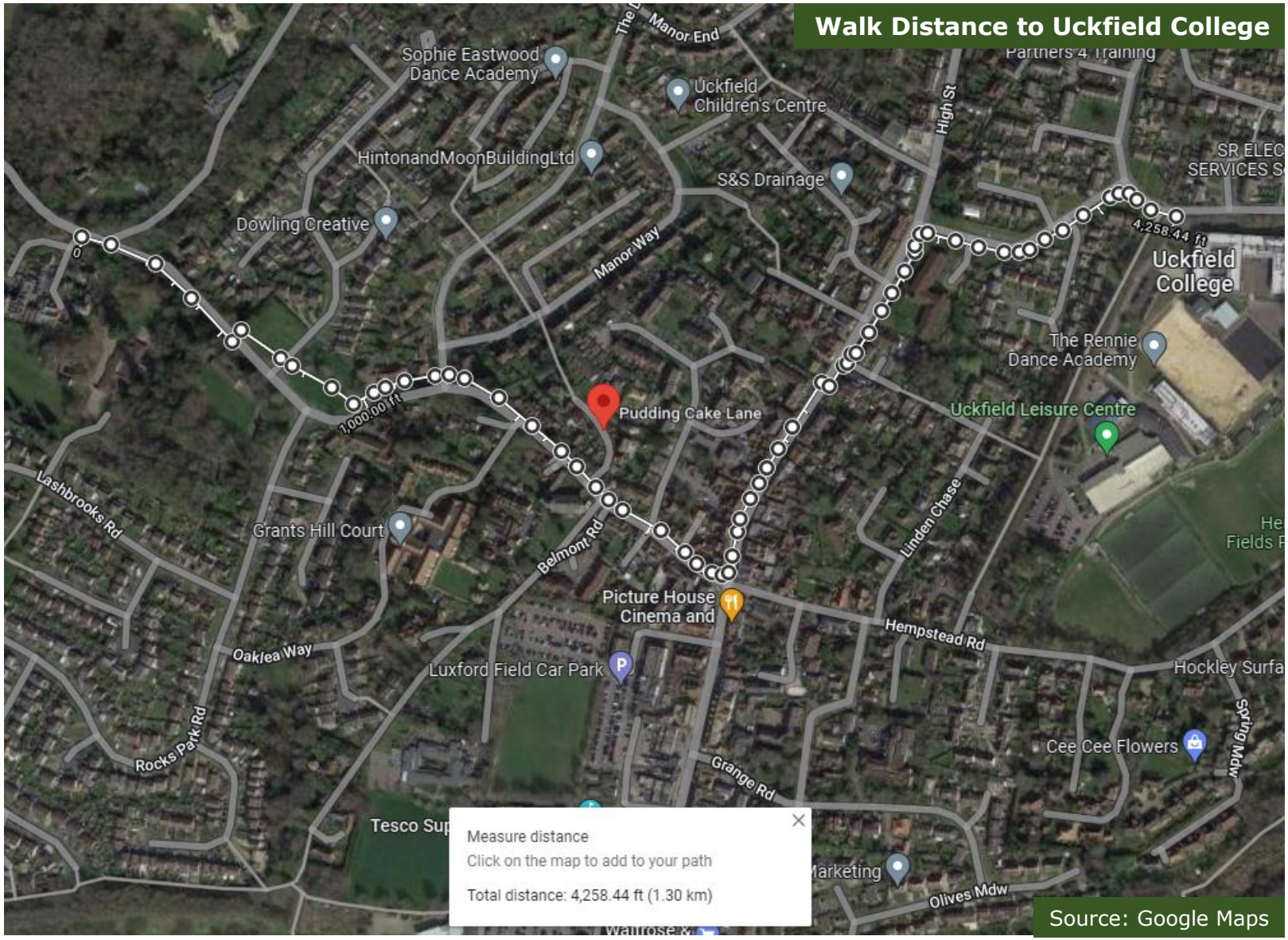


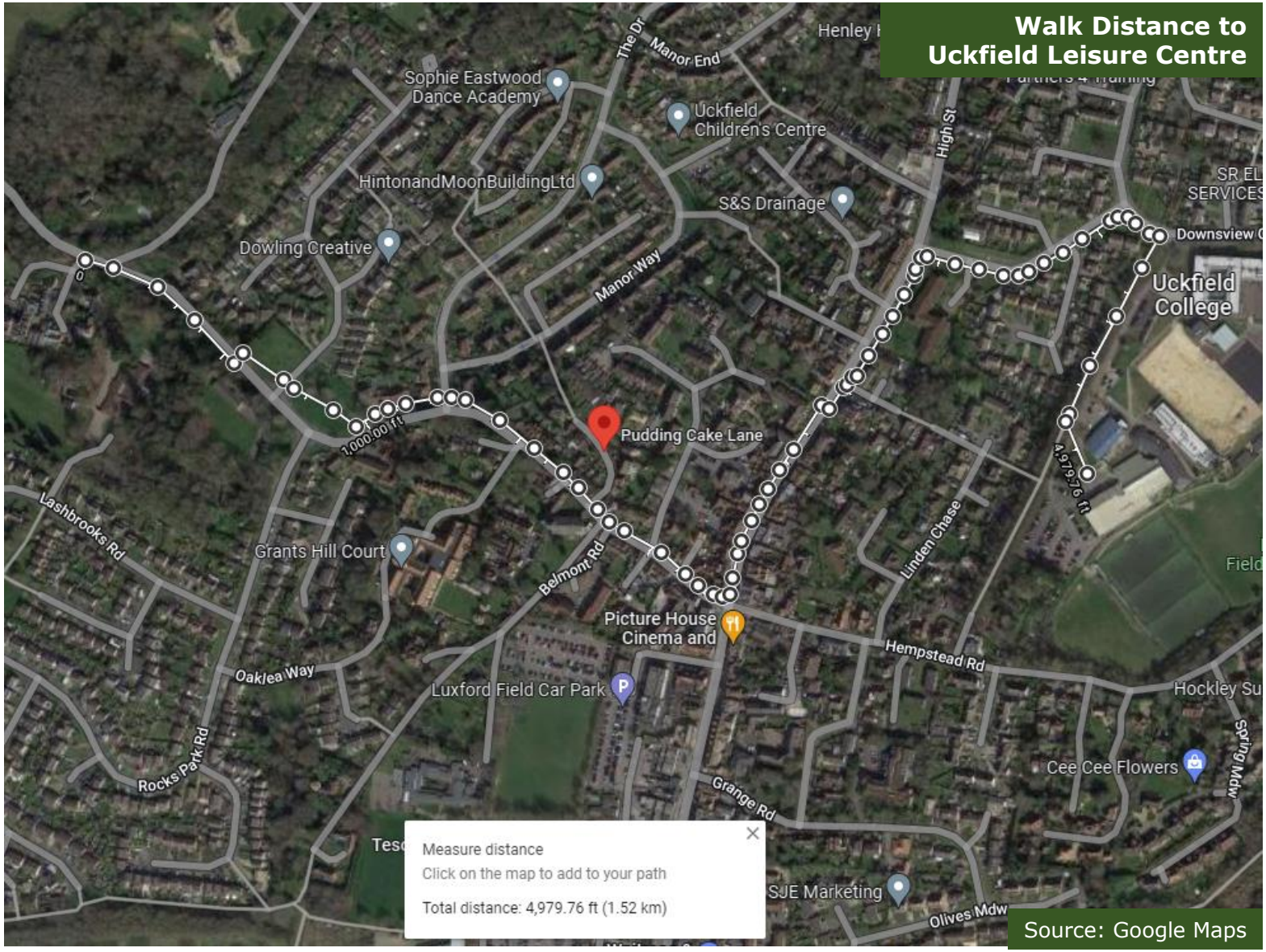
Source: Google Maps

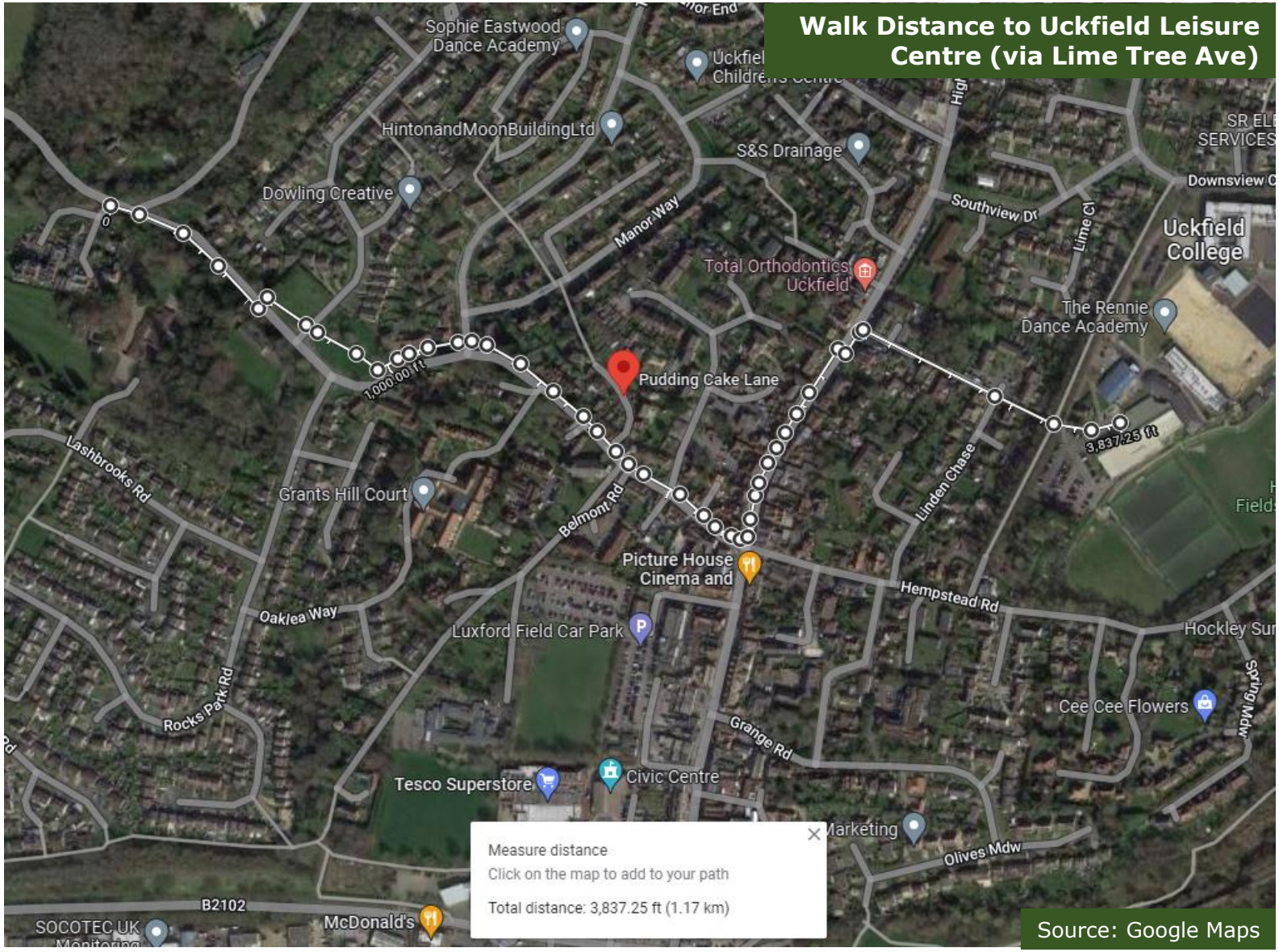
Walk Distance to Rocks Park Primary School

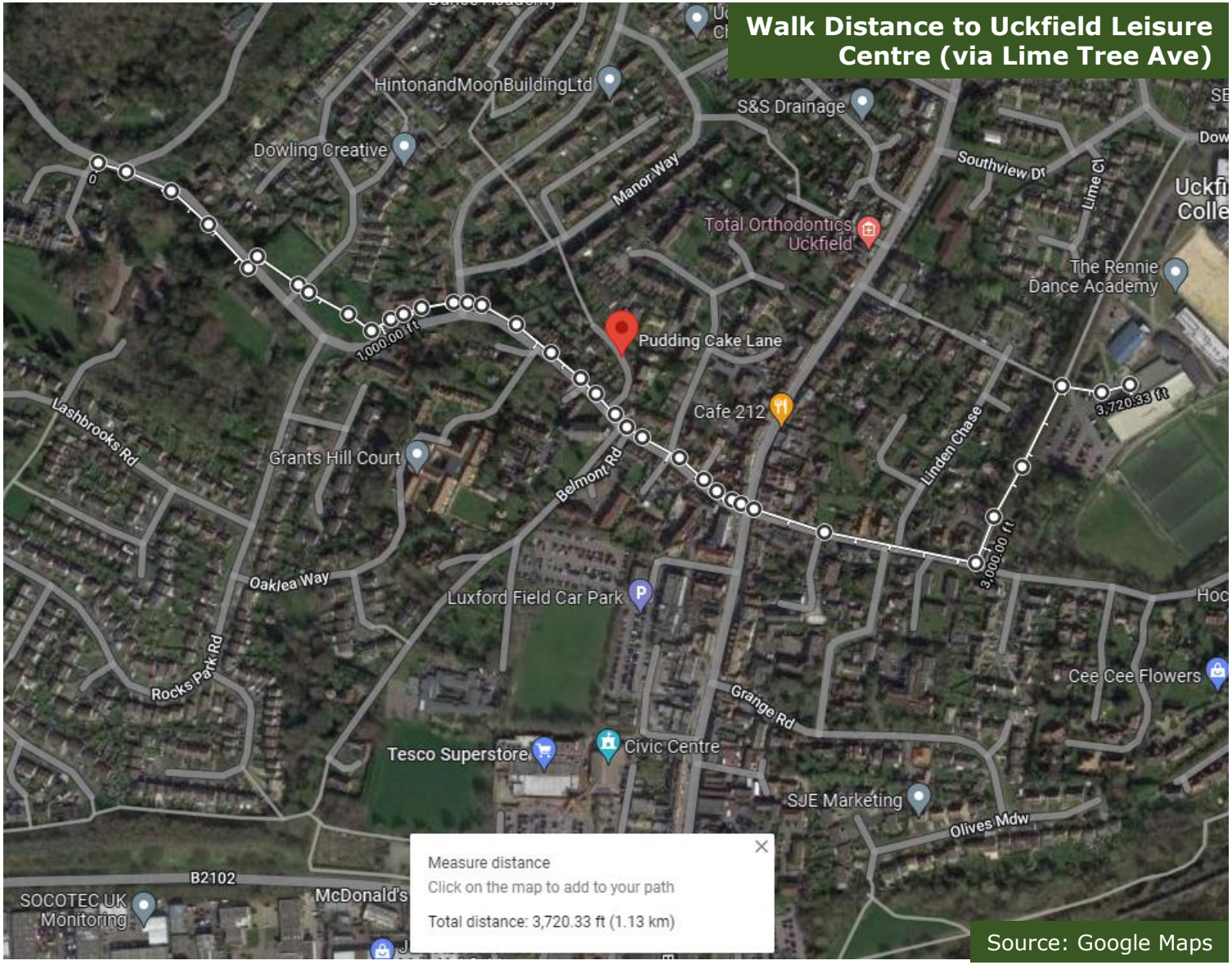


Source: Google Maps

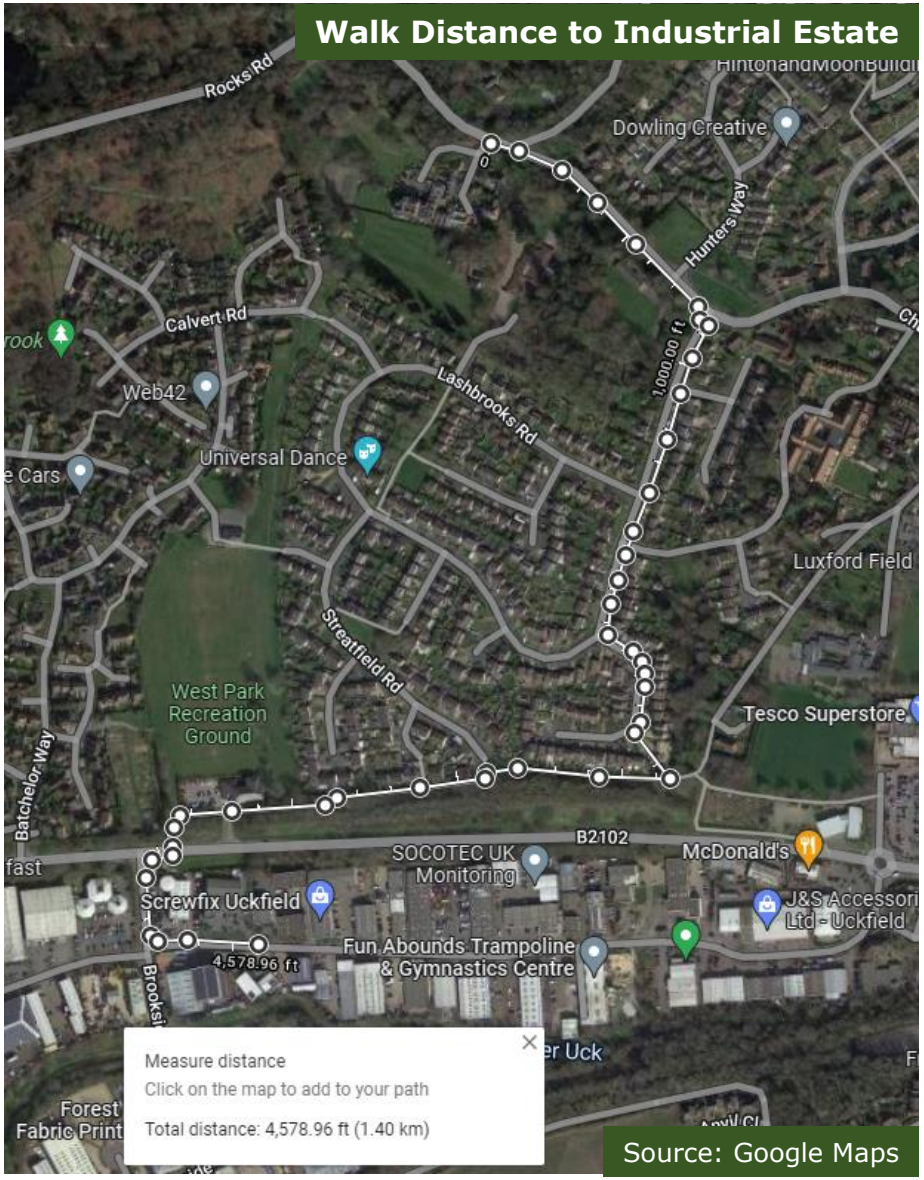

Walk Distance to Uckfield College
Sophie Eastwood Dance Academy
Uckfield Children's Centre
HintonandMoonBuildingLtd
S&S Drainage
Dowling Creative
Manor End
Manor Way
High St
Partners 4 Training
SR ELEC SERVICES S
4,258.44 ft
Uckfield College
The Rennie Dance Academy
Uckfield Leisure Centre
1,000.00 ft
Pudding Cake Lane
Lashbrooks Rd
Grants Hill Court
Belmont Rd
Linden Chase
Picture House Cinema and
Hempstead Rd
Oaklea Way
Luxford Field Car Park
Hockley Surfa
Rocks Park Rd
Cee Cee Flowers
Grange Rd
Spring Mdw
Tesco Sup
Measure distance
Click on the map to add to your path
Total distance: 4,258.44 ft (1.30 km)
Marketing
Olives Mdw
Source: Google Maps


Walk Distance to
Uckfield Leisure Centre
Sophie Eastwood
Dance Academy
Uckfield
Children's Centre
HintonandMoonBuildingLtd
S&S Drainage
Dowling Creative
Manor End
Manor Way
High St
Uckfield
College
Pudding Cake Lane
1,000.00 ft
4,979.76 ft
Lashbrooks Rd
Grants Hill Court
Belmont Rd
Linden Chase
Picture House
Cinema and
Hempstead Rd
Oaklea Way
Luxford Field Car Park
Rocks Park Rd
Cee Cee Flowers
Grange Rd
Measure distance
Click on the map to add to your path
Total distance: 4,979.76 ft (1.52 km)
SJE Marketing
Source: Google Maps


Walk Distance to Uckfield Leisure Centre (via Lime Tree Ave)
Sophie Eastwood Dance Academy
HintonandMoonBuildingLtd
S&S Drainage
Dowling Creative
Manor Way
Southview Dr
Lime Cl
Uckfield College
Total Orthodontics Uckfield
The Rennie Dance Academy
0
1,000.00 ft
Pudding Cake Lane
3,837.25 ft
Lashbrooks Rd
Grants Hill Court
Belmont Rd
Linden Chase
Picture House Cinema and
Hempstead Rd
Oaklea Way
Luxford Field Car Park
Hockley Sur
Rocks Park Rd
Cee Cee Flowers
Grange Rd
Tesco Superstore
Civic Centre
Olives Mdw
Measure distance
Click on the map to add to your path
Total distance: 3,837.25 ft (1.17 km)
B2102
McDonald's
SOCOTEC UK
Source: Google Maps

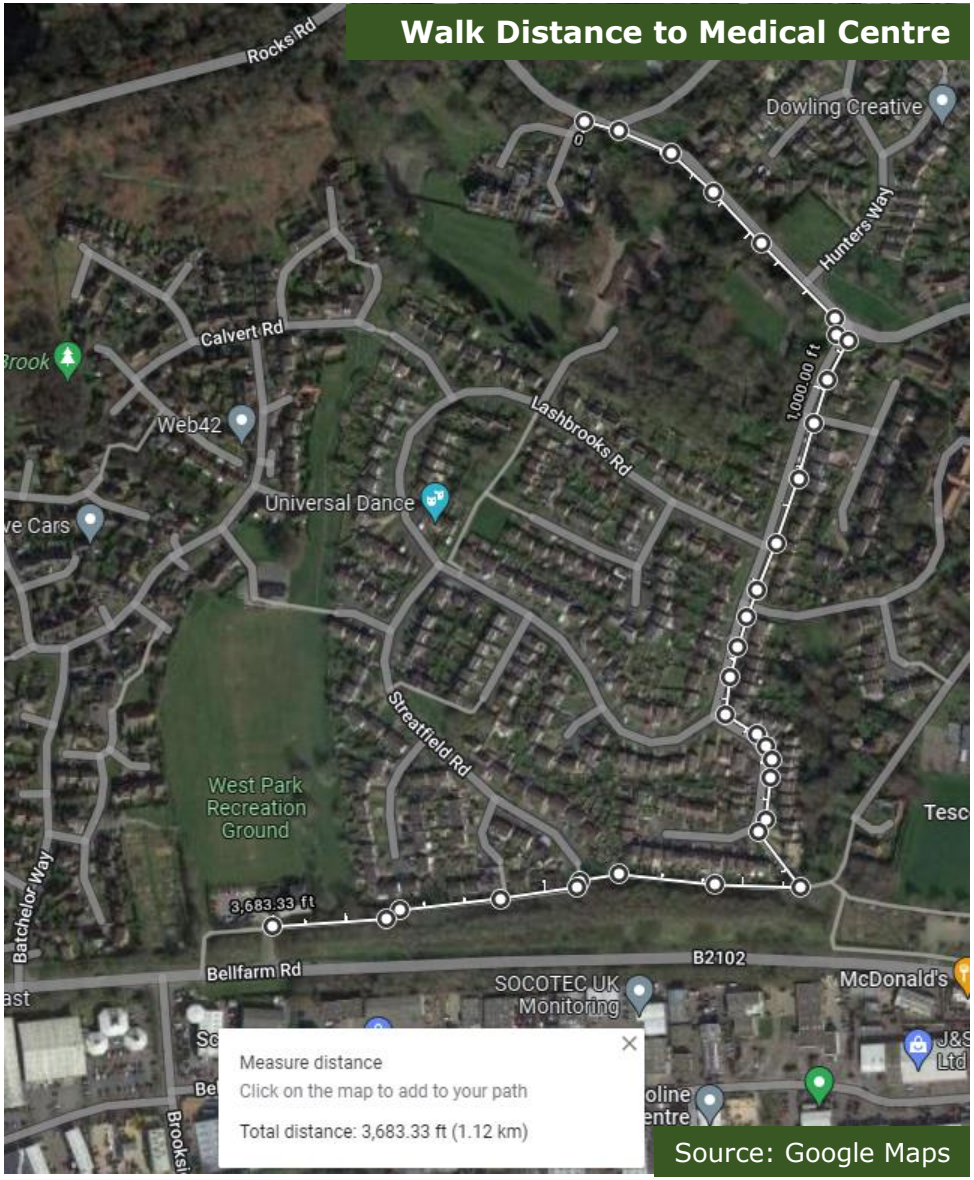

Walk Distance to Uckfield Leisure Centre (via Lime Tree Ave)
HintonandMoonBuildingLtd
S&S Drainage
Dowling Creative
Manor Way
Southview Dr
Lime Cl
Total Orthodontics Uckfield
The Rennie Dance Academy
0
1,000.00 ft
Pudding Cake Lane
Cafe 212
3,720.33 ft
Linden Chase
Lashbrooks Rd
Grants Hill Court
Belmont Rd
3,000.00 ft
Oaklea Way
Luxford Field Car Park
Rocks Park Rd
Cee Cee Flowers
Grange Rd
Tesco Superstore
Civic Centre
SJE Marketing
Olives Mdw
Measure distance
Click on the map to add to your path
Total distance: 3,720.33 ft (1.13 km)
B2102
SOCOTEC UK Monitoring
McDonald's
Source: Google Maps

Walk Distance to Industrial Estate

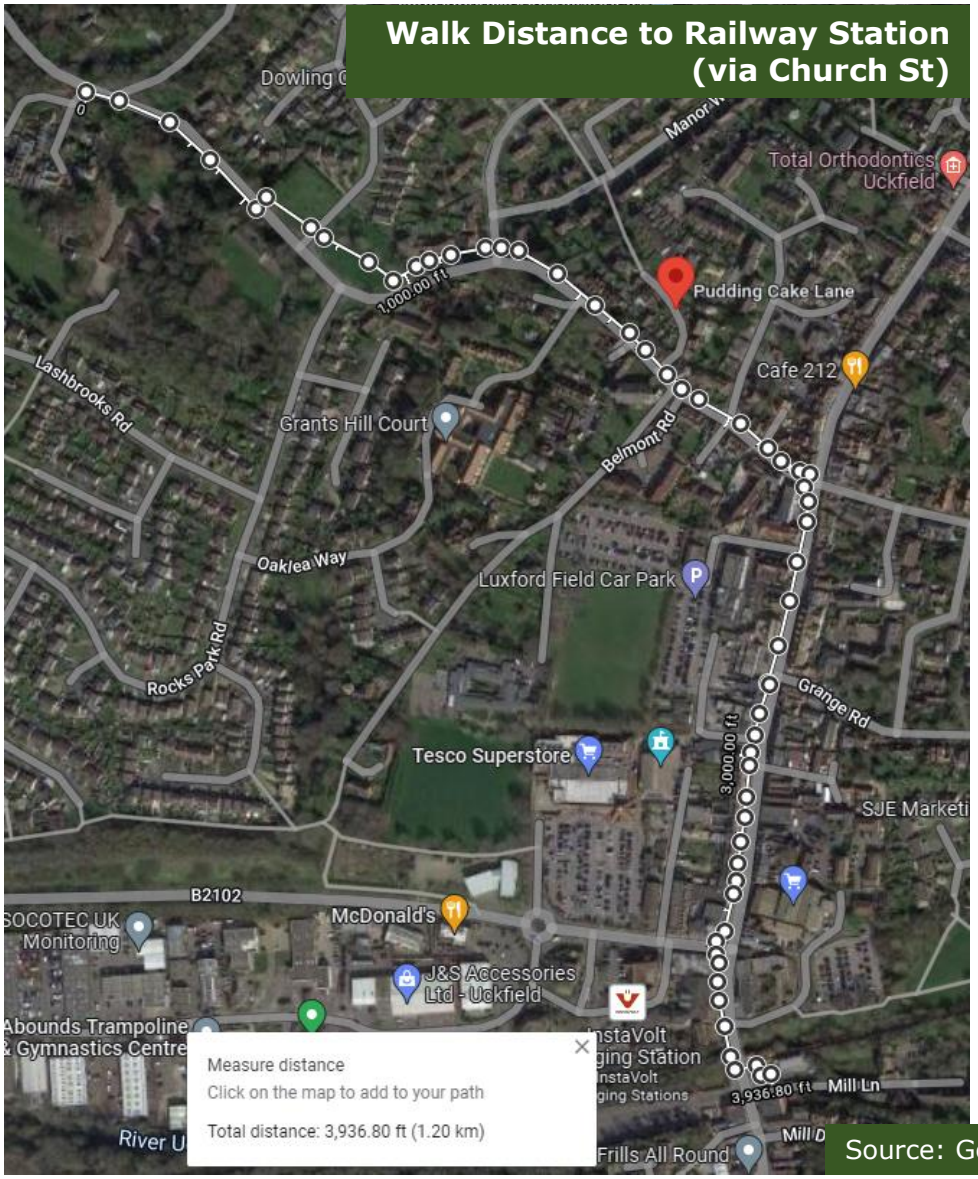


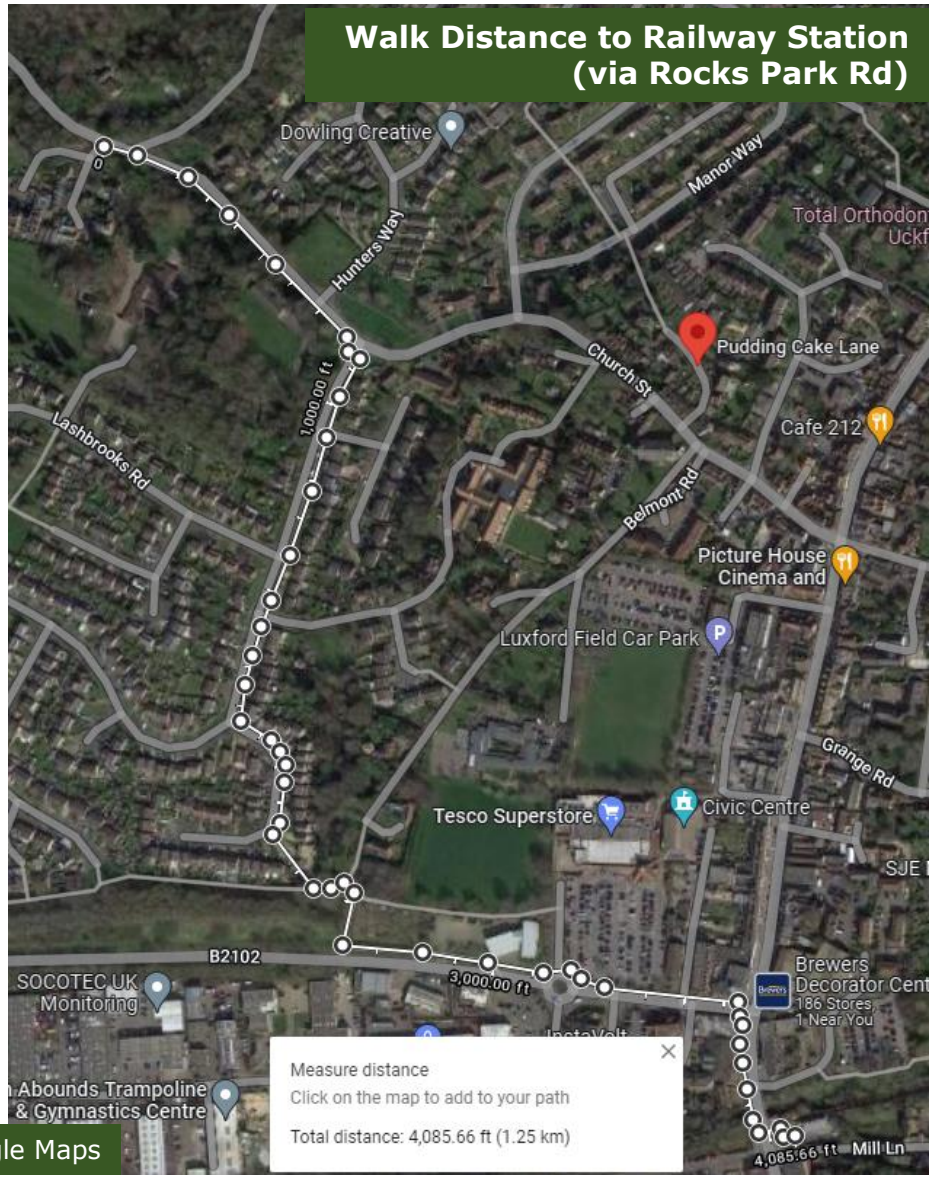
Source: Google Maps

Walk Distance to Medical Centre



Source: Google Maps

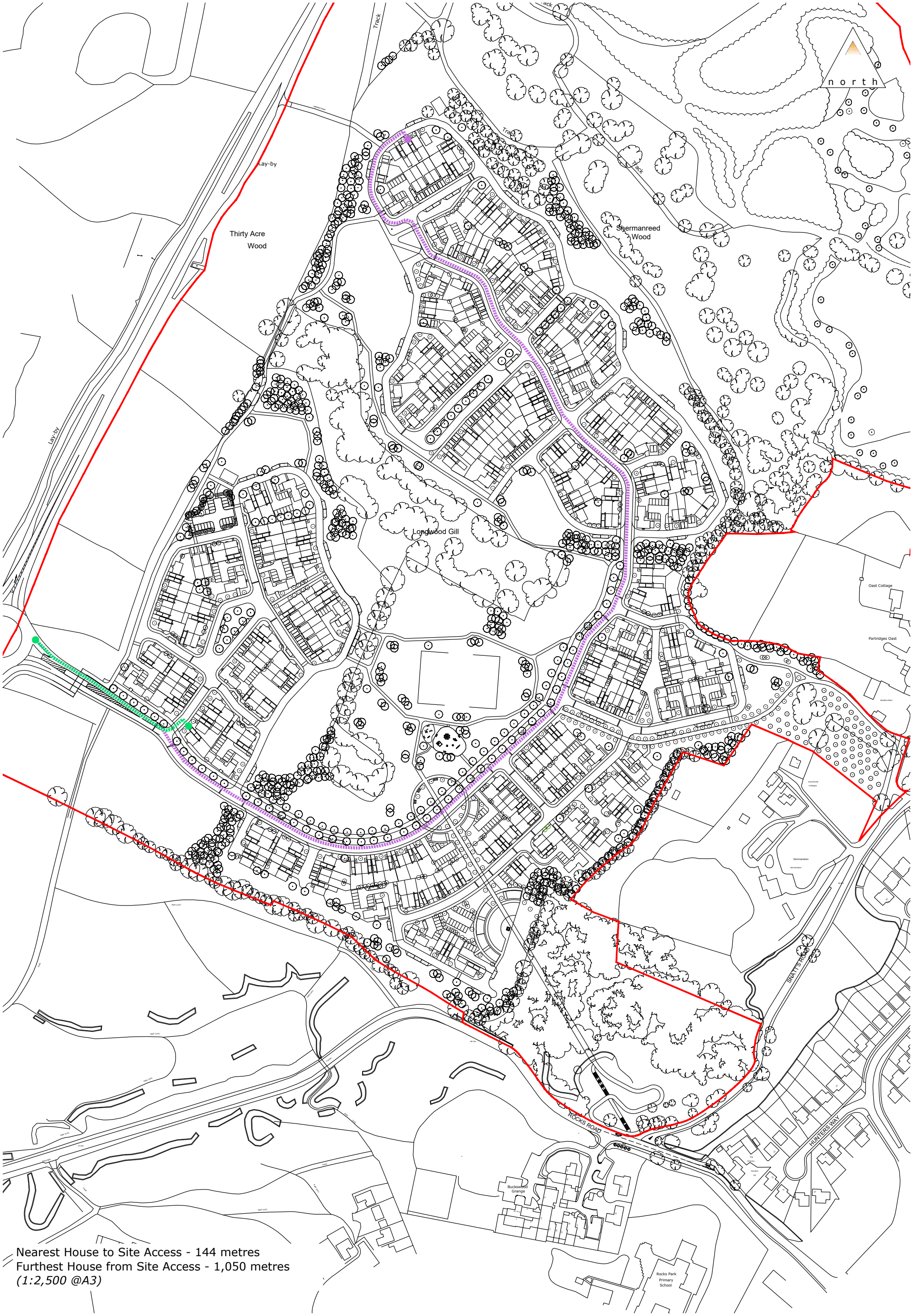




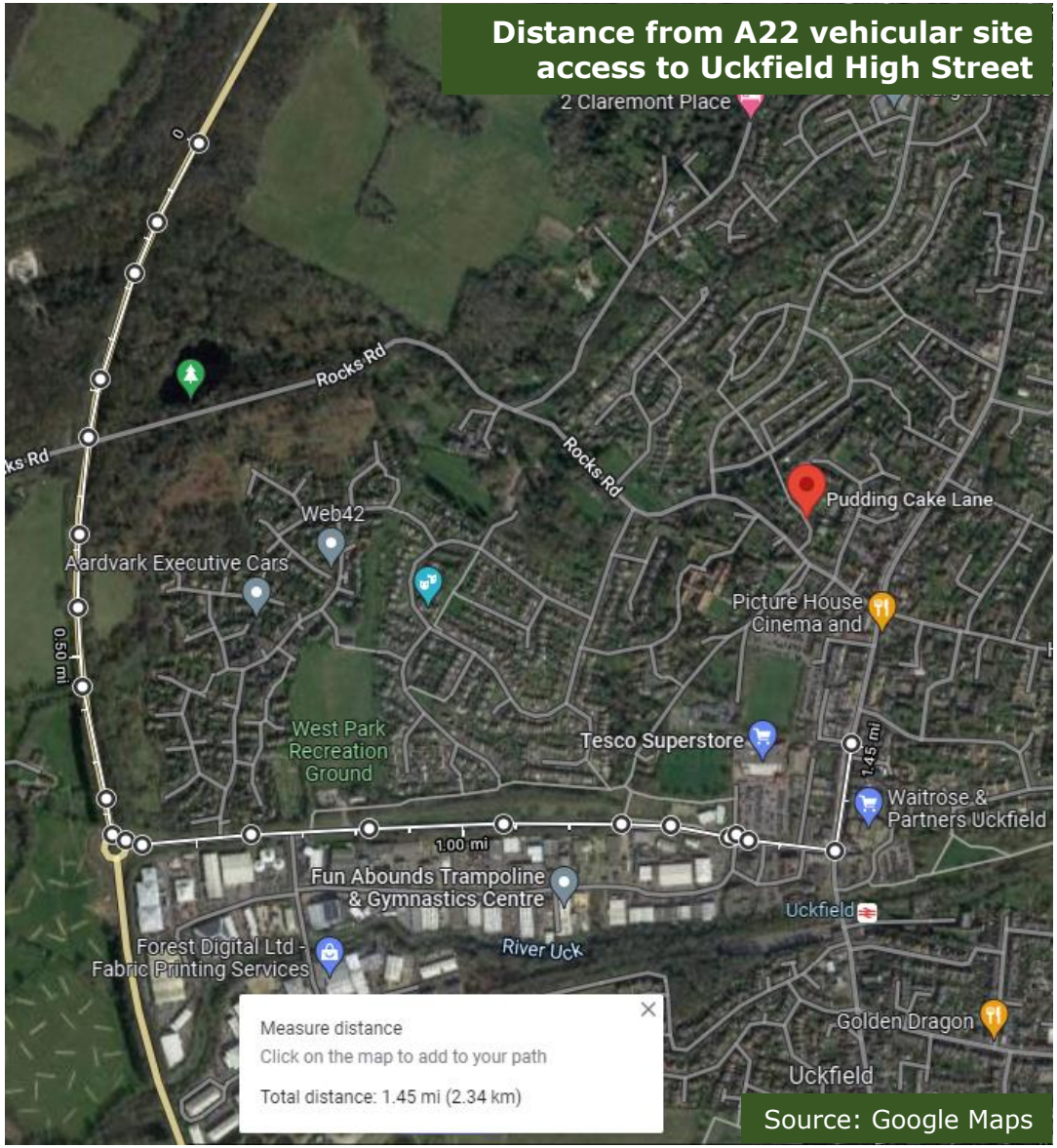
Source: Google Maps

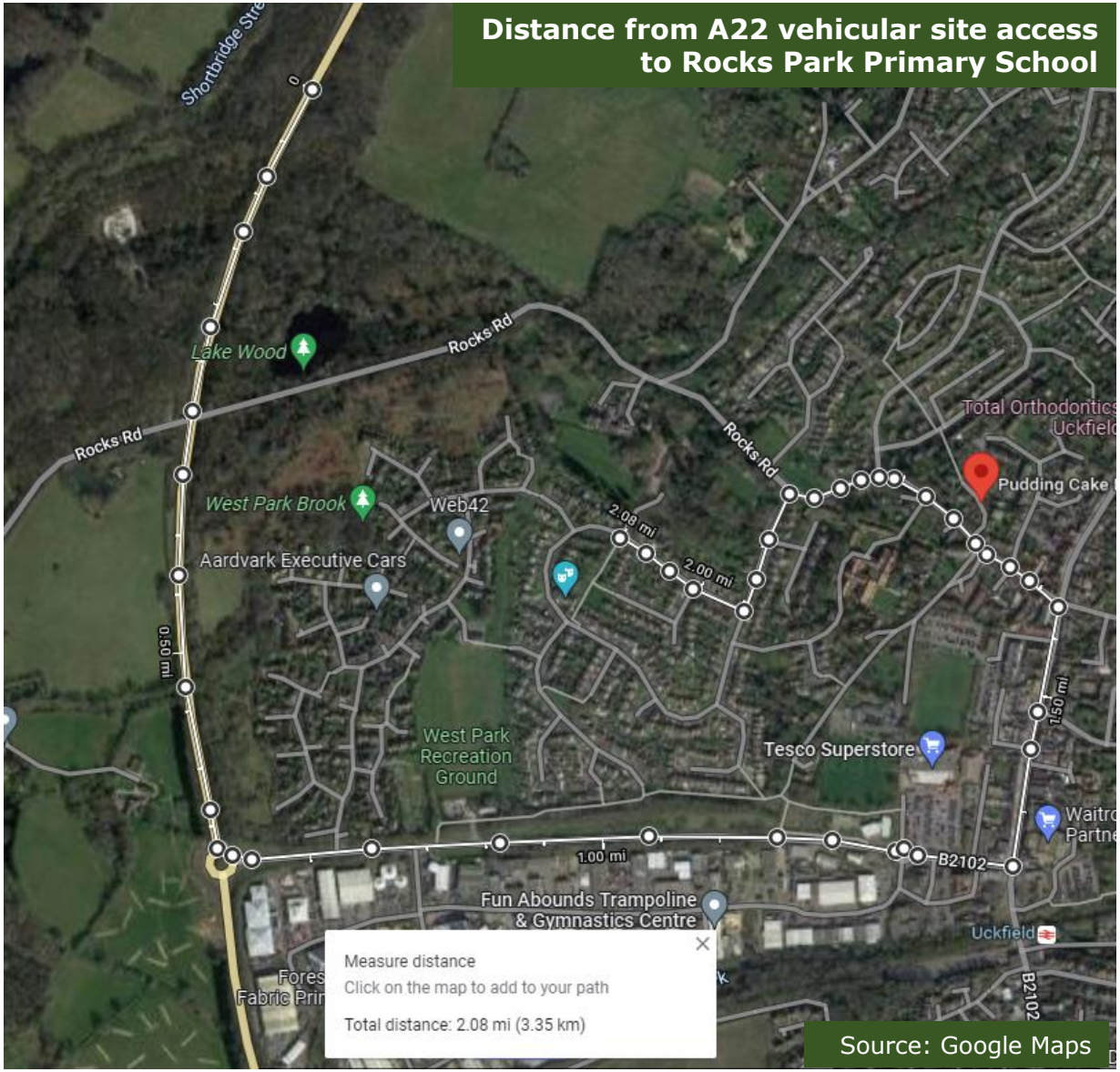
Appendix I

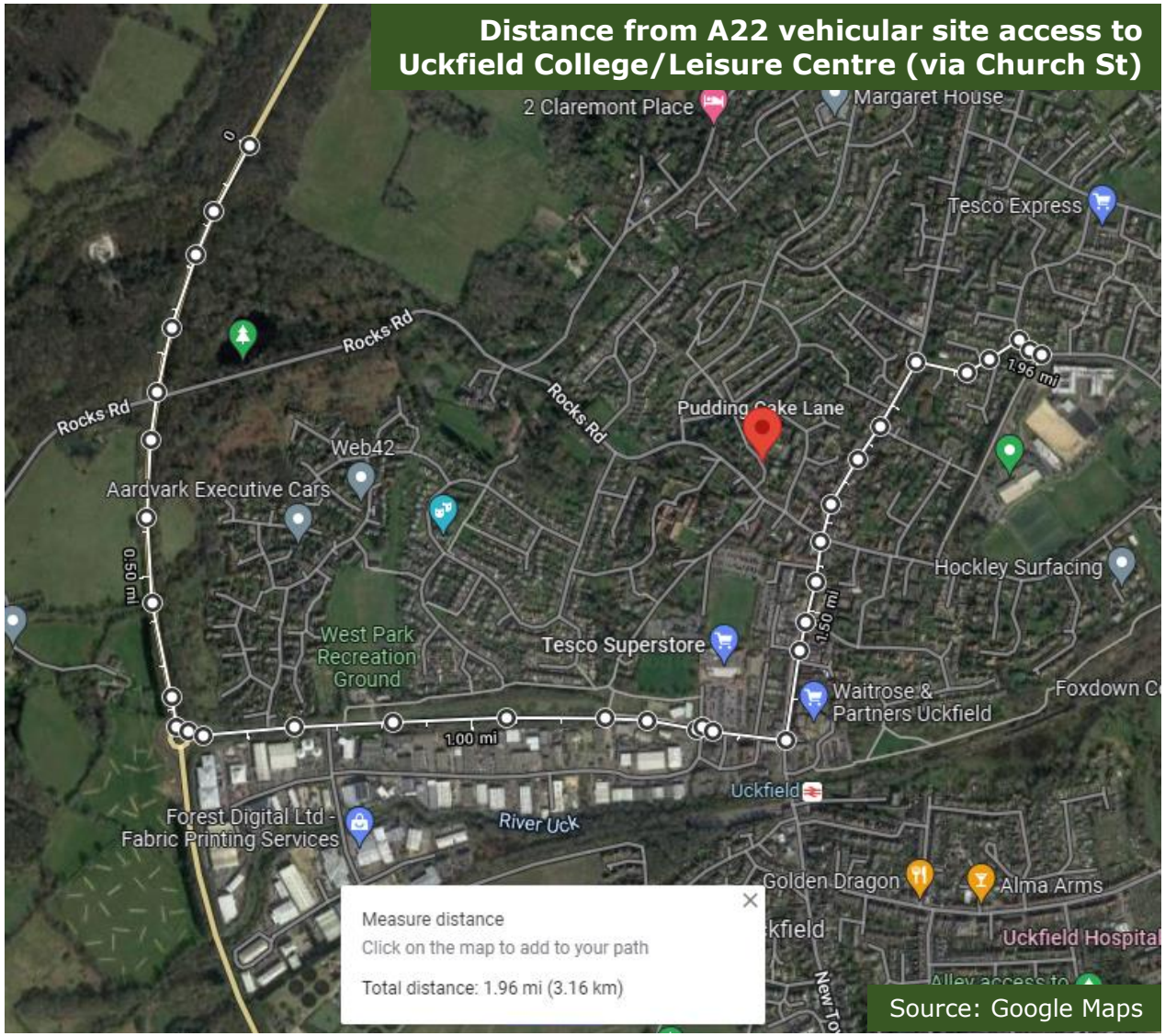
Road Distance Measurements to Core Amenities



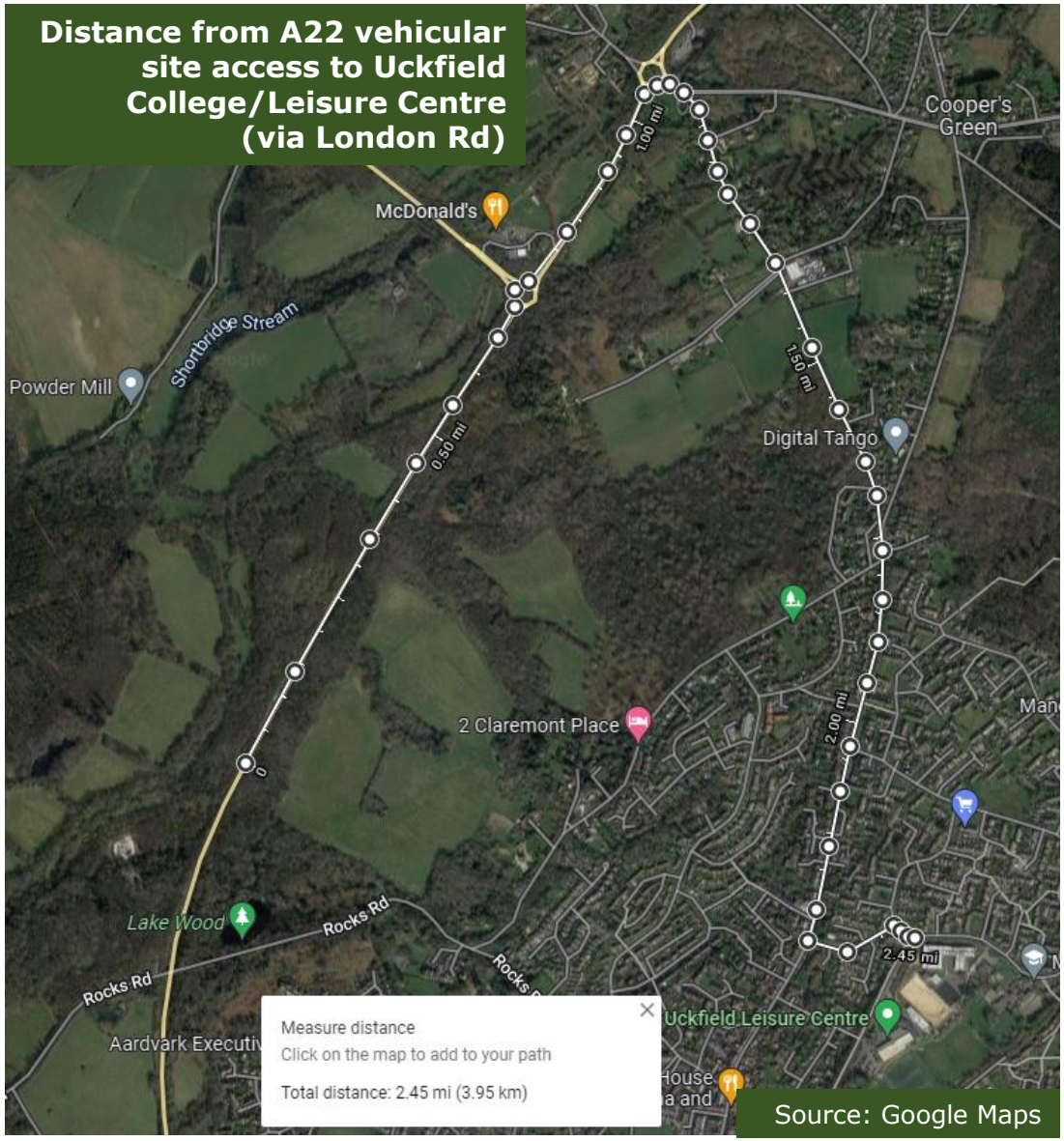
Nearest House to Site Access - 144 metres
Furthest House from Site Access - 1,050 metres
(1:2,500 @A3)


Distance from A22 vehicular site access to Uckfield High Street
2 Claremont Place
Rocks Rd
Rocks Rd
Rocks Rd
Pudding Cake Lane
Web42
Aardvark Executive Cars
Picture House Cinema and
0.50 mi
West Park Recreation Ground
Tesco Superstore
1.45 mi
Waitrose & Partners Uckfield
1.00 mi
Fun Abounds Trampoline & Gymnastics Centre
Uckfield
Forest Digital Ltd - Fabric Printing Services
River Uck
Measure distance
Click on the map to add to your path
Total distance: 1.45 mi (2.34 km)
Golden Dragon
Uckfield
Source: Google Maps

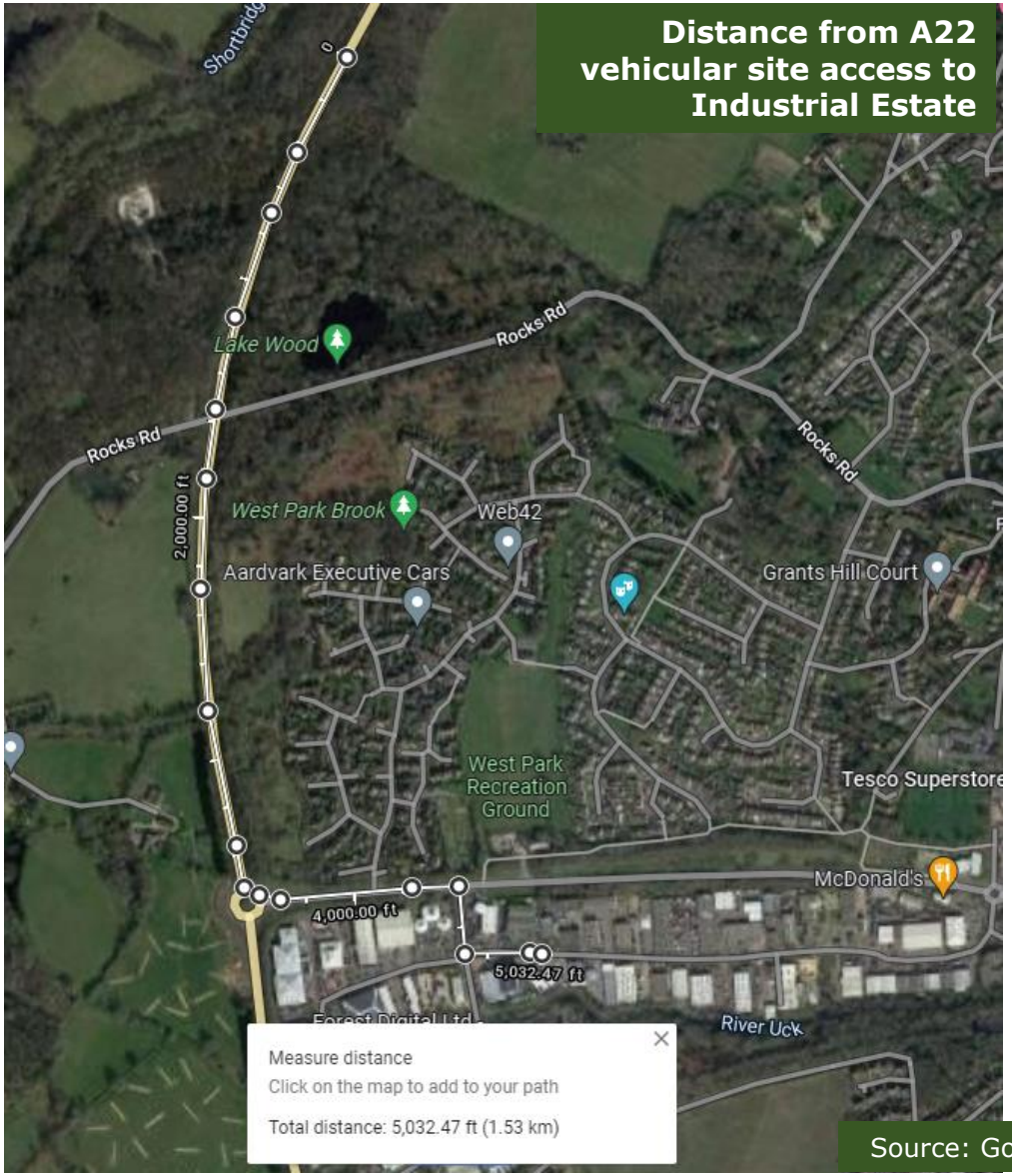

Distance from A22 vehicular site access to Rocks Park Primary School
Shortbridge Stre
Lake Wood
Rocks Rd
Rocks Rd
Rocks Rd
West Park Brook
Web42
Aardvark Executive Cars
2.08 mi
2.00 mi
0.50 mi
Total Orthodontics Uckfield
Pudding Cake
1.50 mi
West Park Recreation Ground
Tesco Superstore
1.00 mi
B2102
Fun Abounds Trampoline & Gymnastics Centre
Uckfield
B2102
Measure distance
Click on the map to add to your path
Total distance: 2.08 mi (3.35 km)
Source: Google Maps

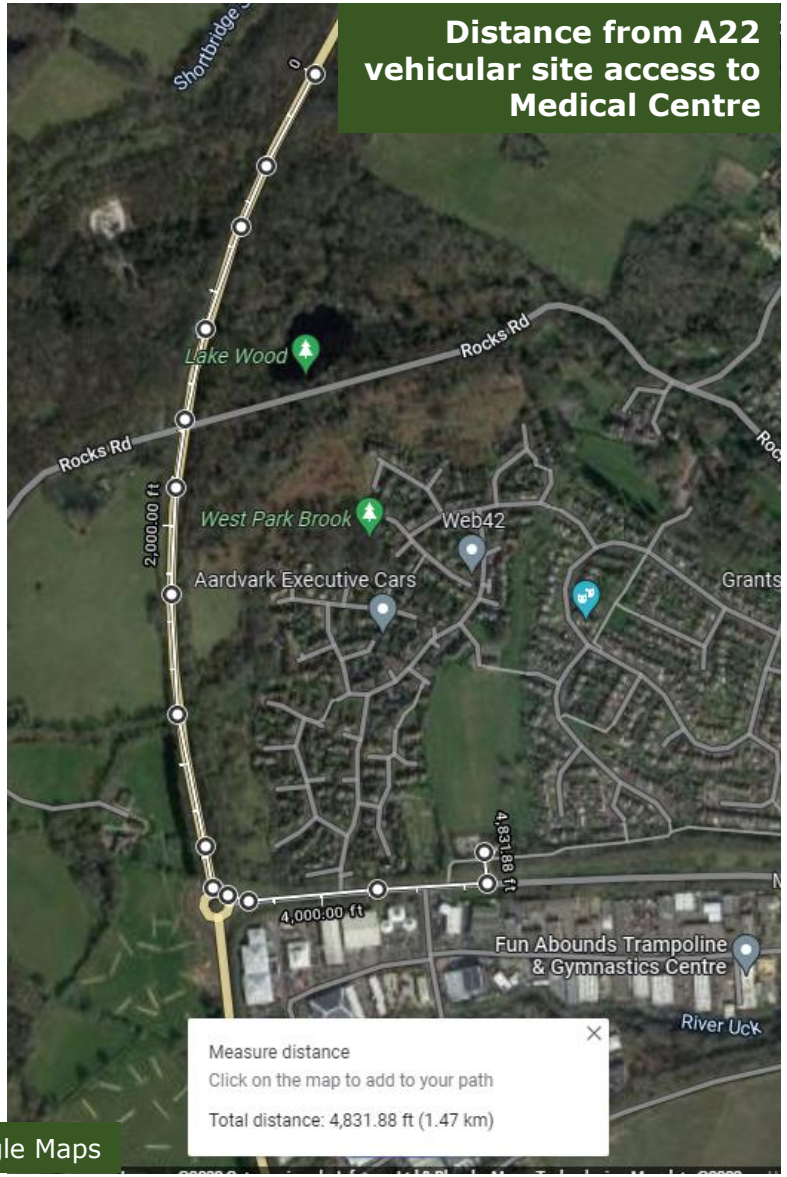

Distance from A22 vehicular site access to Uckfield College/Leisure Centre (via Church St)
2 Claremont Place
Margaret House
Tesco Express
Rocks Rd
Rocks Rd
Rocks Rd
1.96 mi
Pudding Cake Lane
Web42
Aardvark Executive Cars
0.50 mi
Hockley Surfacing
West Park Recreation Ground
Tesco Superstore
1.50 mi
Waitrose & Partners Uckfield
Foxdown C
1.00 mi
Uckfield
Forest Digital Ltd - Fabric Printing Services
River Uck
Golden Dragon
Alma Arms
Measure distance
Click on the map to add to your path
Total distance: 1.96 mi (3.16 km)
Uckfield Hospital
Source: Google Maps

Distance from A22 vehicular site access to Uckfield College/Leisure Centre (via London Rd)

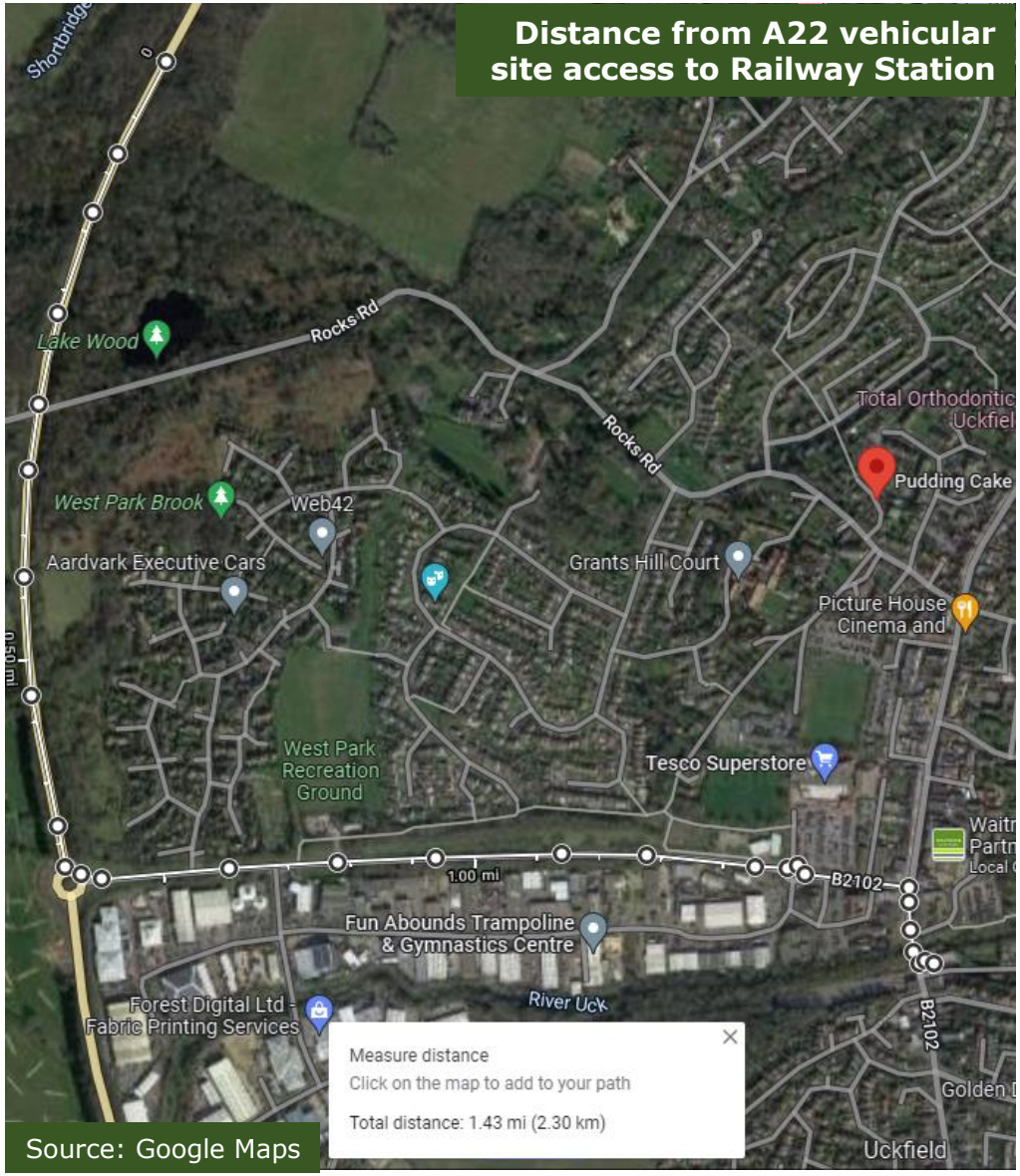


Source: Google Maps





Source: Google Maps


Distance from A22 vehicular site access to Railway Station
Shortbridge
Lake Wood
Rocks Rd
Rocks Rd
Total Orthodontic Uckfield
Pudding Cake
West Park Brook
Web42
Aardvark Executive Cars
Grants Hill Court
Picture House Cinema and
West Park Recreation Ground
Tesco Superstore
1.00 mi
B2102
Fun Abounds Trampoline & Gymnastics Centre
River Uck
Forest Digital Ltd - Fabric Printing Services
B2102
Measure distance
Click on the map to add to your path
Total distance: 1.43 mi (2.30 km)
Uckfield
Source: Google Maps

Appendix J

Horsted Green Park SANGs Survey Results (October 2022)

HORSTED GREEN PARK, HORSTED, EAST SUSSEX TN22 5TH
CAR PARK OCCUPANCY SURVEY - WEDNESDAY 12/10/2022

TIME COMMENCING	COUNT OF VEHICLES		NUMBER OF VEHICLES IN CAR PARK (AFTER COUNT)	PARKING OCCUPANCY %
	INBOUND	OUTBOUND		
0700	1	1	4	21
0715	4	2	6	32
0730	2	2	6	32
0745	1	3	4	21
0800	3	2	5	26
0815	5	1	9	47
0830	5	1	13	68
0845	6	2	17	89
0900	7	10	14	74
0915	5	5	14	74
0930	2	3	13	68
0945	1	5	9	47
1000	2	6	5	26
1015	5	0	10	53
1030	0	5	5	26
1045	5	2	8	42
1100	8	1	15	79
1115	5	7	13	68
1130	2	5	10	53
1145	2	6	6	32
1200	3	2	7	37
1215	2	2	7	37
1230	4	2	9	47
1245	2	1	10	53
TOTAL				

NUMBER OF VEHICLES OBSERVED IN CAR PARK AT 07:00 = 4

CAR PARK CAPACITY = 19 (15 WITHIN HEIGHT BARRIER, 4 OUTSIDE OF HEIGHT BARRIER)

HORSTED GREEN PARK, HORSTED, EAST SUSSEX TN22 5TH
CAR PARK OCCUPANCY SURVEY - WEDNESDAY 12/10/2022

TIME COMMENCING	COUNT OF VEHICLES		NUMBER OF VEHICLES IN CAR PARK (AFTER COUNT)	PARKING OCCUPANCY %
	INBOUND	OUTBOUND		
1300	1	4	7	37
1315	4	5	6	32
1330	1	4	3	16
1345	4	1	6	32
1400	2	1	7	37
1415	2	2	7	37
1430	1	1	7	37
1445	1	4	4	21
1500	3	1	6	32
1515	3	3	6	32
1530	3	3	6	32
1545	6	2	10	53
1600	2	4	8	42
1615	2	1	9	47
1630	1	3	7	37
1645	3	6	4	21
1700	2	2	4	21
1715	5	2	7	37
1730	2	3	6	32
1745	5	3	8	42
1800	3	1	10	53
1815	2	7	5	26
1830	2	3	4	21
1845	2	1	5	26
TOTAL	144	143		

NUMBER OF VEHICLES OBSERVED IN CAR PARK AT 19:00 = 5

WEATHER: DRY 07:00 - 17:40, RAIN SHOWERS 17:40 - 19:00

HORSTED GREEN PARK, HORSTED, EAST SUSSEX TN22 5TH
CAR PARK OCCUPANCY SURVEY - SUNDAY 16/10/2022

TIME COMMENCING	COUNT OF VEHICLES		NUMBER OF VEHICLES IN CAR PARK (AFTER COUNT)	PARKING OCCUPANCY %
	INBOUND	OUTBOUND		
0700	1	0	2	11
0715	3	1	4	21
0730	2	1	5	26
0745	6	1	10	53
0800	0	4	6	32
0815	1	2	5	26
0830	6	3	8	42
0845	5	2	11	58
0900	4	3	12	63
0915	6	6	12	63
0930	4	2	14	74
0945	5	5	14	74
1000	2	4	12	63
1015	6	6	12	63
1030	6	5	13	68
1045	9	4	18	95
1100	4	7	15	79
1115	5	2	18	95
1130	4	5	17	89
1145	6	7	16	84
1200	3	8	11	58
1215	3	8	6	32
1230	5	3	8	42
1245	2	4	6	32
TOTAL				

NUMBER OF VEHICLES OBSERVED IN CAR PARK AT 07:00 = 1

CAR PARK CAPACITY = 19 (15 WITHIN HEIGHT BARRIER, 4 OUTSIDE OF HEIGHT BARRIER)

HORSTED GREEN PARK, HORSTED, EAST SUSSEX TN22 5TH
CAR PARK OCCUPANCY SURVEY - SUNDAY 16/10/2022

TIME COMMENCING	COUNT OF VEHICLES		NUMBER OF VEHICLES IN CAR PARK (AFTER COUNT)	PARKING OCCUPANCY %
	INBOUND	OUTBOUND		
1300	2	3	5	26
1315	6	2	9	47
1330	5	3	11	58
1345	3	2	12	63
1400	2	5	9	47
1415	2	4	7	37
1430	4	4	7	37
1445	8	3	12	63
1500	1	3	10	53
1515	3	6	7	37
1530	1	3	5	26
1545	7	5	7	37
1600	3	1	9	47
1615	2	5	6	32
1630	6	3	9	47
1645	1	4	6	32
1700	3	5	4	21
1715	4	2	6	32
1730	0	1	5	26
1745	2	5	2	11
1800	1	0	3	16
1815	0	2	1	5
1830	0	1	0	0
1845	0	0	0	0
TOTAL	164	165		

NUMBER OF VEHICLES OBSERVED IN CAR PARK AT 19:00 = 0

WEATHER: DRY 07:00 - 15:50, RAIN SHOWERS 15:50 - 19:00