APPENDIX
A

K: Uckfield, East Grinstead and Oxted to Croydon and London

This table is valid from Monday 6 September 2021 until Saturday 11 December 2021

Monday to Friday 1 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	TL	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes										A														
Uckfield		UCK	d		0531			0633			0703		0733			0833			0933		1033			1233
Buxted		BXD	d		0535			0637			0707		0737			0837			0937		1037			1237
Crowborough		COH	d		0542			0644			0714		0744			0844			0944		1044			1244
Eridge		ERI	d		0548			0650			0720		0750			0850			0950		1050			1250
Ashurst		AHS	d		0554			0656			0726		0756			0856			0956		1056			1256
Cowden		CWN	d		0558			0700			0730		0800			0900			1000		1100			1300
Hever		HEV	d		0603			0705			0735		0805			0905			1005		1105			1305
Edenbridge Town		EBT	d		0607			0709			0739		0809			0909			1009		1109			1309
East Grinstead		EGR	d	0536		0604	0636		0706	0715		0736		0806	0836		0906	0936		1006		1106	1206	
Dormans		DMS	d	0540		0608	0640		0710	0719		0740		0810	0840		0910	0940		1010		1110	1210	
Lingfield		LFD	d	0543		0611	0643		0713	0722		0743		0813	0843		0913	0943		1013		1113	1213	
Hurst Green		HUR	d	0550	0614	0618	0650	0716	0720	0729	0746	0750	0816	0820	0850	0916	0920	0950	1016	1020	1116	1120	1220	1316
Oxted 3		OXT	a	0553	0617	0622	0653	0719	0723	0731	0749	0753	0819	0823	0853	0919	0923	0953	1019	1023	1119	1123	1223	1319
Oxted 3		OXT	d	0553	0619	0623	0653	0720	0723	0732	0750	0753	0820	0823	0853	0920	0923	0953	1020	1023	1120	1123	1223	1320
Woldingham		WOH	d	0559		0628	0659		0729	0738		0759		0829	0859		0929	0959		1029		1129	1229	
Upper Warlingham		UWL	d	0602		0632	0702		0732	0741		0802		0832	0902		0932	1002		1032		1132	1232	
Riddlesdown		RDD	d	0606		0635	0706		0736	0745		0806		0836	0906		0936	1006		1036		1136	1236	
Sanderstead		SNR	d	0609		0639	0709		0739	0748		0809		0839	0909		0939	1009		1039		1139	1239	
South Croydon 4		SCY	d						0742	0752		0812												
East Croydon		ECR	a	0615	0637	0644	0715	0737	0745	0754	0807	0815	0837	0845	0915	0937	0945	1015	1036	1045	1136	1145	1245	1336
London Bridge 4		LBG	a		0653			0753		0809	0823		0853			0953					1153			1355
London Blackfriars 3		BFR	a							0816														
City Thameslink 3		CTK	a							0818														
Farringdon 3		ZFD	a							0820														
St Pancras International 15		STP	a							0825														
Clapham Junction 10		CLJ	a	0625		0655	0725		0757			0828		0858	0925		0955	1025		1055		1155	1255	
London Victoria 10		VIC	a	0632		0703	0732		0806			0835		0905	0932		1002	1033		1102		1202	1302	

Monday to Friday 2 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	TL	SN	SN	SN	SN	SN	
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																		B						
Uckfield		UCK	d			1433					1633			1733			1833				1933		2033		
Buxted		BXD	d			1437					1637			1737			1837				1937		2037		
Crowborough		COH	d			1444					1644			1744			1844				1944		2044		
Eridge		ERI	d			1450					1650			1750			1850				1950		2050		
Ashurst		AHS	d			1456					1656			1756			1856				1956		2056		
Cowden		CWN	d			1500					1700			1800			1900				2000		2100		
Hever		HEV	d			1505					1705			1805			1905				2005		2105		
Edenbridge Town		EBT	d			1509					1709			1809			1909				2009		2109		
East Grinstead		EGR	d	1306	1406		1506	1536	1606	1636		1706	1736		1806	1836		1906	1917	1936		2006		2106	
Dormans		DMS	d	1310	1410		1510	1540	1610	1640		1710	1740		1810	1840		1910	1921	1940		2010		2110	
Lingfield		LFD	d	1313	1413		1513	1543	1613	1643		1713	1743		1813	1843		1913	1924	1943		2013		2113	
Hurst Green		HUR	d	1320	1420	1516	1520	1550	1620	1650	1716	1720	1750	1816	1820	1850	1916	1920	1931	1950	2016	2020	2116	2120
Oxted 3		OXT	a	1323	1423	1519	1523	1553	1623	1653	1719	1723	1753	1819	1823	1853	1919	1923	1934	1953	2019	2023	2119	2123
Oxted 3		OXT	d	1323	1423	1520	1523	1553	1623	1653	1720	1723	1753	1820	1823	1853	1920	1923	1934	1953	2020	2023	2120	2123
Woldingham		WOH	d	1329	1429		1529	1559	1629	1659		1729	1759		1829	1859		1929		1959		2029		2129	
Upper Warlingham		UWL	d	1332	1432		1532	1602	1632	1702		1732	1802		1832	1902		1932		2002		2032		2132	
Riddlesdown		RDD	d	1336	1436		1536	1606	1636	1706		1736	1806		1836	1906		1936		2006		2036		2136	
Sanderstead		SNR	d	1339	1439		1539	1609	1639	1709		1739	1809		1839	1909		1939	1945	2009		2039		2139	
South Croydon 4		SCY	d																					
East Croydon		ECR	a	1345	1445	1536	1545	1615	1645	1715	1736	1745	1815	1836	1845	1915	1936	1945	1950	2015	2036	2045	2136	2145
London Bridge 4		LBG	a			1553					1754			1853			1953		2008		2053		2155	
London Blackfriars 3		BFR	a																2014					
City Thameslink 3		CTK	a																2016					
Farringdon 3		ZFD	a																2019					
St Pancras International 15		STP	a																2023					
Clapham Junction 10		CLJ	a	1355	1455		1555	1625	1655	1725		1755	1825		1855	1925		1955		2025		2057		2155	
London Victoria 10		VIC	a	1402	1502		1604	1632	1702	1733		1803	1832		1903	1932		2002		2034		2108		2202	

Monday to Friday 3 of 3

Operator				SN	SN	SN	SN
Facilities				1	1	1	1
Notes							
Uckfield		UCK	d	2133		2233	
Buxted		BXD	d	2137		2237	
Crowborough		COH	d	2144		2244	
Eridge		ERI	d	2150		2250	
Ashurst		AHS	d	2156		2256	
Cowden		CWN	d	2200		2300	
Hever		HEV	d	2205		2305	
Edenbridge Town		EBT	d	2209		2309	
East Grinstead		EGR	d		2206		2306
Dormans		DMS	d		2210		2310
Lingfield		LFD	d		2213		2313
Hurst Green		HUR	d	2216	2220	2316	2320
Oxted	3	OXT	a	2219	2223	2319	2323
Oxted	3	OXT	d	2220	2223	2320	2323
Woldingham		WOH	d		2229		2329
Upper Warlingham		UWL	d		2232		2332
Riddlesdown		RDD	d		2236		2336
Sanderstead		SNR	d		2239		2339
South Croydon	4	SCY	d				
East Croydon		ECR	a	2236	2245	2337	2345
London Bridge	4	LBG	a	2253		2353	
London Blackfriars	3	BFR	a				
City Thameslink	3	CTK	a				
Farringdon	3	ZFD	a				
St Pancras International	15	STP	a				
Clapham Junction	10	CLJ	a		2255		2359
London Victoria	10	VIC	a		2302		0009

Key

SN	Service operated by Southern
TL	Service operated by Thameslink
3	Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
	Interchange with London Underground
	Interchange with Eurostar services
	Interchange with Tramlink
1	First Class accommodation available
A	To West Hampstead Thameslink 0832
B	Runs from 11 October. To West Hampstead Thameslink 2033
a	Arrival time
d	Departure time

K: London and Croydon to Oxted, East Grinstead and Uckfield

This table is valid from Monday 6 September 2021 until Saturday 11 December 2021

Monday to Friday 1 of 3

Alerts																									
Operator					SN	SN	SN	SN	TL	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																									
London Victoria	10		VIC	d		0520	0550			0620	0650		0720	0750		0820	0850		0950	1050		1150	1250		1350
Clapham Junction	10		CLJ	d		0529	0557			0627	0657		0727	0758		0828	0858		0957	1057		1157	1257		1357
St Pancras International	15		STP	d					0555																
Farringdon	3		ZFD	d					0559																
City Thameslink	3		CTK	d					0601																
London Blackfriars	3		BFR	d					0604																
London Bridge	4		LBG	d				0607	0611			0707			0807			0907			1107			1307	
East Croydon			ECR	d	0520	0541	0610	0622	0625	0640	0710	0722	0740	0810	0822	0840	0910	0922	1010	1110	1122	1210	1310	1322	1410
South Croydon	4		SCY	d					0628				0743	0812		0842									
Sanderstead			SNR	d		0546	0615		0632	0645	0715		0746	0815		0845	0915		1015	1115		1215	1315		1415
Riddlesdown			RDD	d		0549	0618			0648	0718		0749	0818		0848	0918		1018	1118		1218	1318		1418
Upper Warlingham			UWL	d		0553	0622			0652	0722		0753	0822		0852	0922		1022	1122		1222	1322		1422
Woldingham			WOH	d		0557	0626			0656	0726		0757	0826		0856	0926		1026	1126		1226	1326		1426
Oxted	3		OXT	a	0533	0602	0631	0635	0643	0701	0731	0735	0802	0831	0835	0901	0931	0935	1031	1131	1135	1231	1331	1335	1431
Oxted	3		OXT	d	0533	0603	0632	0636	0645	0702	0732	0736	0803	0832	0836	0902	0932	0936	1032	1132	1136	1232	1332	1336	1432
Hurst Green			HUR	d	0536	0606	0635	0639	0648	0705	0735	0739	0806	0835	0839	0905	0935	0939	1035	1135	1139	1235	1335	1339	1435
Lingfield			LFD	d		0612	0641		0654	0711	0741		0812	0841		0911	0941		1041	1141		1241	1341		1441
Dormans			DMS	d		0615	0644		0658	0714	0744		0815	0844		0914	0944		1044	1144		1244	1344		1444
East Grinstead			EGR	a		0620	0650		0703	0720	0750		0820	0850		0922	0950		1050	1150		1250	1350		1450
Edenbridge Town			EBT	d	0542			0645				0745			0845			0945			1145			1345	
Hever			HEV	d	0546			0649				0749			0849			0949			1149			1349	
Cowden			CWN	d	0550			0653				0753			0853			0953			1153			1353	
Ashurst			AHS	d	0557			0658				0758			0858			0958			1158			1358	
Eridge			ERI	d	0602			0703				0803			0903			1003			1203			1403	
Crowborough			COH	d	0609			0710				0810			0910			1010			1210			1410	
Buxted			BXD	d	0615			0716				0816			0916			1016			1216			1416	
Uckfield			UCK	a	0621			0722				0822			0922			1022			1222			1422	

Monday to Friday 2 of 3

Alerts																									
Operator					SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	TL	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes												A			B		D		C						
London Victoria	10		VIC	d	1420	1450		1520	1550		1620	1650		1721	1751			1820	1850		1950		2050		2150
Clapham Junction	10		CLJ	d	1427	1457		1527	1557		1627	1657		1728	1758			1827	1857		1957		2057		2157
St Pancras International	15		STP	d													1755								
Farringdon	3		ZFD	d													1759								
City Thameslink	3		CTK	d													1801								
London Blackfriars	3		BFR	d													1804								
London Bridge	4		LBG	d			1507			1607			1707			1807	1811			1907		2007		2107	
East Croydon			ECR	d	1440	1510	1522	1540	1610	1622	1640	1710	1722	1740	1810	1822	1826	1840	1910	1922	2010	2022	2110	2122	2210
South Croydon	4		SCY	d				1542	1612		1642						1829								
Sanderstead			SNR	d	1445	1515		1545	1615		1645	1715		1745	1815		1833	1845	1915		2015		2115		2215
Riddlesdown			RDD	d	1448	1518		1548	1618		1648	1718		1748	1818		1836	1848	1918		2018		2118		2218
Upper Warlingham			UWL	d	1452	1522		1552	1622		1652	1722		1752	1822		1840	1852	1922		2022		2122		2222
Woldingham			WOH	d	1456	1526		1556	1626		1656	1726		1756	1826		1844	1856	1926		2026		2126		2226
Oxted	3		OXT	a	1501	1531	1535	1601	1631	1635	1701	1731	1735	1801	1831	1835	1849	1901	1931	1935	2031	2035	2131	2135	2231
Oxted	3		OXT	d	1502	1532	1536	1602	1632	1636	1702	1732	1736	1802	1832	1836	1849	1902	1932	1936	2032	2036	2132	2136	2232
Hurst Green			HUR	d	1505	1535	1539	1605	1635	1639	1705	1735	1739	1805	1835	1839	1852	1905	1935	1939	2035	2039	2135	2139	2235
Lingfield			LFD	d	1511	1541		1611	1641		1711	1741		1811	1841		1858	1911	1941		2041		2141		2241
Dormans			DMS	d	1514	1544		1614	1644		1714	1744		1814	1844		1902	1914	1944		2044		2144		2244
East Grinstead			EGR	a	1520	1550		1620	1650		1720	1750		1820	1850		1907	1920	1950		2050		2150		2250
Edenbridge Town			EBT	d			1545			1645			1745			1845				1945		2045		2145	
Hever			HEV	d			1549			1649			1749			1849				1949		2049		2149	
Cowden			CWN	d			1553			1653			1753			1853				1953		2053		2153	
Ashurst			AHS	d			1558			1658			1758			1858				1958		2058		2158	
Eridge			ERI	d			1603			1703			1803			1903				2003		2103		2203	
Crowborough			COH	d			1610			1710			1810			1910				2010		2110		2210	
Buxted			BXD	d			1616			1716			1816			1916				2016		2116		2216	
Uckfield			UCK	a			1622			1722			1822			1922				2022		2122		2222	

Monday to Friday 3 of 3

Operator					SN	SN	SN	SN
Facilities					1	1	1	1
Notes								
London Victoria	10		VIC	d	2220		2322	2353
Clapham Junction	10		CLJ	d	2228		2329	2359
St Pancras International	15		STP	d				
Farringdon	3		ZFD	d				
City Thameslink	3		CTK	d				
London Blackfriars	3		BFR	d				
London Bridge	4		LBG	d		2307		
East Croydon			ECR	d	2240	2322	2340	0015
South Croydon	4		SCY	d				0017
Sanderstead			SNR	d	2245		2345	0021
Riddlesdown			RDD	d	2248		2348	0024
Upper Warlingham			UWL	d	2252		2352	0028
Woldingham			WOH	d	2256		2356	0032
Oxted	3		OXT	a	2301	2335	0001	0037
Oxted	3		OXT	d	2302	2336	0002	
Hurst Green			HUR	d	2305	2339	0005	
Lingfield			LFD	d	2311		0011	
Dormans			DMS	d	2314		0014	
East Grinstead			EGR	a	2320		0020	
Edenbridge Town			EBT	d		2345		
Hever			HEV	d				
Cowden			CWN	d				
Ashurst			AHS	d				
Eridge			ERI	d		2357		
Crowborough			COH	d		0004		
Buxted			BXD	d		0010		
Uckfield			UCK	a		0016		

Key

SN Service operated by Southern

TL Service operated by Thameslink

10 Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes

Interchange with London Underground

Interchange with Eurostar services

Interchange with Tramlink

1 First Class accommodation available

A Also calls at Selhurst 1706

B Also calls at Selhurst 1806

C Also calls at Selhurst 1906

D Runs from 11 October. From Leagrave

a Arrival time

d Departure time

K: Uckfield, East Grinstead and Oxted to Croydon and London

This table is valid from Monday 6 September 2021 until Saturday 11 December 2021

Saturday 1 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
Uckfield		UCK	d		0633			0733			0833			0933			1033			1133			1233	
Buxted		BXD	d		0637			0737			0837			0937			1037			1137			1237	
Crowborough		COH	d		0644			0744			0844			0944			1044			1144			1244	
Eridge		ERI	d		0650			0750			0850			0950			1050			1150			1250	
Ashurst		AHS	d		0656			0756			0856			0956			1056			1156			1256	
Cowden		CWN	d		0700			0800			0900			1000			1100			1200			1300	
Hever		HEV	d		0705			0805			0905			1005			1105			1205			1305	
Edenbridge Town		EBT	d		0709			0809			0909			1009			1109			1209			1309	
East Grinstead		EGR	d	0636		0706	0736		0806	0836		0906	0936		1006	1036		1106	1136		1206	1236		1306
Dormans		DMS	d	0640		0710	0740		0810	0840		0910	0940		1010	1040		1110	1140		1210	1240		1310
Lingfield		LFD	d	0643		0713	0743		0813	0843		0913	0943		1013	1043		1113	1143		1213	1243		1313
Hurst Green		HUR	d	0650	0716	0720	0750	0816	0820	0850	0916	0920	0950	1016	1020	1050	1116	1120	1150	1216	1220	1250	1316	1320
Oxted 3		OXT	a	0653	0719	0723	0753	0819	0823	0853	0919	0923	0953	1019	1023	1053	1119	1123	1153	1219	1223	1253	1319	1323
Oxted 3		OXT	d	0653	0720	0723	0753	0820	0823	0853	0920	0923	0953	1020	1023	1053	1120	1123	1153	1220	1223	1253	1320	1323
Woldingham		WOH	d	0659		0729	0759		0829	0859		0929	0959		1029	1059		1129	1159		1229	1259		1329
Upper Warlingham		UWL	d	0702		0732	0802		0832	0902		0932	1002		1032	1102		1132	1202		1232	1302		1332
Riddlesdown		RDD	d	0706		0736	0806		0836	0906		0936	1006		1036	1106		1136	1206		1236	1306		1336
Sanderstead		SNR	d	0709		0739	0809		0839	0909		0939	1009		1039	1109		1139	1209		1239	1309		1339
South Croydon 4		SCY	d																					
East Croydon		ECR	a	0715	0736	0745	0815	0836	0845	0915	0936	0945	1015	1036	1045	1115	1136	1145	1215	1236	1245	1315	1336	1345
London Bridge 4		LBG	a		0753			0853			0953			1053			1153			1253			1353	
London Blackfriars 3		BFR	a																					
City Thameslink 3		CTK	a																					
Farringdon 3		ZFD	a																					
St Pancras International 15		STP	a																					
Clapham Junction 10		CLJ	a	0725		0755	0825		0855	0925		0955	1025		1055	1125		1155	1225		1255	1325		1355
London Victoria 10		VIC	a	0732		0802	0832		0902	0932		1002	1032		1102	1132		1202	1232		1302	1332		1402

Saturday 2 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
Uckfield		UCK	d		1333			1433			1533			1633			1733			1833			1933	
Buxted		BXD	d		1337			1437			1537			1637			1737			1837			1937	
Crowborough		COH	d		1344			1444			1544			1644			1744			1844			1944	
Eridge		ERI	d		1350			1450			1550			1650			1750			1850			1950	
Ashurst		AHS	d		1356			1456			1556			1656			1756			1856			1956	
Cowden		CWN	d		1400			1500			1600			1700			1800			1900			2000	
Hever		HEV	d		1405			1505			1605			1705			1805			1905			2005	
Edenbridge Town		EBT	d		1409			1509			1609			1709			1809			1909			2009	
East Grinstead		EGR	d	1336		1406	1436		1506	1536		1606	1636		1706	1736		1806	1836		1906	1936		2006
Dormans		DMS	d	1340		1410	1440		1510	1540		1610	1640		1710	1740		1810	1840		1910	1940		2010
Lingfield		LFD	d	1343		1413	1443		1513	1543		1613	1643		1713	1743		1813	1843		1913	1943		2013
Hurst Green		HUR	d	1350	1416	1420	1450	1516	1520	1550	1616	1620	1650	1716	1720	1750	1816	1820	1850	1916	1920	1950	2016	2020
Oxted 3		OXT	a	1353	1419	1423	1453	1519	1523	1553	1619	1623	1653	1719	1723	1753	1819	1823	1853	1919	1923	1953	2019	2023
Oxted 3		OXT	d	1353	1420	1423	1453	1520	1523	1553	1620	1623	1653	1720	1723	1753	1820	1823	1853	1920	1923	1953	2020	2023
Woldingham		WOH	d	1359		1429	1459		1529	1559		1629	1659		1729	1759		1829	1859		1929	1959		2029
Upper Warlingham		UWL	d	1402		1432	1502		1532	1602		1632	1702		1732	1802		1832	1902		1932	2002		2032
Riddlesdown		RDD	d	1406		1436	1506		1536	1606		1636	1706		1736	1806		1836	1906		1936	2006		2036
Sanderstead		SNR	d	1409		1439	1509		1539	1609		1639	1709		1739	1809		1839	1909		1939	2009		2039
South Croydon 4		SCY	d																					
East Croydon		ECR	a	1415	1436	1445	1515	1536	1545	1615	1636	1645	1715	1736	1745	1815	1836	1845	1915	1936	1945	2015	2036	2045
London Bridge 4		LBG	a		1453			1553			1653			1753			1853			1953			2053	
London Blackfriars 3		BFR	a																					
City Thameslink 3		CTK	a																					
Farringdon 3		ZFD	a																					
St Pancras International 15		STP	a																					
Clapham Junction 10		CLJ	a	1425		1455	1525		1555	1625		1655	1725		1755	1825		1855	1925		1955	2025		2055
London Victoria 10		VIC	a	1432		1502	1532		1602	1632		1702	1732		1802	1832		1902	1932		2002	2032		2102

Saturday 3 of 3

Operator			SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities			1	1	1	1	1	1	1	1	1
Notes											
Uckfield		UCK d		2033			2133			2233	
Buxted		BXD d		2037			2137			2237	
Crowborough		COH d		2044			2144			2244	
Eridge		ERI d		2050			2150			2250	
Ashurst		AHS d		2056			2156			2256	
Cowden		CWN d		2100			2200			2300	
Hever		HEV d		2105			2205			2305	
Edenbridge Town		EBT d		2109			2209			2309	
East Grinstead		EGR d	2036		2106	2136		2206	2236		2306
Dormans		DMS d	2040		2110	2140		2210	2240		2310
Lingfield		LFD d	2043		2113	2143		2213	2243		2313
Hurst Green		HUR d	2050	2116	2120	2150	2216	2220	2250	2316	2320
Oxted 3		OXT a	2053	2119	2123	2153	2219	2223	2253	2319	2323
Oxted 3		OXT d	2053	2120	2123	2153	2220	2223	2253	2320	2323
Woldingham		WOH d	2059		2129	2159		2229	2259		2329
Upper Warlingham		UWL d	2102		2132	2202		2232	2302		2332
Riddlesdown		RDD d	2106		2136	2206		2236	2306		2336
Sanderstead		SNR d	2109		2139	2209		2239	2309		2339
South Croydon 4		SCY d									
East Croydon		ECR a	2115	2136	2145	2215	2236	2245	2315	2336	2345
London Bridge 4		LBG a		2153			2254			2353	
London Blackfriars 3		BFR a									
City Thameslink 3		CTK a									
Farringdon 3		ZFD a									
St Pancras International 15		STP a									
Clapham Junction 10		CLJ a	2125		2155	2225		2255	2325		0004
London Victoria 10		VIC a	2132		2202	2232		2302	2332		0012

Key

SN Service operated by Southern

3 Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes

Interchange with London Underground

Interchange with Eurostar services

Interchange with Tramlink

1 First Class accommodation available

a Arrival time

d Departure time

K: London and Croydon to Oxted, East Grinstead and Uckfield

This table is valid from Monday 6 September 2021 until Saturday 11 December 2021

Saturday 1 of 3

Alerts																									
Operator					SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes					A																				
London Victoria	10		VIC	d	0520		0620	0650		0720	0750		0820	0850		0920	0950		1020	1050		1120	1150		1220
Clapham Junction	10		CLJ	d	0528		0627	0657		0727	0757		0827	0857		0927	0957		1027	1057		1127	1157		1227
St Pancras International	15		STP	d																					
Farringdon	3		ZFD	d																					
City Thameslink	3		CTK	d																					
London Blackfriars	3		BFR	d																					
London Bridge	4		LBG	d		0607			0707			0807			0907			1007			1107			1207	
East Croydon			ECR	d	0545	0622	0640	0710	0722	0740	0810	0822	0840	0910	0922	0940	1010	1022	1040	1110	1122	1140	1210	1222	1240
South Croydon	4		SCY	d																					
Sanderstead			SNR	d			0645	0715		0745	0815		0845	0915		0945	1015		1045	1115		1145	1215		1245
Riddlesdown			RDD	d			0648	0718		0748	0818		0848	0918		0948	1018		1048	1118		1148	1218		1248
Upper Warlingham			UWL	d			0652	0722		0752	0822		0852	0922		0952	1022		1052	1122		1152	1222		1252
Woldingham			WOH	d			0656	0726		0756	0826		0856	0926		0956	1026		1056	1126		1156	1226		1256
Oxted	3		OXT	a	0558	0635	0701	0731	0735	0801	0831	0835	0901	0931	0935	1001	1031	1035	1101	1131	1135	1201	1231	1235	1301
Oxted	3		OXT	d	0559	0636	0702	0732	0736	0802	0832	0836	0902	0932	0936	1002	1032	1036	1102	1132	1136	1202	1232	1236	1302
Hurst Green			HUR	d	0602	0639	0705	0735	0739	0805	0835	0839	0905	0935	0939	1005	1035	1039	1105	1135	1139	1205	1235	1239	1305
Lingfield			LFD	d	0608		0711	0741		0811	0841		0911	0941		1011	1041		1111	1141		1211	1241		1311
Dormans			DMS	d	0611		0714	0744		0814	0844		0914	0944		1014	1044		1114	1144		1214	1244		1314
East Grinstead			EGR	a	0617		0720	0750		0820	0850		0920	0950		1020	1050		1120	1150		1220	1250		1320
Edenbridge Town			EBT	d		0645			0745			0845			0945			1045			1145			1245	
Hever			HEV	d		0649			0749			0849			0949			1049			1149			1249	
Cowden			CWN	d		0653			0753			0853			0953			1053			1153			1253	
Ashurst			AHS	d		0658			0758			0858			0958			1058			1158			1258	
Eridge			ERI	d		0703			0803			0903			1003			1103			1203			1303	
Crowborough			COH	d		0710			0810			0910			1010			1110			1210			1310	
Buxted			BXD	d		0716			0816			0916			1016			1116			1216			1316	
Uckfield			UCK	a		0722			0822			0922			1022			1122			1222			1322	

Saturday 2 of 3

Alerts																									
Operator					SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																									
London Victoria	10		VIC	d	1250		1320	1350		1420	1450		1520	1550		1620	1650		1720	1750		1820	1850		1920
Clapham Junction	10		CLJ	d	1257		1327	1357		1427	1457		1527	1557		1627	1657		1727	1757		1827	1857		1927
St Pancras International	15		STP	d																					
Farringdon	3		ZFD	d																					
City Thameslink	3		CTK	d																					
London Blackfriars	3		BFR	d																					
London Bridge	4		LBG	d		1307			1407			1507			1607			1707			1807			1907	
East Croydon			ECR	d	1310	1322	1340	1410	1422	1440	1510	1522	1540	1610	1622	1640	1710	1722	1740	1810	1822	1840	1910	1922	1940
South Croydon	4		SCY	d																					
Sanderstead			SNR	d	1315		1345	1415		1445	1515		1545	1615		1645	1715		1745	1815		1845	1915		1945
Riddlesdown			RDD	d	1318		1348	1418		1448	1518		1548	1618		1648	1718		1748	1818		1848	1918		1948
Upper Warlingham			UWL	d	1322		1352	1422		1452	1522		1552	1622		1652	1722		1752	1822		1852	1922		1952
Woldingham			WOH	d	1326		1356	1426		1456	1526		1556	1626		1656	1726		1756	1826		1856	1926		1956
Oxted	3		OXT	a	1331	1335	1401	1431	1435	1501	1531	1535	1601	1631	1635	1701	1731	1735	1801	1831	1835	1901	1931	1935	2001
Oxted	3		OXT	d	1332	1336	1402	1432	1436	1502	1532	1536	1602	1632	1636	1702	1732	1736	1802	1832	1836	1902	1932	1936	2002
Hurst Green			HUR	d	1335	1339	1405	1435	1439	1505	1535	1539	1605	1635	1639	1705	1735	1739	1805	1835	1839	1905	1935	1939	2005
Lingfield			LFD	d	1341		1411	1441		1511	1541		1611	1641		1711	1741		1811	1841		1911	1941		2011
Dormans			DMS	d	1344		1414	1444		1514	1544		1614	1644		1714	1744		1814	1844		1914	1944		2014
East Grinstead			EGR	a	1350		1420	1450		1520	1550		1620	1650		1720	1750		1820	1850		1920	1950		2020
Edenbridge Town			EBT	d		1345			1445			1545			1645			1745			1845			1945	
Hever			HEV	d		1349			1449			1549			1649			1749			1849			1949	
Cowden			CWN	d		1353			1453			1553			1653			1753			1853			1953	
Ashurst			AHS	d		1358			1458			1558			1658			1758			1858			1958	
Eridge			ERI	d		1403			1503			1603			1703			1803			1903			2003	
Crowborough			COH	d		1410			1510			1610			1710			1810			1910			2010	
Buxted			BXD	d		1416			1516			1616			1716			1816			1916			2016	
Uckfield			UCK	a		1422			1522			1622			1722			1822			1922			2022	

Saturday 3 of 3

Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																
London Victoria	10		VIC	d	1950		2020	2050		2120	2150		2220	2250		2320	2353
Clapham Junction	10		CLJ	d	1957		2027	2057		2127	2157		2227	2257		2327	2359
St Pancras International	15		STP	d													
Farringdon	3		ZFD	d													
City Thameslink	3		CTK	d													
London Blackfriars	3		BFR	d													
London Bridge	4		LBG	d		2007			2107			2207			2307		
East Croydon			ECR	d	2010	2022	2040	2110	2122	2140	2210	2222	2240	2310	2322	2340	0014
South Croydon	4		SCY	d													0017
Sanderstead			SNR	d	2015		2045	2115		2145	2215		2245	2315		2345	0020
Riddlesdown			RDD	d	2018		2048	2118		2148	2218		2248	2318		2348	0023
Upper Warlingham			UWL	d	2022		2052	2122		2152	2222		2252	2322		2352	0027
Woldingham			WOH	d	2026		2056	2126		2156	2226		2256	2326		2356	0031
Oxted	3		OXT	a	2031	2035	2101	2131	2135	2201	2231	2235	2301	2331	2335	0001	0037
Oxted	3		OXT	d	2032	2036	2102	2132	2136	2202	2232	2236	2302	2332	2336	0002	
Hurst Green			HUR	d	2035	2039	2105	2135	2139	2205	2235	2239	2305	2335	2339	0005	
Lingfield			LFD	d	2041		2111	2141		2211	2241		2311	2341		0011	
Dormans			DMS	d	2044		2114	2144		2214	2244		2314	2344		0014	
East Grinstead			EGR	a	2050		2120	2150		2220	2250		2320	2350		0020	
Edenbridge Town			EBT	d		2045			2145			2245			2345		
Hever			HEV	d		2049			2149			2249					
Cowden			CWN	d		2053			2153			2253					
Ashurst			AHS	d		2058			2158			2258					
Eridge			ERI	d		2103			2203			2303			2357		
Crowborough			COH	d		2110			2210			2310			0004		
Buxted			BXD	d		2116			2218			2318			0010		
Uckfield			UCK	a		2122			2223			2324			0016		

Key

SN	Service operated by Southern
10	Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
	Interchange with London Underground
	Interchange with Eurostar services
	Interchange with Tramlink
1	First Class accommodation available
A	Also calls at Selhurst 0540
a	Arrival time
d	Departure time

K: Uckfield, East Grinstead and Oxted to Croydon and London

This table is valid from Monday 6 September 2021 until Saturday 11 December 2021

Sunday 1 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
Uckfield		UCK	d					0934			1034			1134			1234			1334			1434	
Buxted		BXD	d					0938			1038			1138			1238			1338			1438	
Crowborough		COH	d					0945			1045			1145			1245			1345			1445	
Eridge		ERI	d					0951			1051			1151			1251			1351			1451	
Ashurst		AHS	d					0958			1058			1158			1258			1358			1458	
Cowden		CWN	d					1002			1102			1202			1302			1402			1502	
Hever		HEV	d					1007			1107			1207			1307			1407			1507	
Edenbridge Town		EBT	d					1010			1110			1210			1310			1410			1510	
East Grinstead		EGR	d	0812	0842	0912	0942		1012	1042		1112	1142		1212	1242		1312	1342		1412	1442		1512
Dormans		DMS	d	0816	0846	0916	0946		1016	1046		1116	1146		1216	1246		1316	1346		1416	1446		1516
Lingfield		LFD	d	0819	0849	0919	0949		1019	1049		1119	1149		1219	1249		1319	1349		1419	1449		1519
Hurst Green		HUR	d	0826	0856	0926	0956	1017	1026	1056	1117	1126	1156	1217	1226	1256	1317	1326	1356	1417	1426	1456	1517	1526
Oxted 3		OXT	a	0829	0859	0929	0959	1020	1029	1059	1120	1129	1159	1220	1229	1259	1320	1329	1359	1420	1429	1459	1520	1529
Oxted 3		OXT	d	0829	0859	0929	0959		1029	1059		1129	1159		1229	1259		1329	1359		1429	1459		1529
Woldingham		WOH	d	0835	0905	0935	1005		1035	1105		1135	1205		1235	1305		1335	1405		1435	1505		1535
Upper Warlingham		UWL	d	0838	0908	0938	1008		1038	1108		1138	1208		1238	1308		1338	1408		1438	1508		1538
Riddlesdown		RDD	d	0842	0912	0942	1012		1042	1112		1142	1212		1242	1312		1342	1412		1442	1512		1542
Sanderstead		SNR	d	0845	0915	0945	1015		1045	1115		1145	1215		1245	1315		1345	1415		1445	1515		1545
South Croydon 4		SCY	d	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
East Croydon		ECR	a	0851	0921	0951	1021		1051	1121		1151	1221		1251	1322		1351	1421		1451	1521		1551
London Bridge 4		LBG	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
London Blackfriars 3		BFR	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
City Thameslink 3		CTK	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
Farringdon 3		ZFD	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
St Pancras International 15		STP	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
Clapham Junction 10		CLJ	a	0902	0932	1002	1032		1102	1132		1202	1232		1302	1333		1402	1432		1502	1532		1602
London Victoria 10		VIC	a	0909	0939	1009	1039		1109	1139		1209	1239		1309	1340		1409	1439		1509	1539		1609

Sunday 2 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
Uckfield		UCK	d		1534			1634			1734			1834			1934			2034			2134	
Buxted		BXD	d		1538			1638			1738			1838			1938			2038			2138	
Crowborough		COH	d		1545			1645			1745			1845			1945			2045			2145	
Eridge		ERI	d		1551			1651			1751			1851			1951			2051			2151	
Ashurst		AHS	d		1558			1658			1758			1858			1958			2058			2158	
Cowden		CWN	d		1602			1702			1802			1902			2002			2102			2202	
Hever		HEV	d		1607			1707			1807			1907			2007			2107			2207	
Edenbridge Town		EBT	d		1610			1710			1810			1910			2010			2110			2210	
East Grinstead		EGR	d	1542		1612	1642		1712	1742		1812	1842		1912	1942		2012	2042		2112	2142		2212
Dormans		DMS	d	1546		1616	1646		1716	1746		1816	1846		1916	1946		2016	2046		2116	2146		2216
Lingfield		LFD	d	1549		1619	1649		1719	1749		1819	1849		1919	1949		2019	2049		2119	2149		2219
Hurst Green		HUR	d	1556	1617	1626	1656	1717	1726	1756	1817	1826	1856	1917	1926	1956	2017	2026	2056	2117	2126	2156	2217	2226
Oxted 3		OXT	a	1559	1620	1629	1659	1720	1729	1759	1820	1829	1859	1920	1929	1959	2020	2029	2059	2120	2129	2159	2220	2229
Oxted 3		OXT	d	1559		1629	1659		1729	1759		1829	1859		1929	1959		2029	2059		2129	2159		2229
Woldingham		WOH	d	1605		1635	1705		1735	1805		1835	1905		1935	2005		2035	2105		2135	2205		2235
Upper Warlingham		UWL	d	1608		1638	1708		1738	1808		1838	1908		1938	2008		2038	2108		2138	2208		2238
Riddlesdown		RDD	d	1612		1642	1712		1742	1812		1842	1912		1942	2012		2042	2112		2142	2212		2242
Sanderstead		SNR	d	1615		1645	1715		1745	1815		1845	1915		1945	2015		2045	2115		2145	2215		2245
South Croydon 4		SCY	d	|		|	|		|	|		|	|		|	|		|	|		|	|		|
East Croydon		ECR	a	1622		1651	1722		1751	1821		1851	1921		1951	2021		2051	2121		2151	2221		2251
London Bridge 4		LBG	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
London Blackfriars 3		BFR	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
City Thameslink 3		CTK	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
Farringdon 3		ZFD	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
St Pancras International 15		STP	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
Clapham Junction 10		CLJ	a	1633		1702	1733		1802	1832		1902	1932		2002	2032		2101	2131		2202	2232		2302
London Victoria 10		VIC	a	1640		1709	1740		1809	1839		1909	1939		2009	2039		2108	2139		2210	2239		2310

Sunday 3 of 3

Operator				SN	SN	SN
Facilities				1	1	1
Notes						A
Uckfield		UCK	d		2234	
Buxted		BXD	d		2238	
Crowborough		COH	d		2245	
Eridge		ERI	d		2251	
Ashurst		AHS	d		2258	
Cowden		CWN	d		2302	
Hever		HEV	d		2307	
Edenbridge Town		EBT	d		2310	
East Grinstead		EGR	d	2242		2314
Dormans		DMS	d	2246		2318
Lingfield		LFD	d	2249		2321
Hurst Green		HUR	d	2256	2317	2328
Oxted	3	OXT	a	2259	2320	2331
Oxted	3	OXT	d	2259	2321	2331
Woldingham		WOH	d	2305		2337
Upper Warlingham		UWL	d	2308		2340
Riddlesdown		RDD	d	2312		2344
Sanderstead		SNR	d	2315		2347
South Croydon	4	SCY	d			
East Croydon		ECR	a	2321	2334	2354
London Bridge	4	LBG	a			
London Blackfriars	3	BFR	a			
City Thameslink	3	CTK	a			
Farringdon	3	ZFD	a			
St Pancras International	15	STP	a			
Clapham Junction	10	CLJ	a	2332		0015
London Victoria	10	VIC	a	2339		0024

Key

SN	Service operated by Southern
3	Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
	Interchange with London Underground
	Interchange with Eurostar services
	Interchange with Tramlink
1	First Class accommodation available
A	Also calls at Selhurst 2358
a	Arrival time
d	Departure time

K: London and Croydon to Oxted, East Grinstead and Uckfield

This table is valid from Monday 6 September 2021 until Saturday 11 December 2021

Sunday 1 of 3

Alerts																								
Operator					SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
London Victoria	10		VIC	d	0743		0851		0921	0951		1021	1051		1121	1151		1221	1251		1321	1351		1421	1451
Clapham Junction	10		CLJ	d	0752		0858		0928	0958		1028	1058		1128	1158		1228	1258		1328	1358		1428	1458
St Pancras International	15		STP	d																				
Farringdon	3		ZFD	d																				
City Thameslink	3		CTK	d																				
London Blackfriars	3		BFR	d																				
London Bridge	4		LBG	d																				
East Croydon			ECR	d	0809	0817	0909	0923	0939	1009		1039	1109		1139	1209		1239	1312		1339	1409		1439	1509
South Croydon	4		SCY	d																				
Sanderstead			SNR	d	0814		0914		0944	1014		1044	1114		1144	1214		1244	1317		1344	1414		1444	1514
Riddlesdown			RDD	d	0817		0917		0947	1017		1047	1117		1147	1217		1247	1320		1347	1417		1447	1517
Upper Warlingham			UWL	d	0821		0921		0951	1021		1051	1121		1151	1221		1251	1324		1351	1421		1451	1521
Woldingham			WOH	d	0825		0925		0955	1025		1055	1125		1155	1225		1255	1328		1355	1425		1455	1525
Oxted	3		OXT	a	0830	0836	0930	0936	1000	1033		1100	1133		1200	1233		1300	1333		1400	1433		1500	1533
Oxted	3		OXT	d	0830	0837	0931	0937	1001	1034	1038	1101	1134	1138	1201	1234	1238	1301	1334	1338	1401	1434	1438	1501	1534
Hurst Green			HUR	d	0833	0840	0934	0940	1004	1037	1041	1104	1137	1141	1204	1237	1241	1304	1337	1341	1404	1437	1441	1504	1537
Lingfield			LFD	d	0839		0940		1010	1043		1110	1143		1210	1243		1310	1343		1410	1443		1510	1543
Dormans			DMS	d	0843		0943		1013	1046		1113	1146		1213	1246		1313	1346		1413	1446		1513	1546
East Grinstead			EGR	a	0848		0948		1018	1051		1118	1151		1218	1251		1318	1351		1418	1451		1518	1551
Edenbridge Town			EBT	d		0846		0946			1047			1147			1247			1347			1447		
Hever			HEV	d		0850		0950			1051			1151			1251			1351			1451		
Cowden			CWN	d		0854		0954			1055			1155			1255			1355			1455		
Ashurst			AHS	d		0858		0958			1059			1159			1259			1359			1459		
Eridge			ERI	d		0904		1004			1105			1205			1305			1405			1505		
Crowborough			COH	d		0911		1011			1112			1212			1312			1412			1512		
Buxted			BXD	d		0917		1017			1118			1218			1318			1418			1518		
Uckfield			UCK	a		0923		1023			1124			1224			1324			1424			1524		

Sunday 2 of 3

Alerts																								
Operator					SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
London Victoria	10		VIC	d		1521	1551		1621	1651		1721	1751		1821	1851		1921	1951		2021	2051		2121	2151
Clapham Junction	10		CLJ	d		1528	1558		1628	1658		1728	1758		1828	1858		1928	1958		2028	2058		2128	2158
St Pancras International	15		STP	d																				
Farringdon	3		ZFD	d																				
City Thameslink	3		CTK	d																				
London Blackfriars	3		BFR	d																				
London Bridge	4		LBG	d																				
East Croydon			ECR	d		1539	1612		1639	1712		1739	1809		1839	1909		1939	2009		2039	2109		2139	2209
South Croydon	4		SCY	d																				
Sanderstead			SNR	d		1544	1617		1644	1717		1744	1814		1844	1914		1944	2014		2044	2114		2144	2214
Riddlesdown			RDD	d		1547	1620		1647	1720		1747	1817		1847	1917		1947	2017		2047	2117		2147	2217
Upper Warlingham			UWL	d		1551	1624		1651	1724		1751	1821		1851	1921		1951	2021		2051	2121		2151	2221
Woldingham			WOH	d		1555	1628		1655	1728		1755	1825		1855	1925		1955	2025		2055	2125		2155	2225
Oxted	3		OXT	a		1600	1633		1700	1733		1800	1833		1900	1933		2000	2033		2100	2133		2200	2233
Oxted	3		OXT	d	1538	1601	1634	1638	1701	1734	1738	1801	1834	1838	1901	1934	1938	2001	2034	2038	2101	2134	2138	2201	2234
Hurst Green			HUR	d	1541	1604	1637	1641	1704	1737	1741	1804	1837	1841	1904	1937	1941	2004	2037	2041	2104	2137	2141	2204	2237
Lingfield			LFD	d		1610	1643		1710	1743		1810	1843		1910	1943		2010	2043		2110	2143		2210	2243
Dormans			DMS	d		1613	1646		1713	1746		1813	1846		1913	1946		2013	2046		2113	2146		2213	2246
East Grinstead			EGR	a		1618	1651		1718	1751		1818	1851		1918	1951		2018	2051		2118	2151		2218	2251
Edenbridge Town			EBT	d	1547			1647			1747			1847			1947			2047			2147		
Hever			HEV	d	1551			1651			1751			1851			1951			2051			2151		
Cowden			CWN	d	1555			1655			1755			1855			1955			2055			2155		
Ashurst			AHS	d	1559			1659			1759			1859			1959			2059			2159		
Eridge			ERI	d	1605			1705			1805			1905			2005			2105			2205		
Crowborough			COH	d	1612			1712			1812			1912			2012			2112			2212		
Buxted			BXD	d	1618			1718			1818			1918			2018			2118			2218		
Uckfield			UCK	a	1624			1724			1824			1924			2024			2124			2224		

Sunday 3 of 3

Operator			SN	SN	SN
Facilities			1	1	1
Notes					
London Victoria	10	VIC d		2221	2251
Clapham Junction	10	CLJ d		2228	2258
St Pancras International	15	STP d			
Farringdon	3	ZFD d			
City Thameslink	3	CTK d			
London Blackfriars	3	BFR d			
London Bridge	4	LBG d			
East Croydon		ECR d		2239	2309
South Croydon	4	SCY d			
Sanderstead		SNR d		2244	2314
Riddlesdown		RDD d		2247	2317
Upper Warlingham		UWL d		2251	2321
Woldingham		WOH d		2255	2325
Oxted	3	OXT a		2300	2330
Oxted	3	OXT d	2238	2301	2331
Hurst Green		HUR d	2241	2304	2334
Lingfield		LFD d		2310	2340
Dormans		DMS d		2313	2343
East Grinstead		EGR a		2318	2348
Edenbridge Town		EBT d	2247		
Hever		HEV d	2251		
Cowden		CWN d	2255		
Ashurst		AHS d	2259		
Eridge		ERI d	2305		
Crowborough		COH d	2312		
Buxted		BXD d	2318		
Uckfield		UCK a	2324		

Key

SN Service operated by Southern

10 Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes

Interchange with London Underground

Interchange with Eurostar services

Interchange with Tramlink

1 First Class accommodation available

a Arrival time

d Departure time

N: Uckfield, East Grinstead and Oxted to Croydon and London

This table is valid from Tuesday 4 January 2022 until further notice

Monday to Friday 1 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	TL	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes										A														
Uckfield		UCK	d		0531			0633			0703		0733			0833			0933		1033		1133	
Buxted		BXD	d		0535			0637			0707		0737			0837			0937		1037		1137	
Crowborough		COH	d		0542			0644			0714		0744			0844			0944		1044		1144	
Eridge		ERI	d		0548			0650			0720		0750			0850			0950		1050		1150	
Ashurst		AHS	d		0554			0656			0726		0756			0856			0956		1056		1156	
Cowden		CWN	d		0558			0700			0730		0800			0900			1000		1100		1200	
Hever		HEV	d		0603			0705			0735		0805			0905			1005		1105		1205	
Edenbridge Town		EBT	d		0607			0709			0739		0809			0909			1009		1109		1209	
East Grinstead		EGR	d	0536		0604	0636		0706	0715		0736		0806	0836		0906	0936		1006		1106		1206
Dormans		DMS	d	0540		0608	0640		0710	0719		0740		0810	0840		0910	0940		1010		1110		1210
Lingfield		LFD	d	0543		0611	0643		0713	0722		0743		0813	0843		0913	0943		1013		1113		1213
Hurst Green		HUR	d	0550	0614	0618	0650	0716	0720	0729	0746	0750	0816	0820	0850	0916	0920	0950	1016	1020	1116	1120	1216	1220
Oxted 3		OXT	a	0553	0617	0622	0653	0719	0723	0732	0749	0753	0819	0823	0853	0919	0923	0953	1019	1023	1119	1123	1219	1223
Oxted 3		OXT	d	0553	0619	0623	0653	0720	0723	0732	0750	0753	0820	0823	0853	0920	0923	0953	1020	1023	1120	1123	1220	1223
Woldingham		WOH	d	0559		0628	0659		0729	0738		0759		0829	0859		0929	0959		1029		1129		1229
Upper Warlingham		UWL	d	0602		0632	0702		0732	0741		0802		0832	0902		0932	1002		1032		1132		1232
Riddlesdown		RDD	d	0606		0635	0706		0736	0745		0806		0836	0906		0936	1006		1036		1136		1236
Sanderstead		SNR	d	0609		0639	0709		0739	0748		0809		0839	0909		0939	1009		1039		1139		1239
South Croydon 4		SCY	d							0751														
East Croydon		ECR	a	0615	0637	0644	0715	0737	0745	0754	0807	0815	0837	0845	0915	0937	0945	1015	1036	1045	1136	1145	1236	1245
London Bridge 4		LBG	a		0653			0753		0810	0823		0853			0953			1053		1153		1253	
London Blackfriars 3		BFR	a							0816														
City Thameslink 3		CTK	a							0818														
Farringdon 3		ZFD	a							0821														
St Pancras International 15		STP	a							0825														
Clapham Junction 10		CLJ	a	0625		0655	0725		0757			0828		0858	0925		0955	1025		1055		1155		1255
London Victoria 10		VIC	a	0632		0703	0732		0806			0835		0905	0934		1002	1033		1102		1202		1302

Monday to Friday 2 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	TL	SN	SN	
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Notes																					B			
Uckfield		UCK	d	1233		1333		1433			1533			1633			1733			1833				1933
Buxted		BXD	d	1237		1337		1437			1537			1637			1737			1837				1937
Crowborough		COH	d	1244		1344		1444			1544			1644			1744			1844				1944
Eridge		ERI	d	1250		1350		1450			1550			1650			1750			1850				1950
Ashurst		AHS	d	1256		1356		1456			1556			1656			1756			1856				1956
Cowden		CWN	d	1300		1400		1500			1600			1700			1800			1900				2000
Hever		HEV	d	1305		1405		1505			1605			1705			1805			1905				2005
Edenbridge Town		EBT	d	1309		1408		1509			1609			1709			1809			1909				2009
East Grinstead		EGR	d		1306		1406		1506	1536		1606	1636		1706	1736		1806	1836		1906	1917	1936	
Dormans		DMS	d		1310		1410		1510	1540		1610	1640		1710	1740		1810	1840		1910	1921	1940	
Lingfield		LFD	d		1313		1413		1513	1543		1613	1643		1713	1743		1813	1843		1913	1924	1943	
Hurst Green		HUR	d	1316	1320	1415	1420	1516	1520	1550	1616	1620	1650	1716	1720	1750	1816	1820	1850	1916	1920	1931	1950	2016
Oxted 3		OXT	a	1319	1323	1418	1423	1519	1523	1553	1619	1623	1653	1719	1723	1753	1819	1823	1853	1919	1923	1934	1953	2019
Oxted 3		OXT	d	1320	1323	1419	1424	1520	1523	1553	1620	1623	1653	1720	1723	1753	1820	1824	1853	1920	1923	1934	1953	2020
Woldingham		WOH	d		1329		1430		1529	1559		1629	1659		1729	1759		1829	1859		1929		1959	
Upper Warlingham		UWL	d		1332		1433		1532	1602		1632	1702		1732	1802		1833	1902		1932		2002	
Riddlesdown		RDD	d		1336		1437		1536	1606		1636	1706		1736	1806		1836	1906		1936		2006	
Sanderstead		SNR	d		1339		1440		1539	1609		1639	1709		1739	1809		1839	1909		1939	1946	2009	
South Croydon 4		SCY	d																					
East Croydon		ECR	a	1336	1345	1436	1445	1536	1545	1615	1636	1645	1714	1736	1745	1815	1836	1845	1914	1936	1945	1952	2015	2037
London Bridge 4		LBG	a	1355		1453		1554			1654			1754			1853			1953		2008		2053
London Blackfriars 3		BFR	a																			2014		
City Thameslink 3		CTK	a																			2016		
Farringdon 3		ZFD	a																			2019		
St Pancras International 15		STP	a																			2023		
Clapham Junction 10		CLJ	a		1355		1455		1555	1625		1655	1726		1755	1825		1855	1925		1955		2025	
London Victoria 10		VIC	a		1402		1502		1604	1632		1702	1734		1802	1832		1904	1932		2002		2032	

Monday to Friday 3 of 3

Operator				SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1
Notes										
Uckfield			UCK d		2033		2133		2233	
Buxted			BXD d		2037		2137		2237	
Crowborough			COH d		2044		2144		2244	
Eridge			ERI d		2050		2150		2250	
Ashurst			AHS d		2056		2156		2256	
Cowden			CWN d		2100		2200		2300	
Hever			HEV d		2105		2205		2305	
Edenbridge Town			EBT d		2109		2209		2309	
East Grinstead			EGR d	2006		2106		2206		2306
Dormans			DMS d	2010		2110		2210		2310
Lingfield			LFD d	2013		2113		2213		2313
Hurst Green			HUR d	2020	2116	2120	2216	2220	2316	2320
Oxted	3		OXT a	2023	2119	2123	2219	2223	2319	2323
Oxted	3		OXT d	2023	2120	2124	2220	2223	2320	2323
Woldingham			WOH d	2029		2129		2229		2329
Upper Warlingham			UWL d	2032		2133		2232		2332
Riddlesdown			RDD d	2036		2136		2236		2336
Sanderstead			SNR d	2039		2139		2239		2339
South Croydon	4		SCY d							
East Croydon		Tramlink	ECR a	2045	2136	2145	2236	2245	2337	2345
London Bridge	4	Underground	LBG a		2155		2253		2353	
London Blackfriars	3	Underground	BFR a							
City Thameslink	3		CTK a							
Farringdon	3	Underground	ZFD a							
St Pancras International	15	Underground Eurostar	STP a							
Clapham Junction	10		CLJ a	2057		2155		2255		2359
London Victoria	10	Underground	VIC a	2104		2202		2302		0008

Key

SN	Service operated by Southern
TL	Service operated by Thameslink
3	Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
Underground	Interchange with London Underground
Eurostar	Interchange with Eurostar services
Tramlink	Interchange with Tramlink
1	First Class accommodation available
A	To Bedford
B	To West Hampstead Thameslink
a	Arrival time
d	Departure time

N: London and Croydon to Oxted, East Grinstead and Uckfield

This table is valid from Tuesday 4 January 2022 until further notice

Monday to Friday 1 of 3

Alerts																										
Operator						SN	SN	SN	SN	TL	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																										
London Victoria	10		VIC	d			0520	0550			0620		0720	0750		0820	0850		0950		1050		1150		1250	
Clapham Junction	10		CLJ	d			0529	0557			0627		0727	0758		0828	0858		0957		1057		1157		1257	
St Pancras International	15		STP	d						0555																
Farringdon	3		ZFD	d						0559																
City Thameslink	3		CTK	d						0601																
London Blackfriars	3		BFR	d						0604																
London Bridge	4		LBG	d					0607	0611		0707			0807			0907		1007		1107		1207		1307
East Croydon			ECR	d	0520	0541	0610	0622	0625	0640	0722	0740	0810	0822	0840	0910	0923	1010	1022	1110	1122	1210	1222	1310	1322	
South Croydon	4		SCY	d					0628			0743														
Sanderstead			SNR	d		0546	0615		0632	0645		0746	0815		0845	0915		1015		1115		1215		1315		
Riddlesdown			RDD	d		0549	0618			0648		0749	0818		0848	0918		1018		1118		1218		1318		
Upper Warlingham			UWL	d		0553	0622			0652		0753	0822		0852	0922		1022		1122		1222		1322		
Woldingham			WOH	d		0557	0626			0656		0757	0826		0856	0926		1026		1126		1226		1326		
Oxted	3		OXT	a	0533	0602	0631	0635	0643	0701	0735	0802	0831	0835	0901	0931	0936	1031	1035	1131	1135	1231	1235	1331	1335	
Oxted	3		OXT	d	0533	0603	0632	0636	0645	0702	0736	0803	0832	0836	0902	0932	0937	1032	1036	1132	1136	1232	1236	1332	1336	
Hurst Green			HUR	d	0536	0606	0635	0639	0648	0705	0739	0806	0835	0839	0905	0935	0940	1035	1039	1135	1139	1235	1239	1335	1339	
Lingfield			LFD	d		0612	0641		0654	0711		0812	0841		0911	0941		1041		1141		1241		1341		
Dormans			DMS	d		0615	0644		0657	0714		0815	0844		0914	0944		1044		1144		1244		1344		
East Grinstead			EGR	a		0620	0650		0703	0720		0820	0850		0922	0950		1050		1150		1250		1350		
Edenbridge Town			EBT	d	0542			0645			0745			0845			0946		1045		1145		1245		1345	
Hever			HEV	d	0546			0649			0749			0849			0950		1049		1149		1249		1349	
Cowden			CWN	d	0550			0653			0753			0853			0954		1053		1153		1253		1353	
Ashurst			AHS	d	0557c			0658			0758			0858			0959		1058		1158		1258		1358	
Eridge			ERI	d	0602			0703			0803			0903			1004		1103		1203		1303		1403	
Crowborough			COH	d	0609			0710			0810			0910			1011		1110		1210		1310		1410	
Buxted			BXD	d	0615			0716			0816			0916			1017		1116		1216		1316		1416	
Uckfield			UCK	a	0621			0722			0822			0922			1023		1122		1222		1322		1422	

Monday to Friday 2 of 3

Alerts						SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	TL	SN	SN	SN	SN	SN	SN
Operator						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Facilities																			A						
Notes																									
London Victoria	10		VIC	d	1350		1420	1450		1520	1550		1620	1650		1721	1751			1820	1850		1950		2050	
Clapham Junction	10		CLJ	d	1357		1427	1457		1527	1557		1627	1657		1728	1758			1827	1857		1957		2057	
St Pancras International	15		STP	d															1755							
Farringdon	3		ZFD	d															1759							
City Thameslink	3		CTK	d															1801							
London Blackfriars	3		BFR	d															1804							
London Bridge	4		LBG	d		1407			1507			1607			1707			1807	1811			1907		2007		
East Croydon			ECR	d	1410	1422	1440	1510	1522	1540	1610	1622	1640	1710	1722	1740	1810	1822	1825	1840	1910	1922	2010	2022	2110	
South Croydon	4		SCY	d						1542	1612		1642						1828							
Sanderstead			SNR	d	1415		1445	1515		1545	1615		1645	1715		1745	1815		1832	1845	1915		2015		2115	
Riddlesdown			RDD	d	1418		1448	1518		1548	1618		1648	1718		1748	1818		1835	1848	1918		2018		2118	
Upper Warlingham			UWL	d	1422		1452	1522		1552	1622		1652	1722		1752	1822		1839	1852	1922		2022		2122	
Woldingham			WOH	d	1426		1456	1526		1556	1626		1656	1726		1756	1826		1843	1856	1926		2026		2126	
Oxted	3		OXT	a	1431	1435	1501	1531	1535	1601	1631	1635	1701	1731	1735	1801	1831	1835	1848	1901	1931	1935	2031	2035	2131	
Oxted	3		OXT	d	1432	1436	1502	1532	1536	1602	1632	1636	1702	1732	1736	1802	1832	1836	1849	1902	1932	1936	2032	2036	2132	
Hurst Green			HUR	d	1435	1439	1505	1535	1539	1605	1635	1639	1705	1735	1739	1805	1835	1839	1852	1905	1935	1939	2035	2039	2135	
Lingfield			LFD	d	1441		1511	1541		1611	1641		1711	1741		1811	1841		1858	1911	1941		2041		2141	
Dormans			DMS	d	1444		1514	1544		1614	1644		1714	1744		1814	1844		1901	1914	1944		2044		2144	
East Grinstead			EGR	a	1450		1520	1550		1620	1650		1720	1750		1820	1850		1907	1920	1950		2050		2150	
Edenbridge Town			EBT	d		1445			1545			1645			1745			1845				1945		2045		
Hever			HEV	d		1449			1549			1649			1749			1849				1949		2049		
Cowden			CWN	d		1453			1553			1653			1753			1853				1953		2053		
Ashurst			AHS	d		1458			1558			1658			1758			1858				1958		2058		
Eridge			ERI	d		1503			1603			1703			1803			1903				2003		2103		
Crowborough			COH	d		1510			1610			1710			1810			1910				2010		2110		
Buxted			BXD	d		1516			1616			1716			1816			1916				2016		2116		
Uckfield			UCK	a		1522			1622			1722			1822			1922				2022		2122		

Monday to Friday 3 of 3

Operator					SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1
Notes										
London Victoria	10		VIC	d		2150	2220		2322	2353
Clapham Junction	10		CLJ	d		2157	2227		2329	2359
St Pancras International	15		STP	d						
Farringdon	3		ZFD	d						
City Thameslink	3		CTK	d						
London Blackfriars	3		BFR	d						
London Bridge	4		LBG	d	2107			2307		
East Croydon			ECR	d	2122	2210	2240	2322	2340	0015
South Croydon	4		SCY	d						0017
Sanderstead			SNR	d		2215	2245		2345	0021
Riddlesdown			RDD	d		2218	2248		2348	0024
Upper Warlingham			UWL	d		2222	2252		2352	0028
Woldingham			WOH	d		2226	2256		2356	0032
Oxted	3		OXT	a	2135	2231	2301	2335	0001	0037
Oxted	3		OXT	d	2136	2232	2302	2336	0002	
Hurst Green			HUR	d	2139	2235	2305	2339	0005	
Lingfield			LFD	d		2241	2311		0011	
Dormans			DMS	d		2244	2314		0014	
East Grinstead			EGR	a		2250	2320		0020	
Edenbridge Town			EBT	d	2145			2345		
Hever			HEV	d	2149					
Cowden			CWN	d	2153					
Ashurst			AHS	d	2158					
Eridge			ERI	d	2203			2357		
Crowborough			COH	d	2210			0004		
Buxted			BXD	d	2216			0010		
Uckfield			UCK	a	2222			0016		

Key

SN	Service operated by Southern
TL	Service operated by Thameslink
10	Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
	Interchange with London Underground
	Interchange with Eurostar services
	Interchange with Tramlink
1	First Class accommodation available
A	From Leagrave
a	Arrival time
c	Arrives 3 minutes earlier
d	Departure time

N: Uckfield, East Grinstead and Oxted to Croydon and London

This table is valid from Tuesday 4 January 2022 until further notice

Saturday 1 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
Uckfield		UCK	d		0633			0733			0833			0933			1033			1133			1233	
Buxted		BXD	d		0637			0737			0837			0937			1037			1137			1237	
Crowborough		COH	d		0644			0744			0844			0944			1044			1144			1244	
Eridge		ERI	d		0650			0750			0850			0950			1050			1150			1250	
Ashurst		AHS	d		0656			0756			0856			0956			1056			1156			1256	
Cowden		CWN	d		0700			0800			0900			1000			1100			1200			1300	
Hever		HEV	d		0705			0805			0905			1005			1105			1205			1305	
Edenbridge Town		EBT	d		0709			0809			0909			1009			1109			1209			1309	
East Grinstead		EGR	d	0636		0706	0736		0806	0836		0906	0936		1006	1036		1106	1136		1206	1236		1306
Dormans		DMS	d	0640		0710	0740		0810	0840		0910	0940		1010	1040		1110	1140		1210	1240		1310
Lingfield		LFD	d	0643		0713	0743		0813	0843		0913	0943		1013	1043		1113	1143		1213	1243		1313
Hurst Green		HUR	d	0650	0716	0720	0750	0816	0820	0850	0916	0920	0950	1016	1020	1050	1116	1120	1150	1216	1220	1250	1316	1320
Oxted 3		OXT	a	0653	0719	0723	0753	0819	0823	0853	0919	0923	0953	1019	1023	1053	1119	1123	1153	1219	1223	1253	1319	1323
Oxted 3		OXT	d	0653	0720	0723	0753	0820	0823	0853	0920	0923	0953	1020	1023	1053	1120	1123	1153	1220	1223	1253	1320	1323
Woldingham		WOH	d	0659		0729	0759		0829	0859		0929	0959		1029	1059		1129	1159		1229	1259		1329
Upper Warlingham		UWL	d	0702		0732	0802		0832	0902		0932	1002		1032	1102		1132	1202		1232	1302		1332
Riddlesdown		RDD	d	0706		0736	0806		0836	0906		0936	1006		1036	1106		1136	1206		1236	1306		1336
Sanderstead		SNR	d	0709		0739	0809		0839	0909		0939	1009		1039	1109		1139	1209		1239	1309		1339
South Croydon 4		SCY	d																					
East Croydon		ECR	a	0715	0736	0745	0815	0836	0845	0915	0936	0945	1015	1036	1045	1115	1136	1145	1215	1236	1245	1315	1336	1345
London Bridge 4		LBG	a		0753			0853			0953			1053			1153			1253			1353	
London Blackfriars 3		BFR	a																					
City Thameslink 3		CTK	a																					
Farringdon 3		ZFD	a																					
St Pancras International 15		STP	a																					
Clapham Junction 10		CLJ	a	0725		0755	0825		0855	0925		0955	1025		1055	1125		1155	1225		1255	1325		1355
London Victoria 10		VIC	a	0732		0802	0832		0902	0932		1002	1032		1102	1132		1202	1232		1302	1332		1402

Saturday 2 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
Uckfield		UCK	d		1333			1433			1533			1633			1733			1833			1933	
Buxted		BXD	d		1337			1437			1537			1637			1737			1837			1937	
Crowborough		COH	d		1344			1444			1544			1644			1744			1844			1944	
Eridge		ERI	d		1350			1450			1550			1650			1750			1850			1950	
Ashurst		AHS	d		1356			1456			1556			1656			1756			1856			1956	
Cowden		CWN	d		1400			1500			1600			1700			1800			1900			2000	
Hever		HEV	d		1405			1505			1605			1705			1805			1905			2005	
Edenbridge Town		EBT	d		1409			1509			1609			1709			1809			1909			2009	
East Grinstead		EGR	d	1336		1406	1436		1506	1536		1606	1636		1706	1736		1806	1836		1906	1936		2006
Dormans		DMS	d	1340		1410	1440		1510	1540		1610	1640		1710	1740		1810	1840		1910	1940		2010
Lingfield		LFD	d	1343		1413	1443		1513	1543		1613	1643		1713	1743		1813	1843		1913	1943		2013
Hurst Green		HUR	d	1350	1416	1420	1450	1516	1520	1550	1616	1620	1650	1716	1720	1750	1816	1820	1850	1916	1920	1950	2016	2020
Oxted 3		OXT	a	1353	1419	1423	1453	1519	1523	1553	1619	1623	1653	1719	1723	1753	1819	1823	1853	1919	1923	1953	2019	2023
Oxted 3		OXT	d	1353	1420	1423	1453	1520	1523	1553	1620	1623	1653	1720	1723	1753	1820	1823	1853	1920	1923	1953	2020	2023
Woldingham		WOH	d	1359		1429	1459		1529	1559		1629	1659		1729	1759		1829	1859		1929	1959		2029
Upper Warlingham		UWL	d	1402		1432	1502		1532	1602		1632	1702		1732	1802		1832	1902		1932	2002		2032
Riddlesdown		RDD	d	1406		1436	1506		1536	1606		1636	1706		1736	1806		1836	1906		1936	2006		2036
Sanderstead		SNR	d	1409		1439	1509		1539	1609		1639	1709		1739	1809		1839	1909		1939	2009		2039
South Croydon 4		SCY	d																					
East Croydon		ECR	a	1415	1436	1445	1515	1536	1545	1615	1636	1645	1715	1736	1745	1815	1836	1845	1915	1936	1945	2015	2036	2045
London Bridge 4		LBG	a		1453			1553			1653			1753			1853			1953			2053	
London Blackfriars 3		BFR	a																					
City Thameslink 3		CTK	a																					
Farringdon 3		ZFD	a																					
St Pancras International 15		STP	a																					
Clapham Junction 10		CLJ	a	1425		1455	1525		1555	1625		1655	1725		1755	1825		1855	1925		1955	2025		2055
London Victoria 10		VIC	a	1432		1502	1532		1602	1632		1702	1732		1802	1832		1902	1932		2002	2032		2102

Saturday 3 of 3

Operator			SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities			1	1	1	1	1	1	1	1	1
Notes											
Uckfield		UCK d		2033			2133			2233	
Buxted		BXD d		2037			2137			2237	
Crowborough		COH d		2044			2144			2244	
Eridge		ERI d		2050			2150			2250	
Ashurst		AHS d		2056			2156			2256	
Cowden		CWN d		2100			2200			2300	
Hever		HEV d		2105			2205			2305	
Edenbridge Town		EBT d		2109			2209			2309	
East Grinstead		EGR d	2036		2106	2136		2206	2236		2306
Dormans		DMS d	2040		2110	2140		2210	2240		2310
Lingfield		LFD d	2043		2113	2143		2213	2243		2313
Hurst Green		HUR d	2050	2116	2120	2150	2216	2220	2250	2316	2320
Oxted 3		OXT a	2053	2119	2123	2153	2219	2223	2253	2319	2323
Oxted 3		OXT d	2053	2120	2123	2153	2220	2223	2253	2320	2323
Woldingham		WOH d	2059		2129	2159		2229	2259		2329
Upper Warlingham		UWL d	2102		2132	2202		2232	2302		2332
Riddlesdown		RDD d	2106		2136	2206		2236	2306		2336
Sanderstead		SNR d	2109		2139	2209		2239	2309		2339
South Croydon 4		SCY d									
East Croydon		ECR a	2115	2136	2145	2215	2236	2245	2315	2336	2345
London Bridge 4		LBG a		2153			2254			2353	
London Blackfriars 3		BFR a									
City Thameslink 3		CTK a									
Farringdon 3		ZFD a									
St Pancras International 15		STP a									
Clapham Junction 10		CLJ a	2125		2155	2225		2255	2325		0004
London Victoria 10		VIC a	2132		2202	2232		2302	2332		0012

Key

SN Service operated by Southern

3 Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes

Interchange with London Underground

Interchange with Eurostar services

Interchange with Tramlink

1 First Class accommodation available

a Arrival time

d Departure time

N: London and Croydon to Oxted, East Grinstead and Uckfield

This table is valid from Tuesday 4 January 2022 until further notice

Saturday 1 of 3

Alerts																									
Operator					SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes					A																				
London Victoria	10		VIC	d	0520		0620	0650		0720	0750		0820	0850		0920	0950		1020	1050		1120	1150		1220
Clapham Junction	10		CLJ	d	0528		0627	0657		0727	0757		0827	0857		0927	0957		1027	1057		1127	1157		1227
St Pancras International	15		STP	d																					
Farringdon	3		ZFD	d																					
City Thameslink	3		CTK	d																					
London Blackfriars	3		BFR	d																					
London Bridge	4		LBG	d		0607			0707			0807			0907			1007			1107			1207	
East Croydon			ECR	d	0545	0622	0640	0710	0722	0740	0810	0822	0840	0910	0922	0940	1010	1022	1040	1110	1122	1140	1210	1222	1240
South Croydon	4		SCY	d																					
Sanderstead			SNR	d			0645	0715		0745	0815		0845	0915		0945	1015		1045	1115		1145	1215		1245
Riddlesdown			RDD	d			0648	0718		0748	0818		0848	0918		0948	1018		1048	1118		1148	1218		1248
Upper Warlingham			UWL	d			0652	0722		0752	0822		0852	0922		0952	1022		1052	1122		1152	1222		1252
Woldingham			WOH	d			0656	0726		0756	0826		0856	0926		0956	1026		1056	1126		1156	1226		1256
Oxted	3		OXT	a	0558	0635	0701	0731	0735	0801	0831	0835	0901	0931	0935	1001	1031	1035	1101	1131	1135	1201	1231	1235	1301
Oxted	3		OXT	d	0559	0636	0702	0732	0736	0802	0832	0836	0902	0932	0936	1002	1032	1036	1102	1132	1136	1202	1232	1236	1302
Hurst Green			HUR	d	0602	0639	0705	0735	0739	0805	0835	0839	0905	0935	0939	1005	1035	1039	1105	1135	1139	1205	1235	1239	1305
Lingfield			LFD	d	0608		0711	0741		0811	0841		0911	0941		1011	1041		1111	1141		1211	1241		1311
Dormans			DMS	d	0611		0714	0744		0814	0844		0914	0944		1014	1044		1114	1144		1214	1244		1314
East Grinstead			EGR	a	0617		0720	0750		0820	0850		0920	0950		1020	1050		1120	1150		1220	1250		1320
Edenbridge Town			EBT	d		0645			0745			0845			0945			1045			1145			1245	
Hever			HEV	d		0649			0749			0849			0949			1049			1149			1249	
Cowden			CWN	d		0653			0753			0853			0953			1053			1153			1253	
Ashurst			AHS	d		0658			0758			0858			0958			1058			1158			1258	
Eridge			ERI	d		0703			0803			0903			1003			1103			1203			1303	
Crowborough			COH	d		0710			0810			0910			1010			1110			1210			1310	
Buxted			BXD	d		0716			0816			0916			1016			1116			1216			1316	
Uckfield			UCK	a		0722			0822			0922			1022			1122			1222			1322	

Saturday 2 of 3

Alerts																									
Operator					SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																									
London Victoria	10		VIC	d	1250		1320	1350		1420	1450		1520	1550		1620	1650		1720	1750		1820	1850		1920
Clapham Junction	10		CLJ	d	1257		1327	1357		1427	1457		1527	1557		1627	1657		1727	1757		1827	1857		1927
St Pancras International	15		STP	d																					
Farringdon	3		ZFD	d																					
City Thameslink	3		CTK	d																					
London Blackfriars	3		BFR	d																					
London Bridge	4		LBG	d		1307			1407			1507			1607			1707			1807			1907	
East Croydon			ECR	d	1310	1322	1340	1410	1422	1440	1510	1522	1540	1610	1622	1640	1710	1722	1740	1810	1822	1840	1910	1922	1940
South Croydon	4		SCY	d																					
Sanderstead			SNR	d	1315		1345	1415		1445	1515		1545	1615		1645	1715		1745	1815		1845	1915		1945
Riddlesdown			RDD	d	1318		1348	1418		1448	1518		1548	1618		1648	1718		1748	1818		1848	1918		1948
Upper Warlingham			UWL	d	1322		1352	1422		1452	1522		1552	1622		1652	1722		1752	1822		1852	1922		1952
Woldingham			WOH	d	1326		1356	1426		1456	1526		1556	1626		1656	1726		1756	1826		1856	1926		1956
Oxted	3		OXT	a	1331	1335	1401	1431	1435	1501	1531	1535	1601	1631	1635	1701	1731	1735	1801	1831	1835	1901	1931	1935	2001
Oxted	3		OXT	d	1332	1336	1402	1432	1436	1502	1532	1536	1602	1632	1636	1702	1732	1736	1802	1832	1836	1902	1932	1936	2002
Hurst Green			HUR	d	1335	1339	1405	1435	1439	1505	1535	1539	1605	1635	1639	1705	1735	1739	1805	1835	1839	1905	1935	1939	2005
Lingfield			LFD	d	1341		1411	1441		1511	1541		1611	1641		1711	1741		1811	1841		1911	1941		2011
Dormans			DMS	d	1344		1414	1444		1514	1544		1614	1644		1714	1744		1814	1844		1914	1944		2014
East Grinstead			EGR	a	1350		1420	1450		1520	1550		1620	1650		1720	1750		1820	1850		1920	1950		2020
Edenbridge Town			EBT	d		1345			1445			1545			1645			1745			1845			1945	
Hever			HEV	d		1349			1449			1549			1649			1749			1849			1949	
Cowden			CWN	d		1353			1453			1553			1653			1753			1853			1953	
Ashurst			AHS	d		1358			1458			1558			1658			1758			1858			1958	
Eridge			ERI	d		1403			1503			1603			1703			1803			1903			2003	
Crowborough			COH	d		1410			1510			1610			1710			1810			1910			2010	
Buxted			BXD	d		1416			1516			1616			1716			1816			1916			2016	
Uckfield			UCK	a		1422			1522			1622			1722			1822			1922			2022	

Saturday 3 of 3

Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																
London Victoria	10		VIC	d	1950		2020	2050		2120	2150		2220	2250		2320	2353
Clapham Junction	10		CLJ	d	1957		2027	2057		2127	2157		2227	2257		2327	2359
St Pancras International	15		STP	d													
Farringdon	3		ZFD	d													
City Thameslink	3		CTK	d													
London Blackfriars	3		BFR	d													
London Bridge	4		LBG	d		2007			2107			2207			2307		
East Croydon			ECR	d	2010	2022	2040	2110	2122	2140	2210	2222	2240	2310	2322	2340	0014
South Croydon	4		SCY	d													0017
Sanderstead			SNR	d	2015		2045	2115		2145	2215		2245	2315		2345	0020
Riddlesdown			RDD	d	2018		2048	2118		2148	2218		2248	2318		2348	0023
Upper Warlingham			UWL	d	2022		2052	2122		2152	2222		2252	2322		2352	0027
Woldingham			WOH	d	2026		2056	2126		2156	2226		2256	2326		2356	0031
Oxted	3		OXT	a	2031	2035	2101	2131	2135	2201	2231	2235	2301	2331	2335	0001	0037
Oxted	3		OXT	d	2032	2036	2102	2132	2136	2202	2232	2236	2302	2332	2336	0002	
Hurst Green			HUR	d	2035	2039	2105	2135	2139	2205	2235	2239	2305	2335	2339	0005	
Lingfield			LFD	d	2041		2111	2141		2211	2241		2311	2341		0011	
Dormans			DMS	d	2044		2114	2144		2214	2244		2314	2344		0014	
East Grinstead			EGR	a	2050		2120	2150		2220	2250		2320	2350		0020	
Edenbridge Town			EBT	d		2045			2145			2245			2345		
Hever			HEV	d		2049			2149			2249					
Cowden			CWN	d		2053			2153			2253					
Ashurst			AHS	d		2058			2158			2258					
Eridge			ERI	d		2103			2203			2303			2357		
Crowborough			COH	d		2110			2210			2310			0004		
Buxted			BXD	d		2116			2218			2318			0010		
Uckfield			UCK	a		2122			2223			2324			0016		

Key

SN	Service operated by Southern
10	Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
	Interchange with London Underground
	Interchange with Eurostar services
	Interchange with Tramlink
1	First Class accommodation available
A	Also calls at Selhurst 0540
a	Arrival time
d	Departure time

N: Uckfield, East Grinstead and Oxted to Croydon and London

This table is valid from Tuesday 4 January 2022 until further notice

Sunday 1 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
Uckfield		UCK	d					0934			1034			1134			1234			1334			1434	
Buxted		BXD	d					0938			1038			1138			1238			1338			1438	
Crowborough		COH	d					0945			1045			1145			1245			1345			1445	
Eridge		ERI	d					0951			1051			1151			1251			1351			1451	
Ashurst		AHS	d					0958			1058			1158			1258			1358			1458	
Cowden		CWN	d					1002			1102			1202			1302			1402			1502	
Hever		HEV	d					1007			1107			1207			1307			1407			1507	
Edenbridge Town		EBT	d					1010			1110			1210			1310			1410			1510	
East Grinstead		EGR	d	0812	0842	0912	0942		1012	1042		1112	1142		1212	1242		1312	1342		1412	1442		1512
Dormans		DMS	d	0816	0846	0916	0946		1016	1046		1116	1146		1216	1246		1316	1346		1416	1446		1516
Lingfield		LFD	d	0819	0849	0919	0949		1019	1049		1119	1149		1219	1249		1319	1349		1419	1449		1519
Hurst Green		HUR	d	0826	0856	0926	0956	1017	1026	1056	1117	1126	1156	1217	1226	1256	1317	1326	1356	1417	1426	1456	1517	1526
Oxted	3	OXT	a	0829	0859	0929	0959	1020	1029	1059	1120	1129	1159	1220	1229	1259	1320	1329	1359	1420	1429	1459	1520	1529
Oxted	3	OXT	d	0829	0859	0929	0959		1029	1059		1129	1159		1229	1259		1329	1359		1429	1459		1529
Woldingham		WOH	d	0835	0905	0935	1005		1035	1105		1135	1205		1235	1305		1335	1405		1435	1505		1535
Upper Warlingham		UWL	d	0838	0908	0938	1008		1038	1108		1138	1208		1238	1308		1338	1408		1438	1508		1538
Riddlesdown		RDD	d	0842	0912	0942	1012		1042	1112		1142	1212		1242	1312		1342	1412		1442	1512		1542
Sanderstead		SNR	d	0845	0915	0945	1015		1045	1115		1145	1215		1245	1315		1345	1415		1445	1515		1545
South Croydon	4	SCY	d	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
East Croydon		ECR	a	0851	0921	0951	1021		1051	1121		1151	1221		1251	1322		1351	1421		1451	1521		1551
London Bridge	4	LBG	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
London Blackfriars	3	BFR	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
City Thameslink	3	CTK	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
Farringdon	3	ZFD	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
St Pancras International	15	STP	a	|	|	|	|		|	|		|	|		|	|		|	|		|	|		|
Clapham Junction	10	CLJ	a	0902	0932	1002	1032		1102	1132		1202	1232		1302	1333		1402	1432		1502	1532		1602
London Victoria	10	VIC	a	0909	0939	1009	1039		1109	1139		1209	1239		1309	1340		1409	1439		1509	1539		1609

Sunday 2 of 3

Alerts																								
Operator				SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
Uckfield		UCK	d		1534			1634			1734			1834			1934			2034			2134	
Buxted		BXD	d		1538			1638			1738			1838			1938			2038			2138	
Crowborough		COH	d		1545			1645			1745			1845			1945			2045			2145	
Eridge		ERI	d		1551			1651			1751			1851			1951			2051			2151	
Ashurst		AHS	d		1558			1658			1758			1858			1958			2058			2158	
Cowden		CWN	d		1602			1702			1802			1902			2002			2102			2202	
Hever		HEV	d		1607			1707			1807			1907			2007			2107			2207	
Edenbridge Town		EBT	d		1610			1710			1810			1910			2010			2110			2210	
East Grinstead		EGR	d	1542		1612	1642		1712	1742		1812	1842		1912	1942		2012	2042		2112	2142		2212
Dormans		DMS	d	1546		1616	1646		1716	1746		1816	1846		1916	1946		2016	2046		2116	2146		2216
Lingfield		LFD	d	1549		1619	1649		1719	1749		1819	1849		1919	1949		2019	2049		2119	2149		2219
Hurst Green		HUR	d	1556	1617	1626	1656	1717	1726	1756	1817	1826	1856	1917	1926	1956	2017	2026	2056	2117	2126	2156	2217	2226
Oxted	3	OXT	a	1559	1620	1629	1659	1720	1729	1759	1820	1829	1859	1920	1929	1959	2020	2029	2059	2120	2129	2159	2220	2229
Oxted	3	OXT	d	1559		1629	1659		1729	1759		1829	1859		1929	1959		2029	2059		2129	2159		2229
Woldingham		WOH	d	1605		1635	1705		1735	1805		1835	1905		1935	2005		2035	2105		2135	2205		2235
Upper Warlingham		UWL	d	1608		1638	1708		1738	1808		1838	1908		1938	2008		2038	2108		2138	2208		2238
Riddlesdown		RDD	d	1612		1642	1712		1742	1812		1842	1912		1942	2012		2042	2112		2142	2212		2242
Sanderstead		SNR	d	1615		1645	1715		1745	1815		1845	1915		1945	2015		2045	2115		2145	2215		2245
South Croydon	4	SCY	d	|		|	|		|	|		|	|		|	|		|	|		|	|		|
East Croydon		ECR	a	1622		1651	1722		1751	1821		1851	1921		1951	2021		2051	2121		2151	2221		2251
London Bridge	4	LBG	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
London Blackfriars	3	BFR	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
City Thameslink	3	CTK	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
Farringdon	3	ZFD	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
St Pancras International	15	STP	a	|		|	|		|	|		|	|		|	|		|	|		|	|		|
Clapham Junction	10	CLJ	a	1633		1702	1733		1802	1832		1902	1932		2002	2032		2101	2131		2202	2232		2302
London Victoria	10	VIC	a	1640		1709	1740		1809	1839		1909	1939		2009	2039		2108	2139		2210	2239		2310

Sunday 3 of 3

Operator				SN	SN	SN
Facilities				1	1	1
Notes						A
Uckfield		UCK	d		2234	
Buxted		BXD	d		2238	
Crowborough		COH	d		2245	
Eridge		ERI	d		2251	
Ashurst		AHS	d		2258	
Cowden		CWN	d		2302	
Hever		HEV	d		2307	
Edenbridge Town		EBT	d		2310	
East Grinstead		EGR	d	2242		2314
Dormans		DMS	d	2246		2318
Lingfield		LFD	d	2249		2321
Hurst Green		HUR	d	2256	2317	2328
Oxted	3	OXT	a	2259	2320	2331
Oxted	3	OXT	d	2259	2321	2331
Woldingham		WOH	d	2305		2337
Upper Warlingham		UWL	d	2308		2340
Riddlesdown		RDD	d	2312		2344
Sanderstead		SNR	d	2315		2347
South Croydon	4	SCY	d			
East Croydon		ECR	a	2321	2334	2354
London Bridge	4	LBG	a			
London Blackfriars	3	BFR	a			
City Thameslink	3	CTK	a			
Farringdon	3	ZFD	a			
St Pancras International	15	STP	a			
Clapham Junction	10	CLJ	a	2332		0015
London Victoria	10	VIC	a	2339		0024

Key

SN	Service operated by Southern
3	Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes
	Interchange with London Underground
	Interchange with Eurostar services
	Interchange with Tramlink
1	First Class accommodation available
A	Also calls at Selhurst 2358
a	Arrival time
d	Departure time

N: London and Croydon to Oxted, East Grinstead and Uckfield

This table is valid from Tuesday 4 January 2022 until further notice

Sunday 1 of 3

Alerts																								
Operator					SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
London Victoria	10		VIC	d	0743		0851		0921	0951		1021	1051		1121	1151		1221	1251		1321	1351		1421	1451
Clapham Junction	10		CLJ	d	0752		0858		0928	0958		1028	1058		1128	1158		1228	1258		1328	1358		1428	1458
St Pancras International	15		STP	d																				
Farringdon	3		ZFD	d																				
City Thameslink	3		CTK	d																				
London Blackfriars	3		BFR	d																				
London Bridge	4		LBG	d																				
East Croydon			ECR	d	0809	0817	0909	0923	0939	1009		1039	1109		1139	1209		1239	1312		1339	1409		1439	1509
South Croydon	4		SCY	d																				
Sanderstead			SNR	d	0814		0914		0944	1014		1044	1114		1144	1214		1244	1317		1344	1414		1444	1514
Riddlesdown			RDD	d	0817		0917		0947	1017		1047	1117		1147	1217		1247	1320		1347	1417		1447	1517
Upper Warlingham			UWL	d	0821		0921		0951	1021		1051	1121		1151	1221		1251	1324		1351	1421		1451	1521
Woldingham			WOH	d	0825		0925		0955	1025		1055	1125		1155	1225		1255	1328		1355	1425		1455	1525
Oxted	3		OXT	a	0830	0836	0930	0936	1000	1033		1100	1133		1200	1233		1300	1333		1400	1433		1500	1533
Oxted	3		OXT	d	0830	0837	0931	0937	1001	1034	1038	1101	1134	1138	1201	1234	1238	1301	1334	1338	1401	1434	1438	1501	1534
Hurst Green			HUR	d	0833	0840	0934	0940	1004	1037	1041	1104	1137	1141	1204	1237	1241	1304	1337	1341	1404	1437	1441	1504	1537
Lingfield			LFD	d	0839		0940		1010	1043		1110	1143		1210	1243		1310	1343		1410	1443		1510	1543
Dormans			DMS	d	0843		0943		1013	1046		1113	1146		1213	1246		1313	1346		1413	1446		1513	1546
East Grinstead			EGR	a	0848		0948		1018	1051		1118	1151		1218	1251		1318	1351		1418	1451		1518	1551
Edenbridge Town			EBT	d		0846		0946			1047			1147			1247			1347			1447		
Hever			HEV	d		0850		0950			1051			1151			1251			1351			1451		
Cowden			CWN	d		0854		0954			1055			1155			1255			1355			1455		
Ashurst			AHS	d		0858		0958			1059			1159			1259			1359			1459		
Eridge			ERI	d		0904		1004			1105			1205			1305			1405			1505		
Crowborough			COH	d		0911		1011			1112			1212			1312			1412			1512		
Buxted			BXD	d		0917		1017			1118			1218			1318			1418			1518		
Uckfield			UCK	a		0923		1023			1124			1224			1324			1424			1524		

Sunday 2 of 3

Alerts																								
Operator					SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN	SN
Facilities					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Notes																								
London Victoria	10		VIC	d		1521	1551		1621	1651		1721	1751		1821	1851		1921	1951		2021	2051		2121	2151
Clapham Junction	10		CLJ	d		1528	1558		1628	1658		1728	1758		1828	1858		1928	1958		2028	2058		2128	2158
St Pancras International	15		STP	d																				
Farringdon	3		ZFD	d																				
City Thameslink	3		CTK	d																				
London Blackfriars	3		BFR	d																				
London Bridge	4		LBG	d																				
East Croydon			ECR	d		1539	1612		1639	1712c		1739	1809		1839	1909		1939	2009		2039	2109		2139	2209
South Croydon	4		SCY	d																				
Sanderstead			SNR	d		1544	1617		1644	1717		1744	1814		1844	1914		1944	2014		2044	2114		2144	2214
Riddlesdown			RDD	d		1547	1620		1647	1720		1747	1817		1847	1917		1947	2017		2047	2117		2147	2217
Upper Warlingham			UWL	d		1551	1624		1651	1724		1751	1821		1851	1921		1951	2021		2051	2121		2151	2221
Woldingham			WOH	d		1555	1628		1655	1728		1755	1825		1855	1925		1955	2025		2055	2125		2155	2225
Oxted	3		OXT	a		1600	1633		1700	1733		1800	1833		1900	1933		2000	2033		2100	2133		2200	2233
Oxted	3		OXT	d	1538	1601	1634	1638	1701	1734	1738	1801	1834	1838	1901	1934	1938	2001	2034	2038	2101	2134	2138	2201	2234
Hurst Green			HUR	d	1541	1604	1637	1641	1704	1737	1741	1804	1837	1841	1904	1937	1941	2004	2037	2041	2104	2137	2141	2204	2237
Lingfield			LFD	d		1610	1643		1710	1743		1810	1843		1910	1943		2010	2043		2110	2143		2210	2243
Dormans			DMS	d		1613	1646		1713	1746		1813	1846		1913	1946		2013	2046		2113	2146		2213	2246
East Grinstead			EGR	a		1618	1651		1718	1751		1818	1851		1918	1951		2018	2051		2118	2151		2218	2251
Edenbridge Town			EBT	d	1547			1647			1747			1847			1947			2047			2147		
Hever			HEV	d	1551			1651			1751			1851			1951			2051			2151		
Cowden			CWN	d	1555			1655			1755			1855			1955			2055			2155		
Ashurst			AHS	d	1559			1659			1759			1859			1959			2059			2159		
Eridge			ERI	d	1605			1705			1805			1905			2005			2105			2205		
Crowborough			COH	d	1612			1712			1812			1912			2012			2112			2212		
Buxted			BXD	d	1618			1718			1818			1918			2018			2118			2218		
Uckfield			UCK	a	1624			1724			1824			1924			2024			2124			2224		

Sunday 3 of 3

Operator			SN	SN	SN
Facilities			1	1	1
Notes					
London Victoria	10	VIC d		2221	2251
Clapham Junction	10	CLJ d		2228	2258
St Pancras International	15	STP d			
Farringdon	3	ZFD d			
City Thameslink	3	CTK d			
London Blackfriars	3	BFR d			
London Bridge	4	LBG d			
East Croydon		ECR d		2239	2309
South Croydon	4	SCY d			
Sanderstead		SNR d		2244	2314
Riddlesdown		RDD d		2247	2317
Upper Warlingham		UWL d		2251	2321
Woldingham		WOH d		2255	2325
Oxted	3	OXT a		2300	2330
Oxted	3	OXT d	2238	2301	2331
Hurst Green		HUR d	2241	2304	2334
Lingfield		LFD d		2310	2340
Dormans		DMS d		2313	2343
East Grinstead		EGR a		2318	2348
Edenbridge Town		EBT d	2247		
Hever		HEV d	2251		
Cowden		CWN d	2255		
Ashurst		AHS d	2259		
Eridge		ERI d	2305		
Crowborough		COH d	2312		
Buxted		BXD d	2318		
Uckfield		UCK a	2324		

Key

SN Service operated by Southern

10 Denotes the minimum time in minutes that should be allowed to change trains. At stations with no number, please allow at least 5 minutes

Interchange with London Underground

Interchange with Eurostar services

Interchange with Tramlink

1 First Class accommodation available

a Arrival time

c Arrives 4 minutes earlier

d Departure time

31: UCKFIELD - NEWICK - N CHAILEY - HAYWARDS HEATH - CUCKFIELD

(31C - clockwise round Cuckfield; 31A - anticlockwise round Cuckfield)

From 1st September 2020

Mondays to Fridays (except public holidays)	**31C**	**31C**	**31 Sch**	**62 Sch**	**31C Sch**	**31C Sch**	**31C H**	**31A**	**31C**	**31A**	**31C**	**31A**	**31C**
Uckfield, Bus Station	....	....	....	....	0730	....	0730	0840	0940	1040	1140	1240	1340
Maresfield, Church	....	....	....	....	0739	....	0739	0849	0949	1049	1149	1249	1349
Ashdown Business Park	....	....	....	....	0741	....	0741	0851	0951	1051	1151	1251	1351
Newick, The Green	0600	0700	....	....	0748	....	0748	0857	0957	1057	1157	1257	1357
North Chailey, Kings Head	0604	0704	....	....	0754	....	0754	0902	1002	1102	1202	1302	1402
Scaynes Hill, Farmers	0609	0709	....	**W**	0800	0800	0800	0907	1007	1107	1207	1307	1407
Northlands Wood, Shop	0615	0715	....	0744	**A**	**A**	0806	0913	1013	1113	1213	1313	1413
Princess Royal Hospital	0618	0718	....	0748	0810	0810	0809	0916	1016	1116	1216	1316	1416
Haywards Heath, South Road	0620	0720	....	0752	0813	0813	0812	0919	1019	1119	1219	1319	1419
Perrymount Road	0623	0723	....	0757	0817	0817	0816	0923	1023	1123	1223	1323	1423
Sainsbury's	0625	0725	....	0800	....	....	0825#	0925	1025	1125	1225	1325	1425
Penlands Green, Penland Road	....	....	....	....	....	....	....	0929	....	1129	....	1329	....
Cuckfield Longacre Crescent	....	....	....	**B**	....	....	....	0933	....	1133	....	1333	....
Warden Park School	....	....	....	0825	0828	0828	....	....	....	....	....	....	....
Cuckfield High Street	....	....	....	....	....	....	....	0936	....	1136	....	1336	....
Cuckfield Broad Street	0632	0732	....	....	0832	....	0832	....	1032	....	1232	....	1432
Cuckfield Longacre Crescent	0635	0735	....	....	0835	....	0835	....	1035	....	1235	....	1435
Penlands Green, Penland Road	0639	0739	....	....	0839	....	0839	....	1039	....	1239	....	1439
Sainsbury's arr	0643	0743	....	....	0843	....	0843	0943	1043	1143	1243	1343	1443
Sainsbury's dep	0646	0749	....	....	0847	....	0847	0947	1047	1147	1247	1347	1447
Perrymount Rd	0648	0751	....	....	0849	....	0849	0949	1049	1149	1249	1349	1449
Haywards Heath, South Road	0651	0755	....	....	0853	....	0853	0953	1053	1153	1253	1353	1453
Princess Royal Hospital	0654	0758	....	....	0856	....	0856	0956	1056	1156	1256	1356	1456
Northlands Wood, Shop	....	....	....	....	0859	....	0859	0959	1059	1159	1259	1359	1459
Scaynes Hill, Farmers	0700	0803	....	....	0905	....	0905	1005	1105	1205	1305	1405	1505
North Chailey, Kings Head	0705	0808	0821**C**	....	0910	....	0910	1010	1110	1210	1310	1410	1510
Newick, The Green	0710	0813	0826	....	0915	....	0915	1015	1115	1215	1315	1415	1515
Ashdown Business Park	0716	0819	0832	....	0921	....	0921	1021	1121	1221	1321	1421	1521
Maresfield, Church	0718	0821	0834	....	0923	....	0923	1023	1123	1223	1323	1423	1523
Uckfield, Bus Station	0726	0834	0846	....	0932	....	0932	1032	1132	1232	1332	1432	1532

	62 Sch	**31 Sch**	**31 Sch**	**31A H**	**31C**	**31C Sch**	**31A**	**31**
Uckfield, Bus Station	....	1440	....	1440	1550	1550	1650	1750
Maresfield, Church	....	1449	....	1449	1559	1559	1659	1759
Ashdown Business Park	....	1451	....	1451	1601	1601	1701	1801
Newick, The Green	....	1457	....	1457	1607	1607	1707	1807
North Chailey, Kings Head	....	1502	....	1502	1612	1612	1712	1812
Scaynes Hill, Farmers	....	1507	....	1507	1617	....	1717	1817
Northlands Wood, Shop	....	**A**	....	1513	1623	....	1723	1823
Princess Royal Hospital	....	1513	....	1516	1626	....	1726	1826
Haywards Heath, South Road	....	1516	....	1519	1629	....	1729	1829
Perrymount Road	....	....	....	1523	1633	....	1733	1833
Sainsbury's	....	....	....	1525	1635	....	1735	....
Penlands Green, Penland Road	....	....	....	1529	....	....	1739	....
Cuckfield Longacre Crescent	....	....	....	1533	....	....	1743	....
Cuckfield High Street	....	....	....	1536	....	....	1746	....
Cuckfield Broad Street	....	....	....	....	1642	....	....	....
Warden Park School	1528	1528	1528	....	....	....	....	....
Cuckfield Longacre Crescent	....	**B**	**B**	....	1645	....	....	....
Penlands Green, Penland Road	....	....	....	....	1649	....	....	....
Sainsbury's arr	1535	....	....	1543	1653	....	1753	....
Sainsbury's dep	1535	1550	1550	1550	1657	....	1757	....
Perrymount Rd	1537	1553	1553	1553	1659	....	1759	1835
Haywards Heath, South Road	1541	1557	1557	1557	1703	....	1803	1839
America Lane, Shops	....	1603	1603	1603	....	....	....	....
Princess Royal Hospital	1544	1608	1608	1608	1706	....	1806	1842
Northlands Wood, Shop	1547	1612	1612	1612	1709	....	1809	**R**
Scaynes Hill, Farmers	**W**	1618	1618	1618	1715	....	1815	1848
North Chailey, Kings Head	....	1623	....	1623	1720	....	1820	1853
Newick, The Green	....	1628	....	1628	1725	....	1825	1858**R**
Ashdown Business Park	....	1634	....	1634	1731	....	1831	
Maresfield, Church	....	1636	....	1636	1733	....	1833	....
Uckfield, Bus Station	....	1645	....	1645	1742	....	1842	....

Sch: operates schooldays only
H: operates school holidays only
A: via A272 not Walstead.
B: via Bolnore (see service 39)
C: time at bus stop on A275, adj to King's Head, not on A272
W: Continues from/to Walstead.
#: arrives 0818 and waits 7 mins
R: serves Northlands Wood, Walstead and Newick if requested by passengers already on the bus

Highlighted journeys are designated for school/college students only

31: UCKFIELD - NEWICK - N CHAILEY - HAYWARDS HEATH - CUCKFIELD

(31C - clockwise round Cuckfield; 31A - anticlockwise round Cuckfield)

Saturdays	**31**	**31C**	**31A**	**31C**	**31A**	**31C**	**31A**	**31C**	**31A**	**31C**	**31A**	**31**
Uckfield, Bus Station	….	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740
Maresfield, Church	….	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749
Ashdown Business Park	….	0751	0851	0951	1051	1151	1251	1351	1451	1551	1651	1751
Newick, The Green	….	0757	0857	0957	1057	1157	1257	1357	1457	1557	1657	1757
North Chailey, Kings Head	0727	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802
Scaynes Hill, Farmers	0732	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807
Northlands Wood, Shop	0738	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1813
Princess Royal Hospital	0741	0816	0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
Haywards Heath, South Road	0744	0819	0919	1019	1119	1219	1319	1419	1519	1619	1719	1819
Perrymount Road	0748	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823
Sainsbury's	….	0825	0925	1025	1125	1225	1325	1425	1525	1625	1725	….
Penlands Green, Penland Road	….	….	0929	….	1129	….	1329	….	1529	….	1729	….
Cuckfield Longacre Crescent	….	….	0933	….	1133	….	1333	….	1533	….	1733	….
Cuckfield High Street	….	….	0936	….	1136	….	1336	….	1536	….	1736	….
Cuckfield Broad Street	….	0832	….	1032	….	1232	….	1432	….	1632	….	….
Cuckfield Longacre Crescent	….	0835	….	1035	….	1235	….	1435	….	1635	….	….
Penlands Green, Penland Road	….	0839	….	1039	….	1239	….	1439	….	1639	….	….
Sainsbury's arr	….	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	….
Sainsbury's dep	….	0847	0947	1047	1147	1247	1347	1447	1547	1647	1747	….
Perrymount Rd	0749	0849	0949	1049	1149	1249	1349	1449	1549	1649	1749	1825
Haywards Heath, South Road	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1829
Princess Royal Hospital	0756	0856	0956	1056	1156	1256	1356	1456	1556	1656	1756	1832
Northlands Wood, Shop	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	**R**
Scaynes Hill, Farmers	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1805	1838
North Chailey, Kings Head	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1843
Newick, The Green	0815	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1848**R**
Ashdown Business Park	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1821	
Maresfield, Church	0823	0923	1023	1123	1223	1323	1423	1523	1623	1723	1823	….
Uckfield, Bus Station	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832	….

R: serves Northlands Wood, Walstead and Newick if requested by passengers already on the bus

Note that this bus travels in alternate directions round the Cuckfield loop so can be used in either direction between Cuckfield and Haywards Heath. This gives an hourly serve to/from Cuckfield.

261: UCKFIELD - NUTLEY - FOREST ROW - EAST GRINSTEAD

Monday - Friday			**Sch**					**Sch**
Uckfield, Bus Station	0600	0718	….	0930	1130	1350	1550	1550
Maresfield, Newsagents	0607	0726	….	0938	1138	1358	1558	1558
Nutley Church	0613	0732	….	0944	1144	1404	1604	1604
Wych Cross, Roebuck Hotel	0617	0737	….	0949	1149	1409	1609	….
Ashdown Forest, Visitor Centre	….	0739	….	0951	1151	1411	….	….
Colemans Hatch, Old Post Office	….	0743	….	0955	1155	1415	….	….
Forest Row, Post Horn Lane	….	0747	….	0959	1159	1419	….	….
Forest Row, Brambletye	0622	0750	0750	1002	1202	1422	1615	….
Ashurstwood, Three Crowns	0625	….	….	1007	1207	1427	1619	….
East Grinstead, High Street	0640**C**	0758	0758	1013	1213	1433	1625	….
East Grinstead, Railway Station	0632	0802	0802	1016	1216	1436	1628	….

			Sch				
East Grinstead, Railway Station	0636	0806	0806	1022	1222	1442	1705
East Grinstead, High Street	0640	0810	0810	1026	1226	1446	1710
Ashurstwood, Three Crowns	0644	….	….	1031	1231	1453	1715
Forest Row, Brambletye	0647	0818	0818	1035	1235	1457	1719
Forest Row, Post Horn Lane	….	….	….	1039	1239	1501	1723
Colemans Hatch, Old Post Office	….	….	….	1043	1243	1505	1727
Ashdown Forest, Visitor Centre	….	….	….	1045	1245	1507	1729
Wych Cross, Roebuck Hotel	0652	0823	0823	1047	1247	1509	1731
Nutley Church	0657	0828	0828	1052	1252	1514	1736
Maresfield, Newsagents	0703	0834	0834	1058	1258	1520	1742
Uckfield Downsview Crescent	….	0841**S**	0841**S**	….	….	….	….
Uckfield, Bus Station	0711	0845	0845	1107	1307	1529	1751

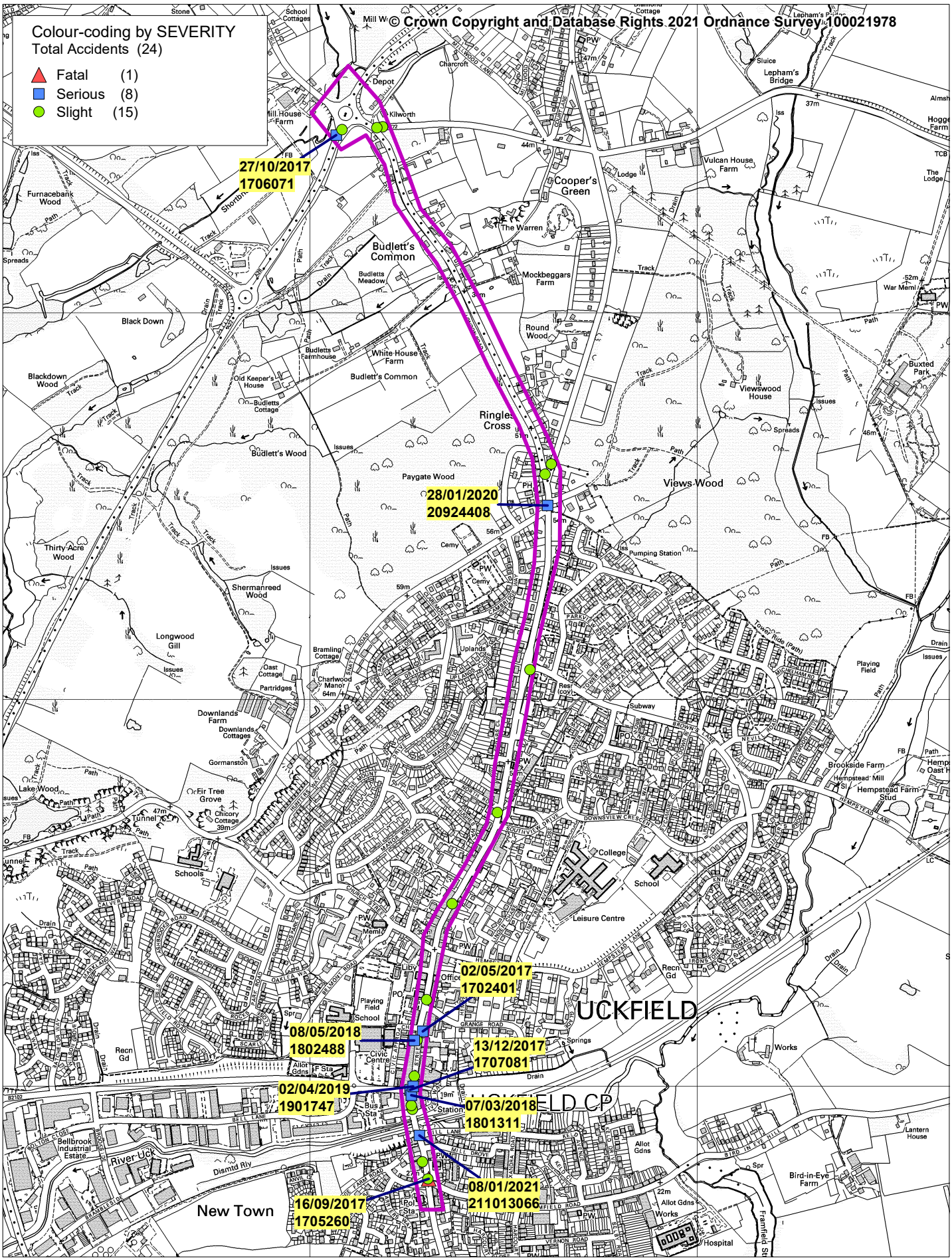
Highlighted journeys are designated for school/college students only - on schooldays

C: Serves this point on return from the station.

S: Serves this point on college days only. If not served then arrives at Bus Station 2 mins earlier.

Sch: operates schooldays only

APPENDIX
B



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Sussex Safer Roads PARTNERSHIP

London Road, Uckfield
Collision Dates 01/09/2016 - 31/08/2021
DHA

SCALE	1 : 13000
DATE	30/09/2021
DRAWING No.	
DRAWN BY	

APPENDIX
C

N
W
E
S
0
10m
20m

Warrendale
Pond
The Hollies
Fitness trail
Swale
SuDS area
Turning head
Food growing area (youth/ adult open space)
Children's play area
Ancient Woodland buffer
Pumping station
3x self build plots (coloured pink)
LONDON ROAD
Round Wood
Teelings Cottage
Timbers
Little Peppers
Wards Oak
Squirrels Wood
Broadstone
Four Oaks
Greenheyes
Crofters
Brambles Cottage

Proposed Coloured Sketch Layout Plan
Mockbeggars Farm, Uckfield

20179 / C101A

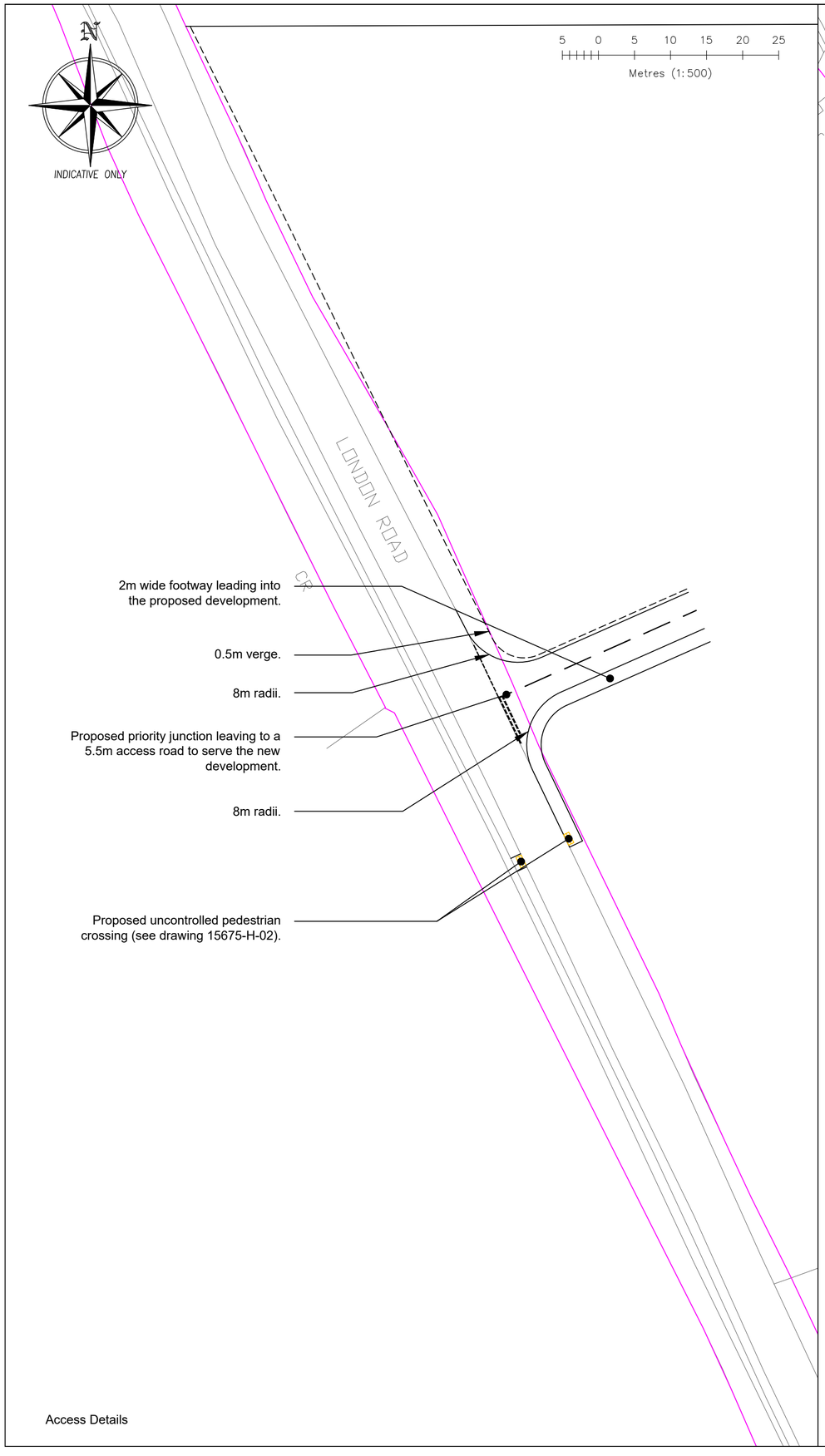
Scale 1:500 @ A1 November 2021

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OSP Architecture, Broadmede House, Farnham Business Park, Weydon Lane, Farnham, Surrey, GU9 8QT Tel: 01252 267878
www.osparchitecture.com

APPENDIX
D





Access Details



Visibility Splays

NOTES

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- Drawing is based on OS data.
- Highways boundary data has been provided by ESCC.
- A week long ATC survey has been completed by K&M Traffic Surveys Ltd commencing 10th June 2021. The recorded 85th percentile speeds were 50.3mph and 52.1mph in the northbound and southbound directions respectively.
- DMRB standards state that 2.4 x 160m visibility splays are required for a 50mph design speed. The visibility splays demonstrated are in excess of this.

Extent of Highways Maintained Land

REV	AMENDMENTS	DATE	CHK
P2	RSA Comments	17.12.21	CS
P1	First issue	24.11.21	CS

Client

OBSIDIAN STRATEGIC ASSET MANAGEMENT

Project

MOCKBEGGARS FARM, UCKFIELD

Title

PROPOSED ACCESS DESIGN

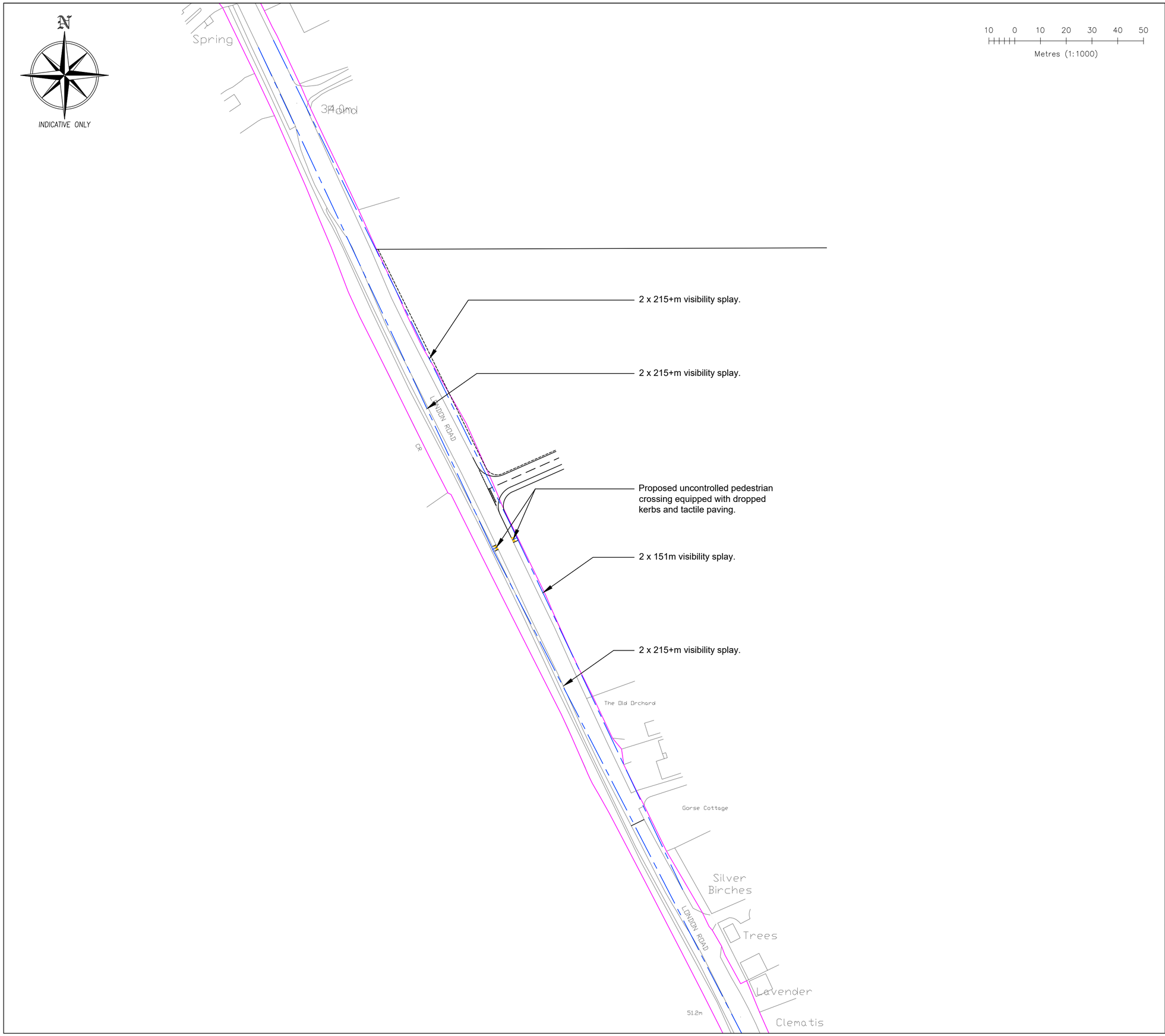
Drwg	Rev	Scale	Date
15675-H-01	P1	VARIOUS	24.11.21

Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference:

A2

APPENDIX
E



NOTES

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- Drawing is based on OS data.
- Highways boundary data has been provided by ESCC.
- A week long ATC survey has been completed by K&M Traffic Surveys Ltd commencing 10th June 2021. The recorded 85th percentile speeds were 50.3mph and 52.1mph in the northbound and southbound directions respectively.
- DMRB standards state that 2.4 x 160m visibility splays are required for a 50mph design speed. The visibility splays demonstrated are in excess of this.

Extent of Highways Maintained Land

REV	AMENDMENTS	DATE	CHK
P2	RSA Comments	17.12.21	CS
P1	First issue	24.11.21	CS

Client

OBSIDIAN STRATEGIC ASSET MANAGEMENT

Project

MOCKBEGGARS FARM, UCKFIELD

Title

PROPOSED PEDESTRIAN CROSSING

Drwg	Rev	Scale	Date
15675-H-02	P2	1:1000	17.12.21

Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
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CAD Reference: A2

APPENDIX
F

K&MTRAFFIC SURVEYS

SITE: LONDON RD, UCKFIELD LOCATION: ATTACHED TO TREES/BUSHES

GRID REFERENCE: 50.986417, 0.099849 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

10 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	-
0200	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	44.6	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	-
0400	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	54.9	-
0500	57	46	0	9	0	0	0	0	0	0	0	0	0	2	0	50.6	56.7
0600	187	162	0	20	1	0	0	0	0	0	0	0	0	4	0	48.7	53.6
0700	404	352	0	49	1	0	0	1	0	0	0	0	0	1	0	45.8	51.1
0800	460	443	0	15	0	0	0	0	0	0	0	0	0	2	0	43.6	49.4
0900	258	235	1	20	0	0	0	1	0	0	0	0	0	1	0	44.1	49.6
1000	201	184	0	14	0	2	0	0	1	0	0	0	0	0	0	41.2	47.1
1100	199	172	2	22	0	0	1	0	0	0	0	0	0	2	0	42.5	49.2
1200	203	183	0	18	1	0	0	0	1	0	0	0	0	0	0	43	47.7
1300	180	168	1	9	0	0	0	0	0	0	0	0	0	2	0	42.1	49.5
1400	202	186	1	15	0	0	0	0	0	0	0	0	0	0	0	43.3	49.6
1500	325	302	0	21	2	0	0	0	0	0	0	0	0	0	0	42.6	47.9
1600	236	218	0	18	0	0	0	0	0	0	0	0	0	0	0	42.8	48.1
1700	249	236	0	12	0	0	0	0	0	0	0	0	0	1	0	42.7	47.6
1800	198	190	1	7	0	0	0	0	0	0	0	0	0	0	0	45.3	51
1900	168	158	0	9	1	0	0	0	0	0	0	0	0	0	0	44.5	50.8
2000	121	114	0	7	0	0	0	0	0	0	0	0	0	0	0	45.7	52.9
2100	66	60	1	4	0	0	0	0	0	0	0	0	0	1	0	45.5	53.7
2200	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	56.5
2300	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	47.7	53.3
07-19	**3115**	**2869**	**6**	**220**	**4**	**2**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**9**	**0**	**43.4**	**49.3**
06-22	**3657**	**3363**	**7**	**260**	**6**	**2**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**14**	**0**	**43.9**	**49.9**
06-00	**3718**	**3424**	**7**	**260**	**6**	**2**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**14**	**0**	**43.9**	**50**
00-00	**3803**	**3495**	**7**	**272**	**6**	**2**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**16**	**0**	**44**	**50.2**

11 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	-
0100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	-
0400	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	49.1	58.2
0500	48	41	0	7	0	0	0	0	0	0	0	0	0	0	0	50.7	57
0600	169	151	0	18	0	0	0	0	0	0	0	0	0	0	0	50.4	55.8
0700	381	341	1	39	0	0	0	0	0	0	0	0	0	0	0	46.2	51.6
0800	433	410	0	19	0	0	1	0	0	0	0	0	0	3	0	44.1	48.8
0900	286	264	0	17	0	4	0	1	0	0	0	0	0	0	0	44	49.5
1000	188	165	0	17	1	1	1	0	1	0	0	0	0	2	0	42.4	48.9
1100	208	187	1	18	0	0	0	0	1	0	0	0	0	1	0	41.5	47.1
1200	239	217	2	17	0	2	0	0	0	0	0	0	0	1	0	42.5	47.9
1300	209	189	1	15	2	0	1	0	0	0	0	0	0	1	0	44	49.9
1400	248	229	0	18	1	0	0	0	0	0	0	0	0	0	0	42.5	47.9
1500	335	309	2	21	1	0	0	0	0	0	0	0	0	2	0	42	47.1
1600	236	215	1	18	1	0	0	0	0	0	0	0	0	1	0	43.1	48
1700	249	237	0	9	1	0	0	0	0	0	0	0	0	2	0	43.2	49.5
1800	170	155	2	10	0	0	0	0	0	0	0	0	0	3	0	45.8	51.4
1900	135	129	0	5	0	0	0	0	0	0	0	0	0	1	0	45.5	52.1
2000	97	89	0	8	0	0	0	0	0	0	0	0	0	0	0	43.7	49.6
2100	72	69	0	3	0	0	0	0	0	0	0	0	0	0	0	45.3	54.2
2200	58	55	0	3	0	0	0	0	0	0	0	0	0	0	0	46.6	54.2
2300	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	44.3	47.2
07-19	**3182**	**2918**	**10**	**218**	**7**	**7**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**16**	**0**	**43.5**	**49.2**
06-22	**3655**	**3356**	**10**	**252**	**7**	**7**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**17**	**0**	**44**	**50**
06-00	**3736**	**3433**	**10**	**256**	**7**	**7**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**17**	**0**	**44**	**50**
00-00	**3811**	**3499**	**10**	**265**	**7**	**7**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**17**	**0**	**44.1**	**50.1**

12 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	49.4	-
0100	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	45.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	51.7	-
0400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	49.4	-

0500	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	48.1	53.5
0600	73	69	0	4	0	0	0	0	0	0	0	0	0	0	0	51	62.8
0700	132	120	0	8	0	0	0	1	0	0	0	0	0	3	0	47.5	53.4
0800	211	198	0	12	0	0	0	0	0	0	0	0	0	0	1	44.9	49.6
0900	279	267	0	10	0	0	0	1	0	0	0	0	0	1	0	44.5	50.4
1000	289	274	0	11	0	0	0	1	1	0	0	0	0	2	0	43.8	48.4
1100	271	254	0	16	0	0	0	0	0	0	0	0	0	1	0	43.2	48.9
1200	262	246	1	13	0	0	0	1	0	0	0	0	0	1	0	45.3	51.7
1300	222	213	0	7	0	0	0	0	0	0	0	0	0	2	0	44.5	49.4
1400	205	193	1	9	0	0	0	0	0	0	0	0	0	2	0	44	48.6
1500	187	172	0	12	0	0	0	1	0	0	0	0	0	2	0	43.4	50.8
1600	186	179	0	6	0	0	0	0	0	0	0	0	0	1	0	44	50.7
1700	186	175	0	9	0	0	1	0	0	0	0	0	0	1	0	44.8	52.1
1800	150	145	0	5	0	0	0	0	0	0	0	0	0	0	0	45.7	50.3
1900	124	116	1	5	0	0	0	0	0	0	0	0	0	2	0	47.3	54.4
2000	93	86	0	6	0	0	0	0	0	0	0	0	0	1	0	45.8	53.2
2100	67	65	0	2	0	0	0	0	0	0	0	0	0	0	0	46.1	55.1
2200	51	49	0	1	0	0	0	0	0	0	0	0	0	1	0	46.1	56.6
2300	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	47.6	55.9
07-19	**2580**	**2436**	**2**	**118**	**0**	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**16**	**1**	**44.5**	**50.2**
06-22	**2937**	**2772**	**3**	**135**	**0**	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**19**	**1**	**44.8**	**50.9**
06-00	**3019**	**2851**	**3**	**137**	**0**	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**20**	**1**	**44.9**	**50.9**
00-00	**3071**	**2900**	**3**	**139**	**0**	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**21**	**1**	**45**	**51.1**

13 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	57.7
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	49.2	-
0400	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0500	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	51.2	61.7
0600	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	48.4	54.4
0700	100	90	0	6	0	0	1	0	0	0	0	0	0	3	0	48	54.3
0800	124	114	0	8	0	0	0	0	0	0	0	0	0	2	0	45.8	50.6
0900	197	183	1	9	0	0	0	0	0	0	0	0	0	3	1	44.8	50.1
1000	234	222	0	8	0	0	0	0	1	0	0	0	0	3	0	44.6	50.2
1100	234	222	0	8	0	1	0	0	0	0	0	0	0	3	0	44.3	50.2
1200	218	209	0	7	0	0	0	0	0	0	0	0	0	2	0	45.2	50.3
1300	197	191	0	3	0	0	0	0	0	0	0	0	0	3	0	46.1	51.3

1400	153	139	0	8	0	0	0	0	0	0	0	0	0	6	0	44.8	50.6
1500	136	129	0	3	0	0	0	0	0	0	0	0	0	4	0	45.2	50.9
1600	157	147	0	6	0	0	0	0	0	0	0	0	0	4	0	44.7	50.6
1700	143	138	0	2	0	1	1	0	0	0	0	0	0	1	0	46.2	54.4
1800	109	106	0	3	0	0	0	0	0	0	0	0	0	0	0	44.8	49.8
1900	109	104	0	3	0	0	0	0	0	0	0	0	0	2	0	45.7	53.9
2000	83	78	0	5	0	0	0	0	0	0	0	0	0	0	0	45.6	52.3
2100	46	42	0	3	0	0	0	0	0	0	0	0	0	1	0	44.8	50
2200	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	48.6	56.7
2300	15	14	0	0	0	0	0	0	0	0	0	0	0	1	0	52.1	65.4
07-19	**2002**	**1890**	**1**	**71**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**34**	**1**	**45.2**	**50.8**
06-22	**2279**	**2151**	**1**	**84**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**37**	**1**	**45.3**	**51**
06-00	**2322**	**2193**	**1**	**84**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**38**	**1**	**45.4**	**51.1**
00-00	**2367**	**2236**	**1**	**86**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**38**	**1**	**45.5**	**51.2**

14 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	51	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	-
0400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	52.9	-
0500	60	50	0	7	1	0	0	0	0	0	0	0	0	2	0	50.3	57.8
0600	159	144	0	15	0	0	0	0	0	0	0	0	0	0	0	50	56
0700	397	359	1	33	0	1	1	0	0	0	0	0	0	2	0	45.6	51.8
0800	454	417	0	32	1	1	0	1	0	0	0	0	0	2	0	42.7	47.6
0900	250	230	1	15	1	1	0	0	0	0	0	0	0	1	1	42.4	47.3
1000	191	177	0	12	1	0	0	0	1	0	0	0	0	0	0	42.7	48.8
1100	189	170	1	15	0	0	0	2	0	0	0	0	0	1	0	42.3	48.5
1200	200	183	3	11	1	0	0	0	0	0	0	0	0	2	0	44.4	50.6
1300	181	168	0	12	0	1	0	0	0	0	0	0	0	0	0	43.3	48.3
1400	204	180	1	21	1	0	0	0	0	0	0	0	0	1	0	42.5	49.3
1500	287	263	0	24	0	0	0	0	0	0	0	0	0	0	0	42.2	47.2
1600	227	214	0	12	0	0	0	0	0	0	0	0	0	1	0	42.9	49.4
1700	218	204	0	13	0	0	0	0	0	0	0	0	0	1	0	43.9	49.4
1800	153	148	1	2	1	0	0	0	0	0	0	0	0	1	0	45.3	52.4
1900	121	115	0	2	0	1	0	0	0	0	0	0	0	3	0	46.3	54.2
2000	74	70	0	4	0	0	0	0	0	0	0	0	0	0	0	45.1	52
2100	63	57	1	4	0	0	0	0	0	0	0	0	0	0	1	44.3	50.7
2200	48	48	0	0	0	0	0	0	0	0	0	0	0	0	0	47.7	57.8

2300	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	57.4
07-19	**2951**	**2713**	**8**	**202**	**6**	**4**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**12**	**1**	**43.4**	**49.2**
06-22	**3368**	**3099**	**9**	**227**	**6**	**5**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**15**	**2**	**43.9**	**50**
06-00	**3429**	**3160**	**9**	**227**	**6**	**5**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**15**	**2**	**43.9**	**50.1**
00-00	**3512**	**3233**	**9**	**234**	**7**	**5**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**17**	**2**	**44.1**	**50.3**

15 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	-
0100	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	44.7	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0300	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	47.5	-
0400	13	12	0	0	0	0	0	0	0	0	0	0	0	1	0	52.4	62.4
0500	52	43	0	8	0	0	0	0	0	0	0	0	0	1	0	50.7	57.3
0600	183	163	0	18	1	0	0	0	0	0	0	0	0	1	0	49.6	56.1
0700	408	352	1	48	0	0	1	1	0	0	0	0	0	5	0	45.8	51.3
0800	457	421	1	26	3	2	1	0	0	0	0	0	0	2	1	43.6	48.7
0900	260	238	1	17	1	0	0	0	1	1	0	0	0	1	0	43	47.9
1000	174	159	0	14	1	0	0	0	0	0	0	0	0	0	0	43.4	49.6
1100	219	192	1	23	1	1	0	1	0	0	0	0	0	0	0	42.8	48.8
1200	173	152	0	13	1	1	1	2	0	1	0	0	0	2	0	43.6	51
1300	183	160	1	17	3	1	0	0	0	0	0	0	0	1	0	42.7	48.1
1400	223	196	0	22	3	0	0	0	0	0	0	0	0	2	0	42.9	49.1
1500	272	246	0	25	0	0	0	1	0	0	0	0	0	0	0	41.5	47.6
1600	246	235	0	11	0	0	0	0	0	0	0	0	0	0	0	43.4	48.2
1700	259	243	1	14	0	0	0	0	0	0	0	0	0	1	0	42.9	48.3
1800	166	158	1	5	0	0	0	0	0	0	0	0	0	2	0	44.6	50.4
1900	138	132	0	6	0	0	0	0	0	0	0	0	0	0	0	46.1	53.1
2000	120	115	0	5	0	0	0	0	0	0	0	0	0	0	0	45.4	51.1
2100	59	56	0	3	0	0	0	0	0	0	0	0	0	0	0	43.6	50.4
2200	47	45	0	2	0	0	0	0	0	0	0	0	0	0	0	44.3	54.3
2300	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	46.3	56.8
07-19	**3040**	**2752**	**7**	**235**	**13**	**5**	**3**	**5**	**1**	**2**	**0**	**0**	**0**	**16**	**1**	**43.5**	**48.9**
06-22	**3540**	**3218**	**7**	**267**	**14**	**5**	**3**	**5**	**1**	**2**	**0**	**0**	**0**	**17**	**1**	**43.9**	**49.7**
06-00	**3601**	**3276**	**7**	**270**	**14**	**5**	**3**	**5**	**1**	**2**	**0**	**0**	**0**	**17**	**1**	**44**	**49.7**
00-00	**3685**	**3344**	**7**	**284**	**14**	**5**	**3**	**5**	**1**	**2**	**0**	**0**	**0**	**19**	**1**	**44.1**	**49.9**

16 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	44.2	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	48.2	-
0400	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	51.1	61.9
0500	58	42	1	11	1	0	0	0	0	0	0	0	0	3	0	51.1	59
0600	188	166	0	19	0	0	0	0	0	0	0	0	0	3	0	48.8	53.5
0700	362	328	0	31	1	0	0	1	0	0	0	0	0	1	0	46.7	51.7
0800	439	413	0	21	3	0	0	0	0	0	0	0	0	2	0	42.9	48.5
0900	280	260	0	18	0	0	1	0	0	0	0	0	0	1	0	43.1	48.4
1000	169	157	1	11	0	0	0	0	0	0	0	0	0	0	0	42.5	48.7
1100	189	168	1	14	1	2	1	1	0	0	0	0	0	1	0	43.8	48.2
1200	205	176	2	24	0	0	1	1	0	0	0	0	0	1	0	43.3	48.6
1300	174	156	0	15	0	2	0	0	0	0	0	0	0	1	0	43.4	49.5
1400	209	184	0	21	0	0	0	0	1	0	0	0	0	3	0	44.2	50.7
1500	288	262	1	20	2	0	0	0	0	0	0	0	0	3	0	43.3	48.7
1600	231	217	2	11	0	1	0	0	0	0	0	0	0	0	0	43.7	49
1700	218	206	1	10	0	0	0	1	0	0	0	0	0	0	0	44	49.6
1800	177	169	0	8	0	0	0	0	0	0	0	0	0	0	0	45.1	51.6
1900	135	129	0	6	0	0	0	0	0	0	0	0	0	0	0	45.3	52.8
2000	87	81	0	6	0	0	0	0	0	0	0	0	0	0	0	42.2	48.1
2100	56	52	0	4	0	0	0	0	0	0	0	0	0	0	0	42.4	49.7
2200	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	42.6	49.2
2300	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	44.5	52.6
07-19	**2941**	**2696**	**8**	**204**	**7**	**5**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**13**	**0**	**43.9**	**49.5**
06-22	**3407**	**3124**	**8**	**239**	**7**	**5**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**16**	**0**	**44.2**	**50**
06-00	**3460**	**3175**	**8**	**241**	**7**	**5**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**16**	**0**	**44.1**	**50**
00-00	**3542**	**3239**	**9**	**254**	**8**	**5**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**19**	**0**	**44.3**	**50.2**

K&MTRAFFIC SURVEYS

SITE: LONDON RD, UCKFIELD LOCATION: ATTACHED TO TREES/BUSHES

GRID REFERENCE: 50.986417, 0.099849 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

10 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	0	0	3	1	4	0	1	0	0	0	0	0	48.4	-
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	42.6	-
0200	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	44.6	-
0300	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	46.9	-
0400	10	0	0	0	0	0	1	2	3	2	0	2	0	0	0	0	54.9	-
0500	57	0	0	0	0	2	6	21	17	6	5	0	0	0	0	0	50.6	56.7
0600	187	0	0	0	1	9	23	78	59	11	3	2	1	0	0	0	48.7	53.6
0700	404	0	0	0	0	20	116	187	62	17	2	0	0	0	0	0	45.8	51.1
0800	460	0	0	0	6	52	186	149	52	10	0	4	1	0	0	0	43.6	49.4
0900	258	0	0	0	2	29	84	107	30	5	1	0	0	0	0	0	44.1	49.6
1000	201	0	0	2	2	44	91	43	18	1	0	0	0	0	0	0	41.2	47.1
1100	199	0	0	0	4	41	76	49	22	6	1	0	0	0	0	0	42.5	49.2
1200	203	0	0	0	2	17	100	66	14	2	2	0	0	0	0	0	43	47.7
1300	180	0	0	0	10	33	62	51	19	5	0	0	0	0	0	0	42.1	49.5
1400	202	0	0	0	1	31	80	61	23	4	1	1	0	0	0	0	43.3	49.6
1500	325	0	0	0	1	45	159	87	24	9	0	0	0	0	0	0	42.6	47.9
1600	236	0	0	0	1	37	103	70	20	3	2	0	0	0	0	0	42.8	48.1
1700	249	0	0	0	1	25	128	73	19	2	0	1	0	0	0	0	42.7	47.6
1800	198	0	0	0	1	15	61	80	28	12	0	1	0	0	0	0	45.3	51
1900	168	0	0	0	3	19	54	63	21	6	1	0	1	0	0	0	44.5	50.8
2000	121	0	0	0	1	8	45	41	15	7	1	3	0	0	0	0	45.7	52.9
2100	66	0	0	1	1	7	16	21	15	2	3	0	0	0	0	0	45.5	53.7
2200	43	0	0	0	2	8	10	11	5	5	2	0	0	0	0	0	45.1	56.5
2300	18	0	0	0	0	2	2	7	6	1	0	0	0	0	0	0	47.7	53.3
07-19	**3115**	**0**	**0**	**2**	**31**	**389**	**1246**	**1023**	**331**	**76**	**9**	**7**	**1**	**0**	**0**	**0**	**43.4**	**49.3**
06-22	**3657**	**0**	**0**	**3**	**37**	**432**	**1384**	**1226**	**441**	**102**	**17**	**12**	**3**	**0**	**0**	**0**	**43.9**	**49.9**
06-00	**3718**	**0**	**0**	**3**	**39**	**442**	**1396**	**1244**	**452**	**108**	**19**	**12**	**3**	**0**	**0**	**0**	**43.9**	**50**
00-00	**3803**	**0**	**0**	**3**	**39**	**444**	**1410**	**1271**	**477**	**117**	**25**	**14**	**3**	**0**	**0**	**0**	**44**	**50.2**

11 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	0	3	4	0	0	0	0	0	1	0	0	48.7	-
0100	4	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	48.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.1	-
0400	14	0	0	0	0	1	1	7	3	2	0	0	0	0	0	0	49.1	58.2
0500	48	0	0	0	0	1	4	20	15	5	1	1	0	1	0	0	50.7	57
0600	169	0	0	0	0	3	13	72	57	18	2	2	0	2	0	0	50.4	55.8
0700	381	0	0	0	0	11	111	175	66	16	1	1	0	0	0	0	46.2	51.6
0800	433	0	0	0	1	32	169	181	41	6	2	0	1	0	0	0	44.1	48.8
0900	286	0	0	0	3	32	99	110	36	6	0	0	0	0	0	0	44	49.5
1000	188	1	0	0	2	31	79	53	16	5	0	1	0	0	0	0	42.4	48.9
1100	208	0	0	1	3	43	92	50	16	2	1	0	0	0	0	0	41.5	47.1
1200	239	0	0	0	2	49	85	77	19	4	1	1	0	0	1	0	42.5	47.9
1300	209	0	0	0	0	9	107	61	25	5	2	0	0	0	0	0	44	49.9
1400	248	0	0	0	2	40	111	72	19	2	1	1	0	0	0	0	42.5	47.9
1500	335	0	0	0	2	64	151	88	25	5	0	0	0	0	0	0	42	47.1
1600	236	0	0	0	4	28	101	80	16	4	1	2	0	0	0	0	43.1	48
1700	249	0	0	0	0	40	107	65	25	9	2	0	0	1	0	0	43.2	49.5
1800	170	0	0	0	0	10	54	68	29	3	5	1	0	0	0	0	45.8	51.4
1900	135	0	0	0	1	12	46	39	28	5	3	1	0	0	0	0	45.5	52.1
2000	97	0	0	0	2	15	25	41	11	3	0	0	0	0	0	0	43.7	49.6
2100	72	0	0	0	0	9	29	18	6	5	4	1	0	0	0	0	45.3	54.2
2200	58	0	0	0	2	3	16	18	12	4	2	0	1	0	0	0	46.6	54.2
2300	23	0	0	0	0	4	8	9	0	1	0	1	0	0	0	0	44.3	47.2
07-19	**3182**	**1**	**0**	**1**	**19**	**389**	**1266**	**1080**	**333**	**67**	**16**	**7**	**1**	**1**	**1**	**0**	**43.5**	**49.2**
06-22	**3655**	**1**	**0**	**1**	**22**	**428**	**1379**	**1250**	**435**	**98**	**25**	**11**	**1**	**3**	**1**	**0**	**44**	**50**
06-00	**3736**	**1**	**0**	**1**	**24**	**435**	**1403**	**1277**	**447**	**103**	**27**	**12**	**2**	**3**	**1**	**0**	**44**	**50**
00-00	**3811**	**1**	**0**	**1**	**24**	**437**	**1411**	**1312**	**465**	**111**	**28**	**13**	**2**	**5**	**1**	**0**	**44.1**	**50.1**

12 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	1	0	0	0	1	3	1	1	0	0	1	0	0	0	49.4	-
0100	7	0	0	0	0	1	3	0	3	0	0	0	0	0	0	0	45.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	7	0	0	0	0	1	0	2	1	2	1	0	0	0	0	0	51.7	-
0400	9	0	0	0	0	0	1	5	2	1	0	0	0	0	0	0	49.4	-

0500	21	0	0	0	0	1	4	8	6	0	2	0	0	0	0	0	48.1	53.5
0600	73	0	0	0	0	0	15	21	18	8	9	2	0	0	0	0	51	62.8
0700	132	0	0	0	0	2	31	53	34	11	0	1	0	0	0	0	47.5	53.4
0800	211	0	0	0	0	15	75	91	20	7	2	0	1	0	0	0	44.9	49.6
0900	279	0	0	0	1	18	122	85	43	6	2	2	0	0	0	0	44.5	50.4
1000	289	0	0	0	3	25	113	114	23	11	0	0	0	0	0	0	43.8	48.4
1100	271	0	0	0	0	27	134	77	22	9	1	1	0	0	0	0	43.2	48.9
1200	262	0	0	0	1	26	97	84	37	10	3	2	2	0	0	0	45.3	51.7
1300	222	0	0	0	1	14	85	93	20	7	2	0	0	0	0	0	44.5	49.4
1400	205	0	0	0	1	26	85	68	15	3	2	5	0	0	0	0	44	48.6
1500	187	0	0	1	2	32	68	50	27	4	2	0	1	0	0	0	43.4	50.8
1600	186	0	0	0	3	23	60	66	26	7	1	0	0	0	0	0	44	50.7
1700	186	0	0	0	2	18	73	52	28	7	4	0	1	1	0	0	44.8	52.1
1800	150	0	0	0	0	2	58	65	16	6	1	0	2	0	0	0	45.7	50.3
1900	124	0	0	0	1	7	31	45	24	12	2	0	1	1	0	0	47.3	54.4
2000	93	0	0	0	2	10	27	28	19	3	3	0	1	0	0	0	45.8	53.2
2100	67	0	0	0	0	9	22	12	16	8	0	0	0	0	0	0	46.1	55.1
2200	51	0	0	0	0	8	17	10	8	6	1	1	0	0	0	0	46.1	56.6
2300	31	0	0	0	0	1	9	15	2	2	1	0	0	1	0	0	47.6	55.9
07-19	**2580**	**0**	**0**	**1**	**14**	**228**	**1001**	**898**	**311**	**88**	**20**	**11**	**7**	**1**	**0**	**0**	**44.5**	**50.2**
06-22	**2937**	**0**	**0**	**1**	**17**	**254**	**1096**	**1004**	**388**	**119**	**34**	**13**	**9**	**2**	**0**	**0**	**44.8**	**50.9**
06-00	**3019**	**0**	**0**	**1**	**17**	**263**	**1122**	**1029**	**398**	**127**	**36**	**14**	**9**	**3**	**0**	**0**	**44.9**	**50.9**
00-00	**3071**	**0**	**1**	**1**	**17**	**266**	**1131**	**1047**	**411**	**131**	**39**	**14**	**10**	**3**	**0**	**0**	**45**	**51.1**

13 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	16	0	0	0	0	1	6	2	4	2	0	1	0	0	0	0	48.4	57.7
0100	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	43.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	49.2	-
0400	9	0	0	0	0	0	3	2	2	2	0	0	0	0	0	0	48.5	-
0500	13	0	0	0	0	0	2	4	1	5	1	0	0	0	0	0	51.2	61.7
0600	39	0	0	0	0	1	6	20	9	1	1	1	0	0	0	0	48.4	54.4
0700	100	0	0	0	0	3	18	46	21	11	0	1	0	0	0	0	48	54.3
0800	124	0	0	0	1	4	39	57	17	5	0	0	1	0	0	0	45.8	50.6
0900	197	0	0	0	2	15	70	77	19	11	2	1	0	0	0	0	44.8	50.1
1000	234	0	0	0	0	16	80	100	32	6	0	0	0	0	0	0	44.6	50.2
1100	234	0	0	0	4	22	83	87	31	5	2	0	0	0	0	0	44.3	50.2
1200	218	0	0	0	0	15	78	89	25	10	0	1	0	0	0	0	45.2	50.3
1300	197	0	0	0	1	10	62	78	30	9	3	3	1	0	0	0	46.1	51.3

1400	153	0	0	0	1	12	57	57	18	7	0	1	0	0	0	0	44.8	50.6
1500	136	0	0	0	0	10	46	54	18	6	2	0	0	0	0	0	45.2	50.9
1600	157	0	0	0	0	16	61	50	23	3	2	0	0	1	1	0	44.7	50.6
1700	143	0	0	0	1	15	43	42	25	11	4	1	1	0	0	0	46.2	54.4
1800	109	0	0	0	0	11	37	44	11	4	1	1	0	0	0	0	44.8	49.8
1900	109	0	0	0	3	9	28	41	17	9	1	0	1	0	0	0	45.7	53.9
2000	83	0	0	0	0	8	26	31	13	2	3	0	0	0	0	0	45.6	52.3
2100	46	0	0	0	0	9	12	18	1	4	1	0	0	0	1	0	44.8	50
2200	28	0	0	0	0	1	7	11	5	2	1	0	0	1	0	0	48.6	56.7
2300	15	0	0	0	0	0	3	5	2	3	0	1	1	0	0	0	52.1	65.4
07-19	**2002**	**0**	**0**	**0**	**10**	**149**	**674**	**781**	**270**	**88**	**16**	**9**	**3**	**1**	**1**	**0**	**45.2**	**50.8**
06-22	**2279**	**0**	**0**	**0**	**13**	**176**	**746**	**891**	**310**	**104**	**22**	**10**	**4**	**1**	**2**	**0**	**45.3**	**51**
06-00	**2322**	**0**	**0**	**0**	**13**	**177**	**756**	**907**	**317**	**109**	**23**	**11**	**5**	**2**	**2**	**0**	**45.4**	**51.1**
00-00	**2367**	**0**	**0**	**0**	**13**	**178**	**769**	**919**	**324**	**119**	**24**	**12**	**5**	**2**	**2**	**0**	**45.5**	**51.2**

14 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0	51	-
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	48.7	-
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.8	-
0300	4	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	47.9	-
0400	10	0	0	0	0	0	1	2	4	2	1	0	0	0	0	0	52.9	-
0500	60	0	0	0	0	0	9	23	17	7	3	1	0	0	0	0	50.3	57.8
0600	159	0	0	0	0	1	14	78	42	17	3	3	0	0	1	0	50	56
0700	397	0	0	1	0	26	109	173	72	15	0	1	0	0	0	0	45.6	51.8
0800	454	0	0	0	4	62	198	143	42	4	1	0	0	0	0	0	42.7	47.6
0900	250	1	0	0	0	27	130	75	17	0	0	0	0	0	0	0	42.4	47.3
1000	191	0	0	0	3	30	73	61	20	2	2	0	0	0	0	0	42.7	48.8
1100	189	0	0	0	2	33	86	44	22	2	0	0	0	0	0	0	42.3	48.5
1200	200	0	0	0	1	14	83	67	31	3	0	1	0	0	0	0	44.4	50.6
1300	181	0	0	0	5	15	81	59	16	3	2	0	0	0	0	0	43.3	48.3
1400	204	0	0	0	3	32	91	49	26	2	1	0	0	0	0	0	42.5	49.3
1500	287	0	0	0	4	43	125	94	17	3	0	0	1	0	0	0	42.2	47.2
1600	227	0	0	0	3	33	103	56	23	7	2	0	0	0	0	0	42.9	49.4
1700	218	0	0	0	2	18	91	79	23	5	0	0	0	0	0	0	43.9	49.4
1800	153	0	0	0	0	11	61	47	23	8	2	1	0	0	0	0	45.3	52.4
1900	121	0	0	0	1	13	38	32	26	6	2	2	1	0	0	0	46.3	54.2
2000	74	0	0	0	2	2	31	24	9	1	5	0	0	0	0	0	45.1	52
2100	63	0	0	0	0	8	27	15	10	2	0	0	1	0	0	0	44.3	50.7
2200	48	0	0	0	2	2	9	19	7	5	4	0	0	0	0	0	47.7	57.8

2300	13	0	0	0	0	0	4	6	0	3	0	0	0	0	0	0	48.4	57.4
07-19	**2951**	**1**	**0**	**1**	**27**	**344**	**1231**	**947**	**332**	**54**	**10**	**3**	**1**	**0**	**0**	**0**	**43.4**	**49.2**
06-22	**3368**	**1**	**0**	**1**	**30**	**368**	**1341**	**1096**	**419**	**80**	**20**	**8**	**3**	**0**	**1**	**0**	**43.9**	**50**
06-00	**3429**	**1**	**0**	**1**	**32**	**370**	**1354**	**1121**	**426**	**88**	**24**	**8**	**3**	**0**	**1**	**0**	**43.9**	**50.1**
00-00	**3512**	**1**	**0**	**1**	**32**	**371**	**1368**	**1147**	**453**	**98**	**28**	**9**	**3**	**0**	**1**	**0**	**44.1**	**50.3**

15 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	43.9	-
0100	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	44.7	-
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	42.7	-
0300	9	0	0	0	0	0	6	0	1	0	2	0	0	0	0	0	47.5	-
0400	13	0	0	0	0	0	0	6	2	3	2	0	0	0	0	0	52.4	62.4
0500	52	0	0	0	0	1	8	17	14	8	2	1	0	1	0	0	50.7	57.3
0600	183	0	0	0	0	3	26	71	54	20	4	4	1	0	0	0	49.6	56.1
0700	408	0	0	0	0	16	128	187	63	8	4	0	1	1	0	0	45.8	51.3
0800	457	0	0	0	0	34	208	164	42	6	2	1	0	0	0	0	43.6	48.7
0900	260	0	0	0	2	31	123	81	16	6	1	0	0	0	0	0	43	47.9
1000	174	0	0	0	3	16	82	48	17	4	3	1	0	0	0	0	43.4	49.6
1100	219	0	0	0	2	25	96	69	22	5	0	0	0	0	0	0	42.8	48.8
1200	173	0	0	0	1	27	71	45	25	2	0	1	1	0	0	0	43.6	51
1300	183	0	0	0	1	28	72	66	15	1	0	0	0	0	0	0	42.7	48.1
1400	223	0	0	0	3	36	92	64	22	3	2	1	0	0	0	0	42.9	49.1
1500	272	0	0	0	10	52	106	83	18	2	1	0	0	0	0	0	41.5	47.6
1600	246	0	0	0	1	23	96	106	18	1	1	0	0	0	0	0	43.4	48.2
1700	259	0	0	0	2	45	100	88	18	2	2	1	0	1	0	0	42.9	48.3
1800	166	0	0	0	1	12	63	63	19	6	1	1	0	0	0	0	44.6	50.4
1900	138	0	0	0	0	4	47	52	22	10	1	1	1	0	0	0	46.1	53.1
2000	120	0	0	0	0	10	38	48	18	5	0	0	1	0	0	0	45.4	51.1
2100	59	0	0	2	3	2	21	22	6	1	2	0	0	0	0	0	43.6	50.4
2200	47	0	0	0	1	4	17	17	5	3	0	0	0	0	0	0	44.3	54.3
2300	14	0	0	0	0	2	3	6	1	1	1	0	0	0	0	0	46.3	56.8
07-19	**3040**	**0**	**0**	**0**	**26**	**345**	**1237**	**1064**	**295**	**46**	**17**	**6**	**2**	**2**	**0**	**0**	**43.5**	**48.9**
06-22	**3540**	**0**	**0**	**2**	**29**	**364**	**1369**	**1257**	**395**	**82**	**24**	**11**	**5**	**2**	**0**	**0**	**43.9**	**49.7**
06-00	**3601**	**0**	**0**	**2**	**30**	**370**	**1389**	**1280**	**401**	**86**	**25**	**11**	**5**	**2**	**0**	**0**	**44**	**49.7**
00-00	**3685**	**0**	**0**	**2**	**30**	**371**	**1408**	**1308**	**418**	**97**	**31**	**12**	**5**	**3**	**0**	**0**	**44.1**	**49.9**

16 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	48.4	-
0100	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	44.2	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46	-
0300	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	48.2	-
0400	12	0	0	0	0	0	0	5	5	1	1	0	0	0	0	0	51.1	61.9
0500	58	0	0	0	0	2	9	17	15	11	1	2	0	1	0	0	51.1	59
0600	188	0	0	0	0	2	26	92	52	10	2	2	2	0	0	0	48.8	53.5
0700	362	0	0	0	0	8	85	176	74	16	2	1	0	0	0	0	46.7	51.7
0800	439	0	0	0	4	59	197	131	37	7	4	0	0	0	0	0	42.9	48.5
0900	280	0	0	0	5	29	115	106	23	0	0	2	0	0	0	0	43.1	48.4
1000	169	0	0	0	1	26	78	45	16	3	0	0	0	0	0	0	42.5	48.7
1100	189	0	0	0	0	15	84	71	10	8	1	0	0	0	0	0	43.8	48.2
1200	205	0	0	0	0	22	102	58	16	5	1	1	0	0	0	0	43.3	48.6
1300	174	0	0	0	3	31	56	61	15	6	1	0	0	1	0	0	43.4	49.5
1400	209	0	0	0	4	21	72	73	35	4	0	0	0	0	0	0	44.2	50.7
1500	288	0	0	0	2	40	124	87	28	6	0	0	1	0	0	0	43.3	48.7
1600	231	0	0	0	0	23	101	77	25	4	0	0	1	0	0	0	43.7	49
1700	218	0	0	0	0	15	100	72	26	2	2	1	0	0	0	0	44	49.6
1800	177	0	0	0	0	20	52	70	27	4	3	1	0	0	0	0	45.1	51.6
1900	135	0	0	0	1	17	37	46	23	9	2	0	0	0	0	0	45.3	52.8
2000	87	0	0	0	1	14	44	20	7	1	0	0	0	0	0	0	42.2	48.1
2100	56	0	0	0	5	9	18	16	5	3	0	0	0	0	0	0	42.4	49.7
2200	35	0	0	1	0	7	10	13	3	1	0	0	0	0	0	0	42.6	49.2
2300	18	0	0	0	1	2	4	5	4	2	0	0	0	0	0	0	44.5	52.6
07-19	**2941**	**0**	**0**	**0**	**19**	**309**	**1166**	**1027**	**332**	**65**	**14**	**6**	**2**	**1**	**0**	**0**	**43.9**	**49.5**
06-22	**3407**	**0**	**0**	**0**	**26**	**351**	**1291**	**1201**	**419**	**88**	**18**	**8**	**4**	**1**	**0**	**0**	**44.2**	**50**
06-00	**3460**	**0**	**0**	**1**	**27**	**360**	**1305**	**1219**	**426**	**91**	**18**	**8**	**4**	**1**	**0**	**0**	**44.1**	**50**
00-00	**3542**	**0**	**0**	**1**	**27**	**362**	**1320**	**1243**	**448**	**105**	**20**	**10**	**4**	**2**	**0**	**0**	**44.3**	**50.2**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**23791**	**2**	**1**	**9**	**182**	**2429**	**8817**	**8247**	**2996**	**778**	**195**	**84**	**32**	**15**	**4**	**0**	**44.4**	**50.3**

K&MTRAFFIC SURVEYS

SITE: LONDON RD, UCKFIELD LOCATION: ATTACHED TO TREES/BUSHES

GRID REFERENCE: 50.986417, 0.099849 DIRECTION: NORTHBOUND SPEED LIMIT: NSL

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages	
	10-Jun	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun	1-5.	1-7.
Hour									
0000-0100	9	8	8	16	5	4	5	6.2	7.9
0100-0200	2	4	7	4	2	4	3	3	3.7
0200-0300	4	0	0	0	2	2	1	1.8	1.3
0300-0400	3	1	7	3	4	9	3	4	4.3
0400-0500	10	14	9	9	10	13	12	11.8	11
0500-0600	57	48	21	13	60	52	58	55	44.1
0600-0700	187	169	73	39	159	183	188	177.2	142.6
0700-0800	404	381	132	100	397	408	362	390.4	312
0800-0900	460	433	211	124	454	457	439	448.6	368.3
0900-1000	258	286	279	197	250	260	280	266.8	258.6
1000-1100	201	188	289	234	191	174	169	184.6	206.6
1100-1200	199	208	271	234	189	219	189	200.8	215.6
1200-1300	203	239	262	218	200	173	205	204	214.3
1300-1400	180	209	222	197	181	183	174	185.4	192.3
1400-1500	202	248	205	153	204	223	209	217.2	206.3
1500-1600	325	335	187	136	287	272	288	301.4	261.4
1600-1700	236	236	186	157	227	246	231	235.2	217
1700-1800	249	249	186	143	218	259	218	238.6	217.4
1800-1900	198	170	150	109	153	166	177	172.8	160.4
1900-2000	168	135	124	109	121	138	135	139.4	132.9
2000-2100	121	97	93	83	74	120	87	99.8	96.4
2100-2200	66	72	67	46	63	59	56	63.2	61.3
2200-2300	43	58	51	28	48	47	35	46.2	44.3
2300-2400	18	23	31	15	13	14	18	17.2	18.9
Totals									
0700-1900	3115	3182	2580	2002	2951	3040	2941	3045.8	2830.1
0600-2200	3657	3655	2937	2279	3368	3540	3407	3525.4	3263.3
0600-0000	3718	3736	3019	2322	3429	3601	3460	3588.8	3326.4
0000-0000	3803	3811	3071	2367	3512	3685	3542	3670.6	3398.7
AM Peak	800	800	1000	1100	800	800	800		
	460	433	289	234	454	457	439		
PM Peak	1500	1500	1200	1200	1500	1500	1500		
	325	335	262	218	287	272	288		

K&MTRAFFIC SURVEYS

SITE: LONDON RD, UCKFIELD LOCATION: ATTACHED TO TREES/BUSHES

GRID REFERENCE: 50.986417, 0.099849 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

10 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	49.8	67.6
0100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	47.7	-
0200	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	64.9	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	63.2	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0500	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	51.3	-
0600	35	30	0	4	0	0	0	0	0	0	0	0	0	1	0	48.8	57.9
0700	116	99	0	15	1	0	0	0	0	0	0	0	0	1	0	48	55.2
0800	314	290	2	20	0	0	0	0	1	0	0	0	0	1	0	44.2	49.8
0900	199	179	0	18	0	0	0	0	1	0	0	0	0	0	1	44.7	50.2
1000	204	176	1	25	0	1	0	0	0	0	1	0	0	0	0	42.5	49.4
1100	211	188	1	21	1	0	0	0	0	0	0	0	0	0	0	43.4	49
1200	229	208	2	13	1	0	0	0	0	0	0	0	0	5	0	44.7	51
1300	223	201	2	18	1	0	0	0	0	0	0	0	0	0	1	45.5	52.2
1400	230	215	1	11	0	0	0	0	0	0	0	0	0	3	0	45.3	51.7
1500	342	314	1	25	0	0	0	0	0	0	0	0	0	2	0	45.1	51.7
1600	362	333	0	27	0	0	0	1	0	0	0	0	0	1	0	45.7	50.7
1700	453	416	2	30	0	2	0	0	0	0	0	0	0	3	0	45.9	51.1
1800	291	258	2	27	0	0	0	0	0	0	0	0	0	4	0	47.8	54.1
1900	208	198	0	9	0	0	0	0	0	0	0	0	0	1	0	47.3	54.3
2000	127	116	0	10	0	0	0	0	0	0	0	0	0	1	0	46.9	53.7
2100	111	99	0	10	0	1	0	0	0	0	0	0	0	1	0	45	51.6
2200	56	51	0	3	0	0	0	0	0	0	0	0	0	2	0	48.1	56.5
2300	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	51	54.7
07-19	**3174**	**2877**	**14**	**250**	**4**	**3**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**20**	**2**	**45.2**	**51.3**
06-22	**3655**	**3320**	**14**	**283**	**4**	**4**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**24**	**2**	**45.4**	**51.6**
06-00	**3738**	**3397**	**14**	**287**	**4**	**4**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**26**	**2**	**45.5**	**51.8**
00-00	**3774**	**3429**	**14**	**290**	**4**	**4**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**27**	**2**	**45.6**	**51.8**

11 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	48.1	53.5
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	46	-
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49.6	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	50.8	-
0500	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	49	-
0600	40	33	0	6	1	0	0	0	0	0	0	0	0	0	0	50.6	57.7
0700	122	97	0	22	2	0	0	0	1	0	0	0	0	0	0	45.6	51.4
0800	302	277	1	21	0	2	0	1	0	0	0	0	0	0	0	43.9	49.8
0900	183	167	0	12	0	2	0	0	0	0	0	0	0	1	1	44.8	51.5
1000	194	173	0	16	1	1	0	0	2	0	0	0	0	1	0	43.3	49.3
1100	209	183	3	18	1	2	0	0	0	0	0	0	0	2	0	44.3	50.3
1200	238	221	0	14	1	1	0	0	0	0	0	0	0	1	0	44	50.6
1300	223	198	1	21	0	0	0	1	0	0	0	0	0	2	0	44.6	51.1
1400	276	249	0	22	1	0	0	0	1	0	0	0	0	3	0	44.2	51.1
1500	376	357	2	16	0	0	0	1	0	0	0	0	0	0	0	45.2	51.5
1600	405	380	0	24	0	0	0	0	0	0	0	0	0	1	0	45.1	51
1700	409	380	2	23	0	0	0	1	0	0	0	0	0	3	0	46.5	52.8
1800	298	272	1	21	0	1	0	0	0	0	0	0	0	3	0	47.4	53.9
1900	172	158	3	9	0	0	0	0	0	0	0	0	0	2	0	47.6	53.5
2000	136	128	2	6	0	0	0	0	0	0	0	0	0	0	0	48.3	54.4
2100	105	105	0	0	0	0	0	0	0	0	0	0	0	0	0	46.6	53.7
2200	59	55	0	4	0	0	0	0	0	0	0	0	0	0	0	49.1	54.8
2300	36	34	0	2	0	0	0	0	0	0	0	0	0	0	0	50.8	58.3
07-19	**3235**	**2954**	**10**	**230**	**6**	**9**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**17**	**1**	**45**	**51.3**
06-22	**3688**	**3378**	**15**	**251**	**7**	**9**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**19**	**1**	**45.4**	**51.7**
06-00	**3783**	**3467**	**15**	**257**	**7**	**9**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**19**	**1**	**45.5**	**51.9**
00-00	**3818**	**3497**	**15**	**262**	**7**	**9**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**19**	**1**	**45.5**	**52**

12 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	51.4
0100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	49.8	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	56.5	-
0300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	53.5	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	45	-

0500	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	49.5	-
0600	17	13	0	4	0	0	0	0	0	0	0	0	0	0	0	46.1	53.6
0700	48	40	0	8	0	0	0	0	0	0	0	0	0	0	0	46.9	53.2
0800	134	120	0	12	0	0	0	1	1	0	0	0	0	0	0	46.3	55
0900	171	153	0	13	0	0	0	1	2	0	0	0	0	1	1	44.8	52.3
1000	249	229	1	14	0	0	0	0	0	0	0	0	0	3	2	43.6	50.3
1100	255	239	2	10	0	0	0	2	0	0	0	0	0	1	1	44.5	51.1
1200	275	261	1	9	0	0	0	0	0	0	0	0	0	4	0	45.5	50.6
1300	260	234	0	21	0	2	0	0	0	0	0	0	0	3	0	45.6	52.2
1400	217	210	0	5	1	1	0	0	0	0	0	0	0	0	0	44.1	51.1
1500	241	223	0	12	0	0	0	0	0	0	0	0	0	5	1	45.7	52.6
1600	248	236	2	7	0	0	0	0	0	0	0	0	0	3	0	46.7	52
1700	241	224	0	11	0	0	0	0	0	0	0	0	0	6	0	47.4	54.5
1800	194	180	1	10	0	0	1	0	0	0	0	0	0	2	0	46.4	53.6
1900	148	139	1	7	0	0	0	0	0	0	0	0	0	1	0	47.6	55.5
2000	116	109	0	7	0	0	0	0	0	0	0	0	0	0	0	48.4	56.5
2100	73	72	0	1	0	0	0	0	0	0	0	0	0	0	0	46.2	53.9
2200	69	67	1	0	0	0	0	0	0	0	0	0	0	1	0	47.6	56.7
2300	49	45	0	4	0	0	0	0	0	0	0	0	0	0	0	46.7	52.8
07-19	**2533**	**2349**	**7**	**132**	**1**	**3**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**28**	**5**	**45.5**	**52.1**
06-22	**2887**	**2682**	**8**	**151**	**1**	**3**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**29**	**5**	**45.8**	**52.6**
06-00	**3005**	**2794**	**9**	**155**	**1**	**3**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**30**	**5**	**45.8**	**52.7**
00-00	**3059**	**2843**	**9**	**160**	**1**	**3**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**30**	**5**	**45.9**	**52.8**

13 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	51.3	60
0100	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	51.8	71.8
0200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	46	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	9	7	0	1	0	0	0	0	0	0	0	0	0	1	0	50.5	-
0600	12	9	0	2	0	0	0	0	0	0	0	0	0	1	0	48.1	55.9
0700	34	28	1	4	0	0	0	0	0	0	0	0	0	1	0	52.5	59.7
0800	53	48	0	4	0	0	0	0	0	0	0	0	0	0	1	46.6	52.7
0900	123	110	0	9	0	1	1	0	0	0	0	0	0	0	2	44.9	53.7
1000	195	181	0	7	0	0	0	0	1	0	0	0	0	6	0	46	53.5
1100	222	211	0	8	1	0	0	0	0	0	0	0	0	2	0	44.9	52.2
1200	266	248	1	12	0	0	0	0	0	0	0	0	0	4	1	45.2	51.7
1300	225	207	0	12	0	1	0	0	0	0	0	0	0	3	2	46.3	55

1400	171	161	2	5	0	1	0	0	0	0	0	0	0	2	0	45.6	51.9
1500	163	158	0	4	0	0	0	0	0	0	0	0	0	1	0	46.8	54.6
1600	211	197	1	7	0	0	0	1	0	0	0	0	0	4	1	47.3	53.6
1700	183	171	0	7	0	0	2	0	0	0	0	0	0	3	0	48.8	56.2
1800	165	159	1	5	0	0	0	0	0	0	0	0	0	0	0	48.2	54.7
1900	116	109	2	4	0	1	0	0	0	0	0	0	0	0	0	47.6	53.8
2000	125	116	0	8	0	0	0	0	0	0	0	0	0	1	0	47.7	55.4
2100	61	55	0	2	0	0	1	1	0	0	0	0	0	2	0	48	56.1
2200	53	49	0	3	0	0	1	0	0	0	0	0	0	0	0	46.9	53.2
2300	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	55.7	74.3
07-19	**2011**	**1879**	**6**	**84**	**1**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**26**	**7**	**46.5**	**53.7**
06-22	**2325**	**2168**	**8**	**100**	**1**	**4**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**30**	**7**	**46.6**	**53.7**
06-00	**2389**	**2227**	**8**	**103**	**1**	**4**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**31**	**7**	**46.7**	**53.7**
00-00	**2451**	**2284**	**8**	**107**	**1**	**4**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**32**	**7**	**46.8**	**53.8**

14 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	52.6	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	56.2	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0400	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	49.3	-
0500	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	50.8	-
0600	33	25	0	5	0	0	0	1	0	0	0	0	0	1	1	49.3	58
0700	119	103	2	13	0	1	0	0	0	0	0	0	0	0	0	46.3	54.2
0800	303	281	0	20	1	0	0	1	0	0	0	0	0	0	0	44.5	49.5
0900	186	160	1	20	0	2	0	1	0	0	0	0	0	2	0	43.9	49.5
1000	190	167	1	17	0	1	0	2	1	0	0	0	0	0	1	43.8	50.8
1100	205	186	1	15	0	0	0	1	0	0	0	0	0	1	1	42.9	49.5
1200	235	212	0	18	0	0	0	0	1	1	0	0	0	3	0	44.3	50.3
1300	200	179	1	18	0	1	0	0	0	0	0	0	0	0	1	45.8	52.2
1400	264	233	1	28	0	0	1	1	0	0	0	0	0	0	0	45.2	51.1
1500	295	268	0	25	0	0	0	1	0	0	0	0	0	1	0	45.2	51
1600	341	309	1	26	0	0	1	0	0	0	0	0	0	4	0	46.4	51.9
1700	417	391	0	22	0	0	0	0	0	0	0	0	0	4	0	46.4	51.4
1800	268	248	0	14	0	0	0	0	0	1	0	0	0	4	1	47.7	53.7
1900	125	110	1	11	0	0	0	0	0	0	0	0	0	3	0	47	54.9
2000	112	108	0	3	0	0	0	0	0	0	0	0	0	1	0	48.6	55.6
2100	79	72	0	3	0	0	0	0	0	1	0	0	0	3	0	47.6	55.7
2200	48	46	0	2	0	0	0	0	0	0	0	0	0	0	0	48.6	56.3

2300	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	53.3	67
07-19	**3023**	**2737**	**8**	**236**	**1**	**5**	**2**	**7**	**2**	**2**	**0**	**0**	**0**	**19**	**4**	**45.3**	**51.4**
06-22	**3372**	**3052**	**9**	**258**	**1**	**5**	**2**	**8**	**2**	**3**	**0**	**0**	**0**	**27**	**5**	**45.6**	**51.9**
06-00	**3440**	**3118**	**9**	**260**	**1**	**5**	**2**	**8**	**2**	**3**	**0**	**0**	**0**	**27**	**5**	**45.7**	**51.9**
00-00	**3470**	**3144**	**9**	**264**	**1**	**5**	**2**	**8**	**2**	**3**	**0**	**0**	**0**	**27**	**5**	**45.7**	**52**

15 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	62.1	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	-
0400	5	2	0	1	2	0	0	0	0	0	0	0	0	0	0	46.6	-
0500	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	53.3	-
0600	39	33	0	6	0	0	0	0	0	0	0	0	0	0	0	46.5	54.4
0700	118	101	1	12	0	0	0	3	1	0	0	0	0	0	0	46.5	52.5
0800	311	275	0	31	1	1	0	0	0	2	0	0	0	0	1	43.3	49.1
0900	193	170	1	18	0	0	1	0	0	1	0	0	0	1	1	44	49.4
1000	189	159	2	26	0	0	0	0	0	1	0	0	0	0	1	45	51.8
1100	213	184	2	24	1	0	0	1	0	0	0	0	0	1	0	43.9	49.7
1200	225	199	1	20	0	0	0	1	1	1	0	0	0	2	0	42.7	47.6
1300	189	168	0	20	0	0	0	0	1	0	0	0	0	0	0	43.9	50.8
1400	225	205	0	14	4	0	0	0	1	0	0	0	0	1	0	45	51.2
1500	319	289	0	27	0	0	1	1	0	0	0	0	0	1	0	44.6	50.2
1600	398	361	1	28	0	0	1	0	0	0	0	0	0	7	0	45.3	51.3
1700	403	371	3	23	0	0	0	0	0	0	0	0	0	6	0	45.7	51.5
1800	299	283	0	12	0	0	0	0	0	0	0	0	0	4	0	46.6	52.2
1900	186	172	0	13	0	0	0	0	0	0	0	0	0	1	0	47.7	54.2
2000	138	130	0	7	0	0	0	0	0	0	0	0	0	1	0	46.9	54.2
2100	85	83	0	2	0	0	0	0	0	0	0	0	0	0	0	47.8	55.2
2200	61	54	0	6	0	0	0	0	0	0	0	0	0	1	0	48.2	54.3
2300	29	27	1	1	0	0	0	0	0	0	0	0	0	0	0	49.9	59.8
07-19	**3082**	**2765**	**11**	**255**	**6**	**1**	**3**	**6**	**4**	**5**	**0**	**0**	**0**	**23**	**3**	**44.8**	**50.9**
06-22	**3530**	**3183**	**11**	**283**	**6**	**1**	**3**	**6**	**4**	**5**	**0**	**0**	**0**	**25**	**3**	**45.1**	**51.2**
06-00	**3620**	**3264**	**12**	**290**	**6**	**1**	**3**	**6**	**4**	**5**	**0**	**0**	**0**	**26**	**3**	**45.2**	**51.3**
00-00	**3649**	**3288**	**12**	**293**	**8**	**1**	**3**	**6**	**4**	**5**	**0**	**0**	**0**	**26**	**3**	**45.2**	**51.3**

16 June 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	55.1	71
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	52.2	-
0200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	57	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	-
0500	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	50	-
0600	35	25	0	9	0	0	0	0	0	0	0	0	0	1	0	47.7	55.7
0700	124	107	0	16	0	0	0	1	0	0	0	0	0	0	0	45.9	51.4
0800	306	272	2	29	2	1	0	0	0	0	0	0	0	0	0	43.2	49
0900	185	163	0	20	0	1	1	0	0	0	0	0	0	0	0	44	50.2
1000	196	164	1	27	0	1	1	0	1	0	0	0	0	0	1	43.3	49.4
1100	191	163	2	22	0	0	0	1	0	0	0	0	0	3	0	44.4	50.8
1200	226	199	1	23	0	0	1	1	0	0	0	0	0	1	0	44.6	50.4
1300	224	189	1	28	0	1	0	0	2	1	0	0	0	1	1	45.5	51.6
1400	238	217	0	16	1	0	0	1	2	0	0	1	0	0	0	45	51.3
1500	335	305	2	26	1	0	0	0	0	0	0	0	0	1	0	44.5	50.5
1600	333	304	1	23	0	0	0	0	0	1	0	0	0	4	0	45.9	51.9
1700	406	394	0	11	1	0	0	0	0	0	0	0	0	0	0	46.7	52.3
1800	272	250	0	19	0	0	0	0	0	1	0	0	0	2	0	46.9	52.6
1900	177	158	0	17	0	0	0	0	0	0	0	0	0	2	0	48.2	53.7
2000	115	104	0	11	0	0	0	0	0	0	0	0	0	0	0	43.9	51.6
2100	81	79	0	1	0	0	0	0	1	0	0	0	0	0	0	42.7	49.1
2200	54	52	0	1	0	0	0	1	0	0	0	0	0	0	0	43.4	51.1
2300	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	50.6	64.7
07-19	**3036**	**2727**	**10**	**260**	**5**	**4**	**3**	**4**	**5**	**3**	**0**	**1**	**0**	**12**	**2**	**45.1**	**51.3**
06-22	**3444**	**3093**	**10**	**298**	**5**	**4**	**3**	**4**	**6**	**3**	**0**	**1**	**0**	**15**	**2**	**45.2**	**51.4**
06-00	**3513**	**3160**	**10**	**299**	**5**	**4**	**3**	**5**	**6**	**3**	**0**	**1**	**0**	**15**	**2**	**45.2**	**51.4**
00-00	**3544**	**3188**	**10**	**302**	**5**	**4**	**3**	**5**	**6**	**3**	**0**	**1**	**0**	**15**	**2**	**45.2**	**51.7**

K&MTRAFFIC SURVEYS

SITE: LONDON RD, UCKFIELD LOCATION: ATTACHED TO TREES/BUSHES

GRID REFERENCE: 50.986417, 0.099849 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

10 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	0	1	3	3	4	0	0	2	0	0	0	0	49.8	67.6
0100	4	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	47.7	-
0200	3	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	64.9	-
0300	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	63.2	-
0400	5	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	41.7	-
0500	10	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	51.3	-
0600	35	0	0	0	0	2	9	7	10	6	1	0	0	0	0	0	48.8	57.9
0700	116	0	0	0	0	2	30	45	24	10	4	1	0	0	0	0	48	55.2
0800	314	0	0	2	1	27	114	122	42	5	1	0	0	0	0	0	44.2	49.8
0900	199	0	0	1	3	13	70	78	25	8	1	0	0	0	0	0	44.7	50.2
1000	204	0	0	0	5	36	80	53	24	6	0	0	0	0	0	0	42.5	49.4
1100	211	0	0	1	5	24	79	74	20	6	2	0	0	0	0	0	43.4	49
1200	229	0	0	0	2	28	77	75	36	9	1	1	0	0	0	0	44.7	51
1300	223	1	0	0	0	16	72	81	44	7	2	0	0	0	0	0	45.5	52.2
1400	230	0	0	0	1	21	73	78	39	16	2	0	0	0	0	0	45.3	51.7
1500	342	0	0	0	0	41	109	119	56	12	4	0	1	0	0	0	45.1	51.7
1600	362	0	0	0	0	18	111	156	60	13	3	1	0	0	0	0	45.7	50.7
1700	453	0	0	0	6	13	135	197	82	16	4	0	0	0	0	0	45.9	51.1
1800	291	0	0	0	3	13	48	117	86	21	2	0	0	1	0	0	47.8	54.1
1900	208	0	0	0	1	9	50	94	31	16	6	1	0	0	0	0	47.3	54.3
2000	127	0	0	0	0	5	39	46	25	9	2	0	0	1	0	0	46.9	53.7
2100	111	0	0	0	0	12	32	46	16	4	0	1	0	0	0	0	45	51.6
2200	56	0	0	1	1	3	12	17	13	5	3	0	0	1	0	0	48.1	56.5
2300	27	0	0	0	0	0	2	12	10	0	1	0	2	0	0	0	51	54.7
07-19	**3174**	**1**	**0**	**4**	**26**	**252**	**998**	**1195**	**538**	**129**	**26**	**3**	**1**	**1**	**0**	**0**	**45.2**	**51.3**
06-22	**3655**	**1**	**0**	**4**	**27**	**280**	**1128**	**1388**	**620**	**164**	**35**	**5**	**1**	**2**	**0**	**0**	**45.4**	**51.6**
06-00	**3738**	**1**	**0**	**5**	**28**	**283**	**1142**	**1417**	**643**	**169**	**39**	**5**	**3**	**3**	**0**	**0**	**45.5**	**51.8**
00-00	**3774**	**1**	**0**	**5**	**28**	**287**	**1147**	**1426**	**654**	**172**	**40**	**7**	**3**	**3**	**1**	**0**	**45.6**	**51.8**

11 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	0	0	7	3	3	0	0	0	0	1	0	0	48.1	53.5
0100	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	46	-
0200	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	46.7	-
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	49.6	-
0400	3	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	50.8	-
0500	10	0	0	0	0	1	1	3	2	3	0	0	0	0	0	0	49	-
0600	40	0	0	0	0	1	4	14	11	8	1	1	0	0	0	0	50.6	57.7
0700	122	0	0	0	1	8	32	50	24	6	1	0	0	0	0	0	45.6	51.4
0800	302	0	0	0	1	34	110	111	38	6	2	0	0	0	0	0	43.9	49.8
0900	183	0	1	0	1	17	63	63	32	5	1	0	0	0	0	0	44.8	51.5
1000	194	1	0	0	6	27	60	76	14	8	1	1	0	0	0	0	43.3	49.3
1100	209	0	0	0	4	15	75	80	31	3	1	0	0	0	0	0	44.3	50.3
1200	238	0	0	0	5	36	71	84	37	3	1	0	0	0	1	0	44	50.6
1300	223	0	0	0	5	21	75	74	40	7	0	0	1	0	0	0	44.6	51.1
1400	276	0	0	2	1	33	91	97	45	6	1	0	0	0	0	0	44.2	51.1
1500	376	0	0	0	3	25	124	136	70	15	3	0	0	0	0	0	45.2	51.5
1600	405	0	0	1	6	25	123	172	60	15	3	0	0	0	0	0	45.1	51
1700	409	0	0	0	0	16	119	172	70	27	4	1	0	0	0	0	46.5	52.8
1800	298	0	0	0	0	14	77	111	71	13	7	2	1	2	0	0	47.4	53.9
1900	172	0	0	0	1	5	41	70	38	10	4	2	1	0	0	0	47.6	53.5
2000	136	0	0	0	1	4	26	51	39	8	6	1	0	0	0	0	48.3	54.4
2100	105	0	0	0	1	9	32	33	18	6	1	2	3	0	0	0	46.6	53.7
2200	59	0	0	0	0	1	12	22	18	4	1	0	0	0	1	0	49.1	54.8
2300	36	0	0	0	1	2	5	9	10	6	1	0	2	0	0	0	50.8	58.3
07-19	**3235**	**1**	**1**	**3**	**33**	**271**	**1020**	**1226**	**532**	**114**	**25**	**4**	**2**	**2**	**1**	**0**	**45**	**51.3**
06-22	**3688**	**1**	**1**	**3**	**36**	**290**	**1123**	**1394**	**638**	**146**	**37**	**10**	**6**	**2**	**1**	**0**	**45.4**	**51.7**
06-00	**3783**	**1**	**1**	**3**	**37**	**293**	**1140**	**1425**	**666**	**156**	**39**	**10**	**8**	**2**	**2**	**0**	**45.5**	**51.9**
00-00	**3818**	**1**	**1**	**3**	**37**	**294**	**1150**	**1437**	**673**	**159**	**40**	**10**	**8**	**3**	**2**	**0**	**45.5**	**52**

12 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	18	0	0	0	0	1	7	5	4	0	1	0	0	0	0	0	45.5	51.4
0100	10	0	0	0	0	0	3	1	4	2	0	0	0	0	0	0	49.8	-
0200	5	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	56.5	-
0300	7	0	0	0	0	0	1	1	1	4	0	0	0	0	0	0	53.5	-
0400	5	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	45	-

0500	9	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	49.5	-	
0600	17	0	0	0	1	1	2	8	3	2	0	0	0	0	0	0	46.1		53.6
0700	48	0	0	0	1	3	13	17	9	3	1	0	0	0	1	0	46.9		53.2
0800	134	0	0	0	0	7	52	46	12	9	3	5	0	0	0	0	46.3		55
0900	171	1	1	1	4	16	46	60	30	9	3	0	0	0	0	0	44.8		52.3
1000	249	2	0	0	7	27	87	85	31	8	2	0	0	0	0	0	43.6		50.3
1100	255	2	0	1	8	25	66	96	44	10	2	1	0	0	0	0	44.5		51.1
1200	275	0	0	0	2	21	64	137	40	11	0	0	0	0	0	0	45.5		50.6
1300	260	0	0	0	0	18	87	99	37	14	2	2	1	0	0	0	45.6		52.2
1400	217	0	0	2	4	30	71	67	29	13	0	1	0	0	0	0	44.1		51.1
1500	241	1	0	0	2	25	69	82	42	13	4	2	1	0	0	0	45.7		52.6
1600	248	0	0	0	0	15	64	96	57	11	3	1	1	0	0	0	46.7		52
1700	241	0	0	0	1	15	46	102	54	15	6	1	1	0	0	0	47.4		54.5
1800	194	0	0	0	5	11	44	86	34	9	3	0	1	1	0	0	46.4		53.6
1900	148	0	0	0	3	10	32	49	35	15	3	1	0	0	0	0	47.6		55.5
2000	116	0	0	0	1	3	24	52	16	13	4	2	1	0	0	0	48.4		56.5
2100	73	0	0	0	2	4	20	25	19	1	1	0	1	0	0	0	46.2		53.9
2200	69	0	0	0	3	3	18	18	15	8	3	1	0	0	0	0	47.6		56.7
2300	49	0	0	0	0	3	10	24	7	2	3	0	0	0	0	0	46.7		52.8
07-19	**2533**	**6**	**1**	**4**	**34**	**213**	**709**	**973**	**419**	**125**	**29**	**13**	**5**	**1**	**1**	**0**	**45.5**		**52.1**
06-22	**2887**	**6**	**1**	**4**	**41**	**231**	**787**	**1107**	**492**	**156**	**37**	**16**	**7**	**1**	**1**	**0**	**45.8**		**52.6**
06-00	**3005**	**6**	**1**	**4**	**44**	**237**	**815**	**1149**	**514**	**166**	**43**	**17**	**7**	**1**	**1**	**0**	**45.8**		**52.7**
00-00	**3059**	**6**	**1**	**4**	**44**	**239**	**828**	**1163**	**529**	**174**	**44**	**18**	**7**	**1**	**1**	**0**	**45.9**		**52.8**

13 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	29	0	0	0	1	2	1	10	9	2	2	0	0	1	1	0	51.3	60
0100	17	0	0	0	0	1	3	5	4	1	0	2	0	1	0	0	51.8	71.8
0200	5	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	46	-
0300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	9	0	0	0	0	0	2	1	3	3	0	0	0	0	0	0	50.5	-
0600	12	0	0	0	0	1	4	3	3	0	0	1	0	0	0	0	48.1	55.9
0700	34	0	0	0	0	1	5	8	10	6	2	1	0	0	0	1	52.5	59.7
0800	53	0	1	0	0	2	13	19	14	1	3	0	0	0	0	0	46.6	52.7
0900	123	4	0	0	1	7	38	39	23	7	3	1	0	0	0	0	44.9	53.7
1000	195	0	0	0	1	10	65	69	39	8	1	1	1	0	0	0	46	53.5
1100	222	0	0	4	2	21	66	75	46	6	2	0	0	0	0	0	44.9	52.2
1200	266	1	0	0	5	16	84	100	47	12	1	0	0	0	0	0	45.2	51.7
1300	225	2	2	2	4	16	54	69	51	20	4	1	0	0	0	0	46.3	55

1400	171	0	0	0	2	13	57	65	22	8	1	2	1	0	0	0	45.6	51.9
1500	163	0	0	0	1	5	48	60	34	12	3	0	0	0	0	0	46.8	54.6
1600	211	0	0	0	1	10	57	77	44	15	2	1	2	2	0	0	47.3	53.6
1700	183	0	0	0	1	8	26	71	46	26	4	1	0	0	0	0	48.8	56.2
1800	165	0	0	0	3	2	33	59	53	10	5	0	0	0	0	0	48.2	54.7
1900	116	0	0	1	0	2	28	53	18	11	2	0	1	0	0	0	47.6	53.8
2000	125	0	0	0	0	7	28	42	31	15	2	0	0	0	0	0	47.7	55.4
2100	61	0	0	0	1	2	14	24	11	5	1	1	2	0	0	0	48	56.1
2200	53	0	0	0	0	4	13	22	7	4	1	1	0	1	0	0	46.9	53.2
2300	11	0	0	0	0	0	2	2	3	1	1	1	1	0	0	0	55.7	74.3
07-19	**2011**	**7**	**3**	**6**	**21**	**111**	**546**	**711**	**429**	**131**	**31**	**8**	**4**	**2**	**0**	**1**	**46.5**	**53.7**
06-22	**2325**	**7**	**3**	**7**	**22**	**123**	**620**	**833**	**492**	**162**	**36**	**10**	**7**	**2**	**0**	**1**	**46.6**	**53.7**
06-00	**2389**	**7**	**3**	**7**	**22**	**127**	**635**	**857**	**502**	**167**	**38**	**12**	**8**	**3**	**0**	**1**	**46.7**	**53.7**
00-00	**2451**	**7**	**3**	**7**	**23**	**131**	**641**	**877**	**520**	**173**	**40**	**14**	**8**	**5**	**1**	**1**	**46.8**	**53.8**

14 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	0	1	1	2	1	0	1	0	0	0	1	0	52.6	-
0100	4	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	56.2	-
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.1	-
0300	3	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	46.8	-
0400	6	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	49.3	-
0500	8	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	50.8	-
0600	33	0	1	0	0	0	4	14	8	5	1	0	0	0	0	0	49.3	58
0700	119	0	0	2	2	7	26	44	31	6	0	1	0	0	0	0	46.3	54.2
0800	303	0	0	0	0	20	113	128	33	8	1	0	0	0	0	0	44.5	49.5
0900	186	0	0	0	3	24	65	67	22	2	2	0	1	0	0	0	43.9	49.5
1000	190	1	0	0	4	21	71	62	23	6	0	2	0	0	0	0	43.8	50.8
1100	205	0	1	0	4	29	79	62	24	6	0	0	0	0	0	0	42.9	49.5
1200	235	0	0	0	0	23	82	88	36	5	1	0	0	0	0	0	44.3	50.3
1300	200	0	1	0	0	17	60	72	36	10	2	1	1	0	0	0	45.8	52.2
1400	264	0	0	0	1	26	82	101	41	9	2	2	0	0	0	0	45.2	51.1
1500	295	0	0	1	5	19	90	117	51	11	0	0	0	1	0	0	45.2	51
1600	341	0	0	1	0	12	107	135	65	15	4	0	2	0	0	0	46.4	51.9
1700	417	0	0	0	3	16	105	195	73	20	4	1	0	0	0	0	46.4	51.4
1800	268	1	0	0	0	12	47	108	79	17	3	0	1	0	0	0	47.7	53.7
1900	125	0	0	0	0	12	32	44	22	8	4	2	0	0	1	0	47	54.9
2000	112	0	0	0	0	8	22	35	31	10	3	1	1	1	0	0	48.6	55.6
2100	79	0	0	0	1	8	16	24	21	3	5	1	0	0	0	0	47.6	55.7
2200	48	0	0	0	0	3	9	20	9	5	1	0	0	0	1	0	48.6	56.3

2300	20	0	0	0	0	0	2	8	4	3	0	2	0	1	0	0	53.3	67
07-19	**3023**	**2**	**2**	**4**	**22**	**226**	**927**	**1179**	**514**	**115**	**19**	**7**	**5**	**1**	**0**	**0**	**45.3**	**51.4**
06-22	**3372**	**2**	**3**	**4**	**23**	**254**	**1001**	**1296**	**596**	**141**	**32**	**11**	**6**	**2**	**1**	**0**	**45.6**	**51.9**
06-00	**3440**	**2**	**3**	**4**	**23**	**257**	**1012**	**1324**	**609**	**149**	**33**	**13**	**6**	**3**	**2**	**0**	**45.7**	**51.9**
00-00	**3470**	**2**	**3**	**4**	**23**	**259**	**1018**	**1331**	**617**	**154**	**34**	**13**	**6**	**3**	**3**	**0**	**45.7**	**52**

15 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	46.8	-
0100	6	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	47.9	-
0200	4	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	62.1	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.9	-
0400	5	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	46.6	-
0500	9	0	0	0	0	0	0	4	2	2	0	1	0	0	0	0	53.3	-
0600	39	0	0	0	1	2	10	17	5	3	0	1	0	0	0	0	46.5	54.4
0700	118	0	0	0	0	9	24	50	27	8	0	0	0	0	0	0	46.5	52.5
0800	311	1	4	2	4	24	122	111	38	3	0	2	0	0	0	0	43.3	49.1
0900	193	1	0	0	3	11	75	78	16	8	1	0	0	0	0	0	44	49.4
1000	189	0	1	0	2	14	61	73	26	7	3	1	0	1	0	0	45	51.8
1100	213	0	0	0	2	27	72	80	24	6	2	0	0	0	0	0	43.9	49.7
1200	225	0	0	0	4	28	100	74	12	5	1	1	0	0	0	0	42.7	47.6
1300	189	0	0	0	3	27	69	59	19	8	2	0	0	1	0	1	43.9	50.8
1400	225	0	0	0	2	22	67	87	36	9	2	0	0	0	0	0	45	51.2
1500	319	0	0	0	1	38	98	131	35	13	2	0	1	0	0	0	44.6	50.2
1600	398	0	0	0	2	27	121	158	75	12	1	2	0	0	0	0	45.3	51.3
1700	403	0	0	0	4	26	121	150	80	13	6	3	0	0	0	0	45.7	51.5
1800	299	0	0	0	0	14	88	116	58	18	4	0	1	0	0	0	46.6	52.2
1900	186	0	0	0	0	9	33	84	44	15	1	0	0	0	0	0	47.7	54.2
2000	138	0	0	0	0	17	29	47	30	11	1	1	2	0	0	0	46.9	54.2
2100	85	0	0	0	1	3	21	32	16	9	0	2	1	0	0	0	47.8	55.2
2200	61	0	0	1	0	2	13	24	14	5	0	0	0	2	0	0	48.2	54.3
2300	29	0	0	0	0	1	7	8	8	2	1	1	1	0	0	0	49.9	59.8
07-19	**3082**	**2**	**5**	**2**	**27**	**267**	**1018**	**1167**	**446**	**110**	**24**	**9**	**2**	**2**	**0**	**1**	**44.8**	**50.9**
06-22	**3530**	**2**	**5**	**2**	**29**	**298**	**1111**	**1347**	**541**	**148**	**26**	**13**	**5**	**2**	**0**	**1**	**45.1**	**51.2**
06-00	**3620**	**2**	**5**	**3**	**29**	**301**	**1131**	**1379**	**563**	**155**	**27**	**14**	**6**	**4**	**0**	**1**	**45.2**	**51.3**
00-00	**3649**	**2**	**5**	**3**	**30**	**301**	**1135**	**1389**	**569**	**160**	**28**	**15**	**7**	**4**	**0**	**1**	**45.2**	**51.3**

16 June 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	0	1	1	3	3	1	2	1	1	0	0	0	55.1	71
0100	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	52.2	-
0200	5	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	57	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	43.9	-
0500	8	0	0	0	0	0	1	4	1	2	0	0	0	0	0	0	50	-
0600	35	0	1	0	0	2	5	14	8	4	0	1	0	0	0	0	47.7	55.7
0700	124	0	0	0	0	6	34	59	21	4	0	0	0	0	0	0	45.9	51.4
0800	306	0	0	1	4	42	121	102	25	10	1	0	0	0	0	0	43.2	49
0900	185	0	0	0	1	29	64	61	18	8	4	0	0	0	0	0	44	50.2
1000	196	1	0	0	4	23	74	68	21	4	1	0	0	0	0	0	43.3	49.4
1100	191	0	0	0	0	22	75	59	27	7	0	1	0	0	0	0	44.4	50.8
1200	226	0	0	0	0	17	98	69	29	11	2	0	0	0	0	0	44.6	50.4
1300	224	1	0	0	2	11	67	93	38	12	0	0	0	0	0	0	45.5	51.6
1400	238	0	0	0	2	25	72	86	39	12	2	0	0	0	0	0	45	51.3
1500	335	0	0	0	2	43	102	130	47	9	1	1	0	0	0	0	44.5	50.5
1600	333	0	0	0	4	19	110	117	56	21	4	1	1	0	0	0	45.9	51.9
1700	406	0	0	0	0	17	114	163	82	23	5	1	0	0	0	1	46.7	52.3
1800	272	0	0	0	1	15	63	113	61	13	5	1	0	0	0	0	46.9	52.6
1900	177	0	0	0	0	7	27	81	43	11	5	3	0	0	0	0	48.2	53.7
2000	115	0	0	0	3	15	46	28	15	5	3	0	0	0	0	0	43.9	51.6
2100	81	0	0	0	0	17	36	17	6	4	1	0	0	0	0	0	42.7	49.1
2200	54	0	0	0	0	9	23	14	5	2	1	0	0	0	0	0	43.4	51.1
2300	15	0	0	0	0	2	4	2	2	1	3	0	1	0	0	0	50.6	64.7
07-19	**3036**	**2**	**0**	**1**	**20**	**269**	**994**	**1120**	**464**	**134**	**25**	**5**	**1**	**0**	**0**	**1**	**45.1**	**51.3**
06-22	**3444**	**2**	**1**	**1**	**23**	**310**	**1108**	**1260**	**536**	**158**	**34**	**9**	**1**	**0**	**0**	**1**	**45.2**	**51.4**
06-00	**3513**	**2**	**1**	**1**	**23**	**321**	**1135**	**1276**	**543**	**161**	**38**	**9**	**2**	**0**	**0**	**1**	**45.2**	**51.4**
00-00	**3544**	**2**	**1**	**1**	**23**	**323**	**1138**	**1285**	**548**	**167**	**42**	**10**	**3**	**0**	**0**	**1**	**45.2**	**51.7**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**23765**	**21**	**14**	**27**	**208**	**1834**	**7057**	**8908**	**4110**	**1159**	**268**	**87**	**42**	**19**	**8**	**3**	**45.7**	**52.1**

K&MTRAFFIC SURVEYS

SITE: LONDON RD, UCKFIELD LOCATION: ATTACHED TO TREES/BUSHES

GRID REFERENCE: 50.986417, 0.099849 DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages	
	10-Jun	11-Jun	12-Jun	13-Jun	14-Jun	15-Jun	16-Jun	1-5.	1-7.
Hour									
0000-0100	13	14	18	29	7	4	13	10.2	14
0100-0200	4	3	10	17	4	6	2	3.8	6.6
0200-0300	3	3	5	5	2	4	5	3.4	3.9
0300-0400	1	2	7	2	3	1	0	1.4	2.3
0400-0500	5	3	5	0	6	5	3	4.4	3.9
0500-0600	10	10	9	9	8	9	8	9	9
0600-0700	35	40	17	12	33	39	35	36.4	30.1
0700-0800	116	122	48	34	119	118	124	119.8	97.3
0800-0900	314	302	134	53	303	311	306	307.2	246.1
0900-1000	199	183	171	123	186	193	185	189.2	177.1
1000-1100	204	194	249	195	190	189	196	194.6	202.4
1100-1200	211	209	255	222	205	213	191	205.8	215.1
1200-1300	229	238	275	266	235	225	226	230.6	242
1300-1400	223	223	260	225	200	189	224	211.8	220.6
1400-1500	230	276	217	171	264	225	238	246.6	231.6
1500-1600	342	376	241	163	295	319	335	333.4	295.9
1600-1700	362	405	248	211	341	398	333	367.8	328.3
1700-1800	453	409	241	183	417	403	406	417.6	358.9
1800-1900	291	298	194	165	268	299	272	285.6	255.3
1900-2000	208	172	148	116	125	186	177	173.6	161.7
2000-2100	127	136	116	125	112	138	115	125.6	124.1
2100-2200	111	105	73	61	79	85	81	92.2	85
2200-2300	56	59	69	53	48	61	54	55.6	57.1
2300-2400	27	36	49	11	20	29	15	25.4	26.7
Totals									
0700-1900	3174	3235	2533	2011	3023	3082	3036	3110	2870.6
0600-2200	3655	3688	2887	2325	3372	3530	3444	3537.8	3271.6
0600-0000	3738	3783	3005	2389	3440	3620	3513	3618.8	3355.4
0000-0000	3774	3818	3059	2451	3470	3649	3544	3651	3395
AM Peak	800	800	1100	1100	800	800	800		
	314	302	255	222	303	311	306		
PM Peak	1700	1700	1200	1200	1700	1700	1700		
	453	409	275	266	417	403	406		

APPENDIX
G



Road Safety Audit Stage 1

Access to London Road, Uckfield

Client: DHA

Road Safety Answers reference no: RSA499

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VAT registration number: 258 9498 33

Control Sheet

	Name	Date	Signature
Author	Paul Martin	07/12/2021	
Checker	David Dodd	08/12/2021	
Authoriser	Paul Martin	08/12/2021	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA499	Final	08/12/2021

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for access to London Road, Uckfield for DHA at the request of East Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during December 2021.

1.2 The audit team members were as follows:

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

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

1.3 The audit comprised an examination of the documents listed in **Appendix A,** and included the drawings supplied by James Marsh of DHA. The site was visited by the Audit Team, together, on Tuesday 7th December 2021 between 10.40 and 11.05 hours. The weather was light rain at times and the road surface was damp. Traffic, cycle and pedestrian flows were light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

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

1.6 The purpose of the scheme is to provide access to a residential development of 69 houses on land at Mockbeggars Farm.

1.7 The scheme consists the following elements:

- A priority junction onto the eastern side of London Road, within the national speed limit, approximately 150m north of the 40mph zone;
- The priority junction to have visibility splays of 171m south x 2.4m x 215m north although, in reality, the visibility southwards will be far greater to oncoming vehicles;

- The priority junction to have 8m shoulder radii, and serving a 5.5m wide access road with a footway on its southern side;
- The footway leaving the development to continue around the southern shoulder of the junction to a point a few metres south of the tangent point with London Road, where an uncontrolled pedestrian crossing point, with dropped kerbs and tactile paving on either side of London Road, will be installed.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in this report, unless these existing facilities are likely to engender a safety problem with the new proposals.

1.9 The auditors are not aware of any previous road safety audits having been carried out on these, or similar, proposals.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The proposed priority junction serving the development.

Summary: Risk of side impact collisions of high severity.

Although adequate visibility can be provided at the junction, in accordance with both Manual for Streets and Design Manual for Roads and Bridges, some drivers waiting to exit a side road experience difficulties judging the speed of an approaching vehicle, and the gaps between approaching vehicles, especially when the speeds are high, such as in a national speed limit area, and where drivers on the main road are anticipating being able to make faster progress when leaving a lower speed limit in an urban area. This will lead to an unnecessarily high risk of side impact collisions at the development junction.

RECOMMENDATION

The existing 40mph speed limit starting point should be extended northwards to a point an appropriate distance north of the proposed development junction.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – The proposed uncontrolled pedestrian crossing point on London Road.

Summary: Risk of left turning vehicles from the development colliding with pedestrians on the crossing.

Some drivers turn left from a side road without adequately looking to the left, only concerned about drivers from their right to whom they will have to give way. If this occurs when a pedestrian is using the crossing point there will be a risk of a collision between the pedestrian and the left turning vehicle.

RECOMMENDATION

The uncontrolled pedestrian crossing should either be located further away from the junction, or should be located on the north side of the development junction. If the latter is the case, the footway within the development should, therefore, be on the north side of the access road.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Location: C – The access road approach to London Road.

Summary: Risk of side impact collisions if side road vehicles unintentionally roll onto London Road.

The development land is some 2m higher than London Road. If the gradient of the access road is too steep approaching the give way lines, an exiting vehicle may unintentionally roll onto London Road whilst waiting to manoeuvre, increasing the risk of side impact collisions.

RECOMMENDATION

A relatively flat dwell area should be designed into the access road near the give way lines.

Design Team Response:

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119, with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

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

Signed

Date 08/11/2021

Audit Team Member

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

Signed

Date 08/11/2021

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Kent, TN15 8SA

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☐ paulmartin@roadsafetyanswers.co.uk
☐☐ www.roadsafetyanswers.co.uk

4. Design Team and Overseeing Organisation Statements

Design Team Leader

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

Name:

Organisation:

Signed:

Date:

Overseeing Organisation (Highway Authority) Project Manager

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

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

15675 - H-01 Rev P1 Access Design.pdf

15675 - H-02 Rev P1 Pedestrian Crossing.pdf

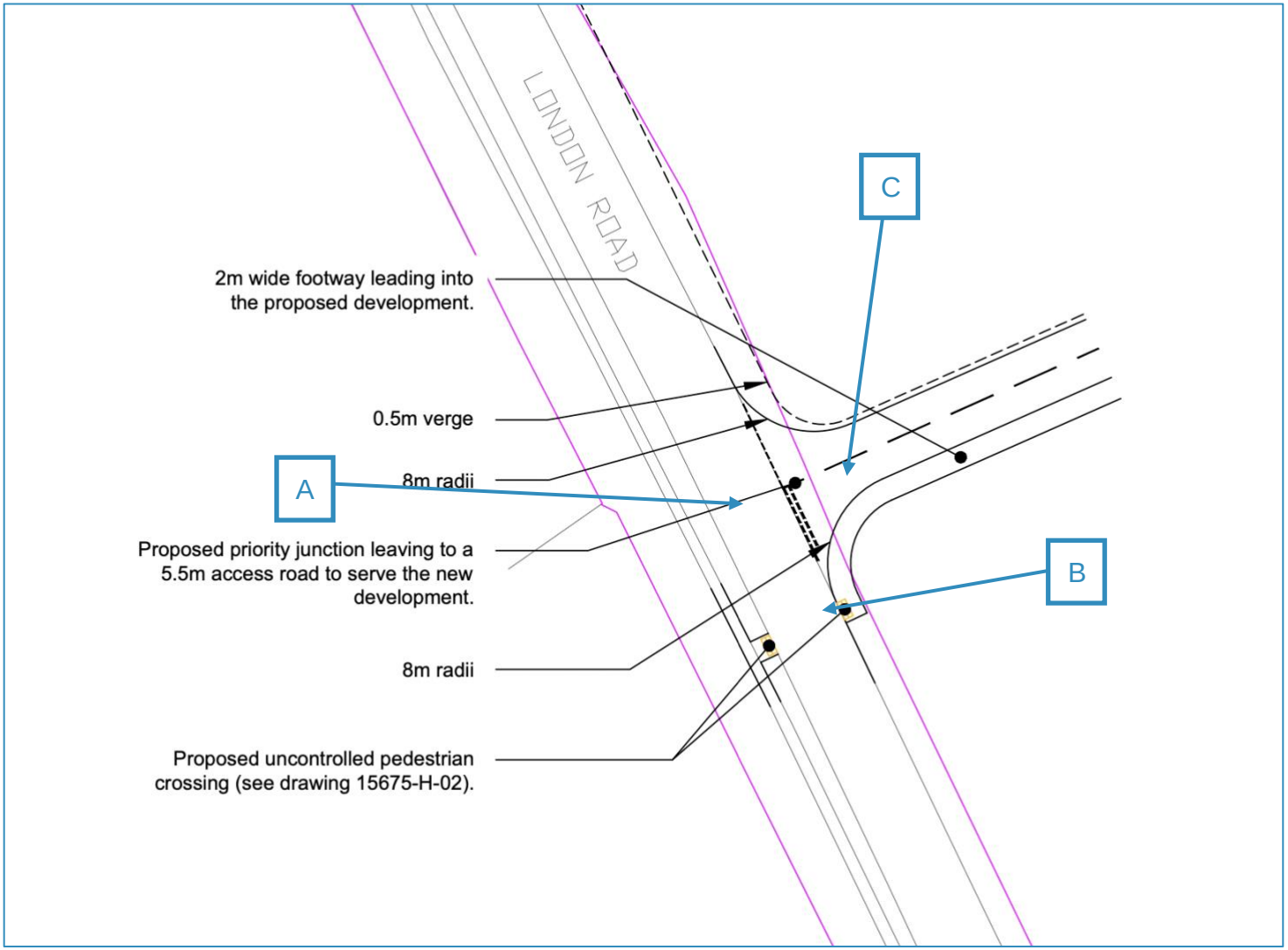
15675 - T-01 Rev P1 Refuse.pdf

Appendix B

The following plan shows the location of the scheme



Problems Location Plan



APPENDIX
H

Project Details – Land at London Road, Uckfield

Date – 14/12/21

Consultant/Design Engineer – DHA

Contact – James Marsh 01622 776226

Road Safety Audit Stage 1
This response is to the issues raised in the Stage 1 RSA report, prepared by Road Safety Answers dated 8th December 2021. Ref RSA499

Authorisation sheet

Prepared by:	
Name:	**James Marsh**
Position	**Senior Transport Technician**
Signed:	
Organisation	**DHA**
Date:	**14/12/2021**
Approved by:	
Name:	**Chris Smoker**
Position	**Associate Director**
Signed:	
Organisation:	**DHA**
Date:	**14/12/2021**

Introduction

The scheme at London Road, Uckfield comprises the development of 65 residential dwellings. This Stage 1 Road Safety Audit was prepared by Road Safety Answers on 8th December 2021 to assess the proposed site access and uncontrolled pedestrian crossing. This Designer's Response was produced by James Marsh of DHA, approved by Chris Smoker of DHA and reviewed by the overseeing organisation of East Sussex County Council.

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	**Location: A –** The proposed priority junction serving the development. **Summary:** Risk of side impact collisions of high severity. Although adequate visibility can be provided at the junction, in accordance with both Manual for Streets and Design Manual for Roads and Bridges, some drivers waiting to exit a side road experience difficulties judging speed of an approaching vehicle, and the gaps between approaching vehicles, especially when the speeds are high such as in a nation speed limit area, and where drivers on the main road are anticipating being able to make faster progress when leaving a lower speed limit in an urban area. This will lead to an unnecessarily high risk of side impact collisions at the development junction.	The existing 40mph speed limit starting point should be extended northwards to a point an appropriate distance north of the proposed development junction.	**Noted.** While we note the points raised in relation to the relocation of the speed limit, it is unlikely that the character of the road is to substantially change as part of the proposed application besides the construction of access and crossing point. Due to the limited change in nature, we would view that there may not be sufficient justification to relocate the speed limit as vehicles are still likely to travel at the same speed as the existing situation. If the Highways Authority agree that the speed limit should be relocated, we will attempt to complete a TRO for the relocation of the speed limit.		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.2	**Location: B –** The proposed uncontrolled pedestrian crossing point on London Road. **Summary:** Risk of left turning vehicles from the development colliding with pedestrians on the crossing. Some drivers turn left from a side road without adequately looking to the left, only concerned about drivers from their right to whom they will have to give way. If this occurs when a pedestrian is using the crossing point there will be a risk of a collision between the pedestrian and the left turning vehicles.	The uncontrolled pedestrian crossing should either be located further away from the junction or should be located on the north side of the development junction. If the latter is the case, the footway within the development should, therefore, be on the north side of the access road.	**Agreed** The pedestrian crossing has been relocated a further 10m south from the access point in order to reduce any chance of vehicle to pedestrian collisions.		
2.3	**Location: C –** The access road approach to London Road. **Summary:** Risk of side impact collisions if side road vehicles unintentionally roll onto London Road.	A relatively flat dwell area should be designed into the access road near the give way lines.	**Agreed.** At the detailed design phase, levels will be reviewed where an initial dwell area with maximum gradient of 1:25 will be reviewed.		

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	The development land is some 2m higher than London Road. If the gradient of the access road is too steep approaching the give way lines, an exiting vehicle may unintentionally roll onto London Road whilst waiting to manoeuvre, increasing the risk of side impact collisions.				

Design Organisation and Overseeing Organisation Statements

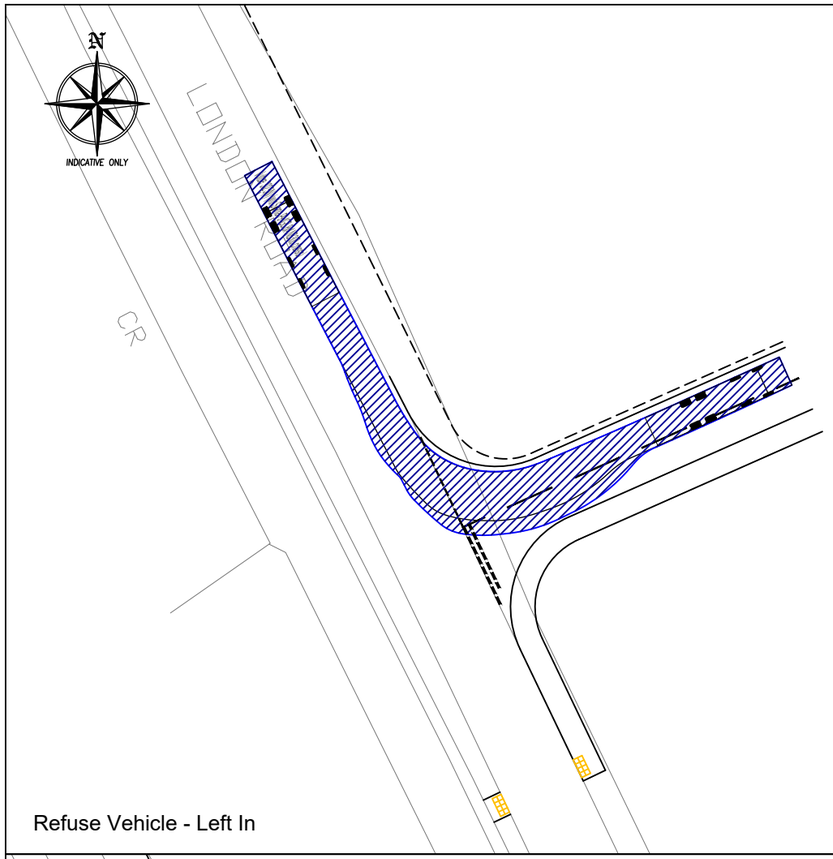
On behalf of the design organisation I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**	
Name:	**James Marsh**
Signed:	
Position:	**Senior Transport Technician**
Organisation:	**DHA**
Date:	

On behalf of the overseeing Organisation I certify that: **1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) The agreed RSA actions will be progressed.**	
Name:	
Signed:	
Position:	

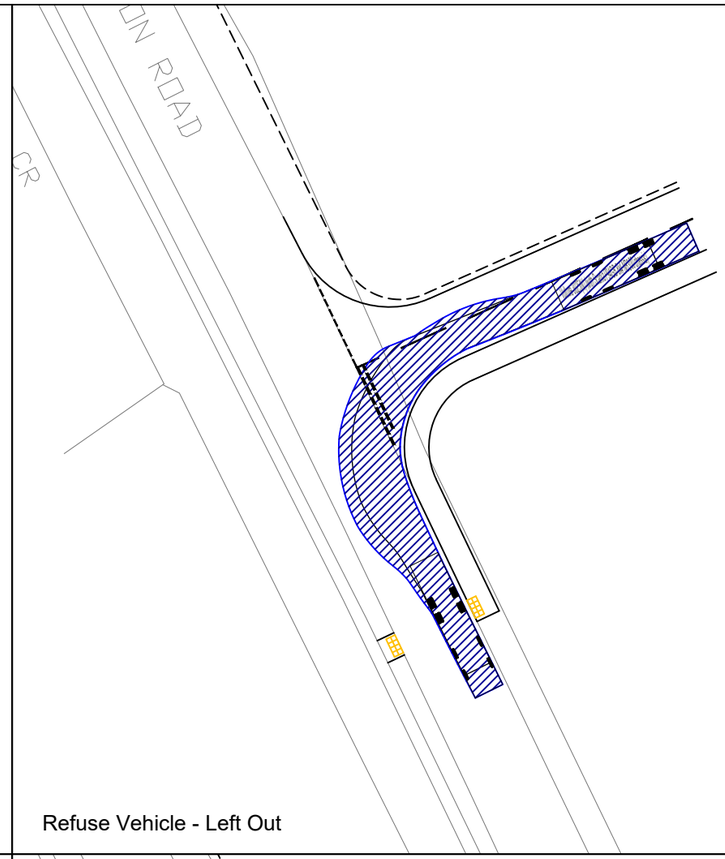
Organisation:	
Date:	

APPENDIX
I

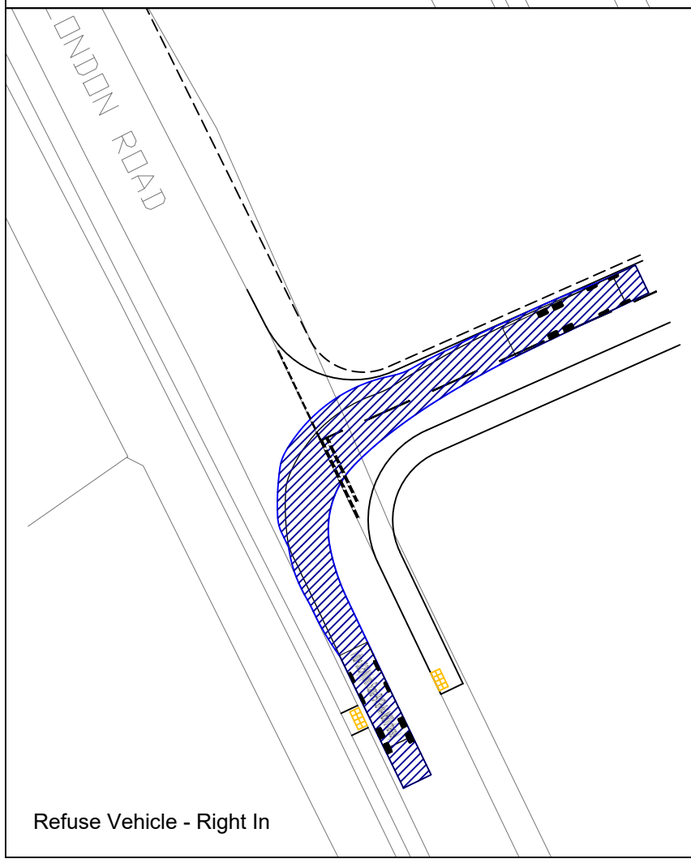




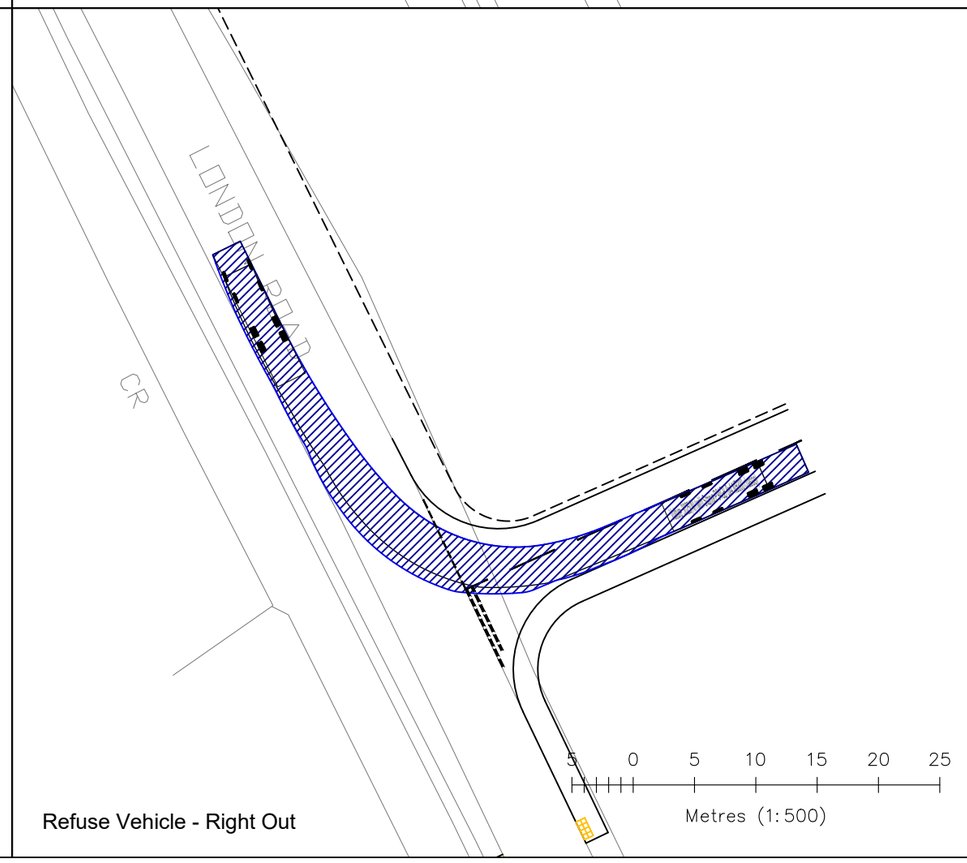
Refuse Vehicle - Left In



Refuse Vehicle - Left Out



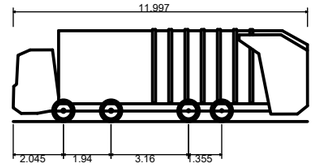
Refuse Vehicle - Right In



Refuse Vehicle - Right Out

ONLY SCALE FOR PLANNING PURPOSES

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

Overall Length	11.997m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

Notes:

- Drawing is based on OS data.

REV	DATE	BY	DESCRIPTION	CHK	APD
P2	17.12.21	JM	RSA Comments	CS	CS
P1	24.11.21	JM	First Issue	CS	CS

client

OBSIDIAN STRATEGIC ASSET MANAGEMENT

project

MOCKBEGGARS FARM, UCKFIELD

title

VEHICLE SWEPT PATH ANALYSIS
ACCESS DESIGN

project	drwg	rev
15675	T-01	P2

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	17.12.21

status: FOR INFORMATION — P

Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3

APPENDIX
J



Filtering Summary

Land Use	03/B	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY HOUS
Selected Trip Rate Calculation Parameter Range	8-516 DWELLS	
Actual Trip Rate Calculation Parameter Range	8-228 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 19/10/18
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	3
	Thursday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	2
	5,001 to 10,000	3
	10,001 to 15,000	1
Population <5 Mile ranges selected	5,001 to 25,000	3
	25,001 to 50,000	1
	50,001 to 75,000	1
	75,001 to 100,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
13	MUNSTER		
	TI	TIPPERARY	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 228 (units:)
Range Selected by User: 8 to 516 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 19/10/18

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	5
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

Site(1):	EX-03-B-01	Site area:	2.66 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	228
Location:	NEAR BRAINTREE	Housing density:	233
Postcode:	CM3 1SG	Total Bedrooms:	651
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	10/05/18
Sub-Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	220
Site(2):	MS-03-B-01	Site area:	0.20 hect
Development Name:	TERRACED	No of Dwellings:	16
Location:	LIVERPOOL	Housing density:	107
Postcode:	L24 0SS	Total Bedrooms:	36
Main Location Type:	Edge of Town	Survey Date:	18/06/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	32
Site(3):	TI-03-B-01	Site area:	2.09 hect
Development Name:	MIXED HOUSES	No of Dwellings:	43
Location:	NENAGH	Housing density:	41
Postcode:		Total Bedrooms:	116
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	27/05/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	70
Site(4):	TI-03-B-02	Site area:	0.58 hect
Development Name:	BUNGALOWS	No of Dwellings:	8
Location:	THURLES	Housing density:	16
Postcode:		Total Bedrooms:	18
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	20/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	36
Site(5):	WL-03-B-01	Site area:	1.60 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	54
Location:	AMESBURY	Housing density:	68
Postcode:	SP4 7SS	Total Bedrooms:	118
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	106
Site(6):	WY-03-B-02	Site area:	1.53 hect
Development Name:	MIXED HOUSES	No of Dwellings:	54
Location:	HUDDERSFIELD	Housing density:	39
Postcode:	HD2 1LU	Total Bedrooms:	144
Main Location Type:	Edge of Town	Survey Date:	17/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	60

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	67	0.055	6	67	0.208	6	67	0.263
08:00 - 09:00	6	67	0.109	6	67	0.273	6	67	0.382
09:00 - 10:00	6	67	0.114	6	67	0.181	6	67	0.295
10:00 - 11:00	6	67	0.109	6	67	0.119	6	67	0.228
11:00 - 12:00	6	67	0.102	6	67	0.127	6	67	0.229
12:00 - 13:00	6	67	0.112	6	67	0.077	6	67	0.189
13:00 - 14:00	6	67	0.097	6	67	0.089	6	67	0.186
14:00 - 15:00	6	67	0.109	6	67	0.119	6	67	0.228
15:00 - 16:00	6	67	0.151	6	67	0.124	6	67	0.275
16:00 - 17:00	6	67	0.201	6	67	0.089	6	67	0.290
17:00 - 18:00	6	67	0.253	6	67	0.149	6	67	0.402
18:00 - 19:00	6	67	0.176	6	67	0.119	6	67	0.295
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.588			1.674			3.262

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 228 (units:)
Survey date date range:	01/01/13 - 19/10/18
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	4-4334 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-432 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 16/06/21
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	8
	Tuesday	4
	Wednesday	12
	Thursday	4
	Friday	5
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	9
	Edge of Town	24
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	11
	5,001 to 10,000	11
	10,001 to 15,000	10
Population <5 Mile ranges selected	5,000 or Less	2
	5,001 to 25,000	17
	25,001 to 50,000	8
	50,001 to 75,000	6
Car Ownership <5 Mile ranges selected	0.6 to 1.0	7
	1.1 to 1.5	23
	1.6 to 2.0	3
PTAL Rating	No PTAL Present	33

Calculation Reference: AUDIT-704001-211108-1141

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
03	SOUTH WEST		
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
10	WALES		
	PS	POWYS	1 days
12	CONNAUGHT		
	LT	LEITRIM	1 days
	RO	ROSCOMMON	2 days
13	MUNSTER		
	WA	WATERFORD	1 days
14	LEINSTER		
	CC	CARLOW	1 days
	WC	WICKLOW	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	2 days
	DN	DONEGAL	5 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 6 to 432 (units:)
Range Selected by User: 4 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 16/06/21

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

Selected survey days:

Monday	8 days
Tuesday	4 days
Wednesday	12 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	31 days
Directional ATC Count	2 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	24

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

Selected Location Sub Categories:

Residential Zone	27
No Sub Category	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	33 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	11 days
5,001 to 10,000	11 days
10,001 to 15,000	10 days

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

Population within 5 miles:

5,000 or Less	2 days
5,001 to 25,000	17 days
25,001 to 50,000	8 days
50,001 to 75,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	23 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	7 days
No	26 days

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

PTAL Rating:

No PTAL Present	33 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

Site(1):	AN-03-A-09	Site area:	9.48 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	151
Location:	CARRICKFERGUS	Housing density:	18
Postcode:	BT38 8FW	Total Bedrooms:	459
Main Location Type:	Edge of Town	Survey Date:	12/10/16
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	457
Site(2):	CC-03-A-01	Site area:	1.45 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	23
Location:	CARLOW	Housing density:	19
Postcode:		Total Bedrooms:	92
Main Location Type:	Edge of Town	Survey Date:	25/05/16
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	70
Site(3):	CH-03-A-10	Site area:	0.91 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	40
Location:	NORTHWICH	Housing density:	50
Postcode:	CW8 4WA	Total Bedrooms:	102
Main Location Type:	Edge of Town	Survey Date:	04/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	74
Site(4):	CH-03-A-11	Site area:	0.50 hect
Development Name:	TOWN HOUSES	No of Dwellings:	24
Location:	NORTHWICH	Housing density:	55
Postcode:	CW9 8RZ	Total Bedrooms:	92
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	47
Site(5):	CV-03-A-02	Site area:	47.00 hect
Development Name:	DETACHED & SEMI DETACHED	No of Dwellings:	80
Location:	CAVAN	Housing density:	2
Postcode:		Total Bedrooms:	295
Main Location Type:	Edge of Town	Survey Date:	22/05/17
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	278
Site(6):	CV-03-A-03	Site area:	2.60 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	37
Location:	CAVAN	Housing density:	18
Postcode:		Total Bedrooms:	148
Main Location Type:	Edge of Town	Survey Date:	22/05/17
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	86
Site(7):	DL-03-A-10	Site area:	2.90 hect
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	65
Location:	MALAHIDE	Housing density:	28
Postcode:	K36 P798	Total Bedrooms:	219
Main Location Type:	Edge of Town	Survey Date:	20/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	213
Site(8):	DN-03-A-03	Site area:	3.20 hect
Development Name:	DETACHED/SEMI-DETACHED	No of Dwellings:	50
Location:	LETTERKENNY	Housing density:	17
Postcode:		Total Bedrooms:	200
Main Location Type:	Edge of Town	Survey Date:	01/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	125
Site(9):	DN-03-A-04	Site area:	4.15 hect
Development Name:	SEMI-DETACHED	No of Dwellings:	83
Location:	LETTERKENNY	Housing density:	22
Postcode:		Total Bedrooms:	257
Main Location Type:	Edge of Town	Survey Date:	26/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	182

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	DN-03-A-05	Site area:	7.24 hect
Development Name:	DETACHED/SEMI-DETACHED	No of Dwellings:	146
Location:	LETTERKENNY	Housing density:	23
Postcode:		Total Bedrooms:	472
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	03/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	309
Site(11):	DN-03-A-06	Site area:	1.02 hect
Development Name:	DETACHED HOUSING	No of Dwellings:	6
Location:	BALLYBOFEY	Housing density:	7
Postcode:		Total Bedrooms:	30
Main Location Type:	Edge of Town	Survey Date:	10/10/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	35
Site(12):	DN-03-A-08	Site area:	1.88 hect
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	36
Location:	CARNDONAGH	Housing density:	20
Postcode:	F93 H294	Total Bedrooms:	112
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	30/09/20
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	113
Site(13):	DV-03-A-02	Site area:	4.04 hect
Development Name:	HOUSES & BUNGALOWS	No of Dwellings:	116
Location:	HONITON	Housing density:	44
Postcode:	EX14 1JB	Total Bedrooms:	306
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	261
Site(14):	DV-03-A-03	Site area:	2.02 hect
Development Name:	TERRACED & SEMI DETACHED	No of Dwellings:	70
Location:	HONITON	Housing density:	50
Postcode:	EX14 2DF	Total Bedrooms:	208
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	116
Site(15):	ES-03-A-04	Site area:	4.68 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	134
Location:	CAMBER	Housing density:	59
Postcode:	TN31 7SN	Total Bedrooms:	386
Main Location Type:	Edge of Town	Survey Date:	15/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	256
Site(16):	HC-03-A-23	Site area:	1.40 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	62
Location:	LIPHOOK	Housing density:	46
Postcode:	GU30 7TG	Total Bedrooms:	205
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	136
Site(17):	HF-03-A-03	Site area:	5.67 hect
Development Name:	MIXED HOUSES	No of Dwellings:	160
Location:	BUNTINGFORD	Housing density:	32
Postcode:	SG9 9FX	Total Bedrooms:	510
Main Location Type:	Edge of Town	Survey Date:	08/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	632
Site(18):	KC-03-A-07	Site area:	9.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	288
Location:	HERNE BAY	Housing density:	40
Postcode:	CT6 6HZ	Total Bedrooms:	934
Main Location Type:	Edge of Town	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	891

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	LT-03-A-01	Site area:	4.48 hect
Development Name:	SEMI-DETACHED & DETACHED	No of Dwellings:	90
Location:	CARRICK-ON-SHANNON	Housing density:	23
Postcode:		Total Bedrooms:	342
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/04/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	186
Site(20):	NE-03-A-02	Site area:	12.00 hect
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	432
Location:	SCUNTHORPE	Housing density:	133
Postcode:	DN15 8GS	Total Bedrooms:	1174
Main Location Type:	Edge of Town	Survey Date:	12/05/14
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	432
Site(21):	NF-03-A-03	Site area:	0.63 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	10
Location:	THETFORD	Housing density:	20
Postcode:	IP24 1EY	Total Bedrooms:	40
Main Location Type:	Edge of Town	Survey Date:	16/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	37
Site(22):	NF-03-A-04	Site area:	1.98 hect
Development Name:	MIXED HOUSES	No of Dwellings:	70
Location:	NORTH WALSHAM	Housing density:	40
Postcode:	NR28 0FW	Total Bedrooms:	223
Main Location Type:	Edge of Town	Survey Date:	18/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	165
Site(23):	NF-03-A-05	Site area:	1.57 hect
Development Name:	MIXED HOUSES	No of Dwellings:	40
Location:	HOLT	Housing density:	26
Postcode:	NR25 6GA	Total Bedrooms:	116
Main Location Type:	Edge of Town	Survey Date:	19/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	100
Site(24):	NF-03-A-10	Site area:	0.70 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	17
Location:	HUNSTANTON	Housing density:	31
Postcode:	PE36 5PS	Total Bedrooms:	41
Main Location Type:	Edge of Town	Survey Date:	12/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	57
Site(25):	NF-03-A-16	Site area:	6.54 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	138
Location:	WYMONDHAM	Housing density:	31
Postcode:	NR18 0UE	Total Bedrooms:	392
Main Location Type:	Edge of Town	Survey Date:	20/10/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	278
Site(26):	NY-03-A-11	Site area:	1.79 hect
Development Name:	PRIVATE HOUSING	No of Dwellings:	23
Location:	BOROUGHBRIDGE	Housing density:	15
Postcode:	YO51 9LQ	Total Bedrooms:	101
Main Location Type:	Edge of Town	Survey Date:	18/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	144
Site(27):	PS-03-A-02	Site area:	0.81 hect
Development Name:	DETACHED/SEMI-DETACHED	No of Dwellings:	28
Location:	WELSHPOOL	Housing density:	42
Postcode:	SY21 7HX	Total Bedrooms:	84
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	11/05/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	65

LIST OF SITES relevant to selection parameters (Cont.)

Site(28):	RO-03-A-03	Site area:	4.08 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	23
Location:	BOYLE	Housing density:	8
Postcode:		Total Bedrooms:	96
Main Location Type:	Edge of Town	Survey Date:	25/09/14
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	84
Site(29):	RO-03-A-04	Site area:	1.92 hect
Development Name:	SEMI DET. & BUNGALOWS	No of Dwellings:	39
Location:	ROSCOMMON	Housing density:	28
Postcode:		Total Bedrooms:	100
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	86
Site(30):	SF-03-A-05	Site area:	1.15 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	18
Location:	BURY ST EDMUNDS	Housing density:	19
Postcode:	IP33 2SN	Total Bedrooms:	78
Main Location Type:	Edge of Town	Survey Date:	09/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	75
Site(31):	SH-03-A-05	Site area:	1.32 hect
Development Name:	SEMI-DETACHED/TERRACED	No of Dwellings:	54
Location:	TELFORD	Housing density:	56
Postcode:	TF7 4JE	Total Bedrooms:	162
Main Location Type:	Edge of Town	Survey Date:	24/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	63
Site(32):	WA-03-A-04	Site area:	28.59 hect
Development Name:	DETACHED	No of Dwellings:	280
Location:	WATERFORD	Housing density:	12
Postcode:		Total Bedrooms:	1130
Main Location Type:	Edge of Town	Survey Date:	24/06/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	982
Site(33):	WC-03-A-01	Site area:	2.44 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	50
Location:	WICKLOW	Housing density:	25
Postcode:		Total Bedrooms:	182
Main Location Type:	Edge of Town	Survey Date:	28/05/18
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	180

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	87	0.058	33	87	0.236	33	87	0.294
08:00 - 09:00	33	87	0.147	33	87	0.416	33	87	0.563
09:00 - 10:00	33	87	0.186	33	87	0.211	33	87	0.397
10:00 - 11:00	33	87	0.154	33	87	0.191	33	87	0.345
11:00 - 12:00	33	87	0.143	33	87	0.181	33	87	0.324
12:00 - 13:00	33	87	0.200	33	87	0.187	33	87	0.387
13:00 - 14:00	33	87	0.196	33	87	0.198	33	87	0.394
14:00 - 15:00	33	87	0.235	33	87	0.233	33	87	0.468
15:00 - 16:00	33	87	0.310	33	87	0.215	33	87	0.525
16:00 - 17:00	33	87	0.309	33	87	0.195	33	87	0.504
17:00 - 18:00	33	87	0.377	33	87	0.207	33	87	0.584
18:00 - 19:00	33	87	0.319	33	87	0.223	33	87	0.542
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.634			2.693			5.327

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

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

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Parameter summary

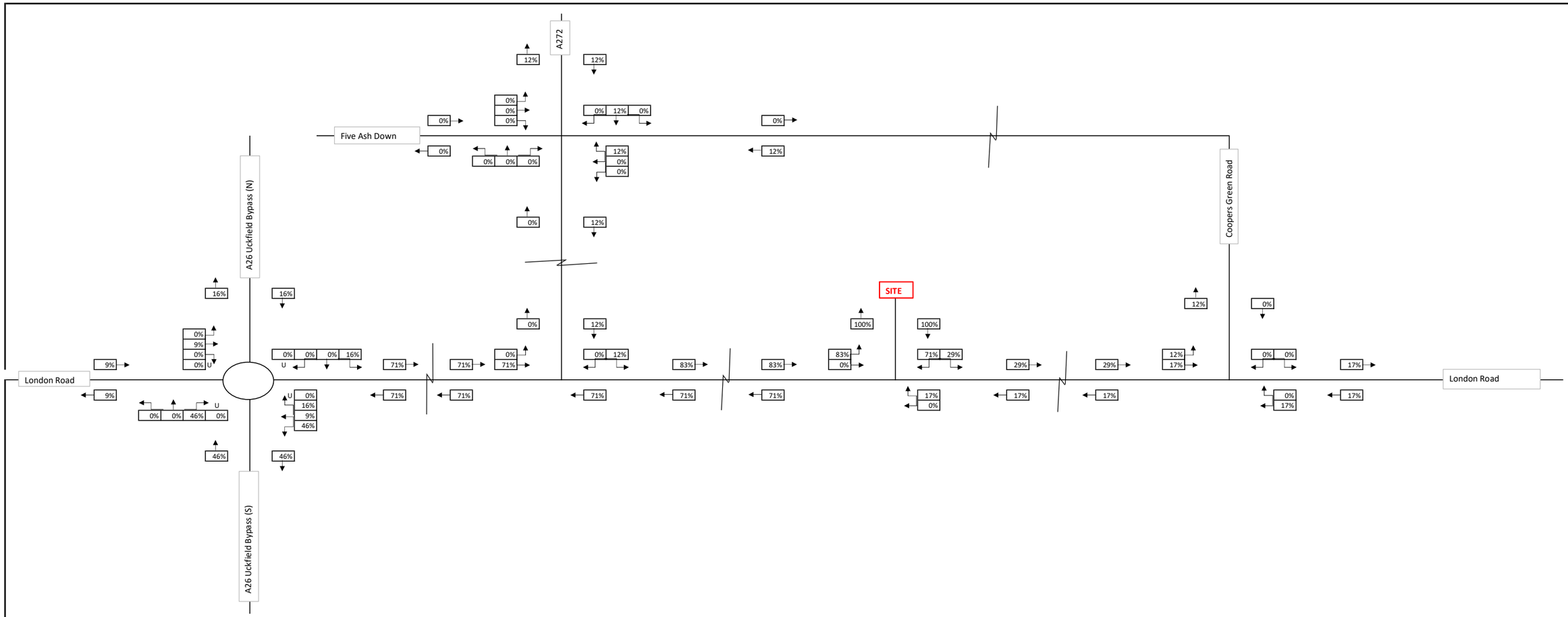
Trip rate parameter range selected:	6 - 432 (units:)
Survey date date range:	01/01/13 - 16/06/21
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

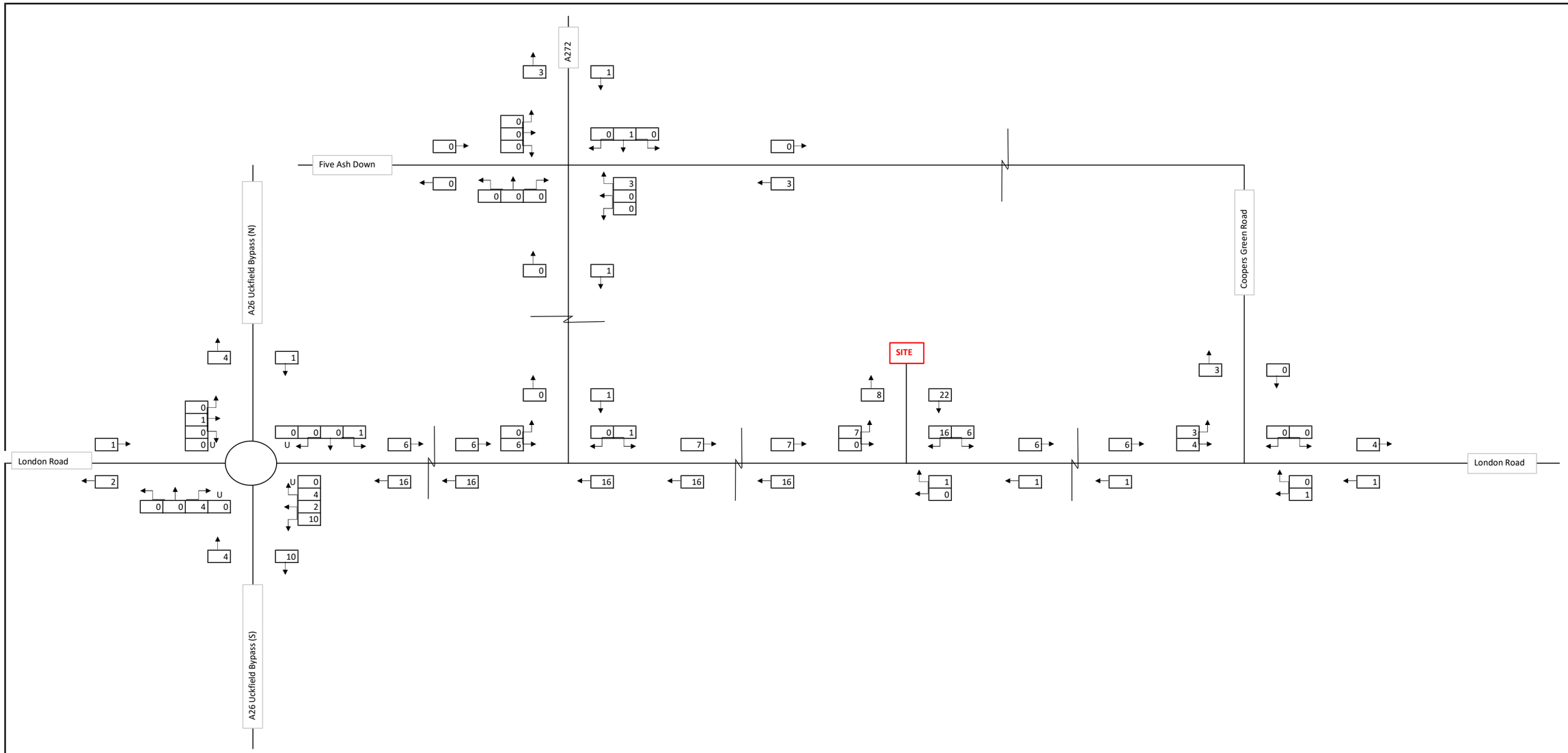
APPENDIX
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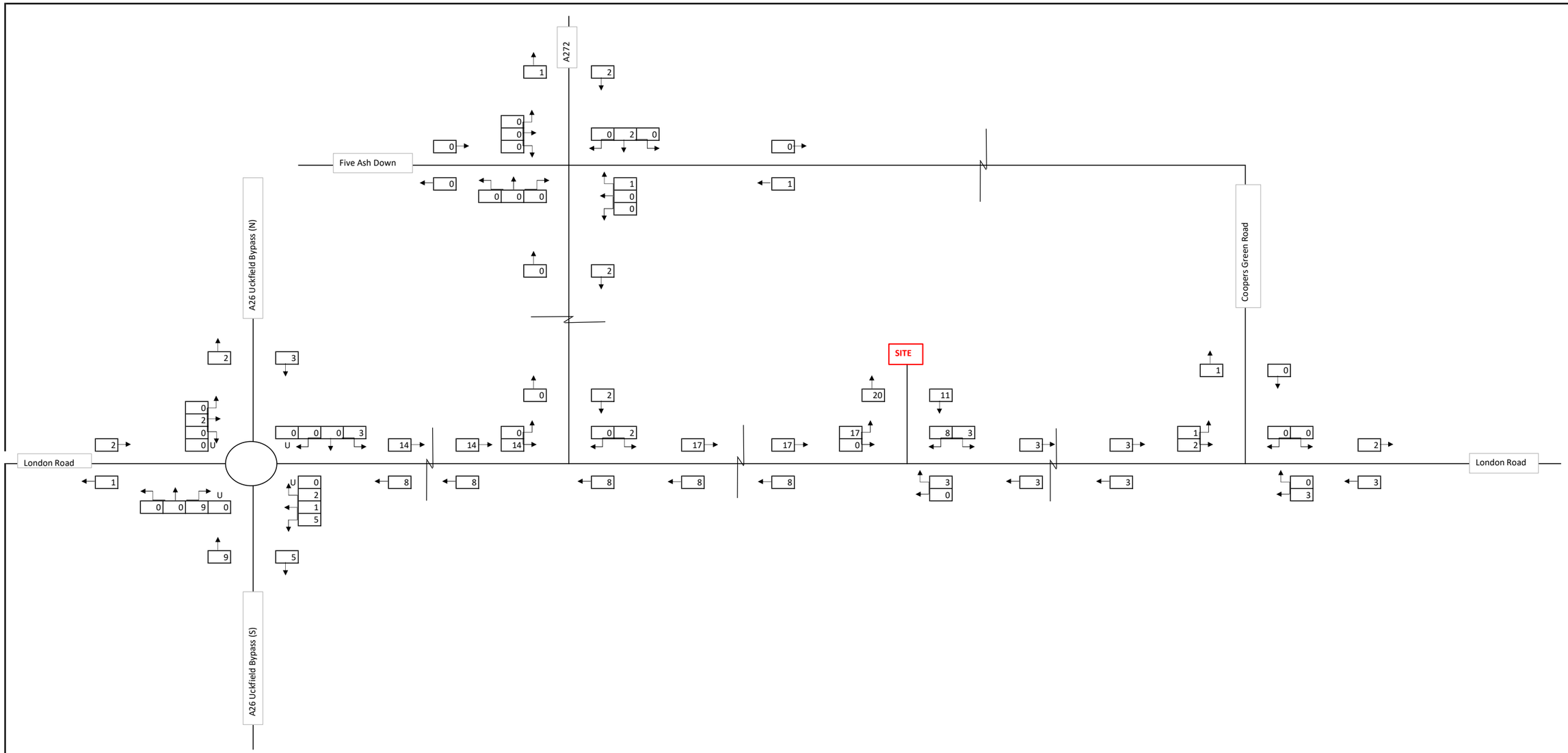
Destination	Total	Total assigned	North from the site	Then south on Budletts roundabout to A26 Uckfield Bypass	*or* then west on Budletts roundabout to London Rd	*or* then north on Budletts roundabout to A26 Uckfield bypass	South from the site	then turn left (east) onto Coopers Green Rd	*or* straight on south into Uckfield	Heading north on Coopers Green Rd, turn left (west) onto A272	*or* straight over to Five Ash Down	*or* turn right on to A272 eastbound
County Durham	1	1	1	1								
Fylde	1	1	1	1								
Manchester	5	5	5	5								
Wirral	1	1	1	1								
East Riding of Yorkshire	1	1	1	1								
Doncaster	1	1	1	1								
Bradford	2	2	2	1								
Leicester	1	1	1	1								
Amber Valley	1	1	1	1								
Wellingborough	1	1	1	1								
Mansfield	1	1	1	1								
Herefordshire, County of	1	1	1	1								
Lichfield	2	2	2	1								
Birmingham	1	1	1	1								
Luton	5	5	5	1								
Thurrock	4	4	4			4						
Cambridge	1	1	1			1						
South Cambridgeshire	1	1	1			1						
Basildon	2	2	2			2						
Epping Forest	1	1	1			1						
Harlow	1	1	1			1						
Broxbourne	1	1	1			1						
St Albans	1	1	1	1								
Three Rivers	1	1	1	1								
Welwyn Hatfield	3	3	3			3						
Breckland	1	1	1			1						
Ipswich	1	1	1			1						
Bexley	2	2	2			2						
Brent	2	2	2	2								
Bromley	15	15	15		15							
Camden	1	1	1			1						
Croydon	14	14	14		14							
Ealing	3	3	3	3								
Enfield	2	2	2		2							
Greenwich	2	2	2		2							
Hammersmith and Fulham	3	3	3		3							
Harrow	1	1	1	1								
Hillingdon	18	18	18	18								
Hounslow	4	4	4	4								
Islington	1	1	1		1							
Kensington and Chelsea	5	5	5	5								
Kingston upon Thames	2	2	2	2								
Lambeth	4	4	4		4							
Lewisham	5	5	5		5							
Merton	5	5	5	5								
Newham	3	3	3			3						
Redbridge	1	1	1			1						
Richmond upon Thames	4	4	4	4								
Southwark	2	2	2			2						
Sutton	8	8	8	8								
Tower Hamlets	4	4	4			4						
Westminster,City of London	16	16	16	16								
Medway	2	2	2			2						
Bracknell Forest	1	1	1	1								
West Berkshire	2	2	2	2								
Reading	2	2	2	2								
Windsor and Maidenhead	1	1	1	1								
Wokingham	1	1	1	1								
Milton Keynes	1	1	1	1								
Brighton and Hove	172	172	172	172								
Portsmouth	1	1	1	1								
Wycombe	4	4	4	4								
Eastbourne	128	128	128	128								
Hastings	30	30	30	30								
Lewes	460	460	460	460								
Rother	46	46					46	46				46
East Hampshire	2	2	2	2								
Eastleigh	2	2	2	2								
Ashford	2	2	2			2						
Dartford	5	5	5		5							
Gravesham	2	2	2			2						
Maidstone	16	16	16			16						
Sevenoaks	55	55	55			55						
Shepway	1	1	1			1						
Swale	2	2	2			2						
Tonbridge and Malling	44	44	44		44							
Tunbridge Wells	288	288	288			288						
Oxford	1	1	1	1								
South Oxfordshire	1	1	1	1								
Elmbridge	2	2	2	2								
Epsom and Ewell	5	5	5	5								
Guildford	5	5	5	5								
Mole Valley	20	20	20	20								
Reigate and Banstead	54	54	54	54								
Runnymede	3	3	3	3								
Spelthorne	1	1	1	1								
Tandridge	44	44	44		44							
Waverley	3	3	3	3								
Woking	2	2	2	2								
Adur	18	18	18	18								
Arun	2	2	2	2								
Chichester	3	3	3	3								
Crawley	185	185	185	185								
Horsham	34	34	34	34								
Mid Sussex	404	404	404	404								
Worthing	18	18	18	18								
Bath and North East Somers	1	1	1	1								
Cornwall,Isles of Scilly	1	1	1	1								
Wiltshire	3	3	3	3								
South Gloucestershire	1	1	1	1								
Plymouth	1	1	1	1								
Poole	1	1	1	1								
Swindon	1	1	1	1								
East Devon	2	2	2	2								
West Dorset	1	1	1	1								
Cotswold	1	1	1	1								
Mendip	1	1	1	1								
West Somerset	3	3	3	3								
Neath Port Talbot	3	3	3	3								
Rhondda Cynon Taf	1	1	1	1								
Newport	1	1	1	1								
Wealden 001	55	55	55	55								
Wealden 002	80	80	80		80							
Wealden 003	80	80	80			80						
Wealden 004	155	155	155			155						
Wealden 005	47	47					47	47				47
Wealden 006	72	72	72			72						
Wealden 007	84	84	84	84								
Wealden 008	269	269					269	269				269
Wealden 009	553	553					553		553			
Wealden 010	75	75					75	75				75
Wealden 011	83	83					83	83				83
Wealden 012	163	163					163		163			
Wealden 013	166	166	166		166							
Wealden 014	8	8	8	8								
Wealden 015	33	33	33	33								
Wealden 016	26	26	26	26								
Wealden 017	7	7	7	7								
Wealden 018	45	45	45	45								
Wealden 019	9	9	9	9								
Wealden 020	6	6	6	6								
Wealden 021	4	4	4	4								
Totals:	**4287**	*4287*	3051	1956	385	704	1236	520	716	0	0	520
Percentage of total:		100.00%	71.17%	45.63%	8.98%	16.42%	28.83%	12.13%	16.70%	0.00%	0.00%	12.13%



dha	Mockbeggars, Uckfield Census 2011 Vehicle Trip Distribution	FIG 5-1



dha	Mockbeggars, Uckfield Development Vehicle Trips AM Peak	FIG 5-2



dha	Mockbeggars, Uckfield Development Vehicle Trips PM Peak	FIG 5-2

APPENDIX
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K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

A26 / LONDON RD - BUDLETTS ROUNDABOUT

	A26 UCKFIELD BY-PASS NORTH LEFT TURN TO LONDON RD SE						A26 UCKFIELD BY-PASS NORTH STARIGHT AHEAD TO A26 UCKFIELD BY-PASS SOUTH						A26 UCKFIELD BY-PASS NORTH RIGHT TURN TO LONDON RD NW						A26 UCKFIELD BY-PASS NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	5					**5**	64	2				**66**	3					**3**	0					**0**
0715-0730	11					**11**	83	8	2			**93**	2		1	1		**4**	0					**0**
0730-0745	11	2				**13**	100	12		1		**113**	5					**5**	0					**0**
0745-0800	12	2				**14**	82	7				**89**	3					**3**	0					**0**
0800-0815	16	4				**20**	96	8				**104**	7					**7**	0					**0**
0815-0830	30					**30**	104	12		1		**117**	2					**2**	0					**0**
0830-0845	35	1				**36**	84	10	2			**96**	4					**4**	0					**0**
0845-0900	26	1				**27**	79	3	1	1		**84**	6					**6**	0					**0**
0900-0915	23	3	1			**27**	79	6	1			**86**	6					**6**	0					**0**
0915-0930	14	2				**16**	75	7	1	1		**84**	5					**5**	0					**0**
0930-0945	18					**18**	64	6	1			**71**	4					**4**	0					**0**
0945-1000	12	1				**13**	66	8		1		**75**	6	1				**7**	0					**0**
0700-1000	**213**	**16**	**1**	**0**	**0**	**230**	**976**	**89**	**8**	**5**	**0**	**1078**	**53**	**1**	**1**	**1**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**0**
0700-0800	39	4	0	0	0	**43**	329	29	2	1	0	**361**	13	0	1	1	0	**15**	0	0	0	0	0	**0**
0715-0815	50	8	0	0	0	**58**	361	35	2	1	0	**399**	17	0	1	1	0	**19**	0	0	0	0	0	**0**
0730-0830	69	8	0	0	0	**77**	382	39	0	2	0	**423**	17	0	0	0	0	**17**	0	0	0	0	0	**0**
0745-0845	93	7	0	0	0	**100**	366	37	2	1	0	**406**	16	0	0	0	0	**16**	0	0	0	0	0	**0**
0800-0900	107	6	0	0	0	**113**	363	33	3	2	0	**401**	19	0	0	0	0	**19**	0	0	0	0	0	**0**
0815-0915	114	5	1	0	0	**120**	346	31	4	2	0	**383**	18	0	0	0	0	**18**	0	0	0	0	0	**0**
0830-0930	98	7	1	0	0	**106**	317	26	5	2	0	**350**	21	0	0	0	0	**21**	0	0	0	0	0	**0**
0845-0945	81	6	1	0	0	**88**	297	22	4	2	0	**325**	21	0	0	0	0	**21**	0	0	0	0	0	**0**
0900-1000	67	6	1	0	0	**74**	284	27	3	2	0	**316**	21	1	0	0	0	**22**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

A26 / LONDON RD - BUDLETTS ROUNDABOUT

	A26 UCKFIELD BY-PASS NORTH LEFT TURN TO LONDON RD SE						A26 UCKFIELD BY-PASS NORTH STARIGHT AHEAD TO A26 UCKFIELD BY-PASS SOUTH						A26 UCKFIELD BY-PASS NORTH RIGHT TURN TO LONDON RD NW						A26 UCKFIELD BY-PASS NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	23	1				**24**	62	5		1		**68**	5					**5**	0					**0**
1615-1630	23					**23**	77	1		1		**79**	3					**3**	0					**0**
1630-1645	32					**32**	59	2	1			**62**	5					**5**	0					**0**
1645-1700	22					**22**	97	3		1		**101**	6					**6**	0					**0**
1700-1715	27					**27**	47	2				**49**	5					**5**	0					**0**
1715-1730	24					**24**	91	2				**93**	2					**2**	0					**0**
1730-1745	29					**29**	67	2	1	1		**71**	2					**2**	0					**0**
1745-1800	30					**30**	62	2				**64**	4					**4**	0					**0**
1800-1815	25					**25**	49			2		**51**	8					**8**	0					**0**
1815-1830	37					**37**	50	1	2			**53**	2					**2**	0					**0**
1830-1845	11					**11**	37	3	2			**42**	2	1				**3**	0	1				**1**
1845-1900	15		1			**16**	39	2				**41**	1					**1**	0					**0**
1600-1900	**298**	**1**	**1**	**0**	**0**	**300**	**737**	**25**	**6**	**6**	**0**	**774**	**45**	**1**	**0**	**0**	**0**	**46**	**0**	**1**	**0**	**0**	**0**	**1**
1600-1700	100	1	0	0	0	**101**	295	11	1	3	0	**310**	19	0	0	0	0	**19**	0	0	0	0	0	**0**
1615-1715	104	0	0	0	0	**104**	280	8	1	2	0	**291**	19	0	0	0	0	**19**	0	0	0	0	0	**0**
1630-1730	105	0	0	0	0	**105**	294	9	1	1	0	**305**	18	0	0	0	0	**18**	0	0	0	0	0	**0**
1645-1745	102	0	0	0	0	**102**	302	9	1	2	0	**314**	15	0	0	0	0	**15**	0	0	0	0	0	**0**
1700-1800	110	0	0	0	0	**110**	267	8	1	1	0	**277**	13	0	0	0	0	**13**	0	0	0	0	0	**0**
1715-1815	108	0	0	0	0	**108**	269	6	1	3	0	**279**	16	0	0	0	0	**16**	0	0	0	0	0	**0**
1730-1830	121	0	0	0	0	**121**	228	5	3	3	0	**239**	16	0	0	0	0	**16**	0	0	0	0	0	**0**
1745-1845	103	0	0	0	0	**103**	198	6	4	2	0	**210**	16	1	0	0	0	**17**	0	1	0	0	0	**1**
1800-1900	88	0	1	0	0	**89**	175	6	4	2	0	**187**	13	1	0	0	0	**14**	0	1	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

A26 / LONDON RD - BUDLETTS ROUNDABOUT

	LONDON ROAD SE LEFT TURN TO A26 UCKFIELD BY-PASS SOUTH						LONDON ROAD SE STARIGHT AHEAD TO LONDON RD NW						LONDON ROAD SE RIGHT TURN TO A26 UCKFIELD BY-PASS NORTH						LONDON ROAD SE U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	92	2				**94**	33					**33**	31					**31**	1					**1**
0715-0730	98	5	3			**106**	39					**39**	34		1			**35**	1					**1**
0730-0745	118	1				**119**	43		3			**46**	24	1				**25**	0	1				**1**
0745-0800	116	2				**118**	46	1	2			**49**	25	1				**26**	0					**0**
0800-0815	108	3				**111**	29					**29**	31					**31**	1					**1**
0815-0830	110	6	1			**117**	31					**31**	35	3	2			**40**	0					**0**
0830-0845	104	3	2			**109**	34				1	**35**	34	1	1			**36**	1					**1**
0845-0900	106	4	4	1		**115**	51	2	1			**54**	33	2				**35**	0					**0**
0900-0915	80	2	2	1		**85**	26					**26**	23					**23**	0					**0**
0915-0930	76	4		1		**81**	17					**17**	22	3				**25**	0					**0**
0930-0945	74	4				**78**	21		1			**22**	17					**17**	0					**0**
0945-1000	64	5				**69**	29	1	1			**31**	16					**16**	0					**0**
0700-1000	**1146**	**41**	**12**	**3**	**0**	**1202**	**399**	**4**	**8**	**0**	**1**	**412**	**325**	**11**	**4**	**0**	**0**	**340**	**4**	**1**	**0**	**0**	**0**	**5**
0700-0800	424	10	3	0	0	**437**	161	1	5	0	0	**167**	114	2	1	0	0	**117**	2	1	0	0	0	**3**
0715-0815	440	11	3	0	0	**454**	157	1	5	0	0	**163**	114	2	1	0	0	**117**	2	1	0	0	0	**3**
0730-0830	452	12	1	0	0	**465**	149	1	5	0	0	**155**	115	5	2	0	0	**122**	1	1	0	0	0	**2**
0745-0845	438	14	3	0	0	**455**	140	1	2	0	1	**144**	125	5	3	0	0	**133**	2	0	0	0	0	**2**
0800-0900	428	16	7	1	0	**452**	145	2	1	0	1	**149**	133	6	3	0	0	**142**	2	0	0	0	0	**2**
0815-0915	400	15	9	2	0	**426**	142	2	1	0	1	**146**	125	6	3	0	0	**134**	1	0	0	0	0	**1**
0830-0930	366	13	8	3	0	**390**	128	2	1	0	1	**132**	112	6	1	0	0	**119**	1	0	0	0	0	**1**
0845-0945	336	14	6	3	0	**359**	115	2	2	0	0	**119**	95	5	0	0	0	**100**	0	0	0	0	0	**0**
0900-1000	294	15	2	2	0	**313**	93	1	2	0	0	**96**	78	3	0	0	0	**81**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

A26 / LONDON RD - BUDLETTS ROUNDABOUT

	LONDON ROAD SE LEFT TURN TO A26 UCKFIELD BY-PASS SOUTH						LONDON ROAD SE STARIGHT AHEAD TO LONDON RD NW						LONDON ROAD SE RIGHT TURN TO A26 UCKFIELD BY-PASS NORTH						LONDON ROAD SE U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	75	1				**76**	23	1	1			**25**	28	1				**29**	0					**0**
1615-1630	50	1				**51**	24					**24**	14		1			**15**	0					**0**
1630-1645	55	1				**56**	26			1		**27**	17			1		**18**	0					**0**
1645-1700	57	1				**58**	21		1			**22**	24					**24**	0					**0**
1700-1715	59	1				**60**	24		1			**25**	27					**27**	0					**0**
1715-1730	44	1				**45**	24					**24**	19	1				**20**	0					**0**
1730-1745	51	2	2			**55**	25					**25**	13					**13**	0					**0**
1745-1800	49					**49**	23					**23**	13					**13**	0					**0**
1800-1815	57					**57**	24		1			**25**	12			1		**13**	1					**1**
1815-1830	41	2		1		**44**	12					**12**	10					**10**	0					**0**
1830-1845	39					**39**	12					**12**	12					**12**	0					**0**
1845-1900	23					**23**	19					**19**	8					**8**	0					**0**
1600-1900	**600**	**10**	**2**	**1**	**0**	**613**	**257**	**1**	**4**	**1**	**0**	**263**	**197**	**2**	**1**	**2**	**0**	**202**	**1**	**0**	**0**	**0**	**0**	**1**
1600-1700	237	4	0	0	0	**241**	94	1	2	1	0	**98**	83	1	1	1	0	**86**	0	0	0	0	0	**0**
1615-1715	221	4	0	0	0	**225**	95	0	2	1	0	**98**	82	0	1	1	0	**84**	0	0	0	0	0	**0**
1630-1730	215	4	0	0	0	**219**	95	0	2	1	0	**98**	87	1	0	1	0	**89**	0	0	0	0	0	**0**
1645-1745	211	5	2	0	0	**218**	94	0	2	0	0	**96**	83	1	0	0	0	**84**	0	0	0	0	0	**0**
1700-1800	203	4	2	0	0	**209**	96	0	1	0	0	**97**	72	1	0	0	0	**73**	0	0	0	0	0	**0**
1715-1815	201	3	2	0	0	**206**	96	0	1	0	0	**97**	57	1	0	1	0	**59**	1	0	0	0	0	**1**
1730-1830	198	4	2	1	0	**205**	84	0	1	0	0	**85**	48	0	0	1	0	**49**	1	0	0	0	0	**1**
1745-1845	186	2	0	1	0	**189**	71	0	1	0	0	**72**	47	0	0	1	0	**48**	1	0	0	0	0	**1**
1800-1900	160	2	0	1	0	**163**	67	0	1	0	0	**68**	42	0	0	1	0	**43**	1	0	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

A26 / LONDON RD - BUDLETTS ROUNDABOUT

	A26 UCKFIELD BY-PASS SOUTH LEFT TURN TO LONDON RD NW						A26 UCKFIELD BY-PASS SOUTH STARIGHT AHEAD TO A26 UCKFIELD BY-PASS NORTH						A26 UCKFIELD BY-PASS SOUTH RIGHT TURN TO LONDON RD SE						A26 UCKFIELD BY-PASS SOUTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	2					**2**	38	6		1		**45**	24	1	1			**26**	0					**0**
0715-0730	2					**2**	56	5	1			**62**	30	2		1		**33**	0					**0**
0730-0745	6					**6**	63	3	2			**68**	39	6				**45**	0					**0**
0745-0800	4	1				**5**	76	5	1			**82**	38	5	1			**44**	0					**0**
0800-0815	2	2				**4**	71	11		2		**84**	41	3				**44**	0	1				**1**
0815-0830	1					**1**	72	4				**76**	63	1	1			**65**	0					**0**
0830-0845	3					**3**	60	12				**72**	70	2	1			**73**	0					**0**
0845-0900	4					**4**	58	3				**61**	50	3		1		**54**	0					**0**
0900-0915	9					**9**	59	8				**67**	48	3				**51**	0					**0**
0915-0930	5					**5**	50	8				**58**	62	4				**66**	0					**0**
0930-0945	3	1				**4**	52	13				**65**	55	3				**58**	0					**0**
0945-1000	6				1	**7**	50	6				**56**	55	7		4		**66**	0					**0**
0700-1000	**47**	**4**	**0**	**0**	**1**	**52**	**705**	**84**	**4**	**3**	**0**	**796**	**575**	**40**	**4**	**6**	**0**	**625**	**0**	**1**	**0**	**0**	**0**	**1**
0700-0800	14	1	0	0	0	**15**	233	19	4	1	0	**257**	131	14	2	1	0	**148**	0	0	0	0	0	**0**
0715-0815	14	3	0	0	0	**17**	266	24	4	2	0	**296**	148	16	1	1	0	**166**	0	1	0	0	0	**1**
0730-0830	13	3	0	0	0	**16**	282	23	3	2	0	**310**	181	15	2	0	0	**198**	0	1	0	0	0	**1**
0745-0845	10	3	0	0	0	**13**	279	32	1	2	0	**314**	212	11	3	0	0	**226**	0	1	0	0	0	**1**
0800-0900	10	2	0	0	0	**12**	261	30	0	2	0	**293**	224	9	2	1	0	**236**	0	1	0	0	0	**1**
0815-0915	17	0	0	0	0	**17**	249	27	0	0	0	**276**	231	9	2	1	0	**243**	0	0	0	0	0	**0**
0830-0930	21	0	0	0	0	**21**	227	31	0	0	0	**258**	230	12	1	1	0	**244**	0	0	0	0	0	**0**
0845-0945	21	1	0	0	0	**22**	219	32	0	0	0	**251**	215	13	0	1	0	**229**	0	0	0	0	0	**0**
0900-1000	23	1	0	0	1	**25**	211	35	0	0	0	**246**	220	17	0	4	0	**241**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

A26 / LONDON RD - BUDLETTS ROUNDABOUT

	A26 UCKFIELD BY-PASS SOUTH LEFT TURN TO LONDON RD NW						A26 UCKFIELD BY-PASS SOUTH STARIGHT AHEAD TO A26 UCKFIELD BY-PASS NORTH						A26 UCKFIELD BY-PASS SOUTH RIGHT TURN TO LONDON RD SE						A26 UCKFIELD BY-PASS SOUTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	4					**4**	87	1		2		**90**	80	5				**85**	0					**0**
1615-1630	6					**6**	71	1				**72**	92	3				**95**	0					**0**
1630-1645	1					**1**	67	2				**69**	84	4				**88**	0					**0**
1645-1700	5					**5**	91	4				**95**	94	2				**96**	0					**0**
1700-1715	8					**8**	92	4	1			**97**	90	3	1			**94**	0					**0**
1715-1730	4					**4**	72	3				**75**	96	2				**98**	0					**0**
1730-1745	4					**4**	86	1				**87**	84	1	1			**86**	0					**0**
1745-1800	3					**3**	80	1				**81**	78		1			**79**	0					**0**
1800-1815	2					**2**	80					**80**	86					**86**	0					**0**
1815-1830	1					**1**	55		1			**56**	64					**64**	0					**0**
1830-1845	4					**4**	59					**59**	67	1				**68**	0					**0**
1845-1900	1					**1**	37	1				**38**	50					**50**	0					**0**
1600-1900	**43**	**0**	**0**	**0**	**0**	**43**	**877**	**18**	**2**	**2**	**0**	**899**	**965**	**21**	**3**	**0**	**0**	**989**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1700	16	0	0	0	0	**16**	316	8	0	2	0	**326**	350	14	0	0	0	**364**	0	0	0	0	0	**0**
1615-1715	20	0	0	0	0	**20**	321	11	1	0	0	**333**	360	12	1	0	0	**373**	0	0	0	0	0	**0**
1630-1730	18	0	0	0	0	**18**	322	13	1	0	0	**336**	364	11	1	0	0	**376**	0	0	0	0	0	**0**
1645-1745	21	0	0	0	0	**21**	341	12	1	0	0	**354**	364	8	2	0	0	**374**	0	0	0	0	0	**0**
1700-1800	19	0	0	0	0	**19**	330	9	1	0	0	**340**	348	6	3	0	0	**357**	0	0	0	0	0	**0**
1715-1815	13	0	0	0	0	**13**	318	5	0	0	0	**323**	344	3	2	0	0	**349**	0	0	0	0	0	**0**
1730-1830	10	0	0	0	0	**10**	301	2	1	0	0	**304**	312	1	2	0	0	**315**	0	0	0	0	0	**0**
1745-1845	10	0	0	0	0	**10**	274	1	1	0	0	**276**	295	1	1	0	0	**297**	0	0	0	0	0	**0**
1800-1900	8	0	0	0	0	**8**	231	1	1	0	0	**233**	267	1	0	0	0	**268**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

A26 / LONDON RD - BUDLETTS ROUNDABOUT

	LONDON ROAD NW LEFT TURN TO A26 UCKFIELD BY-PASS NORTH						LONDON ROAD NW STARIGHT AHEAD TO LONDON RD SE						LONDON ROAD NW RIGHT TURN TO A26 UCKFIELD BY-PASS SOUTH						LONDON ROAD NW U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	4					**4**	7		1			**8**	3					**3**	0					**0**
0715-0730	2					**2**	13		1			**14**	5					**5**	0					**0**
0730-0745	2					**2**	9				1	**10**	0					**0**	0					**0**
0745-0800	2					**2**	22		1			**23**	3					**3**	0					**0**
0800-0815	3					**3**	24	1				**25**	3					**3**	0					**0**
0815-0830	2					**2**	28					**28**	6	1				**7**	0					**0**
0830-0845	3					**3**	30		2			**32**	3					**3**	0					**0**
0845-0900	5					**5**	34	1				**35**	7					**7**	0					**0**
0900-0915	7					**7**	22					**22**	10					**10**	0					**0**
0915-0930	4					**4**	15		1			**16**	5					**5**	0					**0**
0930-0945	2					**2**	12					**12**	3					**3**	0					**0**
0945-1000	8					**8**	10					**10**	4					**4**	0					**0**
0700-1000	**44**	**0**	**0**	**0**	**0**	**44**	**226**	**2**	**6**	**0**	**1**	**235**	**52**	**1**	**0**	**0**	**0**	**53**	**0**	**0**	**0**	**0**	**0**	**0**
0700-0800	10	0	0	0	0	**10**	51	0	3	0	1	**55**	11	0	0	0	0	**11**	0	0	0	0	0	**0**
0715-0815	9	0	0	0	0	**9**	68	1	2	0	1	**72**	11	0	0	0	0	**11**	0	0	0	0	0	**0**
0730-0830	9	0	0	0	0	**9**	83	1	1	0	1	**86**	12	1	0	0	0	**13**	0	0	0	0	0	**0**
0745-0845	10	0	0	0	0	**10**	104	1	3	0	0	**108**	15	1	0	0	0	**16**	0	0	0	0	0	**0**
0800-0900	13	0	0	0	0	**13**	116	2	2	0	0	**120**	19	1	0	0	0	**20**	0	0	0	0	0	**0**
0815-0915	17	0	0	0	0	**17**	114	1	2	0	0	**117**	26	1	0	0	0	**27**	0	0	0	0	0	**0**
0830-0930	19	0	0	0	0	**19**	101	1	3	0	0	**105**	25	0	0	0	0	**25**	0	0	0	0	0	**0**
0845-0945	18	0	0	0	0	**18**	83	1	1	0	0	**85**	25	0	0	0	0	**25**	0	0	0	0	0	**0**
0900-1000	21	0	0	0	0	**21**	59	0	1	0	0	**60**	22	0	0	0	0	**22**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

A26 / LONDON RD - BUDLETTS ROUNDABOUT

	LONDON ROAD NW LEFT TURN TO A26 UCKFIELD BY-PASS NORTH						LONDON ROAD NW STARIGHT AHEAD TO LONDON RD SE						LONDON ROAD NW RIGHT TURN TO A26 UCKFIELD BY-PASS SOUTH						LONDON ROAD NW U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	3					**3**	32					**32**	10					**10**	0					**0**
1615-1630	8					**8**	39					**39**	3					**3**	0					**0**
1630-1645	2					**2**	37		1			**38**	3					**3**	0					**0**
1645-1700	5					**5**	51		1			**52**	3					**3**	0					**0**
1700-1715	3					**3**	45		1			**46**	4					**4**	0					**0**
1715-1730	3					**3**	54					**54**	1					**1**	0					**0**
1730-1745	5					**5**	49		2	1		**52**	3					**3**	0					**0**
1745-1800	1					**1**	38					**38**	0					**0**	0					**0**
1800-1815	4		1	1		**6**	29					**29**	2					**2**	0					**0**
1815-1830	5					**5**	25					**25**	2					**2**	0					**0**
1830-1845	3	1				**4**	22		1			**23**	2					**2**	0					**0**
1845-1900	4				1	**5**	26					**26**	2					**2**	0					**0**
1600-1900	**46**	**1**	**1**	**1**	**1**	**50**	**447**	**0**	**6**	**1**	**0**	**454**	**35**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1700	18	0	0	0	0	**18**	159	0	2	0	0	**161**	19	0	0	0	0	**19**	0	0	0	0	0	**0**
1615-1715	18	0	0	0	0	**18**	172	0	3	0	0	**175**	13	0	0	0	0	**13**	0	0	0	0	0	**0**
1630-1730	13	0	0	0	0	**13**	187	0	3	0	0	**190**	11	0	0	0	0	**11**	0	0	0	0	0	**0**
1645-1745	16	0	0	0	0	**16**	199	0	4	1	0	**204**	11	0	0	0	0	**11**	0	0	0	0	0	**0**
1700-1800	12	0	0	0	0	**12**	186	0	3	1	0	**190**	8	0	0	0	0	**8**	0	0	0	0	0	**0**
1715-1815	13	0	1	1	0	**15**	170	0	2	1	0	**173**	6	0	0	0	0	**6**	0	0	0	0	0	**0**
1730-1830	15	0	1	1	0	**17**	141	0	2	1	0	**144**	7	0	0	0	0	**7**	0	0	0	0	0	**0**
1745-1845	13	1	1	1	0	**16**	114	0	1	0	0	**115**	6	0	0	0	0	**6**	0	0	0	0	0	**0**
1800-1900	16	1	1	1	1	**20**	102	0	1	0	0	**103**	8	0	0	0	0	**8**	0	0	0	0	0	**0**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

LONDON ROAD / A272 BUDLETTS LANE PRIORITY JUNCTION

	A272 BUDLETTS LANE OUT LEFT TO LONDON ROAD - SOUTH						A272 BUDLETTS LANE OUT RIGHT TO LONDON ROAD - / A26						A272 BUDLETTS LANE RIGHT TURN IN (BANNED) FROM LONDON ROAD - SOUTH						A272 BUDLETTS LANE LEFT TURN IN FROM LONDON ROAD - / A26					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1					**1**	81	2				**83**	0					**0**	22	1	2			**25**
0715-0730	0					**0**	97	4	2			**103**	0					**0**	35	2		1		**38**
0730-0745	1					**1**	84	1	2			**87**	0					**0**	37	5				**42**
0745-0800	1					**1**	101	2	1			**104**	0					**0**	44	5	1			**50**
0800-0815	0	1				**1**	72	3				**75**	0					**0**	54	6				**60**
0815-0830	2					**2**	72	3	1			**76**	0					**0**	58	1				**59**
0830-0845	2	1				**3**	68	4				**72**	0					**0**	42	3				**45**
0845-0900	1					**1**	74	5		1		**80**	0					**0**	37	5				**42**
0900-0915	2					**2**	72	2				**74**	1					**1**	44	3	1			**48**
0915-0930	0					**0**	58	5				**63**	0					**0**	46	1				**47**
0930-0945	2					**2**	55	4				**59**	0					**0**	46	3				**49**
0945-1000	0					**0**	51	4				**55**	1					**1**	50	5		3		**58**
0700-1000	**12**	**2**	**0**	**0**	**0**	**14**	**885**	**39**	**6**	**1**	**0**	**931**	**2**	**0**	**0**	**0**	**0**	**2**	**515**	**40**	**4**	**4**	**0**	**563**
0700-0800	3	0	0	0	0	**3**	363	9	5	0	0	**377**	0	0	0	0	0	**0**	138	13	3	1	0	**155**
0715-0815	2	1	0	0	0	**3**	354	10	5	0	0	**369**	0	0	0	0	0	**0**	170	18	1	1	0	**190**
0730-0830	4	1	0	0	0	**5**	329	9	4	0	0	**342**	0	0	0	0	0	**0**	193	17	1	0	0	**211**
0745-0845	5	2	0	0	0	**7**	313	12	2	0	0	**327**	0	0	0	0	0	**0**	198	15	1	0	0	**214**
0800-0900	5	2	0	0	0	**7**	286	15	1	1	0	**303**	0	0	0	0	0	**0**	191	15	0	0	0	**206**
0815-0915	7	1	0	0	0	**8**	286	14	1	1	0	**302**	1	0	0	0	0	**1**	181	12	1	0	0	**194**
0830-0930	5	1	0	0	0	**6**	272	16	0	1	0	**289**	1	0	0	0	0	**1**	169	12	1	0	0	**182**
0845-0945	5	0	0	0	0	**5**	259	16	0	1	0	**276**	1	0	0	0	0	**1**	173	12	1	0	0	**186**
0900-1000	4	0	0	0	0	**4**	236	15	0	0	0	**251**	2	0	0	0	0	**2**	186	12	1	3	0	**202**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

LONDON ROAD / A272 BUDLETTS LANE PRIORITY JUNCTION

	A272 BUDLETTS LANE OUT LEFT TO LONDON ROAD - SOUTH						A272 BUDLETTS LANE OUT RIGHT TO LONDON ROAD - / A26						A272 BUDLETTS LANE RIGHT TURN IN (BANNED) FROM LONDON ROAD - SOUTH						A272 BUDLETTS LANE LEFT TURN IN FROM LONDON ROAD - / A26					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	2					**2**	54	2				**56**	0					**0**	75	5				**80**
1615-1630	1					**1**	42	1				**43**	0					**0**	95	2				**97**
1630-1645	1	1				**2**	36	1				**37**	0					**0**	79	2				**81**
1645-1700	2					**2**	49	1				**50**	0					**0**	86	2				**88**
1700-1715	0					**0**	42	1				**43**	0					**0**	75	3	1			**79**
1715-1730	0					**0**	43					**43**	1					**1**	70	2				**72**
1730-1745	3					**3**	42	2	1			**45**	0					**0**	54	1				**55**
1745-1800	0					**0**	38					**38**	0					**0**	67		1			**68**
1800-1815	0					**0**	43					**43**	0					**0**	55					**55**
1815-1830	0					**0**	32	1		1		**34**	1					**1**	49					**49**
1830-1845	0					**0**	26					**26**	0					**0**	43	1				**44**
1845-1900	0					**0**	22					**22**	0					**0**	38		1			**39**
1600-1900	**9**	**1**	**0**	**0**	**0**	**10**	**469**	**9**	**1**	**1**	**0**	**480**	**2**	**0**	**0**	**0**	**0**	**2**	**786**	**18**	**3**	**0**	**0**	**807**
1600-1700	6	1	0	0	0	**7**	181	5	0	0	0	**186**	0	0	0	0	0	**0**	335	11	0	0	0	**346**
1615-1715	4	1	0	0	0	**5**	169	4	0	0	0	**173**	0	0	0	0	0	**0**	335	9	1	0	0	**345**
1630-1730	3	1	0	0	0	**4**	170	3	0	0	0	**173**	1	0	0	0	0	**1**	310	9	1	0	0	**320**
1645-1745	5	0	0	0	0	**5**	176	4	1	0	0	**181**	1	0	0	0	0	**1**	285	8	1	0	0	**294**
1700-1800	3	0	0	0	0	**3**	165	3	1	0	0	**169**	1	0	0	0	0	**1**	266	6	2	0	0	**274**
1715-1815	3	0	0	0	0	**3**	166	2	1	0	0	**169**	1	0	0	0	0	**1**	246	3	1	0	0	**250**
1730-1830	3	0	0	0	0	**3**	155	3	1	1	0	**160**	1	0	0	0	0	**1**	225	1	1	0	0	**227**
1745-1845	0	0	0	0	0	**0**	139	1	0	1	0	**141**	1	0	0	0	0	**1**	214	1	1	0	0	**216**
1800-1900	0	0	0	0	0	**0**	123	1	0	1	0	**125**	1	0	0	0	0	**1**	185	1	1	0	0	**187**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

LONDON ROAD / A272 BUDLETTS LANE PRIORITY JUNCTION

	LONDON RD FROM SE / UCKFIELD STRAIGHT AHEAD TO LONDON RD NW / A26 ROUNDABOUT						LONDON RD FROM NW / A26 R/BOUT STRAIGHT AHEAD TO LONDON RD SE / UCKFIELD					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	76					**76**	15					**15**
0715-0730	75	1	2			**78**	20		1			**21**
0730-0745	101	2	1			**104**	22	4			1	**27**
0745-0800	86	2	1			**89**	28	2	1			**31**
0800-0815	97					**97**	28	2				**30**
0815-0830	104	6	2			**112**	63		1			**64**
0830-0845	105		3		1	**109**	94		3			**97**
0845-0900	116	3	5			**124**	73			1		**74**
0900-0915	57		2	1		**60**	49	3				**52**
0915-0930	57	2		1		**60**	45	5	1			**51**
0930-0945	57		1			**58**	39					**39**
0945-1000	58	2	1			**61**	27	3		1		**31**
0700-1000	**989**	**18**	**18**	**2**	**1**	**1028**	**503**	**19**	**7**	**2**	**1**	**532**
0700-0800	338	5	4	0	0	**347**	85	6	2	0	1	**94**
0715-0815	359	5	4	0	0	**368**	98	8	2	0	1	**109**
0730-0830	388	10	4	0	0	**402**	141	8	2	0	1	**152**
0745-0845	392	8	6	0	1	**407**	213	4	5	0	0	**222**
0800-0900	422	9	10	0	1	**442**	258	2	4	1	0	**265**
0815-0915	382	9	12	1	1	**405**	279	3	4	1	0	**287**
0830-0930	335	5	10	2	1	**353**	261	8	4	1	0	**274**
0845-0945	287	5	8	2	0	**302**	206	8	1	1	0	**216**
0900-1000	229	4	4	2	0	**239**	160	11	1	1	0	**173**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

LONDON ROAD / A272 BUDLETTS LANE PRIORITY JUNCTION

	LONDON RD FROM SE / UCKFIELD STRAIGHT AHEAD TO LONDON RD NW / A26 ROUNDABOUT						LONDON RD FROM NW / A26 R/BOUT STRAIGHT AHEAD TO LONDON RD SE / UCKFIELD					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	72	1	1			**74**	60	1				**61**
1615-1630	46		1			**47**	59	1				**60**
1630-1645	62			2		**64**	74	2	1			**77**
1645-1700	53		1			**54**	81		1			**82**
1700-1715	68		1			**69**	87		1			**88**
1715-1730	44	2				**46**	104					**104**
1730-1745	47		1			**48**	108		3	1		**112**
1745-1800	47					**47**	79					**79**
1800-1815	51		1	1		**53**	86					**86**
1815-1830	31	1				**32**	77					**77**
1830-1845	37					**37**	57		1			**58**
1845-1900	28					**28**	53					**53**
1600-1900	**586**	**4**	**6**	**3**	**0**	**599**	**925**	**4**	**7**	**1**	**0**	**937**
1600-1700	233	1	3	2	0	**239**	274	4	2	0	0	**280**
1615-1715	229	0	3	2	0	**234**	301	3	3	0	0	**307**
1630-1730	227	2	2	2	0	**233**	346	2	3	0	0	**351**
1645-1745	212	2	3	0	0	**217**	380	0	5	1	0	**386**
1700-1800	206	2	2	0	0	**210**	378	0	4	1	0	**383**
1715-1815	189	2	2	1	0	**194**	377	0	3	1	0	**381**
1730-1830	176	1	2	1	0	**180**	350	0	3	1	0	**354**
1745-1845	166	1	1	1	0	**169**	299	0	1	0	0	**300**
1800-1900	147	1	1	1	0	**150**	273	0	1	0	0	**274**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

FIVE ASH DOWN / A272 / COOPERS GREEN ROAD SIGNAL JUNCTION

	FIVE ASH DOWN NORTH LEFT TURN TO A272 EAST					
	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1					**1**
0715-0730	9	1				**10**
0730-0745	7					**7**
0745-0800	7	2	1			**10**
0800-0815	6					**6**
0815-0830	14	1				**15**
0830-0845	20					**20**
0845-0900	16					**16**
0900-0915	5	1				**6**
0915-0930	10					**10**
0930-0945	6					**6**
0945-1000	4					**4**
0700-1000	**105**	**5**	**1**	**0**	**0**	**111**
0700-0800	24	3	1	0	0	**28**
0715-0815	29	3	1	0	0	**33**
0730-0830	34	3	1	0	0	**38**
0745-0845	47	3	1	0	0	**51**
0800-0900	56	1	0	0	0	**57**
0815-0915	55	2	0	0	0	**57**
0830-0930	51	1	0	0	0	**52**
0845-0945	37	1	0	0	0	**38**
0900-1000	25	1	0	0	0	**26**

	FIVE ASH DOWN NORTH STRAIGHT AHEAD TO COOPERS GREEN RD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	4					**4**
0715-0730	4		1			**5**
0730-0745	3					**3**
0745-0800	9					**9**
0800-0815	8					**8**
0815-0830	9		1			**10**
0830-0845	19	1				**20**
0845-0900	13		1			**14**
0900-0915	4	1				**5**
0915-0930	8					**8**
0930-0945	8		1			**9**
0945-1000	4	1				**5**
0700-1000	**93**	**3**	**4**	**0**	**0**	**100**
0700-0800	20	0	1	0	0	**21**
0715-0815	24	0	1	0	0	**25**
0730-0830	29	0	1	0	0	**30**
0745-0845	45	1	1	0	0	**47**
0800-0900	49	1	2	0	0	**52**
0815-0915	45	2	2	0	0	**49**
0830-0930	44	2	1	0	0	**47**
0845-0945	33	1	2	0	0	**36**
0900-1000	24	2	1	0	0	**27**

	FIVE ASH DOWN NORTH RIGHT TURN TO A272 WEST					
	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1					**1**
0715-0730	0					**0**
0730-0745	0					**0**
0745-0800	1					**1**
0800-0815	1					**1**
0815-0830	0					**0**
0830-0845	0					**0**
0845-0900	0					**0**
0900-0915	0					**0**
0915-0930	0					**0**
0930-0945	1	1				**2**
0945-1000	1					**1**
0700-1000	**5**	**1**	**0**	**0**	**0**	**6**
0700-0800	2	0	0	0	0	**2**
0715-0815	2	0	0	0	0	**2**
0730-0830	2	0	0	0	0	**2**
0745-0845	2	0	0	0	0	**2**
0800-0900	1	0	0	0	0	**1**
0815-0915	0	0	0	0	0	**0**
0830-0930	0	0	0	0	0	**0**
0845-0945	1	1	0	0	0	**2**
0900-1000	2	1	0	0	0	**3**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

FIVE ASH DOWN / A272 / COOPERS GREEN ROAD SIGNAL JUNCTION

	FIVE ASH DOWN NORTH LEFT TURN TO A272 EAST					
	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	10					**10**
1615-1630	24					**24**
1630-1645	13					**13**
1645-1700	7					**7**
1700-1715	10	1				**11**
1715-1730	16					**16**
1730-1745	5					**5**
1745-1800	9					**9**
1800-1815	5					**5**
1815-1830	2					**2**
1830-1845	6					**6**
1845-1900	5					**5**
1600-1900	**112**	**1**	**0**	**0**	**0**	**113**
1600-1700	54	0	0	0	0	**54**
1615-1715	54	1	0	0	0	**55**
1630-1730	46	1	0	0	0	**47**
1645-1745	38	1	0	0	0	**39**
1700-1800	40	1	0	0	0	**41**
1715-1815	35	0	0	0	0	**35**
1730-1830	21	0	0	0	0	**21**
1745-1845	22	0	0	0	0	**22**
1800-1900	18	0	0	0	0	**18**

	FIVE ASH DOWN NORTH STRAIGHT AHEAD TO COOPERS GREEN RD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	8					**8**
1615-1630	17					**17**
1630-1645	5					**5**
1645-1700	15					**15**
1700-1715	3					**3**
1715-1730	18					**18**
1730-1745	9					**9**
1745-1800	8		1			**9**
1800-1815	8					**8**
1815-1830	11					**11**
1830-1845	5					**5**
1845-1900	8					**8**
1600-1900	**115**	**0**	**1**	**0**	**0**	**116**
1600-1700	45	0	0	0	0	**45**
1615-1715	40	0	0	0	0	**40**
1630-1730	41	0	0	0	0	**41**
1645-1745	45	0	0	0	0	**45**
1700-1800	38	0	1	0	0	**39**
1715-1815	43	0	1	0	0	**44**
1730-1830	36	0	1	0	0	**37**
1745-1845	32	0	1	0	0	**33**
1800-1900	32	0	0	0	0	**32**

	FIVE ASH DOWN NORTH RIGHT TURN TO A272 WEST					
	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	3					**3**
1615-1630	1					**1**
1630-1645	0					**0**
1645-1700	0					**0**
1700-1715	0	1				**1**
1715-1730	0					**0**
1730-1745	0					**0**
1745-1800	0					**0**
1800-1815	1					**1**
1815-1830	0					**0**
1830-1845	0					**0**
1845-1900	0					**0**
1600-1900	**5**	**1**	**0**	**0**	**0**	**6**
1600-1700	4	0	0	0	0	**4**
1615-1715	1	1	0	0	0	**2**
1630-1730	0	1	0	0	0	**1**
1645-1745	0	1	0	0	0	**1**
1700-1800	0	1	0	0	0	**1**
1715-1815	1	0	0	0	0	**1**
1730-1830	1	0	0	0	0	**1**
1745-1845	1	0	0	0	0	**1**
1800-1900	1	0	0	0	0	**1**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

FIVE ASH DOWN / A272 / COOPERS GREEN ROAD SIGNAL JUNCTION

	A272 EAST LEFT TURN TO COOPERS GREEN RD SOUTH						A272 EAST STARIGHT AHEAD TO A272 WEST						A272 EAST RIGHT TURN TO FIVE ASH DOWN NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	8					**8**	83	1				**84**	1					**1**
0715-0730	11					**11**	96	3	2			**101**	4					**4**
0730-0745	17					**17**	89	1	2			**92**	14					**14**
0745-0800	26	1	1			**28**	103	2	1			**106**	19					**19**
0800-0815	23		1			**24**	69	4				**73**	12	2				**14**
0815-0830	38	1				**39**	85	4				**89**	17	1		1		**19**
0830-0845	41		1			**42**	57	2				**59**	22	1				**23**
0845-0900	42	1			1	**44**	78	4				**82**	30			1		**31**
0900-0915	26	2			1	**29**	67	2				**69**	12					**12**
0915-0930	16	1				**17**	50	6				**56**	11					**11**
0930-0945	21	1	1			**23**	46	3				**49**	7					**7**
0945-1000	23		1			**24**	56	4				**60**	9					**9**
0700-1000	**292**	**1**	**5**	**0**	**2**	**306**	**879**	**36**	**5**	**0**	**0**	**920**	**158**	**4**	**0**	**2**	**0**	**164**
0700-0800	62	1	1	0	0	**64**	371	7	5	0	0	**383**	38	0	0	0	0	**38**
0715-0815	77	1	2	0	0	**80**	357	10	5	0	0	**372**	49	2	0	0	0	**51**
0730-0830	104	2	2	0	0	**108**	346	11	3	0	0	**360**	62	3	0	1	0	**66**
0745-0845	128	2	3	0	0	**133**	314	12	1	0	0	**327**	70	4	0	1	0	**75**
0800-0900	144	2	2	0	1	**149**	289	14	0	0	0	**303**	81	4	0	2	0	**87**
0815-0915	147	4	1	0	2	**154**	287	12	0	0	0	**299**	81	2	0	2	0	**85**
0830-0930	125	4	1	0	2	**132**	252	14	0	0	0	**266**	75	1	0	1	0	**77**
0845-0945	105	5	1	0	2	**113**	241	15	0	0	0	**256**	60	0	0	1	0	**61**
0900-1000	86	4	2	0	1	**93**	219	15	0	0	0	**234**	39	0	0	0	0	**39**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

FIVE ASH DOWN / A272 / COOPERS GREEN ROAD SIGNAL JUNCTION

	A272 EAST LEFT TURN TO COOPERS GREEN RD SOUTH						A272 EAST STARIGHT AHEAD TO A272 WEST						A272 EAST RIGHT TURN TO FIVE ASH DOWN NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	22	1				**23**	45	1				**46**	7					**7**
1615-1630	33	1				**34**	45	1				**46**	0					**0**
1630-1645	50		2			**52**	44	2				**46**	7					**7**
1645-1700	37					**37**	49	1				**50**	5					**5**
1700-1715	32	2	1			**35**	48					**48**	5		1			**6**
1715-1730	30		1			**31**	45					**45**	8					**8**
1730-1745	34		1			**35**	40	2	1			**43**	5					**5**
1745-1800	35					**35**	39					**39**	5					**5**
1800-1815	20			1		**21**	39					**39**	8	1				**9**
1815-1830	21					**21**	29	1		1		**31**	0					**0**
1830-1845	18	1				**19**	25					**25**	8					**8**
1845-1900	17					**17**	22					**22**	2					**2**
1600-1900	**349**	**5**	**5**	**1**	**0**	**360**	**470**	**8**	**1**	**1**	**0**	**480**	**60**	**1**	**1**	**0**	**0**	**62**
1600-1700	142	2	2	0	0	**146**	183	5	0	0	0	**188**	19	0	0	0	0	**19**
1615-1715	152	3	3	0	0	**158**	186	4	0	0	0	**190**	17	0	1	0	0	**18**
1630-1730	149	2	4	0	0	**155**	186	3	0	0	0	**189**	25	0	1	0	0	**26**
1645-1745	133	2	3	0	0	**138**	182	3	1	0	0	**186**	23	0	1	0	0	**24**
1700-1800	131	2	3	0	0	**136**	172	2	1	0	0	**175**	23	0	1	0	0	**24**
1715-1815	119	0	2	1	0	**122**	163	2	1	0	0	**166**	26	1	0	0	0	**27**
1730-1830	110	0	1	1	0	**112**	147	3	1	1	0	**152**	18	1	0	0	0	**19**
1745-1845	94	1	0	1	0	**96**	132	1	0	1	0	**134**	21	1	0	0	0	**22**
1800-1900	76	1	0	1	0	**78**	115	1	0	1	0	**117**	18	1	0	0	0	**19**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

FIVE ASH DOWN / A272 / COOPERS GREEN ROAD SIGNAL JUNCTION

	COOPERS GREEN ROAD SOUTH LEFT TURN TO A272 WEST						COOPERS GREEN ROAD SOUTH STARIGHT AHEAD TO FIVE ASH DOWN NORTH						COOPERS GREEN ROAD SOUTH RIGHT TURN TO A272 EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	0					**0**	9	1	1			**11**	9					**9**
0715-0730	1					**1**	6					**6**	10					**10**
0730-0745	0					**0**	2					**2**	27	1				**28**
0745-0800	0					**0**	10		1			**11**	26	2				**28**
0800-0815	0					**0**	10	1				**11**	29					**29**
0815-0830	3	1				**4**	10					**10**	32	2				**34**
0830-0845	1					**1**	12					**12**	34					**34**
0845-0900	0	1				**1**	17		1			**18**	33	1	1			**35**
0900-0915	3					**3**	6					**6**	28					**28**
0915-0930	0	1				**1**	5					**5**	22	1				**23**
0930-0945	2					**2**	11		1	1		**13**	17	1				**18**
0945-1000	4					**4**	10		1			**11**	25				1	**26**
0700-1000	**14**	**3**	**0**	**0**	**0**	**17**	**108**	**2**	**5**	**1**	**0**	**116**	**292**	**8**	**1**	**0**	**1**	**302**
0700-0800	1	0	0	0	0	**1**	27	1	2	0	0	**30**	72	3	0	0	0	**75**
0715-0815	1	0	0	0	0	**1**	28	1	1	0	0	**30**	92	3	0	0	0	**95**
0730-0830	3	1	0	0	0	**4**	32	1	1	0	0	**34**	114	5	0	0	0	**119**
0745-0845	4	1	0	0	0	**5**	42	1	1	0	0	**44**	121	4	0	0	0	**125**
0800-0900	4	2	0	0	0	**6**	49	1	1	0	0	**51**	128	3	1	0	0	**132**
0815-0915	7	2	0	0	0	**9**	45	0	1	0	0	**46**	127	3	1	0	0	**131**
0830-0930	4	2	0	0	0	**6**	40	0	1	0	0	**41**	117	2	1	0	0	**120**
0845-0945	5	2	0	0	0	**7**	39	0	2	1	0	**42**	100	3	1	0	0	**104**
0900-1000	9	1	0	0	0	**10**	32	0	2	1	0	**35**	92	2	0	0	1	**95**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

FIVE ASH DOWN / A272 / COOPERS GREEN ROAD SIGNAL JUNCTION

	COOPERS GREEN ROAD SOUTH LEFT TURN TO A272 WEST						COOPERS GREEN ROAD SOUTH STARIGHT AHEAD TO FIVE ASH DOWN NORTH						COOPERS GREEN ROAD SOUTH RIGHT TURN TO A272 EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	1					**1**	11		1			**12**	35					**35**
1615-1630	0					**0**	11					**11**	34					**34**
1630-1645	2					**2**	9	1				**10**	35	1				**36**
1645-1700	2	1				**3**	7					**7**	31		1			**32**
1700-1715	0					**0**	7	1	2			**10**	32					**32**
1715-1730	4					**4**	14					**14**	28	1				**29**
1730-1745	8					**8**	15					**15**	24					**24**
1745-1800	2					**2**	9					**9**	23					**23**
1800-1815	0					**0**	8		1		1	**10**	18					**18**
1815-1830	0					**0**	2					**2**	25					**25**
1830-1845	1					**1**	4					**4**	26			1		**27**
1845-1900	1					**1**	6					**6**	22					**22**
1600-1900	**21**	**1**	**0**	**0**	**0**	**22**	**103**	**2**	**4**	**0**	**1**	**110**	**333**	**2**	**1**	**1**	**0**	**337**
1600-1700	5	1	0	0	0	**6**	38	1	1	0	0	**40**	135	1	1	0	0	**137**
1615-1715	4	1	0	0	0	**5**	34	2	2	0	0	**38**	132	1	1	0	0	**134**
1630-1730	8	1	0	0	0	**9**	37	2	2	0	0	**41**	126	2	1	0	0	**129**
1645-1745	14	1	0	0	0	**15**	43	1	2	0	0	**46**	115	1	1	0	0	**117**
1700-1800	14	0	0	0	0	**14**	45	1	2	0	0	**48**	107	1	0	0	0	**108**
1715-1815	14	0	0	0	0	**14**	46	0	1	0	1	**48**	93	1	0	0	0	**94**
1730-1830	10	0	0	0	0	**10**	34	0	1	0	1	**36**	90	0	0	0	0	**90**
1745-1845	3	0	0	0	0	**3**	23	0	1	0	1	**25**	92	0	0	1	0	**93**
1800-1900	2	0	0	0	0	**2**	20	0	1	0	1	**22**	91	0	0	1	0	**92**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

FIVE ASH DOWN / A272 / COOPERS GREEN ROAD SIGNAL JUNCTION

	A272 WEST LEFT TURN TO FIVE ASH DOWN NORTH						A272 WEST STARIGHT AHEAD TO A272 EAST						A272 WEST RIGHT TURN TO COOPERS GREEN ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	3					**3**	20	1	2			**23**	0					**0**
0715-0730	0					**0**	29	2		1		**32**	0					**0**
0730-0745	1					**1**	34	4				**38**	1					**1**
0745-0800	0					**0**	39	5	1			**45**	1					**1**
0800-0815	1					**1**	60	5				**65**	0					**0**
0815-0830	0					**0**	54	2			1	**57**	4					**4**
0830-0845	0					**0**	46	2				**48**	5					**5**
0845-0900	0					**0**	39	4				**43**	0	1				**1**
0900-0915	3					**3**	37	5				**42**	1					**1**
0915-0930	0					**0**	43	1				**44**	5					**5**
0930-0945	1					**1**	38	3				**41**	3					**3**
0945-1000	1					**1**	42	5		4		**51**	1				1	**2**
0700-1000	**10**	**0**	**0**	**0**	**0**	**10**	**481**	**39**	**3**	**5**	**1**	**529**	**21**	**1**	**0**	**0**	**1**	**23**
0700-0800	4	0	0	0	0	**4**	122	12	3	1	0	**138**	2	0	0	0	0	**2**
0715-0815	2	0	0	0	0	**2**	162	16	1	1	0	**180**	2	0	0	0	0	**2**
0730-0830	2	0	0	0	0	**2**	187	16	1	0	1	**205**	6	0	0	0	0	**6**
0745-0845	1	0	0	0	0	**1**	199	14	1	0	1	**215**	10	0	0	0	0	**10**
0800-0900	1	0	0	0	0	**1**	199	13	0	0	1	**213**	9	1	0	0	0	**10**
0815-0915	3	0	0	0	0	**3**	176	13	0	0	1	**190**	10	1	0	0	0	**11**
0830-0930	3	0	0	0	0	**3**	165	12	0	0	0	**177**	11	1	0	0	0	**12**
0845-0945	4	0	0	0	0	**4**	157	13	0	0	0	**170**	9	1	0	0	0	**10**
0900-1000	5	0	0	0	0	**5**	160	14	0	4	0	**178**	10	0	0	0	1	**11**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

FIVE ASH DOWN / A272 / COOPERS GREEN ROAD SIGNAL JUNCTION

	A272 WEST LEFT TURN TO FIVE ASH DOWN NORTH						A272 WEST STARIGHT AHEAD TO A272 EAST						A272 WEST RIGHT TURN TO COOPERS GREEN ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	1					**1**	71	5				**76**	3					**3**
1615-1630	1					**1**	83	2				**85**	3					**3**
1630-1645	0					**0**	81	2				**83**	1					**1**
1645-1700	1					**1**	72	2				**74**	5					**5**
1700-1715	0	1				**1**	78	3	1			**82**	0					**0**
1715-1730	0					**0**	56		1			**57**	7					**7**
1730-1745	0					**0**	55	1				**56**	1					**1**
1745-1800	0					**0**	63		1			**64**	3					**3**
1800-1815	0					**0**	49					**49**	1					**1**
1815-1830	0					**0**	50					**50**	1					**1**
1830-1845	1					**1**	41	1				**42**	1					**1**
1845-1900	0					**0**	38					**38**	0					**0**
1600-1900	**4**	**1**	**0**	**0**	**0**	**5**	**737**	**16**	**3**	**0**	**0**	**756**	**26**	**0**	**0**	**0**	**0**	**26**
1600-1700	3	0	0	0	0	**3**	307	11	0	0	0	**318**	12	0	0	0	0	**12**
1615-1715	2	1	0	0	0	**3**	314	9	1	0	0	**324**	9	0	0	0	0	**9**
1630-1730	1	1	0	0	0	**2**	287	7	2	0	0	**296**	13	0	0	0	0	**13**
1645-1745	1	1	0	0	0	**2**	261	6	2	0	0	**269**	13	0	0	0	0	**13**
1700-1800	0	1	0	0	0	**1**	252	4	3	0	0	**259**	11	0	0	0	0	**11**
1715-1815	0	0	0	0	0	**0**	223	1	2	0	0	**226**	12	0	0	0	0	**12**
1730-1830	0	0	0	0	0	**0**	217	1	1	0	0	**219**	6	0	0	0	0	**6**
1745-1845	1	0	0	0	0	**1**	203	1	1	0	0	**205**	6	0	0	0	0	**6**
1800-1900	1	0	0	0	0	**1**	178	1	0	0	0	**179**	3	0	0	0	0	**3**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

COOPERS GREEN ROAD / LONDON ROAD PRIORITY JUNCTION

	COOPERS GREEN ROAD OUT LEFT TO LONDON ROAD - SOUTH						COOPERS GREEN ROAD OUT RIGHT TO LONDON ROAD - / A26						COOPERS GREEN ROAD RIGHT TURN IN FROM LONDON ROAD - SOUTH						COOPERS GREEN ROAD LEFT TURN IN FROM LONDON ROAD - / A26					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	6					**6**	0					**0**	26	1	1			**28**	1					**1**
0715-0730	22		1			**23**	1					**1**	21					**21**	0					**0**
0730-0745	24					**24**	1					**1**	36	1				**37**	0					**0**
0745-0800	36	1	1			**38**	0					**0**	34	2	1			**37**	0					**0**
0800-0815	33	1				**34**	1					**1**	55					**55**	0					**0**
0815-0830	54	1	2			**57**	0					**0**	42	1				**43**	4	1				**5**
0830-0845	70	1				**71**	1					**1**	41	2				**43**	3	1				**4**
0845-0900	65	1	1			**67**	1					**1**	45		2	2		**49**	1					**1**
0900-0915	37	2				**39**	2					**2**	33	1				**34**	1					**1**
0915-0930	25					**25**	0					**0**	31	1				**32**	1					**1**
0930-0945	32	1	2			**35**	1					**1**	19	1	1	1		**22**	4					**4**
0945-1000	21	1	1			**23**	1					**1**	25		1			**26**	4					**4**
0700-1000	**425**	**9**	**8**	**0**	**0**	**442**	**9**	**0**	**0**	**0**	**0**	**9**	**408**	**10**	**6**	**3**	**0**	**427**	**19**	**2**	**0**	**0**	**0**	**21**
0700-0800	88	1	2	0	0	**91**	2	0	0	0	0	**2**	117	4	2	0	0	**123**	1	0	0	0	0	**1**
0715-0815	115	2	2	0	0	**119**	3	0	0	0	0	**3**	146	3	1	0	0	**150**	0	0	0	0	0	**0**
0730-0830	147	3	3	0	0	**153**	2	0	0	0	0	**2**	167	4	1	0	0	**172**	4	1	0	0	0	**5**
0745-0845	193	4	3	0	0	**200**	2	0	0	0	0	**2**	172	5	1	0	0	**178**	7	2	0	0	0	**9**
0800-0900	222	4	3	0	0	**229**	3	0	0	0	0	**3**	183	3	2	2	0	**190**	8	2	0	0	0	**10**
0815-0915	226	5	3	0	0	**234**	4	0	0	0	0	**4**	161	4	2	2	0	**169**	9	2	0	0	0	**11**
0830-0930	197	4	1	0	0	**202**	4	0	0	0	0	**4**	150	4	2	2	0	**158**	6	1	0	0	0	**7**
0845-0945	159	4	3	0	0	**166**	4	0	0	0	0	**4**	128	3	3	3	0	**137**	7	0	0	0	0	**7**
0900-1000	115	4	3	0	0	**122**	4	0	0	0	0	**4**	108	3	2	1	0	**114**	10	0	0	0	0	**10**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

COOPERS GREEN ROAD / LONDON ROAD PRIORITY JUNCTION

	COOPERS GREEN ROAD OUT LEFT TO LONDON ROAD - SOUTH						COOPERS GREEN ROAD OUT RIGHT TO LONDON ROAD - / A26						COOPERS GREEN ROAD RIGHT TURN IN FROM LONDON ROAD - SOUTH						COOPERS GREEN ROAD LEFT TURN IN FROM LONDON ROAD - / A26					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	39	1				**40**	2					**2**	53		1			**54**	1					**1**
1615-1630	61	1				**62**	1					**1**	50	1				**51**	2					**2**
1630-1645	58		2			**60**	1					**1**	51					**51**	2					**2**
1645-1700	40					**40**	1					**1**	40	1				**41**	0					**0**
1700-1715	39	1	1			**41**	3					**3**	40		2			**42**	1					**1**
1715-1730	41		1			**42**	2					**2**	42					**42**	1					**1**
1730-1745	55					**55**	0					**0**	33					**33**	1					**1**
1745-1800	43		1			**44**	1					**1**	27					**27**	3					**3**
1800-1815	34					**34**	0					**0**	35		1			**36**	0					**0**
1815-1830	36					**36**	0					**0**	24					**24**	0					**0**
1830-1845	29					**29**	0					**0**	40					**40**	0					**0**
1845-1900	25	1	1			**27**	1					**1**	34					**34**	2					**2**
1600-1900	**500**	**4**	**6**	**0**	**0**	**510**	**12**	**0**	**0**	**0**	**0**	**12**	**469**	**2**	**4**	**0**	**0**	**475**	**13**	**0**	**0**	**0**	**0**	**13**
1600-1700	198	2	2	0	0	**202**	5	0	0	0	0	**5**	194	2	1	0	0	**197**	5	0	0	0	0	**5**
1615-1715	198	2	3	0	0	**203**	6	0	0	0	0	**6**	181	2	2	0	0	**185**	5	0	0	0	0	**5**
1630-1730	178	1	4	0	0	**183**	7	0	0	0	0	**7**	173	1	2	0	0	**176**	4	0	0	0	0	**4**
1645-1745	175	1	2	0	0	**178**	6	0	0	0	0	**6**	155	1	2	0	0	**158**	3	0	0	0	0	**3**
1700-1800	178	1	3	0	0	**182**	6	0	0	0	0	**6**	142	0	2	0	0	**144**	6	0	0	0	0	**6**
1715-1815	173	0	2	0	0	**175**	3	0	0	0	0	**3**	137	0	1	0	0	**138**	5	0	0	0	0	**5**
1730-1830	168	0	1	0	0	**169**	1	0	0	0	0	**1**	119	0	1	0	0	**120**	4	0	0	0	0	**4**
1745-1845	142	0	1	0	0	**143**	1	0	0	0	0	**1**	126	0	1	0	0	**127**	3	0	0	0	0	**3**
1800-1900	124	1	1	0	0	**126**	1	0	0	0	0	**1**	133	0	1	0	0	**134**	2	0	0	0	0	**2**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

COOPERS GREEN ROAD / LONDON ROAD PRIORITY JUNCTION

	LONDON ROAD FROM SOUTH STRAIGHT AHEAD TO LONDON ROAD NORTH / A26						LONDON ROAD FROM NORTH STRAIGHT AHEAD TO LONDON ROAD SOUTH / UCKFIELD					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	69					**69**	10		1			**11**
0715-0730	98	1	1			**100**	21	1	1			**23**
0730-0745	103	1	1			**105**	28	3				**31**
0745-0800	84		1			**85**	36	2	1			**39**
0800-0815	102					**102**	37	1				**38**
0815-0830	108	6	1			**115**	79					**79**
0830-0845	104	1	3	1		**109**	84		1			**85**
0845-0900	108	3	5			**116**	71		1			**72**
0900-0915	64	1				**65**	52	3		1		**56**
0915-0930	44	1	2			**47**	33	3	1			**37**
0930-0945	51		1	1		**53**	43					**43**
0945-1000	53	2	1			**56**	29	1				**30**
0700-1000	**988**	**16**	**16**	**2**	**0**	**1022**	**523**	**14**	**6**	**1**	**0**	**544**
0700-0800	354	2	3	0	0	**359**	95	6	3	0	0	**104**
0715-0815	387	2	3	0	0	**392**	122	7	2	0	0	**131**
0730-0830	397	7	3	0	0	**407**	180	6	1	0	0	**187**
0745-0845	398	7	5	1	0	**411**	236	3	2	0	0	**241**
0800-0900	422	10	9	1	0	**442**	271	1	2	0	0	**274**
0815-0915	384	11	9	1	0	**405**	286	3	2	1	0	**292**
0830-0930	320	6	10	1	0	**337**	240	6	3	1	0	**250**
0845-0945	267	5	8	1	0	**281**	199	6	2	1	0	**208**
0900-1000	212	4	4	1	0	**221**	157	7	1	1	0	**166**

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 24th NOVEMBER 2021

LOCATION : UCKFIELD, EAST SUSSEX

COOPERS GREEN ROAD / LONDON ROAD PRIORITY JUNCTION

	LONDON ROAD FROM SOUTH STRAIGHT AHEAD TO LONDON ROAD NORTH / A26						LONDON ROAD FROM NORTH STRAIGHT AHEAD TO LONDON ROAD SOUTH / UCKFIELD					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	68					**68**	84	1				**85**
1615-1630	49	1		1		**51**	90	2		1		**93**
1630-1645	69					**69**	94	1	1			**96**
1645-1700	44	1	1			**46**	69	1				**70**
1700-1715	49		1			**50**	94					**94**
1715-1730	37	1				**38**	83					**83**
1730-1745	56		1			**57**	86		1			**87**
1745-1800	42		1			**43**	71	1	2			**74**
1800-1815	56		1			**57**	78					**78**
1815-1830	39		1			**40**	71					**71**
1830-1845	34					**34**	44		1			**45**
1845-1900	33					**33**	52	1				**53**
1600-1900	**576**	**3**	**6**	**1**	**0**	**586**	**916**	**7**	**5**	**1**	**0**	**929**
1600-1700	230	2	1	1	0	**234**	337	5	1	1	0	**344**
1615-1715	211	2	2	1	0	**216**	347	4	1	1	0	**353**
1630-1730	199	2	2	0	0	**203**	340	2	1	0	0	**343**
1645-1745	186	2	3	0	0	**191**	332	1	1	0	0	**334**
1700-1800	184	1	3	0	0	**188**	334	1	3	0	0	**338**
1715-1815	191	1	3	0	0	**195**	318	1	3	0	0	**322**
1730-1830	193	0	4	0	0	**197**	306	1	3	0	0	**310**
1745-1845	171	0	3	0	0	**174**	264	1	3	0	0	**268**
1800-1900	162	0	2	0	0	**164**	245	1	1	0	0	**247**

APPENDIX
M

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Administration

General Specifications

Customer Name	East Sussex County Council	Customer Order No.	4500292042A
Intersection/ General Description	A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)	Controller/ Serial Number	
		S.T.S. /EM Number	E69258 Issue 2
Controller	(•) New ( ) Modification	Equipment Installation by	Siemens
Area Specifications/ Customer Drawings		Slot Cutting by	N/A
Specification Section		Civil Works by	N/A
Contract/Tender Ref:		Customer's Engineer	Martin Wylie
Quotation No.		Telephone Number	01273-337051
Works Order No.	TCT/1389		

Signal Company Use Only

Signal Engineer: D.A.Lawrence (TCT)

(IF Prom Label as >) Prom Number: 16260 Prom Variant: 0

Configuration Check Value: 7F 81 72 EA

Controller Options

Hardware: T800 Firmware Type and Issue: PB800 ISS 19 Other Options: KTD

ST900/ST750 Series Cabinet Options

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

Cabinet/Rack Variant Cuckoo Options ☐

Mains Supply	240 Volts	50 Hz					
Peak Lamp Current	2 Amps	Dimming Voltage	160	Answer Issue	0	Date Created	18/12/05
Average Lamp Power	224 Watts	Low Inrush Tra	☐	Edit Issue	4		
Total Average Power	324 Watts						

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

Works Order : TCT/1389
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Streams, Stages, Phases Control

Select Object to Add/Delete/Insert

○ Streams
Current Number of Streams 1

○ Phases
Current Total Number of Phases 4
◉ Number of Real Phases 4
○ Number of Dummy Phases 0

○ Stages
Current Number of stages (inc. ALL-RED stages) 4

○ Switched Signs
Number of Switched Signs 0

Action
Add At | Delete At

Works Order : TCT/1389
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Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Facilities/Modes Enabled and Mode Priority Levels

Facilities

- [x] Manual Control
- [ ] Manual Step On Mode
- [ ] CLF (Base Time)
- [x] CLF (non-Base Time)
- [x] UTC Facility
- [ ] Hurry Call Mode
- [ ] Priority
- [ ] Emergency Vehicles
- [ ] Part Time
- [x] Master Time Clock
- [ ] RED Lamp Monitoring
- [x] Lamp Monitoring
- [ ] Linked Fixed Time
- [x] FT To Current MAX
- [ ] Speed Measurement
- [ ] Download To Level 3
- [ ] London IMU
- [ ] Extend All Red
- [ ] Fail To Hardware Flashing
- [ ] Ripple Change
- [ ] Non-UK
- [ ] Pelican/Puffin/Toucan Facilities
- [ ] Standalone Manual
- [ ] Holiday Clock
- [ ] Fail to Part Time
- [x] Serial MOVA
- [x]
- [ ] Free-Standing OTU
- [ ] Integral OTU

7 Starting Intergreen

Mode Priority

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

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard.8DF
Default PROM data file

Correspondence Monitoring to inc.

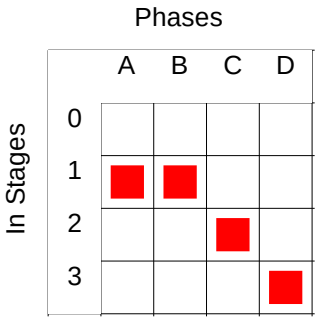
- [x] Reds
- [x] Ambers
- [ ] Switched Signs
- [ ] Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

400 Off 400 On

Works Order : TCT/1389
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Phases in Stages



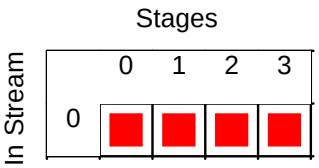
Works Order : TCT/1389
EM Number : E69258
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Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Stages in Streams

Stream Data

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

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



Works Order : TCT/1389
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Phase Type and Conditions

Phase Type and Conditions

(•) Phases A to P ( )

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	UC7118 Southbound	0 - UK Traffic	0	0 - E	
B	C41 Northbound	0 - UK Traffic	0	0 - E	
C	A272 Eastbound	0 - UK Traffic	0	0 - E	
D	A272 Westbound	0 - UK Traffic	0	0 - E	

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

Works Order : TCT/1389
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Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

Initialise

To Phase

From Phase

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

Works Order : TCT/1389
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Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

(•) Phases A to P ( ) Phases Q to X

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.2	20	15	18	12	0	0	0	0	☐
B	7	0	0.2	20	15	18	12	0	0	0	0	☐
C	7	0	0.2	18	18	24	12	0	0	0	0	☐
D	7	0	0.2	38	24	36	12	0	0	0	0	☐

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

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

To Phase

From Phase	A	B	C	D
A			6	6
B			6	6
C	6	6		6
D	6	6	6	

Works Order : TCT/1389
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Handset Intergreen Limits

HIGH 20

Copy Intergreen Values

To Phase

From Phase	A	B	C	D
A			5	5
B			5	5
C	5	5		5
D	5	5	5	

Works Order : TCT/1389
EM Number : E69258
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Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

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

Max. Green — Min. 0 Max. 255

Vehicle Extension — Min. 0.2 Max. 10.0

Phase Delay — Min. 0 Max. 10

Starting I/G — Min. 4 Max. 12

Min Ped Clr (PBT) — Min. 0 Max. 12

Traffic Phase Leaving — Min. 3.0 Max. 3.0

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

Works Order : TCT/1389
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Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

(●) Phases A to P ( )

Demands

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

Phase				
A	AX2	ASL6		
B	BX4	BSL8		
C	CX1	#CSL5		
D	DX3	#DSL7		

Extensions

AX2	ASL6		
BX4	BSL8		
CX1	CSL5		
DX3	DSL7		

Works Order : TCT/1389
EM Number : E69258
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Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D												
☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D												
☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D												
☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

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

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Stage Internal Demands / Ped. Window Times

Stage Internal Demands / Ped. Window Times

Start-up Vehicle Responsive Demands

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

Demands Inserted When Leaving Manual and Fixed Time Modes

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

Unlatched Demands that Start Maximum Timers

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

Window Times

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

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

Works Order : TCT/1389
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Fixed Time

Fixed Time

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

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

Phases Demanded and Extended under Fixed Time to Current Max.

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

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

CLF - Demand Dependent Moves

Clear Grid Data

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

Phases

Stages

	A	B	C	D
0				
1				
2			■	
3				■

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

2 Number of Control Words

2 Number of Reply Words

[ ] Controller to respond to TC bit.

[ ] Introduction of UTC to be disabled by Priority Mode

[ ] Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

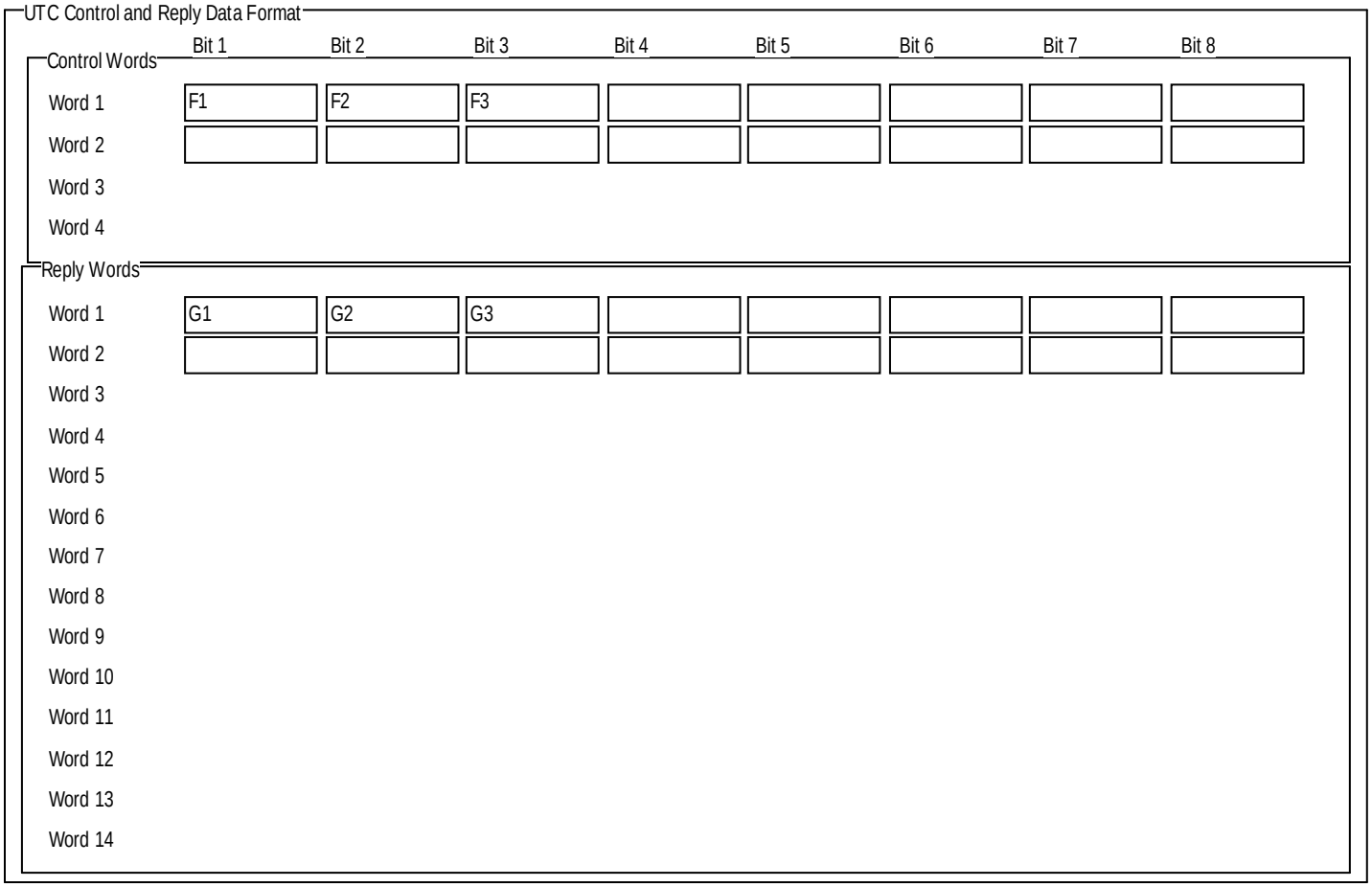
Day	Time
Time Only	00:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Time Only	00:00:00

Works Order : TCT/1389
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Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

UTC Control and Reply Data Format



Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

UTC Stage and Modes Data Definitions

UTC Stage and Modes Data Definitions

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

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM (

☐ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☐ DF

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

RR Button Selected:
☐ G1/G2 ☐ RR ☐

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
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UTC Demand Dependent Forces

Clear Grid Data

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

Phases

Stages

	A	B	C	D
0				
1				
2			■	
3				■

Works Order : TCT/1389
EM Number : E69258
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Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Serial MOVA

Serial MOVA

1	CX1	2	AX2	3	DX3	4	BX4	5		6	ASL6	7		8	BSL8
9		10		11	CIN11	12	AIN12	13	DIN13	14	BIN14	15		16	
17		18		19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Note - only 32 detectors available on MOVA 4.0

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

MTC - Time Switch Parameters

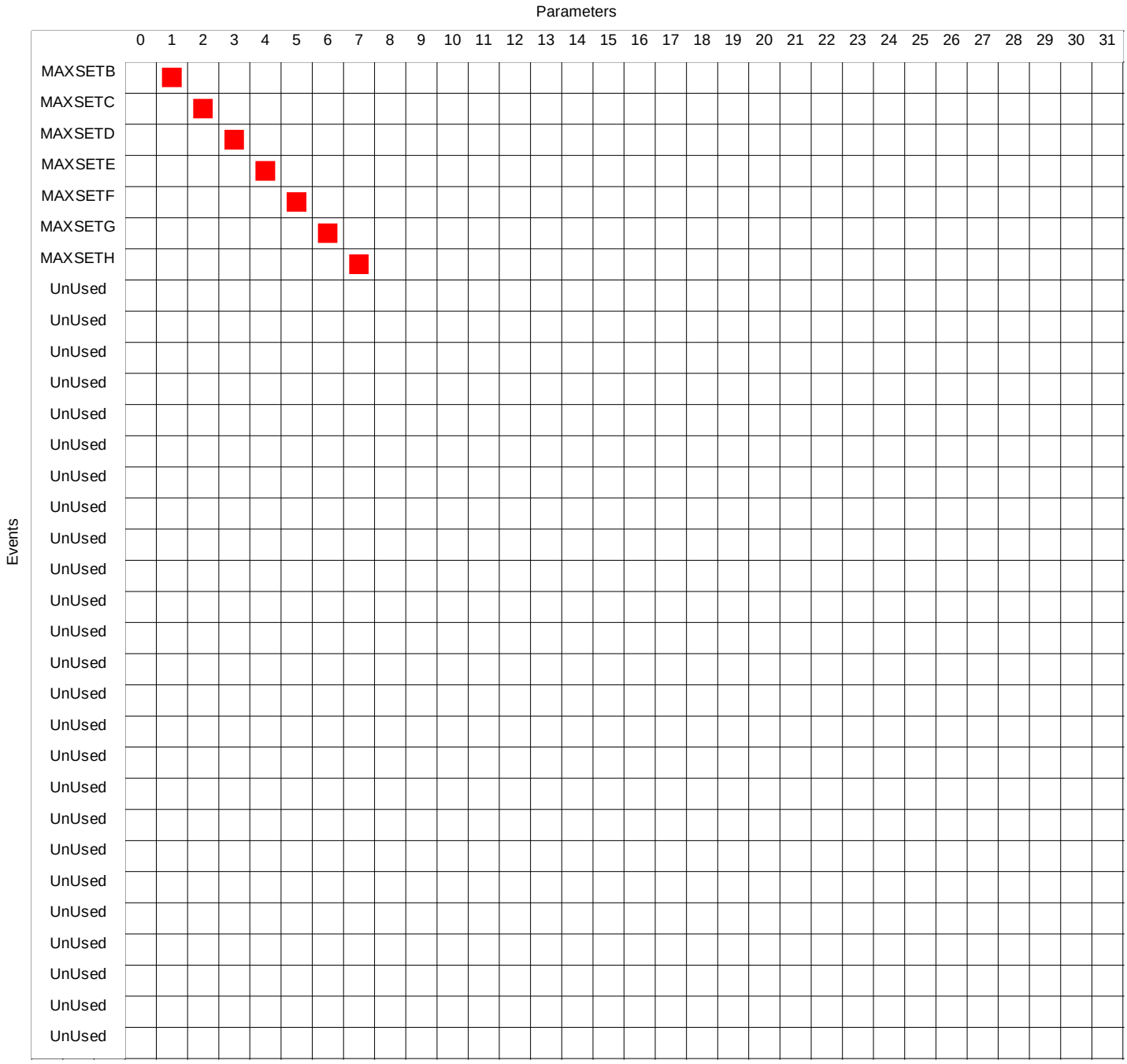
MTC - Time Switch Parameters

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

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

Works Order : TCT/1389
EM Number : E69258
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Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

MTC - Time Switch Parameters Array



Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Master Time Clock - Day Type

Master Time Clock - Day Type

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings

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

Number	Day Type	Time	Introduce Function Required	Function Number	Plan/ Parameter
0	7	06:00:00	Introduce Maxset C	2	2
1	9	07:30:00	Introduce Maxset A	2	0
2	9	09:00:00	Introduce Maxset B	2	1
3	9	16:00:00	Introduce Maxset C	2	2
4	9	18:00:00	Introduce Maxset B	2	1
5	9	22:00:00	Introduce Maxset D	2	3
6	0			0	0
7	0			0	0
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

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

Max Red Bulb Wattage

First Red Lamp Fault Speed 0

Minimum Maximum

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

LMU - Sensors

LMU - Sensors

On-Board Sensors

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

On-Board Sensors

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

External Sensors

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	All Red	0							
1	UC7118 Southbound and C41 Northbound	1							
2	A272 Eastbound	2							
3	A272 Westbound	3							
4									
5									
6									
7									

General LEDs

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

General Buttons

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

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Manual Mode Enable

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

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

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Special Conditioning

```
; SCRATCH PAD USAGE
; =================
;
; 1SCRT0  = MOVA CRB
; 1SCRT1  = MOVA CRB
; 1SCRT2  = MOVADET15 (BUS1)
;
;
; FAULT MONITORING OUTPUTS
; ========================
;
IFT PRSLMPRC+PRSLMPAC+PRSLMPGC THN   ; Run lamps off delay timer when phase C displaying any colour.
   RUN<4>
END
CNDTMA4=LO                           ; Lamps off delay timer sets LO output.
;
NOT(FLFCOM)=CF                       ; Controller fault sets CF output.
NOT(LMPANY0)=LF1                     ; Any lamp failure sets LF1 output.
;
;
; MOVA CRB
; ========
;
IFT 1SCRT0+CNDTER2 THN               ; Start CRB pulse timer if CRB delay timer
   RUN<3>                            ; just timed off or if controller has just
END                                  ; dropped off MOVA control.
;
NOT(SSNRM)=1SCRT1                    ; Common conditions to drop CRB set flag.
;
IFT (MODE0 EQL<6>) THN               ; This block of conditioning will pulse the CRB for
   TRUE=1SCRT0                       ; 2 seconds every 180 seconds if MOVA is not in control.
   CNDTMA0.NOT(1SCRT1)=MOVACRB       ; It will also drop CRB if lamps are off or normal is
ELS                                  ; not selected.
   FALSE=1SCRT0
   CNDTMA0.NOT(CNDTMA3+1SCRT1)=MOVACRB
END
;
IFT NOT(MOVACRB)+CNDTER3 THN         ; Reset CRB delay timer if CRB not present
   RUN<2>                            ; or if CRB pulse timer has just terminated.
END
;
NOT(CNDTMA1)=DISUTC0                 ; MOVA override timer will disable MOVA if it has
IFT MOVACRB THN                      ; not released control after losing CRB.
   RUN<1>
END
;
IFT PRSLMPRA+PRSLMPAA+PRSLMPGA THN   ; Lamps supply delay timer.
   RUN<0>
END
;
;
; DELAYED CALL STOP LINE LOOPS
; ============================
;
; CSL5
; ----
;
IFT PHASEC THN       ; If phase C is green feed CSL5 directly to MOVA,
   CSL5=MOVADET5
ELS
   CCTO0:=MOVADET5   ; else only feed to MOVA and demand phase C after call delay time.
        *=+LCPHC
END
;
;
;
```

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Special Conditioning

```
; DSL7
; ----
;
IFT PHASED THN       ; If phase D is green feed DSL7 directly to MOVA,
   DSL7=MOVADET7
ELS
   CCTO1:=MOVADET7   ; else only feed to MOVA and demand phase D after call delay time.
        *=+LCPHD
END
;
;
; BUS DETECTOR
; ============
;
IFT BUS1.NOT(1SCRT2) THN   ; BUS1 just gone active after call delay
   RUN<5>                  ; runs pulse timer.
END
BUS1=1SCRT2                ; Set flag for use above.
;
CNDTMA5=MOVADET15          ; Pulse timer running sets MOVA detector 15.
;
;
; STAGE GREEN OUTPUTS
; ===================
;
STAGE1=STG1
STAGE2=STG2
STAGE3=STG3
;
;
; MANUAL PANEL
; ============
;
(MODE0 EQL<6>)=MIL17   ; MOVA active lights HP led.
;
```

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	1	0	255	☐	Lamps off delay	16		0	255	☐	
1	10	0	255	☐	MOVA override	17		0	255	☐	
2	180	0	255	☐	CRB toggle delay	18		0	255	☐	
3	2	0	255	☐	CRB toggle pulse	19		0	255	☐	
4	1	0	255	☐	Lamps off delay for LO output	20		0	255	☐	
5	2	0	255	☐	MOVADET15 pulse	21		0	255	☐	
6		0	255	☐		22		0	255	☐	
7		0	255	☐		23		0	255	☐	
8		0	255	☐		24		0	255	☐	
9		0	255	☐		25		0	255	☐	
10		0	255	☐		26		0	255	☐	
11		0	255	☐		27		0	255	☐	
12		0	255	☐		28		0	255	☐	
13		0	255	☐		29		0	255	☐	
14		0	255	☐		30		0	255	☐	
15		0	255	☐		31		0	255	☐	

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Fault Log Flags

Fault Log Flags

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

Note:

Cond Flag -
If a fault occurs which sets

Act Flag -
If a fault occurs which sets a

switched OFF and secondly a

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Special Instructions

E69258

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

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Special Instructions

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

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

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Special Instructions

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

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

Works Order : TCT/1389
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Special Instructions

```
FAULT MONITORING OUTPUTS
========================
LO = Lamps off
CF = Controller fault, (including DFM)
LF1 = Any lamp failure


INPUT FOR BUS PRIORITY
======================
BUS1 is the bus priority detector input for stage 1, (MOVA detector 15).

NB. Bus Priority only operates in MOVA mode.
```

Works Order : TCT/1389
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Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	CSL5	3	0	
1	DSL7	3	0	
2		0	0	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order : TCT/1389
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Input/Output

Input/Output

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 0

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	0	0	I	AIN12	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	1
○	1	1	I	AX2	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	2
○	2	2	I	ASL6	☑	☐	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	3
○	3	3	I	BIN14	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	4
○	4	4	I	BX4	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	5
○	5	5	I	BSL8	☑	☐	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	6
○	6	6	I	SPARE1	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	7
○	7	7	I	SPARE2	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	8

Add | Delete | Move | Clear Used By

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 1

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	8	0	I	CIN11	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	1
○	9	1	I	CX1	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	2
○	10	2	I	CSL5	☑	☐	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☑	☐	☐	1TBH	3
○	11	3	I	DIN13	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	4
○	12	4	I	DX3	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	5
○	13	5	I	DSL7	☑	☐	☐	☐	☐	A	0	0.8	☑	☐	☐	☐	☐	☑	☐	☐	1TBH	6
○	14	6	I	BUS1	☑	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	7
○	15	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBH	8

Add | Delete | Move | Clear Used By

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 4

○ ○ ◉ Inputs & Outputs

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

Add | Delete | Move | Clear Used By

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 11

○ ○ ◉ Inputs & Outputs

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

Add | Delete | Move | Clear Used By

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

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

Aspect Drives

Aspect Drives

(●) A-L ( ) M-X ( ) Y-F2

Phase Driver Card 1

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

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red			
E - Amber			
E - Green			
F - Red			
F - Amber			
F - Green			
G - Red			
G - Amber			
G - Green			
H - Red			
H - Amber			
H - Green			

Phase Driver Card 2

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

Works Order : TCT/1389
EM Number : E69258
Engineer : D.A.Lawrence (TCT)
Intersection : A272 / C41 Crossroads, Coopers Green, (TW16 - Y71161)

I/O - Group DFM Timings

I/O - Group DFM Timings

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

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

Handset Limiting Values

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

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- 1.2 Streams, Stages, Phases Control
- 1.3 Facilities/Modes Enabled and Mode Priority Levels
- 1.4 Phases in Stages
- 1.5 Stages in Streams

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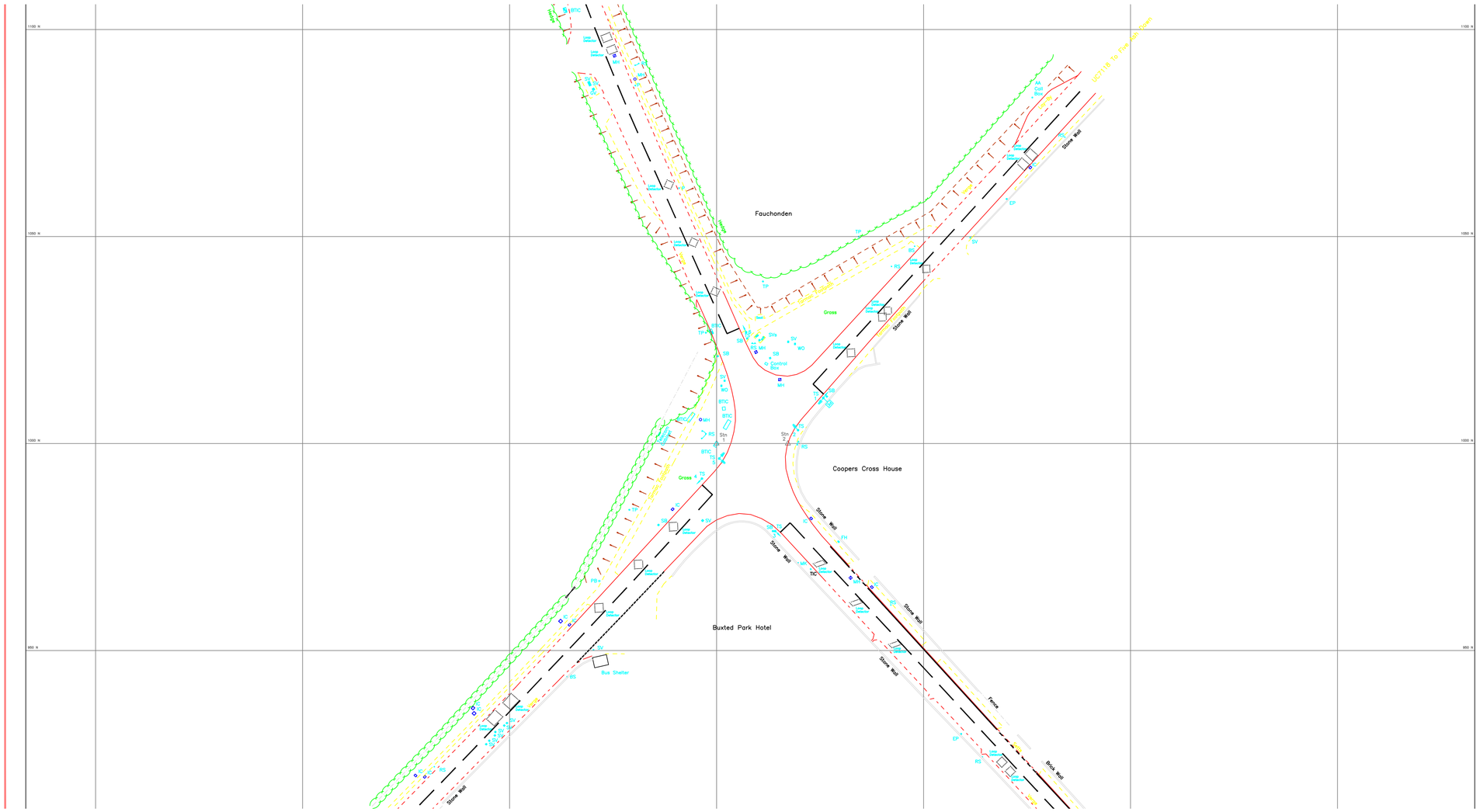
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NOTES

All measurements are in metres.
This plan has been produced digitally from field data captured at the equivalent of 1:500 scale.
Any enlargement or use at larger scales will not enhance the accuracy level and should be treated with extreme care.

Grid is arbitrary in origin.

Station Co-ordinates :

Reference	East	North
1	1000.00	1000.00
2	1017.24	1000.00

REV	DETAILS	DATE	CHKD

ADDRESS

A272 / C41 / UC7118
Cross Roads,
Coopers Green,
Uckfield.

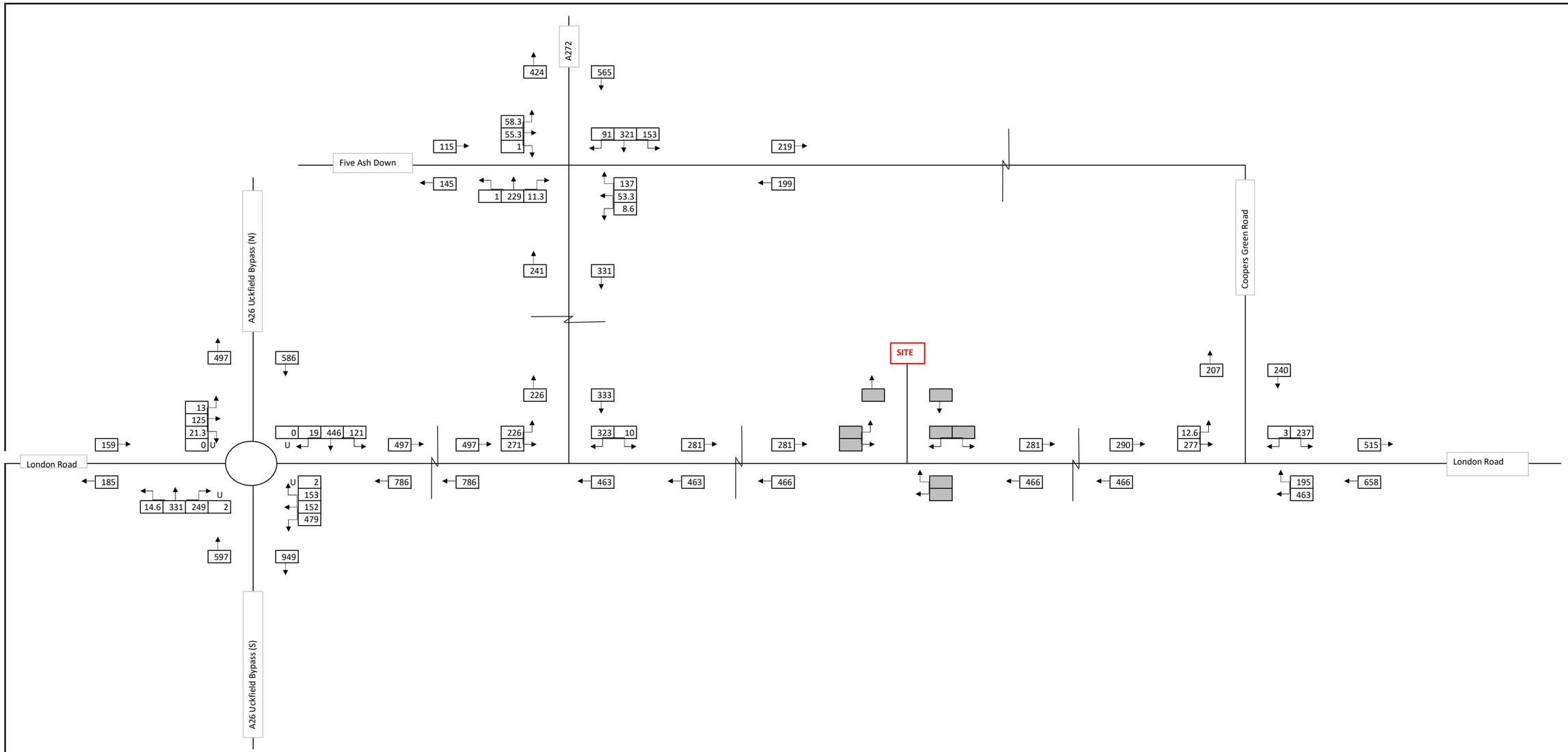
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Site Ref TW16.

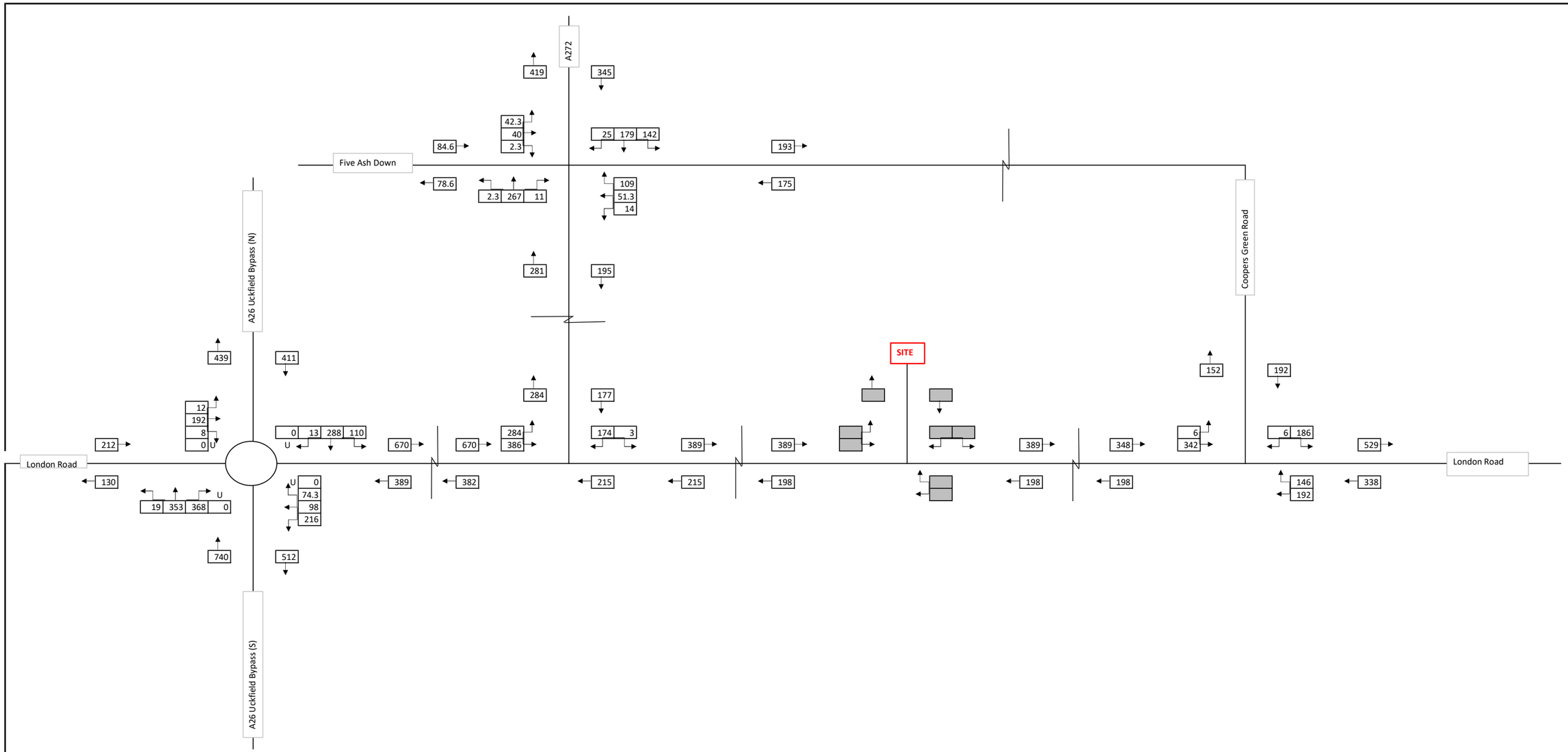
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CHECKED	DAH	CAD REF	97-15006.DWG
SCALE	1:500	DATE	January 1998
NUMBER		REV	

APPENDIX
N

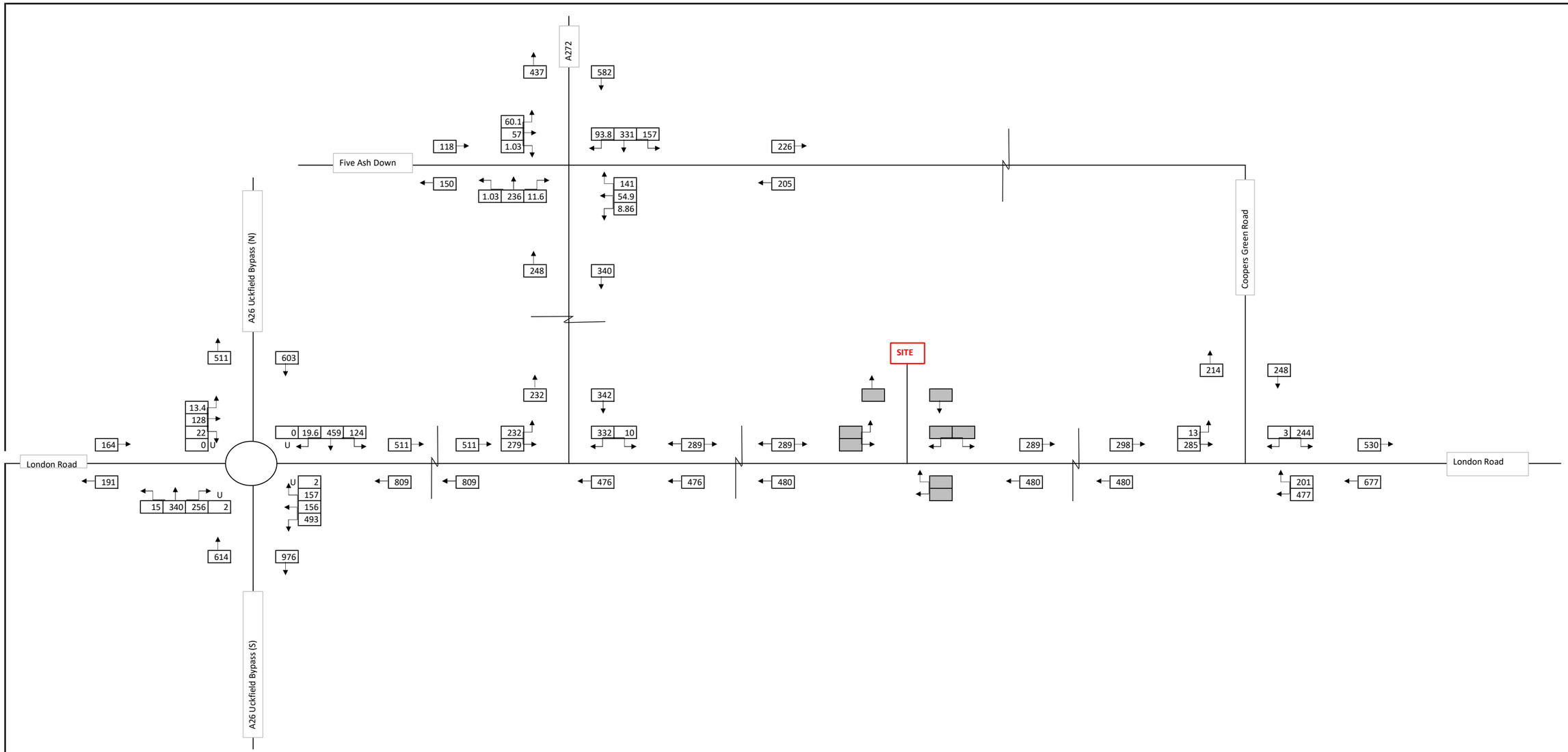




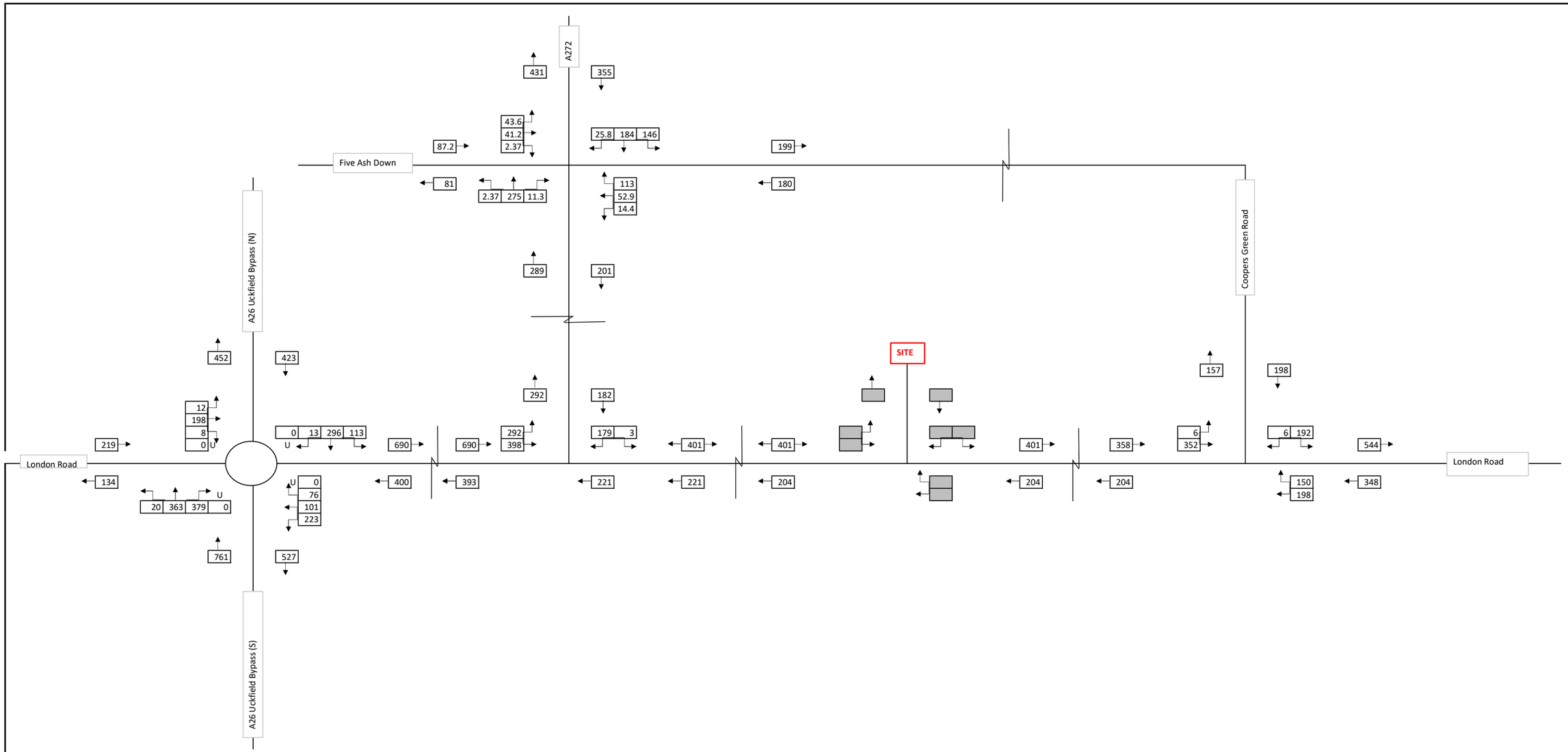
dha	Mockbeggars, Uckfield	FIG
	2021 Baseline AM Peak (08:00 to 09:00)	5-4



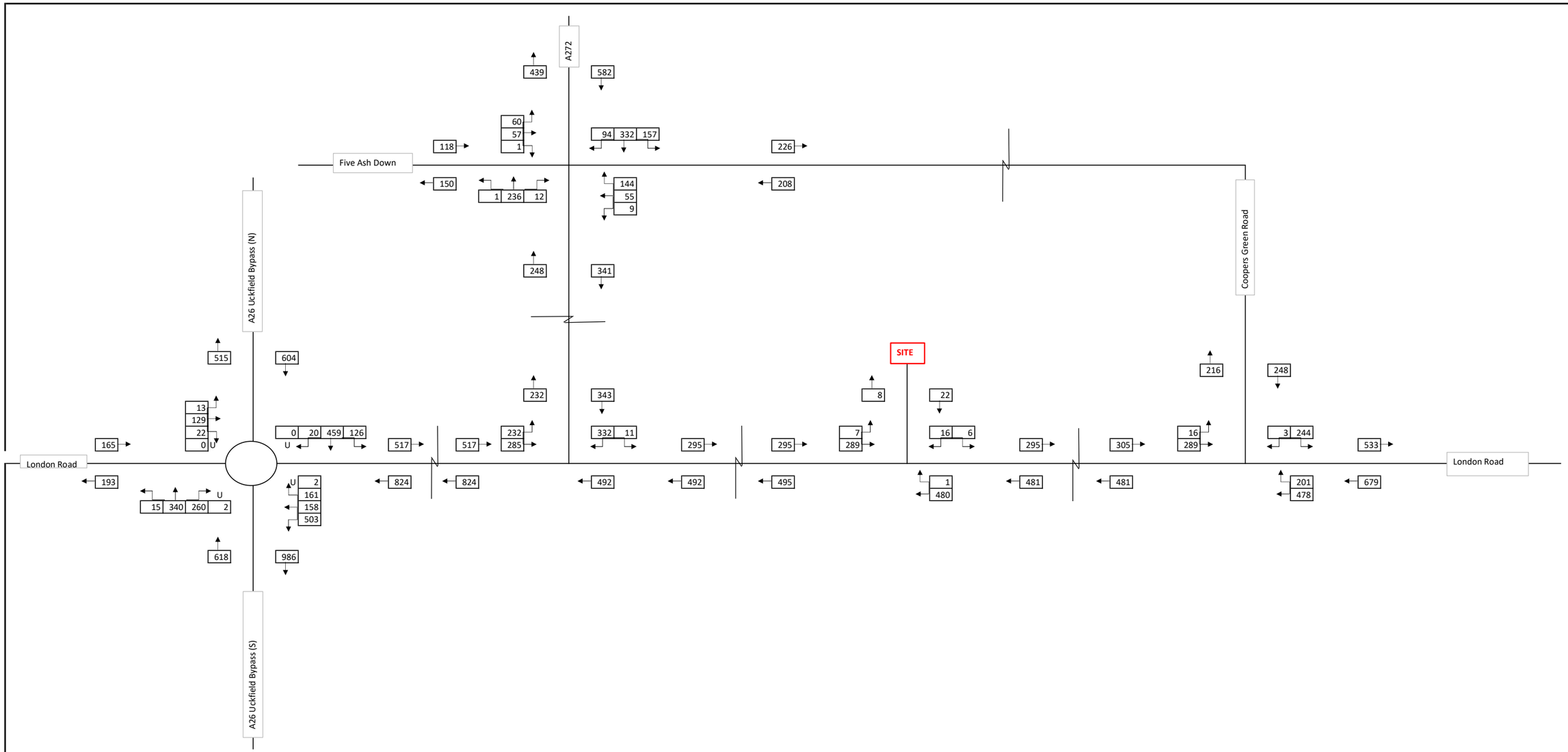
dha	Mockbeggars, Uckfield	FIG
	2021 Baseline PM Peak (17:00 to 18:00)	5-5



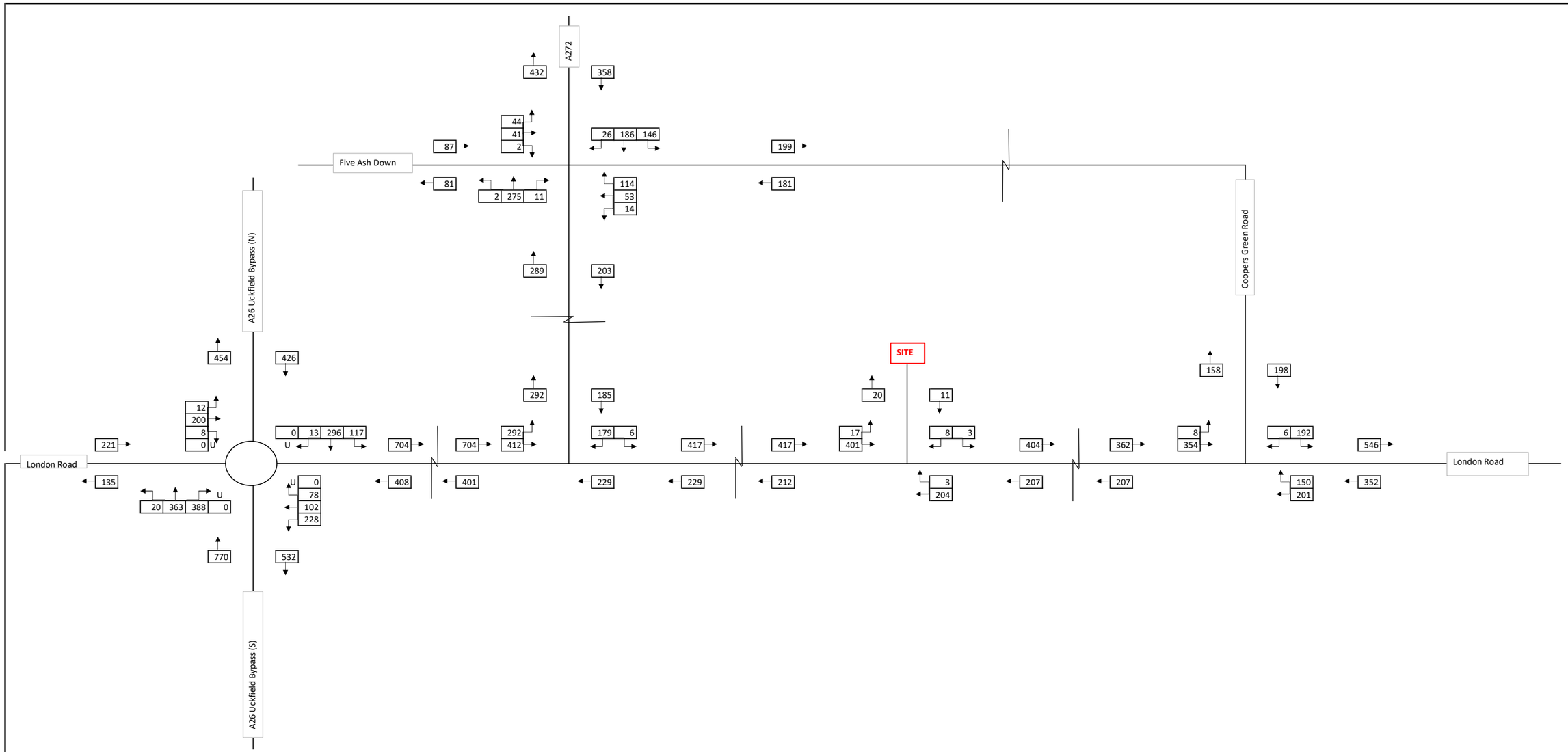
dha	Mockbeggars, Uckfield	FIG
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dha	Mockbeggars, Uckfield	FIG
	2027 Do Nothing PM Peak (17:00 to 18:00)	5-7



dha	Mockbeggars, Uckfield	FIG
	2027 Do Minimum AM Peak (08:00 to 09:00)	5-8



dha	Mockbeggars, Uckfield	FIG
	2027 Do Minimum PM Peak (17:00 to 18:00)	5-9

APPENDIX
O



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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

Filename: London Rd jw CG Ln.j9
Path: C:\Users\Transport\Documents\15675 - Mockbeggars\London Rd CG Lane
Report generation date: 07/12/2021 11:44:05

»2021 Baseline, AM
»2021 Baseline, PM
»2027 Do Nothing, AM
»2027 Do Nothing, PM
»2027 Do Minimum, AM
»2027 Do Minimum, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2021 Baseline													
Stream B-AC	D1	0.7	9.30	0.38	A	5.03	34 %	D2	0.5	8.70	0.32	A	3.85	89 %
Stream C-AB		2.0	9.46	0.54	A		[Stream C-AB]		0.7	8.59	0.33	A		[Stream C-AB]
	2027 Do Nothing													
Stream B-AC	D3	0.7	9.53	0.40	A	5.31	30 %	D4	0.5	8.90	0.33	A	3.96	83 %
Stream C-AB		2.2	9.94	0.56	A		[Stream C-AB]		0.8	8.76	0.35	A		[Stream C-AB]
	2027 Do Minimum													
Stream B-AC	D5	0.7	9.57	0.40	A	5.32	29 %	D6	0.5	8.91	0.33	A	3.94	82 %
Stream C-AB		2.3	10.00	0.57	A		[Stream C-AB]		0.8	8.76	0.35	A		[Stream C-AB]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

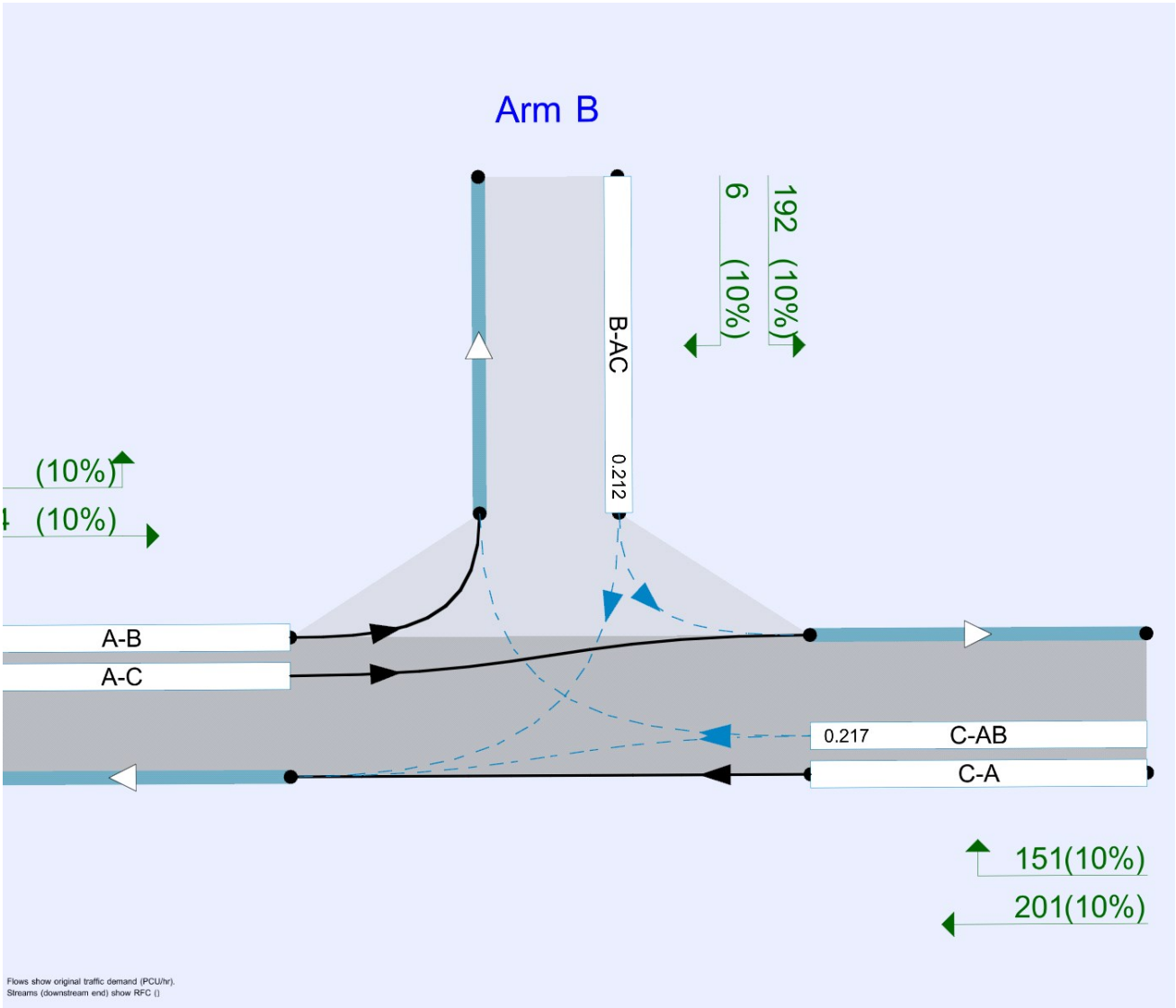
File summary

File Description

Title	
Location	London Rd jw Coopers Green Rd
Site number	
Date	30/11/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Transport
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.03	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	34	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	London Rd (N)		Major
B	Coopers Green Road		Minor
C	London Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60			112.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	237	53

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	699	0.124	0.313	0.197	0.447
B-C	789	0.118	0.298	-	-
C-B	639	0.241	0.241	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	290	100.000
B		ONE HOUR	✓	240	100.000
C		ONE HOUR	✓	658	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	277
	B	3	0	237
	C	463	195	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.38	9.30	0.7	A	220	330
C-AB	0.54	9.46	2.0	A	363	545
C-A					241	361
A-B					12	18
A-C					254	381

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	45	722	0.250	179	0.0	0.4	7.284	A
C-AB	255	64	821	0.311	252	0.0	0.7	6.946	A
C-A	240	60			240				
A-B	10	2			10				
A-C	209	52			209				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	216	54	708	0.305	215	0.4	0.5	8.023	A
C-AB	342	85	860	0.397	340	0.7	1.1	7.642	A
C-A	250	62			250				
A-B	12	3			12				
A-C	249	62			249				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	264	66	690	0.383	263	0.5	0.7	9.263	A
C-AB	490	122	914	0.536	486	1.1	2.0	9.303	A
C-A	235	59			235				
A-B	14	4			14				
A-C	305	76			305				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	264	66	690	0.383	264	0.7	0.7	9.296	A
C-AB	492	123	916	0.537	492	2.0	2.0	9.463	A
C-A	233	58			233				
A-B	14	4			14				
A-C	305	76			305				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	216	54	708	0.305	217	0.7	0.5	8.063	A
C-AB	344	86	862	0.399	347	2.0	1.2	7.791	A
C-A	248	62			248				
A-B	12	3			12				
A-C	249	62			249				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	45	721	0.250	181	0.5	0.4	7.337	A
C-AB	257	64	823	0.312	259	1.2	0.8	7.061	A
C-A	238	60			238				
A-B	10	2			10				
A-C	209	52			209				

2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	89	Stream C-AB

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	2021 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	348	100.000
B		ONE HOUR	✓	192	100.000
C		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	342
	B	6	0	186
	C	192	146	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.32	8.70	0.5	A	176	264
C-AB	0.33	8.59	0.7	A	183	274
C-A					127	191
A-B					6	8
A-C					314	471

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	36	705	0.205	143	0.0	0.3	7.041	A
C-AB	140	35	674	0.208	139	0.0	0.4	7.384	A
C-A	115	29			115				
A-B	5	1			5				
A-C	257	64			257				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	43	689	0.251	172	0.3	0.4	7.662	A
C-AB	176	44	682	0.258	176	0.4	0.5	7.820	A
C-A	128	32			128				
A-B	5	1			5				
A-C	307	77			307				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	53	667	0.317	211	0.4	0.5	8.678	A
C-AB	232	58	694	0.334	231	0.5	0.7	8.556	A
C-A	140	35			140				
A-B	7	2			7				
A-C	377	94			377				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	53	667	0.317	211	0.5	0.5	8.699	A
C-AB	232	58	694	0.334	232	0.7	0.7	8.588	A
C-A	140	35			140				
A-B	7	2			7				
A-C	377	94			377				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	43	689	0.251	173	0.5	0.4	7.690	A
C-AB	176	44	683	0.258	177	0.7	0.5	7.863	A
C-A	127	32			127				
A-B	5	1			5				
A-C	307	77			307				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	36	705	0.205	145	0.4	0.3	7.080	A
C-AB	140	35	674	0.208	141	0.5	0.4	7.438	A
C-A	114	29			114				
A-B	5	1			5				
A-C	257	64			257				

2027 Do Nothing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	Stream C-AB

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	2027 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	298	100.000
B		ONE HOUR	✓	247	100.000
C		ONE HOUR	✓	678	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	285
	B	3	0	244
	C	477	201	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	9.53	0.7	A	227	340
C-AB	0.56	9.94	2.2	A	383	574
C-A					239	359
A-B					12	18
A-C					262	392

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	46	720	0.258	184	0.0	0.4	7.377	A
C-AB	267	67	827	0.323	264	0.0	0.8	7.022	A
C-A	243	61			243				
A-B	10	2			10				
A-C	215	54			215				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	706	0.314	222	0.4	0.5	8.161	A
C-AB	360	90	867	0.415	358	0.8	1.2	7.802	A
C-A	250	62			250				
A-B	12	3			12				
A-C	256	64			256				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	68	687	0.396	271	0.5	0.7	9.491	A
C-AB	518	130	923	0.561	514	1.2	2.2	9.734	A
C-A	228	57			228				
A-B	14	4			14				
A-C	314	78			314				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	68	687	0.396	272	0.7	0.7	9.529	A
C-AB	521	130	925	0.563	520	2.2	2.2	9.935	A
C-A	226	56			226				
A-B	14	4			14				
A-C	314	78			314				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	706	0.314	223	0.7	0.5	8.206	A
C-AB	362	91	870	0.416	366	2.2	1.2	7.980	A
C-A	247	62			247				
A-B	12	3			12				
A-C	256	64			256				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	46	720	0.258	186	0.5	0.4	7.432	A
C-AB	270	67	829	0.325	271	1.2	0.8	7.149	A
C-A	241	60			241				
A-B	10	2			10				
A-C	215	54			215				

2027 Do Nothing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	83	Stream C-AB

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	2027 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	359	100.000
B		ONE HOUR	✓	198	100.000
C		ONE HOUR	✓	349	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	353
	B	6	0	192
	C	198	151	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	8.90	0.5	A	182	273
C-AB	0.35	8.76	0.8	A	191	287
C-A					129	194
A-B					6	8
A-C					324	486

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	37	702	0.212	148	0.0	0.3	7.129	A
C-AB	146	36	675	0.216	144	0.0	0.4	7.447	A
C-A	117	29			117				
A-B	5	1			5				
A-C	266	66			266				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	44	686	0.260	178	0.3	0.4	7.786	A
C-AB	184	46	684	0.269	183	0.4	0.5	7.918	A
C-A	130	32			130				
A-B	5	1			5				
A-C	317	79			317				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	218	55	663	0.329	217	0.4	0.5	8.873	A
C-AB	243	61	696	0.349	242	0.5	0.8	8.723	A
C-A	141	35			141				
A-B	7	2			7				
A-C	389	97			389				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	218	55	663	0.329	218	0.5	0.5	8.899	A
C-AB	243	61	696	0.349	243	0.8	0.8	8.761	A
C-A	141	35			141				
A-B	7	2			7				
A-C	389	97			389				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	44	686	0.260	179	0.5	0.4	7.815	A
C-AB	184	46	684	0.269	185	0.8	0.5	7.966	A
C-A	129	32			129				
A-B	5	1			5				
A-C	317	79			317				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	37	702	0.212	149	0.4	0.3	7.170	A
C-AB	146	37	676	0.217	147	0.5	0.4	7.504	A
C-A	116	29			116				
A-B	5	1			5				
A-C	266	66			266				

2027 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.32	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	29	Stream C-AB

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	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	305	100.000
B		ONE HOUR	✓	247	100.000
C		ONE HOUR	✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	289
	B	3	0	244
	C	478	201	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.40	9.57	0.7	A	227	340
C-AB	0.57	10.00	2.3	A	384	576
C-A					239	358
A-B					15	22
A-C					265	398

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	46	719	0.259	184	0.0	0.4	7.393	A
C-AB	268	67	827	0.324	265	0.0	0.8	7.036	A
C-A	243	61			243				
A-B	12	3			12				
A-C	218	54			218				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	705	0.315	222	0.4	0.5	8.185	A
C-AB	361	90	867	0.416	359	0.8	1.2	7.825	A
C-A	250	62			250				
A-B	14	4			14				
A-C	260	65			260				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	68	686	0.397	271	0.5	0.7	9.530	A
C-AB	520	130	923	0.564	516	1.2	2.2	9.791	A
C-A	228	57			228				
A-B	18	4			18				
A-C	318	80			318				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	272	68	686	0.397	272	0.7	0.7	9.569	A
C-AB	523	131	925	0.565	522	2.2	2.3	9.999	A
C-A	225	56			225				
A-B	18	4			18				
A-C	318	80			318				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	222	56	705	0.315	223	0.7	0.5	8.232	A
C-AB	363	91	869	0.418	367	2.3	1.3	8.007	A
C-A	247	62			247				
A-B	14	4			14				
A-C	260	65			260				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	186	46	719	0.259	186	0.5	0.4	7.448	A
C-AB	270	68	828	0.326	272	1.3	0.8	7.164	A
C-A	241	60			241				
A-B	12	3			12				
A-C	218	54			218				

2027 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.94	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	82	Stream C-AB

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	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	362	100.000
B		ONE HOUR	✓	198	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	8	354
	B	6	0	192
	C	201	151	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.33	8.91	0.5	A	182	273
C-AB	0.35	8.76	0.8	A	192	288
C-A					131	196
A-B					7	11
A-C					325	487

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	37	702	0.212	148	0.0	0.3	7.134	A
C-AB	146	37	676	0.217	145	0.0	0.4	7.440	A
C-A	119	30			119				
A-B	6	2			6				
A-C	267	67			267				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	44	685	0.260	178	0.3	0.4	7.794	A
C-AB	185	46	685	0.270	184	0.4	0.5	7.912	A
C-A	132	33			132				
A-B	7	2			7				
A-C	318	80			318				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	218	55	662	0.329	217	0.4	0.5	8.887	A
C-AB	244	61	698	0.350	243	0.5	0.8	8.719	A
C-A	143	36			143				
A-B	9	2			9				
A-C	390	97			390				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	218	55	662	0.329	218	0.5	0.5	8.911	A
C-AB	245	61	698	0.350	245	0.8	0.8	8.757	A
C-A	143	36			143				
A-B	9	2			9				
A-C	390	97			390				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	178	44	685	0.260	179	0.5	0.4	7.823	A
C-AB	185	46	686	0.270	186	0.8	0.5	7.960	A
C-A	131	33			131				
A-B	7	2			7				
A-C	318	80			318				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	37	702	0.212	149	0.4	0.3	7.175	A
C-AB	147	37	677	0.217	147	0.5	0.4	7.500	A
C-A	118	30			118				
A-B	6	2			6				
A-C	267	67			267				

APPENDIX
P

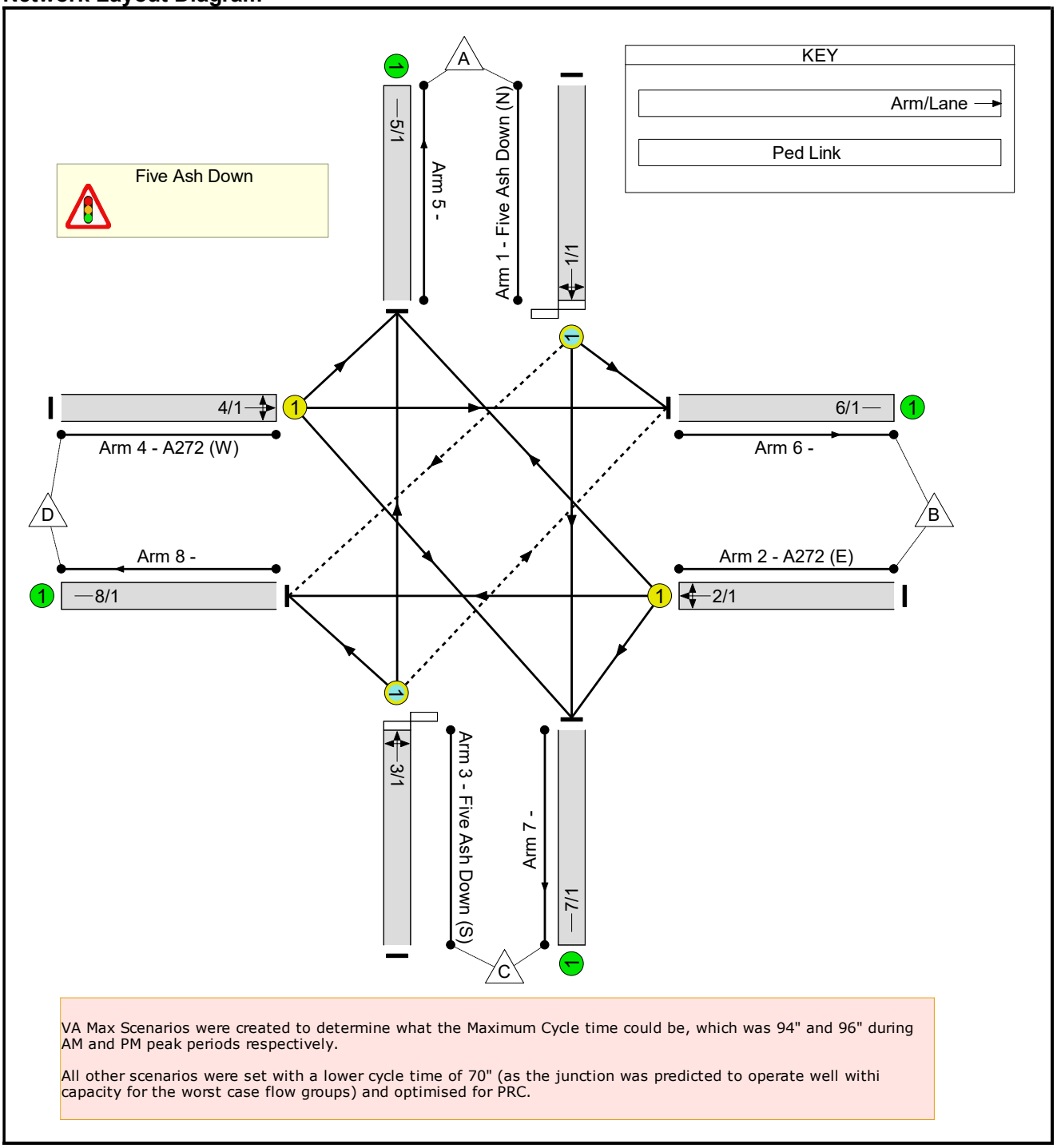


Five Ash Down LinSig Data

User and Project Details

Project:	**21046 Five Ash Down**
Title:	**Five Ash Down**
Location:	Maresfield
Client:	DHA Planning
Design Layout Ref:	Google Earth
Date Started:	10/12/2021
Model Purpose:	Test the impact of development
Checked By:	Simon Swanston
Checked By Date:	10/12/2021
Additional detail:	
File name:	Five Ash Down.lsg3x
Author:	Simon Swanston
Company:	JCT Consultancy
Address:	LinSig House, Deepdale Lane, Nettleham, Lincoln, LN2 2LL

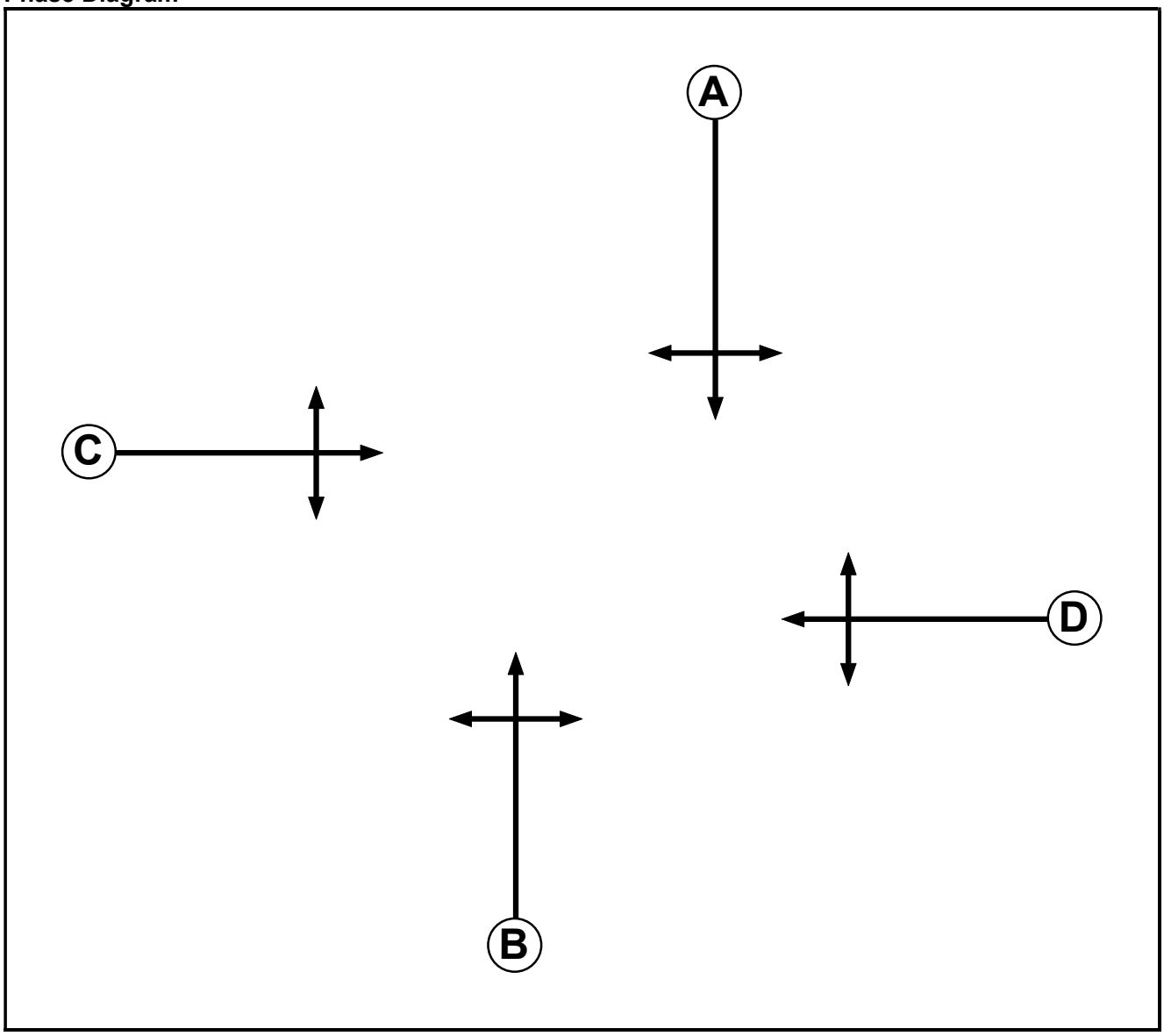
Network Layout Diagram



VA Max Scenarios were created to determine what the Maximum Cycle time could be, which was 94" and 96" during AM and PM peak periods respectively.

All other scenarios were set with a lower cycle time of 70" (as the junction was predicted to operate well withi capacity for the worst case flow groups) and optimised for PRC.

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7

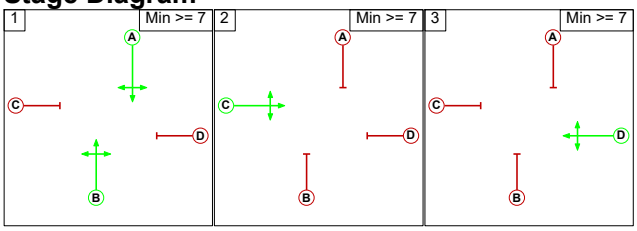
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	6	6
	B	-		6	6
	C	6	6		6
	D	6	6	6	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		6	6
	2	6		6
	3	6	6	

Give-Way Lane Input Data

Junction: Five Ash Down											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Five Ash Down (N))	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	1.00	0.50	0.50	1	1.00
3/1 (Five Ash Down (S))	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	1.00	0.50	0.50	1	1.00

Lane Input Data

Junction: Five Ash Down												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Five Ash Down (N))	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	22.00
											Arm 7 Ahead	Inf
											Arm 8 Right	10.00
2/1 (A272 (E))	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	16.00
											Arm 7 Left	10.00
											Arm 8 Ahead	Inf
3/1 (Five Ash Down (S))	O	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	7.00
											Arm 8 Left	20.00
4/1 (A272 (W))	U	C	2	3	60.0	Geom	-	3.05	0.00	Y	Arm 5 Left	10.00
											Arm 6 Ahead	Inf
											Arm 7 Right	19.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2021'	08:00	09:00	01:00	
2: 'AM 2027 Do Nothing'	08:00	09:00	01:00	
3: 'AM 2027 Do Minimum'	08:00	09:00	01:00	
4: 'PM 2021'	17:00	18:00	01:00	
5: ' PM 2027 Do Nothing'	17:00	18:00	01:00	
6: 'PM 2027 Do Minimum'	17:00	18:00	01:00	

Scenario 1: 'AM21 (VA Max)' (FG1: 'AM 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	58	55	1	114
	B	91	0	153	321	565
	C	53	137	0	9	199
	D	1	229	11	0	241
	Tot.	145	424	219	331	1119

Traffic Lane Flows

Lane	Scenario 1: AM21 (VA Max)
Junction: Five Ash Down	
1/1	114
2/1	565
3/1	199
4/1	241
5/1	145
6/1	424
7/1	219
8/1	331

Lane Saturation Flows

Junction: Five Ash Down								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Five Ash Down (N))	3.25	0.00	Y	Arm 6 Left	22.00	50.9 %	1873	1873
				Arm 7 Ahead	Inf	48.2 %		
				Arm 8 Right	10.00	0.9 %		
2/1 (A272 (E))	3.00	0.00	Y	Arm 5 Right	16.00	16.1 %	1814	1814
				Arm 7 Left	10.00	27.1 %		
				Arm 8 Ahead	Inf	56.8 %		
3/1 (Five Ash Down (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	26.6 %	1707	1707
				Arm 6 Right	7.00	68.8 %		
				Arm 8 Left	20.00	4.5 %		
4/1 (A272 (W))	3.05	0.00	Y	Arm 5 Left	10.00	0.4 %	1912	1912
				Arm 6 Ahead	Inf	95.0 %		
				Arm 7 Right	19.00	4.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'AM21' (FG1: 'AM 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	58	55	1	114
	B	91	0	153	321	565
	C	53	137	0	9	199
	D	1	229	11	0	241
	Tot.	145	424	219	331	1119

Traffic Lane Flows

Lane	Scenario 2: AM21
Junction: Five Ash Down	
1/1	114
2/1	565
3/1	199
4/1	241
5/1	145
6/1	424
7/1	219
8/1	331

Lane Saturation Flows

Junction: Five Ash Down								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Five Ash Down (N))	3.25	0.00	Y	Arm 6 Left	22.00	50.9 %	1873	1873
				Arm 7 Ahead	Inf	48.2 %		
				Arm 8 Right	10.00	0.9 %		
2/1 (A272 (E))	3.00	0.00	Y	Arm 5 Right	16.00	16.1 %	1814	1814
				Arm 7 Left	10.00	27.1 %		
				Arm 8 Ahead	Inf	56.8 %		
3/1 (Five Ash Down (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	26.6 %	1707	1707
				Arm 6 Right	7.00	68.8 %		
				Arm 8 Left	20.00	4.5 %		
4/1 (A272 (W))	3.05	0.00	Y	Arm 5 Left	10.00	0.4 %	1912	1912
				Arm 6 Ahead	Inf	95.0 %		
				Arm 7 Right	19.00	4.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM27 DN' (FG2: 'AM 2027 Do Nothing', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	60	57	1	118
	B	94	0	157	331	582
	C	55	141	0	9	205
	D	1	236	12	0	249
	Tot.	150	437	226	341	1154

Traffic Lane Flows

Lane	Scenario 3: AM27 DN
Junction: Five Ash Down	
1/1	118
2/1	582
3/1	205
4/1	249
5/1	150
6/1	437
7/1	226
8/1	341

Lane Saturation Flows

Junction: Five Ash Down								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Five Ash Down (N))	3.25	0.00	Y	Arm 6 Left	22.00	50.8 %	1873	1873
				Arm 7 Ahead	Inf	48.3 %		
				Arm 8 Right	10.00	0.8 %		
2/1 (A272 (E))	3.00	0.00	Y	Arm 5 Right	16.00	16.2 %	1814	1814
				Arm 7 Left	10.00	27.0 %		
				Arm 8 Ahead	Inf	56.9 %		
3/1 (Five Ash Down (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	26.8 %	1708	1708
				Arm 6 Right	7.00	68.8 %		
				Arm 8 Left	20.00	4.4 %		
4/1 (A272 (W))	3.05	0.00	Y	Arm 5 Left	10.00	0.4 %	1912	1912
				Arm 6 Ahead	Inf	94.8 %		
				Arm 7 Right	19.00	4.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'AM27 DM' (FG3: 'AM 2027 Do Minimum', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	60	57	1	118
	B	94	0	157	332	583
	C	55	144	0	9	208
	D	1	236	12	0	249
	Tot.	150	440	226	342	1158

Traffic Lane Flows

Lane	Scenario 4: AM27 DM
Junction: Five Ash Down	
1/1	118
2/1	583
3/1	208
4/1	249
5/1	150
6/1	440
7/1	226
8/1	342

Lane Saturation Flows

Junction: Five Ash Down								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Five Ash Down (N))	3.25	0.00	Y	Arm 6 Left	22.00	50.8 %	1873	1873
				Arm 7 Ahead	Inf	48.3 %		
				Arm 8 Right	10.00	0.8 %		
2/1 (A272 (E))	3.00	0.00	Y	Arm 5 Right	16.00	16.1 %	1814	1814
				Arm 7 Left	10.00	26.9 %		
				Arm 8 Ahead	Inf	56.9 %		
3/1 (Five Ash Down (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	26.4 %	1706	1706
				Arm 6 Right	7.00	69.2 %		
				Arm 8 Left	20.00	4.3 %		
4/1 (A272 (W))	3.05	0.00	Y	Arm 5 Left	10.00	0.4 %	1912	1912
				Arm 6 Ahead	Inf	94.8 %		
				Arm 7 Right	19.00	4.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'PM21 (VA Max)' (FG4: 'PM 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	42	40	2	84
	B	25	0	142	179	346
	C	51	109	0	14	174
	D	2	267	11	0	280
	Tot.	78	418	193	195	884

Traffic Lane Flows

Lane	Scenario 5: PM21 (VA Max)
Junction: Five Ash Down	
1/1	84
2/1	346
3/1	174
4/1	280
5/1	78
6/1	418
7/1	193
8/1	195

Lane Saturation Flows

Junction: Five Ash Down								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Five Ash Down (N))	3.25	0.00	Y	Arm 6 Left	22.00	50.0 %	1870	1870
				Arm 7 Ahead	Inf	47.6 %		
				Arm 8 Right	10.00	2.4 %		
2/1 (A272 (E))	3.00	0.00	Y	Arm 5 Right	16.00	7.2 %	1793	1793
				Arm 7 Left	10.00	41.0 %		
				Arm 8 Ahead	Inf	51.7 %		
3/1 (Five Ash Down (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	29.3 %	1723	1723
				Arm 6 Right	7.00	62.6 %		
				Arm 8 Left	20.00	8.0 %		
4/1 (A272 (W))	3.05	0.00	Y	Arm 5 Left	10.00	0.7 %	1912	1912
				Arm 6 Ahead	Inf	95.4 %		
				Arm 7 Right	19.00	3.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM21' (FG4: 'PM 2021', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	42	40	2	84
	B	25	0	142	179	346
	C	51	109	0	14	174
	D	2	267	11	0	280
	Tot.	78	418	193	195	884

Traffic Lane Flows

Lane	Scenario 6: PM21
Junction: Five Ash Down	
1/1	84
2/1	346
3/1	174
4/1	280
5/1	78
6/1	418
7/1	193
8/1	195

Lane Saturation Flows

Junction: Five Ash Down								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Five Ash Down (N))	3.25	0.00	Y	Arm 6 Left	22.00	50.0 %	1870	1870
				Arm 7 Ahead	Inf	47.6 %		
				Arm 8 Right	10.00	2.4 %		
2/1 (A272 (E))	3.00	0.00	Y	Arm 5 Right	16.00	7.2 %	1793	1793
				Arm 7 Left	10.00	41.0 %		
				Arm 8 Ahead	Inf	51.7 %		
3/1 (Five Ash Down (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	29.3 %	1723	1723
				Arm 6 Right	7.00	62.6 %		
				Arm 8 Left	20.00	8.0 %		
4/1 (A272 (W))	3.05	0.00	Y	Arm 5 Left	10.00	0.7 %	1912	1912
				Arm 6 Ahead	Inf	95.4 %		
				Arm 7 Right	19.00	3.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'PM27 DN' (FG5: ' PM 2027 Do Nothing', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	44	41	2	87
	B	26	0	146	184	356
	C	53	113	0	14	180
	D	2	275	11	0	288
	Tot.	81	432	198	200	911

Traffic Lane Flows

Lane	Scenario 7: PM27 DN
Junction: Five Ash Down	
1/1	87
2/1	356
3/1	180
4/1	288
5/1	81
6/1	432
7/1	198
8/1	200

Lane Saturation Flows

Junction: Five Ash Down								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Five Ash Down (N))	3.25	0.00	Y	Arm 6 Left	22.00	50.6 %	1869	1869
				Arm 7 Ahead	Inf	47.1 %		
				Arm 8 Right	10.00	2.3 %		
2/1 (A272 (E))	3.00	0.00	Y	Arm 5 Right	16.00	7.3 %	1792	1792
				Arm 7 Left	10.00	41.0 %		
				Arm 8 Ahead	Inf	51.7 %		
3/1 (Five Ash Down (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	29.4 %	1723	1723
				Arm 6 Right	7.00	62.8 %		
				Arm 8 Left	20.00	7.8 %		
4/1 (A272 (W))	3.05	0.00	Y	Arm 5 Left	10.00	0.7 %	1912	1912
				Arm 6 Ahead	Inf	95.5 %		
				Arm 7 Right	19.00	3.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM27 DM' (FG6: 'PM 2027 Do Minimum', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	44	41	2	87
	B	26	0	146	186	358
	C	53	114	0	14	181
	D	2	275	11	0	288
	Tot.	81	433	198	202	914

Traffic Lane Flows

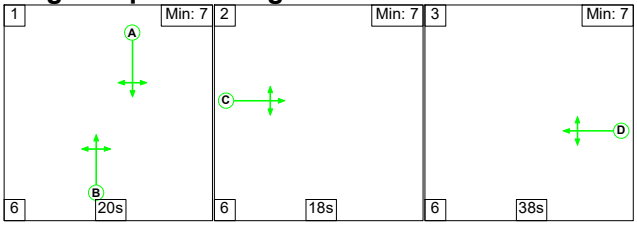
Lane	Scenario 8: PM27 DM
Junction: Five Ash Down	
1/1	87
2/1	358
3/1	181
4/1	288
5/1	81
6/1	433
7/1	198
8/1	202

Lane Saturation Flows

Junction: Five Ash Down								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Five Ash Down (N))	3.25	0.00	Y	Arm 6 Left	22.00	50.6 %	1869	1869
				Arm 7 Ahead	Inf	47.1 %		
				Arm 8 Right	10.00	2.3 %		
2/1 (A272 (E))	3.00	0.00	Y	Arm 5 Right	16.00	7.3 %	1793	1793
				Arm 7 Left	10.00	40.8 %		
				Arm 8 Ahead	Inf	52.0 %		
3/1 (Five Ash Down (S))	3.50	0.00	Y	Arm 5 Ahead	Inf	29.3 %	1723	1723
				Arm 6 Right	7.00	63.0 %		
				Arm 8 Left	20.00	7.7 %		
4/1 (A272 (W))	3.05	0.00	Y	Arm 5 Left	10.00	0.7 %	1912	1912
				Arm 6 Ahead	Inf	95.5 %		
				Arm 7 Right	19.00	3.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM21 (VA Max)' (FG1: 'AM 2021', Plan 1: 'Network Control Plan 1')

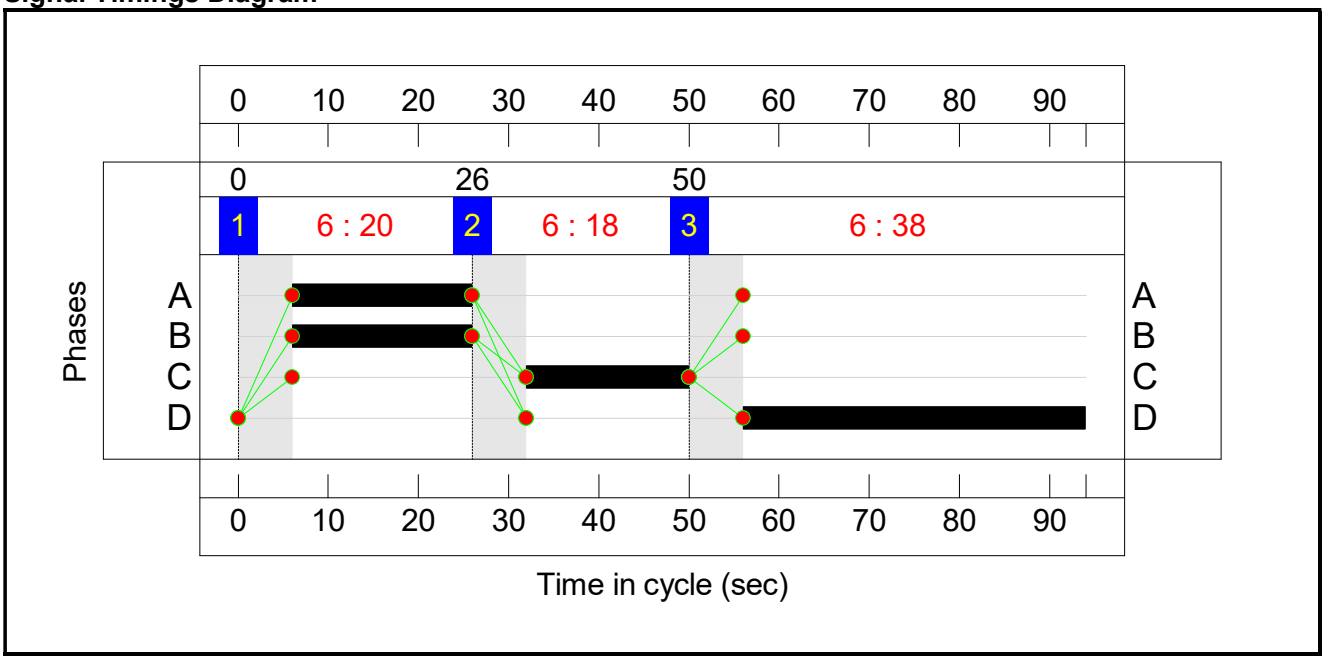
Stage Sequence Diagram



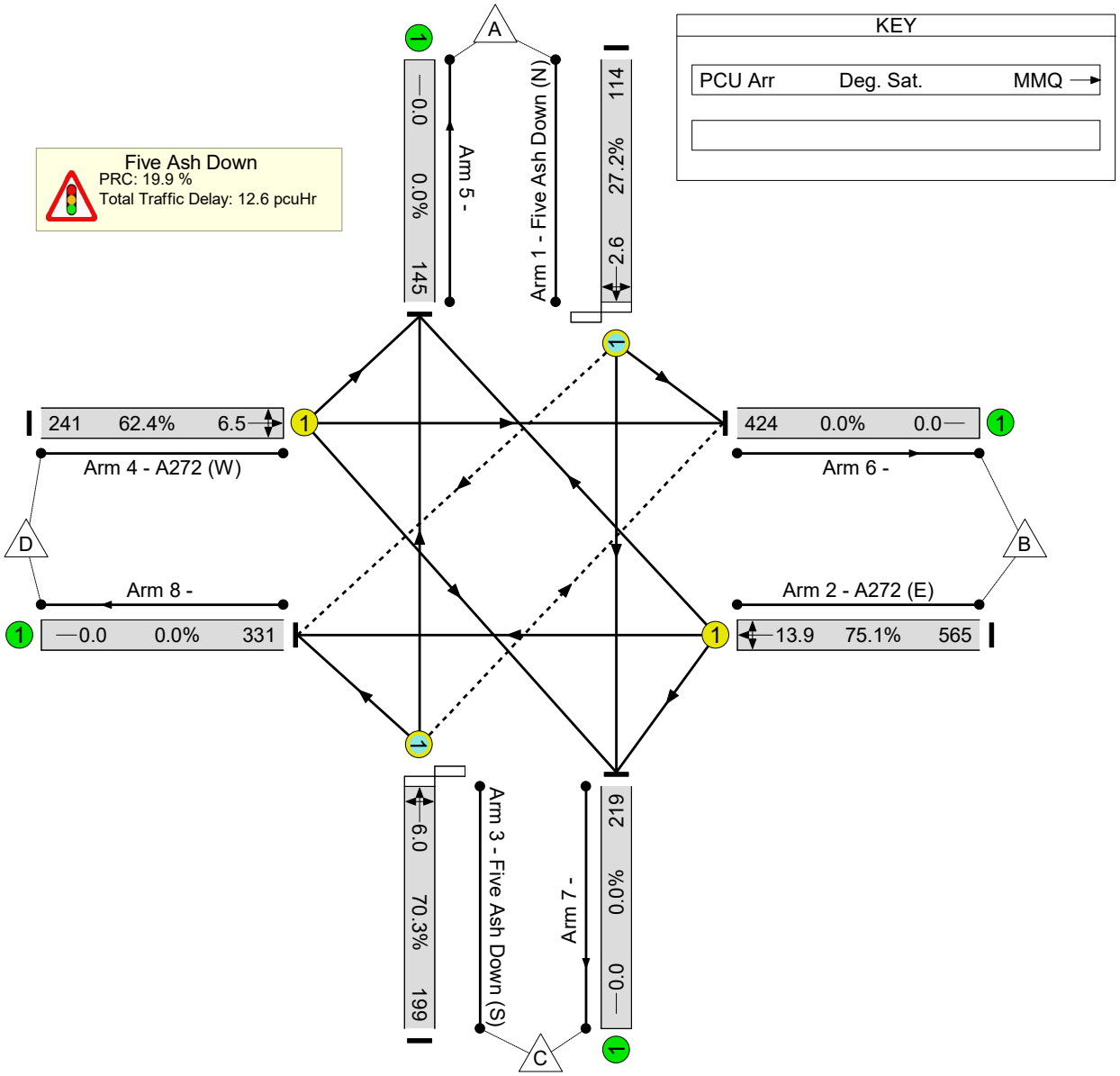
Stage Timings

Stage	1	2	3
Duration	20	18	38
Change Point	0	26	50

Signal Timings Diagram



Network Layout Diagram



VA Max Scenarios were created to determine what the Maximum Cycle time could be, which was 94" and 96" during AM and PM peak periods respectively.

All other scenarios were set with a lower cycle time of 70" (as the junction was predicted to operate well withi capacity for the worst case flow groups) and optimised for PRC.

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.1%**
Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.1%**
1/1	Five Ash Down (N) Left Ahead Right	O	N/A	N/A	A		1	20	-	114	1873	418	27.2%
2/1	A272 (E) Right Left Ahead	U	N/A	N/A	D		1	38	-	565	1814	753	75.1%
3/1	Five Ash Down (S) Ahead Right Left	O	N/A	N/A	B		1	20	-	199	1707	283	70.3%
4/1	A272 (W) Left Ahead Right	U	N/A	N/A	C		1	18	-	241	1912	386	62.4%
5/1		U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Five Ash Down	**-**	**-**	**138**	**0**	**0**	**8.9**	**3.6**	**0.1**	**12.6**	**-**	**-**	**-**	**-**
Five Ash Down	**-**	**-**	**138**	**0**	**0**	**8.9**	**3.6**	**0.1**	**12.6**	**-**	**-**	**-**	**-**
1/1	114	114	1	0	0	1.0	0.2	0.0	1.1	36.1	2.4	0.2	2.6
2/1	565	565	-	-	-	3.7	1.5	-	5.2	32.8	12.4	1.5	13.9
3/1	199	199	137	0	0	2.0	1.2	0.1	3.2	57.7	4.9	1.2	6.0
4/1	241	241	-	-	-	2.3	0.8	-	3.1	46.5	5.7	0.8	6.5
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Five Ash Down

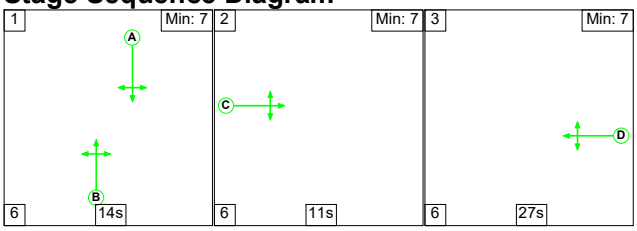
PRC for Signalled Lanes (%): 19.9
PRC Over All Lanes (%): 19.9

Total Delay for Signalled Lanes (pcuHr): 12.59
Total Delay Over All Lanes(pcuHr): 12.59

Cycle Time (s): 94

Scenario 2: 'AM21' (FG1: 'AM 2021', Plan 1: 'Network Control Plan 1')

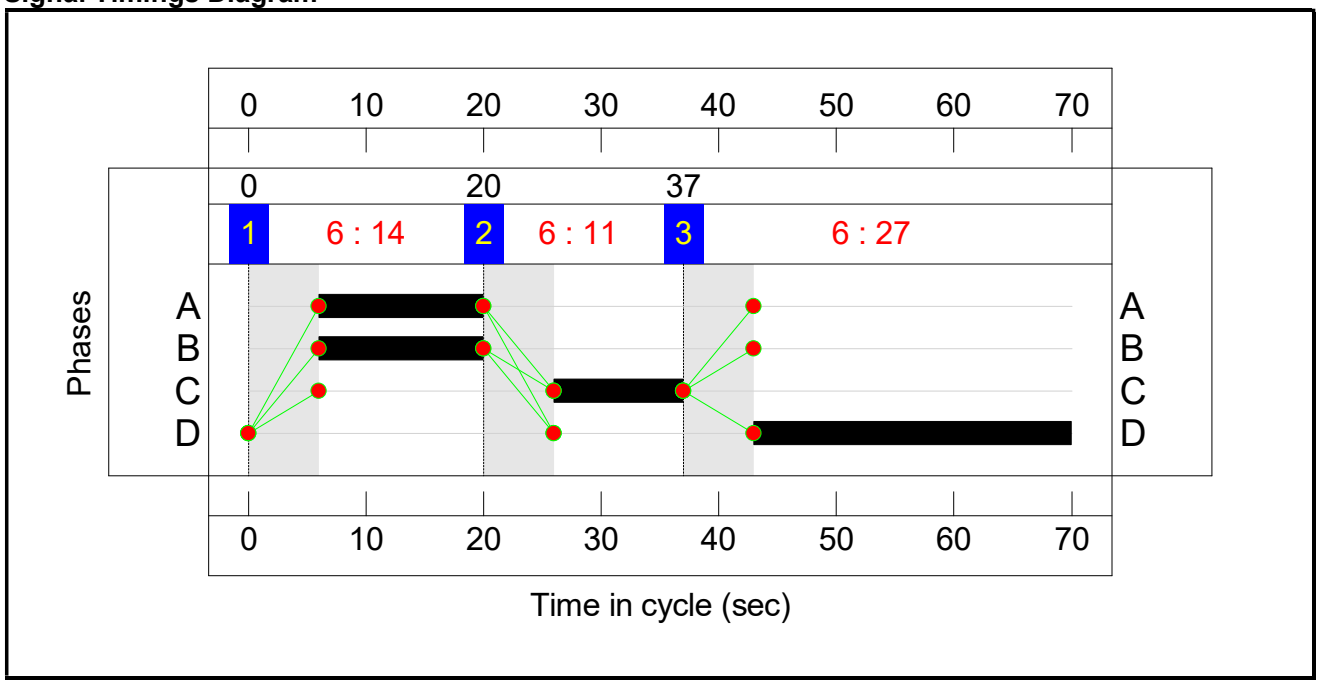
Stage Sequence Diagram



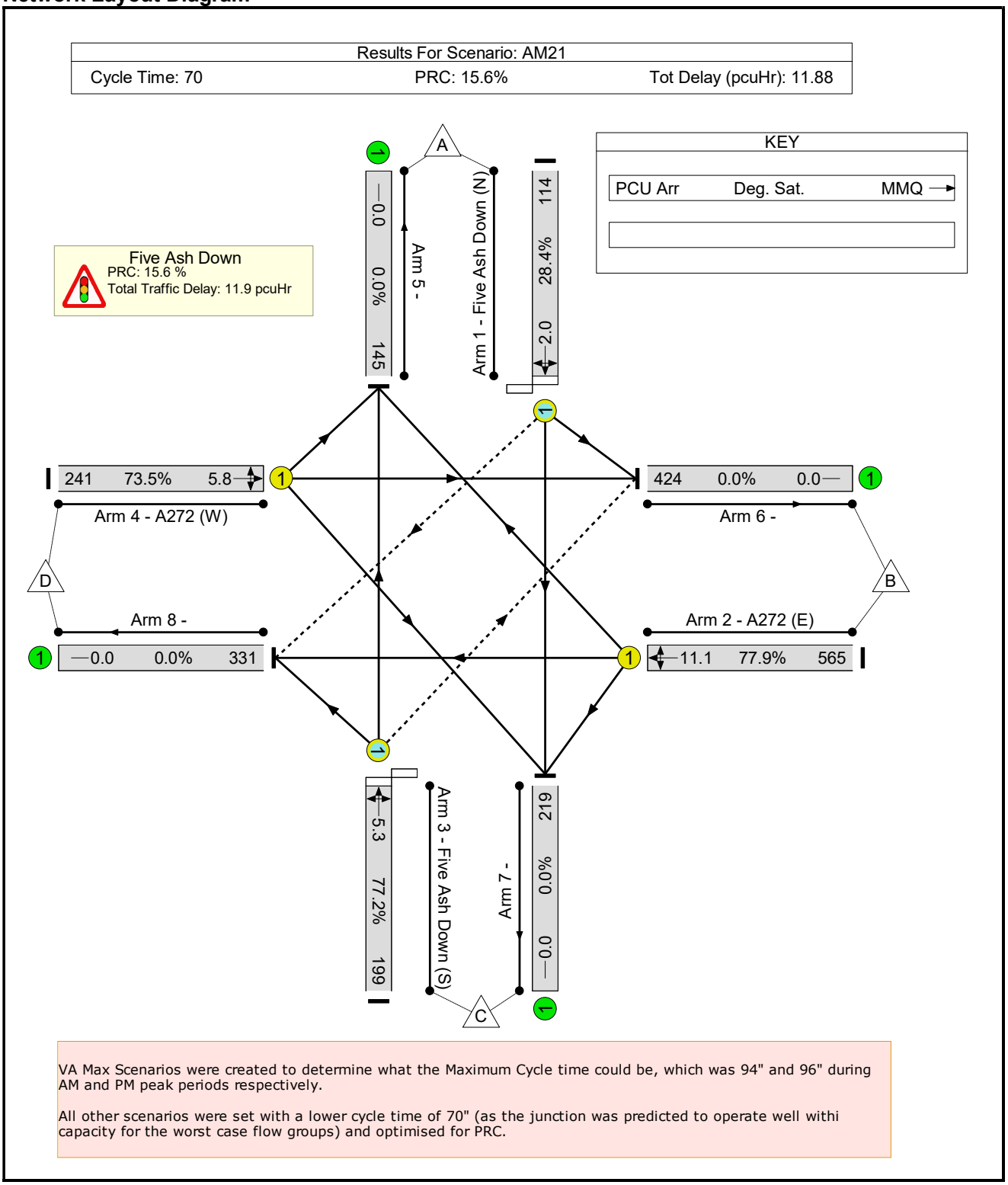
Stage Timings

Stage	1	2	3
Duration	14	11	27
Change Point	0	20	37

Signal Timings Diagram



Network Layout Diagram



VA Max Scenarios were created to determine what the Maximum Cycle time could be, which was 94" and 96" during AM and PM peak periods respectively.

All other scenarios were set with a lower cycle time of 70" (as the junction was predicted to operate well withi capacity for the worst case flow groups) and optimised for PRC.

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.9%**
Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.9%**
1/1	Five Ash Down (N) Left Ahead Right	O	N/A	N/A	A		1	14	-	114	1873	401	28.4%
2/1	A272 (E) Right Left Ahead	U	N/A	N/A	D		1	27	-	565	1814	726	77.9%
3/1	Five Ash Down (S) Ahead Right Left	O	N/A	N/A	B		1	14	-	199	1707	258	77.2%
4/1	A272 (W) Left Ahead Right	U	N/A	N/A	C		1	11	-	241	1912	328	73.5%
5/1		U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Five Ash Down	**-**	**-**	**138**	**0**	**0**	**6.9**	**4.9**	**0.1**	**11.9**	**-**	**-**	**-**	**-**
Five Ash Down	**-**	**-**	**138**	**0**	**0**	**6.9**	**4.9**	**0.1**	**11.9**	**-**	**-**	**-**	**-**
1/1	114	114	1	0	0	0.7	0.2	0.0	0.9	29.3	1.8	0.2	2.0
2/1	565	565	-	-	-	2.9	1.7	-	4.6	29.3	9.4	1.7	11.1
3/1	199	199	137	0	0	1.5	1.6	0.1	3.2	57.4	3.7	1.6	5.3
4/1	241	241	-	-	-	1.8	1.3	-	3.2	47.6	4.4	1.3	5.8
5/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Five Ash Down

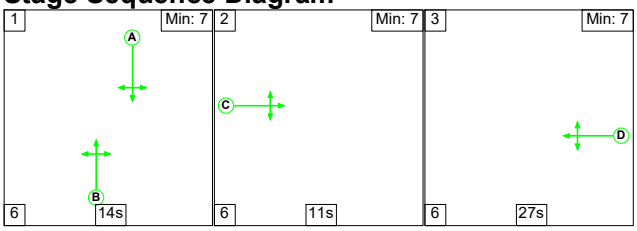
PRC for Signalled Lanes (%): 15.6
PRC Over All Lanes (%): 15.6

Total Delay for Signalled Lanes (pcuHr): 11.88
Total Delay Over All Lanes(pcuHr): 11.88

Cycle Time (s): 70

Scenario 3: 'AM27 DN' (FG2: 'AM 2027 Do Nothing', Plan 1: 'Network Control Plan 1')

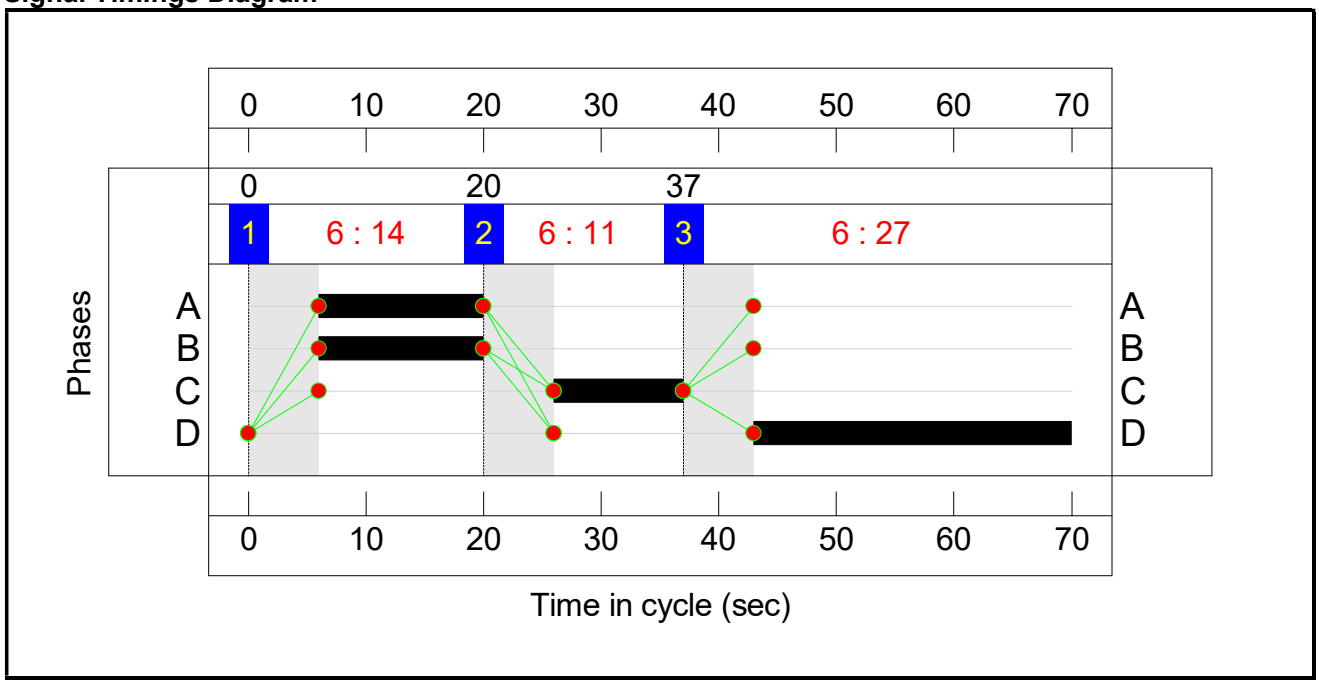
Stage Sequence Diagram



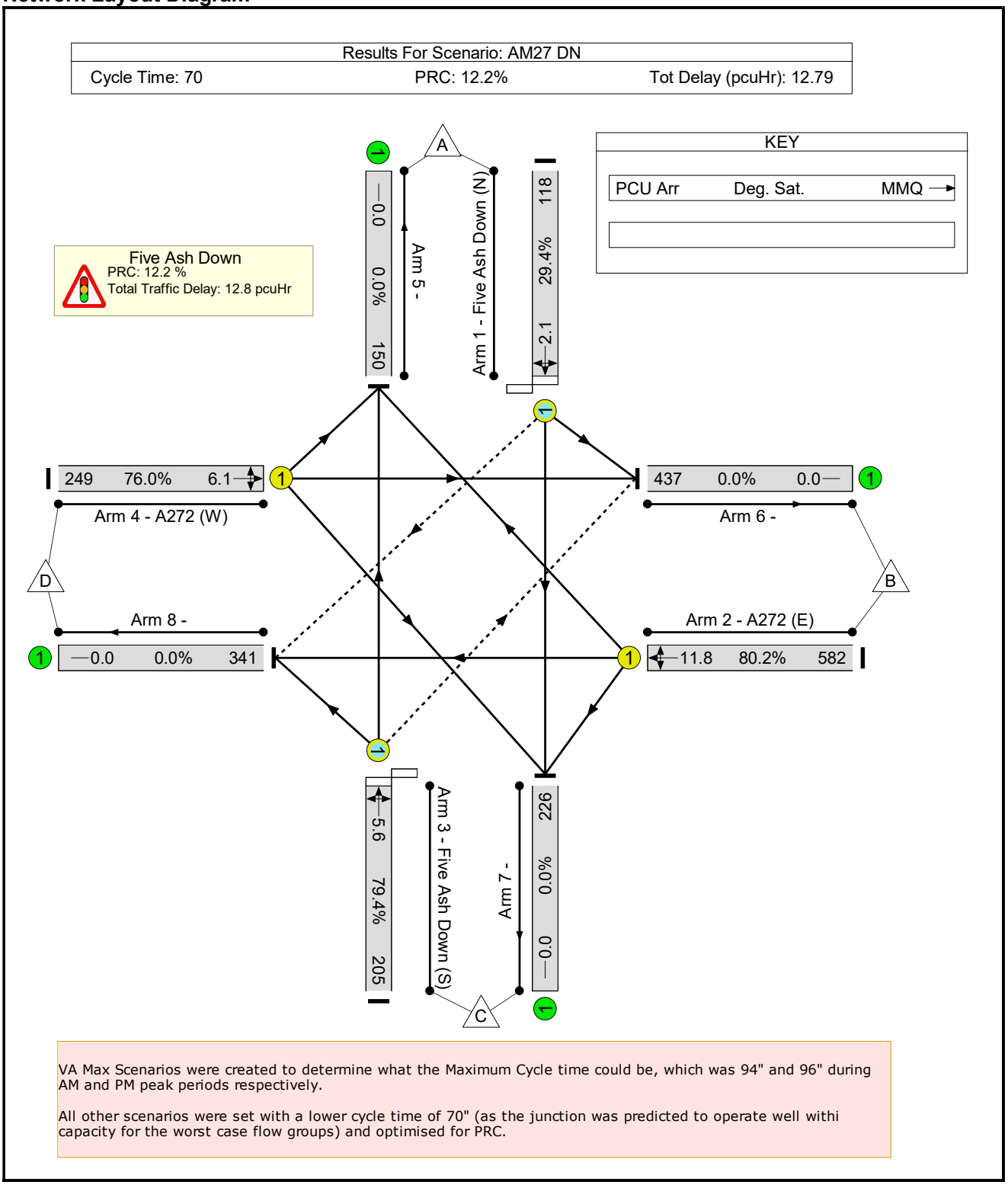
Stage Timings

Stage	1	2	3
Duration	14	11	27
Change Point	0	20	37

Signal Timings Diagram



Network Layout Diagram



VA Max Scenarios were created to determine what the Maximum Cycle time could be, which was 94" and 96" during AM and PM peak periods respectively.

All other scenarios were set with a lower cycle time of 70" (as the junction was predicted to operate well withi capacity for the worst case flow groups) and optimised for PRC.

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.2%**
Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.2%**
1/1	Five Ash Down (N) Left Ahead Right	O	N/A	N/A	A		1	14	-	118	1873	401	29.4%
2/1	A272 (E) Right Left Ahead	U	N/A	N/A	D		1	27	-	582	1814	726	80.2%
3/1	Five Ash Down (S) Ahead Right Left	O	N/A	N/A	B		1	14	-	205	1708	258	79.4%
4/1	A272 (W) Left Ahead Right	U	N/A	N/A	C		1	11	-	249	1912	328	76.0%
5/1		U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Five Ash Down	**-**	**-**	**142**	**0**	**0**	**7.2**	**5.5**	**0.1**	**12.8**	**-**	**-**	**-**	**-**
Five Ash Down	**-**	**-**	**142**	**0**	**0**	**7.2**	**5.5**	**0.1**	**12.8**	**-**	**-**	**-**	**-**
1/1	118	118	1	0	0	0.8	0.2	0.0	1.0	29.4	1.9	0.2	2.1
2/1	582	582	-	-	-	3.0	2.0	-	5.0	30.8	9.9	2.0	11.8
3/1	205	205	141	0	0	1.6	1.8	0.1	3.4	60.1	3.8	1.8	5.6
4/1	249	249	-	-	-	1.9	1.5	-	3.4	49.6	4.6	1.5	6.1
5/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Five Ash Down

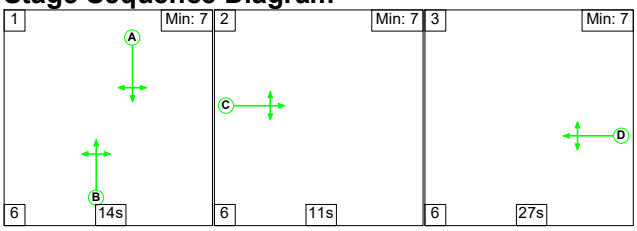
PRC for Signalled Lanes (%): 12.2
PRC Over All Lanes (%): 12.2

Total Delay for Signalled Lanes (pcuHr): 12.79
Total Delay Over All Lanes(pcuHr): 12.79

Cycle Time (s): 70

Scenario 4: 'AM27 DM' (FG3: 'AM 2027 Do Minimum', Plan 1: 'Network Control Plan 1')

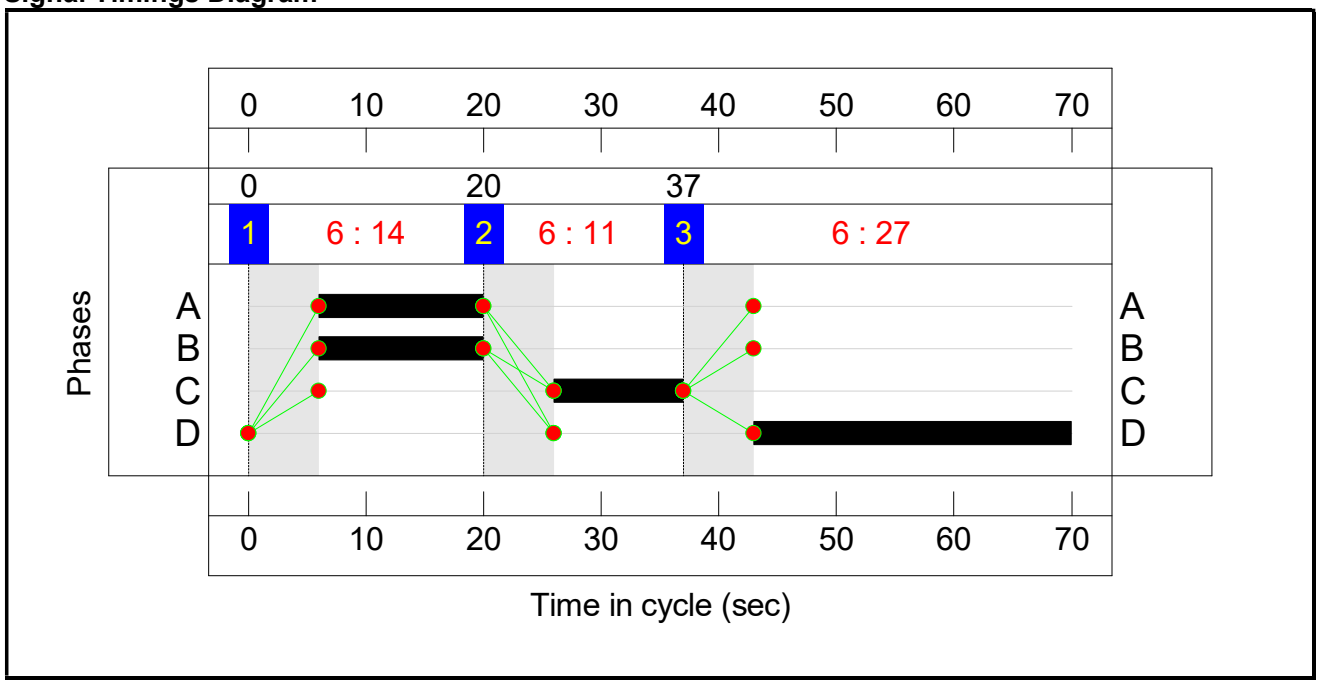
Stage Sequence Diagram



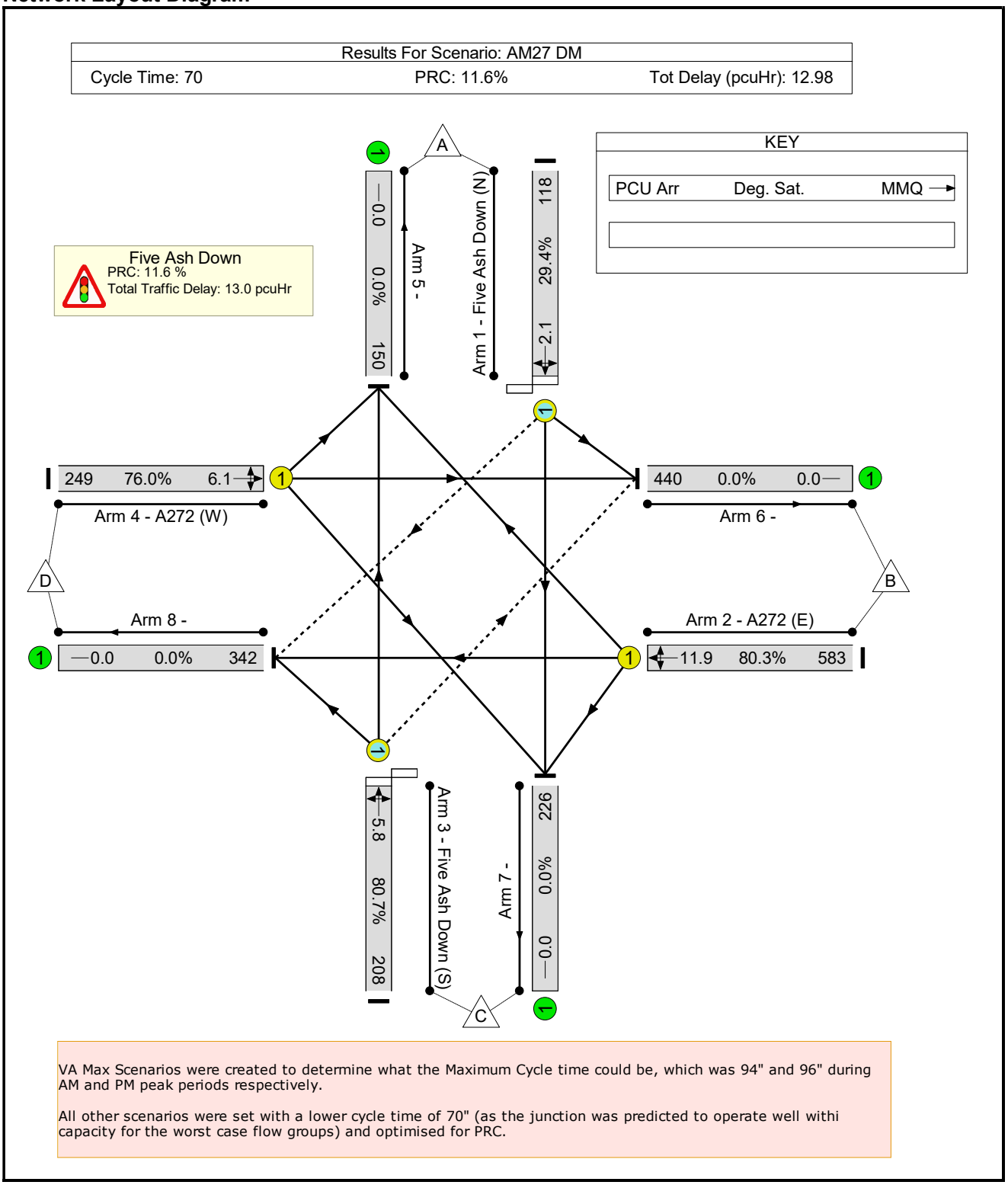
Stage Timings

Stage	1	2	3
Duration	14	11	27
Change Point	0	20	37

Signal Timings Diagram



Network Layout Diagram



VA Max Scenarios were created to determine what the Maximum Cycle time could be, which was 94" and 96" during AM and PM peak periods respectively.

All other scenarios were set with a lower cycle time of 70" (as the junction was predicted to operate well withi capacity for the worst case flow groups) and optimised for PRC.

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.7%**
Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.7%**
1/1	Five Ash Down (N) Left Ahead Right	O	N/A	N/A	A		1	14	-	118	1873	401	29.4%
2/1	A272 (E) Right Left Ahead	U	N/A	N/A	D		1	27	-	583	1814	726	80.3%
3/1	Five Ash Down (S) Ahead Right Left	O	N/A	N/A	B		1	14	-	208	1706	258	80.7%
4/1	A272 (W) Left Ahead Right	U	N/A	N/A	C		1	11	-	249	1912	328	76.0%
5/1		U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Five Ash Down	**-**	**-**	**145**	**0**	**0**	**7.3**	**5.7**	**0.1**	**13.0**	**-**	**-**	**-**	**-**
Five Ash Down	**-**	**-**	**145**	**0**	**0**	**7.3**	**5.7**	**0.1**	**13.0**	**-**	**-**	**-**	**-**
1/1	118	118	1	0	0	0.8	0.2	0.0	1.0	29.4	1.9	0.2	2.1
2/1	583	583	-	-	-	3.0	2.0	-	5.0	30.8	9.9	2.0	11.9
3/1	208	208	144	0	0	1.6	1.9	0.1	3.6	62.1	3.9	1.9	5.8
4/1	249	249	-	-	-	1.9	1.5	-	3.4	49.6	4.6	1.5	6.1
5/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Five Ash Down

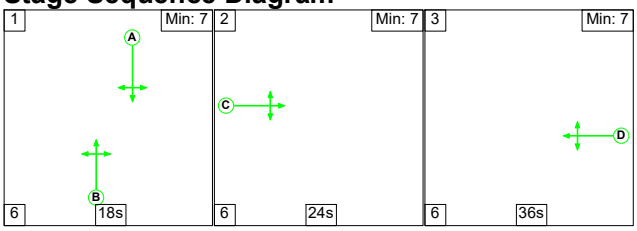
PRC for Signalled Lanes (%): 11.6
PRC Over All Lanes (%): 11.6

Total Delay for Signalled Lanes (pcuHr): 12.98
Total Delay Over All Lanes(pcuHr): 12.98

Cycle Time (s): 70

Scenario 5: 'PM21 (VA Max)' (FG4: 'PM 2021', Plan 1: 'Network Control Plan 1')

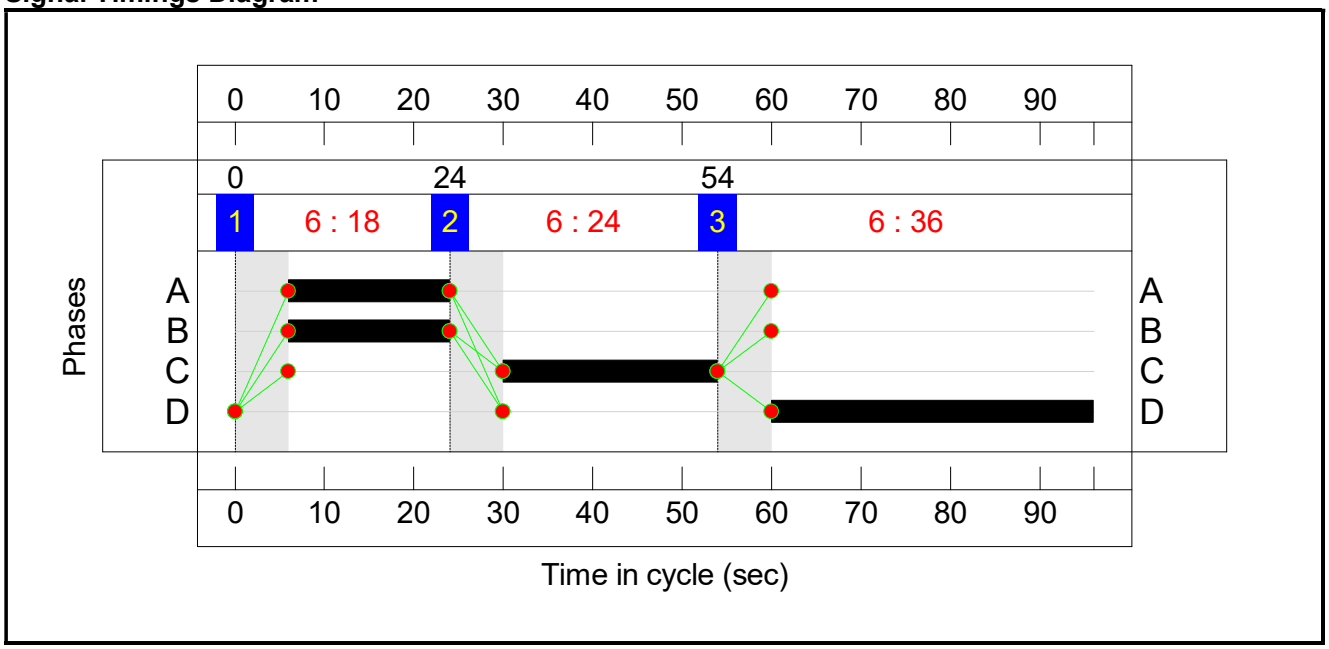
Stage Sequence Diagram



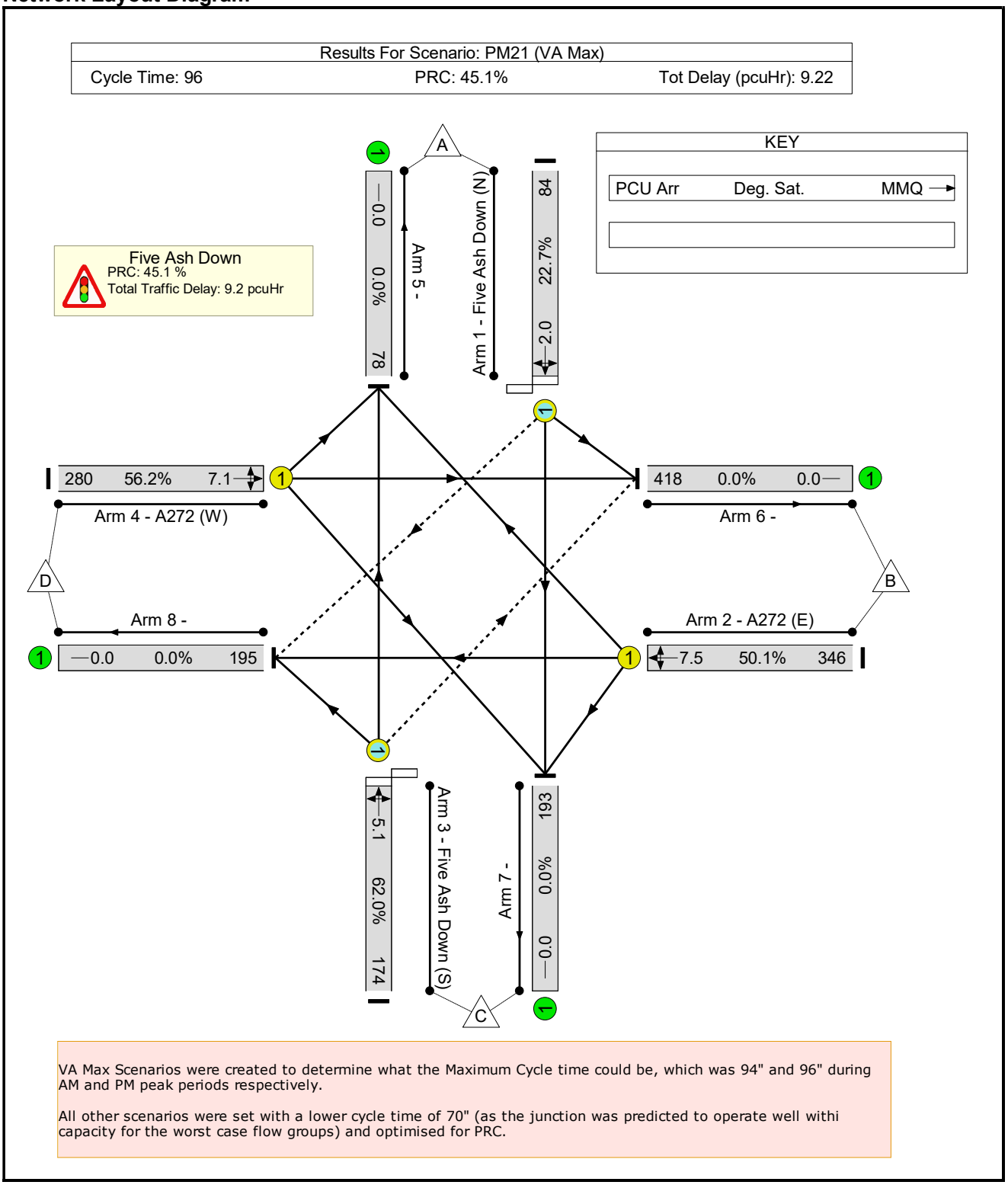
Stage Timings

Stage	1	2	3
Duration	18	24	36
Change Point	0	24	54

Signal Timings Diagram



Network Layout Diagram



VA Max Scenarios were created to determine what the Maximum Cycle time could be, which was 94" and 96" during AM and PM peak periods respectively.

All other scenarios were set with a lower cycle time of 70" (as the junction was predicted to operate well withi capacity for the worst case flow groups) and optimised for PRC.

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.0%**
Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.0%**
1/1	Five Ash Down (N) Left Ahead Right	O	N/A	N/A	A		1	18	-	84	1870	370	22.7%
2/1	A272 (E) Right Left Ahead	U	N/A	N/A	D		1	36	-	346	1793	691	50.1%
3/1	Five Ash Down (S) Ahead Right Left	O	N/A	N/A	B		1	18	-	174	1723	281	62.0%
4/1	A272 (W) Left Ahead Right	U	N/A	N/A	C		1	24	-	280	1912	498	56.2%
5/1		U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Five Ash Down	**-**	**-**	**111**	**0**	**0**	**7.1**	**2.1**	**0.1**	**9.2**	**-**	**-**	**-**	**-**
Five Ash Down	**-**	**-**	**111**	**0**	**0**	**7.1**	**2.1**	**0.1**	**9.2**	**-**	**-**	**-**	**-**
1/1	84	84	2	0	0	0.8	0.1	0.0	0.9	38.6	1.9	0.1	2.0
2/1	346	346	-	-	-	2.2	0.5	-	2.7	27.7	7.0	0.5	7.5
3/1	174	174	109	0	0	1.8	0.8	0.1	2.6	54.3	4.3	0.8	5.1
4/1	280	280	-	-	-	2.4	0.6	-	3.0	39.0	6.5	0.6	7.1
5/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Five Ash Down

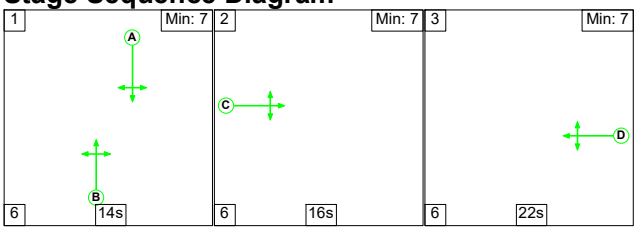
PRC for Signalled Lanes (%): 45.1
PRC Over All Lanes (%): 45.1

Total Delay for Signalled Lanes (pcuHr): 9.22
Total Delay Over All Lanes(pcuHr): 9.22

Cycle Time (s): 96

Scenario 6: 'PM21' (FG4: 'PM 2021', Plan 1: 'Network Control Plan 1')

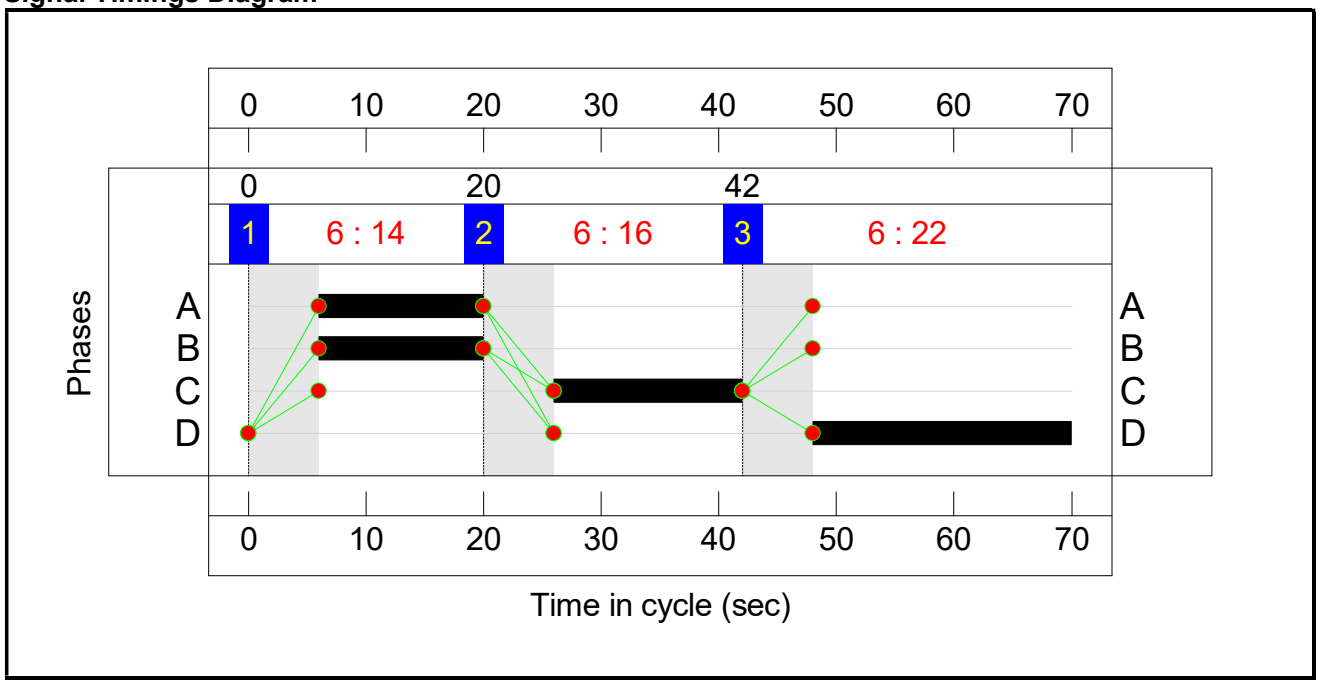
Stage Sequence Diagram



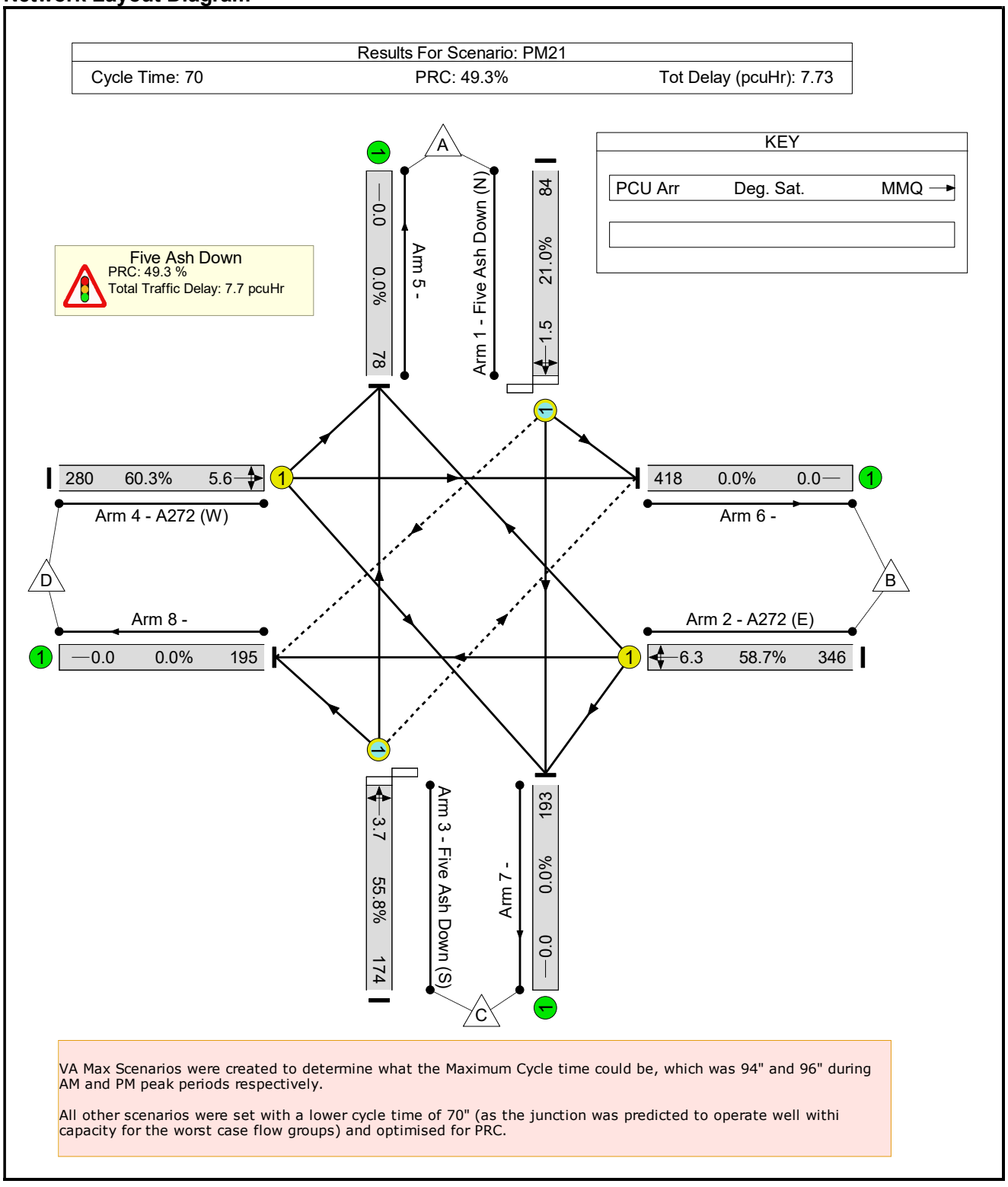
Stage Timings

Stage	1	2	3
Duration	14	16	22
Change Point	0	20	42

Signal Timings Diagram



Network Layout Diagram



VA Max Scenarios were created to determine what the Maximum Cycle time could be, which was 94" and 96" during AM and PM peak periods respectively.

All other scenarios were set with a lower cycle time of 70" (as the junction was predicted to operate well withi capacity for the worst case flow groups) and optimised for PRC.

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.3%**
Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.3%**
1/1	Five Ash Down (N) Left Ahead Right	O	N/A	N/A	A		1	14	-	84	1870	401	21.0%
2/1	A272 (E) Right Left Ahead	U	N/A	N/A	D		1	22	-	346	1793	589	58.7%
3/1	Five Ash Down (S) Ahead Right Left	O	N/A	N/A	B		1	14	-	174	1723	312	55.8%
4/1	A272 (W) Left Ahead Right	U	N/A	N/A	C		1	16	-	280	1912	464	60.3%
5/1		U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	195	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Five Ash Down	**-**	**-**	**111**	**0**	**0**	**5.5**	**2.2**	**0.1**	**7.7**	**-**	**-**	**-**	**-**
Five Ash Down	**-**	**-**	**111**	**0**	**0**	**5.5**	**2.2**	**0.1**	**7.7**	**-**	**-**	**-**	**-**
1/1	84	84	2	0	0	0.5	0.1	0.0	0.7	28.3	1.3	0.1	1.5
2/1	346	346	-	-	-	1.9	0.7	-	2.6	26.9	5.6	0.7	6.3
3/1	174	174	109	0	0	1.2	0.6	0.1	1.9	39.3	3.0	0.6	3.7
4/1	280	280	-	-	-	1.8	0.8	-	2.6	33.2	4.8	0.8	5.6
5/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Five Ash Down

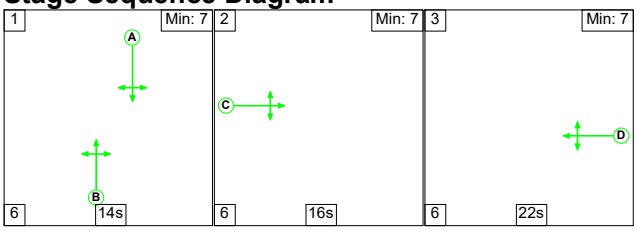
PRC for Signalled Lanes (%): 49.3
PRC Over All Lanes (%): 49.3

Total Delay for Signalled Lanes (pcuHr): 7.73
Total Delay Over All Lanes(pcuHr): 7.73

Cycle Time (s): 70

Scenario 7: 'PM27 DN' (FG5: ' PM 2027 Do Nothing', Plan 1: 'Network Control Plan 1')

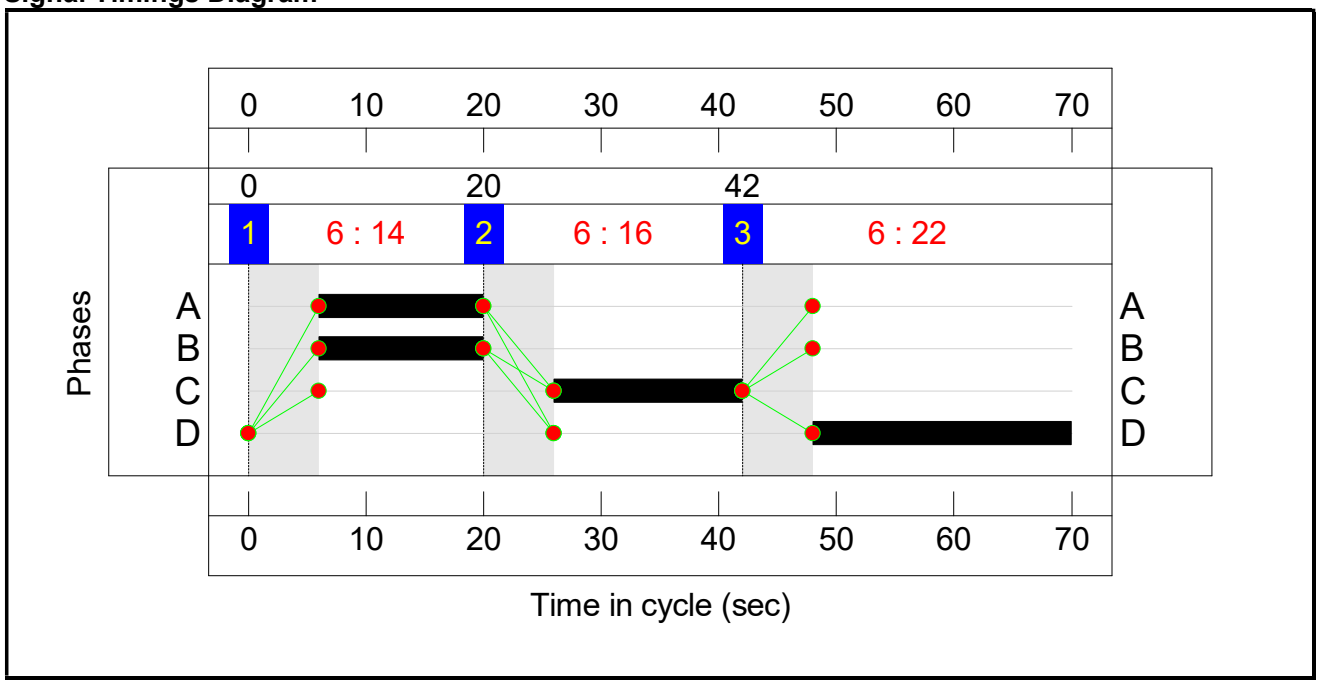
Stage Sequence Diagram



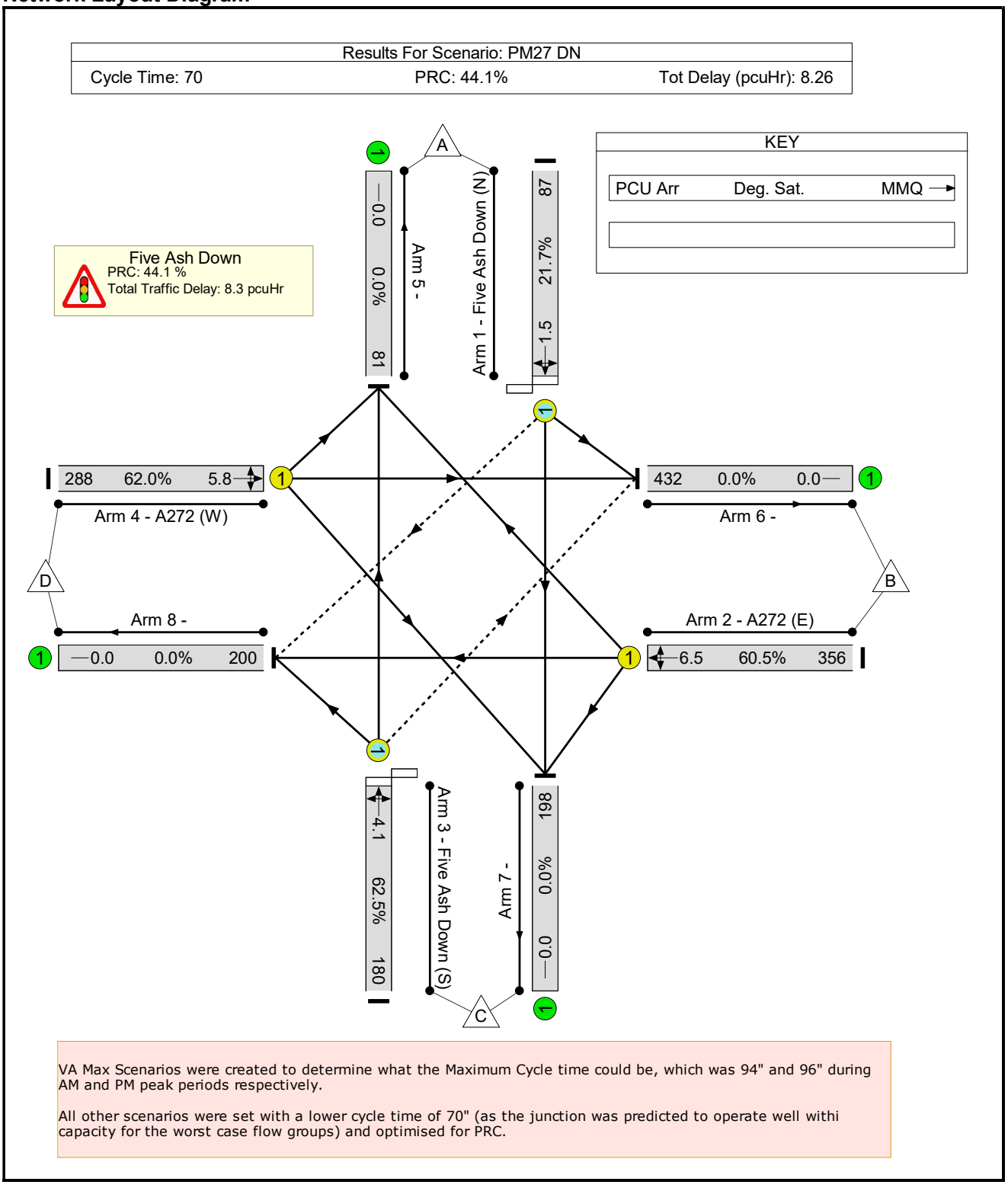
Stage Timings

Stage	1	2	3
Duration	14	16	22
Change Point	0	20	42

Signal Timings Diagram



Network Layout Diagram



VA Max Scenarios were created to determine what the Maximum Cycle time could be, which was 94" and 96" during AM and PM peak periods respectively.

All other scenarios were set with a lower cycle time of 70" (as the junction was predicted to operate well withi capacity for the worst case flow groups) and optimised for PRC.

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.5%**
Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.5%**
1/1	Five Ash Down (N) Left Ahead Right	O	N/A	N/A	A		1	14	-	87	1869	401	21.7%
2/1	A272 (E) Right Left Ahead	U	N/A	N/A	D		1	22	-	356	1792	589	60.5%
3/1	Five Ash Down (S) Ahead Right Left	O	N/A	N/A	B		1	14	-	180	1723	288	62.5%
4/1	A272 (W) Left Ahead Right	U	N/A	N/A	C		1	16	-	288	1912	464	62.0%
5/1		U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Five Ash Down	**-**	**-**	**115**	**0**	**0**	**5.7**	**2.5**	**0.1**	**8.3**	**-**	**-**	**-**	**-**
Five Ash Down	**-**	**-**	**115**	**0**	**0**	**5.7**	**2.5**	**0.1**	**8.3**	**-**	**-**	**-**	**-**
1/1	87	87	2	0	0	0.5	0.1	0.0	0.7	28.4	1.4	0.1	1.5
2/1	356	356	-	-	-	1.9	0.8	-	2.7	27.4	5.7	0.8	6.5
3/1	180	180	113	0	0	1.3	0.8	0.1	2.2	43.3	3.3	0.8	4.1
4/1	288	288	-	-	-	1.9	0.8	-	2.7	33.7	5.0	0.8	5.8
5/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Five Ash Down

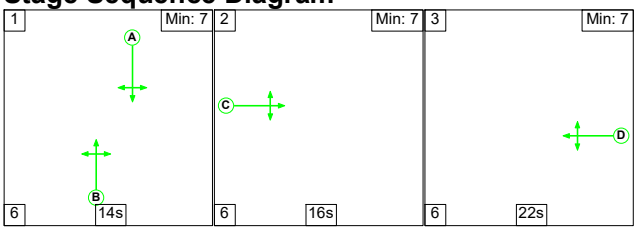
PRC for Signalled Lanes (%): 44.1
PRC Over All Lanes (%): 44.1

Total Delay for Signalled Lanes (pcuHr): 8.26
Total Delay Over All Lanes(pcuHr): 8.26

Cycle Time (s): 70

Scenario 8: 'PM27 DM' (FG6: 'PM 2027 Do Minimum', Plan 1: 'Network Control Plan 1')

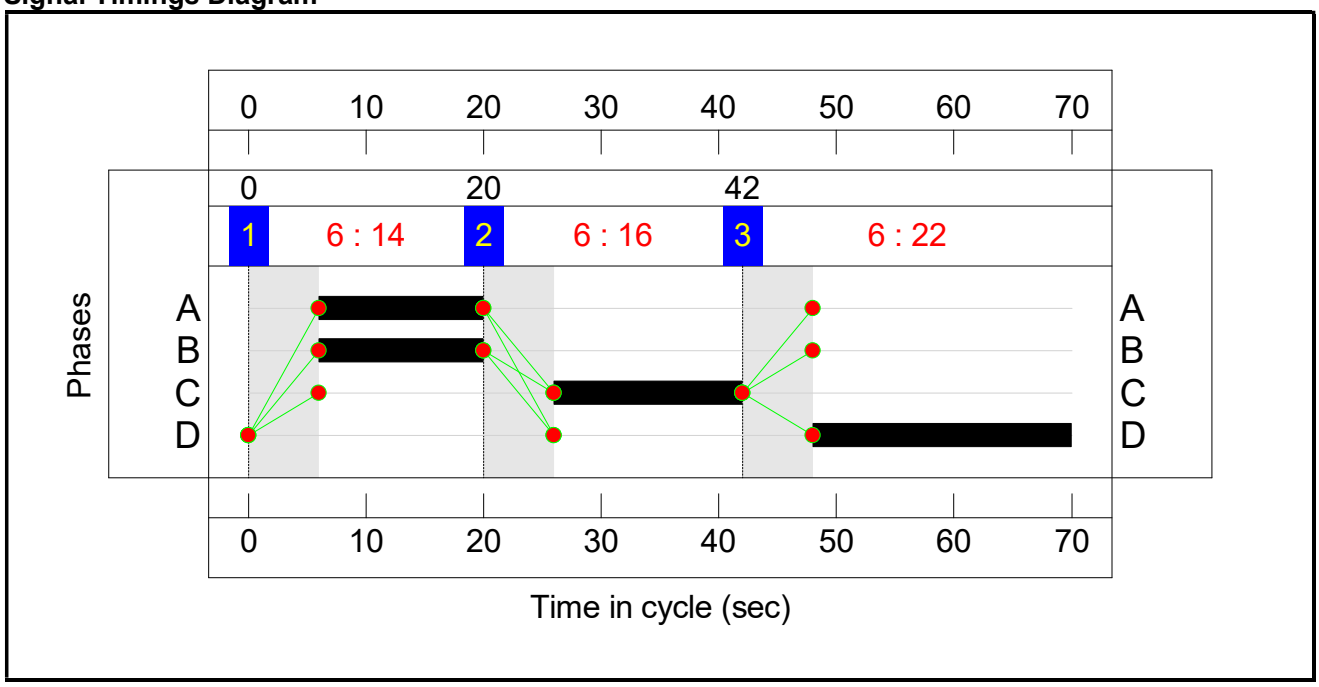
Stage Sequence Diagram



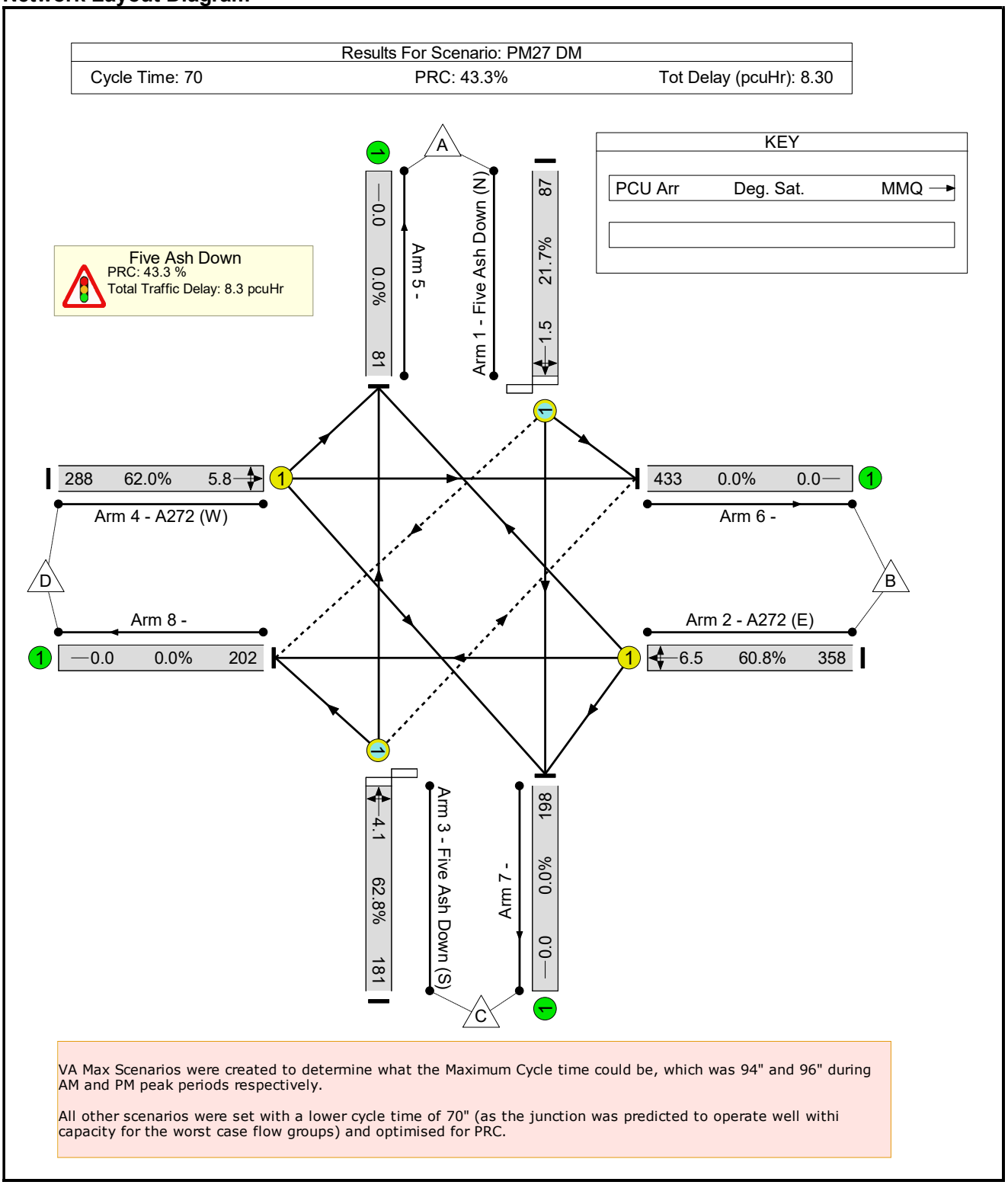
Stage Timings

Stage	1	2	3
Duration	14	16	22
Change Point	0	20	42

Signal Timings Diagram



Network Layout Diagram



VA Max Scenarios were created to determine what the Maximum Cycle time could be, which was 94" and 96" during AM and PM peak periods respectively.

All other scenarios were set with a lower cycle time of 70" (as the junction was predicted to operate well withi capacity for the worst case flow groups) and optimised for PRC.

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.8%**
Five Ash Down	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.8%**
1/1	Five Ash Down (N) Left Ahead Right	O	N/A	N/A	A		1	14	-	87	1869	401	21.7%
2/1	A272 (E) Right Left Ahead	U	N/A	N/A	D		1	22	-	358	1793	589	60.8%
3/1	Five Ash Down (S) Ahead Right Left	O	N/A	N/A	B		1	14	-	181	1723	288	62.8%
4/1	A272 (W) Left Ahead Right	U	N/A	N/A	C		1	16	-	288	1912	464	62.0%
5/1		U	N/A	N/A	-		-	-	-	81	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Five Ash Down	**-**	**-**	**116**	**0**	**0**	**5.7**	**2.5**	**0.1**	**8.3**	**-**	**-**	**-**	**-**
Five Ash Down	**-**	**-**	**116**	**0**	**0**	**5.7**	**2.5**	**0.1**	**8.3**	**-**	**-**	**-**	**-**
1/1	87	87	2	0	0	0.5	0.1	0.0	0.7	28.4	1.4	0.1	1.5
2/1	358	358	-	-	-	2.0	0.8	-	2.7	27.5	5.8	0.8	6.5
3/1	181	181	114	0	0	1.3	0.8	0.1	2.2	43.5	3.3	0.8	4.1
4/1	288	288	-	-	-	1.9	0.8	-	2.7	33.7	5.0	0.8	5.8
5/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Five Ash Down

PRC for Signalled Lanes (%): 43.3
PRC Over All Lanes (%): 43.3

Total Delay for Signalled Lanes (pcuHr): 8.30
Total Delay Over All Lanes(pcuHr): 8.30

Cycle Time (s): 70

APPENDIX
Q



Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Budlett Rndbt.j9
Path: C:\Users\Transport\Documents\15675 - Mockbeggars\A26 Budletts Roundabout
Report generation date: 15/12/2021 12:01:08

»2021 Baseline, AM
»2021 Baseline, PM
»2027 Do Nothing, AM
»2027 Do Nothing, PM
»2027 Do Minimum, AM
»2027 Do Minimum, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2021 Baseline													
Arm 1	D1	1.2	5.20	0.53	A	4.61	56 % [Arm 1]	D2	0.4	3.00	0.24	A	4.20	65 % [Arm 3]
Arm 2		0.7	3.89	0.39	A				0.9	4.14	0.46	A		
Arm 3		0.3	6.37	0.22	A				0.5	7.43	0.30	A		
Arm 4		0.7	4.07	0.40	A				0.5	3.76	0.30	A		
	2027 Do Nothing													
Arm 1	D3	1.3	5.45	0.55	A	4.77	51 % [Arm 1]	D4	0.4	3.04	0.25	A	4.31	60 % [Arm 3]
Arm 2		0.7	3.98	0.40	A				1.0	4.27	0.48	A		
Arm 3		0.3	6.53	0.23	A				0.5	7.71	0.32	A		
Arm 4		0.8	4.19	0.41	A				0.5	3.85	0.31	A		
	2027 Do Minimum													
Arm 1	D5	1.4	5.58	0.56	A	4.84	49 % [Arm 1]	D6	0.4	3.06	0.26	A	4.36	59 % [Arm 3]
Arm 2		0.8	4.01	0.41	A				1.0	4.32	0.48	A		
Arm 3		0.3	6.59	0.23	A				0.5	7.83	0.32	A		
Arm 4		0.8	4.21	0.41	A				0.5	3.89	0.32	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

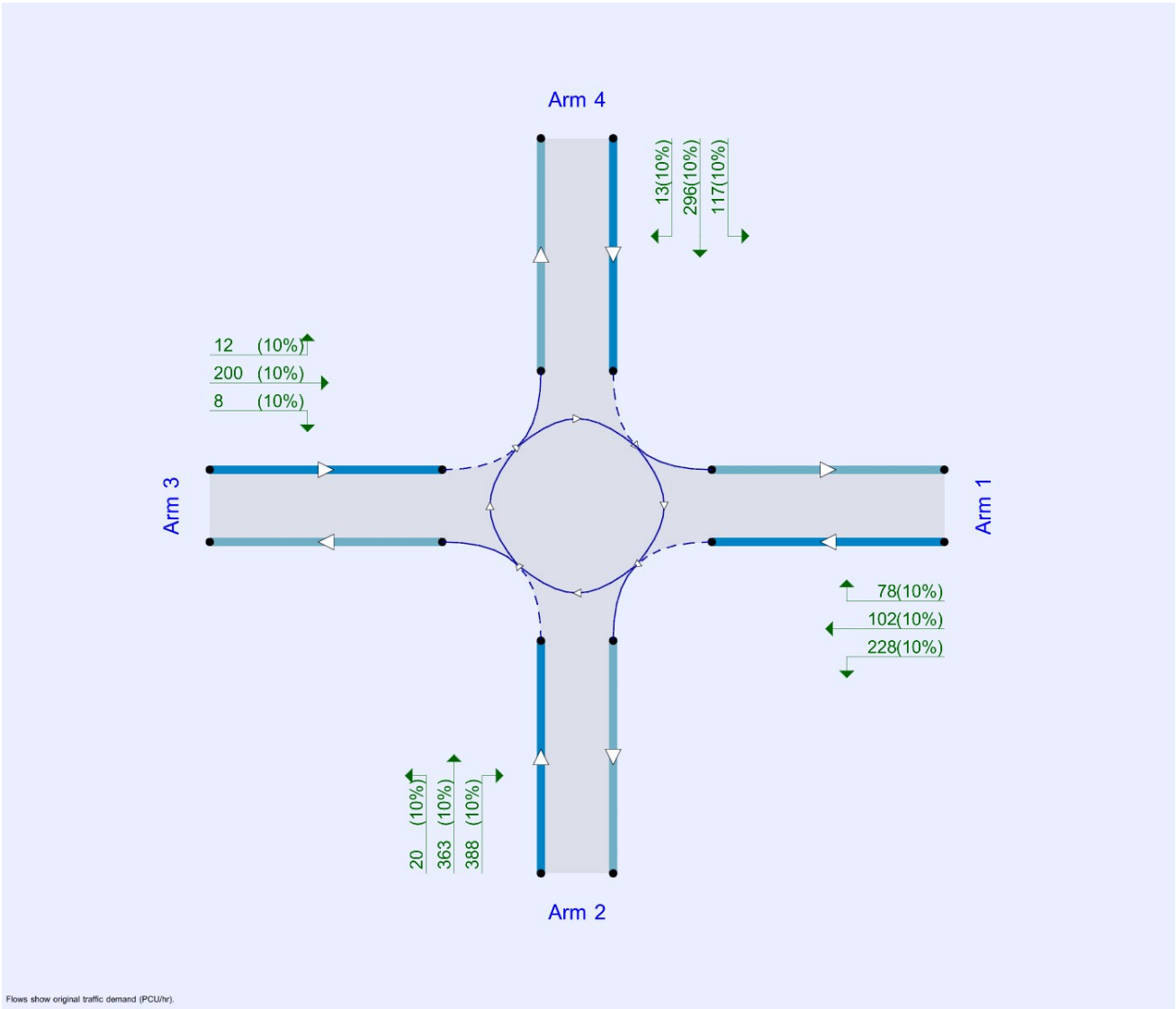
File summary

File Description

Title	Budletts Roundabout
Location	
Site number	
Date	06/12/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Transport
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	56	Arm 1

Arms

Arms

Arm	Name	Description
1	London Road (E)	
2	A26 (S)	
3	London Road (W)	
4	A26 (N)	

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	4.00	7.75	13.2	26.6	62.0	10.0	
2	3.76	7.00	13.4	45.0	62.0	3.5	
3	3.44	4.07	1.0	25.6	62.0	13.0	
4	3.50	8.07	12.8	37.6	62.0	7.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.610	1955
2	0.610	1894
3	0.476	1183
4	0.603	1882

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	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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		ONE HOUR	✓	786	100.000
2		ONE HOUR	✓	597	100.000
3		ONE HOUR	✓	159	100.000
4		ONE HOUR	✓	586	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	479	152	153
	2	249	2	15	331
	3	125	21	0	13
	4	121	446	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.53	5.20	1.2	A	721	1082
2	0.39	3.89	0.7	A	548	822
3	0.22	6.37	0.3	A	146	219
4	0.40	4.07	0.7	A	538	807

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	592	148	366	1731	0.342	589	373	0.0	0.6	3.461	A
2	449	112	244	1745	0.258	448	711	0.0	0.4	3.050	A
3	120	30	553	919	0.130	119	140	0.0	0.2	4.943	A
4	441	110	299	1702	0.259	440	373	0.0	0.4	3.133	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	707	177	438	1687	0.419	706	446	0.6	0.8	4.032	A
2	537	134	293	1716	0.313	536	851	0.4	0.5	3.354	A
3	143	36	662	868	0.165	143	167	0.2	0.2	5.462	A
4	527	132	358	1666	0.316	526	446	0.4	0.5	3.472	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	865	216	537	1627	0.532	864	546	0.8	1.2	5.173	A
2	657	164	358	1676	0.392	656	1042	0.5	0.7	3.880	A
3	175	44	810	797	0.220	175	204	0.2	0.3	6.359	A
4	645	161	439	1617	0.399	644	546	0.5	0.7	4.066	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	865	216	537	1627	0.532	865	547	1.2	1.2	5.201	A
2	657	164	359	1676	0.392	657	1044	0.7	0.7	3.888	A
3	175	44	811	796	0.220	175	205	0.3	0.3	6.372	A
4	645	161	439	1617	0.399	645	547	0.7	0.7	4.074	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	707	177	439	1686	0.419	708	448	1.2	0.8	4.057	A
2	537	134	294	1715	0.313	538	854	0.7	0.5	3.363	A
3	143	36	664	867	0.165	143	168	0.3	0.2	5.476	A
4	527	132	359	1665	0.316	528	448	0.7	0.5	3.482	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	592	148	368	1730	0.342	593	375	0.8	0.6	3.483	A
2	449	112	246	1745	0.258	450	715	0.5	0.4	3.061	A
3	120	30	555	918	0.130	120	140	0.2	0.2	4.961	A
4	441	110	301	1701	0.259	442	375	0.5	0.4	3.148	A

2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	65	Arm 3

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	2021 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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		ONE HOUR	✓	388	100.000
2		ONE HOUR	✓	740	100.000
3		ONE HOUR	✓	212	100.000
4		ONE HOUR	✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	216	98	74
	2	368	0	19	353
	3	192	8	0	12
	4	110	288	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.24	3.00	0.4	A	356	534
2	0.46	4.14	0.9	A	679	1019
3	0.30	7.43	0.5	A	195	292
4	0.30	3.76	0.5	A	377	566

Main Results for each time segment

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	292	73	232	1813	0.161	291	502	0.0	0.2	2.601	A
2	557	139	139	1810	0.308	555	384	0.0	0.5	3.153	A
3	160	40	596	899	0.178	159	98	0.0	0.2	5.344	A
4	309	77	426	1625	0.190	308	329	0.0	0.3	3.007	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	349	87	278	1785	0.195	349	602	0.2	0.3	2.756	A
2	665	166	166	1793	0.371	665	460	0.5	0.6	3.507	A
3	191	48	714	843	0.226	190	117	0.2	0.3	6.066	A
4	369	92	510	1574	0.235	369	394	0.3	0.3	3.285	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	427	107	340	1747	0.245	427	736	0.3	0.4	2.999	A
2	815	204	204	1770	0.460	814	563	0.6	0.9	4.134	A
3	233	58	874	767	0.305	233	143	0.3	0.5	7.409	A
4	453	113	624	1506	0.301	452	483	0.3	0.5	3.756	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	427	107	340	1747	0.245	427	738	0.4	0.4	2.999	A
2	815	204	204	1770	0.460	815	564	0.9	0.9	4.144	A
3	233	58	875	766	0.305	233	143	0.5	0.5	7.434	A
4	453	113	625	1505	0.301	453	483	0.5	0.5	3.762	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	349	87	278	1785	0.195	349	604	0.4	0.3	2.760	A
2	665	166	166	1793	0.371	666	461	0.9	0.7	3.517	A
3	191	48	716	842	0.226	191	117	0.5	0.3	6.090	A
4	369	92	512	1573	0.235	370	395	0.5	0.3	3.294	A

18:00 - 18:15

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	292	73	233	1812	0.161	292	505	0.3	0.2	2.606	A
2	557	139	139	1809	0.308	558	386	0.7	0.5	3.167	A
3	160	40	599	897	0.178	160	98	0.3	0.2	5.373	A
4	309	77	428	1624	0.191	310	331	0.3	0.3	3.016	A

2027 Do Nothing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.77	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	51	Arm 1

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	2027 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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		ONE HOUR	✓	808	100.000
2		ONE HOUR	✓	613	100.000
3		ONE HOUR	✓	163	100.000
4		ONE HOUR	✓	603	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	493	156	157
	2	256	2	15	340
	3	128	22	0	13
	4	124	459	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.55	5.45	1.3	A	741	1112
2	0.40	3.98	0.7	A	562	844
3	0.23	6.53	0.3	A	150	224
4	0.41	4.19	0.8	A	553	830

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	608	152	377	1724	0.353	606	382	0.0	0.6	3.533	A
2	461	115	251	1741	0.265	460	732	0.0	0.4	3.086	A
3	123	31	568	912	0.135	122	143	0.0	0.2	5.006	A
4	454	113	307	1697	0.268	452	383	0.0	0.4	3.178	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	726	182	452	1679	0.433	725	458	0.6	0.8	4.148	A
2	551	138	301	1711	0.322	551	876	0.4	0.5	3.410	A
3	147	37	680	859	0.171	146	171	0.2	0.2	5.555	A
4	542	136	368	1660	0.327	542	458	0.4	0.5	3.538	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	890	222	553	1617	0.550	888	561	0.8	1.3	5.416	A
2	675	169	368	1670	0.404	674	1073	0.5	0.7	3.972	A
3	179	45	832	786	0.228	179	210	0.2	0.3	6.515	A
4	664	166	451	1610	0.412	663	561	0.5	0.8	4.176	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	890	222	554	1617	0.550	890	562	1.3	1.3	5.446	A
2	675	169	369	1670	0.404	675	1075	0.7	0.7	3.981	A
3	179	45	833	786	0.228	179	210	0.3	0.3	6.529	A
4	664	166	451	1610	0.412	664	562	0.8	0.8	4.186	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	726	182	453	1678	0.433	728	459	1.3	0.8	4.179	A
2	551	138	302	1710	0.322	552	879	0.7	0.5	3.422	A
3	147	37	682	858	0.171	147	172	0.3	0.2	5.572	A
4	542	136	369	1659	0.327	543	459	0.8	0.5	3.552	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	608	152	379	1723	0.353	609	384	0.8	0.6	3.560	A
2	461	115	253	1740	0.265	462	736	0.5	0.4	3.098	A
3	123	31	571	911	0.135	123	144	0.2	0.2	5.027	A
4	454	113	309	1696	0.268	455	384	0.5	0.4	3.191	A

2027 Do Nothing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	60	Arm 3

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	2027 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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		ONE HOUR	✓	401	100.000
2		ONE HOUR	✓	762	100.000
3		ONE HOUR	✓	218	100.000
4		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	223	101	77
	2	379	0	20	363
	3	198	8	0	12
	4	113	296	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.25	3.04	0.4	A	368	552
2	0.48	4.27	1.0	A	699	1049
3	0.32	7.71	0.5	A	200	300
4	0.31	3.85	0.5	A	387	581

Main Results for each time segment

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	302	75	238	1809	0.167	301	517	0.0	0.2	2.624	A
2	574	143	143	1807	0.317	572	395	0.0	0.5	3.200	A
3	164	41	614	890	0.184	163	101	0.0	0.2	5.440	A
4	318	79	438	1618	0.196	317	339	0.0	0.3	3.041	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	360	90	285	1781	0.202	360	620	0.2	0.3	2.787	A
2	685	171	172	1790	0.383	684	473	0.5	0.7	3.580	A
3	196	49	736	833	0.235	196	120	0.2	0.3	6.215	A
4	379	95	525	1565	0.242	379	406	0.3	0.4	3.338	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	442	110	349	1742	0.253	441	758	0.3	0.4	3.044	A
2	839	210	210	1766	0.475	838	580	0.7	1.0	4.259	A
3	240	60	900	754	0.318	239	147	0.3	0.5	7.684	A
4	465	116	643	1494	0.311	464	497	0.4	0.5	3.842	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	442	110	349	1742	0.254	442	760	0.4	0.4	3.045	A
2	839	210	210	1766	0.475	839	580	1.0	1.0	4.270	A
3	240	60	902	753	0.319	240	148	0.5	0.5	7.713	A
4	465	116	644	1494	0.311	465	498	0.5	0.5	3.848	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	360	90	285	1780	0.202	361	622	0.4	0.3	2.792	A
2	685	171	172	1790	0.383	686	474	1.0	0.7	3.594	A
3	196	49	738	832	0.236	197	121	0.5	0.3	6.245	A
4	379	95	527	1564	0.243	380	407	0.5	0.4	3.347	A

18:00 - 18:15

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	302	75	239	1809	0.167	302	520	0.3	0.2	2.630	A
2	574	143	144	1807	0.318	574	397	0.7	0.5	3.217	A
3	164	41	617	889	0.185	164	101	0.3	0.3	5.471	A
4	318	79	441	1616	0.197	318	341	0.4	0.3	3.051	A

2027 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.84	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	49	Arm 1

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	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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		ONE HOUR	✓	824	100.000
2		ONE HOUR	✓	617	100.000
3		ONE HOUR	✓	164	100.000
4		ONE HOUR	✓	605	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	503	158	161
	2	260	2	15	340
	3	129	22	0	13
	4	126	459	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.56	5.58	1.4	A	756	1134
2	0.41	4.01	0.8	A	566	849
3	0.23	6.59	0.3	A	150	226
4	0.41	4.21	0.8	A	555	833

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	620	155	377	1724	0.360	618	388	0.0	0.6	3.572	A
2	465	116	256	1739	0.267	463	739	0.0	0.4	3.100	A
3	123	31	574	909	0.136	123	145	0.0	0.2	5.029	A
4	455	114	311	1694	0.269	454	386	0.0	0.4	3.188	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	741	185	452	1679	0.441	740	464	0.6	0.9	4.212	A
2	555	139	306	1708	0.325	554	885	0.4	0.5	3.430	A
3	147	37	687	856	0.172	147	173	0.2	0.2	5.589	A
4	544	136	373	1657	0.328	543	462	0.4	0.5	3.553	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	907	227	553	1617	0.561	905	568	0.9	1.4	5.545	A
2	679	170	375	1666	0.408	678	1084	0.5	0.8	4.006	A
3	181	45	841	782	0.231	180	212	0.2	0.3	6.572	A
4	666	167	456	1607	0.415	665	565	0.5	0.8	4.200	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	907	227	554	1617	0.561	907	569	1.4	1.4	5.581	A
2	679	170	375	1666	0.408	679	1086	0.8	0.8	4.015	A
3	181	45	842	782	0.231	181	212	0.3	0.3	6.586	A
4	666	167	457	1606	0.415	666	566	0.8	0.8	4.210	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	741	185	453	1678	0.441	743	466	1.4	0.9	4.244	A
2	555	139	307	1707	0.325	556	888	0.8	0.5	3.440	A
3	147	37	689	855	0.173	148	174	0.3	0.2	5.607	A
4	544	136	374	1657	0.328	545	463	0.8	0.5	3.566	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	620	155	379	1723	0.360	621	390	0.9	0.6	3.596	A
2	465	116	257	1738	0.267	465	743	0.5	0.4	3.114	A
3	123	31	577	908	0.136	124	146	0.2	0.2	5.050	A
4	455	114	313	1693	0.269	456	387	0.5	0.4	3.201	A

2027 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	59	Arm 3

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	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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		ONE HOUR	✓	408	100.000
2		ONE HOUR	✓	771	100.000
3		ONE HOUR	✓	220	100.000
4		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	228	102	78
	2	388	0	20	363
	3	200	8	0	12
	4	117	296	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	10	10	10	10
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.26	3.06	0.4	A	374	562
2	0.48	4.32	1.0	A	707	1061
3	0.32	7.83	0.5	A	202	303
4	0.32	3.89	0.5	A	391	586

Main Results for each time segment

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	307	77	238	1809	0.170	306	529	0.0	0.2	2.633	A
2	580	145	145	1806	0.321	578	399	0.0	0.5	3.220	A
3	166	41	622	887	0.187	165	101	0.0	0.3	5.476	A
4	321	80	447	1613	0.199	320	340	0.0	0.3	3.059	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	367	92	285	1781	0.206	367	633	0.2	0.3	2.799	A
2	693	173	173	1789	0.387	692	478	0.5	0.7	3.610	A
3	198	49	745	828	0.239	197	121	0.3	0.3	6.273	A
4	383	96	535	1559	0.246	383	407	0.3	0.4	3.365	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	449	112	349	1742	0.258	449	775	0.3	0.4	3.062	A
2	849	212	212	1765	0.481	848	585	0.7	1.0	4.310	A
3	242	61	911	749	0.323	242	148	0.3	0.5	7.795	A
4	469	117	655	1487	0.315	468	498	0.4	0.5	3.886	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	449	112	349	1742	0.258	449	776	0.4	0.4	3.063	A
2	849	212	212	1765	0.481	849	586	1.0	1.0	4.322	A
3	242	61	913	748	0.324	242	149	0.5	0.5	7.826	A
4	469	117	656	1486	0.316	469	499	0.5	0.5	3.892	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	367	92	285	1780	0.206	367	635	0.4	0.3	2.804	A
2	693	173	174	1789	0.388	694	479	1.0	0.7	3.622	A
3	198	49	747	827	0.239	198	122	0.5	0.3	6.306	A
4	383	96	537	1558	0.246	384	408	0.5	0.4	3.375	A

18:00 - 18:15

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	307	77	239	1809	0.170	307	532	0.3	0.2	2.637	A
2	580	145	145	1806	0.321	581	401	0.7	0.5	3.234	A
3	166	41	625	885	0.187	166	102	0.3	0.3	5.510	A
4	321	80	449	1611	0.199	321	341	0.4	0.3	3.072	A

APPENDIX
R

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: London Rd jw Budletts Ln.j9
Path: C:\Users\Transport\Documents\15675 - Mockbeggars
Report generation date: 30/11/2021 11:12:44

»2021 Baseline, AM
»2021 Baseline, PM
»2027 Do Nothing, AM
»2027 Do Nothing, PM
»2027 Do Minimum, AM
»2027 Do Minimum, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2021 Baseline													
Stream B-C	D1	0.1	34.67	0.09	D	14.63	-9 % [Stream B-A]	D2	0.0	9.79	0.01	A	2.82	33 % [Stream B-A]
Stream B-A		5.3	57.48	0.85	F				0.9	17.06	0.45	C		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2027 Do Nothing													
Stream B-C	D3	0.2	59.05	0.14	F	17.87	-11 % [Stream B-A]	D4	0.0	10.07	0.01	B	2.96	29 % [Stream B-A]
Stream B-A		6.6	69.74	0.89	F				1.0	17.90	0.47	C		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2027 Do Minimum													
Stream B-C	D5	0.2	76.38	0.19	F	18.92	-12 % [Stream B-A]	D6	0.0	10.27	0.02	B	3.00	27 % [Stream B-A]
Stream B-A		7.0	74.53	0.90	F				1.0	18.40	0.48	C		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

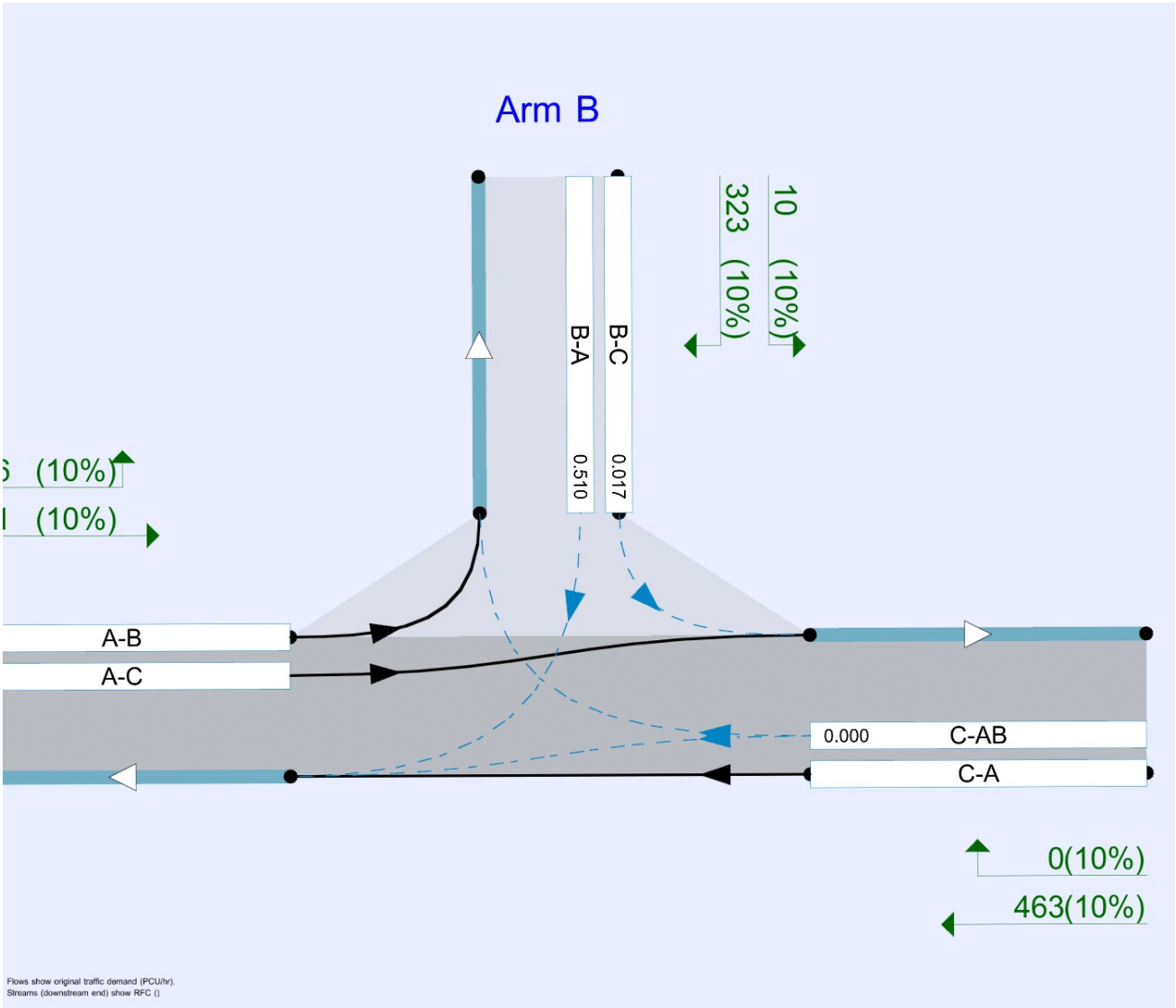
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Transport
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	London Rd / Budletts Ln	T-Junction	Two-way		14.63	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	London Rd (N)		Major
B	Budletts Ln		Minor
C	London Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.50			97.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.73	4.84	3.14	3.00	✓	1.00	88	70

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	605	0.103	0.260	0.164	0.372
B-C	643	0.092	0.233	-	-
C-B	630	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	497	100.000
B		ONE HOUR	✓	333	100.000
C		ONE HOUR	✓	463	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	226	271
	B	323	0	10
	C	463	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	34.67	0.1	D	9	14
B-A	0.85	57.48	5.3	F	296	445
C-AB	0.00	0.00	0.0	A	0	0
C-A					425	637
A-B					207	311
A-C					249	373

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	436	0.017	7	0.0	0.0	9.231	A
B-A	243	61	477	0.510	239	0.0	1.1	16.352	C
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	170	43			170				
A-C	204	51			204				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	342	0.026	9	0.0	0.0	11.900	B
B-A	290	73	452	0.642	287	1.1	1.9	23.609	C
C-AB	0	0	528	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	203	51			203				
A-C	244	61			244				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	152	0.072	11	0.0	0.1	27.946	D
B-A	356	89	418	0.852	344	1.9	4.7	47.866	E
C-AB	0	0	505	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	249	62			249				
A-C	298	75			298				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	125	0.088	11	0.1	0.1	34.673	D
B-A	356	89	418	0.852	353	4.7	5.3	57.475	F
C-AB	0	0	505	0.000	0	0.0	0.0	0.000	A
C-A	510	127			510				
A-B	249	62			249				
A-C	298	75			298				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	315	0.029	9	0.1	0.0	12.966	B
B-A	290	73	452	0.642	303	5.3	2.1	28.450	D
C-AB	0	0	528	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	203	51			203				
A-C	244	61			244				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	427	0.018	8	0.0	0.0	9.446	A
B-A	243	61	477	0.510	247	2.1	1.2	17.487	C
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	170	43			170				
A-C	204	51			204				

2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	London Rd / Budletts Ln	T-Junction	Two-way		2.82	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	33	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	670	100.000
B		ONE HOUR	✓	177	100.000
C		ONE HOUR	✓	215	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	284	386
	B	174	0	3
	C	215	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	9.79	0.0	A	3	4
B-A	0.45	17.06	0.9	C	160	239
C-AB	0.00	0.00	0.0	A	0	0
C-A					197	296
A-B					261	391
A-C					354	531

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	505	0.004	2	0.0	0.0	7.875	A
B-A	131	33	481	0.272	129	0.0	0.4	11.212	B
C-AB	0	0	515	0.000	0	0.0	0.0	0.000	A
C-A	162	40			162				
A-B	214	53			214				
A-C	291	73			291				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	469	0.006	3	0.0	0.0	8.493	A
B-A	156	39	457	0.342	156	0.4	0.6	13.126	B
C-AB	0	0	493	0.000	0	0.0	0.0	0.000	A
C-A	193	48			193				
A-B	255	64			255				
A-C	347	87			347				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	409	0.008	3	0.0	0.0	9.758	A
B-A	192	48	424	0.452	190	0.6	0.9	16.885	C
C-AB	0	0	462	0.000	0	0.0	0.0	0.000	A
C-A	237	59			237				
A-B	313	78			313				
A-C	425	106			425				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	408	0.008	3	0.0	0.0	9.788	A
B-A	192	48	424	0.452	192	0.9	0.9	17.058	C
C-AB	0	0	462	0.000	0	0.0	0.0	0.000	A
C-A	237	59			237				
A-B	313	78			313				
A-C	425	106			425				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	468	0.006	3	0.0	0.0	8.519	A
B-A	156	39	457	0.342	158	0.9	0.6	13.291	B
C-AB	0	0	493	0.000	0	0.0	0.0	0.000	A
C-A	193	48			193				
A-B	255	64			255				
A-C	347	87			347				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	504	0.004	2	0.0	0.0	7.897	A
B-A	131	33	481	0.272	132	0.6	0.4	11.357	B
C-AB	0	0	515	0.000	0	0.0	0.0	0.000	A
C-A	162	40			162				
A-B	214	53			214				
A-C	291	73			291				

2027 Do Nothing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	London Rd / Budletts Ln	T-Junction	Two-way		17.87	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-11	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Do Nothing	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	511	100.000
B		ONE HOUR	✓	342	100.000
C		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	232	279
	B	332	0	10
	C	476	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	59.05	0.2	F	9	14
B-A	0.89	69.74	6.6	F	305	457
C-AB	0.00	0.00	0.0	A	0	0
C-A					437	655
A-B					213	319
A-C					256	384

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	425	0.018	7	0.0	0.0	9.478	A
B-A	250	62	473	0.528	245	0.0	1.2	17.042	C
C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	358	90			358				
A-B	175	44			175				
A-C	210	53			210				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	322	0.028	9	0.0	0.0	12.631	B
B-A	298	75	448	0.667	295	1.2	2.0	25.359	D
C-AB	0	0	525	0.000	0	0.0	0.0	0.000	A
C-A	428	107			428				
A-B	209	52			209				
A-C	251	63			251				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	114	0.096	11	0.0	0.1	38.128	E
B-A	366	91	412	0.887	351	2.0	5.6	55.015	F
C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
C-A	524	131			524				
A-B	255	64			255				
A-C	307	77			307				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	78	0.142	11	0.1	0.2	59.054	F
B-A	366	91	412	0.887	362	5.6	6.6	69.743	F
C-AB	0	0	502	0.000	0	0.0	0.0	0.000	A
C-A	524	131			524				
A-B	255	64			255				
A-C	307	77			307				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	2	286	0.031	10	0.2	0.0	14.359	B
B-A	298	75	448	0.667	315	6.6	2.4	32.834	D
C-AB	0	0	525	0.000	0	0.0	0.0	0.000	A
C-A	428	107			428				
A-B	209	52			209				
A-C	251	63			251				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	414	0.018	8	0.0	0.0	9.745	A
B-A	250	62	473	0.528	254	2.4	1.3	18.440	C
C-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
C-A	358	90			358				
A-B	175	44			175				
A-C	210	53			210				

2027 Do Nothing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	London Rd / Budletts Ln	T-Junction	Two-way		2.96	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	29	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Do Nothing	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	690	100.000
B		ONE HOUR	✓	182	100.000
C		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	292	398
	B	179	0	3
	C	221	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	10.07	0.0	B	3	4
B-A	0.47	17.90	1.0	C	164	246
C-AB	0.00	0.00	0.0	A	0	0
C-A					203	304
A-B					268	402
A-C					365	548

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	500	0.005	2	0.0	0.0	7.956	A
B-A	135	34	477	0.282	133	0.0	0.4	11.450	B
C-AB	0	0	512	0.000	0	0.0	0.0	0.000	A
C-A	166	42			166				
A-B	220	55			220				
A-C	300	75			300				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	462	0.006	3	0.0	0.0	8.625	A
B-A	161	40	452	0.356	160	0.4	0.6	13.519	B
C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	199	50			199				
A-B	263	66			263				
A-C	358	89			358				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	398	0.008	3	0.0	0.0	10.035	B
B-A	197	49	418	0.471	196	0.6	0.9	17.687	C
C-AB	0	0	457	0.000	0	0.0	0.0	0.000	A
C-A	243	61			243				
A-B	321	80			321				
A-C	438	110			438				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.83	396	0.008	3	0.0	0.0	10.073	B
B-A	197	49	418	0.471	197	0.9	1.0	17.897	C
C-AB	0	0	457	0.000	0	0.0	0.0	0.000	A
C-A	243	61			243				
A-B	321	80			321				
A-C	438	110			438				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.67	460	0.006	3	0.0	0.0	8.655	A
B-A	161	40	452	0.356	162	1.0	0.6	13.713	B
C-AB	0	0	489	0.000	0	0.0	0.0	0.000	A
C-A	199	50			199				
A-B	263	66			263				
A-C	358	89			358				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2	0.56	499	0.005	2	0.0	0.0	7.979	A
B-A	135	34	477	0.282	135	0.6	0.4	11.612	B
C-AB	0	0	512	0.000	0	0.0	0.0	0.000	A
C-A	166	42			166				
A-B	220	55			220				
A-C	300	75			300				

2027 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	London Rd / Budletts Ln	T-Junction	Two-way		18.92	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	517	100.000
B		ONE HOUR	✓	343	100.000
C		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	232	285
	B	332	0	11
	C	492	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	76.38	0.2	F	10	15
B-A	0.90	74.53	7.0	F	305	457
C-AB	0.00	0.00	0.0	A	0	0
C-A					451	677
A-B					213	319
A-C					262	392

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	423	0.020	8	0.0	0.0	9.547	A
B-A	250	62	470	0.532	245	0.0	1.2	17.276	C
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
A-B	175	44			175				
A-C	215	54			215				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	318	0.031	10	0.0	0.0	12.860	B
B-A	298	75	444	0.673	295	1.2	2.1	25.960	D
C-AB	0	0	524	0.000	0	0.0	0.0	0.000	A
C-A	442	111			442				
A-B	209	52			209				
A-C	256	64			256				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	103	0.117	12	0.0	0.1	43.024	E
B-A	366	91	407	0.897	350	2.1	5.9	57.684	F
C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
C-A	542	135			542				
A-B	255	64			255				
A-C	314	78			314				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	63	0.192	12	0.1	0.2	76.375	F
B-A	366	91	407	0.897	361	5.9	7.0	74.527	F
C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
C-A	542	135			542				
A-B	255	64			255				
A-C	314	78			314				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	2	277	0.036	11	0.2	0.0	14.882	B
B-A	298	75	444	0.673	317	7.0	2.5	34.580	D
C-AB	0	0	524	0.000	0	0.0	0.0	0.000	A
C-A	442	111			442				
A-B	209	52			209				
A-C	256	64			256				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	411	0.020	8	0.0	0.0	9.834	A
B-A	250	62	470	0.532	255	2.5	1.3	18.761	C
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	370	93			370				
A-B	175	44			175				
A-C	215	54			215				

2027 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	London Rd / Budletts Ln	T-Junction	Two-way		3.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	27	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	704	100.000
B		ONE HOUR	✓	185	100.000
C		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	292	412
	B	179	0	6
	C	229	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.27	0.0	B	6	8
B-A	0.48	18.40	1.0	C	164	246
C-AB	0.00	0.00	0.0	A	0	0
C-A					210	315
A-B					268	402
A-C					378	567

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	499	0.009	4	0.0	0.0	8.015	A
B-A	135	34	473	0.285	133	0.0	0.4	11.596	B
C-AB	0	0	509	0.000	0	0.0	0.0	0.000	A
C-A	172	43			172				
A-B	220	55			220				
A-C	310	78			310				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	459	0.012	5	0.0	0.0	8.720	A
B-A	161	40	447	0.360	160	0.4	0.6	13.757	B
C-AB	0	0	486	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
A-B	263	66			263				
A-C	370	93			370				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	394	0.017	7	0.0	0.0	10.227	B
B-A	197	49	412	0.478	196	0.6	1.0	18.169	C
C-AB	0	0	453	0.000	0	0.0	0.0	0.000	A
C-A	252	63			252				
A-B	321	80			321				
A-C	454	113			454				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	392	0.017	7	0.0	0.0	10.268	B
B-A	197	49	412	0.478	197	1.0	1.0	18.401	C
C-AB	0	0	453	0.000	0	0.0	0.0	0.000	A
C-A	252	63			252				
A-B	321	80			321				
A-C	454	113			454				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	458	0.012	5	0.0	0.0	8.753	A
B-A	161	40	447	0.360	162	1.0	0.6	13.962	B
C-AB	0	0	486	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
A-B	263	66			263				
A-C	370	93			370				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	497	0.009	5	0.0	0.0	8.041	A
B-A	135	34	473	0.285	136	0.6	0.4	11.765	B
C-AB	0	0	509	0.000	0	0.0	0.0	0.000	A
C-A	172	43			172				
A-B	220	55			220				
A-C	310	78			310				

APPENDIX
S



Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Path: C:\Users\Transport\Documents\15675 - Mockbeggars\Site Access
Report generation date: 30/11/2021 12:33:41

»2027 Do Minimum, AM
»2027 Do Minimum, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2027 Do Minimum													
Stream B-AC	D1	0.0	7.15	0.04	A	0.21	173 %	D2	0.0	6.87	0.02	A	0.15	211 %
Stream C-AB		0.0	4.51	0.00	A		[Stream B-AC]		0.0	5.49	0.01	A		[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

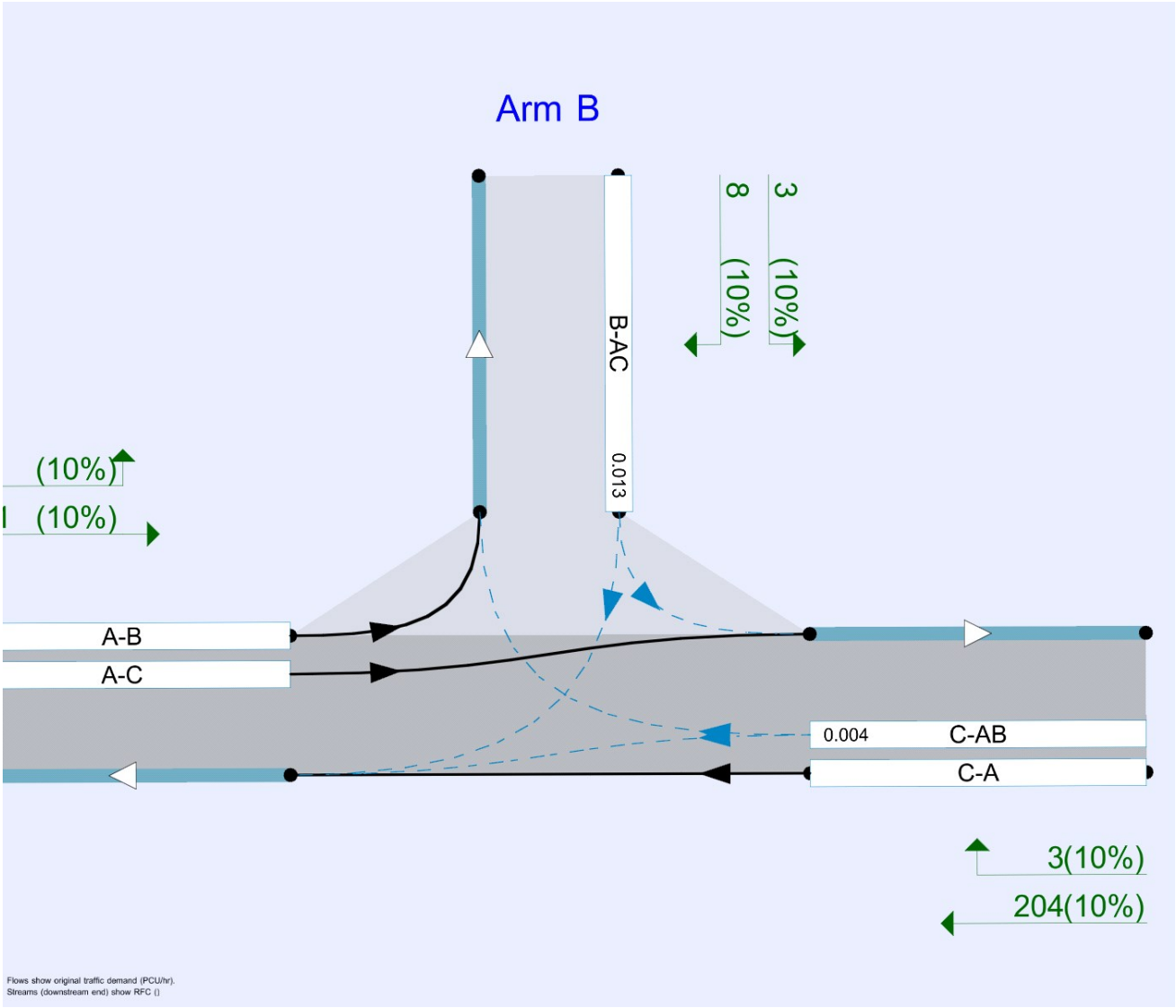
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DHA\Transport
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓
D2	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2027 Do Minimum, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	173	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	London Rd (N)		Major
B	Site Access		Minor
C	London Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.34			233.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.60	171	215

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	751	0.135	0.341	0.214	0.486
B-C	881	0.133	0.336	-	-
C-B	709	0.271	0.271	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 Do Minimum	AM	ONE HOUR	07:45	09:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	296	100.000
B		ONE HOUR	✓	22	100.000
C		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	289
	B	16	0	6
	C	480	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	7.15	0.0	A	20	30
C-AB	0.00	4.51	0.0	A	2	3
C-A					440	659
A-B					6	10
A-C					265	398

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	644	0.026	16	0.0	0.0	6.314	A
C-AB	1	0.32	880	0.001	1	0.0	0.0	4.507	A
C-A	361	90			361				
A-B	5	1			5				
A-C	218	54			218				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	616	0.032	20	0.0	0.0	6.640	A
C-AB	2	0.43	916	0.002	2	0.0	0.0	4.332	A
C-A	431	108			431				
A-B	6	2			6				
A-C	260	65			260				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	578	0.042	24	0.0	0.0	7.155	A
C-AB	2	0.61	967	0.003	2	0.0	0.0	4.105	A
C-A	527	132			527				
A-B	8	2			8				
A-C	318	80			318				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	578	0.042	24	0.0	0.0	7.155	A
C-AB	2	0.61	967	0.003	2	0.0	0.0	4.105	A
C-A	527	132			527				
A-B	8	2			8				
A-C	318	80			318				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	616	0.032	20	0.0	0.0	6.644	A
C-AB	2	0.43	916	0.002	2	0.0	0.0	4.332	A
C-A	431	108			431				
A-B	6	2			6				
A-C	260	65			260				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	644	0.026	17	0.0	0.0	6.317	A
C-AB	1	0.32	880	0.001	1	0.0	0.0	4.507	A
C-A	361	90			361				
A-B	5	1			5				
A-C	218	54			218				

2027 Do Minimum, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	211	Stream B-AC

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	2027 Do Minimum	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	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 (%)
A		ONE HOUR	✓	418	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	207	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	17	401
	B	8	0	3
	C	204	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	6.87	0.0	A	10	15
C-AB	0.01	5.49	0.0	A	4	6
C-A					186	279
A-B					16	23
A-C					368	552

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	650	0.013	8	0.0	0.0	6.170	A
C-AB	3	0.72	724	0.004	3	0.0	0.0	5.490	A
C-A	153	38			153				
A-B	13	3			13				
A-C	302	75			302				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	624	0.016	10	0.0	0.0	6.447	A
C-AB	4	0.90	729	0.005	4	0.0	0.0	5.460	A
C-A	182	46			182				
A-B	15	4			15				
A-C	360	90			360				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	588	0.021	12	0.0	0.0	6.874	A
C-AB	5	1	736	0.006	5	0.0	0.0	5.414	A
C-A	223	56			223				
A-B	19	5			19				
A-C	442	110			442				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	588	0.021	12	0.0	0.0	6.874	A
C-AB	5	1	736	0.006	5	0.0	0.0	5.414	A
C-A	223	56			223				
A-B	19	5			19				
A-C	442	110			442				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	624	0.016	10	0.0	0.0	6.447	A
C-AB	4	0.90	729	0.005	4	0.0	0.0	5.460	A
C-A	182	46			182				
A-B	15	4			15				
A-C	360	90			360				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	650	0.013	8	0.0	0.0	6.173	A
C-AB	3	0.72	724	0.004	3	0.0	0.0	5.492	A
C-A	153	38			153				
A-B	13	3			13				
A-C	302	75			302				

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transport
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infrastructure

Transport Assessment for Obsidian Strategic Asset Management
Land at Mockbeggars Farm, London Road, Uckfield

January 2022
SM/JL/15675

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S	PICADY Report – London Road / Site Access Junction

1 Introduction

1.1.1 DHA has been commissioned by Obsidian Strategic Asset Management to provide transport planning advice in relation to the outline planning application for a proposed residential development on Land at Mockbeggars Farm, London Road, Uckfield, East Sussex.

1.1.2 This Transport Assessment (TA) has been produced in accordance with the National Planning Practice Guidance (March 2014). Following this introduction, the TA is structured as follows:

- Section 2 summarises the existing transport conditions local to the site;
- Section 3 sets out the development proposals;
- Section 4 provides an assessment of transport planning policy;
- Section 5 looks at the forecast vehicular trip generation and distribution;
- Section 6 assesses the transport impacts of the development; and
- Section 7 provides a summary and conclusion.

2 Existing Transport Conditions

2.1 The Existing Site

2.1.1 The site is located to the east of London Road in North Uckfield, between the residential areas of Budletts to the north and Ringles Cross to the south, and is approximately 1.3km to the north of Uckfield town centre. To the north the villages of Five Ashdown and Maresfield are around 900m and 1.4km from the site respectively.

2.1.2 The site is currently accessed via the farm track off London Road, located to the north, which leads to Mockbeggars Farm. The site currently comprises of two agricultural fields primarily used for grazing. The site location is shown in Figure 2-1 below.



Figure 2-1: Site Location (courtesy of google earth)

2.1.3 The western boundary comprises an existing hedge and tree line adjacent to London Road. To the east, north and south are residential dwellings with Mockbeggars Farm itself located to the north, beyond which is a Caravan

showroom and used car dealership. To the west of London Road is more agricultural land and to the southwest is a large area of woodland

2.2 Local Highway Network

2.2.1 To the north, London Road joins with the A26 at the Budletts Roundabout before continuing north to Maresfield. The A26 is a primary road that links Newhaven in the south with Maidstone in the north via Lewes, Uckfield, Tunbridge Wells and Tonbridge.

2.2.2 Just before the roundabout the A272 meets London Road from the east at a limited movement priority junction. The A272 links Petersfield and the A3 in the west with the A267 in the east via Billinghurst and Haywards Heath, albeit it stops for a short distance near Maresfield.

2.2.3 Just to the south of the Budletts Roundabout the A26 joins with the A22 at a further roundabout allowing the A22 to serve as a bypass for Uckfield. The A22 broadly runs from north to south from the A23 and Purley in the north to Eastbourne in the south via East Grinstead, Uckfield and Hailsham. The A26, which stops for a short distance near Uckfield, re-joins the A22 at a roundabout further to the south.

2.2.4 To the south of the site, London Road leads to Uckfield town centre and High Street. High Street then leads to New Town which meets Lewes Road and Eastbourne Road. Lewes Road heads south to meet the A22 and A26, whereas Eastbourne Road heads southeast and also meets the A22.

2.2.5 The London Road junction with the A272 does not permit right turn movements from London Road. As such, any journeys heading east along the A272 from this location would route via Coopers Green Road. London Road meets Coopers Green Road at a simple priority junction to the south of the site. Coopers Green Road runs in a general north / south alignment and meets the A272 at a signalised crossroads junction with Five Ash Down.

2.2.6 London Road is formed of a single carriageway directly adjacent to the site and the speed limit in this location is 60mph. This reduces to 40mph as the road reaches Ringles Cross. At its junction with the access to Mockbeggars Farm London Road has a carriageway width of approximately 6.8m and is maintained to a good standard with kerb lines present in both directions. Currently no parking restrictions are present in this area.

2.3 Walking and Cycling Infrastructure

2.3.1 London Road has a continuous footway on the western side of the carriageway that leads to Budletts Roundabout in the north and Uckfield town centre in the south. At Ringles Cross there is a footway on both sides of the carriageway and street lighting is present from this point onwards, south into Uckfield town centre.

2.3.2 Several Public Rights of Way (PRoW) can be found near to the site. These are illustrated in Figure 2-32 below. Footpaths (purple lines) and a Restricted Byway (green line) provide good access to other locations within the surrounding

area. The Wealdway is located to the northeast and is a promoted route (yellow line).

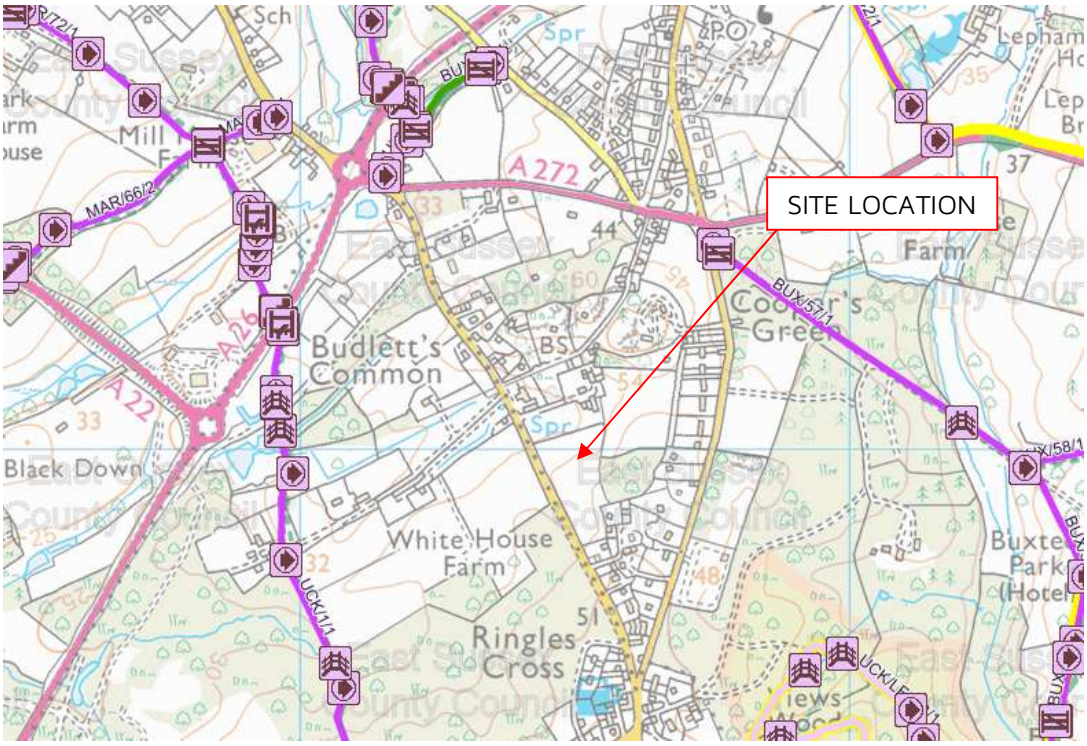


Figure 2-2: Local PRoW Network (courtesy of East Sussex County Council)

2.3.3 The nearest National Cycle Route (NCR) is NCR 21 to the east of the site which passes through Heathfield as shown in Figure **2-3** overleaf. This is a long-distance route connecting Greenwich and Eastbourne.

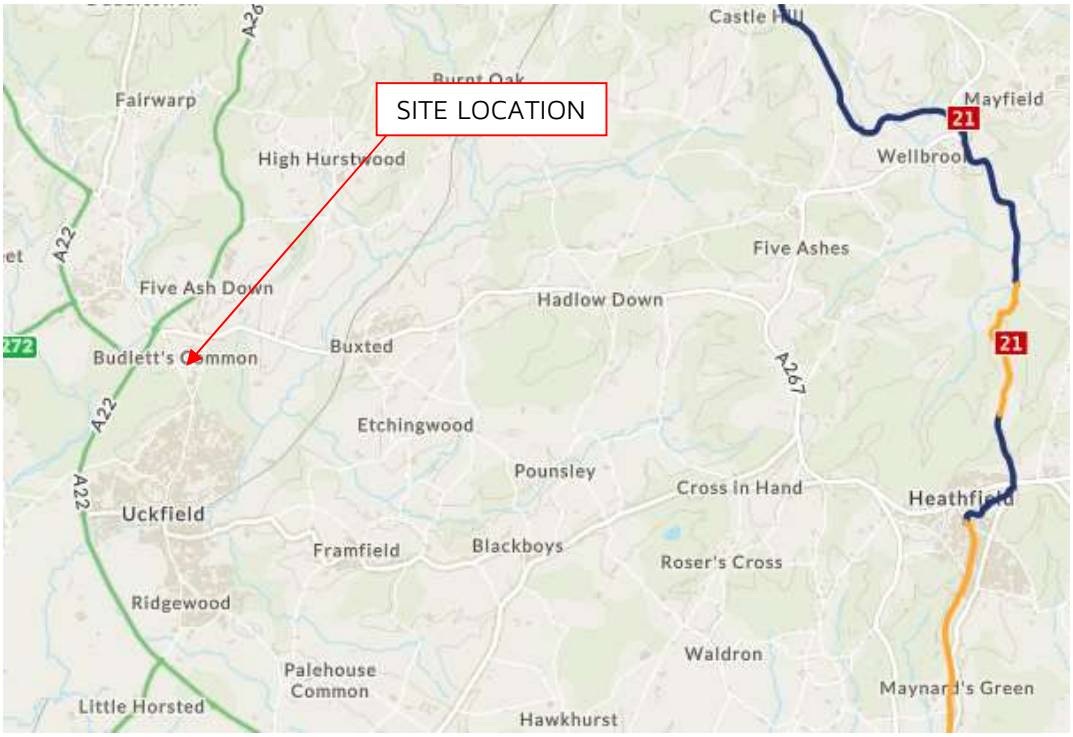


Figure 2-3: Local Cycle Network (courtesy of Sustrans)

2.4 Public Transport Infrastructure

2.4.1 The closest bus stop to the site is located approximately 300m to the north on London Road, however this only provides access to northbound services. The nearest pair of bus stops is located around 400m to the south on London Road at the junction with Snatts Road. These stops are served by several routes operated by Brighton and Hove Buses, Compass Travel and Wealdlink with the relevant details summarised in Table 2-1 overleaf. Full timetables and a route map are included at **Appendix A**.

Service No.	Route	Frequency
262	Hartfield - Nutley - Maresfield - Uckfield - Heathfield	Weekdays: No service Saturday: 3 services 0942 - 1442 Sunday: No service
28/29	Brighton - Lewes - Ringmer - Uckfield - Crowborough - Eridge - Tunbridge Wells	Weekdays: 30 services 0627 - 0011 Saturday: 30 services 0637 – 0012 Sunday: 16 services 0943 - 2050
31	Uckfield – Newick – North Chailey - Haywards Heath - Cuckfield	Weekdays: 13 services 0730 - 1750 Saturday: 11 services 0740 – 1740 Sunday: 16 services 0943 - 2050
261	Uckfield – Nutley – Forest Row – East Grinstead	Weekdays: 7 services 0600 - 1550 Saturday: No Services Sunday: No Services

Table 2-1: Local Bus Routes and Frequencies

2.4.2 The nearest railway station to the site is Uckfield, located approximately 2.2km to the south. The station is operated by Southern and provides on average an hourly service to London Bridge via Crowborough and Edenbridge.

2.4.3 The station is accessible by foot, taking approximately 25 minutes to walk from the site, however this journey averages only 15 minutes door-to-door using the bus services summarised above and is a 4-minute drive. Car and cycle parking are available at Uckfield railway station as well as taxi services.

2.5 Accessibility

2.5.1 The area of Ringles Cross, in which the proposal site is located, offers good transportation facilities as described above. In terms of services and amenities there is a public house in close proximity, with a good range of facilities within Uckfield to the south. The nearest convenience store is only 1.1km to the south, a 14-minute walk.

2.6 Highway Safety

Personal Injury Accident (PIA) data has been sourced from Sussex Police for the area surrounding the proposal site for the most recent five year study period up to 31st August 2021. The accident plot is included at **Appendix B**.

2.6.1 The data shows that there have been no reported incidents in the vicinity of the proposed site access. To the north of the site, near to the Budletts Roundabout, there have been four incidents reported within the study period. These accidents have taken place approximately 650 metres from the proposed site access.

2.6.2 Of the four incidents recorded to the north of the site, one was reported as being 'serious' with the other three being recorded as 'slight' in severity. A summary of the incidents is shown below in Table 2-2. Following the table is a description of the incidents, outlined in the order they are provided within the table.

Junction / Link	Accident Severity			Light Conditions		Weather Conditions		Road Surface Conditions		
	Sli.	Ser.	Fat.	Light	Dark	Fine	Oth.	Dry	Wet	Ice
A272 / London Road Junction	2	0	0	2	0	2	0	2	0	0
A26 near Budletts Roundabout	0	1	0	1	0	1	0	1	0	0
Budletts Roundabout	1	0	0	1	0	1	0	0	1	0
Total	**3**	**1**	**0**	**4**	**0**	**4**	**0**	**3**	**1**	**0**

Table 2-2: Summary of PIA Data (area north of the site)

2.6.3 The two incidents which took place at the A272 / London Road junction were both recorded as *"Slight"* in severity. Both occurred in daylight, with fine weather conditions and a dry road surface:

(1) One occurred approximately 30 metres to the east of the junction, on the A272, and involved one car colliding with the rear of another while traffic was slowing on approach to the junction. The causes of this incident are listed on the report as "*Careless/Reckless/In a hurry*" and "*Failed to judge other persons path or speed".*

(2) The other incident at this junction occurred on London Road and involved one car pulling out of the A272 into the path of another car, which was travelling south on London Road. The causes of this incident were listed as *"Failed to look properly", "Junction restart"* and *"Failed to signal/Misleading signal".*

2.6.4 The incident which took place on the A26 Uckfield Bypass, just south of the Budletts Roundabout, was recorded as *"Serious"* in severity. This occurred in daylight, with fine weather and a dry road surface. The incident occurred when a bucket fell from the rear of a goods vehicle travelling south on the A26 and went into the northbound carriageway where it collided with the front wheel of a motorcycle which was travelling north and caused the rider to come off the vehicle. The cause of this incident was listed as *"Other".*

2.6.5 The incident which occurred at the Budletts Roundabout was recorded as *"Slight"* in severity. This occurred in daylight, with fine weather conditions and the road surface noted as *"damp".* The incident involved two goods vehicles passing at the southern arm of the roundabout, with one exiting the roundabout and one approaching to enter. As the two vehicles passed, a rear offside container door on the southbound vehicle swung open and struck the offside mirror and window of the vehicle heading in the opposite direction. The causes of this incident were listed as *"Vehicle door opened or closed negligently"* and *"Overloaded or poorly loaded vehicle or trailer".*

2.6.6 Based on the above analysis, it is apparent that all of the recorded incidents in this area, to the north of the site, were the result of human error, rather than any

fault with the highway layout or condition. It is not therefore considered that the development proposals will exacerbate any pre-existing highway safety concerns.

2.6.7 The search showed a small cluster of three incidents along the London Road, approximately 400m south of the proposed site access. Of these three incidents, one was recorded as *"Serious"* and the other two as *"Slight"*. A summary of the incidents is shown in Table 2-3 below. Following the table is a description of the incidents, outlined in the order they are provided within the table.

Junction / Link	Accident Severity			Light Conditions		Weather Conditions		Road Surface Conditions		
	Sli.	Ser.	Fat.	Light	Dark	Fine	Oth.	Dry	Wet	Ice
London Road / Coopers Green Road Junction	2	0	0	2	0	2	0	2	0	0
London Road / Snatts Road Junction	0	1	0	0	1	1	0	1	0	0
Total	**2**	**1**	**0**	**2**	**1**	**3**	**0**	**3**	**0**	**0**

Table 2-3: Summary of PIA Data (area south of the site)

2.6.8 The two incidents reported at the London Road / Coopers Green Road junction were both recorded as *"Slight"* in severity. Both took place in the daytime with fine weather and dry road conditions:

(1) One incident involved a car travelling southbound on Coopers Green Road which crossed into the opposing carriageway and collided with four bollards before coming to a stop on London Road. The causes for this incident were listed as *"Careless/Reckless/In a hurry"* and *"Driver using mobile phone"*.

(2) The other incident involved a car travelling north on London Road and turning right on to Coopers Green Road. As the car crossed the southbound lane of London Road, it collided with a motorcycle which was heading south. The cause of this incident was listed as *"Failed to judge other persons path or speed"*.

2.6.9 The incident which occurred at the London Road junction with Snatts Road was listed as *"Serious"* in severity. It took place at night, but with street lighting present, with fine weather and a dry road surface. The incident involved a car travelling south on London Road and attempting to turn right into Snatts Road but crossing the path of a vehicle travelling north, in the other lane on London Road. This resulted in a collision in which a vehicle span and collided with a third car before then colliding with a wall. The causes for this incident were recorded as *"Failed to judge other persons path or speed"* and *"Failed to look properly"*.

2.6.10 Based on the above analysis, it is apparent that all of the recorded incidents in this area to the south of the site were the result of human error, rather than any fault with the highway layout or condition. It is not therefore considered that the development proposals will exacerbate any pre-existing highway safety concerns.

3 Development Proposals

3.1 Overview

3.1.1 In terms of the scope of the proposals, the application will comprise the following:

- Construction of a new residential development of 60 dwellings including a new access junction from London Road and an internal spine road; and
- Provision of a new pedestrian crossing to the south of the access, to connect with the footpath on the western side of London Road.

3.1.2 21 of the dwellings (35 percent) will be affordable units, which complies with the Wealden Core Strategy Local Plan. The proposed layout plan for the development is included at **Appendix C,** however it should be noted that this is indicative only as the proposals are in outline. The proposed accommodation schedule is detailed in Table 3-1 below.

Unit Type	Total	Affordable	Private
2-bed House	24	12	12
3-bed House	24	8	16
4-bed House	7	1	6
5-bed house	5	0	5
Total	60	21	39

Table 3-1: Accommodation Schedule by Type

3.2 Access

3.2.1 Vehicular access to the site will be derived from a new priority junction with London Road. A carriageway width of 5.5 metres will be provided on the site spine road and kerb radii at the proposed access will be 8 metres to accommodate larger vehicle movements. A plan detailing the proposed access design is included at **Appendix D**.

3.2.2 A two metre wide pedestrian footway is proposed on the southern site of the access junction, linking to the proposed new pedestrian crossing on London Road. A plan detailing the proposed pedestrian crossing is included at **Appendix E.** The internal site layout will be determined during the design process at the reserved matters stage.

3.2.3 As noted, the section of London Road fronting the site is subject to a 60mph speed restriction. In order to determine the actual vehicle speeds that occur, a weeklong Automatic Traffic Count (ATC) survey was completed commencing 10th June 2021. The recorded 85th percentile speeds were 50.3mph and 52.10mph in the northbound and southbound directions respectively. Details of the ATC survey are included at **Appendix F.**

3.2.4 Visibility splays will therefore be provided in accordance with the Design Manual for Roads and Bridges (DMRB) for the observed upper 85th percentile road speeds.

3.2.5 A calculation using the DMRB stopping distance formula and a reaction time of 2.0 seconds together with a deceleration rate of 2.45m/s^2, shows that the above 85th percentile speeds would require Stopping Sight Distances (SSDs) of 148.11 metres to the south of the access and 157.23 to the north. As demonstrated in the site access plan at **Appendix D**, the proposed access junction would exceed these visibility requirements, providing visibility sight lines of 171 metres to the south and in excess of 215 metres to the north, both from a position 2.4 metres back from the edge of the carriageway.

3.3 Road Safety Audit

3.3.1 An independent Stage 1 Road Safety Audit (RSA) of the proposed site access design has been completed and is included at **Appendix G**. The Designers Response to the RSA is included in **Appendix H**. A summary of the points raised within the RSA and the designers response has been provided in Table 3-2 below.

Point Raised	Recommendation	Designers Response
Although adequate visibility can be provided at the junction, in accordance with both Manual for Streets and Design Manual for Roads and Bridges, some drivers waiting to exit a side road experience difficulties judging speed of an approaching vehicle, and the gaps between approaching vehicles, especially when the speeds are high such as in a nation speed limit area, and where drivers on the main road are anticipating being able to make faster progress when leaving a lower speed limit in an urban area. This will lead to an unnecessarily high risk of side impact collisions at the development junction.	*The existing 40mph speed limit starting point should be extended northwards to a point an appropriate distance north of the proposed development junction.*	Noted. While we note the points raised in relation to the relocation of the speed limit, it is unlikely that the character of the road is to substantially change as part of the proposed application besides the construction of the access and crossing point. Due to the limited change in nature, we would view that there may not be sufficient justification to relocate the speed limit as vehicles are still likely to travel at the same speed as the existing situation. If the Highways Authority are of the view that the speed limit should be relocated, then a condition could be applied for delivery as part of the reserved matters phase.
Some drivers turn left from a side road without adequately looking to the left, only concerned about drivers from their right to whom they will have to give way. If this occurs when a pedestrian is using the crossing point there will be a risk of a collision	*The uncontrolled pedestrian crossing should either be located further away from the junction or should be located on the north side of the development junction. If the latter is the case, the footway within the*	Agreed The pedestrian crossing has been relocated a further 10m south from the access point in order to reduce any chance of vehicle to pedestrian collisions.

between the pedestrian and the left turning vehicles.	*development should, therefore, be on the north side of the access road.*

Table 3-2: RSA and Designer's Response Summary

3.4 Parking

3.4.1 It is, indicatively, proposed to provide two allocated spaces per residential dwelling. In addition, a further six unallocated resident parking spaces and 12 unallocated visitor spaces are proposed, in accordance with the 'ESCC Parking Calculator' tool. As this is an outline application with the detail of parking provision reserved, this will be confirmed at a future Reserved Matters stage.

3.4.2 Safe and secure cycle parking facilities will be provided within the curtilage of each dwelling, sufficient to store at least two bicycles per residential unit. The relevant standards for cycle parking will be considered below.

3.5 Site Servicing

3.5.1 To ensure that the proposed access is accessible to service vehicles, swept path analysis has been undertaken. A refuse vehicle has been used to assess the function of the access, with the associated tracking drawing included at **Appendix I**. Checks for the on site servicing function, using vehicles such as a pantechnicon, refuse vehicle, estate car and fire tender, will be undertaken separately during the design process at the reserved matters stage.

3.5.2 The relevant drawing demonstrates that the access design can comfortably accommodate large refuse vehicles, ensuring that accessibility to the development is maintained. The drawing also shows that as the refuse vehicle exits left its swept path will not conflict with vehicles travelling in the opposing direction along London Road.

3.6 Construction Traffic

3.6.1 Site offices and welfare facilities will be located within the site. Wheel washing equipment will be provided as necessary for the construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway. Daily movements of goods vehicles, in particular, will be timed to avoid peak traffic times.

3.6.2 As is common practice, a condition will be offered to require the applicant to agree a Construction Environment Management Plan (CEMP), to demonstrate to the Local Planning and Highway Authorities that adequate measures are in place to ameliorate any temporary effects from construction activities and processes.

3.6.3 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routeing arrangements at the start of the project. Site management will ensure compliance with construction access arrangements.

4 Transport Planning Policy

4.1 National Planning Policy Framework (NPPF)

4.1.1 The NPPF, which was recently updated in July 2021, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.

4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes. The NPPF advises that in assessing sites, it should be ensured that:

(a) "Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

(b) Safe and suitable access to the site can be achieved for all users; and

(c) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree."*

4.1.3 Paragraph 111 states that: "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*"

4.1.4 Paragraph 112 then goes on to note that applications for development should:

(a) "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

4.1.5 Paragraph 113 further states that *"all developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."*

4.2 National Planning Practice Guidance

4.2.1 The NPPG was established in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the NPPG includes a section titled *'Travel Plans, Transport Assessments and Statements in Decision-Taking'*. This provides general guidance on the process of producing these documents, from which the following key points are expressed:

> *"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."*

4.2.2 In terms of parking provision, the requirements are set out by local guidance (see below); however, further to the NPPF, the following should be taken into consideration (Paragraph 8):

> *"Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable."*

4.3 Wealden Core Strategy Local Plan (2013 to 2027)

4.3.1 The Core Strategy for Wealden was adopted in 2013 and sets out how the places and communities within Wealden will change up until 2027. It has been prepared and adopted by both Wealden District Council and the South Downs National Park Authority, which is the Local Planning Authority for part of south Wealden.

4.3.2 Within the document, Wealden District Council has outlined its spatial planning objectives for the future, with the aim that:

> *"By 2027 Wealden will have successfully accommodated growth to meet future needs whilst protecting and enhancing its essential rural character and high quality environment and promoting the countryside as a resource for recreation and tourism."*

4.3.3 In relation to this, transport considerations are outlined in Policy SP07, which notes that:

> *"We will encourage reduction of the need to travel by car by concentrating development where it can most closely relate to public transport opportunities, improving the offer of our towns in terms of retail, leisure and recreation and by making it easier to travel by more sustainable modes of transport. We want*

to see noticeable improvements in journey quality for those people making trips on foot, bicycle or by public transport."

4.4 East Sussex County Council Parking Standards (2017)

4.4.1 With regard to residential parking standards, East Sussex County Council (ESCC) has its own standards, outlined within the *'Guidance for Parking at New Residential Development'*. This document refers to the *'Parking Demand Calculator'* which uses information in relation to the proposed development and Census data for the region to calculate the likely parking demand for the site. The ward of 'Uckfield North' has been utilised for the purposes of this assessment.

4.4.2 The parking demand calculator notes that a total provision of six unallocated resident parking spaces and 12 visitor spaces should be provided for the site, given a provision of two allocated spaces per dwelling. This allows for unallocated provision for both visitors and residents given future growth factors, however the exact provision for this site will be determined as part of future 'Reserved Matters' proposals.

4.4.3 In addition, cycle parking should be provided in line with the standards outlined below in Table 4-1.

Dwelling Type	Number of Bedrooms	Cycle Provision per Unit
Flat	1 & 2	0.5 spaces if communal, 1 space if individual
Flat	3 or more	1 space
House	1 & 2	2 spaces
House	3 or more	2 spaces

Table 4-1: ESCC Cycle Parking Standards

4.5 Policy Compliance

4.5.1 The proposals are seen to comply with all relevant national and local transport planning policies. The site enjoys good access to the local highway network and is located within a reasonable walking distance of public transport nodes, providing residents with realistic opportunities for non-car travel.

4.5.2 Regular bus routes serve the local villages and towns, allowing for connectivity with larger service centres. A railway station is also located within reasonable proximity to the site, providing access to a range of regional destinations.

4.5.3 The specific details of the parking provision will be determined during the reserved matters stage.

4.5.4 The PIA data for the last five-year study period has shown no overarching pattern to the incidents recorded and no indication of any faut with the layout of the highway. It is therefore considered that there are no existing safety concerns that could be exacerbated by the proposals.

4.5.5 It is noted that the proposed development will have a minimal impact on the surrounding highway network as shown in Section 5 below.

4.5.6 Given the above and that below, it is clear that the proposed development will not result in 'severe' transport impacts, in accordance with Paragraph 111 of the NPPF.

5 Trip Generation and Distribution

5.1 Overview

5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation and distribution for the proposed development.

5.2 Proposed Development Vehicle Trip Generation

5.2.1 The estimated vehicle trip generation for the proposed development has been ascertained using the national TRICS trip rate database. The site selection *'03-RESIDENTIAL, A-HOUSES PRIVATELY OWNED'* has been made for the private dwellings and *'03-RESIDENTIAL, B-AFFORDABLE / LOCAL AUTHORITY HOUSES'* has been used for the affordable dwellings.

5.2.2 Survey sites outside of London, in England, Scotland and Wales, have been considered with dwelling numbers between four and 200 in *'Suburban Area'* and *'Edge of Town'* locations. These location types were considered most appropriate, in accordance with the TRICS Good Practice Guide, however only sites with lower populations in the surrounding area were selected in order to ensure that a robust forecast was provided.

5.2.3 Weekday periods were assessed to provide a robust consideration of peak traffic conditions. A summary of the resulting TRICS trip rates and trip generation is provided in Table 5-1 to Table 5-5 below. The trip rates detailed in Table 5-1 and Table 5-3 are factored by the number of dwellings proposed in order to provide the trip generation detailed in Table 5-2 and Table 5-4. Please note that any discrepancies are the result of rounding in MS Excel. The full TRICS data reports are included at **Appendix J**.

Period	Arrivals	Departures	Total
AM Peak (0800-0900)	0.147	0.416	0.563
PM Peak (1700-1800)	0.377	0.207	0.584
All day (0700-1900)	2.634	2.693	5.327

Table 5-1: TRICS Vehicle Trip Rates – Houses Privately Owned (trips per dwelling)

Period	Arrivals	Departures	Total
AM Peak (0800-0900)	6	16	22
PM Peak (1700-1800)	15	8	23
All day (0700-1900)	103	105	208

Table 5-2: Vehicle Trip Generation - Houses Privately Owned (39 dwellings)

Period	Arrivals	Departures	Total
AM Peak (0800-0900)	0.109	0.273	0.382
PM Peak (1700-1800)	0.253	0.149	0.402
All day (0700-1900)	1.588	1.674	3.262

Table 5-3: TRICS Vehicle Trip Rates – Affordable Houses (trips per dwelling)

Period	Arrivals	Departures	Total
AM Peak (0800-0900)	2	6	8
PM Peak (1700-1800)	5	3	8
All day (0700-1900)	33	35	69

Table 5-4: Vehicle Trip Generation – Affordable Houses (21 dwellings)

Period	Arrivals	Departures	Total
AM Peak (0800-0900)	8	22	30
PM Peak (1700-1800)	20	11	31
All day (0700-1900)	136	140	276

Table 5-5: Total Development Vehicle Trip Generation (60 dwellings)

5.2.4 Table 5-5 demonstrates that the proposed development has the potential to generate 30 vehicle trips in the AM traffic peak hour, 31 vehicle trips in the PM peak traffic hour and a total of 276 vehicle trips across the day.

5.2.5 In the context of existing vehicle movements on the local highway network, the above level of additional movements is not considered to represent a 'severe' impact, with reference to NPPF paragraph 111.

5.2.6 Notwithstanding the above, further detailed capacity impact assessments have been carried out in order to ensure that any potential impacts on the highway network have been thoroughly examined.

5.3 Trip Distribution

5.3.1 To understand the impacts of the proposed development on the local highway network, an assessment of trip distribution has been undertaken using Census 2011 '*Location of usual residence and place of work by method of travel to work WU03EW"* data.

5.3.2 Utilising Middle Layer Super Output Areas Wealden 008 and Wealden 009 in tandem with the Google real-time journey planner, it is possible to ascertain the likely routing options of those travelling to and from the site, as demonstrated in **Appendix K**.

6 Percentage Impact Assessment

6.1.1 To understand the impact of the proposed development trips on the surrounding highway network, a percentage impact assessment has been undertaken for the 2027 weekday AM and PM peak hours. This assessment compares traffic flows in the following scenarios:

- 2027 'Do Nothing' (background traffic growth but excluding the proposed development); and
- 2027 'Do Minimum' (as with the "Do Nothing" scenario plus the proposed development traffic).

6.2 Baseline Data

6.2.1 In light of the nature of the local highway network and the trip distribution exercise detailed above, four key junctions have been identified for capacity assessments in addition to the proposed site access junction. These junctions are as follows:

- London Road / Coopers Green Road priority junction;
- A272 / Coopers Green Road / Five Ash Down signalised crossroads;
- London Road / A272 priority junction; and
- The Budletts roundabout.

6.2.2 In order to establish a traffic baseline for the junctions listed above, manual traffic counts were undertaken on Wednesday 24th of November 2021. The outputs of these surveys are included at **Appendix L.**

6.2.3 The traffic surveys included counts for all vehicle types. These counts were then converted into Passenger Car Units based on the conversion factors detailed below in Table 6-1 and were used to produce the baseline 2021 traffic data detailed in Figures 5-4 and 5-5 within **Appendix M.**

Vehicle Type	PCU
Car	1
Bus	2
HGV	2.3
Motorcycle	0.4
Pedal Cycle	0.2

Table 6-1: PCU Conversion Factors

6.3 Network Traffic Growth

6.3.1 A future year of 2027 has been utilised in order to assess the impacts of the proposed development. This is considered a suitable assessment year based on likely build-out timescales for the scale and type of development proposed.

6.3.2 To allow for the assessment of future traffic impact on the local highway network, traffic growth factors have been applied to the existing traffic flows. These have been derived using the TEMPro v.7.2 traffic growth forecasting software for the Census Medium Super Output Areas (MSOAs) of Wealden 008 and Wealden 009. No additional committed developments have been assumed above the levels of growth forecasted by TEMPro.

6.3.3 Application of the above described growth factors produced a forecast of 2027 network traffic flows, excluding the potential impacts of the proposed development. This forms the '2027 Do Nothing' scenario which is detailed in the diagrams provided in Figures 5-6 and 5-7 within **Appendix M.**

6.4 Impact Assessment

6.4.1 In order to assess the proportional impact of the proposed development in terms of vehicle movements on the highway network, a '2027 Do Minimum' scenario has been developed, which includes all existing traffic in addition to the vehicle movements forecast to be generated by the proposed development. Figures 5-8 and 5-9 within **Appendix M** detail the network traffic flows in the '2027 Do Minimum' scenario.

6.4.2 A percentage impact assessment has been completed by comparing the traffic flows within the '2027 Do Nothing' and '2027 Do Minimum' scenarios, in order to assess the impact of the proposed development on the highway network. The results of the percentage impact assessment are detailed in Table 6-2 to Table 6-5 below and overleaf:

Period	2027 Do Nothing	2027 Do Minimum	% Impact
AM Peak (0800-0900)	1224	1231	0.63%
PM Peak (1700-1800)	906	912	0.73%

Table 6-2: London Road / Coopers Green Road Junction Traffic impact

Period	2027 Do Nothing	2027 Do Minimum	% Impact
AM Peak (0800-0900)	1153	1157	0.32%
PM Peak (1700-1800)	912	916	0.42%

Table 6-3: A272 / Coopers Green Road / Five Ash Down Junction Traffic impact

Period	2027 Do Nothing	2027 Do Minimum	% Impact
AM Peak (0800-0900)	1330	1352	1.68%
PM Peak (1700-1800)	1093	1118	2.25%

Table 6-4: London Road / A272 Junction Traffic impact

Period	2027 Do Nothing	2027 Do Minimum	% Impact
AM Peak (0800-0900)	2190	2211	0.97%
PM Peak (1700-1800)	1804	1826	1.23%

Table 6-5: Budletts Roundabout Traffic impact

6.4.3 It is noted that the greatest percentage impacts are forecast at the following junctions:

- London Road / A272 junction – 1.68 percent in the AM Peak and 2.25 percent in the PM Peak (equating to 22 and 25 movements respectively); and
- The Budletts roundabout – 0.97 percent in the AM Peak and 1.23 percent in the PM Peak (equating to 21 and 22 movements respectively).

6.4.4 The percentage impacts at the remaining junctions are below one percent in both peak hours, well within the daily variation in vehicle movements which would typically be expected.

6.4.5 The above notwithstanding, capacity impact modelling has been undertaken at all four junctions in order to provide a greater level of confidence that the development will not result in any significant impacts on the highway network.

7 Junction Capacity Modelling

7.1 Overview

7.1.1 Junction capacity modelling has been undertaken for the identified junctions using industry standard software packages.

7.1.2 Junctions 9 (ARCADY and PICADY) software has been used to undertake the capacity assessments of the non-signalised junctions. ARCADY and PICADY provide two main measures of junction capacity and operation; namely the Ratio of Flow to Capacity (RFC) and queue length.

7.1.3 The RFC provides the primary measure of junction performance and is reported for each entry arm. An RFC of 0.85 or lower indicates that the specific arm of the junction is operating within capacity; an RFC of between 0.85 and 1.0 indicates that the arm is operating over its practical capacity and an RFC of 1.0 indicates that traffic demand exceeds theoretical capacity. Queue length indicates the average maximum length of queue, in PCUs, which can be expected in each peak hour.

7.1.4 The A272 / Coopers Green Road / Five Ash Down signalised crossroads has been modelled using LinSig. Signal timing data for the junction has been sourced from East Sussex County Council, with a copy included at **Appendix N.** The outputs of LinSig include the Degree of Saturation (DoS), the Mean Maximum Queue (MMQ) and the Practical Reserve Capacity (PRC).

7.1.5 The DoS (in percent) is a ratio of demand to capacity for each traffic phase, with a value of 90 percent indicating that an arm is operating at practical capacity. The PRC is calculated from the maximum percentage DoS and is a measure of how much additional traffic could pass through the junction before it reaches full capacity. The MMQ provides an indication of how the overall junction performance may affect adjacent junctions on the highway network.

7.1.6 The following sections summarise the individual performance of the junctions under consideration. The associated network diagrams for the scenarios assessed are shown in Figures 5-4 to 5-9 within **Appendix M.**

7.2 London Road / Coopers Green Road Junction

7.2.1 A summary of the PICADY assessment for this junction is shown in Table 7-1 below for the weekday AM and PM peak hours, with the full report included at **Appendix O.**

Scenario	Link	AM Peak		PM Peak	
		RFC %	Queue	RFC %	Queue
2021 Baseline	Coopers Green Lane	0.38	0.7	0.32	0.5
	London Road	0.54	2.0	0.33	0.7
	Junction Delay (s/pcu)	5.03		3.85	
2027 Do Nothing	Coopers Green Lane	0.40	0.7	0.33	0.5
	London Road	0.56	2.2	0.35	0.8
	Junction Delay (s/pcu)	5.31		3.96	
2027 Do Minimum	Coopers Green Lane	0.40	0.7	0.33	0.5
	London Road	0.57	2.3	0.35	0.8
	Junction Delay (s/pcu)	5.32		3.94	

Table 7-1: London Road / Coopers Green Road Junction – PICADY Summary

7.2.2 It is noted that the junction will operate well within its design capacity in all assessment scenarios.

7.3 A272 / Coopers Green Road / Five Ash Down Signalised Crossroads

7.3.1 A summary of the LinSig assessment for this junction is shown in Table 7-2 below for the weekday AM and PM peak hours, with the full report included at **Appendix P.**

Scenario	Link	AM Peak		PM Peak	
		DoS %	MMQ	DoS %	MMQ
2021 Baseline	Budletts Lane	73.5	5.8	60.3	5.6
	Buxted Road	77.9	11.1	58.7	6.3
	Coopers Green Road	77.2	5.3	58.8	3.7
	Five Ash Down	28.4	2.0	21.0	1.5
	PRC	15.6		49.3	
	Average Delay (s/pcu)	11.88		7.73	
2027 Do Nothing	Budletts Lane	76.0	6.1	62.0	5.8
	Buxted Road	80.2	11.8	60.5	6.5
	Coopers Green Road	79.4	5.6	62.5	4.1
	Five Ash Down	29.4	2.1	21.7	1.5
	PRC	12.2		44.1	
	Average Delay (s/pcu)	12.79		8.26	
2027 Do Minimum	Budletts Lane	76.0	6.1	62.0	5.8
	Buxted Road	80.3	11.9	60.8	6.5
	Coopers Green Road	80.7	5.8	62.8	4.1
	Five Ash Down	29.4	2.1	21.7	1.5
	PRC	11.6		43.3	
	Average Delay (s/pcu)	12.98		8.3	

Table 7-2: A272 / Coopers Green Road / Five Ash Down Signalised Crossroads – LinSig Summary

7.3.2 It is noted that the junction will operate within its design capacity in all assessment scenarios.

7.4 London Road / A272 Junction

7.4.1 A summary of the PICADY assessment for this junction is shown in Table 7-3 below for the weekday AM and PM peak hours, with the full report included at **Appendix Q.** As right turn movements from London Road onto the A272 are prohibited, this movement has been excluded from the assessment.

Scenario	Link	AM Peak		PM Peak	
		RFC	Queue	RFC	Queue
2021 Baseline	A272 (left turn)	0.09	0.1	0.01	0.0
	A272 (right turn)	0.85	5.3	0.45	0.9
	Junction Delay (s/pcu)	14.63		2.82	
2027 Do Nothing	A272 (left turn)	0.14	0.2	0.01	0.0
	A272 (right turn)	0.89	6.6	0.47	1.0
	Junction Delay (s/pcu)	17.87		2.96	
2027 Do Minimum	A272 (left turn)	0.19	0.2	0.02	0.0
	A272 (right turn)	0.90	7.0	0.48	1.0
	Junction Delay (s/pcu)	18.92		3.00	

Table 7-3: London Road / A272 Junction – PICADY Summary

7.4.2 It is noted that one movement at the junction is expected to operate over its practical capacity in the AM peak hour in the 2027 scenario. However, the vehicle movements generated by the proposed development are shown to have minimal impact, with an increase to RFC of 0.01 on this arm in the AM peak and with no capacity issues expected on the remaining arms of the junction.

7.4.3 Similarly, queue lengths are forecast to increase by only a maximum of 0.4 vehicles in the AM peak hour as a result of the proposed development, with no increase in the PM peak hour. This degree of change is not considered to represent a 'severe' residual impact with reference to NPPF Paragraph 111.

7.5 Budletts Roundabout

7.5.1 A summary of the ARCADY assessment for this junction is shown in Table 7-4 below for the weekday AM and PM peak hours, with the full report included at **Appendix R.**

Scenario	Link	AM Peak		PM Peak	
		RFC	Queue	RFC	Queue
2021 Baseline	London Road (E)	0.53	1.2	0.24	0.4
	A26 Uckfield Bypass (S)	0.39	0.7	0.46	0.9
	London Road (W)	0.22	0.3	0.30	0.5
	A26 Uckfield Bypass (N)	0.40	0.7	0.30	0.5
	Junction Delay (s/pcu)	4.61		4.20	
2027 Do Nothing	London Road (E)	0.55	1.3	0.25	0.4
	A26 Uckfield Bypass (S)	0.40	0.7	0.48	1.0
	London Road (W)	0.23	0.3	0.32	0.5
	A26 Uckfield Bypass (N)	0.41	0.8	0.31	0.5
	Junction Delay (s/pcu)	4.77		4.31	
2027 Do Minimum	London Road (E)	0.56	1.4	0.26	0.4
	A26 Uckfield Bypass (S)	0.41	0.8	0.48	1.0
	London Road (W)	0.23	0.3	0.32	0.5
	A26 Uckfield Bypass (N)	0.41	0.8	0.32	0.5
	Junction Delay (s/pcu)	4.84		4.36	

Table 7-4: Budletts Roundabout – ARCADY Summary

7.5.2 It is noted that the junction will operate within its design capacity in all assessment scenarios.

7.6 London Road / Site Access Junction

7.6.1 A summary of the PICADY assessment for this junction is shown in Table 7-5 below for the weekday AM and PM peak hours, with the full report included at **Appendix S.**

Scenario	Link	AM Peak		PM Peak	
		RFC	Queue	RFC	Queue
2027 Do Minimum	Site Access	0.04	0.0	0.02	0.0
	London Road	0.00	0.0	0.01	0.0
	Junction Delay (s/pcu)	0.21		0.15	

Table 7-5: London Road / Site Access Junction – PICADY Summary

7.6.2 It is noted that the junction will operate within its design capacity in the future year assessment scenario.

8 Summary and Conclusion

8.1.1 This Transport Assessment has been prepared on behalf of Obsidian Strategic Asset Management Ltd. in relation to the planning application for a proposed residential development on Land at Mockbeggars Farm, London Road, Uckfield, East Sussex.

8.1.2 The proposed development comprises the construction of 60 residential units with associated parking and provision of a new pedestrian crossing to the south of the access, to connect with the footpath on the western side of London Road.

8.1.3 The proposed site access will take the form of a new priority junction with London Road, with visibility splays provided in accordance with Design Manual for Roads and Bridges (DMRB) guidance. The northern visibility splay is 2.4m by 215m and the southern splay is 2.4m by 171m which is in excess of DMRB requirements, based on the 85th percentile speeds demonstrated in an ATC survey.

8.1.4 An independent Stage 1 Road Safety Audit of the site access design has been completed. Although this raised two concerns, the designers response has adequately addressed the issues.

8.1.5 A review of the most recent five-year Personal Injury Accident data up to 31st August 2021 for the local highway network confirms that there have been no recorded incidents within the immediate vicinity of the proposed access. A detailed assessment of all reported incidents in the wider local area has been provided and demonstrates that there was no particular pattern to the incidents and that they were the result of human error, rather than any fault with the highway layout or condition.

8.1.6 Given that the recorded incidents were caused by human error it is not, therefore, considered that the proposed development would have any significant impact on highway safety.

8.1.7 It has been demonstrated that the proposed development has the potential to generate approximately 30 and 31 vehicle movements in the AM and PM peak traffic hours (08:00 to 09:00 and 17:00 to 18:00), respectively, with a total of 276 vehicle movements generated across the day (07:00 to 19:00). This is equivalent to one vehicle movement every two minutes. It is not, therefore, considered that this represents a 'severe' impact with reference to the NPPF Paragraph 111.

8.1.8 The above notwithstanding, junction capacity assessments have been carried out at key junctions on the highway network in proximity of the site. All junctions assessed have been demonstrated to operate within their design capacity in all scenarios, with the one exception being the London Road / A272 junction.

8.1.9 Movements from the A272 turning right onto London Road are demonstrated to exceed the practical capacity at this arm of the junction in the AM peak hour in the 2027 scenario, with or without the development. It is noted however that the development impact on this arm is minimal, with only a 1.68 percent uplift in traffic movements. This has been demonstrated to result in an increase of 0.01

RFC and 0.4 queuing vehicles in the AM peak hour, with no increase in the PM peak hour.

8.1.10 Given the above, it is concluded that the proposed development should not have any adverse transport impacts and therefore there should be no sound transport based objections to the proposals.