TRANSPORT TECHNICAL NOTE

Site: Mockbeggars Farm, Uckfield

Client: Obsidian Strategic Asset Management

Prepared by: DHA, Eclipse House, Eclipse Park, Sittingbourne Road, Maidstone, ME14 3EN

Date: January 2023

1.1 Introduction

1.1.1 This Transport Technical Note has been produced to provide a response to the latest email comments made by East Sussex County Council (ESCC) on 17th November 2022 to Planning Application Reference: WD/2022/0648/MAO. The application relates to the development of 60 residential dwellings at Mockbeggars Farm, Uckfield. Please see attached the relevant email correspondence at **Appendix A** for reference.

1.2 Review of Comments

1.2.1 In their email ESCC state the following:

> *"I note that you strongly disagree with the highway position taken regarding the footway widening at Ringles Cross but you would also need to consider the existing conditions on the highway and local residents' behaviour insofar as on street car parking is concerned."*

1.2.2 It is then further noted that:

> *"As a regular visitor to Uckfield I note that the section where the footways are narrow are often parked on which both physically eliminates the footway in some places and constricts the carriageway. My view is that to widen the footway is likely to see the same parking behaviour by residents which would subsequently negate the benefit of the footway improvement, whilst also reducing the areas for passing vehicles. Thinking of options, even to impose double yellow lines along the entire widened footway section as a solution to overcome this would most likely be met with strong local objection as residents and the restrictions would not be actively enforced. Parking in Wealden remains the responsibility of the Police, as Wealden District is not part of a Civil Parking Enforcement area."*

1.2.3 The following was also stated by ESCC:

> *"In principle, I am aware that the proposed localised widening of the footway/narrowing of carriageway has intention to improve accessibility to pass through that narrow section for pedestrians, but in reality, the effectiveness is diminished unless some way of solving the on-street parking is offered."*

1.2.4 With consideration to the above it is proposed to provide a layby some 60 metres to the north of the existing parking on London Road. This will provide an alternative place for up to four vehicles to park, which will not block the proposed footway widening. This number of parking bays is considered to be appropriate as there are currently around four vehicles parking on the stretch of carriageway where parking restrictions are to be applied, taking into account the existing driveways and access to the pub car park. Residents will be able to access the layby via the proposed widened footway.

1.2.5 Given the spaces are only 60 metres away from the existing properties, when combined with parking restrictions it is considered that residents will choose to park in the spaces provided. Indeed, the layby will offer parking away from the running lane of the carriageway which will be seen as an attractive incentive to use it. The proposed layby can be seen in the drawing included at **Appendix B**.

1.2.6 ESCC went on to state the following:

> *"Furthermore, the section of improvement is isolated to a section up to no.8 Ringles Cross when the footway continues to be very narrow towards Snatts Road. There is no crossing provision to reach the east side of London Road nor is there a safe provision to cross Snatts Road, due to visibility constraints. The location of the site has disconnection and requires substantial NMU infrastructure improvement to support any development north of Ringles Cross."*

1.2.7 The above has been taken into consideration and the footway widening scheme has been extended to the Snatts Road junction to aid pedestrian movements. Throughout the footway widening on London Road the footway does not reduce below a width of 1.9m, which is considered to be acceptable with respect to the Inclusive Mobility document where the minimum footway width is 1.2m. Furthermore, the carriageway on London Road does not reduce below a width of 6.4m, a width set out in the Stage 1 Road Safety Audit (RSA) as a minimum for this section of highway.

1.2.8 With respect to the Snatts Road junction, consideration has been given to how pedestrian visibility can be improved in this location. It is proposed that the northern radius will be tightened to 6 metres to allow for pedestrian visibility splays in excess of 2 x 25 metres which equate to a speed of 20mph. This is the maximum speed that vehicles will be approaching the junction giveway line.

1.2.9 The proposals have been assessed with swept path analysis with two 7.5t box vans passing one another at the junction, as this represents the weight limit on Snatts Road and this has been shown to work. Dropped kerbs and tactile paving will be provided on either side of the junction to aid pedestrian movements. As noted, the updated improvement scheme is included at **Appendix B**.

1.2.10 The following was also raised by ESCC in their email:

> *"I have received further comments from the Road Safety Team in relation to assessments the team have carried out on walking routes to school in this area. Their report highlighted concerns at Snatts Road which resulted in the route*

being deemed 'not available'. Crossing to the east side of London Road (avoiding crossing Snatts Road) is not considered a suitable alternative due to the narrow footway north of Ringles Cross. This has led to the need to provide bus provision for school aged residents at a cost of £703 per pupil per year."

1.2.11 The points made at paragraphs 1.2.8 and 1.2.9 above and 1.2.14 below have addressed the concerns over the Snatts Road junction and it is believed that this walking route will be 'available'. With regard to crossing to the east side of London Road it is not considered that this is necessary given the aforementioned points.

1.2.12 This notwithstanding it is noteworthy that the earlier comments from ESCC regarding the site at Cooper's Green (Planning Application Reference: WD/2020/1088/MAO) did not make reference to the eastern footway to the north of Ringles Cross as a concern. With respect to the contribution to bus provision, this point is acknowledged.

1.2.13 The following was also noted:

"A potential solution for Snatts Road is envisaged as tightening of the junction radii to reduce the crossing distance and improve pedestrian sightlines, provision of a refuge island."

1.2.14 This point has been considered and discussed at paragraphs 1.2.8 and 1.2.9. The proposals have shown to provide an improvement to pedestrian visibility and crossing distance, whilst not effecting the movement of the relevant vehicles. The provision of a refuse island was considered, however it was not considered necessary as the pedestrian crossing distance is only 9m and an island would affect vehicle manoeuvres at the junction.

1.2.1 The following was noted with respect to traffic calming:

"I have also remarked on the actual speeds and the measures required to bring speeds to a level conducive to a 40mph. I refer to traffic calming measures in my draft response and as mentioned, a visual change to the site and carriageway characteristics should be present to raise awareness to drivers that there may be other users on the network. The additional section of footway and bus stop do provide some change which I have reviewed with the Road Safety Team and which is considered to fall close to the criteria to be supported, but this would also need to be supported by visible frontages within the application site and be fully supported by Sussex Police. Furthermore, to help drivers understand and respect speed limits, the same limit should apply to the same type of road environment, and speed surveys in the section of London Road north of Chichester Caravans site would determine if an extended extension of the limit would match the average speed of traffic or whether additional measures would be appropriate. "

1.2.2 ESCC also raised the following:

"The rationale for the need for additional speed surveys is that if we are saying that a 40mph limit is appropriate along the site frontage, subject to additional measures and visible frontage development, then the applicant would need to

consider the wider area in terms of consistent messaging on speed limits. As London Road is similar in character both north (national speed limit) and south of Chichester Caravan site (40mph proposal), there may be scope to extend the 40mph limit from Budletts Roundabout."

1.2.3 As suggested, a further Automatic Traffic Count (ATC) has been completed to the north of Chichester Caravans and the results of this survey are included at **Appendix C**. This survey has shown 85th percentile speeds of 43mph in a northbound direction and 48mph in a southbound direction. The mean speeds were recorded at 37mph in a northbound direction and 40mph in a southbound direction.

1.2.4 Given the above, it is considered that there is scope to extend the 40mph speed limit further north. The northbound recorded speed is similar to that recorded within the earlier survey to the south, with the southbound speed being only slightly greater. In terms of percentage the recorded speeds are only 7.5 percent and 20 percent over the target speed limit, which is not considered to be a material amount.

1.2.5 Therefore, it is now proposed that the 40mph speed limit will commence 90 metres south of the Budletts roundabout. As per that set out above this will allow for the speed limit to apply to a section of visually similar highway.

1.2.6 The speed limit will commence with a roundel and section of buff surfacing. Repeater signs will also be present on London Road until the speed limit reduces to a 30mph limit to the south. As outlined the inclusion of the bus stop, refuge island and crossing point will further act as traffic calming measures. In terms of site frontage, this request is acknowledged, however from a planning perspective having dwellings fronting onto London Road is not desirable and will therefore not be included within the proposals.

1.3 Conclusion

1.3.1 It is considered that the above information is sufficient to address the concerns raised by East Sussex County Council. The above has shown that there is the opportunity to promote active travel north of Ringles Cross. The site will not be dependent on private cars and will meet the requirements of the NPPF.

APPENDIX
A



Adam Huckstepp

From: Simon Moon
Sent: 04 January 2023 09:09
To: Adam Huckstepp
Subject: FW: WD220648 - MOCKBEGGAR

Simon Moon MSc DIC BEng (Hons) CMILT MCIHT
Director

Mobile: 07786402908
Email: simon.moon@dhatransport.co.uk

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From: Kal Kamboh <Kal.Kamboh@eastsussex.gov.uk>
Sent: 17 November 2022 15:58
To: Simon Moon <simon.moon@dhatransport.co.uk>
Cc: Matthew.Taylor@wealden.gov.uk; Mark Bewsey <Mark.Bewsey@dhaplanning.co.uk>
Subject: RE: WD220648 - MOCKBEGGAR

[External email - This message originated from outside DHA – prior to opening any attachments or opening links, please ensure their authenticity with the sender]

Dear Simon,
I have again reviewed my initial response to the application which was provided in draft to the LPA, and which I understand was forwarded to your team.

I note that you strongly disagree with the highway position taken regarding the footway widening at Ringles Cross but you would also need to consider the existing conditions on the highway and local residents' behaviour insofar as on street car parking is concerned.

As a regular visitor to Uckfield I note that the section where the footways are narrow are often parked on which both physically eliminates the footway in some places and constricts the carriageway. My view is that to widen the footway is likely to see the same parking behaviour by residents which would subsequently negate the benefit of the footway improvement, whilst also reducing the areas for passing vehicles. Thinking of options, even to impose double yellow lines along the entire widened footway section as a solution to overcome this would most likely be met with strong local objection as residents and the restrictions would not be actively enforced. Parking in Wealden remains the responsibility of the Police, as Wealden District is not part of a Civil Parking Enforcement area.

In principle, I am aware that the proposed localised widening of the footway/narrowing of carriageway has intention to improve accessibility to pass through that narrow section for pedestrians, but in reality, the effectiveness is diminished unless some way of solving the on-street parking is offered.

Furthermore, the section of improvement is isolated to a section up to no.8 Ringles Cross when the footway continues to be very narrow towards Snatts Road. There is no crossing provision to

reach the east side of London Road nor is there a safe provision to cross Snatts Road, due to visibility constraints. The location of the site has disconnection and requires substantial NMU infrastructure improvement to support any development north of Ringles Cross.

I have received further comments from the Road Safety Team in relation to assessments the team have carried out on walking routes to school in this area. Their report highlighted concerns at Snatts Road which resulted in the route being deemed 'not available'. Crossing to the east side of London Road (avoiding crossing Snatts Road) is not considered a suitable alternative due to the narrow footway north of Ringles Cross. This has led to the need to provide bus provision for school aged residents at a cost of £703 per pupil per year.

A potential solution for Snatts Road is envisaged as tightening of the junction radii to reduce the crossing distance and improve pedestrian sightlines, provision of a refuge island.

I have also remarked on the actual speeds and the measures required to bring speeds to a level conducive to a 40mph. I refer to traffic calming measures in my draft response and as mentioned, a visual change to the site and carriageway characteristics should be present to raise awareness to drivers that there may be other users on the network. The additional section of footway and bus stop do provide some change which I have reviewed with the Road Safety Team and which is considered to fall close to the criteria to be supported, but this would also need to be supported by visible frontages within the application site and be fully supported by Sussex Police. Furthermore, to help drivers understand and respect speed limits, the same limit should apply to the same type of road environment, and speed surveys in the section of London Road north of Chichester Caravans site would determine if an extended extension of the limit would match the average speed of traffic or whether additional measures would be appropriate.

The rationale for the need for additional speed surveys is that if we are saying that a 40mph limit is appropriate along the site frontage, subject to additional measures and visible frontage development, then the applicant would need to consider the wider area in terms of consistent messaging on speed limits. As London Road is similar in character both north (national speed limit) and south of Chichester Caravan site (40mph proposal), there may be scope to extend the 40mph limit from Budletts Roundabout.

From the assessment of your proposal, there are many issues that would lead to a highway objection to any development north of Ringles Cross, which mainly relate to lack of appropriate active travel infrastructure. This is necessary to reduce dependency on private car use, meet NPPF requirements and ensure that Councils are able to reach net zero carbon targets.

Please advise if you are providing WDC with any further transport related submissions.

Kind regards

Ms Kal Kamboh
Strategic Sites Transport Advisor
Transport Development Control
Communities, Economy and Transport

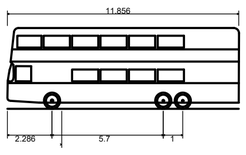
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eastsussex.gov.uk



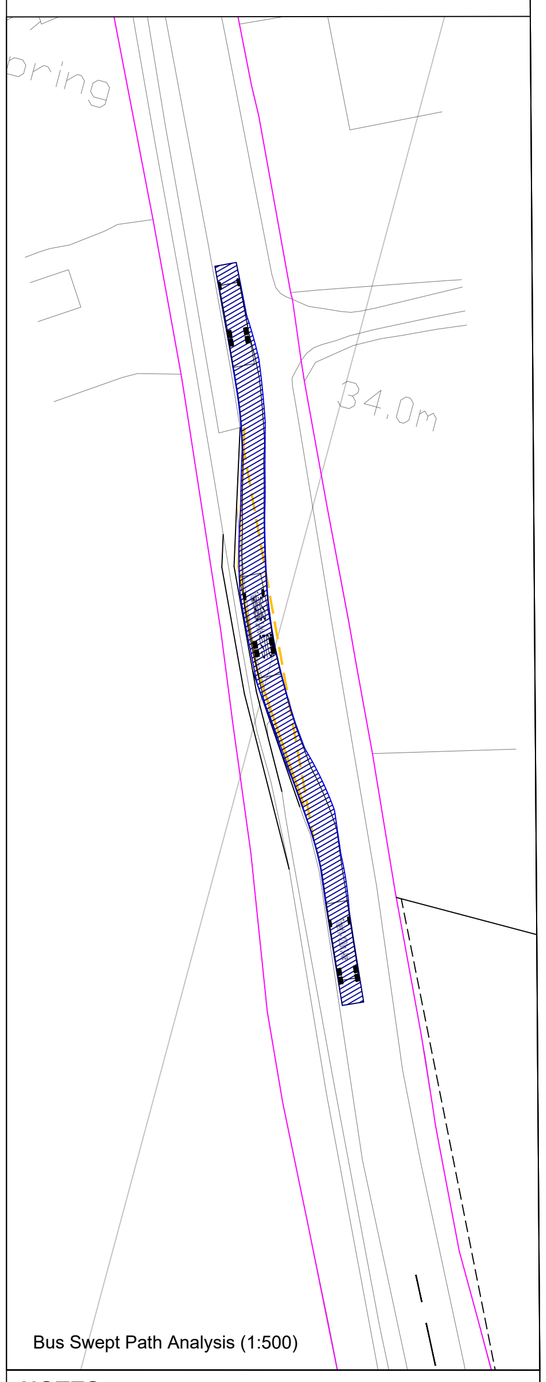


APPENDIX
B





Trident II - 12.00m 3-Axle	
Overall Length	11.856m
Overall Width	2.496m
Overall Body Height	4.140m
Min Body Ground Clearance	0.311m
Track Width	2.363m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Bus Swept Path Analysis (1:500)

NOTES

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- Drawing is based on OS data and a sketch site layout plan provided by OSP Architecture.
- DMRB standard visibility splay length for a 50mph speed limit is 2.4 x 160m.

Extent of Highway Maintained Land

REV	AMENDMENTS	DATE	CHK
P3	HIGHWAYS COMMENTS	16.12.22	SM
P2	ROAD SAFETY AUDIT	19.10.22	SM
P1	FIRST ISSUE	10.08.22	SM

Client

OBSIDIAN STRATEGIC ASSET MANAGEMENT

Project

MOCKBEGGARS FARM, UCKFIELD

Title

HIGHWAYS PROPOSALS (1 OF 3)

Drwg	Rev	Scale	Date
16997-H-03	P3	1:500	16.12.22

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: A1

H-05

H-03

CUTLINE

N

INDICATIVE ONLY

5 0 5 10 15 20 25

Metres (1:500)

Approximate location of week long ATC survey completed on the week commencing 7th December 2022 recording average speeds of 37mph and 40mph for northbound and southbound vehicles respectively (85th percentile speeds of 43mph and 48mph) allowing the speed limit to be relocated to the north on London Road.

40mph repeater signs to be provided.

Proposed northbound bus stop to be positioned within the existing layby. Bus stop markings and clearway to be provided.

OS realigned to suit on site widths.

2.4 x 215m visibility splay.

Proposed priority junction leading to a 5.5m wide access road to serve the proposed development.

Proposed uncontrolled pedestrian crossing with a refuge island equipped with dropped kerbs and tactile paving.

Road widened to allow for pedestrian island. Lane widths of 3.1m provided with island width of 1.8m. Widening to tie back into the existing carriageway line with 1:20 tapers.

40mph repeater signs to be provided.

Centreline adjusted for 40mph speed limit (line no. 1008).

2.4 x 171m visibility splay.

Existing 40/60mph speed limit gateway feature to be removed and relocated 750m to the north.

Approximate location of week long ATC survey completed on the week commencing 10th June 2021 recording average speeds of 44mph and 46mph for northbound and southbound vehicles respectively (85th percentile speeds of 50mph and 52mph) allowing the speed limit to be relocated to the north on London Road.

Bus cage to be provided. Footway to be provided leading to the bus stop.

Edge of carriageway white lining to be repainted

H-03

H-04

CUTLINE

5 0 5 10 15 20 25
Metres (1:500)

H-03

H-04

CUTLINE

40mph repeater signs to be provided.

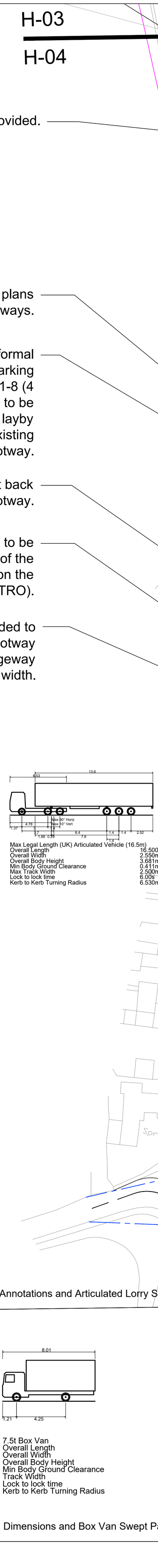
Extent of highway boundary plans provided by KCC Highways.

Proposed layby to provide formal parking for vehicles currently parking on street adjacent to properties 1-8 (4 spaces demonstrated). Footway to be constructed to the rear of the layby and tied back into the existing footway.

Overgrown hedgerow to be cut back to the back of footway.

'At any time' parking restrictions to be introduced on the western side of the carriageway to prevent parking on the footpath (subject to a TRO).

Road narrowing to be provided to increase the width of the existing footway while not narrowing the carriageway below 6.4m in width.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

6m radius to be provided on the northern kerbline of the Snatts Lane junction to aid pedestrian movements. Verge is to be provided behind the footway.

Pedestrian visibility splays in excess of 2.0 x 25m can be achieved from the pedestrian crossing to a vehicle approaching the giveway line vehicles (likely traveling less than 20mph).

An uncontrolled pedestrian crossing equipped with dropped kerbs and tactile paving to be provided.

Annotations and Articulated Lorry Swept Path Analysis (1:500)

2 0 2 4 6 8 10
Metres (1:250)

6.4m
2.1m
6.4m
2.4m
1.9m
6.4m
7.6m
2.6m
6.5m
2.2m

7.5t Box Van

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

Two box vans have been shown to pass one another at the Snatts Lane junction, meeting the 7.5t vehicle weight limit on this section of highway.

Dimensions and Box Van Swept Path Analysis (1:250)

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- Drawing is based on OS data.

Extent of Highway Maintained Land

REV	AMENDMENTS	DATE	CHK
P1	FIRST ISSUE	16.12.22	SM

Client
OBSIDIAN STRATEGIC ASSET MANAGEMENT

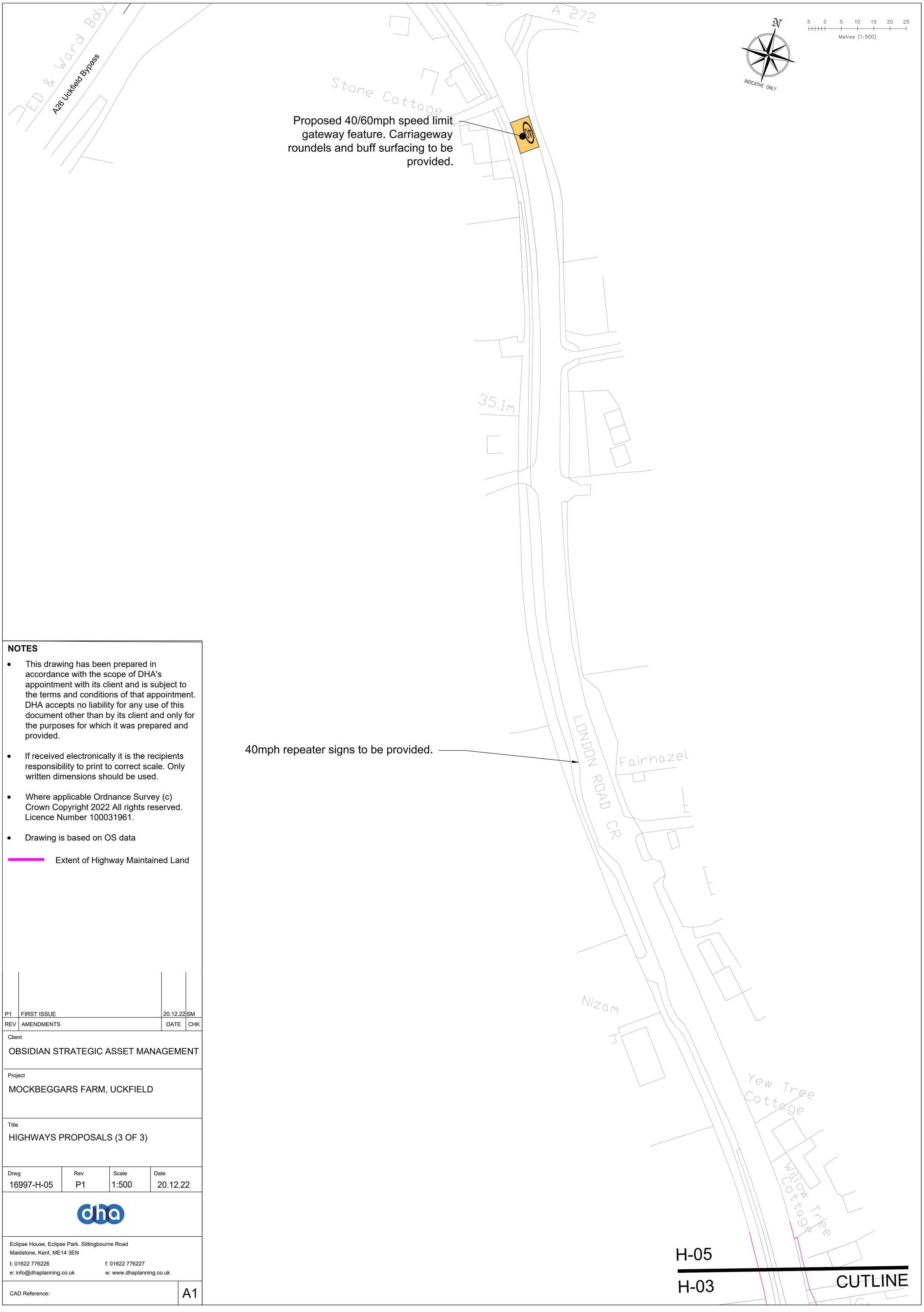
Project
MOCKBEGGARS FARM, UCKFIELD

Title
HIGHWAYS PROPOSALS (2 OF 3)

Drwg	Rev	Scale	Date
16997-H-04	P1	VARIOUS	16.12.22

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: A1



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- Drawing is based on OS data

Extent of Highway Maintained Land

REV	AMENDMENTS	DATE	CHK
P1	FIRST ISSUE	20.12.22	SM

Client

OBSIDIAN STRATEGIC ASSET MANAGEMENT

Project

MOCKBEGGARS FARM, UCKFIELD

Title

HIGHWAYS PROPOSALS (3 OF 3)

Drwg	Rev	Scale	Date
16997-H-05	P1	1:500	20.12.22

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: A1

APPENDIX
C



London Road, Uckfield, by "Chichester Caravans"

Site Number: 00006108 | From 07/12/2022 To 16/12/2022 | Site Reference: 00006108

Speed Summary (All Days) Report | No Filters Applied | Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	10		39	6	0	0	0	1	2	3	2	1	0	0	0	0	0
01:00	5		37	6	0	0	0	0	2	1	1	0	0	0	0	0	0
02:00	2		38	8	0	0	0	0	1	1	0	0	0	0	0	0	0
03:00	4		37	6	0	0	0	0	1	1	1	0	0	0	0	0	0
04:00	10	42	38	6	0	0	0	1	2	5	1	0	1	0	0	0	0
05:00	36	45	39	6	0	0	1	3	8	12	8	4	0	0	0	0	0
06:00	114	44	38	6	0	0	2	8	29	45	23	7	1	0	0	0	0
07:00	280	42	37	5	0	1	3	20	102	103	39	9	2	1	0	0	0
08:00	341	42	37	5	3	1	3	25	115	134	46	12	2	0	0	0	0
09:00	240	44	37	6	3	3	3	18	65	89	45	11	3	0	0	0	0
10:00	214	44	38	7	4	4	2	12	52	83	44	12	1	0	0	0	0
11:00	225	44	37	7	5	6	5	12	64	77	40	12	3	1	0	0	0
12:00	207	44	37	7	3	6	5	13	51	74	40	13	3	0	0	0	0
13:00	205	44	38	7	3	4	5	10	45	78	44	13	3	0	0	0	0
14:00	208	44	37	7	3	6	9	18	50	69	36	12	3	0	0	0	0
15:00	278	43	37	6	2	4	4	19	81	106	47	12	3	0	0	0	0
16:00	218	41	35	7	5	6	7	27	77	61	28	6	1	0	0	0	0
17:00	193	41	36	6	1	1	3	25	66	66	22	8	1	0	0	0	0
18:00	181	44	37	6	1	2	3	15	54	62	30	9	2	1	0	0	0
19:00	113	43	37	6	0	1	2	12	35	36	21	4	1	0	0	0	0
20:00	68	45	39	6	0	0	1	5	17	24	12	6	2	0	0	0	0
21:00	63	45	39	7	0	1	1	4	17	20	13	4	3	0	0	0	0
22:00	48	44	38	6	0	0	1	5	13	17	8	4	2	0	0	0	0
23:00	28	45	38	7	0	0	1	3	8	7	5	3	0	1	0	0	0
Total																	
12H(7-19)	2791	43	37	6	34	44	52	215	820	1002	462	129	29	4	0	1	0
16H(6-22)	3148	43	37	6	34	46	57	244	918	1127	531	151	35	5	0	1	0
18H(6-24)	3225	43	37	6	34	46	59	251	939	1152	543	158	37	6	0	1	0
24H(0-24)	3292	43	37	6	34	46	60	256	954	1175	557	163	38	6	0	1	0
AM Peak	08:00		00:00	02:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	11:00	09:00	11:00	11:00	08:00	11:00
	341		39	8	5	6	5	25	115	134	46	12	3	1	0	0	0
PM Peak	15:00	23:00	21:00	14:00	16:00	14:00	14:00	16:00	15:00	15:00	15:00	13:00	14:00	18:00	18:00	12:00	23:00
	278	45	39	7	5	6	9	27	81	106	47	13	3	1	0	0	0

Local Events Excluded & Include All Globals

Printed at: 12:29 on 15 December 2022

London Road, Uckfield, by "Chichester Caravans"

Site Number: 00006108 | From 07/12/2022 To 16/12/2022 | Site Reference: 00006108

Speed Summary (All Days) Report | No Filters Applied | Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	16	50	43	8	0	0	0	0	2	5	4	3	2	1	0	0	0
01:00	7		42	12	1	0	0	0	0	2	2	1	1	1	0	0	0
02:00	4		44	10	0	0	0	0	1	2	0	1	0	0	0	0	0
03:00	3		42	10	0	0	0	0	0	1	1	0	0	0	0	0	0
04:00	7		36	10	0	0	2	2	0	2	1	1	1	0	0	0	0
05:00	9		43	8	0	0	0	0	2	2	2	2	1	0	0	0	0
06:00	17	44	40	8	0	0	0	1	5	5	3	1	1	1	0	0	0
07:00	85	46	39	8	1	2	2	5	19	25	18	6	5	2	0	0	0
08:00	229	45	39	8	3	3	6	15	46	78	49	17	8	3	1	0	0
09:00	176	46	39	8	2	3	3	9	33	60	44	14	7	2	0	0	0
10:00	187	47	39	9	4	6	4	12	32	52	44	19	9	4	1	0	0
11:00	209	48	40	8	4	5	4	9	32	60	54	25	11	5	2	0	0
12:00	233	49	40	9	4	5	5	9	34	70	55	28	16	6	2	0	0
13:00	214	49	41	9	3	4	4	5	32	61	55	27	14	6	2	1	0
14:00	253	49	41	8	2	4	6	13	32	73	65	32	15	8	3	0	0
15:00	308	48	40	8	3	4	4	14	49	94	82	34	17	7	2	0	0
16:00	327	46	39	7	3	5	6	17	61	114	73	32	11	6	0	0	0
17:00	355	46	39	7	1	1	3	19	85	125	73	28	14	4	1	0	0
18:00	236	47	40	8	1	1	4	15	53	72	51	22	12	4	1	1	0
19:00	139	49	42	7	0	0	1	3	20	42	41	17	8	4	1	0	0
20:00	87	51	43	8	0	0	0	3	11	30	19	11	9	2	2	0	0
21:00	71	52	42	9	1	0	0	3	11	19	18	7	7	4	1	0	0
22:00	67	49	42	8	0	0	0	3	10	21	15	11	4	2	1	0	0
23:00	40	51	42	9	0	0	1	2	6	12	8	3	4	2	1	0	0
Total																	
12H(7-19)	2812	47	40	8	28	42	51	142	506	883	663	283	138	58	15	2	1
16H(6-22)	3125	48	40	8	29	43	52	151	552	980	745	318	162	69	20	3	1
18H(6-24)	3232	48	40	8	30	43	53	156	569	1013	768	332	170	73	21	3	1
24H(0-24)	3279	48	40	8	31	43	55	158	574	1026	776	340	174	75	22	3	2
AM Peak	08:00	00:00	02:00	01:00	10:00	10:00	08:00	08:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	00:00	09:00
	229	50	44	12	4	6	6	15	46	78	54	25	11	5	2	0	0
PM Peak	17:00	21:00	20:00	23:00	12:00	16:00	14:00	17:00	17:00	17:00	15:00	15:00	15:00	14:00	14:00	13:00	18:00
	355	52	43	9	4	5	6	19	85	125	82	34	17	8	3	1	0

Local Events Excluded & Include All Globals

Printed at: 12:29 on 15 December 2022

London Road, Uckfield, by "Chichester Caravans"

Site Number: 00006108 | From 07/12/2022 To 16/12/2022 | Site Reference: 00006108

Speed Summary (All Days) Report | No Filters Applied | All Channels

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <16Mph	Bin 2 16-<21	Bin 3 21-<26	Bin 4 26-<31	Bin 5 31-<36	Bin 6 36-<41	Bin 7 41-<46	Bin 8 46-<51	Bin 9 51-<56	Bin 10 56-<61	Bin 11 61-<66	Bin 12 66-<71	Bin 13 =>71
00:00	26	49	42	8	0	0	0	1	4	8	6	4	2	1	0	0	0
01:00	12	47	40	10	1	0	0	1	2	3	3	1	1	1	0	0	0
02:00	7		42	10	0	0	0	0	1	2	0	1	0	0	0	0	0
03:00	7		39	8	0	0	0	0	1	3	1	0	0	0	0	0	0
04:00	18	44	37	8	0	0	2	2	3	6	2	1	1	0	0	0	0
05:00	45	46	40	7	0	0	1	3	9	14	10	6	1	1	0	0	0
06:00	131	44	38	6	0	0	2	9	33	49	27	8	1	1	0	0	0
07:00	365	43	37	6	1	3	5	25	121	128	57	16	7	3	0	0	0
08:00	570	44	38	6	6	4	8	40	160	212	96	29	11	4	1	0	0
09:00	416	45	38	7	5	6	6	27	98	149	88	25	10	3	0	0	0
10:00	402	45	38	8	8	10	6	24	84	135	88	30	10	5	1	0	0
11:00	434	46	38	8	8	11	9	21	96	137	94	37	14	5	2	0	0
12:00	440	46	39	8	7	10	10	22	85	144	95	40	19	6	2	0	0
13:00	419	46	39	8	6	8	9	15	76	138	99	40	17	7	2	1	0
14:00	461	46	39	8	5	10	16	31	83	142	101	44	19	8	3	0	0
15:00	587	45	39	7	5	8	8	33	129	200	128	46	20	7	2	0	0
16:00	545	45	38	7	8	11	13	44	137	175	101	38	12	6	0	0	0
17:00	548	45	38	7	2	2	6	44	151	190	95	36	15	4	1	0	0
18:00	417	45	39	7	2	3	7	30	106	134	81	31	15	6	1	1	0
19:00	251	46	40	7	1	1	3	15	55	79	62	21	9	5	1	0	0
20:00	155	48	41	7	0	0	1	8	28	55	32	17	10	3	2	0	0
21:00	133	48	41	8	1	1	1	6	28	40	31	11	9	4	1	0	0
22:00	115	48	40	7	1	0	1	7	23	38	23	14	6	2	1	0	0
23:00	68	49	40	8	0	0	1	5	15	20	13	7	4	3	1	0	0
Total																	
12H(7-19)	5603	45	38	7	62	86	103	357	1326	1885	1125	412	167	62	15	3	1
16H(6-22)	6274	45	39	7	64	88	109	396	1470	2107	1275	468	197	75	20	4	1
18H(6-24)	6457	45	39	7	64	89	111	407	1507	2164	1311	490	207	79	22	4	1
24H(0-24)	6571	45	39	7	65	89	115	415	1528	2200	1333	503	213	82	23	4	2
AM Peak	08:00	00:00	02:00	01:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	11:00	11:00	11:00	11:00	08:00	09:00
	570	49	42	10	8	11	9	40	160	212	96	37	14	5	2	0	0
PM Peak	15:00	23:00	20:00	23:00	16:00	16:00	14:00	17:00	17:00	15:00	15:00	15:00	15:00	14:00	14:00	13:00	18:00
	587	49	41	8	8	11	16	44	151	200	128	46	20	8	3	1	0

Local Events Excluded & Include All Globals

Printed at: 12:29 on 15 December 2022

Site Number: 00006108

London Road, Uckfield, by "Chichester Caravans"

Details

Site Reference: 00006108

Grid Reference: 547376,123088

Site Configuration:

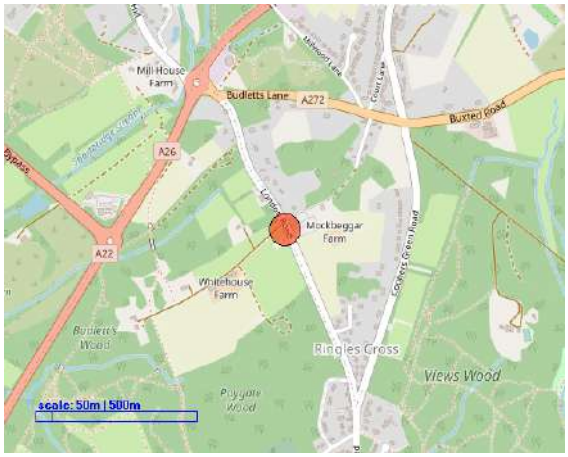
Interval: 60

Telemetry: No

Channels

Channel 1: Northbound (North)

Channel 2: Southbound (South)



Location



A6108 NB.jpg



A6108 SB.jpg

eastsussex.gov.uk

East Sussex
County Council

Transport Monitoring Team

Speed Survey for
DHA Transport
London Rd, Uckfield
Dec 2022

For further information regarding the commissioning of all types of transport surveys please contact:

Russell Greig – Transport Monitoring Team Manager

Transport Monitoring Team,
East Sussex County Council,
Communities, Economy & Transport Department, County Hall,
St. Anne's Crescent, Lewes, East Sussex, BN7 1UE

Tel: 01273 482248
Email: russell.greig@eastsussex.gov.uk



Area Surveyed:
Our ref: A6108 London Rd, Uckfield, by “Chichester Caravans”

Grid Ref: 547376, 123088

Monitoring Period: 07 December to 15 December 2022

Methodology:

The survey was carried out using a Speed Detection Radar (SDR), attached to a post at the location.

Results:
The volume and speed of traffic were recorded and the results are displayed as summaries.

The average 85th percentile speed over twenty four hours was recorded as:

A6108	northbound	43 miles per hour
	southbound	48 miles per hour

The 85th percentile speed is the speed at, or below, which 85 percent of the traffic is travelling, or viewed another way, the speed that only 15 percent of drivers exceed.

The average speed over twenty four hours was recorded as:

A6108	northbound	37 miles per hour
	southbound	40 miles per hour

The average speed is the speed at, or below, which 50 percent of the traffic is travelling, or viewed another way, the speed that only 50 percent of drivers exceed.

East Sussex County Council’s Transport Monitoring Team carries out a range of transport surveys including:

- Classified Turning Counts
- Journey Time Surveys
- Bus Time Surveys
- Pedestrian Counts
- Passenger Counts
- Parking Surveys
- Automatic Volumetric Counts
- Radar Speed Surveys
- Cycle Surveys
- Video Surveys

Historical data is available from numerous sites across East Sussex.