



Land at Bird in Eye Farm
South of Bird in Eye Hill
Uckfield

TRANSPORT ASSESSMENT

PART 1 – Report + Appendices 1-10

On behalf of
Croudace Homes Limited and
Mr & Mrs Berry

Croudace
HOMES.CO.UK



ITR/MT/5330/TA.3

April 2021

Experience and expertise working together

EXECUTIVE SUMMARY

Bellamy Roberts LLP has been instructed by Croudace Homes Limited and Mr & Mrs Berry to prepare a Transport Assessment in support of an outline planning application for up to 290 dwellings on land at Bird in Eye Farm, South of Bird in Eye Hill, Uckfield.

The site is located on land to the south of Bird in Eye Hill (B2102), approximately 1.2km walking distance east of Uckfield town centre and easy access can be gained to the local shopping facilities, health facilities, schools, and nurseries. As part of the proposal, a shared footway/cycleway link within the site will be provided to the existing footway on Bird in Eye Hill and improvements to the existing bus service 231 and to the existing bus stops close to the application site are proposed.

Extensive discussions have been held with the County Highway Authority (CHA) and Local Planning Authority (LPA) which has included pre-application meetings with the CHA on 5th September and 5th December 2019, and LPA on 30th January 2020. Pre-application comments were received from both Authorities on 31st January 2020 and 28th February 2020, respectively.

It has been demonstrated that commensurate visibility splays can be provided at the proposed site access based on the recorded 85th percentile speeds. The Highway Authority fully support the extension to the 30mph limit to assist with promoting sustainable travel to/from the site. The internal road widths conform to the advice within Manual for Streets (MfS) and the East Sussex County Council Highway Design Guide. Footways are provided throughout the site, measuring 2m wide, and a footpath link will be provided to the existing footway network on Bird in Eye Hill. Car and cycle parking will be provided in accordance with the ESCC standards.

To accommodate the increase in traffic from the proposed development of up to 290 units, it is proposed to link the two signalised junctions via a SCOOT type system. It has been demonstrated that the proposed improvements will provide sufficient capacity to accommodate the proposed development traffic and will provide an overall highway benefit at the junctions within the centre of Uckfield, particularly during the PM network peak hour.

A considerable package of measures is proposed to mitigate the impact of the proposed development and are summarised as follows:

- Extension to 30mph speed limit;
- Bus stop improvements;

- Bus service improvements;
- Car -club scheme;
- Framework Travel Plan;
- Installation of SCOOT system at town centre junctions;
- On-street parking improvements along Framfield Road; and
- Pedestrian and cycle improvements along Bird in Eye Hill/Framfield Road.

A Framework Travel Plan has been produced, the objective of which will be to reduce the number of single occupancy car trips and promote more sustainable forms of travel for the residential and school element of the proposal.

Overall, the proposed development would integrate well into the highway network without having a severe cumulative impact on the surrounding road network.

CONTENTS

1.0	INTRODUCTION	1
2.0	PLANNING POLICY	7
3.0	EXISTING SITE & LOCAL HIGHWAY NETWORK	12
4.0	ACCESSIBILITY	16
5.0	DEVELOPMENT PROPOSAL	25
6.0	TRAFFIC GENERATION & DISTRIBUTION	29
7.0	JUNCTION CAPACITY ANALYSES	32
8.0	MITIGATION	39
9.0	SUMMARY & CONCLUSIONS	44

APPENDICES

Appendix 1	Pre-Application Comments (CHA & LPA)
Appendix 2	Site Location Plan (5330/301 Rev. A)
Appendix 3	Automatic Traffic Counter Results (July 2019)
Appendix 4	Junction Turning Count & Queue Length Surveys (July 2019)
Appendix 5	Junction Turning Count & Queue Length Surveys (October/November 2020)
Appendix 6	CrashMap Collision Data
Appendix 7	PRoW Plan (5330/304 Rev. B)
Appendix 8	Pedestrian & Cycle Isochrone Plans (5330/302 Rev. C & 303 Rev. B)
Appendix 9	Existing Bus Routes (5330/305 Rev. C)
Appendix 10	Proposed Site Access Arrangement (5330/006 Rev. F)
Appendix 11	Proposed Speed Limit Extension (5330/008 Rev. C)
Appendix 12	Stage 1 Road Safety Audit
Appendix 13	Adopted Highway Boundary
Appendix 14	Swept Path Analysis (5330/201-223 Rev. A)
Appendix 15	TRICS Output
Appendix 16	Traffic Distribution Data (2011 Census)
Appendix 17	Proposed Traffic Distribution/Assignment (5330/406 Rev. A & 405 Rev. D)
Appendix 18	LinSig Modelling Results – Base Year Assessments (2020 & 2027)
Appendix 19	LinSig Modelling Results – Design Year Assessment (2027)
Appendix 20	PICADY Modelling Results – Site Access

- Appendix 21 Bus Stop Improvements (5330/016 Rev. C)
Appendix 22 Proposed Bus Service Improvements (Compass Travel)
Appendix 23 Co-Wheels Car Club Proposal
Appendix 24 Framfield Road Existing Parking Regime (5330/009 Rev. A & 010 Rev. A)
Appendix 25 On-Street Parking Survey Results (TSP)
Appendix 26 Framfield Road Proposed Parking Regime (5330/017 Rev. B & 018 Rev. B)

QUALITY MANAGEMENT

Report Issue No.	Status	Date	Author	Authorised
ITR/MT/5330/TA.1	Draft	27.04.20	MT	ITR
ITR/MT/5330/TA.2	2 nd Draft	06.04.21	MT	ITR
ITR/MT/5330/TA.2	Final Issue	26.04.21	MT	ITR

1.0 INTRODUCTION

- 1.1 Bellamy Roberts LLP has been instructed by Croudace Homes Limited and Mr & Mrs Berry to prepare a Transport Assessment to review the highway and transportation impacts in support of an outline planning application for up to 290 dwellings on land at Bird in Eye Farm, South of Bird in Eye Hill, Uckfield. For clarity, the location of the site and red line site boundary is shown at Figure 1 below.

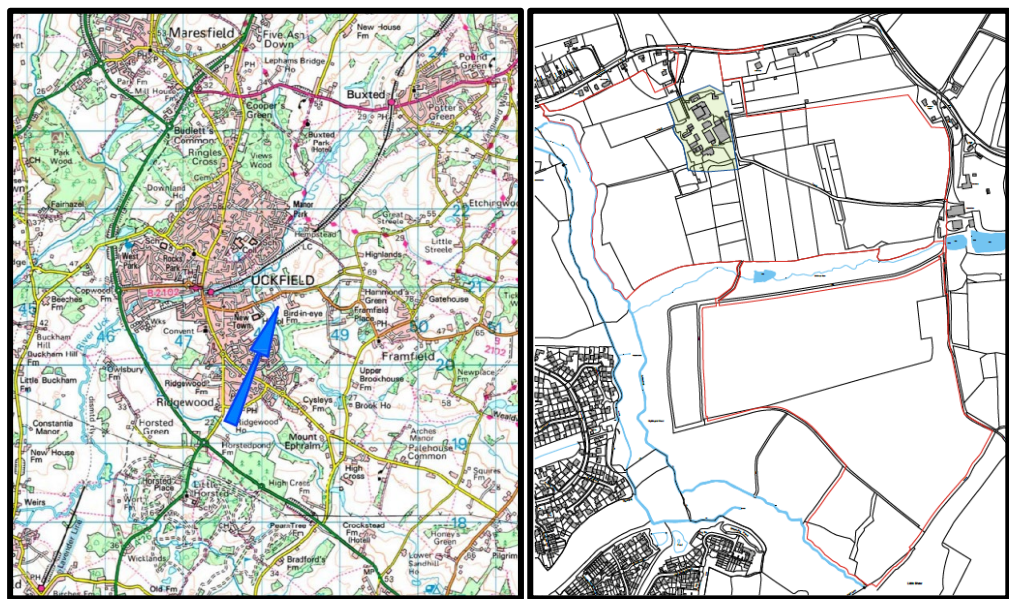


Figure 1: Site Location Plans

Pre-Application Consultation

- 1.2 Extensive discussions have been held with the County Highway Authority (CHA) and Local Planning Authority (LPA) which has included pre-application meetings with the CHA on 5th September and 5th December 2019, and LPA on 30th January 2020. Pre-application comments were received from both Authorities on 31st January 2020 and 28th February 2020 respectively (see **Appendix 1**).
- 1.3 The Highway Authority recommended and support extending the existing 30mph speed limit on Bird in Eye Hill beyond the proposed site access, to enhance sustainable modes of transport (walking and cycling) along Bird in Eye Hill from the site towards the centre of Uckfield.

- 1.4 To assist with discussions at the pre-application stage, Bellamy Roberts undertook initial traffic surveys of the local highway network in July 2019, which included the following:
- Two Automatic Traffic Counters (ATC) on Bird in Eye Hill either side of the proposed site access (9th-15th July 2019); and
 - Turning count and queue length surveys at the Framfield Road/High Street/Bridge Farm Road signalised crossroads and High Street/Bell Lane signalised T-junction within the centre of Uckfield (9th July 2019).
- 1.5 At the pre-application stage, a development of 275 units was assessed and the County Highway Authority (CHA) was provided with junction capacity assessments of the two key town centre junctions, both of which were validated using data from the queue length surveys. Within their pre-application comments, the CHA requested a 7-day survey of the two key town centre junctions, and this was undertaken in October/November 2020. As will be considered later in this Transport Assessment, the flows recorded during the October/November 2020 surveys were comparable to those from July 2019.
- 1.6 It was requested by the CHA at the 5th December 2019 pre-application meeting that the assessment should consider committed developments in Uckfield, those being Mallard Drive (146 units) and Ridgewood Farm (up to 1,000 units). In addition, an outline scheme for 90 units on land off Eastbourne Road has recently been granted consent and this has been included within the assessment as committed development. A plan showing the application site and location of each committed development site, is provided at Figure 2.

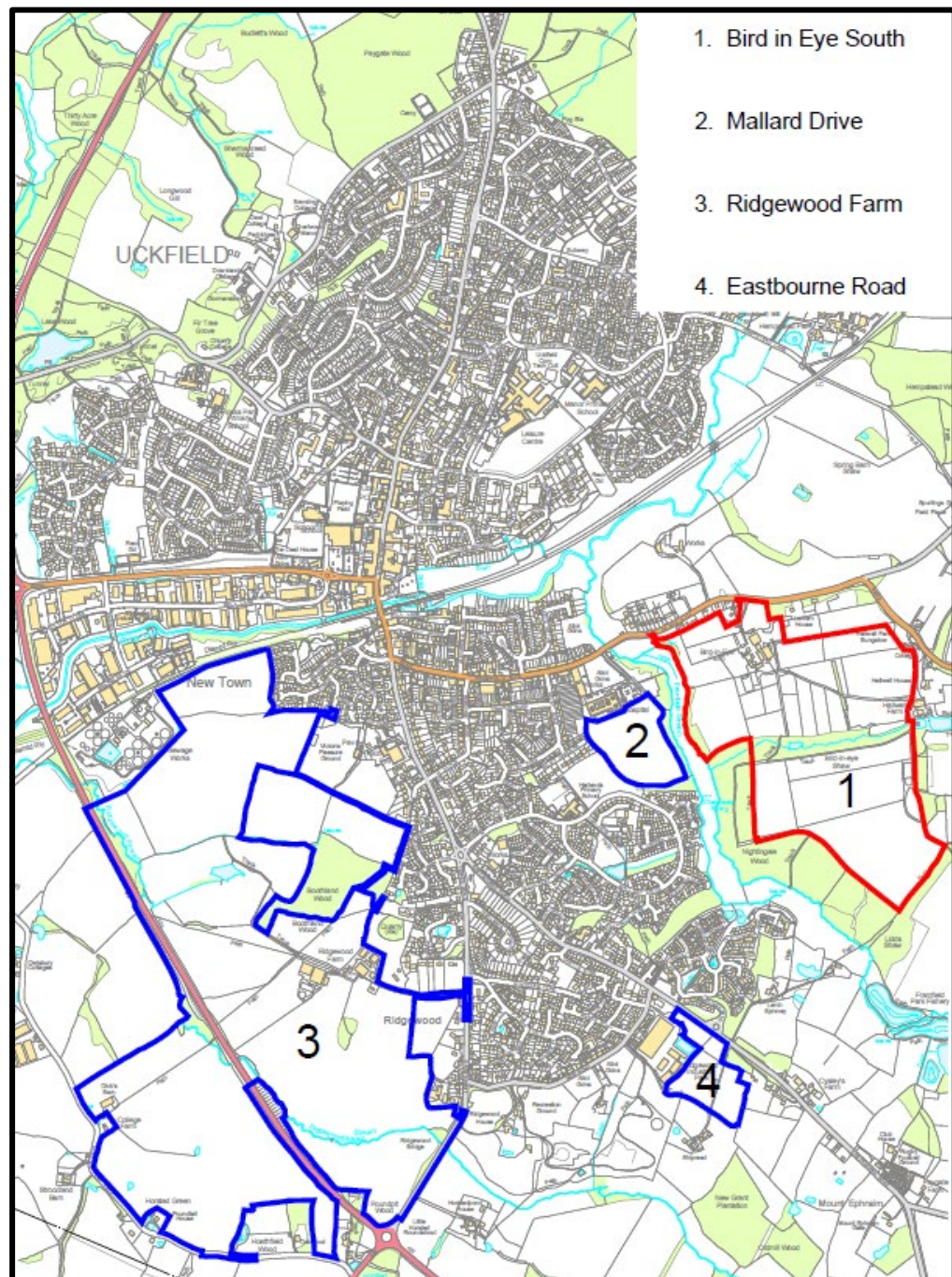


Figure 2: Location of Identified Committed Development Sites

- 1.7 Such an approach is consistent with the pre-application advice received from the CHA and Government guidance which states that the cumulative impact arising from other committed developments should be considered. Committed development is defined as development that is either consented, under construction or where there is a reasonable degree of certainty that it will proceed within the next 3 years.

- 1.8 The Draft Wealden Local Plan was rejected by the Planning Inspector in 2019 and was subsequently withdrawn. The LPA stated in their pre-application response of February 2020, that the withdrawal of the Draft Local Plan in 2019 has resulted in a '*policy vacuum*' and has resulted in the LPA/CHA being plan for future large-scale development in Uckfield. To address this, the LPA/CHA has requested that in addition to assessing committed developments, consideration also be given to non-committed (i.e., speculative) development sites. Until this cumulative assessment has been undertaken, the CHA has advised they will be unable to recommend approval of any large-scale development in Uckfield.
- 1.9 However, Bellamy Roberts do not agree that the lack of a Local Plan should prevent the LPA/CHA from determining planning applications. The process for determining an application is set out clearly within the NPPF and the tests therein. Indeed, the Local Planning Authority in their pre-application response (February 2020) stated that "*the NPPF would be a significant material consideration*". In this regard, paragraph 109 of the NPPF states that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety or would result in a severe residual cumulative impact on the road network. To reiterate, Government guidance states the cumulative impact is that which arises from developments that are *committed*, there is no requirement for a planning application to consider "speculative" development elsewhere.
- 1.10 Nevertheless, and to assist the CHA and LPA, Bellamy Roberts has prepared a pre-application Statement of Common Ground (SoCG) in collaboration with the developer parties associated with four specific residential development sites in Uckfield identified by the LPA/CHA. The possible development sites which have been identified are set out below:
- Bird in Eye South (Croudace Homes) - up to 290 units
 - Bird in Eye North (Martin Grant Homes) - circa 240 units
 - Horsted Pond Farm (Castlefort Homes) - up to 450 units
 - Downlands Farm (Gleeson Homes) - up to 550 units
- 1.11 A plan showing the location of each the speculative development sites above, relative to the location of the application site, is provided at Figure 3.

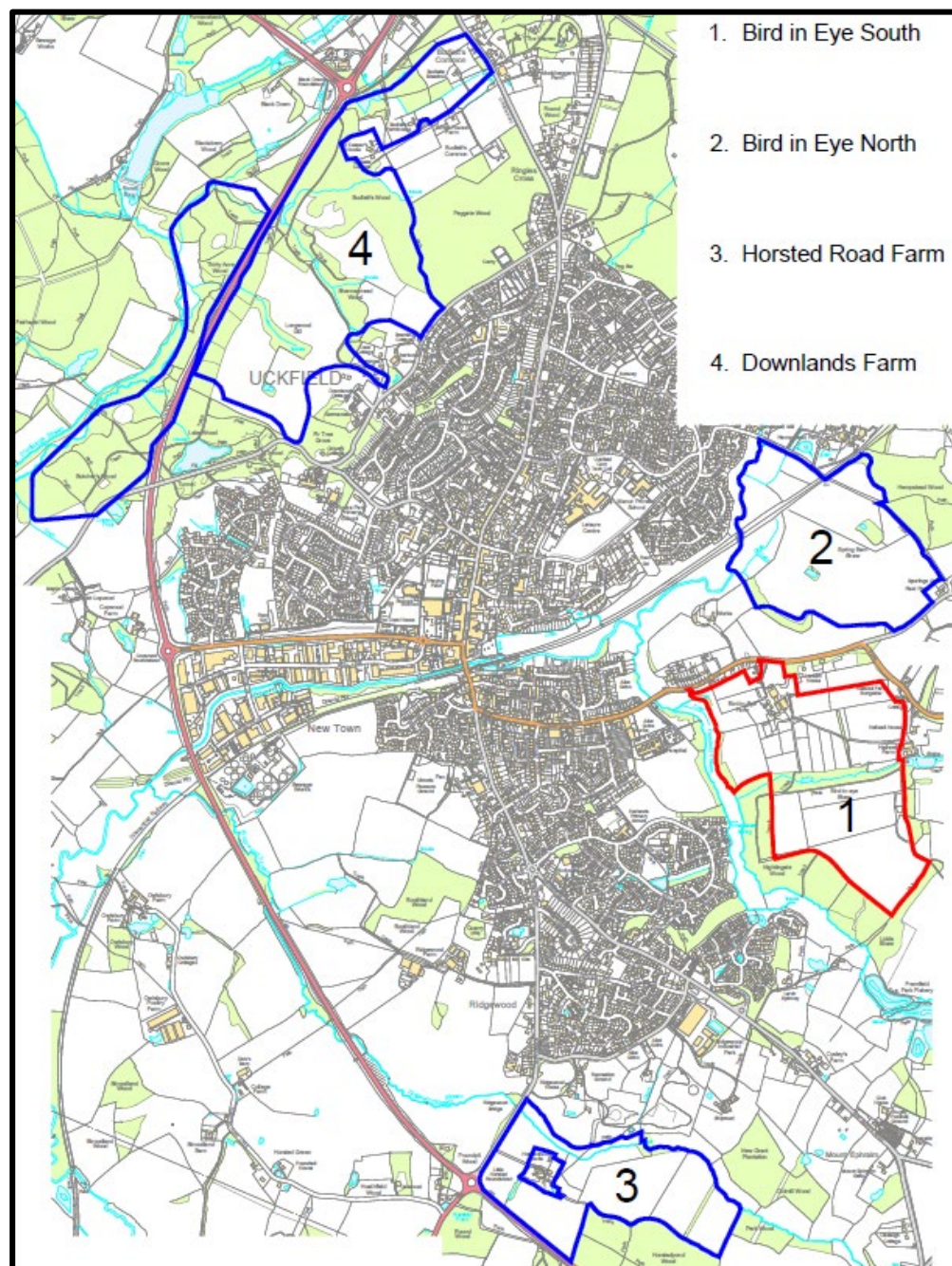


Figure 3: Location of Speculative Development Sites in Uckfield

- 1.12 The LPA has requested that the SoCG be prepared to ensure a collaborative approach is taken when assessing the cumulative impact of the developments on the highway infrastructure in Uckfield. Discussions with regards to assessing this cumulative impact are ongoing with the CHA and LPA.

Scope of Assessment

- 1.13 The Transport Assessment has been prepared in accordance with the pre-application response received from the CHA and considers the transport and highway issues resulting from the proposed development and the identified committed developments. In particular, it assesses the safety and capacity of the proposed access arrangement, quantifies the likely traffic generated by the site and committed developments, and the resultant impact on the local network, and whether safe pedestrian access can be achieved. The Report also identifies how the impact of the scheme will be mitigated and how sustainable travel opportunities will be delivered, and in this regard, discussions have been held with the local bus operator (Compass Travel) and the car club company Co-Wheels.

The Structure of Report

- 1.14 The structure of the Transport Assessment has been set out below:
- Section 2:** Provides an overview of national and local transport policies.
- Section 3:** Describes the existing transport conditions within the vicinity of the site including opportunities to travel via walking, cycling and public transport, and provide an overview of the characteristics of the highway network.
- Section 4:** Considers the sustainable transport connections to the local facilities and services.
- Section 5:** Describes the development proposals including the proposed site access, parking provision (car and cycle) and servicing arrangements.
- Section 6:** Considers the traffic generation (vehicles) of the scheme and provides an assessment of the cumulative impact on the local highway network.
- Section 7:** Provides the results of the junction capacity assessments undertaken to assess the impact of the proposal on the local highway network.
- Section 8:** Provides the summary of the proposed measures to mitigate the impact of the proposed development.
- Section 9:** Provides the summary of the Assessment and concludes that:
- The site offers realistic opportunities for the residents and visitors to the proposal to use suitable modes of transport and would provide development in a sustainable location.

- The access to the site would provide safe and suitable access for all users.
- The traffic generated by the development together with the cumulative impacts of committed development could be safely accommodated on the local highway network without creating a severe impact.

2.0 PLANNING POLICY

- 2.1 This section of the Transport Assessment provides a summary of the relevant National and Local transport planning policies.

National Planning Policy Framework (NPPF)

- 2.2 National Planning Policy Framework (NPPF) was revised and published in February 2019 and sets out the Government's current planning policies guidance on how these are expected to be applied in transport terms.

- 2.3 Paragraph 11 states that "*plans and decisions should apply a presumption in favour of sustainable development*". Furthermore:

"For decision-taking this means:

- *approving development proposals that accord with an up-to-date development plan without delay; or*
- *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁶; or*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".*

- 2.4 Paragraph 102 states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places”.*

2.5 Under the heading of ‘Considering Development Proposals’, paragraph 108 sets out the three key transport requirements:

“In assessing sites that may be allocated for development in plans, or specific applications for development, 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.*

2.6 Paragraph 109 identifies situations where development should be refused on transport grounds noting that:

“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

2.7 Paragraph 110 then states that within the context of applications for development should:

- a) *“Give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas;*
- b) *Second – so far as possible – to facilitating access the high quality public transport, with layouts that maximise the catchment area for bus, public transport services, and appropriate facilities that encourage public transport us;*
- c) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport*
- d) *Create places that are safe, secure and attractive – which minimises the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character in the design standards.*
- e) *Allow the efficient delivery of goods, and access by service and emergency vehicles;*
- f) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.8 Paragraph 111 goes on to state 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 likely impacts of the proposal can be assessed.”*

2.9 It will be shown within this Report that all the above policies and requirements are met associated with this development. A Travel Plan has been prepared and has been submitted as a separate application document.

National Planning Policy Guidance NPPG

2.10 The NPPG seeks to bring together planning guidance across all disciplines in an accessible way as well as to provide a clear link between guidance and the objectives of the NPPF. The NPPG discusses the role of transport plans and transport assessments/statements and how they relate to each other.

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement and transport assessments and statements can be used to establish whether

the residual transport impacts of a proposed development are likely to be severe, which may be a reason for refusal, in accordance with the National Planning Policy Framework (NPPF)."

Local Policy

Wealden Local Plan

- 2.11 Wealden District Council formally withdrew its draft Local Plan on 19th February 2020, following its Stage One examination process. The draft Local Plan was declared 'unsound' following an Examination in Public (EiP) in summer 2019.

Wealden Core Strategy Local Plan (February 2013)

- 2.12 The Core Strategy is the over-arching planning policy document for the Wealden District Area and sets out the Council's vision for the future development of the area, over the period up to 2027.
- 2.13 With regards to reducing the need to travel by car, policy SP07 states the following:
"We will encourage reduction of the need to travel by car by concentrating development where it can most closely relate to public transport opportunities, improving the offer of our towns in terms of retail, leisure and recreation and by making it easier to travel by more sustainable modes of transport. We want to see noticeable improvements in journey quality for those people making trips on foot, bicycle or by public transport".
- 2.14 With regards to Uckfield, paragraph 6.7 states the following:
"Uckfield benefits from a rail link to London, and it is intended to continue to safeguard the potential extension to Lewes where it could connect to another part of the national network...A centrally located bus station, adjacent to the railway station, provides a transport hub with a wide range of services to neighbouring towns and villages".
- 2.15 With regards to traffic congestion within the centre of Uckfield, paragraph 6.6 states the following:
"There is significant traffic congestion in the town centre at the junction of the B2102/Lower High Street and at the Bell Lane roundabout. The Highway Authority is currently modelling design solutions for delivery of a

traffic management scheme in the town centre aimed at addressing these issues”.

Adopted Wealden Local Plan (1998)

2.16 As of September 2007, a number of policies in the Wealden Local Plan were saved by approval of the Secretary of State.

2.17 Saved policy TR3 states the following:

“Planning applications for new developments will be permitted where the following criteria are met:

- (1) the proposed development does not create or perpetuate unacceptable traffic conditions;
- (2) a satisfactory means of access (vehicular, cycle and pedestrian) is provided to meet Local Planning and Highway Authority standards;
- (3) where appropriate the provision of suitable public transport facilities”.

2.18 With regards to pedestrian routes, policy TR13 states the following:

“The Council will seek to secure the provision of safe and convenient pedestrian routes in new developments, which should link to the existing footpath network where appropriate”.

2.19 With regards to car parking, policy TR16 states the following:

“In considering all development proposals, the Council will require the on-site provision of vehicle parking and servicing in accordance with the standards set out in Appendix 6”.

2.20 Paragraph 17.22 states the following:

“In the town centre, some congestion occurs along the High Street and Bell Farm Road, particularly at peak times. However, since the by-pass opened, the town centre has benefitted from the removal of through traffic in particular heavy goods vehicles”.

Car and Cycle Parking Standards

2.21 The pre-application comments received from the Highway Authority state that car and cycle parking provision for the proposed development should accord with the

ESCC parking demand calculator. This is considered in greater detail later in the Report.

Policy Summary

2.22 The proposed development has been assessed against the relevant local and national transport policies. With reference to the three tests as set out within the NPPF, the proposed development will demonstrate the following:

- Appropriate opportunities to promote sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network and in terms of capacity and congestion or on highway safety can be cost effectively mitigated to an acceptable degree.

3.0 EXISTING SITE AND LOCAL HIGHWAY NETWORK

3.1 This section of the Transport Assessment sets out the location of the site and includes a review of the current operation of the existing highway network, with an assessment of the recent collision record.

Site Location

3.2 The site is located on land to the south of Bird in Eye Hill (B2102), approximately 1.2km walking distance east of Uckfield town centre. For reference, a site location plan is provided at **Appendix 2**.

3.3 The application site currently comprises Bird in Eye Farm which provides a variety of workshops, storage units, offices, and livery uses, all of which are accessed from Bird in Eye Hill. This element of the farm is to remain and no changes to this use are proposed, albeit improvements are proposed at the site access to serve the proposed development.

Local Highway Network

3.4 The site is accessed from Bird in Eye Hill (B2102) which is a two-way single carriageway road linking Uckfield to the west, with the village of Cross in Hand to

the east, via Framfield. In the vicinity of the application site, Bird in Eye Hill is 'de-restricted' and subject to the national speed limit for single carriageway roads of 60mph. The speed limit changes to 30mph approximately 450m west of the proposed site access. To the west of the site, Bird in Eye Hill becomes Framfield Road which in turn meets the High Street and Bridge Farm Road at signalised cross-roads. To the north of this, the High Street meets Bell Lane at a signalised T-junction.

3.5 The existing site is accessed via a simple priority T-junction from the southern side of Bird in Eye Hill. The proposal will relocate this access approximately 30m to the east to serve the proposed development and is supported by the CHA. In addition to providing access to the existing farm, access is also provided to two residential properties. The relocated site access will serve the farm and existing properties.

3.6 The Bird in Eye Hill carriageway in the vicinity of the proposed site access is approximately 5.5m wide and allows for two-way, free flowing traffic (ref. MfS figure 7.1). A footway is present along the southern side of Bird in Eye Hill and provides a route from the north-western corner of the application site to the centre of Uckfield. The main pedestrian/cycle access to the site will be achieved from this location. As part of the proposal, a footpath link within the site will be provided to the existing footway on Bird in Eye Hill. This route within the site will be 3m wide to facilitate its use as a shared footpath/cycleway, as requested by the Highway Authority.

Baseline Traffic Flows

3.7 To determine the approach speed and volume of traffic along Bird in Eye Hill in the vicinity of the application site, two Automatic Traffic Counters (ATCs) were installed on Bird in Eye Hill either side of the proposed site access. The ATCs were installed for a 7-day period between the 9th and 15th July 2019. A summary of the recorded 85th percentile dry-weather speeds are provided below:

- Eastbound – 42.4mph
- Westbound – 45.9mph

3.8 In addition to recording speed of traffic, the ATC also recorded vehicle flow data which is summarised in Table 1. The full results of the ATC are provided at **Appendix 3.**

Table 1: Summary of ATC Traffic Flow Data (5-day Average)

Time Period	Eastbound	Westbound	Two-Way
Morning Peak 0800-0900	152	258	410
Evening Peak 1700-1800	239	158	397
Daily Flows (24 Hour)	2,072	2,168	4,240

3.9 Classified turning count and queue length surveys were undertaken at the Framfield Road/High Street/Bridge Farm Road signalised crossroads and at the Bell Lane/High Street signalised T-Junction. The surveys were undertaken on 9th July 2019, during the recognised highway peak hours of 0800-0900 and 1700-1800. The results of the 2019 turning count and queue length surveys are provided at **Appendix 4**.

3.10 Within their pre-application comments, the Highway Authority stated that a 7-day survey of the town centre junctions is required to before the Highway Authority are able to comment on the suitability of the traffic modelling undertaken to consider the impact of the proposed development. As requested, additional turning count/queue length surveys were undertaken at the two town centre junctions over a 7-day period, between 14th-19th October and 3rd November 2020. The flows recorded during the October/November 2020 surveys were comparable to those from July 2019.

3.11 The survey equipment was damaged on 20th October and so no data from this date was achievable. As such, an additional day's worth of data was collected on 3rd November to account for this loss. With regards to terms dates, half-term for East Sussex (including Uckfield College) was 26th - 30th October. The surveys were therefore undertaken within term time. The full results from the October/November 2020 surveys are provided at **Appendix 5**.

Personal Injury Collision Data

3.12 Personal injury collision data has been obtained for the most recent 3-year period (2018-2020), from the CrashMap website. The data collected is provided at **Appendix 6** and has been summarised in the following paragraphs.

3.13 The data reveals that 7 accidents have occurred on the local highway network within the survey area, which includes Bird in Eye Hill/Framfield Road between Sandy Lane and the High Street, and the High Street from Framfield Road to Bell Lane. Of the recorded collisions, 5 were classified as slight and 2 as serious. The location of the recorded accidents is shown on Figure 4. The location of the application site is denoted by the red shaded area.

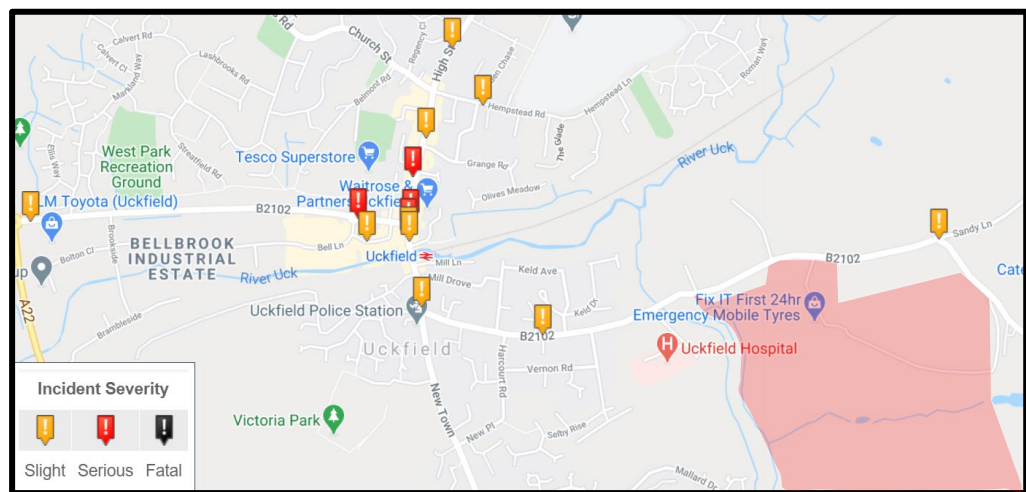


Figure 4: Location of Recorded Collisions

3.14 The data reveals two 'slight' accidents along Bird in Eye Hill/Framfield Road, both of which involved a car and a goods vehicle. One 'slight' collision was recorded at the High Street/Framfield Road signalised junction; however, this data is stated as being 'provisional', and no details of the vehicles involved is available at time of writing. The 4 remaining collisions (2 'slight' and 2 'serious') occurred at the Bell Lane/High Street signalised junction, one of which involved two cars and the remainder involved a car and pedestrian. The three collisions involving pedestrians appear to be spread across this junction, and not confined to a particular crossing point.

3.15 Having undertaken a review of the collision record, there is no evidence within the recorded data that the accidents occurred as a result of deficiencies within the local highway network. The data does not highlight any material safety concerns on the local highway network. There are no clusters of accidents, nor specific patterns of accidents that would suggest an underlying highway safety issue.

Summary

- 3.16 The traffic survey data demonstrates that Bird in Eye Hill is relatively lightly trafficked and vehicle speeds are below the speed limit of 60mph.
- 3.17 A detailed review of the available accident data has been undertaken and does not identify any specific road safety problems with the local highway network.

4.0 ACCESSIBILITY

- 4.1 This section of the report considers the accessibility of the site, and in particular the sustainable transport connections.

Walking & Cycling

- 4.2 It is recognised that walking is the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The site is within a 1.2km radius of Uckfield centre and therefore ideally located to walk, giving residents and visitors the realistic option of using this alternative mode of transport.
- 4.3 Summarised at Figure 5 are the results of the 2018 National Travel Survey of England, which reveals that the majority (80%) of journeys under one mile (1.6km) are undertaken on foot. The data also shows that 15% of journeys between 1 and 5 miles (1.6 to 8km) will likely be undertaken on foot also.

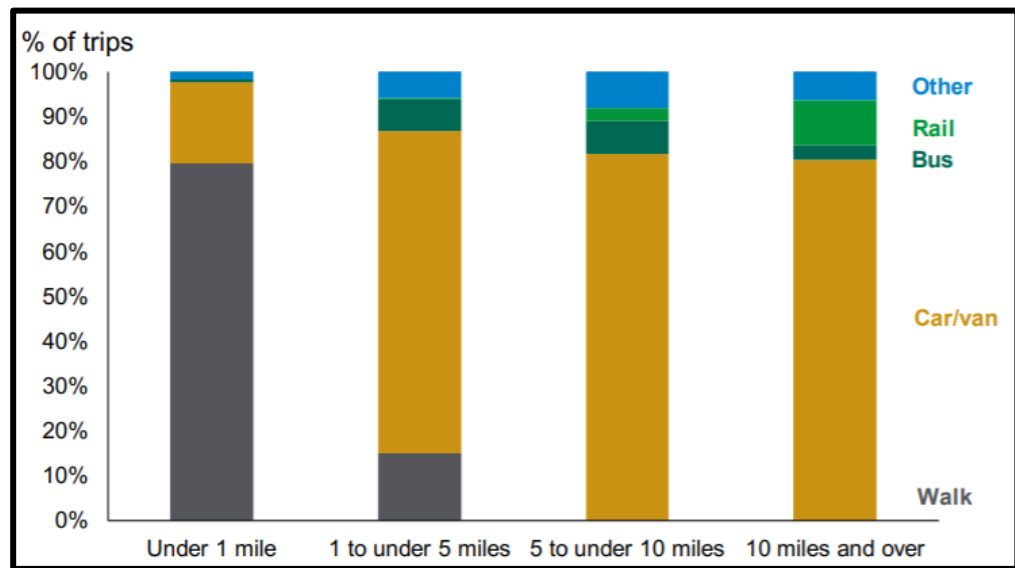


Figure 5: National Travel Survey, England 2018

4.4 The 1.6km distance (1 mile) is referenced in the published Chartered Institute of Highways and Transportation (CIHT) guidance “Planning for Walking” 2015, which states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive”.

4.5 As such, providing new homes on the application site, within 1.2km of the facilities available within Uckfield would provide a realistic opportunity for trips to be made on foot. The quoted distance of one mile (1.6km) is not the maximum that people are prepared to walk, not that development must be located within one mile of everything. It is evidence from the National Travel Survey (NTS) data that approximately 15% of journeys between 1 to 5 miles (1.6km to 8km) are undertaken on foot.

4.6 Footways are present on both sides of Bird in Eye Hill west of the application site. The current footway along southern side of Bird in Eye Hill terminates

approximately 360m west of the existing vehicular site access. At this location, it is proposed that a dedicated pedestrian/cycle access is provided from the application site to tie into the existing footway network. The proposed extension to the 30mph speed limit (recommended and supported by the CHA) will include this section of footway, enhancing this route and providing a safer and more attractive route for pedestrians and cyclists using this part of the highway network.

- 4.7 Along the northern side of Bird in Eye Hill/Framfield Road a footway runs from the town centre and terminates at a point close to the hospital access, approximately 475m west of the existing vehicular access to the application site.
- 4.8 The existing footway network varies in width but is generally in excess of 1.5-1.8m wide, and 1m at its narrowest in the vicinity of 2-8 Framfield Road. AT this location, it is proposed that a crossing point be provided to the northern side of Framfield Road. The pedestrian route west of the application site crosses a number of side streets along both sides of Bird in Eye Hill/Framfield Road, and it is proposed that tactile paving be installed at these locations to improve this route.
- 4.9 There are a number of Public Rights of Way (PRoW) in the vicinity of the site. A plan illustrating these footpaths and bridleways is attached at **Appendix 7**.
- 4.10 Whilst there are is dedicated on-carriageway cycle provision on the local highway network, such as shared footway/cycleways or on-carriageway cycle lanes etc., advanced stop-lines for cyclists are provided on all arms at the two, town centre signalised junctions. It is evident therefore that the CHA considers the local highway network to be of a suitable and safe standard to encourage cycle use and the proposed extension to the 30mph speed limit to include this area (supported by the Highway Authority) will reduce speeds along Bird in Eye Hill and help to encourage safer cycle use.
- 4.11 The application site currently comprises Bird in Eye Farm which provides a variety of workshops, storage units, offices, and livery uses, all of which are accessed from Bird in Eye Hill. These uses will remain post development and will be accessible to future residents, further enhancing the application site's sustainability.

4.12 The centre of Uckfield is located within a 1.2km walking distance from the application site and is easily accessible to future residents. Pedestrian and cycle isochrone plans have been produced and are attached at **Appendix 8**. It is evident that access can be gained to the local shopping facilities, health facilities, schools, and nurseries. Table 2 identifies many facilities are located within easy walking distance of the site.

Table 2: Facilities within Easy Walking and Cycling Distance of Development Site

Purpose	Destination	Type of Service	Walk/Cycle Distance (m)	Walk Time (mins)	Cycle Time (mins)
Education	Signing Happy Babies	Pre-School	1300	17:00	05:00
	St Philips Catholic Primary School	Primary School	1600	20:00	06:00
	Framfield C of E Primary School	Primary School	2000	24:00	06:00
	The Old Grammar School	School	2000	25:00	09:00
Retail	Resin Bonded Ltd	Building Materials Supplier	BiE Farm	NA	NA
	J T Vehicle Body Repair	Car Body Shop	BiE Farm	NA	NA
	RP Autos	Vehicle Repair Shop	400	18:00	07:00
	D M R	Vehicle Repair Shop	500	00:00	00:00
	Wood Solutions	Woodworking Supply Shop	1200	00:00	00:00
	Frills All Round	Baby Shop	1400	05:00	02:00
	Uckfield News	News-stand	1500	07:00	04:00
	Metique Tea Tree Oil Products	Beauty Supply Store	1500	15:00	06:00
	Bump N Scuff	Car Body Shop	1600	18:00	07:00
	Waitrose & Partners	Supermarket	1700	20:00	07:00
	Southwood Joinery	Manufacturer	1800	20:00	07:00
	Tesco Superstore	Supermarket	1800	21:00	07:00
	SPLASH PARTY TUBS	Hot Tub Shop	2000	22:00	08:00
Food & Drink	Mitchell & Cooper Ltd	Catering Supplier	800	24:00	08:00
	Alma Arms	Pub	1000	24:00	09:00
	J & B Butchers	Butchers	1100	25:00	09:00
	EpiCatering	Catering Supplier	1100	11:00	05:00
	Golden Dragon	Chinese Takeaway	1100	13:00	05:00
	Happy Cod Fish & Chips	Fish & Chips Takeaway	1100	13:00	05:00
	Cater Hire Equipment Services	Catering Supplier	1200	14:00	05:00
	Uckfield Tandoori Restaurant	Indian Restaurant	1400	15:00	05:00
	The Station	Pub	1500	15:00	05:00
	Hog Roast Sussex	Mobile Caterer	1700	15:00	05:00
	Hare & Hounds	Pub	1700	15:00	05:00
	The Highlands Inn	Pub	1800	18:00	07:00
	Cakes by Kasa	Cake Shop	2000	19:00	07:00

Table 2: continued

Purpose	Destination	Type of Service	Walk/Cycle Distance (m)	Walk Time (mins)	Cycle Time (mins)
Leisure	Blush Beauty Room	Beauty Salon	BiE Farm	NA	NA
	Uckfield Community Radio	Radio Broadcaster	BiE Farm	NA	NA
	D B TAXIS	Taxi Service	BiE Farm	NA	NA
	St Saviour's Church	Church	1000	14:00	05:00
	Rose Cottage	Lodging	1100	15:00	05:00
	Framfield Farm	Events Venue	1300	18:00	07:00
	Uckfield United Reform Church	Church	1400	18:00	07:00
	The Beauty Spot	Beauty Salon	1400	20:00	07:00
	R and R Taxis	Taxi Service	1500	21:00	07:00
	Our Lady & St Philip	Church	1600	21:00	08:00
	Turning Tide Pilates	Pilates Studio	1600	21:00	08:00
	Taxi Service	Taxi Service	1600	22:00	08:00
	St Thomas à Becket Church	Church	1900	24:00	08:00
	Taxirater	Taxi Service	1900	24:00	09:00
	Framfield Memorial Hall	Village Hall	2000	24:00	09:00
	Framfield Recreational Ground	Park & Garden	2000	00:00	00:00
Healthcare	Watkins Chiropractic	Chiropractor	BiE Farm	NA	NA
	Uckfield Community Hospital	Hospital	900	12:00	06:00
	Bird in Eye Surgery	Doctor	950	12:00	06:00
	Kamsons Pharmacy	Pharmacy	950	19:00	07:00
	Bupa Dental Care Uckfield	Dentist	1400	19:00	07:00
	Premier Care Nursing Agency	Temp Agency	1400	17:00	07:00
	Framfield Children's Home	Childrens Home	1400	20:00	07:00
	Fairfield House Vets	Veterinarian	1600	10:00	04:00
Bus Stop/Train Station	Community Hospital	Bus Stop	115	1:00	01:00
	Uckfield	Train Station	1500	21:00	05:00
	Uckfield Bus Station	Bus Station	1100	15:00	04:00
Public Services	Uckfield Police Station	Police Station	1400	24:00	10:00
	Uckfield Fire Station	Fire Station	1800	00:00	00:00

Table 2: continued

Purpose	Destination	Type of Service	Walk/Cycle Distance (m)	Walk Time (mins)	Cycle Time (mins)
Other	Foxdown Construction Ltd	Excavating Contractor	500	07:00	04:00
	South Coast Phones	Repair Service	900	12:00	05:00
	Matthew James Transport	Transportation Service	1000	13:00	05:00
	PS Tech	Telephone Company	1000	14:00	05:00
	Rachael's Handsome Hounds	Pet Groomer	1100	14:00	06:00
	Keith Driving School	Driving School	1100	15:00	06:00
	Mi Driving School	Driving School	1300	17:00	06:00
	PayAssist Ltd	Payroll Service	1400	18:00	07:00
	Cooper & Son	Funeral Director	1500	19:00	07:00
	Wilmot's Citroen Uckfield	Citroen Dealer	1500	19:00	07:00
	THE Gundog Trainer	Dog Trainer	1600	21:00	07:00
	Vicki Horscroft	Driving School	1600	21:00	07:00
	Goodwin Racing	Off Track Betting Shop	1600	21:00	08:00
	Watton Hall Ltd	Recruitment Agency	1600	21:00	08:00
	Peter Taylor Associates Ltd	Architect	1600	21:00	08:00
	Uckfield Driving School	Driving School	1700	21:00	08:00
	Horlock Holdcroft	Financial Advisor	1700	22:00	08:00
	Quarry Printing	Commercial Printer	1700	22:00	08:00
	Oldfield Smith & Co	Commercial Property Estate Agent	1700	22:00	08:00
	Rix & Kay Solicitors	Lawyer	1700	22:00	08:00
	C. J. Thorne & Co Ltd	Civil Engineering	1900	24:00	09:00

Public Transport

Bus Services

4.13 Bus stops are located on both sides of Bird in Eye Hill, approximately 115m west of the proposed pedestrian/cycle access to the site, close to the hospital access road. From here, access is gained to the following services:

- Route 231 – Compass Travel service between Uckfield Bus Station and Hurst Green;
- Route 261 – A community bus service providing a Saturday only service between Hartfield and Heathfield; and
- Route 318 and 331 – School bus services to/from Ringmer King's Academy and Uckfield Community College, respectively.

- 4.14 The route 231 provides weekday services between Uckfield Bus Station in the west and Hurst Green in the east, via Heathfield. Across the day, 7 eastbound services and 8 westbound services are available from the bus stops close to the application site. The first and last westbound services (towards Uckfield Bus Station) are at 0717 and 1725, respectively. The first and last eastbound services (towards Hurst Green) are at 0741 and 1741, respectively. A summary of the existing route 231 services accessible from the bus stops close to the application site are summarised in Table 3.

Table 3: Summary of Route 231 Bus Service (Uckfield Hospital Bus Stop)

Eastbound Services (Towards Hurst Green)	Westbound Services (Towards Uckfield Bus Station)
0741	0717
1031	0832
1211	1010
1356	1150
1441	1330
1556	1540
1741	1637
	1725

- 4.15 In partnership with the bus operator Compass Travel, improvements to the existing 231 service have been explored. Two options have been suggested by the bus operator which are summarised in the following paragraphs.
- 4.16 Option 1 would provide 6 additional eastbound and 4 additional westbound services to complement the existing Monday to Friday service. The additional services will primarily be between Uckfield and Heathfield, albeit with certain afternoon extensions to Etchingam Railway Station, at the times when the Heathfield section is already well covered. A summary of the proposed Option 1 timetable is provided in Table 4, those in red indicate the new service times.

Table 4: Summary of Improved Route 231 Timetable

Eastbound Services (Towards Hurst Green)	Westbound Services (Towards Uckfield Bus Station)
0741	0717
0851	0832
0946	0925
1031	1010
1131	1110
1211	1150
1301	1230
1356	1330
1441	1425
1502	1540
1556	1637
1656	1725
1741	

- 4.17 In addition to increased Monday-Friday services, a new Saturday service is also proposed between Uckfield and Heathfield, designed to operate a similar timetable to the Monday to Friday proposal.
- 4.18 Option 2 would provide an inter-peak service only to/from Heathfield only, running the same timetable as per Option 1 (summarised in Table 4) and includes the same Saturday timetable.
- 4.19 Compass Travel has provided Indicative costs for both options, which are discussed in the Mitigation section, later in this Report.
- 4.20 The proposed improvements would provide future residents with more attractive alternative travel options during the busy morning and evening peak periods, and throughout the day. It is suggested that the proposed improved bus service will be available on first occupation of the development.
- 4.21 In addition to improvements to the existing bus service set out above, it is proposed to improve the facilities at the two existing bus stops close to application site. The

existing provision is poor, with only a flag provided i.e., no shelter or seating. The proposed improvements will comprise bus shelters, seating, and Real Time Passenger Information (RTPI) signs at both bus stops. Furthermore, it is proposed that the section of footway between the westbound bus stop and pedestrian/cycle access to the proposed development be widened to 3m to facilitate its use as a shared footway/cycleway. Further details are provided within the mitigation section of this Report.

4.22 Further bus services are available from Uckfield Bus Station, which is located within the centre of Uckfield and a walking distance of approximately 1.3km from the proposed pedestrian/cycle access to the site. A summary of the services available from Uckfield Bus Station is provided in Table 5.

Table 5: Summary of Bus Services (Uckfield Bus Station)

No.	Destination	Frequency		
		Mon-Fri	Sat	Sun
28/29/29B/29X	Uckfield - Ringmer - Lewes - Brighton	1 per hour	1 per hour	1-2 per hour
31	Uckfield - Haywards Heath - Cuckfield	1 per hour	1 per hour	No Service
54	Eastbourne - Polegate - Hailsham - Uckfield	1 per hour	1 per hour	No Service
246 (Thu. only)	Uckfield - Sherfield Park	0950 & 1235	No Service	No Service
248 (Mon, Wed & Fri only)	Uckfield - Buxted - Hadlow Down	1030 & 1310	No Service	No Service
249 (Mon, Wed & Fri only)	Uckfield - Buxted - High Hurstwood	1150 & 1430	No Service	No Service

4.23 For clarity, a plan identifying the location of all nearby bus stops and available services is at **Appendix 9**.

Rail Services

4.24 Uckfield railway station is located approximately 970m walking distance from the application site. The station is the southern terminus of the Oxted branch line and provides direct services to London Bridge. All train services are operated by Southern.

4.25 The station typically provides one train per hour to London Bridge on weekdays and Saturdays. On Sundays, this is reduced to an hourly shuttle to Oxted. The

first weekday service to London Bridge is at 0531 and last train from London Bridge to Uckfield is at 2307.

- 4.26 The station provides significant cycle parking provision with 20 secure and covered cycle parking spaces within its car park, and a further 24 covered spaces located opposite the railway station, on the western side of the High Street.

Summary

- 4.27 In summary, the application site is located within easy walking distance (within 1.2km) of Uckfield town centre and easy access can be gained to the local shopping facilities, health facilities, schools, and nurseries. As part of the proposal, a shared footway/cycleway link within the site will be provided to the existing footway on Bird in Eye Hill and additional services on route 231 have been explored with the bus operator Compass Travel. In addition, improvements are proposed to the existing bus stops close to the application site.

- 4.28 While there are no designated cycle facilities in the vicinity of the site, advanced stop-lines for cyclists are provided on all arms at the two town centre signalised junctions. It is evident therefore that the CHA considers the local highway network to be suitable and safe to encourage cycle use. This would be further enhanced with the introduction of the 30mph speed limit which is supported by the Highway Authority), which will reduce speeds along Bird in Eye Hill and help to encourage cycle use.

- 4.29 It is evident that the application site is in an accessible area, there are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.

5.0 DEVELOPMENT PROPOSAL

- 5.1 The proposed development will provide up to 290 residential units on land to the south of Bird in Eye Hill.

Site Access

- 5.2 Vehicle access to the site will be achieved directly from Bird in Eye Hill, via a simple priority T-junction arrangement and a separate shared footway/cycleway connecting to the existing network at the north-east corner of the application site is proposed.
- 5.3 The proposed access arrangement is shown on plan 5330/006 Rev. F, attached at **Appendix 10**. The existing access serving Bird in Eye Farm will be closed off permanently with the site access relocated approximately 30-40m east of the existing access. In addition to serving the commercial units at Bird in Eye Farm, the existing access also serves one residential property. Access to this property will be taken from the proposed internal road network. As discussed earlier, the existing commercial units within Bird in Eye Farm will be retained and will be served from the new access road.
- 5.4 As summarised previously, Automatic Traffic Counters were installed either side of the proposed site access and recorded vehicle approach speeds of 42.4mph eastbound and 45.9mph westbound. When calculating commensurate visibility splays, MfS2 advises that the principles of MfS can be applied to any highway regardless of speed and recommends that *“as a starting point for any scheme affecting non-trunk roads, designers should start with MfS”* (ref. Table 1.1 MfS2).
- 5.5 It is evident that Framfield Road in the vicinity of the site access is not a trunk road, and the proposed extension of the 30mph speed limit to include the site frontage will allow the commensurate y-dimensions to be calculated as per the parameters set out in Manual for Streets (MfS). The MfS calculation uses a driver perception/reaction time of 1.5 seconds and deceleration rate of 0.45g (4.41m/s²), and based on the recorded 85th percentile speeds, the commensurate y-dimensions are 72.0m to the west and 78.5m to the east. The scheme incorporated a traffic island to the west of the access, allowing the visibility splay to be taken to the carriageway centreline, in accordance with MfS guidance (ref. paragraph 7.75).
- 5.6 As a sensitivity check, commensurate visibility splays have also been calculated based on DMRB parameters. In this regard, visibility splays of 2.4m x 90m and 2.4m x 120m are required to the west and east respectively (one step below desirable minimum).

- 5.7 The Highway Authority has recommended and supports the extension to the existing 30mph speed limit to include the site frontage and a plan showing the proposed speed limit relocation, with gateway feature, is provided at **Appendix 11**. In this regard, visibility splays of 2.4m x 40m are appropriate, with reference to Manual for Streets Table 7.1, and such splays are easily achievable at the proposed site access.
- 5.8 The proposed site access has been subject to a Stage 1 Road Safety Audit which is attached at **Appendix 12**.
- 5.9 A plan showing the location of the adopted highway boundary has been obtained from the CHA revealing that the proposed visibility splays are achievable within the public highway. A copy of the adopted highway boundary plan is provided at **Appendix 13**.
- 5.10 Within their pre-application comments, the Highway Authority consider that a right-turn lane will be appropriate to serve the scheme. They further state that the stack capacity should be determined based on the results of capacity modelling of the site access. Junction modelling of the site access has been undertaken (using the industry standard software Junctions9) and is discussed later in this Report. In summary, it demonstrates that the proposed layout (i.e., without right-turn lane) is sufficient to serve the development, with minimal queuing on the major arm. As such, the provision of a right-turn facility is not required to serve the proposal.
- 5.11 Pedestrian access will be achieved at the north-western corner of the application site, via a dedicated shared footway/cycleway connecting directly to the existing footway network. The Highway Authority has requested that this route be a minimum of 3m wide. The section of footway along the southern side of Bird in Eye Hill between the pedestrian cycle access and bus stops will be widened to 3m and designated as a shared footway/cycleway.

Internal Road Layout

- 5.12 The internal road widths will conform to the advice within Manual for Streets (MfS) and the East Sussex County Council Highway Design Guide. The main spine road width is 5.5m and will therefore allow the simultaneous two-way movement of two

large vehicles. Some internal routes will measure 4.8m wide which is suitable for a large vehicle and car to pass.

5.13 Footways are provided throughout the site, measuring 2m wide, and a shared footway/cycleway is provided to the existing footway network on Bird in Eye Hill. This route will be 3m wide as requested by the CHA, to enable its use as a shared footpath/cycleway.

5.14 Swept path analysis has been carried out to ensure refuse, fire tender and service vehicles can manoeuvre within the site conveniently and safely and leave in a forward gear. The numerous swept path TRACKS are illustrated within **Appendix 14** of this Report, demonstrating the suitability of the internal road network to accommodate the size and type of vehicle necessary to serve the site.

Parking Provision

5.15 Car and cycle parking will be provided in accordance with the ESCC parking demand calculator. A mix of allocated and unallocated parking will be provided, in accordance with the LPA standards. The scheme is in outline at present and as such the proposed mix of units is subject to change.

5.16 The LPA parking standards advise that parking spaces should measure a minimum of 5.0m x 2.5m, and garages should have minimum internal dimensions of 6m x 3m, or 7m x 3m if to be used for cycle storage. The guidance states that as garages are often not used for parking vehicles, each garage will only count as 1/3 space each i.e., for every 3 garages provided, they will only count as 1 parking space towards the overall parking requirement.

5.17 Notwithstanding this, applying such a blanket approach is contrary to MfS guidance which states at paragraph 8.3.41:

“Whether garages count fully will need to be decided on a scheme by scheme basis. This will depend on factors such as:

- The availability of other spaces, including on-street parking – where this is limited, residents are more likely to park in their garages;*
- The availability of separate cycle parking and general storage capacity – garages are often used for storing bicycles and other household items; and*

- The size of the garage – larger garages can be used for both storage and car parking, and many authorities now recommend a minimum size of 6m x 3m”.

5.18 The LPA’s recommended level of cycle provision is summarised in Table 6.

Table 6: Summary of LPA Cycle Parking Standards

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

Summary

5.19 It has been demonstrated that commensurate visibility splays can be provided at the proposed site access based on the recorded 85th percentile speeds. The Highway Authority fully support the extension to the 30mph limit to assist with promoting sustainable travel to/from the site.

5.20 The internal road widths conform to the advice within Manual for Streets (MfS) and the East Sussex County Council Highway Design Guide. Footways are provided throughout the site, measuring 2m wide, and a footpath link will be provided to the existing footway network on Bird in Eye Hill.

5.21 Car and cycle parking will be provided in accordance with the ESCC standards.

6.0 TRAFFIC GENERATION AND DISTRIBUTION

6.1 This section establishes the traffic generated by the proposal and assesses the impact on the local highway network. Traffic generation from the proposed development has been calculated using the TRICS database and distributed on the local highway network using Census 2011 data and existing turning count information. An assessment of the cumulative impact on the network as a

consequence of committed development has also been undertaken. Following previous discussions with the CHA, a further residential scheme at Eastbourne Road (90 units) has been granted consent and is included as committed development. In this regard, the identified the relevant committed developments are those at Mallard Drive, Ridgewood Farm and Eastbourne Road.

6.2 The withdrawal of Wealden Local Plan has resulted in a “*policy vacuum*” as highlighted by the Case Officer in the LPA’s pre-application response. The Case Officer goes on to state that “*this is exacerbated by the very likely submission of other greenfield sites at or on the edge of Uckfield*”. In this regard, the CHA and LPA has requested that the cumulative impact of potential future development within the Uckfield area (in highway terms) also be considered, in addition to the committed developments referenced previously. Without this cumulative assessment, the Highway Authority has stated they will be unable to recommend approval of any large-scale development in Uckfield.

6.3 As stated previously in this Report, the applicant does not agree that the lack of a Local Plan should prevent the LPA/CHA from determining planning applications. The process for determining an application is set out within the NPPF and the tests therein. The fact that the draft Local Plan has been rejected by the Planning Inspector should not be used by the LPA/CHA as a reason to avoid determining planning applications.

6.4 The assessment set out in this Report considers all valid committed development as defined by Government Planning Practice Guidance, being Mallard Drive, Ridgewood Farm and Eastbourne Road.

Traffic Generation

6.5 To calculate the likely level of traffic generated by the proposal, the TRICS database (7.7.1) has been interrogated. The following parameters have been used to calculate representative trip rates:

- Region - England only (excluding Greater London)
- Sub-land - Mixed private/affordable housing
- Location - Edge of Town
- Period - Weekdays
- Size - 75-350

- 6.6 The calculated trip rates and subsequent traffic generation for a development of up to 290 units is summarised in Table 7 and the full TRICS output is provided at **Appendix 15**. The mixed private/affordable housing category has been used at the scheme proposes approximately 35% affordable housing.

Table 7: Summary of Proposed Trip Rates and Traffic Generation (290 units)

Time Period	Trip Rate (per dwelling)			Traffic Generation (290 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Morning Peak 0800-0900	0.123	0.369	0.492	36	107	143
Evening Peak 1700-1800	0.345	0.161	0.506	100	47	147
Daily (12hour) 0700-1900	2.187	2.240	4.427	634	650	1,284

- 6.7 Table 6 reveals the proposed development could generate in the region of 143 two-way movements during the morning peak hour, and 147 two-way movements during the evening peak hour. Across the day, the scheme could generate in the region of 1,284 additional two-way movements. The impact of this additional traffic on the local highway network has been considered later in this section.

Traffic Distribution and Assignment

- 6.8 To distribute the development traffic onto the local highway network at the site access, the 2011 Census has been interrogated, specifically the 'Location of Usual Residence/Location of Work' dataset (see **Appendix 16**). The distribution of development traffic at the two critical town centre junctions has been based on the recorded turning movements at these junctions, surveyed in 2019. The development traffic distribution and assignment diagrams are provided at **Appendix 17**.

- 6.9 It was agreed with the Highway Authority at the 5th December meeting, that the traffic generation/distribution associated with the committed developments of Mallard Drive and Ridgewood Farm would be assessed, with particular regard to their impact at the two identified town centre junctions. Subsequent to these discussions, a scheme at Eastbourne Road has been granted consent and has therefore been included as committed development. A summary of the committed developments is provided below:

- Mallard Drive - up to 150 dwellings.
- Ridgewood Farm - up to 1,000 dwellings; employment use; primary school; retail, community, health and leisure uses.
- Eastbourne Road - up to 90 dwellings.

6.10 Traffic distribution for each of the committed sites has been obtained from their respective Transport Assessments.

6.11 The Ridgewood Farm Transport Assessment calculated traffic assignment/distribution using the Uckfield SATURN model and includes improvements to the local highway network, which relate particularly to the A22 Uckfield by-pass. It was shown in the analysis that the proposed highway works result in these improved routes becoming more desirable to traffic, such that traffic generally is diverted away from the town centre.

Summary

6.12 Traffic generation has been calculated using the TRICS (7.7.1) database and reveals that the proposed development could generate in the region of 143 two-way movements during the morning peak hour and 147 two-way movements during the evening peak hour.

6.13 The development traffic has been distributed on the local highway network using data from the 2011 Census and results of the junction surveys undertaken in 2019.

6.14 The traffic impact from the three committed development sites at Mallard Drive, Ridgewood Farm and Eastbourne Road has also been considered.

7.0 JUNCTION CAPACITY ANALYSES

7.1 To establish the impact of the proposal on the local highway network, capacity analyses have been undertaken. The analyses undertaken has used the JCT software LinSig V3 and TRL software Junctions 9. The following junctions have been assessed:

- Framfield Road/High Street/Bridge Farm Road signalised crossroads;
- High Street/Bell Lane signalised T-junction; and
- Site Access.

7.2 The above junctions have then been assessed within the following scenarios:

- 2020 Base Year (observed flows);
- 2027 Base Year (applying TEMPro growth rates to the observed data and including committed development); and
- 2027 Design Year (adding the traffic generated by the proposal to the 2027 Base Year).

Signalised Town Centre Junctions – Base Year Assessments (2020 & 2027)

7.3 The CHA has confirmed that the traffic signals at the two town centre junctions currently operate independently of each other, i.e., they do not operate a SCOOT type system. Operational data has been received from the Traffic Signals Department of East Sussex County Council (ESCC) and this has been incorporated within the LinSig modelling and the model has been validated using the five-day average turning movements and queue length surveys undertaken in October/November 2020. This demonstrates that the model provides a suitable base from which an accurate assessment of the proposed traffic impact can be undertaken. The full LinSig results for the 2020 and 2027 Base assessments are provided at **Appendix 18**.

7.4 A summary of the 2020 Base Year modelling results is provided in Table 8, and a summary of the Practical Reserve Capacity (PRC) values is provided in Table 9. Practical Reserve Capacity is a measure of how much additional traffic could pass through a junction whilst maintaining a maximum degree of saturation of 90% on all lanes. A positive PRC value indicates that a junction has spare capacity to accept additional traffic whereas a negative PRC value indicates that the junction is over capacity.

Table 8: Summary of Junction Modelling – 2020 Base Year

Road Name	AM			PM		
	Deg. Sat.	Average Delay per PCU (s/PCU)	Mean Max Queue (PCU)	Deg. Sat.	Average Delay per PCU (s/PCU)	Mean Max Queue (PCU)
Signalised Cross-Roads						
High Street (Northbound)	79.3%	46.0	11.5	56.6%	28.7	8.4
Framfield Road	76.7%	51.1	8.9	85.0%	81.0	7.5
Bridge Farm Road	43.2%	57.5	2.1	21.3%	51.6	1.0
High Street (Southbound)	80.7%	41.8	10.6	85.6%	37.3	14.6
Signalised T-Junction						
Bell Lane	80.3%	6.1	63.6	83.3%	54.6	17.9
High Street (Southbound)	50.0%	2.0	13.0	64.7%	20.5	8.2
High Street (Northbound)	78.5%	7.2	35.7	79.6%	45.6	14.9

Table 9: Summary of PRC Values – 2020 Base Year

Junction	AM	PM
	PRC (%)	PRC (%)
High Street/Framfield Road/Bridge Farm Road	11.5%	5.1%
High Street/Bell Lane	12.1%	8.0%

7.5 The assessment of the 2020 Base Year demonstrates that both town centre junctions operate at close to their theoretical capacities during both the morning and evening peak hours.

7.6 Tables 10 and 11 set out the results of the 2027 Base Year. This assessment has applied TEMPro growth rates to the 2020 Base Year data and has included traffic from the committed developments identified previously.

Table 10: Summary of Junction Modelling – 2027 Base Year + Committed Development

Road Name	AM			PM		
	Deg. Sat.	Average Delay per PCU (s/PCU)	Mean Max Queue (PCU)	Deg. Sat.	Average Delay per PCU (s/PCU)	Mean Max Queue (PCU)
Signalised Cross-Roads						
High Street (Northbound)	87.4%	58.7	13.3	60.4%	28.9	9.5
Framfield Road	87.7%	61.7	12.6	86.5%	88.9	7.5
Bridge Farm Road	50.8%	60.5	2.5	34.8%	54.8	1.6
High Street (Southbound)	78.2%	46.9	10.4	91.3%	44.5	18.8
Signalised T-Junction						
Bell Lane	89.5%	74.1	17.4	90.7%	64.3	22.4
High Street (Southbound)	58.2%	14.8	5.8	78.8%	25.9	11.6
High Street (Northbound)	89.7%	48.8	23.1	89.8%	59.1	19.6

Table 11: Summary of PRC Values – 2027 Base Year + Committed Development

Junction	AM	PM
	PRC (%)	PRC (%)
High Street/Framfield Road/Bridge Farm Road	2.7%	-1.4%
High Street/Bell Lane	0.4%	-0.7%

7.7 It is evident from Tables 10 and 11 that both High Street junctions will operate above their theoretical capacities during the PM network peak hour. Therefore, to accommodate the increase in traffic from the proposed development of up to 290 units, capacity improvements will be required to both junctions.

Signalised Town Centre Junctions – 2027 Base Year with Proposed Development

7.8 In this regard, it is proposed to improve the existing situation by linking the two signalised junctions via a SCOOT (Split Cycle Offset Optimisation Technique) type system. In summary, such a system will coordinate the two town centre junctions which currently operate independently of one-another. The SCOOT system will automatically adjust the traffic signal delays to adapt to traffic conditions, with data gathered from sensors within the carriageway. The Highway CHA confirmed via email in January 2020 that such a SCOOT system “has not been installed here and

I have raised the question as to why it hasn't and it is probably to do with the ongoing maintenance subscription. This is not to say that it is not a welcome solution option".

7.9 The results of the 2027 Design Year assessment are provided in Tables 12 and 13, and the full results are at **Appendix 19**.

Table 12: Summary of Junction Modelling – 2027 Design Year + Committed Development + Proposed Development (290 units)

Road Name	AM			PM		
	Deg. Sat.	Average Delay per PCU (s/PCU)	Mean Max Queue (PCU)	Deg. Sat.	Average Delay per PCU (s/PCU)	Mean Max Queue (PCU)
Signalised Cross-Roads						
High Street (Northbound)	67.3%	45.5	12.4	45.5%	24.7	9.6
Framfield Road	78.3%	51.1	15.6	78.8%	78.1	8.7
Bridge Farm Road	63.0%	91.6	3.4	44.0%	78.8	2.2
High Street (Southbound)	62.6%	42.7	10.6	78.8%	30.4	17.5
Signalised T-Junction						
Bell Lane	88.8%	73.9	16.6	61.7%	13.4	7.2
High Street (Southbound)	55.6%	14.0	5.5	64.8%	27.8	11.5
High Street (Northbound)	90.8%	50.0	24.5	25.7%	1.2	0.2

Table 13: Summary of PRC Values – 2027 Design Year + Committed Development + Proposed Development (290 units)

Junction	AM	PM
	PRC (%)	PRC (%)
High Street/Framfield Road/Bridge Farm Road	14.9%	14.2%
High Street/Bell Lane	-0.9%	24.0%

7.10 The 2027 Design Year analysis summarised in Tables 12 and 13 reveals that by linking the signalised junctions, the development traffic from 290 units can be accommodated on the network to achieve significant improvements at the High Street/Framfield Road junction during both peak hour periods, and at the High Street/Bell Lane junction during the evening peak hour when compared to the 2027

Base Year scenario. During the morning peak hour at the High Street/Bell Lane junction, there is a minor reduction of 1.3% in Practical Reserve Capacity. With reference to Tables 10 and 12, there is a negligible impact on delay and queuing which certainly cannot be considered 'severe' as per the terms of the NPPF.

- 7.11 The assessment into the impact of the proposed development has included all relevant committed developments in Uckfield and therefore undertaken in accordance with Government guidance and the pre-application advice received from the CHA. It demonstrates that the suggested improvements of linking the two town centre junctions with a SCOOT system, will mitigate the impact of the proposed development.

Proposed Site Access

- 7.12 The site access has been assessed for the 2027 Design Year using the Junctions 9 software 'PICADY'. The proposed site access will serve the development of up to 290 units, two existing residential properties and Bird in Eye Farm. An assumption of the number of movements associated with the existing dwellings and farm has been added to the model.

- 7.13 The principal outputs derived from the PICADY model are Queue Length, Delay and RFC. The RFC value is the Ratio of Flow to Capacity which provides a basis for judging the acceptability of junction designs. Typically, an RFC value of less than 0.85 is considered to indicate satisfactory performance. The results of the capacity assessment of the site access are summarised in Table 14 and the full results are provided at **Appendix 20**. It should be noted that the values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicles. A junction is considered to be approaching its capacity when the RFC is 0.85.

Table 14: Summary of Site Access Junction Assessment

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Site Access – Left Turn	0.3	8.37	0.20	0.1	7.02	0.10
Site Access – Right Turn	0.1	8.63	0.06	0.0	8.71	0.04
Bird in Eye Hill – Right Turn	0.2	6.37	0.09	0.5	6.68	0.25

- 7.14 Table 14 demonstrates that the proposed site access will operate well within capacity with very limited queuing and delay. Of particular note is the minimal queuing for right turning vehicles on Bird in Eye Hill, being no greater than 0.5 PCUs. It is evident from this assessment that the site access as designed is suitable to serve the proposed development, and no right-turn lane is required.

Summary

- 7.15 Junction capacity analyses has been undertaken at the two critical town centre signalised junctions and at the proposed site access. The base 2020 model has been validated against the results of the 2020 traffic surveys and the modelled queues are comparable to those recorded during the surveys. The assessment of the 2020 Base Year demonstrates that the two town centre junctions operate with spare capacity during the morning peak hour, albeit with less capacity during the evening peak hour.
- 7.16 The assessment of the 2027 Design Year demonstrates that both junctions will operate above their theoretical capacities during the evening peak hour, revealing improvements will be necessary to accommodate the proposed development traffic.
- 7.17 As such, it is proposed to link the two signalised junctions via a SCOOT type system. It has been demonstrated that the proposed improvements will provides sufficient capacity to accommodate the proposed development traffic and will provide an overall highway benefit at the junctions within the centre of Uckfield, particularly during the PM network peak hour.
- 7.18 The capacity assessment of the proposed site access demonstrates that it will operate comfortably, with very limited queuing and delay, and reveals that a right-turn lane is not required.

8.0 MITIGATION

8.1 The Transport Assessment has discussed a number of measures to mitigate the impact of the proposed development. For ease of reference, these measures are summarised in this section.

8.2 In terms of mitigating the impact of the development, the CHA has confirmed they will take a multi-modal approach to mitigating the impact, and in this regard will not focus purely on physical work to increase specific junction capacity. Other methods will be explored such as improvements to sustainable travel options to seek a modal-shift away from the private car. This has been agreed by the CHA within the pre-application SoCG referred to previously.

Extension to 30mph Speed Limit (5330/008)

8.3 It is proposed that the existing 30mph speed limit will be extended to a point east of the proposed site access and will incorporate a gateway feature and traffic calming island. The extension of the speed limit has been recommended by, and is fully supported by, the County Highway Authority.

8.4 This scheme will reduce speeds along Bird in Eye Hill and provide a safer environment for pedestrians and cyclists, helping to encourage this form of travel.

Bus Stop Improvements (5330/016 Rev. A)

8.5 Improvements to the existing bus stops located close to the application site is proposed. The existing provision is poor, with only a flag provided i.e., no shelter. It is proposed that bus shelters, with seating and Real Time Passenger Information (RTPI) signs be provided at both bus stops.

8.6 The westbound bus stop will be relocated approximately 25m to the east and a pedestrian crossing, with island refuge, is proposed. This will provide a safe and convenient crossing point for pedestrians and bus users. Each bus stop will also be provided with bus access kerbs. See **Appendix 21**.

- 8.7 The section of existing footway between the proposed pedestrian crossing and pedestrian/cycle access to the proposed development will be widened to 3m to facilitate its use as a shared footway/cycleway. The extension to the 30mph speed limit will further enhance this route and increase safety for cyclists and pedestrians.

Improvements to Existing Bus Service 231

- 8.8 The scale of the proposed development has provided the opportunity for improving the existing bus services. In partnership with the bus operator Compass Travel, improvements to the existing 231 service have been explored. Two options have been suggested by the bus operator which are summarised in the following paragraphs. The proposed service improvements are provided in full at **Appendix 22**.

- 8.9 Option 1 would provide 6 additional eastbound and 4 additional westbound services to complement the existing Monday to Friday service. The additional services will primarily be between Uckfield and Heathfield, albeit with certain afternoon extensions to Etchingham Railway Station, at the times when the Heathfield section is already well covered. A summary of the proposed Option 1 timetable is provided in Table 2, in Section 4 of the Report.

- 8.10 In addition to increased Monday-Friday services, a new Saturday service is also proposed between Uckfield and Heathfield, designed to operate a similar timetable to the Monday to Friday proposal.

- 8.11 Option 2 would provide an inter-peak service only to/from Heathfield only, running the same timetable as per Option 1 (summarised in Table 2) and includes the same Saturday timetable.

- 8.12 The proposed improvements would provide future residents with more attractive alternative travel options during the busy morning and evening peak periods, and throughout the day. It is suggested that the proposed improved bus service will be available on first occupation of the development.

- 8.13 Compass Travel has provided Indicative costs for both options, which are summarised below. These are at current prices (April 2021) and these costs would

be offset by revenue generated by the additional service, which would be credited back to the developer.

- Option 1 - **£57,713** per annum
- Option 2 - **£47,548** per annum
- Saturday only - **£15,051** per annum

- 8.14 Vouchers for bus travel will be provided as part of the Residential Travel Plan and Compass Travel has confirmed they would be willing to discuss a discounted fare scheme for new residents.

Car Club Scheme (Co-wheels)

- 8.15 It is proposed that a car club scheme will be provided on-site. One such operator is Co-wheels, who have confirmed they would be able to provide a car-club service on-site. Geographically, Co Wheels is the UK's largest car club and provides low emission, hybrid, and electric cars across 60 towns and cities. Co-wheels is a pay-as-you-go car club which provides members with convenient access to cars via their on-line booking system. Each member receives a smart card which allows remote entry without the need to pick-up keys.

- 8.16 Co-Wheels has carried out an initial assessment of the scheme, with consideration to its location and have proposed that one car club vehicle be supplied and operated, and a designated parking space will be provided within the development and would be used by other residents living outside the application site, as well as employees of the existing commercial units at Bird in Eye Farm.

- 8.17 The aim is to create a self-financing car club scheme that will be of benefit to all occupants and the wider local community. The scheme will be available on first occupation and would benefit from additional promotional activities to engage residents, which will be included within the Travel Plan Welcome Pack. Co-Wheels has provided a Section 106 Developer Proposal which is provided at **Appendix 23**.

Framework Travel Plan

- 8.18 A Framework Travel Plan has been prepared for the proposed development and is submitted as a standalone document. The aim of the Travel Plan will be to reduce

the level of single occupancy car travel, by providing increased opportunities to utilise sustainable modes of travel.

Installation of SCOOT System at Town Centre Junctions

- 8.19 To accommodate the increase in traffic from the proposed development, it is proposed to link the two signalised junctions via a SCOOT type system. It has been demonstrated that the proposed improvements will provide sufficient capacity to accommodate the proposed development traffic and will provide an overall highway benefit at the junctions within the centre of Uckfield, particularly during the PM network peak hour.

Improvements to On-street Parking Regime along Framfield Road (5330/017 & 5330/018)

- 8.20 An on-street car parking survey was undertaken along the length of Framfield Road between the Framfield Road/High Street signalised crossroads and Community Hospital access. Un-restricted on-street parking is available along the majority of its length, albeit there are double-yellow line restrictions in some areas, prohibiting on-street parking. In some areas parking is available on both sides of Framfield Road, and in others only along one side. Plans showing the existing parking restrictions along Framfield Road are provided at **Appendix 24**.
- 8.21 To assess the level of parking that takes place along Framfield Road, an on-street parking stress survey (based on the Lambeth Methodology) was undertaken on 15th October 2020. Parking beat surveys were undertaken at 0000, and then at hourly intervals from 0800 until 1900. The full results of the parking survey are provided at **Appendix 25**.
- 8.22 In summary, the parking survey recorded a total of 84 unrestricted parking bays along the length of Framfield Road (assuming each vehicle measures 5m long). A maximum occupancy of 59 parked vehicles was recorded at 0000, equating to a parking stress of 70%.
- 8.23 From on-site observations it is clear that in those locations where on-street parking occurs on one side of Framfield Road only, sufficient width remains to allow a car and large vehicle to pass. In those areas where parking takes place on both sides of Framfield Road, the available width is sufficient for one-way working only.

8.24 As such, a scheme to formalise the on-street parking regime along Framfield Road has been considered. The proposed scheme includes the following (see **Appendix 26**)

- Additional double yellow line road markings along the northern side of Framfield Road outside numbers 167-181;
- Marked out parking bays along Framfield Road; and
- Provision of build-out features to define the on-street parking areas more clearly and to help guide traffic.

8.25 The provision of double-yellow road markings on the northern side of Framfield Road outside numbers 167-181 will allow two-way traffic at this location, by prohibiting parking on one side of the road. Such a provision will remove approximately 8 parking bays (40m) which will increase the maximum parking stress to from 70% to 78% which is still within acceptable levels.

8.26 The on-street parking surveys reveal that some sporadic parking does occur along the southern side of Framfield Road, between numbers 82-100 and 114-140, albeit the majority of properties in this area have off-street parking with dropped kerbs and on-street parking does not occur continuously along this length of carriageway. Along this section of Framfield Road, opportunities for two-way traffic exist and further restrictions are not deemed necessary.

8.27 Further to the east, designated on-street parking bays are shown on both sides of Framfield Road between the Alma Arms and number 77 on the northern side, and outside the St Saviour's Church along the southern side. This is over a length of approximately 41m and sufficient forward visibility exists so that vehicles approaching from both directions will be aware of one-another.

Improvements to Pedestrian Route along Framfield Road (5330/017 & 5330/018)

8.28 It is proposed that tactile paving will be provided at all crossing points along Framfield Road between the proposed pedestrian site access and the Framfield Road/High Street signalised junction. Towards the eastern end of Framfield Road, outside numbers 2-6 along its southern side, the footway narrows to circa 1m wide. Prior to this narrowing, it is proposed that a tactile crossing be provided to enable

pedestrians to cross to/from the wider footway along the northern side of Framfield Road.

9.0 SUMMARY AND CONCLUSIONS

Summary

- 9.1 Bellamy Roberts LLP has been instructed by Croudace Homes Limited and Mr & Mrs Berry to prepare a Transport Assessment to review the highway and transportation impacts in support of an outline planning application for up to 290 dwellings on land at Bird in Eye Farm, South of Bird in Eye Hill, Uckfield.
- 9.1 The Transport Assessment (TA) prepared assesses the proposals in light of the key transport criteria within the National Planning Policy Framework (NPPF). Having undertaken a robust analysis of the site access and nearby town centre junctions, the TA has demonstrated that the development would not result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road would not be severe.
- 9.2 The CHA and LPA has requested that the traffic from 4 specific residential development sites in Uckfield also be considered within the assessment. In this regard, a 'pre-app' SoCG to assess the cumulative impact of these developments has been prepared by Bellamy Roberts in collaboration with the other developer parties and discussions are ongoing with the CHA and LPA in this regard.
- 9.3 The site is within an accessible location with a range of modes available to all users. The site has been designed to encourage journeys by foot and cycle by providing footway and cycleway links to the existing footway network and beyond. Cycle provision will be provided in accordance with LPA standards.
- 9.4 The internal layout has been designed in accordance with MfS and the ESCC Design Guide and provides for refuse vehicle and fire tender and other service vehicles. Swept path analyses have been undertaken to demonstrate that such vehicles can manoeuvre within the site and at the access bell mouth safely.

- 9.5 The impact on the local network has been assessed with forecast background traffic growth for the Design Year 2025, with proposed improvements to the two town centre junctions. This demonstrates that the scheme would generally result in a highway betterment on the surrounding highway network. The site access would operate safely and well within its design capacity and does not require a right turn lane.

Conclusions

- 9.6 It has been demonstrated that:
- There are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.
 - The proposed site access and internal access road would be safe and suitable to serve all users.
 - The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.
- 9.7 Having regard to paragraph 109 of the NPPF, it is not considered that the development would have an unacceptable impact on highway safety or that the residual cumulative impact of the development would be 'severe'. The proposed development is entirely appropriate in highway and transport terms and should be considered acceptable by the County Highway Authority and Local Planning Authority.

APPENDICES

APPENDIX 1

Communities Economy and Transport

Rupert Clubb
BEng(Hons) CEng MICE
Director

County Hall
St Anne's Crescent
Lewes
East Sussex
BN7 1UE

Tel: 0345 60 80 190
www.eastsussex.gov.uk



To: Bellamy Roberts
Copy to: Wealden District Council
Date: 24/01/2020
Our Ref: HW/PRE/WD/19/1335
Location: Land South of Bird in Eye Hill, Uckfield

Development: Approx 175 dwellings

Road Name or Number	B2192 Framfield Rd /Bird-In-Eye Hill	Consultation Date	12 August 2019
National Grid Reference	548242 120818	Contact Officer Details:	Kal Kamboh 01273 482287 kal.kamboh@eastsussex.gov.uk

Thank you for your correspondence, and supporting plans, seeking pre-application highway advice on the above site and development proposal.

For your proposed development of approximately 175 dwellings the main issues to consider and requirements that would need to be met are:

- 1) Suitable vehicle, pedestrian and cycle access, to include sufficient width, gradient and visibility splays.
- 2) Appropriate on site vehicle and cycle parking- the number of spaces should be in accordance with ESCC standards
- 3) Appropriate on site vehicle turning for vehicles likely to visit the site
- 4) The likely trip generation of the existing and proposed development and impact on the surrounding highway network
- 5) Appropriate improvements to the local network to ensure safe access, and accessibility by all modes of transport.

Our Local Design Guide and other ESCC guidance documents relating to highway construction can also be found here.

<https://new.eastsussex.gov.uk/environment/planning/applications/developmentcontrol/adoptionandimprovements>

ESCC will expect the following to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history
- Description, including site layout plans, of the proposed development/uses
- Reference to supporting national, regional, and local planning documents and policies
- Summary to support the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays, access widths and gradients indicated
- Stage 1 Road Safety Audit of proposed highway works and designers response, including subsequent amended plans
- A 'Transport Report/Statement', including location of key services, availability of sustainable modes of transport and existing/future vehicular traffic generation
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology

The site is edge of town and to the rear of ribbon development of low density on Framfield Road, south side. Being a farm use, suggests that the site is outside the current built-up area, where local amenities within the town of

Uckfield are further away and infrastructure on the highway network reflects the road purpose of linking settlements by motorised vehicle. The B2102 is primarily a rural road and connects Uckfield to Heathfield. The inclusion of this site would require the highway network to become integrated and have appearance of an urban extension, furnished with appropriate highway infrastructure to offer travel choices and reduce reliance on car journeys.

1) Suitable vehicle, pedestrian and cycle access, to include sufficient width, gradient and visibility splays. Shown on the preliminary layout 6225.02 are two points of access, 1 for vehicles and the other for non-motorised users.

The **vehicular access** is proposed in a position some 8-10m east of the access that currently serves Bird In Eye Farm and shop and small business units. The farm/business units are excluded from this site but the access would as far as I understand, remain in situ. When considering the suitability of the proposed access provision, the type of access will need to meet highway standards. I would have concerns where there are 2 major access points side by side that are purpose built to accommodate large vehicles (agricultural or refuse lorries). For a residential site access for 175 dwellings it is expected that the access is constructed to meet design criteria set out in DRMB for the number of trips expected to enter/egress of the course of a day. Based on an approximate daily trip rate of 5 per unit, in excess of 800 daily trips are likely to be generated and so it is likely that a right-turn stack facility will be appropriate. The land forming 'highway' in the proximity of the site frontage is approximately 9.8m in width, 5.5m of which is carriageway. To have 2 running lanes and a stack facility, the required width of carriageway would be 8.5m for a distance to be considered when modelling for the access is carried out to determine the stack capacity required. This pre-application seeks advice for 175 units and if further additional units are sought at this site, then appropriate access provision should be considered. The vehicle access proposal does not have pedestrian facilities, for the reason that an alternative access specifically for non-motorised users is indicated to the west side of the site.

The technical design for this access point should be designed to allow 2 way flows of vehicles, minimum 5.5m with radii 6m or one that allows for unhindered accessibility for a 12m refuse truck approaching and egressing onto the B2102 for both directions.

A RSA1 will be required for the emerging access option.

The **non-motorised access** point is located to the far west of the site opposite property 'South View', adjacent to the section of the highway where a footway provision commences and links to the existing built-up area and town centre area. Street lighting is present on Framfield Road but does not extend as far as the proposed non-motorised access point. It is recommended that the section of highway between the Medical Centre and the point on the highway that would be indicative of the scope of the built up area that would be subject to additional movement. For this site, it is likely that the street lighting extends to incorporate both the site access points.

The access for pedestrians and cyclists should be a minimum of 3m wide with design features to promote walking cycling and deter vehicles from using this as an access point. I understand that there may be gradient issues to overcome at this point and there would be a need to have this route DDA compliant.

The pedestrian infrastructure towards the town centre, when using Framfield Road, is poor as a result of narrow footways, parked vehicles straddling footways, no defined crossing points until one reaches the signalised junction with New Town/Bridge Farm Road. Here the inter-visibility for pedestrians is poor, there is little footway width and with pedestrians waiting to cross the road, there is little space for other pedestrians to pass by. The junction here is very much vehicle dominant and the current pedestrian experience between the site and the Framfield Road signalised junction is not convivial nor would it encourage travel on foot.

Cycling is a mode of travel available to confident cyclists who are not discouraged by the local existing infrastructure. However, encouraging new users or less confident cyclists would require the use of quiet residential streets as an alternative to the main roads that are bus routes and/or carry high volumes of traffic. The availability of permeable residential streets to serve a suitable cycle route is a convoluted route through Keld Avenue which does not gain any time other than a potential wait at the signals.

Public bus transport is available on Framfield Road but which is very limited and cannot support journeys to work. Although there a bus stops within 300m of the site, the most regular service (231 Uckfield to Etchingham) operates

6 buses per day between 0740 and 1740 so allows a passenger to reach destinations up to Etchingham before 0900 but the last bus to return arrives at 1726 with no option after that. Bus services are also available in the town centre/bus station but this is a 1.3km walk which exceeds the recommended distance (400m), the walking environment is below a suitable standard and would take 20 minutes plus bus waiting time. My view is that those opting for bus travel would be those travelling in the inter peak periods to the town centre and with complimentary passes. It is recommended that the scope to improve bus services should be explored so that any growth in this area can be offered good travel choices within an acceptable walking distance.

Rail services are available within 1.1km which is an acceptable distance to walk for commuting long distances and trains generally run to schedule and waiting times are minimal for regular users. Again, the walking route is using Framfield Road, where constraints have been highlighted.

It is recommended that a quality audit is carried out to understand the local environment between the site and town centre for transit purposes and how prospective residents could travel and where improvements and enhancements are necessary to improve sustainability.

A travel plan would be expected for development of 80+ dwellings and would have purpose to enhance travel behaviour in a sustainable way alongside proposals that would arise from a quality audit. Please refer to the Council's travel plan guidance.

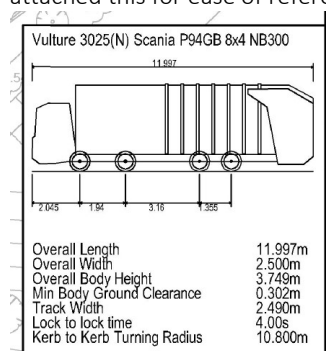
2) Appropriate on site vehicle and cycle parking- the number of spaces should be in accordance with ESCC standards

The parking provision for the proposed level of development should accord with the ESCC parking demand calculator, and cycle parking. Not knowing the housing type/tenure at this stage, the parking quantum cannot be established, and this can be discussed when housing details are available. Aspects of a formal planning application that can influence parking levels are:

- a) Social/rented properties – unallocated spaces may be appropriate depending on the dwelling size and type. Where there are proposed flats, smaller units may benefit from unallocated parking provision. There is an expectation that the public transport provision would be enhanced for any general growth of the town along the Framfield Road arm to offer travel choices to encourage sustainable modes of transport
- b) Travel plan incentives such as a car club, car sharing, bus saver tickets for example (not exhaustive)

3) Appropriate on site vehicle turning for vehicles likely to visit the site

The internal layout of any site of this scale is expected to be offered for adoption and as such reflect design standards internal network and on-site turning requirements for the largest vehicle needing regular access. The guidance is set out in the document "Good Practice Guide for Property Developers: Refuse & Recycling Storage at New Residential Developments within the Eastbourne, Hastings, Wealden and Rother Council Areas". I have attached this for ease of reference. The vehicle specification is here.



4) The likely trip generation of the existing and proposed development and impact on the surrounding highway network

The proposed 175 units would in theory generate approximately 780-820 trips daily if all are family sized houses; 80 trips in the peak periods. It is likely that there will be a mix of units and the trip rate can be agreed when a housing size/tenure is confirmed. The modelling exercise that has been carried out to date by Bellamy Roberts considers

development that exceeds the 175 housing quantum by 100 additional units; or 40 additional trips in the peak. Linsig assessment for a short window of 2 hours has been used as baseline 2019, and it has been advised by email on 10th January that this is too limited to use for this localised area which does operate variably, some days are significantly worse than others and there may be factors to consider such as deliveries taking place from the highway that may cause obstruction, or the frequency of vehicle movement and delays from crossing patrol relating to the local primary school that affect the south bound queues towards the Framfield Road signalised junction.

The 2019 baseline model that has been presented has therefore not been fully accepted to determine the extent of impact on the network for the 175/275 units. I consider that for the 175 units the 2 signalised junctions need to be carefully considered using a 7-day survey during a neutral period with video footage snapshots, and if a larger scope of development of say 275 or 400 units are being considered than certainly the scope for modelling would need to be reviewed and potentially become wider than these 2 junctions.

From what is provided, and I am obliged to provide comment on the junctions analyses to date for the 175 which includes 100 unit uplift, in principle the baseline modelling clearly demonstrates that current flows are edging towards capacity in peak periods now, and when adding committed development at Ridgewood Farm (250 units accessing Lewes Road) and Mallard Drive (113 units), the impact is expected to exceed the capacity limit before adding the proposed development. It is noted from first hand observation that severe queuing is not only limited to peak periods. Capacity constraints have been acknowledged by the site proponent and as an initial solution option it is proposed that SCOOT system be installed. SCOOT can be effective to assist the transit of vehicles through junctions by recognising real time impacts through the day. They are known to maximise efficiency of the road network. However, it is necessary to recognise whether it is sheer capacity on the network that causes delays and queues or whether there are other factors that exacerbate tailbacks, as mentioned earlier [schools and on-street loading/unloading]. Efficiency improvements are expected to be between 5-15% but until such infrastructure is installed, measurable testing is not possible. In any case, it would need to be tested against a baseline survey of a week minimum as stated earlier.

Further to this view, the growth of pedestrian movement would need to be accounted for in any signal pedestrian phasing times.

The modelling work carried out to date has been helpful in providing a snapshot of the short section of road network that is considered critical for this site. For 175 units, I would recommend that the suggested surveys are carried out so that the best, worse and average impact is available for use to derive the best possible solution.

Your suggestion for SCOOT is not dismissed at this stage, and I am aware that your vision to provide for a larger scale development has generated a suggestion to remove a High Street building with the view to improve Bell Lane junction. I am not able to comment further on that option given the further work requested.

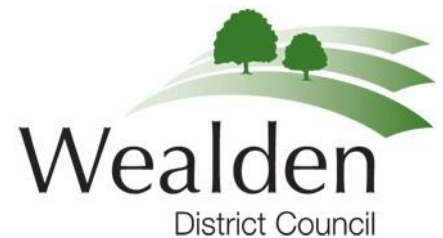
To conclude this section, I suggest that there needs to be further investigative work to assess baseline + committed development operation before adding on the proposed growth. As stated earlier in this report, the scope of highway assessment is likely to be wider should the proposal size grow beyond 175 units and consideration would then be required for enhancements to public transport services and accommodating these on the highway network alongside any non-motorised user enhancements. Of course, the scope of improvements that would have been sought through CIL or capital program as identified essential infrastructure had planned growth in Uckfield been allocated, there would be scope to recognise deliverable and tested measures. I would suggest that this proposed site requires enhanced infrastructure in order to have some traffic impact mitigation to make it attractive to those not wishing to rely on the private car, especially with the issues of traffic queuing at the 2 critical junctions that have been looked at, albeit with limitations.

The above comments are for guidance only and shall not prejudice any further comments East Sussex County Council wishes to make at any next stage, recognising that policy and material considerations can change. They should however be regarded as highway requirements that would need to be satisfactorily met as part of any formal proposal. The final decision to grant planning permission is made by elected members of the local planning authority.

On behalf of the Highway Authority

For Director of Communities, Economy and Transport
(Sent by email)

OUR REF: SR/PE/2019/0650/E
ASK FOR: Mr S Robins Tel: 01892 602518
DATE: 28 February 2020
YOUR REF:



Matthew Roberts

Head of Planning and Environmental Services

Croudace Homes

Dear Mr. Roberts,

PE/2019/0650/E LAND AT BIRD IN EYE SOUTH, FRAMFIELD ROAD UCKFIELD

Thank you for coming into the offices recently and discussing this site. I set out below the advice given and the broad topics. Please accept my apologies for the delay in writing to you.

Background

In 2015 Wold Bond Planning on behalf of Croudace submitted information relating to the proposed development of the site for approximately 175 dwellings along with an on-site SANGS.

Matters have since been reviewed and the extent of land within the same ownership enables a larger scheme for up to approximately 400 dwellings on 19.3ha, accompanied by an on-site SANGS of 23.3ha which has potential capacity to support 600 dwellings.

At our meeting we spoke about the overall quantum of development to be advanced on the site through a subsequent application will be informed by a number of considerations, including the acceptability of the SANGS proposals, the overall masterplan approach, having regard to landscape impacts, and also the capacity of the local highway network in terms of the capacity of existing junctions to absorb and accommodate additional traffic flows with and without junction improvements.

Development Plan

This site is outside the Uckfield development boundary in the 1998 Wealden Local Plan. It is also outside any development boundary accepted (that is retained or expanded etc.) within the Wealden Core Strategy 2013. As a starting point therefore, the site is contrary to the development plan and should be resisted, unless there were persuasive considerations that justified taking a different view.



At the time of preparing this advice the Council does not have a five year housing land supply and as such the housing delivery policies in the Local Plan would be deemed to be out of date and therefore carry only limited weight. With no five year supply the NPPF would be a significant material consideration. It is also the case that the development plan does not deal with full objectively assessed housing need.

Para 79 of the NPPF seeks to restrict isolated new development in rural areas. This site, whilst close to the edge of Uckfield, is not within it. Even so, using the tests established by the Court of Appeal in *Braintree*, I do not consider the site to be isolated.

Development would still need to be shown to be sustainable in terms of access to/support for existing services and alternatives to the private car. The NPPF refers to the obligations on Councils' to meet full objectively assessed housing need and this includes affordable housing, custom and self build housing, but does not give a generic policy exception for such plots to be in rural locations nor is there any explicit statement regarding weight to be afforded.

Submission Local Plan

As you know and we debated at some length during our meeting, the Wealden Submission Local Plan 2019 was declared unsound following EiP in Summer 2019.

The Submission Plan had proposed a new development boundary for Uckfield and it did not include this site. As you know, there was limited land released at Uckfield due in part, not solely, to concerns linked to in combination impacts on the Ashdown Forest SPA and SAC.

Whilst the Examining Inspector took no issue with the approach to safeguarding the SPA (from recreational impacts) the approach regarding SAC impacts was rejected as lacking scientific credibility and not supported by Natural England. As is now a matter of public record, the Plan has been formally withdrawn and the entire strategy abandoned.

Immediate Way Forward

With no adopted or emerging strategy in place for dealing with the required land supply, the Bird in Eye site has been advanced for consideration of development in the short term. The basic approach is that the site is readily available and large parts of it could be brought forward within the five year period to help with supply requirements.

Constraints

The land is not in a protected landscape. Whilst there is a listed building close by, it is considered to be sufficiently removed so as not to constrain any greenfield release here. The tributary to the River Uck does present a flooding constraint but the part of the land where any development might be permitted is all within flood zone 1. Similarly, whilst there is a pocket of Ancient Woodland, this would affect the layout of any on site SANG (see below) rather than the physical constraint for housing.

Your case is that none of these are reason to automatically rule out development and from what I have seen and read so far, I share that view.

There are, however, other issues at play which do affect whether development can come forward now and these are highway and Ashdown Forest related (SANG).

Highway matters – accessible and impacts in the wider Uckfield network

We spent some time debating this point and I know you have since been in contact with ESCC highway authority.

The history at the site includes WD/2006/3564/MAO for 175 dwellings and as you know, that scheme was refused and dismissed at appeal in 2009. The appeal was conjoined with two other Uckfield sites at Bird in Eye North and also land at Downlands, further to the west. Although that appeal decision is quite dated, some of the matters aired and which ultimately resulted in rejection of the sites for development do remain relevant. The conclusions in the appeal are all the more significant because the appeal was, as you know, recovered by the Secretary of State.

For the Bird in Eye sites (that is north and south) both parcels of land were regarded as remote where insufficient work had, at that point, been done to facilitate more sustainable modes of transport. It was also the case that the effect of development on Uckfield Town Centre, that is key junctions that were (and remain) stressed during the peak periods; had not been addressed. In short, more work was required.

From the outset, you have explained that you and your partners seeking to bring this site forward would resolve these highway issues. This is not only required but welcome in so far as key starting points in how to present the development. There can be little doubt that the Council, that is both officers and Members) together with local residents and other key stakeholders, would regard resolution of this issue as a pre-requisite to any support.

So whilst you have committed to undertaking this work and setting out how the site could be developed and resolve the highway issues that resulted in the earlier development here being rejected at appeal; I am concerned that this not reflected in work to date. I appreciate that you have had some trouble accessing officers at the County Council (and more laterally myself in chasing up this letter), I am nonetheless concerned that the extent of works and junction modelling required by the County Council is being questioned and rejected as disproportionate.

I cannot stress highly enough to you and the team advising the landowner the importance of resolving this issue. It is probably the most significant aspect of the work required and I say this because the other constraints, whilst requiring work, are resolvable. Without robust and extensive work to explain effect of development on the local highway network (including the town centre but also other surrounding roads and country lanes), release of this site for development would be resisted. After all, it was this exact issue which resulted in the Secretary of State withholding planning permission in 2009 and there can be little doubt that the amount of traffic has worsened since then.

I have seen exchanges where it appears your transport consultants are dismissive of the extent of modelling and work requested by the County Council. As we discussed during our meeting, part of the problem here is that there is a policy vacuum (so no in combination sites to plan for) and this is exacerbated by the very likely submission of other greenfield sites at or on the edge of Uckfield. This is why I have suggested that you work together with other agents promoting land. That way the issues are fully and properly aired.

Ashdown Forest

I confirm that the issue of in combination impacts on the SAC are not an impediment to development here. I am not going to set out why since it is all well documented.

There is, however, a constraint to development arising from the SPA and in combination impacts arising from recreational use of the Forest. As you know, the Council has strategic mitigation in place and it is possible to commit to tariff based mitigation towards SANGs and

SAMMs. Natural England have long supported this approach, which is set out in the Core Strategy and was not contentious in the now defunct 2019 Submission Plan.

However, the Uckfield SANG has constrained capacity. By the time you lodge your application – assuming it is forthcoming – there will be no capacity. You could not pay into the SANG at Crowborough because it would not intercept incoming residents at Uckfield from going to the Forest.

In light of this, you are including delivery of an on site SANG as part of your scheme. Natural England have prided advice and although there is more work to be done, this all looks favourable and positive.

An on site SANG that was designed to a standard that had additional capacity is, in my view, a weighty consideration. Not only would your site help with the land supply predicament it could also assist in providing SANG capacity for other sites. This is a quite weighty material consideration because of wider deliverability benefits.

When we met I recall there were some concerns about Natural England support for the scheme and the walk length. You thought this could be resolved though it might involve acquiring a small field parcel in to the wider land to be promoted.

Generic Matters

Suitable access and parking will need to be demonstrated to the site (TR3 and TR16). There is an online parking calculator on the ESCC website you can use to identify parking requirements for your finalised scheme. It seems provision of parking should be able to meet the identified demand with compliant spaces given the space available.

All development needs to respect the character of the area and protect existing residential amenities (EN27). As agreed, a Landscape Visual impact Assessment would be necessary (and I would like to agree viewpoints). Given the location, obviously major residential development would have an impact on the existing character of the area but this would be an accepted change in the inclusion of the area for expansion of Uckfield to deliver required growth. What I would suggest however is you seek to deliver units that have a reference to the local palette of materials and a layout that creates a sense of place, drawing people through the development and having focal points within the various cul-de-sacs as this site would always have the feeling of an individual entity given the swathe of Ancient Woodland severing it from any other potential development in the sector. These focal points could include the required open space requirements of our SPG and then link into the SANG.

There is also potential for highway improvements to impact on the rural character of the lane. This would need to be considered.

The site is in floodzone 1 and would not be constrained by floodrisk. Due to the scale of development/site area an FRA would be required. As part of this there should be an indicative SUDS scheme proposal to demonstrate surface water can be managed appropriately in the development. I would again stress the importance of early liaison with the Local Lead Flood Authority.

The site is abutted by Ancient Woodland. Any application would need to be supported by a Phase I ecology survey and any follow up surveys identified as necessary within this. The Ancient Woodland would require a 15m buffer at least from any residential development.

The site is identified as an area of Archaeological Interest. You have submitted a desktop appraisal which sets out what further work is required. This could be secured via a WSI requirement in a condition were approval granted if this was deemed necessary. I would urge close liaison with East Sussex County Council archaeology team.

This site is in an area where restraint over lighting could be applied. If the roads remain unadopted lighting could be minimal but generally we would seek any lighting to be low level, hooded and directional. This is of relevance to the Ancient Woodland also.

As new dwellings they would be CIL liable. You would need to complete appropriate CIL forms at the time of submission.

The proposal will need to provide appropriate levels of affordable housing in line with the Wealden Affordable Housing Delivery Local Plan 2016. Please liaise with my colleague Mark Bawden 01323 443342 mark.bawden@wealden.gov.uk

There is a requirement to provide 5% of units as custom and self build units in accordance with the 2016 Act. Wealden has unmet need on the self build register and we are legally obligated to provide for sites

We would need to enter into a s106 legal agreement (and no doubt a s278 agreement for highway works).

The other specific and fine detail matter – concerns waste and recycling. This concerns the size, scale and accessibility of waste and recycling stores. We are keen to ensure that all developments provide for sufficient and appropriately sized storage areas. Some other developments are not and it means large bins and recycling receptacles being left out in the open. This is to be regretted when the starting point is a greenfield site. When your layout is worked up in more detail I would ask you to with my colleague Ray Smith Senior Waste Management Officer Raymond.Smith@wealden.gov.uk or 01892 602 454.

In regard to delivery, the outcomes of the second Housing Delivery Test (HDT) were published recently by MHCLG. Though this is to the November 2019 date The test assessed the number of homes built in local authority areas over the previous three years and compares these against local housing requirements. The District scored 74%, with a claimed under-delivery of approximately 100 dwellings or so over the last three years.

As a consequence, there is a requirement for the Local Planning Authority (LPA) to prepare a housing action plan and to add a 20% buffer to the five year housing land supply calculation.

The Council are firmly of the view that MHCLG have miscalculated this and we are in discussion with them about this. We believe the outcome is the requirement for an action plan rather than the further 20% buffer (which would equate to around another 900 dwellings on the five year period).

Looking at the action plans published by other LPAs, there are a range of tools available to LPAs looking to improve housing delivery. A key one is the benefits of reducing the time limit for implementing planning permissions, from three to another specified period, in suitable circumstances and depending upon the evidence. This can increase the weight to be afforded to the supply of housing in the five year period and overall with the requirement to boost supply.

We are looking to do this on all sites over 10 units, with phasing on the implementation period dependent upon scale. For the Bird in Eye site, I think it would be helpful to understand in principle if this is something you might agree to, and if so, what period might be acceptable. To my mind a 2 year consent ought to be perfectly possible to secure all the Reserved Matters and condition discharge in that period. This is especially so as WDC are also looking at introduce Planning Performance Agreements that will bind a timetable for case processing. As you will no doubt be aware for experience elsewhere with LPAs, there is an extra cost for that timetable, but it ought to help with dates/targets for case processing. We should also be able to look at material/information as part of case processing in order to reduce the dependence (and let's face it, delays) in dealing with post decision conditions.

Can you give this some thought please? To my mind, the reduced time period is a further weighty factor for the Council bearing in mind the land supply predicament facing the Council. I would urge you to consider this.

Engagement

The Council has an adopted Statement of Community Involvement which you can view on our website

http://www.wealden.gov.uk/Wealden/Residents/Planning_and_Building_Control/Planning_Policy/Planning_Policy_Documents/Planning_Statement_Of_Community_Involvement.aspx

This sets out that for 'significant development' proposals, the Council will expect applicants and developers to have carried out initial consultation with the local community. This is in line with Section 122 of the Localism Act 2011, which introduced a statutory requirement for prospective developers to consult local communities before submitting planning applications for very large scale developments. You might take the view that in context of the Uckfield 175 units could be argued as less than 'significant'. It looks more likely than not that the scheme advanced will be well in excess of this. Section 4 of the NPPF is also clear on the need to engage early in the application process is a key plank to sustainable development.

Pre application community consultation will give local people an opportunity to comment on and influence proposed developments before they are submitted. Engagement should be proportionate to the scale and impacts of the draft proposal, but as a minimum can include locally held public exhibition of the proposals that is advertised on site and through a leaflet drop or similar. Uckfield Town Council should also ideally be consulted. Given the relative scale of the development I would suggest you also liaise with the NHS who has their community hospital close by on Framfield Road. The NHS has been vocal of late regarding other development sites adding to traffic and congestion on local roads, affecting the staff and patients accessing the site. Up front pre application engagement may well assist with such a development. Since you will likely rely on support for some benefits advanced in the case (affordable housing, mix and nature, type of dwellings), up front engagement is particularly relevant.

Summary

In summary, development of the site for housing would not comply with the local plan and should be refused unless material considerations indicate otherwise. I have set out this is not an isolated site and the land is not subject to site specific constraints that would, in NPPF terms, indicate permission should be withheld. There are however, complex highway and ecology (Ashdown Forest) issues that require attention and as I write this are not yet resolved.

Subject to the scheme demonstrating safe and suitable access to site with acceptable impacts on the wider highway network and delivering good connectivity to Uckfield for pedestrians/cyclists that matter would seem unlikely to be used to withhold consent. This is a problem that requires you to positively and proactively engage with the County Council.

I hope these without prejudice comments help you to advise your client of their next steps.

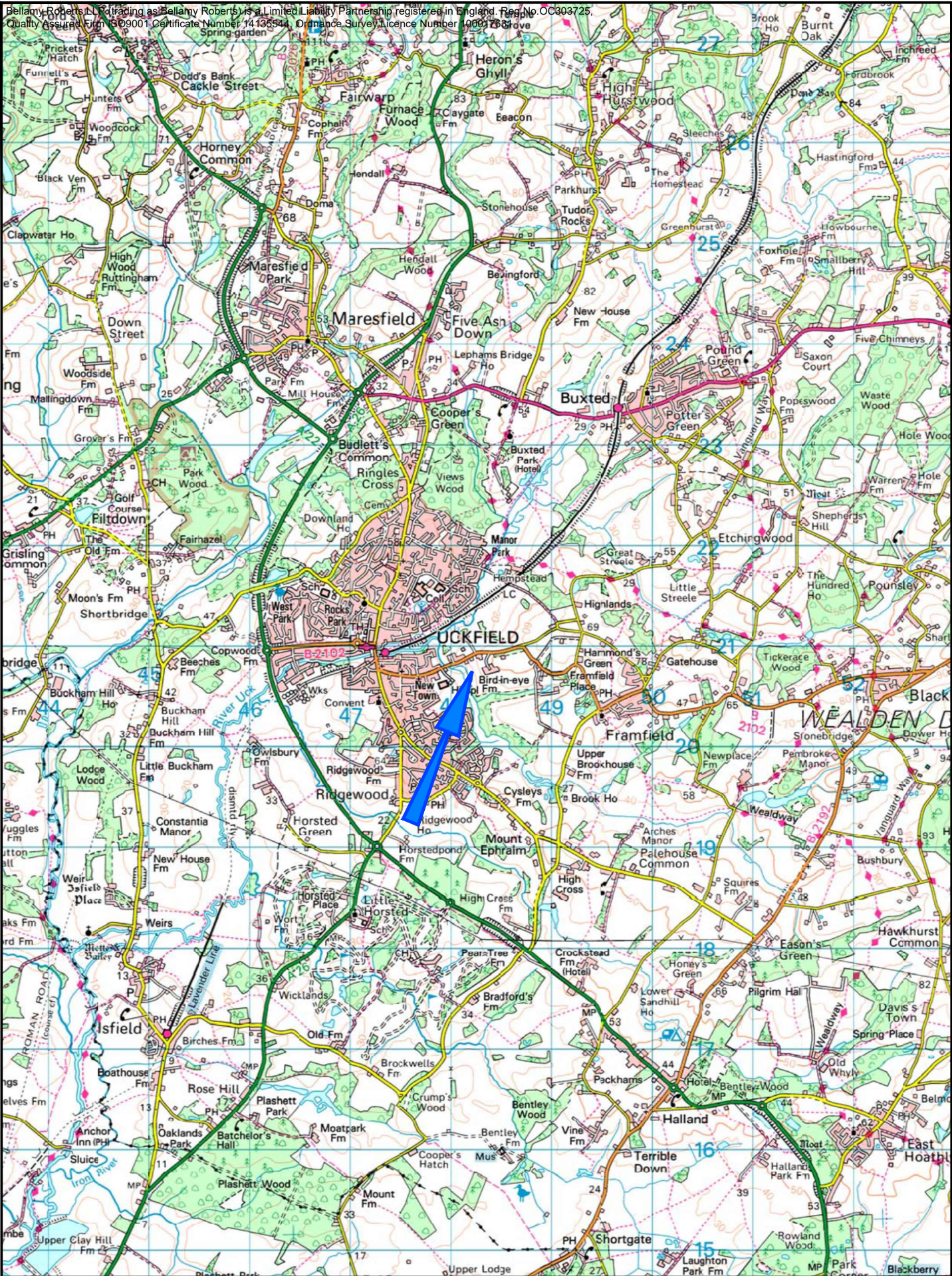
Once again thank you for engaging with the Council at pre-application stage and I look forward to hearing from you in regard to the points raised.

Yours sincerely

Stacey Robins

Head of Planning & Environmental Services

APPENDIX 2



PROJECT Bird in Eye, Uckfield		 <div>Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk</div>	DATE 05/07/19	DRAWN BY ARM		
TITLE Site Location Plan				SCALE 1:50,000 @ A4	CHK BY ITR	
				CLIENT Croudace Homes Ltd.		
				DRAWING No. 5330 / 301	REV No. A	

APPENDIX 3



Client: Bellamy Roberts LLP

Project Number: TSP14352

Project Name: Bird in Eye Hill, Uckfield

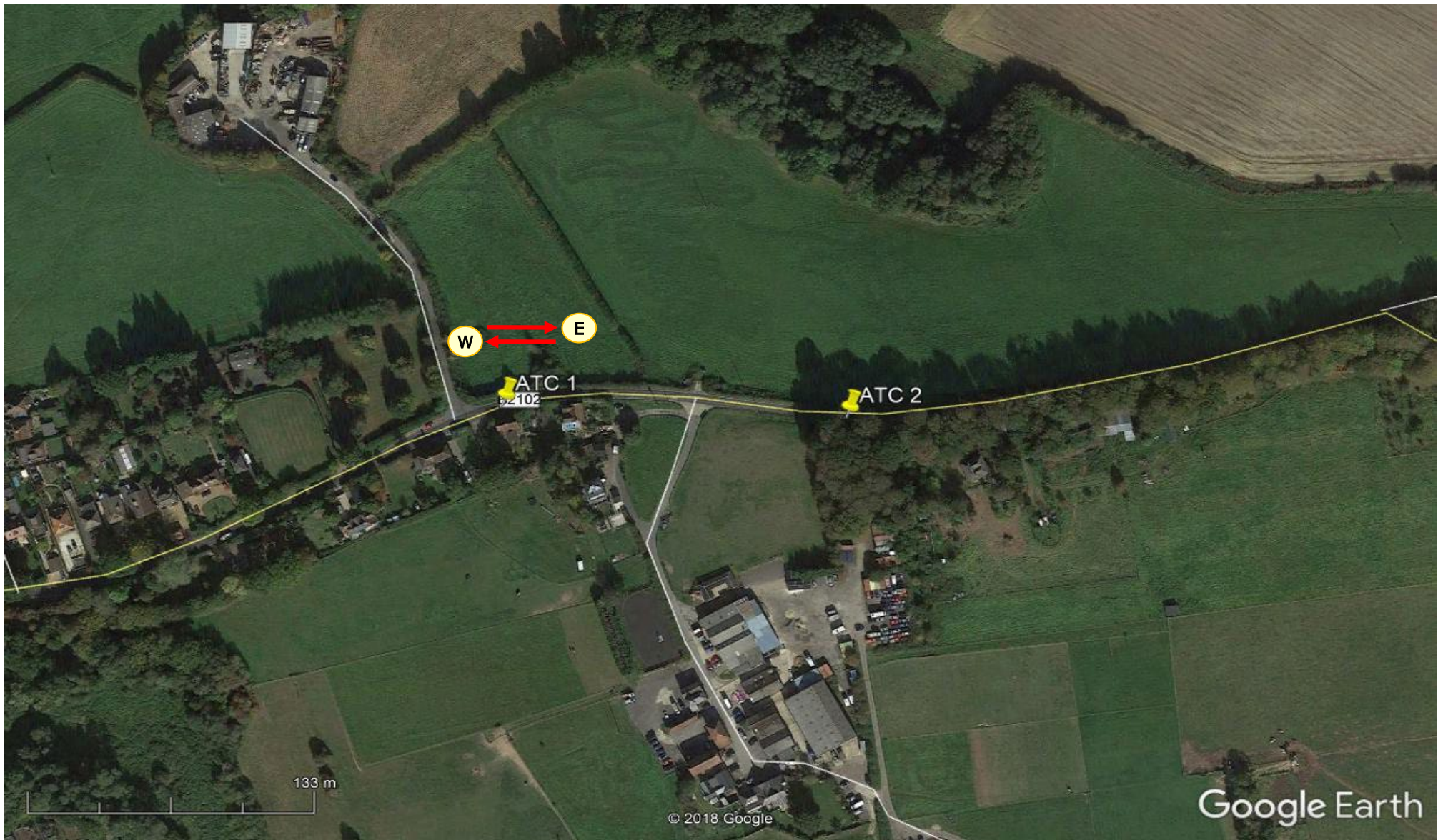
Survey Type: ATC Site 1

Survey Date: From 09/07/2019

Survey Time: 24 Hours x 7 Days

Weather: Dry

Comments: Cells highlighted in yellow to show where we have lost data due to vandalism.



TSP Class Profile All Days 15 Mins

Report Id - CustomList-353
 Site Name - TSP14352-01
 Description - BIRD IN EYE HILL (60M)
 Direction - East

09 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-130	Mean	Vdp 85	PSL 60	PSL% 60	ISL 66 ACPO	ISL% 66 ACPO	ISL2 75 DFT	ISL2% 75 DFT	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0015	1	0	0	0	1	0	0	0	0	0	0	0	0015	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38.4	-	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	37	-	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	65.3	-	1	100	0	0	0	0	0
0415	2	0	1	0	1	0	0	0	0	0	0	0	0415	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	43.8	-	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	38.6	-	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	45.3	-	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	38.7	-	0	0	0	0	0	0	0
0530	4	0	3	0	1	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	38.8	-	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	42.4	-	0	0	0	0	0	0	0
0600	6	0	5	0	1	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	41.9	-	0	0	0	0	0	0	0
0615	7	0	6	0	1	0	0	0	0	0	0	0	0615	0	0	0	0	0	1	2	1	2	0	1	0	0	0	0	38.9	-	0	0	0	0	0	0	0
0630	8	0	7	0	1	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	40.7	-	0	0	0	0	0	0	0
0645	10	0	9	0	1	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	1	5	4	0	0	0	0	0	0	38.8	-	0	0	0	0	0	0	0
0700	25	0	22	0	3	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	5	13	3	3	1	0	0	0	0	38.8	45.5	0	0	0	0	0	0	0
0715	34	0	27	0	7	0	0	0	0	0	0	0	0715	0	0	0	0	1	3	5	12	11	2	0	0	0	0	0	37.3	43.1	0	0	0	0	0	0	0
0730	38	2	27	0	9	0	0	0	0	0	0	0	0730	0	0	1	0	0	11	3	11	9	2	1	0	0	0	0	35.6	42.4	0	0	0	0	0	0	0
0745	45	0	39	0	6	0	0	0	0	0	0	0	0745	0	0	0	0	0	1	10	22	8	3	1	0	0	0	0	37.8	42.4	0	0	0	0	0	0	0
0800	40	0	32	0	7	0	0	0	1	0	0	0	0800	0	0	0	0	0	8	10	14	5	2	1	0	0	0	0	35.7	41.8	0	0	0	0	0	0	0
0815	34	0	30	0	4	0	0	0	0	0	0	0	0815	0	0	0	0	0	3	4	19	8	0	0	0	0	0	0	37	41.2	0	0	0	0	0	0	0
0830	40	0	36	0	4	0	0	0	0	0	0	0	0830	0	0	1	0	0	0	9	21	7	2	0	0	0	0	0	37.5	41.7	0	0	0	0	0	0	0
0845	39	0	36	0	3	0	0	0	0	0	0	0	0845	0	0	0	1	0	1	10	14	9	3	1	0	0	0	0	37.8	44.6	0	0	0	0	0	0	0
0900	42	0	38	0	4	0	0	0	0	0	0	0	0900	0	2	0	0	0	3	12	16	6	2	1	0	0	0	0	35.2	41.3	0	0	0	0	0	0	0
0915	43	0	31	0	11	0	1	0	0	0	0	0	0915	0	0	0	0	0	3	14	19	6	1	0	0	0	0	0	35.8	40.3	0	0	0	0	0	0	0
0930	38	1	30	0	7	0	0	0	0	0	0	0	0930	0	0	0	0	0	3	14	11	10	0	0	0	0	0	0	35.8	41.7	0	0	0	0	0	0	0
0945	33	0	26	0	6	0	0	0	1	0	0	0	0945	0	0	0	1	1	4	9	9	5	3	1	0	0	0	0	36.4	42.6	0	0	0	0	0	0	0
1000	32	0	24	1	6	0	0	0	1	0	0	0	1000	0	0	0	0	0	1	13	10	5	2	0	0	1	0	0	37	42.1	1	3	125	0	0	0	0
1015	42	0	37	0	5	0	0	0	0	0	0	0	1015	0	0	1	0	1	2	12	19	4	3	0	0	0	0	0	36	40.3	0	0	0	0	0	0	0
1030	24	0	18	0	6	0	0	0	0	0	0	0	1030	0	0	0	0	1	0	9	8	5	1	0	0	0	0	0	36.1	42.2	0	0	0	0	0	0	0
1045	32	0	27	0	5	0	0	0	0	0	0	0	1045	0	0	0	0	0	7	9	9	5	2	0	0	0	0	0	35.4	41.5	0	0	0	0	0	0	0
1100	39	0	36	0	3	0	0	0	0	0	0	0	1100	0	0	0	0	0	2	15	17	3	2	0	0	0	0	0	36.1	40	0	0	0	0	0	0	0
1115	32	0	28	0	3	1	0	0	0	0	0	0	1115	0	0	0	1	2	1	11	14	2	1	0	0	0	0	0	34.4	39.4	0	0	0	0	0	0	0
1130	36	1	29	0	5	1	0	0	0	0	0	0	1130	0	1	0	0	0	4	14	14	1	2	0	0	0	0	0	34	39.3	0	0	0	0	0	0	0
1145	37	0	34	0	3	0	0	0	0	0	0	0	1145	0	0	0	0	0	1	12	16	6	2	0	0	0	0	0	36.8	42.1	0	0	0	0	0	0	0
1200	45	0	39	0	6	0	0	0	0	0	0	0	1200	0	0	0	0	1																			

[illegible][illegible]

0745	36	0	28	0	8	0	0	0	0	0	0	0745	0	0	0	1	0	0	7	17	7	4	0	0	0	0	0	37.7	43.5	0	0	0	0	0	0
0800	25	0	22	0	3	0	0	0	0	0	0	0800	0	0	0	0	0	1	2	15	6	1	0	0	0	0	0	38.6	41.9	0	0	0	0	0	0
0815	35	0	26	0	7	0	0	0	0	0	0	0815	0	0	0	0	0	1	12	9	9	4	0	0	0	0	0	37.8	44.3	0	0	0	0	0	0
0830	47	0	38	0	9	0	0	0	0	0	0	0830	0	0	0	0	0	1	9	21	12	4	0	0	0	0	0	38	42.7	0	0	0	0	0	0
0845	40	0	38	0	2	0	0	0	0	0	0	0845	0	0	0	0	0	1	12	17	8	2	0	0	0	0	0	37.3	42.5	0	0	0	0	0	0
0900	39	0	32	0	6	1	0	0	0	0	0	0900	0	0	0	0	0	1	6	13	14	5	0	0	0	0	0	34.5	39.6	0	0	0	0	0	0
0915	37	1	31	0	5	0	0	0	0	0	0	0915	0	1	1	0	2	3	12	13	4	1	0	0	0	0	0	34	40.4	0	0	0	0	0	0
0930	43	0	38	0	5	0	0	0	0	0	0	0930	0	1	0	0	0	0	14	23	4	1	0	0	0	0	0	36.3	40	0	0	0	0	0	0
0945	28	0	23	0	5	0	0	0	0	0	0	0945	0	0	0	1	1	1	4	13	7	1	0	0	0	0	0	36.9	43	0	0	0	0	0	0
1000	42	1	35	0	6	0	0	0	0	0	0	1000	0	0	0	1	0	1	12	21	7	0	0	0	0	0	0	36.3	40.3	0	0	0	0	0	0
1015	45	0	39	0	7	0	0	0	0	0	0	1015	0	0	0	0	0	6	15	11	9	3	1	0	0	0	0	38.5	42.5	0	0	0	0	0	0
1030	43	0	39	0	4	0	0	0	0	0	0	1030	0	0	0	0	4	2	20	11	5	1	0	0	0	0	0	34.2	39.5	0	0	0	0	0	0
1045	32	1	29	0	2	0	0	0	0	0	0	1045	0	0	0	0	0	4	11	10	3	3	1	0	0	0	0	36.6	42.1	0	0	0	0	0	0
1100	31	1	28	0	2	0	0	0	0	0	0	1100	0	1	0	0	0	5	7	12	6	0	0	0	0	0	0	34.9	41.5	0	0	0	0	0	0
1115	44	0	37	0	7	0	0	0	0	0	0	1115	0	0	0	2	1	6	14	17	3	1	0	0	0	0	0	34	39.1	0	0	0	0	0	0
1130	35	0	30	0	5	0	0	0	0	0	0	1130	0	0	0	0	0	3	10	14	7	1	0	0	0	0	0	36.2	42.1	0	0	0	0	0	0
1145	42	0	38	1	3	0	0	0	0	0	0	1145	0	0	0	1	0	1	14	13	12	1	0	0	0	0	0	36.6	41.4	0	0	0	0	0	0
1200	35	0	30	0	4	0	0	1	0	0	0	1200	0	0	0	0	1	1	8	12	11	2	0	0	0	0	0	37.4	43.3	0	0	0	0	0	0
1215	36	0	33	0	2	0	1	0	0	0	0	1215	0	0	0	0	0	4	15	13	3	1	0	0	0	0	0	35.3	39.6	0	0	0	0	0	0
1230	43	0	34	0	9	0	0	0	0	0	0	1230	0	0	0	0	0	0	12	19	7	4	1	0	0	0	0	38.1	44.5	0	0	0	0	0	0
1245	34	0	30	0	4	0	0	0	0	0	0	1245	0	0	0	0	0	2	10	14	7	1	0	0	0	0	0	36.9	42	0	0	0	0	0	0
1300	37	1	31	2	3	0	0	0	0	0	0	1300	0	0	0	0	1	3	15	12	5	1	0	0	0	0	0	34.7	40.7	0	0	0	0	0	0
1315	33	0	31	0	2	0	0	0	0	0	0	1315	0	0	0	0	2	3	9	13	5	1	0	0	0	0	0	35.5	42.3	0	0	0	0	0	0
1330	42	0	40	0	2	0	0	0	0	0	0	1330	0	0	0	0	0	2	17	13	10	0	0	0	0	0	0	36.2	41.3	0	0	0	0	0	0
1345	42	0	34	0	8	0	0	0	0	0	0	1345	0	0	1	0	6	4	14	8	8	1	0	0	0	0	0	33.6	40.4	0	0	0	0	0	0
1400	38	1	30	0	7	0	0	0	0	0	0	1400	0	0	0	0	0	5	9	15	6	2	1	0	0	0	0	37.1	43.5	0	0	0	0	0	0
1415	55	0	48	0	7	0	0	0	0	0	0	1415	0	0	0	0	0	7	15	26	5	2	0	0	0	0	0	35.6	39.9	0	0	0	0	0	0
1430	42	0	36	0	6	0	0	0	0	0	0	1430	0	0	2	1	4	9	15	9	1	1	0	0	0	0	0	35.7	42.7	0	0	0	0	0	0
1445	46	0	41	0	5	0	0	0	0	0	0	1445	0	0	0	3	1	4	14	15	7	2	0	0	0	0	0	34.5	42.2	0	0	0	0	0	0
1500	50	1	46	0	2	1	0	0	0	0	0	1500	0	1	0	0	1	8	18	13	6	3	0	0	0	0	0	34.6	40.4	0	0	0	0	0	0
1515	44	0	40	0	4	0	0	0	0	0	0	1515	0	0	0	1	0	1	10	23	8	1	0	0	0	0	0	36.3	40.8	0	0	0	0	0	0
1530	37	0	34	0	3	0	0	0	0	0	0	1530	0	0	0	0	0	4	11	17	5	0	0	0	0	0	0	36	39.9	0	0	0	0	0	0
1545	39	0	32	1	6	0	0	0	0	0	0	1545	0	0	0	0	2	8	13	11	4	1	0	0	0	0	0	33.8	40	0	0	0	0	0	0
1600	50	0	42	1	7	0	0	0	0	0	0	1600	0	0	0	0	0	9	15	19	4	3	0	0	0	0	0	35.2	40.2	0	0	0	0	0	0
1615	49	0	41	0	8	0	0	0	0	0	0	1615	0	0	0	0	1	5	16	16	11	0	0	0	0	0	0	35.7	40.6	0	0	0	0	0	0
1630	47	2	35	0	10	0	0	0	0	0	0	1630	0	1	1	0	2	5	17	16	4	1	0	0	0	0	0	33.7	39.8	0	0	0	0	0	0
1645	82	0	71	0	10	0	0	0	1	0	0	1645	0	0	1	1	1	6	21	27	21	4	0	0	0	0	0	36.5	42.1	0	0	0	0	0	0
1700	68	0	58	0	9	0	0	0	1	0	0	1700	0	0	1	2	0	2	21	25	14	2	0	1	0	0	0	36.5	42	0	0	0	0	0	0
1715	59	1	52	0	6	0	0	0	0	0	0	1715	0	0	0	1	1	2	24	24	7	0	0	0	0	0	0	35.1	39.3	0	0	0	0	0	0
1730	55	0	49	0	6	0	0	0	0	0	0	1730	0	0	0	0	0	3	7	30	11	2	2	0	0	0	0	38.1	43.5	0	0	0	0	0	0
1745	45	0	41	0	4	0	0	0	0	0	0	1745	0	0	0	1	0	2	12	20	7	3	0	0	0	0	0	36.7	42.3	0	0	0	0	0	0
1800	55	0	52	0	3	0	0	0	0	0	0	1800	0	0	0	0	0	9	24	19	3	0	0	0	0	0	0	38.7	42.4	0	0	0	0	0	0
1815	52	0	47	0	5	0	0	0	0	0	0	1815	0	0	0	1	4	0	14	21	9	3	0	0	0	0	0	36	41.1	0	0	0	0	0	0
1830	39	0	35	0	4	0	0	0	0	0	0	1830	0	0	0	0	0	13	14	8	3	1	0	0	0	0	0	37.8	42.6	0	0	0	0	0	0
1845	24	1	21	0	2	0	0	0	0	0	0	1845	0	0	0	0	0	4	11	5	3	1	0	0	0	0	0	39.3	45.5	0	0	0	0	0	0
1900	27	0	27	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	1	6	14	3	1	2	0	0	0	0	37.6	42.1	0	0	0	0	0	0
1915	26	2	19	0	5	0	0	0	0	0	0	1915	0	0	0	0	0	1	5	11	4	4	1	0	0	0	0	38.6	45.3	0	0	0	0	0	0
1930	33	0	31	0	2	0	0	0	0	0	0	1930	0	0	0	1	0	0	6	17	9	0	0	0	0	0	0	36.9	41	0	0	0	0	0	0
1945	18	0	16	0	2	0	0	0	0	0	0	1945	0	0	0	0	0	0	5	6	7	0	0	0	0	0	0	38.1	42.4	0	0	0	0	0	0
2000	23	0	21	0	2	0	0	0	0	0	0	2000	0	0	0	0	0	0	6	9	8	0	0	0	0	0	0	37.6	42.2	0	0	0	0	0	0
2015	22	0	19	0	4	0	0	0	0	0	0	2015	0	0	0	0	0	1	4	10	6	1	0	0	0	0	0	37.8	41.4	0	0	0	0	0	0
2030	19	0	18	0	0	0	0	0	0	1	0	2030	0	0	0	0	0	1	6	7	5	0	0	0	0	0	0	36	42.1	0	0	0	0	0	0
2045	25	0	24	0	1	0	0	0	0																										

[illegible]

1900	35	0	31	0	4	0	0	0	0	0	0	1900	0	0	0	0	0	0	7	17	10	0	1	0	0	0	36.2	42.4	0	0	0	0	0	0	
1915	25	0	21	0	3	0	0	0	0	1	0	1915	0	0	0	0	1	0	1	3	10	6	4	0	0	0	0	38.3	45.2	0	0	0	0	0	0
1930	24	4	18	0	2	0	0	0	0	0	0	1930	0	0	0	0	1	0	3	10	6	4	0	0	0	0	39.2	46.4	0	0	0	0	0	0	
1945	19	0	19	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	0	2	7	8	2	0	0	0	0	40.2	44.2	0	0	0	0	0	0	
2000	21	0	21	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	0	6	9	5	1	0	0	0	0	37.7	41.9	0	0	0	0	0	0	
2015	19	1	18	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	0	4	4	6	2	2	1	0	0	41.3	51	0	0	0	0	0	0	
2030	22	0	17	0	5	0	0	0	0	0	0	2030	0	0	0	0	0	6	10	4	1	0	1	0	0	0	38.8	44.1	0	0	0	0	0	0	
2045	17	0	16	0	1	0	0	0	0	0	0	2045	0	0	0	0	0	2	2	10	2	1	0	0	0	0	37.3	41.6	0	0	0	0	0	0	
2100	13	0	11	0	2	0	0	0	0	0	0	2100	0	0	0	0	0	1	2	7	2	1	0	0	0	0	37.4	43.3	0	0	0	0	0	0	
2115	21	0	19	0	2	0	0	0	0	0	0	2115	0	0	0	0	0	3	4	11	2	1	0	0	0	0	36.2	40.4	0	0	0	0	0	0	
2130	12	0	12	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	3	4	2	3	0	0	0	0	0	34.9	43.4	0	0	0	0	0	0	
2145	12	0	12	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	8	3	1	0	0	0	0	0	0	34.8	37	0	0	0	0	0	0	
2200	4	0	4	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	1	2	0	1	0	0	0	0	38.9 -		0	0	0	0	0	0	
2215	10	0	10	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	2	2	3	1	1	1	0	0	42.8 -		0	0	0	0	0	0	
2230	17	0	15	0	2	0	0	0	0	0	0	2230	0	0	0	0	0	2	4	6	3	2	0	0	0	0	37.5	44.2	0	0	0	0	0	0	
2245	9	0	8	0	1	0	0	0	0	0	0	2245	0	0	0	0	1	0	2	4	2	0	0	0	0	0	34.8 -		0	0	0	0	0	0	
2300	6	0	5	0	1	0	0	0	0	0	0	2300	0	0	0	0	0	0	2	1	3	0	0	0	0	0	38.3 -		0	0	0	0	0	0	
2315	7	0	7	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	3	2	1	1	0	0	0	0	38.4 -		0	0	0	0	0	0	
2330	5	0	3	0	2	0	0	0	0	0	0	2330	0	0	0	0	0	1	0	2	1	1	0	0	0	0	44 -		0	0	0	0	0	0	
2345	2	0	2	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	1	1	0	0	54 -		0	0	0	0	0	0	
07-19	2048	21	1751	6	262	2	1	1	1	3	1	0	07-19	0	2	14	17	39	154	535	770	419	82	12	1	3	0	36.3	41.8	3	0.146	0	0	0	0
06-22	2321	27	1993	6	285	3	1	1	4	1	1	0	06-22	0	2	14	18	40	165	563	887	482	99	15	3	3	0	38.5	41.9	3	0.129	0	0	0	0
06-00	2381	27	2047	6	291	3	1	1	4	1	1	0	06-00	0	2	14	18	41	167	608	904	495	105	18	3	3	0	38.6	42	3	0.126	0	0	0	0
00-00	2404	27	2065	6	296	3	1	1	4	1	1	0	00-00	0	2	14	19	41	169	615	913	495	107	18	3	3	0	38.6	42	3	0.125	0	0	0	0

12 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Mean	Vpp 65	JPSL 60	JPSL1 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	43.4 -		0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	37.9 -		0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0
0045	2	0	1	0	1	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	37.5 -		0	0	0	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	1	0	0	0	50.8 -		0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	44.1 -		0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	33.3 -		0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	32 -		0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0315	2	0	2	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	33.5 -		0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0345	1	0	1	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	41.2 -		0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3 -		0	0	0	0	0	0	0
0430	1	0	0	0	1	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	1	0	0	0	0	0	0	0	33.8 -		0	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	1	0	0	0	0	0	43.3 -		0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0515	1	0	0	0	1	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41.7 -		0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0545	2	0	2	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	1	1	0	0	0	0	0	0	29.8 -		0	0	0	0	0	0	0	
0600	5	0	4	0	1	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	2	2	1	0	0	0	0	35.2 -		0	0	0	0	0	0	0	
0615	9	1	6	0	2	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	2	4	0	1	1	0	1	0	41 -		1	11.11	0	0	0	0	0
0630	11	0	9	0	2	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	1	4	3	2	1	0	0	0	36.5	45.6	0	0	0	0	0	0	0	
0645	14	0	13	0	1	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	2	1	5	5	0	1	0	0	38.6	43.9	0	0	0	0	0	0	0	
0700	32	1	26	0	4	1	0	0	0	0	0	0	0700	0	0	0	0	0	1	0	8	9	11	2	1	0	0	38.6	44.2	0	0	0	0	0	0	0	
0715	19	0	12	0	7	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	1	3	6	6	2	1	0	0	39.7	46.2	0	0	0	0	0	0	0	
0730	30	0	25	0	5	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	4	3	13	8	2	0	0	0	37.3	42.5	0	0	0	0	0	0	0	
0745	46	0	36	1	9	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	2	12	11	18	3	0	0	0	38.2	43.4	0	0	0	0	0	0	0	
0800	31	0	29	0	2	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	1	8	10	11	1	0	0	0	38.1	44.1	0	0	0	0	0	0	0	
0815	31	0	28	0	3	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	1	10	17	1	2	0	0	0	36.5	39.5	0	0	0	0	0	0	0	
0830	36	0	31	0	5	0	0	0	0	0	0	0	0830	0	0	0	1	0	3	6	11	11	2	2	0	0	0	38	43.8	0	0	0	0	0	0	0	
0845	42	0	34	0	8	0	0	0	0	0	0	0	0845	0	0	0	1	0	5	10	20	5	1	0	0	0	0	35.3	40	0	0	0	0	0	0	0	
0900	39	0	33	0	6	0	0	0	0	0	0	0	0900	0	0	0	1	0	5	12	14	6	1	0	0	0	0	35.2	41.6	0	0	0	0	0	0	0	
0915	40	0	33	0	6	1	0	0	0	0	0	0	0915	0	0	0	0	2	8	14	10	4	1	1	0	0	0	34.2	40	0	0	0	0	0	0	0	
0930	29	0	22	0	7	0	0	0	0	0	0	0	0930	0	0	0	1	3	6	13	4	2	0	0	0	0	0	36.4	42	0	0	0	0	0	0	0	
0945	38	0	27	0	10	0	0	0	1	0	0	0	0945	0	0	0	1	3	15	12	6	1	0	0	0	0	0	35.4	41	0	0	0	0	0	0	0	
1000	33	0	29	1	3	0	0	0	0	0	0	0	1000	0	0	0	0	0	2	13	12	6	0	0	0	0	0	35.9	40.6	0	0	0	0	0	0	0	
1015	46	1	41	0	4	0	0	0	0	0	0	0	1015	0	0	0	0	1	1	19	16	8	1	0	0	0	0	36.1	41.4	0	0	0	0	0	0	0	
1030	27	0	23	0	4	0	0	0	0	0	0	0	1030	0	0	0	0	0	0	11	12	4	0	0	0	0	0	36.3	40.5	0	0	0	0	0	0	0	
1045	39	0	31	0	8	0	0	0	0	0	0	0	1045	0	0	0	0	0	2	12	15	7	2	1	0	0	0	36.7	42.4	0	0	0	0	0	0	0	
1100	35	1	30	0	4	0	0	0	0	0	0	0	1100	0	0	0	0	1	2	14	11	4	2	1	0	0	0	36	41.2	0	0	0	0	0	0	0	

2230	9	0	9	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0
2245	8	0	8	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	41.5	-	0	0	0	0	0	0
2300	6	0	5	0	1	0	0	0	0	0	0	2300	0	0	0	0	0	0	3	2	0	0	1	0	0	0	0	0	37.6	-	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	39.2	-	0	0	0	0	0	0
2330	3	0	2	0	1	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	38.8	-	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	38.9	-	0	0	0	0	0	0
07-19	1406	20	1247	7	128	0	0	1	4	0	0	07-19	0	2	4	5	7	78	362	567	314	53	11	2	0	0	0	0	37.1	42.3	0	0	0	0	0	0
08-22	1629	20	1448	7	148	0	1	1	4	0	0	08-22	0	3	5	6	7	87	409	662	365	67	14	4	0	0	0	0	37.2	42.3	0	0	0	0	0	0
08-00	1678	20	1485	7	151	0	1	1	4	0	0	08-00	0	3	5	6	7	87	423	681	378	72	18	4	0	0	0	0	37.2	42.3	0	0	0	0	0	0
00-00	1704	20	1514	7	167	0	1	1	4	0	0	00-00	0	3	5	6	7	89	426	683	381	72	18	5	0	0	0	0	37.3	42.3	0	0	0	0	0	0

14 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-130	Mean	Vpp 85	PSL 60	PSL 80	SLF 68 ACPO	SLF 68 ACPO	SLF 75 DFT	SLF 75 DFT	Fix1	
0000	6	0	6	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	36.3	-	0	0	0	0	0	0	0	
0015	3	0	3	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	
0030	2	0	1	0	1	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	46.4	-	0	0	0	0	0	0	0	
0045	2	0	2	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	40.2	-	0	0	0	0	0	0	0	
0100	3	0	2	0	0	0	0	0	0	1	0	0	0100	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	37.8	-	0	0	0	0	0	0	0	
0115	3	0	3	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	38.2	-	0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38.5	-	0	0	0	0	0	0	0	
0145	2	0	2	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	42.2	-	0	0	0	0	0	0	0	
0200	1	0	0	0	1	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	0	
0215	1	0	1	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0245	4	0	4	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	40.5	-	0	0	0	0	0	0	0	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0		
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0		
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0		
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43.2	-	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0		
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40.6	-	0	0	0	0	0	0	0
0500	1	0	0	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	0	0	
0515	1	0	0	0	1	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	36.7	-	0	0	0	0	0	0	0	
0530	1	0	0	0	1	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	36.5	-	0	0	0	0	0	0	0	
0545	4	0	4	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	43.3	-	0	0	0	0	0	0	0	
0600	3	0	2	0	1	0	0	0	0	0	0	0	0600	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	0	
0615	4	0	3	0	1	0	0	0	0	0	0	0	0615	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	0	
0630	1	0	1	0	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0	0	
0645	2	0	2	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	50.6	-	0	0	0	0	0	0	0	
0700	1	0	1	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.9	-	0	0	0	0	0	0	0	
0715	4	1	3	0	0	0	0	0	0	0	0	0	0715	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	35.5	-	0	0	0	0	0	0	0	
0730	8	0	6	0	2	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	6	1	1	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0	0	
0745	5	0	4	0	1	0	0	0	0	0	0	0	0745	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	35.5	-	0	0	0	0	0	0	0	
0800	7	1	6	0	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	3	2	1	1	0	0	0	0	0	41.7	-	0	0	0	0	0	0	0	
0815	3	0	3	0	0	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	41	-	0	0	0	0	0	0	0	
0830	4	0	3	0	1	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	38.3	-	0	0	0	0	0	0	0	
0845	8	0	7	0	1	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	1	3	1	3	0	0	0	0	0	41.3	-	0	0	0	0	0	0	0	
0900	9	0	7	0	2	0	0	0	0	0	0	0	0900	0	0	0	0	0	1	1	2	4	0	1	0	0	0	0	39.9	-	0	0	0	0	0	0	0	
0915	8	0	7	0	1	0	0	0	0	0	0	0	0915	0	0	0	0	0	0	1	4	2	0	0	1	0	0	0	41.2	-	0	0	0	0	0	0	0	
0930	19	0	17	0	2	0	0	0	0	0	0	0	0930	0	0	0	0	0	4	6	5	3	1	0	0	0	0	0	35.1	43.1	0	0	0	0	0	0	0	
0945	20	0	18	0	2	0	0	0	0	0	0	0	0945	0	0	0	0	0	5	10	3	1	1	0	0	0	0	0	38.2	41.9	0	0	0	0	0	0	0	
1000	19	0	16	0	3	0	0	0	0	0	0	0	1000	0	0	0	0	0	2	5	7	5	0	0	0	0	0	0	36.7	41.3	0	0	0	0	0	0	0	
1015	25	2	21	0	2	0	0	0	0	0	0	0	1015	0	0	0	0	0	2	11	6	5	0	1	0	0	0	0	35.9	40.5	0	0	0	0	0	0	0	
1030	34	1	33	0	0	0	0	0	0	0	0	0	1030	0	0	0	0	0	1	8	14	9	2	0	0	0	0	0	38.2	43.8	0	0	0	0	0	0	0	
1045	34	0	32	0	2	0	0	0	0	0	0	0	1045	0	0	0	0	0	0	8	19	7	0	0	0	0	0	0	37.5	40.7	0	0	0	0	0	0	0	
1100	31	0	28	0	3	0	0	0	0	0	0	0	1100	0	0	0	0	0	0	3	16	12	0	0	0	0	0	0	39.1	42.1	0	0	0	0	0	0	0	
1115	27	0	25	0	1	0	0	0	0	1	0	0	1115	0	0	0	0	0	0	3	14	7	3	0	0	0	0	0	39.2	42.9	0	0	0	0	0	0	0	
1130	30	0	28	0	2	0	0	0	0	0	0	0	1130	0	0	0	0	0	1	1	8	14	5	1	0	0	0	0	36.5	41.3	0	0	0	0	0	0	0	
1145	32	0	29	0	3	0	0	0	0	0	0	0	1145	0	0	1	1	0	0	12	10	4	4	0	0	0	0	0	38.2	43.4	0	0	0	0	0	0	0	
1200	32	2	28	0	2	0	0	0	0	0	0	0	1200	0	0	0	0	0	1	5	5	17	4	0	0	0	0	0	40.3	44.3	0	0	0	0	0	0	0	
1215	32	0	31	0	1	0	0	0	0	0	0	0	1215	0	0	0	1	0	2	9	13	4	3	0	0	0	0	0	36.4	42.8	0	0	0					

15 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Mean	Vpp 85	[PSL 60	[PSL% 60	[SL1 68 ACQD	[SL1% 68 ACQD	[SL2 75 DFT	[SL2% 75 DFT	Fix1			
0000	0	0	0	0	0	0	0	0	0	0	0		0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0		
0015	1	0	1	0	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	41.8	-	0	0	0	0	0	0	0		
0030	0	0	0	0	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0		
0045	1	0	1	0	0	0	0	0	0	0	0		0045	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	45.3	-	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0		0315	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0400	1	0	0	0	1	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	45.5	-	0	0	0	0	0	0	0	0	
0415	1	0	0	0	1	0	0	0	0	0	0		0415	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0		0430	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0		0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0		0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	
0530	2	0	2	0	0	0	0	0	0	0	0		0530	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	42.8	-	0	0	0	0	0	0	0	0	
0545	4	0	4	0	0	0	0	0	0	0	0		0545	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	0	0	
0600	6	0	5	0	1	0	0	0	0	0	0		0600	0	0	0	0	0	0	0	2	2	1	0	0	1	0	0	45.5	-	1	16.67	0	0	0	0	0	0		
0615	5	0	3	0	2	0	0	0	0	0	0		0615	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	0	35.5	-	0	0	0	0	0	0	0	0	
0630	13	0	12	0	1	0	0	0	0	0	0		0630	0	0	0	0	0	2	1	5	4	1	0	0	0	0	0	38.1	44.6	0	0	0	0	0	0	0	0		
0645	17	1	10	1	5	0	0	0	0	0	0		0645	0	0	0	0	0	0	4	1	7	5	0	0	0	0	0	0	41.1	47.6	0	0	0	0	0	0	0	0	

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Mean	Vpp 85	JPSL 60	JPSL% 60	ISL1 68 ACPO	ISL1% 68 ACPO	ISL2 75 DFT	ISL2% 75 DFT	Fix1
0000	6	0	6	0	1	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	38 -		0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	39.9 -		0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	1	0	0	0	0	0	0	36.3 -		0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3 -		0	0	0	0	0	0	0	
0400	4	0	3	0	1	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	2	0	1	0	0	0	0	0	37.2 -		0	4	0	0	0	0	0	
0500	7	0	5	0	2	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	1	3	1	1	0	0	0	0	38.6 -		0	0	0	0	0	0	0	
0600	31	1	24	0	6	0	0	0	0	0	0	0	0600	0	0	0	0	0	2	5	11	9	3	1	0	0	0	38.8	44.4	0	0.93	0	0	0	0	0	
0700	106	1	85	0	20	0	0	0	0	0	0	0	0700	0	0	0	1	1	7	18	40	29	9	1	0	0	0	38.1	43.7	0	0	0	0	0	0	0	
0800	120	1	89	0	30	0	0	0	0	0	0	0	0800	0	0	0	1	0	6	25	43	23	5	3	1	3	3	7	41.1	47	13	10.58	7	6.183	5	3.805	0
0900	127	1	92	0	33	1	0	0	0	0	0	0	0900	0	1	0	0	2	10	36	40	16	4	2	1	4	4	7	40.1	47.2	15	11.67	8	6.397	4	2.806	0
1000	137	1	99	1	35	0	0	0	0	0	0	0	1000	0	0	0	0	2	7	36	44	20	4	2	2	4	6	8	41.5	53.7	18	13.39	11	8.368	5	3.566	0
1100	144	1	111	0	30	0	0	0	0	0	0	0	1100	0	0	1	2	3	9	36	50	19	4	1	2	2	4	11	40.4	47.1	17	11.9	13	8.929	7	4.663	0
1200	153	1	113	0	37	0	0	0	0	0	0	0	1200	0	0	1	1	2	11	39	47	23	6	2	3	5	3	10	40.9	50.5	18	12.07	12	7.671	6	4.21	0
1300	127	1	112	1	13	0	0	0	0	0	0	0	1300	0	0	0	0	0	2	7	37	49	26	5	1	0	0	36.7	41.9	1	0.45	0	0.112	0	0.112	0	
1400	124	1	108	0	14	0	0	0	0	0	0	0	1400	0	0	1	1	2	10	36	44	23	6	1	0	0	0	36.3	42	0	0	0	0	0	0	0	
1500	140	1	123	1	15	0	0	0	0	0	0	0	1500	0	0	0	1	2	11	33	56	31	5	1	0	0	0	36.7	42.1	0	0.102	0	0	0	0	0	
1600	158	3	133	0	21	0	0	0	0	0	0	0	1600	0	0	1	2	2	9	39	60	35	8	1	0	0	0	36.8	42.4	0	0	0	0	0	0	0	
1700	168	1	149	0	17	0	0	0	0	0	0	0	1700	0	0	1	2	1	7	37	68	38	10	2	1	0	0	37.6	43.2	0	0	0	0	0	0	0	
1800	121	1	110	0	10	0	0	0	0	0	0	0	1800	0	0	0	0	1	4	25	46	31	11	1	0	0	0	38.1	43.4	0	0.118	0	0	0	0	0	
1900	78	1	70	0	6	0	0	0	0	0	0	0	1900	0	0	0	0	0	3	15	32	18	7	1	1	0	0	38.3	43.2	0	0	0	0	0	0	0	
2000	57	0	52	0	5	0	0	0	0	0	0	0	2000	0	0	0	0	0	2	11	23	14	4	2	1	0	0	38.3	43.7	0	0	0	0	0	0	0	
2100	45	0	41	0	4	0	0	0	0	0	0	0	2100	0	0	0	0	0	2	12	16	9	3	1	0	0	0	37.6	43.3	0	0.321	0	0	0	0	0	
2200	28	0	27	0	1	0	0	0	0	0	0	0	2200	0	0	0	0	1	2	5	10	6	2	1	0	0	0	38.1	44.3	0	0	0	0	0	0	0	
2300	13	0	12	0	1	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	4	4	2	2	1	0	0	0	39.1	47.1	0	0	0	0	0	0	0	
07-19	1626	15	1325	4	274	3	1	1	3	0	0	0	07-19	0	2	6	10	19	98	399	587	316	79	18	10	18	20	44	38.7	43.7	82	6.062	52	3.181	26	1.617	0
08-22	1838	17	1512	4	284	3	1	1	4	0	0	0	08-22	0	2	7	11	20	108	442	669	385	95	23	11	19	20	44	38.8	43.7	83	4.606	62	2.817	28	1.432	0
09-00	1877	17	1551	4	286	3	1	1	4	0	0	0	09-00	0	2	7	12	21	110	452	683	374	88	25	12	19	20	44	38.8	43.7	83	4.407	62	2.758	28	1.401	0
00-00	1800	17	1570	4	300	3	1	1	4	0	0	0	00-00	0	2	7	12	21	112	457	691	379	100	25	12	19	20	44	38.6	43.7	83	4.38	52	2.721	28	1.383	0

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0-5	Vbin 5-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-55	Vbin 55-60	Vbin 60-65	Vbin 65-70	Vbin 70-75	Mean	Vpp 85	JPSL 60	JPSL% 60	ISL1 68 ACPO	ISL1% 68 ACPO	ISL2 75 DFT	ISL2% 75 DFT	Fix1
Mon	899	3	195	1	685	8	1	3	3	0	0		Mon	0	0	0	1	1	17	37	61	72	44	42	53	126	139	306	61.6	77.1	571	63.52	362	40.27	184	20.47	
Tue	2349	26	2023	4	282	5	3	0	5	0	1		Tue	0	4	14	18	29	148	579	915	465	137	33	4	2	1	0	36.9	42.5	3	0.128	0	0	0	0	0
Wed	2363	15	2052	6	284	2	1	1	3	0	0		Wed	0	5	6	20	33	153	641	916	450	116	20	3	0	0	0	36.6	41.9	0	0	0	0	0	0	0
Thu	2404	27	2065	6	296	3	1	1	4	1	0		Thu	0	2	14	19	41	169	615	913	498	107	18	5	3	0	0	36.6	42	3	0.125	0	0	0	0	0
Fri	2345	15	2033	4	285	4	0	0	4	0	0		Fri	0	2	6	11	27	154	637	865	483	125	27	7	1	0	0	36.9	42.4	1	0.043	0	0	0	0	0
jSat	1704	20	1514	7	157	0	1	1	4	0	0		jSat	0	3	5	6	7	89	425	693	381	72	18	5	0	0	0	37.3	42.3	0	0	0	0	0	0	0
jSun	1238	14	1108	1	110	0	0	1	3	1	0		jSun	0	1	2	7	6	51	266	473	301	102	20	7	1	1	0	38.2	43.5	2	0.162	0	0	0	0	0
--	13302	120	10990	28	2099	22	7	7	26	2	1	--	--	0	17	47	82	144	781	3200	4838	2850	703	178	84	133	141	306	38.6	43.7	580	4.38	362	2.721	184	1.383	

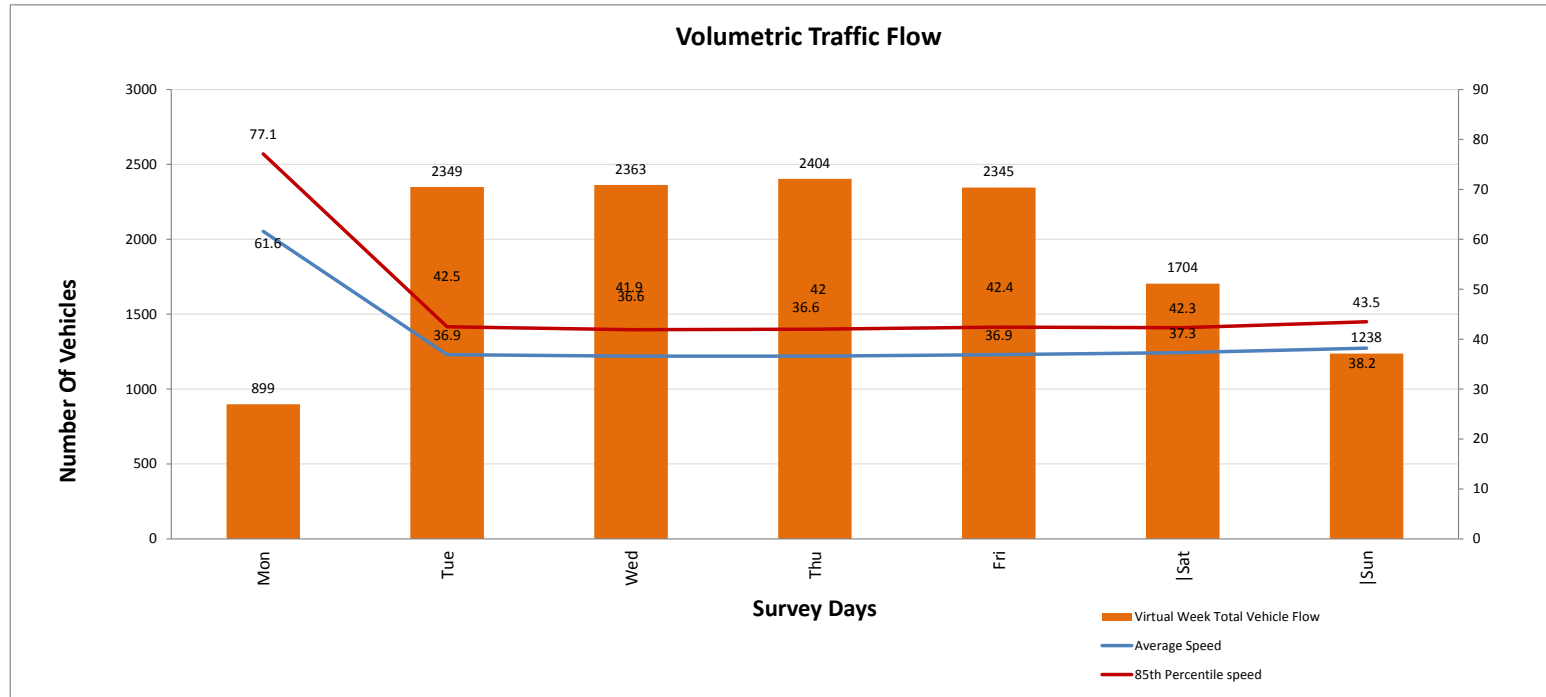
Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Mean	Vpp 85	JPSL 60	JPSL% 60	ISL1 68 ACPO	ISL1% 68 ACPO	ISL2 75 DFT	ISL2% 75 DFT	Fix1
-	13302	120	10990	28	2099	22	7	7	26	2	1	-	-	0	17	47	82	144	781	3200	4838	2850	703	178	84	133	141	306	38.6	43.7	580	4.38	362	2.721	184	1.383	0

TSP Class Profile All Days 15 Mins

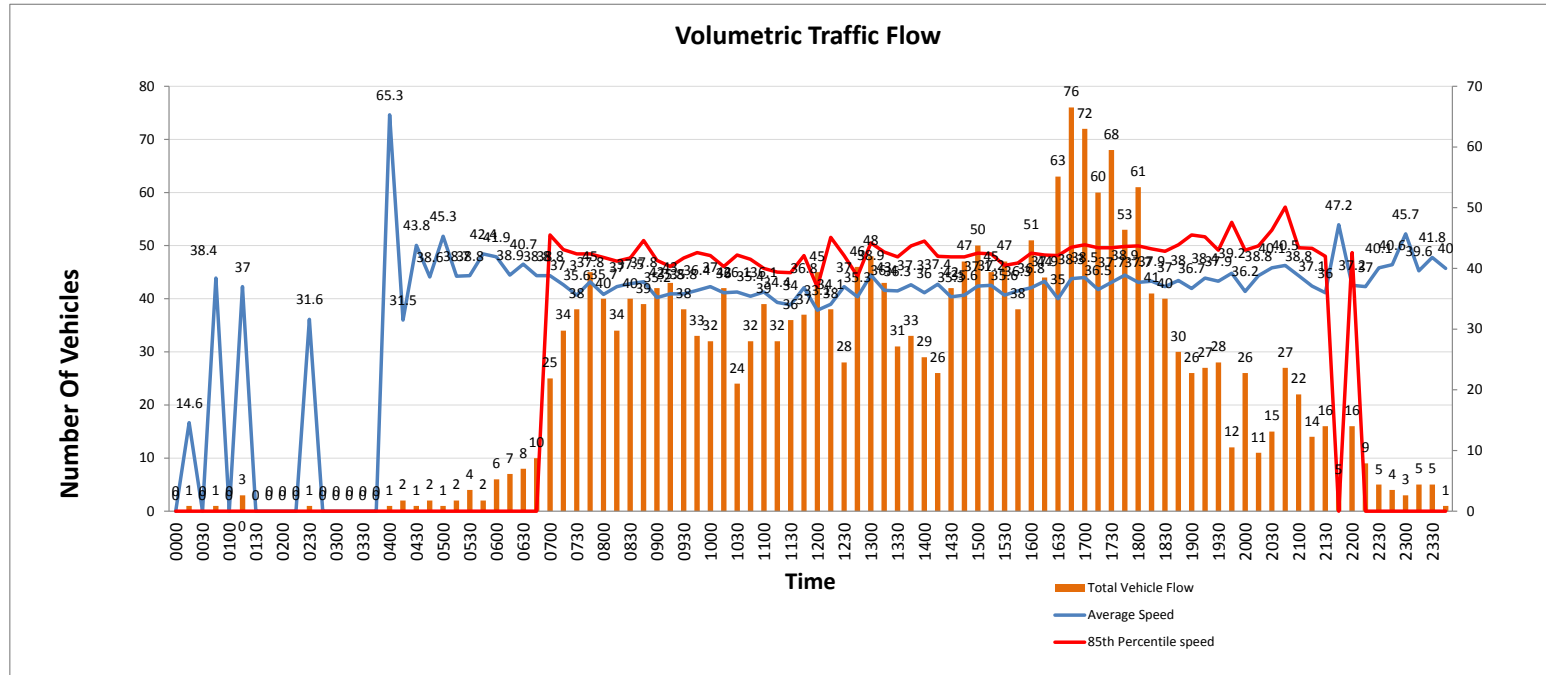
Report Id - CustomList-353
Site Name - TSP14352-01
Description - BIRD IN EYE HILL [60M]
Direction - East

WEEK 1

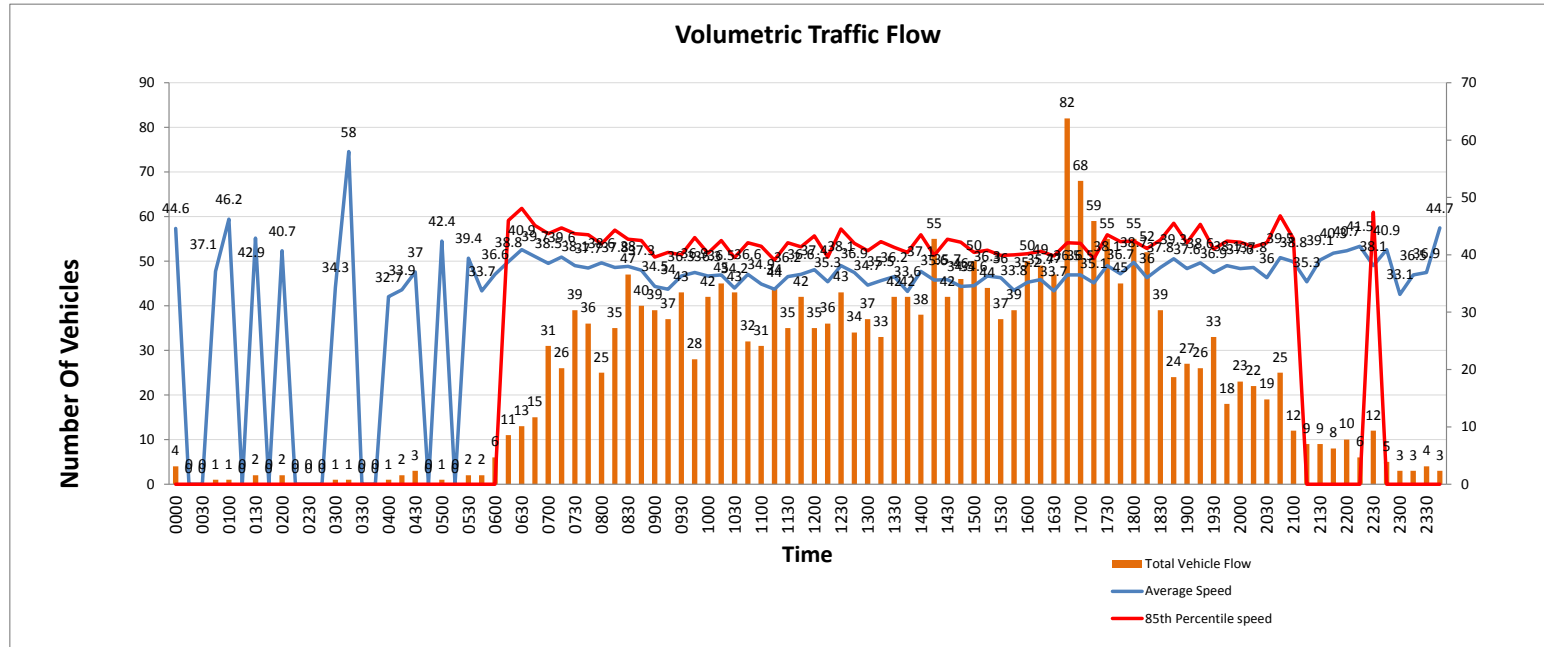


09 July 2019

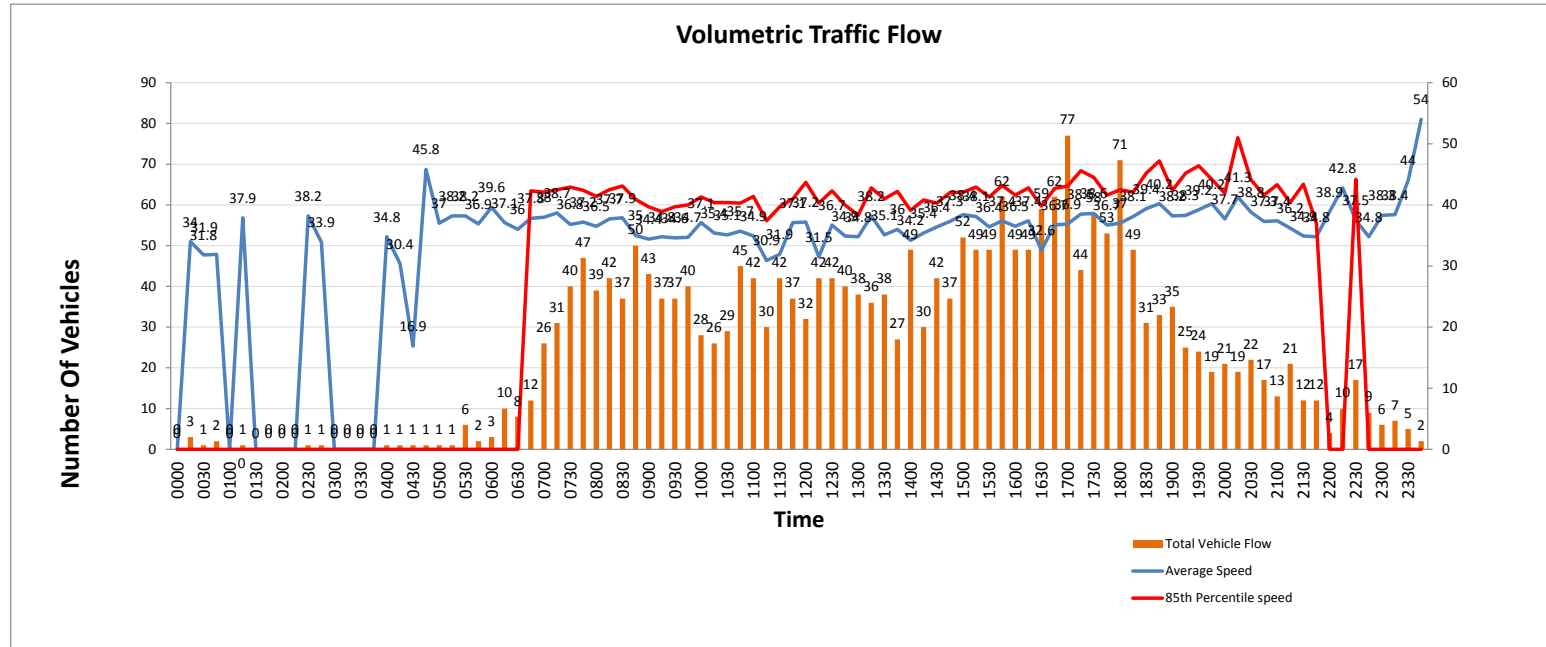
Total Vehicle Flow



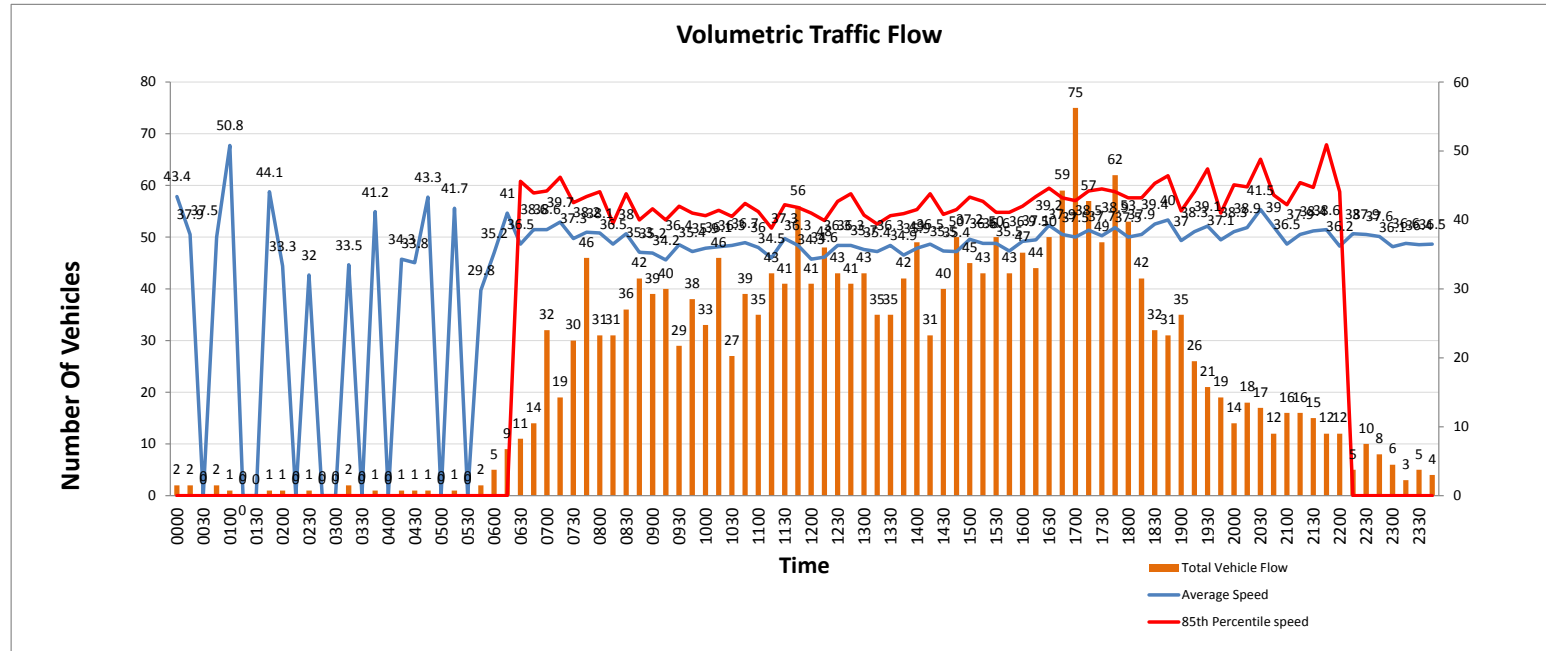
10 July 2019



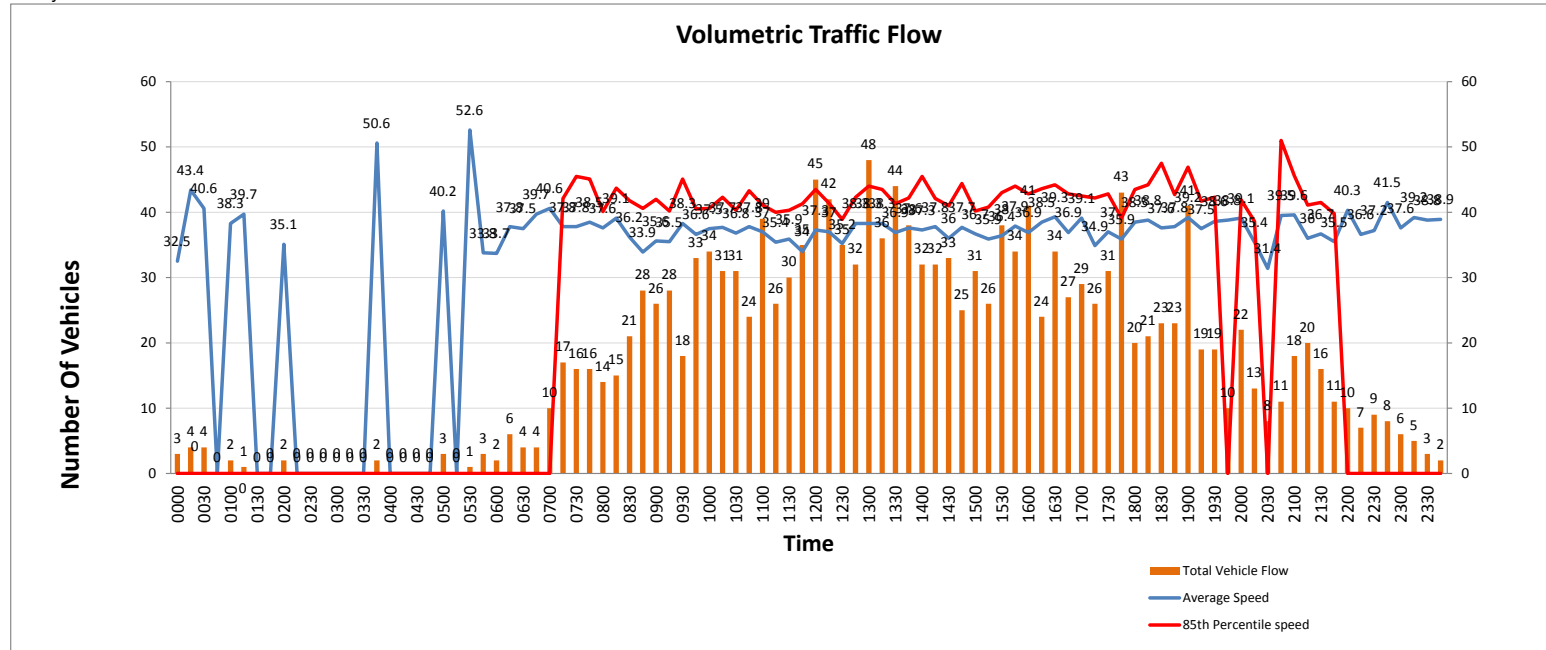
11 July 2019



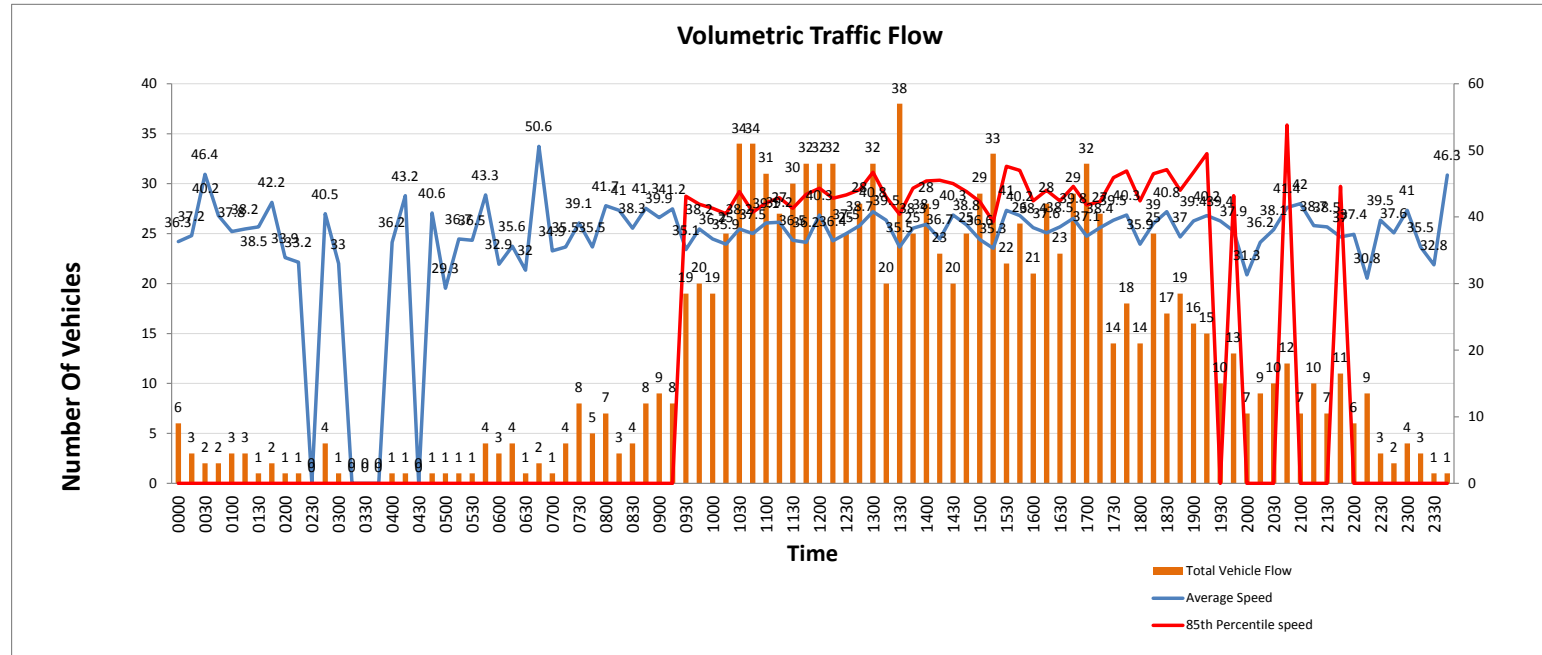
12 July 2019



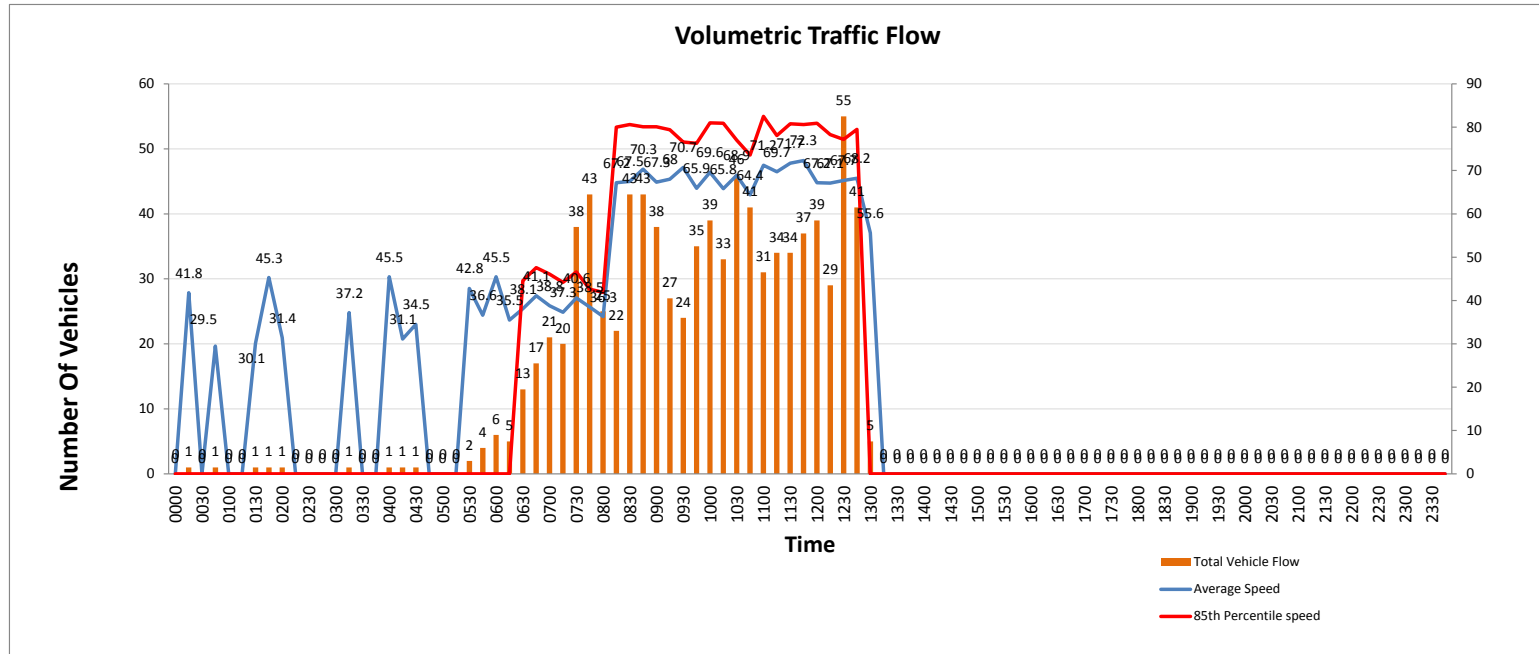
13 July 2019



14 July 2019



15 July 2019



TSP Class Profile All Days 15 Mins

Report Id - CustomList-353

Site Name - TSP14352-01

Description - BIRD IN EYE HILL [60M]

Direction - West

09 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1		
0000	1	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	1	0	0	0	0	0	0	0	25.6	-		0	0	0	0	0	0			
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0		
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0		
0045	1	0	0	0	1	0	0	0	0	0	0	0	0045	0	0	0	0	1	0	0	0	0	0	0	0	0	0	22.9	-		0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0		
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0		
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0		
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0		
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.6	-		0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0		
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.4	-		0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0		
0315	1	0	1	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37	-		0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36.8	-		0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.1	-		0	0	0	0	0	0	0	
0445	4	0	2	0	2	0	0	0	0	0	0	0	0445	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	39.5	-		0	0	0	0	0	0	0	0
0500	2	0	1	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	39.4	-		0	0	0	0	0	0	0	
0515	5	0	5	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	38	-		0	0	0	0	0	0	0	
0530	5	0	4	0	1	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	39.4	-		0	0	0	0	0	0	0	
0545	6	0	5	0	1	0	0	0	0	0	0	0	0545	0	0	0	0	1	0	0	1	2	2	0	0	0	0	0	39.5	-		0	0	0	0	0	0	0	
0600	12	2	10	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	1	1	0	6	4	0	0	0	0	0	0	36.5	42.9		0	0	0	0	0	0	0	
0615	22	0	18	0	3	0	0	0	1	0	0	0	0615	0	0	0	0	1	0	2	7	7	5	0	0	0	0	0	40.3	46.6		0	0	0	0	0	0	0	
0630	17	1	15	0	1	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	1	3	8	5	0	0	0	0	0	42.1	45.7		0	0	0	0	0	0	0	
0645	29	2	24	0	3	0	0	0	0	0	0	0	0645	0	0	0	0	1	4	5	9	7	3	0	0	0	0	0	37.2	44.5		0	0	0	0	0	0	0	
0700	33	1	24	1	7	0	0	0	0	0	0	0	0700	0	0	0	0	1	0	2	14	14	1	0	1	0	0	0	39.6	44.1		0	0	0	0	0	0	0	
0715	41	3	28	0	9	0	0	0	1	0	0	0	0715	0	0	0	0	3	3	4	16	10	5	0	0	0	0	0	37.6	44.5		0	0	0	0	0	0	0	
0730	43	0	35	0	7	1	0	0	0	0	0	0	0730	0	0	0	0	1	6	10	16	8	2	0	0	0	0	0	35.9	41.7		0	0	0	0	0	0	0	
0745	62	0	46	0	15	0	0	1	0	0	0	0	0745	0	0	0	3	2	3	18	16	17	3	0	0	0	0	0	36.1	43.2		0	0	0	0	0	0	0	
0800	58	0	52	0	6	1	0	0	0	0	0	0	0800	0	0	0	0	1	0	9	32	15	2	0	0	0	0	0	38	42.7		0	0	0	0	0	0	0	
0815	74	0	67	0	7	0	0	0	0	0	0	0	0815	0	0	0	0	1	1	15	34	21	2	0	0	0	0	0	37.9	42.4		0	0	0	0	0	0	0	
0830	61	0	53	0	8	0	0	0	0	0	0	0	0830	0	0	0	2	0	1	23	26	8	1	0	0	0	0	0	35.3	40.1		0	0	0	0	0	0	0	
0845	58	0	53	0	4	0	1	0	0	0	0	0	0845	0	0	0	0	2	1	8	35	11	1	0	0	0	0	0	37.3	40.8		0	0	0	0	0	0	0	
0900	62	0	55	0	7	0	0	0	0	0	0	0	0900	0	0	0	0	0	3	22	28	8	1	0	0	0	0	0	36.4	40		0	0	0	0	0	0	0	
0915	58	0	50	0	7	0	0	0	1	0	0	0	0915	0	0	0	0	1	2	14	29	12	0	0	0	0	0	0	36.8	40.3		0	0	0	0	0	0	0	
0930	60	0	55	0	5	0	0	0	0	0	0	0	0930	0	0	0	0	0	5	24	28	3	0	0	0	0	0	0	35.3	39		0	0	0	0	0	0	0	
0945	45	0	41	0	3	0	1	0	0	0	0	0	0945	0	0	0	0	0	2	14	18	10	1	0	0	0	0	0	36.8	40.3		0	0	0	0	0	0	0	
1000	35	0	31	0	4	0	0	0	0	0	0	0	1000	0	0	0	0	0	2	14	17	0	2	0	0	0	0	0	36	38.9		0	0	0	0	0	0	0	
1015	41	1	33	0	7	0	0	0	0	0	0	0	1015	0	0	0	0	1	3	24	9	3	1	0	0	0	0	0	34.3	39.6		0	0	0	0	0	0	0	
1030	46	0	41	1	4	0	0	0	0	0	0	0	1030	0	0	0	0	0	2	10	26	6	2	0	0	0	0	0	37	40.6		0	0	0	0	0	0	0	
1045	34	0	30	0	4	0	0	0	0	0	0	0	1045	0	0	0	0	0	1	8	16	9	0	0	0	0	0	0	37.1	42		0	0	0	0	0	0	0	
1100	41	0	38	0	3	0	0	0	0	0	0	0	1100	0	0	0	0	0	2	17	18	4	0	0	0	0	0	0	35.6	39.1		0	0	0	0	0	0	0	
1115	30	0	26	0	4	0	0	0	0	0	0	0	1115	0	0	0	0	0	2	5	15	7	1	0	0	0	0	0	37.3	41		0	0	0	0	0	0	0	
1130	29	0	27	0	2	0	0	0	0	0	0	0	1130	0	0	0	0	0	1	7	14	6	1	0	0	0	0	0	37.1	41.4		0	0	0	0	0	0	0	
1145	33	2	25	0	6	0	0	0	0	0	0	0	1145	0	0	0	0	0	2	8	11	8	4	0	0	0	0	0	38.2	42.1		0	0	0	0	0	0	0	
1200	52	0	49	0	3	0	0	0	0	0	0	0	1200	0	0	0	0	0	1	16	24	11	0	0	0	0	0	0	36.8	41.5		0	0	0	0	0			

1530	54	0	46	0	7	0	1	0	0	0	0	1530	0	0	0	0	0	1	15	20	16	2	0	0	0	0	0	37.7	43.2	0	0	0	0	0	0	
1545	41	0	35	0	6	0	0	0	0	0	0	1545	0	0	0	1	2	1	11	9	13	4	0	0	0	0	0	37.1	43.4	0	0	0	0	0	0	
1600	39	0	31	0	8	0	0	0	0	0	0	1600	0	0	0	0	0	1	8	14	13	1	2	0	0	0	0	38.9	42.5	0	0	0	0	0	0	
1615	43	1	35	0	7	0	0	0	0	0	0	1615	0	0	0	0	0	5	2	23	11	1	1	0	0	0	0	38	43.1	0	0	0	0	0	0	
1630	40	0	33	0	7	0	0	0	0	0	0	1630	0	0	0	0	0	0	13	18	8	1	0	0	0	0	0	37.2	41.5	0	0	0	0	0	0	
1645	49	0	39	0	10	0	0	0	0	0	0	1645	0	0	0	0	0	2	6	25	15	1	0	0	0	0	0	38.1	41.8	0	0	0	0	0	0	
1700	46	1	40	0	5	0	0	0	0	0	0	1700	0	0	0	0	0	2	5	25	14	0	0	0	0	0	0	38.2	41.5	0	0	0	0	0	0	
1715	48	0	44	0	4	0	0	0	0	0	0	1715	0	0	0	0	0	1	8	18	17	4	0	0	0	0	0	39.3	44.5	0	0	0	0	0	0	
1730	30	0	30	0	0	0	0	0	0	0	0	1730	0	0	0	0	0	0	0	17	10	2	1	0	0	0	0	40.4	44.2	0	0	0	0	0	0	
1745	47	1	42	0	4	0	0	0	0	0	0	1745	0	0	0	0	0	1	6	17	20	3	0	0	0	0	0	39.5	43.5	0	0	0	0	0	0	
1800	37	1	29	0	6	1	0	0	0	0	0	1800	0	0	0	0	0	0	11	17	8	1	0	0	0	0	0	37.2	42.1	0	0	0	0	0	0	
1815	24	0	24	0	0	0	0	0	0	0	0	1815	0	0	0	0	0	3	12	7	0	1	0	0	0	0	0	38.7	42.3	0	0	0	0	0	0	
1830	29	0	27	0	2	0	0	0	0	0	0	1830	0	0	0	0	0	7	13	7	2	0	0	0	0	0	0	37.6	41.6	0	0	0	0	0	0	
1845	19	0	18	0	1	0	0	0	0	0	0	1845	0	0	0	0	0	0	1	6	10	2	0	0	0	0	0	40.4	43.1	0	0	0	0	0	0	
1900	30	0	28	0	2	0	0	0	0	0	0	1900	0	0	0	0	0	2	5	14	6	3	0	0	0	0	0	37.7	42.2	0	0	0	0	0	0	
1915	26	1	22	0	3	0	0	0	0	0	0	1915	0	0	0	0	0	1	2	11	8	2	2	0	0	0	0	40.1	45	0	0	0	0	0	0	
1930	18	3	12	0	3	0	0	0	0	0	0	1930	0	0	0	0	2	1	3	3	6	3	0	0	0	0	0	37.7	45.4	0	0	0	0	0	0	
1945	17	0	17	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	2	5	7	1	2	0	0	0	0	0	36.6	43.4	0	0	0	0	0	0	
2000	18	1	17	0	0	0	0	0	0	0	0	2000	0	0	0	0	1	2	2	7	4	2	0	0	0	0	0	37.4	43.1	0	0	0	0	0	0	
2015	14	2	12	0	0	0	0	0	0	0	0	2015	0	0	1	1	0	0	1	4	7	0	0	0	0	0	0	36	42.9	0	0	0	0	0	0	
2030	16	1	14	0	1	0	0	0	0	0	0	2030	0	0	0	0	0	0	1	6	9	0	0	0	0	0	0	40	42.6	0	0	0	0	0	0	
2045	19	0	19	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	0	3	7	7	1	0	1	0	0	0	39.9	44.6	0	0	0	0	0	0	
2100	12	0	12	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	1	6	2	3	0	0	0	0	0	0	36	43.2	0	0	0	0	0	0	
2115	12	0	12	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	2	2	6	0	1	1	0	0	0	0	37.2	47.6	0	0	0	0	0	0	
2130	11	0	11	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	2	7	1	0	1	0	0	0	0	38.6	44.7	0	0	0	0	0	0	
2145	6	0	6	0	0	0	0	0	0	0	0	2145	0	0	0	0	1	1	0	3	1	0	0	0	0	0	0	34.1 -		0	0	0	0	0	0	
2200	4	0	4	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	44.6 -		0	0	0	0	0	0	
2215	7	0	6	0	1	0	0	0	0	0	0	2215	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	37.4 -		0	0	0	0	0	0	
2230	6	1	4	0	1	0	0	0	0	0	0	2230	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	40.8 -		0	0	0	0	0	0	
2245	3	0	3	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	44.4 -		0	0	0	0	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	42.5 -		0	0	0	0	0	0	
2315	2	0	2	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	45.9 -		0	0	0	0	0	0	
2330	4	0	4	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	45.1 -		0	0	0	0	0	0	
2345	3	0	3	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	42.5 -		0	0	0	0	0	0	
07-19	2025	18	1732	4	257	6	4	1	3	0	0	07-19	0	0	0	0	8	18	89	468	898	463	73	7	1	0	0	0	37.3	41.7	0	0	0	0	0	0
06-22	2304	31	1981	4	273	6	4	1	4	0	0	06-22	0	0	1	9	25	106	508	1000	542	100	11	2	0	0	0	0	37.4	42.1	0	0	0	0	0	0
06-00	2335	32	2009	4	275	6	4	1	4	0	0	06-00	0	0	1	9	25	106	512	1006	555	104	15	2	0	0	0	0	37.5	42.2	0	0	0	0	0	0
00-00	2364	32	2032	4	281	6	4	1	4	0	0	00-00	0	0	1	9	27	108	517	1015	562	108	15	2	0	0	0	0	37.5	42.2	0	0	0	0	0	0

10 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1	
0000	2	0	2	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	42.6	-	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0030	1	1	1	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.8	-	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0100	3	0	2	0	1	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	40.7	-	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41	-	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	43.6	-	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.1	-	0	0	0	0	0	0	0
0415	1	0	0	0	1	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41.8	-	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	42.2	-	0	0	0	0	1	0	0
0500	1	0	0	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0	0
0515	5	0	4	0	1	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	40.6	-	0	0	0	0	0	0	0
0530	5	0	5	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	45.3	-	0	0	0	0	0	0	0
0545	7	0	5	0	2	0	0	0	0	0	0	0	0545	0	0	0	0	1	0	0	2	4	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0	0
0600	9	0	9	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	1	4	2	1	0	1	0	0	0	0	41.6	-	0	0	0	0	0	0	0
0615	20	3	14	0	2	0	0	0	0	1	0	0	0615	0	0	0	0	1	2	2	4	6	3	2	0	0	0	0	0	39.6	48.4	0	0	0	0	0	0	0
0630	12	0	11	0	1	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	3	6	2	1	0	0	0	0	0	43.6	48.1	0	0	0	0	0	0	0
0645	42	2	34	0	6	0	0	0	0	0	0	0	0645	0	0	2	0	2	1	4	18	11	4	0	0	0	0	0	0	37.1	43	0	0	0	0	0	0	0
0700	32	1	26	0	5	0	0	0	0	0	0	0	0700	0	0	0	0	1	0	6	13	11	1	0	0	0	0	0	0	38.4	43.7	0	0	0	0	0	0	0
0715	49	0	36	0	13	0	0	0	0	0	0	0	0715	0	0	0	2	2	3	10	17	12	3	0	0	0	0	0	0	35.8	41.9	0	0	0	0	0	0	0
0730	45	0	38	0	7	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	12	20	8	4	1	0	0	0	0	0	38.5	43.4	0	0	0	0	0	0	0
0745	68	0	57	0	11	0	0	0	0	0	0	0	0745	0	0	0	0	2	0	24	29	12	1	0	0	0	0	0	0	36.8	41.1	0	0	0	0	0	0	0
0800	53	0	45	0	8	0	0	0	0	0	0	0	0800	0	0	0	0	1	2	8	24	13	3	2	0	0	0	0	0	38.7	43.8	0	0	0	0	0	0	0
0815	59	0	54	0	5	0	0	0	0	0	0	0	0815	0	0	0	1	3	1	3	27	18	5	0	1	0	0	0	0	38.7	43.5	0	0	0	0	0	0	0
0830	56	1	46	0	8	0	0	0	1	0	0	0	0830	0	0	0	0	0	1	12	35	5	2	1	0	0	0	0	0	37.3	40	0	0	0	0	0	0	0
0845	67	1	61	0	5	0	0	0	0	0	0	0	0845	0	0	0	0	1	4	18	28	16	0	0	0	0	0	0	0	36.5	42.2	0	0	0	0	0	0	0
0900	76	1	64	1	9	0	0	0	0	1	0	0	0900	0	0	0	1	3	6	27	28	8	3	0	0	0	0	0	0	35.2	40	0	0	0	0	0	0	0
0915	56	0	54	0	2	0	0	0	0	0	0	0	0915	0	0	0	0	0	1	15	27	13	0	0	0	0	0	0	0	37	41.3	0	0	0	0	0	0	0
0930	45	1	40	0	4	0	0	0	0	0	0	0	0930	0	0	0	0	1	3	12	22	7	0	0	0	0	0	0	0	35.8	40.1	0	0	0	0	0	0	0
0945	51	1	44	0	6	0	0	0	0	0	0	0	0945	0	0	0	1	1	1	21	24	2	1	0	0	0	0	0	0	34.9	39.2	0	0	0	0	0	0	0
1000	54	3	48	0	3	0	0	0	0	0	0	0	1000	0	0	0	2	2	5	11	21	12	1	0	0	0	0	0	0	35.2	41.4	0	0	0	0	0	0	0
1015	34	1	29	0	4	0	0	0	0	0	0	0	1015	0	0	0	0	1	2	12	9	6	4	0	0	0	0	0	0	36.7	43.8	0	0	0	0	0	0	0
1030	44	0	37	0	7	0	0	0	0	0	0	0	1030	0	0	0	1	2	2	16	17	5	1	0	0	0	0	0	0	34.8	39.9	0	0	0	0	0	0	0
1045	37	0	32	0	4	0	0	1	0	0	0	0	1045	0	0	2	1	1	1	12	12	7	1	0	0	0	0	0	0	34.6	41.1	0	0	0	0	0	0	0
1100	46	0	40	0	6	0	0	0	0	0	0	0	1100	0	0	0	0	0	9	24	11	1	1	0	0	0	0	0	0	33.5	37.8	0	0	0	0	0	0	0
1115	33	1	28	0	4	0	0	0	0	0	0	0	1115	0	0	0	0	0	2	1	24	4	2	0	0	0	0	0	0	38	40.4	0	0	0	0	0	0	0
1130	42	0	34	0	8	0	0	0	0	0	0	0	1130	0	0	0	0	1	2	15	15	8	1	0	0	0	0	0	0	36	41	0	0	0	0	0	0	0
1145	32	0	25	0	7	0	0	0	0	0	0	0	1145	0	0	0	0	1	3	13	12	2	1	0	0	0	0	0	0	34.8	39	0	0	0	0	0	0	0
1200	42	0	35	0																																		

1730	38	2	30	0	6	0	0	0	0	0	0	1730	0	0	0	0	0	4	7	21	3	3	0	0	0	0	0	36.5	40.3	0	0	0	0	0	0
1745	30	0	26	0	2	0	1	0	0	0	1	1745	0	0	0	0	1	0	7	13	5	4	0	0	0	0	0	38	43.6	0	0	0	0	0	0
1800	29	0	24	0	5	0	0	0	0	0	0	1800	0	0	0	0	1	0	3	12	10	3	0	0	0	0	0	39.4	44.7	0	0	0	0	0	0
1815	26	0	23	0	3	0	0	0	0	0	0	1815	0	0	0	0	0	1	4	14	4	3	0	0	0	0	0	38.1	42.7	0	0	0	0	0	0
1830	24	0	23	0	1	0	0	0	0	0	0	1830	0	0	0	0	0	0	6	9	7	2	0	0	0	0	0	38.4	42.9	0	0	0	0	0	0
1845	33	0	28	0	5	0	0	0	0	0	0	1845	0	0	0	0	1	2	10	12	6	1	1	0	0	0	0	36.8	41.3	0	0	0	0	0	0
1900	18	1	13	0	4	0	0	0	0	0	0	1900	0	0	0	0	0	1	5	8	3	0	1	0	0	0	0	37.5	42.2	0	0	0	0	0	0
1915	30	1	27	0	2	0	0	0	0	0	0	1915	0	0	0	0	2	0	9	12	5	2	0	0	0	0	0	36.5	41.1	0	0	0	0	0	0
1930	23	0	21	0	2	0	0	0	0	0	0	1930	0	0	0	1	0	1	3	13	4	1	0	0	0	0	0	36.6	40.4	0	0	0	0	0	0
1945	9	0	8	0	1	0	0	0	0	0	0	1945	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	41.1 -		0	0	0	0	0	0
2000	17	0	16	0	0	0	0	0	0	1	0	2000	0	0	0	0	0	0	2	5	6	3	1	0	0	0	0	41.1	47.7	0	0	0	0	0	0
2015	16	1	13	0	2	0	0	0	0	0	0	2015	0	0	0	0	0	1	4	3	4	2	2	0	0	0	0	39.9	49.4	0	0	0	0	0	0
2030	18	0	16	0	2	0	0	0	0	0	0	2030	0	0	0	0	0	1	6	6	4	0	1	0	0	0	0	37.5	42.2	0	0	0	0	0	0
2045	9	2	7	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	1	1	3	2	2	0	0	0	0	0	39.5 -		0	0	0	0	0	0
2100	10	0	9	0	1	0	0	0	0	0	0	2100	0	0	0	0	0	0	1	5	3	1	0	0	0	0	0	39.6 -		0	0	0	0	0	0
2115	9	0	6	0	3	0	0	0	0	0	0	2115	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	35 -		0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	37.7 -		0	0	0	0	0	0
2145	6	0	5	0	1	0	0	0	0	0	0	2145	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	36.1 -		0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	40 -		0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	39.9 -		0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	40.8 -		0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	38.8 -		0	0	0	0	0	0
2300	5	0	4	0	1	0	0	0	0	0	0	2300	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	37.3 -		0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	41.7 -		0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0	2330	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	37.7 -		0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41.6 -		0	0	0	0	0	0
07-19	2038	22	1758	2	249	1	2	2	1	0	1	07-19	0	3	5	14	49	117	570	856	335	81	7	1	0	0	0	36.2	41.4	0	0	0	0	0	0
06-22	2292	32	1973	2	276	1	2	2	3	0	1	06-22	0	3	7	15	54	126	616	951	401	102	15	2	0	0	0	36.5	41.7	0	0	0	0	0	0
06-00	2317	32	1997	2	277	1	2	2	3	0	1	06-00	0	3	7	15	54	127	618	966	404	106	15	2	0	0	0	36.5	41.7	0	0	0	0	0	0
00-00	2349	32	2022	2	284	1	2	2	3	0	1	00-00	0	3	7	15	55	127	620	977	418	108	17	2	0	0	0	36.5	41.8	0	0	0	0	0	0

11 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL% 68 ACPO	JSL2 75 DFT	JSL% 75 DFT	Fix1		
0000	1	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	48.4	-	0	0	0	0	0	0	0		
0015	1	0	1	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	0		
0030	2	0	2	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	41	-	0	0	0	0	0	0	0		
0045	1	0	1	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.7	-	0	0	0	0	0	0	0	0	
0215	1	0	1	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.5	-	0	0	0	0	0	0	0	0	
0230	1	0	0	0	1	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36	-	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	42.7	-	0	0	0	0	0	0	0	0
0500	3	0	1	0	2	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	40.5	-	0	0	0	0	0	0	0	0	
0515	5	0	5	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	38.7	-	0	0	0	0	0	0	0	0	
0530	4	0	4	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	44.4	-	0	0	0	0	0	0	0	0	
0545	8	0	7	0	1	0	0	0	0	0	0	0	0545	0	0	0	0	1	0	1	4	2	0	0	0	0	0	0	36.3	-	0	0	0	0	0	0	0	0	
0600	15	0	15	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	4	9	2	0	0	0	0	0	42	45.2	0	0	0	0	0	0	0	0	
0615	13	2	10	0	1	0	0	0	0	0	0	0	0615	0	0	0	0	1	1	1	4	3	3	0	0	0	0	0	38.4	47.3	0	0	0	0	0	0	0	0	
0630	13	1	9	0	2	0	0	0	1	0	0	0	0630	0	0	0	0	2	0	1	4	5	0	1	0	0	0	0	37.6	43.4	0	0	0	0	0	0	0	0	
0645	34	1	31	0	2	0	0	0	0	0	0	0	0645	0	0	0	0	0	1	6	16	8	3	0	0	0	0	0	38.3	42	0	0	0	0	0	0	0	0	
0700	41	0	34	0	7	0	0	0	0	0	0	0	0700	0	0	0	0	2	0	6	17	11	3	0	0	0	0	0	38	43.9	0	0	0	0	0	0	0	0	
0715	45	1	34	1	9	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	7	24	9	5	0	0	0	0	0	38.9	43.5	0	0	0	0	0	0	0	0	
0730	38	0	25	0	13	0	0	0	0	0	0	0	0730	0	0	0	0	2	0	8	17	8	3	0	0	0	0	0	37.5	42.5	0	0	0	0	0	0	0	0	
0745	70	0	59	0	11	0	0	0	0	0	0	0	0745	0	0	0	0	3	2	19	29	13	3	1	0	0	0	0	36.6	41.2	0	0	0	0	0	0	0	0	
0800	62	0	56	0	6	0	0	0	0	0	0	0	0800	0	0	0	0	0	3	21	26	9	2	1	0	0	0	0	36.7	42.1	0	0	0	0	0	0	0	0	
0815	68	0	59	0	9	0	0	0	0	0	0	0	0815	0	0	0	1	5	3	7	41	10	0	1	0	0	0	0	35.1	40.3	0	0	0	0	0	0	0	0	
0830	72	0	63	0	9	0	0	0	0	0	0	0	0830	0	0	0	0	1	3	32	25	11	0	0	0	0	0	0	36.1	40.3	0	0	0	0	0	0	0	0	
0845	70	0	60	0	8	0	0	0	0	0	0	0	0845	0	0	0	2	2	6	19	33	7	1	0	0	0	0	0	35.1	39.6	0	0	0	0	0	0	0	0	
0900	71	0	60	0	10	0	0	0	1	0	0	0	0900	0	0	0	1	1	6	20	32	9	1	0	0	0	0	0	35	39.9	0	0	0	0	0	0	0	0	
0915	49	2	36	0	10	1	0	0	0	0	0	0	0915	0	0	0	0	3	4	14	22	4	2	0	0	0	0	0	35.3	39.8	0	0	0	0	0	0	0	0	
0930	64	1	59	1	3	0	0	0	0	0	0	0	0930	0	0	0	0	2	7	23	26	3	3	0	0	0	0	0	34.8	38.6	0	0	0	0	0	0	0	0	
0945	60	1	51	0	7	1	0	0	0	0	0	0	0945	0	0	0	0	3	7	28	15	6	1	0	0	0	0	0	34	39.1	0	0	0	0	0	0	0	0	
1000	53	0	46	0	7	0	0	0	0	0	0	0	1000	0	0	0	0	0	4	18	27	3	0	0	1	0	0	0	35.5	39.1	0	0	0	0	0	0	0	0	
1015	53	0	47	1	4	0	0	0	1	0	0	0	1015	0	0	0	0	2	8	18	21	3	1	0	0	0	0	0	34.2	38.7	0	0	0	0	0	0	0	0	
1030	39	0	35	0	4	0	0	0	0	0	0	0	1030	0	0	0	0	0	1	13	16	7	2	0	0	0	0	0	36.8	41.4	0	0	0	0	0	0	0	0	
1045	42	0	36	0	6	0	0	0	0	0	0	0	1045	0	0	0	0	0	5	19	13	3	2	0	0	0	0	0	34.7	39.7	0	0	0	0	0	0	0	0	
1100	42	0	40	0	2	0	0	0	0	0	0	0	1100	0	0	0	0	0	4	13	20	4	1	0	0	0	0	0	35.9	39.8	0	0	0	0	0	0	0	0	
1115	29	0	23	0	6	0	0	0	0	0	0	0	1115	0	0	0	0	2	5	10	10	2	0	0	0	0	0	0	33.7	38.7	0	0	0	0	0	0	0	0	
1130	56	2	49	0	5	0	0	0	0	0	0	0	1130	0	0	0	4	0	2	1	23	21	5	0	0	0	0	0	33.9	39.5	0	0	0	0	0	0	0	0	
1145	42	0	36	0	6	0	0	0	0	0	0	0	1145	0	0	0	0	0	3	17	19	3	0	0	0	0	0	0	34.7	38.3	0	0	0	0	0	0	0	0	
1200	52	0	48	0	4	0	0	0	0	0																													

1730	51	1	38	0	10	0	0	1	1	0	0	1730	0	0	0	0	2	3	4	26	15	1	0	0	0	0	0	37.8	42.2	0	0	0	0	0	0	
1745	27	0	25	0	1	0	0	0	0	0	0	1745	0	0	0	0	3	1	1	4	9	6	3	0	0	0	0	36.1	43.7	0	0	0	0	0	0	
1800	42	0	38	0	4	0	0	0	0	0	0	1800	0	0	0	0	0	3	8	20	10	1	0	0	0	0	0	37.2	42	0	0	0	0	0	0	
1815	33	0	29	0	4	0	0	0	0	0	0	1815	0	0	0	0	1	1	6	11	12	2	0	0	0	0	0	38.2	42.8	0	0	0	0	0	0	
1830	25	1	23	0	1	0	0	0	0	0	0	1830	0	0	0	0	0	0	1	8	11	3	2	0	0	0	0	41.6	45.9	0	0	0	0	0	0	
1845	30	0	29	0	1	0	0	0	0	0	0	1845	0	0	0	0	0	1	0	8	16	3	2	0	0	0	0	42.1	45.7	0	0	0	0	0	0	
1900	27	1	23	0	3	0	0	0	0	0	0	1900	0	0	0	0	0	0	5	15	5	1	1	0	0	0	0	38.4	43.7	0	0	0	0	0	0	
1915	24	2	20	0	2	0	0	0	0	0	0	1915	0	0	0	0	0	0	5	12	7	0	0	0	0	0	0	37.6	40.7	0	0	0	0	0	0	
1930	19	0	16	0	3	0	0	0	0	0	0	1930	0	0	0	0	0	1	3	6	7	2	0	0	0	0	0	39.2	44.7	0	0	0	0	0	0	
1945	24	0	24	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	0	8	11	2	3	0	0	0	0	0	37.3	43.1	0	0	0	0	0	0	
2000	21	0	18	0	3	0	0	0	0	0	0	2000	0	0	0	0	0	0	3	10	5	3	0	0	0	0	0	39.6	46.6	0	0	0	0	0	0	
2015	16	0	15	0	1	0	0	0	0	0	0	2015	0	0	0	0	0	1	3	7	5	0	0	0	0	0	0	37.4	42	0	0	0	0	0	0	
2030	13	1	12	0	0	0	0	0	0	0	0	2030	0	0	0	0	1	0	1	4	4	3	0	0	0	0	0	41	47.7	0	0	0	0	0	0	
2045	12	0	10	0	2	0	0	0	0	0	0	2045	0	0	0	0	0	0	2	6	4	0	0	0	0	0	0	38.4	43.1	0	0	0	0	0	0	
2100	12	0	11	0	1	0	0	0	0	0	0	2100	0	0	0	0	0	1	1	4	4	2	0	0	0	0	0	39.5	45.4	0	0	0	0	0	0	
2115	11	0	11	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	1	2	3	2	3	0	0	0	0	0	39.1	46.4	0	0	0	0	0	0	
2130	7	1	6	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	37.7 -		0	0	0	0	0	0	
2145	9	0	7	0	2	0	0	0	0	0	0	2145	0	0	0	0	0	0	0	4	2	1	1	1	0	0	0	42.8 -		0	0	0	0	0	0	
2200	8	0	8	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	1	3	2	0	0	2	0	0	0	43.7 -		0	0	0	0	0	0	
2215	6	0	5	0	1	0	0	0	0	0	0	2215	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	36.9 -		0	0	0	0	0	0	
2230	6	0	6	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	1	2	1	0	2	0	0	0	0	0	37.9 -		0	0	0	0	0	0	
2245	2	0	2	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35.1 -		0	0	0	0	0	0	
2300	1	1	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38.9 -		0	0	0	0	0	0	
2315	6	0	6	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	38.8 -		0	0	0	0	0	0	
2330	3	0	3	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	35.2 -		0	0	0	0	0	0	
2345	2	0	2	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	42.6 -		0	0	0	0	0	0	
07-19	2191	16	1878	6	280	2	3	1	4	0	1	07-19	0	0	0	5	9	50	137	601	945	362	71	10	1	0	0	0	36.2	41	0	0	0	0	0	0
06-22	2461	25	2116	6	302	2	3	1	5	0	1	06-22	0	0	0	5	9	54	143	643	1061	434	97	13	2	0	0	0	36.5	41.4	0	0	0	0	0	0
06-00	2495	25	2149	6	303	2	3	1	5	0	1	06-00	0	0	0	5	9	54	145	652	1071	442	100	13	4	0	0	0	36.5	41.4	0	0	0	0	0	0
00-00	2527	25	2177	6	307	2	3	1	5	0	1	00-00	0	0	0	5	9	55	146	656	1084	451	104	13	4	0	0	0	36.6	41.4	0	0	0	0	0	0

12 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACP0	JSL1% 68 ACP0	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	2	0	0	0	0	0	44.7	-	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0115	1	0	0	0	1	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.3	-	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.7	-	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	46.1	-	0	0	0	0	0	0	0
0500	3	1	0	0	1	0	0	0	0	0	1	0	0500	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0	0
0515	6	0	4	1	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	3	0	2	0	0	1	0	0	41.2	-	0	0	0	0	0	0	0	0
0530	3	0	2	0	1	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	1	0	0	0	0	0	0	0	45.2	-	0	0	0	0	0	0	0	0
0545	8	0	7	0	1	0	0	0	0	0	0	0	0545	0	0	0	0	1	0	1	2	4	0	0	0	0	0	0	37.5	-	0	0	0	0	0	0	0
0600	8	0	8	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	2	5	0	1	0	0	0	0	42.9	-	0	0	0	0	0	0	0
0615	24	1	20	0	1	1	0	0	1	0	0	0	0615	0	0	0	0	1	1	1	5	8	8	0	0	0	0	0	40.6	47.6	0	0	0	0	0	0	0
0630	9	0	7	0	2	0	0	0	0	0	0	0	0630	0	0	0	0	1	0	0	4	1	1	2	0	0	0	0	40.5	-	0	0	0	0	0	0	0
0645	31	1	24	0	6	0	0	0	0	0	0	0	0645	0	0	0	0	0	1	4	13	9	2	2	0	0	0	0	39.3	45	0	0	0	0	0	0	0
0700	25	2	17	0	6	0	0	0	0	0	0	0	0700	0	0	0	0	1	0	2	11	8	3	0	0	0	0	0	39	44.7	0	0	0	0	0	0	0
0715	39	0	32	0	6	0	0	0	0	0	1	0	0715	0	0	0	1	2	2	11	13	8	2	0	0	0	0	0	35.9	41.4	0	0	0	0	0	0	0
0730	50	0	38	0	11	0	0	0	0	0	1	0	0730	0	0	0	1	4	1	13	18	12	1	0	0	0	0	0	35.7	41.9	0	0	0	0	0	0	0
0745	55	2	47	0	6	0	0	0	0	0	0	0	0745	0	0	0	1	0	0	5	27	20	2	0	0	0	0	0	38.5	42.1	0	0	0	0	0	0	0
0800	61	0	54	0	7	0	0	0	0	0	0	0	0800	0	0	0	1	2	1	4	28	20	4	1	0	0	0	0	38.9	43.3	0	0	0	0	0	0	0
0815	53	0	46	0	6	0	0	0	1	0	0	0	0815	0	0	0	0	1	0	7	28	16	0	1	0	0	0	0	38.3	40.9	0	0	0	0	0	0	0
0830	78	1	66	0	10	0	1	0	0	0	0	0	0830	0	0	0	2	9	4	24	22	13	4	0	0	0	0	0	34.5	41.3	0	0	0	0	0	0	0
0845	76	0	70	0	4	0	0	0	0	0	0	0	0845	0	0	0	1	2	8	19	32	14	0	0	0	0	0	0	35	40.6	0	0	0	0	0	0	0
0900	64	0	53	0	11	0	0	0	0	0	0	0	0900	0	0	0	1	5	2	19	31	8	1	0	0	0	0	0	35.6	38.6	0	0	0	0	0	0	0
0915	55	2	46	0	6	0	0	0	1	0	0	0	0915	0	0	0	0	0	5	25	17	7	1	0	0	0	0	0	35.4	40.5	0	0	0	0	0	0	0
0930	53	0	44	1	7	1	0	0	0	0	0	0	0930	0	0	0	0	0	11	12	23	6	1	0	0	0	0	0	35.2	39.7	0	0	0	0	0	0	0
0945	67	1	59	0	7	0	0	0	0	0	0	0	0945	0	0	0	0	0	2	20	30	14	1	0	0	0	0	0	37.2	41.9	0	0	0	0	0	0	0
1000	43	1	40	0	2	0	0	0	0	0	0	0	1000	0	0	0	0	1	3	11	24	4	0	0	0	0	0	0	35.8	39.6	0	0	0	0	0	0	0
1015	52	0	47	1	2	2	0	0	0	0	0	0	1015	0	0	0	0	0	3	18	27	4	0	0	0	0	0	0	35.5	38.8	0	0	0	0	0	0	0
1030	48	0	45	0	2	0	0	0	0	0	1	0	1030	0	0	0	0	0	2	8	35	3	0	0	0	0	0	0	36.5	38.7	0	0	0	0	0	0	0
1045	40	1	35	0	4	0	0	0	0	0	0	0	1045	0	0	0	0	1	5	13	16	4	0	1	0	0	0	0	35.1	39.9	0	0	0	0	0	0	0
1100	38	2	31	0	4	0	0	0	1	0	0	0	1100	0	0	0	0	4	11	15	6	2	0	0	0	0	0	0	36.2	40.8	0	0	0	0	0	0	0
1115	30	1	22	0	5	2	0	0	0	0	0	0	1115	0	0	3	1	1	0	8	9	5	3	0	0	0	0	0	34.2	43.1	0	0	0	0	0	0	0
1130	33	0	29	0	4	0	0	0	0	0	0	0	1130	0	0	0	0	1	0	9	17	6	0	0	0	0	0	0	36.6	40.8	0	0	0	0	0	0	0
1145	37	1	29	0	7	0	0	0	0	0	0	0	1145	0	0	0	0	1	3	9	15	9	0	0	0	0	0	0	38.4	41.6	0	0	0	0	0	0	0
1200	43	0	39	0	4	0	0	0	0	0	0	0	1200	0	0	0	4	1	3	8	19	6	2	0	0	0	0	0	34.8	42.5	0	0	0	0	0	0	0
1215	40	1	35	0	4	0	0	0	0	0	0	0	1215	0	0	0	1	3	2</																		

1730	39	1	31	0	7	0	0	0	0	0	0	1730	0	0	0	0	0	2	4	17	13	3	0	0	0	0	0	39	44.5	0	0	0	0	0	0	
1745	39	0	35	0	4	0	0	0	0	0	0	1745	0	0	0	1	0	0	6	17	9	5	1	0	0	0	0	39	45.4	0	0	0	0	0	0	
1800	26	0	23	0	2	0	0	0	1	0	0	1800	0	0	0	0	0	1	5	9	9	1	0	1	0	0	0	39.3	43.8	0	0	0	0	0	0	
1815	33	1	31	0	1	0	0	0	0	0	0	1815	0	0	0	0	0	4	8	7	14	0	0	0	0	0	0	37.1	43.6	0	0	0	0	0	0	
1830	19	0	17	0	2	0	0	0	0	0	0	1830	0	0	0	0	0	5	7	4	3	0	0	0	0	0	0	38.6	45.2	0	0	0	0	0	0	
1845	32	1	26	0	5	0	0	0	0	0	0	1845	0	0	0	0	1	0	2	18	8	2	1	0	0	0	0	39	43	0	0	0	0	0	0	
1900	27	0	26	0	1	0	0	0	0	0	0	1900	0	0	0	0	0	1	3	8	9	6	0	0	0	0	0	41	46.9	0	0	0	0	0	0	
1915	23	0	22	0	1	0	0	0	0	0	0	1915	0	0	0	0	0	3	8	6	4	2	0	0	0	0	0	36.3	44.5	0	0	0	0	0	0	
1930	21	0	17	0	4	0	0	0	0	0	0	1930	0	0	0	0	0	2	8	10	0	1	0	0	0	0	0	40	43.4	0	0	0	0	0	0	
1945	17	0	16	0	1	0	0	0	0	0	0	1945	0	0	0	0	0	3	4	5	2	2	0	0	0	0	0	40	48	0	0	0	0	0	0	
2000	25	0	25	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	0	7	11	4	3	0	0	0	0	0	37.8	42.8	0	0	0	0	0	0	
2015	14	0	14	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	1	3	4	5	1	0	0	0	0	0	38.1	43.6	0	0	0	0	0	0	
2030	15	0	14	0	1	0	0	0	0	0	0	2030	0	0	0	0	0	0	2	8	4	0	1	0	0	0	0	38.5	42.3	0	0	0	0	0	0	
2045	10	0	9	0	1	0	0	0	0	0	0	2045	0	0	0	0	0	0	5	3	1	1	0	0	0	0	0	37 -		0	0	0	0	0	0	
2100	11	0	11	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	2	4	4	1	0	0	0	0	0	39.7	44.2	0	0	0	0	0	0	
2115	9	0	9	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	40.9 -		0	0	0	0	0	0	
2130	8	0	7	0	1	0	0	0	0	0	0	2130	0	0	0	0	0	0	5	2	1	0	0	0	0	0	0	34.9 -		0	0	0	0	0	0	
2145	6	0	6	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	1	0	2	2	0	1	0	0	0	0	39.8 -		0	0	0	0	0	0	
2200	7	0	7	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	38.3 -		0	0	0	0	0	0	
2215	8	0	7	0	1	0	0	0	0	0	0	2215	0	0	0	0	0	2	1	2	2	1	0	0	0	0	0	36.9 -		0	0	0	0	0	0	
2230	9	0	9	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	3	2	3	0	1	0	0	0	0	0	34 -		0	0	0	0	0	0	
2245	2	0	2	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	32.8 -		0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	44.8 -		0	0	0	0	0	0	
2330	1	0	1	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.6 -		0	0	0	0	0	0	
2345	4	0	4	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	40.3 -		0	0	0	0	0	0	
07-19	2080	23	1791	3	246	8	1	0	5	2	1	07-19	0	0	0	3	14	44	111	485	917	413	86	5	1	0	0	1	36.8	41.6	1	0.048	1	0.048	0	0
06-22	2338	25	2026	3	265	9	1	0	6	2	1	06-22	0	0	0	3	14	47	119	530	1004	491	113	15	1	0	0	1	37	41.9	1	0.043	1	0.043	0	0
06-00	2372	25	2059	3	266	9	1	0	6	2	1	06-00	0	0	0	3	14	47	124	537	1014	498	118	15	1	0	0	1	37	42	1	0.042	1	0.042	0	0
00-00	2401	26	2080	4	271	9	1	0	6	2	2	00-00	0	0	0	3	14	49	124	546	1020	506	121	15	2	0	0	1	37.1	42	1	0.042	1	0.042	0	0

13 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1		
0000	2	0	2	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0	0		
0015	2	0	2	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	39.6	-	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0045	1	0	1	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0115	2	0	2	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	42.9	-	0	0	0	0	0	0	0		
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0145	1	0	1	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	0		
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	29	-	0	0	0	0	0	0	0		
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0230	0	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0315	1	0	0	0	1	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	0	0	
0330	1	0	1	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	50.8	-	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0445	3	0	3	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	41.1	-	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	0	0	
0515	1	0	0	0	1	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	42.8	-	0	0	0	0	0	0	0	0	
0530	2	0	2	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	0	0	
0545	5	0	3	0	1	0	0	0	1	0	0	0	0545	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	37.6	-	0	0	0	0	0	0	0	0	
0600	4	0	4	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	41.3	-	0	0	0	0	0	0	0	0	
0615	8	1	4	1	2	0	0	0	0	0	0	0	0615	0	0	0	0	1	0	1	4	1	1	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	0	
0630	11	0	10	0	1	0	0	0	0	0	0	0	0630	0	0	0	0	0	1	1	1	5	2	0	1	0	0	0	41.2	47.5	0	0	0	0	0	0	0	0	
0645	4	0	4	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	42.5	-	0	0	0	0	0	0	0	0	
0700	11	0	9	0	2	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	2	3	4	2	0	0	0	0	0	40.7	47.6	0	0	0	0	0	0	0	0	
0715	13	0	9	0	4	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	2	4	7	0	0	0	0	0	39.7	44	0	0	0	0	0	0	0	0	
0730	18	1	14	0	3	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	2	2	7	7	0	0	0	0	0	37.6	41.9	0	0	0	0	0	0	0	0	
0745	28	0	20	0	8	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	7	15	4	2	0	0	0	0	37.5	41.8	0	0	0	0	0	0	0	0	
0800	23	0	18	0	4	0	0	1	0	0	0	0	0800	0	0	0	0	1	0	4	12	6	0	0	0	0	0	0	37	40.7	0	0	0	0	0	0	0	0	
0815	30	1	26	0	3	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	5	15	9	0	1	0	0	0	0	38.1	41.8	0	0	0	0	0	0	0	0	
0830	31	1	29	0	1	0	0	0	0	0	0	0	0830	0	0	0	0	0	3	3	21	2	1	1	0	0	0	0	37	40	0	0	0	0	0	0	0	0	
0845	46	2	43	0	1	0	0	0	0	0	0	0	0845	0	0	0	0	2	4	9	16	12	3	0	0	0	0	0	37.2	43.8	0	0	0	0	0	0	0	0	
0900	33	0	28	0	5	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	2	21	10	0	0	0	0	0	0	38.4	41.2	0	0	0	0	0	0	0	0	
0915	36	1	30	0	5	0	0	0	0	0	0	0	0915	0	0	0	0	0	0	7	13	14	2	0	0	0	0	0	39	42.5	0	0	0	0	0	0	0	0	
0930	43	0	39	0	4	0	0	0	0	0	0	0	0930	0	0	0	0	0	0	9	20	12	2	0	0	0	0	0	38	42.1	0	0	0	0	0	0	0	0	
0945	45	0	41	0	4	0	0	0	0	0	0	0	0945	0	0	0	0	0	1	23	14	6	1	0	0	0	0	0	36.1	40.9	0	0	0	0	0	0	0	0	
1000	39	0	34	0	5	0	0	0	0	0	0	0	1000	0	0	0	0	0	3	10	19	6	1	0	0	0	0	0	36.6	40.7	0	0	0	0	0	0	0	0	
1015	44	1	38	0	5	0	0	0	0	0	0	0	1015	0	0	0	0	0	1	20	10	9	4	0	0	0	0	0	36.9	42.3	0	0	0	0	0	0	0	0	
1030	34	0	30	0	4	0	0	0	0	0	0	0	1030	0	0	0	0	3	2	4	13	10	2	0	0	0	0	0	37.2	43	0	0	0	0	0	0	0	0	
1045	47	0	39	1	7	0	0	0	0	0	0	0	1045	0	0	0	0	1	3	13	21	8	0	0	1	0	0	0	36.5	40.9	0	0	0	0	0	0	0	0	
1100	34	0	33	0	1	0	0	0	0	0	0	0	1100	0	0	0	0	0	1	7	17	8	1	0	0	0	0	0	37.2	42	0	0	0	0	0	0	0	0	
1115	37	0	33	1	3	0	0	0	0	0	0	0	1115	0	0	0	0	0	4	7	12	11	3	0	0	0	0	0	37.6	43.7	0	0	0	0	0	0	0	0	
1130	43	0	38	0	5	0	0	0	0	0	0	0	1130	0	0	0	0	0	0	12	26	3	2	0	0	0	0	0	36.9	39.2	0	0	0	0	0	0	0	0	
1145	33	0	31	0	2	0	0	0	0	0	0	0	1145	0	0	0	0	0	1	8	17	7	0	0	0	0	0	0	36.8	40.7	0	0	0	0	0	0	0	0	
1200	35	2	32	0	1	0	0	0	0	0	0	0	1200	0	0																								

1730	21	0	19	0	2	0	0	0	0	0	0	1730	0	0	0	0	0	0	1	6	9	4	0	1	0	0	0	0	38.1	43.2	0	0	0	0	0	0	
1745	18	0	18	0	0	0	0	0	0	0	0	1745	0	0	0	0	0	0	0	6	6	5	1	0	0	0	0	0	37.6	42.9	0	0	0	0	0	0	
1800	22	0	19	0	3	0	0	0	0	0	0	1800	0	0	0	0	0	1	9	8	4	0	0	0	0	0	0	0	36.4	41.7	0	0	0	0	0	0	
1815	17	0	17	0	0	0	0	0	0	0	0	1815	0	0	0	0	0	0	0	4	5	8	0	0	0	0	0	0	38.5	43.8	0	0	0	0	0	0	
1830	26	0	25	0	1	0	0	0	0	0	0	1830	0	0	0	0	0	1	10	14	0	1	0	0	0	0	0	0	36.4	39.4	0	0	0	0	0	0	
1845	29	0	25	0	4	0	0	0	0	0	0	1845	0	0	0	0	0	1	3	16	9	0	0	0	0	0	0	0	38.4	42.9	0	0	0	0	0	0	
1900	26	0	25	0	1	0	0	0	0	0	0	1900	0	0	0	0	0	0	2	10	8	4	0	2	0	0	0	0	41.2	45.7	0	0	0	0	0	0	
1915	25	0	23	0	2	0	0	0	0	0	0	1915	0	0	0	0	0	0	0	3	9	9	4	0	0	0	0	0	40.2	46.2	0	0	0	0	0	0	
1930	11	0	10	1	0	0	0	0	0	0	0	1930	0	0	0	0	0	4	1	5	0	1	0	0	0	0	0	0	34	40.3	0	0	0	0	0	0	
1945	17	0	16	0	1	0	0	0	0	0	0	1945	0	0	0	0	0	3	1	10	1	2	0	0	0	0	0	0	37.3	44.9	0	0	0	0	0	0	
2000	12	0	12	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	0	3	4	4	1	0	0	0	0	0	0	38.7	43.8	0	0	0	0	0	0	
2015	10	0	9	0	1	0	0	0	0	0	0	2015	0	0	0	0	0	1	1	5	2	0	1	0	0	0	0	0	37.7 -		0	0	0	0	0	0	
2030	5	0	5	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	45.4 -		0	0	0	0	0	0	
2045	8	0	5	0	3	0	0	0	0	0	0	2045	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	38.7 -		0	0	0	0	0	0	
2100	6	0	6	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	38.5 -		0	0	0	0	0	0	
2115	9	0	9	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	0	1	4	3	0	1	0	0	0	0	0	39.5 -		0	0	0	0	0	0	
2130	22	0	21	0	1	0	0	0	0	0	0	2130	0	0	0	0	0	1	6	10	5	0	0	0	0	0	0	0	36.8	40.9	0	0	0	0	0	0	
2145	8	2	6	0	0	0	0	0	0	0	0	2145	0	0	2	0	0	0	3	2	1	0	0	0	0	0	0	0	29.4 -		0	0	0	0	0	0	
2200	9	0	8	0	1	0	0	0	0	0	0	2200	0	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	34.7 -		0	0	0	0	0	0	
2215	10	0	10	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	3	4	3	0	0	0	0	0	0	0	36.5 -		0	0	0	0	0	0	
2230	5	0	5	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	37.5 -		0	0	0	0	0	0	
2245	7	0	7	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	4	1	1	0	1	0	0	0	0	0	37.1 -		0	0	0	0	0	0	
2300	8	0	7	0	1	0	0	0	0	0	0	2300	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	36.6 -		0	0	0	0	0	0	
2315	5	0	5	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	34.4 -		0	0	0	0	0	0	
2330	1	0	1	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.6 -		0	0	0	0	0	0	
2345	7	0	6	0	1	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	42.1 -		0	0	0	0	0	0	
07-19	1432	19	1273	3	133	0	1	1	1	0	1	07-19	0	0	0	0	3	16	63	333	619	331	61	5	1	0	0	0	0	37.3	41.9	0	0	0	0	0	0
06-22	1618	22	1442	5	145	0	1	1	1	0	1	06-22	0	0	2	3	17	74	360	691	378	80	8	5	0	0	0	0	0	37.5	42.2	0	0	0	0	0	0
06-00	1670	22	1491	5	148	0	1	1	1	0	1	06-00	0	0	2	3	17	77	377	709	388	83	9	5	0	0	0	0	0	37.5	42.2	0	0	0	0	0	0
00-00	1693	22	1510	5	151	0	1	1	2	0	1	00-00	0	0	2	3	17	79	381	719	392	85	10	5	0	0	0	0	0	37.5	42.2	0	0	0	0	0	0

14 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	45.5 -	-	0	0	0	0	0	0	0
0015	6	0	4	0	2	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	38.9 -	-	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.3 -	-	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	40 -	-	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.9 -	-	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43.8 -	-	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	45.7 -	-	0	0	0	0	0	0	0
0145	1	0	0	0	1	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.2 -	-	0	0	0	0	0	0	0
0200	2	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	36.2 -	-	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34 -	-	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.4 -	-	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	54.2 -	-	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	46.5 -	-	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	45.1 -	-	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	46.7 -	-	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	42.9 -	-	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	40.2 -	-	0	0	0	0	0	0	0
0615	5	0	3	0	2	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	36.3 -	-	0	0	0	0	0	0	0
0630	3	0	3	0	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	40.2 -	-	0	0	0	0	0	0	0
0645	5	1	3	0	1	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	36.7 -	-	0	0	0	0	0	0	0
0700	2	1	0	0	1	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	31.9 -	-	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	36.6 -	-	0	0	0	0	0	0	0
0730	10	1	9	0	0	0	0	0	0	0	0	0	0730	0	0	0	0	0	2	2	4	1	1	0	0	0	0	0	36.5 -	-	0	0	0	0	0	0	0
0745	7	0	5	0	2	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	1	1	4	1	0	0	0	0	0	41.3 -	-	0	0	0	0	0	0	0
0800	7	0	5	0	2	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	2	3	0	1	1	0	0	0	0	39 -	-	0	0	0	0	0	0	0
0815	8	1	7	0	0	0	0	0	0	0	0	0	0815	0	0	0	0	0	1	1	4	2	0	0	0	0	0	0	36.7 -	-	0	0	0	0	0	0	0
0830	5	0	3	0	2	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	35.7 -	-	0	0	0	0	0	0	0
0845	14	0	11	0	3	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	3	5	5	0	0	0	0	0	0	37.6 -	43	0	0	0	0	0	0	0
0900	11	1	10	0	0	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	1	6	4	0	0	0	0	0	0	39.1 -	42.9	0	0	0	0	0	0	0
0915	22	2	20	0	0	0	0	0	0	0	0	0	0915	0	0	0	0	2	0	4	6	9	1	0	0	0	0	0	37.4 -	43.4	0	0	0	0	0	0	0
0930	26	3	22	0	1	0	0	0	0	0	0	0	0930	0	1	0	1	1	1	4	14	3	1	0	0	0	0	0	35.1 -	41	0	0	0	0	0	0	0
0945	36	0	31	0	4	0	0	1	0	0	0	0	0945	0	0	0	0	0	1	4	19	10	2	0	0	0	0	0	38.3 -	41.4	0	0	0	0	0	0	0
1000	50	11	34	0	5	0	0	0	0	0	0	0	1000	0	0	0	0	1	1	16	26	4	2	0	0	0	0	0	36.1 -	39.6	0	0	0	0	0	0	0
1015	39	1	36	0	2	0	0	0	0	0	0	0	1015	0	0	0	0	1	2	6	22	6	2	0	0	0	0	0	36.7 -	40.7	0	0	0	0	0	0	0
1030	24	0	23	0	1	0	0	0	0	0	0	0	1030	0	0	0	0	1	2	5	12	4	0	0	0	0	0	0	36.2 -	40.7	0	0	0	0	0	0	0
1045	41	3	35	0	3	0	0	0	0	0	0	0	1045	0	0	0	0	0	1	11	13	16	0	0	0	0	0	0	37.9 -	42.7	0	0	0	0	0	0	0
1100	23	1	21	0	1	0	0	0	0	0	0	0	1100	0	0	0	0	0	0	3	6	11	2	1	0	0	0	0	40.8 -	45.9	0	0	0	0	0	0	0
1115	30	0	26	0	4	0	0	0	0	0	0	0	1115	0	0	0	0	0	0	4	17	8	1	0	0	0	0	0	38.4 -	44.1	0	0	0	0	0	0	0
1130	39	1	36	0	2	0	0	0	0	0	0	0	1130	0	0	0	1	3	2	4	17	11	1	0	0	0	0	0	36.2 -	42.1	0	0	0	0	0	0	0
1145	42	0	37	0	5	0	0	0	0	0	0	0	1145	0	0	0	0	0	4	12	16	8	2	0	0	0	0	0	36.8 -	42.1	0	0	0	0	0	0	0
1200	30	0	26	0	2	0	0	0	0	0	0	1	1200	0	0	0	0	1	2	3	18	5	1	0	0	0	0	0	36.9 -	40.8	0	0	0	0	0	0	0
1215	38	1	28	0	1	0	0	0	0	0	0	0	1215	0	0	0	0	0	1	25	3																

1730	17	0	15	0	2	0	0	0	0	0	0	1730	0	0	0	0	0	0	3	5	5	3	1	0	0	0	0	40.3	49.3	0	0	0	0	0	0
1745	23	0	23	0	0	0	0	0	0	0	0	1745	0	0	0	0	0	0	5	7	9	1	1	0	0	0	0	39.4	43.5	0	0	0	0	0	0
1800	16	0	16	0	0	0	0	0	0	0	0	1800	0	0	0	0	0	0	3	10	2	1	0	0	0	0	0	37.9	42.8	0	0	0	0	0	0
1815	17	0	16	0	0	0	0	0	0	0	1	1815	0	0	0	0	0	0	1	3	7	4	1	1	0	0	0	38.1	44.2	0	0	0	0	0	0
1830	23	0	19	0	4	0	0	0	0	0	0	1830	0	0	0	0	0	0	5	12	4	2	0	0	0	0	0	38.5	43.7	0	0	0	0	0	0
1845	16	0	14	0	2	0	0	0	0	0	0	1845	0	0	0	0	0	0	1	11	1	2	0	1	0	0	0	40.7	47.3	0	0	0	0	0	0
1900	16	0	16	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	1	5	3	4	3	0	0	0	0	0	38.7	46.6	0	0	0	0	0	0
1915	7	0	7	0	0	0	0	0	0	0	0	1915	0	0	0	0	0	1	2	0	3	0	1	0	0	0	0	38.2 -		0	0	0	0	0	0
1930	12	0	11	0	1	0	0	0	0	0	0	1930	0	0	0	0	0	3	2	3	3	0	0	1	0	0	0	37.8	43.3	0	0	0	0	0	0
1945	9	0	8	0	1	0	0	0	0	0	0	1945	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	41.4 -		0	0	0	0	0	0
2000	11	0	9	0	2	0	0	0	0	0	0	2000	0	0	0	0	0	0	0	6	3	1	1	0	0	0	0	41.2	48	0	0	0	0	0	0
2015	7	0	7	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	37.9 -		0	0	0	0	0	0
2030	12	0	9	0	3	0	0	0	0	0	0	2030	0	0	0	0	0	1	1	7	0	2	1	0	0	0	0	38.3	46.1	0	0	0	0	0	0
2045	10	0	9	0	1	0	0	0	0	0	0	2045	0	0	0	0	0	2	0	5	2	1	0	0	0	0	0	37.6 -		0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	2	0	3	1	0	0	1	0	0	0	38 -		0	0	0	0	0	0
2115	9	0	8	0	1	0	0	0	0	0	0	2115	0	0	0	0	0	1	1	4	0	2	1	0	0	0	0	40.1 -		0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	31.9 -		0	0	0	0	0	0
2145	6	0	5	0	1	0	0	0	0	0	0	2145	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	35.7 -		0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	38 -		0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35.5 -		0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	44.9 -		0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	44.9 -		0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	41.6 -		0	0	0	0	0	0
2315	3	0	2	0	1	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	45.8 -		0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	0	0	0	0	0	0
07-19	1079	35	961	1	78	0	0	1	2	1	0	07-19	0	1	0	4	18	53	213	492	237	49	11	1	0	0	0	37.4	42.2	0	0	0	0	0	0
06-22	1203	36	1071	1	91	0	0	1	2	1	0	06-22	0	1	0	4	18	66	233	540	264	59	15	3	0	0	0	37.5	42.4	0	0	0	0	0	0
06-00	1228	36	1095	1	92	0	0	1	2	1	0	06-00	0	1	0	4	18	67	237	544	274	62	17	4	0	0	0	37.6	42.6	0	0	0	0	0	0
00-00	1252	36	1115	1	95	0	0	1	2	2	0	00-00	0	1	0	4	18	68	242	550	278	69	18	4	0	0	0	37.6	42.7	0	0	0	0	0	0

15 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.6	-	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0145	1	0	0	0	1	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.7	-	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.6	-	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	45.9	-	0	0	0	0	0	0	0
0500	3	1	1	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0	0
0515	5	0	3	1	1	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	42.9	-	0	0	0	0	0	0	0
0530	6	0	4	0	2	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	41.8	-	0	0	0	0	0	0	0
0545	7	0	5	0	2	0	0	0	0	0	0	0	0545	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0	0	38.2	-	0	0	0	0	0	0	0
0600	6	1	5	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0	0
0615	21	1	16	1	3	0	0	0	0	0	0	0	0615	0	0	0	0	3	1	1	6	8	2	0	0	0	0	0	0	37.6	43.3	0	0	0	0	0	0	0
0630	12	0	9	0	3	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	2	2	5	2	1	0	0	0	0	0	41.7	48.3	0	0	0	0	0	0	0
0645	31	2	25	0	4	0	0	0	0	0	0	0	0645	0	0	0	1	1	0	6	14	8	0	1	0	0	0	0	0	37.4	43.1	0	0	0	0	0	0	0
0700	31	1	21	0	7	0	0	0	2	0	0	0	0700	0	0	0	0	4	0	2	14	8	3	0	0	0	0	0	0	38	43.6	0	0	0	0	0	0	0
0715	38	0	32	0	6	0	0	0	0	0	0	0	0715	0	0	0	0	2	2	10	11	11	2	0	0	0	0	0	0	36.6	43.2	0	0	0	0	0	0	0
0730	36	0	32	0	4	0	0	0	0	0	0	0	0730	0	0	0	0	1	1	7	14	12	1	0	0	0	0	0	0	37.8	42.4	0	0	0	0	0	0	0
0745	58	0	51	0	7	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	16	22	19	1	0	0	0	0	0	0	38	42.1	0	0	0	0	0	0	0
0800	69	0	59	1	9	0	0	0	0	0	0	0	0800	0	0	0	0	4	2	12	36	10	5	0	0	0	0	0	0	37	41.7	0	0	0	0	0	0	0
0815	62	0	28	0	33	0	0	1	0	0	0	0	0815	0	0	0	0	0	0	2	9	27	18	4	1	1	0	0	0	43.9	48.7	1	1.613	0	0	0	0	0
0830	74	1	32	0	41	0	0	0	0	0	0	0	0830	0	0	0	0	3	4	11	20	22	13	1	0	0	0	0	0	39.3	46.2	0	0	0	0	0	0	0
0845	75	2	28	0	45	0	0	0	0	0	0	0	0845	0	0	0	0	1	4	3	17	23	24	1	1	1	0	0	0	41.9	47.4	1	1.333	0	0	0	0	0
0900	56	0	24	0	32	0	0	0	0	0	0	0	0900	0	0	0	0	0	1	6	14	18	12	4	1	0	0	0	0	42.1	49	0	0	0	0	0	0	0
0915	46	0	20	0	25	0	0	0	1	0	0	0	0915	0	0	0	0	0	0	2	14	17	11	2	0	0	0	0	0	42.2	48.4	0	0	0	0	0	0	0
0930	46	1	24	0	20	1	0	0	0	0	0	0	0930	0	0	1	0	0	1	15	24	4	0	0	0	0	0	0	0	40.6	44.6	0	0	0	0	0	0	0
0945	53	0	29	0	23	0	0	0	1	0	0	0	0945	0	0	0	0	2	2	3	10	24	9	2	1	0	0	0	0	40.9	46.7	0	0	0	0	0	0	0
1000	40	1	18	0	21	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	2	12	14	8	3	1	0	0	0	0	42.8	48.6	0	0	0	0	0	0	0
1015	39	1	20	0	18	0	0	0	0	0	0	0	1015	0	0	0	0	1	3	3	10	14	7	0	1	0	0	0	0	40	46.4	0	0	0	0	0	0	0
1030	38	0	18	0	20	0	0	0	0	0	0	0	1030	0	0	0	0	0	0	4	5	13	14	1	1	0	0	0	0	43.3	48.3	0	0	0	0	0	0	0
1045	39	0	14	0	25	0	0	0	0	0	0	0	1045	0	0	0	0	0	1	7	11	11	8	0	1	0	0	0	0	40.3	47.4	0	0	0	0	0	0	0
1100	31	0	11	0	19	0	0	1	0	0	0	0	1100	0	0	0	0	0	0	2	7	11	9	1	1	0	0	0	0	43.1	49.2	0	0	0	0	0	0	0
1115	32	0	12	0	19	0	0	0	1	0	0	0	1115	0	0	0	0	0	0	0	7	9	12	4	0	0	0	0	0	44.5	49.4	0	0	0	0	0	0	0
1130	41	0	16	0	25	0	0	0	0	0	0	0	1130	0	0	0	0	0	1	3	14	14	5	4	0	0	0	0	0	41.2	48.2	0	0	0	0	0	0	0
1145	47	0	14	0	32	0	0	0	1	0	0	0	1145	0	1	0	0	1	1	1	9	18	11	4	0	1	0	0	0	42.3	47.6	1	2.128	0	0	0	0	0
1200	44	0	21	0	23	0	0	0																														

[illegible]

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0000	4	0	4	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	38.3	-	0	0	0	0	0	0	0
0100	2	0	1	0	1	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.3	-	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-	0	0	0	0	0	0	0
0400	4	0	3	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	40.4	-	0	0	0	0	0	0	0
0500	15	0	11	0	3	0	0	0	0	0	0	0	0500	0	0	0	0	1	0	2	5	5	2	0	0	0	0	0	39.3	45.5	0	0	0	0	0	0	0
0600	60	3	49	0	7	0	0	0	1	0	0	0	0600	0	0	0	0	2	2	6	21	19	7	2	0	0	0	0	39.1	45.1	0	0	0	0	0	0	0
0700	141	2	111	0	27	0	0	0	0	0	0	0	0700	0	0	0	1	5	4	30	56	37	8	0	0	0	0	0	37.4	42.6	0	0	0	0	0	0	0
0800	210	2	171	0	36	0	0	0	0	0	0	0	0800	0	0	0	1	6	8	41	91	46	13	2	0	0	0	0	37.5	42.6	0	0.136	0	0	0	0	0
0900	198	3	161	0	32	1	0	0	1	0	0	0	0900	0	0	0	1	3	11	54	81	39	9	1	0	0	0	0	36.9	41.8	0	0	0	0	0	0	0
1000	167	4	136	1	26	0	0	0	0	0	0	0	1000	0	0	0	1	3	10	47	69	28	9	1	1	0	0	0	36.7	41.8	0	0	0	0	0	0	0
1100	146	2	116	0	28	0	0	0	0	0	0	0	1100	0	0	1	0	2	8	36	59	28	9	2	0	0	0	0	37.1	42.3	0	0.098	0	0	0	0	0
1200	149	2	121	0	25	0	0	0	0	0	0	0	1200	0	0	0	1	1	9	30	64	32	9	3	0	0	0	0	37.6	42.8	0	0	0	0	0	0	0
1300	118	2	101	0	14	0	0	0	0	0	0	0	1300	0	0	0	1	3	8	29	53	19	5	0	0	0	0	0	36.4	41.2	0	0	0	0	0	0	0
1400	117	2	101	1	13	0	0	0	0	0	0	0	1400	0	0	0	1	2	6	27	53	23	4	1	0	0	0	0	36.8	41.3	0	0.123	0	0.123	0	0	0
1500	129	1	112	0	15	0	0	0	0	0	0	0	1500	0	0	0	0	2	7	33	56	25	5	0	0	0	0	0	36.7	41.6	0	0	0	0	0	0	0
1600	124	0	107	0	16	0	0	0	0	0	0	0	1600	0	0	0	0	2	8	31	49	27	7	1	0	0	0	0	37	42.1	0	0	0	0	0	0	0
1700	117	2	105	0	9	0	0	0	0	0	0	0	1700	0	0	0	1	1	4	23	50	31	7	1	0	0	0	0	38	42.7	0	0	0	0	0	0	0
1800	90	1	80	0	8	0	0	0	0	0	0	0	1800	0	0	0	0	1	3	17	38	25	5	1	0	0	0	0	38.4	43.2	0	0	0	0	0	0	0
1900	68	1	61	0	5	0	0	0	0	0	0	0	1900	0	0	0	0	1	4	12	26	17	6	1	0	0	0	0	38.4	44	0	0	0	0	0	0	0
2000	47	1	42	0	3	0	0	0	0	0	0	0	2000	0	0	0	0	0	2	8	18	13	4	1	0	0	0	0	38.8	43.6	0	0	0	0	0	0	0
2100	31	0	29	0	2	0	0	0	0	0	0	0	2100	0	0	0	0	0	2	7	12	6	2	1	0	0	0	0	37.7	43.2	0	0	0	0	0	0	0
2200	18	0	17	0	1	0	0	0	0	0	0	0	2200	0	0	0	0	0	1	4	6	4	2	0	0	0	0	0	38.4	44.9	0	0	0	0	0	0	0
2300	11	0	10	0	1	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	2	3	3	2	1	0	0	0	0	40.1	46	0	0	0	0	0	0	0
07-19	1706	20	1423	3	251	3	2	1	3	0	1		07-19	0	1	2	7	31	85	397	718	360	90	13	2	0	0	0	37.2	42.2	1	0.033	0	0.008	0	0	0
06-22	1912	26	1604	3	268	3	2	1	4	0	1		06-22	0	1	3	8	34	94	429	796	416	109	18	4	0	0	0	37.3	42.4	1	0.03	0	0.007	0	0	0
06-00	1941	26	1632	3	269	3	2	1	4	0	1		06-00	0	1	3	8	34	96	435	805	424	112	19	4	0	0	0	37.4	42.5	1	0.029	0	0.007	0	0	0
00-00	1969	26	1654	4	274	3	2	1	4	1	1		00-00	0	1	3	8	35	97	440	814	431	116	19	4	0	0	0	37.4	42.6	1	0.029	0	0.007	0	0	0

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
Mon	1197	12	641	3	531	1	0	2	7	0	0		Mon	0	1	1	1	26	25	120	333	411	218	48	10	3	0	0	40.8	47	3	0.251	0	0	0	0	0
Tue	2364	32	2032	4	281	6	4	1	4	0	0		Tue	0	0	1	9	27	108	517	1015	562	108	15	2	0	0	0	37.5	42.2	0	0	0	0	0	0	0
Wed	2349	32	2022	2	284	1	2	2	3	0	1		Wed	0	3	7	15	55	127	620	977	418	108	17	2	0	0	0	36.5	41.8	0	0	0	0	0	0	0
Thu	2527	25	2177	6	307	2	3	1	5	0	1		Thu	0	0	5	9	55	146	656	1084	451	104	13	4	0	0	0	36.6	41.4	0	0	0	0	0	0	0
Fri	2401	26	2080	4	271	9	1	0	6	2	2		Fri	0	0	3	14	49	124	546	1020	506	121	15	2	0	0	1	37.1	42	1	0.042	1	0.042	0	0	0
JSat	1693	22	1510	5	151	0	1	1	2	0	1		JSat	0	0	2	3	17	79	381	719	392	85	10	5	0	0	0	37.5	42.2	0	0	0	0	0	0	0
JSun	1252	36	1115	1	95	0	0	1	2	2	0		JSun	0	1	0	4	18	68	242	550	278	69	18	4	0	0	0	37.6	42.7	0	0	0	0	0	0	0
--	13783	185	11577	25	1920	19	11	8	29	4	5		--	0	5	19	55	247	677	3082	5698	3018	813	136	29	3	0	1	37.4	42.6	4	0.029	1	0.007	0	0	0

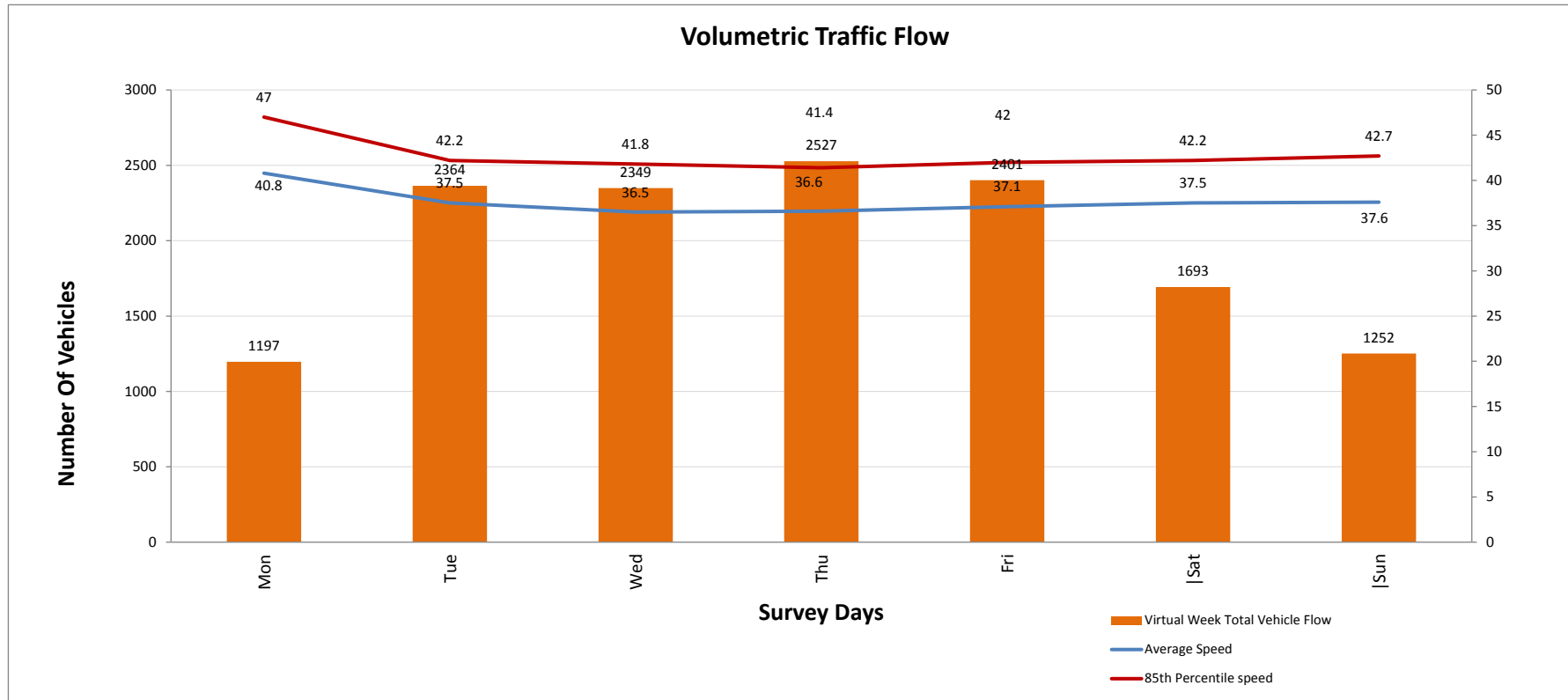
Grand Total

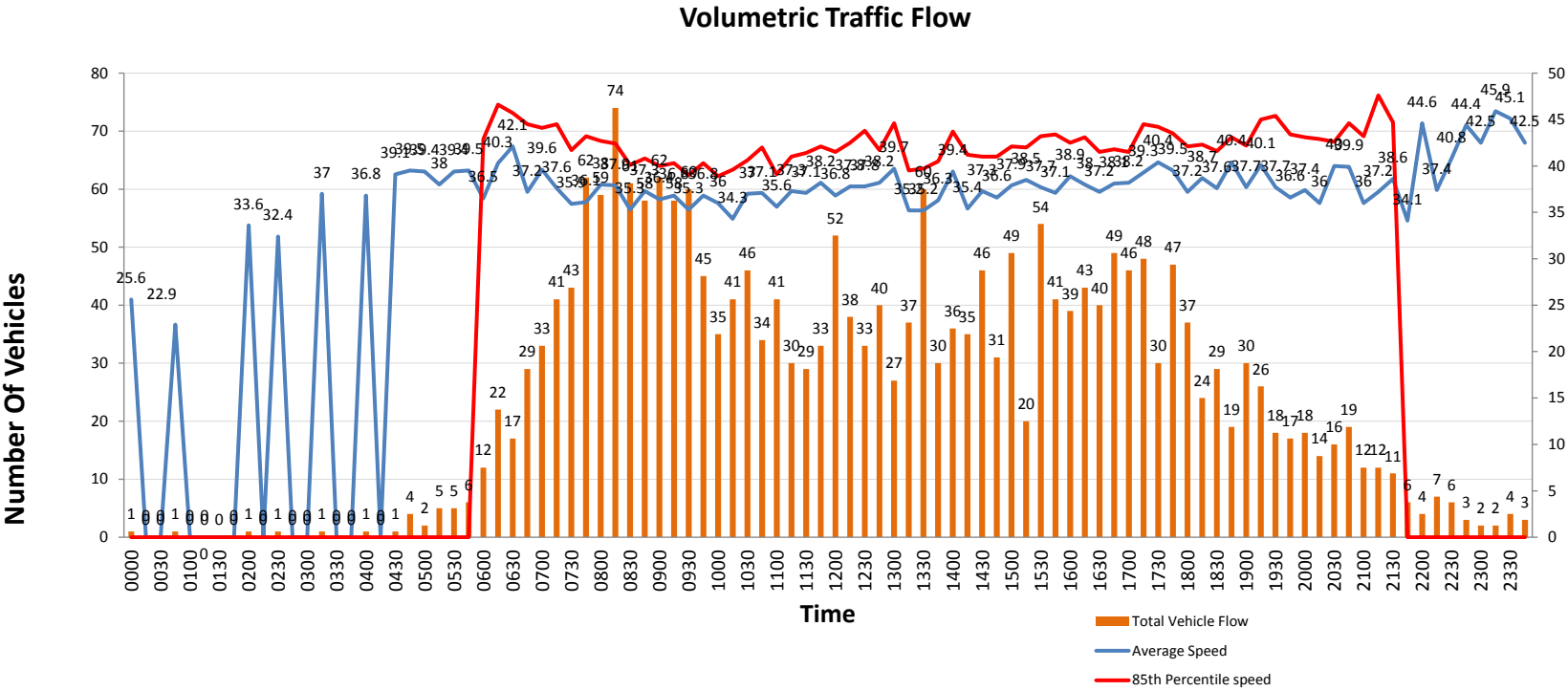
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
--	13783	185	11577	25	1920	19	11	8	29	4	5		--	0	5	19	55	247	677	3082	5698	3018	813	136	29	3	0	1	37.4	42.6	4	0.029	1	0.007	0	0	0

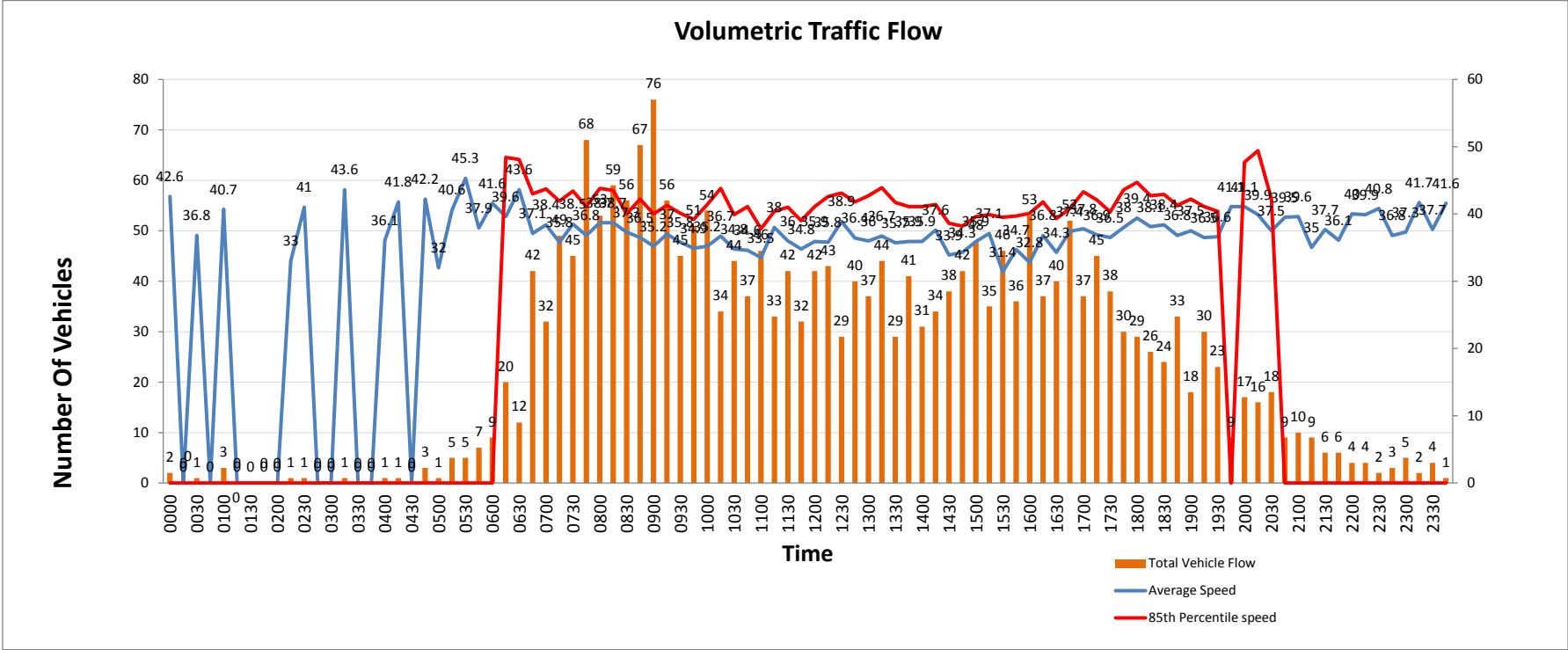
TSP Class Profile All Days 15 Mins

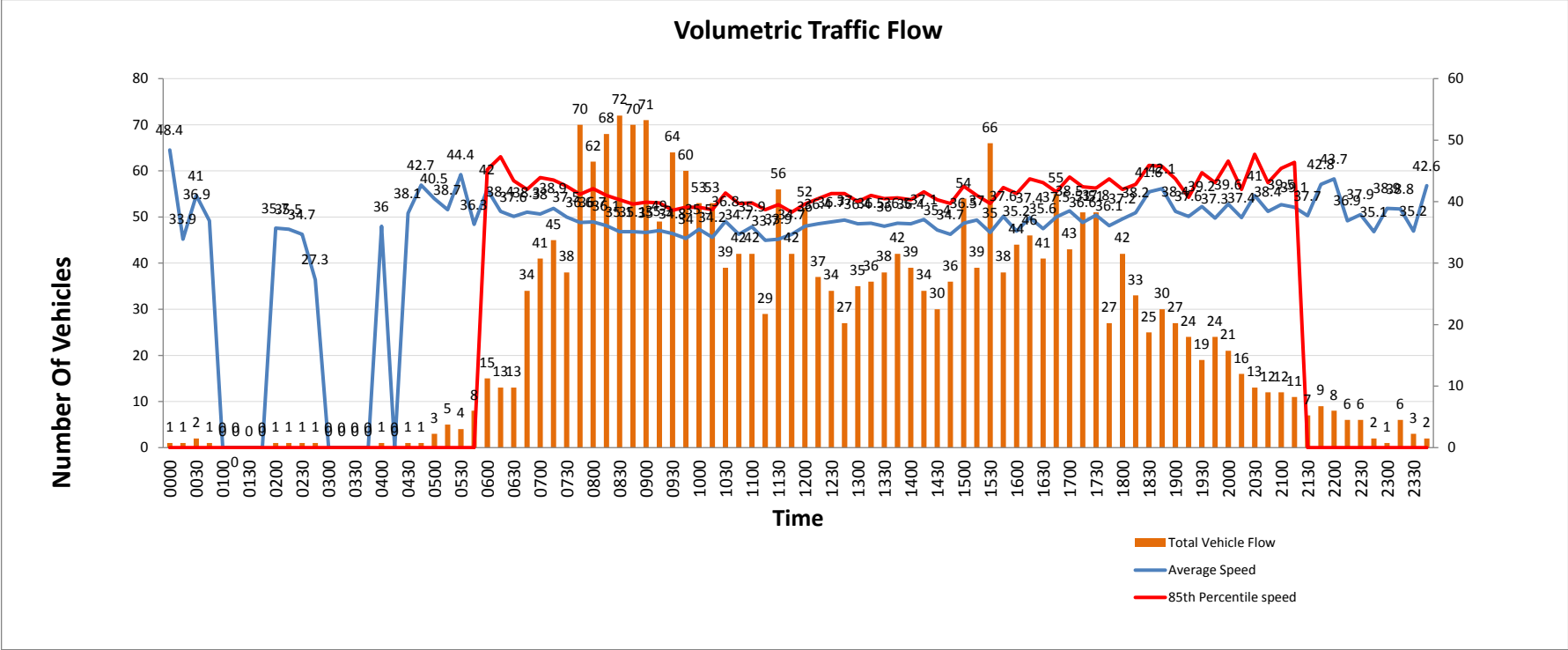
Report Id - CustomList-353
Site Name - TSP14352-01
Description - BIRD IN EYE HILL [60M]
Direction - West

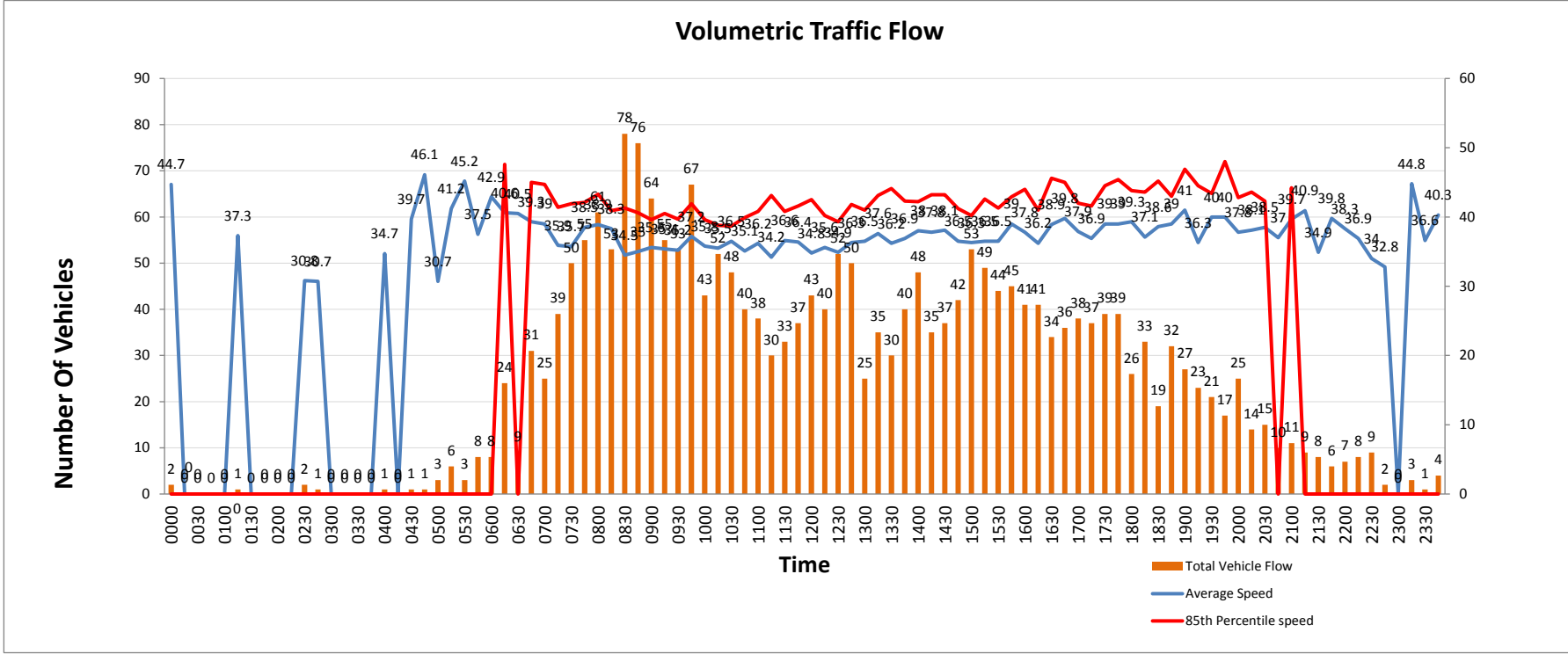
WEEK 1

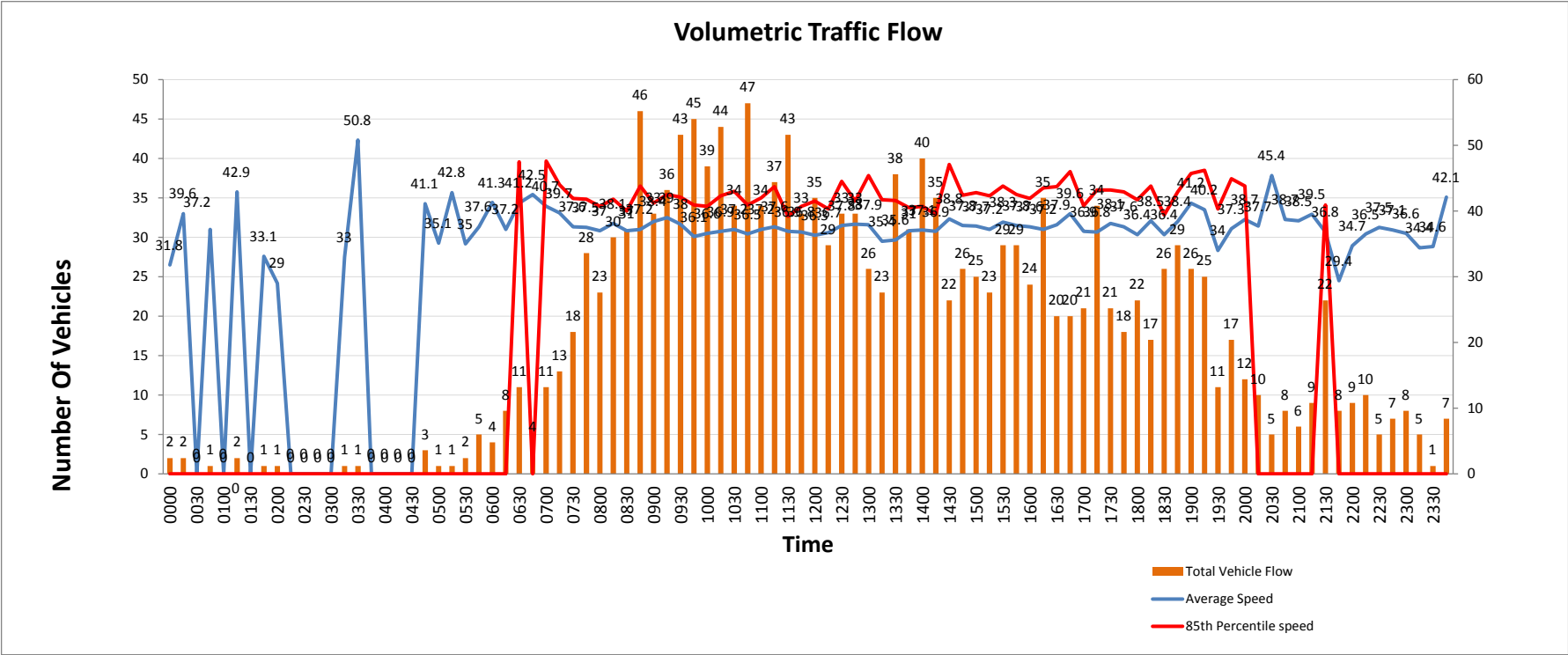


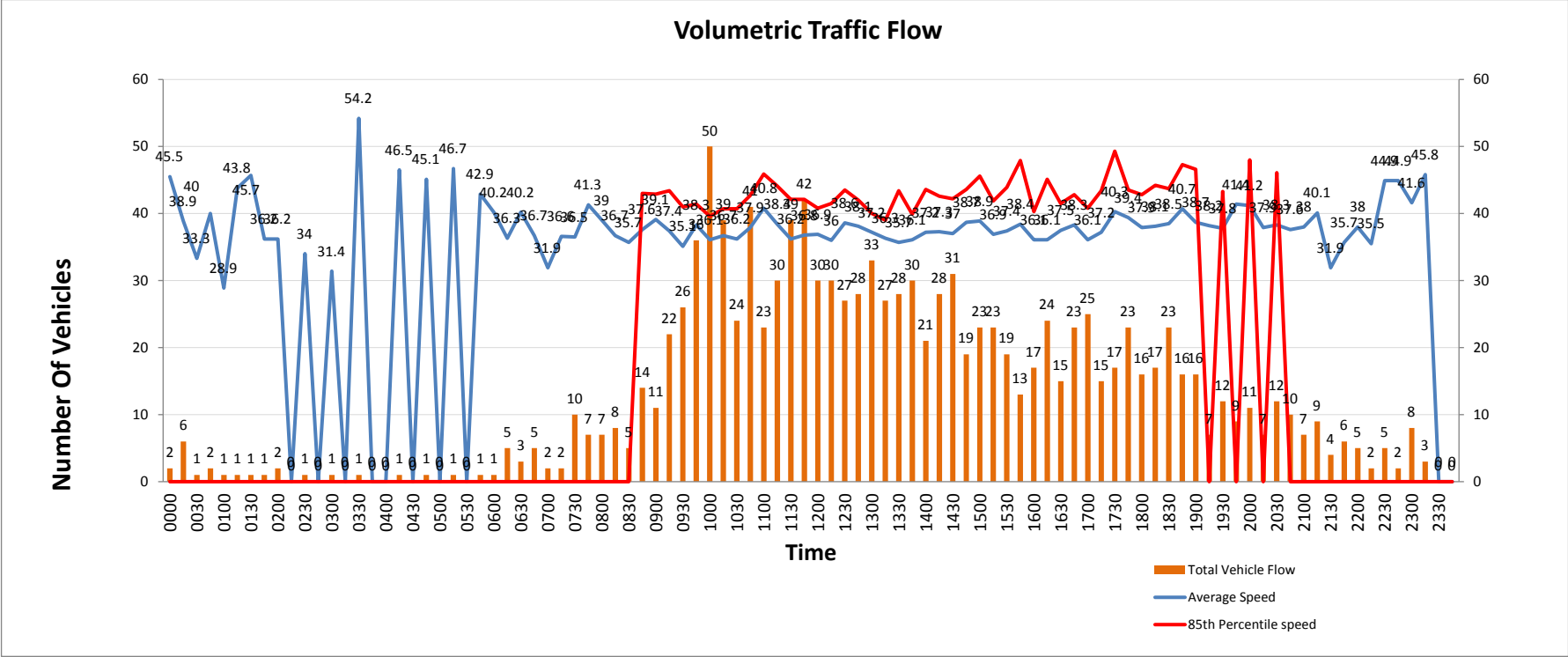


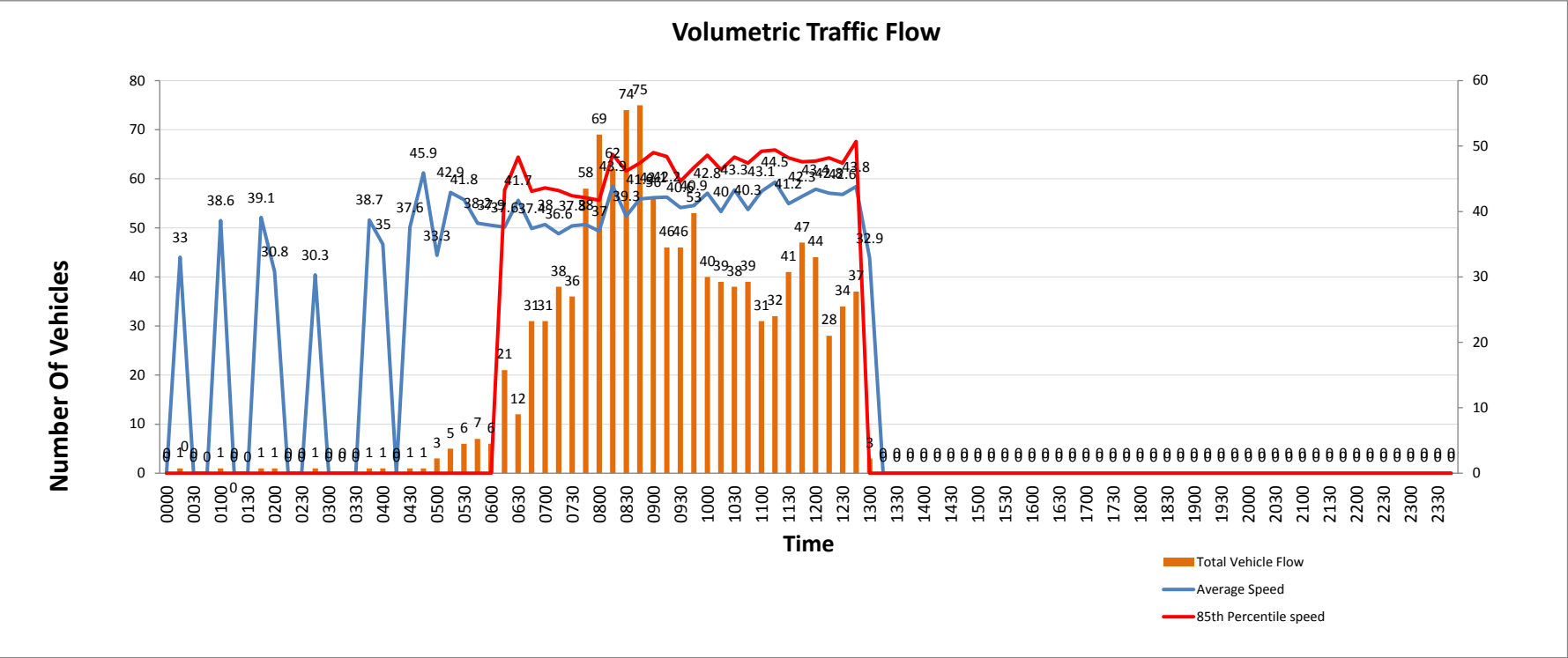












ARX

ARX is a modification of AustRoads94. It removes class 12, moves all other classes up by one, and inserts a cycle class as class 1.

- **Units:** Metric (m)
- **Car class:** 2
- **Unclassifiable vehicle class:** 13

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m} \ \& \ \text{axles} = 2$		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}, d(1) \leq 3.2\text{m} \ \& \ \text{axles} = 2$		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	$\text{groups} = 3, d(1) \geq 2.1\text{m}, d(1) \leq 3.2\text{m}, d(2) \geq 2.1\text{m} \ \& \ \text{axles} = 3, 4, 5$		
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m} \ \& \ \text{axles} = 2$		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	$\text{axles} = 3 \ \& \ \text{groups} = 2$		
>3	2	Four axle truck	T4	6	$\text{axles} > 3 \ \& \ \text{groups} = 2$		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}, \text{axles} = 3 \ \& \ \text{groups} = 3$		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m} \ \& \ \text{axles} = 4 \ \& \ \text{groups} > 2$		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m} \ \& \ \text{axles} = 5 \ \& \ \text{groups} > 2$		
≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	$\text{axles} = 6 \ \& \ \text{groups} > 2 \ \text{or} \ \text{axles} > 6 \ \& \ \text{groups} = 3$		
>6	4	B-Double or Heavy truck and trailer	BD	11	$\text{groups} = 4 \ \& \ \text{axles} > 6$		
>6	≥ 5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	$\text{groups} \geq 5 \ \& \ \text{axles} > 6$		



Client: Bellamy Roberts LLP

Project Number: TSP14352

Project Name: Bird in Eye Hill, Uckfield

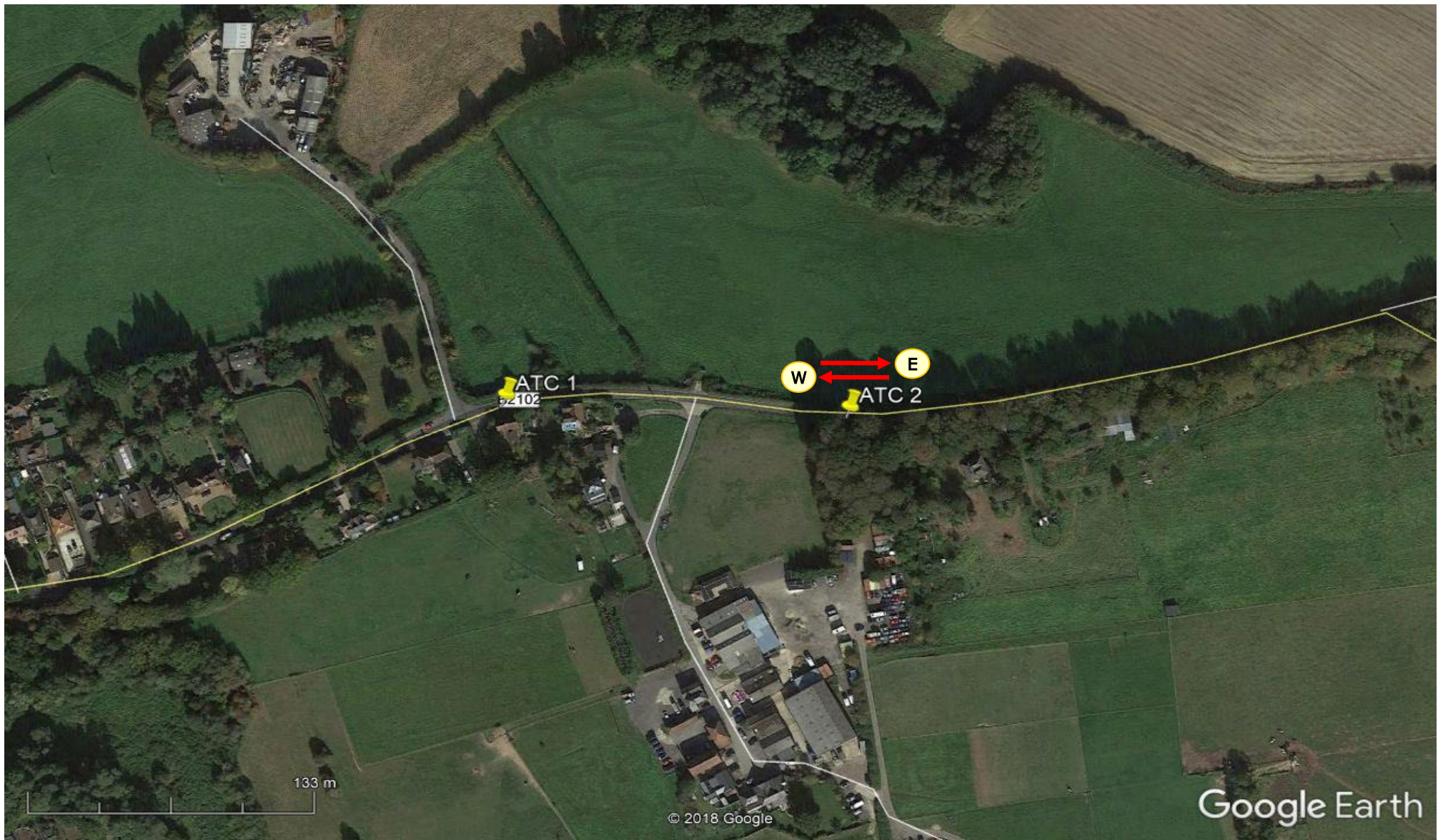
Survey Type: ATC Site 2

Survey Date: From 09/07/2019

Survey Time: 24 Hours x 7 Days

Weather: Dry

Comments: N/A



TSP Class Profile All Days 15 Mins

Report Id - CustomList-353
Site Name - TSP14352-02
Description - BIRD IN EYE HILL [60M]
Direction - East

09 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fixt
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.7	-	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0045	1	0	1	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41.2	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0115	3	0	3	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	37.8	-	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	62.4	-	1	100	0	0	0	0	
0415	2	0	1	0	1	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	48.6	-	0	0	0	0	0	0	
0445	2	0	2	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	43	-	0	0	0	0	0	0	
0500	1	0	0	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	46.1	-	0	0	0	0	0	0	
0515	2	0	2	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	46.9	-	0	0	0	0	0	0	
0530	4	0	3	0	1	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	40	-	0	0	0	0	0	0	
0545	2	0	2	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	42.3	-	0	0	0	0	0	0	
0600	6	0	5	0	1	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	1	3	1	0	1	0	0	0	44.7	-	0	0	0	0	0	0	
0615	5	0	4	0	1	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	44.7	-	0	0	0	0	0	0	
0630	7	0	6	0	1	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	42.4	-	0	0	0	0	0	0	
0645	10	0	9	0	1	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	3	4	3	0	0	0	0	0	41.9	-	0	0	0	0	0	0	
0700	23	0	20	0	3	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	1	11	8	2	1	0	0	0	0	40.6	43.9	0	0	0	0	0	0	
0715	31	0	26	0	5	0	0	0	0	0	0	0	0715	0	0	0	0	0	5	6	13	6	1	0	0	0	0	0	40.9	45.9	0	0	0	0	0	0	
0730	37	2	25	0	10	0	0	0	0	0	0	0	0730	0	0	0	1	0	8	11	11	3	2	1	0	1	0	0	39.4	46	1	2.703	0	0	0	0	
0745	40	0	35	0	5	0	0	0	0	0	0	0	0745	0	0	0	0	0	2	15	16	4	0	1	0	0	0	0	40.5	44.7	0	0	0	0	0	0	
0800	33	0	33	0	5	0	0	0	0	1	0	0	0800	0	0	0	0	0	0	12	12	11	1	3	0	0	0	0	38.7	44.2	0	0	0	0	0	0	
0815	33	0	27	0	6	0	0	0	0	0	0	0	0815	0	0	0	0	0	2	5	11	11	4	0	0	0	0	0	38.4	44.7	0	0	0	0	0	0	
0830	41	0	37	0	4	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	5	12	20	4	0	0	0	0	0	40.2	44.2	0	0	0	0	0	0	
0845	37	0	34	0	3	0	0	0	0	0	0	0	0845	0	0	0	1	1	0	5	17	8	4	1	0	0	0	0	38.6	44.7	0	0	0	0	0	0	
0900	35	1	32	0	2	0	0	0	0	0	0	0	0900	0	0	2	0	0	1	11	10	10	1	0	0	0	0	0	35.7	41	0	0	0	0	0	0	
0915	41	0	29	0	11	0	1	0	0	0	0	0	0915	0	0	0	0	0	1	11	23	6	0	0	0	0	0	0	36.8	39.9	0	0	0	0	0	0	
0930	36	1	29	0	6	0	0	0	0	0	0	0	0930	0	0	0	0	0	0	9	15	9	3	0	0	0	0	0	38.1	43.6	0	0	0	0	0	0	
0945	32	0	26	0	5	0	0	0	1	0	0	0	0945	0	0	0	0	0	1	9	9	7	5	0	1	0	0	0	39.1	45.6	0	0	0	0	0	0	
1000	30	0	24	0	5	0	0	0	1	0	0	0	1000	0	0	0	0	0	0	6	16	5	2	0	0	1	0	0	39	41.8	1	3.333	0	0	0	0	
1015	41	0	37	1	3	0	0	0	0	0	0	0	1015	0	0	0	0	0	0	12	17	8	1	3	0	0	0	0	38.3	42.2	0	0	0	0	0	0	
1030	24	0	18	1	5	0	0	0	0	0	0	0	1030	0	0	0	1	0	0	2	12	5	4	0	0	0	0	0	38.8	45.4	0	0	0	0	0	0	
1045	31	0	26	0	5	0	0	0	0	0	0	0	1045	0	0	0	0	0	2	9	12	6	2	0	0	0	0	0	37.1	42.2	0	0	0	0	0	0	
1100	36	0	35	0	1	0	0	0	0	0	0	0	1100	0	0	0	0	1	1	7	15	8	3	1	0	0	0	0	38.2	43.4	0	0	0	0	0	0	
1115	30	0	26	0	3	1	0	0	0	0	0	0	1115	0	0	0	0	0	1	6	17	6	0	0	0	0	0	0	37.4	41.2	0	0	0	0	0	0	
1130	34	1	27	0	5	1	0	0	0	0	0	0	1130	0	0	1	0	0	1	4	19	7	2	0	0	0	0	0	37.4	42.7	0	0	0	0	0	0	
1145	36	0	34	0	2	0	0	0	0	0	0	0	1145	0	0	0	0	1	0	8	15	10	1	1	0	0	0	0	38	43.2	0	0	0	0	0	0	
1200	47	0	41	0	6	0	0	0	0	0	0	0	1200	0	0	0	0	0	3	18	21	5	0	0	0	0	0	0	35.5	39.4	0	0	0	0	0	0	
1215	37	1	31	1	2	0	0	0	0	1	1	0	1215	0	0	0	0	2	2	12	9	6	5	0	1	0	0	0	37.1	45.9	0	0	0	0	0	0	
1230	30	0	28	1	1	0	0	0	0	0	0	0	1230	0	0	0	0	0	6	5	9																

1530	49	0	46	0	2	0	0	0	0	0	1	1530	0	0	0	0	1	1	12	21	12	2	0	0	0	0	0	37.3	42.3	0	0	0	0	0	0
1545	39	0	35	0	4	0	0	0	0	0	0	1545	0	0	0	0	0	1	12	17	6	3	0	0	0	0	0	37.7	42.5	0	0	0	0	0	0
1600	52	1	41	0	10	0	0	0	0	0	0	1600	0	0	0	0	0	0	6	25	14	5	2	0	0	0	0	39.8	44.4	0	0	0	0	0	0
1615	44	0	40	0	4	0	0	0	0	0	0	1615	0	0	0	0	0	3	4	18	15	4	0	0	0	0	0	38.8	43.8	0	0	0	0	0	0
1630	65	3	51	1	10	0	0	0	0	0	0	1630	0	1	0	4	3	0	11	27	15	3	1	0	0	0	0	38.5	43.2	0	0	0	0	0	0
1645	70	6	58	0	6	0	0	0	0	0	0	1645	0	0	0	0	0	1	4	33	22	10	0	0	0	0	0	40.3	44.9	0	0	0	0	0	0
1700	72	0	65	0	7	0	0	0	0	0	0	1700	0	0	0	0	0	0	6	25	32	7	1	0	1	0	0	40.9	44.8	1	1.389	0	0	0	0
1715	62	0	56	0	5	1	0	0	0	0	0	1715	0	0	0	0	0	0	5	30	20	5	1	1	0	0	0	40	44.4	0	0	0	0	0	0
1730	69	1	63	0	5	0	0	0	0	0	0	1730	0	0	0	0	0	0	8	27	26	4	3	1	0	0	0	40.2	44.6	0	0	0	0	0	0
1745	56	0	52	0	4	0	0	0	0	0	0	1745	0	0	0	0	1	1	7	22	13	10	2	0	0	0	0	40.1	45.5	0	0	0	0	0	0
1800	58	0	53	0	4	0	0	0	0	1	0	1800	0	0	0	0	0	2	2	24	22	6	1	1	0	0	0	40.5	44.9	0	0	0	0	0	0
1815	38	1	36	0	1	0	0	0	0	0	0	1815	0	0	1	0	0	0	4	9	17	5	2	0	0	0	0	41.1	46.4	0	0	0	0	0	0
1830	43	1	40	0	2	0	0	0	0	0	0	1830	0	1	0	0	0	1	7	7	19	8	0	0	0	0	0	39.7	45.3	0	0	0	0	0	0
1845	31	0	31	0	0	0	0	0	0	0	0	1845	0	0	0	0	1	0	3	14	7	5	0	1	0	0	0	39.8	46.6	0	0	0	0	0	0
1900	28	1	25	0	1	0	0	0	0	1	0	1900	0	1	0	0	0	1	6	9	7	3	1	0	0	0	0	37.5	44.4	0	0	0	0	0	0
1915	28	1	25	0	2	0	0	0	0	0	0	1915	0	0	0	0	0	0	4	10	8	5	1	0	0	0	0	40.5	46	0	0	0	0	0	0
1930	31	2	28	0	1	0	0	0	0	0	0	1930	0	2	0	0	1	1	9	11	4	1	1	1	0	0	0	35.8	42.7	0	0	0	0	0	0
1945	13	1	12	0	0	0	0	0	0	0	0	1945	0	1	0	0	0	1	2	5	1	2	1	0	0	0	0	37	49.2	0	0	0	0	0	0
2000	24	0	24	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	2	4	11	5	1	1	0	0	0	0	38.4	43.8	0	0	0	0	0	0
2015	12	0	11	0	1	0	0	0	0	0	0	2015	0	0	0	0	0	0	2	5	4	0	1	0	0	0	0	39.6	43.8	0	0	0	0	0	0
2030	15	0	14	0	1	0	0	0	0	0	0	2030	0	0	0	0	0	0	1	5	3	5	1	0	0	0	0	42.3	48.2	0	0	0	0	0	0
2045	27	0	27	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	1	11	7	1	2	4	1	0	0	0	43.6	55.9	1	3.704	0	0	0	0
2100	22	0	20	0	2	0	0	0	0	0	0	2100	0	0	0	0	0	0	4	7	10	0	1	0	0	0	0	40.2	44.4	0	0	0	0	0	0
2115	14	0	14	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	0	4	6	3	0	1	0	0	0	0	38.2	43.7	0	0	0	0	0	0
2130	16	0	14	0	2	0	0	0	0	0	0	2130	0	0	0	0	0	0	4	8	3	1	0	0	0	0	0	38.5	43.4	0	0	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	1	0	1	2	0	0	1	0	0	46.1 -	1	20	0	0	0	0	0
2200	16	0	15	0	1	0	0	0	0	0	0	2200	0	0	0	0	1	3	0	5	7	0	0	0	0	0	0	35.9	41.8	0	0	0	0	0	0
2215	9	0	8	0	1	0	0	0	0	0	0	2215	0	0	0	0	0	0	4	3	1	0	1	0	0	0	0	37.6 -	0	0	0	0	0	0	0
2230	5	1	4	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	40.2 -	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	43.7 -	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	47.7 -	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	41.1 -	0	0	0	0	0	0	0
2330	5	2	3	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	2	0	0	2	0	0	0	0	42.9 -	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	42.5 -	0	0	0	0	0	0	0
07-19	1976	26	1716	5	215	5	1	0	5	1	2	07-19	0	4	6	8	16	54	334	788	547	171	38	7	3	0	0	38.7	44.1	3	0.152	0	0	0	0
06-22	2239	31	1959	5	229	5	1	0	6	1	2	06-22	0	8	6	8	17	59	376	883	613	201	50	13	5	0	0	38.8	44.3	5	0.223	0	0	0	0
06-00	2287	34	2002	5	231	5	1	0	6	1	2	06-00	0	8	6	8	18	62	381	900	628	203	54	14	5	0	0	38.8	44.3	5	0.219	0	0	0	0
00-00	2308	34	2020	5	234	5	1	0	6	1	2	00-00	0	8	6	8	18	64	384	903	635	206	56	14	6	0	0	38.9	44.3	6	0.26	0	0	0	0

10 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0000	4	0	4	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	46	-	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	0
0045	1	0	0	0	1	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	44.4	-	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	43.2	-	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	40.9	-	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41.1	-	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	60	-	1	100	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0	0
0430	3	0	3	0	1	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	40.2	-	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0500	1	0	0	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41.9	-	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	40.4	-	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0	0
0600	6	1	4	0	1	0	0	0	0	0	0	0	0600	0	0	1	0	0	0	0	1	2	0	2	0	0	0	0	40.2	-	0	0	0	0	0	0	0
0615	10	0	8	0	2	0	0	0	0	0	0	0	0615	0	0	0	0	0	1	1	4	1	2	1	0	0	0	0	40.7	-	0	0	0	0	0	0	0
0630	11	0	9	0	2	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	1	2	4	3	1	0	0	0	0	42	47.8	0	0	0	0	0	0	0
0645	13	0	10	0	3	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	1	3	4	5	0	0	0	0	0	42.5	49	0	0	0	0	0	0	0
0700	26	1	22	0	3	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	3	8	10	3	2	0	0	0	41	46	0	0	0	0	0	0	0
0715	24	0	21	0	3	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	1	7	11	5	0	0	0	0	0	41.7	46.8	0	0	0	0	0	0	0
0730	36	0	29	0	7	0	0	0	0	0	0	0	0730	0	0	0	0	0	1	4	15	12	2	1	0	1	0	0	40.1	43.9	1	2.778	0	0	0	0	0
0745	29	0	25	0	4	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	2	12	12	3	0	0	0	0	0	39.9	44.2	0	0	0	0	0	0	0
0800	22	0	21	0	1	0	0	0	0	0	0	0	0800	0	0	0	0	0	1	3	7	8	3	0	0	0	0	0	39.8	46.1	0	0	0	0	0	0	0
0815	37	0	31	0	6	0	0	0	0	0	0	0	0815	0	0	0	0	0	1	6	15	9	5	1	0	0	0	0	39.4	45.4	0	0	0	0	0	0	0
0830	42	0	34	0	8	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	1	22	12	6	1	0	0	0	0	40.6	45.2	0	0	0	0	0	0	0
0845	38	0	36	0	2	0	0	0	0	0	0	0	0845	0	0	0	0	0	2	4	18	9	1	0	0	0	0	0	39.3	44.8	0	0	0	0	0	0	0
0900	39	0	31	0	7	1	0	0	0	0	0	0	0900	0	0	0	0	0	2	14	14	8	1	0	0	0	0	0	38.5	41.4	0	0	0	0	0	0	0
0915	37	0	34	0	3	0	0	0	0	0	0	0	0915	0	0	0	0	0	0	12	16	7	1	1	0	0	0	0	37.1	42.3	0	0	0	0	0	0	0
0930	46	1	39	0	6	0	0	0	0	0	0	0	0930	0	0	1	0	1	3	11	19	9	2	0	0	0	0	0	36.4	42.6	0	0	0	0	0	0	0
0945	21	0	19	0	2	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	2	6	10	2	1	0	0	0	0	40.8	45.4	0	0	0	0	0	0	0
1000	42	0	35	0	7	0	0	0	0	0	0	0	1000	0	0	0	0	0	2	9	20	11	0	0	0	0	0	0	37.4	41.5	0	0	0	0	0	0	0
1015	41	0	35	0	6	0	0	0	0	0	0	0	1015	0	0	0	0	0	5	12	14	4	5	1	0	0	0	0	37.3	45.1	0	0	0	0	0	0	0
1030	42	0	39	0	3	0	0	0	0	0	0	0	1030	0	0	0	0	0	3	16	14	8	1	0	0	0	0	0	36.2	41.1	0	0	0	0	0	0	0
1045	32	2	28	0	2	0	0	0	0	0	0	0	1045	0	0	0	0	0	2	8	11	5	5	1	0	0	0	0	38.5	46.4	0	0	0	0	0	0	0
1100	31	1	28	0	2	0	0	0	0	0	0	0	1100	0	1	0	1	1	1	8	12	4	3	0	0	0	0	0	35.8	43.6	0	0	0	0	0	0	0
1115	43	0	37	0	6	0	0	0	0	0	0	0	1115	0	0	0	0	0	6	8	20	7	1	1	0	0	0	0	36.5	41	0	0	0	0	0	0	0
1130	33	0	28	1	4	0	0	0	0	0	0	0	1130	0	0	0	0	0	3	5	15	8	2	0	0	0	0	0	37.9	44.2	0	0	0	0	0	0	0
1145	39	0	36	1	2	0	0	0	0	0	0	0	1145	0	0	0	0	0	1	6	21	10	1	0	0	0	0	0	38.1	42.9	0	0	0	0	0	0	0
1200	31	0	26	0	4	0	0	1	0	0	0	0	1200	0	0	0	0	0	1	9	9	10	2	0	0	0	0	0	38.2	43.6	0	0	0	0	0	0	0
1215	38	0	35	0	3	0	0	0</																													

1730	52	0	48	0	4	0	0	0	0	0	0	1730	0	0	0	0	0	4	7	18	18	2	3	0	0	0	0	39.1	44.4	0	0	0	0	0	0
1745	44	0	41	0	3	0	0	0	0	0	0	1745	0	0	0	0	0	3	8	19	8	4	1	1	0	0	0	38.3	44.1	0	0	0	0	0	0
1800	54	0	52	0	2	0	0	0	0	0	0	1800	0	0	0	0	0	1	7	16	19	10	0	0	1	0	0	40.4	46	1	1.852	0	0	0	0
1815	48	0	44	0	4	0	0	0	0	0	0	1815	0	0	0	0	0	2	8	15	19	3	1	0	0	0	0	39.5	44.3	0	0	0	0	0	0
1830	38	0	36	0	2	0	0	0	0	0	0	1830	0	0	0	0	0	6	17	10	4	1	0	0	0	0	0	40	44.9	0	0	0	0	0	0
1845	25	1	22	0	2	0	0	0	0	0	0	1845	0	0	0	0	2	1	6	5	7	2	1	1	0	0	0	38.5	45.8	0	0	0	0	0	0
1900	26	0	26	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	0	1	11	9	4	0	0	1	0	0	41.5	46.5	1	3.846	0	0	0	0
1915	26	4	18	0	4	0	0	0	0	0	0	1915	0	0	2	0	0	0	3	9	7	4	0	1	0	0	0	38.8	47	0	0	0	0	0	0
1930	34	1	31	0	2	0	0	0	0	0	0	1930	0	1	0	0	0	0	5	12	12	3	1	0	0	0	0	38.8	44.3	0	0	0	0	0	0
1945	19	1	16	0	2	0	0	0	0	0	0	1945	0	0	1	0	0	0	1	9	7	1	0	0	0	0	0	37.9	43.9	0	0	0	0	0	0
2000	23	1	20	0	2	0	0	0	0	0	0	2000	0	1	0	0	0	0	3	7	10	2	0	0	0	0	0	38.7	43.7	0	0	0	0	0	0
2015	18	0	17	0	1	0	0	0	0	0	0	2015	0	0	0	0	0	1	1	6	7	3	0	0	0	0	0	40.3	46.1	0	0	0	0	0	0
2030	21	2	18	0	0	0	0	0	0	1	0	2030	0	1	1	0	0	1	5	5	5	3	0	0	0	0	0	35.8	45	0	0	0	0	0	0
2045	26	0	24	0	2	0	0	0	0	0	0	2045	0	0	0	0	0	1	2	9	10	2	1	1	0	0	0	40.8	47.6	0	0	0	0	0	0
2100	12	0	10	0	2	0	0	0	0	0	0	2100	0	0	0	0	0	0	2	4	4	1	1	0	0	0	0	40.7	46.5	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	37.1 -		0	0	0	0	0	0
2130	8	0	8	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	5	2	1	0	0	0	0	0	39.6 -		0	0	0	0	0	0
2145	9	0	9	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	2	1	4	2	0	0	0	0	0	41.1 -		0	0	0	0	0	0
2200	10	0	10	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	1	4	3	1	1	0	0	0	0	41.6 -		0	0	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	42.5 -		0	0	0	0	0	0
2230	11	0	11	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	3	4	1	1	2	0	0	0	0	40.1		52	0	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	39.2 -		0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	33.4 -		0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	38.8 -		0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	39.9 -		0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	48 -		0	0	0	0	0	0
07-19	1946	13	1718	7	203	2	0	1	2	0	0	07-19	0	3	5	7	14	86	404	780	485	129	26	5	2	0	0	38	42.9	2	0.103	0	0	0	0
06-22	2217	23	1955	7	226	2	0	1	3	0	0	06-22	0	6	10	7	14	90	435	871	576	165	33	7	3	0	0	38.2	43.4	3	0.135	0	0	0	0
06-00	2262	23	2000	7	226	2	0	1	3	0	0	06-00	0	6	10	7	14	91	442	887	588	169	37	8	3	0	0	38.2	43.5	3	0.133	0	0	0	0
00-00	2285	23	2020	7	229	2	0	1	3	0	0	00-00	0	6	10	7	14	91	447	893	594	172	38	9	4	0	0	38.2	43.5	4	0.175	0	0	0	0

11 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0015	3	0	3	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-	0	0	0	0	0	0	0		
0030	1	0	1	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	0	0		
0045	2	0	2	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0115	1	0	1	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.5	-	0	0	0	0	0	0	0		
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42.7	-	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0400	1	0	0	0	1	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.7	-	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	0	0	
0430	1	0	0	0	1	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.8	-	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0515	1	0	0	0	0	1	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0	0	
0530	6	0	5	0	1	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	40.1	-	0	0	0	0	0	0	0	
0545	1	0	1	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	40.8	-	0	0	0	0	0	0	0	
0600	3	0	2	0	1	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	41.8	-	0	0	0	0	0	0	0	
0615	7	1	6	0	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	40.6	-	0	0	0	0	0	0	0	
0630	9	0	7	0	1	1	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	40.1	-	0	0	0	0	0	0	0	
0645	12	0	11	0	1	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	1	0	8	2	1	0	0	0	0	0	0	38.9	44.1	0	0	0	0	0	0	0	
0700	21	0	21	0	0	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	2	7	6	6	0	0	0	0	0	0	41.4	46	0	0	0	0	0	0	0	
0715	32	0	26	0	6	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	1	2	13	11	4	1	0	0	0	0	0	40.6	45.5	0	0	0	0	0	0	0	
0730	36	1	27	0	8	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	0	4	15	12	5	0	0	0	0	0	0	40.3	45.2	0	0	0	0	0	0	0	
0745	41	0	40	0	1	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	1	7	16	13	4	0	0	0	0	0	0	39	43.4	0	0	0	0	0	0	0	
0800	38	1	26	0	11	0	0	0	0	0	0	0	0800	0	0	0	0	1	1	6	18	8	4	0	0	0	0	0	0	0	38.4	43.9	0	0	0	0	0	0	0	
0815	43	2	35	0	6	0	0	0	0	0	0	0	0815	0	1	0	0	0	0	6	20	11	5	0	0	0	0	0	0	0	39	44.5	0	0	0	0	0	0	0	
0830	33	0	28	1	4	0	0	0	0	0	0	0	0830	0	0	0	0	0	2	0	6	9	5	2	0	0	0	0	0	0	38.9	46.5	0	0	0	0	0	0	0	
0845	45	0	36	0	9	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	9	21	10	5	0	0	0	0	0	0	0	38.8	44.6	0	0	0	0	0	0	0	
0900	36	0	29	1	6	0	0	0	0	0	0	0	0900	0	0	0	0	0	1	4	7	17	7	0	0	0	0	0	0	0	36	41.6	0	0	0	0	0	0	0	
0915	38	1	33	1	3	0	0	0	0	0	0	0	0915	0	0	1	1	1	1	12	18	2	2	0	0	0	0	0	0	0	35.4	39.7	0	0	0	0	0	0	0	
0930	34	0	28	0	6	0	0	0	0	0	0	0	0930	0	0	0	0	0	0	9	21	3	0	1	0	0	0	0	0	0	37	39.7	0	0	0	0	0	0	0	
0945	38	1	28	0	9	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	2	11	14	9	1	1	0	0	0	0	0	37.2	43.2	0	0	0	0	0	0	0	
1000	28	0	25	0	3	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	0	7	12	8	1	0	0	0	0	0	0	37.9	42.3	0	0	0	0	0	0	0	
1015	23	1	21	1	0	0	0	0	0	0	0	0	1015	0	0	0	1	2	1	4	8	7	0	0	0	0	0	0	0	0	36	43	0	0	0	0	0	0	0	
1030	31	1	28	0	2	0	0	0	0	0	0	0	1030	0	1	0	0	0	5	7	7	10	1	0	0	0	0	0	0	0	36.2	42.2	0	0	0	0	0	0	0	
1045	43	0	41	1	1	0	0	0	0	0	0	0	1045	0	0	0	0	0	1	9	21	9	3	0	0	0	0	0	0	0	37.8	42	0	0	0	0	0	0	0	
1100	38	2	34	0	2	0	0	0	0	0	0	0	1100	0	0	0	0	1	3	7	15	9	3	0	0	0	0	0	0	0	37.3	42.8	0	0	0	0	0	0	0	
1115	31	0	26	1	4	0	0	0	0	0	0	0	1115	0	0	0	2	0	3	9	12	5	0	0	0	0	0	0	0	0	34.5	40.6	0	0	0	0	0	0	0	
1130	40	0	35	1	4	0	0	0	0	0	0	0	1130	0	0	0	0	0	12	9	17	2	0	0	0	0	0	0	0	0	33.6	38.9	0	0	0	0	0	0	0	
1145	37	0	35	0	2	0																																		

1730	62	1	58	0	3	0	0	0	0	0	0	1730	0	0	1	0	1	1	9	19	19	8	3	1	0	0	0	39.6	45.3	0	0	0	0	0	0
1745	53	0	47	0	5	0	0	0	0	1	0	1745	0	0	0	0	0	0	12	13	22	5	1	0	0	0	0	39.3	44.3	0	0	0	0	0	0
1800	66	1	64	0	1	0	0	0	0	0	0	1800	0	1	0	0	0	0	7	29	22	4	2	0	1	0	0	39.6	44.4	1	1.515	0	0	0	0
1815	52	2	48	0	2	0	0	0	0	0	0	1815	0	1	0	0	0	1	4	27	17	1	1	0	0	0	0	38.3	42.5	0	0	0	0	0	0
1830	31	0	28	0	3	0	0	0	0	0	0	1830	0	0	0	0	0	1	3	11	9	6	1	0	0	0	0	40.7	47.6	0	0	0	0	0	0
1845	32	1	31	0	0	0	0	0	0	0	0	1845	0	0	0	0	0	0	3	8	14	4	3	0	0	0	0	41.9	47.6	0	0	0	0	0	0
1900	38	0	34	0	4	0	0	0	0	0	0	1900	0	0	0	0	0	1	6	18	11	1	1	0	0	0	0	38.9	43.1	0	0	0	0	0	0
1915	29	2	24	0	3	0	0	0	0	0	0	1915	0	1	0	0	1	1	3	10	9	4	0	0	0	0	0	37.6	45.4	0	0	0	0	0	0
1930	29	7	21	0	1	0	0	0	0	0	0	1930	0	3	0	0	0	0	2	10	8	6	0	0	0	0	0	37.6	46.1	0	0	0	0	0	0
1945	18	0	18	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	0	3	3	10	2	0	0	0	0	0	40.4	45.4	0	0	0	0	0	0
2000	22	1	21	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	0	1	12	8	1	0	0	0	0	0	40	43.8	0	0	0	0	0	0
2015	20	1	19	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	0	1	9	4	5	1	0	0	0	0	41.2	47	0	0	0	0	0	0
2030	20	0	17	0	3	0	0	0	0	0	0	2030	0	0	0	0	0	0	2	7	8	3	0	0	0	0	0	40.9	46	0	0	0	0	0	0
2045	17	0	16	0	1	0	0	0	0	0	0	2045	0	0	0	0	0	0	2	7	6	2	0	0	0	0	0	39.8	44.5	0	0	0	0	0	0
2100	13	0	11	0	2	0	0	0	0	0	0	2100	0	0	0	0	0	1	1	4	6	1	0	0	0	0	0	38.6	42.1	0	0	0	0	0	0
2115	20	0	18	0	2	0	0	0	0	0	0	2115	0	0	0	0	0	1	5	8	4	1	1	0	0	0	0	38.3	42.8	0	0	0	0	0	0
2130	13	0	13	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	3	1	4	5	0	0	0	0	0	0	36.6	42	0	0	0	0	0	0
2145	12	0	12	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	3	8	0	1	0	0	0	0	0	36.4	40.1	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	39.6 -		0	0	0	0	0	0
2215	10	0	10	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	2	1	2	3	1	1	0	0	0	0	43.6 -		0	0	0	0	0	0
2230	17	0	17	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	4	6	6	1	0	0	0	0	0	39	43.4	0	0	0	0	0	0
2245	9	0	8	0	1	0	0	0	0	0	0	2245	0	0	0	0	0	2	2	3	2	0	0	0	0	0	0	35.4 -		0	0	0	0	0	0
2300	8	0	6	0	2	0	0	0	0	0	0	2300	0	0	0	0	0	1	2	3	1	1	0	0	0	0	0	36.7 -		0	0	0	0	0	0
2315	8	0	8	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	1	1	2	3	0	1	0	0	0	0	38.9 -		0	0	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	1	0	2	0	1	0	0	0	44.1 -		0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	51.1 -		0	0	0	0	0	0
07-19	1981	25	1739	9	201	2	2	0	2	0	1	07-19	0	5	5	4	16	82	372	808	503	149	32	2	2	1	0	38.2	43.3	3	0.151	0	0	0	0
06-22	2263	37	1989	9	220	3	2	0	2	0	1	06-22	0	9	5	4	17	90	403	922	593	180	35	2	2	1	0	38.3	43.5	3	0.133	0	0	0	0
06-00	2326	37	2049	9	223	3	2	0	2	0	1	06-00	0	9	5	4	17	94	416	939	609	188	37	5	2	1	0	38.3	43.6	3	0.129	0	0	0	0
00-00	2347	37	2066	9	227	3	2	0	2	0	1	00-00	0	9	5	4	17	96	419	949	613	190	37	5	2	1	0	38.3	43.6	3	0.128	0	0	0	0

12 July 2019

[illegible]

1730	45	1	41	0	3	0	0	0	0	0	0	1730	0	1	0	0	0	0	12	14	10	4	3	1	0	0	0	39.2	46.6	0	0	0	0	0	0	
1745	64	2	59	0	3	0	0	0	0	0	0	1745	0	0	2	2	0	0	9	28	11	10	1	1	0	0	0	38.2	46.3	0	0	0	0	0	0	
1800	48	1	45	0	2	0	0	0	0	0	0	1800	0	0	0	0	0	0	7	19	16	5	0	1	0	0	0	40.1	44.5	0	0	0	0	0	0	
1815	43	1	40	0	2	0	0	0	0	0	0	1815	0	1	0	0	0	4	5	19	8	5	1	0	0	0	0	37.7	44.7	0	0	0	0	0	0	
1830	34	1	29	0	3	0	0	0	1	0	0	1830	0	1	0	0	0	2	3	10	14	2	2	0	0	0	0	39.5	44.3	0	0	0	0	0	0	
1845	30	0	29	0	1	0	0	0	0	0	0	1845	0	0	0	0	0	0	1	14	7	6	1	1	0	0	0	42.1	48.2	0	0	0	0	0	0	
1900	31	0	31	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	0	3	14	11	2	1	0	0	0	0	40.1	44.6	0	0	0	0	0	0	
1915	27	1	24	0	2	0	0	0	0	0	0	1915	0	0	0	0	0	0	4	5	14	3	0	1	0	0	0	40.8	44.9	0	0	0	0	0	0	
1930	19	1	18	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	0	5	2	8	2	2	0	0	0	0	40.7	45.6	0	0	0	0	0	0	
1945	18	0	18	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	1	40	2	5	9	0	1	0	0	0	40	43.3	0	0	0	0	0	0	
2000	17	0	16	0	1	0	0	0	0	0	0	2000	0	0	0	0	0	0	4	4	2	2	1	0	0	0	0	36.9	46.9	0	0	0	0	0	0	
2015	18	0	16	0	2	0	0	0	0	0	0	2015	0	0	0	0	0	0	2	6	7	2	1	0	0	0	0	40.8	45.3	0	0	0	0	0	0	
2030	16	0	15	0	1	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	7	5	2	1	1	0	0	0	42.5	50.7	0	0	0	0	0	0	
2045	13	0	13	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	0	0	1	4	7	1	0	0	0	0	40.2	44.7	0	0	0	0	0	0	
2100	16	0	15	0	1	0	0	0	0	0	0	2100	0	0	0	0	0	0	2	9	3	1	1	0	0	0	0	39	43.1	0	0	0	0	0	0	
2115	16	0	13	0	3	0	0	0	0	0	0	2115	0	0	0	0	0	2	2	5	5	2	0	0	0	0	0	38.8	45.1	0	0	0	0	0	0	
2130	15	0	15	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	4	3	6	1	1	0	0	0	0	39.6	47.1	0	0	0	0	0	0	
2145	11	0	11	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	1	7	0	1	2	0	0	0	0	40.8	51.1	0	0	0	0	0	0	
2200	13	0	13	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	5	2	5	1	0	0	0	0	0	37.6	44.5	0	0	0	0	0	0	
2215	5	0	5	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	36.8 -		0	0	0	0	0	0	
2230	10	0	10	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	1	1	5	1	0	1	0	1	0	39.7 -	1	10	0	0	0	0		
2245	8	0	8	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	3	3	1	0	1	0	0	0	0	38.8 -		0	0	0	0	0	0	
2300	6	0	6	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	37.7 -		0	0	0	0	0	0	
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	37.2 -		0	0	0	0	0	0	
2330	5	0	5	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	38.9 -		0	0	0	0	0	0	
2345	4	0	4	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	40.3 -		0	0	0	0	0	0	
07-19	1947	21	1714	4	201	3	0	0	0	4	0	07-19	0	4	6	2	6	70	373	776	513	157	34	5	1	0	0	0	38.4	43.7	1	0.051	0	0	0	0
06-22	2197	24	1947	4	215	3	0	0	0	4	0	06-22	0	4	6	2	6	79	407	857	598	181	48	7	2	0	0	0	38.7	44	2	0.091	0	0	0	0
06-00	2251	24	2001	4	215	3	0	0	0	4	0	06-00	0	4	6	2	6	80	421	877	613	182	50	7	3	0	0	0	38.7	44	3	0.133	0	0	0	0
00-00	2269	24	2015	4	219	3	0	0	0	4	0	00-00	0	4	6	2	6	80	425	882	619	185	50	7	3	0	0	0	38.7	44	3	0.132	0	0	0	0

13 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1	
0000	3	0	2	0	1	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	0	
0015	4	0	4	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	46.2	-	0	0	0	0	0	0	0	
0030	4	0	4	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	41.5	-	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0100	2	0	2	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	38.1	-	0	0	0	0	0	0	0	
0115	1	0	1	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.3	-	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0345	2	0	1	0	1	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	49.6	-	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0500	4	1	1	0	2	0	0	0	0	0	0	0	0500	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0530	1	0	1	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	-	54	-	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	36.5	-	0	0	0	0	0	0	0	
0600	1	0	0	0	1	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	38.3	-	0	0	0	0	0	0	0	
0615	5	0	3	0	2	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	40.8	-	0	0	0	0	0	0	0	
0630	3	0	2	0	1	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	41.6	-	0	0	0	0	0	0	0	
0645	4	0	4	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	42.8	-	0	0	0	0	0	0	0	
0700	10	0	9	0	1	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	3	4	2	1	0	0	0	0	43.9	-	0	0	0	0	0	0	0	
0715	15	0	12	0	3	0	0	0	0	0	0	0	0715	0	0	0	0	0	1	1	5	4	4	0	0	0	0	0	40.5	46.1	0	0	0	0	0	0	0	
0730	16	0	11	0	5	0	0	0	0	0	0	0	0730	0	0	0	0	0	2	1	4	3	5	1	0	0	0	0	40.1	45.8	0	0	0	0	0	0	0	
0745	15	0	13	0	2	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	1	7	3	4	1	0	0	0	0	40.8	47.1	0	0	0	0	0	0	0	
0800	14	0	12	0	2	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	7	6	1	0	0	0	0	0	40.2	43.9	0	0	0	0	0	0	0	
0815	14	1	12	0	1	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	0	5	6	3	0	0	0	0	0	41.3	46.7	0	0	0	0	0	0	0	
0830	15	0	13	0	2	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	2	7	4	1	1	0	0	0	0	39.5	45.3	0	0	0	0	0	0	0	
0845	26	1	23	0	2	0	0	0	0	0	0	0	0845	0	0	1	0	0	0	1	14	9	0	1	0	0	0	0	38.5	43	0	0	0	0	0	0	0	
0900	22	0	18	0	4	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	0	4	11	4	3	0	0	0	0	39.1	45.2	0	0	0	0	0	0	0	
0915	28	0	24	0	4	0	0	0	0	0	0	0	0915	0	0	0	0	0	2	10	11	3	2	0	0	0	0	38.5	41	0	0	0	0	0	0	0		
0930	18	0	17	0	1	0	0	0	0	0	0	0	0930	0	0	0	0	0	0	0	1	10	4	1	1	1	0	0	40.3	47	0	0	0	0	0	0	0	
0945	29	1	23	0	3	0	1	0	1	0	0	0	0945	0	0	0	0	0	0	3	18	7	1	0	0	0	0	0	38	41.6	0	0	0	0	0	0	0	
1000	29	0	26	0	3	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	6	18	4	1	0	0	0	0	0	37.4	40.4	0	0	0	0	0	0	0	
1015	31	0	27	1	3	0	0	0	0	0	0	0	1015	0	0	0	0	0	1	6	7	16	1	0	0	0	0	0	39	42.9	0	0	0	0	0	0	0	
1030	32	1	28	0	3	0	0	0	0	0	0	0	1030	0	0	0	0	0	0	11	12	7	2	0	0	0	0	0	37.8	42	0	0	0	0	0	0	0	
1045	23	0	19	0	4	0	0	0	0	0	0	0	1045	0	0	0	0	0	0	5	8	6	4	0	0	0	0	0	39.8	46.5	0	0	0	0	0	0	0	
1100	39	0	38	0	1	0	0	0	0	0	0	0	1100	0	0	0	0	0	1	7	17	10	1	1	2	0	0	0	39.1	43.5	0	0	0	0	0	0	0	
1115	26	0	25	0	1	0	0	0	0	0	0	0	1115	0	0	0	0	0	1	7	8	8	2	0	0	0	0	0	38	43.2	0	0	0	0	0	0	0	
1130	30	0	30	0	0	0	0	0	0	0	0	0	1130	0	0	0	0	0	1	8	10	9	2	0	0	0	0	0	38.3	43.1	0	0	0	0	0	0	0	
1145	35	2	31	0	2	0	0	0	0	0	0	0	1145	0	0	2	0	0	3	4	17	7	2	0	0	0	0	0	36.3	43.5	0	0	0	0	0	0	0	
1200	42	1	36	0	5	0	0	0	0	0	0	0	1200	0	0	0	0	0	2	7	19	8	6	0	0	0	0	0	38.5	45	0	0	0	0	0	0	0	
1215	43	0	42	0	0	0	0	1	0	0	0	0	1215	0	0	0	0	0																				

1730	28	0	27	0	1	0	0	0	0	0	0	1730	0	0	0	0	0	0	4	8	12	3	1	0	0	0	0	40.1	44.9	0	0	0	0	0	0
1745	42	1	36	1	4	0	0	0	0	0	0	1745	0	0	1	0	0	0	8	25	7	1	0	0	0	0	0	36.9	40.9	0	0	0	0	0	0
1800	21	0	20	0	1	0	0	0	0	0	0	1800	0	0	1	0	0	1	3	7	4	4	1	0	0	0	0	38.8	46.9	0	0	0	0	0	0
1815	20	0	20	0	0	0	0	0	0	0	0	1815	0	0	0	0	0	0	2	10	7	0	1	0	0	0	0	40.2	43.7	0	0	0	0	0	0
1830	22	1	21	0	0	0	0	0	0	0	0	1830	0	0	0	0	0	5	3	6	6	1	1	0	0	0	0	37.3	44.6	0	0	0	0	0	0
1845	22	0	21	0	1	0	0	0	0	0	0	1845	0	0	0	0	0	0	4	7	10	0	1	0	0	0	0	40.1	44.4	0	0	0	0	0	0
1900	41	0	38	0	3	0	0	0	0	0	0	1900	0	0	0	0	0	1	2	16	14	5	2	0	1	0	0	41	45.3	1	2.439	0	0	0	0
1915	20	0	17	0	3	0	0	0	0	0	0	1915	0	0	0	0	0	0	1	11	5	3	0	0	0	0	0	39.8	45	0	0	0	0	0	0
1930	18	0	18	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	0	3	9	5	0	1	0	0	0	0	39.1	43.5	0	0	0	0	0	0
1945	9	0	8	0	1	0	0	0	0	0	0	1945	0	0	0	0	0	0	1	5	1	2	0	0	0	0	0	39.9 -		0	0	0	0	0	0
2000	20	0	18	0	2	0	0	0	0	0	0	2000	0	0	0	0	0	0	1	8	8	3	0	0	0	0	0	40.3	45.4	0	0	0	0	0	0
2015	14	0	13	0	1	0	0	0	0	0	0	2015	0	0	0	0	0	0	2	11	1	0	0	0	0	0	0	36.8	39	0	0	0	0	0	0
2030	8	0	7	0	0	0	1	0	0	0	0	2030	0	0	1	0	0	1	0	5	1	0	0	0	0	0	0	34.4 -		0	0	0	0	0	0
2045	12	0	9	0	3	0	0	0	0	0	0	2045	0	0	0	0	0	1	2	3	3	0	2	1	0	0	0	41	51.8	0	0	0	0	0	0
2100	17	0	16	0	1	0	0	0	0	0	0	2100	0	0	0	0	0	0	2	5	8	1	1	0	0	0	0	40.9	45.8	0	0	0	0	0	0
2115	20	0	20	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	0	4	11	4	1	0	0	0	0	0	37.7	41.9	0	0	0	0	0	0
2130	16	0	16	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	3	9	2	2	0	0	0	0	0	38.5	43.7	0	0	0	0	0	0
2145	11	0	11	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	5	3	3	0	0	0	0	0	0	37.1	42.5	0	0	0	0	0	0
2200	10	0	10	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	2	5	1	1	1	0	0	0	0	40 -		0	0	0	0	0	0
2215	7	0	6	0	1	0	0	0	0	0	0	2215	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	36.7 -		0	0	0	0	0	0
2230	9	0	9	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	3	3	2	1	0	0	0	0	0	38.3 -		0	0	0	0	0	0
2245	9	0	8	0	1	0	0	0	0	0	0	2245	0	0	0	0	1	0	1	3	3	1	0	0	0	0	0	38.9 -		0	0	0	0	0	0
2300	6	0	5	0	1	0	0	0	0	0	0	2300	0	0	0	0	0	0	3	2	0	0	1	0	0	0	0	37.1 -		0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	40 -		0	0	0	0	0	0
2330	3	0	2	0	1	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	38.7 -		0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	36.9 -		0	0	0	0	0	0
07-19	1363	23	1242	4	89	0	1	1	3	0	0	07-19	0	0	9	2	3	40	228	573	368	116	19	3	1	1	0	38.6	43.9	2	0.147	0	0	0	0
06-22	1582	23	1442	4	107	0	2	1	3	0	0	06-22	0	0	10	2	3	43	254	674	430	133	26	4	2	1	0	38.7	43.9	3	0.19	0	0	0	0
06-00	1633	23	1489	4	111	0	2	1	3	0	0	06-00	0	0	10	2	4	43	268	695	439	137	28	4	2	1	0	38.7	44	3	0.184	0	0	0	0
00-00	1659	24	1510	4	115	0	2	1	3	0	0	00-00	0	1	10	2	4	43	271	706	446	138	30	5	2	1	0	38.7	44	3	0.181	0	0	0	0

14 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0000	6	0	6	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	37 -		0	0	0	0	0	0	
0015	3	0	3	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	39.1 -		0	0	0	0	0	0	
0030	2	0	2	0	1	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	44.9 -		0	0	0	0	0	0	
0045	2	0	2	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	42.9 -		0	0	0	0	0	0	
0100	3	0	2	0	0	0	0	0	0	1	0	0	0100	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	39.4 -		0	0	0	0	0	0	
0115	3	0	3	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	38.1 -		0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.7 -		0	0	0	0	0	0	
0145	2	0	2	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35 -		0	0	0	0	0	0	
0200	1	0	0	0	1	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.9 -		0	0	0	0	0	0	
0215	1	0	1	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.3 -		0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0245	4	0	4	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	42.2 -		0	0	0	0	0	0	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.9 -		0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.8 -		0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	45.3 -		0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.2 -		0	0	0	0	0	0	
0500	1	0	0	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.5 -		0	0	0	0	0	0	
0515	1	0	1	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.5 -		0	0	0	0	0	0	
0530	1	0	0	0	1	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.3 -		0	0	0	0	0	0	
0545	4	0	4	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	44.2 -		0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	42.6 -		0	0	0	0	0	0	
0615	3	1	2	0	0	0	0	0	0	0	0	0	0615	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	31.6 -		0	0	0	0	0	0	
0630	1	0	1	0	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.3 -		0	0	0	0	0	0	
0645	2	0	2	0	0	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	50.1 -		0	0	0	0	0	0	
0700	2	1	1	0	0	0	0	0	0	0	0	0	0700	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	22.2 -		0	0	0	0	0	0	
0715	4	1	3	0	0	0	0	0	0	0	0	0	0715	0	0	1	0	0	0	0	2	0	1	0	0	0	0	0	34.6 -		0	0	0	0	0	0	
0730	8	0	6	0	2	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	0	6	1	1	0	0	0	0	0	39.3 -		0	0	0	0	0	0	
0745	4	0	3	0	1	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	40.2 -		0	0	0	0	0	0	
0800	7	1	6	0	0	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	3	1	2	1	0	0	0	0	42.8 -		0	0	0	0	0	0	
0815	3	0	3	0	0	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	40.4 -		0	0	0	0	0	0	
0830	4	0	3	0	1	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	41.3 -		0	0	0	0	0	0	
0845	8	1	7	0	0	0	0	0	0	0	0	0	0845	0	1	1	0	0	0	1	3	2	1	0	0	0	0	0	38.8 -		0	0	0	0	0	0	
0900	9	0	7	0	2	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	2	1	4	1	1	0	0	0	0	41.6 -		0	0	0	0	0	0	
0915	8	0	8	0	0	0	0	0	0	0	0	0	0915	0	0	0	0	0	0	1	3	2	1	0	1	0	0	0	42.1 -		0	0	0	0	0	0	
0930	20	1	18	0	1	0	0	0	0	0	0	0	0930	0	1	2	0	0	1	8	2	4	2	0	0	0	0	0	32.9 -	42.7	0	0	0	0	0	0	
0945	19	0	19	0	0	0	0	0	0	0	0	0	0945	0	0	0	0	1	0	2	10	4	2	0	0	0	0	0	38.8 -	44	0	0	0	0	0	0	
1000	19	0	17	0	2	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	7	7	5	0	0	0	0	0	0	37.6 -	42.7	0	0	0	0	0	0	
1015	23	3	19	0	1	0	0	0	0	0	0	0	1015	0	0	1	0	0	0	4	9	8	0	1	0	0	0	0	37.8 -	42.8	0	0	0	0	0	0	
1030	33	1	32	0	0	0	0	0	0	0	0	0	1030	0	0	0	0	0	1	3	11	14	4	0	0	0	0	0	40 -	44.2	0	0	0	0	0	0	
1045	38	2	34	1	1	0	0	0	0	0	0	0	1045	0	1	1	0	2	1	2	15	16	0	0	0	0	0	0	36.6 -	42	0	0	0	0	0	0	
1100	29	0	27	0	2	0	0	0	0	0	0	0	1100	0	0	0	0	0	0	2	9	18	0	0	0	0	0	0	40.1 -	43.2	0	0	0	0	0	0	
1115	28	0	26	0	1	0	0	0	1	0	0	0	1115	0	0	0	0	0	0	0	17	6	4	0	1	0	0	0	40.5 -	45.1	0	0	0	0	0	0	
1130	30	0	29	0	1	0	0	0	0	0	0	0	1130	0	0	0	0	0	0	1	18	9	1	0	0	1	0	0	40 -	42.5	1	3.333	0	0	0	0	
1145	32	0	31	0	1	0	0	0	0	0	0	0	1145	0	0	0	0	0	1	9	13	5	3	1	0	0	0	0	38.3 -	44.9	0	0	0	0	0	0	
1200	32	4	27	0	1	0	0	0	0	0	0	0	1200	0	0	1	0	0	1	2	5	16	5	1	1	0	0	0	41.3 -	47	0	0	0	0	0	0	
1215	31	0	30	1	0	0	0	0	0	0	0	0	1215	0	0	0	0	0	1	8	13	6	3	0	0	0	0	0	37.8 -	42.6	0	0	0	0	0	0	
1230	26	1	22	0	3	0	0	0	0	0	0	0	1230	0	0	1	0	0	3	2	10	7	3	0	0	0	0</										

1730	13	1	12	0	0	0	0	0	0	0	0	1730	0	0	0	0	0	0	1	1	4	6	1	0	0	0	0	39.2	43	0	0	0	0	0	0	
1745	16	0	15	0	1	0	0	0	0	0	0	1745	0	0	0	0	0	0	0	1	5	6	3	1	0	0	0	0	42.4	47.9	0	0	0	0	0	0
1800	11	0	10	0	1	0	0	0	0	0	0	1800	0	0	0	0	0	0	0	2	4	4	1	0	0	0	0	39.1	45.3	0	0	0	0	0	0	
1815	24	0	21	0	3	0	0	0	0	0	0	1815	0	0	0	0	0	0	0	5	5	8	5	1	0	0	0	0	41	47.6	0	0	0	0	0	0
1830	17	0	13	0	4	0	0	0	0	0	0	1830	0	0	0	0	0	1	2	4	6	3	1	0	0	0	0	41	47.9	0	0	0	0	0	0	
1845	18	0	18	0	0	0	0	0	0	0	0	1845	0	0	0	0	0	0	3	7	7	1	0	0	0	0	0	39.3	44.2	0	0	0	0	0	0	
1900	14	0	14	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	0	0	4	7	1	1	1	0	0	0	42.8	50.3	0	0	0	0	0	0	
1915	13	0	12	0	1	0	0	0	0	0	0	1915	0	0	0	0	0	0	3	4	3	0	3	0	0	0	0	41.2	53.3	0	0	0	0	0	0	
1930	10	0	10	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	0	2	4	2	0	2	0	0	0	0	40.7 -								
1945	12	0	10	0	1	0	0	0	0	0	0	1945	0	0	1	0	0	0	0	9	2	1	0	0	0	0	0	39.7	43.6	0	0	0	0	0	0	
2000	7	1	6	0	0	0	0	0	0	0	0	2000	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	29.6 -								
2015	10	0	8	0	2	0	0	0	0	0	0	2015	0	0	0	0	0	0	1	2	6	1	0	0	0	0	0	40.9 -								
2030	9	0	9	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	40.6 -								
2045	11	0	11	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	1	1	2	5	1	0	1	0	0	0	41.3	49.3	0	0	0	0	0	0	
2100	7	0	5	0	2	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	41.9 -								
2115	10	0	9	0	1	0	0	0	0	0	0	2115	0	0	0	0	0	0	3	2	3	2	0	0	0	0	0	39.3 -								
2130	7	0	7	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	1	3	1	2	0	0	0	0	39.3 -								
2145	11	0	10	0	1	0	0	0	0	0	0	2145	0	0	0	0	1	0	3	5	1	0	1	0	0	0	0	37.1	45.2	0	0	0	0	0	0	
2200	6	0	5	1	0	0	0	0	0	0	0	2200	0	0	0	0	0	1	1	0	3	0	1	0	0	0	0	39.5 -								
2215	9	0	9	0	0	0	0	0	0	0	0	2215	0	0	0	0	2	0	2	3	1	1	0	0	0	0	0	34.3 -								
2230	3	0	3	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	39.2 -								
2245	2	0	1	0	1	0	0	0	0	0	0	2245	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	36.5 -								
2300	4	0	4	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	41.3 -								
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	35.5 -								
2330	1	0	1	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4 -								
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	39.9 -								
07-19	1012	23	934	3	50	0	0	0	0	2	0	0	07-19	0	4	9	1	3	21	154	374	330	88	22	3	2	0	1	39.1	44	3	0.296	1	0.099	1	0.099
06-22	1140	25	1051	3	58	0	0	0	0	3	0	0	06-22	0	5	10	1	5	24	169	418	371	99	30	5	2	0	1	39.2	44.1	3	0.263	1	0.088	1	0.088
06-00	1169	25	1078	4	59	0	0	0	0	3	0	0	06-00	0	5	10	1	8	25	174	427	378	101	32	5	2	0	1	39.1	44.2	3	0.257	1	0.086	1	0.086
00-00	1208	25	1111	4	64	0	0	0	0	4	0	0	00-00	0	5	10	1	8	25	180	447	384	105	35	5	2	0	1	39.1	44.2	3	0.248	1	0.083	1	0.083

15 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	42.6	-	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0045	1	0	1	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0	0	
0145	1	0	1	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	46.9	-	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40.1	-	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	45.3	-	0	0	0	0	0	0	0	0
0415	1	0	0	0	1	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	45.4	-	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	38.3	-	0	0	0	0	0	0	0	0
0600	6	0	5	0	1	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	1	2	2	0	0	1	0	0	0	46.7	-	1	16.67	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	44	-	0	0	0	0	0	0	0	0
0630	11	0	10	0	1	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	7	3	0	1	0	0	0	0	0	40.6	46	0	0	0	0	0	0	0	0
0645	16	0	13	1	2	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	2	3	6	5	0	0	0	0	0	0	42	48.5	0	0	0	0	0	0	0	0
0700	17	1	11	0	4	1	0	0	0	0	0	0	0700	0	0	0	0	0	1	0	5	6	4	1	0	0	0	0	0	41.8	47	0	0	0	0	0	0	0	0
0715	20	1	16	0	3	0	0	0	0	0	0	0	0715	0	0	0	0	1	0	4	6	7	1	1	0	0	0	0	0	39.1	44.7	0	0	0	0	0	0	0	0
0730	36	0	33	0	3	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	5	8	12	10	1	0	0	0	0	0	41.5	46.5	0	0	0	0	0	0	0	0
0745	42	0	36	0	6	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	5	16	18	3	0	0	0	0	0	0	39.7	43.5	0	0	0	0	0	0	0	0
0800	23	0	15	0	7	1	0	0	0	0	0	0	0800	0	0	0	0	0	0	8	4	11	0	0	0	0	0	0	0	38.3	42.7	0	0	0	0	0	0	0	0
0815	21	0	18	0	3	0	0	0	0	0	0	0	0815	0	0	0	0	0	1	3	9	4	2	2	0	0	0	0	0	39.2	46.5	0	0	0	0	0	0	0	0
0830	37	0	34	0	3	0	0	0	0	0	0	0	0830	0	0	0	0	0	2	5	12	13	4	1	0	0	0	0	0	39.8	45.2	0	0	0	0	0	0	0	0
0845	40	0	34	0	6	0	0	0	0	0	0	0	0845	0	0	0	0	0	2	9	14	12	3	0	0	0	0	0	0	38.5	42.9	0	0	0	0	0	0	0	0
0900	35	2	29	0	3	0	0	0	1	0	0	0	0900	0	1	1	0	0	3	14	12	2	1	1	0	0	0	0	0	34.4	39.8	0	0	0	0	0	0	0	0
0915	25	0	24	0	0	1	0	0	0	0	0	0	0915	0	0	0	0	0	0	6	10	8	1	0	0	0	0	0	0	38.1	43	0	0	0	0	0	0	0	0
0930	20	0	17	0	2	0	0	0	1	0	0	0	0930	0	0	0	0	0	0	2	10	6	2	0	0	0	0	0	0	39.5	44.6	0	0	0	0	0	0	0	0
0945	34	0	30	0	4	0	0	0	0	0	0	0	0945	0	0	0	0	0	0	9	15	8	2	0	0	0	0	0	0	37.7	41.7	0	0	0	0	0	0	0	0
1000	38	0	31	0	7	0	0	0	0	0	0	0	1000	0	0	0	0	0	1	6	17	12	2	0	0	0	0	0	0	38.5	43.3	0	0	0	0	0	0	0	0
1015	29	0	26	0	3	0	0	0	0	0	0	0	1015	0	0	0	0	0	3	9	7	9	1	0	0	0	0	0	0	36.7	43.4	0	0	0	0	0	0	0	0
1030	46	0	41	0	4	0	0	0	1	0	0	0	1030	0	0	0	0	0	1	10	21	12	2	0	0	0	0	0	0	37.9	41.7	0	0	0	0	0	0	0	0
1045	41	0	35	1	4	0	0	0	1	0	0	0	1045	0	0	0	0	0	2	19	14	5	0	1	0	0	0	0	0	35.5	40	0	0	0	0	0	0	0	0
1100	32	0	25	1	6	0	0	0	0	0	0	0	1100	0	0	0	0	0	2	11	9	8	1	1	0	0	0	0	0	37.1	43.6	0	0	0	0	0	0	0	0
1115	32	0	28	0	4	0	0	0	0	0	0	0	1115	0	0	0	0	0	2	4	12	12	2	0	0	0	0	0	0	38.8	42.3	0	0	0	0	0	0	0	0
1130	36	0	32	1	3	0	0	0	0	0	0	0	1130	0	0	0	0	1	3	4	16	9	2	1	0	0	0	0	0	38.2	42.4	0	0	0	0	0	0	0	0
1145	33	0	31	0	2	0	0	0	0	0																													

1730	72	0	65	0	7	0	0	0	0	0	0	1730	0	0	0	0	0	0	5	28	26	9	4	0	0	0	0	40.7	45.7	0	0	0	0	0	0
1745	55	0	54	0	1	0	0	0	0	0	0	1745	0	0	0	0	0	1	8	17	18	8	2	1	0	0	0	40.7	48.2	0	0	0	0	0	0
1800	45	1	42	0	2	0	0	0	0	0	0	1800	0	0	1	0	0	0	5	19	11	7	2	0	0	0	0	40.1	46.6	0	0	0	0	0	0
1815	44	0	42	0	2	0	0	0	0	0	0	1815	0	0	0	0	0	1	4	10	20	8	1	0	0	0	0	41.5	47.2	0	0	0	0	0	0
1830	34	1	33	0	0	0	0	0	0	0	0	1830	0	0	0	0	0	0	5	12	11	6	0	0	0	0	0	40.2	45.8	0	0	0	0	0	0
1845	30	2	27	0	1	0	0	0	0	0	0	1845	0	0	0	0	0	2	6	11	6	4	1	0	0	0	0	39	46.6	0	0	0	0	0	0
1900	23	1	20	0	2	0	0	0	0	0	0	1900	0	1	0	0	0	0	4	7	8	3	0	0	0	0	0	38.2	44.3	0	0	0	0	0	0
1915	20	0	20	0	0	0	0	0	0	0	0	1915	0	0	0	0	1	0	4	9	2	0	0	0	0	0	0	38.5	42.7	0	0	0	0	0	0
1930	30	0	29	0	1	0	0	0	0	0	0	1930	0	0	0	0	0	0	1	12	12	5	0	0	0	0	0	41.5	45.2	0	0	0	0	0	0
1945	14	1	12	0	1	0	0	0	0	0	0	1945	0	0	0	0	0	0	3	2	7	1	0	1	0	0	0	40.8	47.5	0	0	0	0	0	0
2000	13	0	11	0	2	0	0	0	0	0	0	2000	0	0	0	0	0	0	2	4	3	4	0	0	0	0	0	40.3	46.6	0	0	0	0	0	0
2015	14	0	14	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	0	2	6	5	0	1	0	0	0	0	39.6	42.7	0	0	0	0	0	0
2030	20	0	20	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	1	2	5	8	4	0	0	0	0	0	40.4	47.1	0	0	0	0	0	0
2045	21	1	16	0	4	0	0	0	0	0	0	2045	0	0	0	0	0	0	2	7	7	4	1	0	0	0	0	40.6	47.4	0	0	0	0	0	0
2100	12	1	11	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	2	3	5	2	0	0	0	0	0	40.4	45.9	0	0	0	0	0	0
2115	14	0	13	0	1	0	0	0	0	0	0	2115	0	0	0	0	0	0	3	4	6	1	0	0	0	0	0	39.5	44.6	0	0	0	0	0	0
2130	13	0	12	0	0	1	0	0	0	0	0	2130	0	0	0	0	0	3	0	5	4	0	1	0	0	0	0	37.9	44.4	0	0	0	0	0	0
2145	4	1	3	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	42.9 -		0	0	0	0	0	0
2200	8	0	7	0	1	0	0	0	0	0	0	2200	0	0	0	0	0	1	1	3	2	0	1	0	0	0	0	39.1 -		0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	39.6 -		0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	38.6 -		0	0	0	0	0	0
2245	5	0	4	0	1	0	0	0	0	0	0	2245	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	39.9 -		0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	37.2 -		0	0	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	40.1 -		0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.1 -		0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0
07-19	1958	19	1725	4	202	3	0	0	5	0	0	07-19	0	3	5	9	12	78	417	722	535	144	31	2	0	0	0	38.1	43.2	0	0	0	0	0	0
06-22	2193	24	1938	5	217	4	0	0	5	0	0	06-22	0	4	5	9	13	82	445	793	622	181	35	3	1	0	0	38.3	43.5	1	0.046	0	0	0	0
06-00	2225	24	1968	5	219	4	0	0	5	0	0	06-00	0	4	5	9	13	83	451	805	632	183	36	3	1	0	0	38.3	43.5	1	0.045	0	0	0	0
00-00	2239	24	1980	5	221	4	0	0	5	0	0	00-00	0	4	5	9	13	84	454	808	636	186	36	3	1	0	0	38.3	43.5	1	0.045	0	0	0	0

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1	
0000	6	0	6	0	1	0	0	0	0	0	0		0000	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	40 -		0	0	0	0	0	0		
0100	3	0	3	0	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	39.8 -		0	0	0	0	0	0		
0200	2	0	2	0	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	37.8 -		0	0	0	0	0	0		
0300	1	0	1	0	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43.5 -		0	12.5	0	0	0	0		
0400	4	0	3	0	1	0	0	0	0	0	0		0400	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	39.4 -		0	4	0	0	0	0		
0500	6	0	5	0	1	0	0	0	0	0	0		0500	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	39.9 -		0	0	0	0	0	0		
0600	27	1	22	0	4	0	0	0	0	0	0		0600	0	0	0	0	0	1	2	8	9	6	2	0	0	0	0	41.6	47.3	0	1.058	0	0	0	0		
0700	98	2	81	0	15	0	0	0	0	0	0		0700	0	0	0	0	0	1	10	35	33	15	2	0	0	0	0	40.2	45.5	0	0.292	0	0	0	0		
0800	113	1	96	0	15	0	0	0	0	0	0		0800	0	0	0	0	1	2	16	46	34	11	3	0	0	0	0	39.3	44.3	0	0	0	0	0	0		
0900	119	2	100	0	16	0	0	0	0	1	0		0900	0	0	1	0	1	4	31	50	26	5	1	0	0	0	0	37.2	42.5	0	0	0	0	0	0		
1000	132	2	116	1	13	0	0	0	0	0	0		1000	0	0	0	0	1	6	33	52	32	7	1	0	0	0	0	37.5	42.4	0	0.108	0	0	0	0		
1100	140	1	126	1	12	0	0	0	0	0	0		1100	0	0	0	0	1	8	26	62	34	7	1	0	0	0	0	37.7	42.4	0	0.102	0	0	0	0		
1200	147	2	130	1	14	0	0	0	0	0	0		1200	0	0	0	0	1	7	33	62	31	10	2	0	0	0	0	37.6	42.9	0	0.097	0	0	0	0		
1300	148	2	134	0	11	0	0	0	0	0	0		1300	0	0	0	0	2	5	30	61	37	10	2	0	0	0	0	37.9	42.9	0	0.193	0	0.097	0	0.097		
1400	144	2	127	0	14	0	0	0	0	0	0		1400	0	0	1	1	1	8	32	55	36	9	3	0	0	0	0	37.7	43.1	0	0.099	0	0	0	0		
1500	161	1	145	0	14	0	0	0	0	0	0		1500	0	0	1	0	1	7	35	61	44	10	2	0	0	0	0	38	43	0	0.089	0	0	0	0		
1600	188	4	164	1	20	0	0	0	0	0	0		1600	0	1	1	2	2	6	32	75	52	15	3	0	0	0	0	38.3	43.4	0	0.152	0	0	0	0		
1700	209	2	191	0	16	0	0	0	0	0	0		1700	0	0	1	0	0	4	32	82	64	21	5	1	0	0	0	39.4	44.5	0	0.068	0	0	0	0		
1800	140	2	131	0	7	0	0	0	0	0	0		1800	0	1	0	0	0	4	17	49	47	17	4	1	0	0	0	39.9	45.1	0	0.204	0	0	0	0		
1900	91	3	82	0	5	0	0	0	0	0	0		1900	0	1	0	0	0	1	12	33	30	9	3	1	0	0	0	39.4	44.9	0	0.313	0	0	0	0		
2000	67	1	61	0	4	0	0	0	0	0	0		2000	0	0	0	0	0	2	7	25	21	7	2	1	0	0	0	39.9	45.2	0	0.214	0	0	0	0		
2100	50	0	47	0	3	0	0	0	0	0	0		2100	0	0	0	0	0	1	9	19	14	4	2	0	0	0	0	39.1	44.3	0	0.283	0	0	0	0		
2200	31	0	30	0	1	0	0	0	0	0	0		2200	0	0	0	0	1	1	6	11	9	2	2	0	0	0	0	38.8	44	0	0.457	0	0	0	0		
2300	15	0	14	0	1	0	0	0	0	0	0		2300	0	0	0	0	0	0	3	5	3	1	1	1	0	0	0	39.7	46.6	0	0	0	0	0	0		
07-19	1740	21	1541	5	166	2	1	0	0	3	0	0	07-19	0	3	6	5	10	62	326	689	469	136	29	4	2	0	0	0	38.4	43.5	2	0.115	0	0.008	0	0.008	
06-22	1976	27	1754	5	182	2	1	0	0	4	0	0	06-22	0	5	7	5	11	67	356	774	543	163	37	6	2	0	0	0	38.5	43.8	3	0.145	0	0.007	0	0.007	
06-00	2022	27	1798	5	183	2	1	0	0	4	0	0	06-00	0	5	7	5	11	68	365	790	555	166	39	7	3	0	0	0	38.6	43.8	3	0.148	0	0.007	0	0.007	
00-00	2045	27	1817	5	187	2	1	0	0	4	0	0	00-00	0	5	7	5	11	69	369	798	561	169	40	7	3	0	0	0	38.6	43.8	3	0.161	0	0.007	0	0.007	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
Mon	2239	24	1980	5	221	4	0	0	5	0	0		Mon	0	4	5	9	13	84	454	808	636	186	36	3	1	0	0	38.3	43.5	1	0.045	0	0	0	0	
Tue	2308	34	2020	5	234	5	1	0	6	1	2		Tue	0	8	6	8	18	64	384	903	635	206	56	14	6	0	0	38.9	44.3	6	0.26	0	0	0	0	
Wed	2285	23	2020	7	229	2	0	1	3	0	0		Wed	0	6	10	7	14	91	447	893	594	172	38	9	4	0	0	38.2	43.5	4	0.175	0	0	0	0	
Thu	2347	37	2066	9	227	3	2	0	2	0	1		Thu	0	9	5	4	17	96	419	949	613	190	37	5	2	1	0	38.3	43.6	3	0.128	0	0	0	0	
Fri	2269	24	2015	4	219	3	0	0	4	0	0		Fri	0	4	6	2	6	80	425	882	619	185	50	7	3	0	0	38.7	44	3	0.132	0	0	0	0	
JSat	1659	24	1510	4	115	0	2	1	3	0	0		JSat	0	1	10	2	4	43	271	706	446	138	30	5	2	1	0	38.7	44	3	0.181	0	0	0	0	
JSun	1208	25	1111	4	64	0	0	0	4	0	0		JSun	0	5	10	1	8	25	180	447	384	105	35	5	2	0	1	39.1	44.2	3	0.248	1	0.083	1	0.083	
--	14315	191	12722	38	1309	17	5	2	27	1	3		--	0	37	52	33	80	483	2580	5588	3927	1182	282	48	20	2	1	38.6	43.8	23	0.161	1	0.007	1	0.007	

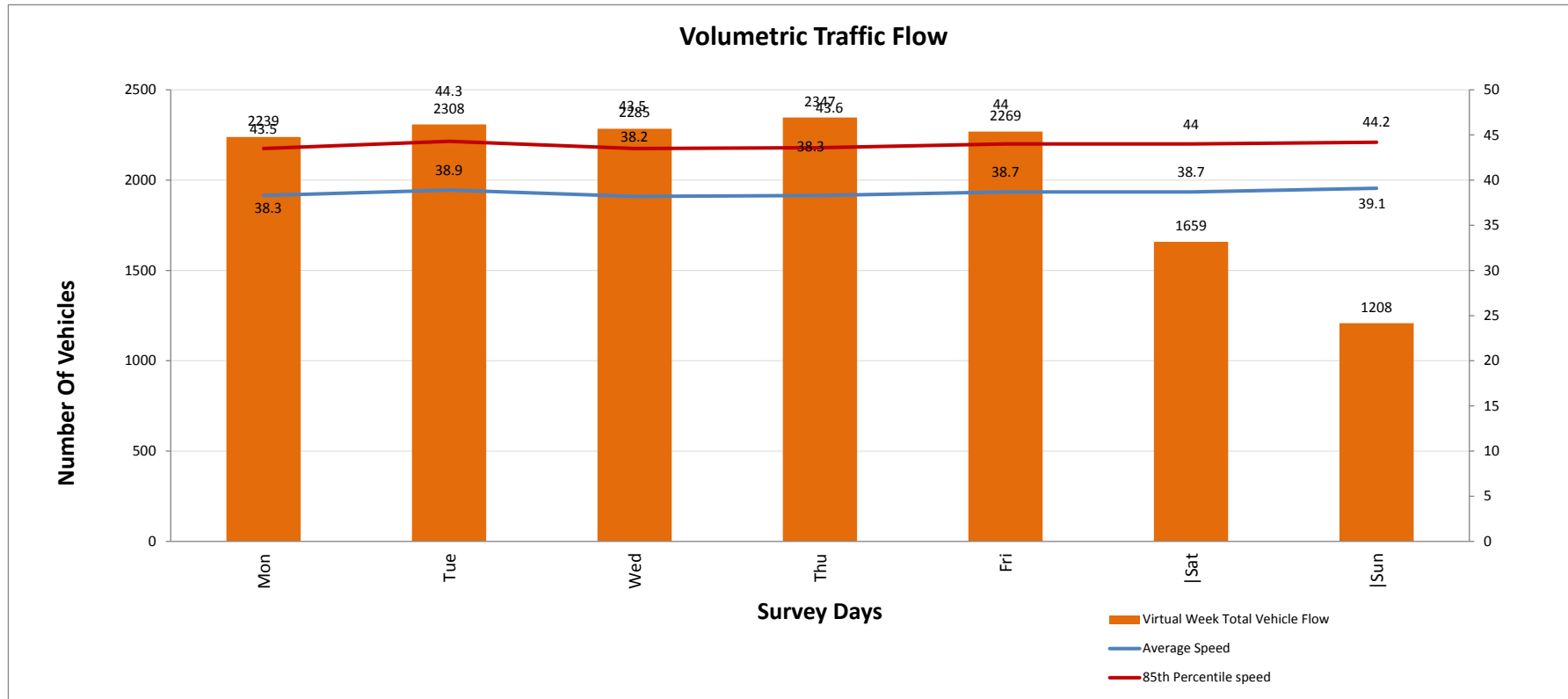
Grand Total

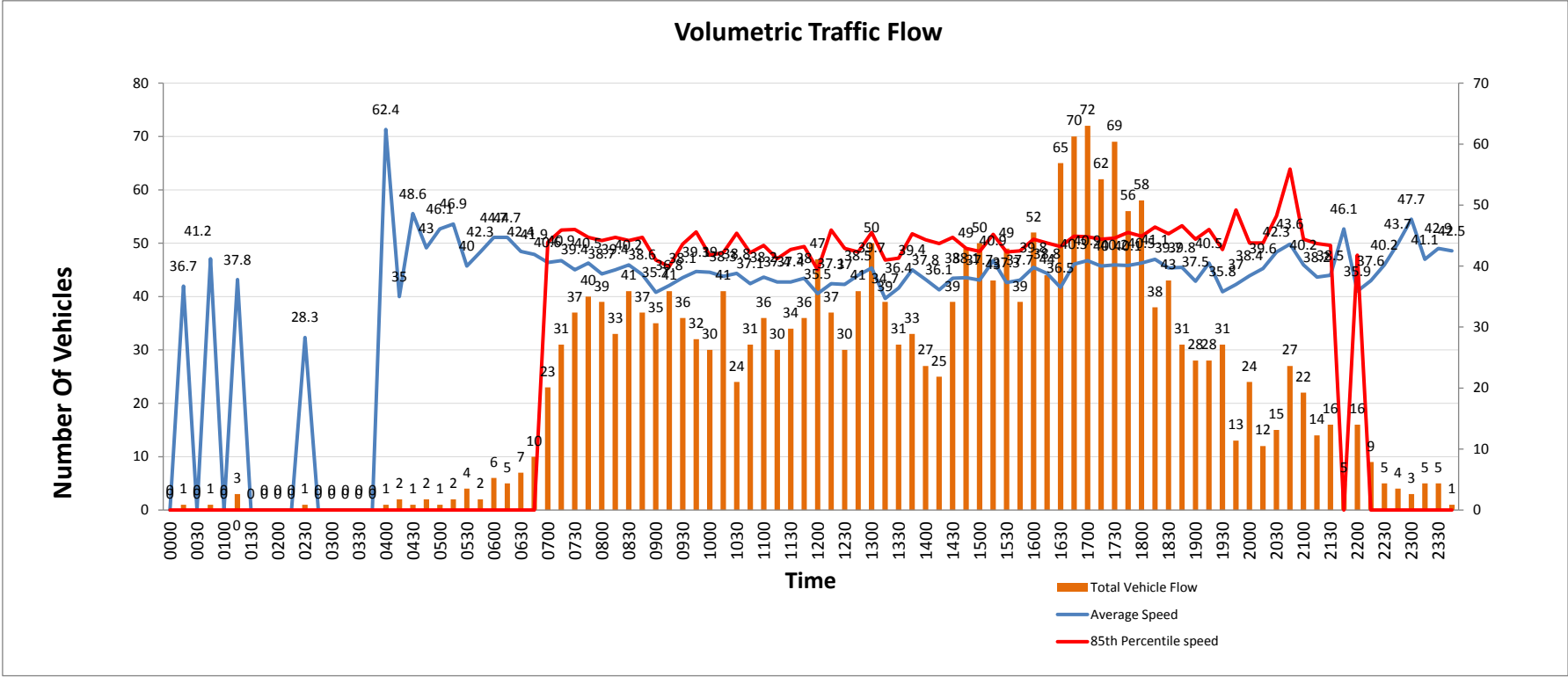
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
--	14315	191	12722	38	1309	17	5	2	27	1	3		--	0	37	52	33	80	483	2580	5588	3927	1182	282	48	20	2	1	38.6	43.8	23	0.161	1	0.007	1	0.007	

TSP Class Profile All Days 15 Mins

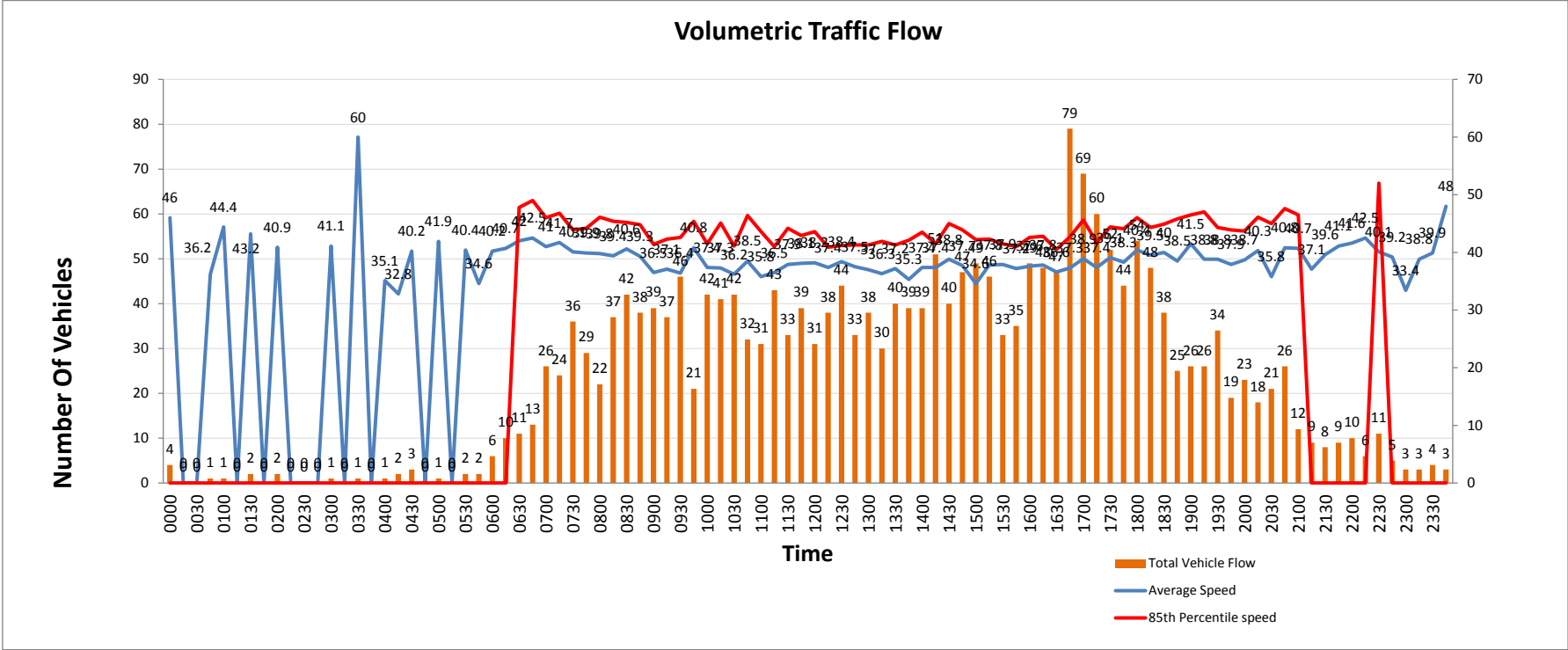
Report Id - CustomList-353
Site Name - TSP14352-02
Description - BIRD IN EYE HILL [60M]
Direction - East

WEEK 1

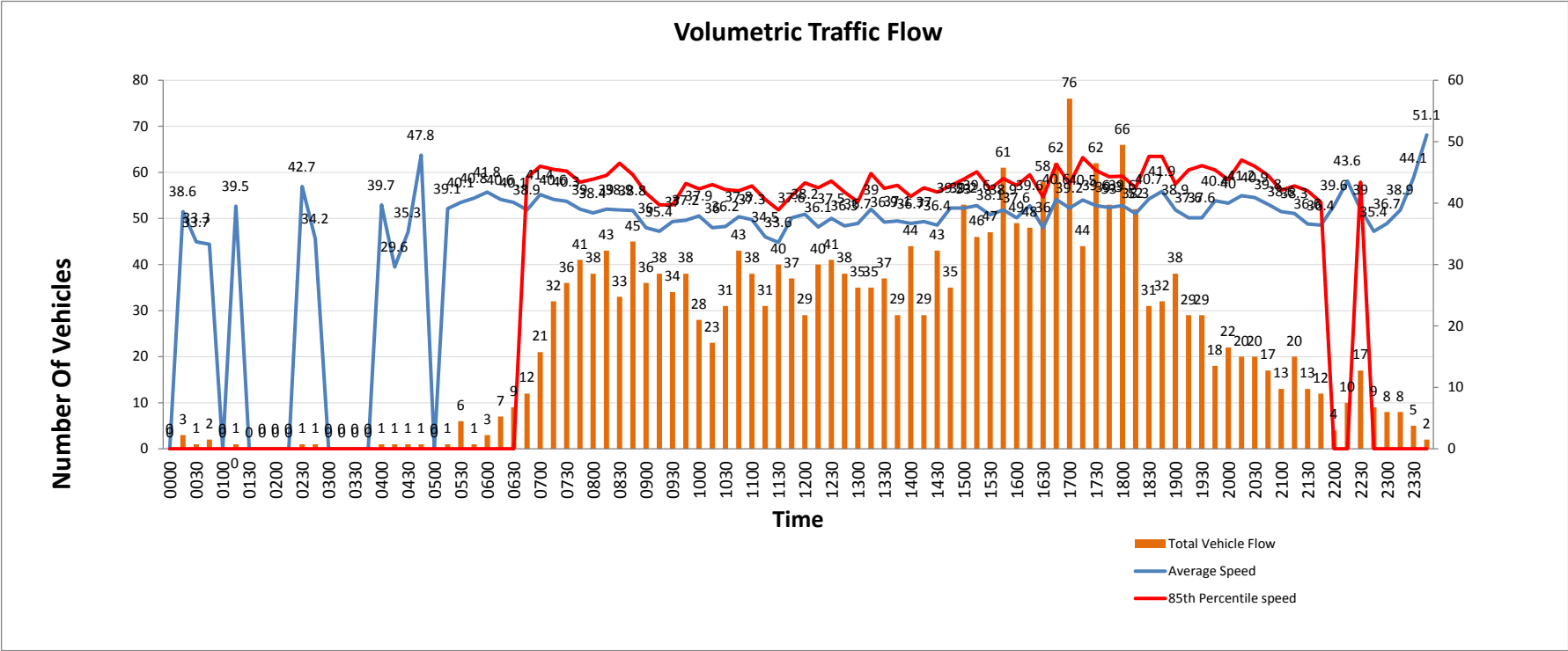


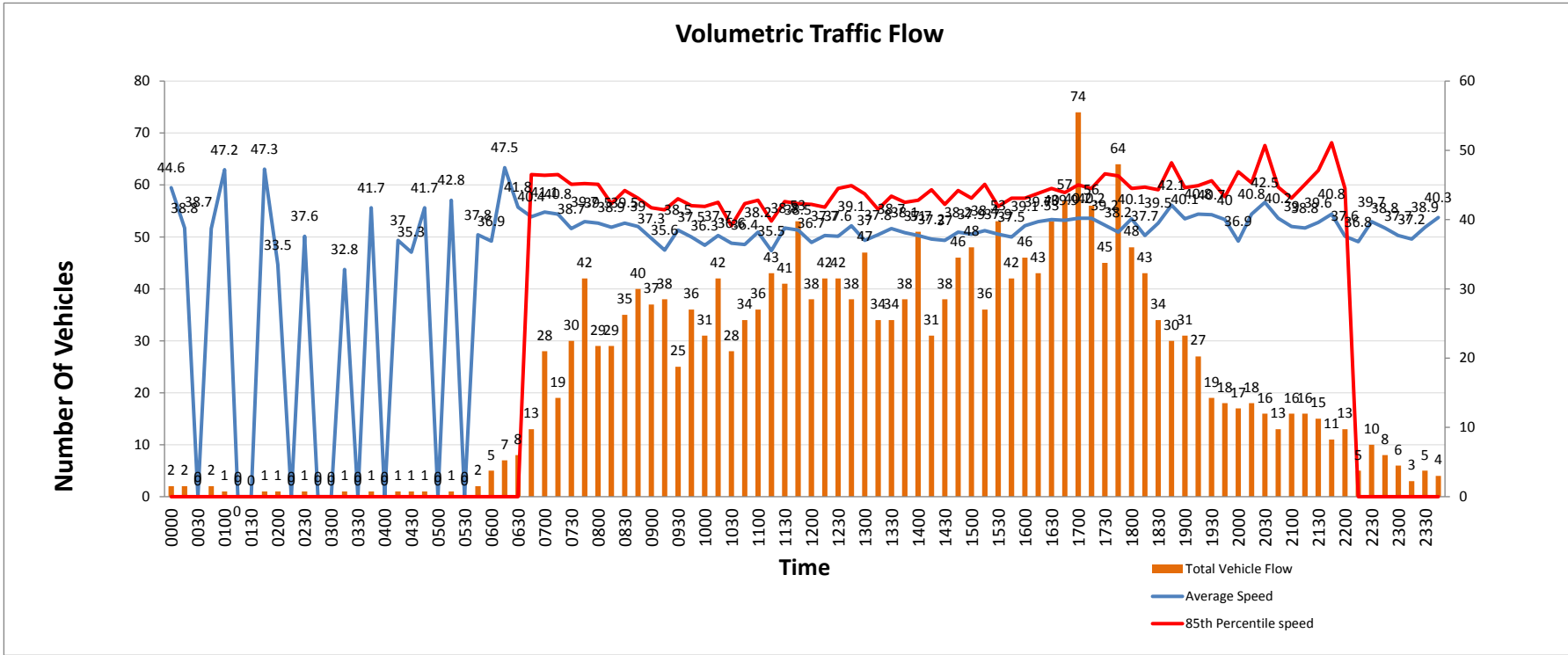


10 July 2019

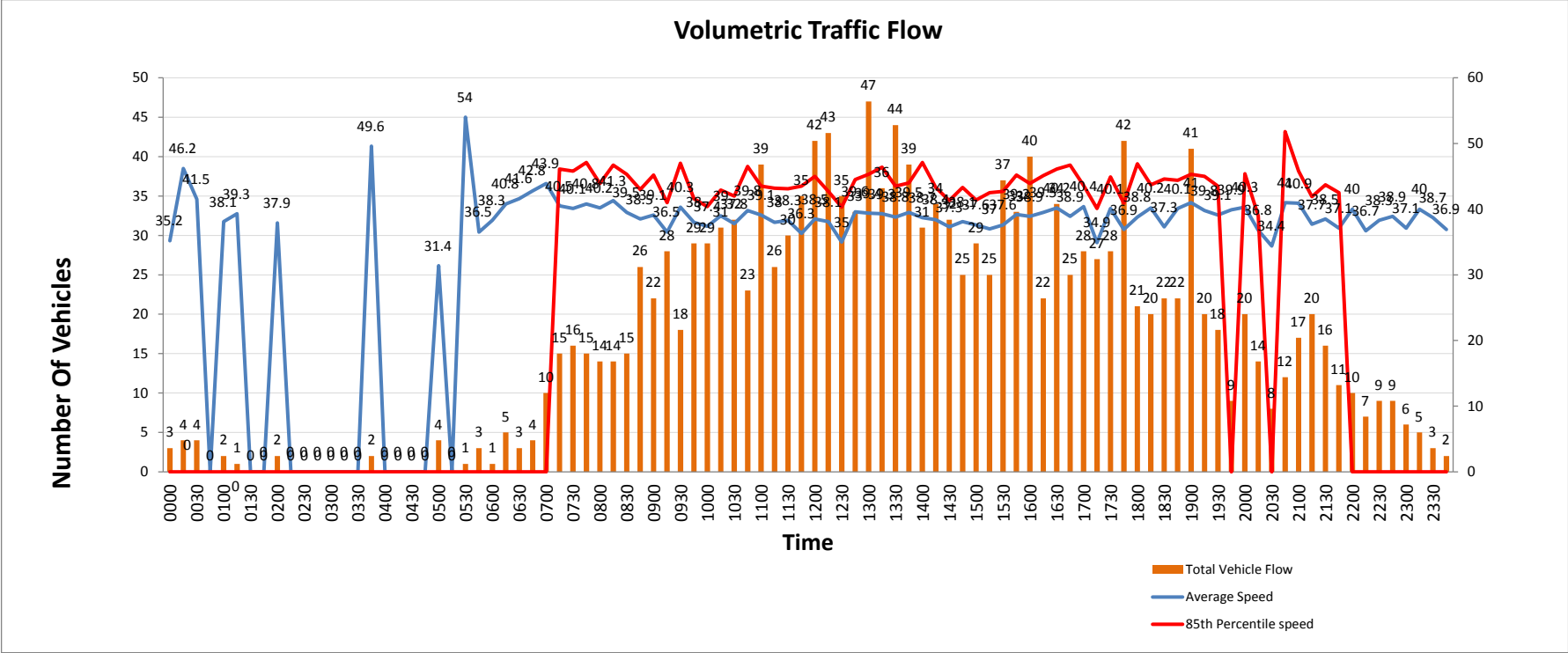


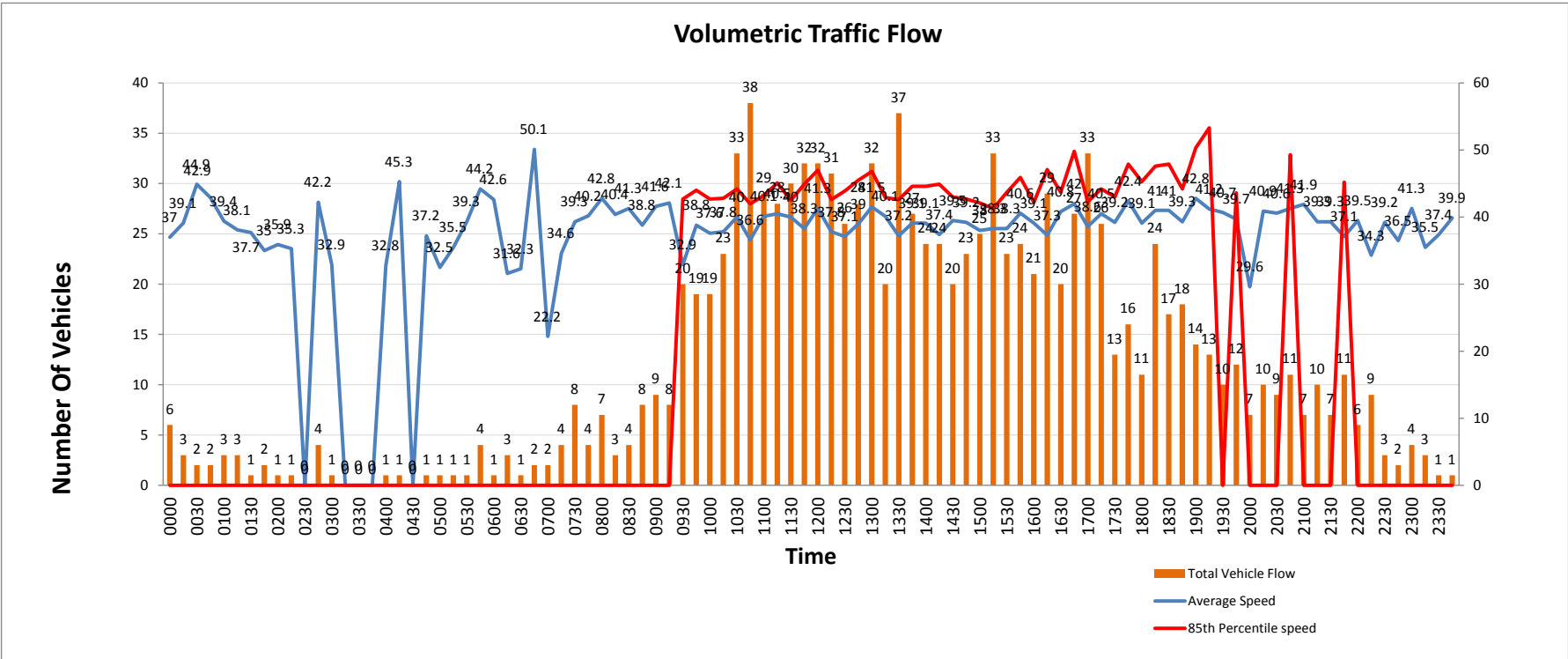
11 July 2019



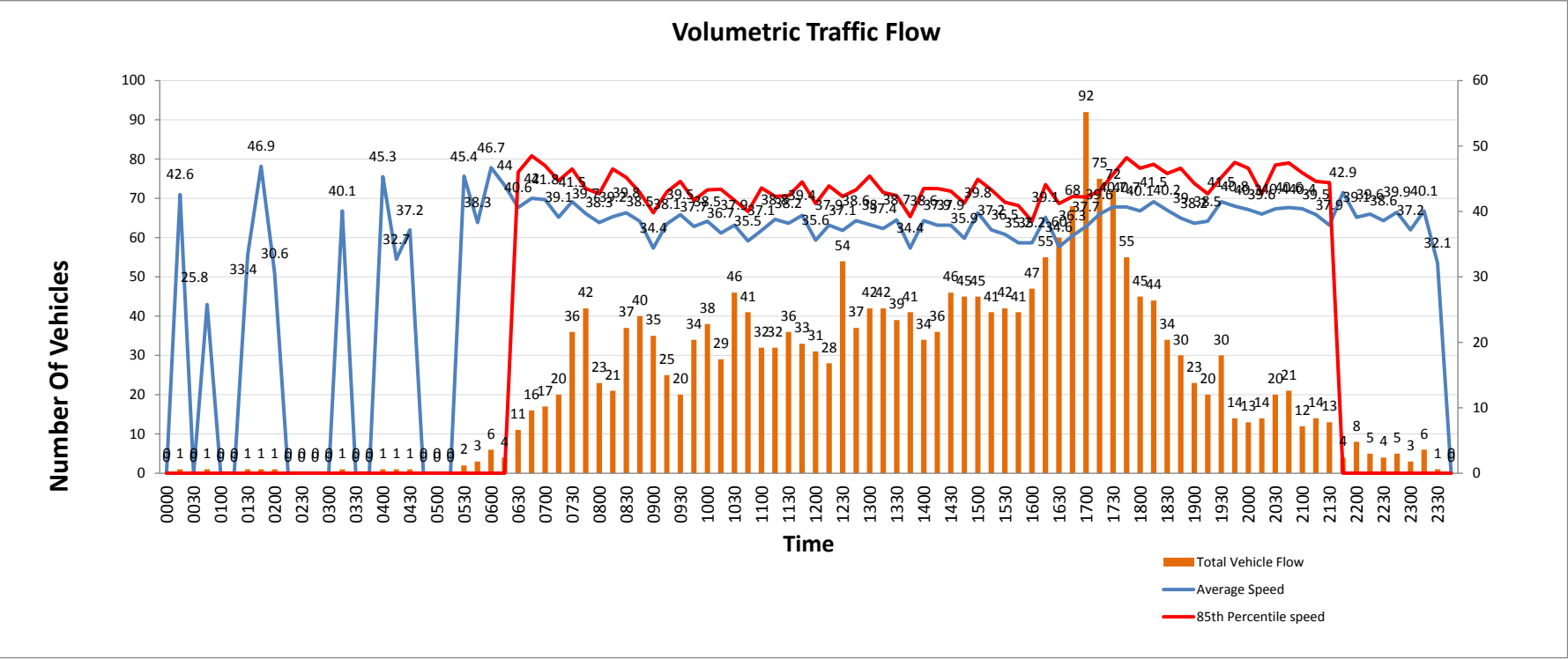


13 July 2019





15 July 2019



TSP Class Profile All Days 15 Mins

Report Id - CustomList-353
 Site Name - TSP14352-02
 Description - BIRD IN EYE HILL [60M]
 Direction - West

09 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1	
0000	1	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	36.5	-	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.7	-	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.6	-	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.1	-	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	41.5	-	0	0	0	0	0	0	0
0445	5	0	2	0	3	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	43.7	-	0	0	0	0	0	0	0
0500	1	0	0	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	41.6	-	0	0	0	0	0	0	0
0515	5	0	4	0	1	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	44.2	-	0	0	0	0	0	0	0
0530	5	0	3	0	2	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	41.8	-	0	0	0	0	0	0	0
0545	6	0	4	0	2	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	45.3	-	0	0	0	0	0	0	0
0600	12	2	10	0	0	0	0	0	0	0	0	0	0600	0	0	0	1	1	1	1	2	4	1	1	0	0	0	0	0	37.4	48	0	0	0	0	0	0	0
0615	21	0	16	0	5	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	1	3	6	8	2	1	0	0	0	0	44.1	51.1	0	0	0	0	0	0	0
0630	17	1	15	0	1	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	3	5	8	1	0	0	0	0	0	45.3	49.3	0	0	0	0	0	0	0
0645	28	2	22	0	4	0	0	0	0	0	0	0	0645	0	0	0	1	1	0	2	0	3	12	7	3	0	0	0	0	41.7	46.6	0	0	0	0	0	0	0
0700	33	1	25	1	6	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	4	17	8	4	0	0	0	0	0	44.2	49.8	0	0	0	0	0	0	0
0715	42	3	30	0	8	0	0	0	1	0	0	0	0715	0	0	0	2	0	2	3	8	12	11	4	0	0	0	0	0	41	48.5	0	0	0	0	0	0	0
0730	44	0	36	0	7	1	0	0	0	0	0	0	0730	0	0	0	0	0	1	11	11	11	8	2	0	0	0	0	39.7	46.2	0	0	0	0	0	0	0	
0745	62	0	42	0	19	0	0	1	0	0	0	0	0745	0	0	0	0	0	5	12	14	19	9	2	1	0	0	0	39.2	46.8	0	0	0	0	0	0	0	
0800	61	0	52	0	8	1	0	0	0	0	0	0	0800	0	0	0	0	0	0	5	22	23	10	0	0	0	0	1	41.3	45.6	1	1.639	1	1.639	1	1.639	0	
0815	74	1	66	0	7	0	0	0	0	0	0	0	0815	0	0	0	0	1	3	13	21	24	10	2	0	0	0	0	39.5	45.3	0	0	0	0	0	0	0	
0830	63	0	53	0	10	0	0	0	0	0	0	0	0830	0	0	0	0	1	11	7	21	18	3	1	1	0	0	0	37.5	42.4	0	0	0	0	0	0	0	
0845	62	1	54	0	7	0	0	0	0	0	0	0	0845	0	0	0	0	2	4	16	20	18	1	1	0	0	0	0	37	42.5	0	0	0	0	0	0	0	
0900	63	0	50	0	13	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	8	34	17	3	1	0	0	0	0	39.2	43.1	0	0	0	0	0	0	0	
0915	55	0	48	0	6	0	0	0	1	0	0	0	0915	0	0	0	0	0	0	5	23	23	4	0	0	0	0	0	39.7	43.7	0	0	0	0	0	0	0	
0930	57	0	49	0	8	0	0	0	0	0	0	0	0930	0	0	0	0	1	0	12	27	13	3	1	0	0	0	0	37.7	42.8	0	0	0	0	0	0	0	
0945	41	0	36	0	4	0	1	0	0	0	0	0	0945	0	0	0	0	0	1	7	13	17	3	0	0	0	0	0	39.4	42.9	0	0	0	0	0	0	0	
1000	34	0	30	0	4	0	0	0	0	0	0	0	1000	0	0	0	0	0	0	2	18	12	2	0	0	0	0	0	39.4	42.9	0	0	0	0	0	0	0	
1015	40	1	31	0	8	0	0	0	0	0	0	0	1015	0	0	0	0	1	0	15	10	11	2	1	0	0	0	0	37.4	43.5	0	0	0	0	0	0	0	
1030	43	0	39	1	3	0	0	0	0	0	0	0	1030	0	0	0	0	0	2	6	17	14	3	1	0	0	0	0	39.5	44.7	0	0	0	0	0	0	0	
1045	33	0	29	0	4	0	0	0	0	0	0	0	1045	0	0	0	0	0	0	7	9	9	8	0	0	0	0	0	40.1	46.6	0	0	0	0	0	0	0	
1100	39	0	37	0	2	0	0	0	0	0	0	0	1100	0	0	0	0	0	0	5	18	14	2	0	0	0	0	0	39.1	44.1	0	0	0	0	0	0	0	
1115	30	0	23	0	7	0	0	0	0	0	0	0	1115	0	0	0	0	0	0	5	9	10	5	1	0	0	0	0	40.9	46.9	0	0	0	0	0	0	0	
1130	27	0	25	0	2	0	0	0	0	0	0	0	1130	0	0	0	0	0	0	6	8	12	1	0	0	0	0	0	39.6	43.6	0	0	0	0	0	0	0	
1145	34	2	26	0	6	0	0	0	0	0	0	0	1145	0	0	0	0	2	1	1	8	15	5	0</														

1530	48	0	41	0	7	0	0	0	0	0	0	1530	0	0	0	0	0	0	5	15	15	11	2	0	0	0	0	41.4	47.6	0	0	0	0	0	0
1545	37	0	33	0	4	0	0	0	0	0	0	1545	0	0	0	0	0	0	4	14	9	8	1	1	0	0	0	41.5	46.8	0	0	0	0	0	0
1600	35	0	30	0	5	0	0	0	0	0	0	1600	0	0	0	0	0	1	1	11	11	8	2	1	0	0	0	42	47	0	0	0	0	0	0
1615	42	1	33	0	7	0	0	0	0	0	1	1615	0	0	0	0	1	1	1	6	24	8	0	1	0	0	0	41.8	46.6	0	0	0	0	0	0
1630	42	0	35	0	7	0	0	0	0	0	0	1630	0	0	0	0	0	0	10	16	11	4	1	0	0	0	0	39.5	44.4	0	0	0	0	0	0
1645	44	0	33	0	11	0	0	0	0	0	0	1645	0	0	0	0	0	1	5	5	25	4	4	0	0	0	0	42	46.6	0	0	0	0	0	0
1700	40	0	34	1	5	0	0	0	0	0	0	1700	0	0	0	0	0	0	8	15	13	4	0	0	0	0	0	44.2	49.4	0	0	0	0	0	0
1715	50	0	45	0	4	0	0	0	0	0	1	1715	0	0	0	0	3	0	10	8	19	8	1	0	0	1	0	40.3	46.5	1	2	0	0	0	0
1730	33	0	33	0	0	0	0	0	0	0	0	1730	0	0	0	0	0	0	4	22	5	1	0	1	0	0	0	43.6	46.2	1	3.03	0	0	0	0
1745	47	2	40	0	5	0	0	0	0	0	0	1745	0	0	0	1	0	2	1	7	19	12	2	3	0	0	0	42.6	48.5	0	0	0	0	0	0
1800	34	1	25	0	7	1	0	0	0	0	0	1800	0	0	0	0	0	0	4	14	8	5	3	0	0	0	0	41	48.8	0	0	0	0	0	0
1815	20	0	19	0	1	0	0	0	0	0	0	1815	0	0	0	0	0	0	1	4	11	3	1	0	0	0	0	42.2	45.2	0	0	0	0	0	0
1830	29	0	28	0	1	0	0	0	0	0	0	1830	0	0	0	0	0	0	5	9	12	2	1	0	0	0	0	39.9	43.8	0	0	0	0	0	0
1845	19	0	19	0	0	0	0	0	0	0	0	1845	0	0	0	0	0	0	0	1	8	10	0	0	0	0	0	44.5	47.1	0	0	0	0	0	0
1900	30	0	29	0	1	0	0	0	0	0	0	1900	0	0	0	0	0	0	2	13	11	3	1	0	0	0	0	40.5	45.4	0	0	0	0	0	0
1915	27	1	23	0	3	0	0	0	0	0	0	1915	0	0	0	0	1	1	2	4	8	9	2	0	0	0	0	42.3	48.2	0	0	0	0	0	0
1930	16	3	11	0	2	0	0	0	0	0	0	1930	0	0	0	1	1	1	0	1	6	4	1	1	0	0	0	41.3	49.8	0	0	0	0	0	0
1945	17	0	17	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	0	0	10	2	3	2	0	0	0	0	41	48.6	0	0	0	0	0	0
2000	17	1	15	0	1	0	0	0	0	0	0	2000	0	0	0	0	0	1	1	5	4	4	1	1	0	0	0	41.8	50.6	0	0	0	0	0	0
2015	14	0	12	0	1	0	1	0	0	0	0	2015	0	0	1	2	0	0	0	2	8	0	0	0	1	0	0	37	42.7	1	7.143	0	0	0	0
2030	17	1	15	0	1	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	3	7	5	2	0	0	0	0	43.9	48.7	0	0	0	0	0	0
2045	19	0	19	0	0	0	0	0	0	0	0	2045	0	0	0	0	0	0	2	5	7	4	1	0	0	0	0	41.5	46.7	0	0	0	0	0	0
2100	10	0	10	0	0	0	0	0	0	0	0	2100	0	0	0	0	1	0	3	2	3	1	0	0	0	0	0	38 -		0	0	0	0	0	0
2115	13	0	13	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	0	2	5	3	2	1	0	0	0	0	40.4	49.9	0	0	0	0	0	0
2130	10	0	9	0	1	0	0	0	0	0	0	2130	0	0	0	0	0	0	1	2	4	2	0	1	0	0	0	42.2 -		0	0	0	0	0	0
2145	6	0	6	0	0	0	0	0	0	0	0	2145	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	38.1 -		0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	46.2 -		0	0	0	0	0	0
2215	7	0	5	0	2	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	40.4 -		0	0	0	0	0	0
2230	6	1	5	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	45.7 -		0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	46.2 -		0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	45.8 -		0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	46.6 -		0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	47.8 -		0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	43.6 -		0	0	0	0	0	0
07-19	1979	22	1663	5	274	6	2	2	3	2	0	07-19	0	2	3	4	19	53	251	630	675	270	57	11	2	1	1	40	45.6	4	0.202	1	0.051	1	0.051
06-22	2253	33	1905	5	294	6	3	2	3	2	0	06-22	0	2	4	9	24	59	267	695	765	333	75	15	3	1	1	40.2	45.9	5	0.222	1	0.044	1	0.044
06-00	2284	34	1933	5	296	6	3	2	3	2	0	06-00	0	2	4	9	24	59	267	700	779	340	78	17	3	1	1	40.3	46	5	0.219	1	0.044	1	0.044
00-00	2312	34	1952	5	305	6	3	2	3	2	0	00-00	0	2	4	9	24	59	269	710	786	345	80	19	3	1	1	40.3	46	5	0.216	1	0.043	1	0.043

[illegible]

1730	41	2	31	0	7	0	1	0	0	0	0	1730	0	0	0	0	1	2	8	16	5	6	2	0	1	0	0	39.1	47.1	1	2.439	0	0	0	0	
1745	31	2	28	0	1	0	0	0	0	0	0	1745	0	0	0	0	0	2	12	12	3	2	0	0	0	0	0	41.2	46.1	0	0	0	0	0	0	
1800	25	0	21	0	4	0	0	0	0	0	0	1800	0	0	0	0	0	0	2	10	10	3	0	0	0	0	0	45.2	48.3	0	0	0	0	0	0	
1815	27	1	21	0	5	0	0	0	0	0	0	1815	0	0	0	0	0	0	6	8	7	2	3	1	0	0	0	41.2	50.5	0	0	0	0	0	0	
1830	27	0	24	0	3	0	0	0	0	0	0	1830	0	0	0	0	0	2	11	7	4	3	0	0	0	0	0	41.6	47.1	0	0	0	0	0	0	
1845	25	0	21	0	4	0	0	0	0	0	0	1845	0	0	0	0	0	0	4	6	8	5	1	0	0	1	0	42.2	46.9	1	4	0	0	0	0	
1900	14	0	12	0	2	0	0	0	0	0	0	1900	0	0	0	0	0	0	1	2	9	1	0	1	0	0	0	42.9	47.6	0	0	0	0	0	0	
1915	25	1	21	0	3	0	0	0	0	0	0	1915	0	0	0	0	0	0	2	12	8	1	1	0	1	0	0	41	44.6	1	4	0	0	0	0	
1930	24	0	21	0	3	0	0	0	0	0	0	1930	0	0	0	0	0	0	4	9	8	3	0	0	0	0	0	39.9	44.3	0	0	0	0	0	0	
1945	10	0	9	0	1	0	0	0	0	0	0	1945	0	0	0	0	0	0	0	4	9	8	3	0	0	0	0	44.6 -		0	0	0	0	0	0	
2000	16	0	14	0	1	0	0	0	0	1	0	2000	0	0	0	0	0	0	1	7	4	1	2	0	0	0	0	44.2	53	0	0	0	0	0	0	
2015	15	1	12	0	2	0	0	0	0	0	0	2015	0	0	0	0	0	0	3	2	4	2	3	1	0	0	0	43.4	50.8	0	0	0	0	0	0	
2030	16	0	14	0	2	0	0	0	0	0	0	2030	0	0	0	0	0	1	2	3	8	1	0	1	0	0	0	40.1	44.9	0	0	0	0	0	0	
2045	9	2	7	0	0	0	0	0	0	0	0	2045	0	0	0	0	1	0	0	2	1	3	1	1	0	0	0	43.6 -		0	0	0	0	0	0	
2100	8	0	7	0	1	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	42.6 -		0	0	0	0	0	0	
2115	7	0	6	0	1	0	0	0	0	0	0	2115	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	38 -		0	0	0	0	0	0	
2130	6	0	6	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	3	2	0	1	0	0	0	0	41.1 -		0	0	0	0	0	0	
2145	5	0	4	0	1	0	0	0	0	0	0	2145	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	39 -		0	0	0	0	0	0	
2200	4	0	4	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	44 -		0	0	0	0	0	0	
2215	4	0	4	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	42.5 -		0	0	0	0	0	0	
2230	2	0	2	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	40.9 -		0	0	0	0	0	0	
2245	3	0	3	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	36.4 -		0	0	0	0	0	0	
2300	4	0	3	0	1	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	42.3 -		0	0	0	0	0	0	
2315	2	0	2	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	48.1 -		0	0	0	0	0	0	
2330	4	0	4	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	40.4 -		0	0	0	0	0	0	
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	47.3 -		0	0	0	0	0	0	
07-19	1972	25	1660	4	278	1	1	2	1	0	0	07-19	0	6	4	9	19	72	275	691	597	220	62	11	4	2	0	0	39.4	45	6	0.304	0	0	0	0
06-22	2210	35	1860	4	305	1	1	2	2	0	0	06-22	0	6	4	11	22	74	292	753	677	261	79	23	5	3	0	0	39.7	45.4	8	0.362	1	0.045	0	0
06-00	2234	35	1883	4	306	1	1	2	2	0	0	06-00	0	6	4	11	22	74	295	761	682	265	83	23	5	3	0	0	39.7	45.5	8	0.358	1	0.045	0	0
00-00	2266	35	1907	4	314	1	1	2	2	0	0	00-00	0	6	4	11	22	74	297	766	696	270	87	24	6	3	0	0	39.8	45.5	9	0.397	1	0.044	0	0

11 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1		
0000	1	0	1	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	54 -	-	0	0	0	0	0	0	0		
0015	1	0	1	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	33.7 -	-	0	0	0	0	0	0	0		
0030	2	0	2	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	42.2 -	-	0	0	0	0	0	0	0		
0045	1	0	1	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.2 -	-	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0		
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38.9 -	-	0	0	0	0	0	0	0	0	
0215	1	0	1	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.1 -	-	0	0	0	0	0	0	0	0	
0230	1	0	0	0	1	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.1 -	-	0	0	0	0	0	0	0	0	
0245	1	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	1	0	0	0	0	0	0	0	30.3 -	-	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.1 -	-	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	41 -	-	0	0	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	48.3 -	-	0	0	0	0	1	0	0	0	
0500	2	0	1	0	1	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	47.3 -	-	0	0	0	0	0	0	0	0	
0515	5	0	4	0	1	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	40.7 -	-	0	0	0	0	0	0	0	0	
0530	4	0	4	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	47.6 -	-	0	0	0	0	0	0	0	0	
0545	8	0	7	0	1	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	3	4	0	1	0	0	0	0	41.7 -	-	0	0	0	0	0	0	0	0	
0600	15	0	15	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	1	2	6	5	1	0	0	0	0	43.9	49.4	0	0	0	0	0	0	0	0	
0615	13	2	9	0	2	0	0	0	0	0	0	0	0615	0	0	0	1	1	0	1	2	4	3	1	0	0	0	0	40	48.6	0	0	0	0	0	0	0	0	
0630	12	1	9	0	2	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	2	1	7	1	1	0	0	0	0	42.6	48.4	0	0	0	0	0	0	0	0	
0645	35	1	30	0	4	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	2	12	11	5	4	1	0	0	0	42.3	49.5	0	0	0	0	0	0	0	0
0700	38	0	29	0	9	0	0	0	0	0	0	0	0700	0	0	0	0	0	0	0	7	20	9	0	2	0	0	0	43.2	47.1	0	0	0	0	0	0	0	0	
0715	46	1	38	1	6	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	2	20	16	5	3	0	0	0	0	41.2	45.6	0	0	0	0	0	0	0	0
0730	38	0	23	0	15	0	0	0	0	0	0	0	0730	0	0	0	0	0	0	3	5	6	15	6	3	0	0	0	0	40.8	48.2	0	0	0	0	0	0	0	0
0745	71	0	58	0	13	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	16	24	22	6	3	0	0	0	0	39.4	44.5	0	0	0	0	0	0	0	0	
0800	61	0	52	0	9	0	0	0	0	0	0	0	0800	0	0	0	0	0	5	14	17	20	4	0	1	0	0	0	38	43.1	0	0	0	0	0	0	0	0	
0815	69	0	60	0	9	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	5	35	26	2	1	0	0	0	0	39.4	43.7	0	0	0	0	0	0	0	0	
0830	74	1	61	0	12	0	0	0	0	0	0	0	0830	0	0	0	0	5	9	19	20	19	1	1	0	0	0	0	35.7	42	0	0	0	0	0	0	0	0	
0845	70	2	60	0	8	0	0	0	0	0	0	0	0845	0	0	0	0	3	5	7	28	24	2	1	0	0	0	0	37.9	43.7	0	0	0	0	0	0	0	0	
0900	67	0	57	0	9	0	0	0	1	0	0	0	0900	0	0	0	0	0	2	13	26	14	9	3	0	0	0	0	39	45.2	0	0	0	0	0	0	0	0	
0915	48	3	35	0	9	1	0	0	0	0	0	0	0915	0	0	0	0	3	0	7	19	14	4	1	0	0	0	0	38.6	43.6	0	0	0	0	0	0	0	0	
0930	62	0	56	0	5	0	0	0	0	0	1	0	0930	0	0	0	0	1	2	16	27	13	3	0	0	0	0	0	37.3	42.3	0	0	0	0	0	0	0	0	
0945	58	1	51	0	5	1	0	0	0	0	0	0	0945	0	0	0	1	1	4	16	23	10	2	1	0	0	0	0	36.4	41.5	0	0	0	0	0	0	0	0	
1000	55	0	45	0	9	0	0	0	0	1	0	0	1000	0	0	0	1	1	5	9	29	8	1	1	0	0	0	0	36.4	40.4	0	0	0	0	0	0	0	0	
1015	50	0	39	1	9	0	0	0	0	1	0	0	1015	0	0	0	0	1	1	13	23	9	2	1	0	0	0	0	37.3	42.5	0	0	0	0	0	0	0	0	
1030	37	0	33	0	4	0	0	0	0	0	0	0	1030	0	0	0	0	0	1	9	13	11	2	1	0	0	0	0	39	44.4	0	0	0	0	0	0	0	0	
1045	41	0	32	1	8	0	0	0	0	0	0	0	1045	0	0	0	0	1	4	13	10	11	1	1	0	0	0	0	36.5	43	0	0	0	0	0	0	0	0	
1100	37	0	33	0	4	0	0	0	0	0	0	0	1100	0	0	0	0	0	4	11	8	11	3	0	0	0	0	0	37.3	43	0	0	0	0	0	0	0	0	
1115	29	0	22	0	7	0	0	0	0	0	0	0	1115	0	0	0	0	1	3	10	5	7	3	0	0	0	0	0	36.7	44.7	0	0	0	0	0	0	0	0	
1130	51	2	40	0	9	0	0	0	0	0	0	0	1130	0	0	0	0	1	3	4	33	9	1	0	0	0	0	0	37.6	41.4	0	0	0	0	0	0	0	0	
1145	41	0	36	0	5	0	0	0	0	0	0	0	1145	0	0	0	0	0	0	15	18	7	1	0	0	0	0	0	36.8	41.1	0	0	0	0	0	0	0	0	

1730	49	2	38	0	9	0	0	0	0	0	0	1730	0	0	0	0	2	0	2	14	21	7	3	0	0	0	0	40.8	45.7	0	0	0	0	0	0
1745	26	0	23	0	2	0	0	0	0	0	1	1745	0	0	2	1	0	1	0	4	10	6	2	0	0	0	0	39.3	47.7	0	0	0	0	0	0
1800	38	0	33	0	5	0	0	0	0	0	0	1800	0	0	0	0	0	0	5	7	19	5	1	1	0	0	0	41.2	45.2	0	0	0	0	0	0
1815	30	0	25	0	5	0	0	0	0	0	0	1815	0	0	0	0	0	1	0	5	11	11	2	0	0	0	0	43.4	48	0	0	0	0	0	0
1830	27	1	25	0	1	0	0	0	0	0	0	1830	0	0	0	0	0	0	0	7	9	9	2	0	0	0	0	43.6	49	0	0	0	0	0	0
1845	29	0	27	0	2	0	0	0	0	0	0	1845	0	0	0	0	0	0	1	4	8	11	4	0	1	0	0	45.6	51.7	1	3.448	0	0	0	0
1900	28	1	23	0	4	0	0	0	0	0	0	1900	0	0	0	0	0	1	2	8	10	4	2	1	0	0	0	41.5	49	0	0	0	0	0	0
1915	22	2	19	0	1	0	0	0	0	0	0	1915	0	0	0	0	0	3	1	6	11	1	0	0	0	0	0	39.4	44	0	0	0	0	0	0
1930	19	0	16	0	3	0	0	0	0	0	0	1930	0	0	0	0	0	0	1	5	7	4	2	0	0	0	0	42.5	47.9	0	0	0	0	0	0
1945	23	0	23	0	0	0	0	0	0	0	0	1945	0	0	0	0	0	0	2	12	5	2	1	1	0	0	0	40.6	46.6	0	0	0	0	0	0
2000	21	0	16	0	5	0	0	0	0	0	0	2000	0	0	0	0	0	0	2	6	7	4	1	1	0	0	0	42.2	47.7	0	0	0	0	0	0
2015	15	0	15	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	0	1	8	5	0	1	0	0	0	0	40.4	44.1	0	0	0	0	0	0
2030	13	1	12	0	0	0	0	0	0	0	0	2030	0	0	0	0	1	0	1	2	3	3	3	0	0	0	0	42.1	50.4	0	0	0	0	0	0
2045	12	0	10	0	2	0	0	0	0	0	0	2045	0	0	0	0	0	0	0	5	5	2	0	0	0	0	0	41.3	47	0	0	0	0	0	0
2100	11	0	10	0	1	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	2	5	2	1	1	0	0	0	44.5	53.5	0	0	0	0	0	0
2115	11	0	11	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	0	1	2	2	4	1	1	0	0	0	43.7	51.8	0	0	0	0	0	0
2130	7	1	6	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	3	2	1	1	0	0	0	0	42.2 -		0	0	0	0	0	0
2145	9	0	7	0	2	0	0	0	0	0	0	2145	0	0	0	0	0	0	0	3	2	2	1	1	0	0	0	45.1 -		0	0	0	0	0	0
2200	8	0	8	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	3	2	1	0	2	0	0	0	45.2 -		0	0	0	0	0	0
2215	6	0	5	0	1	0	0	0	0	0	0	2215	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	39.5 -		0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	1	3	0	2	0	0	0	0	0	40.8 -		0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	35.8 -		0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40.7 -		0	0	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	43.1 -		0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	39.4 -		0	0	0	0	0	0
2345	2	0	1	0	1	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	43.5 -		0	0	0	0	0	0
07-19	2118	19	1764	6	319	2	1	0	3	2	2	07-19	0	0	2	8	37	79	326	772	621	215	49	5	3	1	0	38.9	44.5	4	0.189	0	0	0	0
06-22	2384	28	1995	6	345	2	1	0	3	2	2	06-22	0	0	2	9	39	83	343	851	713	258	70	12	3	1	0	39.2	44.9	4	0.168	0	0	0	0
06-00	2418	28	2027	6	347	2	1	0	3	2	2	06-00	0	0	2	9	39	83	348	860	725	263	71	14	3	1	0	39.3	44.9	4	0.165	0	0	0	0
00-00	2449	28	2054	6	351	2	1	0	3	2	2	00-00	0	0	2	9	39	83	350	873	733	267	74	15	3	1	0	39.3	44.9	4	0.163	0	0	0	0

12 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1	
0000	2	0	2	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	44.4	-	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0115	1	0	0	0	1	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	52.5	-	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43.6	-	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	47.1	-	0	0	0	0	1	0	0	
0500	3	1	0	0	1	0	0	0	0	0	1	0	0500	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	34.4	-	0	0	0	0	0	0	0
0515	6	0	4	1	1	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	1	2	1	1	0	0	1	0	0	43.4	-	1	16.67	0	0	0	0	0	
0530	3	0	2	0	1	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	51.9	-	0	0	0	0	0	0	0	
0545	9	0	8	0	1	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	2	4	3	0	0	0	0	0	42.4	-	0	0	0	0	0	0	0	
0600	8	0	8	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	45.2	-	0	0	0	0	0	0	0	
0615	22	1	18	0	3	0	0	0	0	0	0	0	0615	0	0	0	0	1	0	1	2	5	8	4	1	0	0	0	44.4	50.5	0	0	0	0	0	0	0	
0630	9	0	7	0	2	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	2	3	2	2	0	0	0	0	44.9	-	0	0	0	0	0	0	0	
0645	30	1	23	0	6	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	3	7	11	5	3	1	0	0	0	42.8	49.8	0	0	0	0	0	0	0	
0700	23	2	17	0	4	0	0	0	0	0	0	0	0700	0	0	0	1	0	0	1	6	9	5	1	0	0	0	0	41.7	48.4	0	0	0	0	0	0	0	
0715	39	0	32	0	6	0	0	0	1	0	0	0	0715	0	0	0	0	0	1	8	8	17	4	1	0	0	0	0	39.9	44.2	0	0	0	0	0	0	0	
0730	47	0	36	0	10	0	0	0	0	0	1	0	0730	0	0	0	0	0	1	13	13	12	6	2	0	0	0	0	39.1	45.8	0	0	0	0	0	0	0	
0745	56	2	47	0	7	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	8	17	19	12	0	0	0	0	0	40.9	45.4	0	0	0	0	0	0	0	
0800	63	0	52	0	11	0	0	0	0	0	0	0	0800	0	0	0	0	0	0	0	18	29	12	3	1	0	0	0	42.5	46.4	0	0	0	0	0	0	0	
0815	51	0	42	0	8	0	0	0	1	0	0	0	0815	0	0	0	0	0	0	1	14	29	5	2	0	0	0	0	41.6	44.5	0	0	0	0	0	0	0	
0830	76	0	64	1	9	0	2	0	0	0	0	0	0830	0	0	0	3	3	14	12	16	21	5	2	0	0	0	0	36	43.6	0	0	0	0	0	0	0	
0845	75	2	66	0	7	0	0	0	0	0	0	0	0845	0	0	0	2	3	7	9	28	14	11	1	0	0	0	0	37.4	45.8	0	0	0	0	0	0	0	
0900	64	0	52	0	12	0	0	0	0	0	0	0	0900	0	0	0	0	0	2	14	22	20	5	1	0	0	0	0	38.7	42.8	0	0	0	0	0	0	0	
0915	53	2	42	0	8	0	0	0	1	0	0	0	0915	0	0	0	0	0	1	16	21	10	5	0	0	0	0	0	37.6	42.7	0	0	0	0	0	0	0	
0930	51	0	41	1	8	1	0	0	0	0	0	0	0930	0	0	0	0	0	2	11	20	14	4	0	0	0	0	0	38.3	43	0	0	0	0	0	0	0	
0945	66	1	58	0	7	0	0	0	0	0	0	0	0945	0	0	0	0	0	3	6	25	26	5	1	0	0	0	0	39.1	43.8	0	0	0	0	0	0	0	
1000	43	1	39	0	3	0	0	0	0	0	0	0	1000	0	0	0	1	1	0	9	16	13	2	1	0	0	0	0	37.8	42	0	0	0	0	0	0	0	
1015	52	0	43	1	5	2	0	0	1	0	0	0	1015	0	0	0	0	0	3	15	23	6	4	1	0	0	0	0	37.3	42	0	0	0	0	0	0	0	
1030	46	0	42	0	3	0	0	0	0	1	0	0	1030	0	0	0	0	0	1	6	19	16	3	1	0	0	0	0	39.5	43.4	0	0	0	0	0	0	0	
1045	40	0	37	0	3	0	0	0	0	0	0	0	1045	0	0	0	0	0	7	8	9	14	1	1	0	0	0	0	37.5	44.1	0	0	0	0	0	0	0	
1100	34	1	25	0	7	0	0	0	1	0	0	0	1100	0	0	0	0	0	1	4	14	10	4	1	0	0	0	0	39.1	44.8	0	0	0	0	0	0	0	
1115	30	1	19	0	8	2	0	0	0	0	0	0	1115	0	0	0	0	5	1	4	11	4	3	1	1	0	0	0	36.6	45.9	0	0	0	0	0	0	0	
1130	33	0	29	0	4	0	0	0	0	0	0	0	1130	0	0	0	0	0	0	7	13	10	3	0	0	0	0	0	38.7	43.2	0	0	0	0	0	0	0	
1145	36	1	29	0	6	0	0	0	0	0	0	0	1145	0	0	0	0	0	2	5	9	13	6	1	0	0	0	0	39.7	45.6	0	0	0	0	0	0	0	
1200	36	0	32	0	4	0	0	0	0	0	0	0	1200	0	0	0	0	0	1	6	13	10	3	3	0	0	0	0	39.9	47.2	0	0	0	0	0	0	0	
1215																																						

1730	36	1	30	0	5	0	0	0	0	0	0	1730	0	0	0	0	0	0	0	7	15	11	3	0	0	0	0	43.8	47.4	0	0	0	0	0	0	
1745	37	0	33	0	4	0	0	0	0	0	0	1745	0	0	0	0	0	0	1	8	15	9	3	1	0	0	0	44.1	48.9	0	0	0	0	0	0	
1800	26	0	22	0	3	0	0	0	0	1	0	1800	0	0	0	0	0	0	0	4	5	11	4	1	0	1	0	41.5	47.6	1	3.846	0	0	0	0	
1815	30	1	28	0	1	0	0	0	0	0	0	1815	0	0	0	0	0	1	0	2	5	13	8	1	0	0	0	41.9	46.9	0	0	0	0	0	0	
1830	19	0	18	0	1	0	0	0	0	0	0	1830	0	0	0	0	0	0	1	6	7	5	0	0	0	0	0	42	46.9	0	0	0	0	0	0	
1845	28	1	23	0	4	0	0	0	0	0	0	1845	0	0	0	0	1	0	1	9	7	7	3	0	0	0	0	42.4	49.6	0	0	0	0	0	0	
1900	27	0	25	0	2	0	0	0	0	0	0	1900	0	0	0	0	0	1	0	4	9	7	5	0	1	0	0	45	52	1	3.704	0	0	0	0	
1915	21	0	21	0	0	0	0	0	0	0	0	1915	0	0	0	1	2	2	1	4	6	3	2	0	0	0	0	38.1	49.4	0	0	0	0	0	0	
1930	21	0	17	0	4	0	0	0	0	0	0	1930	0	0	0	0	0	0	0	3	10	5	2	1	0	0	0	44.7	49.8	0	0	0	0	0	0	
1945	17	0	15	0	2	0	0	0	0	0	0	1945	0	0	0	0	0	0	2	3	6	2	2	2	0	0	0	44.2	52.9	0	0	0	0	0	0	
2000	23	0	21	0	2	0	0	0	0	0	0	2000	0	0	0	0	0	0	1	6	12	1	2	1	0	0	0	42.6	48.6	0	0	0	0	0	0	
2015	14	0	12	0	2	0	0	0	0	0	0	2015	0	0	0	0	0	0	1	5	5	3	0	0	0	0	0	41.6	47.7	0	0	0	0	0	0	
2030	15	0	14	0	1	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	8	5	1	0	1	0	0	0	41.2	45.6	0	0	0	0	0	0	
2045	10	0	9	0	1	0	0	0	0	0	0	2045	0	0	0	0	0	0	2	3	4	1	0	0	0	0	0	40.1 -		0	0	0	0	0	0	
2100	10	0	10	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	2	2	5	1	0	0	0	0	44.9 -		0	0	0	0	0	0	
2115	9	0	8	0	1	0	0	0	0	0	0	2115	0	0	0	0	0	0	0	1	3	4	1	0	0	0	0	45 -		0	0	0	0	0	0	
2130	8	0	7	0	1	0	0	0	0	0	0	2130	0	0	0	0	0	0	1	4	1	2	0	0	0	0	0	40.4 -		0	0	0	0	0	0	
2145	6	0	6	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	42.1 -		0	0	0	0	0	0	
2200	7	0	7	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	4	2	0	1	0	0	0	0	40.9 -		0	0	0	0	0	0	
2215	8	0	7	0	1	0	0	0	0	0	0	2215	0	0	0	0	0	2	3	1	1	1	1	0	0	0	0	40 -		0	0	0	0	0	0	
2230	9	0	9	0	0	0	0	0	0	0	0	2230	0	0	0	0	1	1	1	2	2	1	1	0	0	0	0	37.8 -		0	0	0	0	0	0	
2245	2	0	2	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	35.2 -		0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
2315	3	0	3	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	47.3 -		0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	40.6 -		0	0	0	0	0	0	
2345	4	0	4	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	43.6 -		0	0	0	0	0	0
07-19	1994	21	1679	4	274	5	2	0	7	1	1	07-19	0	0	2	7	17	53	261	657	652	280	59	4	2	0	0	39.9	45.5	2	0.1	0	0	0	0	
06-22	2244	23	1900	4	301	5	2	0	7	1	1	06-22	0	0	2	8	20	56	274	713	736	337	84	11	3	0	0	40.2	46	3	0.134	0	0	0	0	
06-00	2278	23	1933	4	302	5	2	0	7	1	1	06-00	0	0	2	8	21	57	278	723	747	340	88	11	3	0	0	40.2	46.1	3	0.132	0	0	0	0	
00-00	2307	24	1954	5	307	5	2	0	7	1	2	00-00	0	0	2	9	21	57	281	729	756	346	90	12	4	0	0	40.3	46.1	4	0.173	0	0	0	0	

13 July 2019

[illegible]

1730	20	0	18	0	2	0	0	0	0	0	0	1730	0	0	0	0	0	0	0	1	7	8	2	2	0	0	0	0	41.6	49.3	0	0	0	0	0	0	
1745	16	0	16	0	0	0	0	0	0	0	0	1745	0	0	0	0	0	0	0	2	5	5	3	1	0	0	0	0	41.3	48.3	0	0	0	0	0	0	
1800	22	0	19	0	3	0	0	0	0	0	0	1800	0	0	0	0	0	0	0	2	9	7	3	1	0	0	0	0	40.8	46	0	0	0	0	0	0	
1815	17	0	17	0	0	0	0	0	0	0	0	1815	0	0	0	0	0	0	0	2	2	8	5	0	0	0	0	0	43.1	48	0	0	0	0	0	0	
1830	22	0	20	0	2	0	0	0	0	0	0	1830	0	0	0	0	0	0	0	3	12	5	1	0	1	0	0	0	39.2	42.3	0	0	0	0	0	0	
1845	28	0	23	0	5	0	0	0	0	0	0	1845	0	0	0	0	0	0	0	1	8	12	5	2	0	0	0	0	42.5	48	0	0	0	0	0	0	
1900	28	0	24	0	4	0	0	0	0	0	0	1900	0	0	0	0	0	0	0	0	3	14	6	3	1	1	0	0	45.3	51.2	1	3.571	0	0	0	0	
1915	23	0	21	0	2	0	0	0	0	0	0	1915	0	0	0	0	0	0	0	0	8	5	7	2	1	0	0	0	43.8	49.7	0	0	0	0	0	0	
1930	10	0	9	1	0	0	0	0	0	0	0	1930	0	0	0	0	0	0	0	3	4	1	1	1	0	0	0	0	39.5 -	0	0	0	0	0	0	0	
1945	16	0	15	0	1	0	0	0	0	0	0	1945	0	0	0	0	0	0	1	1	3	10	0	1	0	0	0	0	40.6	44.4	0	0	0	0	0	0	
2000	12	0	12	0	0	0	0	0	0	0	0	2000	0	0	0	0	0	0	0	2	5	2	2	0	0	0	0	43	51.5	0	0	0	0	0	0		
2015	9	0	8	0	1	0	0	0	0	0	0	2015	0	0	0	0	0	0	0	3	3	1	2	0	0	0	0	0	43.8 -	0	0	0	0	0	0	0	
2030	5	0	5	0	0	0	0	0	0	0	0	2030	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	47.6 -	0	0	0	0	0	0	0	
2045	8	0	5	0	3	0	0	0	0	0	0	2045	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	41.7 -	0	0	0	0	0	0	0	
2100	5	0	5	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	43.3 -	0	0	0	0	0	0	0	
2115	9	0	9	0	0	0	0	0	0	0	0	2115	0	0	0	0	0	0	0	0	4	1	1	2	1	0	0	0	44 -	0	0	0	0	0	0	0	
2130	22	0	20	0	2	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	2	11	6	2	1	0	0	0	0	39.9	45.3	0	0	0	0	0	0	
2145	8	2	6	0	0	0	0	0	0	0	0	2145	0	0	2	0	0	0	2	0	3	1	0	0	0	0	0	0	28.5 -	0	0	0	0	0	0	0	
2200	9	0	8	0	1	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	3	4	1	0	1	0	0	0	0	37.8 -	0	0	0	0	0	0	0	
2215	10	0	10	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	2	5	3	0	0	0	0	0	0	38.3 -	0	0	0	0	0	0	0	
2230	5	0	5	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	42 -	0	0	0	0	0	0	0	
2245	7	0	7	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	1	3	2	0	0	1	0	0	0	41.3 -	0	0	0	0	0	0	0	
2300	6	0	6	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	40.8 -	0	0	0	0	0	0	0	
2315	5	0	5	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	35.3 -	0	0	0	0	0	0	0	
2330	1	0	1	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38 -	0	0	0	0	0	0	0	
2345	7	0	6	0	1	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	3	1	3	0	0	0	0	0	42.7 -	0	0	0	0	0	0	0	
07-19	1384	18	1214	2	146	0	1	1	1	1	0	1	07-19	0	0	0	0	5	12	21	135	454	483	212	49	9	3	1	0	40.6	46	4	0.289	0	0	0	0
06-22	1565	21	1374	3	162	0	1	1	1	2	0	1	06-22	0	0	2	5	13	24	143	506	539	246	67	15	4	1	0	40.8	46.4	5	0.319	0	0	0	0	
06-00	1615	21	1422	3	164	0	1	1	2	0	1	06-00	0	0	2	5	13	24	153	528	549	251	69	16	4	1	0	40.8	46.4	5	0.31	0	0	0	0		
00-00	1638	21	1441	3	167	0	1	1	3	0	1	00-00	0	0	2	5	13	25	158	533	555	256	70	16	4	1	0	40.7	46.4	5	0.305	0	0	0	0		

14 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	44.7	-	0	0	0	0	0	0	0
0015	6	0	4	0	2	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	1	1	0	3	0	0	1	0	0	40.1	-	0	0	0	0	0	0	0
0030	1	1	0	1	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	1	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	
0045	2	0	2	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	1	0	1	0	0	0	0	42.6	-	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	1	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	0	
0115	1	0	1	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	1	0	0	0	0	45.8	-	0	0	0	0	0	0	0	
0130	1	0	1	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	1	0	0	0	0	48	-	0	0	0	0	0	0	0	
0145	1	0	0	0	1	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	1	0	0	0	0	0	0	37.5	-	0	0	0	0	0	0	0	
0200	2	0	1	0	0	0	0	0	0	0	1	0	0200	0	0	0	0	0	0	0	1	0	1	0	0	0	0	36.3	-	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	1	0	0	0	0	0	0	31.1	-	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0330	1	0	1	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	1	0	0	59.6	-	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	1	0	0	0	52.1	-	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	1	0	0	0	46.2	-	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0515	2	0	2	0	0	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	2	0	0	0	52.2	-	0	0	0	0	0	0	0	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0545	1	0	1	0	0	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	0	0	1	0	0	0	0	45.2	-	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	0	1	0	0	0	0	46.1	-	0	0	0	0	0	0	0	
0615	4	0	3	0	1	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	1	3	0	0	0	0	0	41.3	-	0	0	0	0	0	0	0	
0630	3	0	3	0	0	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	1	1	1	0	0	0	0	44	-	0	0	0	0	0	0	0	
0645	5	1	2	0	2	0	0	0	0	0	0	0	0645	0	0	0	0	0	0	0	4	0	0	1	0	0	0	41	-	0	0	0	0	0	0	0	
0700	2	1	0	0	1	0	0	0	0	0	0	0	0700	0	0	0	0	0	1	0	1	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	0	
0715	2	0	2	0	0	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	0	1	1	0	0	0	0	0	41.2	-	0	0	0	0	0	0	0	
0730	7	1	5	0	1	0	0	0	0	0	0	0	0730	0	0	0	0	0	1	1	1	2	2	0	0	0	0	40	-	0	0	0	0	0	0	0	
0745	7	0	5	0	2	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	0	2	1	4	0	0	0	0	44.7	-	0	0	0	0	0	0	0	
0800	8	1	5	0	2	0	0	0	0	0	0	0	0800	0	0	0	0	1	0	1	3	0	1	1	1	0	0	40.1	-	0	0	0	0	0	0	0	
0815	7	0	7	0	0	0	0	0	0	0	0	0	0815	0	0	0	0	0	0	0	4	2	1	0	0	0	0	40.7	-	0	0	0	0	0	0	0	
0830	5	0	3	0	2	0	0	0	0	0	0	0	0830	0	0	0	0	0	0	0	5	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	
0845	15	0	11	0	4	0	0	0	0	0	0	0	0845	0	0	0	0	0	0	0	8	5	1	0	0	0	0	39.7	-	44.7	0	0	0	0	0	0	
0900	13	1	12	0	0	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	0	5	5	3	0	0	0	0	42.6	-	47.7	0	0	0	0	0	0	
0915	19	2	16	0	1	0	0	0	0	0	0	0	0915	0	0	0	2	1	0	0	5	8	2	1	0	0	0	38.6	-	46.6	0	0	0	0	0	0	
0930	24	1	22	0	1	0	0	0	0	0	0	0	0930	0	0	2	0	1	1	1	7	8	4	0	0	0	0	37.6	-	45.4	0	0	0	0	0	0	
0945	35	0	29	0	5	0	0	1	0	0	0	0	0945	0	0	0	0	0	1	2	8	16	7	1	0	0	0	41.7	-	45.7	0	0	0	0	0	0	
1000	47	9	30	0	7	0	1	0	0	0	0	0	1000	0	0	0	1	0	1	10	20	12	3	0	0	0	0	37.9	-	43.1	0	0	0	0	0	0	
1015	37	1	34	0	2	0	0	0	0	0	0	0	1015	0	0	0	0	0	0	4	11	12	8	2	0	0	0	41.4	-	46.7	0	0	0	0	0	0	
1030	23	0	22	0	1	0	0	0	0	0	0	0	1030	0	0	0	0	0	0	1	12	7	2	0	1	0	0	40.7	-	44.8	0	0	0	0	0	0	
1045	40	3	33	0	4	0	0	0	0	0	0	0	1045	0	0	0	0	0	0	5	11	15	8	1	0	0	0	41	-	45.3	0	0	0	0	0	0	
1100	22	1	20	0	1	0	0	0	0	0	0	0	1100	0	0	0	0	0	0	1	6	7	4	1	1	2	0	45.2	-	56.5	2	9.091	0	0	0	0	
1115	30	0	25	0	5	0	0	0	0	0	0	0	1115	0	0	0	0	0	0	2	11	10	4	2	0	1	0	42.1	-	48.1	1	3.333	0	0	0	0	
1130	41	1	36	0	4	0	0	0	0	0	0	0	1130	0	0	0	2	0	1	3	15	12	6	1	0	1	0	39.8	-	46.3	1	2.439	0	0	0	0	
1145	42	2	35	0	5	0	0	0	0	0	0	0	1145	0	0	0	0	0	1	8	11	11	9	2	0	0	0	40.4	-	47.4	0	0	0	0	0	0	
1200	30	1	23	0	5	0	0	0	0	0	1	0	1200	0	0	0	0	2	0	1	16	7	4	0	0	0	0	39.1	-	45	0	0	0	0	0	0	
1215	26	1	22	0	3	0	0	0	0	0	0	0	1215	0	0	0	0	1	0	3	12	5	5	0	0	0	0	39.8	-	46.7	0	0	0	0	0	0	
1230	27	0	26	0	1	0	0	0	0	0	0	0	1230	0	0	0	0	0	1	2	5	9	9	1	0												

1730	20	0	18	0	2	0	0	0	0	0	0	1730	0	0	0	0	0	0	0	1	7	7	3	1	0	1	0	0	42.5	49.1	1	5	0	0	0	0
1745	18	0	18	0	0	0	0	0	0	0	0	1745	0	0	0	0	0	0	0	0	2	6	7	2	1	0	0	0	45.7	52.3	0	0	0	0	0	0
1800	16	0	15	0	1	0	0	0	0	0	0	1800	0	0	0	0	0	0	0	2	5	6	2	1	0	0	0	0	41	46.5	0	0	0	0	0	0
1815	15	0	14	0	0	0	0	0	0	1	0	1815	0	0	0	0	0	0	0	1	5	3	4	1	1	0	0	0	43.5	50.4	0	0	0	0	0	0
1830	22	0	18	0	4	0	0	0	0	0	0	1830	0	0	0	0	0	0	1	9	8	2	1	1	0	0	0	41.8	46.5	0	0	0	0	0	0	
1845	16	0	14	0	2	0	0	0	0	0	0	1845	0	0	0	0	0	0	0	1	7	7	0	0	1	0	0	45.1	48.5	1	6.25	0	0	0	0	
1900	14	0	14	0	0	0	0	0	0	0	0	1900	0	0	0	0	0	1	2	2	3	4	2	0	0	0	0	41.8	50.7	0	0	0	0	0	0	
1915	6	0	6	0	0	0	0	0	0	0	0	1915	0	0	0	0	0	0	1	1	0	3	0	0	1	0	0	46.1 -		1	16.67	0	0	0	0	
1930	10	0	10	0	0	0	0	0	0	0	0	1930	0	0	0	0	0	0	2	2	2	3	0	1	0	0	0	42.2 -		0	0	0	0	0	0	
1945	9	0	6	0	3	0	0	0	0	0	0	1945	0	0	0	0	0	0	0	1	4	4	0	0	0	0	0	44.1 -		0	0	0	0	0	0	
2000	13	0	10	0	3	0	0	0	0	0	0	2000	0	0	0	0	0	0	0	2	7	2	0	2	0	0	0	44.4	54.2	0	0	0	0	0	0	
2015	6	0	6	0	0	0	0	0	0	0	0	2015	0	0	0	0	0	0	1	2	1	0	2	0	0	0	0	41.8		0	0	0	0	0	0	
2030	11	0	9	0	2	0	0	0	0	0	0	2030	0	0	0	0	0	1	2	5	0	2	0	0	0	1	0	41.1	52.9	1	9.091	0	0	0	0	
2045	9	0	8	0	1	0	0	0	0	0	0	2045	0	0	0	0	0	0	1	2	4	1	1	0	0	0	0	41.8		0	0	0	0	0	0	
2100	6	0	6	0	0	0	0	0	0	0	0	2100	0	0	0	0	0	0	0	0	4	1	0	0	1	0	0	45.7		1	16.67	0	0	0	0	
2115	9	0	8	0	1	0	0	0	0	0	0	2115	0	0	0	0	0	0	1	2	3	1	0	2	0	0	0	43.7		0	0	0	0	0	0	
2130	4	0	4	0	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	35.1		0	0	0	0	0	0	
2145	6	0	5	0	1	0	0	0	0	0	0	2145	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	37.7		0	0	0	0	0	0	
2200	5	0	5	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	40.9		0	0	0	0	0	0	
2215	2	0	2	0	0	0	0	0	0	0	0	2215	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	24.2		0	0	0	0	0	0	
2230	5	0	5	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	46.9		0	0	0	0	0	0	
2245	2	0	2	0	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	48.3		0	0	0	0	0	0	
2300	7	0	7	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	1	0	1	0	2	2	0	0	0	0	43.9		0	0	0	0	0	0	
2315	3	0	2	0	1	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	51.1		0	0	0	0	0	0	
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	
07-19	1047	34	913	1	94	0	1	1	2	1	0	07-19	0	0	0	2	6	12	11	90	352	348	173	36	10	7	0	0	40.9	46.2	7	0.669	0	0	0	0
06-22	1163	35	1014	1	108	0	1	1	2	1	0	06-22	0	0	2	6	12	13	104	382	381	196	42	15	8	2	0	41	46.5	10	0.86	0	0	0	0	
06-00	1187	35	1037	1	109	0	1	1	2	1	0	06-00	0	1	2	6	12	14	104	386	386	204	45	17	8	2	0	41.1	46.6	10	0.842	0	0	0	0	
00-00	1212	35	1058	1	112	0	1	1	2	2	0	00-00	0	1	2	6	12	16	107	390	391	210	48	19	8	2	0	41.1	46.6	10	0.825	0	0	0	0	

15 July 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0015	1	0	1	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	49.9	-	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39	-	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.4	-	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	43.3	-	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.4	-	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	51.6	-	0	0	0	0	0	0	0	0
0500	3	1	1	0	1	0	0	0	0	0	0	0	0500	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	38.3	-	0	0	0	0	0	0	0	0
0515	7	0	3	1	3	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	42.7	-	0	0	0	0	0	0	0	0
0530	4	0	4	0	0	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	48	-	0	0	0	0	0	0	0	
0545	7	0	6	0	1	0	0	0	0	0	0	0	0545	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	46.3	-	0	0	0	0	0	0	0	0
0600	7	1	6	0	0	0	0	0	0	0	0	0	0600	0	0	0	1	0	0	0	1	3	2	0	0	0	0	0	0	38.6	-	0	0	0	0	0	0	0	0
0615	19	1	15	0	3	0	0	0	0	0	0	0	0615	0	0	0	0	1	0	0	2	7	6	3	0	0	0	0	0	43.4	50.2	0	0	0	0	0	0	0	0
0630	12	0	9	0	3	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	2	4	4	1	1	0	0	0	0	45.2	51.8	0	0	0	0	0	0	0	0
0645	31	1	24	0	6	0	0	0	0	0	0	0	0645	0	0	0	1	0	0	2	8	16	3	1	0	0	0	0	0	40.3	44.4	0	0	0	0	0	0	0	0
0700	29	1	20	0	7	0	0	0	1	0	0	0	0700	0	0	0	0	0	0	1	6	12	7	3	0	0	0	0	0	43.3	49.5	0	0	0	0	0	0	0	0
0715	35	0	30	0	5	0	0	0	0	0	0	0	0715	0	0	0	0	0	0	5	8	12	8	2	0	0	0	0	0	41.5	46.6	0	0	0	0	0	0	0	0
0730	40	0	34	0	6	0	0	0	0	0	0	0	0730	0	0	0	0	0	2	9	5	14	10	0	0	0	0	0	0	40.2	46	0	0	0	0	0	0	0	0
0745	61	0	52	0	9	0	0	0	0	0	0	0	0745	0	0	0	0	0	0	10	13	25	11	2	0	0	0	0	0	41	46.6	0	0	0	0	0	0	0	0
0800	71	0	62	1	8	0	0	0	0	0	0	0	0800	0	0	0	0	0	1	9	19	27	11	4	0	0	0	0	0	40.9	46.8	0	0	0	0	0	0	0	0
0815	61	0	56	1	4	0	0	0	0	0	0	0	0815	0	0	0	0	0	1	8	24	20	6	1	1	0	0	0	0	39.6	44.6	0	0	0	0	0	0	0	0
0830	70	1	55	0	14	0	0	0	0	0	0	0	0830	0	0	1	0	0	5	13	23	25	3	0	0	0	0	0	0	38	42.7	0	0	0	0	0	0	0	0
0845	73	3	66	1	3	0	0	0	0	0	0	0	0845	0	0	0	3	6	1	6	32	17	5	3	0	0	0	0	0	37.4	43.7	0	0	0	0	0	0	0	0
0900	54	0	46	0	8	0	0	0	0	0	0	0	0900	0	0	0	0	0	0	3	30	12	7	1	1	0	0	0	0	40.2	45.9	0	0	0	0	0	0	0	0
0915	47	0	37	1	9	0	0	0	0	0	0	0	0915	0	0	0	0	0	0	4	17	19	6	1	0	0	0	0	0	40.6	45	0	0	0	0	0	0	0	0
0930	46	1	40	0	4	1	0	0	0	0	0	0	0930	0	0	1	0	0	0	4	18	17	4	2	0	0	0	0	0	39.8	44.5	0	0	0	0	0	0	0	0
0945	52	0	45	0	6	0	0	0	1	0	0	0	0945	0	0	0	0	0	0	3	30	12	3	3	1	0	0	0	0	40.1	44.3	0	0	0	0	0	0	0	0
1000	37	1	30	0	6	0	0	0	0	0	0	0	1000	0	0	0	0	0	2	3	12	6	1	0	0	0	0	1	41.3	46	1	2.703	1	2.703	1	2.703	0	0	
1015	37	1	30	0	6	0	0	0	0	0	0	0	1015	0	0	0	1	4	0	5	10	13	3	1	0	0	0	0	0	37.3	44.6	0	0	0	0	0	0	0	0
1030	35	0	24	0	11	0	0	0	0	0	0	0	1030	0	0	0	0	0	0	1	10	16	6	2	0	0	0	0	0	41.8	45.5	0	0	0	0	0	0	0	0
1045	36	0	26	0	10	0	0	0	0	0	0	0	1045	0	0	0	0	0	3	7	8	11	6	1	0	0	0	0	0	39	46.7	0	0	0	0	0	0	0	0
1100	31	0	25	0	5	0	0	1	0	0	0	0	1100	0	0	0	0	0	0	5	14	9	0	3	0	0	0	0	0	39.5	42.3	0	0	0	0	0	0	0	0
1115	31	0	23	0	7	0	0	0	1	0	0	0	1115	0	0	0	0	0	3	2	12	11	3	0	0	0	0	0	0	39.1	44.2	0	0	0	0	0	0	0	0
1130	41	0	32	0	9	0	0	0	0	0	0	0	1130	0	0	0	0	0	0	12	20	7	2	0	0	0	0	0	0	37.6	43.8	0	0	0	0	0	0	0	0
1145	48	0	38	0	10	0																																	

1730	33	0	25	0	8	0	0	0	0	0	0	1730	0	0	0	0	0	0	0	6	10	11	6	0	0	0	0	40.5	46.1	0	0	0	0	0		
1745	43	0	42	0	1	0	0	0	0	0	0	1745	0	0	0	0	0	0	4	17	10	8	3	0	1	0	0	41.6	46.8	1	2.326	0	0	0	0	
1800	29	0	25	0	4	0	0	0	0	0	0	1800	0	0	0	0	0	0	0	4	15	7	2	1	0	0	0	43.9	47.6	0	0	0	0	0	0	
1815	29	1	26	0	2	0	0	0	0	0	0	1815	0	0	0	0	0	1	0	9	6	11	2	0	0	0	0	42.9	48.6	0	0	0	0	0	0	
1830	30	0	29	0	1	0	0	0	0	0	0	1830	0	0	0	0	0	0	0	8	14	7	1	0	0	0	0	42.4	46.9	0	0	0	0	0	0	
1845	25	0	21	0	3	0	0	0	0	1	0	1845	0	0	0	0	0	0	4	9	6	5	1	0	0	0	0	40.8	45.8	0	0	0	0	0	0	
1900	21	0	18	0	3	0	0	0	0	0	0	1900	0	0	0	0	0	0	4	7	4	4	1	1	0	0	0	41.2	48.3	0	0	0	0	0	0	
1915	32	0	28	0	4	0	0	0	0	0	0	1915	0	0	0	0	0	0	4	9	10	6	3	0	0	0	0	41.9	48.1	0	0	0	0	0	0	
1930	19	0	18	0	1	0	0	0	0	0	0	1930	0	0	0	0	0	0	0	3	12	2	2	0	0	0	0	43.6	45.7	0	0	0	0	0	0	
1945	24	0	21	0	3	0	0	0	0	0	0	1945	0	0	0	0	0	0	1	11	4	7	1	0	0	0	0	41.7	48.6	0	0	0	0	0	0	
2000	23	0	22	0	1	0	0	0	0	0	0	2000	0	0	0	0	0	0	3	5	10	5	0	0	0	0	0	41.1	47.1	0	0	0	0	0	0	
2015	15	1	13	0	1	0	0	0	0	0	0	2015	0	0	0	1	0	1	3	3	1	4	2	0	0	0	0	39.6	50.3	0	0	0	0	0	0	
2030	16	0	14	0	2	0	0	0	0	0	0	2030	0	0	0	0	0	0	3	4	3	5	1	0	0	0	0	40.9	47.7	0	0	0	0	0	0	
2045	8	0	4	0	4	0	0	0	0	0	0	2045	0	0	0	0	0	0	0	3	3	1	1	0	0	0	0	41.7 -		0	0	0	0	0	0	
2100	5	0	4	0	1	0	0	0	0	0	0	2100	0	0	0	0	0	1	1	1	1	0	1	0	0	0	0	38.6 -		0	0	0	0	0	0	
2115	7	0	5	0	2	0	0	0	0	0	0	2115	0	0	0	0	0	1	1	0	1	3	1	0	0	0	0	43.2 -		0	0	0	0	0	0	
2130	9	0	7	0	1	0	0	0	0	0	1	2130	0	0	0	0	0	0	2	3	2	2	0	0	0	0	0	40.2 -		0	0	0	0	0	0	
2145	0	0	0	0	0	0	0	0	0	0	0	2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
2200	3	0	3	0	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	42.3 -		0	0	0	0	0	0	
2215	3	0	3	0	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	39.3 -		0	0	0	0	0	0	
2230	3	0	3	0	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	41.6 -		0	0	0	0	0	0	
2245	3	0	2	0	1	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	45 -		0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	47.2 -		0	0	0	0	0	0	
2315	0	0	0	0	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	
2330	0	0	0	0	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	35.9 -		0	0	0	0	0	0	
07-19	1969	16	1645	5	295	2	0	1	5	0	0	07-19	0	1	2	4	15	34	231	675	660	270	67	8	1	0	1	40.2	45.6	2	0.102	1	0.051	1	0.051	
06-22	2217	20	1853	5	330	2	0	1	5	1	0	06-22	0	1	2	7	16	37	255	737	741	324	85	10	1	0	1	40.4	45.9	2	0.09	1	0.045	1	0.045	
06-00	2231	20	1866	5	331	2	0	1	5	1	0	06-00	0	1	2	7	16	37	255	742	746	327	86	10	1	0	1	40.4	45.9	2	0.09	1	0.045	1	0.045	
00-00	2261	21	1888	6	337	2	0	1	5	1	0	00-00	0	1	2	8	16	37	259	747	755	331	92	11	1	0	1	40.4	46	2	0.088	1	0.044	1	0.044	

Virtual Day (7)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
0000	4	0	4	0	0	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	41.1	-	0	0	0	0	0	0	0
0100	2	0	1	0	1	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	43.7	-	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	34.4	-	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	-	0	0	0	0	0	0	0
0400	4	0	3	0	1	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	43.1	-	0	0	0	0	0	0	0
0500	15	0	11	0	4	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	1	3	5	3	2	1	0	0	0	43.6	50.7	0	1.852	0	0	0	0	0
0600	59	3	48	0	8	0	0	0	0	0	0	0	0600	0	0	0	1	1	1	2	12	20	14	6	2	0	0	0	42.8	49.5	0	0.242	0	0.242	0	0	0
0700	141	2	110	0	28	0	0	0	0	0	0	0	0700	0	0	0	0	1	3	19	37	49	25	6	1	0	0	0	40.7	46.8	0	0	0	0	0	0	0
0800	210	3	179	1	27	0	0	0	0	0	0	0	0800	0	0	0	1	4	11	26	70	69	21	5	1	0	0	0	39.1	44.5	1	0.272	0	0.068	0	0.068	0
0900	194	2	164	0	25	1	0	0	1	0	0	0	0900	0	0	0	1	2	5	27	78	61	17	4	0	0	0	0	39.1	44.1	0	0	0	0	0	0	0
1000	160	3	134	1	21	0	0	0	0	0	0	0	1000	0	0	0	1	1	5	29	59	45	15	3	0	0	0	0	38.9	44.1	0	0.267	0	0.089	0	0.089	0
1100	142	2	116	0	23	0	0	0	0	0	0	0	1100	0	0	0	0	1	4	22	52	41	15	4	1	1	0	0	39.4	44.9	1	0.503	0	0	0	0	0
1200	140	2	119	0	18	0	0	0	0	0	0	0	1200	0	0	0	0	1	3	17	53	45	17	3	0	0	0	0	39.8	44.9	0	0.102	0	0	0	0	0
1300	138	2	117	0	17	0	0	0	0	0	0	0	1300	0	0	0	1	4	5	17	48	42	16	5	0	0	0	0	39.2	45.1	0	0	0	0	0	0	0
1400	135	2	114	0	18	0	0	0	0	0	0	0	1400	0	0	1	1	1	3	16	51	42	17	4	0	0	0	0	39.6	45.1	0	0	0	0	0	0	0
1500	146	1	126	0	18	0	0	0	0	0	0	0	1500	0	1	0	1	1	2	17	49	49	21	4	1	0	0	0	39.9	45.7	0	0.196	0	0	0	0	0
1600	139	1	118	0	20	0	0	0	0	0	0	0	1600	0	0	0	0	1	4	15	43	47	22	5	2	0	0	0	40.6	46.2	0	0.308	0	0	0	0	0
1700	135	2	118	0	14	0	0	0	0	0	0	0	1700	0	0	0	0	1	2	11	37	49	25	7	1	1	0	0	41.4	46.8	1	0.74	0	0	0	0	0
1800	101	1	89	0	11	0	0	0	0	0	0	0	1800	0	0	0	0	0	0	7	26	36	23	6	1	0	0	0	42.3	47.6	1	0.568	0	0	0	0	0
1900	79	1	70	0	7	0	0	0	0	0	0	0	1900	0	0	0	0	1	2	5	22	27	14	6	2	0	0	0	42.1	48.3	1	0.723	0	0	0	0	0
2000	54	1	48	0	6	0	0	0	0	0	0	0	2000	0	0	0	0	0	1	4	15	19	9	4	2	0	0	0	41.8	48	0	0.525	0	0	0	0	0
2100	32	0	29	0	2	0	0	0	0	0	0	0	2100	0	0	0	0	0	1	3	10	8	7	2	1	0	0	0	41.2	48.3	0	0.442	0	0	0	0	0
2200	20	0	19	0	1	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	2	6	6	2	2	1	0	0	0	41	49.2	0	0	0	0	0	0	0
2300	10	0	10	0	1	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	1	3	3	3	1	0	0	0	0	43.1	49.5	0	0	0	0	0	0	0
07-19	1780	22	1505	4	240	2	1	1	3	1	1	1	07-19	0	1	2	6	19	46	224	604	577	234	54	8	3	1	0	39.9	45.4	4	0.233	0	0.016	0	0.016	
06-22	2005	28	1700	4	264	2	1	1	3	1	1	1	06-22	0	1	3	8	21	49	240	662	650	279	72	14	4	1	0	40.1	45.8	5	0.264	0	0.021	0	0.014	
06-00	2035	28	1729	4	265	2	1	1	3	1	1	1	06-00	0	1	3	8	21	50	243	671	659	284	74	15	4	1	0	40.1	45.9	5	0.26	0	0.021	0	0.014	
00-00	2064	28	1751	4	270	2	1	1	4	1	1	1	00-00	0	1	3	8	21	50	246	678	667	289	77	17	4	1	0	40.2	45.9	6	0.27	0	0.021	0	0.014	

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
Mon	2261	21	1888	6	337	2	0	1	5	1	0		Mon	0	1	2	8	16	37	259	747	755	331	92	11	1	0	1	40.4	46	2	0.088	1	0.044	1	0.044	
Tue	2312	34	1952	5	305	6	3	2	3	2	0		Tue	0	2	4	9	24	59	269	710	786	345	80	19	3	1	1	40.3	46	5	0.216	1	0.043	1	0.043	
Wed	2286	35	1907	4	314	1	1	2	2	0	0		Wed	0	6	4	11	22	74	297	766	696	270	87	24	6	3	0	39.8	45.5	9	0.397	1	0.044	0	0	
Thu	2449	28	2054	6	351	2	1	0	3	2	2		Thu	0	0	2	9	39	83	350	873	733	267	74	15	3	1	0	39.3	44.9	4	0.163	0	0	0	0	
Fri	2307	24	1954	5	307	5	2	0	7	1	2		Fri	0	0	2	9	21	57	281	729	756	346	90	12	4	0	0	40.3	46.1	4	0.173	0	0	0	0	
JSat	1638	21	1441	3	167	0	1	1	3	0	1		JSat	0	0	2	5	13	25	158	533	555	256	70	16	4	1	0	40.7	46.4	5	0.305	0	0	0	0	
JSun	1212	35	1058	1	112	0	1	1	2	2	0		JSun	0	1	2	6	12	16	107	390	391	210	48	19	8	2	0	41.1	46.6	10	0.825	0	0	0	0	
--	14445	198	12254	30	1893	16	9	7	25	8	5		--	0	10	18	57	147	351	1721	4748	4672	2025	541	116	29	8	2	40.2	45.9	39	0.27	3	0.021	2	0.014	

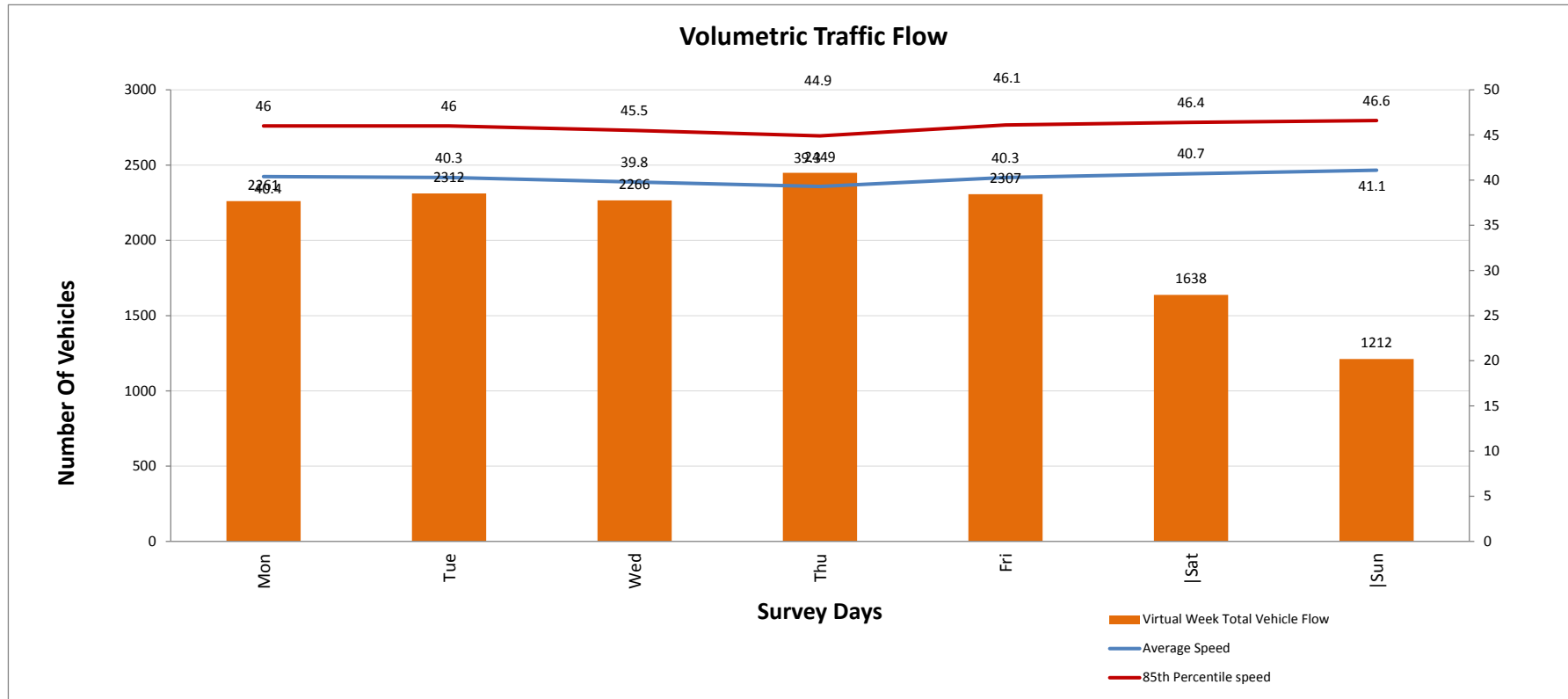
Grand Total

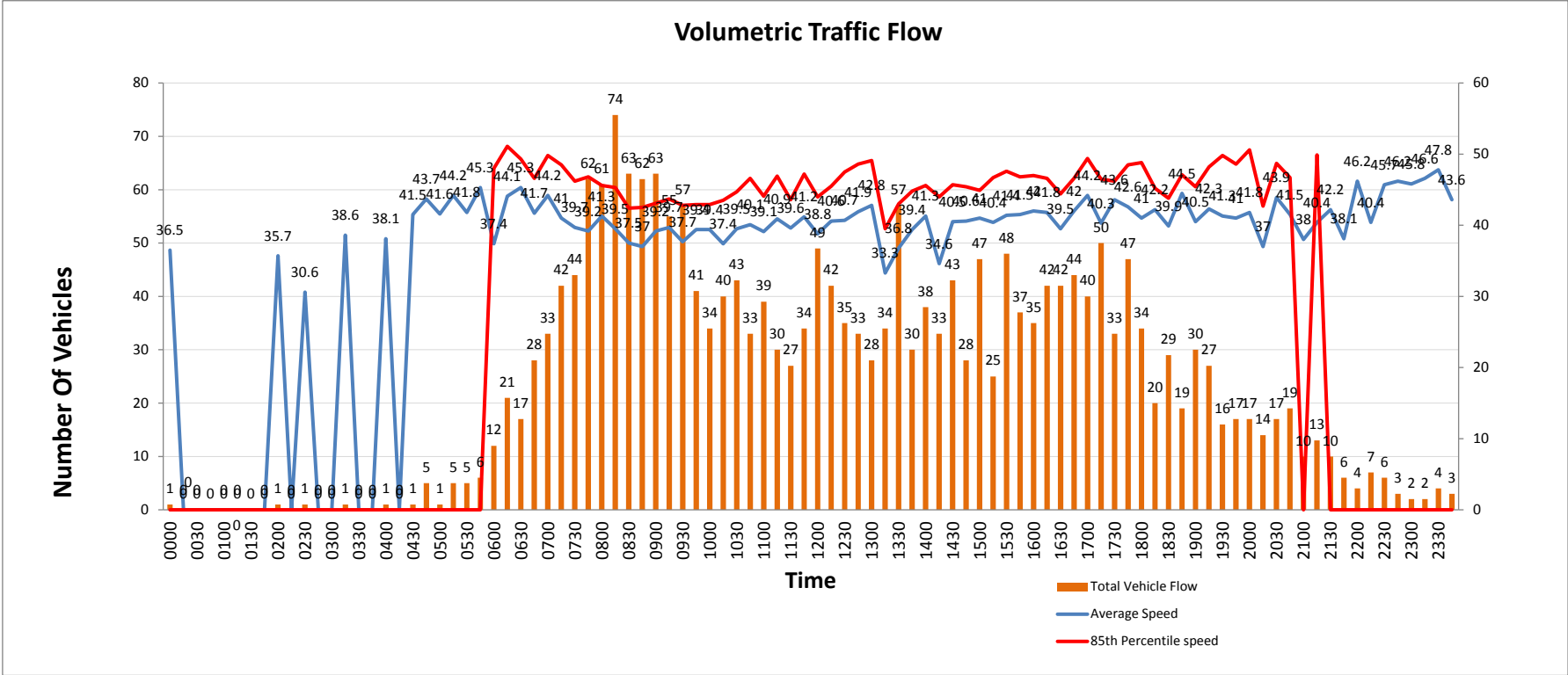
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1	Time	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 130	Mean	Vpp 85	JPSL 60	JPSL% 60	JSL1 68 ACPO	JSL1% 68 ACPO	JSL2 75 DFT	JSL2% 75 DFT	Fix1
--	14445	198	12254	30	1893	16	9	7	25	8	5		--	0	10	18	57	147	351	1721	4748	4672	2025	541	116	29	8	2	40.2	45.9	39	0.27	3	0.021	2	0.014	

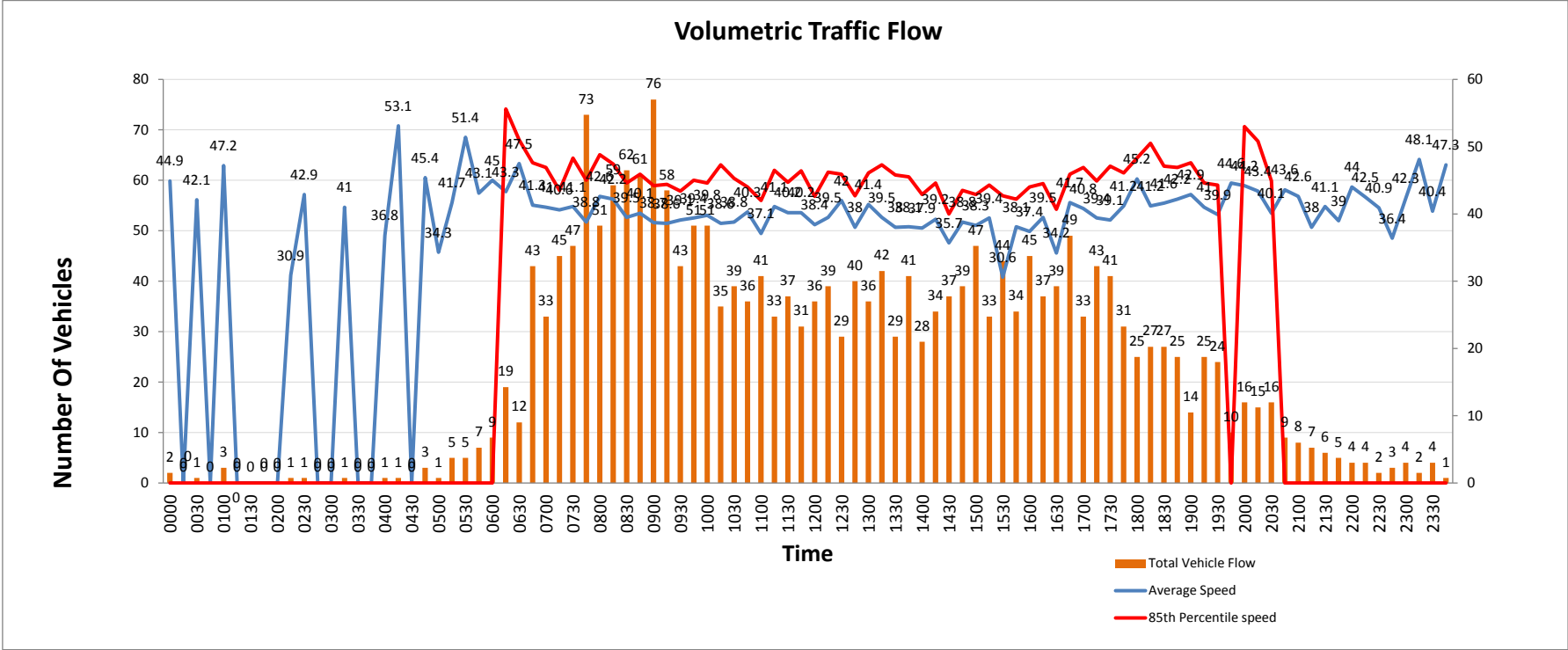
TSP Class Profile All Days 15 Mins

Report Id - CustomList-353
Site Name - TSP14352-02
Description - BIRD IN EYE HILL [60M]
Direction - West

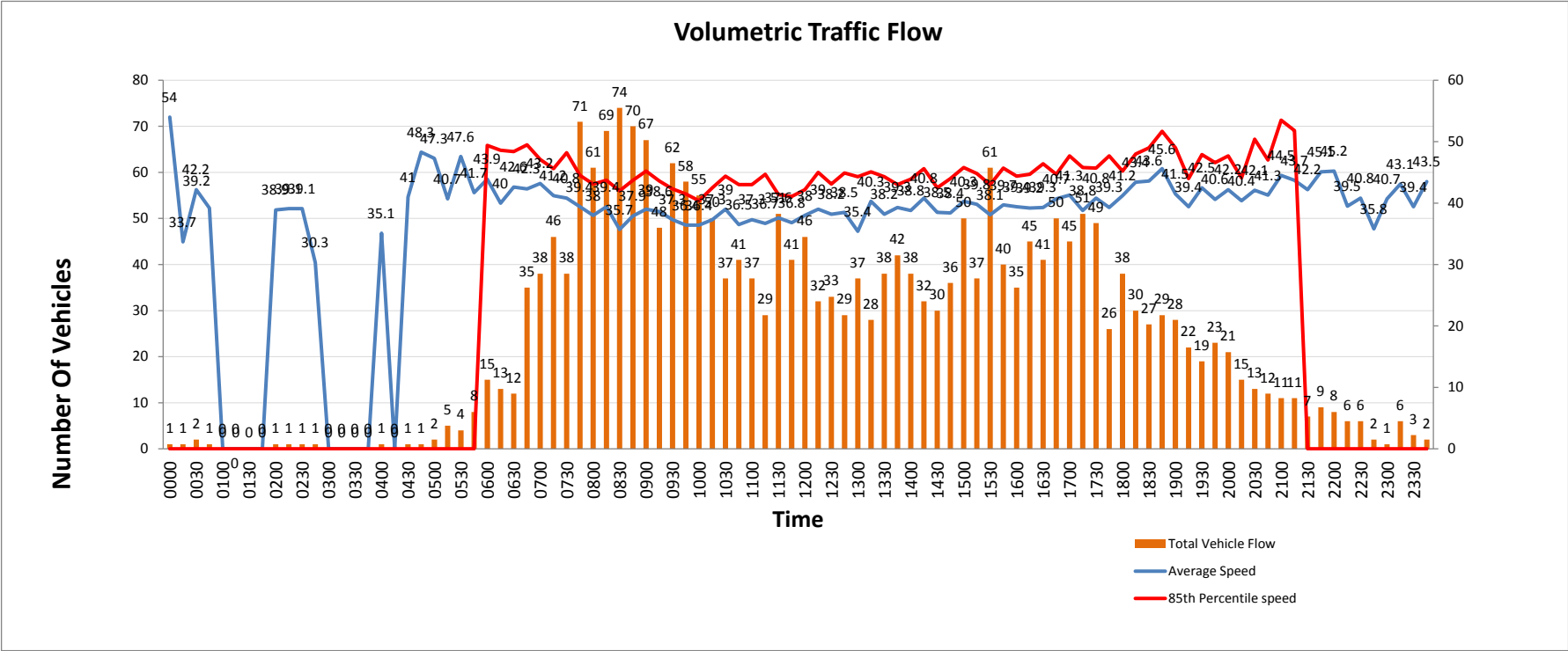
WEEK 1

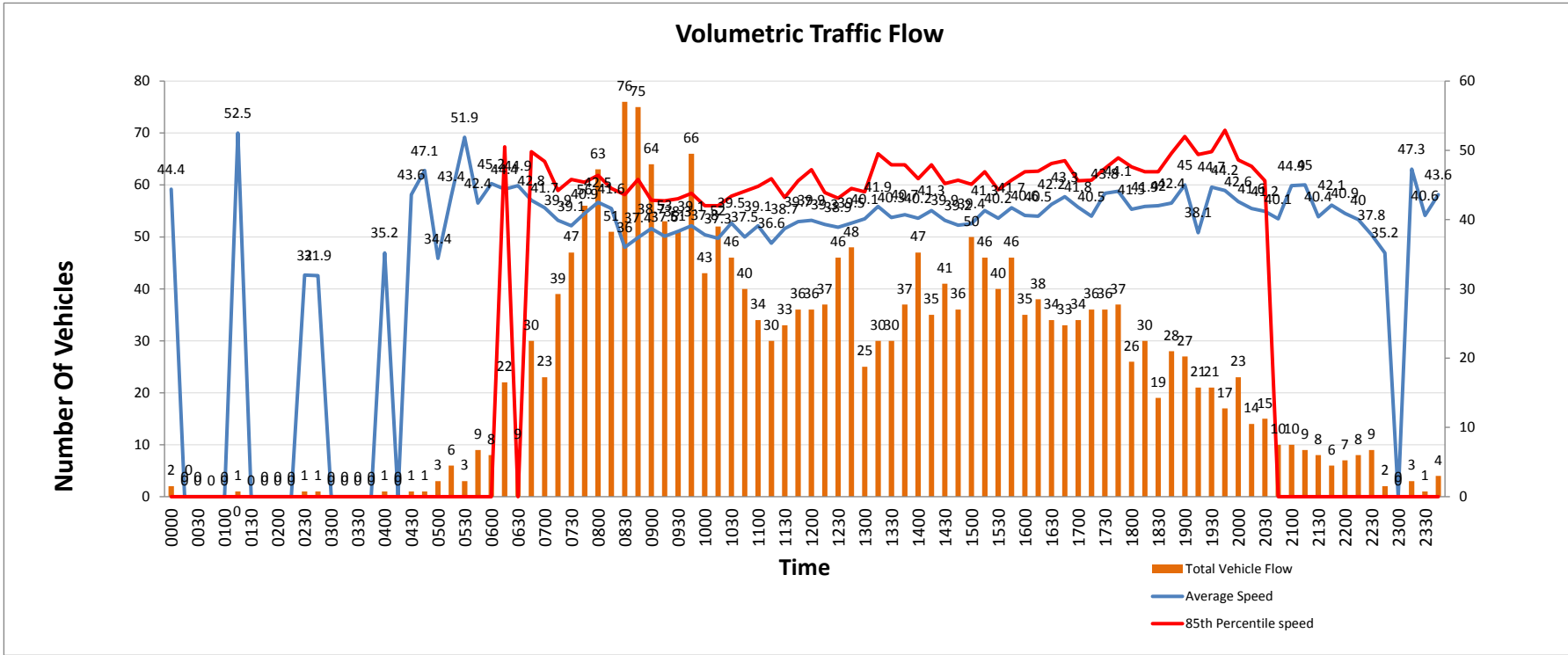




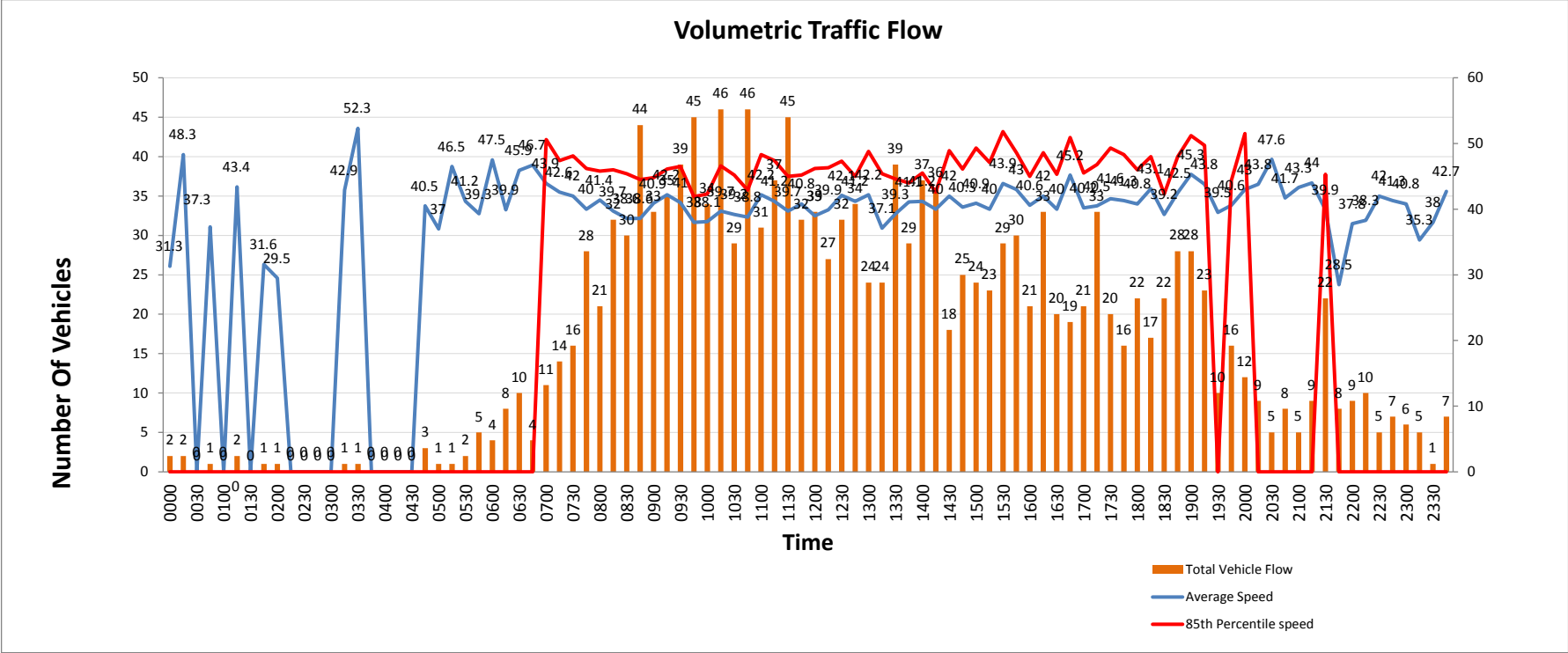


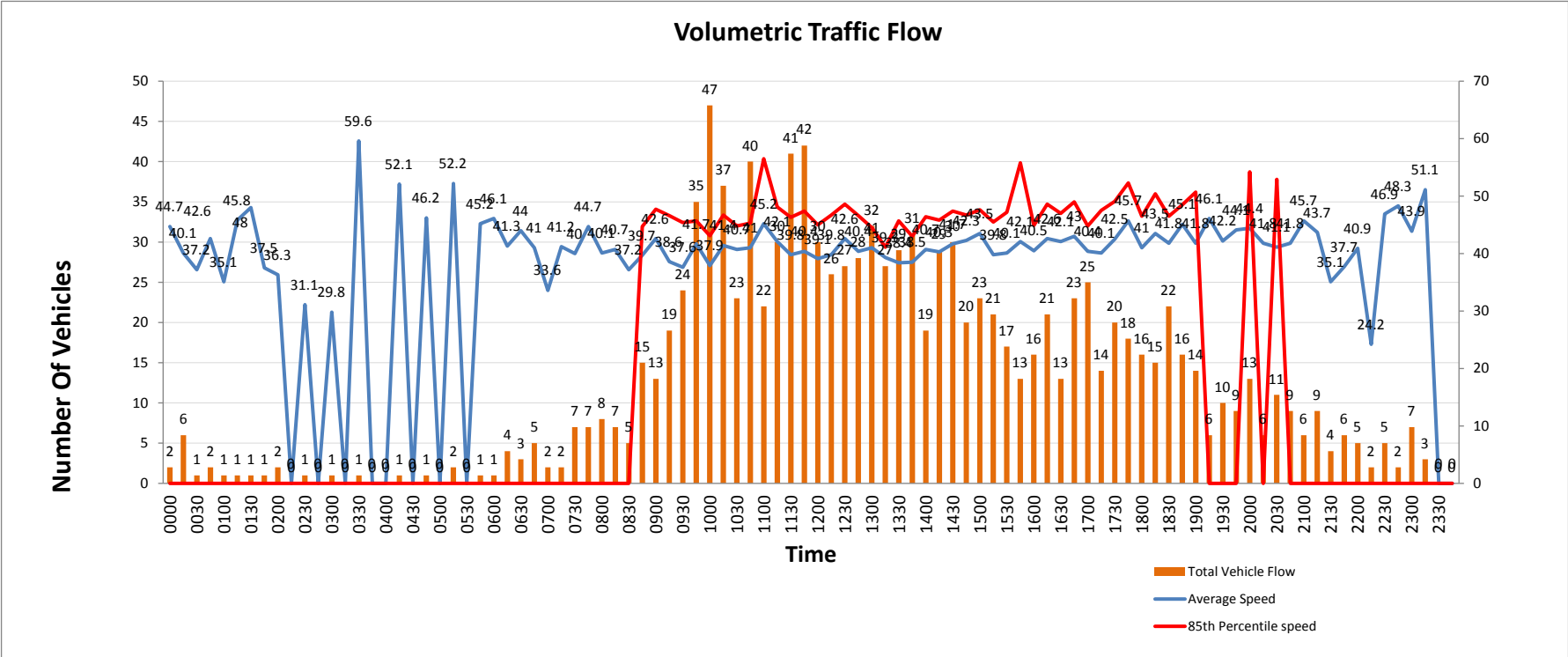
11 July 2019

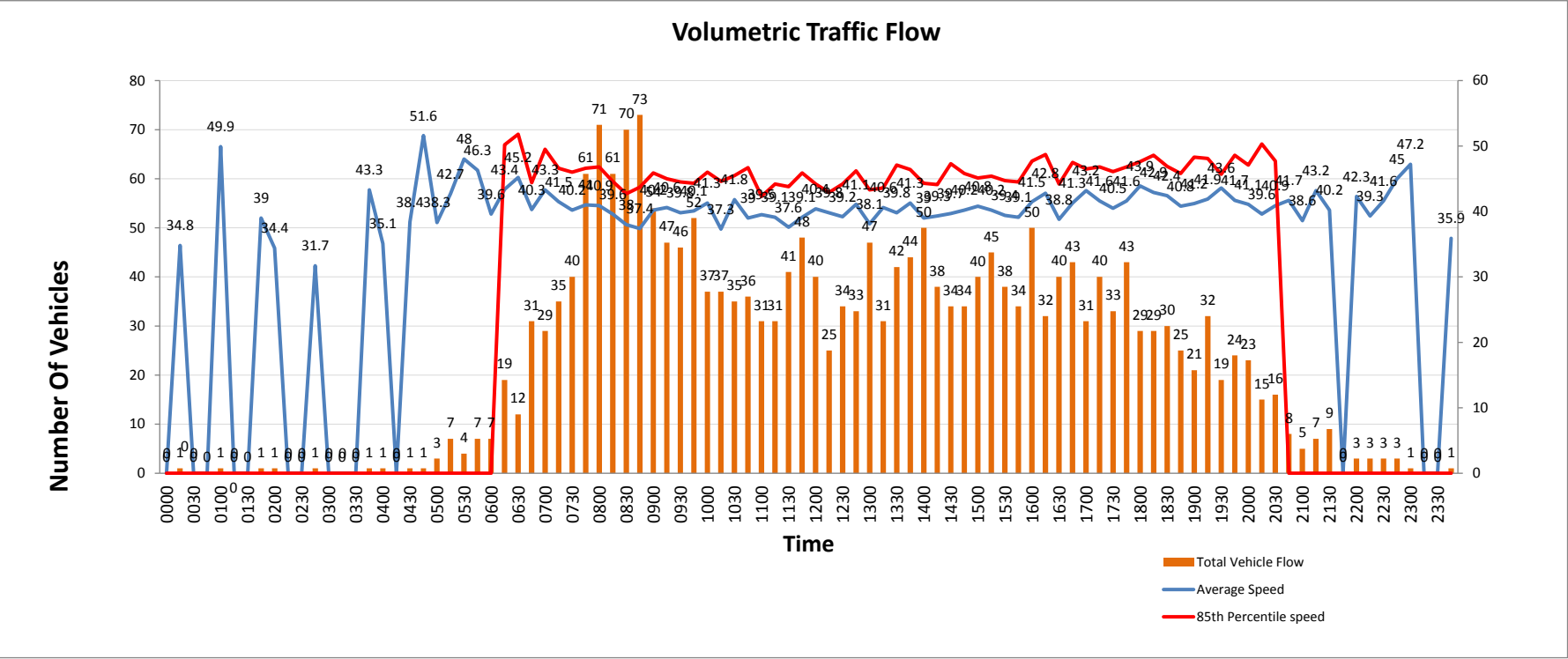




13 July 2019







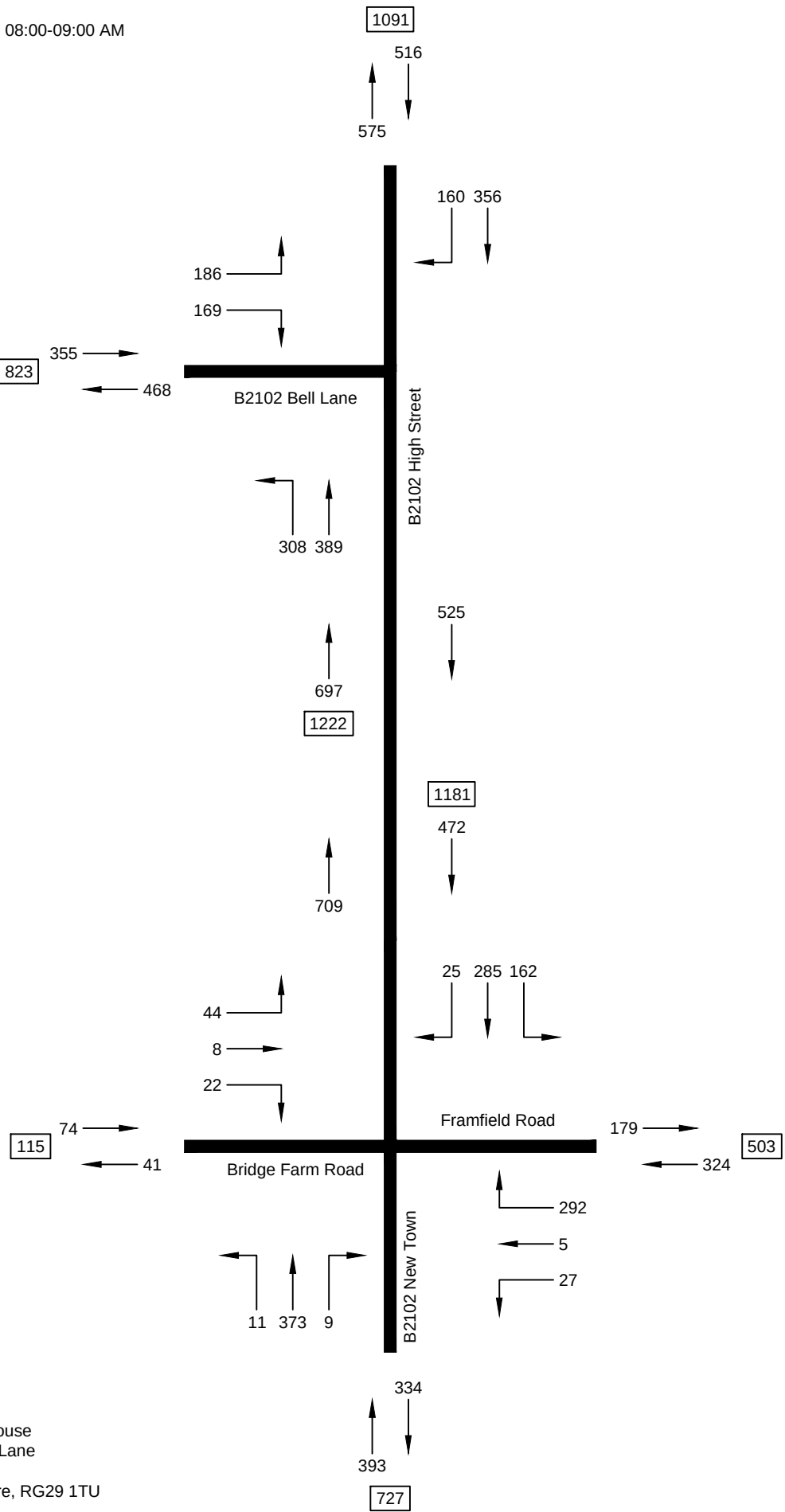
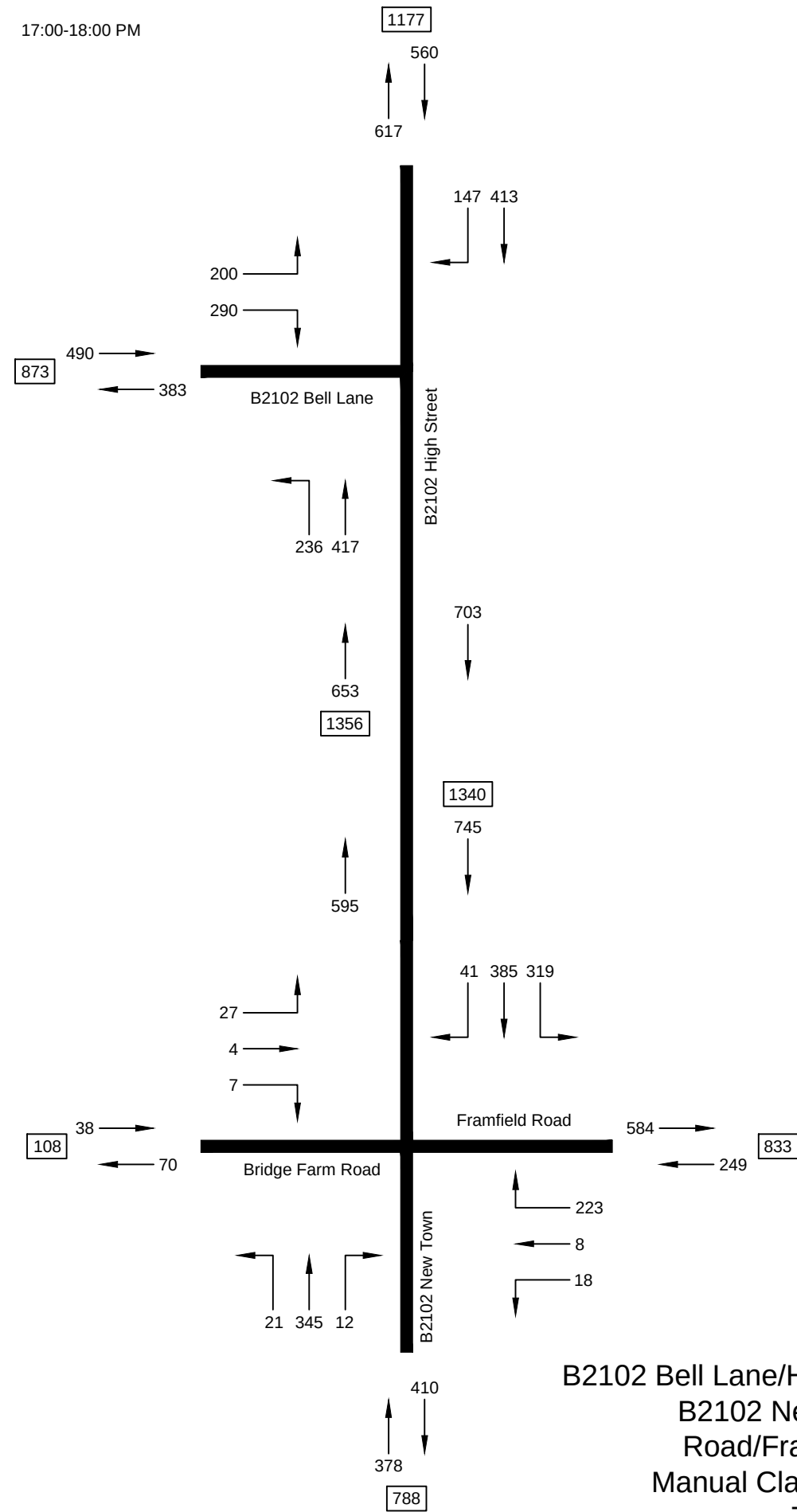
ARX

ARX is a modification of AustRoads94. It removes class 12, moves all other classes up by one, and inserts a cycle class as class 1.

- **Units:** Metric (m)
- **Car class:** 2
- **Unclassifiable vehicle class:** 13

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m} \ \& \ \text{axles} = 2$		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}, d(1) \leq 3.2\text{m} \ \& \ \text{axles} = 2$		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	$\text{groups} = 3, d(1) \geq 2.1\text{m}, d(1) \leq 3.2\text{m}, d(2) \geq 2.1\text{m} \ \& \ \text{axles} = 3, 4, 5$		
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m} \ \& \ \text{axles} = 2$		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	$\text{axles} = 3 \ \& \ \text{groups} = 2$		
>3	2	Four axle truck	T4	6	$\text{axles} > 3 \ \& \ \text{groups} = 2$		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}, \text{axles} = 3 \ \& \ \text{groups} = 3$		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m} \ \& \ \text{axles} = 4 \ \& \ \text{groups} > 2$		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m} \ \text{or} \ d(1) < 2.1\text{m} \ \text{or} \ d(1) > 3.2\text{m} \ \& \ \text{axles} = 5 \ \& \ \text{groups} > 2$		
≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	$\text{axles} = 6 \ \& \ \text{groups} > 2 \ \text{or} \ \text{axles} > 6 \ \& \ \text{groups} = 3$		
>6	4	B-Double or Heavy truck and trailer	BD	11	$\text{groups} = 4 \ \& \ \text{axles} > 6$		
>6	≥ 5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	$\text{groups} \geq 5 \ \& \ \text{axles} > 6$		

APPENDIX 4



5330 / 404



Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

Bird in Eye, Uckfield
B2102 Bell Lane/High Street Junction &
B2102 New Town/Bridge Farm
Road/Framfield Road Junction
Manual Classified Turning Count
Tuesday 09 July 2019
AM & PM



Client: **Bellamy Roberts LLP**

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Survey Date: **09 Jul 2019, Tuesday**

Survey Time: **08:00 - 09:00 and 17:00 - 18:00**

Weather: **Dry**

Comments:

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **1**

Location: **High Street / Bell Lane**



Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **09 July 2019, Tuesday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00									0	0	72	6		1		1			80	82.3
08:15									0	0	86	8	1				1		96	95.9
08:30									0	0	81	8			1	1			91	93
08:45									0	0	77	9			1			2	89	88.4
H/Total	0	0	0	0	0	0	0	0	0	0	316	31	1	1	2	2	1	2	356	359.6
Total	0	0	0	0	0	0	0	0	0	0	316	31	1	1	2	2	1	2	356	359.6

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00									0	0	107	9					2		118	116.8
17:15									0	0	75	12						1	88	87.2
17:30									0	0	89	6						1	96	95.2
17:45									0	0	101	6						4	111	107.8
H/Total	0	0	0	0	0	0	0	0	0	0	372	33	0	0	0	0	2	6	413	407
Total	0	0	0	0	0	0	0	0	0	0	372	33	0	0	0	0	2	6	413	407

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **09 July 2019, Tuesday**



Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	30	6							36	36	87	9				1	1		98	98.4
08:15	40	4			2		1		47	48.4	92	8					2		102	100.8
08:30	20	2							22	22	92	13			1	1		1	108	109.2
08:45	48	3	1		2			1	55	56.7	71	7	2					1	81	81.2
H/Total	138	15	1	0	4	0	1	1	160	163.1	342	37	2	0	1	2	3	2	389	389.6
Total	138	15	1	0	4	0	1	1	160	163.1	342	37	2	0	1	2	3	2	389	389.6

Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	34	3							37	37	87	11							98	98
17:15	28	5			1				34	35	97	10	1						108	108.5
17:30	35	3							38	38	97	7						1	105	104.2
17:45	32	2			3		1		38	40.4	96	10							106	106
H/Total	129	13	0	0	4	0	1	0	147	150.4	377	38	1	0	0	0	0	1	417	416.7
Total	129	13	0	0	4	0	1	0	147	150.4	377	38	1	0	0	0	0	1	417	416.7

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **09 July 2019, Tuesday**



Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00									0	0	66	11	1		1	1			80	82.5
08:15									0	0	65	12	1						78	78.5
08:30									0	0	53	10	5		1		1	3	73	73.5
08:45									0	0	66	9	1				1		77	76.9
H/Total	0	0	0	0	0	0	0	0	0	0	250	42	8	0	2	1	2	3	308	311.4
Total	0	0	0	0	0	0	0	0	0	0	250	42	8	0	2	1	2	3	308	311.4

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00									0	0	57	5			1		2		65	64.8
17:15									0	0	44	2			1		1		48	48.4
17:30									0	0	57	5		1	2				65	68.3
17:45									0	0	55	3							58	58
H/Total	0	0	0	0	0	0	0	0	0	0	213	15	0	1	4	0	3	0	236	239.5
Total	0	0	0	0	0	0	0	0	0	0	213	15	0	1	4	0	3	0	236	239.5

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **09 July 2019, Tuesday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	27	5							32	32	29	5	1			1			36	37.5
08:15	28	10			1	2			41	44	28	9					1		38	37.4
08:30	46	10		1	2				59	62.3	29	8		1	1				39	41.3
08:45	41	12				1			54	55	41	15							56	56
H/Total	142	37	0	1	3	3	0	0	186	193.3	127	37	1	1	1	1	1	0	169	172.2
Total	142	37	0	1	3	3	0	0	186	193.3	127	37	1	1	1	1	1	0	169	172.2

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	46	5			1	1			53	55	51	10							61	61
17:15	39	3							42	42	67	4		1			1		73	73.7
17:30	45	13					1		59	58.4	66	6			2		1		75	76.4
17:45	40	3			3				46	49	68	9		1	1			2	81	81.7
H/Total	170	24	0	0	4	1	1	0	200	204.4	252	29	0	2	3	0	2	2	290	292.8
Total	170	24	0	0	4	1	1	0	200	204.4	252	29	0	2	3	0	2	2	290	292.8

Project Number: **TSP14352**
Project Name: **Bird in Eye Hill, Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **09 July 2019, Tuesday**

[illegible][illegible]

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **09 July 2019, Tuesday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	102	12	0	1	0	1	0	0	116	118.3	114	14	0	0	0	1	1	0	130	130.4
08:15	126	12	1	0	2	0	2	0	143	144.3	120	18	0	0	1	2	2	0	143	144.8
08:30	101	10	0	0	1	1	0	0	113	115	138	23	0	1	3	1	0	1	167	171.5
08:45	125	12	1	0	3	0	0	3	144	145.1	112	19	2	0	0	1	0	1	135	136.2
H/Total	454	46	2	1	6	2	2	3	516	522.7	484	74	2	1	4	5	3	2	575	582.9
Total	454	46	2	1	6	2	2	3	516	522.7	484	74	2	1	4	5	3	2	575	582.9

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	141	12	0	0	0	0	2	0	155	153.8	133	16	0	0	1	1	0	0	151	153
17:15	103	17	0	0	1	0	0	1	122	122.2	136	13	1	0	0	0	0	0	150	150.5
17:30	124	9	0	0	0	0	0	1	134	133.2	142	20	0	0	0	0	1	1	164	162.6
17:45	133	8	0	0	3	0	1	4	149	148.2	136	13	0	0	3	0	0	0	152	155
H/Total	501	46	0	0	4	0	3	6	560	557.4	547	62	1	0	4	1	1	1	617	621.1
Total	501	46	0	0	4	0	3	6	560	557.4	547	62	1	0	4	1	1	1	617	621.1

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **09 July 2019, Tuesday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	153	20	1	0	1	2	1	0	178	180.9	101	11	1	1	0	2	0	0	116	119.8
08:15	157	20	1	0	0	0	2	0	180	179.3	114	17	1	0	0	0	2	0	134	133.3
08:30	145	23	5	0	2	1	1	4	181	182.7	110	16	0	1	2	1	0	0	130	134.3
08:45	137	16	3	0	0	0	1	1	158	158.1	118	24	0	0	1	0	0	2	145	144.4
H/Total	592	79	10	0	3	3	5	5	697	701	443	68	2	2	3	3	2	2	525	531.8
Total	592	79	10	0	3	3	5	5	697	701	443	68	2	2	3	3	2	2	525	531.8

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	144	16	0	0	1	0	2	0	163	162.8	158	19	0	0	0	0	2	0	179	177.8
17:15	141	12	1	0	1	0	1	0	156	156.9	142	16	0	1	0	0	1	1	161	160.9
17:30	154	12	0	1	2	0	0	1	170	172.5	155	12	0	0	2	0	1	1	171	171.6
17:45	151	13	0	0	0	0	0	0	164	164	169	15	0	1	1	0	0	6	192	189.5
H/Total	590	53	1	1	4	0	3	1	653	656.2	624	62	0	2	3	0	4	8	703	699.8
Total	590	53	1	1	4	0	3	1	653	656.2	624	62	0	2	3	0	4	8	703	699.8

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **09 July 2019, Tuesday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	56	10	1	0	0	1	0	0	68	69.5	96	17	1	0	1	1	0	0	116	118.5
08:15	56	19	0	0	1	2	1	0	79	81.4	105	16	1	0	2	0	1	0	125	126.9
08:30	75	18	0	2	3	0	0	0	98	103.6	73	12	5	0	1	0	1	3	95	95.5
08:45	82	27	0	0	0	1	0	0	110	111	114	12	2	0	2	0	1	1	132	133.6
H/Total	269	74	1	2	4	4	1	0	355	365.5	388	57	9	0	6	1	3	4	468	474.5
Total	269	74	1	2	4	4	1	0	355	365.5	388	57	9	0	6	1	3	4	468	474.5

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	97	15	0	0	1	1	0	0	114	116	91	8	0	0	1	0	2	0	102	101.8
17:15	106	7	0	1	0	0	1	0	115	115.7	72	7	0	0	2	0	1	0	82	83.4
17:30	111	19	0	0	2	0	2	0	134	134.8	92	8	0	1	2	0	0	0	103	106.3
17:45	108	12	0	1	4	0	0	2	127	130.7	87	5	0	0	3	0	1	0	96	98.4
H/Total	422	53	0	2	7	1	3	2	490	497.2	342	28	0	1	8	0	4	0	383	389.9
Total	422	53	0	2	7	1	3	2	490	497.2	342	28	0	1	8	0	4	0	383	389.9

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **09 July 2019, Tuesday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	311	42	2	1	1	4	1	0	362	368.7
08:15	339	51	2	0	3	2	5	0	402	405
08:30	321	51	5	2	6	2	1	4	392	401.3
08:45	344	55	4	0	3	1	1	4	412	414.2
H/Total	1315	199	13	3	13	9	8	8	1568	1589.2
Total	1315	199	13	3	13	9	8	8	1568	1589.2

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	382	43	0	0	2	1	4	0	432	432.6
17:15	350	36	1	1	2	0	2	1	393	394.8
17:30	389	40	0	1	4	0	2	2	438	440.5
17:45	392	33	0	1	7	0	1	6	440	442.9
H/Total	1513	152	1	3	15	1	9	9	1703	1710.8
Total	1513	152	1	3	15	1	9	9	1703	1710.8



Client: **Bellamy Roberts LLP**

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Survey Date: **09 Jul 2019, Tuesday**

Survey Time: **08:00 - 09:00 and 17:00 - 18:00**

Weather: **Dry**

Comments:

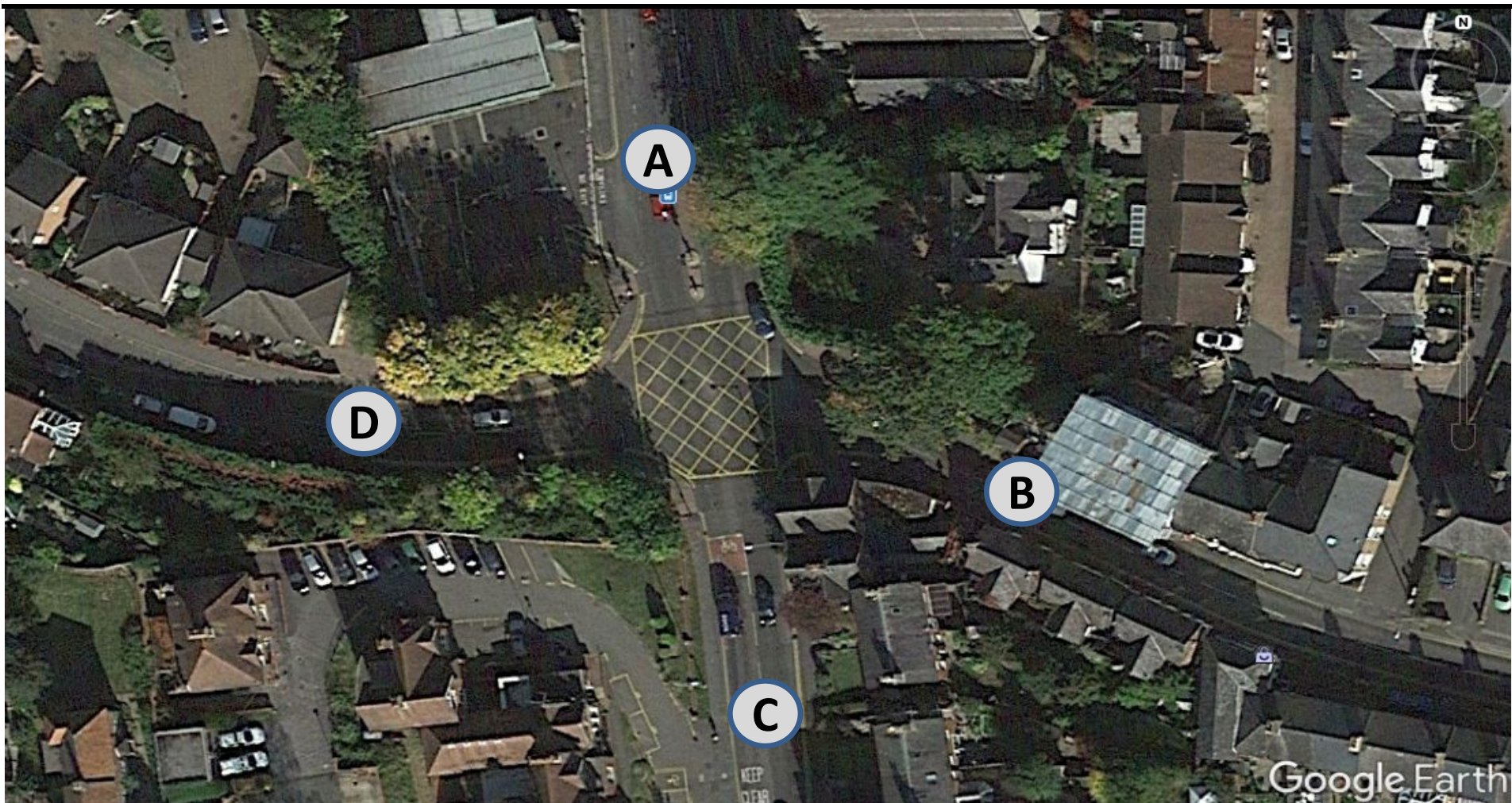
Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**



Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **09 July 2019, Tuesday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00									0	0	28	5	1			1			35	36.5
08:15									0	0	29	7							36	36
08:30									0	0	32	7							39	39
08:45									0	0	42	10							52	52
H/Total	0	0	0	0	0	0	0	0	0	0	131	29	1	0	0	1	0	0	162	163.5
Total	0	0	0	0	0	0	0	0	0	0	131	29	1	0	0	1	0	0	162	163.5

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00									0	0	67	11							78	78
17:15									0	0	67	8					1		76	75.4
17:30									0	0	79	9			1		1		90	90.4
17:45									0	0	64	10		1					75	76.3
H/Total	0	0	0	0	0	0	0	0	0	0	277	38	0	1	1	0	2	0	319	320.1
Total	0	0	0	0	0	0	0	0	0	0	277	38	0	1	1	0	2	0	319	320.1

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **09 July 2019, Tuesday**



Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	69	6		1		1			77	79.3	4								4	4
08:15	63	8					1		72	71.4	6	1							7	7
08:30	61	9		1	2	1			74	78.3	4	1							5	5
08:45	52	9			1				62	63	6	3							9	9
H/Total	245	32	0	2	3	2	1	0	285	292	20	5	0	0	0	0	0	0	25	25
Total	245	32	0	2	3	2	1	0	285	292	20	5	0	0	0	0	0	0	25	25

Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	93	7					2		102	100.8	15	1							16	16
17:15	76	7							83	83	7	1							8	8
17:30	89	2		1	1			2	95	95.7	8								8	8
17:45	91	5	1		1			7	105	100.9	9								9	9
H/Total	349	21	1	1	2	0	2	9	385	380.4	39	2	0	0	0	0	0	0	41	41
Total	349	21	1	1	2	0	2	9	385	380.4	39	2	0	0	0	0	0	0	41	41

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**Location: **N**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **09 July 2019, Tuesday**

[illegible][illegible]

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: 09 July 2019, Tuesday



Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	7	1							8	8	2								2	2
08:15	4								4	4		1							1	1
08:30	7	2							9	9									0	0
08:45	6								6	6		2							2	2
H/Total	24	3	0	0	0	0	0	0	27	27	2	3	0	0	0	0	0	0	5	5
Total	24	3	0	0	0	0	0	0	27	27	2	3	0	0	0	0	0	0	5	5

[illegible]

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **09 July 2019, Tuesday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	91	11			1		1	1	105	104.6	2								2	2
08:15	74	11	2				2		89	88.8	3	1	1						5	5.5
08:30	76	8	1		1			3	89	88.1									0	0
08:45	79	9					1	1	90	88.6	1		1						2	2.5
H/Total	320	39	3	0	2	0	4	5	373	370.1	6	1	2	0	0	0	0	0	9	10
Total	320	39	3	0	2	0	4	5	373	370.1	6	1	2	0	0	0	0	0	9	10

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	73	6			1				80	81	4		2						6	7
17:15	80	8						1	89	88.2	1		1						2	2.5
17:30	92	7		1	2				102	105.3	3								3	3
17:45	71	2	1						74	74.5	1								1	1
H/Total	316	23	1	1	3	0	0	1	345	349	9	0	3	0	0	0	0	0	12	13.5
Total	316	23	1	1	3	0	0	1	345	349	9	0	3	0	0	0	0	0	12	13.5

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **09 July 2019, Tuesday**



Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00									0	0	1								1	1
08:15									0	0	4								4	4
08:30									0	0	2	1							3	3
08:45									0	0	2	1							3	3
H/Total	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	11	11
Total	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	11	11

Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00									0	0	7	1							8	8
17:15									0	0	7								7	7
17:30									0	0	1								1	1
17:45									0	0	5								5	5
H/Total	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0	21	21
Total	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0	21	21

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: 09 July 2019, Tuesday



Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	14	1							15	15	2								2	2
08:15	9	2							11	11		1							1	1
08:30	9								9	9	1								1	1
08:45	8	1							9	9	3	1							4	4
H/Total	40	4	0	0	0	0	0	0	44	44	6	2	0	0	0	0	0	0	8	8
Total	40	4	0	0	0	0	0	0	44	44	6	2	0	0	0	0	0	0	8	8

[illegible]

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: 2

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **09 July 2019, Tuesday**

[illegible][illegible]

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **09 July 2019, Tuesday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	101	11	1	1	0	2	0	0	116	119.8	173	19	1	0	1	1	1	1	197	198.1
08:15	98	16	0	0	0	0	1	0	115	114.4	151	17	2	0	0	0	3	0	173	172.2
08:30	97	17	0	1	2	1	0	0	118	122.3	146	18	4	0	2	1	0	4	175	176.8
08:45	100	22	0	0	1	0	0	0	123	124	145	14	2	0	0	0	1	2	164	162.8
H/Total	396	66	1	2	3	3	1	0	472	480.5	615	68	9	0	3	2	5	7	709	709.9
Total	396	66	1	2	3	3	1	0	472	480.5	615	68	9	0	3	2	5	7	709	709.9

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	175	19	0	0	0	0	2	0	196	194.8	131	10	0	0	1	0	2	0	144	143.8
17:15	150	16	0	0	0	0	1	0	167	166.4	128	12	0	0	1	0	0	1	142	142.2
17:30	176	11	0	1	2	0	1	2	193	194.1	153	12	0	1	2	0	0	1	169	171.5
17:45	164	15	1	1	1	0	0	7	189	186.2	133	6	1	0	0	0	0	0	140	140.5
H/Total	665	61	1	2	3	0	4	9	745	741.5	545	40	1	1	4	0	2	2	595	598
Total	665	61	1	2	3	0	4	9	745	741.5	545	40	1	1	4	0	2	2	595	598

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **09 July 2019, Tuesday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	77	8	1	0	0	1	0	0	87	88.5	32	5	1	0	0	1	0	0	39	40.5
08:15	72	5	0	0	0	0	1	0	78	77.4	32	9	1	0	0	0	0	0	42	42.5
08:30	68	12	3	0	1	1	0	1	86	88.7	33	7	0	0	0	0	0	0	40	40
08:45	64	6	2	0	0	0	0	1	73	73.2	46	11	1	0	0	0	0	0	58	58.5
H/Total	281	31	6	0	1	2	1	2	324	327.8	143	32	3	0	0	1	0	0	179	181.5
Total	281	31	6	0	1	2	1	2	324	327.8	143	32	3	0	0	1	0	0	179	181.5

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	63	5	0	0	0	0	2	0	70	68.8	72	11	2	0	0	0	0	0	85	86
17:15	44	3	0	0	1	0	0	0	48	49	70	8	1	0	0	0	1	0	80	79.9
17:30	58	5	0	0	0	0	0	1	64	63.2	82	9	0	0	1	0	1	0	93	93.4
17:45	62	5	0	0	0	0	0	0	67	67	66	10	0	1	0	0	0	0	77	78.3
H/Total	227	18	0	0	1	0	2	1	249	248	290	38	3	1	1	0	2	0	335	337.6
Total	227	18	0	0	1	0	2	1	249	248	290	38	3	1	1	0	2	0	335	337.6

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **09 July 2019, Tuesday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	94	11	0	0	1	0	1	1	108	107.6	82	8	0	1	0	1	0	0	92	94.3
08:15	81	12	3	0	0	0	2	0	98	98.3	69	10	0	0	0	0	1	0	80	79.4
08:30	78	9	1	0	1	0	0	3	92	91.1	74	12	0	1	2	1	0	0	90	94.3
08:45	82	10	1	0	0	0	1	1	95	94.1	61	9	0	0	1	0	0	1	72	72.2
H/Total	335	42	5	0	2	0	4	5	393	391.1	286	39	0	2	3	2	1	1	334	340.2
Total	335	42	5	0	2	0	4	5	393	391.1	286	39	0	2	3	2	1	1	334	340.2

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	84	7	2	0	1	0	0	0	94	96	98	10	0	0	0	0	2	0	110	108.8
17:15	88	8	1	0	0	0	0	1	98	97.7	84	7	0	0	0	0	0	1	92	91.2
17:30	96	7	0	1	2	0	0	0	106	109.3	93	2	0	1	1	0	0	2	99	99.7
17:45	77	2	1	0	0	0	0	0	80	80.5	94	6	1	0	1	0	0	7	109	104.9
H/Total	345	24	4	1	3	0	0	1	378	383.5	369	25	1	1	2	0	2	10	410	404.6
Total	345	24	4	1	3	0	0	1	378	383.5	369	25	1	1	2	0	2	10	410	404.6

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **09 July 2019, Tuesday**



Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	22	2	0	0	0	0	0	0	24	24	7	0	0	0	0	0	0	0	7	7
08:15	11	5	0	0	0	0	0	0	16	16	10	2	0	0	0	0	0	0	12	12
08:30	16	1	0	0	0	0	0	0	17	17	6	2	0	0	0	0	0	0	8	8
08:45	14	2	0	0	0	0	0	1	17	16.2	8	6	0	0	0	0	0	0	14	14
H/Total	63	10	0	0	0	0	0	1	74	73.2	31	10	0	0	0	0	0	0	41	41
Total	63	10	0	0	0	0	0	1	74	73.2	31	10	0	0	0	0	0	0	41	41

Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	4	2	0	0	0	0	0	0	6	6	25	2	0	0	0	0	0	0	27	27
17:15	16	1	0	0	0	0	0	1	18	17.2	16	1	0	0	0	0	0	0	17	17
17:30	8	0	0	0	0	0	0	0	8	8	10	0	0	0	0	0	0	0	10	10
17:45	6	0	0	0	0	0	0	0	6	6	16	0	0	0	0	0	0	0	16	16
H/Total	34	3	0	0	0	0	0	1	38	37.2	67	3	0	0	0	0	0	0	70	70
Total	34	3	0	0	0	0	0	1	38	37.2	67	3	0	0	0	0	0	0	70	70

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **09 July 2019, Tuesday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
08:00	294	32	2	1	1	3	1	1	335	339.9
08:15	262	38	3	0	0	0	4	0	307	306.1
08:30	259	39	4	1	4	2	0	4	313	319.1
08:45	260	40	3	0	1	0	1	3	308	307.5
H/Total	1075	149	12	2	6	5	6	8	1263	1272.6
Total	1075	149	12	2	6	5	6	8	1263	1272.6

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
17:00	326	33	2	0	1	0	4	0	366	365.6
17:15	298	28	1	0	1	0	1	2	331	330.3
17:30	338	23	0	2	4	0	1	3	371	374.6
17:45	309	22	2	1	1	0	0	7	342	339.7
H/Total	1271	106	5	3	7	0	6	12	1410	1410.2
Total	1271	106	5	3	7	0	6	12	1410	1410.2



Client: **Bellamy Roberts LLP**

Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

Survey Type: **Queue Lengh Survey**

Survey Date: **09 Jul 2019, Tuesday**

Survey Time: **08:00 - 09:00 and 17:00 - 18:00**

Weather: **Dry**

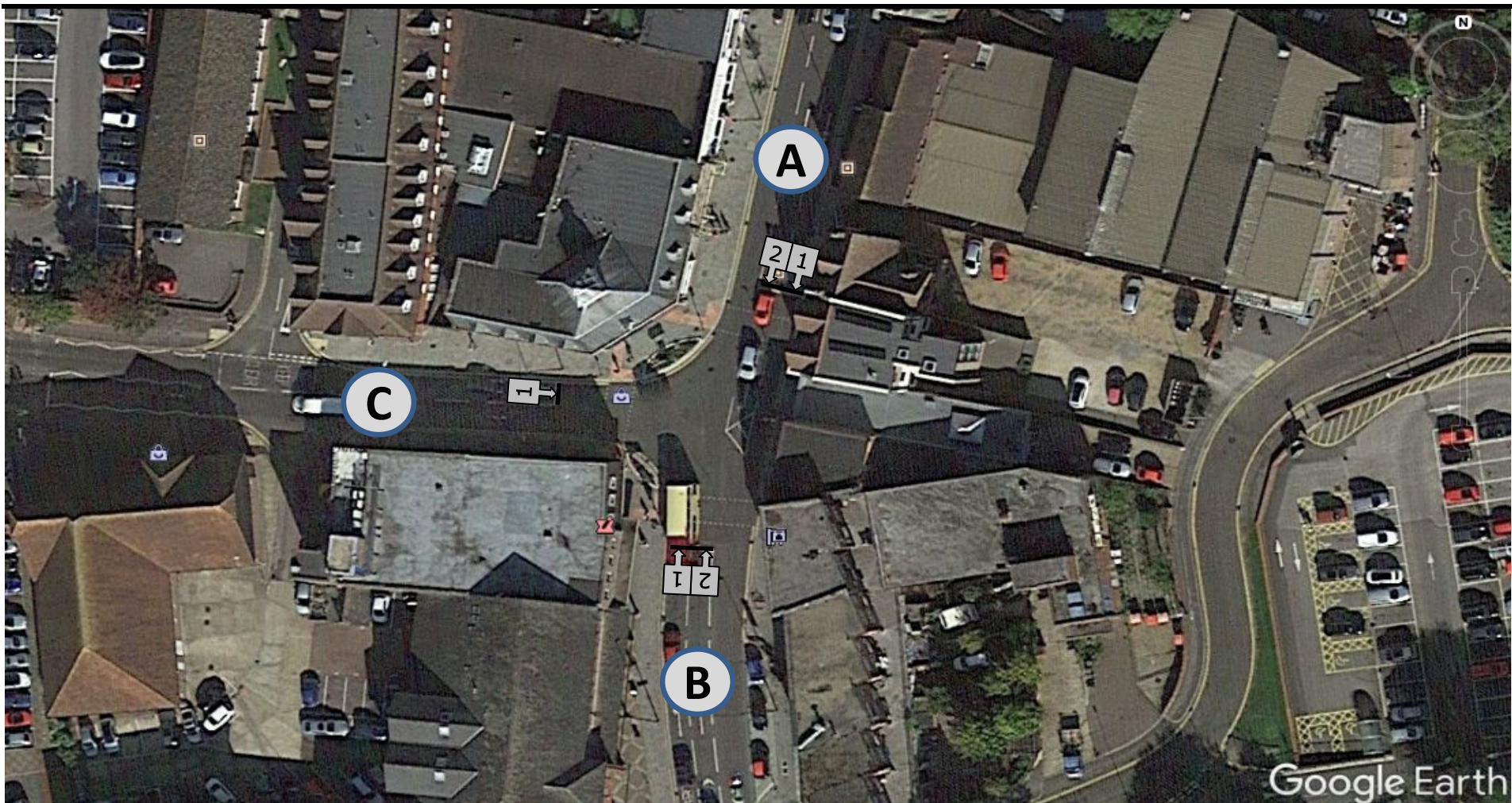
Comments:

Project Number: **TSP14352**
 Project Name: **Bird in Eye Hill, Uckfield**
 Survey Type: **Queue Lengh Survey**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **09 July 2019, Tuesday**



11.52										11.53														
Arm A										Arm B					Arm C					Arm D				
Time	Lane 1				Lane 2				Comments	Time	Lane 1				Time	Lane 1				Time	Lane 1			
	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU			Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU
08:00 - 09:00																								
08:00	1			1	6			6		08:00	14			14	08:00	20			20	08:00	3			3
08:05	1			1	6			6		08:05	6			6	08:05	16		1	18	08:05	5			5
08:10	1	1		2.5	8			8		08:10	6			6	08:10	14			14	08:10	3			3
08:15	1			1	10			10		08:15	12			12	08:15	12			12	08:15	3			3
08:20	2			2	5			5		08:20	8			8	08:20	13	1		14.5	08:20	5			5
08:25	2			2	11			11		08:25	8			8	08:25	19	1		20.5	08:25	2			2
08:30	4			4	14			14		08:30	10			10	08:30	14			14	08:30	3			3
08:35	4			4	8			8		08:35	18	1	1	21.5	08:35	9	1		10.5	08:35	3			3
08:40	1			1	4			4		08:40	10	2	1	15	08:40	16			16	08:40	5			5
08:45	5			5	12			12		08:45	15			15	08:45	14			14	08:45	3			3
08:50	4			4	10			10		08:50	7	1		8.5	08:50	16			16	08:50	2			2
08:55	2			2	7			7		08:55	7			7	08:55	14		1	16	08:55	2			2
17:00 - 18:00																								
17:00	3			3	10			10		17:00	6			6	17:00	7	1		8.5	17:00	1			1
17:05	5			5	26			26	Queue up to Sit	17:05	12			12	17:05	10			10	17:05	2			2
17:10	7			7	25			25	Queue up to Sit	17:10	7			7	17:10	5			5	17:10	1			1
17:15	2			2	12			12	Queue up to Sit	17:15	8			8	17:15	5	1		6.5	17:15	3			3
17:20	3			3	6			6		17:20	6			6	17:20	13			13	17:20	1			1
17:25	6			6	13			13		17:25	3		1	5	17:25	14			14	17:25	3			3
17:30	4			4	25			25	Queue up to Sit	17:30	13			13	17:30	16			16	17:30	2			2
17:35	4			4	19			19		17:35	8			8	17:35	13			13	17:35	2			2
17:40	5		1	7	8			8		17:40	11			11	17:40	9		1	11	17:40	1			1
17:45	6			6	5			5		17:45	6			6	17:45	6	1		7.5	17:45	2			2
17:50	4			4	7			7		17:50	11			11	17:50	9			9	17:50	2			2
17:55	1			1	12			12		17:55	15			15	17:55	8			8	17:55	2			2

Project Number: **TSP14352**
Project Name: **Bird in Eye Hill, Uckfield**
Survey Type: **Queue Lengh Survey**
Site No: **1**
Location: **High Street / Bell Lane**



Project Number: **TSP14352**
Project Name: **Bird in Eye Hill, Uckfield**
Survey Type: **Queue Lengh Survey**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **09 July 2019, Tuesday**



Arm A									Arm B									Arm C					
Time	Lane 1				Lane 2				Time	Lane 1				Lane 2				Comments	Time	Lane 1			
	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU			Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU
08:00 - 09:00																							
08:00	5			5	4			4	08:00	10			10	13			13		08:00	4			4
08:05	6			6	3			3	08:05	7			7	12			12		08:05	5	1		6.5
08:10	3			3	5			5	08:10	2		1	4	16	1		17.5		08:10	7			7
08:15	11			11	5			5	08:15	8			8	14			14		08:15	10		1	12
08:20	5			5	9			9	08:20	8			8	12			12		08:20	12			12
08:25	9	1		10.5	10			10	08:25	5			5	8	1		9.5		08:25	16		1	18
08:30	13			13	4			4	08:30	7			7	24			24		08:30	14		1	16
08:35	9		1	11	4			4	08:35	7			7	26	1	2	31.5	Queue up to Sit	08:35	6			6
08:40	6		1	8	5			5	08:40	10	2		13	9			9		08:40	9		1	11
08:45	10		1	12	5		1	7	08:45	6			6	20			20		08:45	18		1	20
08:50	9			9	5			5	08:50	8			8	19	1		20.5		08:50	13			13
08:55	8			8	6			6	08:55	10			10	12	1		13.5		08:55	13			13
17:00 - 18:00																							
17:00	17			17	3			3	17:00	7			7	21			21		17:00	18			18
17:05	25			25	6			6	17:05	12			12	13			13		17:05	16			16
17:10	10			10	4			4	17:10	8			8	14			14		17:10	17			17
17:15	10			10	4			4	17:15	4			4	23			23		17:15	17			17
17:20	8			8	2			2	17:20	6			6	15			15		17:20	15			15
17:25	6			6	6			6	17:25	4		1	6	10			10		17:25	13			13
17:30	11			11	4			4	17:30	8			8	28		1	30	Queue up to Sit	17:30	15			15
17:35	19			19	7			7	17:35	8			8	23			23		17:35	16			16
17:40	9			9	4			4	17:40	8			8	17		1	19		17:40	16		1	18
17:45	13			13	8			8	17:45	8			8	26			26		17:45	16			16
17:50	9			9	4		1	6	17:50	7			7	17			17		17:50	11		2	15
17:55	21			21	3			3	17:55	5			5	12			12		17:55	13		1	15

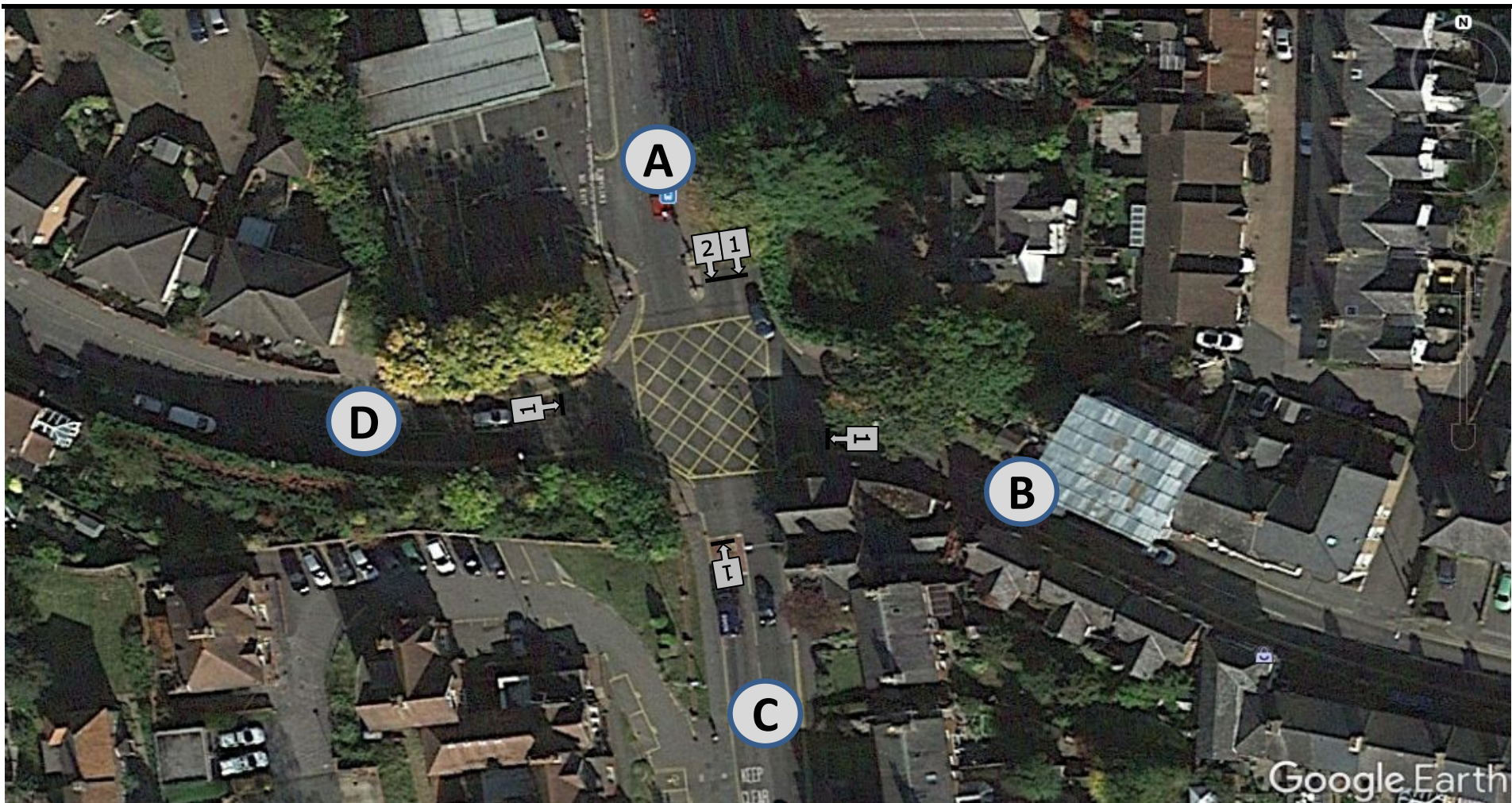
Project Number: **TSP14352**

Project Name: **Bird in Eye Hill, Uckfield**

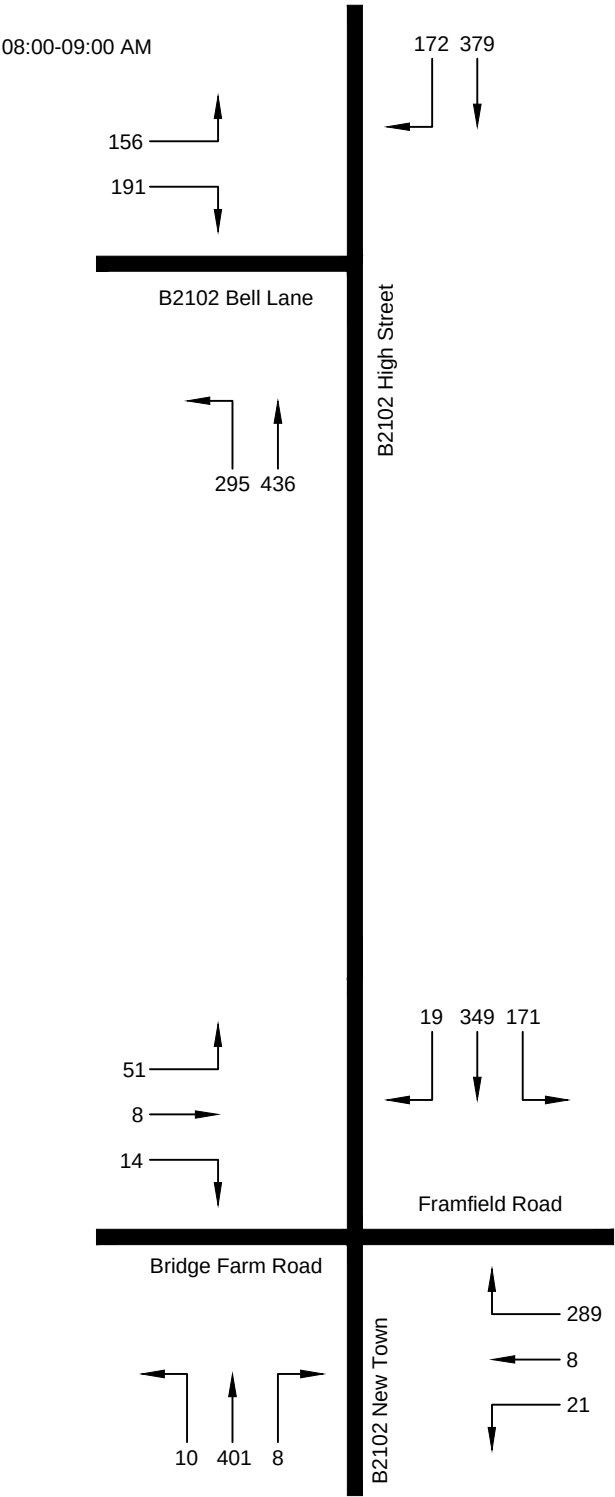
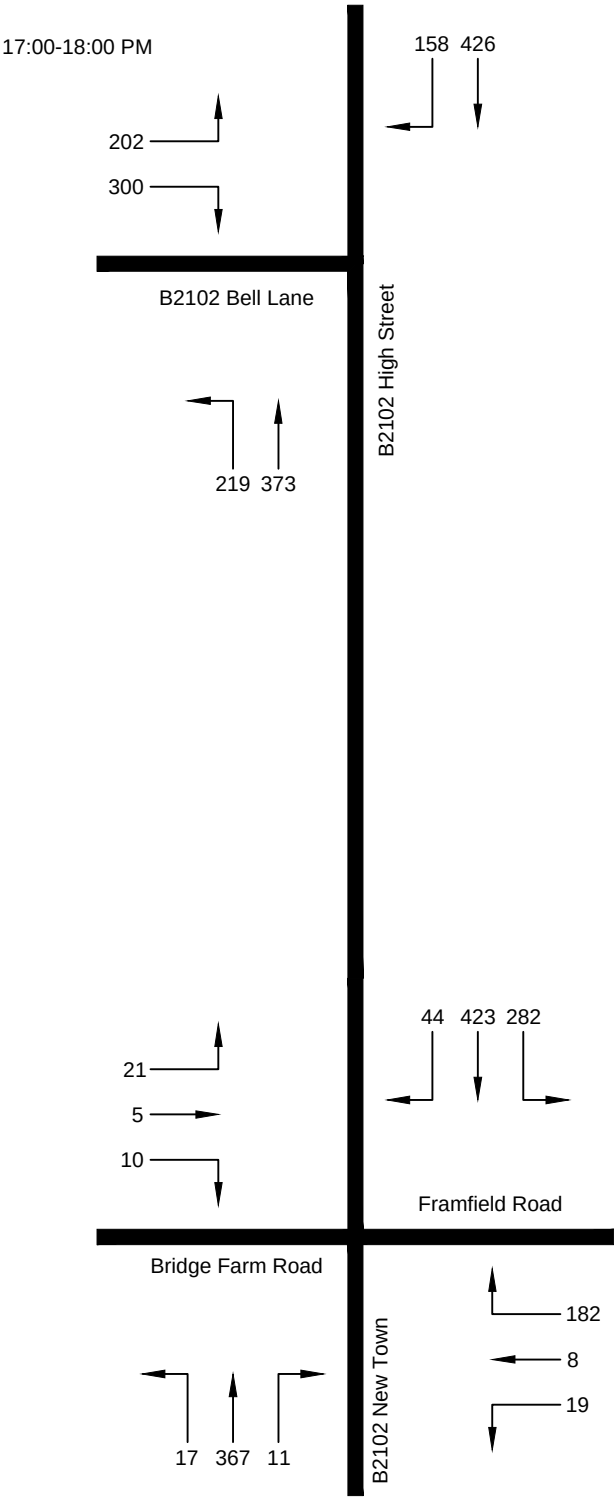
Survey Type: **Queue Lengh Survey**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**



APPENDIX 5



5330 / 424



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 14 Oct 2020, Wednesday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

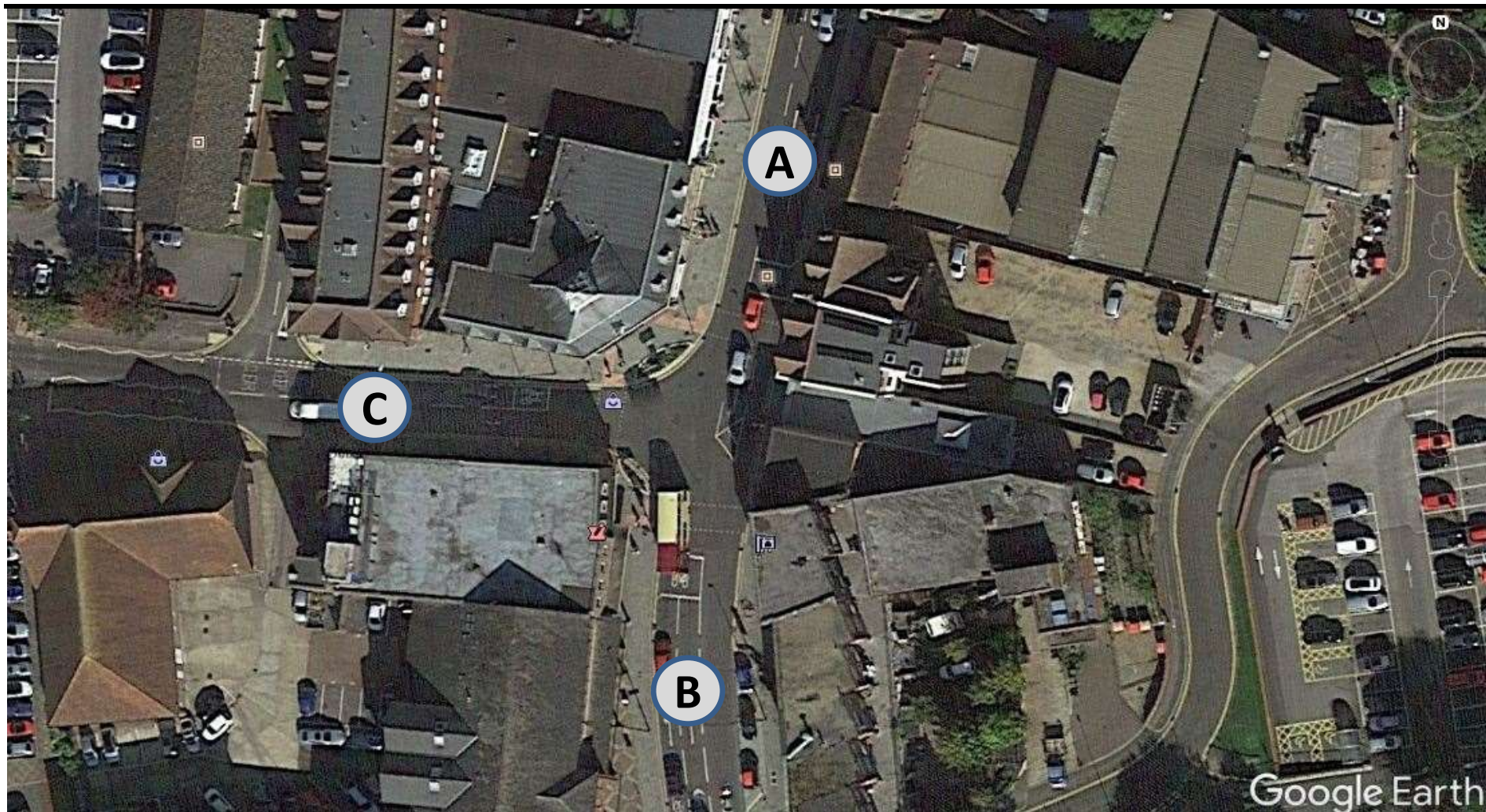
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **1**

Location: **High Street / Bell Lane**



Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **14 October 2020, Wednesday**



Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	44	12	1				1		58	57.9
07:15									0	0	47	16	1					1	65	64.7
07:30									0	0	48	14	1						63	63.5
07:45									0	0	47	10	2			1			60	62
H/Total	0	0	0	0	0	0	0	0	0	0	186	52	5	0	0	1	1	1	246	248.1
08:00									0	0	66	8	1						75	75.5
08:15									0	0	68	8	1						77	77.5
08:30									0	0	97	12	1		1	2			113	116.5
08:45									0	0	110	5	1		1				117	118.5
H/Total	0	0	0	0	0	0	0	0	0	0	341	33	4	0	2	2	0	0	382	388
09:00									0	0	75	10	1						86	86.5
09:15									0	0	47	8	3		1		1		60	61.9
09:30									0	0	66	9						1	76	75.2
09:45									0	0	65	10	1						76	76.5
H/Total	0	0	0	0	0	0	0	0	0	0	253	37	5	0	1	0	1	1	298	300.1
Total	0	0	0	0	0	0	0	0	0	0	780	122	14	0	3	3	2	2	926	936.2

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	76	19	1						96	96.5
16:15									0	0	69	14	1					2	86	84.9
16:30									0	0	83	12	2				1	1	99	98.6
16:45									0	0	101	9							110	110
H/Total	0	0	0	0	0	0	0	0	0	0	329	54	4	0	0	0	1	3	391	390
17:00									0	0	91	16	1						108	108.5
17:15									0	0	91	5	1				1		98	97.9
17:30									0	0	102	9	1						112	112.5
17:45									0	0	81	9							90	90
H/Total	0	0	0	0	0	0	0	0	0	0	365	39	3	0	0	0	1	0	408	408.9
18:00									0	0	101	10					1		112	111.4
18:15									0	0	90	12			2			1	105	106.2
18:30									0	0	89	9							98	98
18:45									0	0	56	6							62	62
H/Total	0	0	0	0	0	0	0	0	0	0	336	37	0	0	2	0	1	1	377	377.6
Total	0	0	0	0	0	0	0	0	0	0	1030	130	7	0	2	0	3	4	1176	1176.5

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **14 October 2020, Wednesday**



Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	12	8			1				21	22	41	12						1	54	53.2
07:15	22	8			1				31	32	55	17			1				73	74
07:30	20	10	1		1				32	33.5	68	11	1	1		1	2		84	85.6
07:45	37	15					2		54	52.8	82	14						1	97	96.2
H/Total	91	41	1	0	3	0	2	0	138	140.3	246	54	1	1	1	1	2	2	308	309
08:00	29	10				1			40	41	93	22	1			1		1	118	118.7
08:15	21	9					1		31	30.4	99	12	1			2	2		116	117.3
08:30	34	3			3				40	43	93	9			1	1			104	106
08:45	44	4			3				51	54	86	14	1			1			102	103.5
H/Total	128	26	0	0	6	1	1	0	162	168.4	371	57	3	0	1	5	2	1	440	445.5
09:00	36	4							40	40	85	6				1			92	93
09:15	31	1	2						34	35	72	8	3						83	84.5
09:30	47	2	2		2				53	56	59	9				1			69	70
09:45	28	2				1			31	32	61	9							70	70
H/Total	142	9	4	0	2	1	0	0	158	163	277	32	3	0	0	2	0	0	314	317.5
Total	361	76	5	0	11	2	3	0	458	471.7	894	143	7	1	2	8	4	3	1062	1072

Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	27	4							31	31	66	15							81	81
16:15	26	8					1		35	34.4	68	17							85	85
16:30	31	6			1				38	39	72	11							83	83
16:45	40	7			1				48	49	89	15	1			1		1	107	107.7
H/Total	124	25	0	0	2	0	1	0	152	153.4	295	58	1	0	0	1	0	1	356	356.7
17:00	26	6			1				33	34	82	12	1					1	96	95.7
17:15	48	7			1		1		57	57.4	80	13				1			94	95
17:30	36	3		1					40	41.3	68	8	1						77	77.5
17:45	34	4			3				41	44	91	9						1	101	100.2
H/Total	144	20	0	1	5	0	1	0	171	176.7	321	42	2	0	0	1	0	2	368	368.4
18:00	31	4							35	35	56	7				1			64	65
18:15	26	3							29	29	84	9	1				1	1	96	95.1
18:30	22	2			1		1		26	26.4	67	5							72	72
18:45	31	4	1						36	36.5	72	7						1	80	79.2
H/Total	110	13	1	0	1	0	1	0	126	126.9	279	28	1	0	0	1	1	2	312	311.3
Total	378	58	1	1	8	0	3	0	449	457	895	128	4	0	0	3	1	5	1036	1036.4

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **14 October 2020, Wednesday**



Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	51	13	1		1	1			67	69.5
07:15									0	0	48	18	1		1				68	69.5
07:30									0	0	58	29	6	1	3				97	104.3
07:45									0	0	58	17	1	1			1		78	79.2
H/Total	0	0	0	0	0	0	0	0	0	0	215	77	9	2	5	1	1	0	310	322.5
08:00									0	0	56	15	1		1				73	74.5
08:15									0	0	60	16	2		1				79	81
08:30									0	0	49	13	1		1				64	65.5
08:45									0	0	61	6	2					1	70	70.2
H/Total	0	0	0	0	0	0	0	0	0	0	226	50	6	0	3	0	0	1	286	291.2
09:00									0	0	59	3			1				63	64
09:15									0	0	54	9	1		1			1	66	66.7
09:30									0	0	41	7	1		1				50	51.5
09:45									0	0	61	10	1						72	72.5
H/Total	0	0	0	0	0	0	0	0	0	0	215	29	3	0	3	0	0	1	251	254.7
Total	0	0	0	0	0	0	0	0	0	0	656	156	18	2	11	1	1	2	847	868.4

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	47	11	1		2		1		62	63.9
16:15									0	0	52	13	1				1		67	66.9
16:30									0	0	50	12	1		2				65	67.5
16:45									0	0	44	3			1				48	49
H/Total	0	0	0	0	0	0	0	0	0	0	193	39	3	0	5	0	2	0	242	247.3
17:00									0	0	43	6	1			1			51	52.5
17:15									0	0	53	4				1			58	59
17:30									0	0	42	9			2				53	55
17:45									0	0	51	9			2				62	64
H/Total	0	0	0	0	0	0	0	0	0	0	189	28	1	0	4	2	0	0	224	230.5
18:00									0	0	41	4			1				46	47
18:15									0	0	42	5			1		1		49	49.4
18:30									0	0	28	2							30	30
18:45									0	0	37	6			1				44	45
H/Total	0	0	0	0	0	0	0	0	0	0	148	17	0	0	3	0	1	0	169	171.4
Total	0	0	0	0	0	0	0	0	0	0	530	84	4	0	12	2	3	0	635	649.2

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **14 October 2020, Wednesday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	5	2			1				8	9	17	6							23	23
07:15	12	5	1		1				19	20.5	18	7		1	1				27	29.3
07:30	6	5	1		2				14	16.5	24	10	3		4				41	46.5
07:45	16	10	2		2				30	33	28	8							36	36
H/Total	39	22	4	0	6	0	0	0	71	79	87	31	3	1	5	0	0	0	127	134.8
08:00	24	7							31	31	31	13	1		1	1			47	49.5
08:15	23	8	1		1				33	34.5	32	15	3						50	51.5
08:30	30	8			2	1			41	44	34	7	1	1					43	44.8
08:45	30	7	2						39	40	37	11			2	1			51	54
H/Total	107	30	3	0	3	1	0	0	144	149.5	134	46	5	1	3	2	0	0	191	199.8
09:00	39	6							45	45	49	11	2		2			1	65	67.2
09:15	22	2	2						26	27	27	9	2			1			39	41
09:30	26	7	1		2				36	38.5	37	6	1	1	1		1		47	49.2
09:45	32	4	1		1				38	39.5	35	6	2		1	1			45	48
H/Total	119	19	4	0	3	0	0	0	145	150	148	32	7	1	4	2	1	1	196	205.4
Total	265	71	11	0	12	1	0	0	360	378.5	369	109	15	3	12	4	1	1	514	540

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	43	5							48	48	56	13			1				70	71
16:15	38	4					1		43	42.4	62	12	2		1			1	78	79.2
16:30	41	12					1		54	53.4	41	12	2		1			1	57	58.2
16:45	40	9			1		1		51	51.4	61	10			1				72	73
H/Total	162	30	0	0	1	0	3	0	196	195.2	220	47	4	0	4	0	0	2	277	281.4
17:00	53	2			1	1			57	59	67	10							77	77
17:15	45	3					1		49	48.4	64	12	1		2				79	81.5
17:30	40	10							50	50	70	14			2				86	88
17:45	45	2	1						48	48.5	69	8			1				78	79
H/Total	183	17	1	0	1	1	1	0	204	205.9	270	44	1	0	5	0	0	0	320	325.5
18:00	43	4			1				48	49	65	6			2		1		74	75.4
18:15	35	5							40	40	53	3	1						57	57.5
18:30	32	3							35	35	45	6							51	51
18:45	40	2							42	42	49	5	1						55	55.5
H/Total	150	14	0	0	1	0	0	0	165	166	212	20	2	0	2	0	1	0	237	239.4
Total	495	61	1	0	3	1	4	0	565	567.1	702	111	7	0	11	0	1	2	834	846.3

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **14 October 2020, Wednesday**

[illegible][illegible]

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **14 October 2020, Wednesday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	56	20	1	0	1	0	1	0	79	79.9	46	14	0	0	1	0	0	1	62	62.2
07:15	69	24	1	0	1	0	0	1	96	96.7	67	22	1	0	2	0	0	0	92	94.5
07:30	68	24	2	0	1	0	0	0	95	97	74	16	2	1	2	1	2	0	98	102.1
07:45	84	25	2	0	0	1	2	0	114	114.8	98	24	2	0	2	0	0	1	127	129.2
H/Total	277	93	6	0	3	1	3	1	384	388.4	285	76	5	1	7	1	2	2	379	388
08:00	95	18	1	0	0	1	0	0	115	116.5	117	29	1	0	0	1	0	1	149	149.7
08:15	89	17	1	0	0	0	1	0	108	107.9	122	20	2	0	1	2	2	0	149	151.8
08:30	131	15	1	0	4	2	0	0	153	159.5	123	17	0	0	3	2	0	0	145	150
08:45	154	9	1	0	4	0	0	0	168	172.5	116	21	3	0	0	1	0	0	141	143.5
H/Total	469	59	4	0	8	3	1	0	544	556.4	478	87	6	0	4	6	2	1	584	595
09:00	111	14	1	0	0	0	0	0	126	126.5	124	12	0	0	0	1	0	0	137	138
09:15	78	9	5	0	1	0	1	0	94	96.9	94	10	5	0	0	0	0	0	109	111.5
09:30	113	11	2	0	2	0	0	1	129	131.2	85	16	1	0	2	1	0	0	105	108.5
09:45	93	12	1	0	0	1	0	0	107	108.5	93	13	1	0	1	0	0	0	108	109.5
H/Total	395	46	9	0	3	1	1	1	456	463.1	396	51	7	0	3	2	0	0	459	467.5
Total	1141	198	19	0	14	5	5	2	1384	1407.9	1159	214	18	1	14	9	4	3	1422	1450.5

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	103	23	1	0	0	0	0	0	127	127.5	109	20	0	0	0	0	0	0	129	129
16:15	95	22	1	0	0	0	1	2	121	119.3	106	21	0	0	0	0	1	0	128	127.4
16:30	114	18	2	0	1	0	1	1	137	137.6	113	23	0	0	0	0	1	0	137	136.4
16:45	141	16	0	0	1	0	0	0	158	159	129	24	1	0	1	1	1	1	158	159.1
H/Total	453	79	4	0	2	0	2	3	543	543.4	457	88	1	0	1	1	3	1	552	551.9
17:00	117	22	1	0	1	0	0	0	141	142.5	135	14	1	0	1	1	0	1	153	154.7
17:15	139	12	1	0	1	0	2	0	155	155.3	125	16	0	0	0	1	1	0	143	143.4
17:30	138	12	1	1	0	0	0	0	152	153.8	108	18	1	0	0	0	0	0	127	127.5
17:45	115	13	0	0	3	0	0	0	131	134	136	11	1	0	0	0	0	1	149	148.7
H/Total	509	59	3	1	5	0	2	0	579	585.6	504	59	3	0	1	2	1	2	572	574.3
18:00	132	14	0	0	0	0	1	0	147	146.4	99	11	0	0	1	1	0	0	112	114
18:15	116	15	0	0	2	0	0	1	134	135.2	119	14	1	0	0	0	1	1	136	135.1
18:30	111	11	0	0	1	0	1	0	124	124.4	99	8	0	0	0	0	0	0	107	107
18:45	87	10	1	0	0	0	0	0	98	98.5	112	9	0	0	0	0	0	1	122	121.2
H/Total	446	50	1	0	3	0	2	1	503	504.5	429	42	1	0	1	1	1	2	477	477.3
Total	1408	188	8	1	10	0	6	4	1625	1633.5	1390	189	5	0	3	4	5	5	1601	1603.5

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **14 October 2020, Wednesday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	92	25	1	0	1	1	0	1	121	122.7	61	18	1	0	0	0	1	0	81	80.9
07:15	103	35	1	0	2	0	0	0	141	143.5	65	23	1	1	1	0	0	1	92	94
07:30	126	40	7	2	3	1	2	0	181	189.9	72	24	4	0	4	0	0	0	104	110
07:45	140	31	1	1	0	0	1	1	175	175.4	75	18	2	0	0	1	0	0	96	98
H/Total	461	131	10	3	6	2	3	2	618	631.5	273	83	8	1	5	1	1	1	373	382.9
08:00	149	37	2	0	1	1	0	1	191	193.2	97	21	2	0	1	1	0	0	122	125
08:15	159	28	3	0	1	2	2	0	195	198.3	100	23	4	0	0	0	0	0	127	129
08:30	142	22	1	0	2	1	0	0	168	171.5	131	19	2	1	1	2	0	0	156	161.3
08:45	147	20	3	0	0	1	0	1	172	173.7	147	16	1	0	3	1	0	0	168	172.5
H/Total	597	107	9	0	4	5	2	2	726	736.7	475	79	9	1	5	4	0	0	573	587.8
09:00	144	9	0	0	1	1	0	0	155	157	124	21	3	0	2	0	0	1	151	153.7
09:15	126	17	4	0	1	0	0	1	149	151.2	74	17	5	0	1	1	1	0	99	102.9
09:30	100	16	1	0	1	1	0	0	119	121.5	103	15	1	1	1	0	1	1	123	124.4
09:45	122	19	1	0	0	0	0	0	142	142.5	100	16	3	0	1	1	0	0	121	124.5
H/Total	492	61	6	0	3	2	0	1	565	572.2	401	69	12	1	5	2	2	2	494	505.5
Total	1550	299	25	3	13	9	5	5	1909	1940.4	1149	231	29	3	15	7	3	3	1440	1476.2

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	113	26	1	0	2	0	1	0	143	144.9	132	32	1	0	1	0	0	0	166	167.5
16:15	120	30	1	0	0	0	1	0	152	151.9	131	26	3	0	1	0	0	3	164	164.1
16:30	122	23	1	0	2	0	0	0	148	150.5	124	24	4	0	1	0	1	2	156	156.8
16:45	133	18	1	0	1	1	0	1	155	156.7	162	19	0	0	1	0	0	0	182	183
H/Total	488	97	4	0	5	1	2	1	598	604	549	101	8	0	4	0	1	5	668	671.4
17:00	125	18	2	0	0	1	0	1	147	148.2	158	26	1	0	0	0	0	0	185	185.5
17:15	133	17	0	0	0	2	0	0	152	154	155	17	2	0	2	0	1	0	177	179.4
17:30	110	17	1	0	2	0	0	0	130	132.5	172	23	1	0	2	0	0	0	198	200.5
17:45	142	18	0	0	2	0	0	1	163	164.2	150	17	0	0	1	0	0	0	168	169
H/Total	510	70	3	0	4	3	0	2	592	598.9	635	83	4	0	5	0	1	0	728	734.4
18:00	97	11	0	0	1	1	0	0	110	112	166	16	0	0	2	0	2	0	186	186.8
18:15	126	14	1	0	1	0	2	1	145	144.5	143	15	1	0	2	0	0	1	162	163.7
18:30	95	7	0	0	0	0	0	0	102	102	134	15	0	0	0	0	0	0	149	149
18:45	109	13	0	0	1	0	0	1	124	124.2	105	11	1	0	0	0	0	0	117	117.5
H/Total	427	45	1	0	3	1	2	2	481	482.7	548	57	2	0	4	0	2	1	614	617
Total	1425	212	8	0	12	5	4	5	1671	1685.6	1732	241	14	0	13	0	4	6	2010	2022.8

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **14 October 2020, Wednesday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	22	8	0	0	1	0	0	0	31	32	63	21	1	0	2	1	0	0	88	91.5
07:15	30	12	1	1	2	0	0	0	46	49.8	70	26	1	0	2	0	0	0	99	101.5
07:30	30	15	4	0	6	0	0	0	55	63	78	39	7	1	4	0	0	0	129	137.8
07:45	44	18	2	0	2	0	0	0	66	69	95	32	1	1	0	0	3	0	132	132
H/Total	126	53	7	1	11	0	0	0	198	213.8	306	118	10	2	8	1	3	0	448	462.8
08:00	55	20	1	0	1	1	0	0	78	80.5	85	25	1	0	1	1	0	0	113	115.5
08:15	55	23	4	0	1	0	0	0	83	86	81	25	2	0	1	0	1	0	110	111.4
08:30	64	15	1	1	2	1	0	0	84	88.8	83	16	1	0	4	0	0	0	104	108.5
08:45	67	18	2	0	2	1	0	0	90	94	105	10	2	0	3	0	0	1	121	124.2
H/Total	241	76	8	1	6	3	0	0	335	349.3	354	76	6	0	9	1	1	1	448	459.6
09:00	88	17	2	0	2	0	0	1	110	112.2	95	7	0	0	1	0	0	0	103	104
09:15	49	11	4	0	0	1	0	0	65	68	85	10	3	0	1	0	0	1	100	101.7
09:30	63	13	2	1	3	0	1	0	83	87.7	88	9	3	0	3	0	0	0	103	107.5
09:45	67	10	3	0	2	1	0	0	83	87.5	89	12	1	0	0	1	0	0	103	104.5
H/Total	267	51	11	1	7	2	1	1	341	355.4	357	38	7	0	5	1	0	1	409	417.7
Total	634	180	26	3	24	5	1	1	874	918.5	1017	232	23	2	22	3	4	2	1305	1340.1

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	99	18	0	0	1	0	0	0	118	119	74	15	1	0	2	0	1	0	93	94.9
16:15	100	16	2	0	1	0	1	1	121	121.6	78	21	1	0	0	0	2	0	102	101.3
16:30	82	24	2	0	1	0	1	1	111	111.6	81	18	1	0	3	0	0	0	103	106.5
16:45	101	19	0	0	2	0	1	0	123	124.4	84	10	0	0	2	0	0	0	96	98
H/Total	382	77	4	0	5	0	3	2	473	476.6	317	64	3	0	7	0	3	0	394	400.7
17:00	120	12	0	0	1	1	0	0	134	136	69	12	1	0	1	1	0	0	84	86.5
17:15	109	15	1	0	2	0	1	0	128	129.9	101	11	0	0	1	1	1	0	115	116.4
17:30	110	24	0	0	2	0	0	0	136	138	78	12	0	1	2	0	0	0	93	96.3
17:45	114	10	1	0	1	0	0	0	126	127.5	85	13	0	0	5	0	0	0	103	108
H/Total	453	61	2	0	6	1	1	0	524	531.4	333	48	1	1	9	2	1	0	395	407.2
18:00	108	10	0	0	3	0	1	0	122	124.4	72	8	0	0	1	0	0	0	81	82
18:15	88	8	1	0	0	0	0	0	97	97.5	68	8	0	0	1	0	1	0	78	78.4
18:30	77	9	0	0	0	0	0	0	86	86	50	4	0	0	1	0	1	0	56	56.4
18:45	89	7	1	0	0	0	0	0	97	97.5	68	10	1	0	1	0	0	0	80	81.5
H/Total	362	34	2	0	3	0	1	0	402	405.4	258	30	1	0	4	0	2	0	295	298.3
Total	1197	172	8	0	14	1	5	2	1399	1413.4	908	142	5	1	20	2	6	0	1084	1106.2

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **14 October 2020, Wednesday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	170	53	2	0	3	1	1	1	231	234.6
07:15	202	71	3	1	5	0	0	1	283	290
07:30	224	79	13	2	10	1	2	0	331	349.9
07:45	268	74	5	1	2	1	3	1	355	359.2
H/Total	864	277	23	4	20	3	6	3	1200	1233.7
08:00	299	75	4	0	2	3	0	1	384	390.2
08:15	303	68	8	0	2	2	3	0	386	392.2
08:30	337	52	3	1	8	4	0	0	405	419.8
08:45	368	47	6	0	6	2	0	1	430	440.2
H/Total	1307	242	21	1	18	11	3	2	1605	1642.4
09:00	343	40	3	0	3	1	0	1	391	395.7
09:15	253	37	13	0	2	1	1	1	308	316.1
09:30	276	40	5	1	6	1	1	1	331	340.4
09:45	282	41	5	0	2	2	0	0	332	338.5
H/Total	1154	158	26	1	13	5	2	3	1362	1390.7
Total	3325	677	70	6	51	19	11	8	4167	4266.8

Peak Hours	Totals
07:00 08:00	1200
07:15 08:15	1353
07:30 08:30	1456
07:45 08:45	1530

08:00 09:00	1605
08:15 09:15	1612
08:30 09:30	1534
08:45 09:45	1460

09:00 10:00	1362
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	315	67	2	0	3	0	1	0	388	391.4
16:15	315	68	4	0	1	0	3	3	394	392.8
16:30	318	65	5	0	4	0	2	2	396	399.7
16:45	375	53	1	0	4	1	1	1	436	440.1
H/Total	1323	253	12	0	12	1	7	6	1614	1624
17:00	362	52	3	0	2	2	0	1	422	426.7
17:15	381	44	2	0	3	2	3	0	435	439.2
17:30	358	53	2	1	4	0	0	0	418	424.3
17:45	371	41	1	0	6	0	0	1	420	425.7
H/Total	1472	190	8	1	15	4	3	2	1695	1715.9
18:00	337	35	0	0	4	1	2	0	379	382.8
18:15	330	37	2	0	3	0	2	2	376	377.2
18:30	283	27	0	0	1	0	1	0	312	312.4
18:45	285	30	2	0	1	0	0	1	319	320.2
H/Total	1235	129	4	0	9	1	5	3	1386	1392.6
Total	4030	572	24	1	36	6	15	11	4695	4732.5

Peak Hours	Totals
16:00 17:00	1614
16:15 17:15	1648
16:30 17:30	1689
16:45 17:45	1711

17:00 18:00	1695
17:15 18:15	1652
17:30 18:30	1593
17:45 18:45	1487

18:00 19:00	1386
-------------	------



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 15 Oct 2020, Thursday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

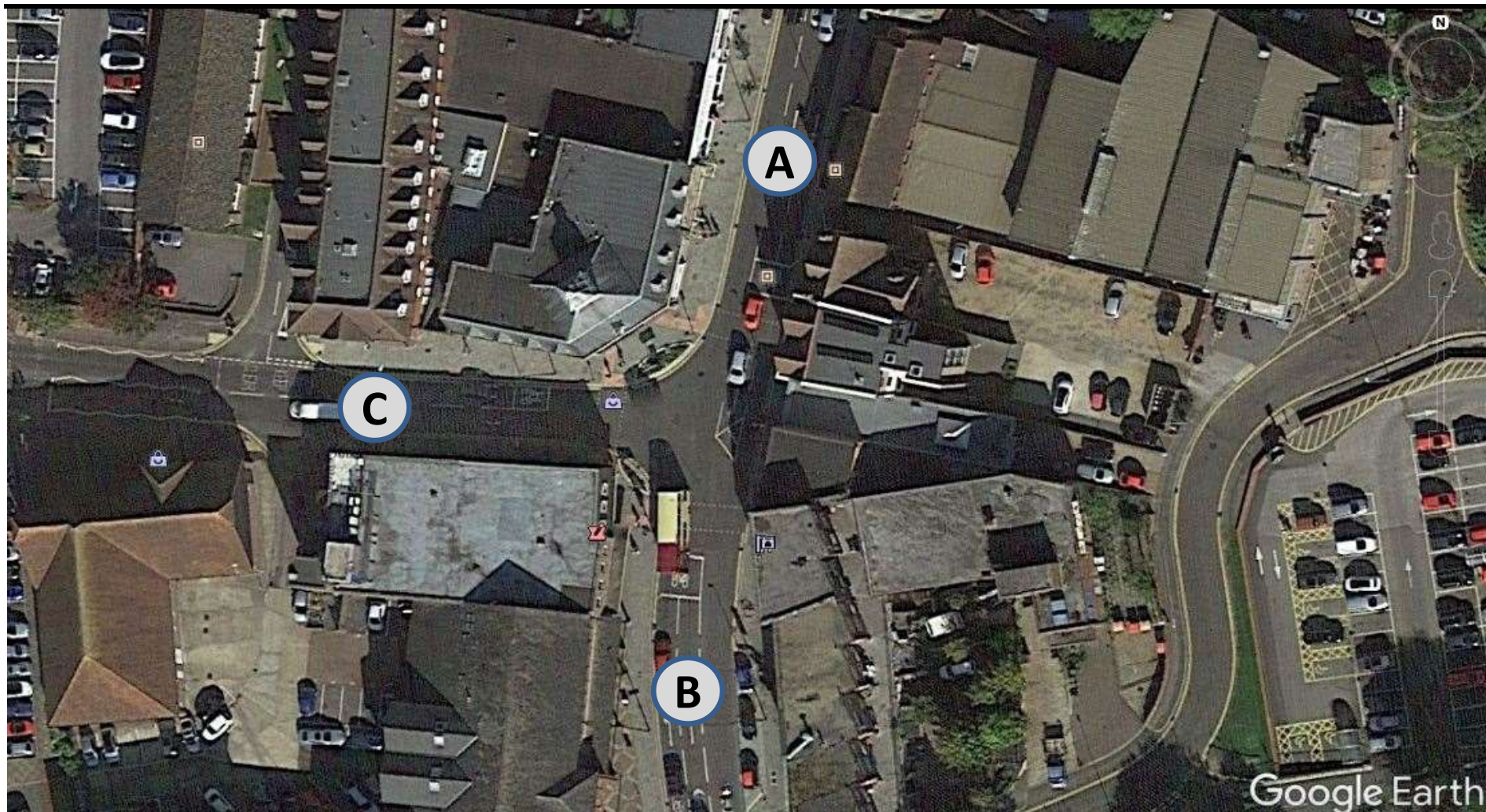
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **1**

Location: **High Street / Bell Lane**



Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **15 October 2020, Thursday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	32	13	1						46	46.5
07:15									0	0	61	13	1						75	75.5
07:30									0	0	42	17	2				1		62	62.4
07:45									0	0	72	14	1			1		1	89	89.7
H/Total	0	0	0	0	0	0	0	0	0	0	207	57	5	0	0	1	1	1	272	274.1
08:00									0	0	62	6	1						69	69.5
08:15									0	0	74	8				1			83	84
08:30									0	0	98	6	1		1				106	107.5
08:45									0	0	115	5				1			121	122
H/Total	0	0	0	0	0	0	0	0	0	0	349	25	2	0	1	2	0	0	379	383
09:00									0	0	68	5	1						74	74.5
09:15									0	0	61	7	1						69	69.5
09:30									0	0	47	5	2			2	1		57	59.4
09:45									0	0	48	8	3						59	60.5
H/Total	0	0	0	0	0	0	0	0	0	0	224	25	7	0	0	2	1	0	259	263.9
Total	0	0	0	0	0	0	0	0	0	0	780	107	14	0	1	5	2	1	910	921

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	93	20			1		2		116	115.8
16:15									0	0	92	14	1						107	107.5
16:30									0	0	88	12	1				1		102	101.9
16:45									0	0	100	12	1			1		1	115	115.7
H/Total	0	0	0	0	0	0	0	0	0	0	373	58	3	0	1	1	3	1	440	440.9
17:00									0	0	94	13	1				1		109	108.9
17:15									0	0	99	15	1						115	115.5
17:30									0	0	106	11					1		118	117.4
17:45									0	0	110	7					1		118	117.4
H/Total	0	0	0	0	0	0	0	0	0	0	409	46	2	0	0	0	3	0	460	459.2
18:00									0	0	85	12							97	97
18:15									0	0	75	8	1		1				85	86.5
18:30									0	0	68	7			1				76	77
18:45									0	0	64	5	1						70	70.5
H/Total	0	0	0	0	0	0	0	0	0	0	292	32	2	0	2	0	0	0	328	331
Total	0	0	0	0	0	0	0	0	0	0	1074	136	7	0	3	1	6	1	1228	1231.1

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **15 October 2020, Thursday**



Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	15	2			1				18	19	42	12	1			1			56	57.5
07:15	19	10	1		1				31	32.5	53	10	1		1				65	66.5
07:30	27	10			1				38	39	61	13	1		1				76	77.5
07:45	35	10					1	1	47	45.6	81	14					2		97	95.8
H/Total	96	32	1	0	3	0	1	1	134	136.1	237	49	3	0	1	2	2	0	294	297.3
08:00	29	7	1			1			38	39.5	87	13	1					1	102	101.7
08:15	32	13							45	45	99	10			1	1	1		111	111.4
08:30	27	7			2	1			37	40	119	13	1		1	1	1		136	137.9
08:45	49	5	2		5				61	67	75	8			2	2			85	87
H/Total	137	32	3	0	7	2	0	0	181	191.5	380	44	2	0	1	4	2	1	434	438
09:00	49	2	1	1			1		54	55.2	70	8	1						79	79.5
09:15	30	3							33	33	80	11	1		1				93	94.5
09:30	44	4			2				50	52	49	10	2		1	1			63	66
09:45	28	4					1		33	32.4	65	10	2						77	78
H/Total	151	13	1	1	2	0	2	0	170	172.6	264	39	6	0	2	1	0	0	312	318
Total	384	77	5	1	12	2	3	1	485	500.2	881	132	11	0	4	7	4	1	1040	1053.3

Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	48	3							51	51	75	10	1			1			87	88.5
16:15	32	4						1	37	36.2	77	18					1		96	95.4
16:30	38	4							42	42	63	11						1	75	74.2
16:45	33	6			1	1	1		42	43.4	87	12				1	1		101	101.4
H/Total	151	17	0	0	1	1	1	1	172	172.6	302	51	1	0	0	2	2	1	359	359.5
17:00	37	1			1				39	40	75	9	2					1	87	87.2
17:15	39	9			1				49	50	73	15				1			89	90
17:30	20	6							26	26	100	9					1		110	109.4
17:45	36	3			3				42	45	78	6	1					2	87	85.9
H/Total	132	19	0	0	5	0	0	0	156	161	326	39	3	0	0	1	1	3	373	372.5
18:00	33	3							36	36	69	6	1						76	76.5
18:15	40	3							43	43	73	3	1				1		78	77.9
18:30	22	4			1				27	28	71	6	1		1			1	80	80.7
18:45	19	1							20	20	66	7							73	73
H/Total	114	11	0	0	1	0	0	0	126	127	279	22	3	0	1	0	1	1	307	308.1
Total	397	47	0	0	7	1	1	1	454	460.6	907	112	7	0	1	3	4	5	1039	1040.1

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **15 October 2020, Thursday**



Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	45	10		1	1				57	59.3
07:15									0	0	48	15			1				64	65
07:30									0	0	57	20	3		2				82	85.5
07:45									0	0	64	29	1	1	1			1	97	99
H/Total	0	0	0	0	0	0	0	0	0	0	214	74	4	2	5	0	0	1	300	308.8
08:00									0	0	52	15	3		1				71	73.5
08:15									0	0	60	9	4		1				74	77
08:30									0	0	48	15			2			2	67	67.4
08:45									0	0	69	3					1		73	72.4
H/Total	0	0	0	0	0	0	0	0	0	0	229	42	7	0	4	0	1	2	285	290.3
09:00									0	0	51	9			1				61	62
09:15									0	0	54	8	2						64	65
09:30									0	0	51	12			2				65	67
09:45									0	0	46	11	1						58	58.5
H/Total	0	0	0	0	0	0	0	0	0	0	202	40	3	0	3	0	0	0	248	252.5
Total	0	0	0	0	0	0	0	0	0	0	645	156	14	2	12	0	1	3	833	851.6

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	48	10			1				59	60
16:15									0	0	43	12	2		1		1		59	60.4
16:30									0	0	46	15	2		2				65	68
16:45									0	0	51	7			1			1	60	60.2
H/Total	0	0	0	0	0	0	0	0	0	0	188	44	4	0	5	0	1	1	243	248.6
17:00									0	0	45	6	1			1			53	54.5
17:15									0	0	58	5			2				65	67
17:30									0	0	50	3	2	1	1			1	58	60.5
17:45									0	0	47	2			1		1		51	51.4
H/Total	0	0	0	0	0	0	0	0	0	0	200	16	3	1	4	1	1	1	227	233.4
18:00									0	0	41	4			1		1		47	47.4
18:15									0	0	40	5	1		1		1		48	48.9
18:30									0	0	31	3							34	34
18:45									0	0	48	3	2		1				54	56
H/Total	0	0	0	0	0	0	0	0	0	0	160	15	3	0	3	0	2	0	183	186.3
Total	0	0	0	0	0	0	0	0	0	0	548	75	10	1	12	1	4	2	653	668.3

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **15 October 2020, Thursday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	9	3	2		1				15	17	16	3	1						20	20.5
07:15	9	2	1	1	1				14	16.8	24	6	1		1				32	33.5
07:30	17	1			1				19	20	30	7			4				41	45
07:45	18	3			3				24	27	32	7	2						41	42
H/Total	53	9	3	1	6	0	0	0	72	80.8	102	23	4	0	5	0	0	0	134	141
08:00	22	7							29	29	26	14	2		1	1			44	47
08:15	32	4			1	1			38	40	29	11						1	41	40.2
08:30	37	4			1				42	43	39	6			1			1	47	47.2
08:45	30	6	1		1				38	39.5	46	13	1		1				61	62.5
H/Total	121	21	1	0	3	1	0	0	147	151.5	140	44	3	0	3	1	0	2	193	196.9
09:00	35	8							43	43	29	17	1		1				48	49.5
09:15	26	4	1						31	31.5	34	13	1		1				49	50.5
09:30	26	5	1		3				35	38.5	36	7	3		1				47	49.5
09:45	30	7				1			38	39	35	5			1				41	42
H/Total	117	24	2	0	3	1	0	0	147	152	134	42	5	0	4	0	0	0	185	191.5
Total	291	54	6	1	12	2	0	0	366	384.3	376	109	12	0	12	1	0	2	512	529.4

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	35	6				1			42	43	44	7			1		1		53	53.4
16:15	44	5							49	49	55	16	1		2				74	76.5
16:30	44	6					2		52	50.8	54	8	2					1	65	65.2
16:45	42	4			1		3		50	49.2	51	15	1		2				69	71.5
H/Total	165	21	0	0	1	1	5	0	193	192	204	46	4	0	5	0	1	1	261	266.6
17:00	54	6			1	1		1	63	64.2	54	8						2	64	62.4
17:15	43	5							48	48	57	10	1		1				69	70.5
17:30	50	6							56	56	50	10			2				62	64
17:45	38	4			1				43	44	66	10	1		1		1	3	82	80.5
H/Total	185	21	0	0	2	1	0	1	210	212.2	227	38	2	0	4	0	1	5	277	277.4
18:00	47	5			2				54	56	56	7			2		1		66	67.4
18:15	49	10					1		60	59.4	62	4	1				2		69	68.3
18:30	41	4			1				46	47	51	4			1				56	57
18:45	32	6							38	38	48	8	1						57	57.5
H/Total	169	25	0	0	3	0	1	0	198	200.4	217	23	2	0	3	0	3	0	248	250.2
Total	519	67	0	0	6	2	6	1	601	604.6	648	107	8	0	12	0	5	6	786	794.2

[illegible]

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **15 October 2020, Thursday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	47	15	1	0	1	0	0	0	64	65.5	51	15	3	0	1	1	0	0	71	74.5
07:15	80	23	2	0	1	0	0	0	106	108	62	12	2	1	2	0	0	0	79	83.3
07:30	69	27	2	0	1	0	1	0	100	101.4	78	14	1	0	1	1	0	0	95	97.5
07:45	107	24	1	0	0	1	1	2	136	135.3	99	17	0	0	3	0	2	0	121	122.8
H/Total	303	89	6	0	3	1	2	2	406	410.2	290	58	6	1	7	2	2	0	366	378.1
08:00	91	13	2	0	0	1	0	0	107	109	109	20	1	0	0	0	0	1	131	130.7
08:15	106	21	0	0	0	1	0	0	128	129	131	14	0	0	1	2	1	0	149	151.4
08:30	125	13	1	0	3	1	0	0	143	147.5	156	17	1	0	2	1	1	0	178	180.9
08:45	164	10	2	0	5	1	0	0	182	189	105	14	1	0	1	2	0	0	123	126.5
H/Total	486	57	5	0	8	4	0	0	560	574.5	501	65	3	0	4	5	2	1	581	589.5
09:00	117	7	2	1	0	0	1	0	128	129.7	105	16	1	0	0	0	0	0	122	122.5
09:15	91	10	1	0	0	0	0	0	102	102.5	106	15	2	0	1	0	0	0	124	126
09:30	91	9	2	0	2	2	1	0	107	111.4	75	15	3	0	4	1	0	0	98	104.5
09:45	76	12	3	0	0	0	1	0	92	92.9	95	17	2	0	0	1	0	0	115	117
H/Total	375	38	8	1	2	2	3	0	429	436.5	381	63	8	0	5	2	0	0	459	470
Total	1164	184	19	1	13	7	5	2	1395	1421.2	1172	186	17	1	16	9	4	1	1406	1437.6

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	141	23	0	0	1	0	2	0	167	166.8	110	16	1	0	0	2	0	0	129	131.5
16:15	124	18	1	0	0	0	0	1	144	143.7	121	23	0	0	0	0	1	0	145	144.4
16:30	126	16	1	0	0	0	1	0	144	143.9	107	17	0	0	0	0	2	1	127	125
16:45	133	18	1	0	1	2	1	1	157	159.1	129	16	0	0	1	1	4	0	151	150.6
H/Total	524	75	3	0	2	2	4	2	612	613.5	467	72	1	0	1	3	7	1	552	551.5
17:00	131	14	1	0	1	0	1	0	148	148.9	129	15	2	0	1	1	0	2	150	151.4
17:15	138	24	1	0	1	0	0	0	164	165.5	116	20	0	0	0	1	0	0	137	138
17:30	126	17	0	0	0	0	1	0	144	143.4	150	15	0	0	0	0	1	0	166	165.4
17:45	146	10	0	0	3	0	1	0	160	162.4	116	10	1	0	1	0	0	2	130	129.9
H/Total	541	65	2	0	5	0	3	0	616	620.2	511	60	3	0	2	2	1	4	583	584.7
18:00	118	15	0	0	0	0	0	0	133	133	116	11	1	0	2	0	0	0	130	132.5
18:15	115	11	1	0	1	0	0	0	128	129.5	122	13	1	0	0	0	2	0	138	137.3
18:30	90	11	0	0	2	0	0	0	103	105	112	10	1	0	2	0	0	1	126	127.7
18:45	83	6	1	0	0	0	0	0	90	90.5	98	13	0	0	0	0	0	0	111	111
H/Total	406	43	2	0	3	0	0	0	454	458	448	47	3	0	4	0	2	1	505	508.5
Total	1471	183	7	0	10	2	7	2	1682	1691.7	1426	179	7	0	7	5	10	6	1640	1644.7

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **15 October 2020, Thursday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	87	22	1	1	1	1	0	0	113	116.8	48	16	2	0	0	0	0	0	66	67
07:15	101	25	1	0	2	0	0	0	129	131.5	85	19	2	0	1	0	0	0	107	109
07:30	118	33	4	0	2	1	0	0	158	163	72	24	2	0	4	0	1	0	103	107.4
07:45	145	43	1	1	1	0	2	1	194	194.8	104	21	3	0	0	1	0	1	130	131.7
H/Total	451	123	7	2	6	2	2	1	594	606.1	309	80	9	0	5	1	1	1	406	415.1
08:00	139	28	4	0	1	0	0	1	173	175.2	88	20	3	0	1	1	0	0	113	116.5
08:15	159	19	4	0	1	1	1	0	185	188.4	103	19	0	0	0	1	0	1	124	124.2
08:30	167	28	1	0	3	1	1	2	203	205.3	137	12	1	0	2	0	0	1	153	154.7
08:45	144	11	0	0	0	2	1	0	158	159.4	161	18	1	0	1	1	0	0	182	184.5
H/Total	609	86	9	0	5	4	3	3	719	728.3	489	69	5	0	4	3	0	2	572	579.9
09:00	121	17	1	0	1	0	0	0	140	141.5	97	22	2	0	1	0	0	0	122	124
09:15	134	19	3	0	1	0	0	0	157	159.5	95	20	2	0	1	0	0	0	118	120
09:30	100	22	2	0	3	1	0	0	128	133	83	12	5	0	1	2	1	0	104	108.9
09:45	111	21	3	0	0	0	0	0	135	136.5	83	13	3	0	1	0	0	0	100	102.5
H/Total	466	79	9	0	5	1	0	0	560	570.5	358	67	12	0	4	2	1	0	444	455.4
Total	1526	288	25	2	16	7	5	4	1873	1904.9	1156	216	26	0	13	6	2	3	1422	1450.4

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	123	20	1	0	1	1	0	0	146	148.5	137	27	0	0	2	0	3	0	169	169.2
16:15	120	30	2	0	1	0	2	0	155	155.8	147	30	2	0	2	0	0	0	181	184
16:30	109	26	2	0	2	0	0	1	140	142.2	142	20	3	0	0	0	1	1	167	167.1
16:45	138	19	0	0	1	1	1	1	161	161.6	151	27	2	0	2	1	0	1	184	187.2
H/Total	490	95	5	0	5	2	3	2	602	608.1	577	104	7	0	6	1	4	2	701	707.5
17:00	120	15	3	0	0	1	0	1	140	141.7	148	21	1	0	0	0	1	2	173	171.3
17:15	131	20	0	0	2	1	0	0	154	157	156	25	2	0	1	0	0	0	184	186
17:30	150	12	2	1	1	0	1	1	168	169.9	156	21	0	0	2	0	1	0	180	181.4
17:45	125	8	1	0	1	0	1	2	138	137.3	176	17	1	0	1	0	2	3	200	197.9
H/Total	526	55	6	1	4	2	2	4	600	605.9	636	84	4	0	4	0	4	5	737	736.6
18:00	110	10	1	0	1	0	1	0	123	123.9	141	19	0	0	2	0	1	0	163	164.4
18:15	113	8	2	0	1	0	2	0	126	126.8	137	12	2	0	1	0	2	0	154	154.8
18:30	102	9	1	0	1	0	0	1	114	114.7	119	11	0	0	2	0	0	0	132	134
18:45	114	10	2	0	1	0	0	0	127	129	112	13	2	0	0	0	0	0	127	128
H/Total	439	37	6	0	4	0	3	1	490	494.4	509	55	4	0	5	0	3	0	576	581.2
Total	1455	187	17	1	13	4	8	7	1692	1708.4	1722	243	15	0	15	1	11	7	2014	2025.3

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **15 October 2020, Thursday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	25	6	3	0	1	0	0	0	35	37.5	60	12	0	1	2	0	0	0	75	78.3
07:15	33	8	2	1	2	0	0	0	46	50.3	67	25	1	0	2	0	0	0	95	97.5
07:30	47	8	0	0	5	0	0	0	60	65	84	30	3	0	3	0	0	0	120	124.5
07:45	50	10	2	0	3	0	0	0	65	69	99	39	1	1	1	0	1	2	144	144.6
H/Total	155	32	7	1	11	0	0	0	206	221.8	310	106	5	2	8	0	1	2	434	444.9
08:00	48	21	2	0	1	1	0	0	73	76	81	22	4	0	1	1	0	0	109	113
08:15	61	15	0	0	1	1	0	1	79	80.2	92	22	4	0	1	0	0	0	119	122
08:30	76	10	0	0	2	0	0	1	89	90.2	75	22	0	0	4	1	0	2	104	107.4
08:45	76	19	2	0	2	0	0	0	99	102	118	8	2	0	5	0	1	0	134	139.4
H/Total	261	65	4	0	6	2	0	2	340	348.4	366	74	10	0	11	2	1	2	466	481.8
09:00	64	25	1	0	1	0	0	0	91	92.5	100	11	1	1	1	0	1	0	115	117.2
09:15	60	17	2	0	1	0	0	0	80	82	84	11	2	0	0	0	0	0	97	98
09:30	62	12	4	0	4	0	0	0	82	88	95	16	0	0	4	0	0	0	115	119
09:45	65	12	0	0	1	1	0	0	79	81	74	15	1	0	0	0	1	0	91	90.9
H/Total	251	66	7	0	7	1	0	0	332	343.5	353	53	4	1	5	0	2	0	418	425.1
Total	667	163	18	1	24	3	0	2	878	913.7	1029	233	19	3	24	2	4	4	1318	1351.8

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	79	13	0	0	1	1	1	0	95	96.4	96	13	0	0	1	0	0	0	110	111
16:15	99	21	1	0	2	0	0	0	123	125.5	75	16	2	0	1	0	1	1	96	96.6
16:30	98	14	2	0	0	0	2	1	117	116	84	19	2	0	2	0	0	0	107	110
16:45	93	19	1	0	3	0	3	0	119	120.7	84	13	0	0	2	1	1	1	102	103.6
H/Total	369	67	4	0	6	1	6	1	454	458.6	339	61	4	0	6	1	2	2	415	421.2
17:00	108	14	0	0	1	1	0	3	127	126.6	82	7	1	0	1	1	0	0	92	94.5
17:15	100	15	1	0	1	0	0	0	117	118.5	97	14	0	0	3	0	0	0	114	117
17:30	100	16	0	0	2	0	0	0	118	120	70	9	2	1	1	0	0	1	84	86.5
17:45	104	14	1	0	2	0	1	3	125	124.5	83	5	0	0	4	0	1	0	93	96.4
H/Total	412	59	2	0	6	1	1	6	487	489.6	332	35	3	1	9	1	1	1	383	394.4
18:00	103	12	0	0	4	0	1	0	120	123.4	74	7	0	0	1	0	1	0	83	83.4
18:15	111	14	1	0	0	0	3	0	129	127.7	80	8	1	0	1	0	1	0	91	91.9
18:30	92	8	0	0	2	0	0	0	102	104	53	7	0	0	1	0	0	0	61	62
18:45	80	14	1	0	0	0	0	0	95	95.5	67	4	2	0	1	0	0	0	74	76
H/Total	386	48	2	0	6	0	4	0	446	450.6	274	26	3	0	4	0	2	0	309	313.3
Total	1167	174	8	0	18	2	11	7	1387	1398.8	945	122	10	1	19	2	5	3	1107	1128.9

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **15 October 2020, Thursday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	159	43	5	1	3	1	0	0	212	219.8
07:15	214	56	5	1	5	0	0	0	281	289.8
07:30	234	68	6	0	8	1	1	0	318	329.4
07:45	302	77	4	1	4	1	3	3	395	399.1
H/Total	909	244	20	3	20	3	4	3	1206	1238.1
08:00	278	62	8	0	2	2	0	1	353	360.2
08:15	326	55	4	0	2	3	1	1	392	397.6
08:30	368	51	2	0	8	2	1	3	435	443
08:45	384	40	4	0	7	3	1	0	439	450.4
H/Total	1356	208	18	0	19	10	3	5	1619	1651.2
09:00	302	49	4	1	2	0	1	0	359	363.7
09:15	285	46	6	0	2	0	0	0	339	344
09:30	253	43	8	0	9	3	1	0	317	332.4
09:45	252	45	6	0	1	1	1	0	306	310.4
H/Total	1092	183	24	1	14	4	3	0	1321	1350.5
Total	3357	635	62	4	53	17	10	8	4146	4239.8

Peak Hours	Totals
07:00 08:00	1206
07:15 08:15	1347
07:30 08:30	1458
07:45 08:45	1575

08:00 09:00	1619
08:15 09:15	1625
08:30 09:30	1572
08:45 09:45	1454

09:00 10:00	1321
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	343	56	1	0	3	2	3	0	408	411.7
16:15	343	69	4	0	3	0	2	1	422	425
16:30	333	56	5	0	2	0	3	2	401	402.1
16:45	364	56	2	0	5	3	5	2	437	441.4
H/Total	1383	237	12	0	13	5	13	5	1668	1680.2
17:00	359	43	4	0	2	2	1	4	415	417.2
17:15	369	59	2	0	4	1	0	0	435	441
17:30	376	45	2	1	3	0	2	1	430	433.3
17:45	375	32	2	0	6	0	3	5	423	424.2
H/Total	1479	179	10	1	15	3	6	10	1703	1715.7
18:00	331	37	1	0	5	0	2	0	376	380.3
18:15	339	33	4	0	2	0	5	0	383	384
18:30	284	28	1	0	5	0	0	1	319	323.7
18:45	277	30	4	0	1	0	0	0	312	315
H/Total	1231	128	10	0	13	0	7	1	1390	1403
Total	4093	544	32	1	41	8	26	16	4761	4798.9

Peak Hours	Totals
16:00 17:00	1668
16:15 17:15	1675
16:30 17:30	1688
16:45 17:45	1717

17:00 18:00	1703
17:15 18:15	1664
17:30 18:30	1612
17:45 18:45	1501

18:00 19:00	1390
-------------	------



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 16 Oct 2020, Friday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

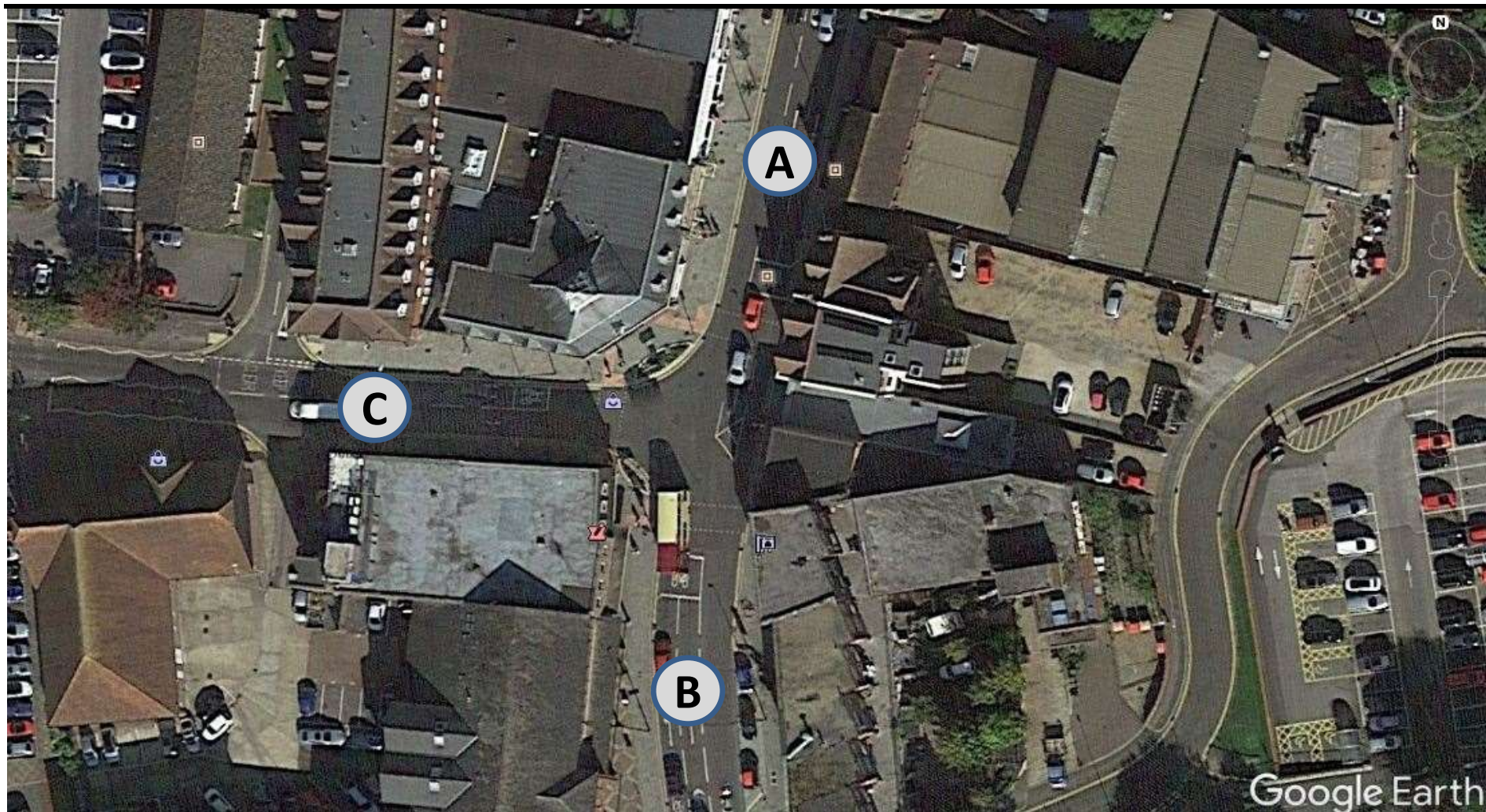
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **1**

Location: **High Street / Bell Lane**



Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **16 October 2020, Friday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	33	16							49	49
07:15									0	0	43	8							51	51
07:30									0	0	60	15				1			76	77
07:45									0	0	65	11							76	76
H/Total	0	0	0	0	0	0	0	0	0	0	201	50	0	0	0	1	0	0	252	253
08:00									0	0	61	8						1	70	69.2
08:15									0	0	77	6				1			84	85
08:30									0	0	92	7	1		1		2		103	103.3
08:45									0	0	105	7	1			2	1		116	117.9
H/Total	0	0	0	0	0	0	0	0	0	0	335	28	2	0	1	3	3	1	373	375.4
09:00									0	0	96	4	1					1	102	101.7
09:15									0	0	59	14	1						74	74.5
09:30									0	0	57	4	1				1		63	62.9
09:45									0	0	57	9	2						68	69
H/Total	0	0	0	0	0	0	0	0	0	0	269	31	5	0	0	0	1	1	307	308.1
Total	0	0	0	0	0	0	0	0	0	0	805	109	7	0	1	4	4	2	932	936.5

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	99	15					1		115	114.4
16:15									0	0	92	6					2		100	98.8
16:30									0	0	96	16	2				1	1	116	115.6
16:45									0	0	79	13					1		93	92.4
H/Total	0	0	0	0	0	0	0	0	0	0	366	50	2	0	0	0	5	1	424	421.2
17:00									0	0	88	15							103	103
17:15									0	0	76	13	2				2		93	92.8
17:30									0	0	88	10					1		99	98.4
17:45									0	0	85	4					1		90	89.4
H/Total	0	0	0	0	0	0	0	0	0	0	337	42	2	0	0	0	4	0	385	383.6
18:00									0	0	104	10					1		115	114.4
18:15									0	0	72	9	2		1	2			86	90
18:30									0	0	79	8	2			1			90	92
18:45									0	0	75	2	1						78	78.5
H/Total	0	0	0	0	0	0	0	0	0	0	330	29	5	0	1	3	1	0	369	374.9
Total	0	0	0	0	0	0	0	0	0	0	1033	121	9	0	1	3	10	1	1178	1179.7

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **16 October 2020, Friday**



Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	16	5			1				22	23	33	10	2						45	46
07:15	25	5	1		1				32	33.5	54	12	2		1				69	71
07:30	27	10			1		1	1	40	39.6	66	12	4			1			83	86
07:45	36	9							45	45	80	12							92	92
H/Total	104	29	1	0	3	0	1	1	139	141.1	233	46	8	0	1	1	0	0	289	295
08:00	27	7	1			1	1		37	37.9	90	9					1	1	101	99.6
08:15	32	7	1						40	40.5	101	8				1			110	111
08:30	33	5			4				42	46	96	4			1	2			103	106
08:45	44	6	1		4				55	59.5	82	7	2			1			92	94
H/Total	136	25	3	0	8	1	1	0	174	183.9	369	28	2	0	1	4	1	1	406	410.6
09:00	34	2	1						37	37.5	83	10	2						95	96
09:15	34	5				1			40	41	63	3							66	66
09:30	28	4			2				34	36	58	7	1	2					68	71.1
09:45	42	7	1			1			51	52.5	62	9	1				1	1	74	73.1
H/Total	138	18	2	0	2	2	0	0	162	167	266	29	4	2	0	0	1	1	303	306.2
Total	378	72	6	0	13	3	2	1	475	492	868	103	14	2	2	5	2	2	998	1011.8

Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	44	5	1				1		51	50.9	81	14					1		96	95.4
16:15	39	4							43	43	69	14	1						84	84.5
16:30	50	5			1		2		58	57.8	63	19						1	83	82.2
16:45	38				1				39	40	74	11	1		1	1			88	90.5
H/Total	171	14	1	0	2	0	3	0	191	191.7	287	58	2	0	1	1	1	1	351	352.6
17:00	34	5	1						40	40.5	87	6	2			1			96	98
17:15	42	5			2				49	51	63	10					2	1	76	74
17:30	35				1				36	37	85	10							95	95
17:45	29	4			1				34	35	92	7							99	99
H/Total	140	14	1	0	4	0	0	0	159	163.5	327	33	2	0	0	1	2	1	366	366
18:00	40	5			1				46	47	79	12					1		92	91.4
18:15	30	2							32	32	80	5	1						86	86.5
18:30	25	5							30	30	86	10	1						97	97.5
18:45	33	4			1				38	39	91	4							95	95
H/Total	128	16	0	0	2	0	0	0	146	148	336	31	2	0	0	0	1	0	370	370.4
Total	439	44	2	0	8	0	3	0	496	503.2	950	122	6	0	1	2	4	2	1087	1089

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **16 October 2020, Friday**



Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	47	10	1		1				59	60.5
07:15									0	0	45	17	1		1			1	65	65.7
07:30									0	0	62	20	1		2		1	1	87	88.1
07:45									0	0	45	24			1				70	71
H/Total	0	0	0	0	0	0	0	0	0	0	199	71	3	0	5	0	1	2	281	285.3
08:00									0	0	59	16	2		1				78	80
08:15									0	0	61	8	1						70	70.5
08:30									0	0	49	8	3		1				61	63.5
08:45									0	0	79	11	3				1		94	94.9
H/Total	0	0	0	0	0	0	0	0	0	0	248	43	9	0	2	0	1	0	303	308.9
09:00									0	0	59	9			1				69	70
09:15									0	0	50	7	3		1				61	63.5
09:30									0	0	41	7	4		1				53	56
09:45									0	0	69	13	2	2					86	89.6
H/Total	0	0	0	0	0	0	0	0	0	0	219	36	9	2	3	0	0	0	269	279.1
Total	0	0	0	0	0	0	0	0	0	0	666	150	21	2	10	0	2	2	853	873.3

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	52	2			3	1	2		60	62.8
16:15									0	0	49	6							55	55
16:30									0	0	61	8			2				71	73
16:45									0	0	51	5		1					57	58.3
H/Total	0	0	0	0	0	0	0	0	0	0	213	21	0	1	5	1	2	0	243	249.1
17:00									0	0	44	5	1		1	1		1	53	54.7
17:15									0	0	59	5	1		1				66	67.5
17:30									0	0	46	1			2				49	51
17:45									0	0	46	8			1			1	56	56.2
H/Total	0	0	0	0	0	0	0	0	0	0	195	19	2	0	5	1	0	2	224	229.4
18:00									0	0	65	1			1			1	68	68.2
18:15									0	0	49	2			1				52	53
18:30									0	0	36	5							41	41
18:45									0	0	42	5			1		1		49	49.4
H/Total	0	0	0	0	0	0	0	0	0	0	192	13	0	0	3	0	1	1	210	211.6
Total	0	0	0	0	0	0	0	0	0	0	600	53	2	1	13	2	3	3	677	690.1

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **16 October 2020, Friday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	8	1	1		1				11	12.5	18	4		1					23	24.3
07:15	8	3			1				12	13	15	7	1						23	23.5
07:30	10	5			2		1		18	19.4	23	9	2		4				38	43
07:45	13	5			2				20	22	20	11	2						33	34
H/Total	39	14	1	0	6	0	1	0	61	66.9	76	31	5	1	4	0	0	0	117	124.8
08:00	23	3	1						27	27.5	30	15	3		2	1			51	55.5
08:15	41	2			1	1			45	47	25	14	1			1			41	42.5
08:30	50	5	1		2				58	60.5	38	9			1				48	49
08:45	25	13							38	38	41	11	2		2				56	59
H/Total	139	23	2	0	3	1	0	0	168	173	134	49	6	0	5	2	0	0	196	206
09:00	33	4	4						41	43	45	14	1		1			1	62	62.7
09:15	27	10							37	37	39	9							48	48
09:30	29	9			3				41	44	35	6	1		2				44	46.5
09:45	38	5	1			2			46	48.5	33	5	1						39	39.5
H/Total	127	28	5	0	3	2	0	0	165	172.5	152	34	3	0	3	0	0	1	193	196.7
Total	305	65	8	0	12	3	1	0	394	412.4	362	114	14	1	12	2	0	1	506	527.5

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	46	5			1				52	53	53	5	2		1				61	63
16:15	47	1					1		49	48.4	53	10	1		2				66	68.5
16:30	37	3					1		41	40.4	53	7							60	60
16:45	41	5			1		2		49	48.8	64	7			2				73	75
H/Total	171	14	0	0	2	0	4	0	191	190.6	223	29	3	0	5	0	0	0	260	266.5
17:00	58	1			1	1	1		62	63.4	69	7						1	77	76.2
17:15	45	5	1				3		54	52.7	53	8			1				62	63
17:30	45	8						1	54	53.2	75	4			2		1		82	83.4
17:45	49	2			1				52	53	67	6	1		1				75	76.5
H/Total	197	16	1	0	2	1	4	1	222	222.3	264	25	1	0	4	0	1	1	296	299.1
18:00	43	7	1		2		1	1	55	56.1	56	6			1				63	64
18:15	49	3							52	52	68	7							75	75
18:30	38	5							43	43	60	3	1		1				65	66.5
18:45	33	5							38	38	51	5	1						57	57.5
H/Total	163	20	1	0	2	0	1	1	188	189.1	235	21	2	0	2	0	0	0	260	263
Total	531	50	2	0	6	1	9	2	601	602	722	75	6	0	11	0	1	1	816	828.6

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **16 October 2020, Friday**

[illegible][illegible]

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **16 October 2020, Friday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	49	21	0	0	1	0	0	0	71	72	41	11	3	0	1	0	0	0	56	58.5
07:15	68	13	1	0	1	0	0	0	83	84.5	62	15	2	0	2	0	0	0	81	84
07:30	87	25	0	0	1	1	1	1	116	116.6	76	17	4	0	2	1	1	0	101	105.4
07:45	101	20	0	0	0	0	0	0	121	121	93	17	0	0	2	0	0	0	112	114
H/Total	305	79	1	0	3	1	1	1	391	394.1	272	60	9	0	7	1	1	0	350	361.9
08:00	88	15	1	0	0	1	1	1	107	107.1	113	12	1	0	0	0	1	1	128	127.1
08:15	109	13	1	0	0	1	0	0	124	125.5	142	10	0	0	1	2	0	0	155	158
08:30	125	12	1	0	5	0	2	0	145	149.3	146	9	1	0	3	2	0	0	161	166.5
08:45	149	13	2	0	4	2	1	0	171	177.4	107	20	2	0	0	1	0	0	130	132
H/Total	471	53	5	0	9	4	4	1	547	559.3	508	51	4	0	4	5	1	1	574	583.6
09:00	130	6	2	0	0	0	0	1	139	139.2	116	14	6	0	0	0	0	0	136	139
09:15	93	19	1	0	0	1	0	0	114	115.5	90	13	0	0	0	0	0	0	103	103
09:30	85	8	1	0	2	0	1	0	97	98.9	87	16	1	2	3	0	0	0	109	115.1
09:45	99	16	3	0	0	1	0	0	119	121.5	100	14	2	0	0	2	1	1	120	121.6
H/Total	407	49	7	0	2	2	1	1	469	475.1	393	57	9	2	3	2	1	1	468	478.7
Total	1183	181	13	0	14	7	6	3	1407	1428.5	1173	168	22	2	14	8	3	2	1392	1424.2

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	143	20	1	0	0	0	2	0	166	165.3	127	19	0	0	1	0	1	0	148	148.4
16:15	131	10	0	0	0	0	2	0	143	141.8	116	15	1	0	0	0	1	0	133	132.9
16:30	146	21	2	0	1	0	3	1	174	173.4	100	22	0	0	0	0	1	1	124	122.6
16:45	117	13	0	0	1	0	1	0	132	132.4	115	16	1	0	2	1	2	0	137	139.3
H/Total	537	64	3	0	2	0	8	1	615	612.9	458	72	2	0	3	1	5	1	542	543.2
17:00	122	20	1	0	0	0	0	0	143	143.5	145	7	2	0	1	2	1	0	158	161.4
17:15	118	18	2	0	2	0	2	0	142	143.8	108	15	1	0	0	0	5	1	130	126.7
17:30	123	10	0	0	1	0	1	0	135	135.4	130	18	0	0	0	0	0	1	149	148.2
17:45	114	8	0	0	1	0	1	0	124	124.4	141	9	0	0	1	0	0	0	151	152
H/Total	477	56	3	0	4	0	4	0	544	547.1	524	49	3	0	2	2	6	2	588	588.3
18:00	144	15	0	0	1	0	1	0	161	161.4	122	19	1	0	2	0	2	1	147	147.5
18:15	102	11	2	0	1	2	0	0	118	122	129	8	1	0	0	0	0	0	138	138.5
18:30	104	13	2	0	0	1	0	0	120	122	124	15	1	0	0	0	0	0	140	140.5
18:45	108	6	1	0	1	0	0	0	116	117.5	124	9	0	0	0	0	0	0	133	133
H/Total	458	45	5	0	3	3	1	0	515	522.9	499	51	3	0	2	0	2	1	558	559.5
Total	1472	165	11	0	9	3	13	1	1674	1682.9	1481	172	8	0	7	3	13	4	1688	1691

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **16 October 2020, Friday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	80	20	3	0	1	0	0	0	104	106.5	51	20	0	1	0	0	0	0	72	73.3
07:15	99	29	3	0	2	0	0	1	134	136.7	58	15	1	0	0	0	0	0	74	74.5
07:30	128	32	5	0	2	1	1	1	170	174.1	83	24	2	0	4	1	0	0	114	120
07:45	125	36	0	0	1	0	0	0	162	163	85	22	2	0	0	0	0	0	109	110
H/Total	432	117	11	0	6	1	1	2	570	580.3	277	81	5	1	4	1	0	0	369	377.8
08:00	149	25	2	0	1	0	1	1	179	179.6	91	23	3	0	2	1	0	1	121	124.7
08:15	162	16	1	0	0	1	0	0	180	181.5	102	20	1	0	0	2	0	0	125	127.5
08:30	145	12	3	0	2	2	0	0	164	169.5	130	16	1	0	2	0	2	0	151	152.3
08:45	161	18	5	0	0	1	1	0	186	188.9	146	18	3	0	2	2	1	0	172	176.9
H/Total	617	71	11	0	3	4	2	1	709	719.5	469	77	8	0	6	5	3	1	569	581.4
09:00	142	19	2	0	1	0	0	0	164	166	141	18	2	0	1	0	0	2	164	164.4
09:15	113	10	3	0	1	0	0	0	127	129.5	98	23	1	0	0	0	0	0	122	122.5
09:30	99	14	5	2	1	0	0	0	121	127.1	92	10	2	0	2	0	1	0	107	109.4
09:45	131	22	3	2	0	0	1	1	160	162.7	90	14	3	0	0	0	0	0	107	108.5
H/Total	485	65	13	4	3	0	1	1	572	585.3	421	65	8	0	3	0	1	2	500	504.8
Total	1534	253	35	4	12	5	4	4	1851	1885.1	1167	223	21	1	13	6	4	3	1438	1464

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	133	16	0	0	3	1	3	0	156	158.2	152	20	2	0	1	0	1	0	176	177.4
16:15	118	20	1	0	0	0	0	0	139	139.5	145	16	1	0	2	0	2	0	166	167.3
16:30	124	27	0	0	2	0	0	1	154	155.2	149	23	2	0	0	0	1	1	176	175.6
16:45	125	16	1	1	1	1	0	0	145	148.8	143	20	0	0	2	0	1	0	166	167.4
H/Total	500	79	2	1	6	2	3	1	594	601.7	589	79	5	0	5	0	5	1	684	687.7
17:00	131	11	3	0	1	2	0	1	149	152.7	157	22	0	0	0	0	0	1	180	179.2
17:15	122	15	1	0	1	0	2	1	142	141.5	129	21	2	0	1	0	2	0	155	155.8
17:30	131	11	0	0	2	0	0	0	144	146	163	14	0	0	2	0	2	0	181	181.8
17:45	138	15	0	0	1	0	0	1	155	155.2	152	10	1	0	1	0	1	0	165	165.9
H/Total	522	52	4	0	5	2	2	3	590	595.4	601	67	3	0	4	0	5	1	681	682.7
18:00	144	13	0	0	1	0	1	1	160	159.6	160	16	0	0	1	0	1	0	178	178.4
18:15	129	7	1	0	1	0	0	0	138	139.5	140	16	2	0	1	2	0	0	161	165
18:30	122	15	1	0	0	0	0	0	138	138.5	139	11	3	0	1	1	0	0	155	158.5
18:45	133	9	0	0	1	0	1	0	144	144.4	126	7	2	0	0	0	0	0	135	136
H/Total	528	44	2	0	3	0	2	1	580	582	565	50	7	0	3	3	1	0	629	637.9
Total	1550	175	8	1	14	4	7	5	1764	1779.1	1755	196	15	0	12	3	11	2	1994	2008.3

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **16 October 2020, Friday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	26	5	1	1	1	0	0	0	34	36.8	63	15	1	0	2	0	0	0	81	83.5
07:15	23	10	1	0	1	0	0	0	35	36.5	70	22	2	0	2	0	0	1	97	99.2
07:30	33	14	2	0	6	0	1	0	56	62.4	89	30	1	0	3	0	2	2	127	127.7
07:45	33	16	2	0	2	0	0	0	53	56	81	33	0	0	1	0	0	0	115	116
H/Total	115	45	6	1	10	0	1	0	178	191.7	303	100	4	0	8	0	2	3	420	426.4
08:00	53	18	4	0	2	1	0	0	78	83	86	23	3	0	1	1	1	0	115	117.9
08:15	66	16	1	0	1	2	0	0	86	89.5	93	15	2	0	0	0	0	0	110	111
08:30	88	14	1	0	3	0	0	0	106	109.5	82	13	3	0	5	0	0	0	103	109.5
08:45	66	24	2	0	2	0	0	0	94	97	123	17	4	0	4	0	1	0	149	154.4
H/Total	273	72	8	0	8	3	0	0	364	379	384	68	12	0	10	1	2	0	477	492.8
09:00	78	18	5	0	1	0	0	1	103	105.7	93	11	1	0	1	0	0	0	106	107.5
09:15	66	19	0	0	0	0	0	0	85	85	84	12	3	0	1	1	0	0	101	104.5
09:30	64	15	1	0	5	0	0	0	85	90.5	69	11	4	0	3	0	0	0	87	92
09:45	71	10	2	0	0	2	0	0	85	88	111	20	3	2	0	1	0	0	137	142.1
H/Total	279	62	8	0	6	2	0	1	358	369.2	357	54	11	2	5	2	0	0	431	446.1
Total	667	179	22	1	24	5	1	1	900	939.9	1044	222	27	2	23	3	4	3	1328	1365.3

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	99	10	2	0	2	0	0	0	113	116	96	7	1	0	3	1	3	0	111	113.7
16:15	100	11	1	0	2	0	1	0	115	116.9	88	10	0	0	0	0	0	0	98	98
16:30	90	10	0	0	0	0	1	0	101	100.4	111	13	0	0	3	0	2	0	129	130.8
16:45	105	12	0	0	3	0	2	0	122	123.8	89	5	0	1	1	0	0	0	96	98.3
H/Total	394	43	3	0	7	0	4	0	451	457.1	384	35	1	1	7	1	5	0	434	440.8
17:00	127	8	0	0	1	1	1	1	139	139.6	78	10	2	0	1	1	0	1	93	95.2
17:15	98	13	1	0	1	0	3	0	116	115.7	101	10	1	0	3	0	0	0	115	118.5
17:30	120	12	0	0	2	0	1	1	136	136.6	81	1	0	0	3	0	0	0	85	88
17:45	116	8	1	0	2	0	0	0	127	129.5	75	12	0	0	2	0	0	1	90	91.2
H/Total	461	41	2	0	6	1	5	2	518	521.4	335	33	3	0	9	1	0	2	383	392.9
18:00	99	13	1	0	3	0	1	1	118	120.1	105	6	0	0	2	0	0	1	114	115.2
18:15	117	10	0	0	0	0	0	0	127	127	79	4	0	0	1	0	0	0	84	85
18:30	98	8	1	0	1	0	0	0	108	109.5	61	10	0	0	0	0	0	0	71	71
18:45	84	10	1	0	0	0	0	0	95	95.5	75	9	0	0	2	0	1	0	87	88.4
H/Total	398	41	3	0	4	0	1	1	448	452.1	320	29	0	0	5	0	1	1	356	359.6
Total	1253	125	8	0	17	1	10	3	1417	1430.6	1039	97	4	1	21	2	6	3	1173	1193.3

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **16 October 2020, Friday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	155	46	4	1	3	0	0	0	209	215.3
07:15	190	52	5	0	4	0	0	1	252	257.7
07:30	248	71	7	0	9	2	3	2	342	353.1
07:45	259	72	2	0	3	0	0	0	336	340
H/Total	852	241	18	1	19	2	3	3	1139	1166.1
08:00	290	58	7	0	3	2	2	2	364	369.7
08:15	337	45	3	0	1	4	0	0	390	396.5
08:30	358	38	5	0	10	2	2	0	415	428.3
08:45	376	55	9	0	6	3	2	0	451	463.3
H/Total	1361	196	24	0	20	11	6	2	1620	1657.8
09:00	350	43	9	0	2	0	0	2	406	410.9
09:15	272	48	4	0	1	1	0	0	326	330
09:30	248	37	7	2	8	0	1	0	303	316.5
09:45	301	48	8	2	0	3	1	1	364	372.2
H/Total	1171	176	28	4	11	4	2	3	1399	1429.6
Total	3384	613	70	5	50	17	11	8	4158	4253.5

Peak Hours	Totals
07:00 08:00	1139
07:15 08:15	1294
07:30 08:30	1432
07:45 08:45	1505

08:00 09:00	1620
08:15 09:15	1662
08:30 09:30	1598
08:45 09:45	1486

09:00 10:00	1399
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	375	46	3	0	5	1	5	0	435	439.5
16:15	349	41	2	0	2	0	3	0	397	398.2
16:30	360	58	2	0	3	0	4	2	429	429
16:45	347	41	1	1	5	1	3	0	399	405
H/Total	1431	186	8	1	15	2	15	2	1660	1671.7
17:00	380	39	4	0	2	3	1	2	431	435.8
17:15	338	46	4	0	4	0	7	1	400	401
17:30	374	33	0	0	5	0	2	1	415	418
17:45	368	31	1	0	4	0	1	1	406	409.1
H/Total	1460	149	9	0	15	3	11	5	1652	1663.9
18:00	387	41	1	0	5	0	3	2	439	441.1
18:15	348	28	3	0	2	2	0	0	383	388.5
18:30	324	36	4	0	1	1	0	0	366	370
18:45	325	25	2	0	2	0	1	0	355	357.4
H/Total	1384	130	10	0	10	3	4	2	1543	1557
Total	4275	465	27	1	40	8	30	9	4855	4892.6

Peak Hours	Totals
16:00 17:00	1660
16:15 17:15	1656
16:30 17:30	1659
16:45 17:45	1645

17:00 18:00	1652
17:15 18:15	1660
17:30 18:30	1643
17:45 18:45	1594

18:00 19:00	1543
-------------	------



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 17 Oct 2020, Saturday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

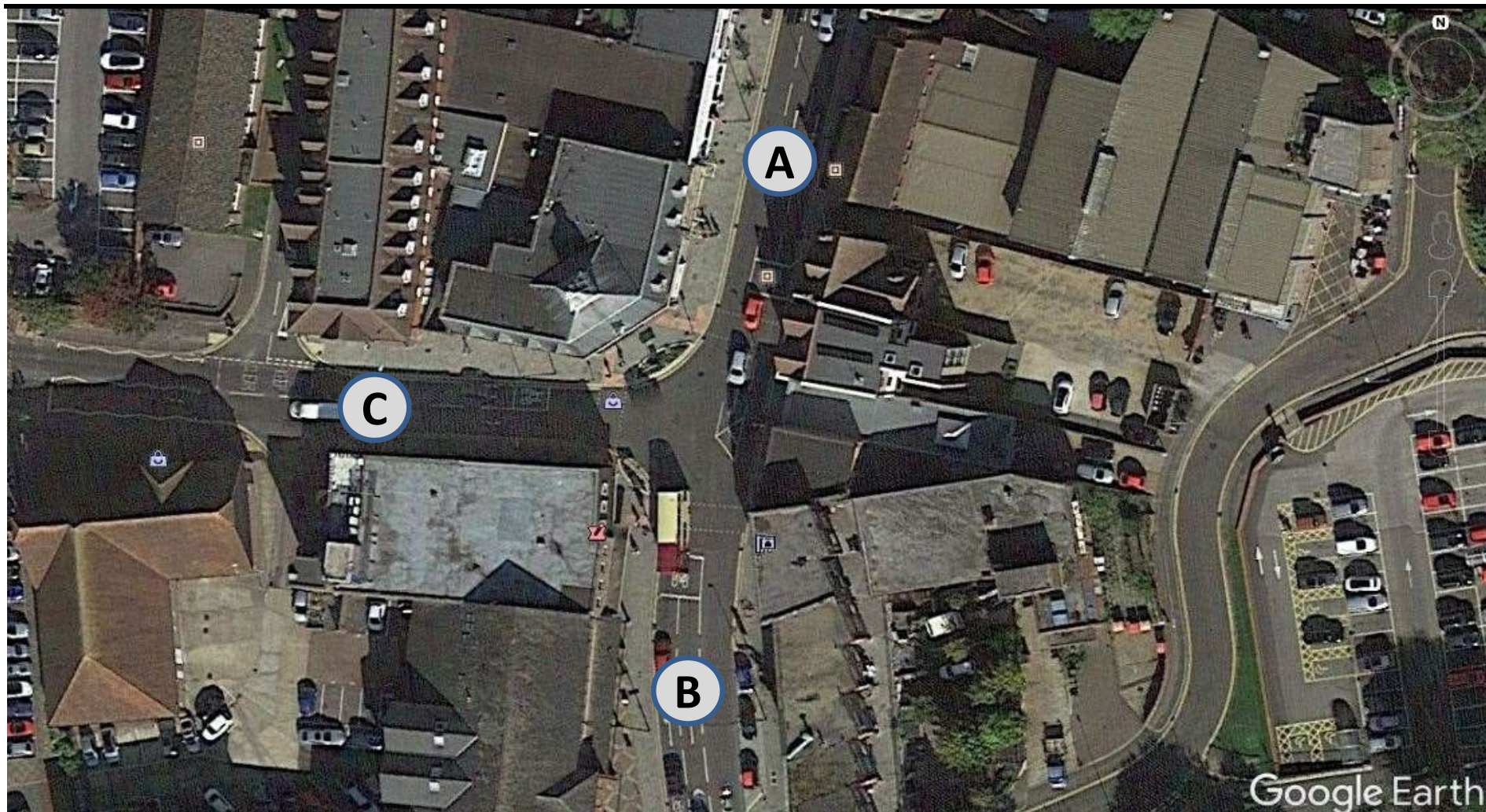
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **1**

Location: **High Street / Bell Lane**



Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **17 October 2020, Saturday**



Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	14	4	2						20	21
07:15									0	0	19	1					1	1	22	20.6
07:30									0	0	22	4							26	26
07:45									0	0	33	8						2	43	41.4
H/Total	0	0	0	0	0	0	0	0	0	0	88	17	2	0	0	0	1	3	111	109
08:00									0	0	28	7						1	36	35.2
08:15	1								1	1	44	5							49	49
08:30									0	0	33	9	1		1			4	48	46.3
08:45									0	0	52	9						4	65	61.8
H/Total	1	0	0	0	0	0	0	0	1	1	157	30	1	0	1	0	0	9	198	192.3
09:00									0	0	43	4						2	49	47.4
09:15									0	0	55	7	1				1	1	65	64.1
09:30									0	0	46	6							52	52
09:45									0	0	74	11							85	85
H/Total	0	0	0	0	0	0	0	0	0	0	218	28	1	0	0	0	1	3	251	248.5
Total	1	0	0	0	0	0	0	0	1	1	463	75	4	0	1	0	2	15	560	549.8

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	76	8							84	84
16:15									0	0	62	4						2	68	66.4
16:30									0	0	75	4	1				2		82	81.3
16:45									0	0	64	4	1						69	69.5
H/Total	0	0	0	0	0	0	0	0	0	0	277	20	2	0	0	0	2	2	303	301.2
17:00									0	0	76	5					1	5	87	82.4
17:15									0	0	75	9							84	84
17:30									0	0	68	8					1		77	76.4
17:45									0	0	79	2						1	82	81.2
H/Total	0	0	0	0	0	0	0	0	0	0	298	24	0	0	0	0	2	6	330	324
18:00									0	0	71	4						1	76	75.2
18:15									0	0	57	2			2				61	63
18:30									0	0	73	5						1	79	78.2
18:45									0	0	48	3	1						52	52.5
H/Total	0	0	0	0	0	0	0	0	0	0	249	14	1	0	2	0	0	2	268	268.9
Total	0	0	0	0	0	0	0	0	0	0	824	58	3	0	2	0	4	10	901	894.1

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **17 October 2020, Saturday**



Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	7	2							9	9	13	2	2						17	18
07:15	9	5	1						15	15.5	15	2							17	17
07:30	16	4	1		1				22	23.5	21	3							24	24
07:45	27	2	1						30	30.5	31	4							35	35
H/Total	59	13	3	0	1	0	0	0	76	78.5	80	11	2	0	0	0	0	0	93	94
08:00	22	3							25	25	24	9	1						34	34.5
08:15	25	3							28	28	42	5	1					1	49	48.7
08:30	36	2			2	1			41	44	47	7	1					1	56	55.7
08:45	45	7						1	53	52.2	76	5							81	81
H/Total	128	15	0	0	2	1	0	1	147	149.2	189	26	3	0	0	0	0	2	220	219.9
09:00	33	4							37	37	44	4							48	48
09:15	40	7			1				48	49	63	12							75	75
09:30	30	2			1	2			35	38	52	5						1	58	57.2
09:45	43	3							46	46	53	6	2						61	62
H/Total	146	16	0	0	2	2	0	0	166	170	212	27	2	0	0	0	0	1	242	242.2
Total	333	44	3	0	5	3	0	1	389	397.7	481	64	7	0	0	0	0	3	555	556.1

Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	38	2	1						41	41.5	69	3							72	72
16:15	30	4			1		1		36	36.4	69	3					3	2	77	73.6
16:30	35	1					1		37	36.4	57	3					2		62	60.8
16:45	35	3			1				39	40	79	3					1		83	82.4
H/Total	138	10	1	0	2	0	2	0	153	154.3	274	12	0	0	0	0	6	2	294	288.8
17:00	28	3							31	31	64	6						1	71	70.2
17:15	37	2			1				40	41	68	6							74	74
17:30	30	2							32	32	64	5					1		70	69.4
17:45	23				1		1		25	25.4	59	3					1		63	62.4
H/Total	118	7	0	0	2	0	1	0	128	129.4	255	20	0	0	0	0	2	1	278	276
18:00	40	1							41	41	74	5					1		80	79.4
18:15	17	1							18	18	69	3							72	72
18:30	36	1	1					1	39	38.7	56	4							60	60
18:45	25	1							26	26	69	5							74	74
H/Total	118	4	1	0	0	0	0	1	124	123.7	268	17	0	0	0	0	1	0	286	285.4
Total	374	21	2	0	4	0	3	1	405	407.4	797	49	0	0	0	0	9	3	858	850.2

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **17 October 2020, Saturday**



Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	17	1		1	1				20	22.3
07:15									0	0	20	2	2		1				25	27
07:30									0	0	28	6	1		1				36	37.5
07:45									0	0	40	9	1						50	50.5
H/Total	0	0	0	0	0	0	0	0	0	0	105	18	4	1	3	0	0	0	131	137.3
08:00									0	0	30	8			2		1		41	42.4
08:15									0	0	37	4						1	42	41.2
08:30									0	0	54	12	2		1				69	71
08:45									0	0	65	3					2		70	68.8
H/Total	0	0	0	0	0	0	0	0	0	0	186	27	2	0	3	0	3	1	222	223.4
09:00									0	0	60	12			1				73	74
09:15									0	0	64	8	2		1				75	77
09:30									0	0	64	5			1				70	71
09:45									0	0	66	9	3			1			79	81.5
H/Total	0	0	0	0	0	0	0	0	0	0	254	34	5	0	3	1	0	0	297	303.5
Total	0	0	0	0	0	0	0	0	0	0	545	79	11	1	9	1	3	1	650	664.2

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	52	6			1				59	60
16:15									0	0	61	5			1		1		68	68.4
16:30									0	0	35	5							40	40
16:45									0	0	66	5			1		1		73	73.4
H/Total	0	0	0	0	0	0	0	0	0	0	214	21	0	0	3	0	2	0	240	241.8
17:00									0	0	36	1							37	37
17:15									0	0	44	5			1				50	51
17:30									0	0	47	4	1		1				53	54.5
17:45									0	0	43	3			1				47	48
H/Total	0	0	0	0	0	0	0	0	0	0	170	13	1	0	3	0	0	0	187	190.5
18:00									0	0	30	2			2				34	36
18:15									0	0	50	5					2		57	55.8
18:30									0	0	34	1							35	35
18:45									0	0	34	5							39	39
H/Total	0	0	0	0	0	0	0	0	0	0	148	13	0	0	2	0	2	0	165	165.8
Total	0	0	0	0	0	0	0	0	0	0	532	47	1	0	8	0	4	0	592	598.1

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **17 October 2020, Saturday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	8	1							9	9	5	2	1						8	8.5
07:15	10	1							11	11	11		2		1			1	15	16.2
07:30	8	1	2		2				13	16	16	1			2				19	21
07:45	11	5							16	16	15	1	1						17	17.5
H/Total	37	8	2	0	2	0	0	0	49	52	47	4	4	0	3	0	0	1	59	63.2
08:00	16		1						17	17.5	15	2	2					1	20	20.2
08:15	24	6	1		1				32	33.5	25	5	1		1				32	33.5
08:30	24	4							28	28	25	8			1				34	35
08:45	30	6			2		1		39	40.4	47	8			1				56	57
H/Total	94	16	2	0	3	0	1	0	116	119.4	112	23	3	0	3	0	0	1	142	145.7
09:00	32	5					1		38	37.4	34	10			1				45	46
09:15	22	5				1			28	29	34	7	1						42	42.5
09:30	30	7			1				38	39	27	4	2		2				35	38
09:45	43	3			1				47	48	53	5	1	1		1			61	63.8
H/Total	127	20	0	0	2	1	1	0	151	153.4	148	26	4	1	3	1	0	0	183	190.3
Total	258	44	4	0	7	1	2	0	316	324.8	307	53	11	1	9	1	0	2	384	399.2

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	46	3					1		50	49.4	62	1	1						64	64.5
16:15	42	6					1		49	48.4	63	5			1				69	70
16:30	33	3			1				37	38	47	4	1		1		2		55	55.3
16:45	41	2							43	43	49	7			1				57	58
H/Total	162	14	0	0	1	0	2	0	179	178.8	221	17	2	0	3	0	2	0	245	247.8
17:00	41	6			1				48	49	63	6	1						70	70.5
17:15	46	3				1			50	51	43	2			1			1	47	47.2
17:30	43	1			1		2		47	46.8	43	2					1		46	45.4
17:45	45	4	1		1				51	52.5	52	5			2		1		60	61.4
H/Total	175	14	1	0	3	1	2	0	196	199.3	201	15	1	0	3	0	2	1	223	224.5
18:00	37	2			1				40	41	32	3							35	35
18:15	45	1							46	46	45	4	1						50	50.5
18:30	34	2	1						37	37.5	26	1			1				28	29
18:45	36							1	37	36.2	30	2	1						33	33.5
H/Total	152	5	1	0	1	0	0	1	160	160.7	133	10	2	0	1	0	0	0	146	148
Total	489	33	2	0	5	1	4	1	535	538.8	555	42	5	0	7	0	4	1	614	620.3

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **17 October 2020, Saturday**

[illegible][illegible]

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **17 October 2020, Saturday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	21	6	2	0	0	0	0	0	29	30	21	3	2	0	0	0	0	0	26	27
07:15	28	6	1	0	0	0	1	1	37	36.1	25	3	0	0	0	0	0	0	28	28
07:30	38	8	1	0	1	0	0	0	48	49.5	29	4	2	0	2	0	0	0	37	40
07:45	60	10	1	0	0	0	0	2	73	71.9	42	9	0	0	0	0	0	0	51	51
H/Total	147	30	5	0	1	0	1	3	187	187.5	117	19	4	0	2	0	0	0	142	146
08:00	50	10	0	0	0	0	0	1	61	60.2	40	9	2	0	0	0	0	0	51	52
08:15	70	8	0	0	0	0	0	0	78	78	67	11	2	0	1	0	0	1	82	83.2
08:30	69	11	1	0	3	1	0	4	89	90.3	71	11	1	0	0	0	0	1	84	83.7
08:45	97	16	0	0	0	0	0	5	118	114	106	11	0	0	2	0	1	0	120	121.4
H/Total	286	45	1	0	3	1	0	10	346	342.5	284	42	5	0	3	0	1	2	337	340.3
09:00	76	8	0	0	0	0	0	2	86	84.4	76	9	0	0	0	0	1	0	86	85.4
09:15	95	14	1	0	1	0	1	1	113	113.1	85	17	0	0	0	1	0	0	103	104
09:30	76	8	0	0	1	2	0	0	87	90	82	12	0	0	1	0	0	1	96	96.2
09:45	117	14	0	0	0	0	0	0	131	131	96	9	2	0	1	0	0	0	108	110
H/Total	364	44	1	0	2	2	1	3	417	418.5	339	47	2	0	2	1	1	1	393	395.6
Total	797	119	7	0	6	3	2	16	950	948.5	740	108	11	0	7	1	2	3	872	881.9

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	114	10	1	0	0	0	0	0	125	125.5	115	6	0	0	0	0	1	0	122	121.4
16:15	92	8	0	0	1	0	1	2	104	102.8	111	9	0	0	0	0	4	2	126	122
16:30	110	5	1	0	0	0	3	0	119	117.7	90	6	0	0	1	0	2	0	99	98.8
16:45	99	7	1	0	1	0	0	0	108	109.5	120	5	0	0	0	0	1	0	126	125.4
H/Total	415	30	3	0	2	0	4	2	456	455.5	436	26	0	0	1	0	8	2	473	467.6
17:00	104	8	0	0	0	0	1	5	118	113.4	105	12	0	0	1	0	0	1	119	119.2
17:15	112	11	0	0	1	0	0	0	124	125	114	9	0	0	0	1	0	0	124	125
17:30	98	10	0	0	0	0	1	0	109	108.4	107	6	0	0	1	0	3	0	117	116.2
17:45	102	2	0	0	1	0	1	1	107	106.6	104	7	1	0	1	0	1	0	114	114.9
H/Total	416	31	0	0	2	0	3	6	458	453.4	430	34	1	0	3	1	4	1	474	475.3
18:00	111	5	0	0	0	0	0	1	117	116.2	111	7	0	0	1	0	1	0	120	120.4
18:15	74	3	0	0	2	0	0	0	79	81	114	4	0	0	0	0	0	0	118	118
18:30	109	6	1	0	0	0	0	2	118	116.9	90	6	1	0	0	0	0	0	97	97.5
18:45	73	4	1	0	0	0	0	0	78	78.5	105	5	0	0	0	0	0	1	111	110.2
H/Total	367	18	2	0	2	0	0	3	392	392.6	420	22	1	0	1	0	1	1	446	446.1
Total	1198	79	5	0	6	0	7	11	1306	1301.5	1286	82	2	0	5	1	13	4	1393	1389

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **17 October 2020, Saturday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	30	3	2	1	1	0	0	0	37	40.3	19	6	3	0	0	0	0	0	28	29.5
07:15	35	4	2	0	1	0	0	0	42	44	30	1	2	0	1	0	1	2	37	36.8
07:30	49	9	1	0	1	0	0	0	60	61.5	38	5	0	0	2	0	0	0	45	47
07:45	71	13	1	0	0	0	0	0	85	85.5	48	9	1	0	0	0	0	2	60	58.9
H/Total	185	29	6	1	3	0	0	0	224	231.3	135	21	6	0	3	0	1	4	170	172.2
08:00	54	17	1	0	2	0	1	0	75	76.9	43	9	2	0	0	0	0	2	56	55.4
08:15	79	9	1	0	0	0	0	2	91	89.9	69	10	1	0	1	0	0	0	81	82.5
08:30	101	19	3	0	1	0	0	1	125	126.7	58	17	1	0	2	0	0	4	82	81.3
08:45	141	8	0	0	0	0	2	0	151	149.8	99	17	0	0	1	0	0	4	121	118.8
H/Total	375	53	5	0	3	0	3	3	442	443.3	269	53	4	0	4	0	0	10	340	338
09:00	104	16	0	0	1	0	0	0	121	122	77	14	0	0	1	0	0	2	94	93.4
09:15	127	20	2	0	1	0	0	0	150	152	89	14	2	0	0	0	1	1	107	106.6
09:30	116	10	0	0	1	0	0	1	128	128.2	73	10	2	0	2	0	0	0	87	90
09:45	119	15	5	0	0	1	0	0	140	143.5	127	16	1	1	0	1	0	0	146	148.8
H/Total	466	61	7	0	3	1	0	1	539	545.7	366	54	5	1	3	1	1	3	434	438.8
Total	1026	143	18	1	9	1	3	4	1205	1220.3	770	128	15	1	10	1	2	17	944	949

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	121	9	0	0	1	0	0	0	131	132	138	9	1	0	0	0	0	0	148	148.5
16:15	130	8	0	0	1	0	4	2	145	142	125	9	0	0	1	0	0	2	137	136.4
16:30	92	8	0	0	0	0	2	0	102	100.8	122	8	2	0	1	0	4	0	137	136.6
16:45	145	8	0	0	1	0	2	0	156	155.8	113	11	1	0	1	0	0	0	126	127.5
H/Total	488	33	0	0	3	0	8	2	534	530.6	498	37	4	0	3	0	4	2	548	549
17:00	100	7	0	0	0	0	0	1	108	107.2	139	11	1	0	0	0	1	5	157	152.9
17:15	112	11	0	0	1	0	0	0	124	125	118	11	0	0	1	0	0	1	131	131.2
17:30	111	9	1	0	1	0	1	0	123	123.9	111	10	0	0	0	0	2	0	123	121.8
17:45	102	6	0	0	1	0	1	0	110	110.4	131	7	0	0	2	0	1	1	142	142.6
H/Total	425	33	1	0	3	0	2	1	465	466.5	499	39	1	0	3	0	4	7	553	548.5
18:00	104	7	0	0	2	0	1	0	114	115.4	103	7	0	0	0	0	0	1	111	110.2
18:15	119	8	0	0	0	0	2	0	129	127.8	102	6	1	0	2	0	0	0	111	113.5
18:30	90	5	0	0	0	0	0	0	95	95	99	6	0	0	1	0	0	1	107	107.2
18:45	103	10	0	0	0	0	0	0	113	113	78	5	2	0	0	0	0	0	85	86
H/Total	416	30	0	0	2	0	3	0	451	451.2	382	24	3	0	3	0	0	2	414	416.9
Total	1329	96	1	0	8	0	13	3	1450	1448.3	1379	100	8	0	9	0	8	11	1515	1514.4

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **17 October 2020, Saturday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	13	3	1	0	0	0	0	0	17	17.5	24	3	0	1	1	0	0	0	29	31.3
07:15	21	1	2	0	1	0	0	1	26	27.2	29	7	3	0	1	0	0	0	40	42.5
07:30	24	2	2	0	4	0	0	0	32	37	44	10	2	0	2	0	0	0	58	61
07:45	26	6	1	0	0	0	0	0	33	33.5	67	11	2	0	0	0	0	0	80	81
H/Total	84	12	6	0	5	0	0	1	108	115.2	164	31	7	1	4	0	0	0	207	215.8
08:00	31	2	3	0	0	0	0	1	37	37.7	52	11	0	0	2	0	1	0	66	67.4
08:15	49	11	2	0	2	0	0	0	64	67	62	7	0	0	0	0	0	1	70	69.2
08:30	49	12	0	0	1	0	0	0	62	63	90	14	2	0	3	1	0	0	110	115
08:45	77	14	0	0	3	0	1	0	95	97.4	110	10	0	0	0	0	2	1	123	121
H/Total	206	39	5	0	6	0	1	1	258	265.1	314	42	2	0	5	1	3	2	369	372.6
09:00	66	15	0	0	1	0	1	0	83	83.4	93	16	0	0	1	0	0	0	110	111
09:15	56	12	1	0	0	1	0	0	70	71.5	104	15	2	0	2	0	0	0	123	126
09:30	57	11	2	0	3	0	0	0	73	77	94	7	0	0	2	2	0	0	105	109
09:45	96	8	1	1	1	1	0	0	108	111.8	109	12	3	0	0	1	0	0	125	127.5
H/Total	275	46	4	1	5	2	1	0	334	343.7	400	50	5	0	5	3	0	0	463	473.5
Total	565	97	15	1	16	2	2	2	700	724	878	123	14	1	14	4	3	2	1039	1061.9

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	108	4	1	0	0	0	1	0	114	113.9	90	8	1	0	1	0	0	0	100	101.5
16:15	105	11	0	0	1	0	1	0	118	118.4	91	9	0	0	2	0	2	0	104	104.8
16:30	80	7	1	0	2	0	2	0	92	93.3	70	6	0	0	0	0	1	0	77	76.4
16:45	90	9	0	0	1	0	0	0	100	101	101	8	0	0	2	0	1	0	112	113.4
H/Total	383	31	2	0	4	0	4	0	424	426.6	352	31	1	0	5	0	4	0	393	396.1
17:00	104	12	1	0	1	0	0	0	118	119.5	64	4	0	0	0	0	0	0	68	68
17:15	89	5	0	0	1	1	0	1	97	98.2	81	7	0	0	2	0	0	0	90	92
17:30	86	3	0	0	1	0	3	0	93	92.2	77	6	1	0	1	0	0	0	85	86.5
17:45	97	9	1	0	3	0	1	0	111	113.9	66	3	0	0	2	0	1	0	72	73.4
H/Total	376	29	2	0	6	1	4	1	419	423.8	288	20	1	0	5	0	1	0	315	319.9
18:00	69	5	0	0	1	0	0	0	75	76	70	3	0	0	2	0	0	0	75	77
18:15	90	5	1	0	0	0	0	0	96	96.5	67	6	0	0	0	0	2	0	75	73.8
18:30	60	3	1	0	1	0	0	0	65	66.5	70	2	1	0	0	0	0	1	74	73.7
18:45	66	2	1	0	0	0	0	1	70	69.7	59	6	0	0	0	0	0	0	65	65
H/Total	285	15	3	0	2	0	0	1	306	308.7	266	17	1	0	2	0	2	1	289	289.5
Total	1044	75	7	0	12	1	8	2	1149	1159.1	906	68	3	0	12	0	7	1	997	1005.5

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **17 October 2020, Saturday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	64	12	5	1	1	0	0	0	83	87.8
07:15	84	11	5	0	2	0	1	2	105	107.3
07:30	111	19	4	0	6	0	0	0	140	148
07:45	157	29	3	0	0	0	0	2	191	190.9
H/Total	416	71	17	1	9	0	1	4	519	534
08:00	135	29	4	0	2	0	1	2	173	174.8
08:15	198	28	3	0	2	0	0	2	233	234.9
08:30	219	42	4	0	5	1	0	5	276	280
08:45	315	38	0	0	3	0	3	5	364	361.2
H/Total	867	137	11	0	12	1	4	14	1046	1050.9
09:00	246	39	0	0	2	0	1	2	290	289.8
09:15	278	46	4	0	2	1	1	1	333	336.6
09:30	249	29	2	0	5	2	0	1	288	295.2
09:45	332	37	6	1	1	2	0	0	379	386.3
H/Total	1105	151	12	1	10	5	2	4	1290	1307.9
Total	2388	359	40	2	31	6	7	22	2855	2892.8

Peak Hours	Totals
07:00 08:00	519
07:15 08:15	609
07:30 08:30	737
07:45 08:45	873

08:00 09:00	1046
08:15 09:15	1163
08:30 09:30	1263
08:45 09:45	1275

09:00 10:00	1290
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	343	23	2	0	1	0	1	0	370	371.4
16:15	327	27	0	0	3	0	6	4	367	363.2
16:30	282	20	2	0	2	0	7	0	313	311.8
16:45	334	24	1	0	3	0	2	0	364	366.3
H/Total	1286	94	5	0	9	0	16	4	1414	1412.7
17:00	308	27	1	0	1	0	1	6	344	340.1
17:15	313	27	0	0	3	1	0	1	345	348.2
17:30	295	22	1	0	2	0	5	0	325	324.5
17:45	301	17	1	0	5	0	3	1	328	330.9
H/Total	1217	93	3	0	11	1	9	8	1342	1343.7
18:00	284	17	0	0	3	0	1	1	306	307.6
18:15	283	16	1	0	2	0	2	0	304	305.3
18:30	259	14	2	0	1	0	0	2	278	278.4
18:45	242	16	2	0	0	0	0	1	261	261.2
H/Total	1068	63	5	0	6	0	3	4	1149	1152.5
Total	3571	250	13	0	26	1	28	16	3905	3908.9

Peak Hours	Totals
16:00 17:00	1414
16:15 17:15	1388
16:30 17:30	1366
16:45 17:45	1378

17:00 18:00	1342
17:15 18:15	1304
17:30 18:30	1263
17:45 18:45	1216

18:00 19:00	1149
-------------	------



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 18 Oct 2020, Sunday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

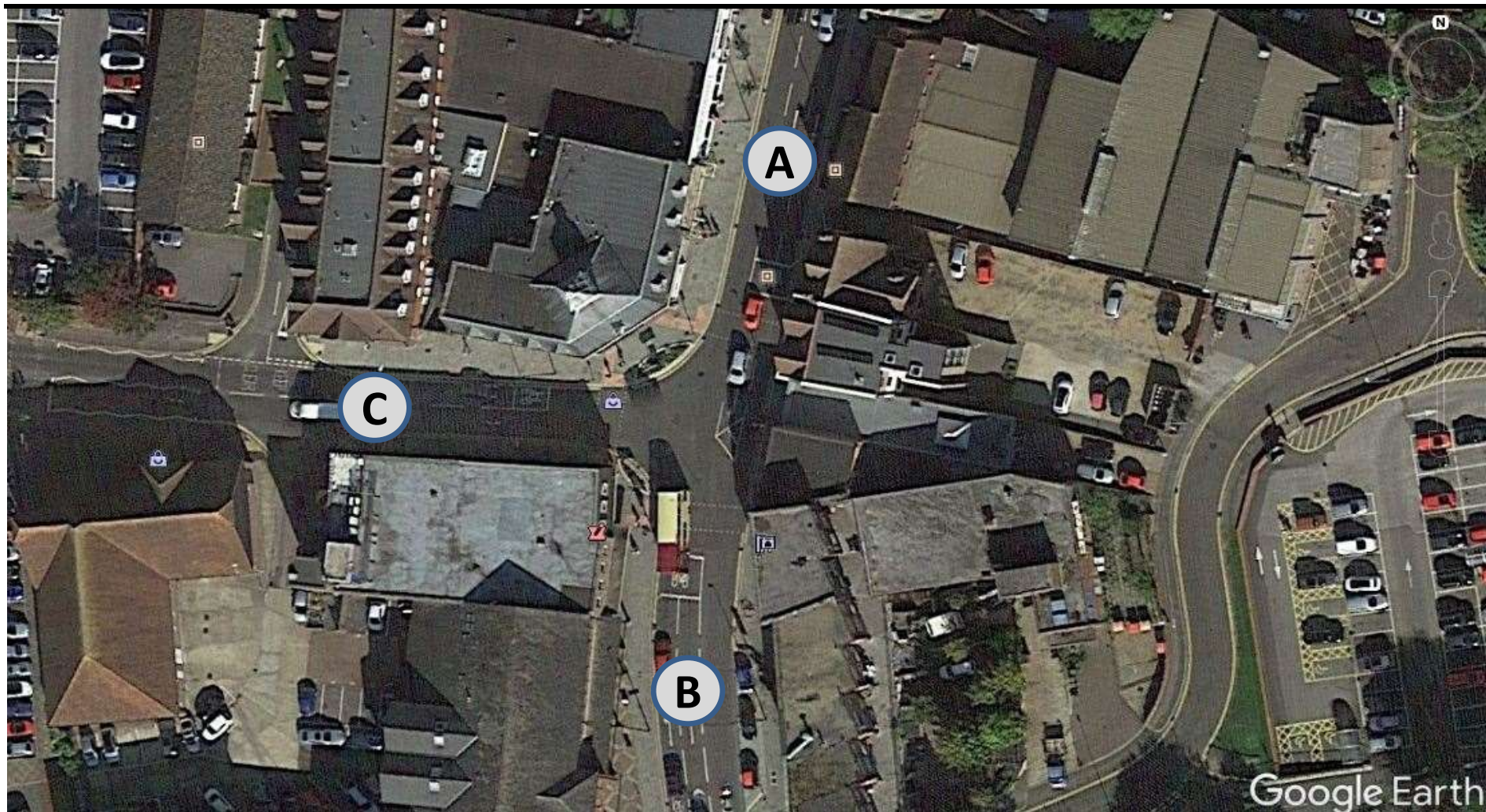
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **1**

Location: **High Street / Bell Lane**



Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **18 October 2020, Sunday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	12	1	1						14	14.5
07:15									0	0	15	2	1						18	18.5
07:30									0	0	9		3						12	13.5
07:45									0	0	21	1							22	22
H/Total	0	0	0	0	0	0	0	0	0	0	57	4	5	0	0	0	0	0	66	68.5
08:00									0	0	20							4	24	20.8
08:15									0	0	19	1	1						21	21.5
08:30									0	0	22	3	1					1	27	26.7
08:45									0	0	30	2				1		1	34	34.2
H/Total	0	0	0	0	0	0	0	0	0	0	91	6	2	0	0	1	0	6	106	103.2
09:00									0	0	32	4						1	37	36.2
09:15									0	0	47	6	1		1			2	57	56.9
09:30									0	0	46	3							49	49
09:45									0	0	53	2					1	6	62	56.6
H/Total	0	0	0	0	0	0	0	0	0	0	178	15	1	0	1	0	1	9	205	198.7
Total	0	0	0	0	0	0	0	0	0	0	326	25	8	0	1	1	1	15	377	370.4

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	60	1	1				1	1	64	63.1
16:15									0	0	58	3					3		64	62.2
16:30									0	0	62	6						3	71	68.6
16:45									0	0	53	3					2	1	59	57
H/Total	0	0	0	0	0	0	0	0	0	0	233	13	1	0	0	0	6	5	258	250.9
17:00									0	0	57	4						1	62	61.2
17:15									0	0	47	2	1				1		51	50.9
17:30									0	0	64	3						1	68	67.2
17:45									0	0	45	2							47	47
H/Total	0	0	0	0	0	0	0	0	0	0	213	11	1	0	0	0	1	2	228	226.3
18:00									0	0	40	6	1						47	47.5
18:15									0	0	43	3							46	46
18:30									0	0	51	2	1				1		55	54.9
18:45									0	0	34	1							35	35
H/Total	0	0	0	0	0	0	0	0	0	0	168	12	2	0	0	0	1	0	183	183.4
Total	0	0	0	0	0	0	0	0	0	0	614	36	4	0	0	0	8	7	669	660.6

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **18 October 2020, Sunday**



Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	1								1	1	8								8	8
07:15	1	1							2	2	7								7	7
07:30	2								2	2	9	1							10	10
07:45	4								4	4	11	3						1	15	14.2
H/Total	8	1	0	0	0	0	0	0	9	9	35	4	0	0	0	0	0	1	40	39.2
08:00	3	1							4	4	14	1	1						16	16.5
08:15	3	1						4	8	4.8	23	3	2					2	30	29.4
08:30	5						1	1	7	5.6	16	2							18	18
08:45	4	1					4		9	6.6	29	5						4	38	34.8
H/Total	15	3	0	0	0	0	5	5	28	21	82	11	3	0	0	0	0	6	102	98.7
09:00	8	5							13	13	36	2							38	38
09:15	18								18	18	47	1	1						49	49.5
09:30	25				1		2		28	27.8	43	2							45	45
09:45	33	1							34	34	51	2					1	5	59	54.4
H/Total	84	6	0	0	1	0	2	0	93	92.8	177	7	1	0	0	0	1	5	191	186.9
Total	107	10	0	0	1	0	7	5	130	122.8	294	22	4	0	0	0	1	12	333	324.8

Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	15	4							19	19	72	7					2		81	79.8
16:15	8	2				1			11	12	65	2							67	67
16:30	10	2							12	12	47	2					2	1	52	50
16:45	22				1				23	24	50	7	1				1	1	60	59.1
H/Total	55	8	0	0	1	1	0	0	65	67	234	18	1	0	0	0	5	2	260	255.9
17:00	12	1			1				14	15	62	2	1						65	65.5
17:15	15	1							16	16	55	5							60	60
17:30	11	1					1		13	12.4	51	1	1				2		55	54.3
17:45	10	1			1				12	13	51	4							55	55
H/Total	48	4	0	0	2	0	1	0	55	56.4	219	12	2	0	0	0	2	0	235	234.8
18:00	11								11	11	35	2	2						39	40
18:15	9	1							10	10	42	4							46	46
18:30	7						1		8	7.4	49	2	1						52	52.5
18:45	7				1				8	9	37	3							40	40
H/Total	34	1	0	0	1	0	1	0	37	37.4	163	11	3	0	0	0	0	0	177	178.5
Total	137	13	0	0	4	1	2	0	157	160.8	616	41	6	0	0	0	7	2	672	669.2

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **18 October 2020, Sunday**



Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	5	1							6	6
07:15									0	0	13								13	13
07:30									0	0	8	1	1						10	10.5
07:45									0	0	10				1				11	12
H/Total	0	0	0	0	0	0	0	0	0	0	36	2	1	0	1	0	0	0	40	41.5
08:00									0	0	16	2							18	18
08:15									0	0	18	1			1				20	21
08:30									0	0	13	1							14	14
08:45									0	0	27	1		1	1				30	32.3
H/Total	0	0	0	0	0	0	0	0	0	0	74	5	0	1	2	0	0	0	82	85.3
09:00									0	0	20	2							22	22
09:15									0	0	30	4	1						35	35.5
09:30									0	0	35	2							37	37
09:45									0	0	54	2	1		1		1		59	59.9
H/Total	0	0	0	0	0	0	0	0	0	0	139	10	2	0	1	0	1	0	153	154.4
Total	0	0	0	0	0	0	0	0	0	0	249	17	3	1	4	0	1	0	275	281.2

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	21	1			1				23	24
16:15									0	0	22	2							24	24
16:30									0	0	19	2						1	22	21.2
16:45									0	0	19	1			1				21	22
H/Total	0	0	0	0	0	0	0	0	0	0	81	6	0	0	2	0	0	1	90	91.2
17:00									0	0	20	1			1				22	23
17:15									0	0	17	1						1	19	18.2
17:30									0	0	16	1					1		18	17.4
17:45									0	0	20				1				21	22
H/Total	0	0	0	0	0	0	0	0	0	0	73	3	0	0	2	0	1	1	80	80.6
18:00									0	0	17	3			1				21	22
18:15									0	0	12	1							13	13
18:30									0	0	17								17	17
18:45									0	0	21								21	21
H/Total	0	0	0	0	0	0	0	0	0	0	67	4	0	0	1	0	0	0	72	73
Total	0	0	0	0	0	0	0	0	0	0	221	13	0	0	5	0	1	2	242	244.8

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **18 October 2020, Sunday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	5								5	5	6		1						7	7.5
07:15	1	1		1					3	4.3	6	1	1						8	8.5
07:30	2								2	2	6	5							11	11
07:45	4	1							5	5	5	1							6	6
H/Total	12	2	0	1	0	0	0	0	15	16.3	23	7	2	0	0	0	0	0	32	33
08:00	1				1				2	3	9	2							11	11
08:15	4	1						1	6	5.2	8	1		1					10	11.3
08:30	3						1		4	3.4	9								9	9
08:45	7	2							9	9	7	1			1		3		12	11.2
H/Total	15	3	0	0	1	0	1	1	21	20.6	33	4	0	1	1	0	3	0	42	42.5
09:00	6				2				8	10	9	4							13	13
09:15	13	4							17	17	19	2	1						22	22.5
09:30	18	1							19	19	16		1						17	17.5
09:45	18	2							20	20	22	2			1				25	26
H/Total	55	7	0	0	2	0	0	0	64	66	66	8	2	0	1	0	0	0	77	79
Total	82	12	0	1	3	0	1	1	100	102.9	122	19	4	1	2	0	3	0	151	154.5

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	30	3					1		34	33.4	48	1			1		1	2	53	51.8
16:15	19	2			1				22	23	34	1	1		1		1		38	38.9
16:30	21	2							23	23	22		1						23	23.5
16:45	18	1			1				20	21	18	1							19	19
H/Total	88	8	0	0	2	0	1	0	99	100.4	122	3	2	0	2	0	2	2	133	133.2
17:00	12					1			13	14	19	2			1				22	23
17:15	11	2			1				14	15	20	1			1				22	23
17:30	13	4							17	17	23								23	23
17:45	11	3							14	14	16		1						17	17.5
H/Total	47	9	0	0	1	1	0	0	58	60	78	3	1	0	2	0	0	0	84	86.5
18:00	10						2		12	10.8	18	1			1				20	21
18:15	13				1				14	15	15	1	1						17	17.5
18:30	11								11	11	18	2							20	20
18:45	11	2							13	13	10								10	10
H/Total	45	2	0	0	1	0	2	0	50	49.8	61	4	1	0	1	0	0	0	67	68.5
Total	180	19	0	0	4	1	3	0	207	210.2	261	10	4	0	5	0	2	2	284	288.2

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **18 October 2020, Sunday**

[illegible][illegible]

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **18 October 2020, Sunday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	13	1	1	0	0	0	0	0	15	15.5	13	0	0	0	0	0	0	0	13	13
07:15	16	3	1	0	0	0	0	0	20	20.5	8	1	0	1	0	0	0	0	10	11.3
07:30	11	0	3	0	0	0	0	0	14	15.5	11	1	0	0	0	0	0	0	12	12
07:45	25	1	0	0	0	0	0	0	26	26	15	4	0	0	0	0	0	1	20	19.2
H/Total	65	5	5	0	0	0	0	0	75	77.5	47	6	0	1	0	0	0	1	55	55.5
08:00	23	1	0	0	0	0	0	4	28	24.8	15	1	1	0	1	0	0	0	18	19.5
08:15	22	2	1	0	0	0	0	4	29	26.3	27	4	2	0	0	0	0	3	36	34.6
08:30	27	3	1	0	0	0	1	2	34	32.3	19	2	0	0	0	0	1	0	22	21.4
08:45	34	3	0	0	0	1	4	1	43	40.8	36	7	0	0	0	0	0	4	47	43.8
H/Total	106	9	2	0	0	1	5	11	134	124.2	97	14	3	0	1	0	1	7	123	119.3
09:00	40	9	0	0	0	0	0	1	50	49.2	42	2	0	0	2	0	0	0	46	48
09:15	65	6	1	0	1	0	0	2	75	74.9	60	5	1	0	0	0	0	0	66	66.5
09:30	71	3	0	0	1	0	2	0	77	76.8	61	3	0	0	0	0	0	0	64	64
09:45	86	3	0	0	0	0	1	6	96	90.6	69	4	0	0	0	0	1	5	79	74.4
H/Total	262	21	1	0	2	0	3	9	298	291.5	232	14	1	0	2	0	1	5	255	252.9
Total	433	35	8	0	2	1	8	20	507	493.2	376	34	4	1	3	0	2	13	433	427.7

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	75	5	1	0	0	0	1	1	83	82.1	102	10	0	0	0	0	3	0	115	113.2
16:15	66	5	0	0	0	1	3	0	75	74.2	84	4	0	0	1	0	0	0	89	90
16:30	72	8	0	0	0	0	0	3	83	80.6	68	4	0	0	0	0	2	1	75	73
16:45	75	3	0	0	1	0	2	1	82	81	68	8	1	0	1	0	1	1	80	80.1
H/Total	288	21	1	0	1	1	6	5	323	317.9	322	26	1	0	2	0	6	2	359	356.3
17:00	69	5	0	0	1	0	0	1	76	76.2	74	2	1	0	0	1	0	0	78	79.5
17:15	62	3	1	0	0	0	1	0	67	66.9	66	7	0	0	1	0	0	0	74	75
17:30	75	4	0	0	0	0	1	1	81	79.6	64	5	1	0	0	0	2	0	72	71.3
17:45	55	3	0	0	1	0	0	0	59	60	62	7	0	0	0	0	0	0	69	69
H/Total	261	15	1	0	2	0	2	2	283	282.7	266	21	2	0	1	1	2	0	293	294.8
18:00	51	6	1	0	0	0	0	0	58	58.5	45	2	2	0	0	0	2	0	51	50.8
18:15	52	4	0	0	0	0	0	0	56	56	55	4	0	0	1	0	0	0	60	61
18:30	58	2	1	0	0	0	2	0	63	62.3	60	2	1	0	0	0	0	0	63	63.5
18:45	41	1	0	0	1	0	0	0	43	44	48	5	0	0	0	0	0	0	53	53
H/Total	202	13	2	0	1	0	2	0	220	220.8	208	13	3	0	1	0	2	0	227	228.3
Total	751	49	4	0	4	1	10	7	826	821.4	796	60	6	0	4	1	10	2	879	879.4

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **18 October 2020, Sunday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	13	1	0	0	0	0	0	0	14	14	18	1	2	0	0	0	0	0	21	22
07:15	20	0	0	0	0	0	0	0	20	20	21	3	2	0	0	0	0	0	26	27
07:30	17	2	1	0	0	0	0	0	20	20.5	15	5	3	0	0	0	0	0	23	24.5
07:45	21	3	0	0	1	0	0	1	26	26.2	26	2	0	0	0	0	0	0	28	28
H/Total	71	6	1	0	1	0	0	1	80	80.7	80	11	7	0	0	0	0	0	98	101.5
08:00	30	3	1	0	0	0	0	0	34	34.5	29	2	0	0	0	0	0	4	35	31.8
08:15	41	4	2	0	1	0	0	2	50	50.4	27	2	1	1	0	0	0	0	31	32.8
08:30	29	3	0	0	0	0	0	0	32	32	31	3	1	0	0	0	0	1	36	35.7
08:45	56	6	0	1	1	0	0	4	68	67.1	37	3	0	0	1	1	3	1	46	45.4
H/Total	156	16	3	1	2	0	0	6	184	184	124	10	2	1	1	1	3	6	148	145.7
09:00	56	4	0	0	0	0	0	0	60	60	41	8	0	0	0	0	0	1	50	49.2
09:15	77	5	2	0	0	0	0	0	84	85	66	8	2	0	1	0	0	2	79	79.4
09:30	78	4	0	0	0	0	0	0	82	82	62	3	1	0	0	0	0	0	66	66.5
09:45	105	4	1	0	1	0	2	5	118	114.3	75	4	0	0	1	0	1	6	87	82.6
H/Total	316	17	3	0	1	0	2	5	344	341.3	244	23	3	0	2	0	1	9	282	277.7
Total	543	39	7	1	4	0	2	12	608	606	448	44	12	1	3	1	4	15	528	524.9

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	93	8	0	0	1	0	2	0	104	103.8	108	2	1	0	1	0	2	3	117	114.9
16:15	87	4	0	0	0	0	0	0	91	91	92	4	1	0	1	0	4	0	102	101.1
16:30	66	4	0	0	0	0	2	2	74	71.2	84	6	1	0	0	0	0	3	94	92.1
16:45	69	8	1	0	1	0	1	1	81	81.1	71	4	0	0	0	0	2	1	78	76
H/Total	315	24	1	0	2	0	5	3	350	347.1	355	16	3	0	2	0	8	7	391	384.1
17:00	82	3	1	0	1	0	0	0	87	88.5	76	6	0	0	1	0	0	1	84	84.2
17:15	72	6	0	0	0	0	0	1	79	78.2	67	3	1	0	1	0	1	0	73	73.9
17:30	67	2	1	0	0	0	3	0	73	71.7	87	3	0	0	0	0	0	1	91	90.2
17:45	71	4	0	0	1	0	0	0	76	77	61	2	1	0	0	0	0	0	64	64.5
H/Total	292	15	2	0	2	0	3	1	315	315.4	291	14	2	0	2	0	1	2	312	312.8
18:00	52	5	2	0	1	0	0	0	60	62	58	7	1	0	1	0	0	0	67	68.5
18:15	54	5	0	0	0	0	0	0	59	59	58	4	1	0	0	0	0	0	63	63.5
18:30	66	2	1	0	0	0	0	0	69	69.5	69	4	1	0	0	0	1	0	75	74.9
18:45	58	3	0	0	0	0	0	0	61	61	44	1	0	0	0	0	0	0	45	45
H/Total	230	15	3	0	1	0	0	0	249	251.5	229	16	3	0	1	0	1	0	250	251.9
Total	837	54	6	0	5	0	8	4	914	914	875	46	8	0	5	0	10	9	953	948.8

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **18 October 2020, Sunday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	11	0	1	0	0	0	0	0	12	12.5	6	1	0	0	0	0	0	0	7	7
07:15	7	2	1	1	0	0	0	0	11	12.8	14	1	0	0	0	0	0	0	15	15
07:30	8	5	0	0	0	0	0	0	13	13	10	1	1	0	0	0	0	0	12	12.5
07:45	9	2	0	0	0	0	0	0	11	11	14	0	0	0	1	0	0	0	15	16
H/Total	35	9	2	1	0	0	0	0	47	49.3	44	3	1	0	1	0	0	0	49	50.5
08:00	10	2	0	0	1	0	0	0	13	14	19	3	0	0	0	0	0	0	22	22
08:15	12	2	0	1	0	0	0	1	16	16.5	21	2	0	0	1	0	0	4	28	25.8
08:30	12	0	0	0	0	0	1	0	13	12.4	18	1	0	0	0	0	1	1	21	19.6
08:45	14	3	0	0	1	0	3	0	21	20.2	31	2	0	1	1	0	4	0	39	38.9
H/Total	48	7	0	1	2	0	4	1	63	63.1	89	8	0	1	2	0	5	5	110	106.3
09:00	15	4	0	0	2	0	0	0	21	23	28	7	0	0	0	0	0	0	35	35
09:15	32	6	1	0	0	0	0	0	39	39.5	48	4	1	0	0	0	0	0	53	53.5
09:30	34	1	1	0	0	0	0	0	36	36.5	60	2	0	0	1	0	2	0	65	64.8
09:45	40	4	0	0	1	0	0	0	45	46	87	3	1	0	1	0	1	0	93	93.9
H/Total	121	15	2	0	3	0	0	0	141	145	223	16	2	0	2	0	3	0	246	247.2
Total	204	31	4	2	5	0	4	1	251	257.4	356	27	3	1	5	0	8	5	405	404

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	78	4	0	0	1	0	2	2	87	85.2	36	5	0	0	1	0	0	0	42	43
16:15	53	3	1	0	2	0	1	0	60	61.9	30	4	0	0	0	1	0	0	35	36
16:30	43	2	1	0	0	0	0	0	46	46.5	29	4	0	0	0	0	0	1	34	33.2
16:45	36	2	0	0	1	0	0	0	39	40	41	1	0	0	2	0	0	0	44	46
H/Total	210	11	2	0	4	0	3	2	232	233.6	136	14	0	0	3	1	0	1	155	158.2
17:00	31	2	0	0	1	1	0	0	35	37	32	2	0	0	2	0	0	0	36	38
17:15	31	3	0	0	2	0	0	0	36	38	32	2	0	0	0	0	0	1	35	34.2
17:30	36	4	0	0	0	0	0	0	40	40	27	2	0	0	0	0	2	0	31	29.8
17:45	27	3	1	0	0	0	0	0	31	31.5	30	1	0	0	2	0	0	0	33	35
H/Total	125	12	1	0	3	1	0	0	142	146.5	121	7	0	0	4	0	2	1	135	137
18:00	28	1	0	0	1	0	2	0	32	31.8	28	3	0	0	1	0	0	0	32	33
18:15	28	1	1	0	1	0	0	0	31	32.5	21	2	0	0	0	0	0	0	23	23
18:30	29	2	0	0	0	0	0	0	31	31	24	0	0	0	0	0	1	0	25	24.4
18:45	21	2	0	0	0	0	0	0	23	23	28	0	0	0	1	0	0	0	29	30
H/Total	106	6	1	0	2	0	2	0	117	118.3	101	5	0	0	2	0	1	0	109	110.4
Total	441	29	4	0	9	1	5	2	491	498.4	358	26	0	0	9	1	3	2	399	405.6

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **18 October 2020, Sunday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	37	2	2	0	0	0	0	0	41	42
07:15	43	5	2	1	0	0	0	0	51	53.3
07:30	36	7	4	0	0	0	0	0	47	49
07:45	55	6	0	0	1	0	0	1	63	63.2
H/Total	171	20	8	1	1	0	0	1	202	207.5
08:00	63	6	1	0	1	0	0	4	75	73.3
08:15	75	8	3	1	1	0	0	7	95	93.2
08:30	68	6	1	0	0	0	2	2	79	76.7
08:45	104	12	0	1	2	1	7	5	132	128.1
H/Total	310	32	5	2	4	1	9	18	381	371.3
09:00	111	17	0	0	2	0	0	1	131	132.2
09:15	174	17	4	0	1	0	0	2	198	199.4
09:30	183	8	1	0	1	0	2	0	195	195.3
09:45	231	11	1	0	2	0	3	11	259	250.9
H/Total	699	53	6	0	6	0	5	14	783	777.8
Total	1180	105	19	3	11	1	14	33	1366	1356.6

Peak Hours	Totals
07:00 08:00	202
07:15 08:15	236
07:30 08:30	280
07:45 08:45	312

08:00 09:00	381
08:15 09:15	437
08:30 09:30	540
08:45 09:45	656

09:00 10:00	783
-------------	-----

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	246	17	1	0	2	0	5	3	274	271.1
16:15	206	12	1	0	2	1	4	0	226	227.1
16:30	181	14	1	0	0	0	2	5	203	198.3
16:45	180	13	1	0	3	0	3	2	202	202.1
H/Total	813	56	4	0	7	1	14	10	905	898.6
17:00	182	10	1	0	3	1	0	1	198	201.7
17:15	165	12	1	0	2	0	1	1	182	183.1
17:30	178	10	1	0	0	0	4	1	194	191.3
17:45	153	10	1	0	2	0	0	0	166	168.5
H/Total	678	42	4	0	7	1	5	3	740	744.6
18:00	131	12	3	0	2	0	2	0	150	152.3
18:15	134	10	1	0	1	0	0	0	146	147.5
18:30	153	6	2	0	0	0	2	0	163	162.8
18:45	120	6	0	0	1	0	0	0	127	128
H/Total	538	34	6	0	4	0	4	0	586	590.6
Total	2029	132	14	0	18	2	23	13	2231	2233.8

Peak Hours	Totals
16:00 17:00	905
16:15 17:15	829
16:30 17:30	785
16:45 17:45	776

17:00 18:00	740
17:15 18:15	692
17:30 18:30	656
17:45 18:45	625

18:00 19:00	586
-------------	-----



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 19 Oct 2020, Monday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

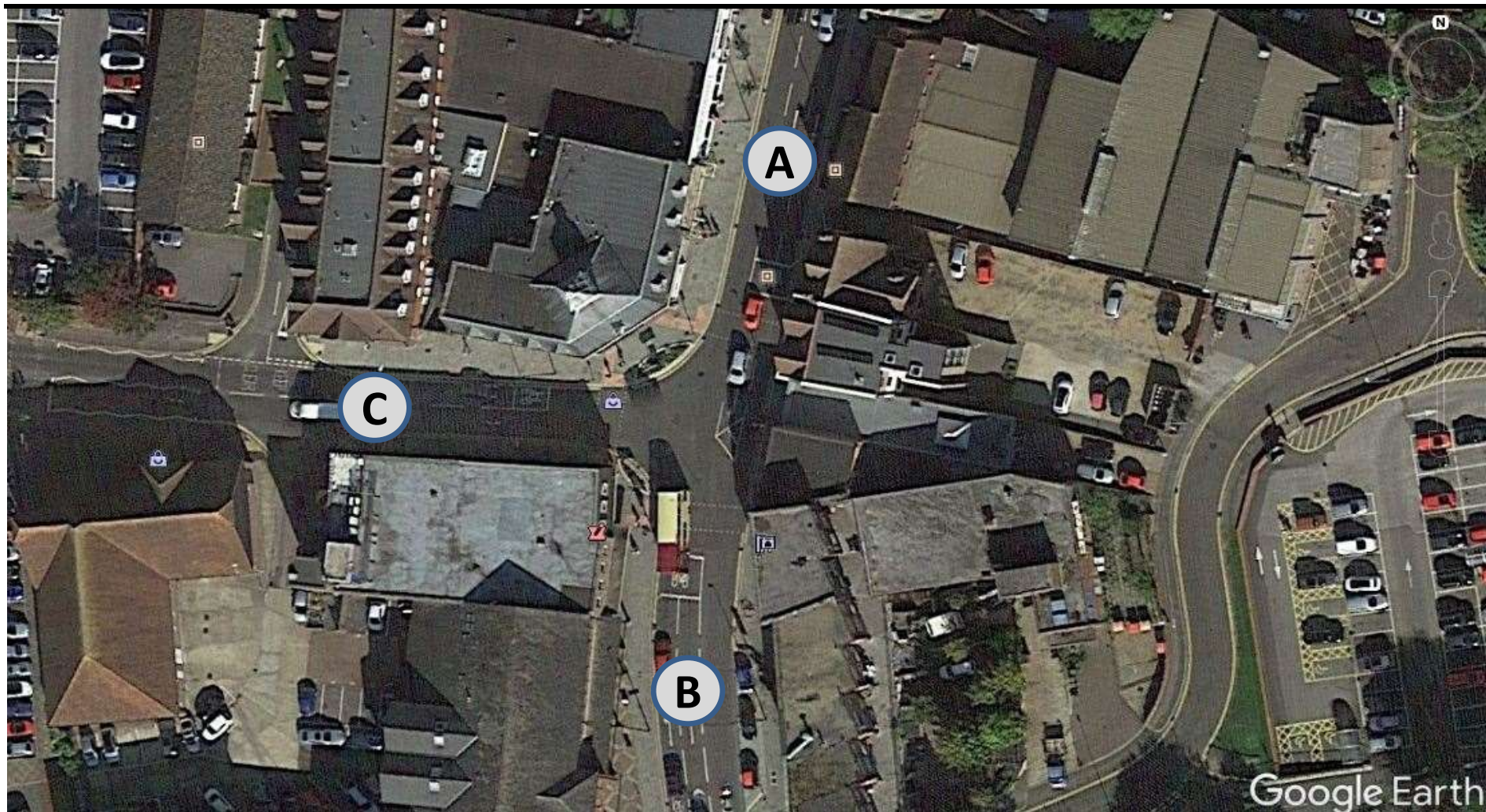
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **1**

Location: **High Street / Bell Lane**



Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **19 October 2020, Monday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	37	13						1	51	50.2
07:15									0	0	44	14	3	1			1	1	64	65.4
07:30									0	0	43	14	1						58	58.5
07:45									0	0	59	12	1						72	72.5
H/Total	0	0	0	0	0	0	0	0	0	0	183	53	5	1	0	0	1	2	245	246.6
08:00									0	0	54	8						1	63	62.2
08:15									0	0	82	11				1	1		95	95.4
08:30									0	0	86	12	2		1	1			102	105
08:45									0	0	115	8		1	1	1			126	129.3
H/Total	0	0	0	0	0	0	0	0	0	0	337	39	2	1	2	3	1	1	386	391.9
09:00									0	0	89	12	1						102	102.5
09:15									0	0	63	8	3			1	1		76	77.9
09:30									0	0	37	13							50	50
09:45									0	0	62	8	1			1			72	73.5
H/Total	0	0	0	0	0	0	0	0	0	0	251	41	5	0	0	2	1	0	300	303.9
Total	0	0	0	0	0	0	0	0	0	0	771	133	12	2	2	5	3	3	931	942.4

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	78	10	1			2		1	92	93.7
16:15									0	0	82	16	1						99	99.5
16:30									0	0	85	12	1						98	98.5
16:45									0	0	87	8	1				1		97	96.9
H/Total	0	0	0	0	0	0	0	0	0	0	332	46	4	0	0	2	1	1	386	388.6
17:00									0	0	97	14							111	111
17:15									0	0	87	11	1				3		102	100.7
17:30									0	0	81	12							93	93
17:45									0	0	83	7							90	90
H/Total	0	0	0	0	0	0	0	0	0	0	348	44	1	0	0	0	3	0	396	394.7
18:00									0	0	71	10					2	1	84	82
18:15									0	0	60	8	1		1				70	71.5
18:30									0	0	65	5			1	1			72	74
18:45									0	0	55	4							59	59
H/Total	0	0	0	0	0	0	0	0	0	0	251	27	1	0	2	1	2	1	285	286.5
Total	0	0	0	0	0	0	0	0	0	0	931	117	6	0	2	3	6	2	1067	1069.8

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **19 October 2020, Monday**



Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	16	1			1				18	19	44	13							57	57
07:15	30	9			1				40	41	55	10	2		1		1		69	70.4
07:30	29	8			1		1		39	39.4	62	16					1		79	78.4
07:45	34	6	2					1	43	43.2	100	12	1						113	113.5
H/Total	109	24	2	0	3	0	1	1	140	142.6	261	51	3	0	1	0	2	0	318	319.3
08:00	24	7				1			32	33	80	19	1			1			101	102.5
08:15	30	5	1						36	36.5	96	11	1			1	1		110	110.9
08:30	29	3	1		3	1			37	41.5	107	8	1		1	1	2		120	121.3
08:45	47	13			3				63	66	86	12			1				99	100
H/Total	130	28	2	0	6	2	0	0	168	177	369	50	3	0	2	3	3	0	430	434.7
09:00	40	7							47	47	59	8	3						70	71.5
09:15	33	5	1	1					40	41.8	68	6	2					1	77	77.2
09:30	25	4			2		1		32	33.4	66	8	2						76	77
09:45	33	13				1			47	48	66	7		1				1	75	75.5
H/Total	131	29	1	1	2	1	1	0	166	170.2	259	29	7	1	0	0	0	2	298	301.2
Total	370	81	5	1	11	3	2	1	474	489.8	889	130	13	1	3	3	5	2	1046	1055.2

Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	39	5							44	44	61	11					2		74	72.8
16:15	27	7	1						35	35.5	73	13	1						87	87.5
16:30	28	9		1					38	39.3	70	9	1						80	80.5
16:45	21	2			2				25	27	70	12					1		83	82.4
H/Total	115	23	1	1	2	0	0	0	142	145.8	274	45	2	0	0	0	3	0	324	323.2
17:00	35	5							40	40	87	8	1				1		10	96.9
17:15	38	3			2		1		44	45.4	72	7	1				1		81	80.9
17:30	27	2			1				30	31	84	10							94	94
17:45	45	7			2				54	56	72	5							77	77
H/Total	145	17	0	0	5	0	1	0	168	172.4	315	30	2	0	0	0	2	0	349	348.8
18:00	24	3				1			28	29	58	12							70	70
18:15	22	1							23	23	68	7							75	75
18:30	20								20	20	55	6					1		62	61.4
18:45	25	1			1				27	28	54	5	2						61	62
H/Total	91	5	0	0	1	1	0	0	98	100	235	30	2	0	0	0	1	0	268	268.4
Total	351	45	1	1	8	1	1	0	408	418.2	824	105	6	0	0	0	6	0	941	940.4

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **19 October 2020, Monday**



Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	56	8			1				65	66
07:15									0	0	50	14	1	1	1				67	69.8
07:30									0	0	56	24	2	1	2				85	89.3
07:45									0	0	57	10	2	1	1			1	72	74.5
H/Total	0	0	0	0	0	0	0	0	0	0	219	56	5	3	5	0	0	1	289	299.6
08:00									0	0	52	12	1						65	65.5
08:15									0	0	54	7	2		1		1		65	66.4
08:30									0	0	52	11			1			1	65	65.2
08:45									0	0	58	12	1				2		73	72.3
H/Total	0	0	0	0	0	0	0	0	0	0	216	42	4	0	2	0	3	1	268	269.4
09:00									0	0	59	10	3		1	1	1		75	77.9
09:15									0	0	59	13	1						73	73.5
09:30									0	0	39	11	3	1	2				56	60.8
09:45									0	0	57	11	3						71	72.5
H/Total	0	0	0	0	0	0	0	0	0	0	214	45	10	1	3	1	1	0	275	284.7
Total	0	0	0	0	0	0	0	0	0	0	649	143	19	4	10	1	4	2	832	853.7

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	49	6	1		1	1			58	60.5
16:15									0	0	55	11			2	1			69	72
16:30									0	0	47	6			1				54	55
16:45									0	0	50	8	2		1	1		1	63	65.2
H/Total	0	0	0	0	0	0	0	0	0	0	201	31	3	0	5	3	0	1	244	252.7
17:00									0	0	44	5			1	1	1		52	53.4
17:15									0	0	56	2			1				59	60
17:30									0	0	47	3			1				51	52
17:45									0	0	48	6			1				55	56
H/Total	0	0	0	0	0	0	0	0	0	0	195	16	0	0	4	1	1	0	217	221.4
18:00									0	0	41	2			1				44	45
18:15									0	0	29				1				30	31
18:30									0	0	22	1							23	23
18:45									0	0	35	1	1		1				38	39.5
H/Total	0	0	0	0	0	0	0	0	0	0	127	4	1	0	3	0	0	0	135	138.5
Total	0	0	0	0	0	0	0	0	0	0	523	51	4	0	12	4	1	1	596	612.6

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **19 October 2020, Monday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	7	2	2		1				12	14	17	3	2						22	23
07:15	15	3	3		1				22	24.5	21	8	2	1	1				33	36.3
07:30	12	4	1		2				19	21.5	20	1	1		4				26	30.5
07:45	26	9			2				37	39	27	5	1						33	33.5
H/Total	60	18	6	0	6	0	0	0	90	99	85	17	6	1	5	0	0	0	114	123.3
08:00	20	8	1						29	29.5	24	13	1		1	2		1	42	44.7
08:15	38	8			1	1			48	50	35	8	4						47	49
08:30	38	6	1		2				47	49.5	36	6	2		1				45	47
08:45	31	4				1			36	37	46	12	1	1	1				61	63.8
H/Total	127	26	2	0	3	2	0	0	160	166	141	39	8	1	3	2	0	1	195	204.5
09:00	19	7	1						27	27.5	29	7	4		2				42	46
09:15	23	13	3						39	40.5	38	10		1			1		50	50.7
09:30	26	7	1		2				36	38.5	40	7	1		2				50	52.5
09:45	32	5			1	1		1	40	41.2	43	8	1			1			53	54.5
H/Total	100	32	5	0	3	1	0	1	142	147.7	150	32	6	1	4	1	1	0	195	203.7
Total	287	76	13	0	12	3	0	1	392	412.7	376	88	20	3	12	3	1	1	504	531.5

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	39	5							44	44	68	9					1		78	77.4
16:15	44	6							50	50	60	10			2	1			73	76
16:30	39	9					1		49	48.4	49	9	1		1			1	61	61.7
16:45	43	6			1		1		51	51.4	60	14			1				75	76
H/Total	165	26	0	0	1	0	2	0	194	193.8	237	42	1	0	4	1	1	1	287	291.1
17:00	47	8			1	1			57	59	59	6	1						66	66.5
17:15	45	5					1		51	50.4	68	10	2		1				81	83
17:30	43	6							49	49	73	6			2			1	82	83.2
17:45	34	3			1				38	39	68	13			1				82	83
H/Total	169	22	0	0	2	1	1	0	195	197.4	268	35	3	0	4	0	0	1	311	315.7
18:00	38	5			2	1			46	49	56	6	1		1				64	65.5
18:15	36	3							39	39	44	7	2	1					54	56.3
18:30	36	1							37	37	33	2	1		1		1		38	38.9
18:45	30	3							33	33	52	2	1						55	55.5
H/Total	140	12	0	0	2	1	0	0	155	158	185	17	5	1	2	0	1	0	211	216.2
Total	474	60	0	0	5	2	3	0	544	549.2	690	94	9	1	10	1	2	2	809	823

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **19 October 2020, Monday**

[illegible][illegible]

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **19 October 2020, Monday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	53	14	0	0	1	0	0	1	69	69.2	51	15	2	0	1	0	0	0	69	71
07:15	74	23	3	1	1	0	1	1	104	106.4	70	13	5	0	2	0	1	0	91	94.9
07:30	72	22	1	0	1	0	1	0	97	97.9	74	20	1	0	2	0	1	0	98	99.9
07:45	93	18	3	0	0	0	0	1	115	115.7	126	21	1	0	2	0	0	0	150	152.5
H/Total	292	77	7	1	3	0	2	3	385	389.2	321	69	9	0	7	0	2	0	408	418.3
08:00	78	15	0	0	0	1	0	1	95	95.2	100	27	2	0	0	1	0	0	130	132
08:15	112	16	1	0	0	1	1	0	131	131.9	134	19	1	0	1	2	1	0	158	160.9
08:30	115	15	3	0	4	2	0	0	139	146.5	145	14	2	0	3	1	2	0	167	170.8
08:45	162	21	0	1	4	1	0	0	189	195.3	117	16	0	0	1	1	0	0	135	137
H/Total	467	67	4	1	8	5	1	1	554	568.9	496	76	5	0	5	5	3	0	590	600.7
09:00	129	19	1	0	0	0	0	0	149	149.5	78	15	4	0	0	0	0	0	97	99
09:15	96	13	4	1	0	1	1	0	116	119.7	91	19	5	0	0	0	0	1	116	117.7
09:30	62	17	0	0	2	0	1	0	82	83.4	92	15	3	0	2	0	0	0	112	115.5
09:45	95	21	1	0	0	2	0	0	119	121.5	98	12	0	1	1	1	0	2	115	116.7
H/Total	382	70	6	1	2	3	2	0	466	474.1	359	61	12	1	3	1	0	3	440	448.9
Total	1141	214	17	3	13	8	5	4	1405	1432.2	1176	206	26	1	15	6	5	3	1438	1467.9

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	117	15	1	0	0	2	0	1	136	137.7	100	16	0	0	0	0	2	0	118	116.8
16:15	109	23	2	0	0	0	0	0	134	135	117	19	1	0	0	0	0	0	137	137.5
16:30	113	21	1	1	0	0	0	0	136	137.8	109	18	1	0	0	0	1	0	129	128.9
16:45	108	10	1	0	2	0	1	0	122	123.9	113	18	0	0	1	0	2	0	134	133.8
H/Total	447	69	5	1	2	2	1	1	528	534.4	439	71	2	0	1	0	5	0	518	517
17:00	132	19	0	0	0	0	0	0	151	151	55	16	1	0	1	1	1	0	75	76.9
17:15	125	14	1	0	2	0	4	0	146	146.1	117	12	1	0	0	0	2	0	132	131.3
17:30	108	14	0	0	1	0	0	0	123	124	127	16	0	0	0	0	0	0	143	143
17:45	128	14	0	0	2	0	0	0	144	146	106	8	0	0	1	0	0	0	115	116
H/Total	493	61	1	0	5	0	4	0	564	567.1	405	52	2	0	2	1	3	0	465	467.2
18:00	95	13	0	0	0	1	2	1	112	111	96	17	0	0	2	1	0	0	116	119
18:15	82	9	1	0	1	0	0	0	93	94.5	104	10	0	0	0	0	0	0	114	114
18:30	85	5	0	0	1	1	0	0	92	94	91	7	0	0	0	0	1	0	99	98.4
18:45	80	5	0	0	1	0	0	0	86	87	84	8	2	0	0	0	0	0	94	95
H/Total	342	32	1	0	3	2	2	1	383	386.5	375	42	2	0	2	1	1	0	423	426.4
Total	1282	162	7	1	10	4	7	2	1475	1488	1219	165	6	0	5	2	9	0	1406	1410.6

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **19 October 2020, Monday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	100	21	0	0	1	0	0	0	122	123	54	16	2	0	0	0	0	1	73	73.2
07:15	105	24	3	1	2	0	1	0	136	140.2	65	22	5	2	1	0	1	1	97	101.7
07:30	118	40	2	1	2	0	1	0	164	167.7	63	15	2	0	4	0	0	0	84	89
07:45	157	22	3	1	1	0	0	1	185	188	86	17	2	0	0	0	0	0	105	106
H/Total	480	107	8	3	6	0	2	1	607	618.9	268	70	11	2	5	0	1	2	359	369.9
08:00	132	31	2	0	0	1	0	0	166	168	78	21	1	0	1	2	0	2	105	106.9
08:15	150	18	3	0	1	1	2	0	175	177.3	117	19	4	0	0	1	1	0	142	144.4
08:30	159	19	1	0	2	1	2	1	185	186.5	122	18	4	0	2	1	0	0	147	152
08:45	144	24	1	0	1	0	2	0	172	172.3	161	20	1	2	2	1	0	0	187	193.1
H/Total	585	92	7	0	4	3	6	1	698	704.1	478	78	10	2	5	5	1	2	581	596.4
09:00	118	18	6	0	1	1	1	0	145	149.4	118	19	5	0	2	0	0	0	144	148.5
09:15	127	19	3	0	0	0	0	1	150	150.7	101	18	3	1	0	1	2	0	126	128.6
09:30	105	19	5	1	2	0	0	0	132	137.8	77	20	1	0	2	0	0	0	100	102.5
09:45	123	18	3	1	0	0	0	1	146	148	105	16	2	0	0	2	0	0	125	128
H/Total	473	74	17	2	3	1	1	2	573	585.9	401	73	11	1	4	3	2	0	495	507.6
Total	1538	273	32	5	13	4	9	4	1878	1908.9	1147	221	32	5	14	8	4	4	1435	1473.9

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	110	17	1	0	1	1	2	0	132	133.3	146	19	1	0	0	2	1	1	170	171.1
16:15	128	24	1	0	2	1	0	0	156	159.5	142	26	1	0	2	1	0	0	172	175.5
16:30	117	15	1	0	1	0	0	0	134	135.5	134	21	2	0	1	0	0	1	159	160.2
16:45	120	20	2	0	1	1	1	1	146	147.6	147	22	1	0	1	0	1	0	172	172.9
H/Total	475	76	5	0	5	3	3	1	568	575.9	569	88	5	0	4	3	2	2	673	679.7
17:00	52	13	1	0	1	1	2	0	70	71.3	156	20	1	0	0	0	0	0	177	177.5
17:15	128	9	1	0	1	0	1	0	140	140.9	155	21	3	0	1	0	3	0	183	183.7
17:30	131	13	0	0	1	0	0	0	145	146	154	18	0	0	2	0	0	1	175	176.2
17:45	120	11	0	0	1	0	0	0	132	133	151	20	0	0	1	0	0	0	172	173
H/Total	431	46	2	0	4	1	3	0	487	491.2	616	79	4	0	4	0	3	1	707	710.4
18:00	99	14	0	0	1	0	0	0	114	115	127	16	1	0	1	0	2	1	148	147.5
18:15	97	7	0	0	1	0	0	0	105	106	104	15	3	1	1	0	0	0	124	127.8
18:30	77	7	0	0	0	0	1	0	85	84.4	98	7	1	0	2	1	1	0	110	112.9
18:45	89	6	3	0	1	0	0	0	99	101.5	107	6	1	0	0	0	0	0	114	114.5
H/Total	362	34	3	0	3	0	1	0	403	406.9	436	44	6	1	4	1	3	1	496	502.7
Total	1268	156	10	0	12	4	7	1	1458	1474	1621	211	15	1	12	4	8	4	1876	1892.8

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **19 October 2020, Monday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	24	5	4	0	1	0	0	0	34	37	72	9	0	0	2	0	0	0	83	85
07:15	36	11	5	1	2	0	0	0	55	60.8	80	23	1	1	2	0	0	0	107	110.8
07:30	32	5	2	0	6	0	0	0	45	52	85	32	2	1	3	0	1	0	124	128.7
07:45	53	14	1	0	2	0	0	0	70	72.5	91	16	4	1	1	0	0	2	115	117.7
H/Total	145	35	12	1	11	0	0	0	204	222.3	328	80	7	3	8	0	1	2	429	442.2
08:00	44	21	2	0	1	2	0	1	71	74.2	76	19	1	0	0	1	0	0	97	98.5
08:15	73	16	4	0	1	1	0	0	95	99	84	12	3	0	1	0	1	0	101	102.9
08:30	74	12	3	0	3	0	0	0	92	96.5	81	14	1	0	4	1	0	1	102	106.7
08:45	77	16	1	1	1	1	0	0	97	100.8	105	25	1	0	3	0	2	0	136	138.3
H/Total	268	65	10	1	6	4	0	1	355	370.5	346	70	6	0	8	2	3	1	436	446.4
09:00	48	14	5	0	2	0	0	0	69	73.5	99	17	3	0	1	1	1	0	122	124.9
09:15	61	23	3	1	0	0	1	0	89	91.2	92	18	2	1	0	0	0	0	113	115.3
09:30	66	14	2	0	4	0	0	0	86	91	64	15	3	1	4	0	1	0	88	94.2
09:45	75	13	1	0	1	2	0	1	93	95.7	90	24	3	0	0	1	0	0	118	120.5
H/Total	250	64	11	1	7	2	1	1	337	351.4	345	74	11	2	5	2	2	0	441	454.9
Total	663	164	33	3	24	6	1	2	896	944.2	1019	224	24	5	21	4	6	3	1306	1343.5

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	107	14	0	0	0	0	1	0	122	121.4	88	11	1	0	1	1	0	0	102	104.5
16:15	104	16	0	0	2	1	0	0	123	126	82	18	1	0	2	1	0	0	104	107.5
16:30	88	18	1	0	1	0	1	1	110	110.1	75	15	0	1	1	0	0	0	92	94.3
16:45	103	20	0	0	2	0	1	0	126	127.4	71	10	2	0	3	1	0	1	88	92.2
H/Total	402	68	1	0	5	1	3	1	481	484.9	316	54	4	1	7	3	0	1	386	398.5
17:00	106	14	1	0	1	1	0	0	123	125.5	79	10	0	0	1	1	1	0	92	93.4
17:15	113	15	2	0	1	0	1	0	132	133.4	94	5	0	0	3	0	1	0	103	105.4
17:30	116	12	0	0	2	0	0	1	131	132.2	74	5	0	0	2	0	0	0	81	83
17:45	102	16	0	0	2	0	0	0	120	122	93	13	0	0	3	0	0	0	109	112
H/Total	437	57	3	0	6	1	1	1	506	513.1	340	33	0	0	9	1	2	0	385	393.8
18:00	94	11	1	0	3	1	0	0	110	114.5	65	5	0	0	1	1	0	0	72	74
18:15	80	10	2	1	0	0	0	0	93	95.3	51	1	0	0	1	0	0	0	53	54
18:30	69	3	1	0	1	0	1	0	75	75.9	42	1	0	0	0	0	0	0	43	43
18:45	82	5	1	0	0	0	0	0	88	88.5	60	2	1	0	2	0	0	0	65	67.5
H/Total	325	29	5	1	4	1	1	0	366	374.2	218	9	1	0	4	1	0	0	233	238.5
Total	1164	154	9	1	15	3	5	2	1353	1372.2	874	96	5	1	20	5	2	1	1004	1030.8

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **19 October 2020, Monday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	177	40	4	0	3	0	0	1	225	229.2
07:15	215	58	11	3	5	0	2	1	295	307.4
07:30	222	67	5	1	9	0	2	0	306	317.6
07:45	303	54	7	1	3	0	0	2	370	376.2
H/Total	917	219	27	5	20	0	4	4	1196	1230.4
08:00	254	67	4	0	1	4	0	2	332	337.4
08:15	335	50	8	0	2	3	3	0	401	408.2
08:30	348	46	7	0	9	3	2	1	416	429.5
08:45	383	61	2	2	6	2	2	0	458	468.4
H/Total	1320	224	21	2	18	12	7	3	1607	1643.5
09:00	295	51	12	0	3	1	1	0	363	372.4
09:15	284	55	10	2	0	1	2	1	355	361.6
09:30	233	50	7	1	8	0	1	0	300	312.2
09:45	293	52	5	1	1	4	0	2	358	365.2
H/Total	1105	208	34	4	12	6	4	3	1376	1411.4
Total	3342	651	82	11	50	18	15	10	4179	4285.3

Peak Hours	Totals
07:00 08:00	1196
07:15 08:15	1303
07:30 08:30	1409
07:45 08:45	1519

08:00 09:00	1607
08:15 09:15	1638
08:30 09:30	1592
08:45 09:45	1476

09:00 10:00	1376
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	334	46	2	0	1	3	3	1	390	392.4
16:15	341	63	3	0	4	2	0	0	413	420.5
16:30	318	54	3	1	2	0	1	1	380	383.4
16:45	331	50	3	0	5	1	3	1	394	398.9
H/Total	1324	213	11	1	12	6	7	3	1577	1595.2
17:00	290	46	2	0	2	2	2	0	344	347.8
17:15	366	38	4	0	4	0	6	0	418	420.4
17:30	355	39	0	0	4	0	0	1	399	402.2
17:45	350	41	0	0	5	0	0	0	396	401
H/Total	1361	164	6	0	15	2	8	1	1557	1571.4
18:00	288	38	1	0	4	2	2	1	336	340.5
18:15	259	26	3	1	2	0	0	0	291	295.8
18:30	231	15	1	0	2	1	2	0	252	254.3
18:45	251	16	4	0	2	0	0	0	273	277
H/Total	1029	95	9	1	10	3	4	1	1152	1167.6
Total	3714	472	26	2	37	11	19	5	4286	4334.2

Peak Hours	Totals
16:00 17:00	1577
16:15 17:15	1531
16:30 17:30	1536
16:45 17:45	1555

17:00 18:00	1557
17:15 18:15	1549
17:30 18:30	1422
17:45 18:45	1275

18:00 19:00	1152
-------------	------



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 03 Nov 2020, Tuesday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

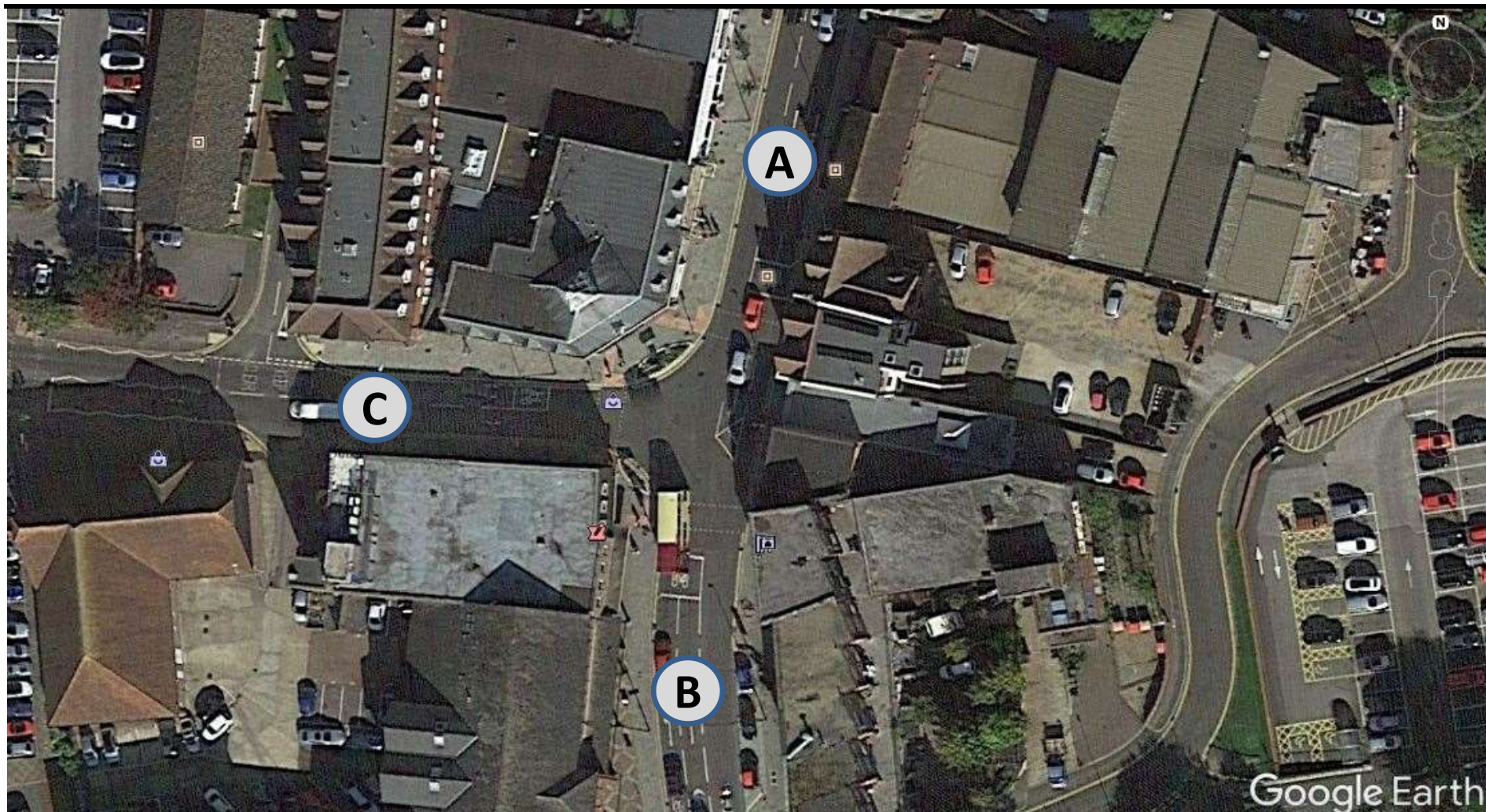
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **1**

Location: **High Street / Bell Lane**



Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **03 November 2020, Tuesday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	34	17	2						53	54
07:15									0	0	55	17	1						73	73.5
07:30									0	0	67	14	1						82	82.5
07:45									0	0	58	17	5	1		1	1		83	87.2
H/Total	0	0	0	0	0	0	0	0	0	0	214	65	9	1	0	1	1	0	291	297.2
08:00									0	0	75	12	2			1			90	92
08:15									0	0	74	13	1						88	88.5
08:30									0	0	95	14	1		1	1			112	114.5
08:45									0	0	79	6			1				86	87
H/Total	0	0	0	0	0	0	0	0	0	0	323	45	4	0	2	2	0	0	376	382
09:00									0	0	97	7	1			1			106	107.5
09:15									0	0	88	13	1	1					103	104.8
09:30									0	0	62	4				1			67	68
09:45									0	0	72	9	2						83	84
H/Total	0	0	0	0	0	0	0	0	0	0	319	33	4	1	0	2	0	0	359	364.3
Total	0	0	0	0	0	0	0	0	0	0	856	143	17	2	2	5	1	0	1026	1043.5

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	80	5	1		2				88	90.5
16:15									0	0	119	15	2				1		137	137.4
16:30									0	0	96	25	1				2		124	123.3
16:45									0	0	113	17							130	130
H/Total	0	0	0	0	0	0	0	0	0	0	408	62	4	0	2	0	3	0	479	481.2
17:00									0	0	115	17							132	132
17:15									0	0	88	16		1			1		106	106.7
17:30									0	0	103	13							116	116
17:45									0	0	110	13	3						126	127.5
H/Total	0	0	0	0	0	0	0	0	0	0	416	59	3	1	0	0	1	0	480	482.2
18:00									0	0	123	13							136	136
18:15									0	0	96	7			1		1		105	105.4
18:30									0	0	80	13							93	93
18:45									0	0	72	7	2				1	1	83	82.6
H/Total	0	0	0	0	0	0	0	0	0	0	371	40	2	0	1	0	2	1	417	417
Total	0	0	0	0	0	0	0	0	0	0	1195	161	9	1	3	0	6	1	1376	1380.4

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **03 November 2020, Tuesday**



Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	24	9			1				34	35	38	18							56	56
07:15	23	9			1				33	34	69	19	3		1				92	94.5
07:30	29	5	1		1				36	37.5	99	24	2			1			126	128
07:45	38	13					1	1	53	51.6	91	23					1		115	114.4
H/Total	114	36	1	0	3	0	1	1	156	158.1	297	84	5	0	1	1	1	0	389	392.9
08:00	31	9				1			41	42	99	17	2					1	119	119.2
08:15	31	6	1	1					39	40.8	111	16	2			2			131	134
08:30	41	10	1	1	3			1	57	61	87	13	2		1				103	105
08:45	41	7	1		2				51	53.5	102	10				2			114	116
H/Total	144	32	3	2	5	1	0	1	188	197.3	399	56	6	0	1	4	0	1	467	474.2
09:00	52	4	1		1				58	59.5	83	14	4						101	103
09:15	41	6		1					48	49.3	71	14	2			1			88	90
09:30	26	5		1	1				33	35.3	74	16							90	90
09:45	41	9	1						51	51.5	86	7				1			94	95
H/Total	160	24	2	2	2	0	0	0	190	195.6	314	51	6	0	0	2	0	0	373	378
Total	418	92	6	4	10	1	1	2	534	551	1010	191	17	0	2	7	1	1	1229	1245.1

Time	A - C										B - A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	32	3	1		1				37	38.5	71	11	1						83	83.5
16:15	36	5		1					42	43.3	96	6					1		103	102.4
16:30	36	4	1						41	41.5	72	9	2			1			84	86
16:45	36	3			1				40	41	80	13					3	1	97	94.4
H/Total	140	15	2	1	2	0	0	0	160	164.3	319	39	3	0	0	1	4	1	367	366.3
17:00	27	4			1				32	33	97	12				1			110	111
17:15	24	2							26	26	81	10	2			1			94	96
17:30	30				2				32	34	84	10				1			95	96
17:45	41	2			2				45	47	101	10							111	111
H/Total	122	8	0	0	5	0	0	0	135	140	363	42	2	0	0	3	0	0	410	414
18:00	40								40	40	72	10							82	82
18:15	38	1	1			1			41	42.5	82	6					1		89	88.4
18:30	21	2			1		1		25	25.4	73	9					1		83	82.4
18:45	29				1				30	31	75	8					1		84	83.4
H/Total	128	3	1	0	2	1	1	0	136	138.9	302	33	0	0	0	0	3	0	338	336.2
Total	390	26	3	1	9	1	1	0	431	443.2	984	114	5	0	0	4	7	1	1115	1116.5

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **03 November 2020, Tuesday**



Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	56	9			1				66	67
07:15									0	0	69	36	4		1		2		112	113.8
07:30									0	0	86	24	3						113	114.5
07:45									0	0	74	35		1	1			1	112	113.5
H/Total	0	0	0	0	0	0	0	0	0	0	285	104	7	1	3	0	2	1	403	408.8
08:00									0	0	71	25			2				98	100
08:15									0	0	64	15	3	1	1		1		85	88.2
08:30									0	0	65	11							76	76
08:45									0	0	58	14	1	1					74	75.8
H/Total	0	0	0	0	0	0	0	0	0	0	258	65	4	2	3	0	1	0	333	340
09:00									0	0	52	9	2		2				65	68
09:15									0	0	82	9					1		92	91.4
09:30									0	0	76	12	1	1	2				92	95.8
09:45									0	0	60	7	4						71	73
H/Total	0	0	0	0	0	0	0	0	0	0	270	37	7	1	4	0	1	0	320	328.2
Total	0	0	0	0	0	0	0	0	0	0	813	206	18	4	10	0	4	1	1056	1077

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	46	9	1		1				57	58.5
16:15									0	0	44	8	2	1	1				56	59.3
16:30									0	0	42	8	3		1		1		55	56.9
16:45									0	0	61	6					1		68	67.4
H/Total	0	0	0	0	0	0	0	0	0	0	193	31	6	1	3	0	2	0	236	242.1
17:00									0	0	44	6	1		2	1			54	57.5
17:15									0	0	39	2			1				42	43
17:30									0	0	31	9			1				41	42
17:45									0	0	59	5							64	64
H/Total	0	0	0	0	0	0	0	0	0	0	173	22	1	0	4	1	0	0	201	206.5
18:00									0	0	49	1	2		2		2		56	57.8
18:15									0	0	37	4			1				42	43
18:30									0	0	29	2							31	31
18:45									0	0	44	1			1				46	47
H/Total	0	0	0	0	0	0	0	0	0	0	159	8	2	0	4	0	2	0	175	178.8
Total	0	0	0	0	0	0	0	0	0	0	525	61	9	1	11	1	4	0	612	627.4

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **03 November 2020, Tuesday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	11	5	1		1				18	19.5	22	6	2	2					32	35.6
07:15	9	1							10	10	24	5			1				30	31
07:30	5	3			2				10	12	27	12	2		3				44	48
07:45	20	5		1	2				28	31.3	30	6	1						37	37.5
H/Total	45	14	1	1	5	0	0	0	66	72.8	103	29	5	2	4	0	0	0	143	152.1
08:00	21	5		1	1				28	30.3	33	5	1		2	1			42	45.5
08:15	27	10			1				38	39	28	11	3					1	43	43.7
08:30	46	5	1		1	1			54	56.5	29	6	4		1	1		1	42	45.2
08:45	32	9	1						42	42.5	40	13			1				54	55
H/Total	126	29	2	1	3	1	0	0	162	168.3	130	35	8	0	4	2	0	2	181	189.4
09:00	27	13	1		1				42	43.5	32	12			1				45	46
09:15	23	2	2						27	28	35	9	1		1				46	47.5
09:30	42	7			2				51	53	34	6	2		1				43	45
09:45	34	7	1		1				43	44.5	46	10	3						59	60.5
H/Total	126	29	4	0	4	0	0	0	163	169	147	37	6	0	3	0	0	0	193	199
Total	297	72	7	2	12	1	0	0	391	410.1	380	101	19	2	11	2	0	2	517	540.5

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	32	4			1				37	38	65	4	1		2				72	74.5
16:15	34	10							44	44	50	7			1				58	59
16:30	38	6					1		45	44.4	55	13			1		1		70	70.4
16:45	36	8			1		1		46	46.4	57	14	1						72	72.5
H/Total	140	28	0	0	2	0	2	0	172	172.8	227	38	2	0	4	0	1	0	272	276.4
17:00	37	3			1				41	42	59	7							66	66
17:15	49	4				1			54	55	63	11			2		1		77	78.4
17:30	34	8	1						43	43.5	64	8			2				74	76
17:45	33	3			2				38	40	72	7			1		1		81	81.4
H/Total	153	18	1	0	3	1	0	0	176	180.5	258	33	0	0	5	0	2	0	298	301.8
18:00	40	5			1				46	47	73	4					2		79	77.8
18:15	39	2			1		1		43	43.4	58	3	1						62	62.5
18:30	23	4	1	1		1			30	32.8	40	2			1				43	44
18:45	31	3					1		35	34.4	49	5					1		55	54.4
H/Total	133	14	1	1	2	1	2	0	154	157.6	220	14	1	0	1	0	3	0	239	238.7
Total	426	60	2	1	7	2	4	0	502	510.9	705	85	3	0	10	0	6	0	809	816.9

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **03 November 2020, Tuesday**

[illegible][illegible]

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **03 November 2020, Tuesday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	58	26	2	0	1	0	0	0	87	89	49	23	1	0	1	0	0	0	74	75.5
07:15	78	26	1	0	1	0	0	0	106	107.5	78	20	3	0	1	0	0	0	102	104.5
07:30	96	19	2	0	1	0	0	0	118	120	104	27	2	0	2	1	0	0	136	140
07:45	96	30	5	1	0	1	2	1	136	138.8	111	28	0	1	2	0	1	0	143	145.7
H/Total	328	101	10	1	3	1	2	1	447	455.3	342	98	6	1	6	1	1	0	455	465.7
08:00	106	21	2	0	0	2	0	0	131	134	120	22	2	1	1	0	0	1	147	149.5
08:15	105	19	2	1	0	0	0	0	127	129.3	138	26	2	0	1	2	0	0	169	173
08:30	136	24	2	1	4	1	0	1	169	175.5	133	18	3	0	2	1	0	0	157	161.5
08:45	120	13	1	0	3	0	0	0	137	140.5	134	19	1	0	0	2	0	0	156	158.5
H/Total	467	77	7	2	7	3	0	1	564	579.3	525	85	8	1	4	5	0	1	629	642.5
09:00	149	11	2	0	1	1	0	0	164	167	110	27	5	0	1	0	0	0	143	146.5
09:15	129	19	1	2	0	0	0	0	151	154.1	94	16	4	0	0	1	0	0	115	118
09:30	88	9	0	1	1	1	0	0	100	103.3	116	23	0	0	2	0	0	0	141	143
09:45	113	18	3	0	0	0	0	0	134	135.5	120	14	1	0	1	1	0	0	137	139.5
H/Total	479	57	6	3	2	2	0	0	549	559.9	440	80	10	0	4	2	0	0	536	547
Total	1274	235	23	6	12	6	2	2	1560	1594.5	1307	263	24	2	14	8	1	1	1620	1655.2

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	112	8	2	0	3	0	0	0	125	129	103	15	1	0	1	0	0	0	120	121.5
16:15	155	20	2	1	0	0	1	0	179	180.7	130	16	0	0	0	0	1	0	147	146.4
16:30	132	29	2	0	0	0	2	0	165	164.8	110	15	2	0	0	1	1	0	129	130.4
16:45	149	20	0	0	1	0	0	0	170	171	116	21	0	0	1	0	4	1	143	140.8
H/Total	548	77	6	1	4	0	3	0	639	645.5	459	67	3	0	2	1	6	1	539	539.1
17:00	142	21	0	0	1	0	0	0	164	165	134	15	0	0	1	1	0	0	151	153
17:15	112	18	0	1	0	0	1	0	132	132.7	130	14	2	0	0	2	0	0	148	151
17:30	133	13	0	0	2	0	0	0	148	150	118	18	1	0	0	1	0	0	138	139.5
17:45	151	15	3	0	2	0	0	0	171	174.5	134	13	0	0	2	0	0	0	149	151
H/Total	538	67	3	1	5	0	1	0	615	622.2	516	60	3	0	3	4	0	0	586	594.5
18:00	163	13	0	0	0	0	0	0	176	176	112	15	0	0	1	0	0	0	128	129
18:15	134	8	1	0	1	1	1	0	146	147.9	121	8	0	0	1	0	2	0	132	131.8
18:30	101	15	0	0	1	0	1	0	118	118.4	96	13	1	1	0	1	1	0	113	115.2
18:45	101	7	2	0	1	0	1	1	113	113.6	106	11	0	0	0	0	2	0	119	117.8
H/Total	499	43	3	0	3	1	3	1	553	555.9	435	47	1	1	2	1	5	0	492	493.8
Total	1585	187	12	2	12	1	7	1	1807	1823.6	1410	174	7	1	7	6	11	1	1617	1627.4

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **03 November 2020, Tuesday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	94	27	0	0	1	0	0	0	122	123	56	23	4	2	0	0	0	0	85	89.6
07:15	138	55	7	0	2	0	2	0	204	208.3	79	22	1	0	1	0	0	0	103	104.5
07:30	185	48	5	0	0	1	0	0	239	242.5	94	26	3	0	3	0	0	0	126	130.5
07:45	165	58	0	1	1	0	1	1	227	227.9	88	23	6	1	0	1	1	0	120	124.7
H/Total	582	188	12	1	4	1	3	1	792	801.7	317	94	14	3	4	1	1	0	434	449.3
08:00	170	42	2	0	2	0	0	1	217	219.2	108	17	3	0	2	2	0	0	132	137.5
08:15	175	31	5	1	1	2	1	0	216	222.2	102	24	4	0	0	0	0	1	131	132.2
08:30	152	24	2	0	1	0	0	0	179	181	124	20	5	0	2	2	0	1	154	159.7
08:45	160	24	1	1	0	2	0	0	188	191.8	119	19	0	0	2	0	0	0	140	142
H/Total	657	121	10	2	4	4	1	1	800	814.2	453	80	12	0	6	4	0	2	557	571.4
09:00	135	23	6	0	2	0	0	0	166	171	129	19	1	0	1	1	0	0	151	153.5
09:15	153	23	2	0	0	1	1	0	180	181.4	123	22	2	1	1	0	0	0	149	152.3
09:30	150	28	1	1	2	0	0	0	182	185.8	96	10	2	0	1	1	0	0	110	113
09:45	146	14	4	0	0	1	0	0	165	168	118	19	5	0	0	0	0	0	142	144.5
H/Total	584	88	13	1	4	2	1	0	693	706.2	466	70	10	1	3	2	0	0	552	563.3
Total	1823	397	35	4	12	7	5	2	2285	2322.1	1236	244	36	4	13	7	1	2	1543	1584

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	117	20	2	0	1	0	0	0	140	142	145	9	2	0	4	0	0	0	160	165
16:15	140	14	2	1	1	0	1	0	159	161.7	169	22	2	0	1	0	1	0	195	196.4
16:30	114	17	5	0	1	1	1	0	139	142.9	151	38	1	0	1	0	3	0	194	193.7
16:45	141	19	0	0	0	0	4	1	165	161.8	170	31	1	0	0	0	0	0	202	202.5
H/Total	512	70	9	1	3	1	6	1	603	608.4	635	100	6	0	6	0	4	0	751	757.6
17:00	141	18	1	0	2	2	0	0	164	168.5	174	24	0	0	0	0	0	0	198	198
17:15	120	12	2	0	1	1	0	0	136	139	151	27	0	1	2	0	2	0	183	185.1
17:30	115	19	0	0	1	1	0	0	136	138	167	21	0	0	2	0	0	0	190	192
17:45	160	15	0	0	0	0	0	0	175	175	182	20	3	0	1	0	1	0	207	208.9
H/Total	536	64	3	0	4	4	0	0	611	620.5	674	92	3	1	5	0	3	0	778	784
18:00	121	11	2	0	2	0	2	0	138	139.8	196	17	0	0	0	0	2	0	215	213.8
18:15	119	10	0	0	1	0	1	0	131	131.4	154	10	1	0	1	0	1	0	167	167.9
18:30	102	11	0	0	0	0	1	0	114	113.4	120	15	0	0	1	0	0	0	136	137
18:45	119	9	0	0	1	0	1	0	130	130.4	121	12	2	0	0	0	2	1	138	137
H/Total	461	41	2	0	4	0	5	0	513	515	591	54	3	0	2	0	5	1	656	655.7
Total	1509	175	14	1	11	5	11	1	1727	1743.9	1900	246	12	1	13	0	12	1	2185	2197.3

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **High Street / Bell Lane**
Date: **03 November 2020, Tuesday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	33	11	3	2	1	0	0	0	50	55.1	80	18	0	0	2	0	0	0	100	102
07:15	33	6	0	0	1	0	0	0	40	41	92	45	4	0	2	0	2	0	145	147.8
07:30	32	15	2	0	5	0	0	0	54	60	115	29	4	0	1	0	0	0	149	152
07:45	50	11	1	1	2	0	0	0	65	68.8	112	48	0	1	1	0	1	2	165	165.1
H/Total	148	43	6	3	9	0	0	0	209	224.9	399	140	8	1	6	0	3	2	559	566.9
08:00	54	10	1	1	3	1	0	0	70	75.8	102	34	0	0	2	1	0	0	139	142
08:15	55	21	3	0	1	0	0	1	81	82.7	95	21	4	2	1	0	1	0	124	129
08:30	75	11	5	0	2	2	0	1	96	101.7	106	21	1	1	3	0	0	1	133	137
08:45	72	22	1	0	1	0	0	0	96	97.5	99	21	2	1	2	0	0	0	125	129.3
H/Total	256	64	10	1	7	3	0	2	343	357.7	402	97	7	4	8	1	1	1	521	537.3
09:00	59	25	1	0	2	0	0	0	87	89.5	104	13	3	0	3	0	0	0	123	127.5
09:15	58	11	3	0	1	0	0	0	73	75.5	123	15	0	1	0	0	1	0	140	140.7
09:30	76	13	2	0	3	0	0	0	94	98	102	17	1	2	3	0	0	0	125	131.1
09:45	80	17	4	0	1	0	0	0	102	105	101	16	5	0	0	0	0	0	122	124.5
H/Total	273	66	10	0	7	0	0	0	356	368	430	61	9	3	6	0	1	0	510	523.8
Total	677	173	26	4	23	3	0	2	908	950.6	1231	298	24	8	20	1	5	3	1590	1628

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	97	8	1	0	3	0	0	0	109	112.5	78	12	2	0	2	0	0	0	94	97
16:15	84	17	0	0	1	0	0	0	102	103	80	13	2	2	1	0	0	0	98	102.6
16:30	93	19	0	0	1	0	2	0	115	114.8	78	12	4	0	1	0	1	0	96	98.4
16:45	93	22	1	0	1	0	1	0	118	118.9	97	9	0	0	1	0	1	0	108	108.4
H/Total	367	66	2	0	6	0	3	0	444	449.2	333	46	8	2	5	0	2	0	396	406.4
17:00	96	10	0	0	1	0	0	0	107	108	71	10	1	0	3	1	0	0	86	90.5
17:15	112	15	0	0	2	1	1	0	131	133.4	63	4	0	0	1	0	0	0	68	69
17:30	98	16	1	0	2	0	0	0	117	119.5	61	9	0	0	3	0	0	0	73	76
17:45	105	10	0	0	3	0	1	0	119	121.4	100	7	0	0	2	0	0	0	109	111
H/Total	411	51	1	0	8	1	2	0	474	482.3	295	30	1	0	9	1	0	0	336	346.5
18:00	113	9	0	0	1	0	2	0	125	124.8	89	1	2	0	2	0	2	0	96	97.8
18:15	97	5	1	0	1	0	1	0	105	105.9	75	5	1	0	1	1	0	0	83	85.5
18:30	63	6	1	1	1	1	0	0	73	76.8	50	4	0	0	1	0	1	0	56	56.4
18:45	80	8	0	0	0	0	2	0	90	88.8	73	1	0	0	2	0	0	0	76	78
H/Total	353	28	2	1	3	1	5	0	393	396.3	287	11	3	0	6	1	3	0	311	317.7
Total	1131	145	5	1	17	2	10	0	1311	1327.8	915	87	12	2	20	2	5	0	1043	1070.6

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **High Street / Bell Lane**
 Date: **03 November 2020, Tuesday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	185	64	5	2	3	0	0	0	259	267.1
07:15	249	87	8	0	4	0	2	0	350	356.8
07:30	313	82	9	0	6	1	0	0	411	422.5
07:45	311	99	6	3	3	1	3	2	428	435.5
H/Total	1058	332	28	5	16	2	5	2	1448	1481.9
08:00	330	73	5	1	5	3	0	1	418	429
08:15	335	71	10	2	2	2	1	1	424	434.2
08:30	363	59	9	1	7	3	0	2	444	458.2
08:45	352	59	3	1	4	2	0	0	421	429.8
H/Total	1380	262	27	5	18	10	1	4	1707	1751.2
09:00	343	59	9	0	5	1	0	0	417	427.5
09:15	340	53	6	2	1	1	1	0	404	411
09:30	314	50	3	2	6	1	0	0	376	387.1
09:45	339	49	11	0	1	1	0	0	401	408.5
H/Total	1336	211	29	4	13	4	1	0	1598	1634.1
Total	3774	805	84	14	47	16	7	6	4753	4867.2

Peak Hours	Totals
07:00 08:00	1448
07:15 08:15	1607
07:30 08:30	1681
07:45 08:45	1714

08:00 09:00	1707
08:15 09:15	1706
08:30 09:30	1686
08:45 09:45	1618

09:00 10:00	1598
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	326	36	5	0	7	0	0	0	374	383.5
16:15	379	51	4	2	2	0	2	0	440	445.4
16:30	339	65	7	0	2	1	5	0	419	422.5
16:45	383	61	1	0	2	0	5	1	453	451.7
H/Total	1427	213	17	2	13	1	12	1	1686	1703.1
17:00	379	49	1	0	4	2	0	0	435	441.5
17:15	344	45	2	1	3	2	2	0	399	405.1
17:30	346	48	1	0	5	1	0	0	401	407.5
17:45	416	40	3	0	5	0	1	0	465	470.9
H/Total	1485	182	7	1	17	5	3	0	1700	1725
18:00	397	33	2	0	3	0	4	0	439	440.6
18:15	350	23	2	0	3	1	3	0	382	385.2
18:30	266	32	1	1	2	1	2	0	305	308.6
18:45	300	24	2	0	2	0	4	1	333	332.8
H/Total	1313	112	7	1	10	2	13	1	1459	1467.2
Total	4225	507	31	4	40	8	28	2	4845	4895.3

Peak Hours	Totals
16:00 17:00	1686
16:15 17:15	1747
16:30 17:30	1706
16:45 17:45	1688

17:00 18:00	1700
17:15 18:15	1704
17:30 18:30	1687
17:45 18:45	1591

18:00 19:00	1459
-------------	------



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 14 Oct 2020, Wednesday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

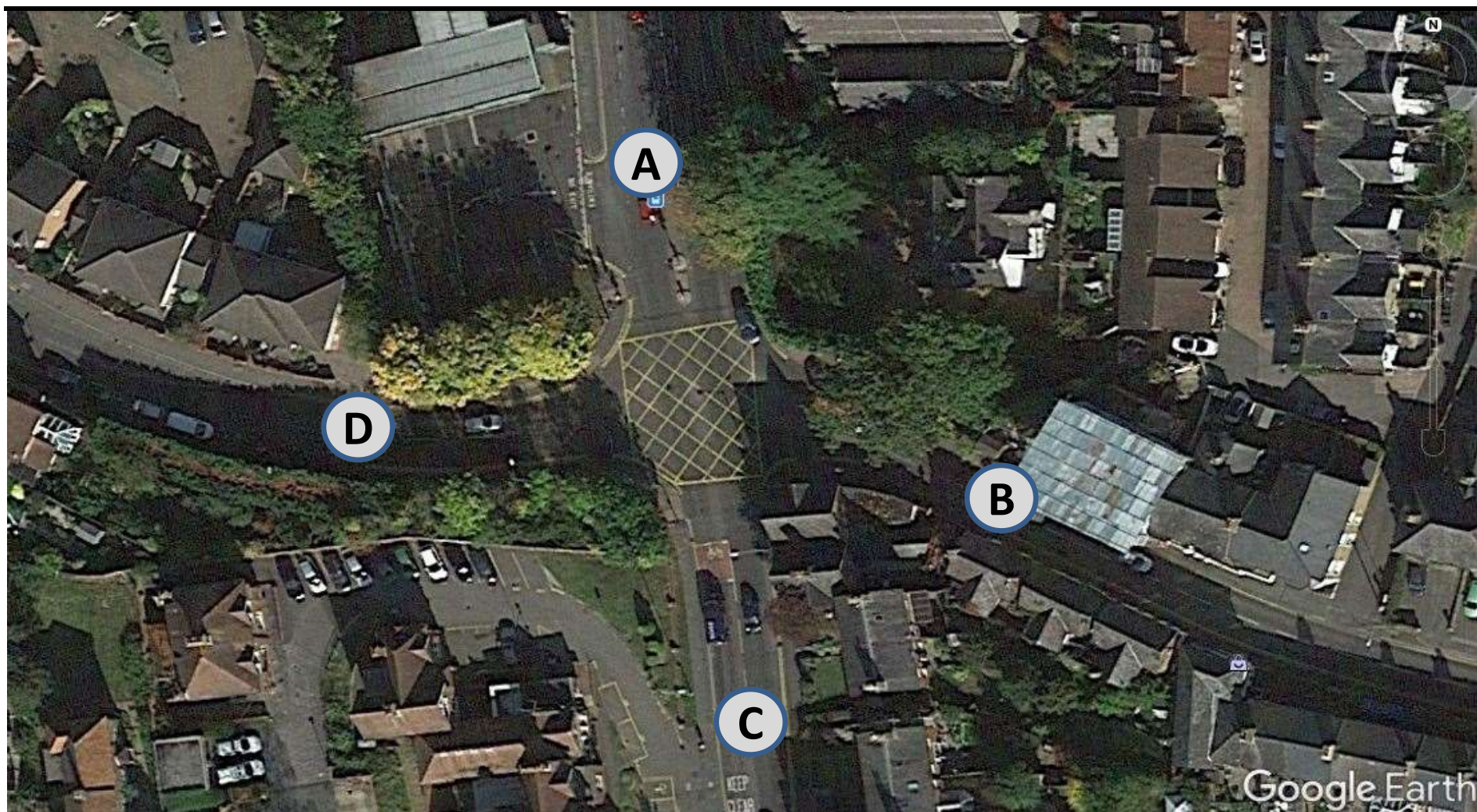
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**



Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **14 October 2020, Wednesday**



Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	14	5					1		20	19.4
07:15									0	0	17	8	1						26	26.5
07:30									0	0	18	9	2		1				30	32
07:45									0	0	19	10							29	29
H/Total	0	0	0	0	0	0	0	0	0	0	68	32	3	0	1	0	1	0	105	106.9
08:00									0	0	30	10	1						41	41.5
08:15									0	0	19	9	1						29	29.5
08:30									0	0	38	8	1			1			48	49.5
08:45									0	0	43	5							48	48
H/Total	0	0	0	0	0	0	0	0	0	0	130	32	3	0	0	1	0	0	166	168.5
09:00									0	0	28	9	2					1	40	40.2
09:15									0	0	26	7	3						36	37.5
09:30									0	0	32	7					1		40	39.4
09:45									0	0	33	10	2			1			46	48
H/Total	0	0	0	0	0	0	0	0	0	0	119	33	7	0	0	1	1	1	162	165.1
Total	0	0	0	0	0	0	0	0	0	0	317	97	13	0	1	2	2	1	433	440.5

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	51	13			1				65	66
16:15									0	0	48	11	2						61	62
16:30									0	0	31	16	2					1	50	50.2
16:45									0	0	55	11							66	66
H/Total	0	0	0	0	0	0	0	0	0	0	185	51	4	0	1	0	0	1	242	244.2
17:00									0	0	58	6	1						65	65.5
17:15									0	0	50	9	1						60	60.5
17:30									0	0	62	9	1		1				73	74.5
17:45									0	0	56	10							66	66
H/Total	0	0	0	0	0	0	0	0	0	0	226	34	3	0	1	0	0	0	264	266.5
18:00									0	0	53	6					1		60	59.4
18:15									0	0	51	5	1						57	57.5
18:30									0	0	43	3							46	46
18:45									0	0	43	6	1						50	50.5
H/Total	0	0	0	0	0	0	0	0	0	0	190	20	2	0	0	0	1	0	213	213.4
Total	0	0	0	0	0	0	0	0	0	0	601	105	9	0	2	0	1	1	719	724.1

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **14 October 2020, Wednesday**



Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	50	14							64	64	2								2	2
07:15	42	12		1					55	56.3		2							2	2
07:30	52	11			4				67	71	1	1							2	2
07:45	45	8	3			1			57	59.5	2	1							3	3
H/Total	189	45	3	1	4	1	0	0	243	250.8	5	4	0	0	0	0	0	0	9	9
08:00	60	17	1		1	1			80	82.5	3								3	3
08:15	69	14	2						85	86	1								1	1
08:30	80	7	2	1	1	1			92	96.3	4								4	4
08:45	86	12			3	1			102	106	6								6	6
H/Total	295	50	5	1	5	3	0	0	359	370.8	14	0	0	0	0	0	0	0	14	14
09:00	67	11	1		1				80	81.5	12	1							13	13
09:15	53	7	2		1	1	1	1	66	67.6	3	2							5	5
09:30	54	6	1	1	2			1	65	68	6								6	6
09:45	70	7	1		1				79	80.5	1								1	1
H/Total	244	31	5	1	5	1	1	2	290	297.6	22	3	0	0	0	0	0	0	25	25
Total	728	126	13	3	14	5	1	2	892	919.2	41	7	0	0	0	0	0	0	48	48

Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	71	15	1		1		1		89	89.9	10	1							11	11
16:15	76	12	1		1			3	93	92.1	5	3							8	8
16:30	72	12			1		1		86	86.4	6								6	6
16:45	100	12	1					1	114	113.7	13	1							14	14
H/Total	319	51	3	0	3	0	2	4	382	382.1	34	5	0	0	0	0	0	0	39	39
17:00	103	15			1				119	120	10	1							11	11
17:15	87	9			2				98	100	13	1					1		15	14.4
17:30	104	10	2		1				117	119	11	2							13	13
17:45	99	7			1		1		108	108.4	10								10	10
H/Total	393	41	2	0	5	0	1	0	442	447.4	44	4	0	0	0	0	1	0	49	48.4
18:00	96	8	1		1		1		107	107.9	7	2	1						10	10.5
18:15	82	11	1		1			1	96	96.7	14	2							16	16
18:30	86	10			1				97	98	9	3							12	12
18:45	59	5							64	64	15	3							18	18
H/Total	323	34	2	0	3	0	1	1	364	366.6	45	10	1	0	0	0	0	0	56	56.5
Total	1035	126	7	0	11	0	4	5	1188	1196.1	123	19	1	0	0	0	1	0	144	143.9

Date: **14 October 2020, Wednesday**

[illegible]

Date: **14 October 2020, Wednesday**

Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	5								5	5	2								2	2
16:15	5	1							6	6	1								1	1
16:30	4	1							5	5	1	2							3	3
16:45	1	2	1						4	4.5	3								3	3
H/Total	15	4	1	0	0	0	0	0	20	20.5	7	2	0	0	0	0	0	0	9	9
17:00	6								6	6	2								2	2
17:15	4								4	4	4								4	4
17:30	3								3	3	2								2	2
17:45	3	1							4	4	1	1							2	2
H/Total	16	1	0	0	0	0	0	0	17	17	9	1	0	0	0	0	0	0	10	10
18:00	4								4	4	2								2	2
18:15	1	1							2	2	2								2	2
18:30	4								4	4	1								1	1
18:45	3								3	3	2								2	2
H/Total	12	1	0	0	0	0	0	0	13	13	7	0	0	0	0	0	0	0	7	7
Total	43	6	1	0	0	0	0	0	50	50.5	23	3	0	0	0	0	0	0	26	26

Date: **14 October 2020, Wednesday**

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	70	11			2				83	85	1								1	1
16:15	89	17						1	107	106.2	4								4	4
16:30	76	15	1		1				93	94.5	3								3	3
16:45	96	11			1	1		1	110	111.2	2								2	2
H/Total	331	54	1	0	4	1	0	2	393	396.9	10	0	0	0	0	0	0	0	10	10
17:00	83	5			1	1		1	91	92.2	4								4	4
17:15	80	12				1			93	94	4								4	4
17:30	71	8	1		1				81	82.5	4	1							5	5
17:45	87	10	1		1	1		2	102	102.9	1	1							2	2
H/Total	321	35	2	0	3	3	0	3	367	371.6	13	2	0	0	0	0	0	0	15	15
18:00	73	5			1	1			80	82	2								2	2
18:15	79	9			1		1		90	90.4	3								3	3
18:30	58	7					1		66	65.4	3								3	3
18:45	72	6			1	1			80	82									0	0
H/Total	282	27	0	0	3	2	2	0	316	319.8	8	0	0	0	0	0	0	0	8	8
Total	934	116	3	0	10	6	2	5	1076	1088.3	31	2	0	0	0	0	0	0	33	33

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **2**
Location: **New Town / Framfield Road / Bridge Farm Road**
Date: **14 October 2020, Wednesday**



Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0		1							1	1
07:15									0	0		2	1						3	3.5
07:30									0	0		1	1						2	2.5
07:45									0	0		1							1	1
H/Total	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	8
08:00									0	0	1	1							2	2
08:15									0	0	2								2	2
08:30									0	0	2		1						3	3.5
08:45									0	0	1	2							3	3
H/Total	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	0	10	10.5
09:00									0	0	1								1	1
09:15									0	0	6		1						7	7.5
09:30									0	0	3								3	3
09:45									0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	0	13	13.5
Total	0	0	0	0	0	0	0	0	0	0	18	8	4	0	0	0	0	0	30	32

Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	2	1							3	3
16:15									0	0	3	2							5	5
16:30									0	0	6	1							7	7
16:45									0	0	5								5	5
H/Total	0	0	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	0	20	20
17:00									0	0	4								4	4
17:15									0	0	8	1							9	9
17:30									0	0	6								6	6
17:45									0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0	21	21
18:00									0	0	6								6	6
18:15									0	0	5								5	5
18:30									0	0	7							1	8	7.2
18:45									0	0	5								5	5
H/Total	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	1	24	23.2
Total	0	0	0	0	0	0	0	0	0	0	59	5	0	0	0	0	0	1	65	64.2

Date: **14 October 2020, Wednesday**

Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	7								7	7	3								3	3
07:15	7	3							10	10	2								2	2
07:30	11	3	4						18	20	2								2	2
07:45	6	2						1	9	8.2	2	1							3	3
H/Total	31	8	4	0	0	0	0	1	44	45.2	9	1	0	0	0	0	0	0	10	10
08:00	10								10	10	1	1							2	2
08:15	11	2				1			14	15	1								1	1
08:30	12	3							15	15	2								2	2
08:45	5	2							7	7	1								1	1
H/Total	38	7	0	0	0	1	0	0	46	47	5	1	0	0	0	0	0	0	6	6
09:00	4	1							5	5	1								1	1
09:15	10	1							11	11									0	0
09:30	4		1						5	5.5	1	2							3	3
09:45	9								9	9									0	0
H/Total	27	2	1	0	0	0	0	0	30	30.5	2	2	0	0	0	0	0	0	4	4
Total	96	17	5	0	0	1	0	1	120	122.7	16	4	0	0	0	0	0	0	20	20

Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	4								4	4	1	1							2	2
16:15	1	1							2	2	2								2	2
16:30	3	1							4	4	1								1	1
16:45	10	2							12	12	1								1	1
H/Total	18	4	0	0	0	0	0	0	22	22	5	1	0	0	0	0	0	0	6	6
17:00	3								3	3	2								2	2
17:15	7								7	7	2	1							3	3
17:30	6								6	6	3								3	3
17:45	8								8	8									0	0
H/Total	24	0	0	0	0	0	0	0	24	24	7	1	0	0	0	0	0	0	8	8
18:00	5	2							7	7	2								2	2
18:15	11		1						12	12.5	2	1							3	3
18:30	7	1							8	8	2								2	2
18:45	6								6	6									0	0
H/Total	29	3	1	0	0	0	0	0	33	33.5	6	1	0	0	0	0	0	0	7	7
Total	71	7	1	0	0	0	0	0	79	79.5	18	3	0	0	0	0	0	0	21	21

Date: **14 October 2020, Wednesday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **14 October 2020, Wednesday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	66	19	0	0	0	0	1	0	86	85.4	90	22	1	0	1	1	0	1	116	117.7
07:15	59	22	1	1	0	0	0	0	83	84.8	101	34	0	0	2	0	0	0	137	139
07:30	71	21	2	0	5	0	0	0	99	105	124	39	7	2	3	0	2	0	177	184.9
07:45	66	19	3	0	0	1	0	0	89	91.5	142	41	0	1	1	0	1	2	188	188.1
H/Total	262	81	6	1	5	1	1	0	357	366.7	457	136	8	3	7	1	3	3	618	629.7
08:00	93	27	2	0	1	1	0	0	124	127	145	41	2	0	1	0	0	1	190	191.2
08:15	89	23	3	0	0	0	0	0	115	116.5	168	28	3	0	0	2	2	0	203	205.3
08:30	122	15	3	1	1	2	0	0	144	149.8	146	22	1	0	2	2	1	0	174	177.9
08:45	135	17	0	0	3	1	0	0	156	160	159	16	3	0	0	0	0	1	179	179.7
H/Total	439	82	8	1	5	4	0	0	539	553.3	618	107	9	0	3	4	3	2	746	754.1
09:00	107	21	3	0	1	0	0	1	133	134.7	135	13	0	0	1	1	0	0	150	152
09:15	82	16	5	0	1	1	1	1	107	110.1	129	19	3	0	1	0	0	1	153	154.7
09:30	92	13	1	1	2	0	1	1	111	113.4	108	15	1	0	1	1	0	0	126	128.5
09:45	104	17	3	0	1	1	0	0	126	129.5	141	18	1	0	0	0	0	0	160	160.5
H/Total	385	67	12	1	5	2	2	3	477	487.7	513	65	5	0	3	2	0	1	589	595.7
Total	1086	230	26	3	15	7	3	3	1373	1407.7	1588	308	22	3	13	7	6	6	1953	1979.5

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	132	29	1	0	2	0	1	0	165	166.9	101	26	0	0	2	0	1	0	130	131.4
16:15	129	26	3	0	1	0	0	3	162	162.1	122	29	1	0	0	0	0	1	153	152.7
16:30	109	28	2	0	1	0	1	1	142	142.6	116	25	1	0	2	0	0	0	144	146.5
16:45	168	24	1	0	0	0	0	1	194	193.7	135	20	0	0	1	1	0	1	158	159.2
H/Total	538	107	7	0	4	0	2	5	663	665.3	474	100	2	0	5	1	1	2	585	589.8
17:00	171	22	1	0	1	0	0	0	195	196.5	129	13	2	0	1	1	0	1	147	149.2
17:15	150	19	1	0	2	0	1	0	173	174.9	115	17	0	0	0	1	0	0	133	134
17:30	177	21	3	0	2	0	0	0	203	206.5	113	14	1	0	2	0	0	0	130	132.5
17:45	165	17	0	0	1	0	1	0	184	184.4	135	11	2	0	1	1	0	2	152	153.4
H/Total	663	79	5	0	6	0	2	0	755	762.3	492	55	5	0	4	3	0	3	562	569.1
18:00	156	16	2	0	1	0	2	0	177	177.8	99	8	0	0	1	1	0	0	109	111
18:15	147	18	2	0	1	0	0	1	169	170.2	125	14	1	0	1	0	1	1	143	143.1
18:30	138	16	0	0	1	0	0	0	155	156	88	8	0	0	0	0	1	0	97	96.4
18:45	117	14	1	0	0	0	0	0	132	132.5	105	10	0	0	1	1	0	0	117	119
H/Total	558	64	5	0	3	0	2	1	633	636.5	417	40	1	0	3	2	2	1	466	469.5
Total	1759	250	17	0	13	0	6	6	2051	2064.1	1383	195	8	0	12	6	3	6	1613	1628.4

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **14 October 2020, Wednesday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	32	8	1	0	0	0	0	0	41	41.5	17	5	0	0	0	0	1	0	23	22.4
07:15	42	13	1	0	1	0	0	0	57	58.5	19	8	1	0	0	0	0	0	28	28.5
07:30	44	16	3	1	1	0	0	0	65	68.8	23	9	2	0	1	0	0	0	35	37
07:45	50	24	0	0	0	0	0	0	74	74	22	11	0	0	0	0	0	0	33	33
H/Total	168	61	5	1	2	0	0	0	237	242.8	81	33	3	0	1	0	1	0	119	120.9
08:00	50	14	2	0	0	1	0	0	67	69	31	13	1	0	0	0	0	0	45	45.5
08:15	68	14	4	0	0	0	0	0	86	88	20	9	2	0	0	0	0	0	31	32
08:30	70	14	0	0	1	2	0	0	87	90	41	9	1	0	0	1	0	0	52	53.5
08:45	77	11	1	0	0	0	0	0	89	89.5	48	6	0	0	0	0	0	0	54	54
H/Total	265	53	7	0	1	3	0	0	329	336.5	140	37	4	0	0	1	0	0	182	185
09:00	40	8	0	0	0	0	0	0	48	48	32	10	2	0	0	0	0	1	45	45.2
09:15	38	8	0	0	0	0	0	1	47	46.2	29	7	3	0	0	0	0	0	39	40.5
09:30	41	10	0	0	0	0	0	0	51	51	37	9	0	0	0	0	1	0	47	46.4
09:45	60	9	2	0	0	0	0	0	71	72	34	10	2	0	0	1	0	1	48	49.2
H/Total	179	35	2	0	0	0	0	1	217	217.2	132	36	7	0	0	1	1	2	179	181.3
Total	612	149	14	1	3	3	0	1	783	796.5	353	106	14	0	1	2	2	2	480	487.2

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	34	15	0	0	0	0	1	0	50	49.4	53	14	0	0	1	0	0	0	68	69
16:15	38	12	1	0	0	0	0	0	51	51.5	54	11	2	0	0	0	0	0	67	68
16:30	42	12	0	0	1	0	0	0	55	56	35	16	2	0	0	0	0	1	54	54.2
16:45	33	9	1	0	0	0	0	0	43	43.5	58	11	0	0	0	0	0	0	69	69
H/Total	147	48	2	0	1	0	1	0	199	200.4	200	52	4	0	1	0	0	1	258	260.2
17:00	51	8	2	0	0	0	0	0	61	62	64	6	1	0	0	0	0	0	71	71.5
17:15	36	5	0	0	0	0	0	0	41	41	56	10	1	0	0	0	0	0	67	67.5
17:30	41	6	0	0	1	0	0	0	48	49	69	10	1	0	1	0	0	0	81	82.5
17:45	44	3	1	0	0	0	0	0	48	48.5	57	11	0	0	0	0	0	0	68	68
H/Total	172	22	3	0	1	0	0	0	198	200.5	246	37	3	0	1	0	0	0	287	289.5
18:00	27	1	0	0	0	0	0	0	28	28	57	6	0	0	0	0	1	0	64	63.4
18:15	38	6	0	0	0	0	0	1	45	44.2	56	6	1	0	0	0	0	0	63	63.5
18:30	28	0	0	0	0	0	0	0	28	28	48	3	0	0	0	0	0	0	51	51
18:45	32	4	0	0	0	0	0	0	36	36	43	6	1	0	0	0	0	0	50	50.5
H/Total	125	11	0	0	0	0	0	1	137	136.2	204	21	2	0	0	0	1	0	228	228.4
Total	444	81	5	0	2	0	1	1	534	537.1	650	110	9	0	2	0	1	1	773	778.1

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **2**
Location: **New Town / Framfield Road / Bridge Farm Road**
Date: **14 October 2020, Wednesday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	53	16	0	0	1	1	0	1	72	73.2	53	15	1	0	0	0	0	0	69	69.5
07:15	54	21	1	0	1	0	0	0	77	78.5	44	13	0	1	0	0	0	0	58	59.3
07:30	74	21	2	1	2	0	2	0	102	105.1	59	12	1	0	4	0	0	0	76	80.5
07:45	91	17	0	1	1	0	1	1	112	112.9	50	9	3	0	0	1	0	0	63	65.5
H/Total	272	75	3	2	5	1	3	2	363	369.7	206	49	5	1	4	1	0	0	266	274.8
08:00	90	32	1	0	1	0	0	1	125	125.7	67	18	2	0	1	1	0	0	89	92
08:15	94	12	2	0	0	1	2	0	111	111.8	74	14	4	0	0	0	0	0	92	94
08:30	74	8	2	0	1	0	1	0	86	87.4	90	10	2	1	1	1	0	0	105	109.3
08:45	92	6	2	0	0	0	0	1	101	101.2	93	12	1	0	3	1	0	0	110	114.5
H/Total	350	58	7	0	2	1	3	2	423	426.1	324	54	9	1	5	3	0	0	396	409.8
09:00	100	8	0	0	1	1	0	0	110	112	73	14	1	0	1	0	0	0	89	90.5
09:15	95	11	4	0	1	0	0	0	111	114	58	8	2	0	1	1	1	1	72	73.6
09:30	72	5	0	0	1	1	0	0	79	81	58	6	1	1	2	0	0	1	69	72
09:45	79	9	0	0	0	0	0	1	89	88.2	75	7	2	0	1	0	0	0	85	87
H/Total	346	33	4	0	3	2	0	1	389	395.2	264	35	6	1	5	1	1	2	315	323.1
Total	968	166	14	2	10	4	6	5	1175	1191	794	138	20	3	14	5	1	2	977	1007.7

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	73	12	0	0	2	0	0	0	87	89	77	15	1	0	1	0	1	0	95	95.9
16:15	96	19	0	0	0	0	0	1	116	115.2	83	13	1	0	1	0	0	3	101	100.1
16:30	85	16	1	0	1	0	0	0	103	104.5	80	14	0	0	1	0	1	0	96	96.4
16:45	103	11	0	0	1	1	0	1	117	118.2	102	14	2	0	0	0	0	2	120	119.4
H/Total	357	58	1	0	4	1	0	2	423	426.9	342	56	4	0	3	0	2	5	412	411.8
17:00	91	5	0	0	1	1	0	1	99	100.2	109	15	0	0	1	0	0	0	125	126
17:15	92	13	0	0	0	1	0	0	106	107	92	9	0	0	2	0	0	0	103	105
17:30	81	9	1	0	1	0	0	0	92	93.5	116	11	2	0	1	0	0	0	130	132
17:45	90	11	1	0	1	1	0	2	106	106.9	103	8	0	0	1	0	1	1	114	113.6
H/Total	354	38	2	0	3	3	0	3	403	407.6	420	43	2	0	5	0	1	1	472	476.6
18:00	81	5	0	0	1	1	0	0	88	90	103	10	1	0	1	0	1	0	116	116.9
18:15	87	9	0	0	1	0	1	0	98	98.4	88	12	1	0	1	0	0	1	103	103.7
18:30	68	7	0	0	0	0	1	1	77	75.6	91	11	0	0	1	0	0	0	103	104
18:45	77	6	0	0	1	1	0	0	85	87	62	6	0	0	0	0	0	0	68	68
H/Total	313	27	0	0	3	2	2	1	348	351	344	39	2	0	3	0	1	1	390	392.6
Total	1024	123	3	0	10	6	2	6	1174	1185.5	1106	138	8	0	11	0	4	7	1274	1281

Project Number: **TSP14673**
Project Name: **Uckfield**
Survey Type: **Manual Classified Turning Count**
Site No: **2**
Location: **New Town / Framfield Road / Bridge Farm Road**
Date: **14 October 2020, Wednesday**



Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	11	0	1	0	0	0	0	0	12	12.5	2	1	0	0	0	0	0	0	3	3
07:15	9	4	0	0	0	0	0	0	13	13	0	5	2	0	0	0	0	0	7	8
07:30	18	4	4	0	0	0	0	0	26	28	1	2	1	0	0	0	0	0	4	4.5
07:45	10	3	0	0	0	0	0	1	14	13.2	3	2	0	0	0	0	0	0	5	5
H/Total	48	11	5	0	0	0	0	1	65	66.7	6	10	3	0	0	0	0	0	19	20.5
08:00	14	1	0	0	0	0	0	0	15	15	4	2	0	0	0	1	0	0	7	8
08:15	15	2	0	0	0	1	0	0	18	19	4	0	0	0	0	0	0	0	4	4
08:30	19	4	0	0	0	0	0	0	23	23	8	0	1	0	0	0	0	0	9	9.5
08:45	7	2	1	0	0	0	0	0	10	10.5	11	2	0	0	0	0	0	0	13	13
H/Total	55	9	1	0	0	1	0	0	66	67.5	27	4	1	0	0	1	0	0	33	34.5
09:00	7	1	0	0	0	0	0	0	8	8	14	1	0	0	0	0	0	0	15	15
09:15	11	2	0	0	0	0	0	0	13	13	10	3	1	0	0	0	0	0	14	14.5
09:30	7	2	1	0	0	0	0	0	10	10.5	9	0	0	0	0	0	0	0	9	9
09:45	12	0	0	0	0	0	0	0	12	12	5	0	0	0	0	0	0	0	5	5
H/Total	37	5	1	0	0	0	0	0	43	43.5	38	4	1	0	0	0	0	0	43	43.5
Total	140	25	7	0	0	1	0	1	174	177.7	71	18	5	0	0	1	0	0	95	98.5

Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	6	1	0	0	0	0	0	0	7	7	14	2	0	0	0	0	0	0	16	16
16:15	5	1	0	0	0	0	0	0	6	6	9	5	0	0	0	0	0	0	14	14
16:30	8	2	0	0	0	0	0	0	10	10	13	3	0	0	0	0	0	0	16	16
16:45	12	2	0	0	0	0	0	1	15	14.2	21	1	0	0	0	0	0	0	22	22
H/Total	31	6	0	0	0	0	0	1	38	37.2	57	11	0	0	0	0	0	0	68	68
17:00	5	0	0	0	0	0	0	0	5	5	16	1	0	0	0	0	0	0	17	17
17:15	10	1	0	0	0	0	0	0	11	11	25	2	0	0	0	0	1	0	28	27.4
17:30	18	1	0	0	0	0	0	0	19	19	19	2	0	0	0	0	0	0	21	21
17:45	9	0	0	0	0	0	0	1	10	9.2	13	1	0	0	0	0	0	0	14	14
H/Total	42	2	0	0	0	0	0	1	45	44.2	73	6	0	0	0	0	1	0	80	79.4
18:00	10	4	0	0	0	0	0	0	14	14	15	2	1	0	0	0	0	0	18	18.5
18:15	18	1	1	0	0	0	0	0	20	20.5	21	2	0	0	0	0	0	0	23	23
18:30	10	2	0	0	0	0	0	0	12	12	17	3	0	0	0	0	0	1	21	20.2
18:45	6	1	0	0	0	0	0	0	7	7	22	3	0	0	0	0	0	0	25	25
H/Total	44	8	1	0	0	0	0	0	53	53.5	75	10	1	0	0	0	0	1	87	86.7
Total	117	16	1	0	0	0	0	2	136	134.9	205	27	1	0	0	0	1	1	235	234.1

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **14 October 2020, Wednesday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	162	43	2	0	1	1	1	1	211	212.6
07:15	164	60	3	1	2	0	0	0	230	234.8
07:30	207	62	11	2	8	0	2	0	292	306.9
07:45	217	63	3	1	1	1	1	2	289	291.6
H/Total	750	228	19	4	12	2	4	3	1022	1045.9
08:00	247	74	5	0	2	2	0	1	331	336.7
08:15	266	51	9	0	0	2	2	0	330	335.3
08:30	285	41	5	1	3	4	1	0	340	350.2
08:45	311	36	4	0	3	1	0	1	356	361.2
H/Total	1109	202	23	1	8	9	3	2	1357	1383.4
09:00	254	38	3	0	2	1	0	1	299	302.7
09:15	226	37	9	0	2	1	1	2	278	283.3
09:30	212	30	2	1	3	1	1	1	251	255.9
09:45	255	35	5	0	1	1	0	1	298	301.7
H/Total	947	140	19	1	8	4	2	5	1126	1143.6
Total	2806	570	61	6	28	15	9	10	3505	3572.9

Peak Hours	Totals
07:00 08:00	1022
07:15 08:15	1142
07:30 08:30	1242
07:45 08:45	1290

08:00 09:00	1357
08:15 09:15	1325
08:30 09:30	1273
08:45 09:45	1184

09:00 10:00	1126
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	245	57	1	0	4	0	2	0	309	312.3
16:15	268	58	4	0	1	0	0	4	335	334.8
16:30	244	58	3	0	3	0	1	1	310	313.1
16:45	316	46	2	0	1	1	0	3	369	369.6
H/Total	1073	219	10	0	9	1	3	8	1323	1329.8
17:00	318	35	3	0	2	1	0	1	360	363.7
17:15	288	38	1	0	2	1	1	0	331	333.9
17:30	317	37	4	0	4	0	0	0	362	368
17:45	308	31	2	0	2	1	1	3	348	349
H/Total	1231	141	10	0	10	3	2	4	1401	1414.6
18:00	274	26	2	0	2	1	2	0	307	309.8
18:15	290	34	3	0	2	0	1	2	332	333.3
18:30	244	25	0	0	1	0	1	1	272	271.6
18:45	232	25	1	0	1	1	0	0	260	262.5
H/Total	1040	110	6	0	6	2	4	3	1171	1177.2
Total	3344	470	26	0	25	6	9	15	3895	3921.6

Peak Hours	Totals
16:00 17:00	1323
16:15 17:15	1374
16:30 17:30	1370
16:45 17:45	1422

17:00 18:00	1401
17:15 18:15	1348
17:30 18:30	1349
17:45 18:45	1259

18:00 19:00	1171
-------------	------



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 15 Oct 2020, Thursday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

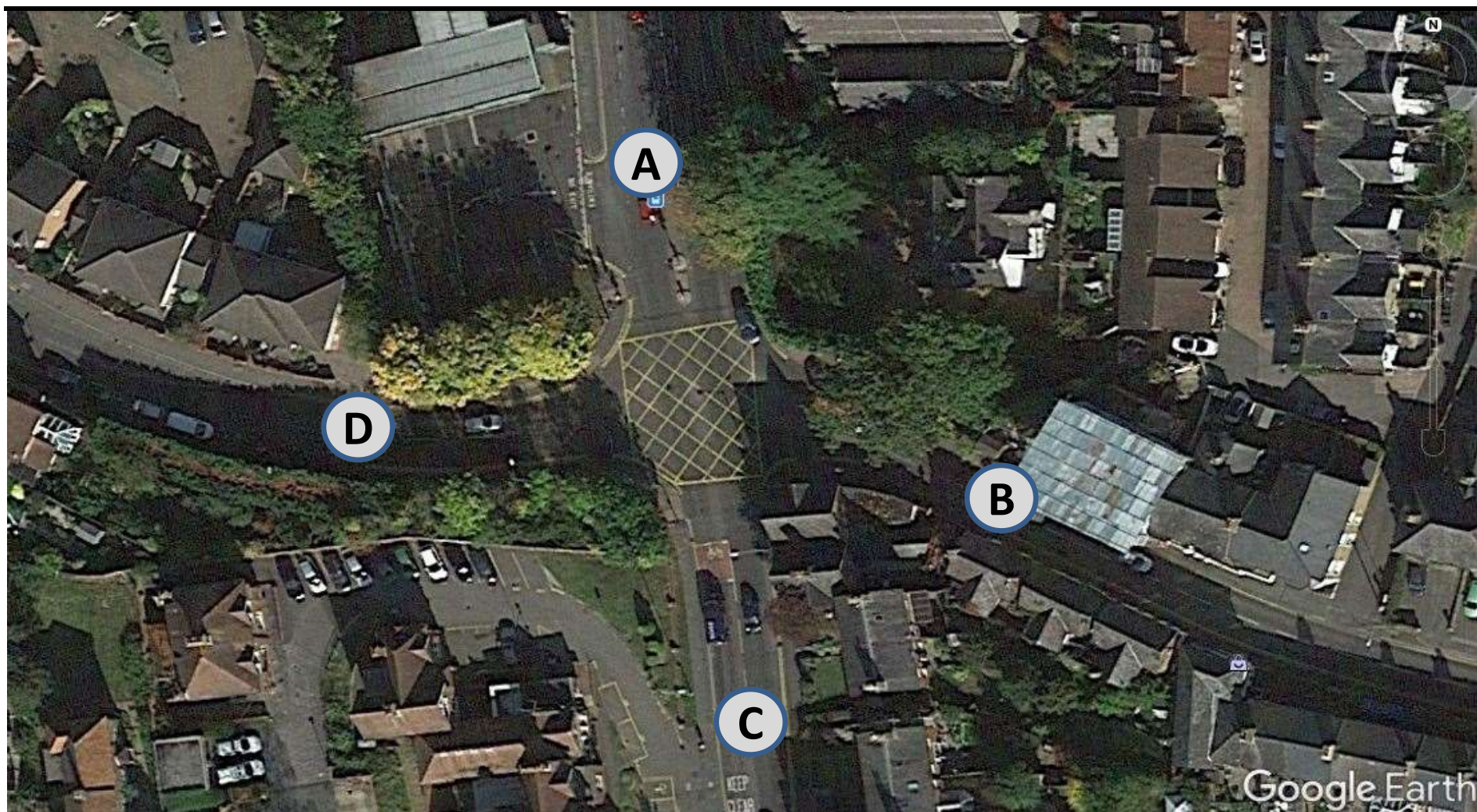
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**



Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **15 October 2020, Thursday**



Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	10	9							19	19
07:15									0	0	22	8							30	30
07:30									0	0	21	8	1		1		1		32	32.9
07:45									0	0	22	11	2						35	36
H/Total	0	0	0	0	0	0	0	0	0	0	75	36	3	0	1	0	1	0	116	117.9
08:00									0	0	28	15				1		1	43	43
08:15									0	0	17	8							27	27.2
08:30									0	0	40	6							46	46
08:45									0	0	44	4	1					1	50	49.7
H/Total	0	0	0	0	0	0	0	0	0	0	129	33	1	0	0	1	0	2	166	165.9
09:00									0	0	25	10	1						36	36.5
09:15									0	0	25	9							34	34
09:30									0	0	26	5	1			1			33	34.5
09:45									0	0	28	7	1						36	36.5
H/Total	0	0	0	0	0	0	0	0	0	0	104	31	3	0	0	1	0	0	139	141.5
Total	0	0	0	0	0	0	0	0	0	0	308	100	7	0	1	2	1	2	421	425.3

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	60	11							71	71
16:15									0	0	51	11	1		1				64	65.5
16:30									0	0	51	17						1	69	68.2
16:45									0	0	47	11	1						59	59.5
H/Total	0	0	0	0	0	0	0	0	0	0	209	50	2	0	1	0	0	1	263	264.2
17:00									0	0	64	9	1					1	75	74.7
17:15									0	0	56	6							62	62
17:30									0	0	74	9			1				84	85
17:45									0	0	57	9	1				1	1	69	68.1
H/Total	0	0	0	0	0	0	0	0	0	0	251	33	2	0	1	0	1	2	290	289.8
18:00									0	0	43	11							54	54
18:15									0	0	49	6	2						57	58
18:30									0	0	40	3					1		44	43.4
18:45									0	0	40	6							46	46
H/Total	0	0	0	0	0	0	0	0	0	0	172	26	2	0	0	0	1	0	201	201.4
Total	0	0	0	0	0	0	0	0	0	0	632	109	6	0	2	0	2	3	754	755.4

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

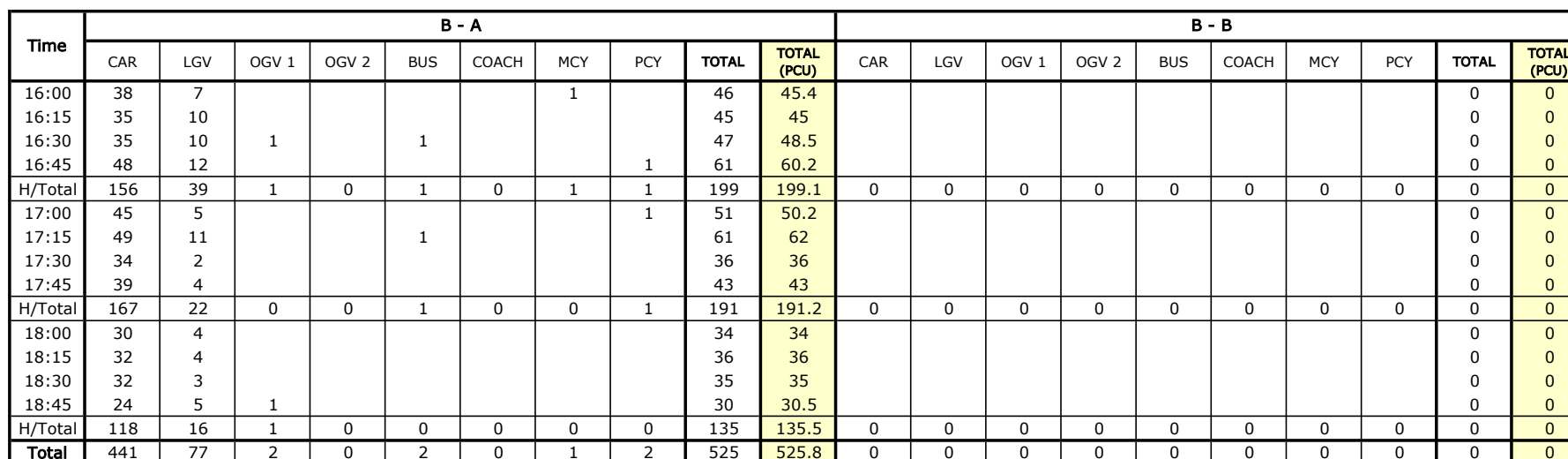
Date: **15 October 2020, Thursday**



Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	32	12	2						46	47									0	0
07:15	58	12	1		1				72	73.5	3	2							5	5
07:30	47	15	1		3				66	69.5	3	1							4	4
07:45	74	13	2			1			90	92	3		1						4	4.5
H/Total	211	52	6	0	4	1	0	0	274	282	9	3	1	0	0	0	0	0	13	13.5
08:00	58	8			1	1		1	69	70.2	3	1	1						5	5.5
08:15	73	10	1				1		85	84.9	2								2	2
08:30	80	10	1		2				93	95.5	2	1							3	3
08:45	85	6			1	1			93	95	6	4							10	10
H/Total	296	34	2	0	4	2	1	1	340	345.6	13	6	1	0	0	0	0	0	20	20.5
09:00	71	10	1		1				83	84.5	7	1							8	8
09:15	60	12	1		1				74	75.5									0	0
09:30	45	9	2		1	1	1		59	61.4	6		1						7	7.5
09:45	47	6	1		1				55	56.5	5		1						6	6.5
H/Total	223	37	5	0	4	1	1	0	271	277.9	18	1	2	0	0	0	0	0	21	22
Total	730	123	13	0	12	4	2	1	885	905.5	40	10	4	0	0	0	0	0	54	56

Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	87	15			2		2		106	106.8	7	3							10	10
16:15	83	10			1				94	95	9								9	9
16:30	83	8	2				1		94	94.4	10	2							12	12
16:45	91	12			2	1	1	1	108	109.6	8	1							9	9
H/Total	344	45	2	0	5	1	4	1	402	405.8	34	6	0	0	0	0	0	0	40	40
17:00	92	14	1						107	107.5	6	1					1		8	7.4
17:15	89	17	1		1				108	109.5	16	2							18	18
17:30	80	10	1		1		1		93	93.9	6	2							8	8
17:45	112	4			1		1	3	121	119	7						1		8	7.4
H/Total	373	45	3	0	3	0	2	3	429	429.9	35	5	0	0	0	0	2	0	42	40.8
18:00	89	10			2		1		102	103.4	10	2							12	12
18:15	71	5			1				77	78	17								17	17
18:30	69	7			2		1	1	80	80.6	9	2							11	11
18:45	65	4	1				1		71	70.9	8								8	8
H/Total	294	26	1	0	5	0	3	1	330	332.9	44	4	0	0	0	0	0	0	48	48
Total	1011	116	6	0	13	1	9	5	1161	1168.6	113	15	0	0	0	0	2	0	130	128.8

Date: **15 October 2020, Thursday**



Date: **15 October 2020, Thursday**

Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	4	2							6	6	1	1							2	2
16:15	3								3	3	1								1	1
16:30	2		1						3	3.5	3								3	3
16:45	2								2	2									0	0
H/Total	11	2	1	0	0	0	0	0	14	14.5	5	1	0	0	0	0	0	0	6	6
17:00	7	1							8	8	2								2	2
17:15	2	1							3	3	3								3	3
17:30	4								4	4									0	0
17:45	2								2	2	2	1							3	3
H/Total	15	2	0	0	0	0	0	0	17	17	7	1	0	0	0	0	0	0	8	8
18:00	5								5	5	1								1	1
18:15	3								3	3	1								1	1
18:30	2								2	2									0	0
18:45	2			1					3	4.3	1	1							2	2
H/Total	12	0	0	1	0	0	0	0	13	14.3	3	1	0	0	0	0	0	0	4	4
Total	38	4	1	1	0	0	0	0	44	45.8	15	3	0	0	0	0	0	0	18	18

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **15 October 2020, Thursday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	49	11		1	1	1			63	66.3									0	0
07:15	54	17	1		1				73	74.5		1							1	1
07:30	65	15	2		2	1			85	89		2							2	2
07:45	90	20			1		3		114	113.2	2	1							3	3
H/Total	258	63	3	1	5	2	3	0	335	343	2	4	0	0	0	0	0	0	6	6
08:00	100	14			1			2	117	116.4	2	1							3	3
08:15	96	13	1				2		112	111.3	2	1							3	3
08:30	87	6	1		1			2	97	96.9	2								2	2
08:45	86	5					1		92	91.4		2							2	2
H/Total	369	38	2	0	2	0	3	4	418	416	6	4	0	0	0	0	0	0	10	10
09:00	85	10	2		1				98	100	8								8	8
09:15	80	12	1		1				94	95.5		1							1	1
09:30	58	10	2		2	1			73	77	1	1							2	2
09:45	80	8							88	88	5	1	1						7	7.5
H/Total	303	40	5	0	4	1	0	0	353	360.5	14	3	1	0	0	0	0	0	18	18.5
Total	930	141	10	1	11	3	6	4	1106	1119.5	22	11	1	0	0	0	0	0	34	34.5

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	74	16	1		1	1			93	95.5	3								3	3
16:15	63	14	1		1		1		80	80.9	4	1							5	5
16:30	68	12	1		1			1	83	83.7	1	1							2	2
16:45	88	6			1	1	1		97	98.4	7								7	7
H/Total	293	48	3	0	4	2	2	1	353	358.5	15	2	0	0	0	0	0	0	17	17
17:00	68	10	3			1	1		83	84.9	3					1			4	5
17:15	67	5			1	1			74	76	2								2	2
17:30	98	7	1		1		1		108	108.9	5		1						6	6.5
17:45	76	8			1			2	87	86.4	2								2	2
H/Total	309	30	4	0	3	2	2	2	352	356.2	12	0	1	0	0	1	0	0	14	15.5
18:00	60	6	1		1		1		69	69.9	3								3	3
18:15	76	2	2		1		1		82	83.4	1								1	1
18:30	63	5	1		1			1	71	71.7									0	0
18:45	76	4	1		1			1	83	83.7	2		1						3	3.5
H/Total	275	17	5	0	4	0	2	2	305	308.7	6	0	1	0	0	0	0	0	7	7.5
Total	877	95	12	0	11	4	6	5	1010	1023.4	33	2	2	0	0	1	0	0	38	40

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **15 October 2020, Thursday**



Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	1								1	1
07:15									0	0	3	4							7	7
07:30									0	0									0	0
07:45									0	0	2		1						3	3.5
H/Total	0	0	0	0	0	0	0	0	0	0	6	4	1	0	0	0	0	0	11	11.5
08:00									0	0		2							2	2
08:15									0	0	1								1	1
08:30									0	0	5	1							6	6
08:45									0	0	2	1							3	3
H/Total	0	0	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	0	12	12
09:00									0	0	5	1							6	6
09:15									0	0	3		1						4	4.5
09:30									0	0	2								2	2
09:45									0	0	4	3							7	7
H/Total	0	0	0	0	0	0	0	0	0	0	14	4	1	0	0	0	0	0	19	19.5
Total	0	0	0	0	0	0	0	0	0	0	28	12	2	0	0	0	0	0	42	43

Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	1								1	1
16:15									0	0	3								3	3
16:30									0	0	1								1	1
16:45									0	0	3	2							5	5
H/Total	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	10	10
17:00									0	0	2								2	2
17:15									0	0	3	2							5	5
17:30									0	0	2								2	2
17:45									0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	11	11
18:00									0	0	2								2	2
18:15									0	0	1								1	1
18:30									0	0	3	1							4	4
18:45									0	0	3								3	3
H/Total	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10	10
Total	0	0	0	0	0	0	0	0	0	0	26	5	0	0	0	0	0	0	31	31

Date: **15 October 2020, Thursday**

Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	3	1							4	4		2							2	2
16:15	3	1							4	4									0	0
16:30	7	1							8	8	2								2	2
16:45	1	1							2	2	2								2	2
H/Total	14	4	0	0	0	0	0	0	18	18	4	2	0	0	0	0	0	0	6	6
17:00	5	1							6	6	1								1	1
17:15	8								8	8	1								1	1
17:30	5								5	5									0	0
17:45	3						2		5	3.8									0	0
H/Total	21	1	0	0	0	0	2	0	24	22.8	2	0	0	0	0	0	0	0	2	2
18:00	7								7	7									0	0
18:15	5								5	5	2								2	2
18:30	2	1							3	3									0	0
18:45	8	1							9	9	1	1							2	2
H/Total	22	2	0	0	0	0	0	0	24	24	3	1	0	0	0	0	0	0	4	4
Total	57	7	0	0	0	0	2	0	66	64.8	9	3	0	0	0	0	0	0	12	12

Date: **15 October 2020, Thursday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **15 October 2020, Thursday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	42	21	2	0	0	0	0	0	65	66	86	18	1	1	1	1	0	0	108	111.8
07:15	83	22	1	0	1	0	0	0	107	108.5	106	30	1	0	2	0	0	0	139	141.5
07:30	71	24	2	0	4	0	1	0	102	106.4	126	31	4	0	3	1	0	0	165	171
07:45	99	24	5	0	0	1	0	0	129	132.5	142	45	1	0	1	0	3	1	193	191.9
H/Total	295	91	10	0	5	1	1	0	403	413.4	460	124	7	1	7	2	3	1	605	616.2
08:00	89	24	1	0	1	1	0	1	117	118.7	154	26	4	0	1	0	0	3	188	188.6
08:15	92	18	1	0	0	1	1	1	114	114.1	172	24	2	0	0	1	2	0	201	201.8
08:30	122	17	1	0	2	0	0	0	142	144.5	162	21	1	0	3	1	0	2	190	192.9
08:45	135	14	1	0	1	1	0	1	153	154.7	157	14	0	0	1	2	1	0	175	177.4
H/Total	438	73	4	0	4	3	1	3	526	532	645	85	7	0	5	4	3	5	754	760.7
09:00	103	21	2	0	1	0	0	0	127	129	130	21	2	0	1	0	0	0	154	156
09:15	85	21	1	0	1	0	0	0	108	109.5	145	18	2	0	1	0	0	0	166	168
09:30	77	14	4	0	1	2	1	0	99	103.4	107	21	4	0	2	1	0	0	135	140
09:45	80	13	3	0	1	0	0	0	97	99.5	120	20	2	0	0	0	0	0	142	143
H/Total	345	69	10	0	4	2	1	0	431	441.4	502	80	10	0	4	1	0	0	597	607
Total	1078	233	24	0	13	6	3	3	1360	1386.8	1607	289	24	1	16	7	6	6	1956	1983.9

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	154	29	0	0	2	0	2	0	187	187.8	115	24	1	0	1	1	1	0	143	144.9
16:15	143	21	1	0	2	0	0	0	167	169.5	101	25	1	0	1	0	1	0	129	129.9
16:30	144	27	2	0	0	0	1	1	175	174.6	110	23	2	0	2	0	0	1	138	140.2
16:45	146	24	1	0	2	1	1	1	176	178.1	137	19	0	0	1	1	1	1	160	160.6
H/Total	587	101	4	0	6	1	4	2	705	710	463	91	4	0	5	2	3	2	570	575.6
17:00	162	24	2	0	0	0	1	1	190	189.6	118	16	3	0	0	1	1	1	140	141.1
17:15	161	25	1	0	1	0	0	0	188	189.5	124	16	0	0	2	1	0	0	143	146
17:30	160	21	1	0	2	0	1	0	185	186.9	137	9	1	0	1	0	1	0	149	149.9
17:45	176	13	1	0	1	0	3	4	198	194.5	118	12	0	0	1	0	2	2	135	133.2
H/Total	659	83	5	0	4	0	5	5	761	760.5	497	53	4	0	4	2	4	3	567	570.2
18:00	142	23	0	0	2	0	1	0	168	169.4	97	10	1	0	1	0	1	0	110	110.9
18:15	137	11	2	0	1	0	0	0	151	153	113	6	2	0	1	0	1	0	123	124.4
18:30	118	12	0	0	2	0	2	1	135	135	97	9	1	0	1	0	0	1	109	109.7
18:45	113	10	1	0	0	0	1	0	125	124.9	108	10	2	0	1	0	0	1	122	123.2
H/Total	510	56	3	0	5	0	4	1	579	582.3	415	35	6	0	4	0	2	2	464	468.2
Total	1756	240	12	0	15	1	13	8	2045	2052.8	1375	179	14	0	13	4	9	7	1601	1614

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **15 October 2020, Thursday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	29	7	3	0	0	0	0	0	39	40.5	12	9	0	0	0	0	0	0	21	21
07:15	44	11	0	0	1	0	0	0	56	57	22	9	0	0	0	0	0	0	31	31
07:30	48	14	2	0	1	0	0	0	65	67	24	11	1	0	1	0	1	0	38	38.9
07:45	47	22	0	0	0	0	0	1	70	69.2	25	12	2	0	0	0	0	0	39	40
H/Total	168	54	5	0	2	0	0	1	230	233.7	83	41	3	0	1	0	1	0	129	130.9
08:00	48	10	4	0	0	0	0	0	62	64	33	16	0	0	0	0	0	0	49	49
08:15	71	11	1	0	0	1	0	0	84	85.5	19	10	0	0	0	1	0	1	31	31.2
08:30	69	13	0	0	2	1	0	0	85	88	45	6	0	0	0	0	0	0	51	51
08:45	68	10	0	0	1	2	0	0	81	84	46	6	1	0	0	0	0	1	54	53.7
H/Total	256	44	5	0	3	4	0	0	312	321.5	143	38	1	0	0	1	0	2	185	184.9
09:00	47	10	0	0	0	0	0	0	57	57	33	10	1	0	0	0	0	0	44	44.5
09:15	61	7	2	0	0	0	0	0	70	71	26	10	0	0	0	0	0	0	36	36
09:30	48	12	2	0	0	0	0	0	62	63	29	6	1	0	0	1	0	0	37	38.5
09:45	39	11	4	0	0	0	0	0	54	56	34	8	2	0	0	0	0	0	44	45
H/Total	195	40	8	0	0	0	0	0	243	247	122	34	4	0	0	1	0	0	161	164
Total	619	138	18	0	5	4	0	1	785	802.2	348	113	8	0	1	2	1	2	475	479.8

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	43	10	0	0	0	0	1	0	54	53.4	63	13	0	0	0	0	0	0	76	76
16:15	39	10	0	0	0	0	0	0	49	49	55	12	1	0	1	0	0	0	69	70.5
16:30	40	10	2	0	1	0	0	0	53	55	54	18	0	0	0	0	0	1	73	72.2
16:45	50	12	0	0	0	0	0	1	63	62.2	56	11	1	0	0	0	0	0	68	68.5
H/Total	172	42	2	0	1	0	1	1	219	219.6	228	54	2	0	1	0	0	1	286	287.2
17:00	54	6	0	0	0	0	0	1	61	60.2	68	9	1	0	0	1	0	1	80	80.7
17:15	54	12	0	0	1	0	0	0	67	68	59	6	0	0	0	0	0	0	65	65
17:30	38	2	0	0	0	0	0	0	40	40	79	9	1	0	1	0	0	0	90	91.5
17:45	43	5	0	0	0	0	0	0	48	48	59	9	1	0	0	0	1	1	71	70.1
H/Total	189	25	0	0	1	0	0	1	216	216.2	265	33	3	0	1	1	1	2	306	307.3
18:00	36	4	0	0	0	0	0	0	40	40	46	11	0	0	0	0	0	0	57	57
18:15	36	4	0	0	0	0	0	0	40	40	52	6	2	0	0	0	0	0	60	61
18:30	34	3	0	0	0	0	0	0	37	37	40	3	0	0	0	0	1	0	44	43.4
18:45	27	6	1	1	0	0	0	0	35	36.8	43	7	1	0	0	0	0	0	51	51.5
H/Total	133	17	1	1	0	0	0	0	152	153.8	181	27	3	0	0	0	1	0	212	212.9
Total	494	84	3	1	2	0	1	2	587	589.6	674	114	8	0	2	1	2	3	804	807.4

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **15 October 2020, Thursday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	50	11	0	1	1	1	0	0	64	67.3	37	13	3	0	0	0	0	0	53	54.5
07:15	57	22	1	0	1	0	0	0	81	82.5	59	12	2	0	1	0	0	0	74	76
07:30	65	17	2	0	2	1	0	0	87	91	56	18	1	0	3	0	0	0	78	81.5
07:45	94	21	1	0	1	0	3	0	120	119.7	81	13	2	0	0	1	0	0	97	99
H/Total	266	71	4	1	5	2	3	0	352	360.5	233	56	8	0	4	1	0	0	302	311
08:00	102	17	0	0	1	0	0	2	122	121.4	62	8	1	0	1	1	0	1	74	75.7
08:15	99	14	1	0	0	0	2	0	116	115.3	77	10	1	0	0	0	1	0	89	88.9
08:30	94	7	1	0	1	0	0	2	105	104.9	89	10	1	0	2	0	0	0	102	104.5
08:45	88	8	0	0	0	0	1	0	97	96.4	95	8	0	0	1	1	0	0	105	107
H/Total	383	46	2	0	2	0	3	4	440	438	323	36	3	0	4	2	1	1	370	376.1
09:00	98	11	2	0	1	0	0	0	112	114	77	11	1	0	1	0	0	0	90	91.5
09:15	83	13	2	0	1	0	0	0	99	101	68	14	1	0	1	0	0	0	84	85.5
09:30	61	11	2	0	2	1	0	0	77	81	49	12	3	0	1	1	1	0	67	69.9
09:45	89	12	1	0	0	0	0	0	102	102.5	52	7	4	0	1	0	0	0	64	67
H/Total	331	47	7	0	4	1	0	0	390	398.5	246	44	9	0	4	1	1	0	305	313.9
Total	980	164	13	1	11	3	6	4	1182	1197	802	136	20	0	12	4	2	1	977	1001

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	78	16	1	0	1	1	0	0	97	99.5	94	17	0	0	2	0	2	0	115	115.8
16:15	70	15	1	0	1	0	1	0	88	88.9	87	12	0	0	1	0	0	0	100	101
16:30	70	13	1	0	1	0	0	1	86	86.7	88	8	3	0	0	0	1	0	100	100.9
16:45	98	8	0	0	1	1	1	0	109	110.4	96	12	0	0	2	1	1	1	113	114.6
H/Total	316	52	3	0	4	2	2	1	380	385.5	365	49	3	0	5	1	4	1	428	432.3
17:00	73	10	3	0	0	2	1	0	89	91.9	101	16	1	0	0	0	0	0	118	118.5
17:15	72	7	0	0	1	1	0	0	81	83	92	18	1	0	1	0	0	0	112	113.5
17:30	105	7	2	0	1	0	1	0	116	117.4	88	11	1	0	1	0	1	0	102	102.9
17:45	80	8	0	0	1	0	0	2	91	90.4	117	4	0	0	1	0	1	3	126	124
H/Total	330	32	5	0	3	3	2	2	377	382.7	398	49	3	0	3	0	2	3	458	458.9
18:00	65	6	1	0	1	0	1	0	74	74.9	96	10	0	0	2	0	1	0	109	110.4
18:15	78	2	2	0	1	0	1	0	84	85.4	76	5	0	0	1	0	0	0	82	83
18:30	66	6	1	0	1	0	0	1	75	75.7	72	7	0	0	2	0	1	1	83	83.6
18:45	81	4	2	0	1	0	0	1	89	90.2	69	4	1	1	0	0	1	0	76	77.2
H/Total	290	18	6	0	4	0	2	2	322	326.2	313	26	1	1	5	0	3	1	350	354.2
Total	936	102	14	0	11	5	6	5	1079	1094.4	1076	124	7	1	13	1	9	5	1236	1245.4

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **15 October 2020, Thursday**



Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	15	1	0	0	0	0	0	0	16	16	1	0	1	0	0	0	0	0	2	2.5
07:15	10	2	1	0	0	0	0	0	13	13.5	7	6	0	0	0	0	0	0	13	13
07:30	25	6	0	0	0	0	0	0	31	31	3	1	0	0	0	0	0	0	4	4
07:45	13	3	1	0	0	0	0	0	17	17.5	5	0	2	0	0	0	0	0	7	8
H/Total	63	12	2	0	0	0	0	0	77	78	16	7	3	0	0	0	0	0	26	27.5
08:00	14	2	1	0	0	0	0	1	18	17.7	4	3	1	0	0	0	0	0	8	8.5
08:15	10	1	0	0	0	1	0	0	12	13	4	0	0	0	0	1	0	0	5	6
08:30	19	2	0	0	0	0	0	0	21	21	8	2	0	0	0	0	0	0	10	10
08:45	16	1	0	0	0	0	0	0	17	17	9	5	0	0	0	0	0	0	14	14
H/Total	59	6	1	0	0	1	0	1	68	68.7	25	10	1	0	0	1	0	0	37	38.5
09:00	7	2	0	0	0	0	0	0	9	9	15	2	0	0	0	0	0	0	17	17
09:15	13	1	0	0	0	0	0	0	14	14	3	0	2	0	0	0	0	0	5	6
09:30	9	2	1	0	0	0	0	0	12	12.5	10	0	1	0	0	0	0	0	11	11.5
09:45	8	2	1	0	0	0	0	0	11	11.5	10	3	1	0	0	0	0	0	14	14.5
H/Total	37	7	2	0	0	0	0	0	46	47	38	5	4	0	0	0	0	0	47	49
Total	159	25	5	0	0	1	0	1	191	193.7	79	22	8	0	0	1	0	0	110	115

Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	6	3	0	0	0	0	0	0	9	9	9	4	0	0	0	0	0	0	13	13
16:15	4	3	0	0	0	0	0	0	7	7	13	0	0	0	0	0	0	0	13	13
16:30	12	1	0	0	0	0	0	0	13	13	14	2	0	0	0	0	0	0	16	16
16:45	6	1	0	0	0	0	0	0	7	7	11	3	0	0	0	0	0	0	14	14
H/Total	28	8	0	0	0	0	0	0	36	36	47	9	0	0	0	0	0	0	56	56
17:00	8	2	0	0	0	0	0	0	10	10	10	1	0	0	0	0	1	0	12	11.4
17:15	10	0	0	0	0	0	0	0	10	10	22	4	0	0	0	0	0	0	26	26
17:30	9	1	0	0	0	0	0	0	10	10	8	2	0	0	0	0	0	0	10	10
17:45	6	0	0	0	0	0	2	0	8	6.8	11	1	0	0	0	0	1	0	13	12.4
H/Total	33	3	0	0	0	0	2	0	38	36.8	51	8	0	0	0	0	2	0	61	59.8
18:00	9	0	0	0	0	0	0	0	9	9	13	2	0	0	0	0	0	0	15	15
18:15	9	0	0	0	0	0	0	0	9	9	19	0	0	0	0	0	0	0	19	19
18:30	3	1	0	0	0	0	0	0	4	4	12	3	0	0	0	0	0	0	15	15
18:45	11	2	0	0	0	0	0	0	13	13	12	1	0	0	0	0	0	0	13	13
H/Total	32	3	0	0	0	0	0	0	35	35	56	6	0	0	0	0	0	0	62	62
Total	93	14	0	0	0	0	2	0	109	107.8	154	23	0	0	0	0	2	0	179	177.8

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **15 October 2020, Thursday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	136	40	5	1	1	1	0	0	184	189.8
07:15	194	57	3	0	3	0	0	0	257	261.5
07:30	209	61	6	0	7	1	1	0	285	295.4
07:45	253	70	7	0	1	1	3	1	336	338.9
H/Total	792	228	21	1	12	3	4	1	1062	1085.6
08:00	253	53	6	0	2	1	0	4	319	321.8
08:15	272	44	3	0	0	3	3	1	326	327.9
08:30	304	39	2	0	5	1	0	2	353	358.4
08:45	307	33	1	0	2	3	1	1	348	352.1
H/Total	1136	169	12	0	9	8	4	8	1346	1360.2
09:00	255	44	4	0	2	0	0	0	305	309
09:15	242	42	5	0	2	0	0	0	291	295.5
09:30	195	39	9	0	3	3	1	0	250	259.9
09:45	216	38	9	0	1	0	0	0	264	269.5
H/Total	908	163	27	0	8	3	1	0	1110	1133.9
Total	2836	560	60	1	29	14	9	9	3518	3579.7

Peak Hours	Totals
07:00 08:00	1062
07:15 08:15	1197
07:30 08:30	1266
07:45 08:45	1334

08:00 09:00	1346
08:15 09:15	1332
08:30 09:30	1297
08:45 09:45	1194

09:00 10:00	1110
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	281	58	1	0	3	1	3	0	347	349.7
16:15	256	49	2	0	3	0	1	0	311	314.4
16:30	266	51	5	0	2	0	1	2	327	329.3
16:45	300	45	1	0	3	2	2	2	355	357.7
H/Total	1103	203	9	0	11	3	7	4	1340	1351.1
17:00	297	42	5	0	0	2	2	2	350	351.7
17:15	297	44	1	0	3	1	0	0	346	350.5
17:30	312	31	3	0	3	0	2	0	351	354.3
17:45	305	26	1	0	2	0	5	6	345	339.7
H/Total	1211	143	10	0	8	3	9	8	1392	1396.2
18:00	252	33	1	0	3	0	2	0	291	293.3
18:15	260	17	4	0	2	0	1	0	284	287.4
18:30	221	22	1	0	3	0	2	2	251	251.7
18:45	232	22	4	1	1	0	1	1	262	264.9
H/Total	965	94	10	1	9	0	6	3	1088	1097.3
Total	3279	440	29	1	28	6	22	15	3820	3844.6

Peak Hours	Totals
16:00 17:00	1340
16:15 17:15	1343
16:30 17:30	1378
16:45 17:45	1402

17:00 18:00	1392
17:15 18:15	1333
17:30 18:30	1271
17:45 18:45	1171

18:00 19:00	1088
-------------	------



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 16 Oct 2020, Friday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

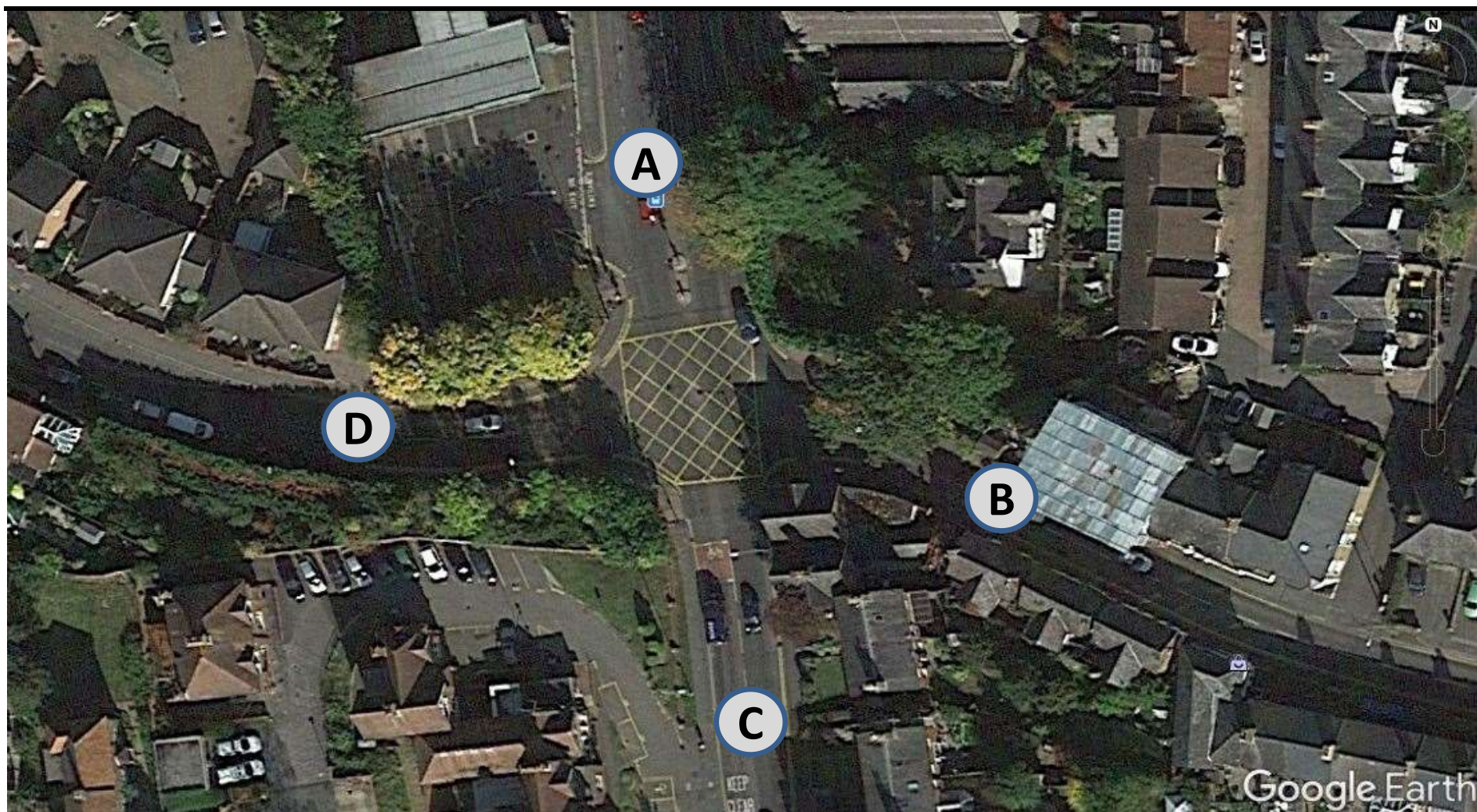
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**



Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **16 October 2020, Friday**



Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	9	5		1					15	16.3
07:15									0	0	20	3							23	23
07:30									0	0	22	8	1		1				32	33.5
07:45									0	0	16	9	2						27	28
H/Total	0	0	0	0	0	0	0	0	0	0	67	25	3	1	1	0	0	0	97	100.8
08:00									0	0	26	9	1						36	36.5
08:15									0	0	29	9	1						39	39.5
08:30									0	0	41	5	1			1			48	49.5
08:45									0	0	36	7	1				1		45	44.9
H/Total	0	0	0	0	0	0	0	0	0	0	132	30	4	0	0	1	1	0	168	170.4
09:00									0	0	34	8	1					1	44	43.7
09:15									0	0	32	11							43	43
09:30									0	0	24	4	1						29	29.5
09:45									0	0	33	6	1						40	40.5
H/Total	0	0	0	0	0	0	0	0	0	0	123	29	3	0	0	0	0	1	156	156.7
Total	0	0	0	0	0	0	0	0	0	0	322	84	10	1	1	1	1	1	421	427.9

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	58	7	2			1			68	70
16:15									0	0	46	6	1		1		1		55	55.9
16:30									0	0	51	9							60	60
16:45									0	0	53	11					1		65	64.4
H/Total	0	0	0	0	0	0	0	0	0	0	208	33	3	0	1	1	2	0	248	250.3
17:00									0	0	69	12						1	82	81.2
17:15									0	0	62	7							69	69
17:30									0	0	52	8			1		3		64	63.2
17:45									0	0	63	8							71	71
H/Total	0	0	0	0	0	0	0	0	0	0	246	35	0	0	1	0	3	1	286	284.4
18:00									0	0	40	2	1				1		44	43.9
18:15									0	0	43	5	1						49	49.5
18:30									0	0	49	3							52	52
18:45									0	0	43	4						1	48	47.2
H/Total	0	0	0	0	0	0	0	0	0	0	175	14	2	0	0	0	1	1	193	192.6
Total	0	0	0	0	0	0	0	0	0	0	629	82	5	0	2	1	6	2	727	727.3

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **16 October 2020, Friday**



Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	41	14							55	55									0	0
07:15	31	11							42	42	2	3							5	5
07:30	49	15			3				67	70		1							1	1
07:45	64	13				1			78	79	2	2							4	4
H/Total	185	53	0	0	3	1	0	0	242	246	4	6	0	0	0	0	0	0	10	10
08:00	60	9	3		2	1			75	79.5	4	1							5	5
08:15	65	9				1			75	76	3								3	3
08:30	87	8			1		2		98	97.8	2	1							3	3
08:45	95	12			2	2			111	115	6								6	6
H/Total	307	38	3	0	5	4	2	0	359	368.3	15	2	0	0	0	0	0	0	17	17
09:00	74	7	2		2				85	88	5	1							6	6
09:15	65	15	1						81	81.5	5	1	1						7	7.5
09:30	51	4	1		1			1	58	58.7	6	1							7	7
09:45	56	7	1		1				65	66.5	3								3	3
H/Total	246	33	5	0	4	0	0	1	289	294.7	19	3	1	0	0	0	0	0	23	23.5
Total	738	124	8	0	12	5	2	1	890	909	38	11	1	0	0	0	0	0	50	50.5

Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	91	12			2		2	1	108	108	8								8	8
16:15	90	10			1		1	1	103	102.6	10								10	10
16:30	98	11	2				2		113	112.8	12	1							13	13
16:45	82	11			2				95	97	8	2							10	10
H/Total	361	44	2	0	5	0	5	2	419	420.4	38	3	0	0	0	0	0	0	41	41
17:00	88	5							93	93	5	1							6	6
17:15	69	10	1						80	80.5	7	3							10	10
17:30	91	10	1		2		1		105	106.9	10								10	10
17:45	87	5	1		1		1		95	95.9	6	1							7	7
H/Total	335	30	3	0	3	0	2	0	373	376.3	28	5	0	0	0	0	0	0	33	33
18:00	96	12			1				109	110	9								9	9
18:15	92	14	1		1	1		1	110	111.7	13	3							16	16
18:30	77	5	2		1	1	1		87	89.4	13	1							14	14
18:45	67	2	2						71	72	5								5	5
H/Total	332	33	5	0	3	2	1	1	377	383.1	40	4	0	0	0	0	0	0	44	44
Total	1028	107	10	0	11	2	8	3	1169	1179.8	106	12	0	0	0	0	0	0	118	118

Date: **16 October 2020, Friday**

[illegible]

Date: **16 October 2020, Friday**

Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	1	1							2	2	2								2	2
16:15	5	2	1						8	8.5									0	0
16:30									0	0	3								3	3
16:45	2	1							3	3	1	1							2	2
H/Total	8	4	1	0	0	0	0	0	13	13.5	6	1	0	0	0	0	0	0	7	7
17:00	6								6	6	2	1							3	3
17:15	2								2	2	2	1							3	3
17:30	2	1							3	3	1								1	1
17:45	3								3	3		1							1	1
H/Total	13	1	0	0	0	0	0	0	14	14	5	3	0	0	0	0	0	0	8	8
18:00	5								5	5	1	1							2	2
18:15	4								4	4									0	0
18:30	2								2	2									0	0
18:45	2								2	2	1								1	1
H/Total	13	0	0	0	0	0	0	0	13	13	2	1	0	0	0	0	0	0	3	3
Total	34	5	1	0	0	0	0	0	40	40.5	13	5	0	0	0	0	0	0	18	18

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **16 October 2020, Friday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	47	13	1		1				62	63.5	1	1							2	2
07:15	48	16	1		1				66	67.5		1	1						2	2.5
07:30	70	17	1		1		1		90	90.9									0	0
07:45	94	22	1		1				118	119.5	1	1							2	2
H/Total	259	68	4	0	4	0	1	0	336	341.4	2	3	1	0	0	0	0	0	6	6.5
08:00	87	14			1		2	1	105	104									0	0
08:15	104	7	1						112	112.5	1	2							3	3
08:30	73	6	2		1				82	84	1								1	1
08:45	98	9	2				1		110	110.4	1								1	1
H/Total	362	36	5	0	2	0	3	1	409	410.9	3	2	0	0	0	0	0	0	5	5
09:00	86	7	2		1				96	98	1								1	1
09:15	71	6	2		1				80	82	2		1						3	3.5
09:30	60	11	3	1	1				76	79.8	4	1							5	5
09:45	86	12	3	1			1		103	105.2	3	3							6	6
H/Total	303	36	10	2	3	0	1	0	355	365	10	4	1	0	0	0	0	0	15	15.5
Total	924	140	19	2	9	0	5	1	1100	1117.3	15	9	2	0	0	0	0	0	26	27

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	75	9			3		3		90	91.2	1	1							2	2
16:15	88	9	1						98	98.5	1								1	1
16:30	71	16	1		1				89	90.5	2								2	2
16:45	80	13			1	1	1		96	97.4	2	1	1						4	4.5
H/Total	314	47	2	0	5	1	4	0	373	377.6	6	2	1	0	0	0	0	0	9	9.5
17:00	74	8	3			2			87	90.5	2								2	2
17:15	85	6			1		1	1	94	93.6	2								2	2
17:30	81	9			2				92	94	3								3	3
17:45	95	7			1			1	104	104.2	2								2	2
H/Total	335	30	3	0	4	2	1	2	377	382.3	9	0	0	0	0	0	0	0	9	9
18:00	88	5			1		1		95	95.4	4	1							5	5
18:15	83	7			1		1		92	92.4	4								4	4
18:30	84	8							92	92	7								7	7
18:45	82	6			1				89	90									0	0
H/Total	337	26	0	0	3	0	2	0	368	369.8	15	1	0	0	0	0	0	0	16	16
Total	986	103	5	0	12	3	7	2	1118	1129.7	30	3	1	0	0	0	0	0	34	34.5

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **16 October 2020, Friday**



Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	1	1							2	2
07:15									0	0	1	2							3	3
07:30									0	0	1	1							2	2
07:45									0	0			1						1	1.5
H/Total	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	8	8.5
08:00									0	0									0	0
08:15									0	0	2	2							4	4
08:30									0	0	1		2						3	4
08:45									0	0	3								3	3
H/Total	0	0	0	0	0	0	0	0	0	0	6	2	2	0	0	0	0	0	10	11
09:00									0	0	3								3	3
09:15									0	0	1	1							2	2
09:30									0	0									0	0
09:45									0	0		2							2	2
H/Total	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	13	9	3	0	0	0	0	0	25	26.5

Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	2								2	2
16:15									0	0	5		1						6	6.5
16:30									0	0	1								1	1
16:45									0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	0	11	11.5
17:00									0	0	6								6	6
17:15									0	0	5	1							6	6
17:30									0	0	4								4	4
17:45									0	0	3	1						1	5	4.2
H/Total	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	1	21	20.2
18:00									0	0	4								4	4
18:15									0	0	7	1							8	8
18:30									0	0	3	1							4	4
18:45									0	0	3								3	3
H/Total	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	0	19	19
Total	0	0	0	0	0	0	0	0	0	0	45	4	1	0	0	0	0	1	51	50.7

Date: **16 October 2020, Friday**

Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	3	1							4	4	3								3	3
16:15	3	2							5	5									0	0
16:30	4								4	4	1								1	1
16:45	9	1							10	10									0	0
H/Total	19	4	0	0	0	0	0	0	23	23	4	0	0	0	0	0	0	0	4	4
17:00	4								4	4									0	0
17:15	1								1	1	2								2	2
17:30	5								5	5									0	0
17:45	6	2							8	8	1	1							2	2
H/Total	16	2	0	0	0	0	0	0	18	18	3	1	0	0	0	0	0	0	4	4
18:00	3	1							4	4									0	0
18:15	5								5	5	1	1							2	2
18:30	6	1							7	7	1	1							2	2
18:45	13	1							14	14	1								1	1
H/Total	27	3	0	0	0	0	0	0	30	30	3	2	0	0	0	0	0	0	5	5
Total	62	9	0	0	0	0	0	0	71	71	10	3	0	0	0	0	0	0	13	13

Date: **16 October 2020, Friday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **16 October 2020, Friday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	50	19	0	1	0	0	0	0	70	71.3	80	21	3	0	1	0	0	0	105	107.5
07:15	53	17	0	0	0	0	0	0	70	70	93	26	3	0	2	0	0	1	125	127.7
07:30	71	24	1	0	4	0	0	0	100	104.5	127	36	1	0	2	0	1	1	168	169.1
07:45	82	24	2	0	0	1	0	0	109	111	137	39	1	0	1	0	0	0	178	179.5
H/Total	256	84	3	1	4	1	0	0	349	356.8	437	122	8	0	6	0	1	2	576	583.8
08:00	90	19	4	0	2	1	0	0	116	121	139	22	2	0	1	0	2	1	167	167
08:15	97	18	1	0	0	1	0	0	117	118.5	170	13	1	0	0	1	0	0	185	186.5
08:30	130	14	1	0	1	1	2	0	149	150.3	159	12	4	0	2	2	0	0	179	185
08:45	137	19	1	0	2	2	1	0	162	165.9	164	17	4	0	0	1	1	0	187	189.4
H/Total	454	70	7	0	5	5	3	0	544	555.7	632	64	11	0	3	4	3	1	718	727.9
09:00	113	16	3	0	2	0	0	1	135	137.7	137	15	2	0	1	0	0	0	155	157
09:15	102	27	2	0	0	0	0	0	131	132	126	10	4	0	1	0	0	0	141	144
09:30	81	9	2	0	1	0	0	1	94	95.2	107	18	6	1	1	0	0	0	133	138.3
09:45	92	13	2	0	1	0	0	0	108	110	133	23	5	2	0	0	2	1	166	169.1
H/Total	388	65	9	0	4	0	0	2	468	474.9	503	66	17	3	3	0	2	1	595	608.4
Total	1098	219	19	1	13	6	3	2	1361	1387.4	1572	252	36	3	12	4	6	4	1889	1920.1

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	157	19	2	0	2	1	2	1	184	186	129	14	0	0	3	1	4	0	151	152.6
16:15	146	16	1	0	2	0	2	1	168	168.5	126	20	1	0	0	0	0	0	147	147.5
16:30	161	21	2	0	0	0	2	0	186	185.8	118	26	1	0	2	0	0	0	147	149.5
16:45	143	24	0	0	2	0	1	0	170	171.4	123	21	0	1	1	1	1	0	148	150.7
H/Total	607	80	5	0	6	1	7	2	708	711.7	496	81	2	1	6	2	5	0	593	600.3
17:00	162	18	0	0	0	0	0	1	181	180.2	117	13	3	0	0	2	0	0	135	138.5
17:15	138	20	1	0	0	0	0	0	159	159.5	115	13	0	0	1	0	2	1	132	131
17:30	153	18	1	0	3	0	4	0	179	180.1	136	13	0	0	3	0	0	0	152	155
17:45	156	14	1	0	1	0	1	0	173	173.9	137	16	0	0	1	0	0	1	155	155.2
H/Total	609	70	3	0	4	0	5	1	692	693.7	505	55	3	0	5	2	2	2	574	579.7
18:00	145	14	1	0	1	0	1	0	162	162.9	124	9	0	0	1	0	1	1	136	135.6
18:15	148	22	2	0	1	1	0	1	175	177.2	128	8	1	0	1	0	1	0	139	139.9
18:30	139	9	2	0	1	1	1	0	153	155.4	116	13	1	0	0	0	0	0	130	130.5
18:45	115	6	2	0	0	0	0	1	124	124.2	128	10	0	0	1	0	0	0	139	140
H/Total	547	51	7	0	3	2	2	2	614	619.7	496	40	2	0	3	0	2	1	544	546
Total	1763	201	15	0	13	3	14	5	2014	2025.1	1497	176	7	1	14	4	9	3	1711	1726

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **16 October 2020, Friday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	26	7	3	0	0	0	0	0	36	37.5	12	6	0	1	0	0	0	0	19	20.3
07:15	38	12	1	0	1	0	0	1	53	53.7	21	4	1	0	0	0	0	0	26	26.5
07:30	51	16	1	0	1	0	0	1	70	70.7	25	8	1	0	1	0	0	0	35	36.5
07:45	39	17	0	0	0	0	0	0	56	56	17	14	2	0	0	0	0	0	33	34
H/Total	154	52	5	0	2	0	0	2	215	217.9	75	32	4	1	1	0	0	0	113	117.3
08:00	45	6	1	0	0	0	0	0	52	52.5	30	9	1	0	0	0	0	0	40	40.5
08:15	61	7	0	0	0	1	0	0	69	70	31	11	1	0	0	0	0	0	43	43.5
08:30	83	2	5	0	1	2	0	0	93	98.5	44	5	1	0	0	1	0	0	51	52.5
08:45	63	8	1	0	0	1	0	0	73	74.5	39	7	1	0	0	0	1	0	48	47.9
H/Total	252	23	7	0	1	4	0	0	287	295.5	144	32	4	0	0	1	1	0	182	184.4
09:00	54	8	0	0	0	0	0	0	62	62	36	8	1	0	0	0	0	1	46	45.7
09:15	54	3	4	0	0	0	0	0	61	63	35	11	1	0	0	0	0	0	47	47.5
09:30	42	7	3	0	0	0	0	0	52	53.5	28	5	1	0	0	0	0	0	34	34.5
09:45	56	11	3	1	0	0	1	1	73	74.4	38	10	1	0	0	0	0	0	49	49.5
H/Total	206	29	10	1	0	0	1	1	248	252.9	137	34	4	0	0	0	0	1	176	177.2
Total	612	104	22	1	3	4	1	3	750	766.3	356	98	12	1	1	1	1	1	471	478.9

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	54	5	0	0	0	1	1	0	61	61.4	62	8	2	0	0	1	0	0	73	75
16:15	40	11	1	0	0	0	0	0	52	52.5	47	6	1	0	1	0	1	0	56	56.9
16:30	46	10	0	0	1	0	0	0	57	58	54	9	0	0	0	0	0	0	63	63
16:45	37	9	0	1	0	0	0	0	47	48.3	55	12	1	0	0	0	1	0	69	68.9
H/Total	177	35	1	1	1	1	1	0	217	220.2	218	35	4	0	1	1	2	0	261	263.8
17:00	47	6	0	0	0	0	0	0	53	53	71	12	0	0	0	0	0	1	84	83.2
17:15	33	8	0	0	0	0	1	0	42	41.4	66	7	0	0	0	0	0	0	73	73
17:30	53	5	0	0	1	0	0	0	59	60	55	8	0	0	1	0	3	0	67	66.2
17:45	39	8	0	0	0	0	0	0	47	47	66	9	0	0	0	0	0	0	75	75
H/Total	172	27	0	0	1	0	1	0	201	201.4	258	36	0	0	1	0	3	1	299	297.4
18:00	39	4	0	0	0	0	0	1	44	43.2	44	3	1	0	0	0	1	0	49	48.9
18:15	44	1	1	0	0	0	0	0	46	46.5	48	6	1	0	0	0	0	0	55	55.5
18:30	28	4	1	0	0	0	0	0	33	33.5	57	4	0	0	0	0	0	0	61	61
18:45	36	3	0	0	0	0	0	0	39	39	44	4	0	0	0	0	0	1	49	48.2
H/Total	147	12	2	0	0	0	0	1	162	162.2	193	17	2	0	0	0	1	1	214	213.6
Total	496	74	3	1	2	1	2	1	580	583.8	669	88	6	0	2	1	6	2	774	774.8

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **16 October 2020, Friday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	49	15	1	0	1	0	0	0	66	67.5	44	15	1	0	0	0	0	0	60	60.5
07:15	49	19	2	0	1	0	0	0	71	73	34	13	0	0	0	0	0	0	47	47
07:30	71	18	1	0	1	0	1	0	92	92.9	57	17	0	0	3	0	0	0	77	80
07:45	95	23	2	0	1	0	0	0	121	123	70	13	0	0	0	1	0	0	84	85
H/Total	264	75	6	0	4	0	1	0	350	356.4	205	58	1	0	3	1	0	0	268	272.5
08:00	87	14	0	0	1	0	2	1	105	104	61	10	3	0	2	1	0	0	77	81.5
08:15	107	11	1	0	0	0	0	0	119	119.5	71	12	0	0	0	1	0	0	84	85
08:30	75	6	4	0	1	0	0	0	86	89	100	9	3	0	1	0	2	0	115	116.3
08:45	102	9	2	0	0	0	1	0	114	114.4	102	14	0	0	2	2	0	0	120	124
H/Total	371	40	7	0	2	0	3	1	424	426.9	334	45	6	0	5	4	2	0	396	406.8
09:00	90	7	2	0	1	0	0	0	100	102	81	7	3	0	2	0	0	0	93	96.5
09:15	74	7	3	0	1	0	0	0	85	87.5	67	17	3	0	0	0	0	0	87	88.5
09:30	64	12	3	1	1	0	0	0	81	84.8	56	5	2	0	1	0	0	1	65	66.2
09:45	89	17	3	1	0	0	1	0	111	113.2	69	8	1	0	1	0	0	0	79	80.5
H/Total	317	43	11	2	3	0	1	0	377	387.5	273	37	9	0	4	0	0	1	324	331.7
Total	952	158	24	2	9	0	5	1	1151	1170.8	812	140	16	0	12	5	2	1	988	1011

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	78	10	0	0	3	0	3	0	94	95.2	95	13	0	0	2	0	2	1	113	113
16:15	94	9	2	0	0	0	0	0	105	106	96	13	2	0	1	0	1	2	115	114.8
16:30	74	16	1	0	1	0	0	0	92	93.5	99	11	2	0	0	0	2	0	114	113.8
16:45	84	14	1	0	1	1	1	0	102	103.9	85	12	0	0	2	0	0	0	99	101
H/Total	330	49	4	0	5	1	4	0	393	398.6	375	49	4	0	5	0	5	3	441	442.6
17:00	82	8	3	0	0	2	0	0	95	98.5	97	5	0	0	0	0	0	0	102	102
17:15	92	7	0	0	1	0	1	1	102	101.6	73	10	1	0	0	0	0	0	84	84.5
17:30	88	9	0	0	2	0	0	0	99	101	94	11	1	0	2	0	1	0	109	110.9
17:45	100	8	0	0	1	0	0	2	111	110.4	91	5	1	0	1	0	1	0	99	99.9
H/Total	362	32	3	0	4	2	1	3	407	411.5	355	31	3	0	3	0	2	0	394	397.3
18:00	96	6	0	0	1	0	1	0	104	104.4	104	13	0	0	1	0	0	0	118	119
18:15	94	8	0	0	1	0	1	0	104	104.4	96	14	1	0	1	1	0	1	114	115.7
18:30	94	9	0	0	0	0	0	0	103	103	82	6	2	0	1	1	1	0	93	95.4
18:45	85	6	0	0	1	0	0	0	92	93	71	3	2	0	0	0	0	0	76	77
H/Total	369	29	0	0	3	0	2	0	403	404.8	353	36	5	0	3	2	1	1	401	407.1
Total	1061	110	7	0	12	3	7	3	1203	1214.9	1083	116	12	0	11	2	8	4	1236	1247

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **16 October 2020, Friday**



Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	12	2	1	0	0	0	0	0	15	15.5	1	1	1	0	0	0	0	0	3	3.5
07:15	11	0	2	0	0	0	0	0	13	14	3	5	1	0	0	0	0	0	9	9.5
07:30	17	5	0	0	0	0	0	0	22	22	1	2	1	0	0	0	0	0	4	4.5
07:45	10	5	0	0	0	0	0	0	15	15	2	3	1	0	0	0	0	0	6	6.5
H/Total	50	12	3	0	0	0	0	0	65	66.5	7	11	4	0	0	0	0	0	22	24
08:00	12	3	1	0	0	0	0	0	16	16.5	4	1	0	0	0	0	0	0	5	5
08:15	13	2	0	0	0	1	0	0	16	17	6	2	0	0	0	1	0	0	9	10
08:30	20	5	1	0	0	0	0	0	26	26.5	5	1	3	0	0	0	0	0	9	10.5
08:45	13	2	1	0	0	0	0	0	16	16.5	10	0	0	0	0	0	0	0	10	10
H/Total	58	12	3	0	0	1	0	0	74	76.5	25	4	3	0	0	1	0	0	33	35.5
09:00	5	0	1	0	0	0	0	0	6	6.5	8	1	0	0	0	0	0	0	9	9
09:15	5	3	0	0	0	0	0	0	8	8	7	2	1	0	0	0	0	0	10	10.5
09:30	11	1	1	0	0	0	0	0	13	13.5	7	1	0	0	0	0	0	0	8	8
09:45	6	2	0	0	0	0	0	0	8	8	3	2	1	0	0	0	0	0	6	6.5
H/Total	27	6	2	0	0	0	0	0	35	36	25	6	2	0	0	0	0	0	33	34
Total	135	30	8	0	0	1	0	0	174	179	57	21	9	0	0	1	0	0	88	93.5

Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	9	1	0	0	0	0	0	0	10	10	12	0	0	0	0	0	0	0	12	12
16:15	4	3	1	0	0	0	0	1	9	8.7	15	0	1	0	0	0	0	0	16	16.5
16:30	6	0	0	0	0	0	0	0	6	6	16	1	0	0	0	0	0	0	17	17
16:45	10	1	0	0	0	0	0	0	11	11	11	3	0	0	0	0	0	0	14	14
H/Total	29	5	1	0	0	0	0	1	36	35.7	54	4	1	0	0	0	0	0	59	59.5
17:00	7	0	0	0	0	0	0	0	7	7	13	2	0	0	0	0	0	0	15	15
17:15	5	0	0	0	0	0	0	0	5	5	14	5	0	0	0	0	0	0	19	19
17:30	6	0	0	0	0	0	0	0	6	6	15	0	0	0	0	0	0	0	15	15
17:45	8	3	0	0	0	0	0	0	11	11	9	3	0	0	0	0	0	1	13	12.2
H/Total	26	3	0	0	0	0	0	0	29	29	51	10	0	0	0	0	0	1	62	61.2
18:00	6	2	0	0	0	0	0	0	8	8	14	1	0	0	0	0	0	0	15	15
18:15	6	1	0	0	0	0	0	0	7	7	20	4	0	0	0	0	0	0	24	24
18:30	10	3	0	0	0	0	0	0	13	13	16	2	0	0	0	0	0	0	18	18
18:45	16	2	0	0	0	0	0	0	18	18	9	0	0	0	0	0	0	0	9	9
H/Total	38	8	0	0	0	0	0	0	46	46	59	7	0	0	0	0	0	0	66	66
Total	93	16	1	0	0	0	0	1	111	110.7	164	21	1	0	0	0	0	1	187	186.7

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **16 October 2020, Friday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	137	43	5	1	1	0	0	0	187	191.8
07:15	151	48	5	0	2	0	0	1	207	210.7
07:30	210	63	3	0	6	0	1	1	284	290.1
07:45	226	69	4	0	1	1	0	0	301	305
H/Total	724	223	17	1	10	1	1	2	979	997.6
08:00	234	42	6	0	3	1	2	1	289	294
08:15	278	38	2	0	0	3	0	0	321	325
08:30	308	27	11	0	3	3	2	0	354	364.3
08:45	315	38	5	0	2	3	2	0	365	371.3
H/Total	1135	145	24	0	8	10	6	1	1329	1354.6
09:00	262	31	6	0	3	0	0	1	303	308.2
09:15	235	40	9	0	1	0	0	0	285	290.5
09:30	198	29	9	1	2	0	0	1	240	247
09:45	243	43	8	2	1	0	2	1	300	305.6
H/Total	938	143	32	3	7	0	2	3	1128	1151.3
Total	2797	511	73	4	25	11	9	6	3436	3503.5

Peak Hours	Totals
07:00 08:00	979
07:15 08:15	1081
07:30 08:30	1195
07:45 08:45	1265

08:00 09:00	1329
08:15 09:15	1343
08:30 09:30	1307
08:45 09:45	1193

09:00 10:00	1128
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	298	35	2	0	5	2	6	1	349	352.6
16:15	284	39	5	0	2	0	2	2	334	335.7
16:30	287	47	3	0	2	0	2	0	341	343.3
16:45	274	48	1	1	3	1	2	0	330	334.6
H/Total	1143	169	11	1	12	3	12	3	1354	1366.2
17:00	298	32	3	0	0	2	0	1	336	338.7
17:15	268	35	1	0	1	0	2	1	308	307.5
17:30	300	32	1	0	6	0	4	0	343	347.1
17:45	303	33	1	0	2	0	1	2	342	342.3
H/Total	1169	132	6	0	9	2	7	4	1329	1335.6
18:00	286	26	1	0	2	0	2	1	318	318.5
18:15	292	32	3	0	2	1	1	1	332	335.1
18:30	271	25	3	0	1	1	1	0	302	304.9
18:45	252	17	2	0	1	0	0	1	273	274.2
H/Total	1101	100	9	0	6	2	4	3	1225	1232.7
Total	3413	401	26	1	27	7	23	10	3908	3934.5

Peak Hours	Totals
16:00 17:00	1354
16:15 17:15	1341
16:30 17:30	1315
16:45 17:45	1317

17:00 18:00	1329
17:15 18:15	1311
17:30 18:30	1335
17:45 18:45	1294

18:00 19:00	1225
-------------	------



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 17 Oct 2020, Saturday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

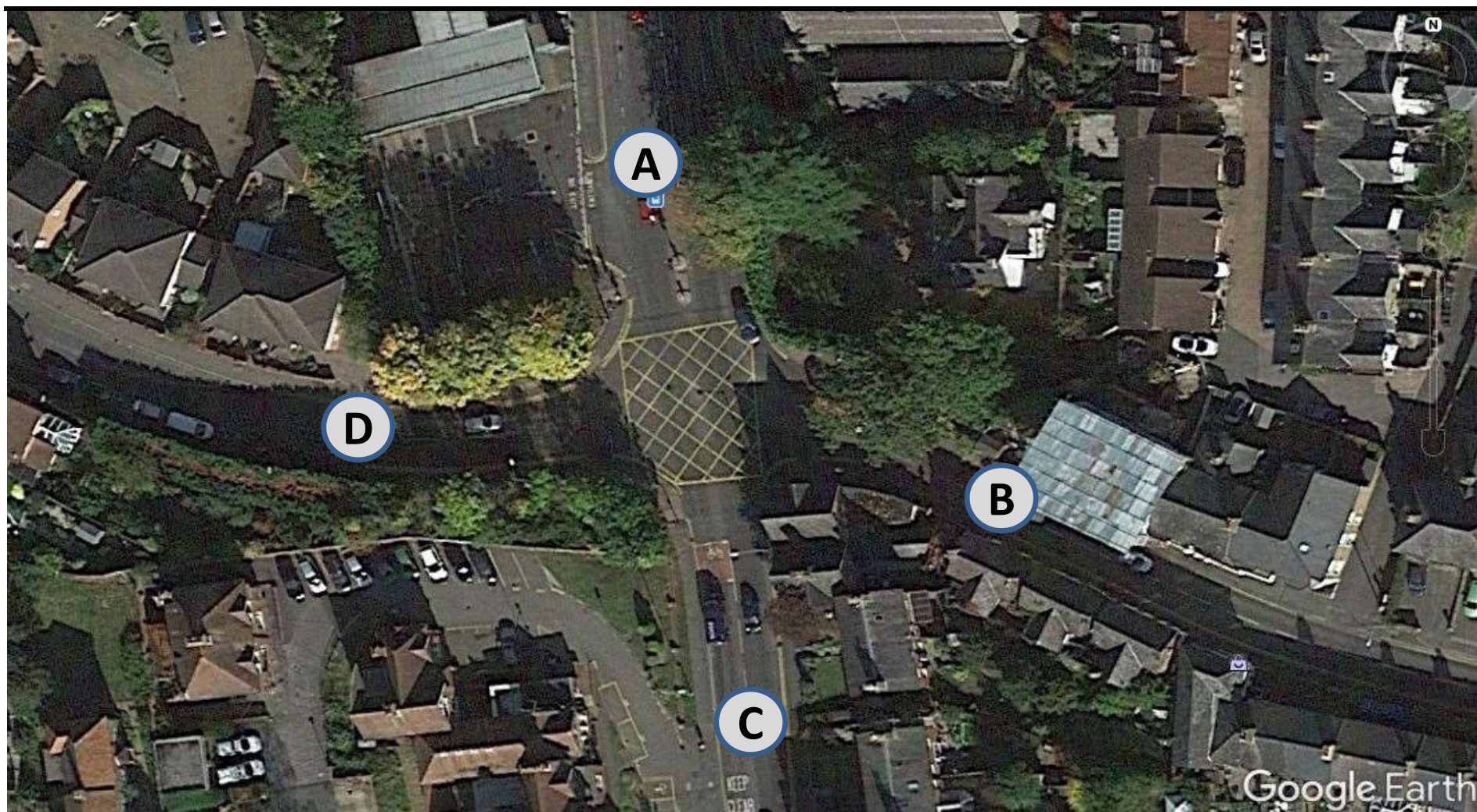
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**



Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **17 October 2020, Saturday**



	1	1	1.5	2.3	2	2	0.4	0.2													
Time	A - A										A - B										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:00									0	0	1	3	2						6	7	
07:15									0	0	8	1						1	10	9.2	
07:30									0	0	13	1							14	14	
07:45									0	0	10	3	1						14	14.5	
H/Total	0	0	0	0	0	0	0	0	0	0	32	8	3	0	0	0	0	1	44	44.7	
08:00									0	0	14	3							17	17	
08:15									0	0	16	6							22	22	
08:30									0	0	17	6						3	26	23.6	
08:45									0	0	39	4							43	43	
H/Total	0	0	0	0	0	0	0	0	0	0	86	19	0	0	0	0	0	3	108	105.6	
09:00									0	0	27	7						5	39	35	
09:15									0	0	33	1	1				1	1	37	36.1	
09:30									0	0	29	3							32	32	
09:45									0	0	52	6	1			1			60	61.5	
H/Total	0	0	0	0	0	0	0	0	0	0	141	17	2	0	0	1	1	6	168	164.6	
Total	0	0	0	0	0	0	0	0	0	0	259	44	5	0	0	1	1	10	320	314.9	

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	41	2							43	43
16:15									0	0	54	2						2	58	56.4
16:30									0	0	47	2	1				2		52	51.3
16:45									0	0	35	4							39	39
H/Total	0	0	0	0	0	0	0	0	0	0	177	10	1	0	0	0	2	2	192	189.7
17:00									0	0	42	3	1					1	47	46.7
17:15									0	0	56	5							61	61
17:30									0	0	33	4							37	37
17:45									0	0	49	5							54	54
H/Total	0	0	0	0	0	0	0	0	0	0	180	17	1	0	0	0	0	1	199	198.7
18:00									0	0	35	1						1	37	36.2
18:15									0	0	32	2	1						35	35.5
18:30									0	0	20	2							22	22
18:45									0	0	28	2	1						31	31.5
H/Total	0	0	0	0	0	0	0	0	0	0	115	7	2	0	0	0	0	1	125	125.2
Total	0	0	0	0	0	0	0	0	0	0	472	34	4	0	0	0	2	4	516	513.6

Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	76	4							80	80	11	1							12	12
16:15	80	5	1		1				87	88.5	4								4	4
16:30	76	7	1				2		86	85.3	5	2							7	7
16:45	70	5	1		2				78	80.5	7								7	7
H/Total	302	21	3	0	3	0	2	0	331	334.3	27	3	0	0	0	0	0	0	30	30
17:00	87	9							96	96	5								5	5
17:15	84	6			1		1		92	92.4	5								5	5
17:30	76	6					1		83	82.4	4	1							5	5
17:45	75	4			1		1		81	81.4	4								4	4
H/Total	322	25	0	0	2	0	3	0	352	352.2	18	1	0	0	0	0	0	0	19	19
18:00	73	4			1		1		79	79.4	5								5	5
18:15	62	4			1				67	68	7								7	7
18:30	73	4			2				79	81	9								9	9
18:45	49	5	1						55	55.5	4								4	4
H/Total	257	17	1	0	4	0	1	0	280	283.9	25	0	0	0	0	0	0	0	25	25
Total	881	63	4	0	9	0	6	0	963	970.4	70	4	0	0	0	0	0	0	74	74

Date: **17 October 2020, Saturday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **17 October 2020, Saturday**



Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0			1						1	1.5
07:15									0	0									0	0
07:30	2	1							3	3									0	0
07:45	2								2	2									0	0
H/Total	4	1	0	0	0	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1.5
08:00									0	0									0	0
08:15									0	0	1								1	1
08:30	2	1							3	3	1								1	1
08:45	1								1	1									0	0
H/Total	3	1	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	2	2
09:00	1	1							2	2	1								1	1
09:15	3	2							5	5			1						1	1.5
09:30	4								4	4	1								1	1
09:45	7								7	7									0	0
H/Total	15	3	0	0	0	0	0	0	18	18	2	0	1	0	0	0	0	0	3	3.5
Total	22	5	0	0	0	0	0	0	27	27	4	0	2	0	0	0	0	0	6	7

Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	2								2	2									0	0
16:15	2								2	2									0	0
16:30	3								3	3	1								1	1
16:45	4	1							5	5	2								2	2
H/Total	11	1	0	0	0	0	0	0	12	12	3	0	0	0	0	0	0	0	3	3
17:00	1	1							2	2	1								1	1
17:15	2								2	2	1								1	1
17:30	4	1							5	5									0	0
17:45	1	1							2	2									0	0
H/Total	8	3	0	0	0	0	0	0	11	11	2	0	0	0	0	0	0	0	2	2
18:00	5								5	5	3	1							4	4
18:15	4	1							5	5	2								2	2
18:30	2								2	2			1						1	1.5
18:45	4	1							5	5	1								1	1
H/Total	15	2	0	0	0	0	0	0	17	17	6	1	1	0	0	0	0	0	8	8.5
Total	34	6	0	0	0	0	0	0	40	40	11	1	1	0	0	0	0	0	13	13.5

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **17 October 2020, Saturday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	16	2	1		1				20	21.5									0	0
07:15	19	3	1		1				24	25.5	1								1	1
07:30	32	4			1				37	38	3								3	3
07:45	39	7							46	46									0	0
H/Total	106	16	2	0	3	0	0	0	127	131	4	0	0	0	0	0	0	0	4	4
08:00	30	6	1		2		1	1	41	42.1		1							1	1
08:15	67	6	1					1	75	74.7		1							1	1
08:30	51	9	1		1			1	63	63.7									0	0
08:45	88	5					2	1	96	94	4								4	4
H/Total	236	26	3	0	3	0	3	4	275	274.5	4	2	0	0	0	0	0	0	6	6
09:00	59	7			1			3	70	68.6	3								3	3
09:15	74	10	2		1				87	89									0	0
09:30	78	2			1			1	82	82.2	2								2	2
09:45	76	7				1			84	85	3								3	3
H/Total	287	26	2	0	3	1	0	4	323	324.8	8	0	0	0	0	0	0	0	8	8
Total	629	68	7	0	9	1	3	8	725	730.3	16	2	0	0	0	0	0	0	18	18

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	80	10	1		1		1	1	94	94.1	5						1		6	5.4
16:15	98	5			1		2	2	108	106.2	3								3	3
16:30	62	5					2		69	67.8	2								2	2
16:45	89	5			1		2		97	96.8	2								2	2
H/Total	329	25	1	0	3	0	7	3	368	364.9	12	0	0	0	0	0	1	0	13	12.4
17:00	68	3							71	71									0	0
17:15	74	6			1			3	84	82.6	3								3	3
17:30	80	3	1		1		1		86	86.9	2								2	2
17:45	75	2	1		1		1		80	80.9	1								1	1
H/Total	297	14	2	0	3	0	2	3	321	321.4	6	0	0	0	0	0	0	0	6	6
18:00	67	2			2				71	73	5								5	5
18:15	83	4					1		88	87.4	5		1						6	6.5
18:30	52	5							57	57	1	1							2	2
18:45	62	3							65	65	2	1							3	3
H/Total	264	14	0	0	2	0	1	0	281	282.4	13	2	1	0	0	0	0	0	16	16.5
Total	890	53	3	0	8	0	10	6	970	968.7	31	2	1	0	0	0	1	0	35	34.9

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **17 October 2020, Saturday**



Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0									0	0
07:15									0	0									0	0
07:30									0	0	1								1	1
07:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
08:00									0	0									0	0
08:15									0	0	2								2	2
08:30									0	0	2	2							4	4
08:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6	6
09:00									0	0	3	1							4	4
09:15									0	0		1							1	1
09:30									0	0	1	1	1						3	3.5
09:45									0	0	3	1							4	4
H/Total	0	0	0	0	0	0	0	0	0	0	7	4	1	0	0	0	0	0	12	12.5
Total	0	0	0	0	0	0	0	0	0	0	12	6	1	0	0	0	0	0	19	19.5

Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	4								4	4
16:15									0	0	2							1	3	2.2
16:30									0	0	2								2	2
16:45									0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	1	10	9.2
17:00									0	0	3								3	3
17:15									0	0	3	2							5	5
17:30									0	0	2								2	2
17:45									0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	0	12	12
18:00									0	0	8							1	9	8.2
18:15									0	0	4	1							5	5
18:30									0	0	6								6	6
18:45									0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	1	22	21.2
Total	0	0	0	0	0	0	0	0	0	0	39	3	0	0	0	0	0	2	44	42.4

Date: **17 October 2020, Saturday**

Time	D - A										D - B										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
16:00	5								5	5	1								0	0	
16:15	5								5	5										1	1
16:30	5								5	5										0	0
16:45	7								7	7										0	0
H/Total	22	0	0	0	0	0	0	0	22	22	1	0	0	0	0	0	0	0	1	1	
17:00	6	1							6	6	1								1	1	
17:15	2								3	3	1	1							2	2	
17:30	2								2	2									0	0	
17:45	5								5	5									0	0	
H/Total	15	1	0	0	0	0	0	0	16	16	2	1	0	0	0	0	0	0	3	3	
18:00	5	1							6	6	4								4	4	
18:15	5								5	5	2								2	2	
18:30	1								1	1									0	0	
18:45	4	1							5	5									0	0	
H/Total	15	2	0	0	0	0	0	0	17	17	6	0	0	0	0	0	0	0	6	6	
Total	52	3	0	0	0	0	0	0	55	55	9	1	0	0	0	0	0	0	10	10	

Date: **17 October 2020, Saturday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **17 October 2020, Saturday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	18	4	2	0	0	0	0	0	24	25	30	3	2	1	1	0	0	0	37	40.3
07:15	26	3	2	0	1	0	0	3	35	34.6	35	6	2	0	1	0	0	0	44	46
07:30	31	5	1	0	2	0	0	1	40	41.7	55	8	0	0	1	0	0	0	64	65
07:45	47	10	1	0	0	0	0	1	59	58.7	70	11	0	0	0	0	0	1	82	81.2
H/Total	122	22	6	0	3	0	0	5	158	160	190	28	4	1	3	0	0	1	227	232.5
08:00	37	9	2	0	0	0	0	3	51	49.6	55	15	1	0	2	0	2	1	76	76.5
08:15	63	11	0	0	1	0	0	0	75	76	99	10	1	0	0	0	0	2	112	110.9
08:30	62	13	2	0	2	0	0	4	83	82.8	95	18	2	0	1	0	0	1	117	118.2
08:45	81	13	0	0	1	0	0	1	96	96.2	140	8	0	0	0	0	2	1	151	149
H/Total	243	46	4	0	4	0	0	8	305	304.6	389	51	4	0	3	0	4	5	456	454.6
09:00	76	16	0	0	0	0	0	10	102	94	114	14	0	0	1	0	0	3	132	130.6
09:15	88	15	1	0	1	0	1	3	109	107.5	137	17	2	0	1	0	0	0	157	159
09:30	79	9	0	0	1	0	1	0	90	90.4	118	10	1	0	1	0	1	1	132	132.1
09:45	123	15	2	1	1	1	0	0	143	147.3	130	16	3	0	0	1	0	1	151	152.7
H/Total	366	55	3	1	3	1	2	13	444	439.2	499	57	6	0	3	1	1	5	572	574.4
Total	731	123	13	1	10	1	2	26	907	903.8	1078	136	14	1	9	1	5	11	1255	1261.5

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	128	7	0	0	0	0	0	0	135	135	115	11	1	0	1	0	1	1	130	130.1
16:15	138	7	1	0	1	0	0	2	149	148.9	130	7	0	0	1	0	4	3	145	141.2
16:30	128	11	2	0	0	0	4	0	145	143.6	97	8	0	0	0	0	2	0	107	105.8
16:45	112	9	1	0	2	0	0	0	124	126.5	139	9	0	0	1	0	2	0	151	150.8
H/Total	506	34	4	0	3	0	4	2	553	554	481	35	1	0	3	0	9	4	533	527.9
17:00	134	12	1	0	0	0	0	1	148	147.7	105	4	0	0	0	0	0	0	109	109
17:15	145	11	0	0	1	0	1	0	158	158.4	111	12	0	0	1	0	0	3	127	125.6
17:30	113	11	0	0	0	0	1	0	125	124.4	113	7	1	0	1	0	1	0	123	123.9
17:45	128	9	0	0	1	0	1	0	139	139.4	101	4	1	0	1	0	1	0	108	108.9
H/Total	520	43	1	0	2	0	3	1	570	569.9	430	27	2	0	3	0	2	3	467	467.4
18:00	113	5	0	0	1	0	1	1	121	120.6	98	8	0	0	2	0	0	0	108	110
18:15	101	6	1	0	1	0	0	0	109	110.5	113	8	0	0	0	0	2	0	123	121.8
18:30	102	6	0	0	2	0	0	0	110	112	83	6	0	0	0	0	0	0	89	89
18:45	81	7	2	0	0	0	0	0	90	91	95	6	0	0	0	0	0	0	101	101
H/Total	397	24	3	0	4	0	1	1	430	434.1	389	28	0	0	2	0	2	0	421	421.8
Total	1423	101	8	0	9	0	8	4	1553	1558	1300	90	3	0	8	0	13	7	1421	1417.1

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **17 October 2020, Saturday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	13	1	2	0	0	0	0	0	16	17	1	3	2	0	0	0	0	0	6	7
07:15	14	3	0	0	0	0	0	0	17	17	9	1	0	0	0	0	0	1	11	10.2
07:30	21	4	0	0	0	0	0	0	25	25	17	1	0	0	0	0	0	0	18	18
07:45	30	3	0	0	0	0	0	0	33	33	10	3	1	0	0	0	0	0	14	14.5
H/Total	78	11	2	0	0	0	0	0	91	92	37	8	3	0	0	0	0	1	49	49.7
08:00	20	9	0	0	0	0	1	0	30	29.4	14	4	0	0	0	0	0	0	18	18
08:15	31	2	0	0	0	0	0	1	34	33.2	16	7	0	0	0	0	0	0	23	23
08:30	38	10	1	0	0	0	0	0	49	49.5	18	7	0	0	0	0	0	3	28	25.6
08:45	43	3	0	0	0	0	0	0	46	46	43	4	0	0	0	0	0	0	47	47
H/Total	132	24	1	0	0	0	1	1	159	158.1	91	22	0	0	0	0	0	3	116	113.6
09:00	52	7	0	0	0	0	0	0	59	59	30	7	0	0	0	0	0	5	42	38
09:15	56	9	1	0	0	0	0	0	66	66.5	33	1	1	0	0	0	1	1	37	36.1
09:30	42	6	0	0	0	0	0	0	48	48	33	3	0	0	0	0	0	0	36	36
09:45	51	8	2	0	0	0	0	1	62	62.2	55	6	1	0	0	1	0	0	63	64.5
H/Total	201	30	3	0	0	0	0	1	235	235.7	151	17	2	0	0	1	1	6	178	174.6
Total	411	65	6	0	0	0	1	2	485	485.8	279	47	5	0	0	1	1	10	343	337.9

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	32	1	0	0	0	0	0	0	33	33	46	2	0	0	0	0	1	0	49	48.4
16:15	29	2	0	0	0	0	2	1	34	32	58	2	0	0	0	0	0	2	62	60.4
16:30	34	3	0	0	0	0	0	0	37	37	49	2	1	0	0	0	2	0	54	53.3
16:45	49	5	0	0	0	0	0	0	54	54	37	4	0	0	0	0	0	0	41	41
H/Total	144	11	0	0	0	0	2	1	158	156	190	10	1	0	0	0	3	2	206	203.1
17:00	33	2	0	0	0	0	0	0	35	35	43	3	1	0	0	0	0	1	48	47.7
17:15	38	5	0	0	0	0	0	0	43	43	60	6	0	0	0	0	0	0	66	66
17:30	35	5	0	0	0	0	0	0	40	40	35	4	0	0	0	0	0	0	39	39
17:45	22	3	0	0	0	0	0	0	25	25	50	5	0	0	0	0	0	0	55	55
H/Total	128	15	0	0	0	0	0	0	143	143	188	18	1	0	0	0	0	1	208	207.7
18:00	34	6	0	0	0	0	0	0	40	40	44	1	0	0	0	0	0	1	46	45.2
18:15	31	5	0	0	0	0	1	0	37	36.4	39	2	2	0	0	0	0	0	43	44
18:30	32	1	1	0	0	0	0	0	34	34.5	21	3	0	0	0	0	0	0	24	24
18:45	34	3	0	0	0	0	0	0	37	37	30	3	1	0	0	0	0	0	34	34.5
H/Total	131	15	1	0	0	0	1	0	148	147.9	134	9	3	0	0	0	0	1	147	147.7
Total	403	41	1	0	0	0	3	1	449	446.9	512	37	5	0	0	0	3	4	561	558.5

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **17 October 2020, Saturday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	16	2	1	0	1	0	0	0	20	21.5	18	2	0	0	0	0	0	0	20	20
07:15	20	3	1	0	1	0	0	0	25	26.5	18	2	2	0	1	0	0	1	24	25.2
07:30	36	4	0	0	1	0	0	0	41	42	20	4	0	0	2	0	0	0	26	28
07:45	39	7	0	0	0	0	0	0	46	46	38	8	0	0	0	0	0	1	47	46.2
H/Total	111	16	2	0	3	0	0	0	132	136	94	16	2	0	3	0	0	2	117	119.4
08:00	30	7	1	0	2	0	1	1	42	43.1	23	5	2	0	0	0	0	3	33	31.6
08:15	69	7	1	0	0	0	0	1	78	77.7	44	5	0	0	1	0	0	0	50	51
08:30	53	11	1	0	1	0	0	1	67	67.7	43	8	2	0	2	0	0	1	56	58.2
08:45	92	5	0	0	0	0	2	1	100	98	43	10	0	0	1	0	0	1	55	55.2
H/Total	244	30	3	0	3	0	3	4	287	286.5	153	28	4	0	4	0	0	5	194	196
09:00	65	8	0	0	1	0	0	3	77	75.6	51	10	0	0	0	0	0	5	66	62
09:15	74	11	2	0	1	0	0	0	88	90	57	15	0	0	1	0	0	2	75	74.4
09:30	81	3	1	0	1	0	0	1	87	87.7	49	5	0	0	1	0	1	0	56	56.4
09:45	82	8	0	0	0	1	0	0	91	92	76	8	1	0	1	0	0	0	86	87.5
H/Total	302	30	3	0	3	1	0	4	343	345.3	233	38	1	0	3	0	1	7	283	280.3
Total	657	76	8	0	9	1	3	8	762	767.8	480	82	7	0	10	0	1	14	594	595.7

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	89	10	1	0	1	0	2	1	104	103.5	80	4	0	0	0	0	0	0	84	84
16:15	103	5	0	0	1	0	2	3	114	111.4	83	6	1	0	1	0	0	0	91	92.5
16:30	66	5	0	0	0	0	2	0	73	71.8	83	7	1	0	0	0	2	0	93	92.3
16:45	92	5	0	0	1	0	2	0	100	99.8	80	7	1	0	2	0	0	0	90	92.5
H/Total	350	25	1	0	3	0	8	4	391	386.5	326	24	3	0	3	0	2	0	358	361.3
17:00	71	3	0	0	0	0	0	0	74	74	91	10	0	0	0	0	0	0	101	101
17:15	80	8	0	0	1	0	0	3	92	90.6	90	6	0	0	1	0	1	0	98	98.4
17:30	84	3	1	0	1	0	1	0	90	90.9	82	7	0	0	0	0	1	0	90	89.4
17:45	78	2	1	0	1	0	1	0	83	83.9	77	5	0	0	1	0	1	0	84	84.4
H/Total	313	16	2	0	3	0	2	3	339	339.4	340	28	0	0	2	0	3	0	373	373.2
18:00	80	2	0	0	2	0	0	1	85	86.2	80	4	0	0	1	0	1	0	86	86.4
18:15	92	5	1	0	0	0	1	0	99	98.9	67	5	0	0	1	0	0	0	73	74
18:30	59	6	0	0	0	0	0	0	65	65	79	4	0	0	2	0	0	0	85	87
18:45	66	4	0	0	0	0	0	0	70	70	55	6	1	0	0	0	0	0	62	62.5
H/Total	297	17	1	0	2	0	1	1	319	320.1	281	19	1	0	4	0	1	0	306	309.9
Total	960	58	4	0	8	0	11	8	1049	1046	947	71	4	0	9	0	6	0	1037	1044.4

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **17 October 2020, Saturday**



Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	3	1	0	1	0	0	0	0	5	6.3	1	0	1	0	0	0	0	0	2	2.5
07:15	3	0	1	0	0	0	0	0	4	4.5	1	0	0	0	0	0	0	1	2	1.2
07:30	5	1	0	0	0	0	0	0	6	6	1	1	1	0	0	0	0	1	4	3.7
07:45	5	2	0	0	0	0	0	1	8	7.2	3	0	0	0	0	0	0	0	3	3
H/Total	16	4	1	1	0	0	0	1	23	24	6	1	2	0	0	0	0	2	11	10.4
08:00	6	0	0	0	0	0	0	0	6	6	1	1	0	0	0	0	0	0	2	2
08:15	2	2	0	0	0	0	0	0	4	4	6	0	0	0	0	0	0	0	6	6
08:30	11	1	0	0	0	0	0	0	12	12	8	2	0	0	0	0	0	0	10	10
08:45	12	1	0	0	0	0	0	0	13	13	2	0	0	0	0	0	0	0	2	2
H/Total	31	4	0	0	0	0	0	0	35	35	17	3	0	0	0	0	0	0	20	20
09:00	8	1	0	0	0	0	0	0	9	9	6	1	0	0	0	0	0	0	7	7
09:15	10	0	0	0	0	0	0	0	10	10	1	2	1	0	0	0	0	0	4	4.5
09:30	6	2	1	0	0	0	1	0	10	9.9	8	2	1	0	0	0	0	0	11	11.5
09:45	12	1	1	0	0	0	0	0	14	14.5	7	2	0	1	0	0	0	0	10	11.3
H/Total	36	4	2	0	0	0	1	0	43	43.4	22	7	2	1	0	0	0	0	32	34.3
Total	83	12	3	1	0	0	1	1	101	102.4	45	11	4	1	0	0	0	2	63	64.7

Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	7	0	0	0	0	0	0	0	7	7	15	1	0	0	0	0	0	0	16	16
16:15	7	1	0	0	0	0	0	0	8	8	6	0	0	0	0	0	0	1	7	6.2
16:30	9	0	0	0	0	0	0	0	9	9	8	2	0	0	0	0	0	0	10	10
16:45	13	1	0	0	0	0	0	0	14	14	10	0	0	0	0	0	0	0	10	10
H/Total	36	2	0	0	0	0	0	0	38	38	39	3	0	0	0	0	0	1	43	42.2
17:00	10	0	0	0	0	0	0	0	10	10	9	0	0	0	0	0	0	0	9	9
17:15	7	2	0	0	0	0	0	0	9	9	9	2	0	0	0	0	0	0	11	11
17:30	4	0	0	0	0	0	0	0	4	4	6	1	0	0	0	0	0	0	7	7
17:45	6	0	0	0	0	0	0	0	6	6	6	0	0	0	0	0	0	0	6	6
H/Total	27	2	0	0	0	0	0	0	29	29	30	3	0	0	0	0	0	0	33	33
18:00	11	1	0	0	0	0	0	0	12	12	16	1	0	0	0	0	0	1	18	17.2
18:15	8	0	0	0	0	0	0	0	8	8	13	1	0	0	0	0	0	0	14	14
18:30	5	0	0	0	0	0	0	0	5	5	15	0	1	0	0	0	0	0	16	16.5
18:45	6	1	0	0	0	0	0	0	7	7	7	0	0	0	0	0	0	0	7	7
H/Total	30	2	0	0	0	0	0	0	32	32	51	2	1	0	0	0	0	1	55	54.7
Total	93	6	0	0	0	0	0	0	99	99	120	8	1	0	0	0	0	2	131	129.9

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **17 October 2020, Saturday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	50	8	5	1	1	0	0	0	65	69.8
07:15	63	9	4	0	2	0	0	3	81	82.6
07:30	93	14	1	0	3	0	0	1	112	114.7
07:45	121	22	1	0	0	0	0	2	146	144.9
H/Total	327	53	11	1	6	0	0	6	404	412
08:00	93	25	3	0	2	0	2	4	129	128.1
08:15	165	22	1	0	1	0	0	2	191	190.9
08:30	164	35	4	0	3	0	0	5	211	212
08:45	228	22	0	0	1	0	2	2	255	253.2
H/Total	650	104	8	0	7	0	4	13	786	784.2
09:00	201	32	0	0	1	0	0	13	247	237.6
09:15	228	35	4	0	2	0	1	3	273	274
09:30	208	20	2	0	2	0	2	1	235	236
09:45	268	32	5	1	1	2	0	1	310	316
H/Total	905	119	11	1	6	2	3	18	1065	1063.6
Total	1882	276	30	2	19	2	7	37	2255	2259.8

Peak Hours	Totals
07:00 08:00	404
07:15 08:15	468
07:30 08:30	578
07:45 08:45	677

08:00 09:00	786
08:15 09:15	904
08:30 09:30	986
08:45 09:45	1010

09:00 10:00	1065
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	256	18	1	0	1	0	2	1	279	278.5
16:15	277	15	1	0	2	0	4	6	305	300.3
16:30	237	19	2	0	0	0	6	0	264	261.4
16:45	266	20	1	0	3	0	2	0	292	294.3
H/Total	1036	72	5	0	6	0	14	7	1140	1134.5
17:00	248	17	1	0	0	0	0	1	267	266.7
17:15	270	26	0	0	2	0	1	3	302	301
17:30	236	19	1	0	1	0	2	0	259	259.3
17:45	234	14	1	0	2	0	2	0	253	254.3
H/Total	988	76	3	0	5	0	5	4	1081	1081.3
18:00	238	14	0	0	3	0	1	2	258	258.8
18:15	232	16	2	0	1	0	2	0	253	253.8
18:30	198	13	1	0	2	0	0	0	214	216.5
18:45	187	15	2	0	0	0	0	0	204	205
H/Total	855	58	5	0	6	0	3	2	929	934.1
Total	2879	206	13	0	17	0	22	13	3150	3149.9

Peak Hours	Totals
16:00 17:00	1140
16:15 17:15	1128
16:30 17:30	1125
16:45 17:45	1120

17:00 18:00	1081
17:15 18:15	1072
17:30 18:30	1023
17:45 18:45	978

18:00 19:00	929
-------------	-----



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 18 Oct 2020, Sunday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

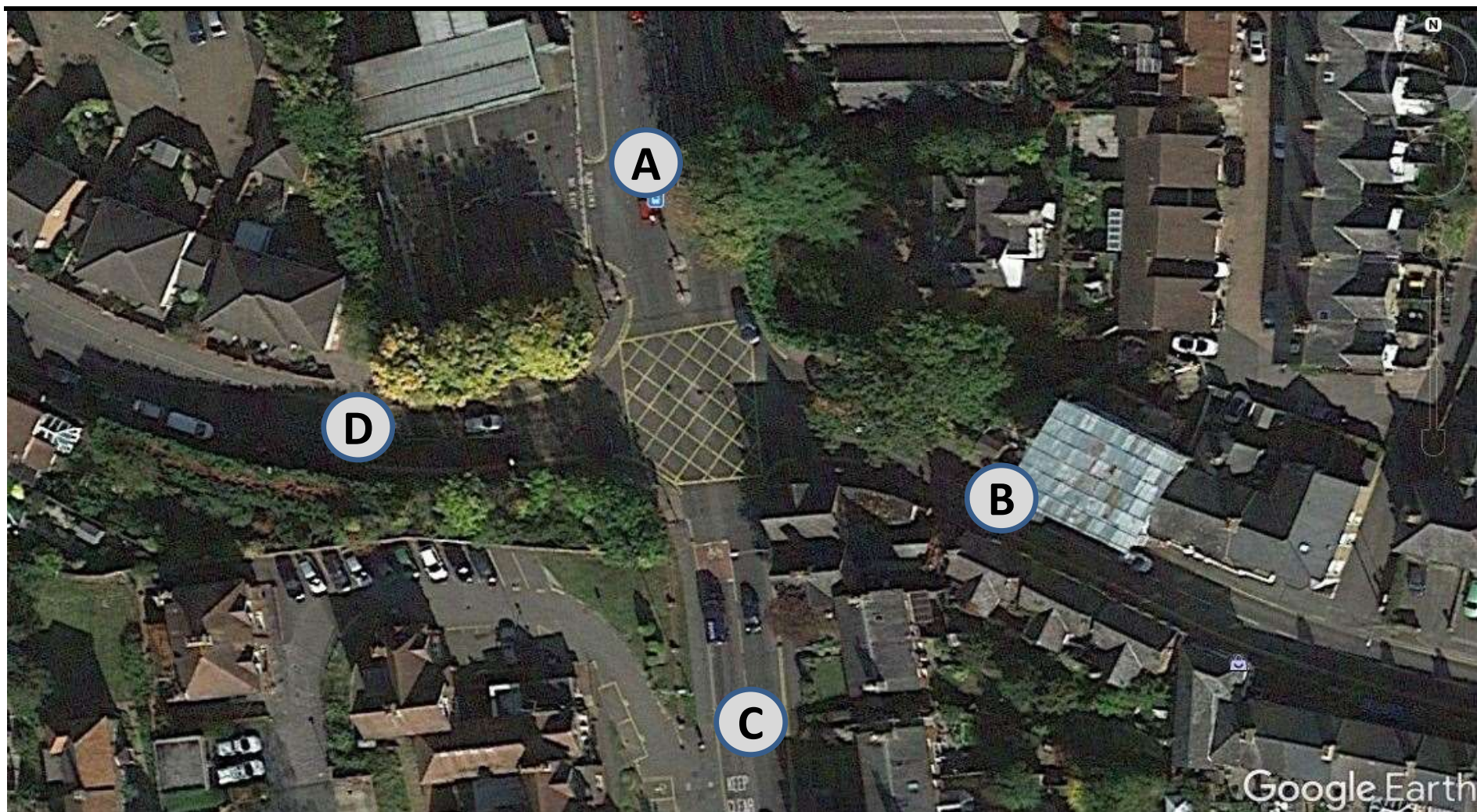
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**



Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Site No: 2

Location: New Town / Framfield Road / Bridge Farm Road

Date: 18 October 2020, Sunday



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	4								4	4
07:15									0	0	4		1						5	5.5
07:30									0	0	3	2	1						6	6.5
07:45									0	0	10								10	10
H/Total	0	0	0	0	0	0	0	0	0	0	21	2	2	0	0	0	0	0	25	26
08:00									0	0	6								6	6
08:15									0	0	4	1							5	5
08:30									0	0	10	1	1					5	17	13.5
08:45									0	0	9	1				1	3		14	13.2
H/Total	0	0	0	0	0	0	0	0	0	0	29	3	1	0	0	1	3	5	42	37.7
09:00									0	0	7	4						1	12	11.2
09:15									0	0	14	2							16	16
09:30									0	0	16	1							17	17
09:45									0	0	18	1					1		20	19.4
H/Total	0	0	0	0	0	0	0	0	0	0	55	8	0	0	0	0	1	1	65	63.6
Total	0	0	0	0	0	0	0	0	0	0	105	13	3	0	0	1	4	6	132	127.3

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	39						1		40	39.4
16:15									0	0	20	2	1				1		24	23.9
16:30									0	0	19	1	1						21	21.5
16:45									0	0	23	2					1		26	25.4
H/Total	0	0	0	0	0	0	0	0	0	0	101	5	2	0	0	0	3	0	111	110.2
17:00									0	0	26								26	26
17:15									0	0	21								21	21
17:30									0	0	24	2							26	26
17:45									0	0	17	1							18	18
H/Total	0	0	0	0	0	0	0	0	0	0	88	3	0	0	0	0	0	0	91	91
18:00									0	0	26	1							27	27
18:15									0	0	19	2							21	21
18:30									0	0	40	2	1				1		44	43.9
18:45									0	0	27								27	27
H/Total	0	0	0	0	0	0	0	0	0	0	112	5	1	0	0	0	1	0	119	118.9
Total	0	0	0	0	0	0	0	0	0	0	301	13	3	0	0	0	4	0	321	320.1

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **18 October 2020, Sunday**



Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	12	1	1						14	14.5									0	0
07:15	17	3							20	20			1						1	1.5
07:30	10	5	2						17	18								1	1	0.2
07:45	11	3	1						15	15.5									0	0
H/Total	50	12	4	0	0	0	0	0	66	68	0	0	1	0	0	0	0	1	2	1.7
08:00	20	2						5	27	23		1		1					0	0
08:15	21	1							22	22									2	3.3
08:30	16	1	1					4	22	19.3	1								1	1
08:45	26	1			1			1	29	29.2	1								1	1
H/Total	83	5	1	0	1	0	0	10	100	93.5	2	1	0	1	0	0	0	0	4	5.3
09:00	30	5							35	35	2								2	2
09:15	49	6			1			1	57	57.2	1								1	1
09:30	36	2	2						40	41	3								3	3
09:45	51	2			1			4	58	55.8	1								1	1
H/Total	166	15	2	0	2	0	0	5	190	189	7	0	0	0	0	0	0	0	7	7
Total	299	32	7	0	3	0	0	15	356	350.5	9	1	1	1	0	0	0	1	13	14

Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	50	2	1		1		3	3	60	57.3	7								7	7
16:15	71	1			1		2		75	74.8	7	1							8	8
16:30	55	6							61	61	8								8	8
16:45	45	3					1		49	48.4	3	1							4	4
H/Total	221	12	1	0	2	0	6	3	245	241.5	25	2	0	0	0	0	0	0	27	27
17:00	45	7			1				53	54	6							1	7	6.2
17:15	43	3	1		1				48	49.5	2								2	2
17:30	61	1					1		63	62.4	3								3	3
17:45	42	1							43	43	5								5	5
H/Total	191	12	1	0	2	0	1	0	207	208.9	16	0	0	0	0	0	0	1	17	16.2
18:00	38	3	2		1				44	46	2								2	2
18:15	38	4							42	42	3	1							4	4
18:30	24	2							26	26	3		1						4	4.5
18:45	14	1							15	15	2								2	2
H/Total	114	10	2	0	1	0	0	0	127	129	10	1	1	0	0	0	0	0	12	12.5
Total	526	34	4	0	5	0	7	3	579	579.4	51	3	1	0	0	0	0	1	56	55.7

Date: **18 October 2020, Sunday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **18 October 2020, Sunday**



Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0									0	0
07:15									0	0									0	0
07:30	1								1	1									0	0
07:45	1		1						2	2.5									0	0
H/Total	2	0	1	0	0	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0
08:00									0	0									0	0
08:15		1	1						2	2.5									0	0
08:30									0	0									0	0
08:45	1								1	1									0	0
H/Total	1	1	1	0	0	0	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0
09:00	1								1	1									0	0
09:15	2								2	2									0	0
09:30	2								2	2	1								1	1
09:45	4								4	4	1							1	2	1.2
H/Total	9	0	0	0	0	0	0	0	9	9	2	0	0	0	0	0	0	1	3	2.2
Total	12	1	2	0	0	0	0	0	15	16	2	0	0	0	0	0	0	1	3	2.2

Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	2								2	2	1								1	1
16:15	2								2	2	1								1	1
16:30	2	1							3	3			1						1	1.5
16:45	3								3	3	3								3	3
H/Total	9	1	0	0	0	0	0	0	10	10	5	0	1	0	0	0	0	0	6	6.5
17:00	2	1							3	3	1								1	1
17:15	2								2	2									0	0
17:30	2								2	2	1								1	1
17:45	3	1							4	4									0	0
H/Total	9	2	0	0	0	0	0	0	11	11	2	0	0	0	0	0	0	0	2	2
18:00	4								4	4	1								1	1
18:15	2								2	2									0	0
18:30	2		1						3	3.5									0	0
18:45	3								3	3									0	0
H/Total	11	0	1	0	0	0	0	0	12	12.5	1	0	0	0	0	0	0	0	1	1
Total	29	3	1	0	0	0	0	0	33	33.5	8	0	1	0	0	0	0	0	9	9.5

Date: **18 October 2020, Sunday**

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	57	3			1		2		63	62.8	3								3	3
16:15	66	1						1	68	67.2									0	0
16:30	50	2					2	1	55	53	2								2	2
16:45	52	5	1		1		1	1	61	61.1	1								1	1
H/Total	225	11	1	0	2	0	5	3	247	244.1	6	0	0	0	0	0	0	0	6	6
17:00	45	1			1				47	48	2								2	2
17:15	50	2						2	54	52.4	3		1						4	4.5
17:30	44	2	1				2		49	48.3	2	1							3	3
17:45	43	4			1				48	49	2		1						3	3.5
H/Total	182	9	1	0	2	0	2	2	198	197.7	9	1	2	0	0	0	0	0	12	13
18:00	31	2	2		1				36	38									0	0
18:15	40	4							44	44	1								1	1
18:30	41	2							43	43	2								2	2
18:45	30	3							33	33	3								3	3
H/Total	142	11	2	0	1	0	0	0	156	158	6	0	0	0	0	0	0	0	6	6
Total	549	31	4	0	5	0	7	5	601	599.8	21	1	2	0	0	0	0	0	24	25

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **18 October 2020, Sunday**



Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0									0	0
07:15									0	0									0	0
07:30									0	0									0	0
07:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00									0	0									0	0
08:15									0	0	1								1	1
08:30									0	0	1								1	1
08:45									0	0		1							1	1
H/Total	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	3
09:00									0	0			1						1	1.5
09:15									0	0	1								1	1
09:30									0	0									0	0
09:45									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2.5
Total	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5	5.5

Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	3								3	3
16:15									0	0	2							2	4	2.4
16:30									0	0	2								2	2
16:45									0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	2	10	8.4
17:00									0	0	4								4	4
17:15									0	0	1								1	1
17:30									0	0	1								1	1
17:45									0	0	3								3	3
H/Total	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	9
18:00									0	0	6	1							7	7
18:15									0	0	1								1	1
18:30									0	0	3								3	3
18:45									0	0		1							1	1
H/Total	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	0	12	12
Total	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	2	31	29.4

Date: **18 October 2020, Sunday**

[illegible]

Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	9								9	9	1								1	1
16:15	5								5	5									0	0
16:30	7	1							8	8	1								1	1
16:45	2	1							3	3			1						1	1.5
H/Total	23	2	0	0	0	0	0	0	25	25	2	0	1	0	0	0	0	0	3	3.5
17:00	1								1	1									0	0
17:15	1								1	1									0	0
17:30	2	1							3	3	1								1	1
17:45	2								2	2	1								1	1
H/Total	6	1	0	0	0	0	0	0	7	7	2	0	0	0	0	0	0	0	2	2
18:00	6	1							7	7									0	0
18:15		1							1	1	1								1	1
18:30	2								2	2									0	0
18:45	1								1	1	1								1	1
H/Total	9	2	0	0	0	0	0	0	11	11	2	0	0	0	0	0	0	0	2	2
Total	38	5	0	0	0	0	0	0	43	43	6	0	1	0	0	0	0	0	7	7.5

Date: **18 October 2020, Sunday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **18 October 2020, Sunday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	16	1	1	0	0	0	0	0	18	18.5	10	1	0	0	0	0	0	0	11	11
07:15	21	3	2	0	0	0	0	0	26	27	16	0	0	0	0	0	0	0	16	16
07:30	13	7	3	0	0	0	0	1	24	24.7	15	2	1	0	0	0	0	1	19	18.7
07:45	21	3	1	0	0	0	0	0	25	25.5	22	3	0	0	1	0	0	1	27	27.2
H/Total	71	14	7	0	0	0	0	1	93	95.7	63	6	1	0	1	0	0	2	73	72.9
08:00	26	2	0	0	0	0	0	5	33	29	35	1	1	0	0	0	0	2	39	37.9
08:15	25	3	0	1	0	0	0	0	29	30.3	34	5	2	0	1	0	0	3	45	44.6
08:30	27	2	2	0	0	0	0	9	40	33.8	28	4	0	0	0	0	0	1	33	32.2
08:45	36	2	0	0	1	1	3	1	44	43.4	58	5	0	1	1	0	0	1	66	67.5
H/Total	114	9	2	1	1	1	3	15	146	136.5	155	15	3	1	2	0	0	7	183	182.2
09:00	39	9	0	0	0	0	0	1	49	48.2	58	4	0	0	0	0	0	2	64	62.4
09:15	64	8	0	0	1	0	0	1	74	74.2	65	4	3	0	0	0	0	0	72	73.5
09:30	55	3	2	0	0	0	0	0	60	61	77	5	0	0	0	0	0	0	82	82
09:45	70	3	0	0	1	0	1	4	79	76.2	111	4	0	0	1	0	2	5	123	118.8
H/Total	228	23	2	0	2	0	1	6	262	259.6	311	17	3	0	1	0	2	7	341	336.7
Total	413	46	11	1	3	1	4	22	501	491.8	529	38	7	1	4	0	2	16	597	591.8

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	96	2	1	0	1	0	4	3	107	103.7	86	7	0	0	1	0	2	0	96	95.8
16:15	98	4	1	0	1	0	3	0	107	106.7	90	3	0	0	0	0	0	2	95	93.4
16:30	82	7	1	0	0	0	0	0	90	90.5	74	3	0	0	0	0	2	1	80	78
16:45	71	6	0	0	0	0	2	0	79	77.8	68	7	1	0	1	0	1	1	79	79.1
H/Total	347	19	3	0	2	0	9	3	383	378.7	318	20	1	0	2	0	5	4	350	346.3
17:00	77	7	0	0	1	0	0	1	86	86.2	71	2	1	0	1	0	0	0	75	76.5
17:15	66	3	1	0	1	0	0	0	71	72.5	77	6	0	0	0	0	0	2	85	83.4
17:30	88	3	0	0	0	0	1	0	92	91.4	63	3	1	0	0	0	3	0	70	68.7
17:45	64	2	0	0	0	0	0	0	66	66	67	5	0	0	1	0	0	0	73	74
H/Total	295	15	1	0	2	0	1	1	315	316.1	278	16	2	0	2	0	3	2	303	302.6
18:00	66	4	2	0	1	0	0	0	73	75	60	4	2	0	1	0	0	0	67	69
18:15	60	7	0	0	0	0	0	0	67	67	55	7	0	0	0	0	0	0	62	62
18:30	67	4	2	0	0	0	1	0	74	74.4	67	3	1	0	0	0	0	0	71	71.5
18:45	43	1	0	0	0	0	0	0	44	44	57	3	0	0	0	0	0	0	60	60
H/Total	236	16	4	0	1	0	1	0	258	260.4	239	17	3	0	1	0	0	0	260	262.5
Total	878	50	8	0	5	0	11	4	956	955.2	835	53	6	0	5	0	8	6	913	911.4

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **18 October 2020, Sunday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	2	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	4	4
07:15	7	0	0	0	0	0	0	0	7	7	6	0	1	0	0	0	0	0	7	7.5
07:30	7	2	0	0	0	0	0	0	9	9	5	2	1	0	0	0	0	1	9	8.7
07:45	10	1	1	0	0	0	0	1	13	12.7	10	0	1	0	0	0	0	0	11	11.5
H/Total	26	3	1	0	0	0	0	1	31	30.7	25	2	3	0	0	0	0	1	31	31.7
08:00	10	0	1	0	0	0	0	0	11	11.5	6	0	0	0	0	0	0	0	6	6
08:15	10	5	1	0	0	0	0	1	17	16.7	4	1	0	0	0	0	0	0	5	5
08:30	12	1	0	0	0	0	0	1	14	13.2	12	1	1	0	0	0	0	5	19	15.5
08:45	24	3	0	0	0	0	0	0	27	27	11	1	0	0	0	1	3	0	16	15.2
H/Total	56	9	2	0	0	0	0	2	69	68.4	33	3	1	0	0	1	3	5	46	41.7
09:00	21	3	0	0	0	0	0	2	26	24.4	7	4	0	0	0	0	0	1	12	11.2
09:15	18	2	0	0	0	0	0	0	20	20	18	2	0	0	0	0	0	0	20	20
09:30	21	1	0	0	0	0	0	0	22	22	19	1	0	0	0	0	0	0	20	20
09:45	29	2	0	0	0	0	1	2	34	31.8	19	1	0	0	0	0	1	0	21	20.4
H/Total	89	8	0	0	0	0	1	4	102	98.2	63	8	0	0	0	0	1	1	73	71.6
Total	171	20	3	0	0	0	1	7	202	197.3	121	13	4	0	0	1	4	7	150	145

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	23	4	0	0	0	0	0	0	27	27	43	0	0	0	0	0	1	0	44	43.4
16:15	22	2	0	0	0	0	0	1	25	24.2	20	2	1	0	0	0	1	0	24	23.9
16:30	19	1	1	0	0	0	0	0	21	21.5	22	1	1	0	0	0	0	0	24	24.5
16:45	20	1	0	0	0	0	0	0	21	21	24	2	1	0	0	0	1	0	28	27.9
H/Total	84	8	1	0	0	0	0	1	94	93.7	109	5	3	0	0	0	3	0	120	119.7
17:00	28	2	1	0	0	0	0	0	31	31.5	28	0	0	0	0	0	0	0	28	28
17:15	28	4	0	0	0	0	0	0	32	32	24	0	1	0	0	0	0	0	25	25.5
17:30	20	0	0	0	0	0	1	0	21	20.4	27	3	0	0	0	0	0	0	30	30
17:45	25	2	0	0	0	0	0	0	27	27	20	1	1	0	0	0	0	0	22	22.5
H/Total	101	8	1	0	0	0	1	0	111	110.9	99	4	2	0	0	0	0	0	105	106
18:00	28	1	0	0	0	0	0	0	29	29	26	1	0	0	0	0	0	0	27	27
18:15	17	2	0	0	0	0	0	0	19	19	21	2	0	0	0	0	0	0	23	23
18:30	26	1	2	0	0	0	0	0	29	30	42	2	1	0	0	0	1	0	46	45.9
18:45	29	0	0	0	0	0	0	0	29	29	31	0	0	0	0	0	0	0	31	31
H/Total	100	4	2	0	0	0	0	0	106	107	120	5	1	0	0	0	1	0	127	126.9
Total	285	20	4	0	0	0	1	1	311	311.6	328	14	6	0	0	0	4	0	352	352.6

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **18 October 2020, Sunday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	8	1	0	0	0	0	0	0	9	9	12	1	1	0	0	0	0	0	14	14.5
07:15	7	0	0	0	0	0	0	0	7	7	17	3	0	0	0	0	0	0	20	20
07:30	10	0	0	0	0	0	0	0	10	10	12	5	2	0	0	0	0	0	19	20
07:45	13	2	1	0	1	0	0	0	17	18.5	13	4	2	0	0	0	0	0	19	20
H/Total	38	3	1	0	1	0	0	0	43	44.5	54	13	5	0	0	0	0	0	72	74.5
08:00	25	1	0	0	0	0	0	0	26	26	20	2	0	0	0	0	0	5	27	23
08:15	22	1	2	0	1	0	0	2	28	28.4	23	2	1	0	0	0	0	0	26	26.5
08:30	18	3	0	0	0	0	0	0	21	21	18	1	1	0	0	0	0	4	24	21.3
08:45	34	2	0	0	1	0	0	1	38	38.2	27	2	0	0	1	0	0	1	31	31.2
H/Total	99	7	2	0	2	0	0	3	113	113.6	88	7	2	0	1	0	0	10	108	102
09:00	36	1	1	0	0	0	0	0	38	38.5	31	5	0	0	0	0	0	0	36	36
09:15	48	2	3	0	0	0	0	0	53	54.5	54	6	1	0	1	0	0	1	63	63.7
09:30	59	3	0	0	0	0	0	0	62	62	40	2	2	0	0	0	0	0	44	45
09:45	78	2	0	0	1	0	1	4	86	83.2	57	2	0	0	1	0	0	4	64	61.8
H/Total	221	8	4	0	1	0	1	4	239	238.2	182	15	3	0	2	0	0	5	207	206.5
Total	358	18	7	0	4	0	1	7	395	396.3	324	35	10	0	3	0	0	15	387	383

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	63	3	0	0	1	0	2	0	69	68.8	54	2	1	0	1	0	3	3	64	61.3
16:15	68	1	0	0	0	0	0	3	72	69.6	74	1	0	0	1	0	2	0	78	77.8
16:30	54	2	0	0	0	0	2	1	59	57	59	7	0	0	0	0	0	0	66	66
16:45	54	5	1	0	1	0	1	1	63	63.1	50	3	0	0	0	0	1	0	54	53.4
H/Total	239	11	1	0	2	0	5	5	263	258.5	237	13	1	0	2	0	6	3	262	258.5
17:00	51	1	0	0	1	0	0	0	53	54	50	8	0	0	1	0	0	0	59	60
17:15	54	2	1	0	0	0	0	2	59	57.9	46	3	1	0	1	0	0	0	51	52.5
17:30	47	3	1	0	0	0	2	0	53	52.3	64	1	0	0	0	0	1	0	66	65.4
17:45	48	4	1	0	1	0	0	0	54	55.5	47	2	0	0	0	0	0	0	49	49
H/Total	200	10	3	0	2	0	2	2	219	219.7	207	14	1	0	2	0	1	0	225	226.9
18:00	37	3	2	0	1	0	0	0	43	45	45	3	2	0	1	0	0	0	51	53
18:15	42	4	0	0	0	0	0	0	46	46	41	4	0	0	0	0	0	0	45	45
18:30	46	2	0	0	0	0	0	0	48	48	26	2	1	0	0	0	0	0	29	29.5
18:45	33	4	0	0	0	0	0	0	37	37	18	1	1	0	0	0	0	0	20	20.5
H/Total	158	13	2	0	1	0	0	0	174	176	130	10	4	0	1	0	0	0	145	148
Total	597	34	6	0	5	0	7	7	656	654.2	574	37	6	0	5	0	7	3	632	633.4

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **18 October 2020, Sunday**



Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	4	0	0	0	0	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1.5
07:30	2	0	1	0	0	0	0	2	5	3.9	0	0	0	0	0	0	0	1	1	0.2
07:45	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
H/Total	7	1	1	0	0	0	0	2	11	9.9	0	0	1	0	0	0	0	1	2	1.7
08:00	0	0	0	0	0	0	0	2	2	0.4	0	0	0	0	0	0	0	0	0	0
08:15	5	0	0	0	0	0	0	0	5	5	1	1	0	1	0	0	0	0	3	4.3
08:30	3	0	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	2	2
08:45	3	2	0	1	0	0	0	0	6	7.3	1	1	0	0	0	0	0	0	2	2
H/Total	11	2	0	1	0	0	0	2	16	15.7	4	2	0	1	0	0	0	0	7	8.3
09:00	2	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	3	3.5
09:15	9	0	1	0	0	0	0	0	10	10.5	2	0	0	0	0	0	0	0	2	2
09:30	5	1	0	0	0	0	0	0	6	6	4	0	0	0	0	0	0	0	4	4
09:45	12	0	0	0	0	0	0	0	12	12	2	0	0	0	0	0	0	1	3	2.2
H/Total	28	1	1	0	0	0	0	0	30	30.5	10	0	1	0	0	0	0	1	12	11.7
Total	46	4	2	1	0	0	0	4	57	56.1	14	2	2	1	0	0	0	2	21	21.7

Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	12	0	0	0	0	0	0	0	12	12	11	0	0	0	0	0	0	0	11	11
16:15	6	0	0	0	0	0	0	0	6	6	10	1	0	0	0	0	0	2	13	11.4
16:30	10	1	0	0	0	0	0	0	11	11	10	0	1	0	0	0	0	0	11	11.5
16:45	4	1	1	0	0	0	0	0	6	6.5	7	1	0	0	0	0	0	0	8	8
H/Total	32	2	1	0	0	0	0	0	35	35.5	38	2	1	0	0	0	0	2	43	41.9
17:00	4	0	0	0	0	0	0	0	4	4	11	0	0	0	0	0	0	1	12	11.2
17:15	2	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	3	3
17:30	4	1	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	5	5
17:45	5	0	0	0	0	0	0	0	5	5	8	0	0	0	0	0	0	0	8	8
H/Total	15	1	0	0	0	0	0	0	16	16	27	0	0	0	0	0	0	1	28	27.2
18:00	9	1	0	0	0	0	0	0	10	10	9	1	0	0	0	0	0	0	10	10
18:15	2	1	0	0	0	0	0	0	3	3	4	1	0	0	0	0	0	0	5	5
18:30	2	0	0	0	0	0	0	0	2	2	6	0	1	0	0	0	0	0	7	7.5
18:45	3	0	1	0	0	0	0	0	4	4.5	2	1	0	0	0	0	0	0	3	3
H/Total	16	2	1	0	0	0	0	0	19	19.5	21	3	1	0	0	0	0	0	25	25.5
Total	63	5	2	0	0	0	0	0	70	71	86	5	2	0	0	0	0	3	96	94.6

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **18 October 2020, Sunday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	26	2	1	0	0	0	0	0	29	29.5
07:15	39	3	2	0	0	0	0	0	44	45
07:30	32	9	4	0	0	0	0	3	48	47.6
07:45	45	7	3	0	1	0	0	1	57	58.7
H/Total	142	21	10	0	1	0	0	4	178	180.8
08:00	61	3	1	0	0	0	0	7	72	66.9
08:15	62	9	3	1	1	0	0	3	79	80.4
08:30	60	6	2	0	0	0	0	10	78	71
08:45	97	9	0	1	2	1	3	2	115	115.9
H/Total	280	27	6	2	3	1	3	22	344	334.2
09:00	98	13	1	0	0	0	0	3	115	113.1
09:15	139	12	4	0	1	0	0	1	157	159.2
09:30	140	8	2	0	0	0	0	0	150	151
09:45	189	7	0	0	2	0	3	10	211	203.2
H/Total	566	40	7	0	3	0	3	14	633	626.5
Total	988	88	23	2	7	1	6	40	1155	1141.5

Peak Hours	Totals
07:00 08:00	178
07:15 08:15	221
07:30 08:30	256
07:45 08:45	286

08:00 09:00	344
08:15 09:15	387
08:30 09:30	465
08:45 09:45	537

09:00 10:00	633
-------------	-----

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	194	9	1	0	2	0	6	3	215	211.5
16:15	194	7	1	0	1	0	3	4	210	206.5
16:30	165	11	2	0	0	0	2	1	181	180
16:45	149	13	2	0	1	0	3	1	169	168.4
H/Total	702	40	6	0	4	0	14	9	775	766.4
17:00	160	10	1	0	2	0	0	1	174	175.7
17:15	150	9	2	0	1	0	0	2	164	164.4
17:30	159	7	1	0	0	0	4	0	171	169.1
17:45	142	8	1	0	1	0	0	0	152	153.5
H/Total	611	34	5	0	4	0	4	3	661	662.7
18:00	140	9	4	0	2	0	0	0	155	159
18:15	121	14	0	0	0	0	0	0	135	135
18:30	141	7	4	0	0	0	1	0	153	154.4
18:45	108	5	1	0	0	0	0	0	114	114.5
H/Total	510	35	9	0	2	0	1	0	557	562.9
Total	1823	109	20	0	10	0	19	12	1993	1992

Peak Hours	Totals
16:00 17:00	775
16:15 17:15	734
16:30 17:30	688
16:45 17:45	678

17:00 18:00	661
17:15 18:15	642
17:30 18:30	613
17:45 18:45	595

18:00 19:00	557
-------------	-----



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 19 Oct 2020, Monday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

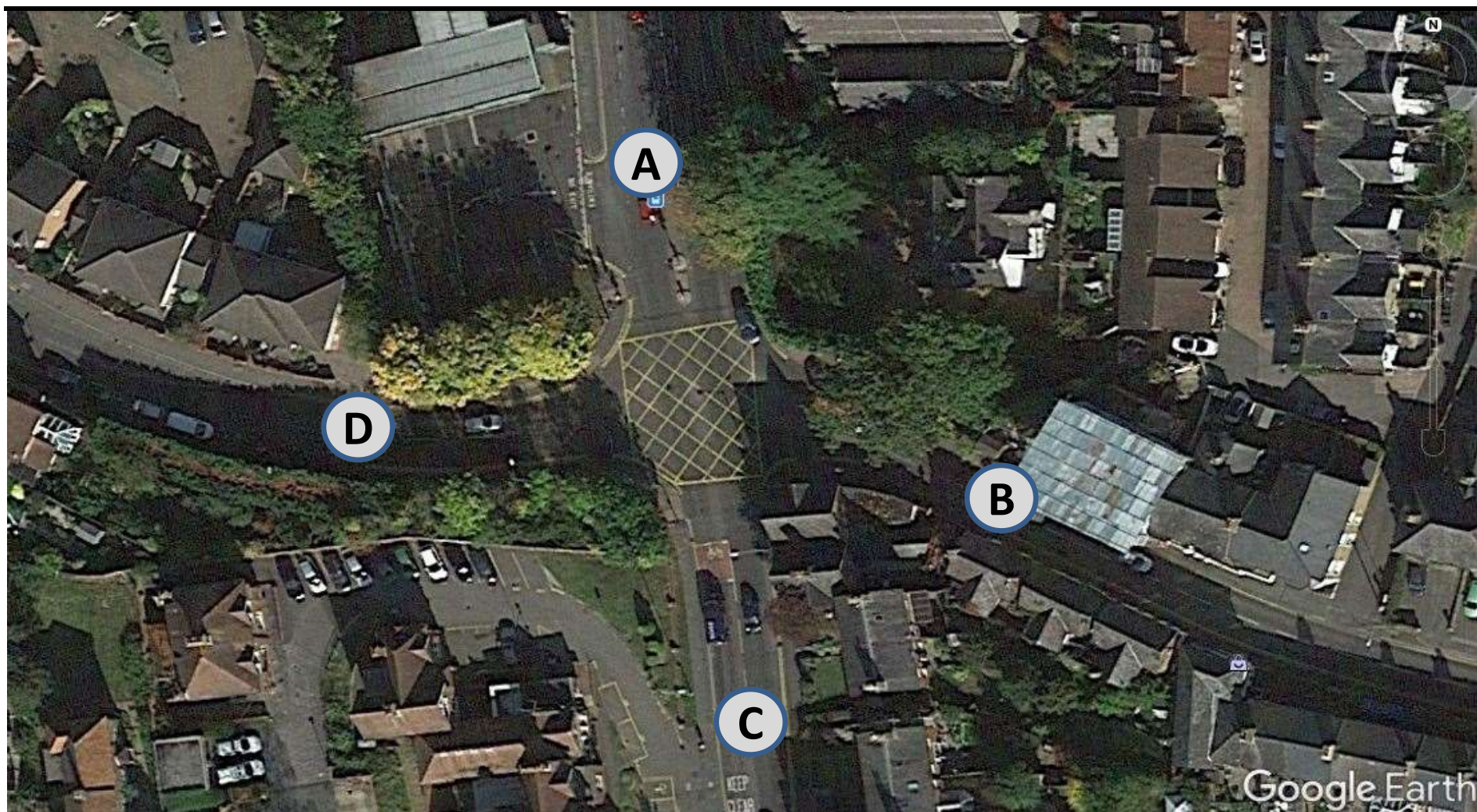
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**



Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	9	7							16	16
07:15									0	0	17	10	1	1					29	30.8
07:30									0	0	21	5	1		1				28	29.5
07:45									0	0	30	9	1						40	40.5
H/Total	0	0	0	0	0	0	0	0	0	0	77	31	3	1	1	0	0	0	113	116.8
08:00									0	0	28	11	1						40	40.5
08:15									0	0	25	11	1				1		38	37.9
08:30									0	0	36	6	2			1			45	47
08:45									0	0	43	9	1	1					54	55.8
H/Total	0	0	0	0	0	0	0	0	0	0	132	37	5	1	0	1	1	0	177	181.2
09:00									0	0	32	9	3						44	45.5
09:15									0	0	33	10		1					44	45.3
09:30									0	0	28	7	1						36	36.5
09:45									0	0	33	9	1			1			44	45.5
H/Total	0	0	0	0	0	0	0	0	0	0	126	35	5	1	0	1	0	0	168	172.8
Total	0	0	0	0	0	0	0	0	0	0	335	103	13	3	1	2	1	0	458	470.8

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	51	10	1						63	62.7
16:15									0	0	53	10			1				64	65
16:30									0	0	54	12	1					1	68	67.7
16:45									0	0	52	14	1						67	67.5
H/Total	0	0	0	0	0	0	0	0	0	0	210	46	3	0	1	0	0	2	262	262.9
17:00									0	0	60	8	1						69	69.5
17:15									0	0	60	9	1						70	70.5
17:30									0	0	50	10			1				61	62
17:45									0	0	48	10							58	58
H/Total	0	0	0	0	0	0	0	0	0	0	218	37	2	0	1	0	0	0	258	260
18:00									0	0	55	9		1					65	66.3
18:15									0	0	41	9	1						51	51.5
18:30									0	0	33	2							35	35
18:45									0	0	31	1	1						33	33.5
H/Total	0	0	0	0	0	0	0	0	0	0	160	21	2	1	0	0	0	0	184	186.3
Total	0	0	0	0	0	0	0	0	0	0	588	104	7	1	2	0	0	2	704	709.2

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	42	10					1		53	52.4	1	2							3	3
07:15	44	12	3	1				1	61	63	1	1							2	2
07:30	39	11	1		4				55	59.5	3								3	3
07:45	49	12	2						63	64	5	1							6	6
H/Total	174	45	6	1	4	0	1	1	232	238.9	10	4	0	0	0	0	0	0	14	14
08:00	48	7			1	1			57	59	1								1	1
08:15	78	12	1						91	91.5	2	1							3	3
08:30	77	11	2		1	1		1	93	95.2	4	2							6	6
08:45	96	9	1	1	3				110	114.8	7	1	1						9	9.5
H/Total	299	39	4	1	5	2	0	1	351	360.5	14	4	1	0	0	0	0	0	19	19.5
09:00	82	9	1		2	1			95	98.5	8								8	8
09:15	49	6	2			1	1		59	60.4	6								6	6
09:30	40	10			1		1		52	52.4	4								4	4
09:45	62	7	1		1	1			72	74.5	5	1							6	6
H/Total	233	32	4	0	4	3	2	0	278	285.8	23	1	0	0	0	0	0	0	24	24
Total	706	116	14	2	13	5	3	2	861	885.2	47	9	1	0	0	0	0	0	57	57.5

Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	93	9				2	1		105	106.4	4								4	4
16:15	76	14	2		1	1			94	97	10	1							11	11
16:30	90	11			1				102	103	4	1							5	5
16:45	80	11					1		92	91.4	8								8	8
H/Total	339	45	2	0	2	3	2	0	393	397.8	26	2	0	0	0	0	0	0	28	28
17:00	81	9			1				91	92	16	1							17	17
17:15	86	8	1				2		97	96.3	12	3					1		16	15.4
17:30	100	6			2				108	110	9								9	9
17:45	97	11			1			1	110	110.2	10								10	10
H/Total	364	34	1	0	4	0	2	1	406	408.5	47	4	0	0	0	0	1	0	52	51.4
18:00	56	5			1			1	63	63.2	11	3							14	14
18:15	61	8	2		1		2		74	74.8	11	2							13	13
18:30	68	3	1		2	1			75	78.5	6								6	6
18:45	68	6							74	74	9	1	1						11	11.5
H/Total	253	22	3	0	4	1	2	1	286	290.5	37	6	1	0	0	0	0	0	44	44.5
Total	956	101	6	0	10	4	6	2	1085	1096.8	110	12	1	0	0	0	1	0	124	123.9

Date: **19 October 2020, Monday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	2								2	2									0	0
07:15	2	1							3	3			1						1	1.5
07:30	3								3	3	1		1						2	2.5
07:45	3	1							4	4									0	0
H/Total	10	2	0	0	0	0	0	0	12	12	1	0	2	0	0	0	0	0	3	4
08:00	4		1						5	5.5	1								1	1
08:15	6								6	6	1					1			2	3
08:30	5		1						6	6.5	4								4	4
08:45	7								7	7	1	2							3	3
H/Total	22	0	2	0	0	0	0	0	24	25	7	2	0	0	0	1	0	0	10	11
09:00	4								4	4									0	0
09:15	4								4	4		1							1	1
09:30	3		1						4	4.5									0	0
09:45	4	2							6	6									0	0
H/Total	15	2	1	0	0	0	0	0	18	18.5	0	1	0	0	0	0	0	0	1	1
Total	47	4	3	0	0	0	0	0	54	55.5	8	3	2	0	0	1	0	0	14	16

Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	4	1							5	5		1							1	1
16:15									0	0	3	2						1	6	5.2
16:30	6								6	6									0	0
16:45	3	2							5	5	3	1						1	5	4.2
H/Total	13	3	0	0	0	0	0	0	16	16	6	4	0	0	0	0	0	2	12	10.4
17:00	4								4	4	2								2	2
17:15	4	2							6	6	2	1							3	3
17:30	4		1						5	5.5	1								1	1
17:45	3	1	1						5	5.5	2	1							3	3
H/Total	15	3	2	0	0	0	0	0	20	21	7	2	0	0	0	0	0	0	9	9
18:00	6	1							7	7	1								1	1
18:15	3								3	3	1								1	1
18:30	2								2	2									0	0
18:45	3								3	3	2								2	2
H/Total	14	1	0	0	0	0	0	0	15	15	4	0	0	0	0	0	0	0	4	4
Total	42	7	2	0	0	0	0	0	51	52	17	6	0	0	0	0	0	2	25	23.4

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	50	12	1		1				64	65.5									0	0
07:15	68	11	2		1		1		83	84.4									0	0
07:30	70	19		1	1		1		92	93.7	1		1						2	2.5
07:45	97	13	2		1				113	115	2								2	2
H/Total	285	55	5	1	4	0	2	0	352	358.6	3	0	1	0	0	0	0	0	4	4.5
08:00	94	14	2						110	111		1							1	1
08:15	93	9			1		1	1	105	104.6	1	1							2	2
08:30	85	8			1		2	1	97	96	2								2	2
08:45	91	11							102	102	1	2	1						4	4.5
H/Total	363	42	2	0	2	0	3	2	414	413.6	4	4	1	0	0	0	0	0	9	9.5
09:00	74	7	2		1	1	1		86	88.4	2	2	1						5	5.5
09:15	72	7	2		1			1	83	84.2		2							2	2
09:30	70	5	2		1				78	80	2								2	2
09:45	66	8	1	1					76	77.8	1	1							2	2
H/Total	282	27	7	1	3	1	1	1	323	330.4	5	5	1	0	0	0	0	0	11	11.5
Total	930	124	14	2	9	1	6	3	1089	1102.6	12	9	3	0	0	0	0	0	24	25.5

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	66	7	1		1		2		77	77.3									0	0
16:15	73	12	1		2				88	90.5	3	1							4	4
16:30	74	10			1				85	86	1								1	1
16:45	80	11	1		1		1		94	94.9	1								1	1
H/Total	293	40	3	0	5	0	3	0	344	348.7	5	1	0	0	0	0	0	0	6	6
17:00	72	4	1			1			78	79.5	2								2	2
17:15	85	9			1		1		96	96.4	1								1	1
17:30	79	5			1				85	86	4								4	4
17:45	76	5			1				82	83	1								1	1
H/Total	312	23	1	0	3	1	1	0	341	344.9	8	0	0	0	0	0	0	0	8	8
18:00	57	3			1				61	62									0	0
18:15	61	5			1				67	68	2								2	2
18:30	50	4					1		55	54.4	1		1						2	2.5
18:45	55	6	1		1				63	64.5	3								3	3
H/Total	223	18	1	0	3	0	1	0	246	248.9	6	0	1	0	0	0	0	0	7	7.5
Total	828	81	5	0	11	1	5	0	931	942.5	19	1	1	0	0	0	0	0	21	21.5

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	1	1							2	2
07:15									0	0		3							3	3
07:30									0	0	1	1		1					3	4.3
07:45									0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	3	5	0	1	0	0	0	0	9	10.3
08:00									0	0	2								2	2
08:15									0	0									0	0
08:30									0	0	1								1	1
08:45									0	0	3	1	2						6	7
H/Total	0	0	0	0	0	0	0	0	0	0	6	1	2	0	0	0	0	0	9	10
09:00									0	0	6	1							7	7
09:15									0	0			1						1	1.5
09:30									0	0	3	1							4	4
09:45									0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	0	13	13.5
Total	0	0	0	0	0	0	0	0	0	0	19	8	3	1	0	0	0	0	31	33.8

Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	4								4	4
16:15									0	0	7	1							8	8
16:30									0	0	1	1	1						3	3.5
16:45									0	0	3	1							4	4
H/Total	0	0	0	0	0	0	0	0	0	0	15	3	1	0	0	0	0	0	19	19.5
17:00									0	0	4								4	4
17:15									0	0	5								5	5
17:30									0	0	6	2							8	8
17:45									0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	0	19	19
18:00									0	0	5								5	5
18:15									0	0	2								2	2
18:30									0	0	3	2							5	5
18:45									0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	0	14	14
Total	0	0	0	0	0	0	0	0	0	0	44	7	1	0	0	0	0	0	52	52.5

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	8	1							9	9	3								3	3
07:15	10	1							11	11	1								1	1
07:30	10	1							11	11	2								2	2
07:45	6	3	1	1					11	12.8	1	2							3	3
H/Total	34	6	1	1	0	0	0	0	42	43.8	7	2	0	0	0	0	0	0	9	9
08:00	9								9	9	2								2	2
08:15	13	1				1			15	16									0	0
08:30	18	5							23	23	2	1							3	3
08:45	9	3							12	12	1	1							2	2
H/Total	49	9	0	0	0	1	0	0	59	60	5	2	0	0	0	0	0	0	7	7
09:00	5	1							6	6									0	0
09:15	9	1							10	10	1								1	1
09:30	5	1							6	6	1		1						2	2.5
09:45	6	1							7	7									0	0
H/Total	25	4	0	0	0	0	0	0	29	29	2	0	1	0	0	0	0	0	3	3.5
Total	108	19	1	1	0	1	0	0	130	132.8	14	4	1	0	0	0	0	0	19	19.5

Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	2	2							4	4	1							1	2	1.2
16:15	4	2							6	6	1								1	1
16:30	4								4	4	1								1	1
16:45	4								4	4	1								1	1
H/Total	14	4	0	0	0	0	0	0	18	18	4	0	0	0	0	0	0	1	5	4.2
17:00	2	1							3	3	1								1	1
17:15	6								6	6	2								2	2
17:30	5								5	5	1								1	1
17:45	8								8	8									0	0
H/Total	21	1	0	0	0	0	0	0	22	22	4	0	0	0	0	0	0	0	4	4
18:00	7								7	7	3								3	3
18:15	7								7	7	1								1	1
18:30	5	1							6	6	1								1	1
18:45	7								7	7									0	0
H/Total	26	1	0	0	0	0	0	0	27	27	5	0	0	0	0	0	0	0	5	5
Total	61	6	0	0	0	0	0	0	67	67	13	0	0	0	0	0	0	1	14	13.2

Date: **19 October 2020, Monday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	52	19	0	0	0	0	1	0	72	71.4	85	22	1	0	1	0	0	0	109	110.5
07:15	62	23	4	2	0	0	0	1	92	95.8	115	21	3	1	2	0	1	0	143	147.2
07:30	63	16	2	0	5	0	0	0	86	92	117	42	1	1	2	0	1	0	164	167.2
07:45	84	22	3	0	0	0	0	0	109	110.5	148	26	3	1	1	0	0	1	180	183
H/Total	261	80	9	2	5	0	1	1	359	369.7	465	111	8	3	6	0	2	1	596	607.9
08:00	77	18	1	0	1	1	0	0	98	100.5	146	30	2	0	0	1	0	0	179	181
08:15	105	24	2	0	0	0	1	0	132	132.4	169	19	3	0	1	1	1	1	195	197.1
08:30	117	19	4	0	1	2	0	1	144	148.2	165	22	0	0	2	1	2	1	193	194
08:45	146	19	3	2	3	0	0	0	173	180.1	148	16	1	0	1	0	2	0	168	168.3
H/Total	445	80	10	2	5	3	1	1	547	561.2	628	87	6	0	4	3	5	2	735	740.4
09:00	122	18	4	0	2	1	0	0	147	152	130	16	5	0	1	1	1	0	154	157.9
09:15	88	16	2	1	0	1	1	0	109	111.7	139	18	3	0	1	0	0	1	162	163.7
09:30	72	17	1	0	1	0	1	0	92	92.9	113	14	4	1	1	0	1	0	134	137.7
09:45	100	17	2	0	1	2	0	0	122	126	114	15	1	1	0	0	0	0	131	132.8
H/Total	382	68	9	1	4	4	2	0	470	482.6	496	63	13	2	3	1	2	1	581	592.1
Total	1088	228	28	5	14	7	4	2	1376	1413.5	1589	261	27	5	13	4	9	4	1912	1940.4

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	148	19	1	0	0	2	1	1	172	173.1	112	13	2	0	1	1	2	0	131	132.8
16:15	139	25	2	0	2	1	0	0	169	173	109	26	1	0	2	1	0	0	139	142.5
16:30	148	24	1	0	1	0	0	1	175	175.7	121	20	0	0	1	1	0	0	143	145
16:45	140	25	1	0	0	0	1	0	167	166.9	123	18	2	0	1	0	1	0	145	146.4
H/Total	575	93	5	0	3	3	2	2	683	688.7	465	77	5	0	5	3	3	0	558	566.7
17:00	157	18	1	0	1	0	0	0	177	178.5	112	12	1	0	0	1	1	0	127	127.9
17:15	158	20	2	0	0	0	3	0	183	182.2	131	14	1	0	2	0	2	0	150	151.3
17:30	159	16	0	0	3	0	0	0	178	181	120	13	0	0	1	0	0	0	134	135
17:45	155	21	0	0	1	0	0	1	178	178.2	123	9	0	0	1	0	0	0	133	134
H/Total	629	75	3	0	5	0	3	1	716	719.9	486	48	2	0	4	1	3	0	544	548.2
18:00	122	17	0	1	1	0	0	1	142	143.5	96	9	0	0	1	0	0	0	106	107
18:15	113	19	3	0	1	0	2	0	138	139.3	92	9	0	0	1	0	0	0	102	103
18:30	107	5	1	0	2	1	0	0	116	119.5	69	7	0	0	0	0	1	0	77	76.4
18:45	108	8	2	0	0	0	0	0	118	119	91	7	3	0	1	0	0	0	102	104.5
H/Total	450	49	6	1	4	1	2	1	514	521.3	348	32	3	0	3	0	1	0	387	390.9
Total	1654	217	14	1	12	4	7	4	1913	1929.9	1299	157	10	0	12	4	7	0	1489	1505.8

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	29	9	0	0	0	0	0	0	38	38	12	7	0	0	0	0	0	0	19	19
07:15	39	10	2	1	1	0	0	0	53	56.3	18	10	1	1	0	0	0	0	30	31.8
07:30	41	22	2	0	1	0	0	0	66	68	24	5	2	0	1	0	0	0	32	34
07:45	48	11	0	0	0	0	0	1	60	59.2	33	11	1	0	0	0	0	0	45	45.5
H/Total	157	52	4	1	2	0	0	1	217	221.5	87	33	4	1	1	0	0	0	126	130.3
08:00	48	16	1	0	0	1	0	0	66	67.5	30	12	1	0	0	0	0	0	43	43.5
08:15	70	9	3	0	0	1	0	0	83	85.5	26	12	1	0	0	0	1	0	40	39.9
08:30	71	9	1	0	1	1	0	0	83	85.5	40	7	2	0	0	1	0	0	50	52
08:45	56	4	1	0	1	0	2	0	64	64.3	45	12	2	1	0	0	0	0	60	62.3
H/Total	245	38	6	0	2	3	2	0	296	302.8	141	43	6	1	0	1	1	0	193	197.7
09:00	55	8	3	0	0	0	0	0	66	67.5	34	11	4	0	0	0	0	0	49	51
09:15	62	11	1	0	0	0	0	0	74	74.5	34	12	0	1	0	0	0	0	47	48.3
09:30	41	8	3	1	0	0	1	0	54	56.2	31	7	2	0	0	0	0	0	40	41
09:45	46	8	0	0	0	0	0	0	54	54	34	10	1	0	0	1	0	0	46	47.5
H/Total	204	35	7	1	0	0	1	0	248	252.2	133	40	7	1	0	1	0	0	182	187.8
Total	606	125	17	2	4	3	3	1	761	776.5	361	116	17	3	1	2	1	0	501	515.8

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	48	6	1	0	0	1	0	0	56	57.5	52	10	1	0	0	0	0	2	65	63.9
16:15	35	14	0	0	0	1	0	1	51	51.2	57	11	0	0	1	0	0	0	69	70
16:30	49	10	0	0	0	1	0	0	60	61	56	12	1	0	0	0	0	1	70	69.7
16:45	45	10	1	0	0	0	0	1	57	56.7	54	14	1	0	0	0	0	0	69	69.5
H/Total	177	40	2	0	0	3	0	2	224	226.4	219	47	3	0	1	0	0	3	273	273.1
17:00	44	7	0	0	0	0	1	0	52	51.4	63	8	1	0	0	0	0	0	72	72.5
17:15	46	8	1	0	1	0	1	0	57	57.9	63	9	1	0	0	0	0	0	73	73.5
17:30	41	8	1	0	0	0	0	0	50	50.5	55	10	0	0	1	0	0	0	66	67
17:45	44	6	1	0	0	0	0	0	51	51.5	49	10	0	0	0	0	0	0	59	59
H/Total	175	29	3	0	1	0	2	0	210	211.3	230	37	2	0	1	0	0	0	270	272
18:00	39	7	0	0	0	0	0	0	46	46	58	9	0	1	0	0	0	0	68	69.3
18:15	28	4	0	0	0	0	0	0	32	32	44	9	1	0	0	0	0	0	54	54.5
18:30	16	2	0	0	0	0	0	0	18	18	35	2	1	0	0	0	0	0	38	38.5
18:45	34	1	2	0	0	0	0	0	37	38	34	1	1	0	0	0	0	0	36	36.5
H/Total	117	14	2	0	0	0	0	0	133	134	171	21	3	1	0	0	0	0	196	198.8
Total	469	83	7	0	1	3	2	2	567	571.7	620	105	8	1	2	0	0	3	739	743.9

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	51	13	1	0	1	0	0	0	66	67.5	47	10	0	0	0	0	1	0	58	57.4
07:15	68	14	2	0	1	0	1	0	86	87.4	47	13	3	1	0	0	0	1	65	67
07:30	72	20	1	2	1	0	1	0	97	100.5	49	14	2	0	4	0	0	0	69	74
07:45	100	13	2	0	1	0	0	0	116	118	55	13	2	0	0	0	0	0	70	71
H/Total	291	60	6	2	4	0	2	0	365	373.4	198	50	7	1	4	0	1	1	262	269.4
08:00	96	15	2	0	0	0	0	0	113	114	56	7	1	0	1	1	0	0	66	68.5
08:15	94	10	0	0	1	0	1	1	107	106.6	87	12	1	0	0	0	0	0	100	100.5
08:30	88	8	0	0	1	0	2	1	100	99	87	11	3	0	1	1	0	1	104	106.7
08:45	95	14	3	0	0	0	0	0	112	113.5	107	9	1	1	3	0	0	0	121	125.8
H/Total	373	47	5	0	2	0	3	2	432	433.1	337	39	6	1	5	2	0	1	391	401.5
09:00	82	10	3	0	1	1	1	0	98	100.9	88	10	2	0	2	1	0	0	103	107
09:15	72	9	3	0	1	0	0	1	86	87.7	54	8	3	0	0	1	1	0	67	68.9
09:30	75	6	2	0	1	0	0	0	84	86	45	10	2	0	1	0	1	0	59	60.4
09:45	68	9	1	1	0	0	0	0	79	80.8	68	9	1	0	1	1	0	0	80	82.5
H/Total	297	34	9	1	3	1	1	1	347	355.4	255	37	8	0	4	3	2	0	309	318.8
Total	961	141	20	3	9	1	6	3	1144	1161.9	790	126	21	2	13	5	3	2	962	989.7

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	70	7	1	0	1	0	2	0	81	81.3	99	10	1	0	0	2	1	0	113	114.9
16:15	83	14	1	0	2	0	0	0	100	102.5	78	14	2	0	1	1	0	0	96	99
16:30	76	11	1	0	1	0	0	0	89	90.5	97	11	0	0	1	0	0	0	109	110
16:45	84	12	1	0	1	0	1	0	99	99.9	84	14	1	0	0	0	1	0	100	99.9
H/Total	313	44	4	0	5	0	3	0	369	374.2	358	49	4	0	2	3	2	0	418	423.8
17:00	78	4	1	0	0	1	0	0	84	85.5	88	9	0	0	1	0	0	0	98	99
17:15	91	9	0	0	1	0	1	0	102	102.4	92	10	1	0	0	0	2	0	105	104.3
17:30	89	7	0	0	1	0	0	0	97	98	106	6	1	0	2	0	0	0	115	117.5
17:45	79	5	0	0	1	0	0	0	85	86	103	12	1	0	1	0	0	1	118	118.7
H/Total	337	25	1	0	3	1	1	0	368	371.9	389	37	3	0	4	0	2	1	436	439.5
18:00	62	3	0	0	1	0	0	0	66	67	65	7	0	0	1	0	0	1	74	74.2
18:15	65	5	0	0	1	0	0	0	71	72	65	10	2	0	1	0	2	0	80	80.8
18:30	54	6	1	0	0	0	1	0	62	61.9	71	3	1	0	2	1	0	0	78	81.5
18:45	60	6	1	0	1	0	0	0	68	69.5	72	6	0	0	0	0	0	0	78	78
H/Total	241	20	2	0	3	0	1	0	267	270.4	273	26	3	0	4	1	2	1	310	314.5
Total	891	89	7	0	11	1	5	0	1004	1016.5	1020	112	10	0	10	4	6	2	1164	1177.8

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **19 October 2020, Monday**



Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	14	1	0	0	0	0	0	0	15	15	2	3	0	0	0	0	0	0	5	5
07:15	12	1	0	0	0	0	0	0	13	13	1	4	1	0	0	0	0	0	6	6.5
07:30	19	4	1	0	0	0	0	0	24	24.5	5	1	1	1	0	0	0	0	8	9.8
07:45	10	5	1	1	0	0	0	0	17	18.8	6	1	0	0	0	0	0	0	7	7
H/Total	55	11	2	1	0	0	0	0	69	71.3	14	9	2	1	0	0	0	0	26	28.3
08:00	15	0	0	0	0	0	0	0	15	15	4	0	0	0	0	0	0	0	4	4
08:15	16	1	0	0	0	1	0	0	18	19	3	1	0	0	0	1	0	0	5	6
08:30	25	6	0	0	0	0	0	0	31	31	9	2	0	0	0	0	0	0	11	11
08:45	14	4	0	0	0	0	0	0	18	18	11	4	3	0	0	0	0	0	18	19.5
H/Total	70	11	0	0	0	1	0	0	82	83	27	7	3	0	0	1	0	0	38	40.5
09:00	7	2	1	0	0	0	0	0	10	10.5	14	1	0	0	0	0	0	0	15	15
09:15	11	3	1	0	0	0	0	0	15	15.5	6	1	1	0	0	0	0	0	8	8.5
09:30	8	1	2	0	0	0	0	0	11	12	7	1	0	0	0	0	0	0	8	8
09:45	8	1	0	0	0	0	0	0	9	9	6	1	0	0	0	0	0	0	7	7
H/Total	34	7	4	0	0	0	0	0	45	47	33	4	1	0	0	0	0	0	38	38.5
Total	159	29	6	1	0	1	0	0	196	201.3	74	20	6	1	0	1	0	0	102	107.3

Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	5	2	1	0	0	0	0	1	9	8.7	8	1	0	0	0	0	0	0	9	9
16:15	7	2	0	0	0	0	0	0	9	9	20	4	0	0	0	0	0	1	25	24.2
16:30	6	0	0	0	0	0	0	0	6	6	5	2	1	0	0	0	0	0	8	8.5
16:45	6	1	1	0	0	0	0	0	8	8.5	14	2	0	0	0	0	0	1	17	16.2
H/Total	24	5	2	0	0	0	0	1	32	32.2	47	9	1	0	0	0	0	2	59	57.9
17:00	6	1	0	0	0	0	0	0	7	7	22	1	0	0	0	0	0	0	23	23
17:15	10	0	0	0	0	0	0	0	10	10	19	4	0	0	0	0	1	0	24	23.4
17:30	8	0	0	0	0	0	0	0	8	8	16	2	0	0	0	0	0	0	18	18
17:45	11	0	0	0	0	0	0	0	11	11	14	1	0	0	0	0	0	0	15	15
H/Total	35	1	0	0	0	0	0	0	36	36	71	8	0	0	0	0	1	0	80	79.4
18:00	13	1	0	0	0	0	0	0	14	14	17	3	0	0	0	0	0	0	20	20
18:15	9	2	0	0	0	0	0	0	11	11	14	2	0	0	0	0	0	0	16	16
18:30	7	1	0	0	0	0	0	0	8	8	9	2	0	0	0	0	0	0	11	11
18:45	8	0	0	0	0	0	0	0	8	8	13	1	1	0	0	0	0	0	15	15.5
H/Total	37	4	0	0	0	0	0	0	41	41	53	8	1	0	0	0	0	0	62	62.5
Total	96	10	2	0	0	0	0	1	109	109.2	171	25	2	0	0	0	1	2	201	199.8

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **19 October 2020, Monday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	146	42	1	0	1	0	1	0	191	191.9
07:15	181	48	8	3	2	0	1	1	244	252.5
07:30	195	62	6	2	7	0	1	0	273	285
07:45	242	51	6	1	1	0	0	1	302	306.5
H/Total	764	203	21	6	11	0	3	2	1010	1035.9
08:00	236	49	4	0	1	2	0	0	292	297
08:15	285	44	5	0	1	2	2	1	340	343.5
08:30	301	42	5	0	3	3	2	2	358	363.7
08:45	311	41	7	2	4	0	2	0	367	375.9
H/Total	1133	176	21	2	9	7	6	3	1357	1380.1
09:00	266	38	11	0	3	2	1	0	321	330.9
09:15	233	39	7	1	1	1	1	1	284	289.4
09:30	196	32	8	1	2	0	2	0	241	247.1
09:45	222	35	3	1	1	2	0	0	264	269.8
H/Total	917	144	29	3	7	5	4	1	1110	1137.2
Total	2814	523	71	11	27	12	13	6	3477	3553.2

Peak Hours	Totals
07:00 08:00	1010
07:15 08:15	1111
07:30 08:30	1207
07:45 08:45	1292

08:00 09:00	1357
08:15 09:15	1386
08:30 09:30	1330
08:45 09:45	1213

09:00 10:00	1110
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	271	34	4	0	1	3	3	2	318	320.6
16:15	264	55	3	0	4	2	0	1	329	335.7
16:30	279	45	2	0	2	1	0	1	330	333.2
16:45	275	48	4	0	1	0	2	1	331	332
H/Total	1089	182	13	0	8	6	5	5	1308	1321.5
17:00	285	30	2	0	1	1	1	0	320	322.4
17:15	305	37	3	0	2	0	5	0	352	352.5
17:30	297	31	1	0	4	0	0	0	333	337.5
17:45	289	32	1	0	2	0	0	1	325	326.7
H/Total	1176	130	7	0	9	1	6	1	1330	1339.1
18:00	236	28	0	1	2	0	0	1	268	270.5
18:15	215	30	3	0	2	0	2	0	252	254.3
18:30	184	14	2	0	2	1	1	0	204	207.4
18:45	210	15	5	0	1	0	0	0	231	234.5
H/Total	845	87	10	1	7	1	3	1	955	966.7
Total	3110	399	30	1	24	8	14	7	3593	3627.3

Peak Hours	Totals
16:00 17:00	1308
16:15 17:15	1310
16:30 17:30	1333
16:45 17:45	1336

17:00 18:00	1330
17:15 18:15	1278
17:30 18:30	1178
17:45 18:45	1049

18:00 19:00	955
-------------	-----



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Survey Date: 03 Nov 2020, Tuesday

Survey Time: 07:00 - 10:00 and 16:00-19:00

Weather: Dry

Comments:

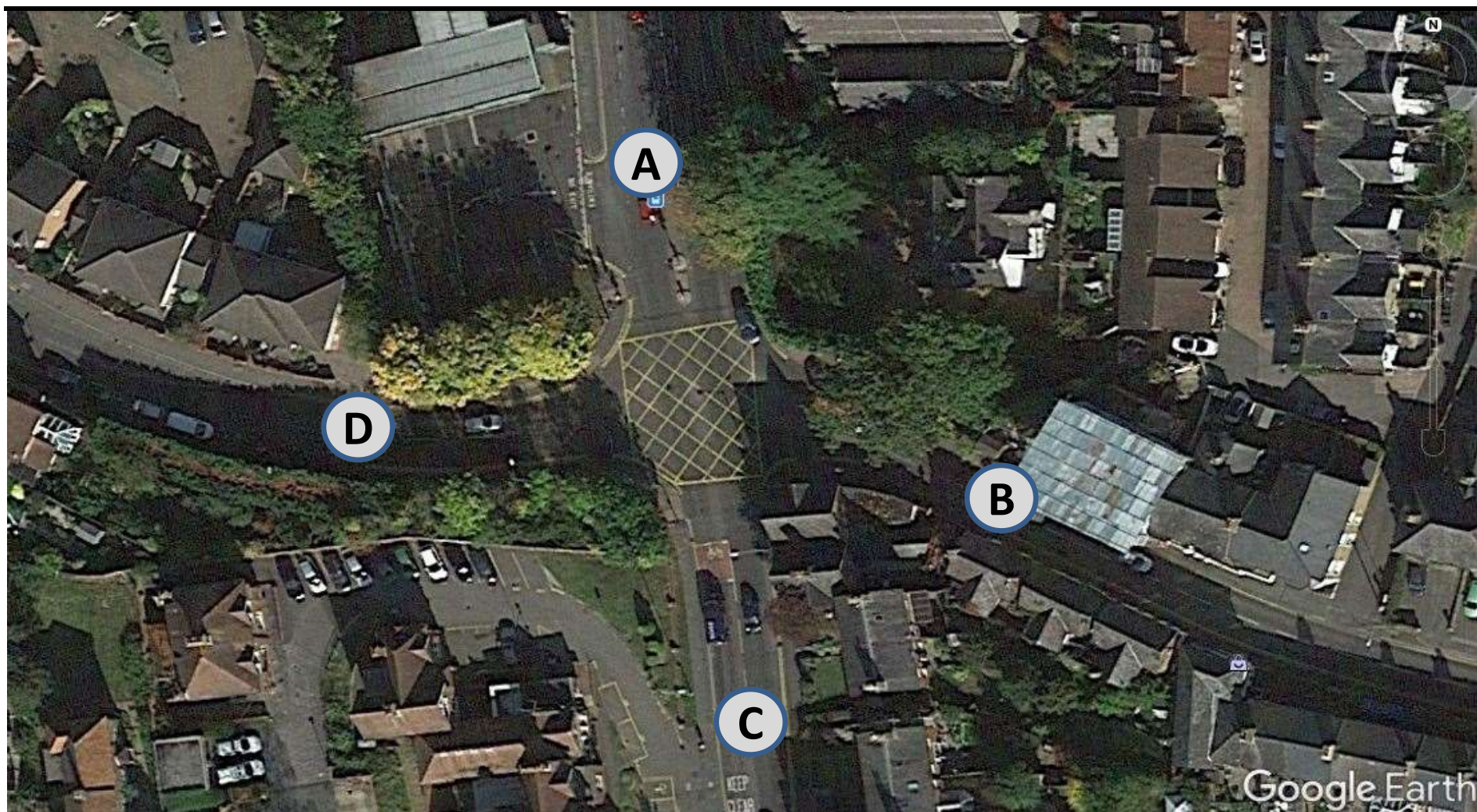
Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**



Project Number: TSP14673

Project Name: Uckfield

Survey Type: Manual Classified Turning Count

Site No: 2

Location: New Town / Framfield Road / Bridge Farm Road

Date: 03 November 2020, Tuesday



Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0	9	6	1	1					17	18.8
07:15									0	0	24	9							33	33
07:30									0	0	22	11	1		1				35	36.5
07:45									0	0	25	11	2	1					39	41.3
H/Total	0	0	0	0	0	0	0	0	0	0	80	37	4	2	1	0	0	0	124	129.6
08:00									0	0	28	6	1						35	35.5
08:15									0	0	34	11	2						47	48
08:30									0	0	25	9	1						35	35.5
08:45									0	0	48	7							55	55
H/Total	0	0	0	0	0	0	0	0	0	0	135	33	4	0	0	0	0	0	172	174
09:00									0	0	30	6							36	36
09:15									0	0	34	10							44	44
09:30									0	0	36	3							39	39
09:45									0	0	45	8	2						55	56
H/Total	0	0	0	0	0	0	0	0	0	0	145	27	2	0	0	0	0	0	174	175
Total	0	0	0	0	0	0	0	0	0	0	360	97	10	2	1	0	0	0	470	478.6

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	38	3	1		1				43	44.5
16:15									0	0	49	10			1		1		61	61.4
16:30									0	0	51	16	1				1		69	68.9
16:45									0	0	66	15	1						82	82.5
H/Total	0	0	0	0	0	0	0	0	0	0	204	44	3	0	2	0	2	0	255	257.3
17:00									0	0	69	8							77	77
17:15									0	0	57	10		1			1		69	69.7
17:30									0	0	62	13			1				76	77
17:45									0	0	80	8	2						90	91
H/Total	0	0	0	0	0	0	0	0	0	0	268	39	2	1	1	0	1	0	312	314.7
18:00									0	0	61	6							67	67
18:15									0	0	50	1	1						52	52.5
18:30									0	0	35	6							41	41
18:45									0	0	32	4	1						37	37.5
H/Total	0	0	0	0	0	0	0	0	0	0	178	17	2	0	0	0	0	0	197	198
Total	0	0	0	0	0	0	0	0	0	0	650	100	7	1	3	0	3	0	764	770

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

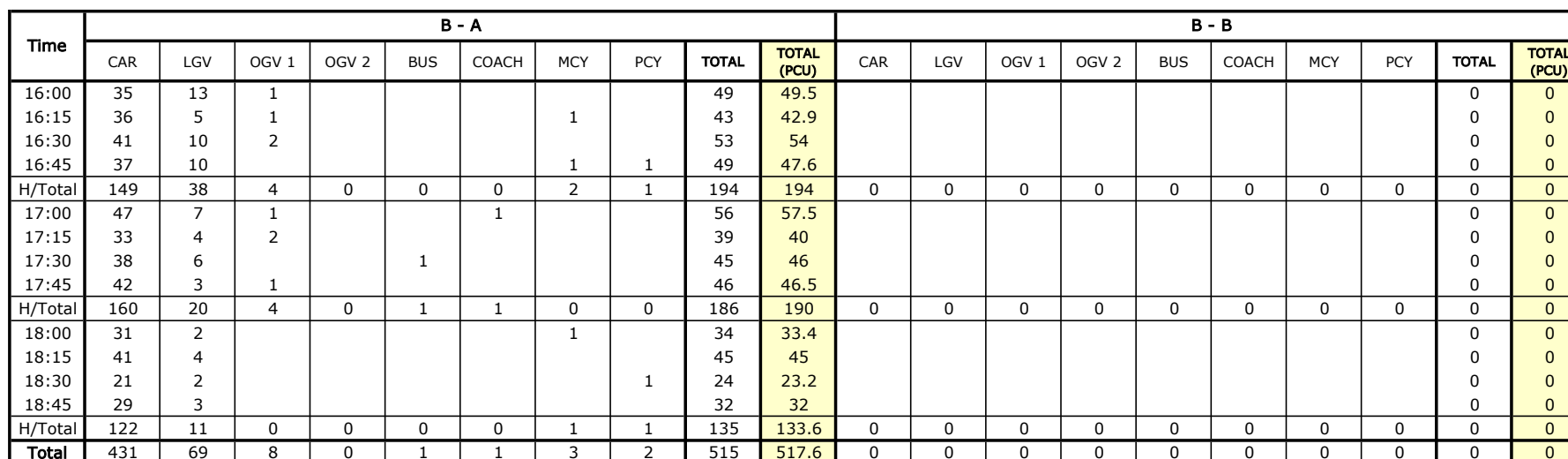
Date: **03 November 2020, Tuesday**



Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	49	15	2	1					67	69.3			1						1	1.5
07:15	53	15	1		1				70	71.5	4	1							5	5
07:30	61	14	2		2				79	82	3								3	3
07:45	53	14	4			1			72	75	1								1	1
H/Total	216	58	9	1	3	1	0	0	288	297.8	8	1	1	0	0	0	0	0	10	10.5
08:00	70	11	1		2	2			86	90.5	3		1						4	4.5
08:15	64	9	2						75	76	2	1							3	3
08:30	78	9	3		2	2		1	95	99.7	4	1	1						6	6.5
08:45	63	11			2				76	78	4	4							8	8
H/Total	275	40	6	0	6	4	0	1	332	344.2	13	6	2	0	0	0	0	0	21	22
09:00	88	6	1		1	1			97	99.5	7	5							12	12
09:15	73	9	1	1	1				85	87.8	4		1						5	5.5
09:30	56	7	2		1	1			67	70	2		1						3	3.5
09:45	73	8	2						83	84	2	1							3	3
H/Total	290	30	6	1	3	2	0	0	332	341.3	15	6	2	0	0	0	0	0	23	24
Total	781	128	21	2	12	7	0	1	952	983.3	36	13	5	0	0	0	0	0	54	56.5

Time	A - C										A - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	88	3	1		3			1	96	98.7	14	1							15	15
16:15	102	11	1	1					115	116.8	11	1	1						13	13.5
16:30	103	21			1		2		127	126.8	9								9	9
16:45	109	10							119	119	3	3							6	6
H/Total	402	45	2	1	4	0	2	1	457	461.3	37	5	1	0	0	0	0	0	43	43.5
17:00	105	16							121	121	8								8	8
17:15	94	14			2		1		111	112.4	11	1							12	12
17:30	93	9			1				103	104	15								15	15
17:45	110	12	1		1		2		126	126.3	9	1							10	10
H/Total	402	51	1	0	4	0	3	0	461	463.7	43	2	0	0	0	0	0	0	45	45
18:00	114	12							126	126	12	1					2		15	13.8
18:15	100	4					1		105	104.4	11	1							12	12
18:30	83	12	1		2				98	100.5	6	1							7	7
18:45	75	8	1				1		85	84.9	5								5	5
H/Total	372	36	2	0	2	0	2	0	414	415.8	34	3	0	0	0	0	2	0	39	37.8
Total	1176	132	5	1	10	0	7	1	1332	1340.8	114	10	1	0	0	0	2	0	127	126.3

Date: 03 November 2020, Tuesday



Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **03 November 2020, Tuesday**



Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	2	1							3	3	1	1							2	2
07:15	2								2	2			2						2	3
07:30	2								2	2									0	0
07:45	1								1	1									0	0
H/Total	7	1	0	0	0	0	0	0	8	8	1	1	2	0	0	0	0	0	4	5
08:00	6	1							7	7						1			1	2
08:15	4								4	4									0	0
08:30	2								2	2									0	0
08:45	6								6	6	5								5	5
H/Total	18	1	0	0	0	0	0	0	19	19	5	0	0	0	0	1	0	0	6	7
09:00	3								3	3	1								1	1
09:15				1					1	2.3	1								1	1
09:30	3								3	3									0	0
09:45	4	2	1						7	7.5	2	1							3	3
H/Total	10	2	1	1	0	0	0	0	14	15.8	4	1	0	0	0	0	0	0	5	5
Total	35	4	1	1	0	0	0	0	41	42.8	10	2	2	0	0	1	0	0	15	17

Time	B - C										B - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	7								7	7	2								3	2.2
16:15	3	1	1						5	5.5	4								4	4
16:30	1								1	1	2								2	2
16:45	4	3							7	7		1							1	1
H/Total	15	4	1	0	0	0	0	0	20	20.5	8	1	0	0	0	0	0	1	10	9.2
17:00	4								4	4									0	0
17:15	2	1							3	3	3	1							4	4
17:30	1	1							2	2	1	1							2	2
17:45	7	1							8	8	1								1	1
H/Total	14	3	0	0	0	0	0	0	17	17	5	2	0	0	0	0	0	0	7	7
18:00	2								2	2	1								1	1
18:15	3	1							4	4									0	0
18:30	8								8	8									0	0
18:45	2								2	2	1								1	1
H/Total	15	1	0	0	0	0	0	0	16	16	2	0	0	0	0	0	0	0	2	2
Total	44	8	1	0	0	0	0	0	53	53.5	15	3	0	0	0	0	0	1	19	18.2

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **03 November 2020, Tuesday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	68	21			1				90	91									0	0
07:15	105	30	3		1		2		141	142.3	1								1	1
07:30	116	31	1			1			149	150.5	1	1							2	2
07:45	99	38			1				138	139	1								1	1
H/Total	388	120	4	0	3	1	2	0	518	522.8	3	1	0	0	0	0	0	0	4	4
08:00	99	25	2		2	1			129	133									0	0
08:15	88	14	2		1				105	107	1								1	1
08:30	46	8	1	1			1		57	58.2									0	0
08:45	55	12	1						68	68.5	2	1							3	3
H/Total	288	59	6	1	3	1	1	0	359	366.7	3	1	0	0	0	0	0	0	4	4
09:00	82	16	2		2				102	105	2								2	2
09:15	109	15	3			1	1		129	130.9	3		1						4	4.5
09:30	88	15		1	2				106	109.3	1		1						2	2.5
09:45	96	11	1						108	108.5		1	1						2	2.5
H/Total	375	57	6	1	4	1	1	0	445	453.7	6	1	3	0	0	0	0	0	10	11.5
Total	1051	236	16	2	10	3	4	0	1322	1343.2	12	3	3	0	0	0	0	0	18	19.5

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	59	8	1		1				69	70.5	3								4	3.2
16:15	82	8	1	1	1				93	95.8	3							1	3	3
16:30	76	15	3		1	1	1		97	99.9	8								8	8
16:45	92	10					2	1	105	103	3								3	3
H/Total	309	41	5	1	3	1	3	1	364	369.2	17	0	0	0	0	0	0	1	18	17.2
17:00	90	12			2	1			105	108									0	0
17:15	80	6			2	1			89	92	2								2	2
17:30	80	10							90	90	2								2	2
17:45	102	8							110	110	2	1							3	3
H/Total	352	36	0	0	4	2	0	0	394	400	6	1	0	0	0	0	0	0	7	7
18:00	74	10	1		2				87	89.5	1								1	1
18:15	79	2			1				82	83	2								2	2
18:30	69	8					1		78	77.4	1								1	1
18:45	72	5						1	78	77.2	2	1							3	3
H/Total	294	25	1	0	3	0	1	1	325	327.1	6	1	0	0	0	0	0	0	7	7
Total	955	102	6	1	10	3	4	2	1083	1096.3	29	2	0	0	0	0	0	1	32	31.2

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **03 November 2020, Tuesday**



Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00									0	0		3							3	3
07:15									0	0	2	2							4	4
07:30									0	0									0	0
07:45									0	0	2	1							3	3
H/Total	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	10	10
08:00									0	0	2		1						3	3.5
08:15									0	0	1	1							2	2
08:30									0	0		1							1	1
08:45									0	0			1						1	1.5
H/Total	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	7	8
09:00									0	0	3		1						4	4.5
09:15									0	0		1							1	1
09:30									0	0		1							1	1
09:45									0	0	1	1							2	2
H/Total	0	0	0	0	0	0	0	0	0	0	4	3	1	0	0	0	0	0	8	8.5
Total	0	0	0	0	0	0	0	0	0	0	11	11	3	0	0	0	0	0	25	26.5

Time	C - C										C - D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00									0	0	3								3	3
16:15									0	0	2							1	3	2.2
16:30									0	0	6								6	6
16:45									0	0	4								4	4
H/Total	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	1	16	15.2
17:00									0	0	4	1							5	5
17:15									0	0	4								4	4
17:30									0	0	1	1							2	2
17:45									0	0	4								4	4
H/Total	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0	15	15
18:00									0	0	1								1	1
18:15									0	0	6								6	6
18:30									0	0									0	0
18:45									0	0	2								2	2
H/Total	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	9
Total	0	0	0	0	0	0	0	0	0	0	37	2	0	0	0	0	0	1	40	39.2

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **03 November 2020, Tuesday**



Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	8	1							9	9	4								4	4
07:15	7	3	2						12	13	2								2	2
07:30	12	2	1						15	15.5	2	1							3	3
07:45	7	2		1					10	11.3	1	1							2	2
H/Total	34	8	3	1	0	0	0	0	46	48.8	9	2	0	0	0	0	0	0	11	11
08:00	11					1			12	13	5								5	5
08:15	7	1							8	8	1								1	1
08:30	15	2	1						18	18.5			1						1	1.5
08:45	11	1							12	12	2								2	2
H/Total	44	4	1	0	0	1	0	0	50	51.5	8	0	1	0	0	0	0	0	9	9.5
09:00	3	2	1						6	6.5		1							1	1
09:15	5	1							6	6	1	1							2	2
09:30	9	1							10	10			1						1	1.5
09:45	8	1	1						10	10.5									0	0
H/Total	25	5	2	0	0	0	0	0	32	33	1	2	1	0	0	0	0	0	4	4.5
Total	103	17	6	1	0	1	0	0	128	133.3	18	4	2	0	0	0	0	0	24	25

Time	D - A										D - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	6								6	6	2								2	2
16:15	5								5	5			1						1	1.5
16:30	3								3	3	1								1	1
16:45	6	1							7	7	1	1							2	2
H/Total	20	1	0	0	0	0	0	0	21	21	4	1	1	0	0	0	0	0	6	6.5
17:00	2								2	2	1								1	1
17:15	6								6	6									0	0
17:30	4	1							5	5	1								1	1
17:45	3	1							4	4	1								1	1
H/Total	15	2	0	0	0	0	0	0	17	17	3	0	0	0	0	0	0	0	3	3
18:00	5						1		6	5.4									0	0
18:15	5								5	5	3								3	3
18:30	2								2	2	1								1	1
18:45	6								6	6	1								1	1
H/Total	18	0	0	0	0	0	1	0	19	18.4	5	0	0	0	0	0	0	0	5	5
Total	53	3	0	0	0	0	1	0	57	56.4	12	1	1	0	0	0	0	0	14	14.5

Date: **03 November 2020, Tuesday**

[illegible]

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **03 November 2020, Tuesday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	58	21	4	2	0	0	0	0	85	89.6	102	30	0	0	1	0	0	0	133	134
07:15	81	25	1	0	1	0	0	0	108	109.5	146	48	8	0	2	0	2	0	206	210.8
07:30	86	25	3	0	3	0	0	0	117	121.5	192	50	3	0	0	1	0	0	246	248.5
07:45	79	25	6	1	0	1	0	0	112	117.3	160	62	0	1	1	0	0	1	225	226.5
H/Total	304	96	14	3	4	1	0	0	422	437.9	600	190	11	1	4	1	2	1	810	819.8
08:00	101	17	3	0	2	2	0	0	125	130.5	166	35	2	0	2	2	1	0	208	212.4
08:15	100	21	4	0	0	0	0	0	125	127	163	30	4	1	1	0	0	0	199	203.3
08:30	107	19	5	0	2	2	0	1	136	141.7	130	19	2	1	1	0	1	0	154	156.7
08:45	115	22	0	0	2	0	0	0	139	141	159	21	3	0	0	2	0	0	185	188.5
H/Total	423	79	12	0	6	4	0	1	525	540.2	618	105	11	2	4	4	2	0	746	760.9
09:00	125	17	1	0	1	1	0	0	145	147.5	146	25	4	0	2	0	0	0	177	181
09:15	111	19	2	1	1	0	0	0	134	137.3	167	25	3	0	0	1	1	0	197	198.9
09:30	94	10	3	0	1	1	0	0	109	112.5	157	28	2	1	2	0	0	0	190	194.3
09:45	120	17	4	0	0	0	0	0	141	143	165	17	4	0	0	1	0	0	187	190
H/Total	450	63	10	1	3	2	0	0	529	540.3	635	95	13	1	4	2	1	0	751	764.2
Total	1177	238	36	4	13	7	0	1	1476	1518.4	1853	390	35	4	12	7	5	1	2307	2344.9

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	140	7	2	0	4	0	0	1	154	158.2	100	21	2	0	1	0	0	0	124	126
16:15	162	22	2	1	1	0	1	0	189	191.7	123	13	2	1	1	0	1	0	141	143.7
16:30	163	37	1	0	1	0	3	0	205	204.7	120	25	5	0	1	1	1	0	153	156.9
16:45	178	28	1	0	0	0	0	0	207	207.5	135	21	0	0	0	0	3	2	161	157.6
H/Total	643	94	6	1	6	0	4	1	755	762.1	478	80	9	1	3	1	5	2	579	584.2
17:00	182	24	0	0	0	0	0	0	206	206	139	19	1	0	2	2	0	0	163	167.5
17:15	162	25	0	1	2	0	2	0	192	194.1	119	10	2	0	2	1	0	0	134	138
17:30	170	22	0	0	2	0	0	0	194	196	122	17	0	0	1	0	0	0	140	141
17:45	199	21	3	0	1	0	2	0	226	227.3	147	12	1	0	0	0	0	0	160	160.5
H/Total	713	92	3	1	5	0	4	0	818	823.4	527	58	4	0	5	3	0	0	597	607
18:00	187	19	0	0	0	0	2	0	208	206.8	110	12	1	0	2	0	2	0	127	128.3
18:15	161	6	1	0	0	0	1	0	169	168.9	125	6	0	0	1	0	0	0	132	133
18:30	124	19	1	0	2	0	0	0	146	148.5	92	10	0	0	0	0	1	1	104	102.6
18:45	112	12	2	0	0	0	1	0	127	127.4	107	8	0	0	0	0	0	1	116	115.2
H/Total	584	56	4	0	2	0	4	0	650	651.6	434	36	1	0	3	0	3	2	479	479.1
Total	1940	242	13	2	13	0	12	1	2223	2237.1	1439	174	14	1	11	4	8	4	1655	1670.3

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **03 November 2020, Tuesday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	29	10	0	0	0	0	0	0	39	39	13	6	1	1	0	0	0	0	21	22.8
07:15	36	15	5	0	1	0	0	0	57	60.5	27	9	0	0	0	0	0	0	36	36
07:30	66	17	1	0	0	0	0	0	84	84.5	25	13	1	0	1	0	0	0	40	41.5
07:45	55	22	0	0	0	0	0	1	78	77.2	27	12	2	1	0	0	0	0	42	44.3
H/Total	186	64	6	0	1	0	0	1	258	261.2	92	40	4	2	1	0	0	0	139	144.6
08:00	62	11	0	0	0	1	1	0	75	75.4	33	6	1	0	0	0	0	0	40	40.5
08:15	72	15	2	1	0	0	0	0	90	92.3	36	11	2	0	0	0	0	0	49	50
08:30	71	9	0	0	1	0	0	0	81	82	25	9	2	0	0	0	0	0	36	37
08:45	104	8	2	0	0	2	0	0	116	119	52	8	0	0	0	0	0	0	60	60
H/Total	309	43	4	1	1	3	1	0	362	368.7	146	34	5	0	0	0	0	0	185	187.5
09:00	65	7	1	0	0	0	0	0	73	73.5	32	7	0	0	0	0	0	0	39	39
09:15	54	9	0	1	0	0	0	0	64	65.3	38	11	1	0	0	0	0	0	50	50.5
09:30	63	12	2	0	0	0	0	0	77	78	37	3	2	0	0	0	0	0	42	43
09:45	67	8	3	0	0	1	0	0	79	81.5	45	9	3	0	0	0	0	0	57	58.5
H/Total	249	36	6	1	0	1	0	0	293	298.3	152	30	6	0	0	0	0	0	188	191
Total	744	143	16	2	2	4	1	1	913	928.2	390	104	15	2	1	0	0	0	512	523.1

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	44	13	1	0	0	0	0	1	59	58.7	43	3	1	0	1	0	0	1	49	49.7
16:15	43	6	2	0	0	0	1	0	52	52.4	52	10	1	0	1	0	1	0	65	65.9
16:30	44	10	2	0	0	0	0	0	56	57	60	16	1	0	0	0	1	0	78	77.9
16:45	41	14	0	0	0	0	1	1	57	55.6	70	16	1	0	0	0	0	0	87	87.5
H/Total	172	43	5	0	0	0	2	2	224	223.7	225	45	4	0	2	0	2	1	279	281
17:00	51	7	1	0	0	1	0	0	60	61.5	70	8	0	0	0	0	0	0	78	78
17:15	38	6	2	0	0	0	0	0	46	47	59	10	0	1	0	0	1	0	71	71.7
17:30	40	8	0	0	1	0	0	0	49	50	65	13	0	0	1	0	0	0	79	80
17:45	50	4	1	0	0	0	0	0	55	55.5	83	9	2	0	0	0	0	0	94	95
H/Total	179	25	4	0	1	1	0	0	210	214	277	40	2	1	1	0	1	0	322	324.7
18:00	34	2	0	0	0	0	1	0	37	36.4	62	6	0	0	0	0	0	0	68	68
18:15	44	5	0	0	0	0	0	0	49	49	55	1	1	0	0	0	0	0	57	57.5
18:30	29	2	0	0	0	0	0	1	32	31.2	37	6	0	0	0	0	0	0	43	43
18:45	32	3	0	0	0	0	0	0	35	35	35	5	1	0	0	0	0	0	41	41.5
H/Total	139	12	0	0	0	0	1	1	153	151.6	189	18	2	0	0	0	0	0	209	210
Total	490	80	9	0	1	1	3	3	587	589.3	691	103	8	1	3	0	3	1	810	815.7

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **03 November 2020, Tuesday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	68	24	0	0	1	0	0	0	93	94	59	17	2	1	0	0	0	0	79	81.3
07:15	108	32	3	0	1	0	2	0	146	147.3	58	15	1	0	1	0	0	0	75	76.5
07:30	117	32	1	0	0	1	0	0	151	152.5	66	15	2	0	2	0	0	0	85	88
07:45	102	39	0	0	1	0	0	0	142	143	56	14	5	0	0	1	0	0	76	79.5
H/Total	395	127	4	0	3	1	2	0	532	536.8	239	61	10	1	3	1	0	0	315	325.3
08:00	101	25	3	0	2	1	0	0	132	136.5	77	12	1	0	2	2	0	0	94	98.5
08:15	90	15	2	0	1	0	0	0	108	110	69	9	2	0	0	0	0	0	80	81
08:30	46	9	1	1	0	0	1	0	58	59.2	84	9	3	0	2	2	0	1	101	105.7
08:45	57	13	2	0	0	0	0	0	72	73	70	12	0	0	2	0	0	0	84	86
H/Total	294	62	8	1	3	1	1	0	370	378.7	300	42	6	0	6	4	0	1	359	371.2
09:00	87	16	3	0	2	0	0	0	108	111.5	94	6	2	0	1	1	0	0	104	107
09:15	112	16	4	0	0	1	1	0	134	136.4	75	10	1	2	1	0	0	0	89	93.1
09:30	89	16	1	1	2	0	0	0	109	112.8	61	8	2	0	1	1	0	0	73	76
09:45	97	13	2	0	0	0	0	0	112	113	78	12	3	0	0	0	0	0	93	94.5
H/Total	385	61	10	1	4	1	1	0	463	473.7	308	36	8	2	3	2	0	0	359	370.6
Total	1074	250	22	2	10	3	4	0	1365	1389.2	847	139	24	3	12	7	0	1	1033	1067.1

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	65	8	1	0	1	0	0	1	76	76.7	96	3	1	0	3	0	0	1	104	106.7
16:15	87	8	1	1	1	0	0	1	99	101	107	12	2	1	0	0	0	0	122	124.3
16:30	90	15	3	0	1	1	1	0	111	113.9	105	21	0	0	1	0	2	0	129	128.8
16:45	99	10	0	0	0	0	2	1	112	110	117	13	0	0	0	0	0	0	130	130
H/Total	341	41	5	1	3	1	3	3	398	401.6	425	49	3	1	4	0	2	1	485	489.8
17:00	94	13	0	0	2	1	0	0	110	113	110	16	0	0	0	0	0	0	126	126
17:15	86	6	0	0	2	1	0	0	95	98	98	17	0	0	2	0	1	0	118	119.4
17:30	83	11	0	0	0	0	0	0	94	94	95	10	0	0	1	0	0	0	106	107
17:45	108	9	0	0	0	0	0	0	117	117	118	13	1	0	1	0	2	0	135	135.3
H/Total	371	39	0	0	4	2	0	0	416	422	421	56	1	0	4	0	3	0	485	487.7
18:00	76	10	1	0	2	0	0	0	89	91.5	118	13	0	0	0	0	0	0	131	131
18:15	87	2	0	0	1	0	0	0	90	91	106	6	0	0	0	0	1	0	113	112.4
18:30	70	8	0	0	0	0	1	0	79	78.4	91	12	1	0	2	0	0	0	106	108.5
18:45	76	6	0	0	0	0	0	1	83	82.2	77	8	1	0	0	0	1	0	87	86.9
H/Total	309	26	1	0	3	0	1	1	341	343.1	392	39	2	0	2	0	2	0	437	438.8
Total	1021	106	6	1	10	3	4	4	1155	1166.7	1238	144	6	1	10	0	7	1	1407	1416.3

Project Number: **TSP14673**

Project Name: **Uckfield**

Survey Type: **Manual Classified Turning Count**

Site No: **2**

Location: **New Town / Framfield Road / Bridge Farm Road**

Date: **03 November 2020, Tuesday**



Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	20	2	0	0	0	0	0	0	22	22	1	4	1	0	0	0	0	0	6	6.5
07:15	12	3	2	0	0	0	0	0	17	18	6	3	2	0	0	0	0	0	11	12
07:30	17	4	1	0	0	0	0	0	22	22.5	3	0	0	0	0	0	0	0	3	3
07:45	10	3	1	1	0	0	0	0	15	16.8	3	1	0	0	0	0	0	0	4	4
H/Total	59	12	4	1	0	0	0	0	76	79.3	13	8	3	0	0	0	0	0	24	25.5
08:00	17	0	0	0	0	1	0	0	18	19	5	0	2	0	0	1	0	0	8	10
08:15	9	1	0	0	0	0	0	0	10	10	3	2	0	0	0	0	0	0	5	5
08:30	19	2	2	0	0	0	0	0	23	24	4	2	1	0	0	0	0	0	7	7.5
08:45	14	2	0	0	0	0	0	0	16	16	9	4	1	0	0	0	0	0	14	14.5
H/Total	59	5	2	0	0	1	0	0	67	69	21	8	4	0	0	1	0	0	34	37
09:00	6	3	2	0	0	0	0	0	11	12	11	5	1	0	0	0	0	0	17	17.5
09:15	8	3	0	0	0	0	0	0	11	11	5	1	1	0	0	0	0	0	7	7.5
09:30	11	2	1	0	0	0	0	0	14	14.5	2	1	1	0	0	0	0	0	4	4.5
09:45	9	3	1	0	0	0	0	0	13	13.5	5	3	0	0	0	0	0	0	8	8
H/Total	34	11	4	0	0	0	0	0	49	51	23	10	3	0	0	0	0	0	36	37.5
Total	152	28	10	1	0	1	0	0	192	199.3	57	26	10	0	0	1	0	0	94	100

Time	From D										To D									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	9	0	0	0	0	0	0	0	9	9	19	1	0	0	0	0	0	1	21	20.2
16:15	7	0	1	0	0	0	0	0	8	8.5	17	1	1	0	0	0	0	1	20	19.7
16:30	5	0	0	0	0	0	0	0	5	5	17	0	0	0	0	0	0	0	17	17
16:45	11	2	0	0	0	0	0	0	13	13	7	4	0	0	0	0	0	0	11	11
H/Total	32	2	1	0	0	0	0	0	35	35.5	60	6	1	0	0	0	0	2	69	67.9
17:00	4	0	0	0	0	0	0	0	4	4	12	1	0	0	0	0	0	0	13	13
17:15	8	2	0	0	0	0	0	0	10	10	18	2	0	0	0	0	0	0	20	20
17:30	6	1	0	0	0	0	0	0	7	7	17	2	0	0	0	0	0	0	19	19
17:45	5	1	0	0	0	0	0	0	6	6	14	1	0	0	0	0	0	0	15	15
H/Total	23	4	0	0	0	0	0	0	27	27	61	6	0	0	0	0	0	0	67	67
18:00	7	1	0	0	0	0	1	0	9	8.4	14	1	0	0	0	0	2	0	17	15.8
18:15	11	1	0	0	0	0	0	0	12	12	17	1	0	0	0	0	0	0	18	18
18:30	3	0	0	0	0	0	0	0	3	3	6	1	0	0	0	0	0	0	7	7
18:45	7	0	0	0	0	0	0	0	7	7	8	0	0	0	0	0	0	0	8	8
H/Total	28	2	0	0	0	0	1	0	31	30.4	45	3	0	0	0	0	2	0	50	48.8
Total	83	8	1	0	0	0	1	0	93	92.9	166	15	1	0	0	0	2	2	186	183.7

Project Number: **TSP14673**
 Project Name: **Uckfield**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **New Town / Framfield Road / Bridge Farm Road**
 Date: **03 November 2020, Tuesday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	175	57	4	2	1	0	0	0	239	244.6
07:15	237	75	11	0	3	0	2	0	328	335.3
07:30	286	78	6	0	3	1	0	0	374	381
07:45	246	89	7	2	1	1	0	1	347	354.3
H/Total	944	299	28	4	8	2	2	1	1288	1315.2
08:00	281	53	6	0	4	5	1	0	350	361.4
08:15	271	52	8	1	1	0	0	0	333	339.3
08:30	243	39	8	1	3	2	1	1	298	306.9
08:45	290	45	4	0	2	2	0	0	343	349
H/Total	1085	189	26	2	10	9	2	1	1324	1356.6
09:00	283	43	7	0	3	1	0	0	337	344.5
09:15	285	47	6	2	1	1	1	0	343	350
09:30	257	40	7	1	3	1	0	0	309	317.8
09:45	293	41	10	0	0	1	0	0	345	351
H/Total	1118	171	30	3	7	4	1	0	1334	1363.3
Total	3147	659	84	9	25	15	5	2	3946	4035.1

Peak Hours	Totals
07:00 08:00	1288
07:15 08:15	1399
07:30 08:30	1404
07:45 08:45	1328

08:00 09:00	1324
08:15 09:15	1311
08:30 09:30	1321
08:45 09:45	1332

09:00 10:00	1334
-------------	------

Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:00	258	28	4	0	5	0	0	3	298	302.6
16:15	299	36	6	2	2	0	2	1	348	353.6
16:30	302	62	6	0	2	1	4	0	377	380.6
16:45	329	54	1	0	0	0	3	2	389	386.1
H/Total	1188	180	17	2	9	1	9	6	1412	1422.9
17:00	331	44	1	0	2	2	0	0	380	384.5
17:15	294	39	2	1	4	1	2	0	343	349.1
17:30	299	42	0	0	3	0	0	0	344	347
17:45	362	35	4	0	1	0	2	0	404	405.8
H/Total	1286	160	7	1	10	3	4	0	1471	1486.4
18:00	304	32	1	0	2	0	4	0	343	343.1
18:15	303	14	1	0	1	0	1	0	320	320.9
18:30	226	29	1	0	2	0	1	1	260	261.1
18:45	227	21	2	0	0	0	1	1	252	251.6
H/Total	1060	96	5	0	5	0	7	2	1175	1176.7
Total	3534	436	29	3	24	4	20	8	4058	4086

Peak Hours	Totals
16:00 17:00	1412
16:15 17:15	1494
16:30 17:30	1489
16:45 17:45	1456

17:00 18:00	1471
17:15 18:15	1434
17:30 18:30	1411
17:45 18:45	1327

18:00 19:00	1175
-------------	------

High Street Southbound										High Street Northbound										Bell Lane										
Time	Lane 1					Lane 2					Time	Lane 1					Comments	Lane 2					Comments	Time	Lane 1					
	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)			Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)	
Wednesday - AM																														
08:00	5			5		8			8		08:00	8	1		9.5			13			13			08:00	11			11		
08:05	3			3		1			1		08:05	4			4			16			18			08:05	3		1	5		
08:10	5			5		3			3		08:10	5			5			17	1		18.5			08:10	12		1	14		
08:15	7			7		5			5		08:15	7			7			21			21			08:15	10			10		
08:20	12	1		13.5		3			3		08:20	9	1		10.5			13.5	1		13.5			08:20	15			15		
08:25	3			7		3			3		08:25	11			11			16			16			08:25	15			11		
08:30	20	1		21.5	11	6			8	7	08:30	10			11			11			11			08:30	11		1	13	12	
08:35	8			8		4			4		08:35	7			7			17		1	19			08:35	15			15		
08:40	18			18		5			5		08:40	10			10			21			21			08:40	11		2	15		
08:45	19			19		7			7		08:45	13			13			17		1	19			08:45	17			17		
08:50	23			23		9			9		08:50	11			11			20			20			08:50	6		1	8		
08:55	6			6		6			8		08:55	9	1		10.5			10			10			08:55	12	1	1	15.5		
Wednesday - PM																														
17:00	9			9		3			3		17:00	3			3			16		1	18			17:00	16			16		
17:05	13			13		2			2		17:05	9			9			14	2		17			17:05	16		1	17		
17:10	16			16		8			8		17:10	4			4			16			16			17:10	10			17		
17:15	9			9		7		1	7		17:15	6	1		8			16			17			17:15	15		1	1		
17:20	11			11		9			9		17:20	7			7			21			21			17:20	14	1		15.5		
17:25	5			5		5			5		17:25	5			5			11		1	13			17:25	12			12		
17:30	10			10		3			3		17:30	7			7			8			8			17:30	11	1	1	14.5	16	
17:35	14			14		9			9		17:35	4			4			16		2	20			17:35	16			16		
17:40	12			12		12	1		13.5		17:40	10			10			12	1		13.5			17:40	14		1	16		
17:45	8			8		4			4		17:45	8			8			11			1			17:45	16			16		
17:50	9			9		4			4		17:50	8			8			20			20			17:50	11		2	15		
17:55	7			7		5			5		17:55	6	1		7.5			12			12			17:55	15			15		
Thursday - AM																														
08:00	8			8		3			3		08:00	9			9			12	1		13.5			08:00	12			12		
08:05	7			7		3	1		4.5		08:05	7			7			7			7			08:05	8			8		
08:10	7			7		1			1		08:10	7			7			9			9			08:10	8		1	10		
08:15	7			7		6			6		08:15	5		1	7			18			18			08:15	5			5		
08:20	10			3		5			5		08:20	16			16			15			15			08:20	13			13		
08:25	3			3		5			5		08:25	10			10			18			18			08:25	13		1	13		
08:30	6	1		7.5	9	8	10		12	7	08:30	8			8		1	24		1	26	15		Q up to S2	10			13	12	
08:35	15			15		10		1	12		08:35	7			7			20		1	1			Q up to S2	08:35	12		12		
08:40	10			10		5			5		08:40	9		1	11			12			12			08:40	11		1	13		
08:45	17			17		5	1	2	10.5		08:45	8			8			11		1	13			08:45	14			14		
08:50	6	10		2		5	1	2	5.5		08:50	11			11			17			17			08:50	14		1	14		
08:55	9			9		4	1		5.5		08:55	9			9			10			10			08:55	12			12		
Thursday - PM																														
17:00	16			16		4			4		17:00	7			7			10		1	12			17:00	16			16		
17:05	17			17		4			4		17:05	8			8			23	1		24.5			17:05	17			17		
17:10	17			17		4			4		17:10	4			4			14			14			17:10	15			15		
17:15	10			10		5			5		17:15	6	1		8			22			22			17:15	15			16		
17:20	12			12		5		1	7		17:20	7			7			19			19			17:20	16			16		
17:25	18			18		7			7		17:25	5		1	7			12			12			17:25	17			17		
17:30	18			18	14	4			4		17:30	8			8			20			20			17:30	15			17		
17:35	13			13		6			6		17:35	6			6			21			21			17:35	16		1	16	16	
17:40	12			12		4	1		4		17:40	4		1	6.5			23		1	21			17:40	18			18		
17:45	10			10		5			5		17:45	4			4			8			8			17:45	17			17		
17:50	15			15		7			7		17:50	3			3			13	1		14.5			17:50	15			15		
17:55	15			15		6			6		17:55	6			6			9			9			17:55	15			15		
Friday - AM																														
08:00	5			5		2			2		08:00	11			11			7			7			08:00	8			8		
08:05	5			4		5			4		08:05	10			10			5			5			08:05	6			6		
08:10	6			6		4			2		08:10	6			6			20			20			08:10	8		1	10		
08:15	6			6		4			4		08:15	7			7			16			16			08:15	11			11		
08:20	8			8		9			9		08:20	10			10			18			18			08:20	8		1	9.5		
08:25	8			12		8			8	7	08:25	7	1		8.5			10			10			08:25	13			13		
08:30	12			12		9	12	1	10		08:30	9		1	11			15			15			08:30	14			14		
08:35	17			17		10			10		08:35	7			7			21		1	23			Q up to S2	08:35	14		13		
08:40	13			13		4			4		08:40	8	3		12.5			11			11			08:40	10	1	2	15.5		
08:45	12			12		9		1	11		08:45	9	1		10.5			7			7			08:45	13			15		
08:50	20		2	24		9			10.5		08:50	11	1		12.5			6			6			08:50	12	1	1	13.5		
08:55	23		1	25		10			10		08:55	8			8			22			22			Q up to S2	08:55	14			14	
Friday - PM																														
17:00	10			10		9	1		10.5		17:00	7	1		8.5			15			15			17:00	16			16		
17:05	9			9		7			8.5		17:05	5			5			9			9			17:05	17			17		
17:10	11			11		8			8		17:10	7			7			21		1	22.5			17:10	15			15		
17:15	9			9		4			4		17:15	13		1	15			8			8			17:15	15			15		
17:20	13			13		7			7		17:20	9			9			9			9			17:20	16			16		
17:25	15	1		16.5	12	6			6		17:25	5	1		6.5			11			11			17:25	14			14		
17:30	14			14		5			5		17:30	5			5			22			22			17:30	14		1	16		
17:35	12			12		8			8		17:35	4			4			25			25			Q up to S2	17:35	13		1	15	
17:40	10			10		2			2		17:40	20			20			22		1	22			Q up to S2	17:40	16			16	
17:45	9			9		2																								

Site 1			
5-day Average Q Length			
Arm		AM	PM
High Street (Southbound)	Lane 1	12	16
	Lane 2	8	6
High Street (Northbound)	Lane 1	9	7
	Lane 2	18	17
Bell Lane		13	16

High Street Southbound												Framfield Road						New Town						Bridge Farm Road					
Time	Lane 1					Lane 2					Comments	Time	Lane 1					Time	Lane 1					Time	Lane 1				
	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)	Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)			Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)		Car/ Lgv	Ogv 1	Ogv 2/ Bus	PCU	Average Q (PCU)
Wednesday - AM																													
08:00	4			4		9			9			08:00	3	1		4.5		08:00	15			15		08:00	2			2	
08:05	1			1		11		1	13			08:05	8			8		08:05	18			20		08:05	4			4	
08:10	1			1		6			6			08:10	9			9		08:10	10		1	10		08:10	1			1	
08:15	3	1		4.5		12			12			08:15	22	3		26.5		08:15	21			21		08:15	1		1	3	
08:20	2			2		22	1		23.5		Q up to S1	08:20	20	2		23		08:20	29			29		08:20	3			3	
08:25	1			1	3	17			17			08:25	16			16		08:25	30			30		08:25	1			1	3
08:30	4			4		22		1	23.5		Q up to S1	08:30	8			8		08:30	19	1	1	22.5	19	08:30	4			4	
08:35	9			9		14			16			08:35	13		1	15		08:35	17			17		08:35	3			3	
08:40	4			4		19			21		Q up to S1	08:40	11			13		08:40	14	1		15.5		08:40	4			4	
08:45	1			1		19			19		Q up to S1	08:45	13			13		08:45	14			14		08:45	3			3	
08:50	4			4		22	1	1	25.5		Q up to S1	08:50	13		1	15		08:50	12	1		13.5		08:50	2			2	
08:55	4			4		23		1	25		Q up to S1	08:55	8			8		08:55	25			25		08:55	2			0	
Wednesday - PM																													
17:00	4			4		13			13			17:00	9			9		17:00	13			13		17:00	1			1	
17:05	2			2		21			21		Q up to S1	17:05	11			11		17:05	9			9		17:05	1			1	
17:10	4			4		20	1		21.5		Q up to S1	17:10	11			11		17:10	12			14		17:10	1			1	
17:15	5			5		12		1	14			17:15	4			4		17:15	8		1	8		17:15	2			2	
17:20	5			5		11			11			17:20	14			8		17:20	8			8		17:20	1			1	
17:25	4			4	4	9			9			17:25	9			9		17:25	13			13		17:25	2			2	
17:30	4			4	4	24	1	1	27.5		Q up to S1	17:30	9		1	11		17:30	9			9		17:30	4			4	2
17:35	4	1		5.5		16			16			17:35	6			6		17:35	7			7		17:35	2			2	
17:40	4			4		13			13			17:40	9			9		17:40	9			9		17:40	1			1	
17:45	6			6		28			28		Q up to S1	17:45	9			7		17:45	15			15		17:45	1			1	
17:50	3			3		13			13			17:50	4			4		17:50	7		1	9		17:50	2			2	
17:55	4			4		14			14			17:55	3	1		4.5		17:55	9		1	11		17:55	2			2	
Thursday - AM																													
08:00	2			2		8			8			08:00	6	2		9		08:00	15			15		08:00	2			2	
08:05	4			4		7			7			08:05	6			6		08:05	14			14		08:05	5			5	
08:10	2			2		5		1	5			08:10	7			7		08:10	12			12		08:10	2			2	
08:15	2			2		7			7			08:15	15	1		16.5		08:15	23			23		08:15	4			4	
08:20	3			3		9			9			08:20	14			14		08:20	25			25		08:20	3			3	
08:25	3			3		11			11			08:25	14			11		08:25	15			15		08:25	3			3	3
08:30	2			2	3	27			27		Q up to S1	08:30	18			18		08:30	13			13		08:30	3			3	
08:35	6			6		17			17		Q up to S1	08:35	11			11		08:35	13			13		08:35	5			5	
08:40	2			2		11		1	13			08:40	5		1	7		08:40	16		1	18		08:40	3			3	
08:45	4			4		5			5			08:45	9			9		08:45	8			8		08:45	3			3	
08:50	1			1		15		1	17			08:50	6			6		08:50	10			10		08:50	6			6	
08:55	3			3		18			18		Q up to S1	08:55	14			14		08:55	18			18		08:55	1			1	
Thursday - PM																													
17:00	6			6		13			13			17:00	8			8		17:00	8		1	10		17:00	2			2	
17:05	2			2		14			14			17:05	9			9		17:05	12		1	14		17:05	1			1	
17:10	5			5		7			7			17:10	7			7		17:10	6			6		17:10	2			2	
17:15	4			4		18			18			17:15	13			13		17:15	10			10		17:15	2			2	
17:20	4			4		20			20		Q up to S1	17:20	15			15		17:20	7			7		17:20	2			2	
17:25	5			5	4	18	1		19.5			17:25	7			7		17:25	7			7		17:25	3			3	
17:30	4			4		23		1	25		Q up to S1	17:30	7			7	8	17:30	14			14		17:30	4			4	2
17:35	4			4		21			21		Q up to S1	17:35	5			5		17:35	9		1	11		17:35	2			2	
17:40	5		1	7		20			20			17:40	6			6		17:40	10			10		17:40	1			1	
17:45	5			5		12			12			17:45	4			4		17:45	14			14		17:45	3			3	
17:50	3	1		4.5		21		1	23		Q up to S1	17:50	7			7		17:50	6			6		17:50	3			3	
17:55	3			3		25			25		Q up to S1	17:55	7			7		17:55	7		1	9		17:55	1			1	
Friday - AM																													
08:00	1			1		8	1		9.5			08:00	5			5		08:00	11			11		08:00	4			4	
08:05	1			1		10		1	12			08:05	5			5		08:05	5			5		08:05	2			2	
08:10	4			4		6.5			6.5			08:10	2		1	4		08:10	10			10		08:10	1	1		1.5	
08:15	2			2		10			10			08:15	10			10		08:15	10			10		08:15	3		1	5	
08:20	3			3		16			16			08:20	17			17		08:20	17			17		08:20	2			2	
08:25	4			4	3	16		1	18			08:25	15			15		08:25	17		1	18.5		08:25	1			1	3
08:30	2			2		13			13			08:30	12		1	15.5	11	08:30	14		1	16	13	08:30	8			8	
08:35	4			4		20			20			08:35	15		1	17		08:35	8			8		08:35	7			7	
08:40	6			6		19			19			08:40	10		1	11.5		08:40	5	2		8		08:40	1			1	
08:45	1			1		21		1	23			08:45	7		1	9		08:45	14			14		08:45	2			2	
08:50	1			1		26			27.5			08:50	11			11		08:50	21	1		22.5		08:50	2			2	
08:55	5			5		21	1	1	23		Q up to S1	08:55	12			12		08:55	20		</								

APPENDIX 6



Location: Uckfield

Accidents between 2018 and 2020

Summary of Accidents

Year	No	%
2018	4	57.1
2019	2	28.6
2020	1	14.3
Total	7	100.0%

Month	No	%
Jan		
Feb	2	28.6
Mar	1	14.3
Apr	1	14.3
May		
Jun		
Jul	1	14.3
Aug	1	14.3
Sept	1	14.3
Oct		
Nov		
Dec		
Total	7	100.0%

Day	No	%
Mon	3	42.9
Tues	1	14.3
Wed	1	14.3
Thur		
Fri		
Sat	1	14.3
Sun	1	14.3
Total	7	100.0%

Hour Starting	No	%
00:00		
01:00		
02:00		
03:00		
04:00		
05:00		
06:00		
07:00		
08:00	1	14.3
09:00		
10:00		
11:00	1	14.3
12:00	1	14.3
13:00		
14:00	1	14.3
15:00	2	28.6
16:00		
17:00		
18:00		
19:00	1	14.3
20:00		
21:00		
22:00		
23:00		
Total	7	100.0%

Severity	No	%
Fatal		
Serious	2	28.6
Slight	5	71.4
Total	7	100.0%

Light Conditions	No	%
Light	6	85.7
Dark/Lit		
Dark/unlit	1	14.3
Total	7	100.0%

Road Surface	No	%
Wet	3	42.9
Dry	4	57.1
Ice/Snow		
Other		
Total	7	100.0%

Casualties	No	%
Car Driver	3	50
Car Passenger		
M/C		
P/C		
Ped	3	50
HGV		
LGV		
PSV		
Other		
Total	6	100.0%

Manoeuvre	No	%
Front impact	2	33.3
Rear impact	1	16.7
Lost control		
Failed to G/W		
Side Swipe		
Right turn		
Reversing		
Other	3	50
Total	6	100.0%



crashmap.co.uk

Validated Data

Crash Date: Saturday, February 24, 2018 **Time of Crash:** 7:32:00 PM **Crash Reference:** 2018471801140

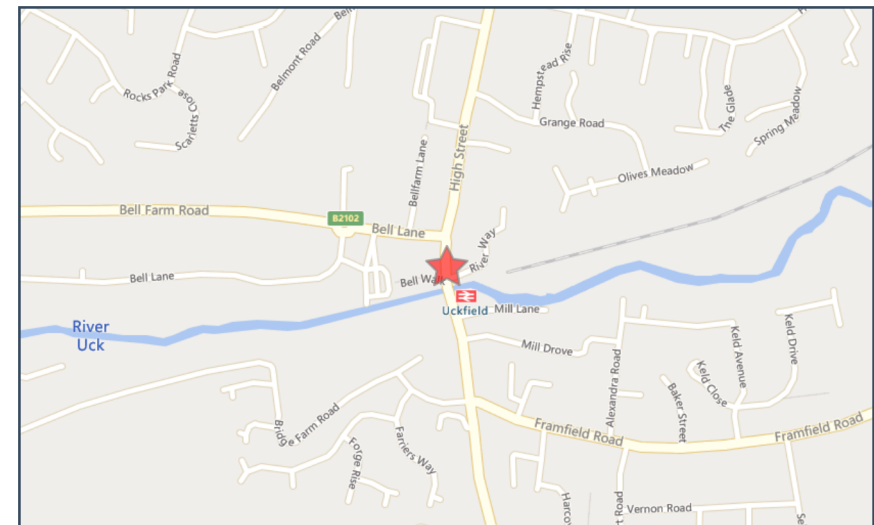
Highest Injury Severity: Slight
Highway Authority: East Sussex
Local Authority: Wealden District
Weather Description: Unknown
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lighting unknown
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B2102

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 547265 120940



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	16	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	16	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

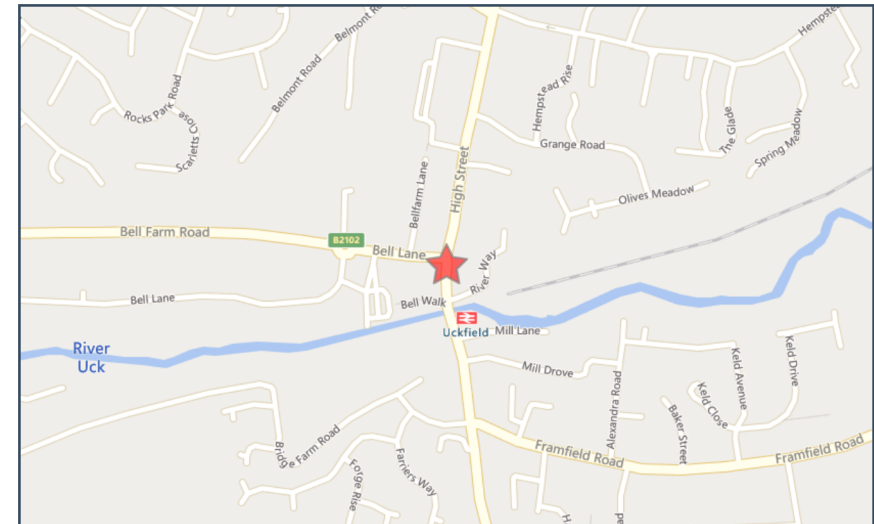


crashmap.co.uk

Validated Data

Crash Date: Wednesday, March 07, 2018 **Time of Crash:** 2:15:00 PM **Crash Reference:** 2018471801311

Highest Injury Severity:	Serious	Road Number:	B2102	Number of Casualties:	1
Highway Authority:	East Sussex	Number of Vehicles:	1	OS Grid Reference:	547262 120976
Local Authority:	Wealden District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	46 - 55	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

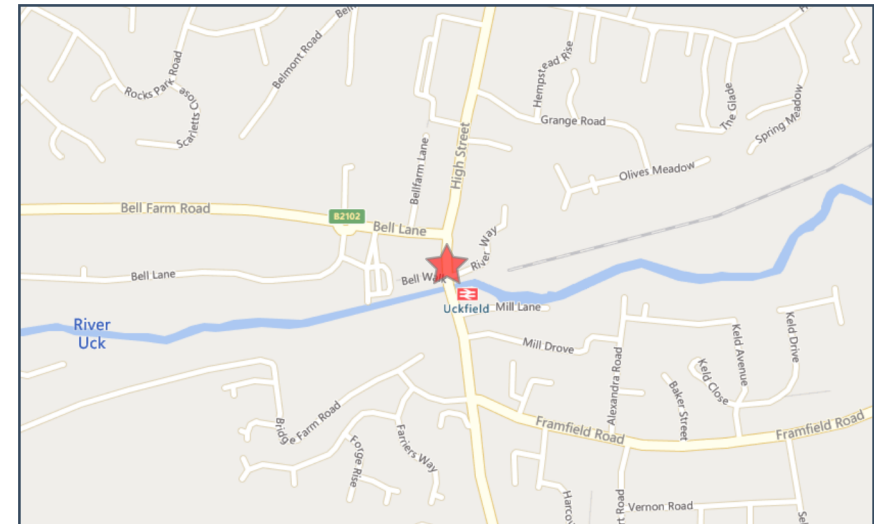
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Monday, July 02, 2018 **Time of Crash:** 3:05:00 PM **Crash Reference:** 2018471803665

Highest Injury Severity:	Slight	Road Number:	B2102	Number of Casualties:	1
Highway Authority:	East Sussex			Number of Vehicles:	1
Local Authority:	Wealden District			OS Grid Reference:	547262 120950
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	11 - 15	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's offside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

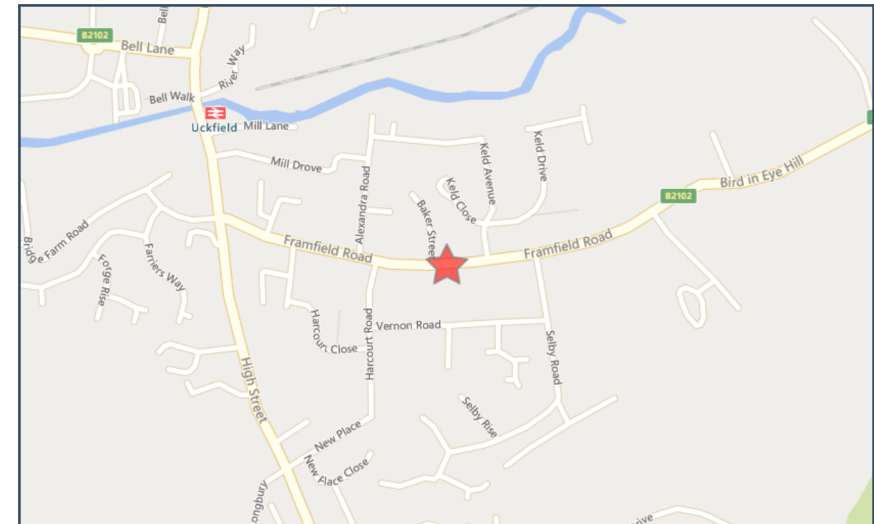


crashmap.co.uk

Validated Data

Crash Date: Sunday, September 30, 2018 **Time of Crash:** 3:26:00 PM **Crash Reference:** 2018471805400

Highest Injury Severity:	Slight	Road Number:	B2102	Number of Casualties:	1
Highway Authority:	East Sussex	Number of Vehicles:	2	OS Grid Reference:	547641 120693
Local Authority:	Wealden District				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	12	Male	21 - 25	Vehicle is in the act of turning right	Offside	Other	None	Wall or fence
2	Car (excluding private hire)	11	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Monday, August 12, 2019

Time of Crash: 11:45:00 AM

Crash Reference: 2019470867353

Highest Injury Severity: Slight

Road Number: B2102

Number of Casualties: 1

Highway Authority: East Sussex

Number of Vehicles: 2

Local Authority: Wealden District

OS Grid Reference: 548725 120986

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

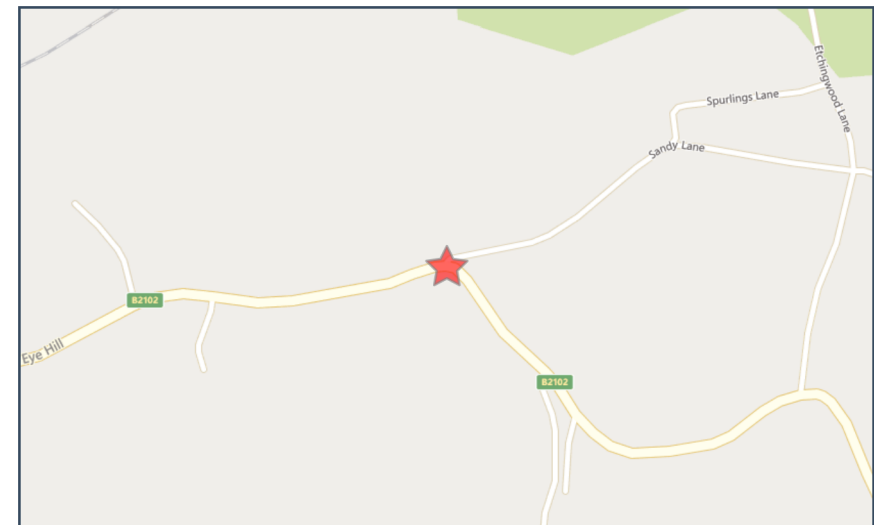
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	-1	Male	56 - 65	Vehicle is moving off	Offside	Journey as part of work	None	None
2	Car (excluding private hire)	10	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date: Tuesday, April 02, 2019

Time of Crash: 12:15:00 PM

Crash Reference: 2019471901747

Highest Injury Severity: Serious

Road Number: U0

Number of Casualties: 1

Highway Authority: East Sussex

Number of Vehicles: 1

Local Authority: Wealden District

OS Grid Reference: 547267 120999

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 20

Light Conditions: Daylight: regardless of presence of streetlights

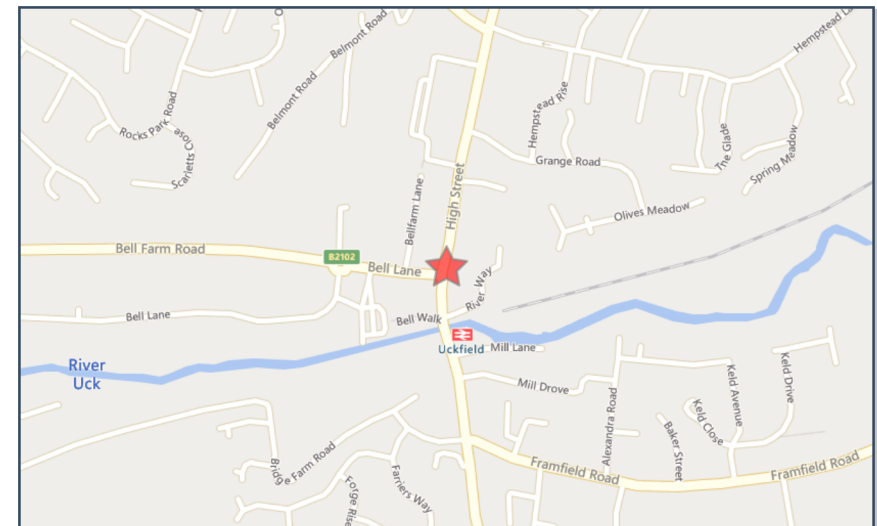
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	56 - 65	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Provisional Data does not include vehicle and casualty records

Crash Date: Monday, February 03, 2020

Time of Crash: 8:35:00 AM

Crash Reference: 2020470926642

Highest Injury Severity: Slight

Road Number: B2102

Number of Casualties: 1

Highway Authority: East Sussex

Number of Vehicles: 2

Local Authority: Wealden District

OS Grid Reference: 547305 120760

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

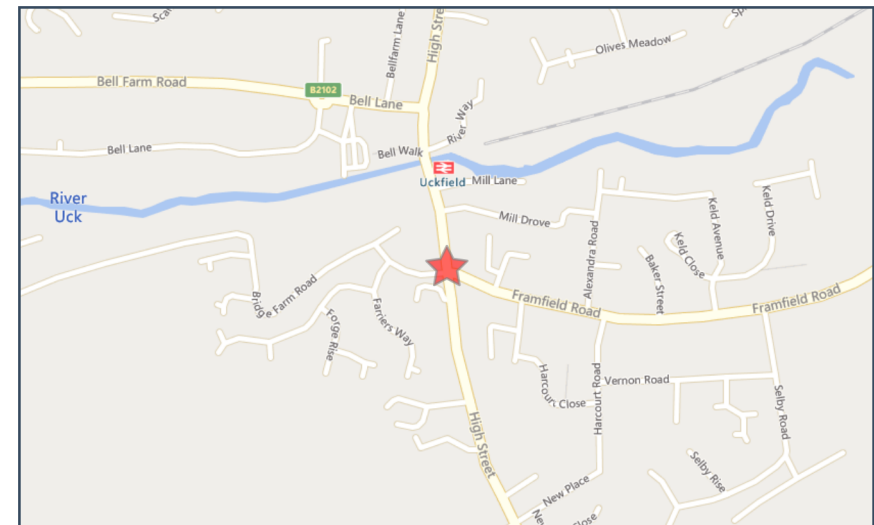
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Road Type: Single carriageway

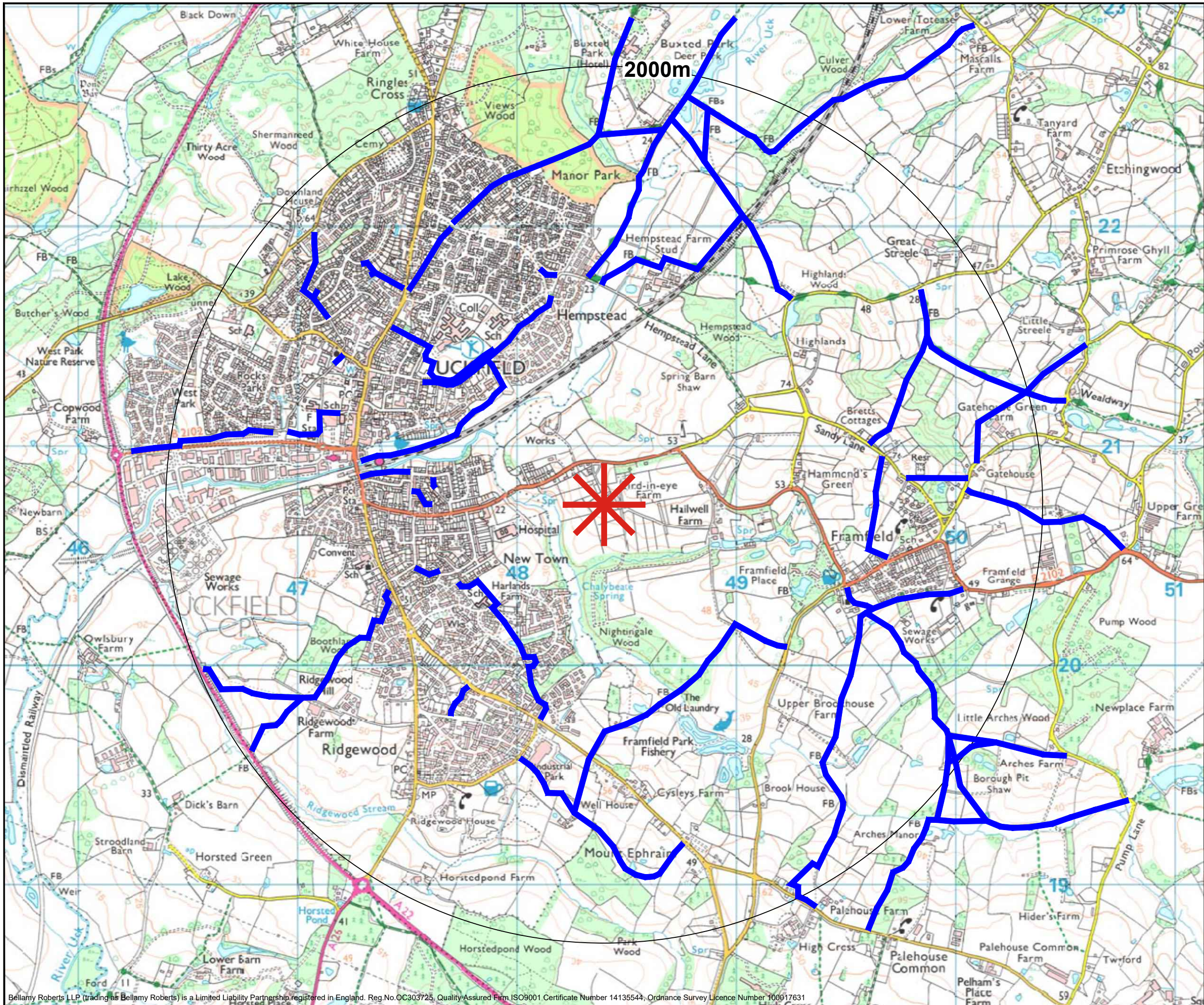
Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX 7



Key

Public Right of Way

Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT

Croudace Homes Ltd.

PROJECT

Bird in Eye, Uckfield

TITLE

Public Rights of Way

DRAWN BY

ARM

DATE

05/07/19

SCALE

NTS @ A3

DESIGN BY

-

DRAWING No.

5330 / 304

CHK BY

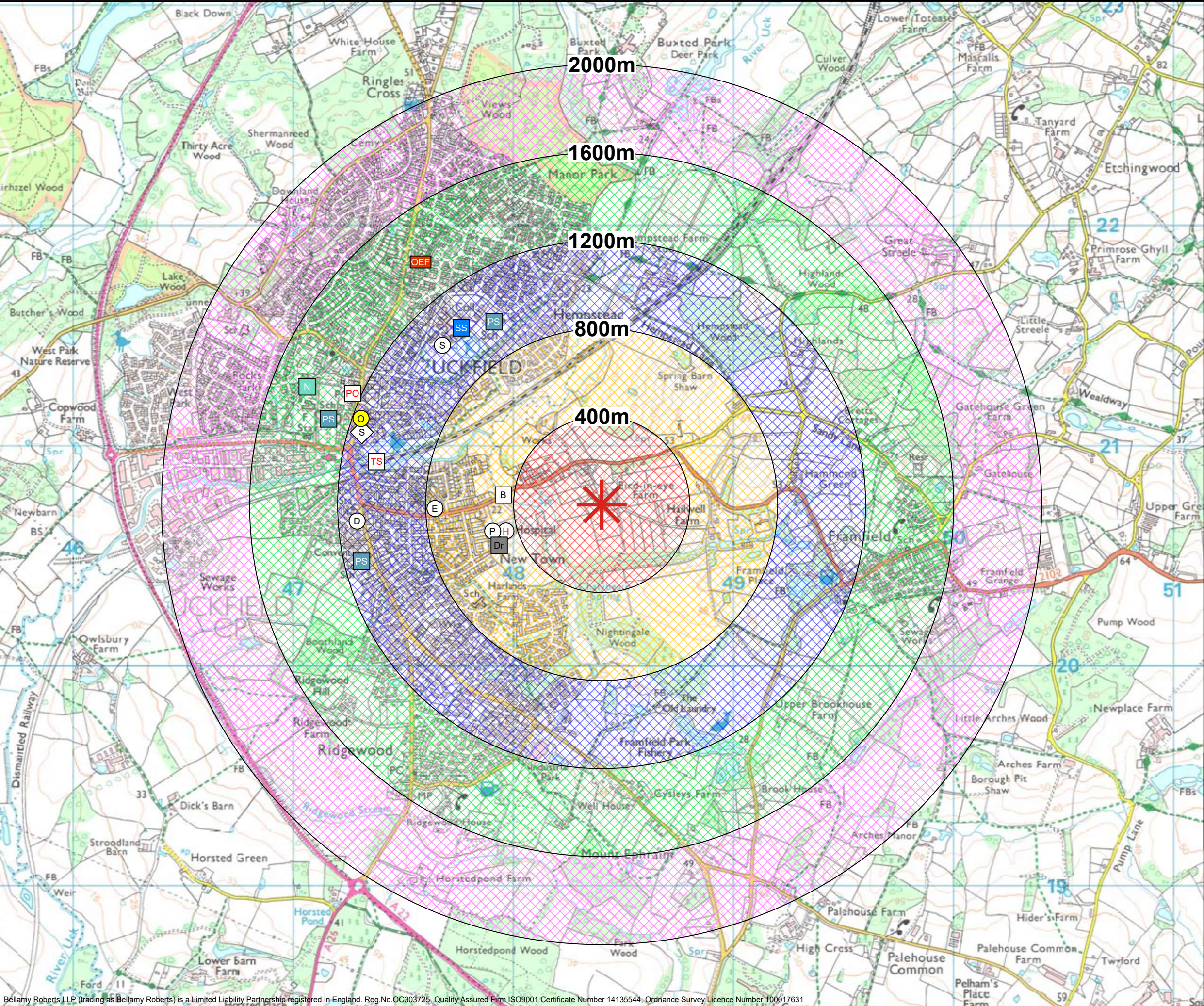
ITR

REV No.

B

Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg.No.OC303725, Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number 100017631

APPENDIX 8



Notes

 Site Location

Walking Isochrones

 0m - 400m

 400m - 800m

 800m - 1.2km

 1.2km - 1.6km

 1.6km - 2km

Facilities

 Dentist

 Doctor

 Optician

 Pharmacy

 Sport and Fitness

 Hospital

 Post Office

 Places to Eat/Drink
(Pubs, Restaurants etc.)

 Nursery

 Primary School

 Secondary School

 Other Educational Facility

 Shops/Supermarkets

 Train Station

 Bus Stop



Bellamy Roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT

Croudace Homes Ltd.

PROJECT

Bird in Eye, Uckfield

TITLE

Pedestrian Isochrone

DRAWN BY

ARM

DESIGN BY

-

CHK BY

ITR

DATE

05/07/19

DRAWING No.

5330 / 302

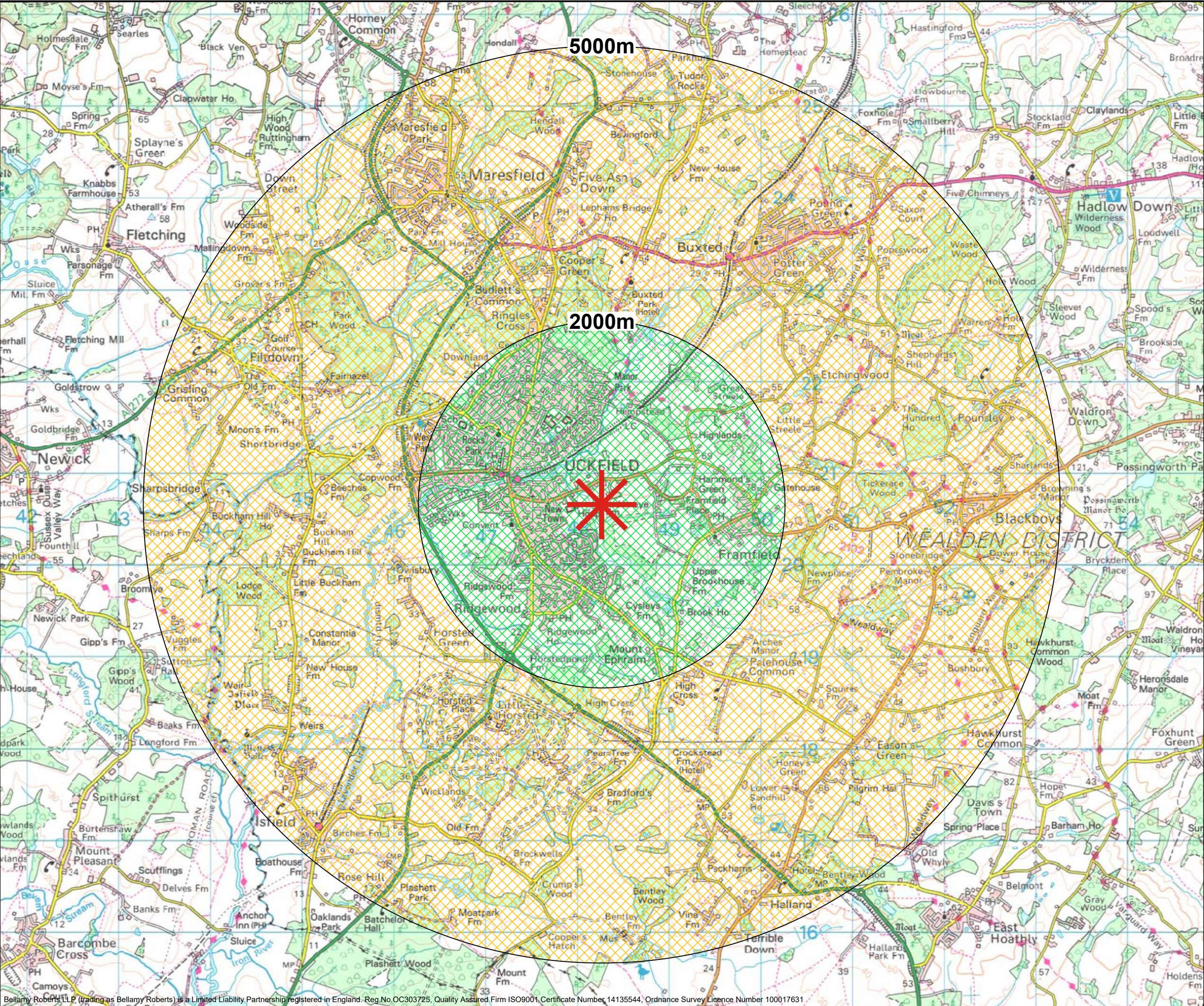
SCALE

NTS @ A3

REV No.

C

Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg.No.OC303725, Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number 100017631



Notes

Cycling Isochrones

0 - 2km

2 - 5km



Bellamy Roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Cycle Isochrone

DRAWN BY
ARM

DESIGN BY
-

CHK BY
ITR

DATE
05/07/19

DRAWING No.

5330 / 303

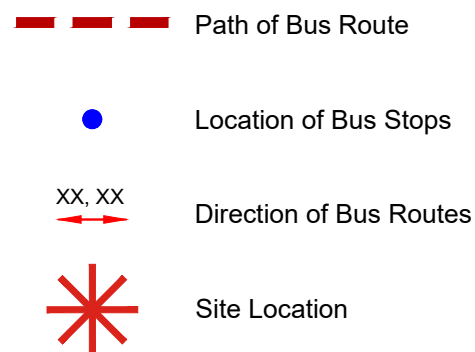
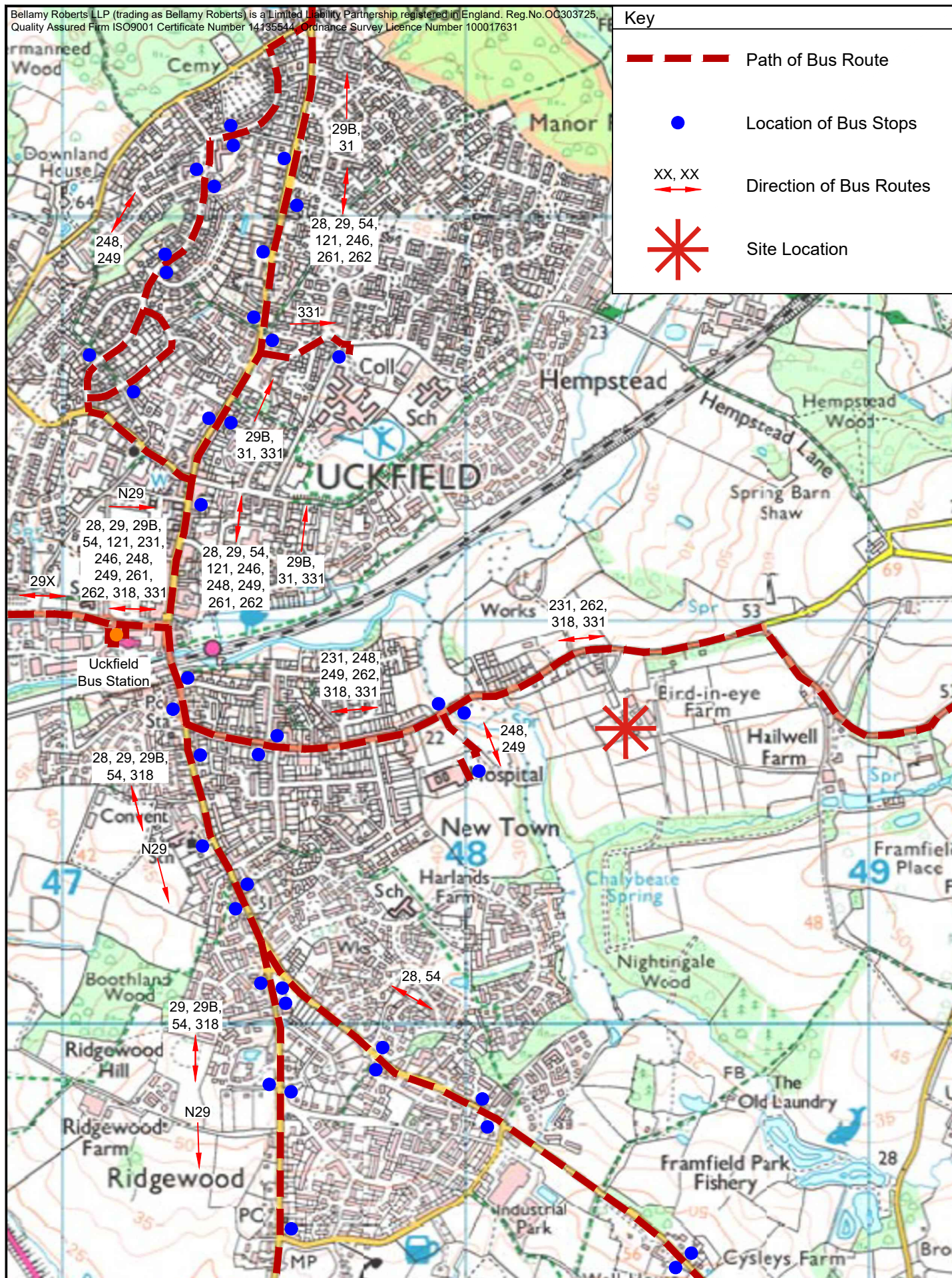
REV No.

B

SCALE
NTS @ A3

APPENDIX 9

Key



PROJECT
Bird in Eye, Uckfield

TITLE
Map of Bus Routes



Bellamy Roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

DATE	03/10/19	DRAWN BY	ARM
SCALE		CHECKED BY	

SCALE	1:50,000 @ A4	CHK BY	ITR
-------	---------------	--------	-----

CLIENT **Croudace Homes Ltd.**

DRAWING No.	REV No.
-------------	---------

5330 / 305

C

APPENDIX 10

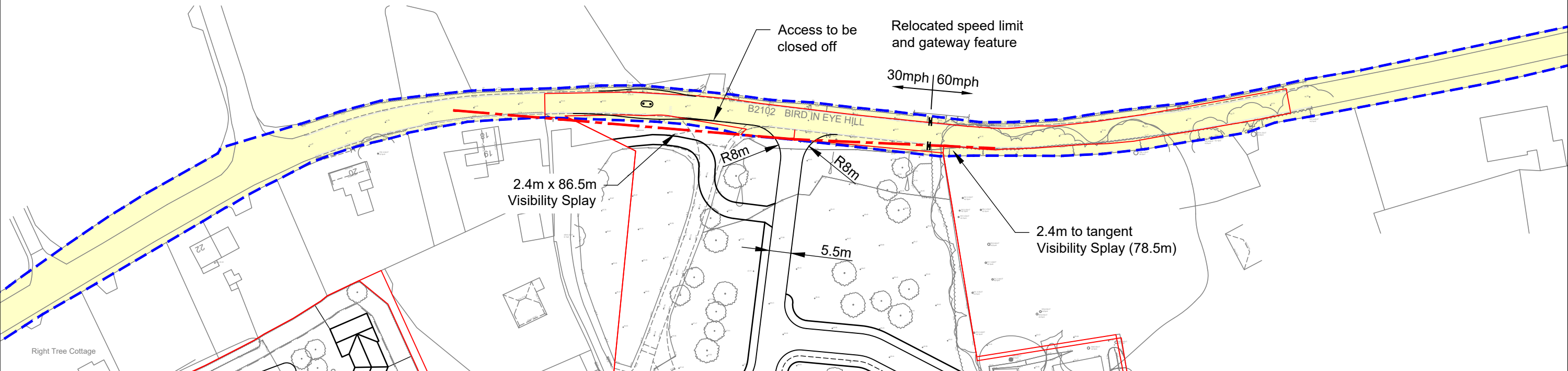


MfS

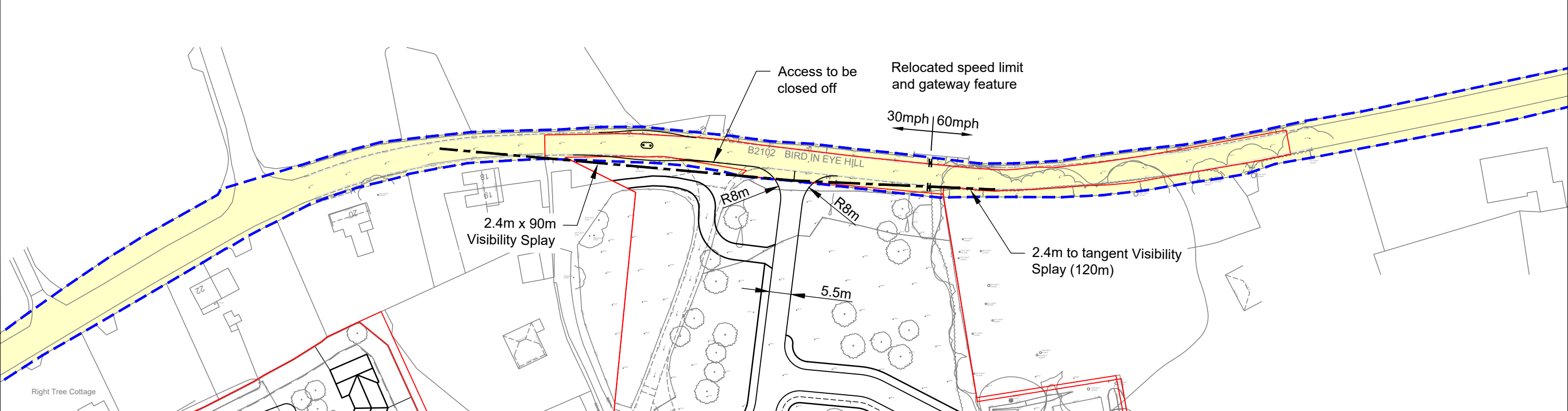
Key

Adopted Highway Boundary

Site Boundary



DMRB



42.4mph
Eastbound
→

45.9mph
Westbound
←

Design speeds as
per speed survey

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Architects Site Plan Added	ARM	17/04/20	MT
B	Visibility splays amended	JCB	06/04/21	MT
C	Minor amendments on plan	JCB	06/04/21	MT
D	Minor amendments on plan	JCB	08/04/21	MT
E	Site Layout Updated	ARM	12/04/21	MT
F	DMRB Visibility Updated	ARM	27/04/21	MT



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.	DATE	24/03/20
PROJECT	Bird in Eye, Uckfield	DESIGN BY	MT
TITLE	Proposed Access	DRAWN BY	ARM
		CHECKED BY	MT
DRAWING No.	5330 / 006	SCALE	1:1,000 @ A3
		REV No.	F



Clover House
Western Lane
Odiham
Hampshire
RG29 1TU
Tel: 01256 703355



Reg No OC303725. Registered Office: Clover House, Western Lane, Odiham, Hampshire RG29 1TU

Partner:
IT Roberts MCIHT
Associate Partner:
MJ Twinberrow BEng
Consultant:
GD Bellamy BSc CEng MICE

Bellamy Roberts LLP (trading as
Bellamy Roberts) is a Limited Liability
Partnership registered in England.



Land at Bird in Eye Farm
South of Bird in Eye Hill
Uckfield

TRANSPORT ASSESSMENT

PART 2 – Appendices 11-26

On behalf of
Croudace Homes Limited and
Mr & Mrs Berry

Croudace
HOMES.CO.UK



ITR/MT/5330/TA.3

April 2021

APPENDIX 11

APPENDIX 12

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to items raised.**



Proposed Access off and Highway works along the B2102, Bird in Eye Hill in Uckfield

Client:
Bellamy Roberts

Client reference:
5330

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 2

Job no	RSA-20-053	Issue no	2	Date	August 2020
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-20/RSA-20-053-2				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	August 2020
Document reference and revision:	RSA-20-053-2
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	Wealden District Council
Design Organisation:	Bellamy Roberts
Project Sponsor:	Croudace Homes Ltd

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	FB			23 rd July 2020
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	3 rd August 2020
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			3 rd August 2020
3	Design Organisation Response incorporated	Matt Twinberrow on behalf of Bellamy Roberts			4 th August 2020

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Road Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	12

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of proposed simple priority access off the derestricted B2102, Bird in Eye Hill in Uckfield, as well as an option to provide a splitter island just to the west of the proposed access. The works are to facilitate a residential development consisting of 300 dwellings on land to the south of Bird in Eye Hill, Uckfield. It is also proposed to extend the existing 30mph speed limit along Bird in Eye Hill to incorporate the proposed access, however the Audit Brief requests that the Audit be undertaken on the basis that the speed limit remains unchanged
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 The Road Safety Audit was undertaken during July 2020 in accordance with the Road Safety Audit Brief provided, on the 9th July 2020 by the Design Organisation, Bellamy Roberts, on behalf of the Project Sponsor, Croudace Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team consists of the following members:
- Audit Team Leader**
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer
- Audit Team Member**
Farouk Bhatti *MCIHT*
Road Safety Auditor
- 2.5 The site visit associated with this Road Safety Audit was undertaken by the Audit Team Leader and Audit Team Member, during the early afternoon of Monday 20th July 2020 between 2:15pm and 3pm. The site visit involved walking and driving around the local highway network for a 45-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was clear with scattered clouds, the road surface was dry and visibility was good. One cyclists was observed during the site visit as well as a number of pedestrians accessing the Bird in Eye Surgery / Uckfield Hospital to the west of the proposed pedestrian access. Vehicular traffic to include cars, agricultural vehicles, light and heavy goods vehicles were also observed, no passenger service vehicles were observed although the B2102 is does form a bus corridor.
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road

users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Design Organisation Response

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
Name: Matt Twinberrow
Position / Organisation: Associate Partner, Bellamy Roberts
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the proposals.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

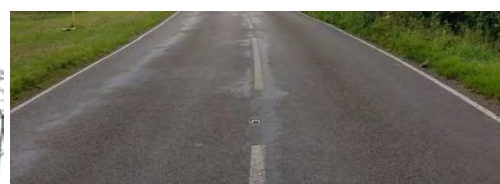
A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	Proposed access
Summary:	Vehicles may approach Bird in Eye Hill at inappropriate speeds
Acc Type:	Junction overshoot
<p>The application site is currently set at a level above the adjacent Bird in Eye Hill with the existing access rising gradually away from the main carriageway. The proposals relocate the existing access to Bird in Eye Farm in order to serve a proposed development of 300 residential dwellings as well as two existing dwellings outside of the application site. The scheme drawings do not identify the gradient of the proposed carriageway at this stage, however, the land in proximity appears to be approximately 2 to 2.5 metres higher than the level of the existing carriageway. A gradient in excess of 1 in 20 on approach to a simple priority access could lead to junction overshoot type incidents.</p>	
RECOMMENDATION:	
It is recommended that the access road is set at a gradient shallower than 1 in 20 on approach to the B2102.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4 th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3 rd August '20	
The proposed access will be designed with 1 in 20 or slacker gradient than in accordance with standards with the land either side, graded up away from the carriageway at an appropriate gradient.	
A.2	GENERAL
A.2.1	PROBLEM
Location:	Bird in Eye Hill
Summary:	Drivers approaching the proposed traffic island may not become aware of the feature at a safe distance
Acc Type:	Vehicle loss of control
In proximity of the proposed access, Bird in Eye Hill is derestricted, subject to the 60 mph national speed limit and accommodates a number of bends in proximity of the proposed access. The	

proposals that are subject to this Stage 1 Road Safety Audit includes two options; one to extend the existing 30mph zone to a point just east of the proposed access and another where the derestricted nature of the road remains unchanged but a splitter island is to be installed just to the west of the proposed access to ensure that eastbound vehicles approaching the proposed access, do not encroach the opposing lane and thus ensure the achievable visibility accords observed speeds. The scheme drawing illustrates that illuminated keep left bollards are to be provided which should highlight the features to approaching drivers, however, due to the existing alignment of Bird in Eye Hill to the west as well as vegetation abutting the carriageway, forward visibility for eastbound drivers is limited. As such, there may be insufficient warning of the traffic island which could lead to vehicles striking the feature and a loss of control type incidents.

RECOMMENDATION:

It is recommended that sufficient forward visibility is achievable to an object within the carriageway

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3rd August '20

The Highway Authority are supportive of the extension to the 30mph speed limit and as set out in MfS2, the starting point for visibility on non-trunk roads is MfS. It is clear that Bird in Eye Hill is not a trunk road and sufficient forward visibility is achievable.

A.2.2 PROBLEM

Location: Proposed access

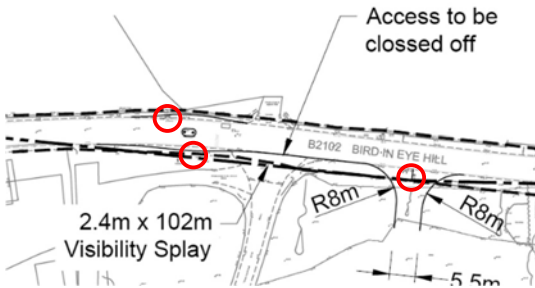
Summary: Existing Telegraph / Electric pole will become an obstruction to vehicles

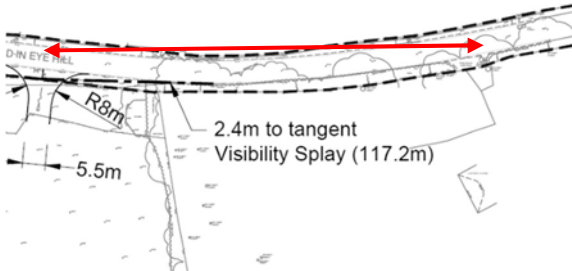
Acc Type: Vehicle-street furniture strikes

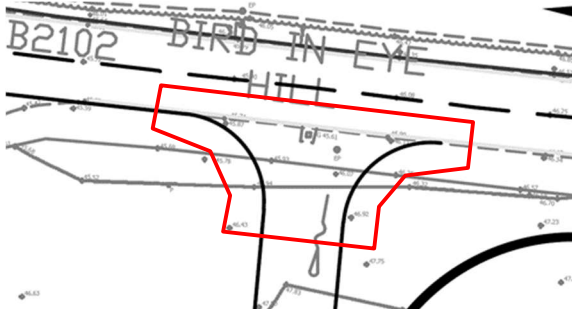
Signage and telegraph poles are situated within the existing verge along Bird in Eye Hill. The proposals relocate an existing access approximately 30 metres to the east which is to serve the existing dwellings as well as the proposed development of 300 dwellings. However, a telegraph / electric pole is situated in the proposed bell mouth access in the path of vehicles and will be an obstruction.

RECOMMENDATION:

It is recommended that the telegraph / electric pole is relocated, and the access is free of obstructions.

Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4 th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3 rd August '20	
All existing street furniture, utility covers and gullies will be reviewed during the detail design of the scheme.	
A.2.3	PROBLEM
Location:	Proposed Access and Bird in Eye Hill
Summary:	Existing road gully will be within the path of vehicles
Acc Type:	Loss of control
<p>Bird in Eye Hill is cambered with surface water falling to the channels either side of the carriageway where road gullies are present. During the site visit associated with this Audit, a number of gullies in proximity to the proposed works were observed to be blocked and therefore ineffective. The proposals that introduce a traffic island to the west of the proposed access, widen the Bird in Eye Hill carriageway where a gully is present either side of the road. No details of the proposed surface water drainage have been provided at this stage; however, an insufficient network is likely to result in ponding during inclement conditions which increases the likelihood of loss of control type incidents. Furthermore, a road gully within the path of a vehicle could give rise to loss of control type incidents particularly for two wheeled vehicles and vehicles undertaking a braking manoeuvre.</p>	
RECOMMENDATION:	
It is recommended that an adequate surface water drainage network is provided.	
Location Plan:   	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4 th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3 rd August '20	

All existing street furniture, utility covers and gullies will be reviewed during the detail design of the scheme.	
A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	Bird in Eye Hill
Summary:	Drivers approaching and waiting to turn right into the proposed access may not become aware of each other at a safe distance
Acc Type:	Vehicle side and rear impact collision
<p>In proximity of the proposed access, Bird in Eye Hill is derestricted, subject to the 60 mph national speed limit and accommodates a bend on each approach. The proposals that are subject to this Stage 1 Road Safety Audit includes two options; one to extend the existing 30mph zone to a point just east of the proposed access and another where the derestricted nature of the road remains unchanged but a splitter island is to be installed just to the west of the proposed access to ensure that eastbound vehicles approaching the proposed access, do not encroach the opposing lane and thus ensure the achievable visibility accords with the splays illustrated. The Audit Team took measurements whilst on-site and visibility splays of 2.4x117.2 metres and 2.4x102 metres are achievable from the proposed access to an approaching vehicle, however, due to vegetation within the verge to the north of the carriageway, forward visibility to and from a vehicle attempting to turn right into the access, is restricted to below 117.2 metres for westbound drivers. As such, a westbound driver will have insufficient warning of the traffic attempting to turn right and vice versa.</p>	
RECOMMENDATION:	
It is recommended that the sufficient forward visibility is achievable	
Location Plan:	
 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4 th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3 rd August '20	
<p>As stated by the Auditor's, the proposed access is clearly visible for westbound drivers and as such, one would approach cautiously in the knowledge that a vehicle may attempt to turn right. It must be noted that a right turning vehicle will be moving across the carriageway and not be a stationary object. The Highway Authority are supportive of the extension to the 30mph speed limit and in any event, MfS2 advises that the starting point for calculating visibility for non-trunk roads</p>	

should be MfS. It is evident that sufficient visibility is therefore achievable to/from the proposed access.	
A.3.2	PROBLEM
Location:	Proposed access
Summary:	No road markings are provided to highlight the need for exiting vehicles to give-way
Acc Type:	Junction overshoot
<p>The existing access arrangement serving a mixed-use development on land at Bird in Eye Farm does not accommodate any road markings. The proposals subject to this Stage 1 Road Safety Audit are to provide a priority access that serves a development of 300 dwellings. The scheme drawings provided with the Audit Brief provided do not identify that any carriageway markings are to be provided at its junction with Bird in Eye Hill. Vehicles exiting may not therefore align themselves sufficiently to allow space for a vehicle to enter simultaneously which could give rise to sideswipes type incidents as well as rear end shunts along Bird in Eye Hill and junction overshoot type incidents.</p>	
RECOMMENDATION:	
It is recommended that road markings are provided to guide vehicles sufficiently.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4 th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3 rd August '20	
Give-way and road centreline markings are to be provided.	
A.3.3	PROBLEM
Location:	Proposed access arrangement
Summary:	Insufficient space may be provided to allow service vehicles to enter
Acc Type:	Rear-end and sideswipes
<p>The existing access to Bird in Eye Farm is approximately 5 metres wide with large corner radii that allow for Heavy Goods and Agricultural Vehicles to manoeuvre safely. The proposals include the relocation of the priority access with 8 metre corner radii which provides access to a 5.5m wide carriageway. No swept path analysis has been provided with the Audit Brief and as such, the corner radii may not be sufficient to allow for the infrequent HGV movements that could be expected from a development of 300 dwellings. Should turning movements be restrictive, vehicles could be required to encroach the opposing lane or vehicles may be required to reverse out of the</p>	

proposed access or in order to enter and exit the access raising the risk of rear-end, sideswipe collisions.

RECOMMENDATION:

It is recommended that the proposals allow for all expected movements.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3rd August '20

A swept path analysis has been undertaken and the proposals are adequate for the expected vehicles.

A.4 WALKING CYCLING AND HORSE RIDING

A.4.1 PROBLEM

Location: Proposed footpath connection, Bird in Eye Hill

Summary: Existing signage will become an obstruction to pedestrians

Acc Type: Pedestrian collision with street furniture

In proximity of the proposed footway cycleway access the verges of Bird in Eye Hill accommodates a number of telegraph / electric poles and road signs. The proposals introduce a connection between Bird in Eye Hill and the local pedestrian network, to the west of the proposed access via footpath through a wooded area. An existing telegraph / electric pole is situated just to the west of the proposed connection will be situated central to the footway and become an obstruction to pedestrians that could force one to enter the carriageway suddenly raising the risk of vehicle collisions with pedestrians.

RECOMMENDATION:

It is recommended that the telegraph pole is relocated.

Location Plan:



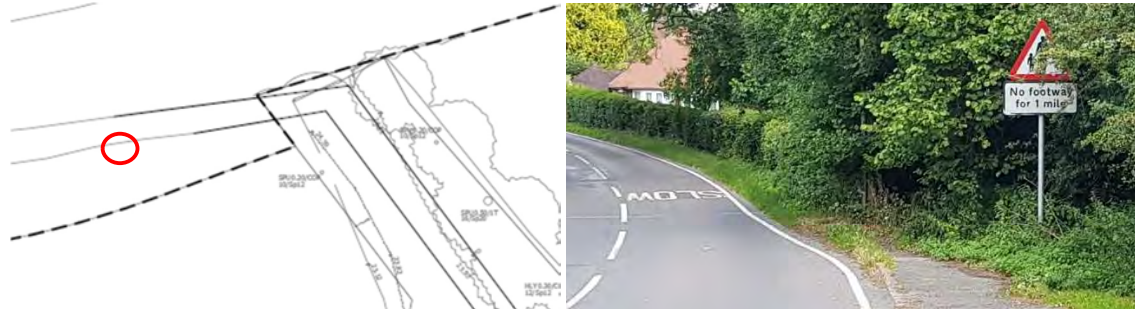
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4 th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3 rd August '20	
All existing street furniture, utility covers and gullies will be reviewed during the detail design of the scheme.	
A.4.2	PROBLEM
Location:	Proposed footpath connection, Bird in Eye Hill
Summary:	Cyclists are likely to utilise the proposed footpath
Acc Type:	Cyclist and pedestrian collisions
<p>Bird in Eye Hill benefits from a footway along the southern side that terminates just to west of the gated access to the application site. The scheme drawing provided with the Audit Brief illustrates that a footpath connection is proposed at this location which is approximately the same width as the existing footway, however, as identified within the Transport Assessment associated with the scheme, a 3.0-metre wide shared use footway / cycleway link is to be provided. The proposed link is considerably shorter than following Bird in Eye Hill and as such, it is highly likely that cyclists will utilise the link. Should the link be insufficient to accommodate a high number of pedestrians and cyclists, there could give rise to cyclist-pedestrian collisions.</p>	
RECOMMENDATION:	
It is recommended that the width of the facility is increased appropriately to accommodate cyclists	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4 th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3 rd August '20	
The section of footway between the pedestrian/cycle access and the bus stops to the west will be widened to 3m to facilitate its use as a shared footway/cycleway.	
A.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
A.5.1	PROBLEM
Location:	Proposed footpath connection, Bird in Eye Hill
Summary:	Existing road sign could become an obstruction to users of the footway
Acc Type:	Pedestrian collision with street furniture
<p>Bird in Eye Hill benefits from a footway along the southern side that terminates just to west of the gated access to the application site at a location where a 'pedestrians in carriageway' road sign with a 'no footway for 1 mile' plate is present. The sign face appears to provide insufficient</p>	

headroom for a pedestrian to walk beneath. Should a pedestrian step slightly off the existing footway, the sign would be an obstruction resulting in a personal head injury.

RECOMMENDATION:

It is recommended that the sign face is relocated further back from the edge of footway or raised to a suitable level

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 4th August '20 following formal issue of this Stage 1 Road Safety Audit on the 3rd August '20

All existing street furniture, utility covers and gullies will be reviewed during the detail design of the scheme.

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

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

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 3rd August 2020

Audit Team Member

Name: **Farouk Bhatti** *MCIHT*

Signed:

Position: Road Safety Engineer

Organisation: Fenley Road Safety Limited

Date: 3rd August 2020

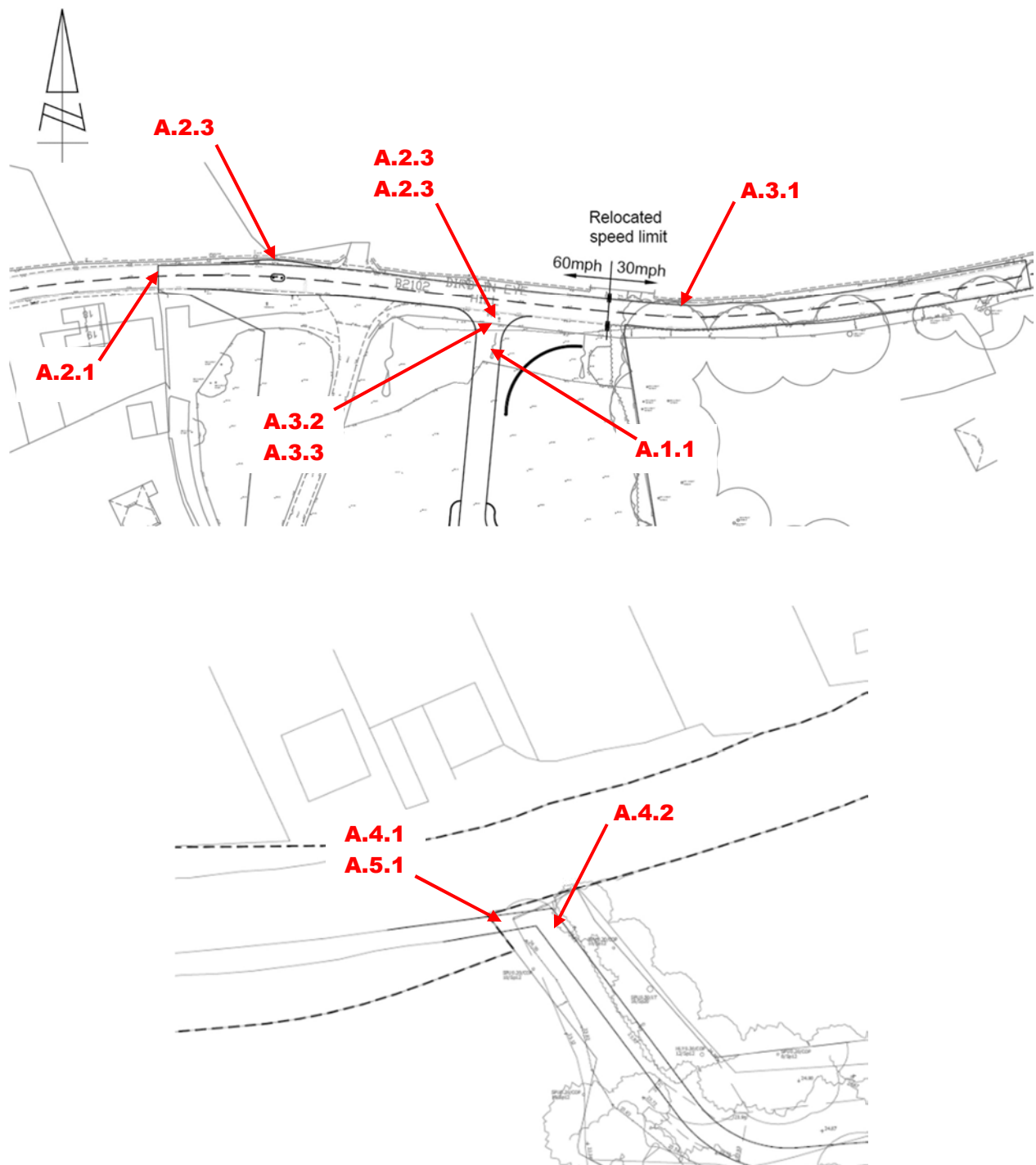
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITRMT/5330/TA.1	-	Transport Assessment
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	5330-01	D	Visibility Requirements
	5330-07	-	Proposed Footpath Connection
	5330-08	-	Proposed Speed Limit Relocation

Appendix A2

Item Location Plan



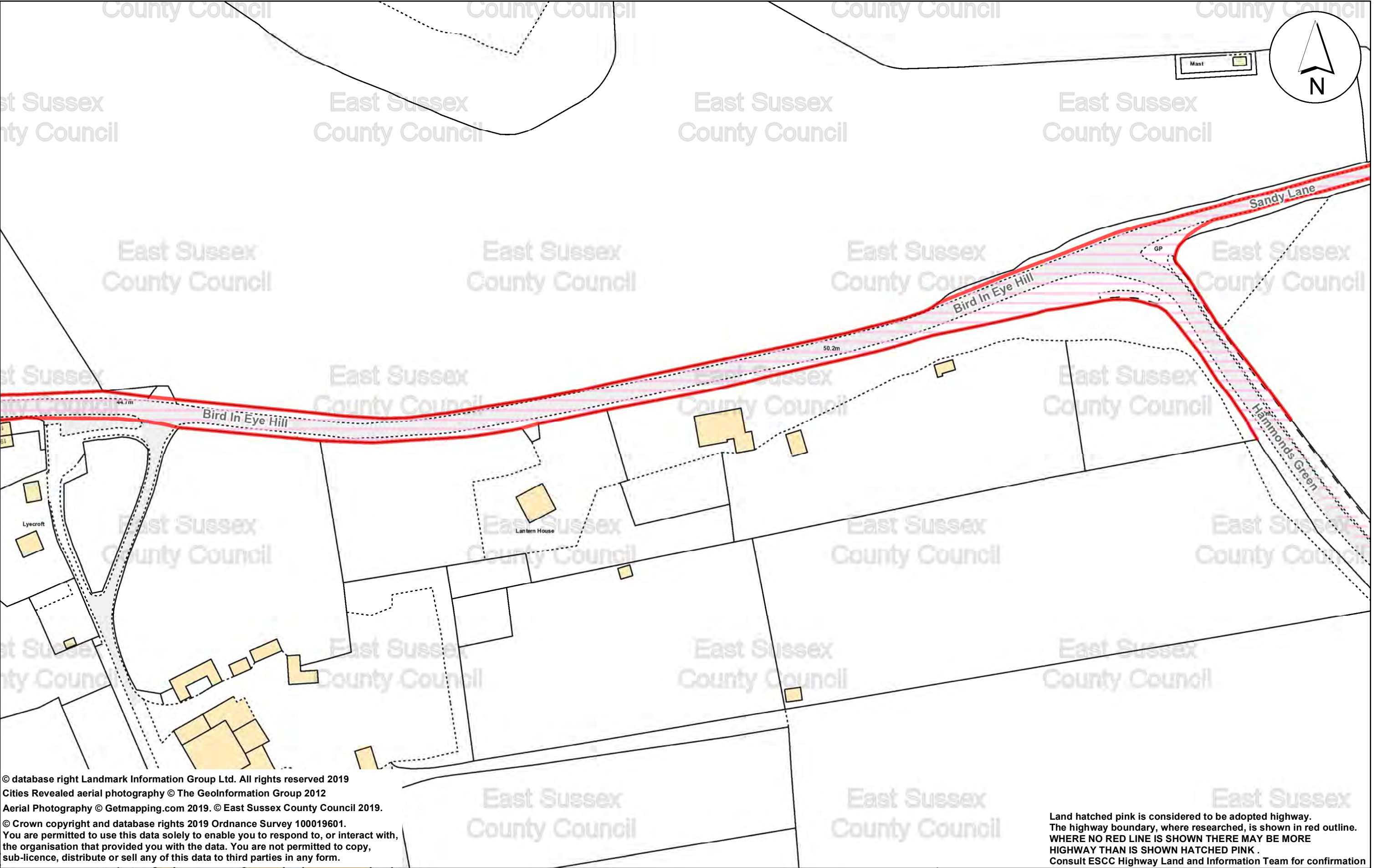
Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1			

fenley

APPENDIX 13



© database right Landmark Information Group Ltd. All rights reserved 2019
Cities Revealed aerial photography © The GeoInformation Group 2012
Aerial Photography © Getmapping.com 2019. © East Sussex County Council 2019.
© Crown copyright and database rights 2019 Ordnance Survey 100019601.
You are permitted to use this data solely to enable you to respond to, or interact with,
the organisation that provided you with the data. You are not permitted to copy,
sub-licence, distribute or sell any of this data to third parties in any form.

Land hatched pink is considered to be adopted highway.
The highway boundary, where researched, is shown in red outline.
WHERE NO RED LINE IS SHOWN THERE MAY BE MORE
HIGHWAY THAN IS SHOWN HATCHED PINK .
Consult ESCC Highway Land and Information Team for confirmation

Bird in Eye Hill 2

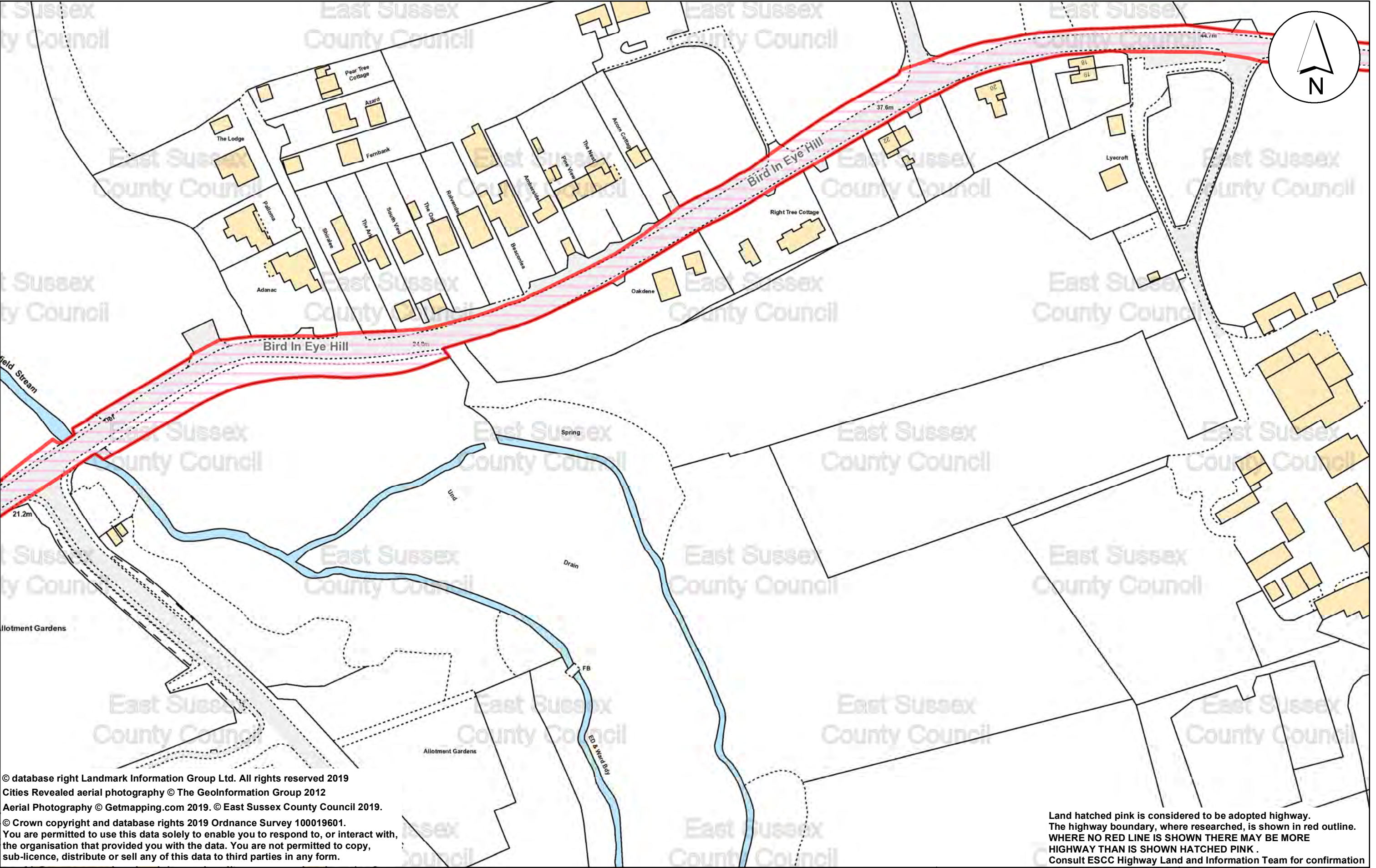
Author: NJR HLIT

Scale: 1:1,250

Date: 26/07/2019

East Sussex County Council
County Hall
St Annes Crescent
Lewes





© database right Landmark Information Group Ltd. All rights reserved 2019
Cities Revealed aerial photography © The GeoInformation Group 2012
Aerial Photography © Getmapping.com 2019. © East Sussex County Council 2019.
© Crown copyright and database rights 2019 Ordnance Survey 100019601.
You are permitted to use this data solely to enable you to respond to, or interact with,
the organisation that provided you with the data. You are not permitted to copy,
sub-licence, distribute or sell any of this data to third parties in any form.

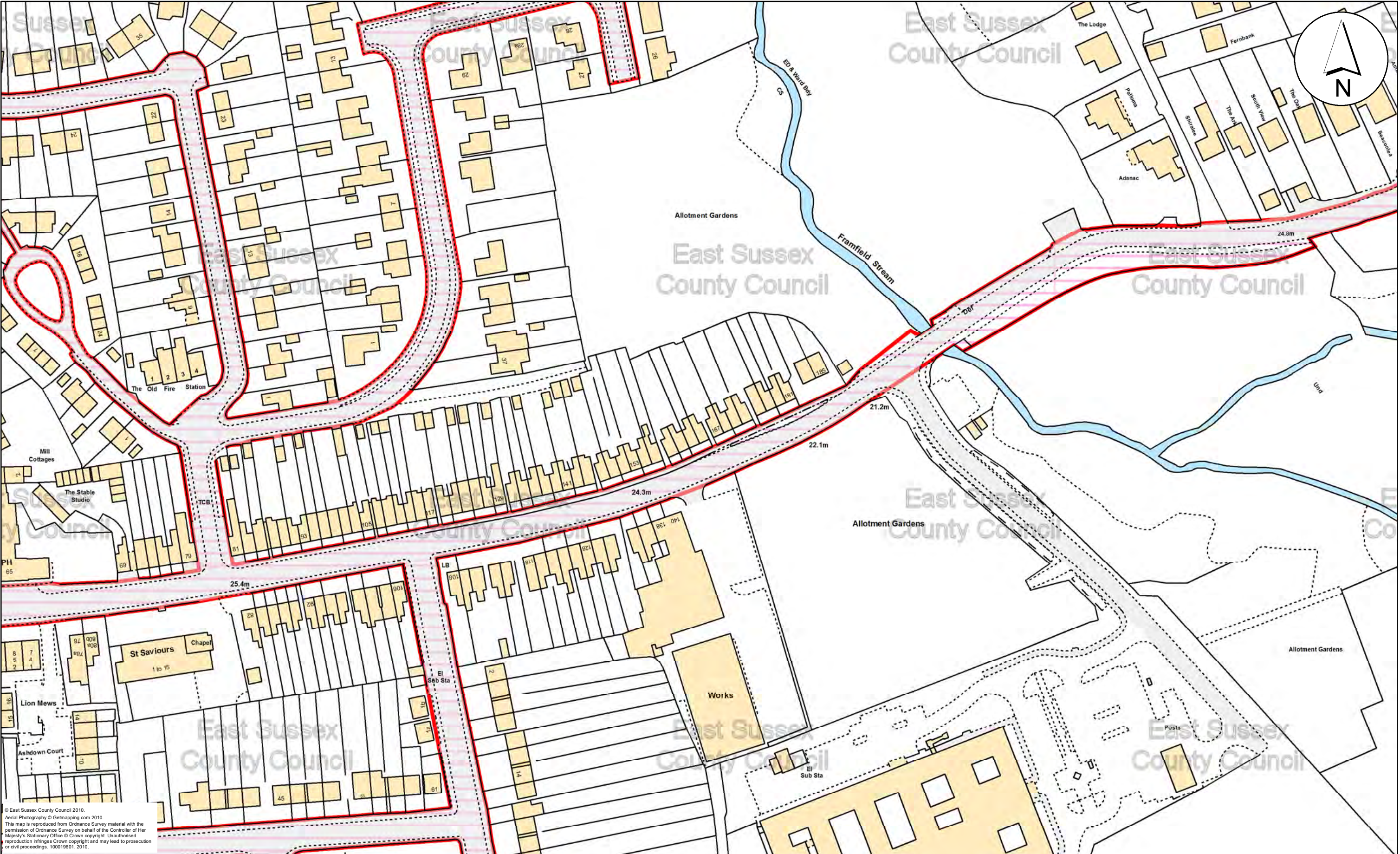
Land hatched pink is considered to be adopted highway.
The highway boundary, where researched, is shown in red outline.
WHERE NO RED LINE IS SHOWN THERE MAY BE MORE
HIGHWAY THAN IS SHOWN HATCHED PINK .
Consult ESCC Highway Land and Information Team for confirmation

Bird in Eye Hill 1
Author: NJR HLIT

Scale: 1:1,250
Date: 26/07/2019

East Sussex County Council
County Hall
St Annes Crescent
Lewes





© East Sussex County Council 2010.
Aerial Photography © Getmapping.com 2010.
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100019601. 2010.

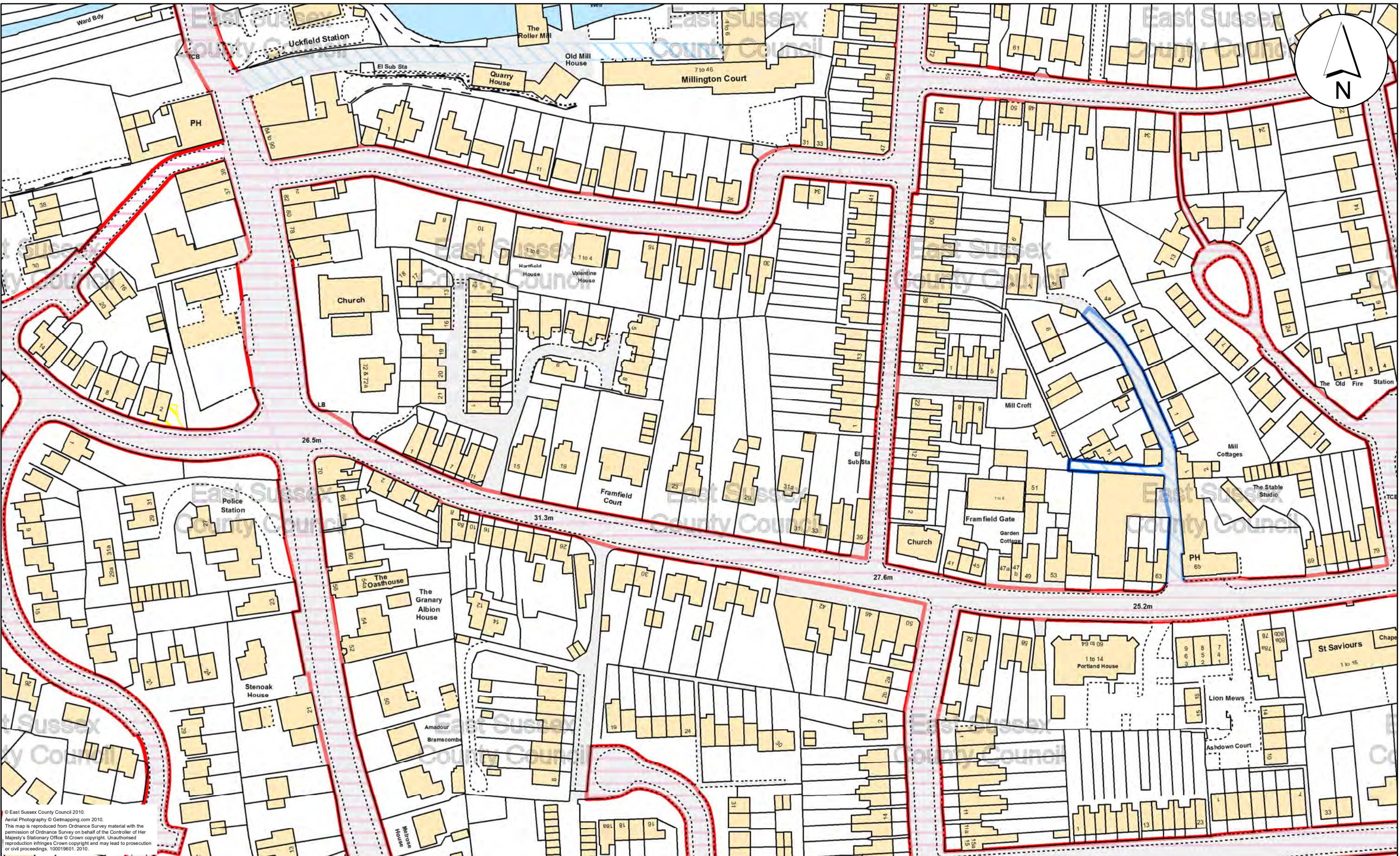
East Sussex County Council
County Hall
St Annes Crescent
Lewes

Bird In Eye, Uckfield (near hospital)

Date: 12 Nov 2020

Scale: 1:1,250

Land tinted pink is considered to be adopted highway.
The highway boundary, where researched, is shown in red outline.
WHERE NO RED LINE IS SHOWN, THERE MAY BE MORE HIGHWAY THAN IS SHOWN IN PINK.



© East Sussex County Council 2010.
Aerial Photography © Getmapping.com 2010.
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100019601, 2010.

Bird In Eye, Uckfield (near High Street)

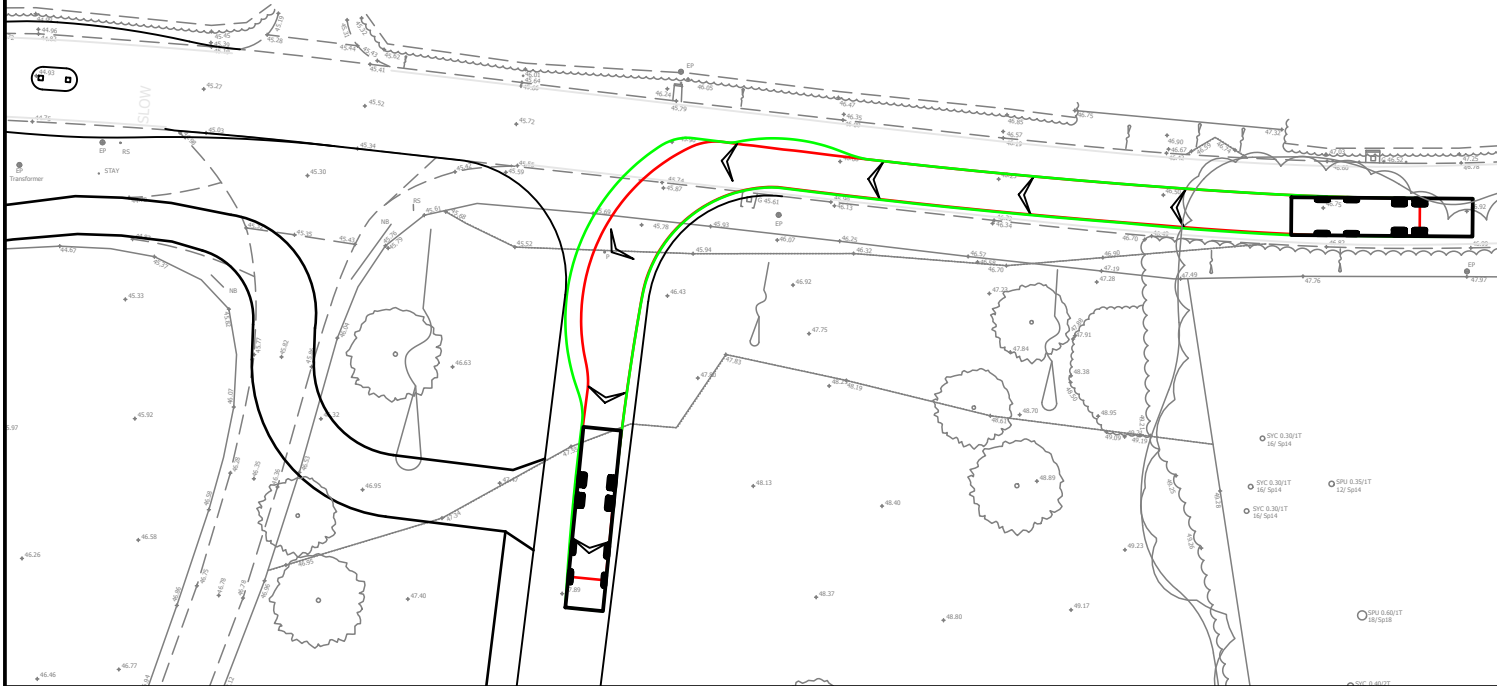
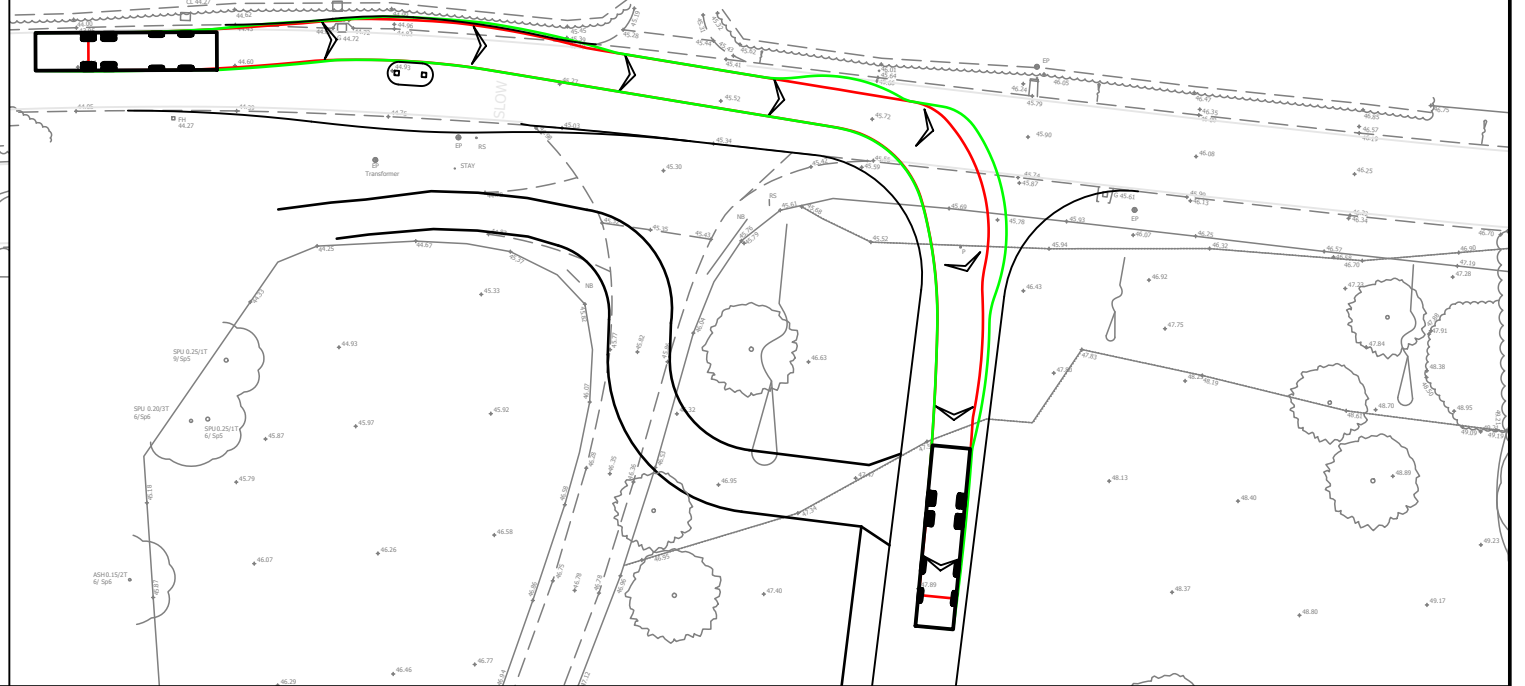
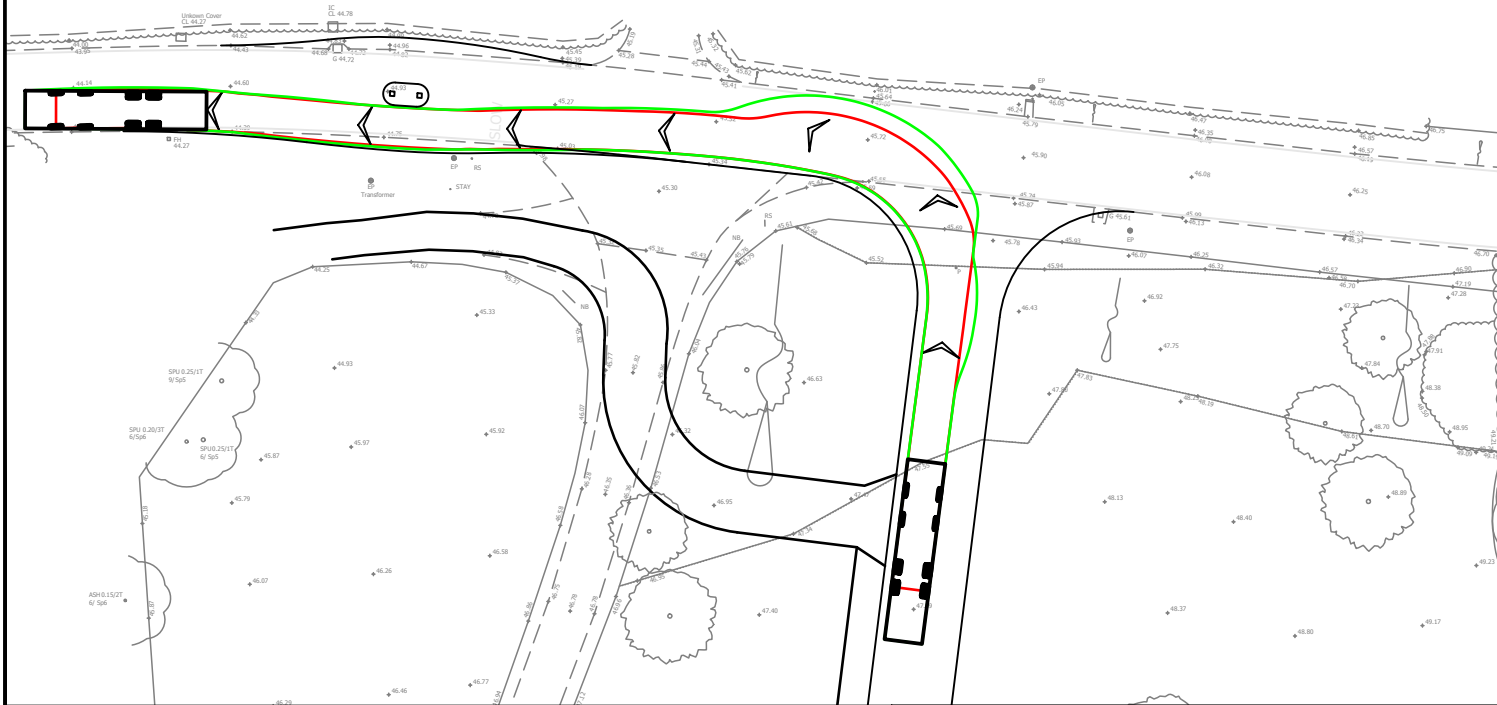
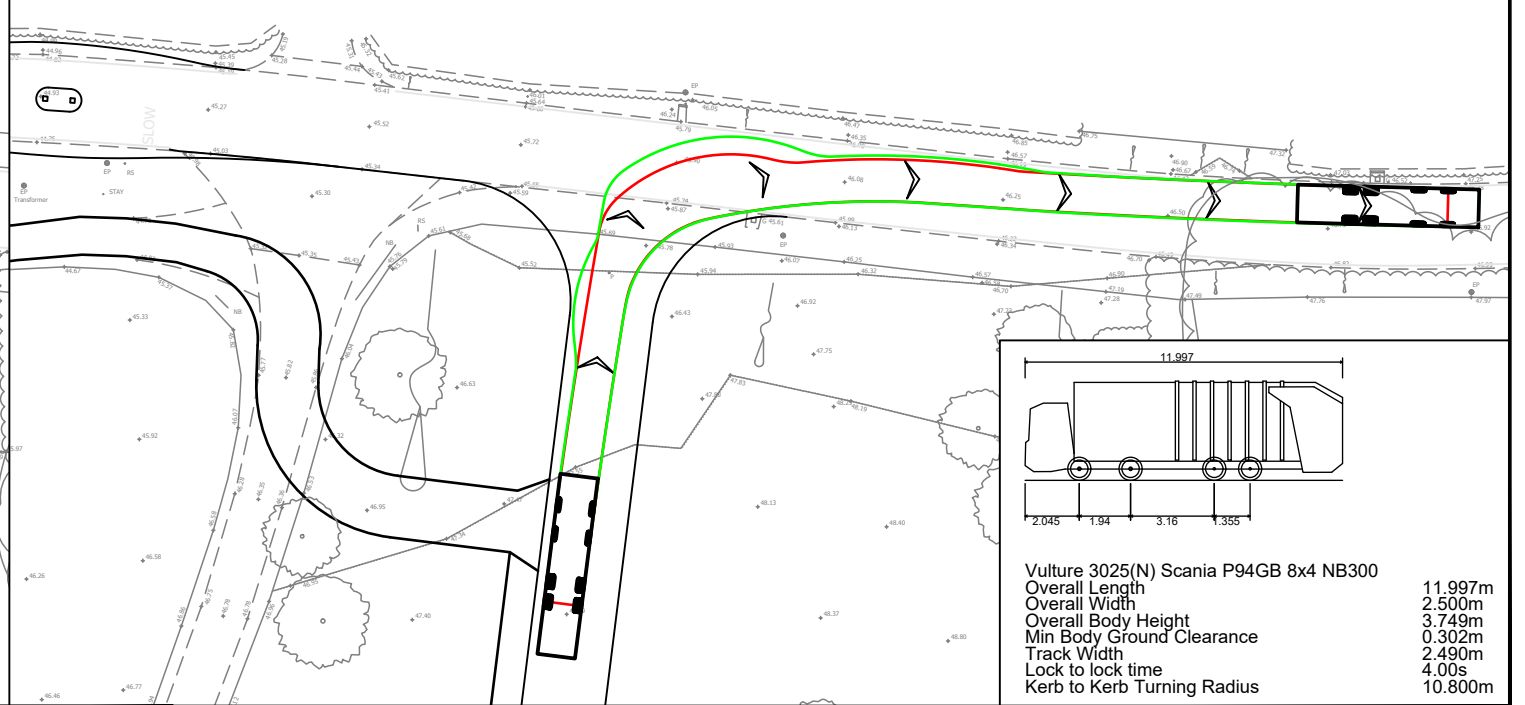
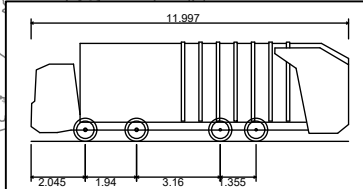
Date: 12 Nov 2020

Scale: 1:1,250

Land tinted pink is considered to be adopted highway. The highway boundary, where researched, is shown in red outline. WHERE NO RED LINE IS SHOWN, THERE MAY BE MORE HIGHWAY THAN IS SHOWN IN PINK.

East Sussex County Council
County Hall
St Annes Crescent
Lewes

APPENDIX 14



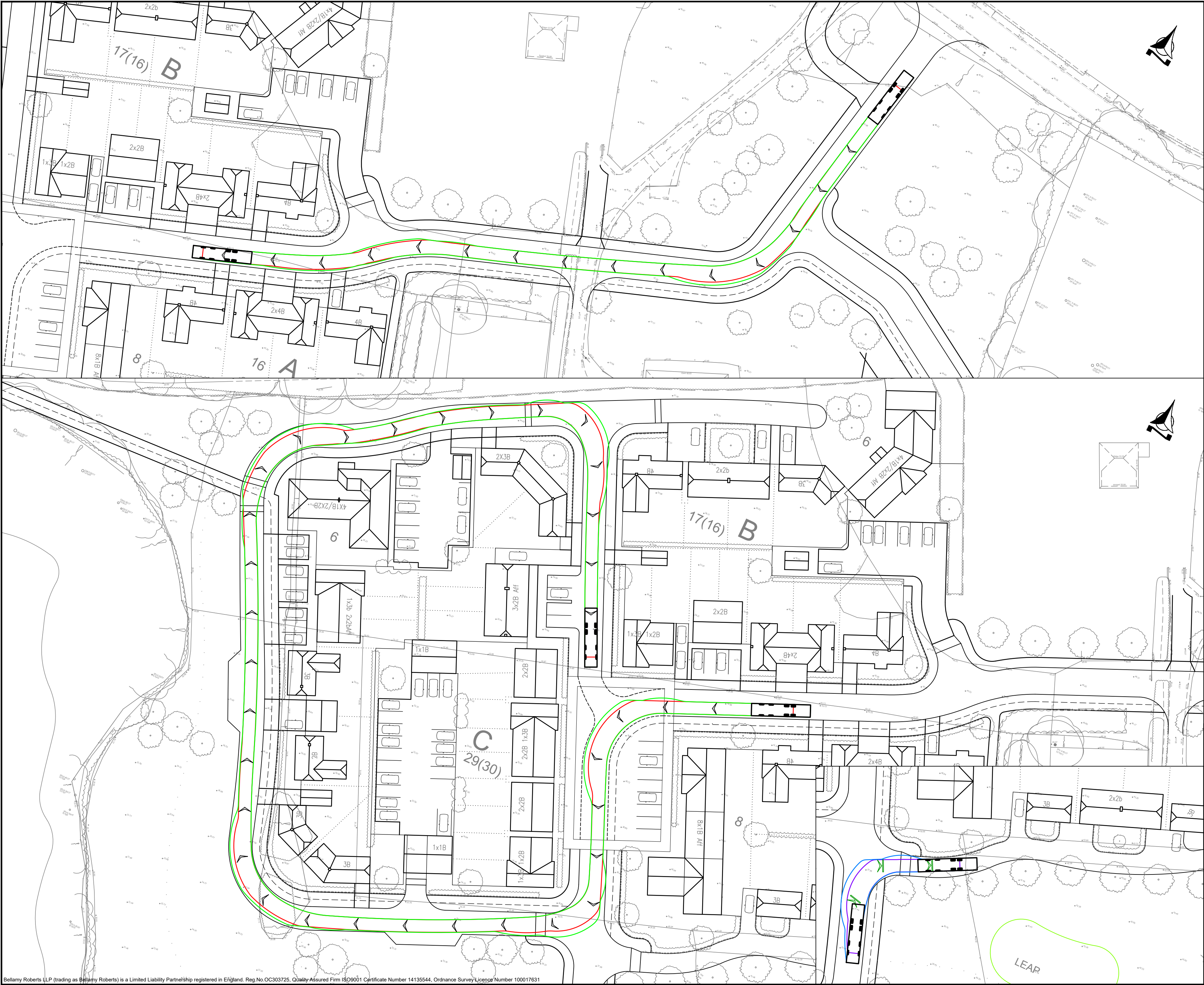
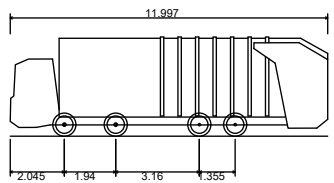
Vulture 3025(N) Scania P94GB 8x4 NB300
Overall Length 11.997m
Overall Width 2.500m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.800m

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	ARM	12/04/21	MT



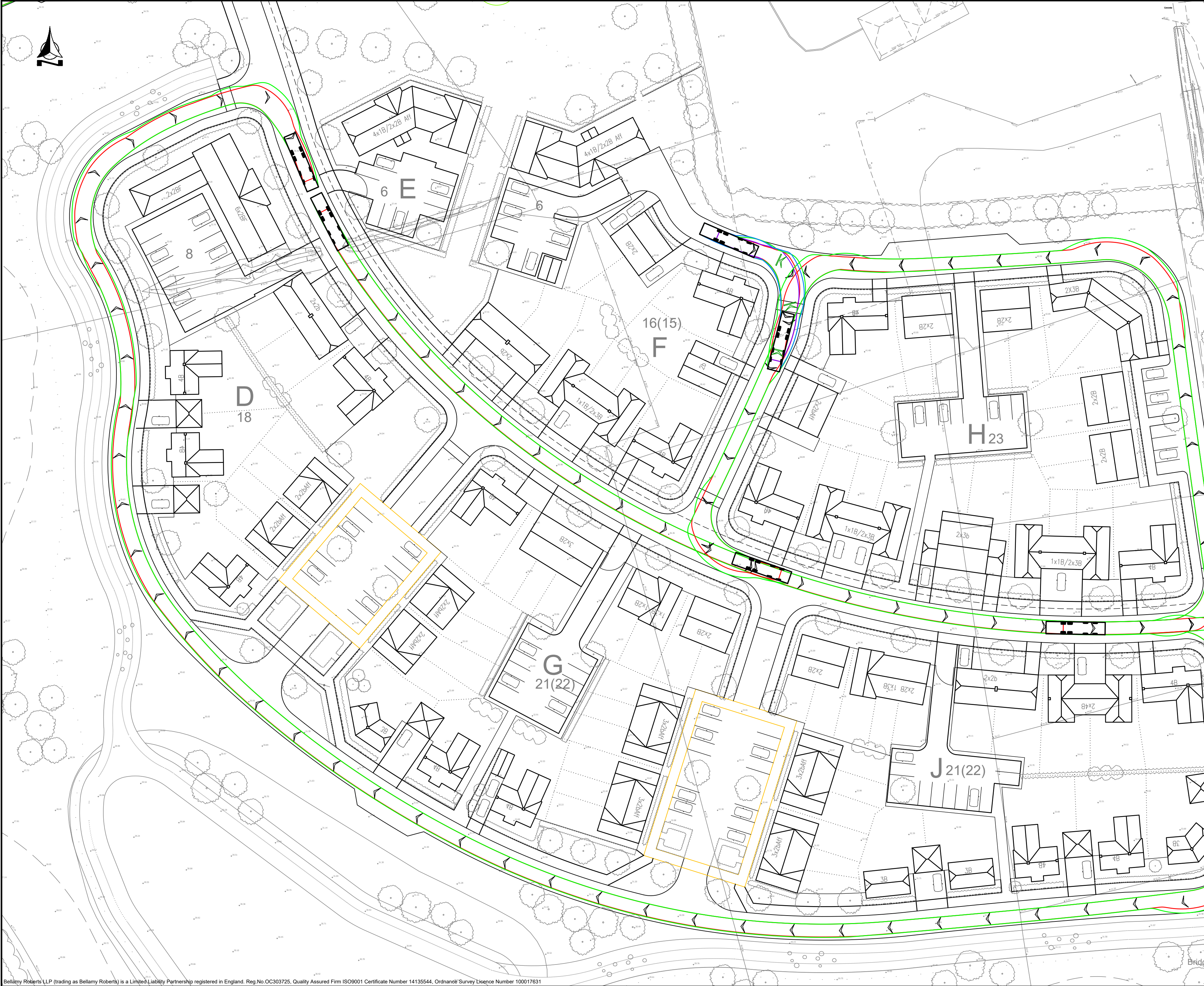
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.	DATE	20/04/20
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Refuse Vehicle Access	DRAWN BY	ARM
		CHECKED BY	MT
DRAWING No.	5330 / 201	SCALE	1:500 @ A3
		REV No.	A



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

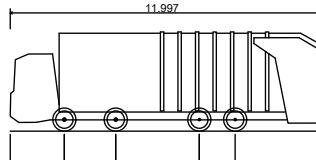
A	Site Layout Updated	ARM	12/04/21	MT
		DRN	DATE	CHK
REVISION	AMENDMENT			
<div></div> <div>Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk</div>				
CLIENT Croudace Homes Ltd.				
PROJECT Bird in Eye, Uckfield				
TITLE Swept Path Analysis Refuse Vehicle Sheet 1 of 6				
DRAWN BY ARM		DESIGN BY -		CHK BY MT
DATE 20/04/20		DRAWING No. 5330 / 202		REV No. A
SCALE 1:500 @ A2				





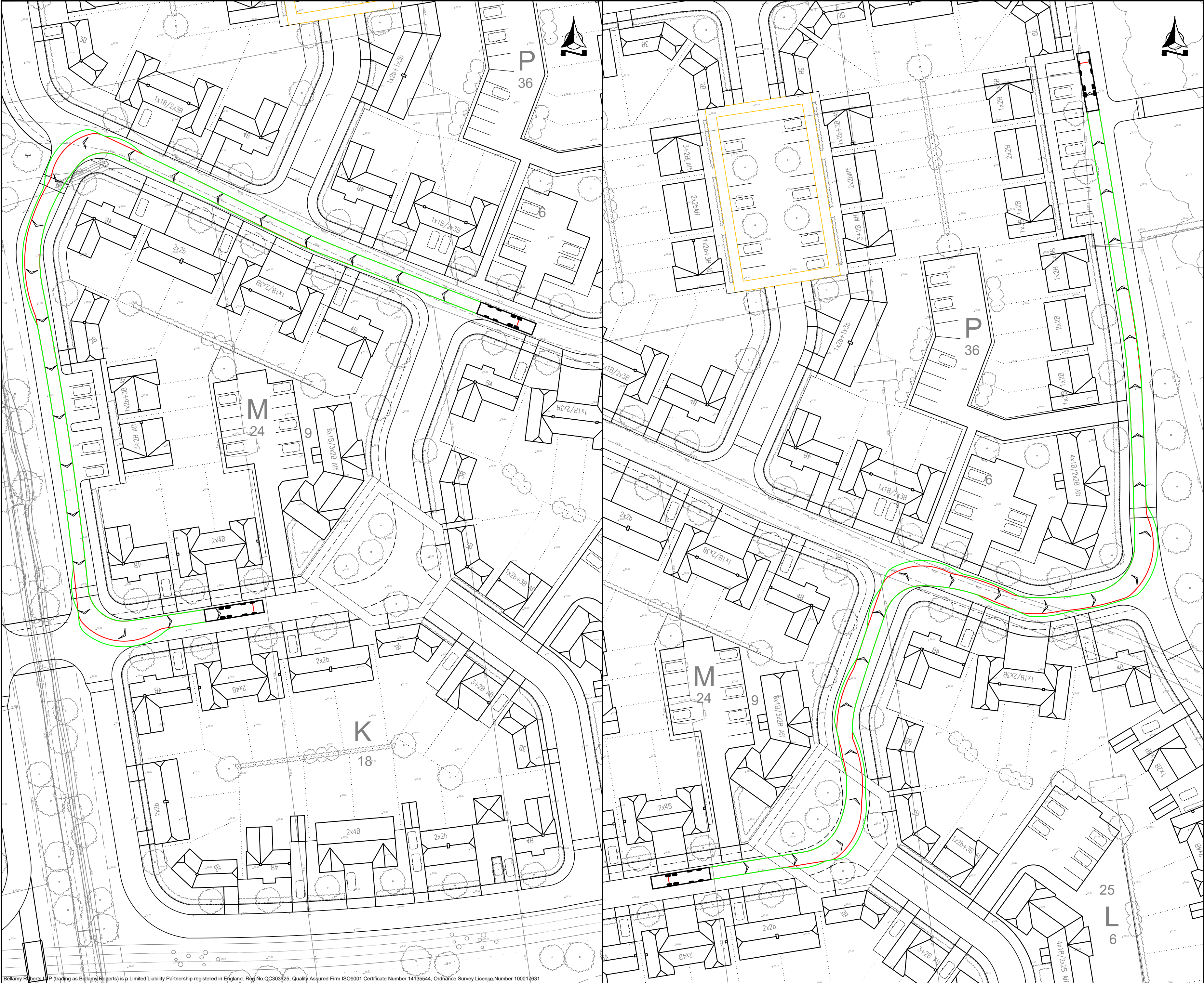
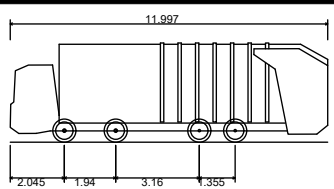
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT		Croudace Homes Ltd.	
PROJECT		Bird in Eye, Uckfield	
TITLE		Swept Path Analysis Refuse Vehicle Sheet 2 of 6	
DRAWN BY	ARM	DESIGN BY	-
DATE	20/04/20	CHK BY	MT
SCALE	1:500 @ A2	DRAWING No.	5330 / 203
REVISION	AMENDMENT		REV No.
A	Site Layout Updated		A



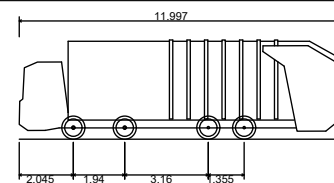
Vulture 3025(N) Scania P94GB 8x4 NB300

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



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

A	Site Layout Updated	ARM	12/04/21	MT
REVISION	AMENDMENT		DRN	DATE
<div></div> <div>Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk</div>				
CLIENT Croudace Homes Ltd.				
PROJECT Bird in Eye, Uckfield				
TITLE Swept Path Analysis Refuse Vehicle Sheet 4 of 6				
DRAWN BY ARM		DESIGN BY -	CHK BY MT	
DATE 20/04/20		DRAWING No. 5330 / 205		REV No. A
SCALE 1:500 @ A2				

[illegible]

11.997m
2.500m
3.749m
0.302m
2.490m
4.00s
10.800m

The diagram shows a parking lot layout for 'SANG parking (30)'. The lot is divided into two sections, '1' and '30', separated by a diagonal line. Section 1 contains 15 parking spaces, and Section 30 contains 15 parking spaces. The total capacity is 30 spaces. The diagram shows the layout of the spaces, including dimensions and a north arrow.

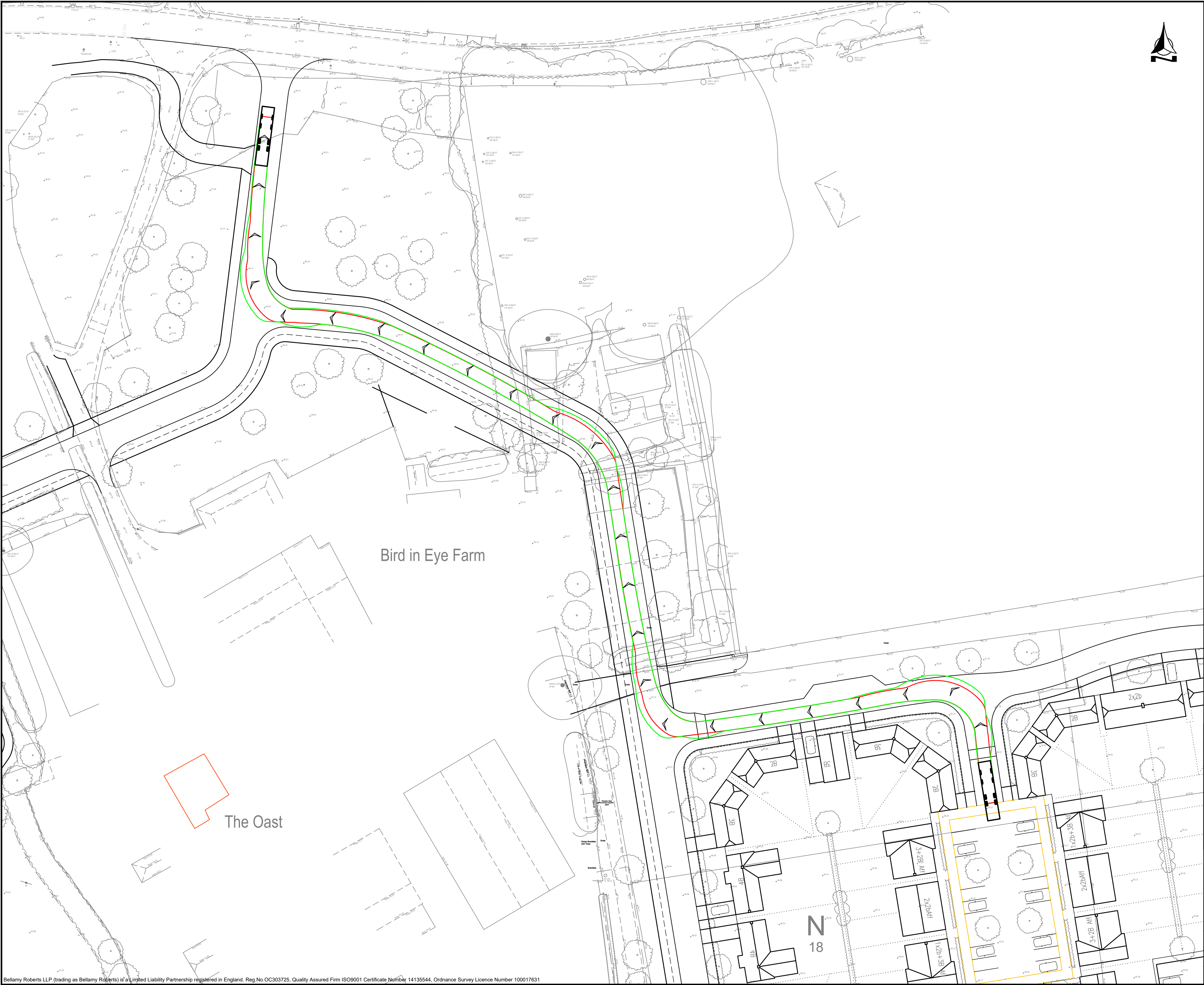
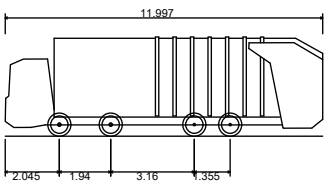
Barn C



CLIENT
Croudace Homes Ltd

Swept Path Analysis
Refuse Vehicle
Sheet 5 of 6

DRAWN BY ARM		DESIGN BY -	CHK BY MT
DATE 20/04/20		DRAWING No. 5330 / 206	REV No. A
SCALE 1:500 @ A2			



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

A	Site Layout Updated	ARM	12/04/21	MT
REVISION	AMENDMENT	DRN	DATE	CHK



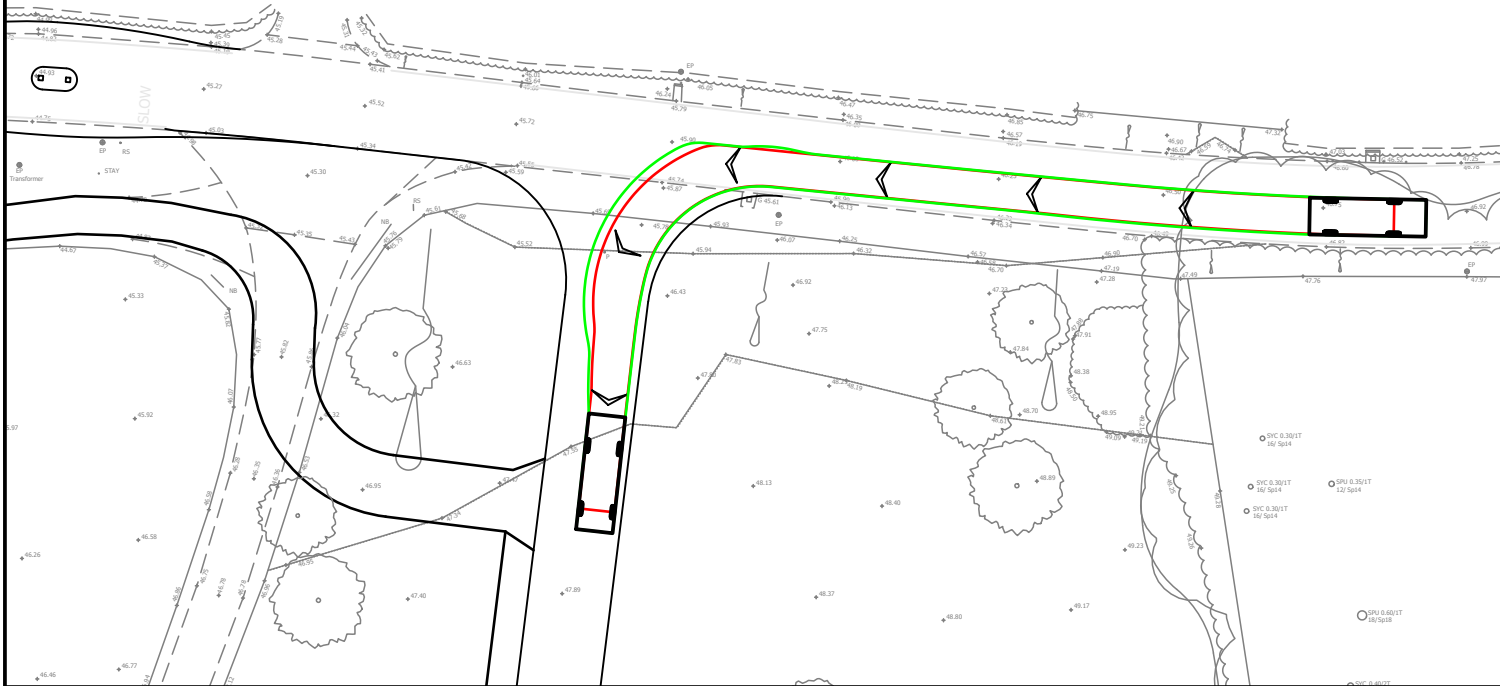
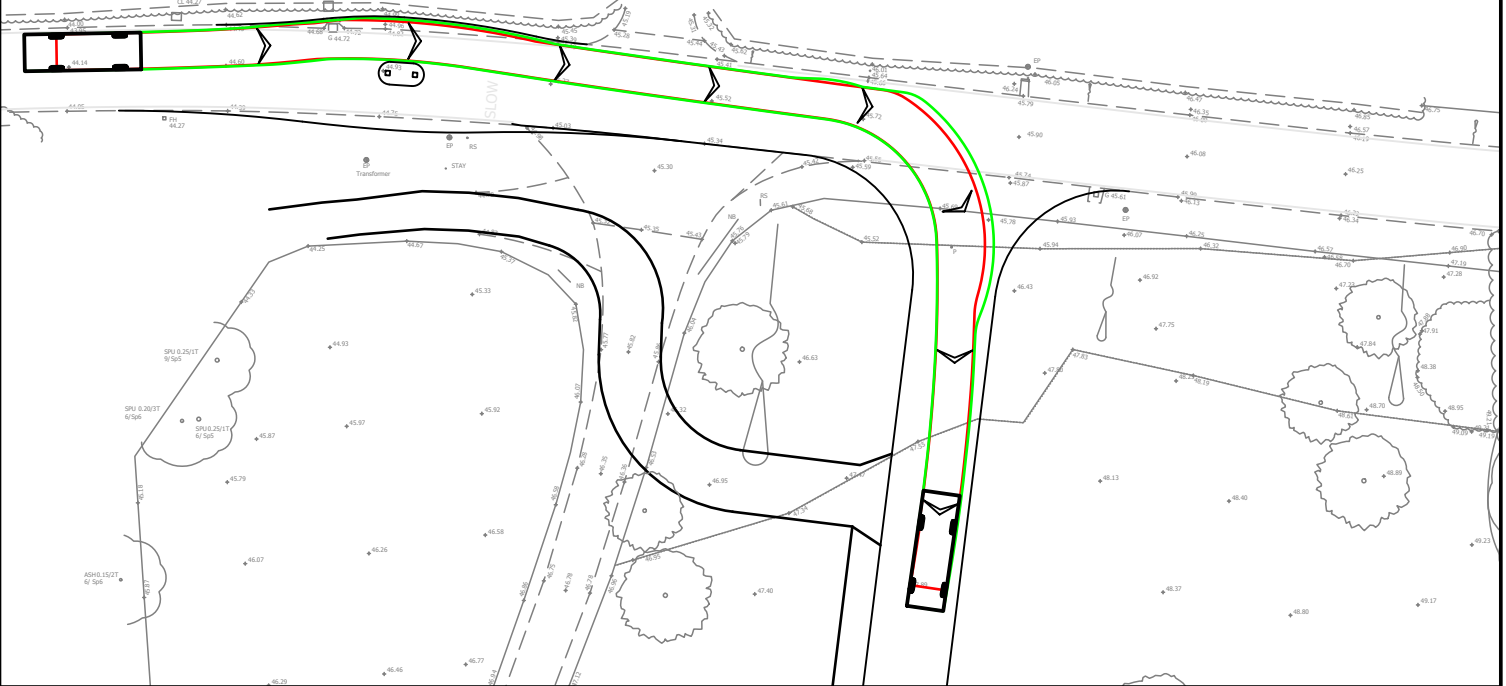
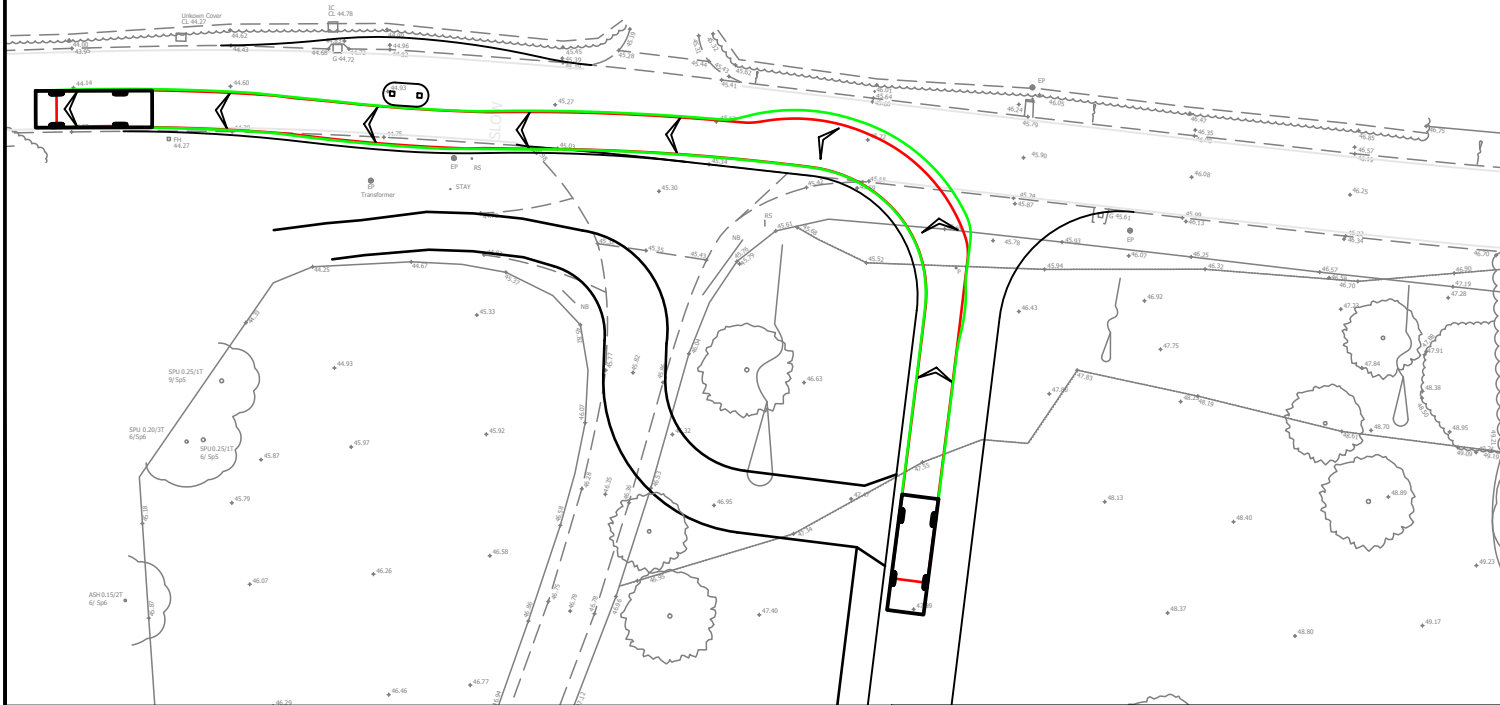
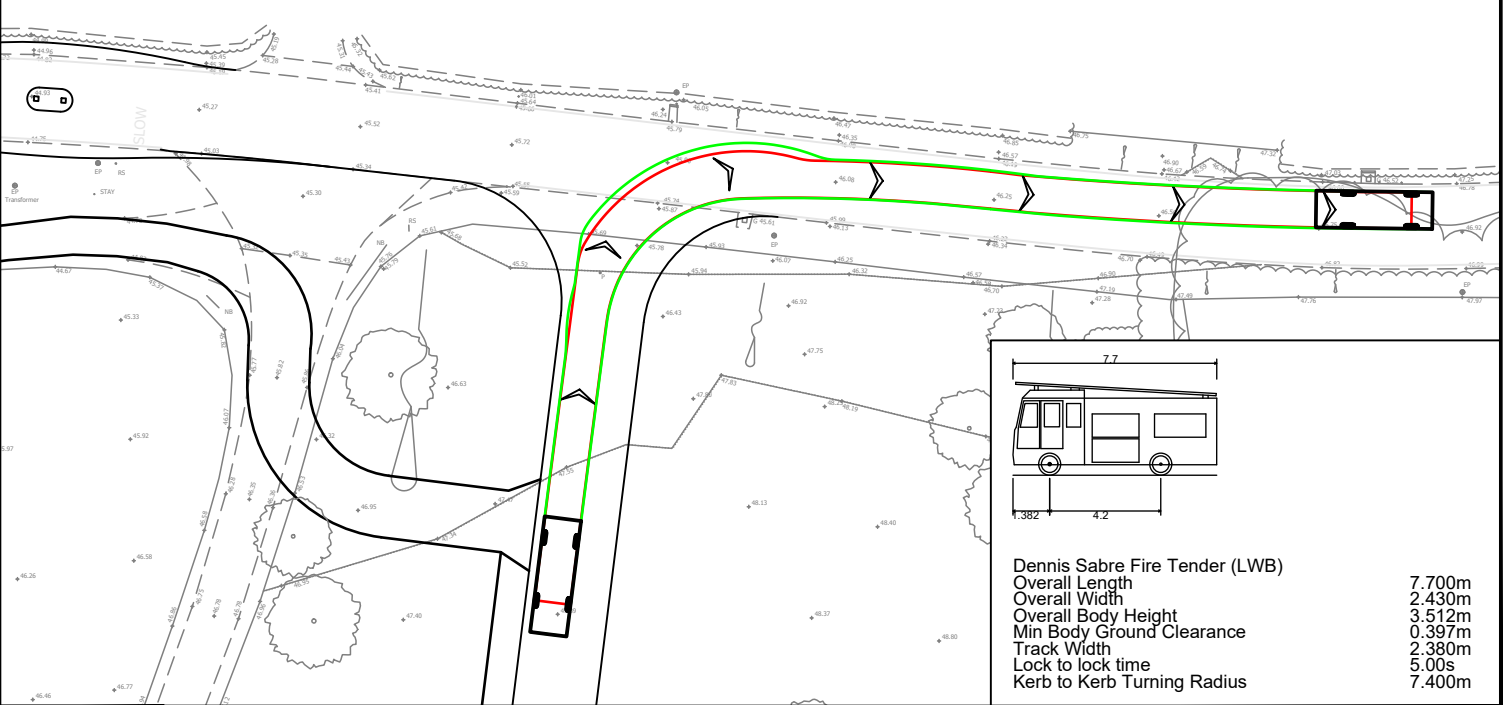
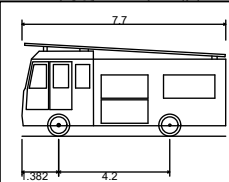
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Swept Path Analysis
Refuse Vehicle
Sheet 6 of 6

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 20/04/20	DRAWING No. 5330 / 207	
SCALE 1:500 @ A2	REV No. A	



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

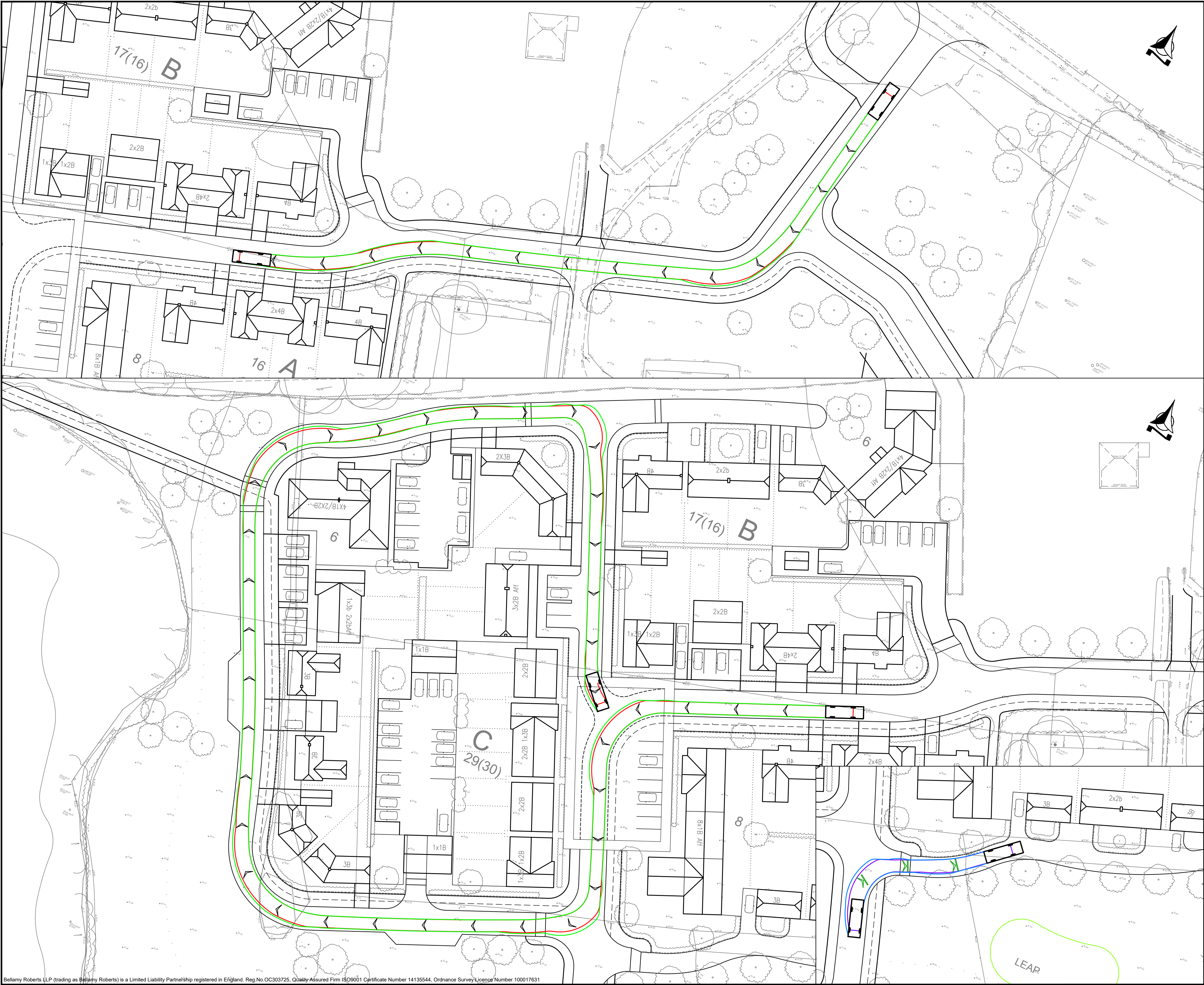
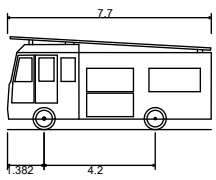
Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg.No.OC303725, Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number 100017631

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	ARM	12/04/21	MT



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.	DATE	20/04/20
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Fire Tender Access	DRAWN BY	ARM
DRAWING No.	5330 / 208	CHECKED BY	MT
		SCALE	1:500 @ A3
		REV No.	A



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

REVISION	AMENDMENT	DRN	DATE	CHK	ARM	12/04/21	MT

Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Swept Path Analysis
Fire Tender
Sheet 1 of 6

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 20/04/20	DRAWING No. 5330 / 209	REV No. A
SCALE 1:500 @ A2		



CLIENT
Croudace Homes Ltd.

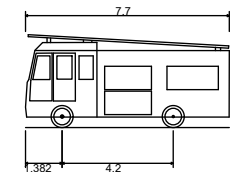
Bird in Eye, Uckfield

TITLE
Swept Path Analysis
Fire Tender
Sheet 2 of 6

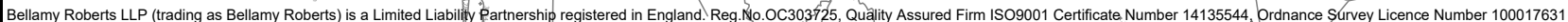
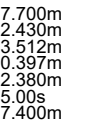
DRAWN BY ARM	DESIGN BY -	CHK BY MT
------------------------	-----------------------	---------------------

DATE 20/04/20	DRAWING No. 5330 / 210	REV No. A
SCALE 1:500 @ A2		

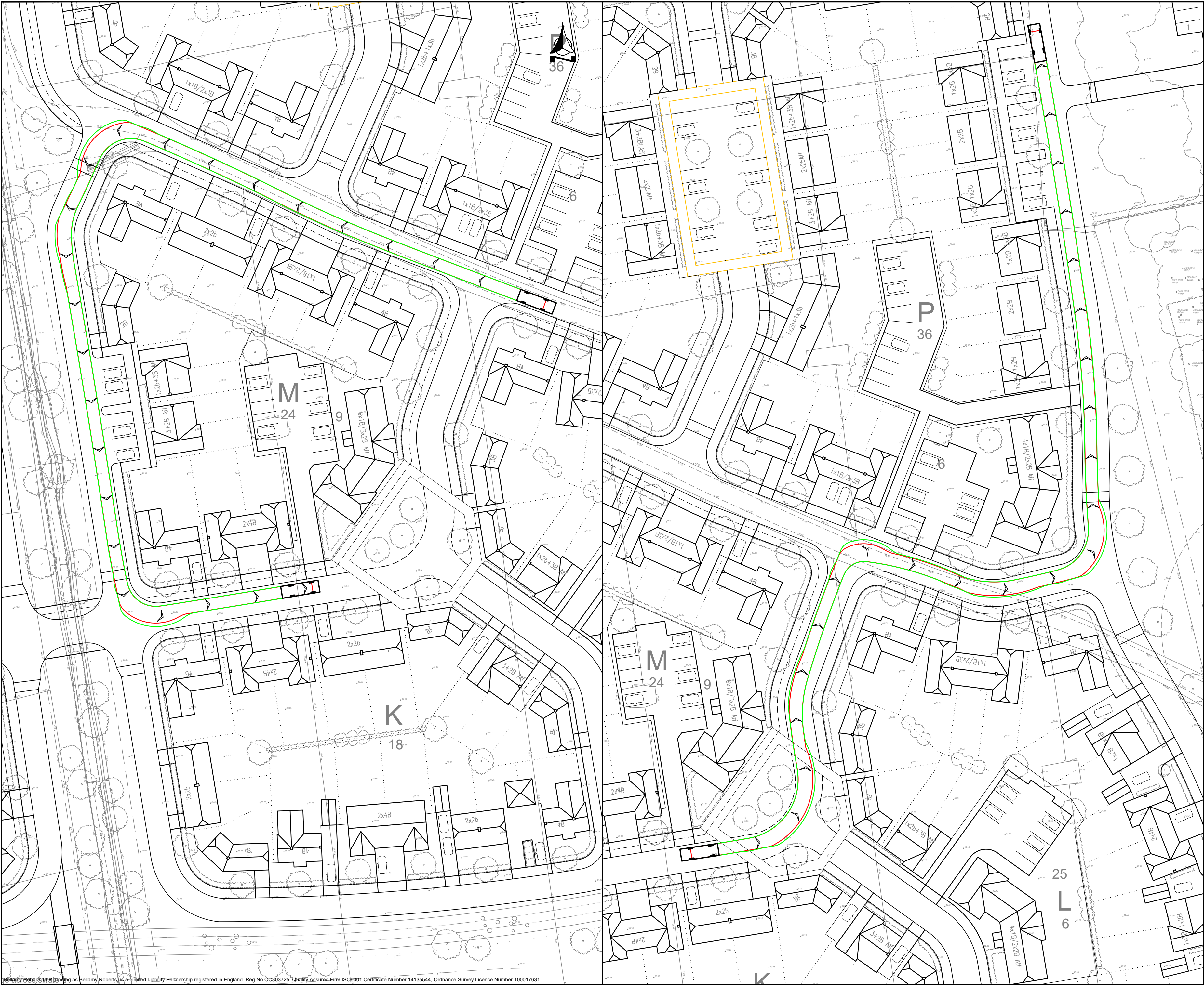
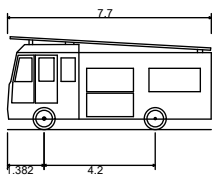
REVISION	AMENDMENT	DRN	DATE	CHK
A	Site Layout Updated	ARM	2/20/21	MT



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



A	Site Layout Updated	ARM	12/04/21	MT
REVISION	AMENDMENT	DRN	DATE	CHK
 <div> Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk </div>				
CLIENT				
Croudace Homes Ltd.				
PROJECT				
Bird in Eye, Uckfield				
TITLE				
Swept Path Analysis Fire Tender Sheet 3 of 6				
DRAWN BY		DESIGN BY		CHK BY
ARM		-		MT
DATE	DRAWING No.			REV No.
20/04/20	5330 / 211			A
SCALE				
1:500 @ A2				



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

A	Site Layout Updated	ARM	12/04/21	MT
REVISION	AMENDMENT	DRN	DATE	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Swept Path Analysis
Fire Tender
Sheet 4 of 6

DRAWN BY ARM	DESIGN BY -	CHK BY MT
-----------------	----------------	--------------

DATE 20/04/20	DRAWING No. 5330 / 212	REV No. A
------------------	---------------------------	--------------

in Eye Farm

New tree planting to extend existing t

SANG parking (30)

Existing

Barn O

H 23

M 24

P 36

N 18

1x1B/2x3B

2x2B

3x2B

4x1B/2x2B

5x1B/3x2B

6x1B/3x2B

7x1B/3x2B

8x1B/3x2B

9x1B/3x2B

10x1B/3x2B

11x1B/3x2B

12x1B/3x2B

13x1B/3x2B

14x1B/3x2B

15x1B/3x2B

16x1B/3x2B

17x1B/3x2B

18x1B/3x2B

19x1B/3x2B

20x1B/3x2B

21x1B/3x2B

22x1B/3x2B

23x1B/3x2B

24x1B/3x2B

25x1B/3x2B

26x1B/3x2B

27x1B/3x2B

28x1B/3x2B

29x1B/3x2B

30x1B/3x2B

31x1B/3x2B

32x1B/3x2B

33x1B/3x2B

34x1B/3x2B

35x1B/3x2B

36x1B/3x2B

37x1B/3x2B

38x1B/3x2B

39x1B/3x2B

40x1B/3x2B

41x1B/3x2B

42x1B/3x2B

43x1B/3x2B

44x1B/3x2B

45x1B/3x2B

46x1B/3x2B

47x1B/3x2B

48x1B/3x2B

49x1B/3x2B

50x1B/3x2B

51x1B/3x2B

52x1B/3x2B

53x1B/3x2B

54x1B/3x2B

55x1B/3x2B

56x1B/3x2B

57x1B/3x2B

58x1B/3x2B

59x1B/3x2B

60x1B/3x2B

61x1B/3x2B

62x1B/3x2B

63x1B/3x2B

64x1B/3x2B

65x1B/3x2B

66x1B/3x2B

67x1B/3x2B

68x1B/3x2B

69x1B/3x2B

70x1B/3x2B

71x1B/3x2B

72x1B/3x2B

73x1B/3x2B

74x1B/3x2B

75x1B/3x2B

76x1B/3x2B

77x1B/3x2B

78x1B/3x2B

79x1B/3x2B

80x1B/3x2B

81x1B/3x2B

82x1B/3x2B

83x1B/3x2B

84x1B/3x2B

85x1B/3x2B

86x1B/3x2B

87x1B/3x2B

88x1B/3x2B

89x1B/3x2B

90x1B/3x2B

91x1B/3x2B

92x1B/3x2B

93x1B/3x2B

94x1B/3x2B

95x1B/3x2B

96x1B/3x2B

97x1B/3x2B

98x1B/3x2B

99x1B/3x2B

100x1B/3x2B

101x1B/3x2B

102x1B/3x2B

103x1B/3x2B

104x1B/3x2B

105x1B/3x2B

106x1B/3x2B

107x1B/3x2B

108x1B/3x2B

109x1B/3x2B

110x1B/3x2B

111x1B/3x2B

112x1B/3x2B

113x1B/3x2B

114x1B/3x2B

115x1B/3x2B

116x1B/3x2B

117x1B/3x2B

118x1B/3x2B

119x1B/3x2B

120x1B/3x2B

121x1B/3x2B

122x1B/3x2B

123x1B/3x2B

124x1B/3x2B

125x1B/3x2B

126x1B/3x2B

127x1B/3x2B

128x1B/3x2B

129x1B/3x2B

130x1B/3x2B

131x1B/3x2B

132x1B/3x2B

133x1B/3x2B

134x1B/3x2B

135x1B/3x2B

136x1B/3x2B

137x1B/3x2B

138x1B/3x2B

139x1B/3x2B

140x1B/3x2B

141x1B/3x2B

142x1B/3x2B

143x1B/3x2B

144x1B/3x2B

145x1B/3x2B

146x1B/3x2B

147x1B/3x2B

148x1B/3x2B

149x1B/3x2B

150x1B/3x2B

151x1B/3x2B

152x1B/3x2B

153x1B/3x2B

154x1B/3x2B

155x1B/3x2B

156x1B/3x2B

157x1B/3x2B

158x1B/3x2B

159x1B/3x2B

160x1B/3x2B

161x1B/3x2B

162x1B/3x2B

163x1B/3x2B

164x1B/3x2B

165x1B/3x2B

166x1B/3x2B

167x1B/3x2B

168x1B/3x2B

169x1B/3x2B

170x1B/3x2B

171x1B/3x2B

172x1B/3x2B

173x1B/3x2B

174x1B/3x2B

175x1B/3x2B

176x1B/3x2B

177x1B/3x2B

178x1B/3x2B

179x1B/3x2B

180x1B/3x2B

181x1B/3x2B

182x1B/3x2B

183x1B/3x2B

184x1B/3x2B

185x1B/3x2B

186x1B/3x2B

187x1B/3x2B

188x1B/3x2B

189x1B/3x2B

190x1B/3x2B

191x1B/3x2B

192x1B/3x2B

193x1B/3x2B

194x1B/3x2B

195x1B/3x2B

196x1B/3x2B

197x1B/3x2B

198x1B/3x2B

199x1B/3x2B

200x1B/3x2B

201x1B/3x2B

202x1B/3x2B

203x1B/3x2B

204x1B/3x2B

205x1B/3x2B

206x1B/3x2B

207x1B/3x2B

208x1B/3x2B

209x1B/3x2B

210x1B/3x2B

211x1B/3x2B

212x1B/3x2B

213x1B/3x2B

214x1B/3x2B

215x1B/3x2B

216x1B/3x2B

217x1B/3x2B

218x1B/3x2B

219x1B/3x2B

220x1B/3x2B

221x1B/3x2B

222x1B/3x2B

223x1B/3x2B

224x1B/3x2B

225x1B/3x2B

226x1B/3x2B

227x1B/3x2B

228x1B/3x2B

229x1B/3x2B

230x1B/3x2B

231x1B/3x2B

232x1B/3x2B

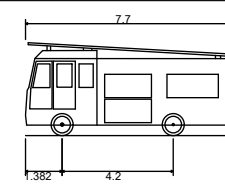
233x1B/3x2B

234x1B/3x2B

235x1B/3x2B

236x1B/3x2B

237x

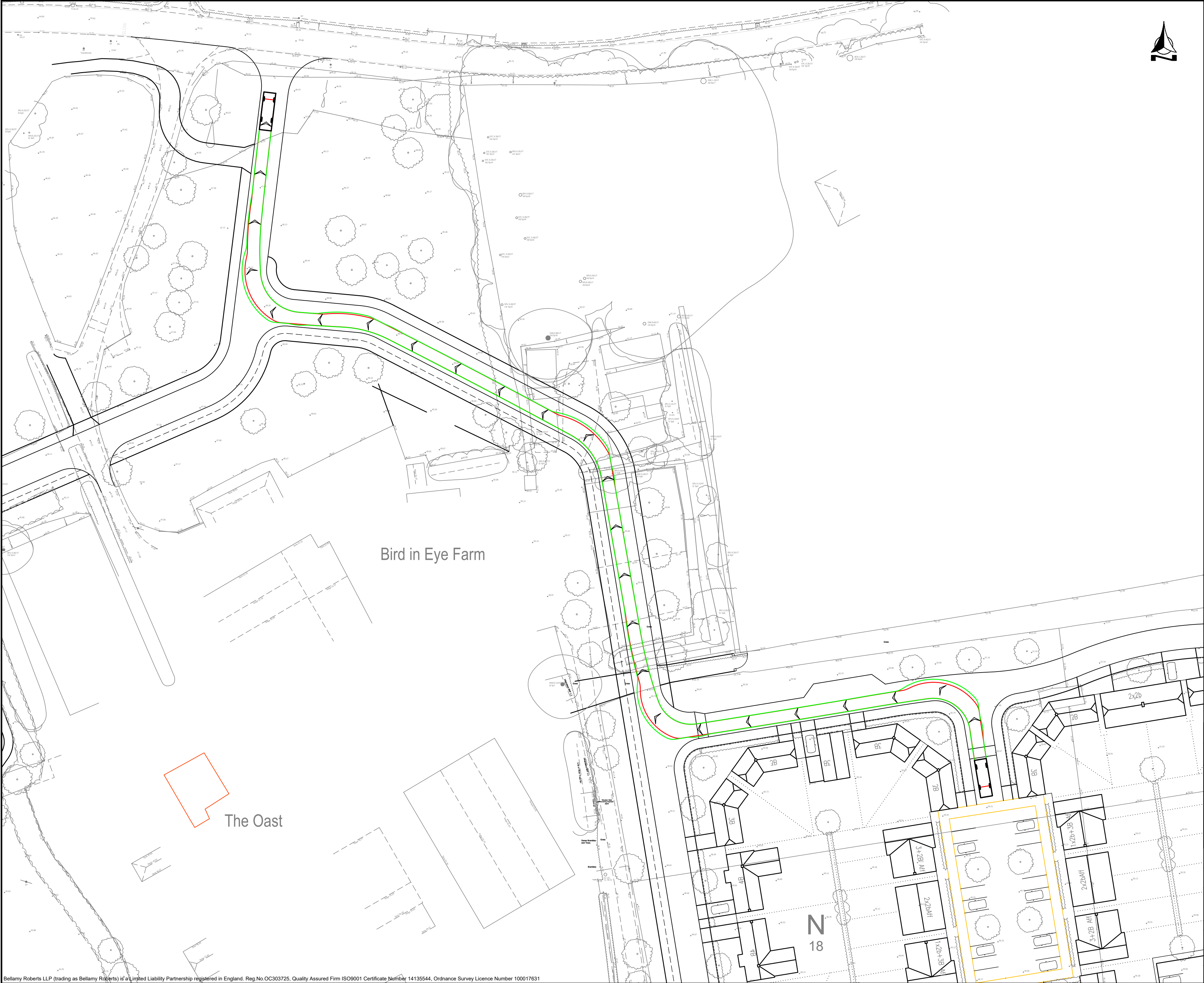
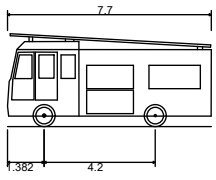


7.700m
2.430m
3.512m
0.397m
2.380m
5.00s
7.400m

SANG parking (30)

Barn O
⊕

A	Site Layout Updated		ARM	12/04/21	MT
REVISION			DRN	DATE	CHK
		AMENDMENT			
		Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk			
CLIENT					
Croudace Homes Ltd.					
PROJECT					
Bird in Eye, Uckfield					
TITLE					
Swept Line Analysis Fire Tender Sheet 5 of 6					
DRAWN BY		DESIGN BY		CHK BY	
ARM		-		MT	
DATE		DRAWING No.		REV No.	
20/04/20		5330 / 213		A	
SCALE					
1:500 @ A2					



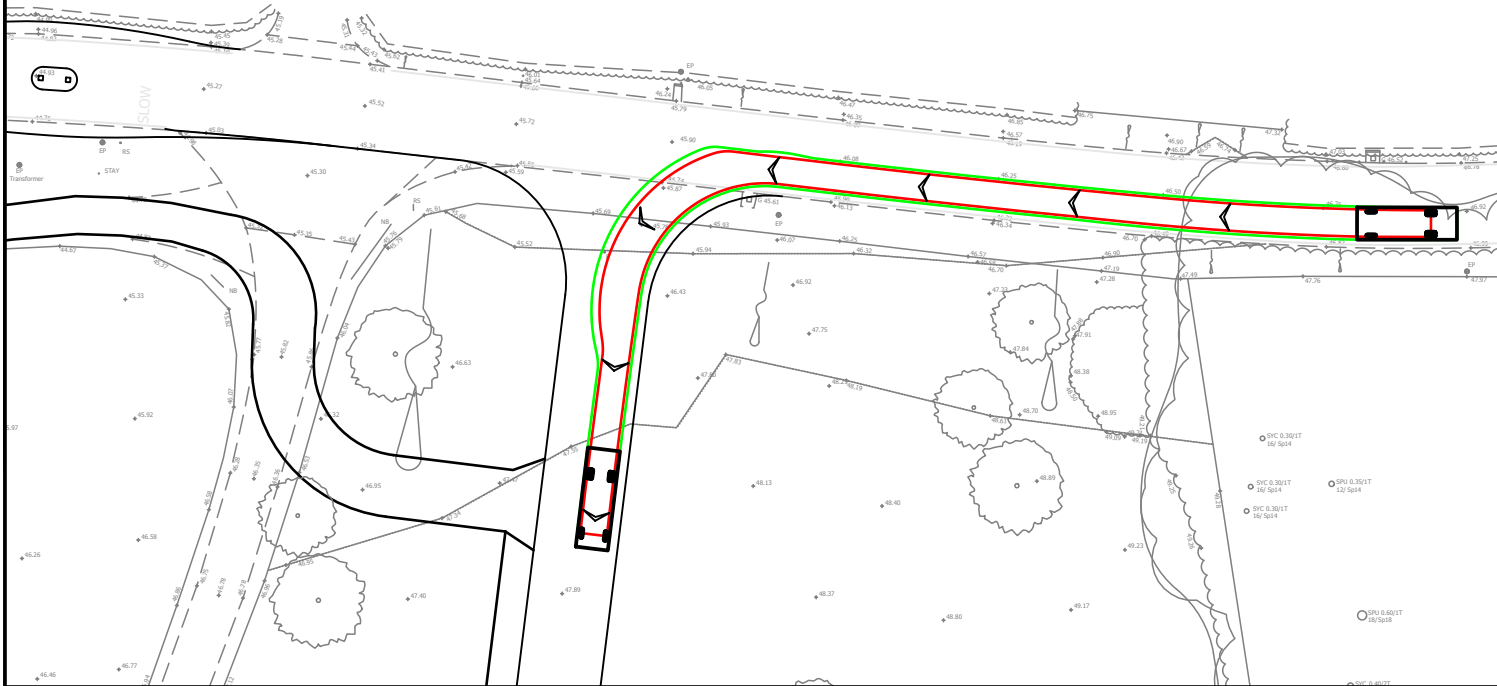
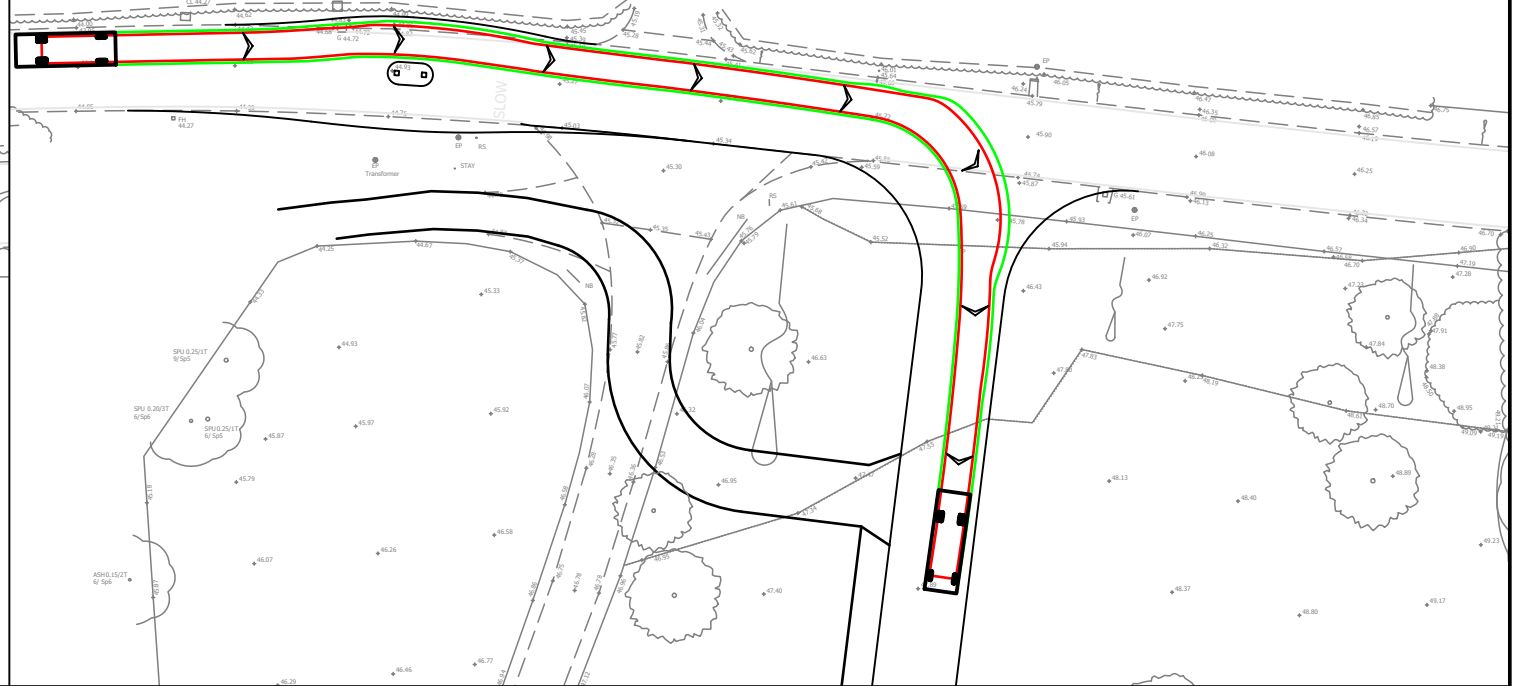
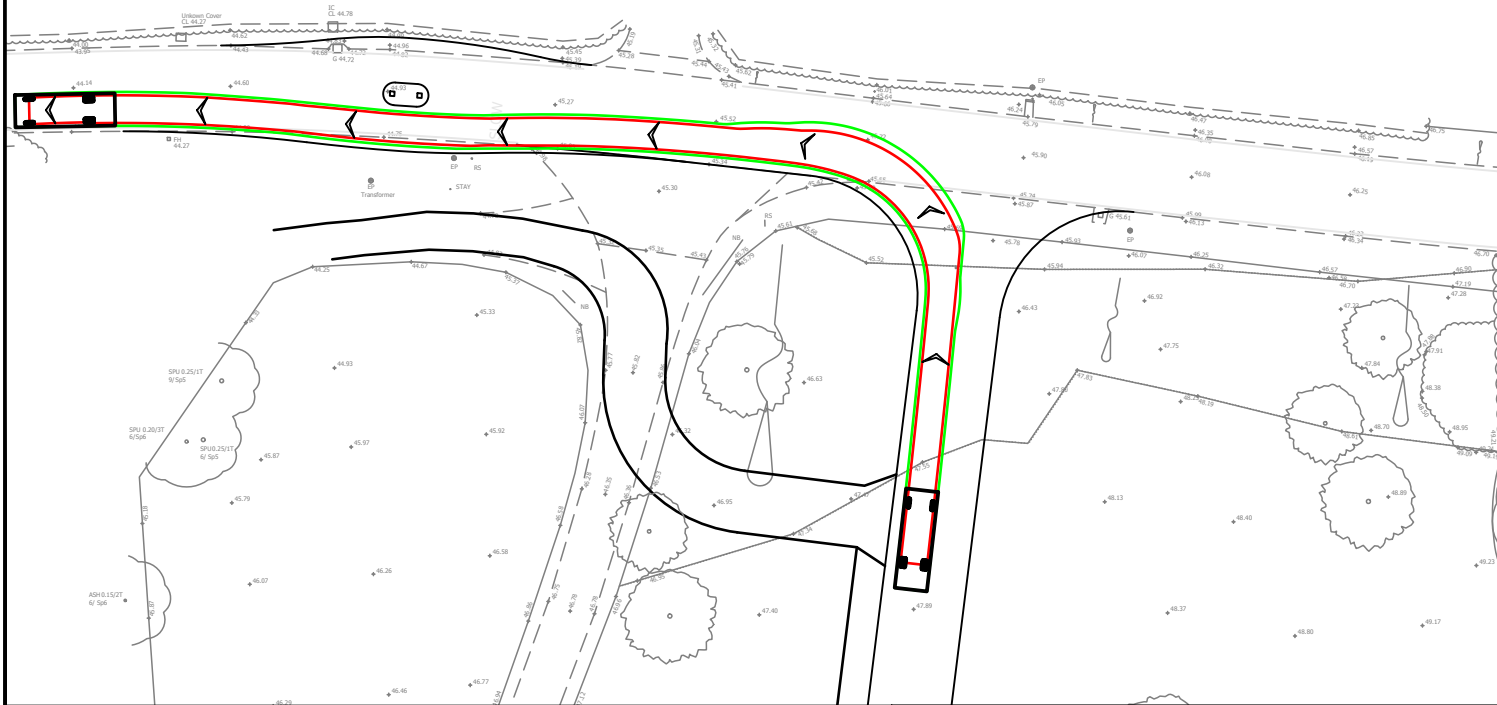
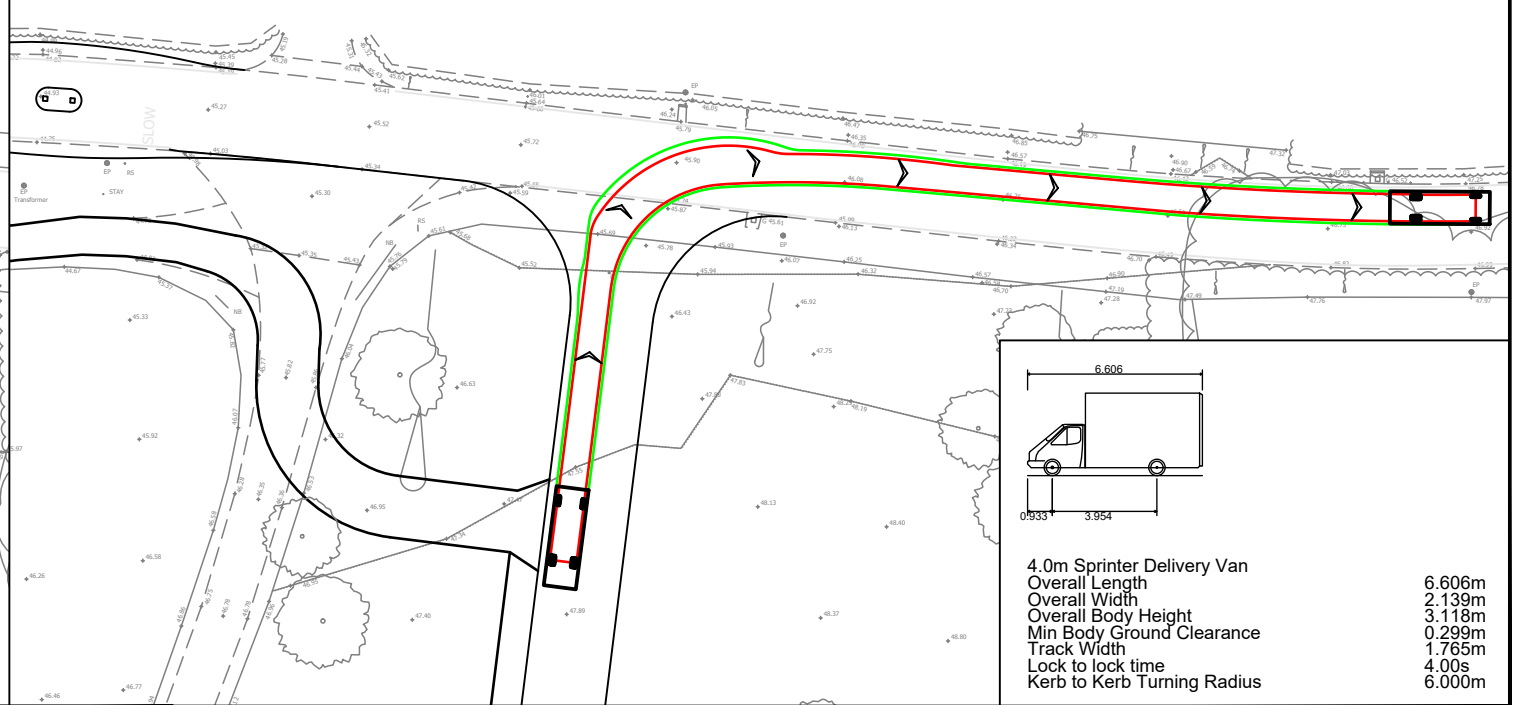
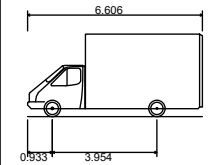
Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

A	Site Layout Updated	ARM	12/04/21	MT
REVISION	AMENDMENT	DRN	DATE	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT Croudace Homes Ltd.				
PROJECT Bird in Eye, Uckfield				
TITLE Swept Path Analysis Fire Tender Sheet 6 of 6				
DRAWN BY ARM	DESIGN BY -	CHK BY MT		
DATE 20/04/20	DRAWING No. 5330 / 214			REV No. A
SCALE 1:500 @ A2				



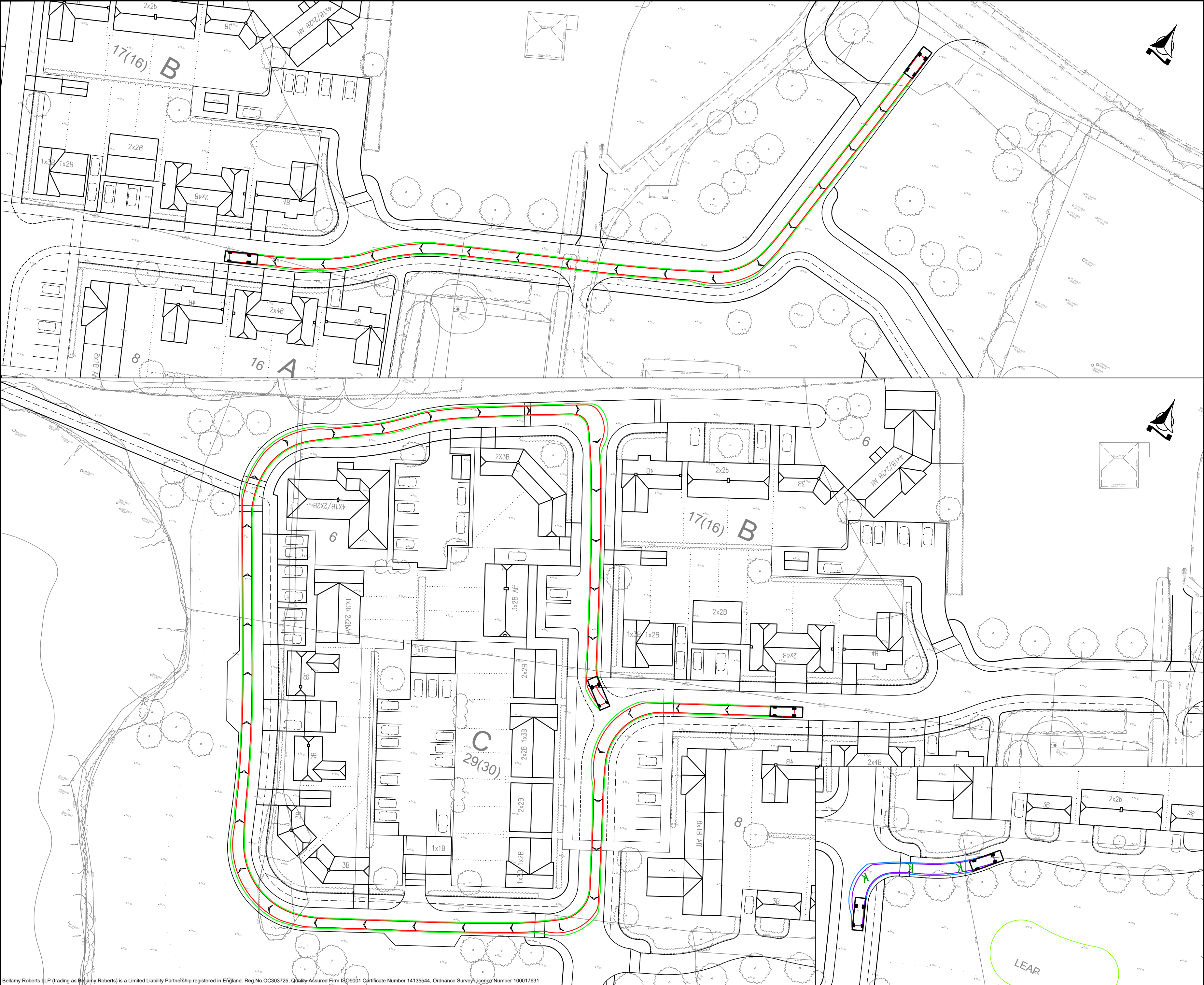
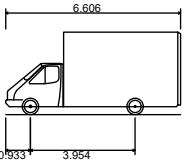
4.0m Sprinter Delivery Van
Overall Length 6.606m
Overall Width 2.139m
Overall Body Height 3.118m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	ARM	12/04/21	MT



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.	DATE	20/04/20
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Delivery Vehicle Access	DRAWN BY	ARM
DRAWING No.	5330 / 215	CHECKED BY	MT
		SCALE	1:500 @ A3
		REV No.	A



4.0m Sprinter Delivery Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

6.606m
2.139m
3.118m
0.299m
1.765m
4.00s
6.000m

A	Site Layout Updated	AMENDMENT	ARM	12/04/21	MT
			DRN	DATE	CHK



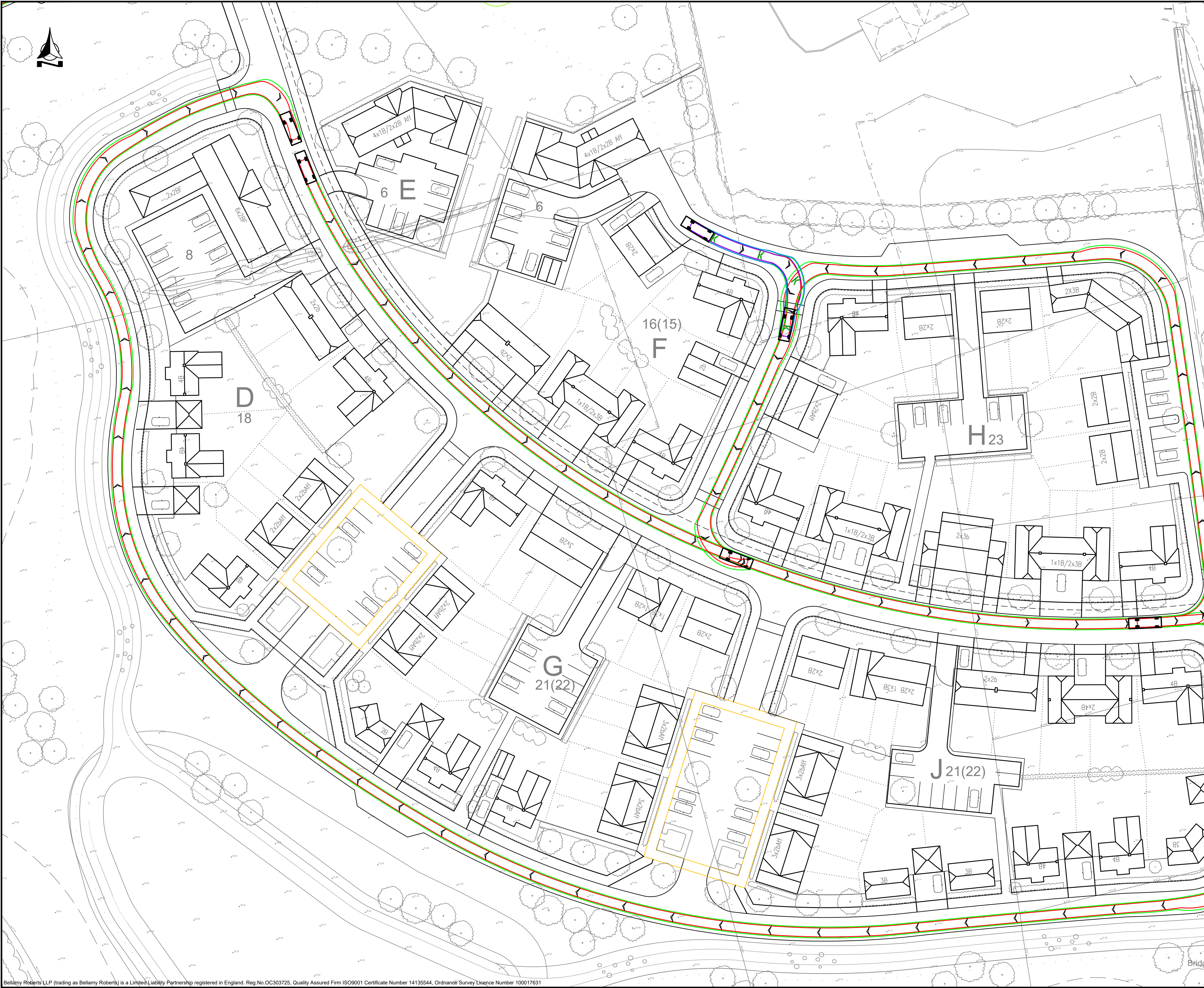
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

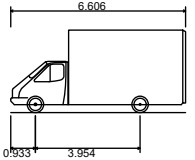
TITLE
Swept Path Analysis
Delivery Vehicle
Sheet 1 of 6

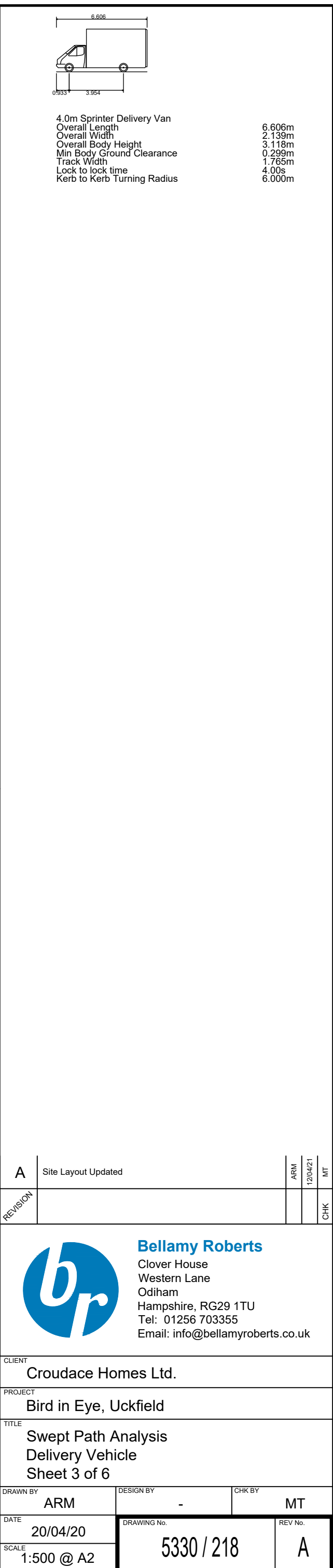
DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 20/04/20	DRAWING No. 5330 / 216	REV No. A
SCALE 1:500 @ A2		

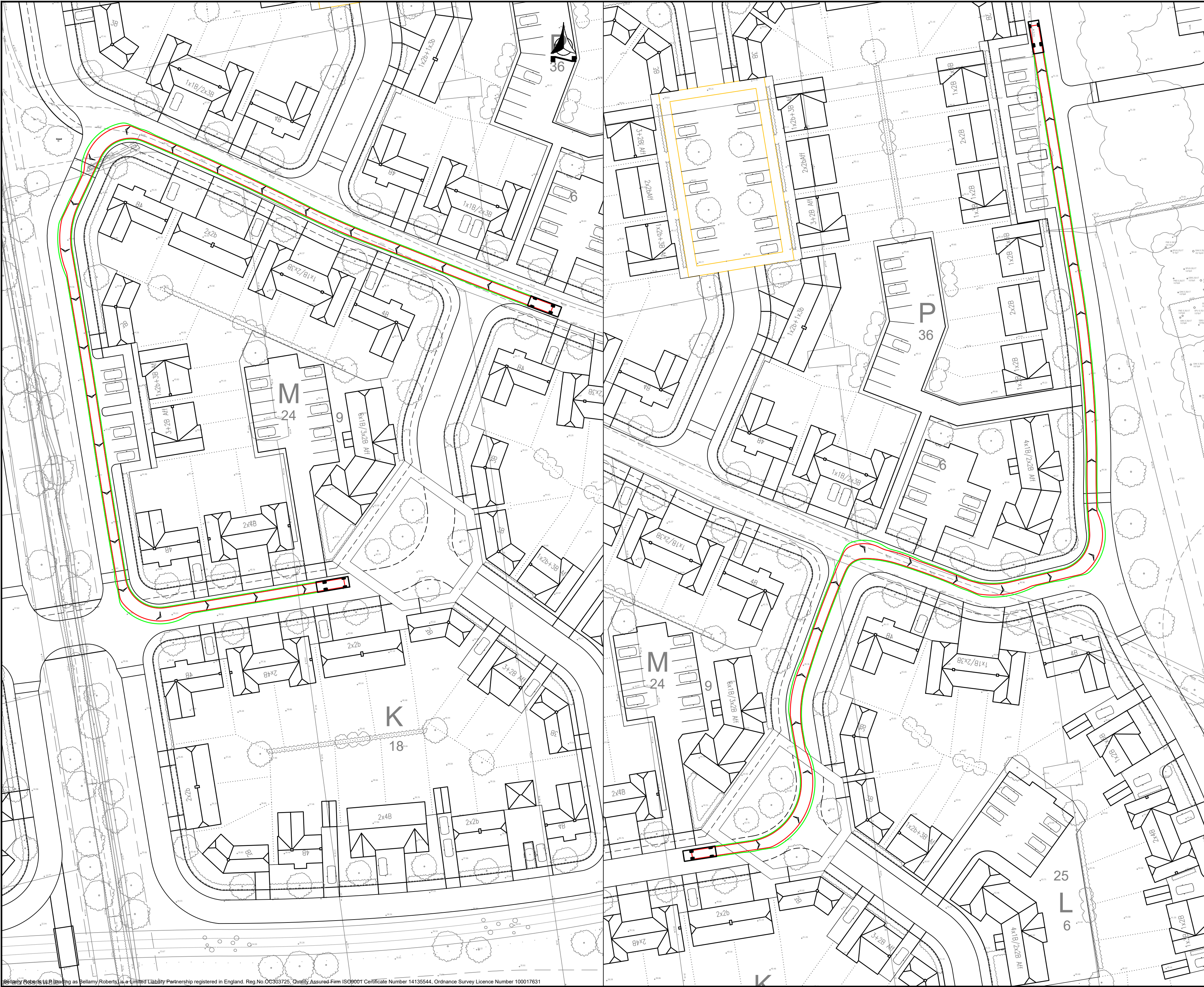
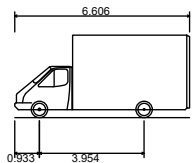




Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT Croudace Homes Ltd.			
PROJECT Bird in Eye, Uckfield			
TITLE Swept Path Analysis Delivery Vehicle Sheet 2 of 6			
DRAWN BY ARM	DESIGN BY -	CHK BY MT	
DATE 20/04/20	DRAWING No. 5330 / 217		REV No. A
SCALE 1:500 @ A2			
REVISION A	AMENDMENT Site Layout Updated		DRN 130921
			DATE MT
 <div>4.0m Sprinter Delivery Van Overall Length 6.606m Overall Width 2.139m Overall Body Height 3.118m Min Body Ground Clearance 0.299m Track Width 1.765m Lock to lock time 4.05s Kerb to Kerb Turning Radius 6.000m</div>			





4.0m Sprinter Delivery Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

6.606m
2.139m
3.118m
0.299m
1.765m
4.00s
6.000m

A	Site Layout Updated	ARM	12/04/21	MT
REVISION	AMENDMENT	DRN	DATE	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Swept Path Analysis
Delivery Vehicle
Sheet 4 of 6

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 20/04/20	DRAWING No. 5330 / 219	REV No. A
SCALE 1:500 @ A2		

in Eye Farm

New tree planting to extend existing t

SANG parking (30)

N 18

P 36

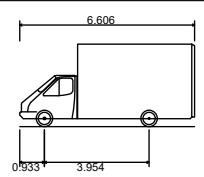
M 24

H 23

Existing

Barn O

© Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg No OC303726, Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number 100017931



6.606m
2.139m
3.118m
0.299m
1.765m
4.00s
6.000m

SANG parking (30)

Barn O
⊕



CLIENT	Croudace Homes Ltd.
--------	---------------------

PROJECT	Bird in Eye, Uckfield
---------	-----------------------

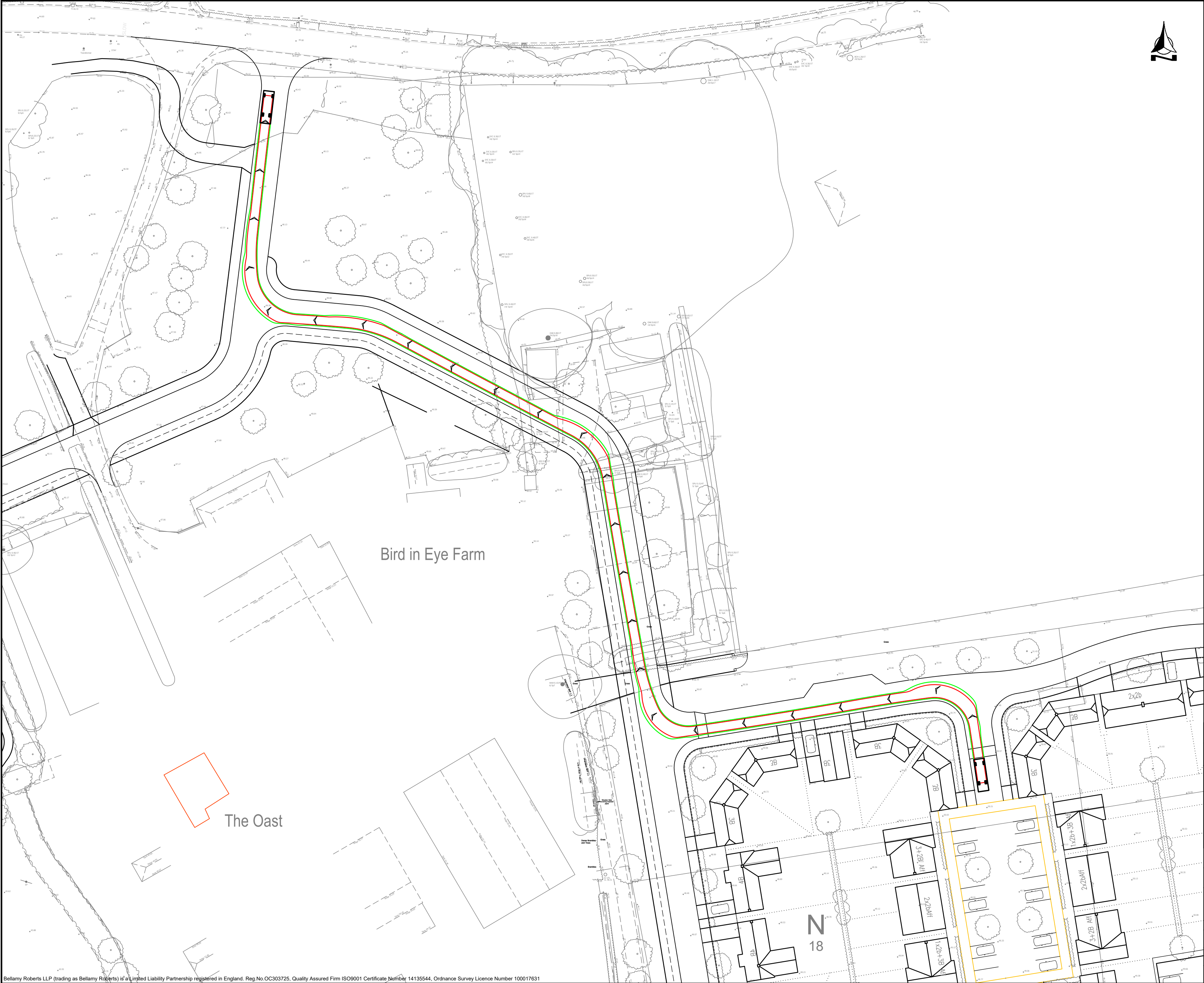
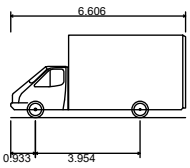
TITLE

Swept Path Analysis

Delivery Vehicle

Sheet 5 of 6

DRAWN BY ARM		DESIGN BY -	CHK BY MT
DATE 20/04/20		DRAWING No. 5330 / 220	REV No. A
SCALE 1:500 @ A2			



4.0m Sprinter Delivery Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

6.606m
2.139m
3.118m
0.299m
1.765m
4.00s
6.000m

Bird in Eye Farm

The Oast

N
18

A	Site Layout Updated	ARM	12/04/21	MT
REVISION	AMENDMENT	DRN	DATE	CHK



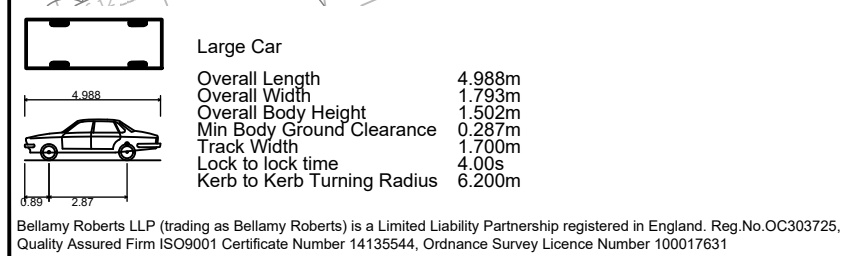
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

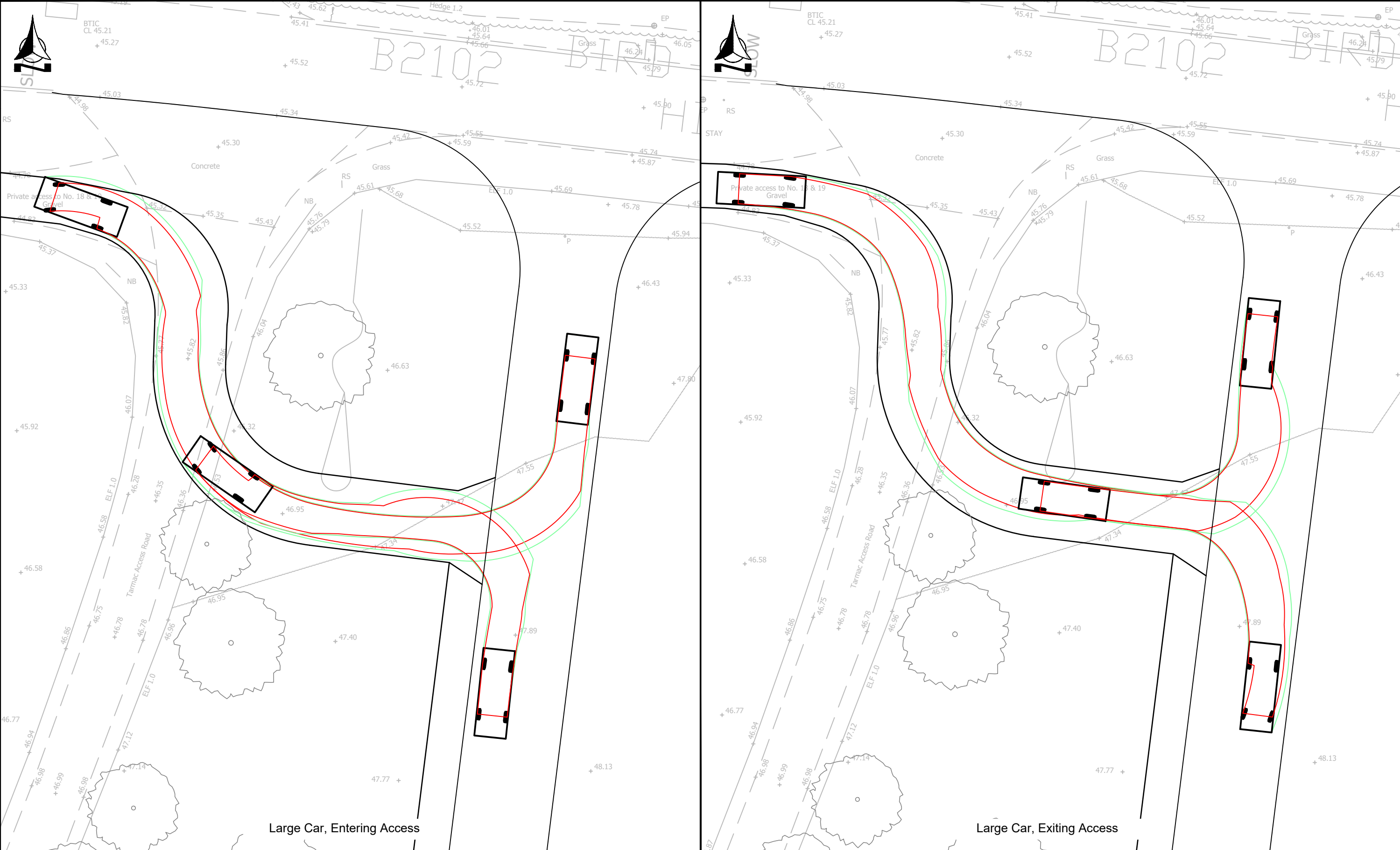
PROJECT
Bird in Eye, Uckfield

TITLE
Swept Path Analysis
Delivery Vehicle
Sheet 6 of 6

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 20/04/20	DRAWING No. 5330 / 221	
SCALE 1:500 @ A2	REV No. A	



CLIENT	Croudace Homes Ltd.	DATE	27/05/20
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	AutoTRACK Profile Large Car, Entering and Exiting Access	DRAWN BY	JCB
		CHECKED BY	MT
DRAWING No.	5330 / 222	SCALE	1:250 @ A3
		REV No.	A



Large Car

Overall Length 4.988m
Overall Width 1.793m
Overall Body Height 1.502m
Min Body Ground Clearance 0.287m
Track Width 1.700m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.200m

Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg.No.OC303725, Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number 100017631

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	ARM	12/04/21	MT



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.	DATE	27/05/20
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	AutoTRACK Profile Large Car, Entering and Exiting Access	DRAWN BY	JCB
		CHECKED BY	MT
DRAWING No.	5330 / 223	SCALE	1:250 @ A3
		REV No.	A

APPENDIX 15

Calculation Reference: AUDIT-200601-200422-0404

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	7 days
	HC HAMPSHIRE	5 days
	KC KENT	2 days
	OX OXFORDSHIRE	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 80 to 328 (units:)
Range Selected by User: 75 to 350 (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: 01/01/12 to 12/11/19

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	4 days
Wednesday	5 days
Thursday	11 days
Friday	4 days

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

Selected survey types:

Manual count	21 days
Directional ATC Count	4 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 undertaken using machines.

Selected Locations:

Edge of Town	25
--------------	----

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:

Industrial Zone	1
Residential Zone	19
Out of Town	2
No Sub Category	3

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 25 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 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	9 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 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	4 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	8 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	2 days
1.1 to 1.5	20 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	22 days
No	3 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	25 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DV-03-M-02 SAINT PETER 'S QUAY TOTNES	MIXED HOUSES & FLATS	DEVON
	Edge of Town Residential Zone Total No of Dwellings:	90	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
2	ES-03-M-07 SOUTH COAST ROAD PEACEHAVEN	MIXED HOUSING	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	188	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
3	ES-03-M-10 DITTONS ROAD POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	108	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
4	ES-03-M-12 PARK ROAD HAILSHAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	93	
	Survey date: THURSDAY	21/06/18	Survey Type: MANUAL
5	ES-03-M-14 KINGS DRIVE EASTBOURNE UPPERTON	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	119	
	Survey date: THURSDAY	15/11/18	Survey Type: MANUAL
6	ES-03-M-15 FIELD END MARESFIELD	MIXED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
7	ES-03-M-16 BARNHORN ROAD BEXHILL LITTLE COMMON	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL
8	ES-03-M-17 NEW ROAD HAILSHAM AMBERSTONE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-M-06	HOUSES & FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	NEAR FAREHAM		
	TITCHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	328	
	Survey date: WEDNESDAY	04/11/15	Survey Type: MANUAL
10	HC-03-M-09	MIXED HOUSES & FLATS	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	STANMORE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	157	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
11	HC-03-M-10	MIXED HOUSES & FLATS	HAMPSHIRE
	RAWLINGS LANE		
	ALTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	176	
	Survey date: TUESDAY	05/03/19	Survey Type: MANUAL
12	HC-03-M-11	MIXED HOUSES & FLATS	HAMPSHIRE
	ALDERMASTON ROAD		
	BASINGSTOKE		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	238	
	Survey date: THURSDAY	07/03/19	Survey Type: MANUAL
13	HC-03-M-12	MIXED HOUSES & FLATS	HAMPSHIRE
	BARNFIELD WAY		
	NEAR SOUTHAMPTON		
	HEDGE END		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	181	
	Survey date: WEDNESDAY	23/10/19	Survey Type: MANUAL
14	KC-03-M-02	MIXED HOUSES AND FLATS	KENT
	HERMITAGE LANE		
	MAIDSTONE		
	BARMING		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	119	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
15	KC-03-M-03	MIXED HOUSES & FLATS	KENT
	BUNYARD WAY		
	MAIDSTONE		
	ALLINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	140	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
16	NF-03-M-02	MIXED HOUSES	NORFOLK
	CAWSTON ROAD		
	AYLSHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	250	
	Survey date: TUESDAY	17/09/19	Survey Type: MANUAL
17	NF-03-M-07	MIXED HOUSES	NORFOLK
	MENDHAM LANE		
	HARLESTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	120	
	Survey date: FRIDAY	20/09/19	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-M-08 DEREHAM ROAD NORWICH	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings: 248 Survey date: THURSDAY 19/09/19		Survey Type: DIRECTIONAL ATC COUNT
19	NF-03-M-10 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 300 Survey date: FRIDAY 27/09/19		Survey Type: DIRECTIONAL ATC COUNT
20	NF-03-M-12 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 181 Survey date: THURSDAY 19/09/19		Survey Type: DIRECTIONAL ATC COUNT
21	NF-03-M-14 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 321 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
22	OX-03-M-01 WENMAN ROAD THAME	MIXED HOUSES	OXFORDSHIRE
	Edge of Town Industrial Zone Total No of Dwellings: 100 Survey date: THURSDAY 28/06/18		Survey Type: MANUAL
23	WK-03-M-02 BISHOPTON LANE STRATFORD UPON AVON BISHOPTON	MIXED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 130 Survey date: FRIDAY 29/06/18		Survey Type: MANUAL
24	WS-03-M-05 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSING	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 92 Survey date: THURSDAY 23/10/14		Survey Type: MANUAL
25	WS-03-M-07 ROSE GREEN ROAD BOGNOR REGIS ALDWICK	HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 90 Survey date: WEDNESDAY 05/03/14		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	25	162	0.089	25	162	0.324	25	162	0.413
08:00 - 09:00	25	162	0.123	25	162	0.369	25	162	0.492
09:00 - 10:00	25	162	0.140	25	162	0.167	25	162	0.307
10:00 - 11:00	25	162	0.120	25	162	0.139	25	162	0.259
11:00 - 12:00	25	162	0.126	25	162	0.132	25	162	0.258
12:00 - 13:00	25	162	0.144	25	162	0.131	25	162	0.275
13:00 - 14:00	25	162	0.149	25	162	0.142	25	162	0.291
14:00 - 15:00	25	162	0.133	25	162	0.175	25	162	0.308
15:00 - 16:00	25	162	0.256	25	162	0.176	25	162	0.432
16:00 - 17:00	25	162	0.255	25	162	0.156	25	162	0.411
17:00 - 18:00	25	162	0.345	25	162	0.161	25	162	0.506
18:00 - 19:00	25	162	0.307	25	162	0.168	25	162	0.475
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.414			2.265			4.679	

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 80 - 328 (units:)
 Survey date range: 01/01/12 - 12/11/19
 Number of weekdays (Monday-Friday): 41
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 16

WF01BEW - Location of usual residence and place of work (OA level)

ONS Crown Copyright Reserved [from Nomis on 23 April 2020]

population All usual residents ages 16 and over in employment the week before the census
units Persons
date 2011

currently residing in

place of work : 2011 super output area - middle layer	E01021221 : Wealden 012A	E01021222 : Wealden 012B	Total	Percentage	Direction
E02004403 : Wealden 001	6	0	6	0.5%	W
E02004404 : Wealden 002	1	7	8	0.7%	E
E02004405 : Wealden 003	7	4	11	0.9%	W
E02004406 : Wealden 004	8	11	19	1.6%	W
E02004407 : Wealden 005	2	2	4	0.3%	W
E02004408 : Wealden 006	7	12	19	1.6%	E
E02004409 : Wealden 007	15	27	42	3.6%	W
E02004410 : Wealden 008	22	34	56	4.8%	E
E02004411 : Wealden 009	136	152	288	24.4%	W
E02004412 : Wealden 010	4	4	8	0.7%	E
E02004413 : Wealden 011	6	7	13	1.1%	E
E02004414 : Wealden 012	28	51	79	6.7%	W
E02004415 : Wealden 013	15	33	48	4.1%	W
E02004416 : Wealden 014	2	0	2	0.2%	E
E02004417 : Wealden 015	4	2	6	0.5%	E
E02004418 : Wealden 016	5	5	10	0.8%	W
E02004419 : Wealden 017	1	0	1	0.1%	W
E02004420 : Wealden 018	4	4	8	0.7%	W
E02004421 : Wealden 019	3	1	4	0.3%	W
E02004422 : Wealden 020	0	1	1	0.1%	W
E02004423 : Wealden 021	1	0	1	0.1%	W

1,178 53.8%

E W
9.5% 44.3%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the

WF01BEW - Location of usual residence and place of work (OA level)

ONS Crown Copyright Reserved [from Nomis on 23 April 2020]

population All usual residents ages 16 and over in employment the week before the census
units Persons
date 2011

currently residing in

place of work : 2011 census merged local authority district	E01021221 : Wealden 012A	E01021222 : Wealden 012B	Total	Percentage	Direction
Brentwood	1	0	1	0.1%	E
Broxbourne	1	0	1	0.1%	E
Rochford	0	1	1	0.1%	E
Bexley	0	2	2	0.2%	E
Bromley	3	0	3	0.3%	W
Camden	1	0	1	0.1%	E
Croydon	1	3	4	0.3%	W
Ealing	1	0	1	0.1%	W
Greenwich	1	1	2	0.2%	E
Hammersmith and	1	0	1	0.1%	W
Haringey	0	1	1	0.1%	E
Harrow	1	0	1	0.1%	W
Hillingdon	1	0	1	0.1%	W
Hounslow	1	0	1	0.1%	W
Islington	2	4	6	0.5%	E
Lambeth	1	4	5	0.4%	W
Merton	1	0	1	0.1%	W
Richmond upon Thames	1	0	1	0.1%	W
Southwark	5	4	9	0.8%	E
Sutton	1	1	2	0.2%	W
Tower Hamlets	1	2	3	0.3%	E
Wandsworth	1	1	2	0.2%	W
Westminster, City of	13	11	24	2.0%	W
Adur	1	3	4	0.3%	W
Brighton and Hove	25	24	49	4.2%	W
Canterbury	1	0	1	0.1%	E
Cherwell	0	1	1	0.1%	W
Chichester	0	2	2	0.2%	W
Crawley	26	19	45	3.8%	W
Dartford	1	0	1	0.1%	E
Eastbourne	14	10	24	2.0%	E
Epsom and Ewell	1	0	1	0.1%	W
Guildford	0	1	1	0.1%	W
Hastings	4	3	7	0.6%	E
Horsham	0	5	5	0.4%	W
Lewes	69	67	136	11.5%	W
Medway	3	0	3	0.3%	E
Mid Sussex	52	51	103	8.7%	W
Mole Valley	1	1	2	0.2%	W
Reigate and Banstead	4	6	10	0.8%	W
Rother	5	2	7	0.6%	E
Sevenoaks	3	2	5	0.4%	E
Spelthorne	1	0	1	0.1%	W
Tandridge	1	4	5	0.4%	W
Test Valley	0	1	1	0.1%	W
Tonbridge and Malling	4	4	8	0.7%	E
Tunbridge Wells	12	27	39	3.3%	E
Waverley	1	0	1	0.1%	W
Wealden	277	357	634	53.8%	
Winchester	0	1	1	0.1%	W
Windsor and Maidenhead	0	1	1	0.1%	W
Wokingham	0	2	2	0.2%	W
Worthing	0	3	3	0.3%	W
West Dorset	1	0	1	0.1%	W

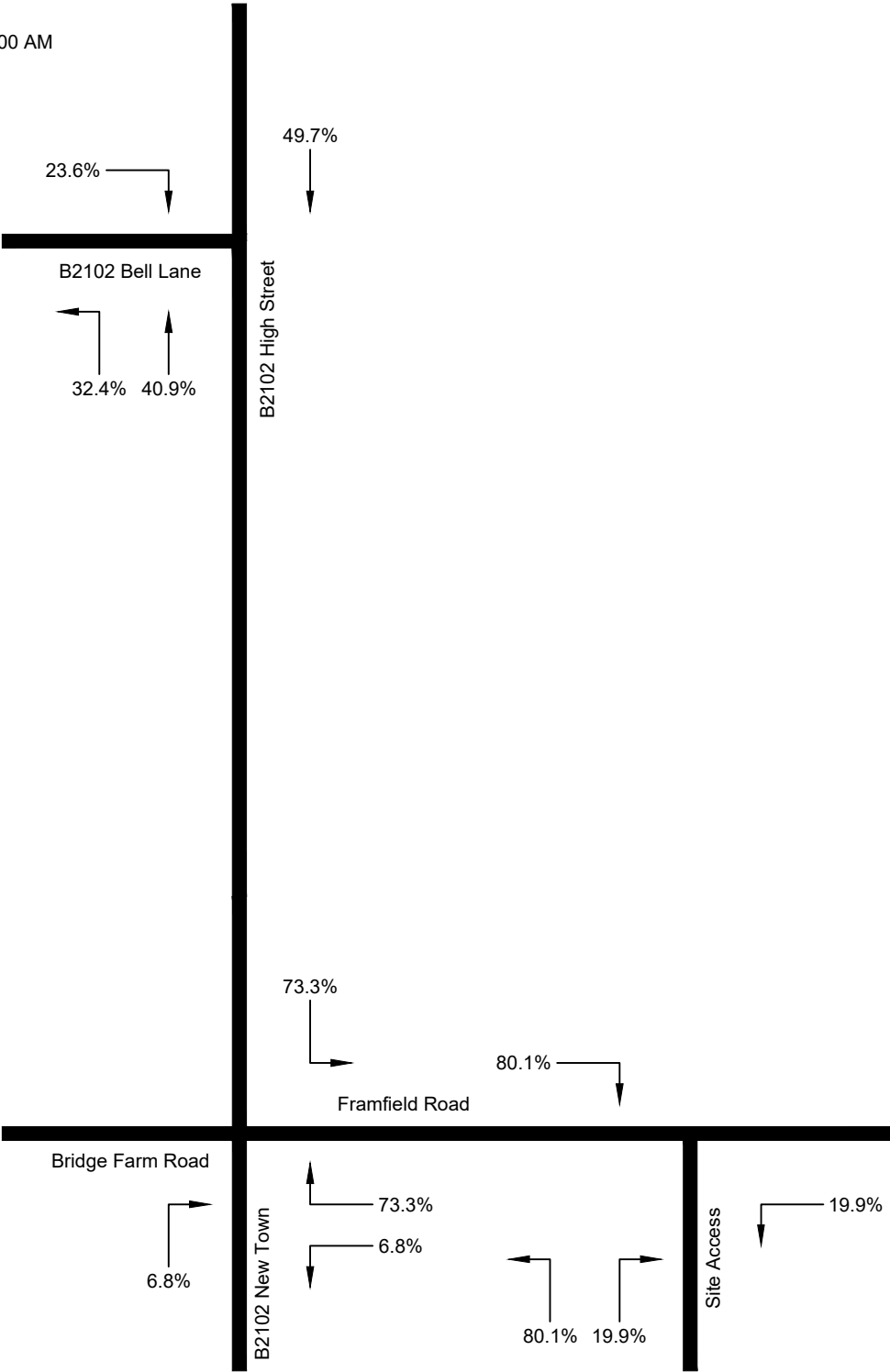
E	W	
10.4%	35.8%	
9.5%	44.3%	
19.9%	80.1%	100.0%

1,178

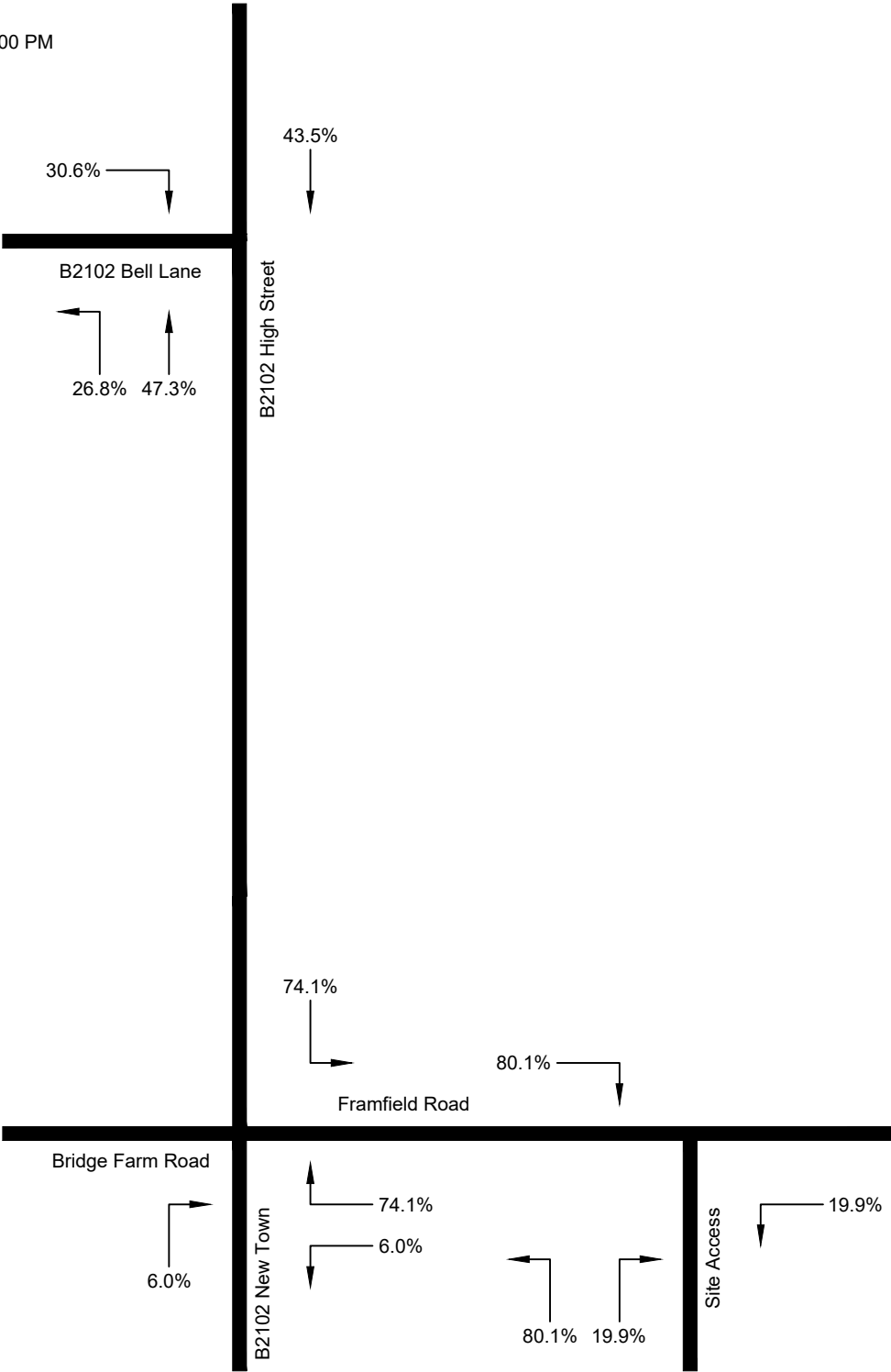
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be

APPENDIX 17

08:00-09:00 AM

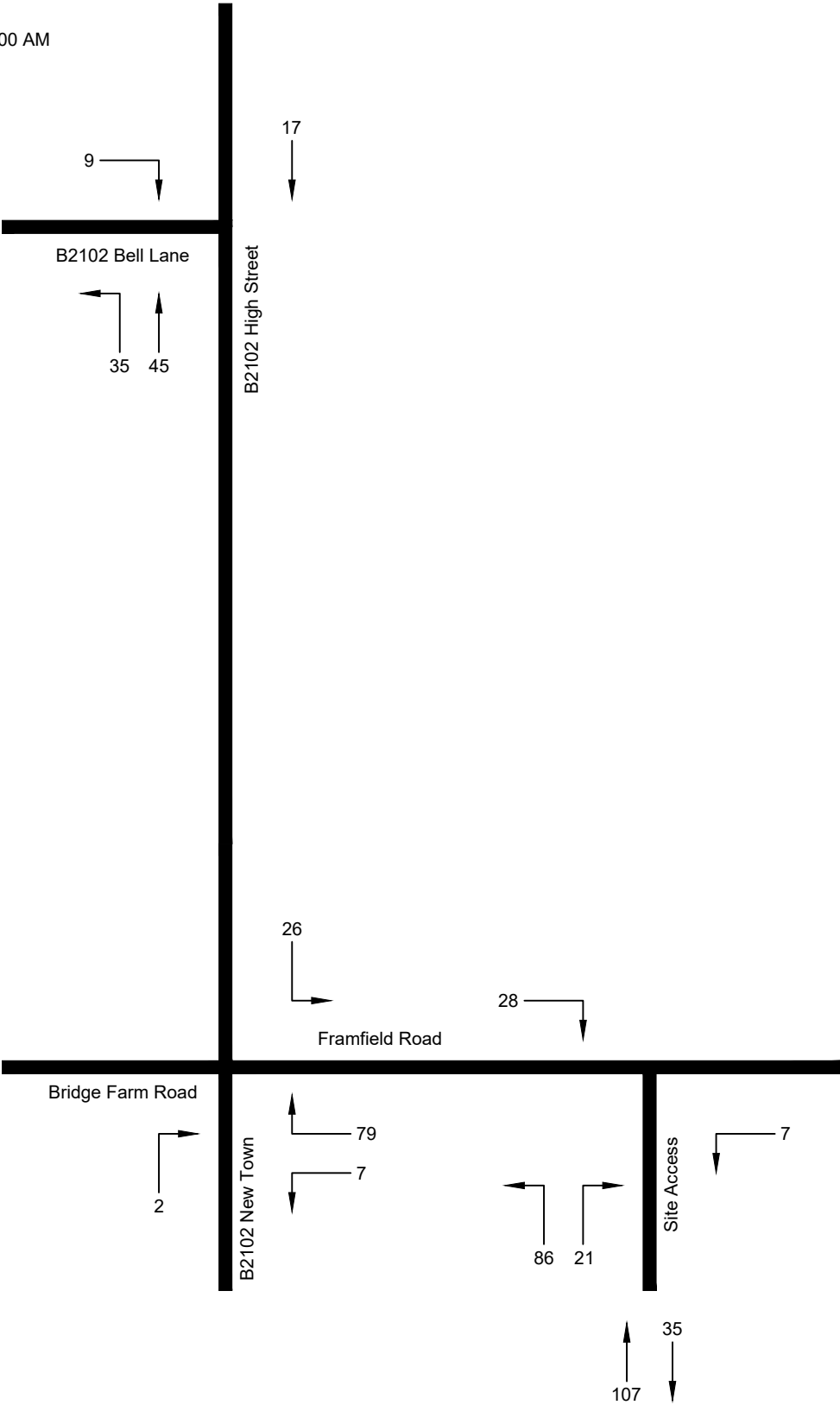


17:00-18:00 PM

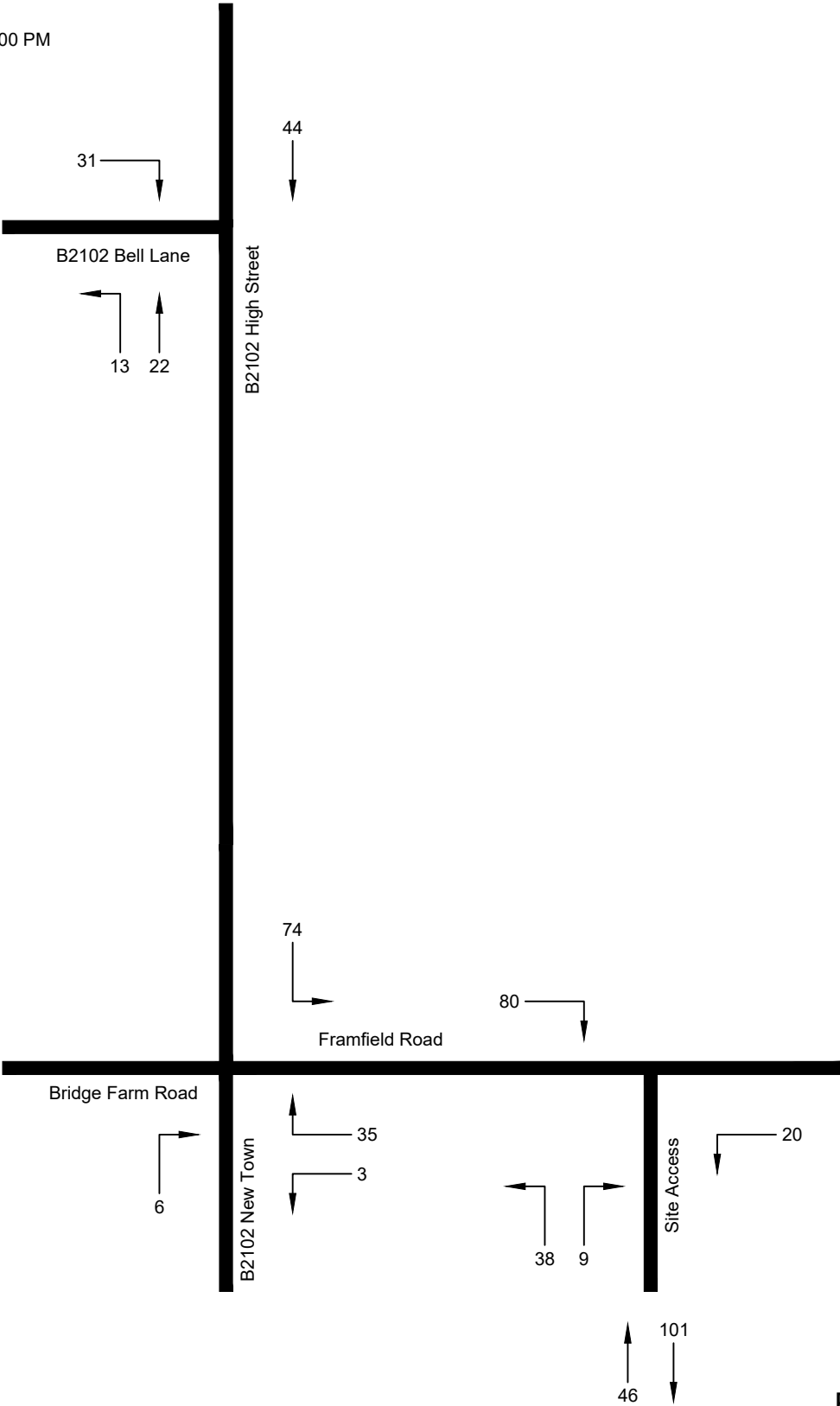


5330 / 406 Rev. A

08:00-09:00 AM



17:00-18:00 PM



5330 / 405 Rev D

Bird in Eye, Uckfield
B2102 Bell Lane/High Street Junction &
B2102 New Town/Bridge Farm
Road/Framfield Road Junction
Development Traffic Distribution
(290 units)

APPENDIX 18

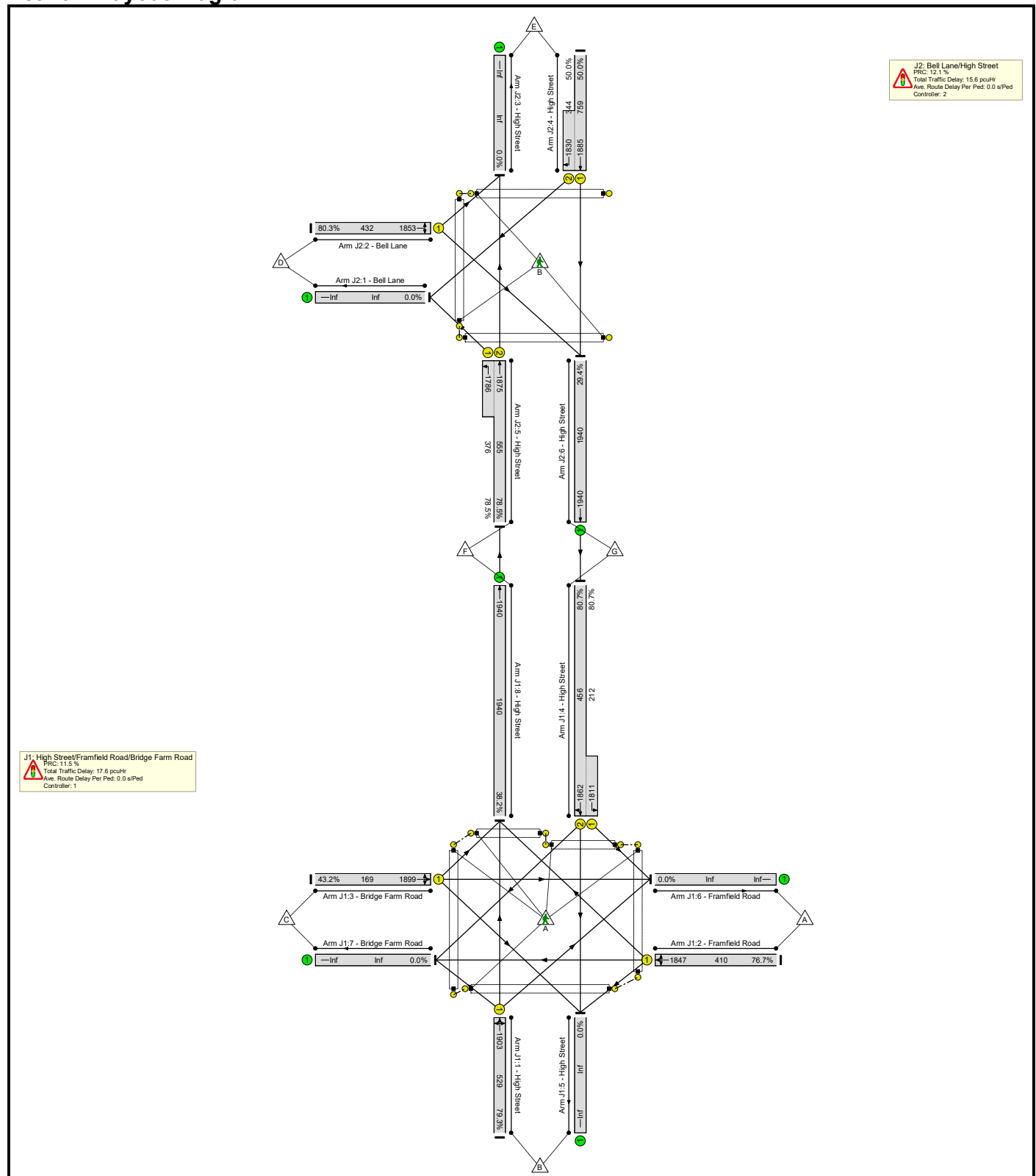
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Bird in Eye Farm, Uckfield
Title:	
Location:	
Site Ref(s):	5330
Additional detail:	
File name:	Uckfield Modelling - V3.1 (2020 Base).lsg3x
Author:	
Company:	Bellamy Roberts LLP
Address:	

Basic Results Summary

Scenario 1: 'AM Base Traffic Flows (2020)' (FG1: 'AM Base Traffic Flows (2020)', Plan 1: 'Network Control Plan 1') Network Layout Diagram



Basic Results Summary

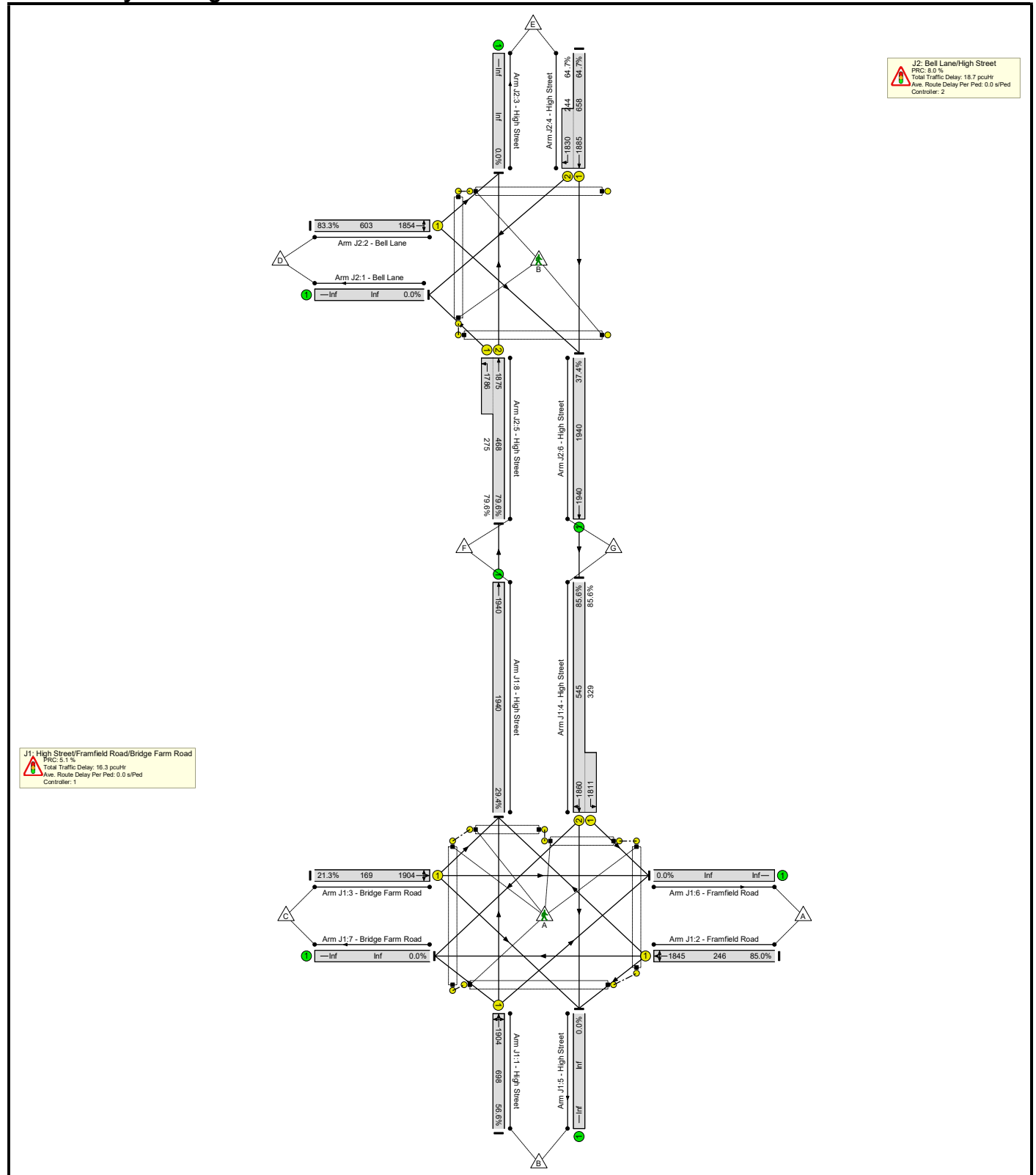
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	80.7%	0	0	0	33.1	-	-
J1: High Street/Framfield Road/Bridge Farm Road	-	-	-		-	-	-	-	-	-	80.7%	0	0	0	17.6	-	-
1/1	High Street Right Left Ahead	U	C1:A		1	24	-	419	1903	529	79.3%	-	-	-	5.4	46.0	11.5
2/1	Framfield Road Left Ahead Right	U	C1:B		1	19	-	315	1847	410	76.7%	-	-	-	4.5	51.1	8.9
3/1	Bridge Farm Road Right Ahead Left	U	C1:D		1	7	-	73	1899	169	43.2%	-	-	-	1.2	57.5	2.1
4/2+4/1	High Street Ahead Left Right	U	C1:C C1:J	C1:K	1	24	0	539	1862:1811	456+212	80.7 : 80.7%	-	-	-	6.3	41.8	10.6
8/1	High Street Ahead	U	-		-	-	-	741	1940	1940	38.2%	-	-	-	0.3	1.5	0.3
Ped Link: P1	Unnamed Ped Link	-	C1:E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C1:H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Bell Lane/High Street	-	-	-		-	-	-	-	-	-	80.3%	0	0	0	15.6	-	-
2/1	Bell Lane Left Right	U	C2:B		1	27	-	347	1853	432	80.3%	-	-	-	6.1	63.6	12.8
4/1+4/2	High Street Right Ahead	U	C2:G	C2:F	2	57	7	551	1885:1830	759+344	50.0 : 50.0%	-	-	-	2.0	13.0	5.3

Basic Results Summary

Scenario 2: 'PM Base Traffic Flows (2020)' (FG2: 'PM Base Traffic Flows (2020)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.6%	0	0	0	35.1	-	-
J1: High Street/Framfield Road/Bridge Farm Road	-	-	-		-	-	-	-	-	-	85.6%	0	0	0	16.3	-	-
1/1	High Street Right Left Ahead	U	C1:A		1	32	-	395	1904	698	56.6%	-	-	-	3.1	28.7	8.4
2/1	Framfield Road Left Ahead Right	U	C1:B		1	11	-	209	1845	246	85.0%	-	-	-	4.7	81.0	7.5
3/1	Bridge Farm Road Right Ahead Left	U	C1:D		1	7	-	36	1904	169	21.3%	-	-	-	0.5	51.6	1.0
4/2+4/1	High Street Ahead Left Right	U	C1:C C1:J	C1:K	1	32	0	749	1860:1811	545+329	85.6 : 85.6%	-	-	-	7.8	37.3	14.6
8/1	High Street Ahead	U	-		-	-	-	570	1940	1940	29.4%	-	-	-	0.2	1.3	0.2
Ped Link: P1	Unnamed Ped Link	-	C1:E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C1:H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Bell Lane/High Street	-	-	-		-	-	-	-	-	-	83.3%	0	0	0	18.7	-	-
2/1	Bell Lane Left Right	U	C2:B		1	38	-	502	1854	603	83.3%	-	-	-	7.6	54.6	17.9
4/1+4/2	High Street Right Ahead	U	C2:G	C2:F	2	46	7	584	1885:1830	658+244	64.7 : 64.7%	-	-	-	3.3	20.5	8.2

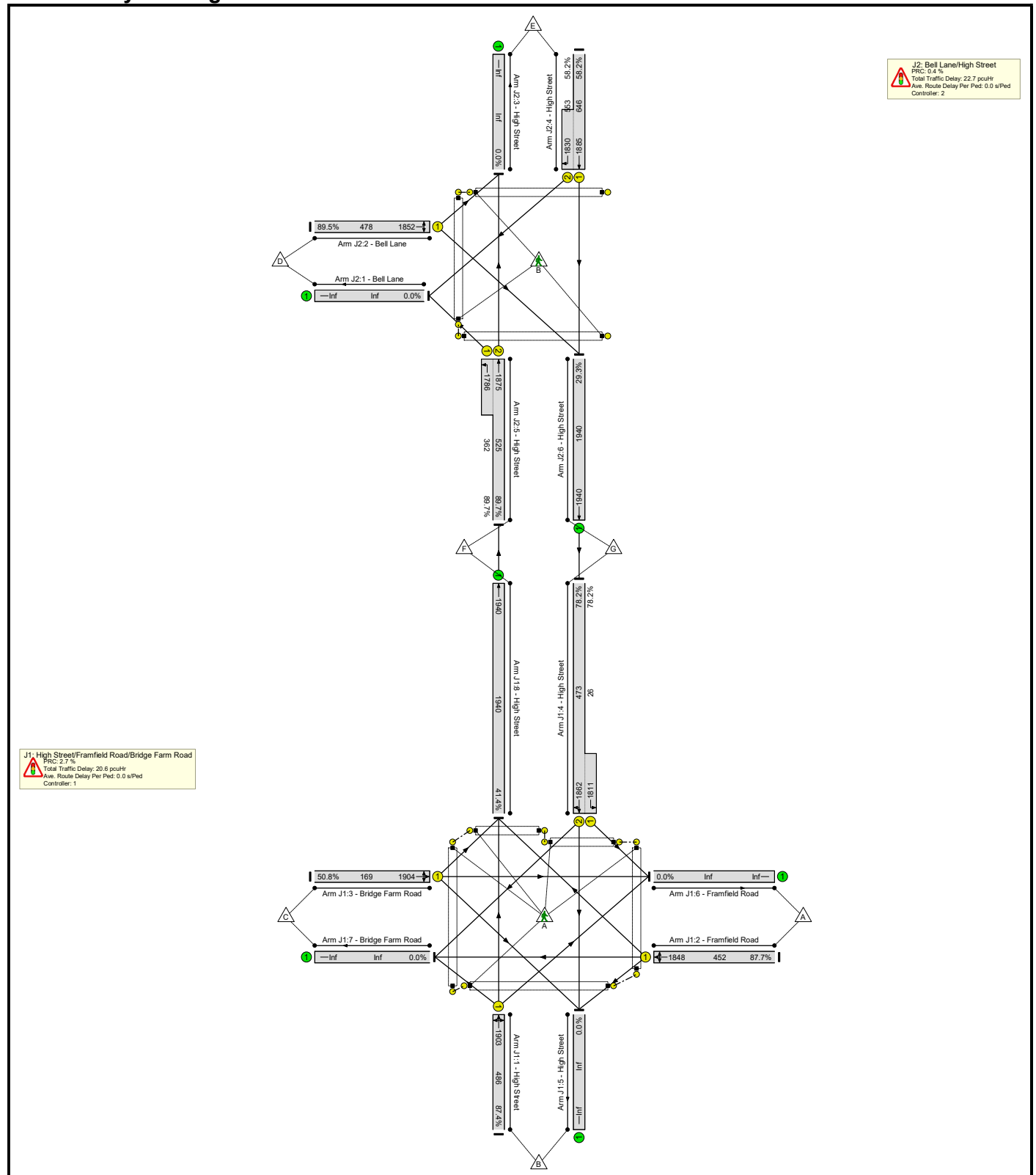
Basic Results Summary

5/2+5/1	High Street Left Ahead	U	C2:A		1	38	-	592	1875:1786	468+275	79.6 : 79.6%	-	-	-	7.5	45.6	14.9
6/1	High Street Ahead	U	-		-	-	-	726	1940	1940	37.4%	-	-	-	0.3	1.5	0.3
Ped Link: P1	Unnamed Ped Link	-	C2:C		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C2:D		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C2:E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
					C1		PRC for Signalled Lanes (%):		5.1		Total Delay for Signalled Lanes (pcuHr):		16.13		Cycle Time (s): 90		
					C2		PRC for Signalled Lanes (%):		8.0		Total Delay for Signalled Lanes (pcuHr):		18.43		Cycle Time (s): 120		
							PRC Over All Lanes (%):		5.1		Total Delay Over All Lanes(pcuHr):		35.06				

Basic Results Summary

Scenario 3: 'AM Design Year Traffic Flows (2027)' (FG7: 'AM 2027 Design Year + Committed Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

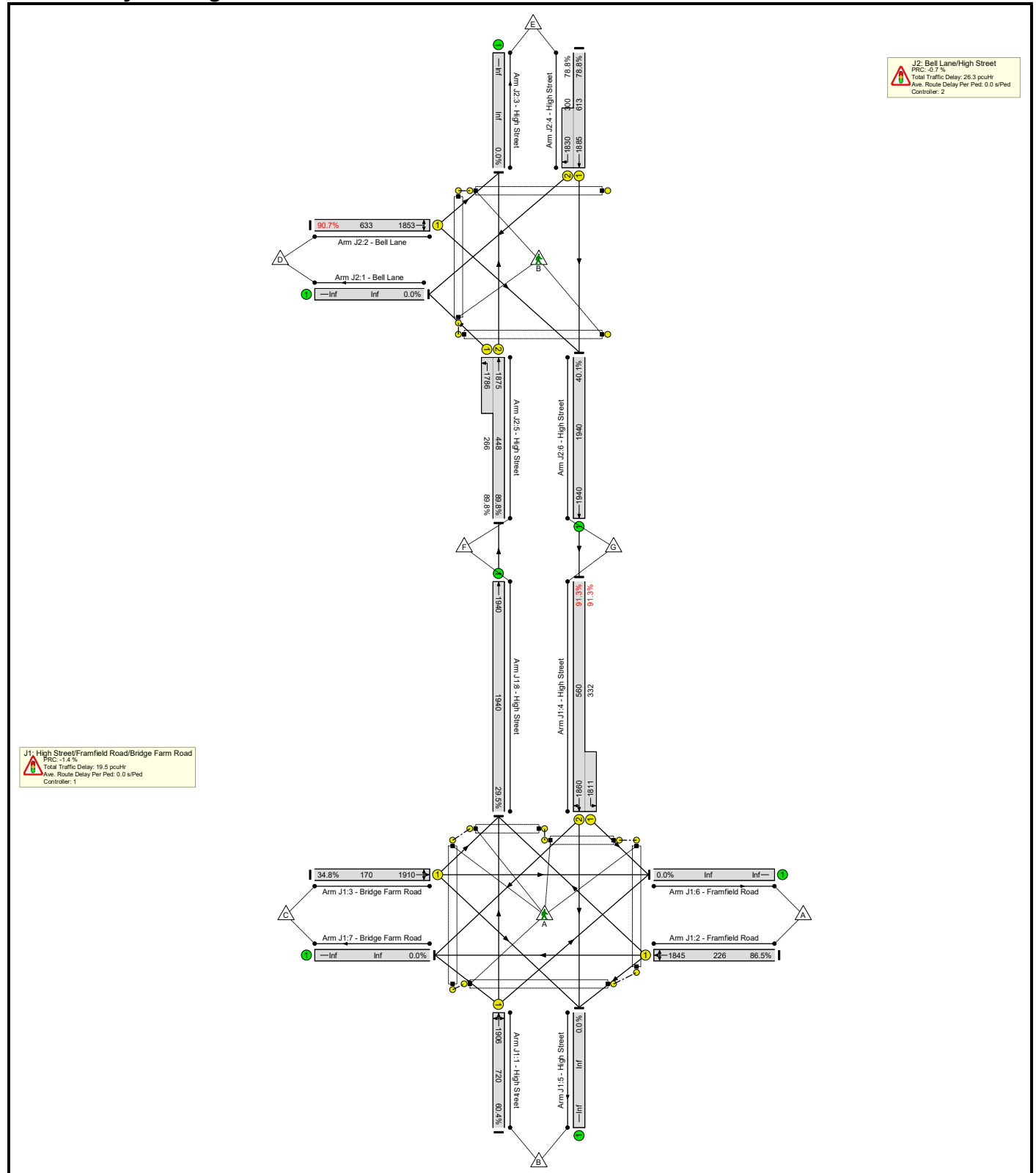
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	89.7%	0	0	0	43.3	-	-
J1: High Street/Framfield Road/Bridge Farm Road	-	-	-		-	-	-	-	-	-	87.7%	0	0	0	20.6	-	-
1/1	High Street Right Left Ahead	U	C1:A		1	22	-	425	1903	486	87.4%	-	-	-	6.9	58.7	13.3
2/1	Framfield Road Left Ahead Right	U	C1:B		1	21	-	396	1848	452	87.7%	-	-	-	6.8	61.7	12.6
3/1	Bridge Farm Road Right Ahead Left	U	C1:D		1	7	-	86	1904	169	50.8%	-	-	-	1.4	60.5	2.5
4/2+4/1	High Street Ahead Left Right	U	C1:C C1:J	C1:K	1	22	0	390	1862:1811	473+26	78.2 : 78.2%	-	-	-	5.1	46.9	10.4
8/1	High Street Ahead	U	-		-	-	-	803	1940	1940	41.4%	-	-	-	0.4	1.6	0.4
Ped Link: P1	Unnamed Ped Link	-	C1:E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C1:H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Bell Lane/High Street	-	-	-		-	-	-	-	-	-	89.7%	0	0	0	22.7	-	-
2/1	Bell Lane Left Right	U	C2:B		1	30	-	428	1852	478	89.5%	-	-	-	8.8	74.1	17.4
4/1+4/2	High Street Right Ahead	U	C2:G	C2:F	2	54	7	698	1885:1830	646+553	58.2 : 58.2%	-	-	-	2.9	14.8	5.8

Basic Results Summary

Scenario 4: 'PM Design Year Traffic Flows (2027)' (FG8: 'PM 2027 Design Year + Committed Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	91.3%	0	0	0	45.8	-	-
J1: High Street/Framfield Road/Bridge Farm Road	-	-	-		-	-	-	-	-	-	91.3%	0	0	0	19.5	-	-
1/1	High Street Right Left Ahead	U	C1:A		1	33	-	435	1906	720	60.4%	-	-	-	3.5	28.9	9.5
2/1	Framfield Road Left Ahead Right	U	C1:B		1	10	-	195	1845	226	86.5%	-	-	-	4.8	88.9	7.5
3/1	Bridge Farm Road Right Ahead Left	U	C1:D		1	7	-	59	1910	170	34.8%	-	-	-	0.9	54.8	1.6
4/2+4/1	High Street Ahead Left Right	U	C1:C C1:J	C1:K	1	33	0	814	1860:1811	560+332	91.3 : 91.3%	-	-	-	10.1	44.5	18.8
8/1	High Street Ahead	U	-		-	-	-	572	1940	1940	29.5%	-	-	-	0.2	1.3	0.2
Ped Link: P1	Unnamed Ped Link	-	C1:E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C1:H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Bell Lane/High Street	-	-	-		-	-	-	-	-	-	90.7%	0	0	0	26.3	-	-
2/1	Bell Lane Left Right	U	C2:B		1	40	-	574	1853	633	90.7%	-	-	-	10.3	64.3	22.4
4/1+4/2	High Street Right Ahead	U	C2:G	C2:F	2	44	7	719	1885:1830	613+300	78.8 : 78.8%	-	-	-	5.2	25.9	11.6

APPENDIX 19

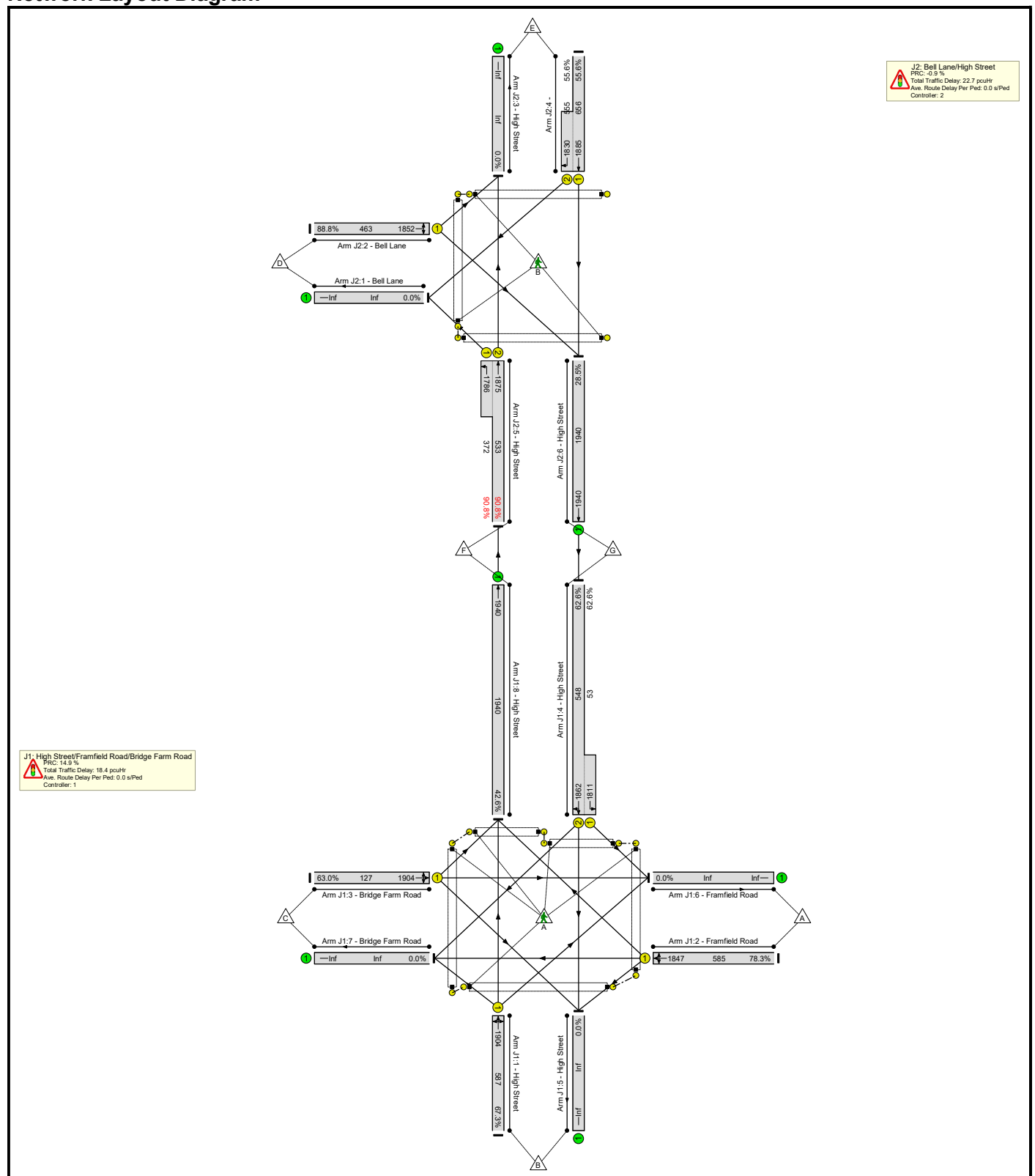
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Bird in Eye Farm, Uckfield
Title:	
Location:	
Site Ref(s):	5330
Additional detail:	
File name:	Uckfield Modelling - V4.1 (Linked Junctions + 290 Units + RF&MD&ER).lsg3x
Author:	
Company:	Bellamy Roberts LLP
Address:	

Basic Results Summary

Scenario 1: 'AM 2027 Design Year + Committed Development + 290 Units' (FG9: 'AM 2027 Design Year + Committed Development + 290 Units', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

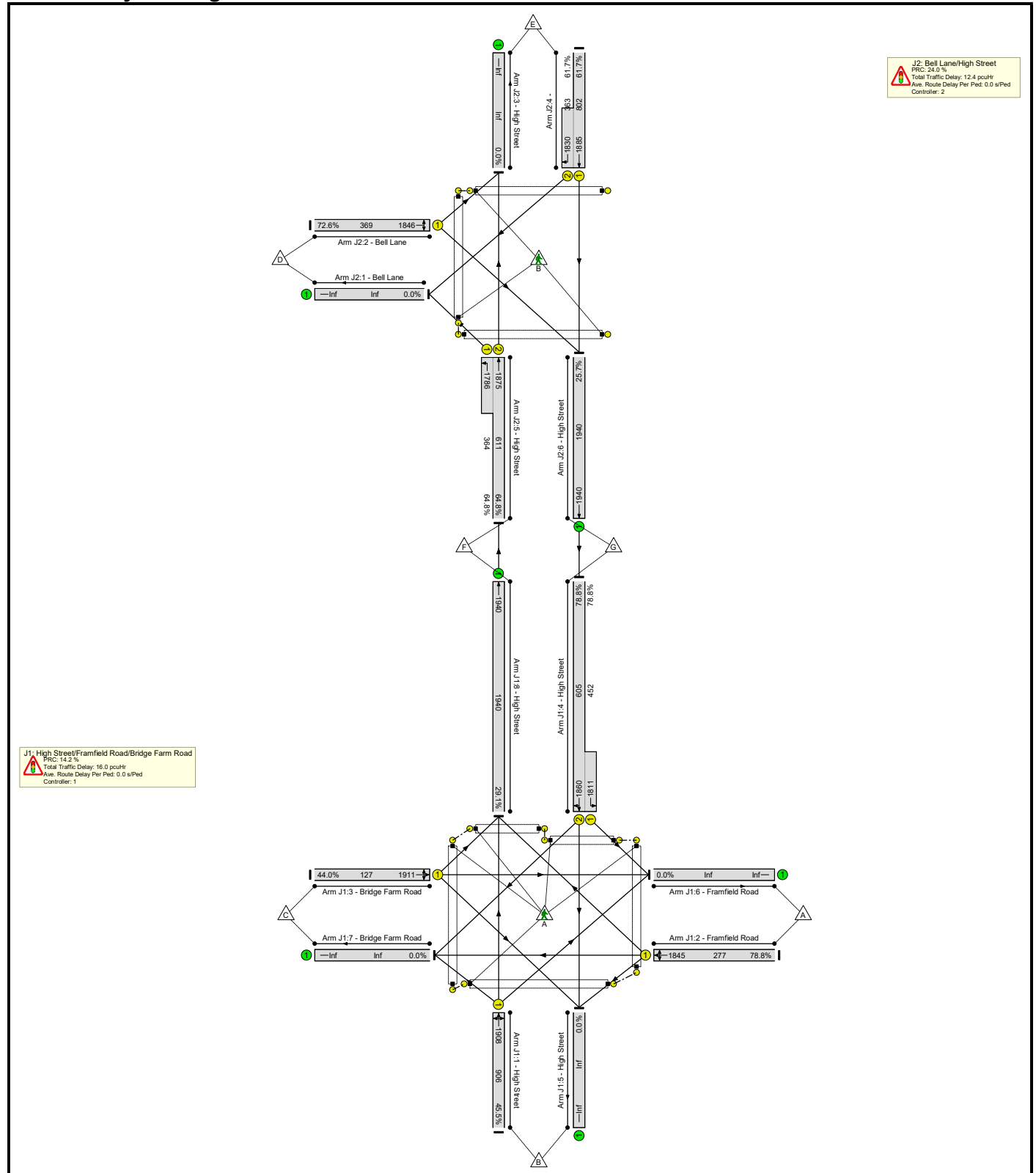
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	90.8%	0	0	0	41.0	-	-
J1: High Street/Framfield Road/Bridge Farm Road	-	-	-		-	-	-	-	-	-	78.3%	0	0	0	18.4	-	-
1/1	High Street Right Left Ahead	U	C1:A		1	36	-	395	1904	587	67.3%	-	-	-	5.0	45.5	12.4
2/1	Framfield Road Left Ahead Right	U	C1:B		1	37	-	458	1847	585	78.3%	-	-	-	6.5	51.1	15.6
3/1	Bridge Farm Road Right Ahead Left	U	C1:D		1	7	-	80	1904	127	63.0%	-	-	-	2.0	91.6	3.4
4/2+4/1	High Street Ahead Left Right	U	C1:C C1:J	C1:K	1	36	0	376	1862:1811	548+53	62.6 : 62.6%	-	-	-	4.5	42.7	10.6
8/1	High Street Ahead	U	-		-	-	-	826	1940	1940	42.6%	-	-	-	0.4	1.6	0.4
Ped Link: P1	Unnamed Ped Link	-	C1:E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C1:H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Bell Lane/High Street	-	-	-		-	-	-	-	-	-	90.8%	0	0	0	22.7	-	-
2/1	Bell Lane Left Right	U	C2:B		1	29	-	411	1852	463	88.8%	-	-	-	8.4	73.9	16.6
4/1+4/2	Right Ahead	U	C2:G	C2:F	2	55	7	674	1885:1830	656+555	55.6 : 55.6%	-	-	-	2.6	14.0	5.5

Basic Results Summary

Scenario 2: 'PM 2027 Design Year + Committed Development + 290 Units' (FG10: 'PM 2027 Design Year + Committed Development + 290 Units', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.8%	0	0	0	28.4	-	-
J1: High Street/Framfield Road/Bridge Farm Road	-	-	-		-	-	-	-	-	-	78.8%	0	0	0	16.0	-	-
1/1	High Street Right Left Ahead	U	C1:A		1	56	-	412	1908	906	45.5%	-	-	-	2.8	24.7	9.6
2/1	Framfield Road Left Ahead Right	U	C1:B		1	17	-	218	1845	277	78.8%	-	-	-	4.7	78.1	8.7
3/1	Bridge Farm Road Right Ahead Left	U	C1:D		1	7	-	56	1911	127	44.0%	-	-	-	1.2	78.8	2.2
4/2+4/1	High Street Ahead Left Right	U	C1:C C1:J	C1:K	1	56	0	833	1860:1811	605+452	78.8 : 78.8%	-	-	-	7.0	30.4	17.5
8/1	High Street Ahead	U	-		-	-	-	565	1940	1940	29.1%	-	-	-	0.2	1.3	0.2
Ped Link: P1	Unnamed Ped Link	-	C1:E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:F		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:I		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C1:H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Bell Lane/High Street	-	-	-		-	-	-	-	-	-	72.6%	0	0	0	12.4	-	-
2/1	Bell Lane Left Right	U	C2:B		1	23	-	268	1846	369	72.6%	-	-	-	4.6	62.3	9.6
4/1+4/2	Right Ahead	U	C2:G	C2:F	2	61	7	719	1885:1830	802+363	61.7 : 61.7%	-	-	-	2.7	13.4	7.2

APPENDIX 20

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462 © Copyright TRL Limited, 2019						
For sales and distribution information, program advice and maintenance, contact TRL: +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: Site Access - (290 Units).j9
Path: S:\Admin-Projects\5301-5350\5330\Junction Modelling\Junctions9
Report generation date: 27/04/2021 15:56:05

»2027 Design Year, AM
 »2027 Design Year, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2027 Design Year						
Stream B-C	0.3	8.37	0.20	0.1	7.02	0.10
Stream B-A	0.1	8.63	0.06	0.0	8.71	0.04
Stream C-AB	0.2	6.37	0.09	0.5	6.68	0.25

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

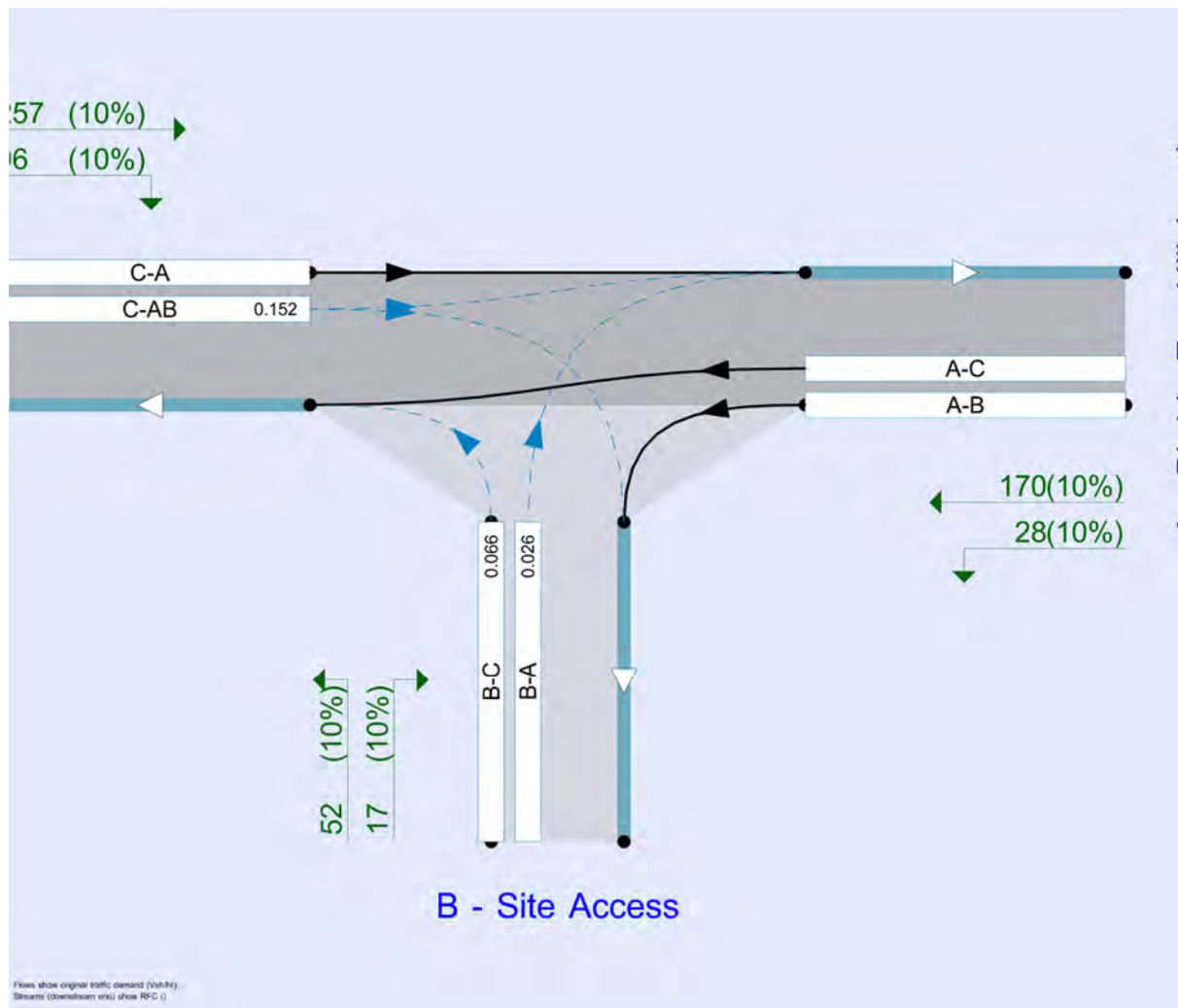
File summary

File Description

Title	Site Access
Location	Bird in Eye Hill, Uckfield
Site number	
Date	28/04/2020
Version	
Status	(new file)
Identifier	
Client	Croudace
Jobnumber	5330
Enumerator	BR\matttwinberrow
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019 Base Flows	AM		ONE HOUR	07:45	09:15	15			
D2	2019 Base Flows	PM		ONE HOUR	16:45	18:15	15			
D3	2027 Base Flows	AM		ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2027 Base Flows	PM		ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	Development Traffic	AM	290 units	ONE HOUR	07:45	09:15	15			
D6	Development Traffic	PM	290 units	ONE HOUR	16:45	18:15	15			
D7	2027 Design Year	AM		ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2027 Design Year	PM		ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Growth Factors

ID	Description	Use TEMPRO	NTM Dataset	Base year	Future year	Time period	Region	NTEM Dataset	County	Authority	Zone	Area type	Road type	Growth Factor
G1	AM 2020 - 2027	✓	NTM AF15 Dataset	2020	2027	Weekday AM Peak Period	SE	7.2	East Sussex	Wealden	Wealden 008 (4350)	Rural	Principal	1.0744
G2	PM 2020- 2027	✓	NTM AF15 Dataset	2020	2027	Weekday PM Peak Period	SE	7.2	East Sussex	Wealden	Wealden 008 (4350)	Rural	Principal	1.0741

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

2027 Design Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Bird in Eye Hill (west) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Demand Set Relationship	D7 - 2027 Design Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bird in Eye Hill (east)		Major
B	Site Access		Minor
C	Bird in Eye Hill (west)		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 - Bird in Eye Hill (west)	5.50			105.0	✓	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 - Site Access	One lane plus flare	10.00	3.00	2.75	2.75	2.75	✓	1.00	80	85

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	656	0.122	0.308	0.194	0.441
B-C	694	0.109	0.275	-	-
C-B	635	0.251	0.251	-	-

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	Relationship type	Relationship
D7	2027 Design Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

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 (Veh/hr)	Scaling Factor (%)
A - Bird in Eye Hill (east)		ONE HOUR	✓	286	100.000
B - Site Access		ONE HOUR	✓	122	100.000
C - Bird in Eye Hill (west)		ONE HOUR	✓	200	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	9	277
	B - Site Access	24	0	98
	C - Bird in Eye Hill (west)	163	37	0

Proportions

	To			
From		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0.00	0.03	0.97
	B - Site Access	0.20	0.00	0.80
	C - Bird in Eye Hill (west)	0.82	0.18	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	10	10
	B - Site Access	10	0	10
	C - Bird in Eye Hill (west)	10	10	0

Average PCU Per Veh

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	1.000	1.100	1.100
	B - Site Access	1.100	1.000	1.100
	C - Bird in Eye Hill (west)	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Bird in Eye Hill (east)	215	237
	B - Site Access	92	101
	C - Bird in Eye Hill (west)	151	166
08:00-08:15	A - Bird in Eye Hill (east)	257	283
	B - Site Access	110	121
	C - Bird in Eye Hill (west)	180	198
08:15-08:30	A - Bird in Eye Hill (east)	315	347
	B - Site Access	134	148
	C - Bird in Eye Hill (west)	221	243
08:30-08:45	A - Bird in Eye Hill (east)	315	347
	B - Site Access	134	148
	C - Bird in Eye Hill (west)	221	243
08:45-09:00	A - Bird in Eye Hill (east)	257	283
	B - Site Access	110	121
	C - Bird in Eye Hill (west)	180	198
09:00-09:15	A - Bird in Eye Hill (east)	215	237
	B - Site Access	92	101
	C - Bird in Eye Hill (west)	151	166

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	0.20	8.37	0.3	A	99	148
B-A	0.06	8.63	0.1	A	24	36
C-AB	0.09	6.37	0.2	A	50	75
C-A					152	228
A-B					9	14
A-C					280	420

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	81	20	625	0.130	81	0.0	0.2	7.268	A
B-A	20	5	543	0.037	20	0.0	0.0	7.568	A
C-AB	38	10	667	0.058	38	0.0	0.1	6.292	A
C-A	127	32			127				
A-B	7	2			7				
A-C	230	57			230				

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	97	24	611	0.159	97	0.2	0.2	7.701	A
B-A	24	6	520	0.046	24	0.0	0.1	7.977	A
C-AB	48	12	675	0.071	48	0.1	0.1	6.323	A
C-A	150	37			150				
A-B	9	2			9				
A-C	274	69			274				

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	119	30	592	0.201	118	0.2	0.3	8.367	A
B-A	29	7	488	0.060	29	0.1	0.1	8.622	A
C-AB	63	16	685	0.092	63	0.1	0.2	6.366	A
C-A	179	45			179				
A-B	11	3			11				
A-C	336	84			336				

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	119	30	591	0.201	119	0.3	0.3	8.375	A
B-A	29	7	488	0.060	29	0.1	0.1	8.625	A
C-AB	63	16	685	0.092	63	0.2	0.2	6.370	A
C-A	179	45			179				
A-B	11	3			11				
A-C	336	84			336				

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	97	24	611	0.159	97	0.3	0.2	7.716	A
B-A	24	6	520	0.046	24	0.1	0.1	7.983	A
C-AB	48	12	675	0.072	48	0.2	0.1	6.326	A
C-A	150	37			150				
A-B	9	2			9				
A-C	274	69			274				

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	81	20	625	0.130	81	0.2	0.2	7.291	A
B-A	20	5	543	0.037	20	0.1	0.0	7.575	A
C-AB	39	10	667	0.058	39	0.1	0.1	6.301	A
C-A	127	32			127				
A-B	7	2			7				
A-C	230	57			230				

2027 Design Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Bird in Eye Hill (west) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Demand Set Relationship	D7 - 2027 Design Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 Design Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

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 (Veh/hr)	Scaling Factor (%)
A - Bird in Eye Hill (east)		ONE HOUR	✓	198	100.000
B - Site Access		ONE HOUR	✓	69	100.000
C - Bird in Eye Hill (west)		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	28	170
	B - Site Access	17	0	52
	C - Bird in Eye Hill (west)	257	96	0

Proportions

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0.00	0.14	0.86
	B - Site Access	0.25	0.00	0.75
	C - Bird in Eye Hill (west)	0.73	0.27	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	10	10
	B - Site Access	10	0	10
	C - Bird in Eye Hill (west)	10	10	0

Average PCU Per Veh

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	1.000	1.100	1.100
	B - Site Access	1.100	1.000	1.100
	C - Bird in Eye Hill (west)	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Bird in Eye Hill (east)	149	164
	B - Site Access	52	57
	C - Bird in Eye Hill (west)	266	292
17:00-17:15	A - Bird in Eye Hill (east)	178	196
	B - Site Access	62	68
	C - Bird in Eye Hill (west)	317	349
17:15-17:30	A - Bird in Eye Hill (east)	218	239
	B - Site Access	76	84
	C - Bird in Eye Hill (west)	388	427
17:30-17:45	A - Bird in Eye Hill (east)	218	239
	B - Site Access	76	84
	C - Bird in Eye Hill (west)	388	427
17:45-18:00	A - Bird in Eye Hill (east)	178	196
	B - Site Access	62	68
	C - Bird in Eye Hill (west)	317	349
18:00-18:15	A - Bird in Eye Hill (east)	149	164
	B - Site Access	52	57
	C - Bird in Eye Hill (west)	266	292

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	0.10	7.02	0.1	A	52	79
B-A	0.04	8.71	0.0	A	17	26
C-AB	0.25	6.68	0.5	A	149	224
C-A					207	310
A-B					28	42
A-C					171	257

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	43	11	649	0.066	43	0.0	0.1	6.530	A
B-A	14	4	533	0.026	14	0.0	0.0	7.627	A
C-AB	112	28	736	0.152	111	0.0	0.3	6.327	A
C-A	180	45			180				
A-B	23	6			23				
A-C	141	35			141				

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	51	13	640	0.080	51	0.1	0.1	6.729	A
B-A	17	4	509	0.033	17	0.0	0.0	8.050	A
C-AB	143	36	757	0.189	143	0.3	0.4	6.451	A
C-A	206	51			206				
A-B	28	7			28				
A-C	168	42			168				

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	63	16	627	0.100	63	0.1	0.1	7.018	A
B-A	21	5	475	0.043	21	0.0	0.0	8.704	A
C-AB	193	48	787	0.245	192	0.4	0.5	6.673	A
C-A	234	59			234				
A-B	34	8			34				
A-C	206	51			206				

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	63	16	627	0.100	63	0.1	0.1	7.018	A
B-A	21	5	475	0.043	21	0.0	0.0	8.709	A

C-AB	193	48	787	0.246	193	0.5	0.5	6.684	A
C-A	234	58			234				
A-B	34	8			34				
A-C	206	51			206				

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	51	13	640	0.080	52	0.1	0.1	6.732	A
B-A	17	4	508	0.033	17	0.0	0.0	8.057	A
C-AB	144	36	757	0.189	144	0.5	0.4	6.474	A
C-A	205	51			205				
A-B	28	7			28				
A-C	168	42			168				

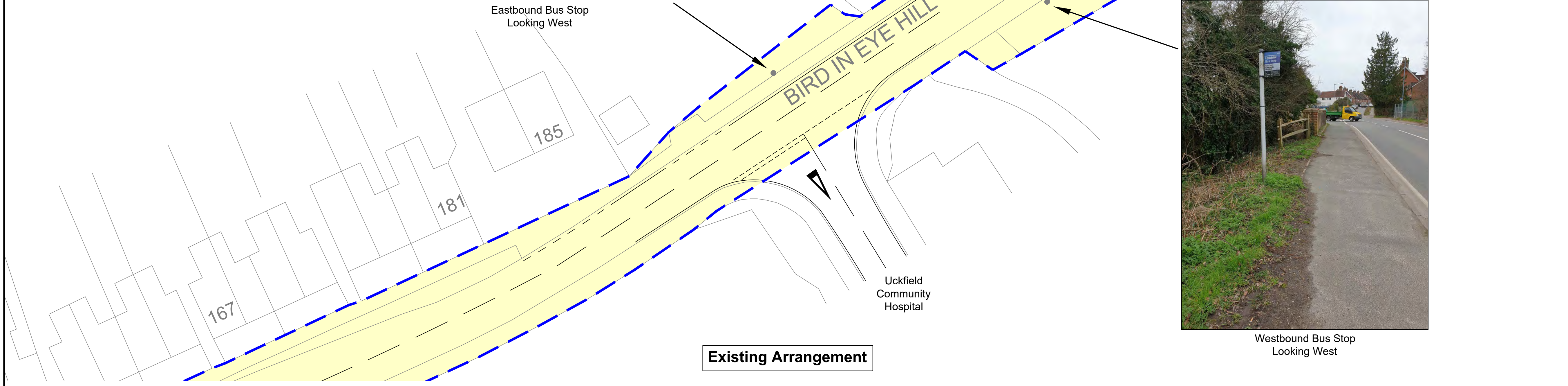
18:00 - 18:15

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	43	11	649	0.066	43	0.1	0.1	6.540	A
B-A	14	4	532	0.026	14	0.0	0.0	7.642	A
C-AB	112	28	736	0.152	113	0.4	0.3	6.356	A
C-A	180	45			180				
A-B	23	6			23				
A-C	141	35			141				

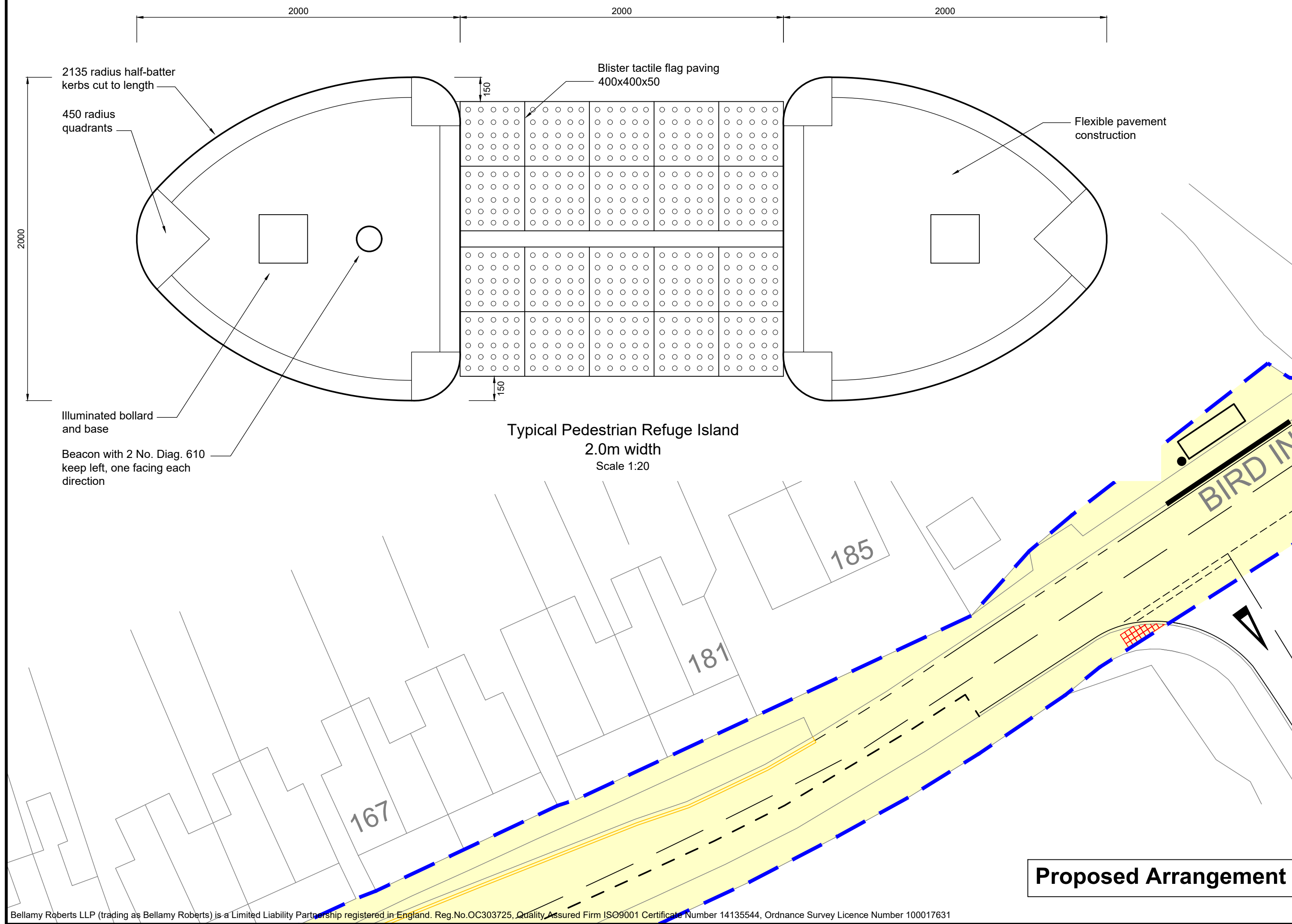
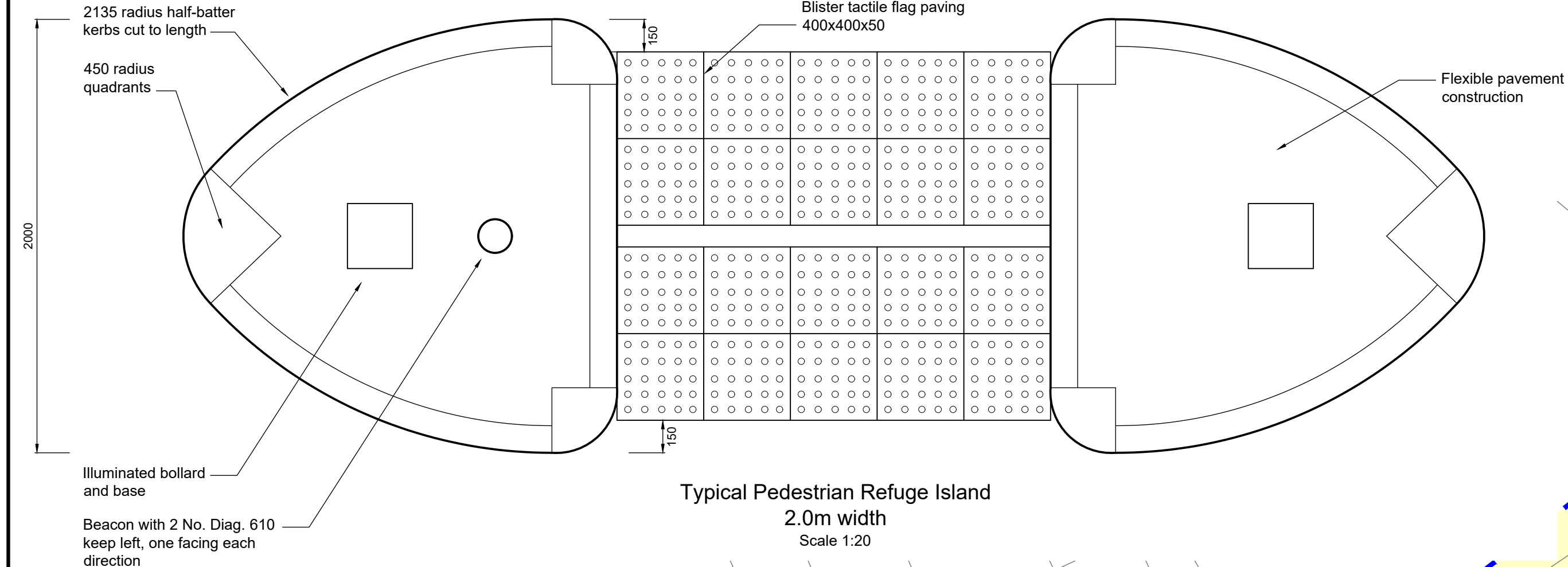
APPENDIX 21



Eastbound Bus Stop
Looking West



Westbound Bus Stop
Looking West



Example Bus Shelter

- Notes
- Do not scale this drawing
- For further details of proposed traffic island refer to drawing 5330/019
- Highway Boundary
 - New Tactile Paving
 - New Parking Bay Road Markings
 - Proposed Shelter
 - RTPI Flag
 - Existing Bus Flag
 - Bus Access Kerbs

C	Bus kerb notes added	JCB	MT
B	Minor Updates	ARM	MT
A	Pedestrian island details revised, plan updated	JCB	MT
REVISION	AMENDMENT	DRN	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Proposed Bus Stop Improvements

DRAWN BY
ARM/JCB

DESIGN BY
MT

CHK BY
MT

DATE
06/04/21

DRAWING No.
5330 / 016

REV No.
C

SCALE
1:250 @ A1

APPENDIX 22

Matt Twinberrow

Subject: FW: Development on Bird in Eye Hill, Uckfield
Attachments: Bird in Eye Hill Development Proposal.xlsx

Hi Matt,

My apologies for the delay in replying. However, as discussed, we have put together the following proposed options:

Option 1. Additional journeys to compliment the current Monday to Friday service 231 timetable. These trips are primarily between Uckfield and Heathfield with certain afternoon extensions to Etchingham, when the Heathfield section is already well covered. Timings are designed to compliment the through service to Etchingham whilst avoiding clashing in either direction. This proposal relies on the acquisition of a school bus in the area, so that the proposed journeys can interworked with it. Ideally, this would be the existing 231 school buses currently run by another operator, if this can be negotiated with ESCC. A Saturday service is also included, designed to get close to the Monday to Friday proposal but to Heathfield only. The Saturday service is self-contained and does not rely on any other service for its operation. We are sure that operating through to Heathfield will improve the revenue taken on the service, instead of just relying on usage from the development into Uckfield.

Option 2. An inter-peak service only, running to similar times as in the daytime period in Option 1. This also relies on a linked school working and includes the same Saturday timetable.

Indicative costs for these options are shown below. These are at current prices (April 2021) pending securing a suitable school working:

Option 1, Mondays to Fridays and Saturdays	£57,713 per annum
--	--------------------------

Option 2, Mondays to Fridays inter-peaks only and Saturdays	£47,548 per annum
---	--------------------------

The Saturday timetable on its own	£15,051 per annum
-----------------------------------	--------------------------

These costs would be offset by revenue generated by the additional service, which would be credited back to the developer.

We have not raised these proposals with East Sussex CC at this stage but would do so once we have discussed them further with you.

We would also be happy to discuss a discounted fare scheme for new residents with you.

I hope that the contact for a new bus stop on the main road was useful to you and that you have been able to make progress on this aspect.

Neil and I would be pleased to talk through these proposals with you further.

Best Regards

Kevin

231: UCKFIELD - HEATHFIELD - BURWASH - ETCHINGHAM - HURST GREEN

Option 1

Mondays to Fridays	SD										SD					
	Sch	H									Sch	H	Sch	H		
Uckfield, Bus Station			0735	0845	0940	1025	1125	1205	1255	1350	1350	1435	1456	1550	1650	1735
Uckfield Hospital			0740	0850	0945	1030	1130	1210	1300	1355	1355	1440	1501	1555	1655	1740
Bird in Eye Hill			0741	0851	0846	1031	1131	1211	1301	1356	1356	1441	1502	1556	1656	1741
Framfield, Primary School			0744	0854	0949	1034	1134	1214	1304	1359	1359	1444	1505	1559	1659	1744
Blackboys, School Lane			0749	0859	0954	1039	1139	1219	1309	1404	1404	1449	1510	1604	1704	1749
Cross in Hand Hotel			0754	0904	0959	1044	1144	1224	1314	1409	1409	1454	1515	1609	1709	1754
Heathfield, High Street (arr)			0757	0907	1002	1047	1147	1227	1317	1412	1412	1457	1518	1612	1712	1757
Heathfield, High Street (dep)	0649	0649	0800A			1047		1227		1412	1412	1500	1518	1612		1757
Heathfield, Community Coll.			0810S									1515				
Broad Oak, Post Office	0653	0653	0815			1051		1231		1416	1416	1522	1522	1616		1801
Burwash Common	0657	0657	0819			1057		1237		1422	1422	1526	1526	1622		1807
Burwash, Post Office	0701	0701	0823			1101		1241		1426	1426	1531	1531	1626		1811
Burwash, Strand Meadow						1103		1243		1428	1428	1533	1533	1628		1813
Etchingham, Rail Station	0706	0707	0829			1109		1249		1434	1434	1539	1539	1634		1819
Hurst Green, Village Hall	0712											1545				

	SD										SD					
	Sch	H									Sch	H	Sch	H		
Hurst Green, Village Hall		0730											1553			
Etchingham, Rail Station		0737	0745		0930		1110		1250		1446	1500	1600	1600	1645	1820
Burwash, Strand Meadow		0745	0753		0936		1116		1256		1452	1506	R	R	1651	R
Burwash, Post Office		0748	0756		0939		1119		1259		1455	1509	1605	1605	1654	1826
Burwash Common		0753	0801		0943		1123		1303		1459	1513	1610	1610	1658	1830
Broad Oak, Post Office		0800	0808		0949		1129		1309		1505	1519	1617	1617	1704	1836
Heathfield, Community Coll.		0805									1515					
Heathfield, Fire Station (arr)		0814	0813		0953		1133		1313		1524	1523	1621	1621	1708	1840
Heathfield, Fire Station (dep)	0700	0815	0815	0910	0955	1055	1135	1215	1315	1410	1525	1525	1622	1622	1710	
Cross in Hand Hotel	0705	0820	0820	0913	0958	1058	1138	1218	1318	1413	1528	1528	1625	1625	1713	
Blackboys, School Lane	0710	0825	0825	0918	1003	1103	1143	1223	1323	1418	1533	1533	1630	1630	1718	
Framfield, Primary School	0714	0829	0829	0922	1007	1107	1147	1227	1327	1422	1537	1537	1634	1634	1722	
Bird in Eye Hill	0717	0832	0832	0925	1010	1110	1150	1230	1330	1425	1540	1540	1637	1637	1725	
Uckfield Hospital	0718	0833	0833	0926	1011	1111	1151	1231	1331	1426	1541	1541	1638	1638	1726	
Uckfield, Bus Station	0723	U	0838	0931	1016	1116	1156	1236	1336	1431	1546	1546	1643	1643	1731	

A: departs at 0811 on non-schooldays
R: serves this point only if requested by passengers already on the bus
U: continues via Uckfield High Street to Uckfield Community Technology College (does not serve the Bus Station)
Sch or S: operates on schooldays only
H: operates in school holidays only
SD: journey operated by Seaford & District Motor Services

Saturdays

Uckfield, Bus Station	0825	0925	1025	1125	1240	1340	1456	1550	1650		
Uckfield Hospital	0830	0930	1030	1130	1245	1345	1501	1555	1655		
Bird in Eye Hill	0831	0931	1031	1131	1246	1346	1502	1556	1656		
Framfield, Primary School	0934	0934	1034	1134	1249	1349	1505	1559	1659		
Blackboys, School Lane	0839	0939	1039	1139	1254	1354	1510	1604	1704		
Cross in Hand Hotel	0844	0944	1044	1144	1259	1359	1515	1609	1709		
Heathfield, High Street (arr)	0847	0947	1047	1147	1302	1402	1518	1612	1712		
Heathfield, Fire Station (dep)	0755	0855	0955	1055	1215	1315	1415	1525	1622	1722	
Cross in Hand Hotel	0758	0858	0958	1058	1218	1318	1418	1528	1625	1725	
Blackboys, School Lane	0803	0903	1003	1103	1223	1323	1423	1533	1630	1730	
Framfield, Primary School	0807	0907	1007	1107	1227	1327	1427	1537	1634	1734	
Bird in Eye Hill	0810	0910	1010	1110	1230	1330	1430	1540	1637	1737	
Uckfield Hospital	0811	0911	1011	1111	1231	1331	1431	1541	1638	1738	
Uckfield, Bus Station	0816	0916	1016	1116	1236	1336	1436	1546	1643	1743	

231: UCKFIELD - HEATHFIELD - BURWASH - ETCHINGHAM - HURST GREEN

Option 2

Mondays to Fridays	SD										SD			
	Sch	H									Sch	H	Sch	H
Uckfield, Bus Station			0735	0845	0940	1025	1125	1205	1255	1350	1350	1435	1550	1735
Uckfield Hospital			0740	0850	0945	1030	1130	1210	1300	1355	1355	1440	1555	1740
Bird in Eye Hill			0741	0851	0846	1031	1131	1211	1301	1356	1356	1441	1556	1741
Framfield, Primary School			0744	0854	0949	1034	1134	1214	1304	1359	1359	1444	1559	1744
Blackboys, School Lane			0749	0859	0954	1039	1139	1219	1309	1404	1404	1449	1604	1749
Cross in Hand Hotel			0754	0904	0959	1044	1144	1224	1314	1409	1409	1454	1609	1754
Heathfield, High Street (arr)			0757	0907	1002	1047	1147	1227	1317	1412	1412	1457	1612	1757
Heathfield, High Street (dep)	0649	0649	0800A			1047		1227			1412	1500	1612	1757
Heathfield, Community Coll.			0810S									1515		
Broad Oak, Post Office	0653	0653	0815			1051		1231			1416	1522	1616	1801
Burwash Common	0657	0657	0819			1057		1237			1422	1526	1622	1807
Burwash, Post Office	0701	0701	0823			1101		1241			1426	1531	1626	1811
Burwash, Strand Meadow						1103		1243			1428	1533	1628	1813
Etchingham, Rail Station	0706	0707	0829			1109		1249			1434	1539	1634	1819
Hurst Green, Village Hall	0712											1545		

	SD										SD			
	Sch	H									Sch	H	Sch	H
Hurst Green, Village Hall		0730											1553	
Etchingham, Rail Station		0737	0745		0930		1110		1250			1500	1600	1645
Burwash, Strand Meadow		0745	0753		0936		1116		1256			1506	R	1651
Burwash, Post Office		0748	0756		0939		1119		1259			1509	1605	1654
Burwash Common		0753	0801		0943		1123		1303			1513	1610	1658
Broad Oak, Post Office		0800	0808		0949		1129		1309			1519	1617	1704
Heathfield, Community Coll.		0805									1515			
Heathfield, Fire Station (arr)		0814	0813		0953		1133		1313		1524	1523	1621	1708
Heathfield, Fire Station (dep)	0700	0815	0815	0910	0955	1055	1135	1215	1315	1410	1525	1525	1622	1710
Cross in Hand Hotel	0705	0820	0820	0913	0958	1058	1138	1218	1318	1413	1528	1528	1625	1713
Blackboys, School Lane	0710	0825	0825	0918	1003	1103	1143	1223	1323	1418	1533	1533	1630	1718
Framfield, Primary School	0714	0829	0829	0922	1007	1107	1147	1227	1327	1422	1537	1537	1634	1722
Bird in Eye Hill	0717	0832	0832	0925	1010	1110	1150	1230	1330	1425	1540	1540	1637	1725
Uckfield Hospital	0718	0833	0833	0926	1011	1111	1151	1231	1331	1426	1541	1541	1638	1726
Uckfield, Bus Station	0723	U	0838	0931	1016	1116	1156	1236	1336	1431	1546	1546	1643	1731

A: departs at 0811 on non-schooldays
R: serves this point only if requested by passengers already on the bus
U: continues via Uckfield High Street to Uckfield Community Technology College (does not serve the Bus Station)
Sch or S: operates on schooldays only
H: operates in school holidays only
SD: journey operated by Seaford & District Motor Services

Saturdays														
Uckfield, Bus Station	0825	0925	1025	1125	1240	1340	1456	1550	1650					
Uckfield Hospital	0830	0930	1030	1130	1245	1345	1501	1555	1655					
Bird in Eye Hill	0831	0931	1031	1131	1246	1346	1502	1556	1656					
Framfield, Primary School	0934	0934	1034	1134	1249	1349	1505	1559	1659					
Blackboys, School Lane	0839	0939	1039	1139	1254	1354	1510	1604	1704					
Cross in Hand Hotel	0844	0944	1044	1144	1259	1359	1515	1609	1709					
Heathfield, High Street (arr)	0847	0947	1047	1147	1302	1402	1518	1612	1712					

Heathfield, Fire Station (dep)	0755	0855	0955	1055	1215	1315	1415	1525	1622	1722				
Cross in Hand Hotel	0758	0858	0958	1058	1218	1318	1418	1528	1625	1725				
Blackboys, School Lane	0803	0903	1003	1103	1223	1323	1423	1533	1630	1730				
Framfield, Primary School	0807	0907	1007	1107	1227	1327	1427	1537	1634	1734				
Bird in Eye Hill	0810	0910	1010	1110	1230	1330	1430	1540	1637	1737				
Uckfield Hospital	0811	0911	1011	1111	1231	1331	1431	1541	1638	1738				
Uckfield, Bus Station	0816	0916	1016	1116	1236	1336	1436	1546	1643	1743				

APPENDIX 23



Section 106 Developer Proposal

Contact: Matt Twinberrow, Bellamy Roberts
Location: Uckfield, TN22 5HA

Car Club Provision on New Developments

Within any new development, a large proportion of prospective residents may have one or more private vehicles. Many of these may not actually need to own their own vehicle, or want to get rid of their second car. Co-wheels provide an alternative to car ownership that creates significant environmental benefits.

The CoMoUK Car Club Surveys demonstrate that car club schemes reduce car ownership, increase the proportion of low emission vehicles on the roads, improve air quality, and reduce CO₂ emissions.

Car Club benefits (derived from CoMoUK Car Club Survey Results; Car Club Annual Survey for Scotland 2019-20 & Car Club Annual Survey for England & Wales 2017-18):

- Car club members who drive less than 6,000-8,000 miles a year could save up to £3,500 versus owning their own car.
- 43% less CO₂ from tailpipe emissions compared to the average UK car.
- Across the UK the Car Club fleet saves over 3,620 tonnes of carbon emissions annually – the equivalent of 674 return flights from Glasgow to New York.
- Car clubs reduce traffic on the road as members tend to drive less and use public transport, walk and cycle more after joining a car club.
- Each Car Club car displaces 6.1 private cars.
- 35% of members said they would have bought a car if they had not joined a car club.

About Co Wheels Car Club

Co-wheels is a national car club operator run as a social enterprise. Geographically, Co Wheels is the UK's largest car club and provides low emission, hybrid, and electric cars across 60 towns and cities.

Co-wheels is a pay-as-you-go car club which provides members with convenient access to cars via our on-line booking system. Each member receives a smart card which allows remote entry without the need to pick-up keys. Our outstanding customer service team provides 24/7 phone support to members.

Our rates are excellent value and currently start at £4.75 per hour or £33.25 per day + 18p per mile for fuel. Full pricing information can be found at <https://www.co-wheels.org.uk/pricing>

Hiring a car with Co Wheels

Using our service is simple. After a quick sign up process, members can:

- Find a convenient car on our website
- Book online or via mobile device
- Use the smartcard to unlock the door
- Find the keys in the car
- Use the fuel card to refill the car when needed.

Co-wheels make using a car club affordable and accessible to everyone:

- Our pricing structure is simple & great value
- Low one-off membership fee for life
- Best-in-class insurance coverage, particularly for young drivers.

The Co-wheels service

The Co-wheels pricing structure is all inclusive. Our service includes:

- Vehicle provision to meet requirements either on site or through our car club fleet based in convenient locations.
- Easy to use online booking and management for members.
- In-car telematics to accurately record trip time and distance.
- Smart billing system.
- Comprehensive insurance.
- Fuel & fuel card service.
- Servicing, maintenance and repair.
- Cleaning and vehicle safety checks.
- 24 hour helpdesk & outstanding customer service.
- Marketing support.

Advantages of using Co-wheels

- Choosing a social enterprise supports corporate social responsibility practice.
- Better value than traditional car club operations.
- Access to additional Co-wheels vehicles in the area.
- Access to our nationwide network of cars.
- Our aim is to make the operation financially self-sufficient.

Proposal for Co Wheels Car Club Provision

We have carried out an initial assessment of the area and we would be happy to work with the developer to provide car club vehicles. If demand for the car club vehicles is high, additional vehicles can be added to increase availability as additional houses are completed.

The initial proposal is for one car club vehicle to be supplied and operated on the specified parking space. Co-wheels and the developer are seeking to create a self-financing car club scheme that will be of benefit to all occupants and the wider local community. The scheme will benefit from additional promotional activities to engage residents.

Costs of providing the service

All prices are per vehicle and are exclusive of VAT. Quotes are valid for 28 days.

Compact Vehicle

Based on <i>Toyota Yaris, MG3</i> , or equivalent at the operator's discretion	Year 1	Year 2	Year 3
Cost of vehicle	£9,790		
Telematics Unit & Installation	£1,200		
Annual Running Costs*	£3,860	£3,860	£3,860
Total Cost Per Year	£14,850	£3,860	£3,860

Electric Vehicle

Based on <i>MG ZS Excite EV</i>	Year 1	Year 2	Year 3
Cost of vehicle	£14,100		
Telematics Unit & Installation	£1,200		
Annual Running Costs*	£3,860	£3,860	£3,860
Total Cost Per Year	£19,160	£3,860	£3,860

*Annual running costs
Fuel Card
Breakdown Cover

SIM
Online booking system
Cleaning & Checking

Maintenance
Insurance

Co-wheels can assist with the sourcing of a third-party provider and installer of electric charge points however the developer would be responsible for the charging infrastructure.



Marketing

Co-wheels have a specialist marketing and communication team who would promote the service to residents of the development via a marketing plan based on experience of operating a number of similar schemes.

Marketing material: We produce specific marketing material that is focussed on the needs of the site which would form part of each new resident's welcome pack. Signage can also be provided to be affixed at the parking bay to further promote the service.

Membership Incentive: Free membership of Co-wheels is a great offer to prospective buyers who, due to parking restrictions, are unable to have their own vehicle on site. We would market free memberships as a benefit paid for by the developer which provides residents with a cheaper, greener, and more convenient alternative to private car ownership. Co-wheels membership adds real value to the development and provides a solution to the recurring problem of restricted parking space for residents.

We can provide a Co-wheels pack for each unit that entitles the occupier to free £25 membership, no monthly fee and £25 driving credit, which can be used as an additional incentive for the developer's sales team for any buyers or tenants and presented as an added incentive for living at the development.

Contact Information

For further details, please contact:

Jonathan Collinson

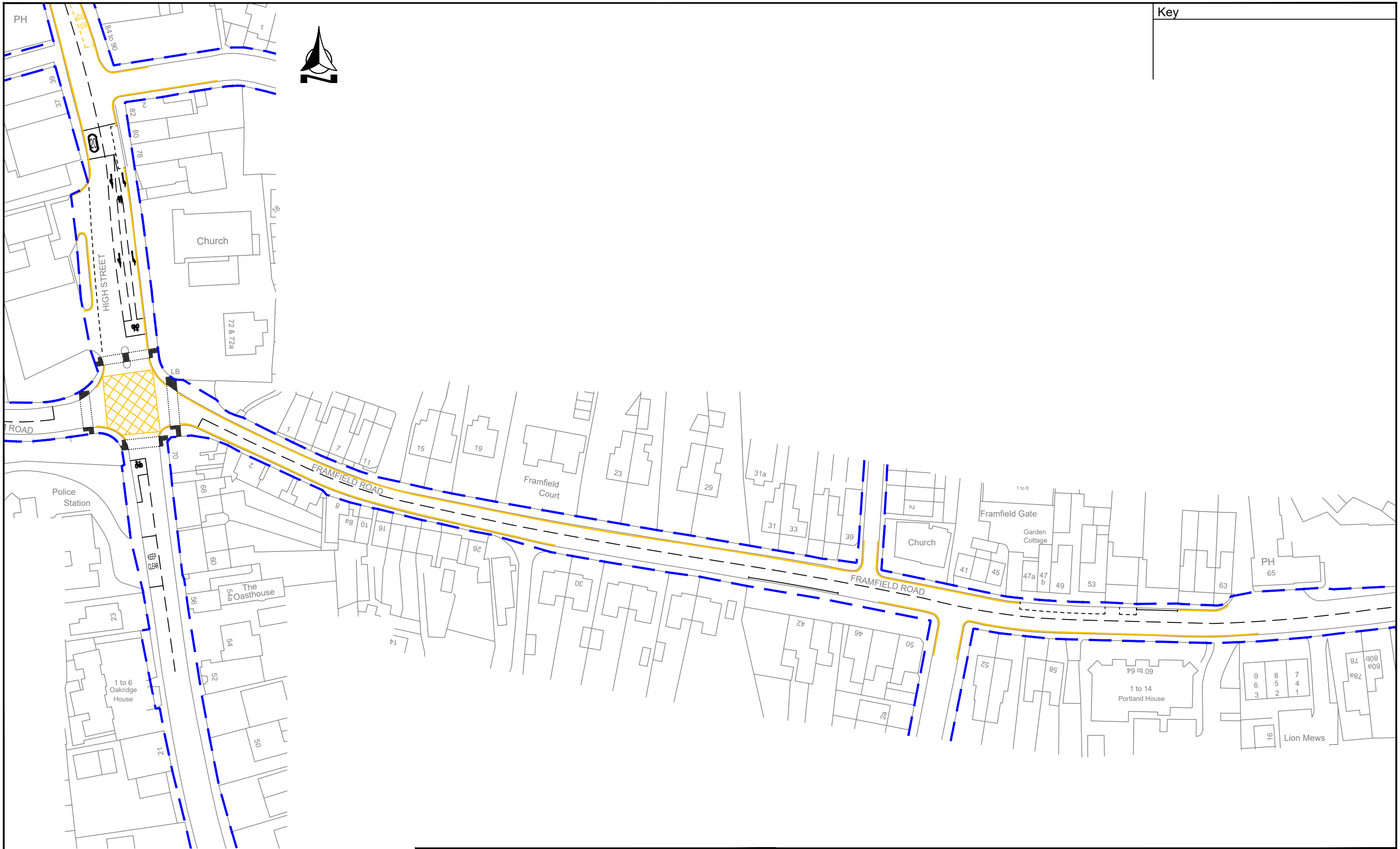
Business Development Manager (England & Wales)
Co Wheels

07394 047708

jonathan.collinson@co-wheels.org.uk

www.co-wheels.org.uk

APPENDIX 24



Key

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Highway Boundary Added	ARM	18/11/20	MT

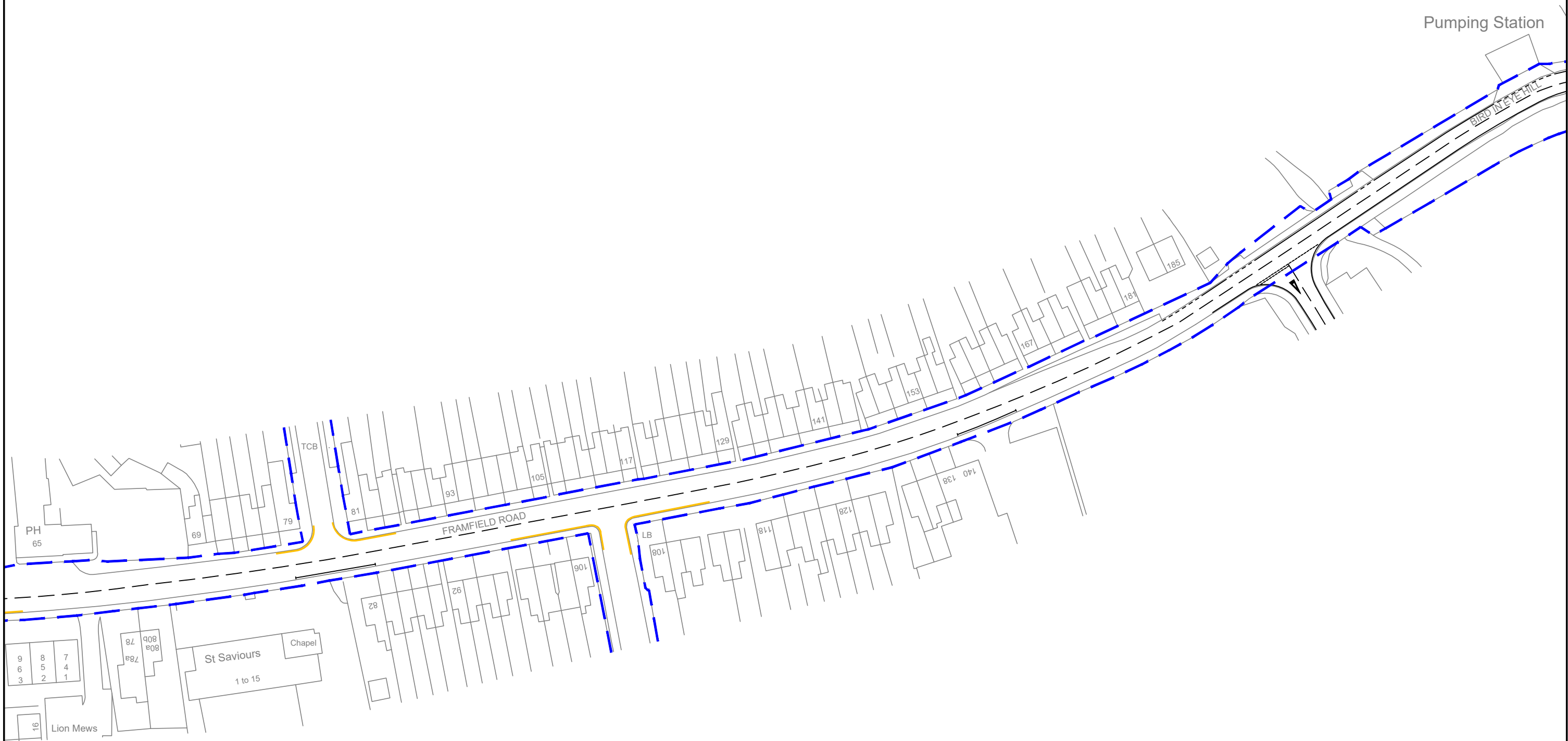


Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.	DATE	30/04/20
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Existing Road Markings Sheet 1 of 4	DRAWN BY	ARM
DRAWING No.	5330 / 009	CHECKED BY	MT
		SCALE	1:1,000 @ A3
		REV No.	A



Key



REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Highway Boundary Added	ARM	18/11/20	MT



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.	DATE	30/04/20
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Existing Road Markings Sheet 2 of 4	DRAWN BY	ARM
		CHECKED BY	MT
DRAWING No.	5330 / 010	SCALE	1:1,000 @ A3
		REV No.	A

APPENDIX 25



Client: Bellamy Roberts

Project Number: TSP14673

Project Name: Uckfield

Survey Type: Parking Occupancy survey

Survey Date: 15 Oct 2020, Thursday

Survey Time: 00:00-19:00

Weather: Dry

Comments:

Waiting Restrictions															
Street Name	ACCESS	ACCESS/DROPPED KERB	DOUBLE YELLOW	DOUBLE YELLOW/ACCESS	DOUBLE YELLOW/DROPPED KERB	DROPPED KERB	DROPPED KERB/WHITE LINE	KEEP CLEAR	PARKING BAY	PEDESTRIANISED DROPPED KERB	RESTRICTED CARRIAGE WAY	RESTRICTED CARRIAGE WAY/ ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/NO KERB	Total
FRAMFIELD ROAD	3	1	62	4	22	15	9	3	4	0	7	2	72	8	212

Street Name/ Regulations															Parking Occupancy												
	Beat @ 00:00	Beat @ 08:00	Beat @ 09:00	Beat @ 10:00	Beat @ 11:00	Beat @ 12:00	Beat @ 13:00	Beat @ 14:00	Beat @ 15:00	Beat @ 16:00	Beat @ 17:00	Beat @ 18:00	Beat @ 19:00	Capacity	Beat @ 00:00	Beat @ 08:00	Beat @ 09:00	Beat @ 10:00	Beat @ 11:00	Beat @ 12:00	Beat @ 13:00	Beat @ 14:00	Beat @ 15:00	Beat @ 16:00	Beat @ 17:00	Beat @ 18:00	Beat @ 19:00
FRAMFIELD ROAD	59	58	51	49	54	53	49	53	54	57	53	51	56	212	28%	27%	24%	23%	25%	25%	23%	25%	25%	27%	25%	24%	26%
ACCESS														3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
ACCESS/DROPPED KERB														1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DOUBLE YELLOW					2	2								62	0%	0%	0%	0%	3%	3%	0%	0%	0%	0%	0%	0%	0%
DOUBLE YELLOW/ACCESS														4	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DOUBLE YELLOW/DROPPED KERB												1		22	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
DROPPED KERB	2	4	1	2	2	2	2	1	1	2	2	2	3	15	13%	27%	7%	13%	13%	13%	13%	7%	7%	13%	13%	13%	20%
DROPPED KERB/WHITE LINE							1							9	0%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%	0%	0%
KEEP CLEAR														3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PARKING BAY	5	3	3	4	4	3	3	4	4	4	4	4	5	4	125%	75%	75%	100%	100%	75%	75%	100%	100%	100%	100%	100%	125%
PEDESTRIANISED DROPPED KERB														0													
RESTRICTED CARRIAGE WAY														7	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
RESTRICTED CARRIAGE WAY/ ACCESS														2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
UNRESTRICTED BAY	52	51	47	43	46	46	43	48	49	51	47	44	48	72	72%	71%	65%	60%	64%	64%	60%	67%	68%	71%	65%	61%	67%
UNRESTRICTED BAY/NO KERB														8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Parking Stress	57	54	50	47	50	49	46	52	53	55	51	48	53	84	68%	64%	60%	56%	60%	58%	55%	62%	63%	65%	61%	57%	63%

ID	Regulation	Rey No	Rey Length	No of Bays	Comments	00:00	09:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
1	DOUBLE YELLOW	1A	5.0	1														
1	DOUBLE YELLOW	1B	5.0	1														
1	DOUBLE YELLOW	1D	5.0	1														
1	DOUBLE YELLOW	1E	5.0	1														
1	DOUBLE YELLOW	1F	5.0	1														
1	DOUBLE YELLOW	1G	5.0	1														
1	DOUBLE YELLOW	1H	5.0	1														
1	DOUBLE YELLOW	1I	5.0	1														
1	DOUBLE YELLOW	1J	2.0	0														
1	DOUBLE YELLOW	1K	5.0	1														
1	DOUBLE YELLOW	1L	5.0	1														
1	DOUBLE YELLOW	1M	5.0	1														
1	DOUBLE YELLOW	1N	5.0	1														
1	DOUBLE YELLOW	1O	5.0	1														
1	DOUBLE YELLOW	1P	5.0	1														
1	DOUBLE YELLOW	1Q	5.0	1														
1	DOUBLE YELLOW	1R	5.0	1														
1	DOUBLE YELLOW	1S	5.0	1						Lvy	Lvy							
1	DOUBLE YELLOW	1T	5.0	1														
2	DOUBLE YELLOW/ACCESS	2A	5.0	1														
2	DOUBLE YELLOW/ACCESS	2B	6.5	1														
3	UNRESTRICTED BAY	3A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
3	UNRESTRICTED BAY	3B	5.0	1		Car			Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
4	DROPPED KERB	4A	3.9	0		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
5	UNRESTRICTED BAY	5A	5.0	1		Lvy			Car	Car	Car		Lov	Lov	Lov	Lov	Lov	Lov
5	UNRESTRICTED BAY	5B	5.0	1		Lvy	Lvy	Car	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Ovg1
5	UNRESTRICTED BAY	5C	3.9	0														
6	DROPPED KERB/WHITE LINE	6A	5.0	1														
6	DROPPED KERB/WHITE LINE	6B	4.7	0														
7	UNRESTRICTED BAY	7A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
7	UNRESTRICTED BAY	7B	5.6	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
8	DROPPED KERB	8A	4.9	0														
9	UNRESTRICTED BAY	9A	3.4	0		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
10	DROPPED KERB/WHITE LINE	10A	5.0	1														
10	DROPPED KERB/WHITE LINE	10B	5.0	1														
10	DROPPED KERB/WHITE LINE	10C	6.8	1														
11	UNRESTRICTED BAY	11A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
11	UNRESTRICTED BAY	11B	4.1	0		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
12	DROPPED KERB	12A	5.7	1														
13	UNRESTRICTED BAY	13A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
13	UNRESTRICTED BAY	13B	4.0	0		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
14	DOUBLE YELLOW/DROPPED KERB	14A	6.9	1														
15	DOUBLE YELLOW	15A	5.0	1														
15	DOUBLE YELLOW	15B	4.7	0														
16	DOUBLE YELLOW	16A	5.0	1														
16	DOUBLE YELLOW	16B	5.7	1														
17	DOUBLE YELLOW/DROPPED KERB	17A	5.0	1														
17	DOUBLE YELLOW/DROPPED KERB	17B	5.2	1														
18	DOUBLE YELLOW	18A	2.7	0														
19	DOUBLE YELLOW/DROPPED KERB	19A	5.0	1														
19	DOUBLE YELLOW/DROPPED KERB	19B	5.0	1														
19	DOUBLE YELLOW/DROPPED KERB	19C	5.0	1														
19	DOUBLE YELLOW/DROPPED KERB	19D	3.8	0														
20	DOUBLE YELLOW	20A	4.2	0														
21	DOUBLE YELLOW/DROPPED KERB	21A	5.0	1														
21	DOUBLE YELLOW/DROPPED KERB	21B	5.0	1														
21	DOUBLE YELLOW/DROPPED KERB	21C	5.0	1														
21	DOUBLE YELLOW/DROPPED KERB	21D	5.0	1														
21	DOUBLE YELLOW/DROPPED KERB	21E	5.0	1														
21	DOUBLE YELLOW/DROPPED KERB	21F	5.0	1														
21	DOUBLE YELLOW/DROPPED KERB	21G	2.6	0														
22	DOUBLE YELLOW	22A	2.6	0														
23	UNRESTRICTED BAY	23A	6.1	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
24	DROPPED KERB	24A	6.2	1		Lvy	Lvy		Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy
25	UNRESTRICTED BAY	25A	4.3	0														
26	DROPPED KERB	26A	5.0	1														
26	DROPPED KERB	26B	6.0	1														
27	UNRESTRICTED BAY	27A	5.0	1		Car	Car			Car	Car		Car	Car	Car	Car	Car	Car
27	UNRESTRICTED BAY	27B	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
28	DROPPED KERB	28A	5.1	1														
29	UNRESTRICTED BAY	29A	5.0	1					Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
29	UNRESTRICTED BAY	29B	5.0	1														
29	UNRESTRICTED BAY	29C	5.0	1					Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
29	UNRESTRICTED BAY	29D	5.0	1														
29	UNRESTRICTED BAY	29F	4.2	0		Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy
30	DROPPED KERB/WHITE LINE	30A	5.0	1														
30	DROPPED KERB/WHITE LINE	30B	5.0	1														
30	DROPPED KERB/WHITE LINE	30C	5.0	1														
30	DROPPED KERB/WHITE LINE	30D	4.0	0														
31	UNRESTRICTED BAY	31A	4.0	0		Car										Car	Car	Car
32	DROPPED KERB	32A	5.0	1														
32	DROPPED KERB	32B	5.0	1														
32	DROPPED KERB	32C	3.0	0														
33	UNRESTRICTED BAY	33A	5.0	1														
34	DROPPED KERB	34A	5.0	1						Lvy	Lvy		Lvy					
34	DROPPED KERB	34B	6.5	1														
35	DOUBLE YELLOW/DROPPED KERB	35A	5.0	1														
35	DOUBLE YELLOW/DROPPED KERB	35B	5.0	1														
35	DOUBLE YELLOW/DROPPED KERB	35C	6.5	1														
36	DOUBLE YELLOW	36A	5.0	1														
36	DOUBLE YELLOW	36B	2.6	0														
37	DOUBLE YELLOW	37A	5.0	1														
37	DOUBLE YELLOW	37B	5.0	1														
37	DOUBLE YELLOW	37C	2.7	0														
38	DOUBLE YELLOW/DROPPED KERB	38A	5.0	1														
38	DOUBLE YELLOW/DROPPED KERB	38B	4.5	0														
39	UNRESTRICTED BAY	39A	6.6	1														
40	DROPPED KERB	40A	4.4	0														
41	UNRESTRICTED BAY	41A	5.0	1														
41	UNRESTRICTED BAY	41B	5.0	1														
41	UNRESTRICTED BAY	41C	6.7	1														
42	DROPPED KERB	42A	5.0	1														
42	DROPPED KERB	42B	5.0	1														
42	DROPPED KERB	42C	3.0	0														
43	UNRESTRICTED BAY	43A	5.0	1			Lvy											
44	DROPPED KERB	44A	5.0	1				Car										
44	DROPPED KERB	44B	5.0	1														
44	DROPPED KERB	44C	3.0	0														
45	UNRESTRICTED BAY	45A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
45	UNRESTRICTED BAY	45B	2.8	0														
46	KEEP CLEAR	46A	5.0	1														
46	KEEP CLEAR	46B	5.0	1														
46	KEEP CLEAR	46C	6.7	1														
47	UNRESTRICTED BAY	47A	7.0	1		Lvy	Car			Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy	Lvy
48	DROPPED KERB	48A	4.0	0				Car										
49	UNRESTRICTED BAY	49A	5.0	1		Car	Car		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
49	UNRESTRICTED BAY	49B	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
49	UNRESTRICTED BAY	49C	5.0	1		Car	Car	Car	Car	Car	Car	Car						

















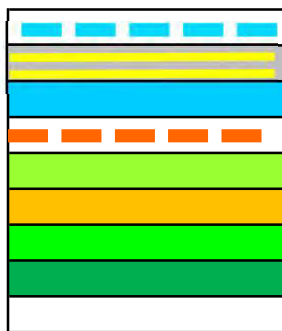










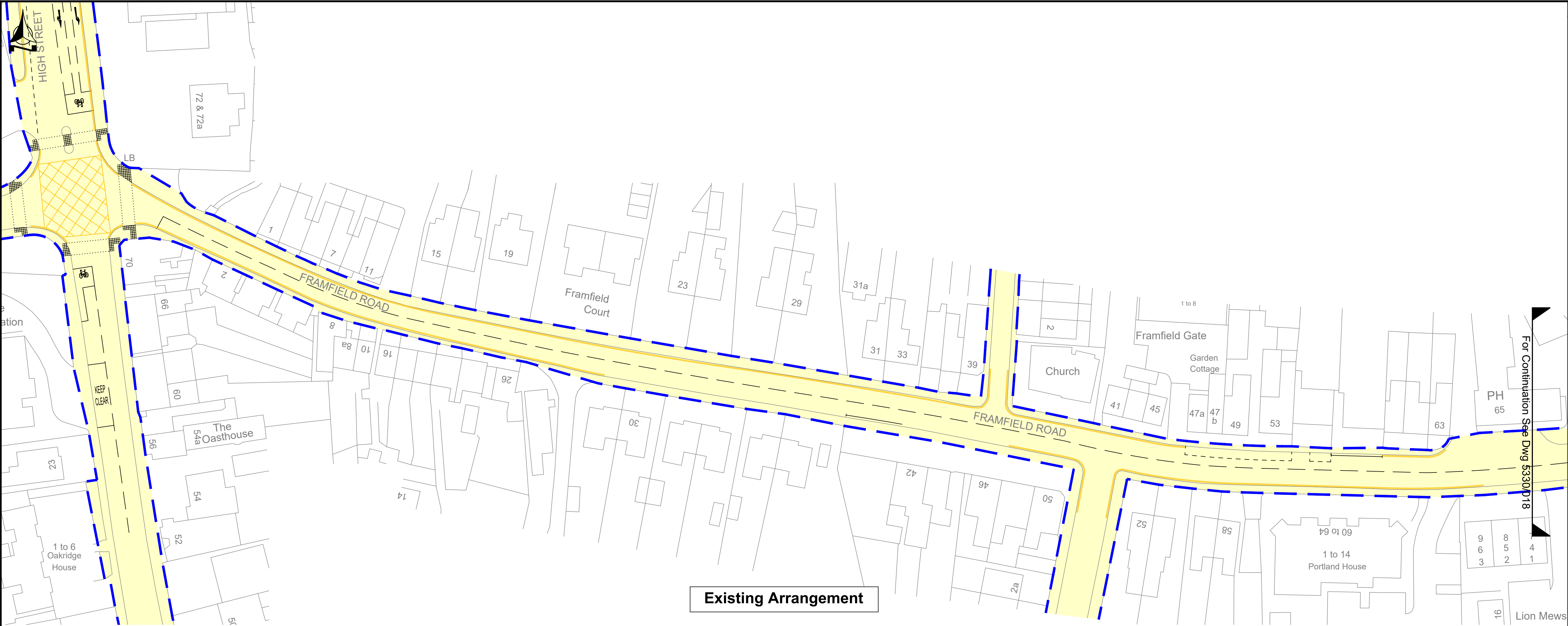


- ACCESS
- DOUBLE YELLOW
- DROP KERB
- KEEP CLEAR
- PARKING BAY
- RESTRICTED CARRIAGE WAY
- UNRESTRICTED BAY
- UNRESTRICTED BAY/NO KERB
- WHITE LINE

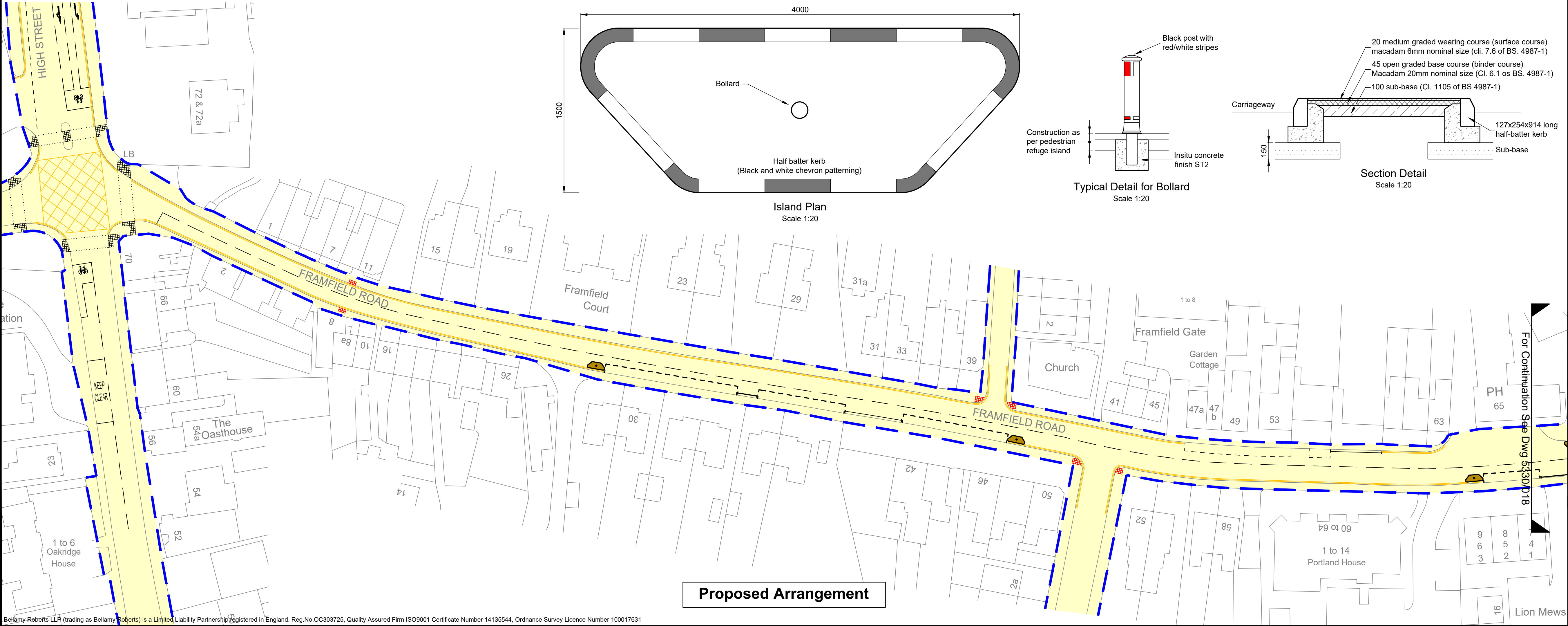


- CAR
- LGV
- OGV1

APPENDIX 26



Existing Arrangement



Proposed Arrangement

Notes

Do not scale this drawing

- Highway Boundary
- New Tactile Paving
- New Build-outs
- New Parking Bay Road Markings

For Continuation See Dwg 5330/018

Island Plan
Scale 1:20

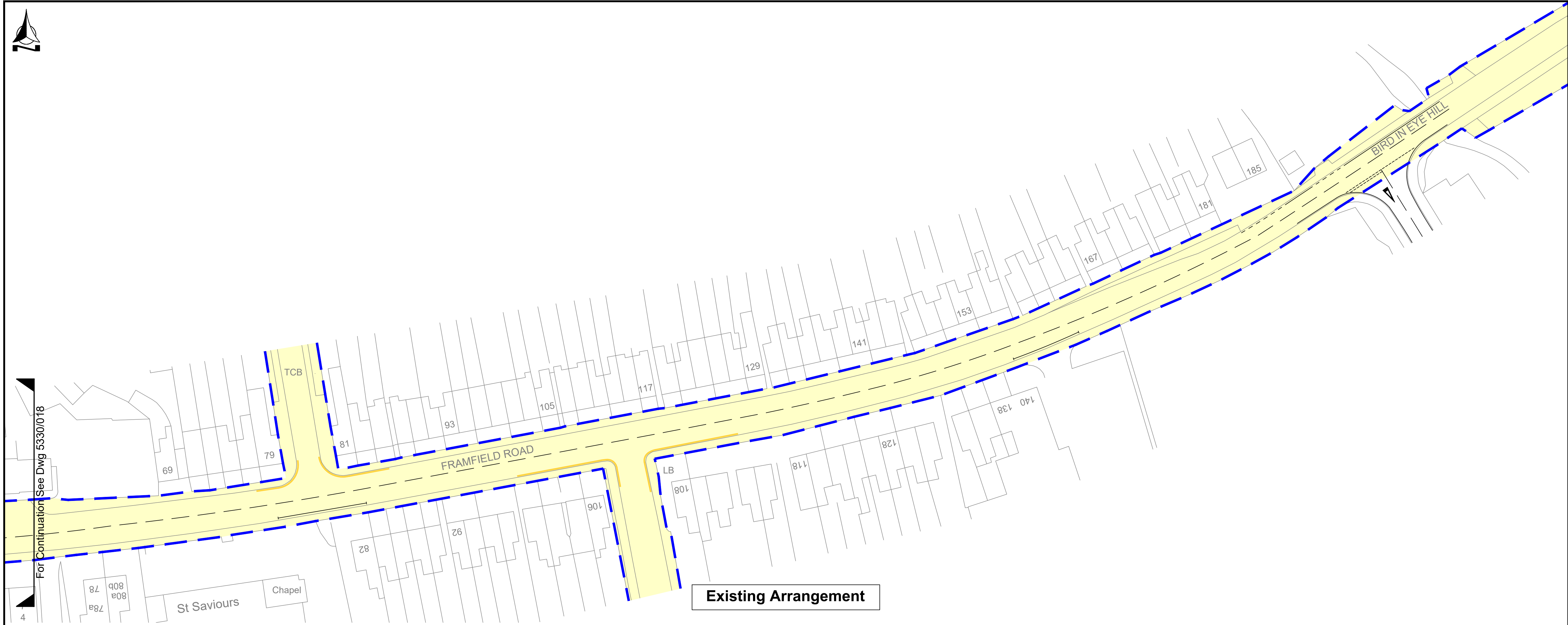
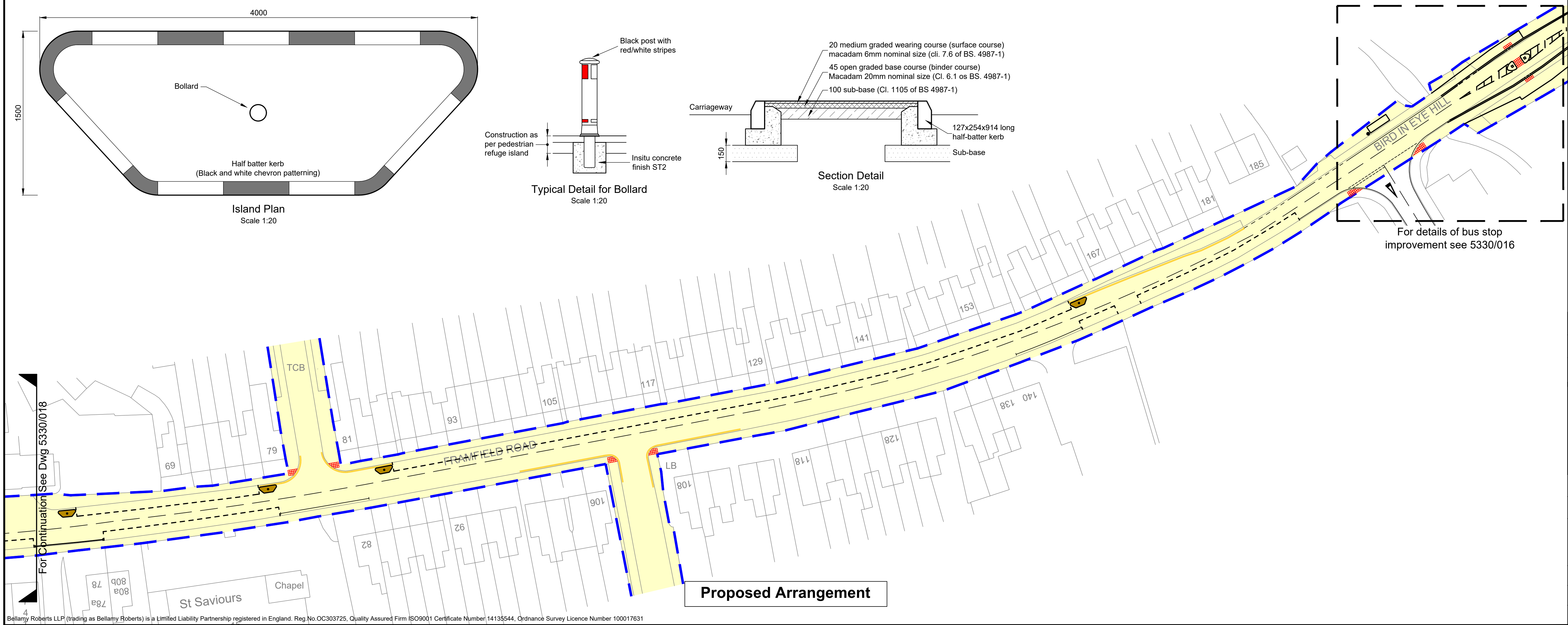
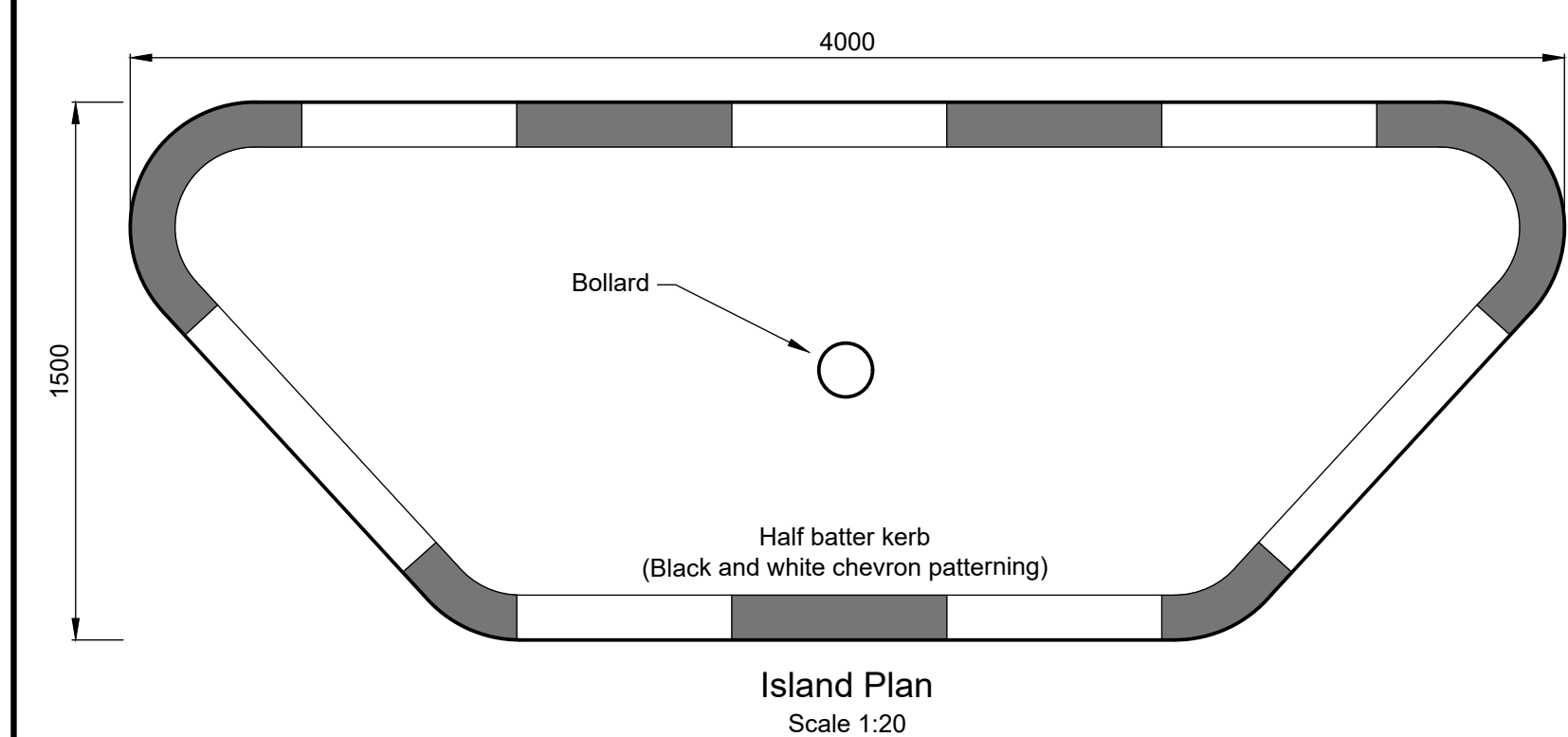
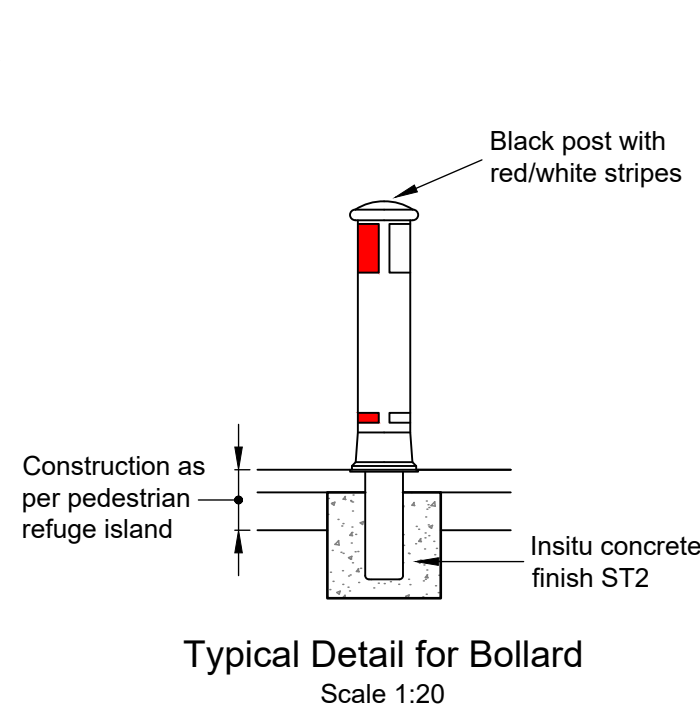
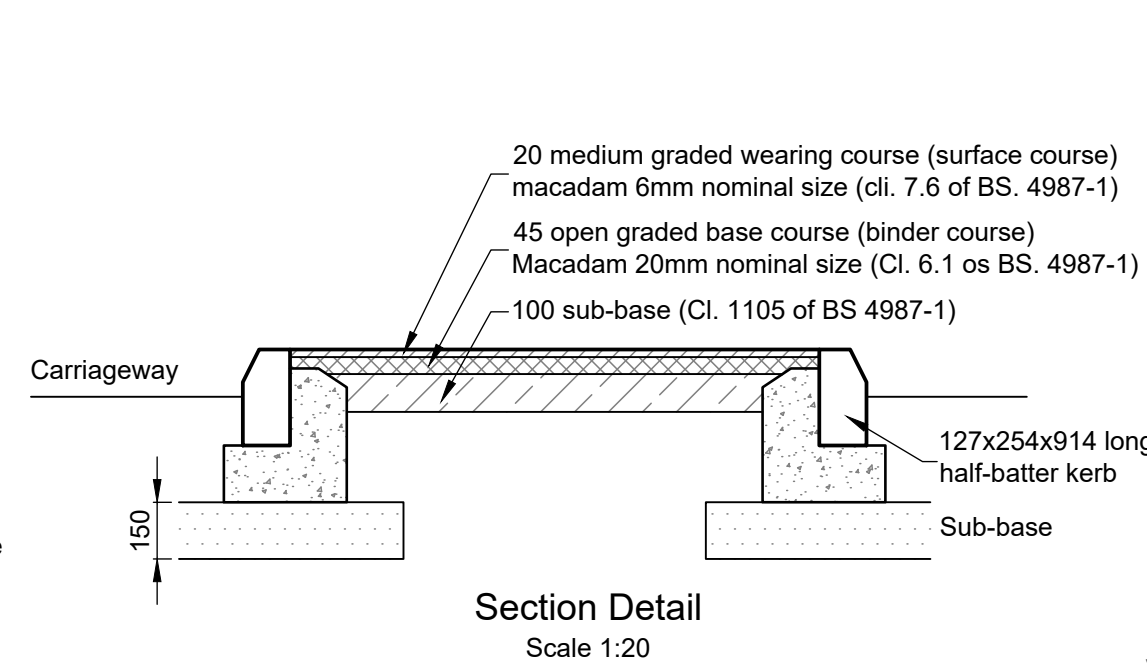
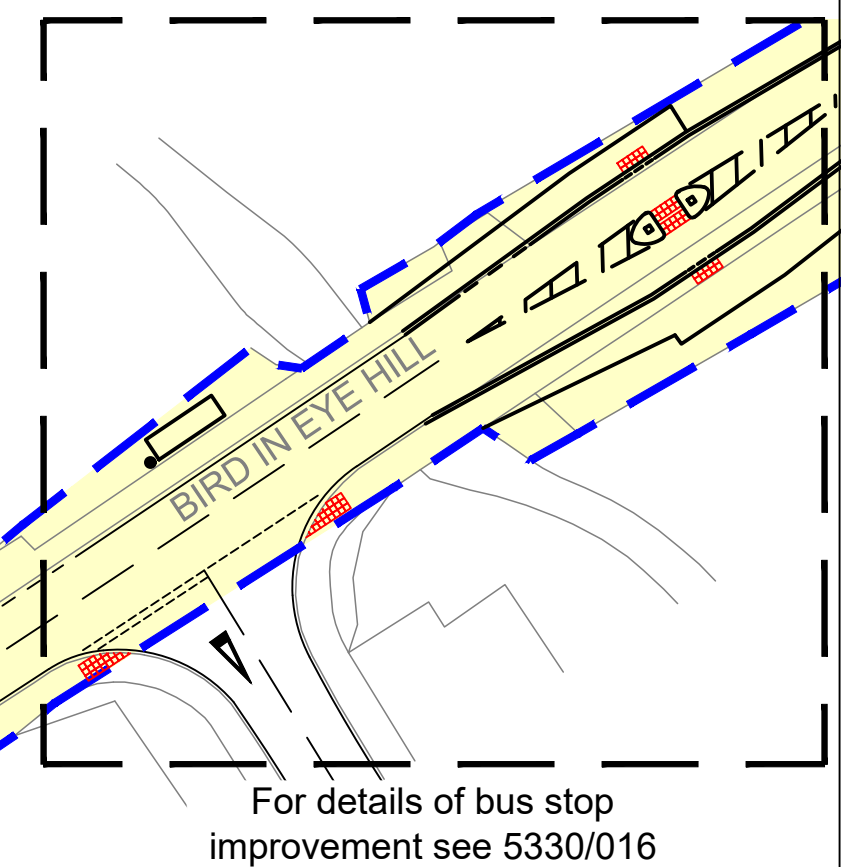
Typical Detail for Bollard
Scale 1:20

Section Detail
Scale 1:20

B	Island details amended	JCB	MT
A	Details added, plan updated	JCB	MT
REVISION	AMENDMENT	DRN	CHK

Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.		
PROJECT	Bird in Eye, Uckfield		
TITLE	Proposed Improvements Framfield Road Sheet 1 of 2		
DRAWN BY	AM/JCB	DESIGN BY	MT
DATE	06/04/21	DRAWING No.	5330 / 017
SCALE	1:500 @ A1	REV No.	B



- Notes
- Do not scale this drawing
- Highway Boundary
 - New Tactile Paving
 - New Build-outs
 - New Parking Bay Road Markings

B	Island details amended	JCB	MT
A	Details added, plan updated	JCB	MT
REVISION	AMENDMENT	DRN	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Proposed Improvements
Framfield Road
Sheet 2 of 2

DRAWN BY
AM/JCB

DESIGN BY
MT

CHK BY
MT

DATE
06/04/21

DRAWING No.
5330 / 018

REV No.
B

SCALE
1:250 @ A1



Clover House
Western Lane
Odiham
Hampshire
RG29 1TU
Tel: 01256 703355



Reg No OC303725. Registered Office: Clover House, Western Lane, Odiham, Hampshire RG29 1TU

Partner:
IT Roberts MCIHT
Associate Partner:
MJ Twinberrow BEng
Consultant:
GD Bellamy BSc CEng MICE

Bellamy Roberts LLP (trading as
Bellamy Roberts) is a Limited Liability
Partnership registered in England.