HARRIS SCRAPYARD, SOUTHBOURNE

HIGHWAYS PRE-APPLICATION SCOPING NOTE

December 2021

Metis Homes

RESIDENTIAL DEVELOPMENT
HARRIS SCRAPYARD
SOUTHBOURNE

HIGHWAYS PRE-APPLICATION SCOPING NOTE

CONTROLLED DOCUMENT

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2	10.01.22	RH	Updates following project team review	MS	MS

METIS HOMES
Modern Homes. Traditional Values.

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RESIDENTIAL DEVELOPMENT
HARRIS SCRAPYARD
SOUTHBOURNE

HIGHWAYS PRE-APPLICATION SCOPING NOTE

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1. INTRODUCTION

1.1 This Highways Pre-Application Scoping Note (HPSN) has been prepared by Paul Basham Associates on behalf of Metis Homes to summarise the discussions undertaken to date regarding the highways and transport aspects of the proposal and identify the work to be undertaken to support the application for the development proposals.

1.2 The site comprises of two land parcels - Harris Scrapyard and Oaks Farm shown edged red at **Figure 1** below and the Hoey land edged in blue. It is proposed to develop the site for up to 200 dwellings (circa 185 dwellings) and a children's nursery.

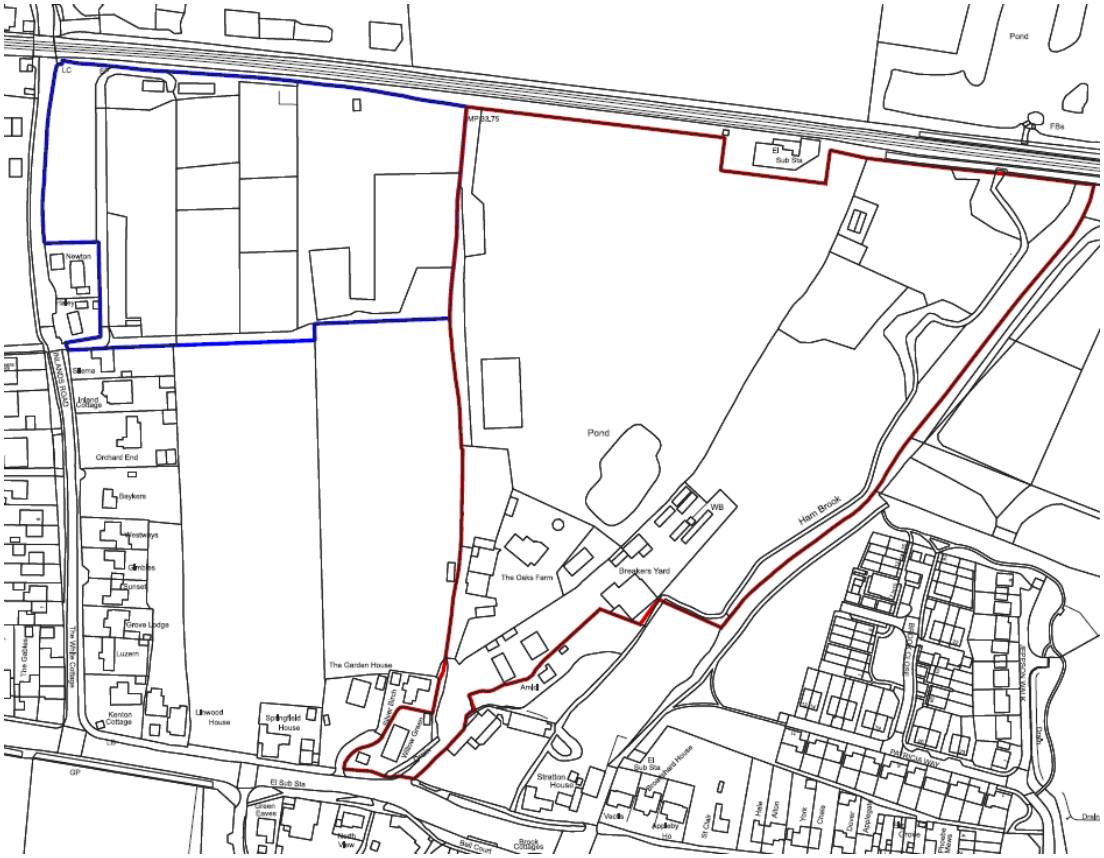


Figure 1: Site Location

1.3 The site falls within a wider policy allocation 'Policy SB2' of the Pre-Submission Southbourne Neighbourhood Plan (August 2020) for the delivery of a mixed-use development comprising approximately 1,250 homes, a two-form entry primary school, local community centre and sports provision. The approximate site boundary of Policy SB2 (which includes the site) is illustrated in **Figure 2**.

Figure 2: Site Allocation Plan – Policy SB2

1.4 Metis Homes recognise that the aspiration of Policy SB2 is for a '*single and comprehensive masterplan and delivery framework to be prepared for the whole of the allocated land*,' and it is not proposed for this work to prejudice the delivery of the wider allocation. However, coordination with such a masterplan approach should not necessitate a single planning application.

1.5 Discussions have been undertaken with West Sussex County Council (WSCC) on this basis and this HPSN sets out the detail of those discussions. The primary focus has been to consider access arrangements to the site, such that the wider allocation is not prejudiced.

1.6 It should be noted, that at the time of the discussions with WSCC, access to land known as the Hoey Land (outlined in blue in **Figure 1**), was also considered. However, this parcel of land will not form part of the initial planning application, pending the outcome of the upcoming Neighbourhood Plan Examination and discussions regarding the need for a bridge.

Contents

1.7 This HPSN includes the following sections:

- Details of discussions undertaken to date with WSCC;
- Review of the accessibility of the site in terms of proximity to services and facilities; and
- Summary and conclusions.

Purpose

1.8 The first purpose of this HPSN is to demonstrate the discussions that have taken place to date with WSCC, to provide assurance that from a highway and transport perspective the site can be delivered ahead of the wider allocation and in such a way that it would not impact development of the wider allocation.

1.9 The second purpose is to demonstrate that the site is located in a sustainable location where residents will be able to travel to everyday services and facilities without reliance on the private car. The wider allocation will deliver a range of services and facilities which will enhance the offer to future residents, however, Metis Homes' site is not reliant on this given the availability of existing facilities within walking and cycling distance.

2. DISCUSSIONS WITH WSCC

2.1 As previously identified discussions with WSCC (the local highway authority) have been ongoing regarding the development proposals. The nature of these discussions has focussed on the deliverability of the scheme ahead of the wider site allocation and the site access arrangements. Full details of the discussions are set out in this section.

Pre-Application Scoping Note

2.2 A Pre-Application Scoping Note (ref: 110.0010/PSN/2) was submitted to WSCC in April 2021 to commence discussions. The Pre-Application Scoping Note sought discussions on the following key points:

- The deliverability of the site ahead of the wider allocation such that the remainder of development is not prejudiced;
- Confirmation that the proposed site access arrangements could be delivered and maintained alongside access to the wider site allocation on the A259 Main Road;
- Agreement was sought that the proposed scope of junction assessments was proportionate to the net traffic impact; and
- Confirmation that the scope of the Transport Assessment and Travel Plan is acceptable.

2.3 The content of the Pre-Application Scoping Note was discussed with WSCC at a meeting on Thursday 22nd April 2021. A copy of the agreed meeting note is included in **Appendix A**.

2.4 As part of the meeting, it was identified that further information would be required in relation to the proposed site access arrangements. The additional information comprised the following:

- Updated site access plan illustrating a ghost island right-turn lane junction on to the A259 Main Road only serving the Harris Scrapyard and Oaks Farm site, included at **Appendix B**;
- Access plan showing the ghost island right-turn lane along an illustrative signalised site access to the wider allocation, included at **Appendix C**;
- Seven-day automatic traffic count (ATC) data recording vehicle speeds and volumes. The data was collected from Wednesday 12th May 2021 to Tuesday 18th May 2021, included at **Appendix D**; and
- A Stage 1 Road Safety Audit of the site access proposals, included at **Appendix E**.

2.5 As part of the independent review of the site access proposals through the Stage 1 Road Safety Audit, there were no additional safety issues identified in relation to the proposed site access arrangements for the Harris Scrapyard and Oaks Farm access coming forward alongside the proposed signalised junction for the wider site allocation, when compared to the access for Harris Scrapyard and Oaks Farm progressing independently. It can therefore be reasonably concluded that from a road safety perspective that the two access arrangements could operate alongside one another.

2.6 The information was submitted to WSCC, and a further response was received from the Highways Development Management team and the Traffic Signals team in relation to the site access proposals. In relation to the Harris Scrapyard and Oaks Farm access, the main points comprised the following:

- A Design Audit will be required for the proposed A259 right-turn lane access;
- Modelling of the signal junction would be helpful to determine the operation alongside the proposed right-turn lane;
- Further details should be provided in relation to facilitating pedestrian crossing movements over the A259;
- Whilst details of the interim proposed right-turn lane to serve the main site have not been provided, it is not considered that these will be impacted by the Harris Scrapyard right-turn lane; and
- Confirmation is required regarding access to the Chichester Caravans site and whether this was considered in detail as part of the Stage 1 Road Safety Audit.

2.7 The above issues will be addressed as part of the ongoing work to support the planning application(s). A copy of the response is included at **Appendix F**.

Scope of Transport Assessment

2.8 In addition to the discussions regarding the site access arrangements, the scope of the Transport Assessment was agreed. In accordance with these discussions the following junctions will be assessed:

- Site Access/A259 Main Road;
- Saxon Corner/A259 Havant Road;
- A259/North Street/High Street roundabout junction; and
- A259/Stein Road/Main Road/ The Crescent mini-roundabout.

2.9 With the exception of the Site Access/A259 Main Road junction, traffic survey data will need to be collected for the remainder of the junctions identified above. This data will comprise of Manual Classified Count (MCC) surveys which will be undertaken during the weekday morning (07:00-10:00) and evening (16:00-19:00) peak periods. The surveys will record the turning movements at each of the identified junctions, along with queue data to enable calibration of the junction models with the observed survey data.

2.10 As part of the discussions with WSCC, it was also identified that the Inlands Road/A259 Main Road would need to be included within the scope of the junction modelling, however, as the application relates only to the Harris Scrapyard land there will be limited traffic impact upon this junction, therefore this will be excluded from the scope of the junction assessments.

3. SITE ACCESSIBILITY

Walking Network

Footways

3.1 At the site frontage, footways flank either side of the A259 Main Road carriageway. The southern footway continues east for approximately 75m and west for approximately 120m at which point, the footway stops. The footway that flanks the northern side of the carriageway provides continuous non-stop pedestrian facilities into Southbourne and Nutbourne. Tactile paving, dropped kerbs and crossing facilities are also provided along its entirety.

Public Rights of Ways

3.2 Footpath 257 routes along the eastern site boundary. This footpath begins approximately 100m east of the site access along Main Road at continues north to Priors Leaze Lane for c. 770m. The routing of Footpath 257 in relation to the site boundaries can be seen illustrated below in **Figure 3**.

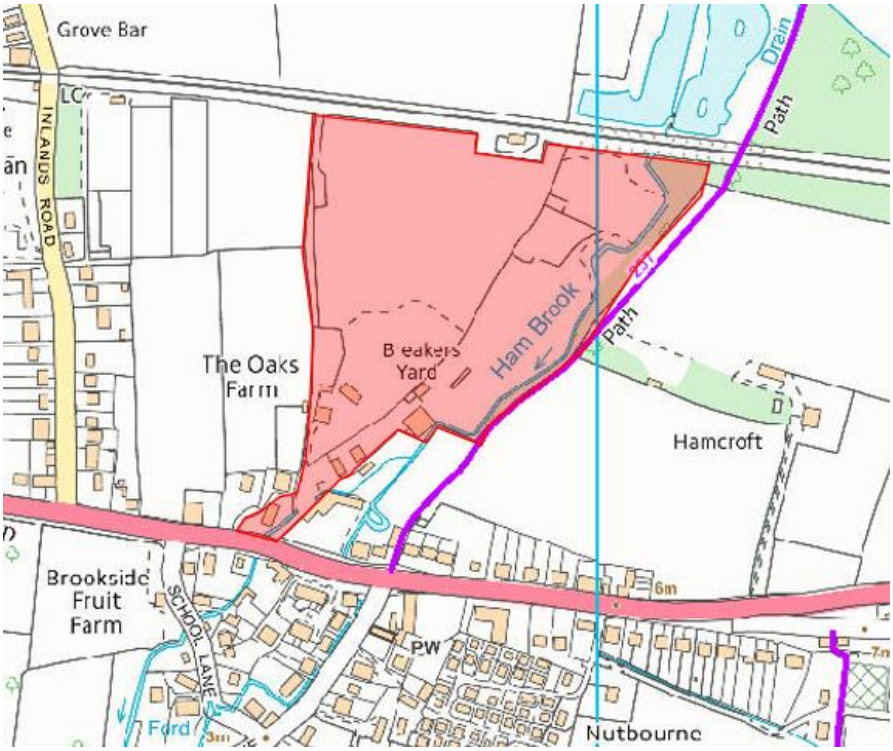


Figure 3: PRoWs in the Vicinity of the Site (Source: West Sussex County Council)

Cycle Network

3.3 The National Cycle Network Route 2 (NCN2) travels immediately past the site along A259 Main Road. NCN2 is a long-distance bike route that travels along the south coast of England from Dover to St. Austell. At the site access, NCN2 provides an on-road route that travels east towards Chichester (8km, 33-minute cycle) and west to Havant (5km, 21-minute cycle). Cycle lanes are provided in each direction on the A259 Main Road carriageway that separate vehicular and cycle traffic. The eastbound carriageway cycle lane remains in place for approximately 275m at which point it merges with the carriageway whereas the westbound carriageway's cycle lane remains in place for around 770m.

3.4 **Figure 4** demonstrates the route that the NCN2 takes in relation to the site location.

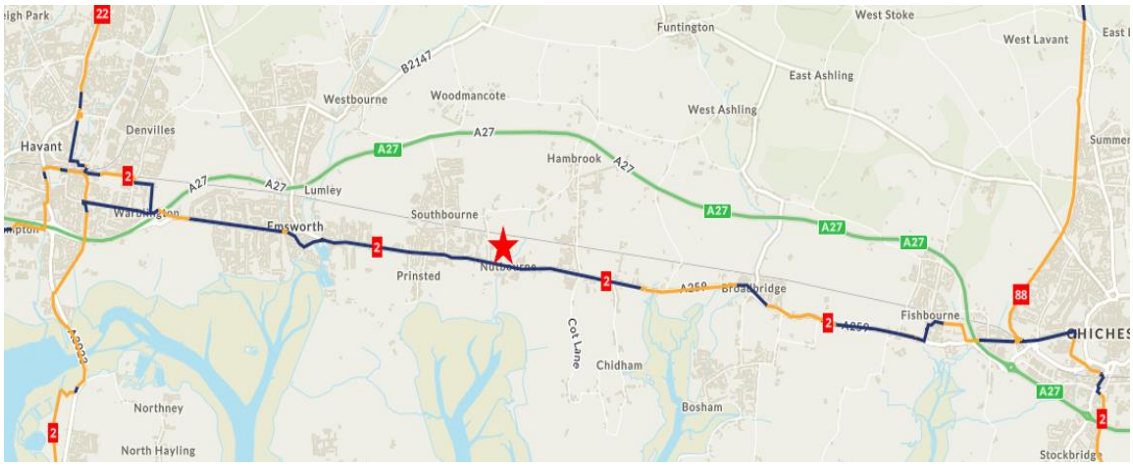


Figure 4: NCN2 in Relation to the Site Location

Accessibility Criteria

3.5 Based on data contained within the National Travel Survey and design guidance contained in the Design Manual for Roads and Bridges, the following distances are considered suitable for walking and cycling:

- 1.6km – a distance where most people will walk – the National Travel Survey identifies that for journeys less than one mile, circa 81% will be made on foot
- 3.2km – a distance where walking is a realistic alternative to car use and where some people are still prepared to walk – the National Travel Survey identifies that for journeys between one and two miles, circa 30% will be made on foot
- 8km – paragraph 2.2.2 of Local Transport Note 1/20 identifies that 'two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'.

Local Amenities

3.6 The site's location presents an excellent opportunity develop 120 residential dwellings and a children's nursery. Southbourne hosts a range of local amenities including shops, pharmacies and, schools which can be seen exhibited in **Table 1.**

Service	Distance from site (km)	Travel time (minutes)	
		Walking (Based on a speed of 80m per minute)	Cycling (Based on a speed of 240m per minute)
Farm Lane Bus Stop (westbound)	50m	<1	<1
Beijing Palace (Chinese Restaurant)	50m	<1	<1
Farm Lane Bus Stop (eastbound)	120m	1.5	<1
Esso Filling Garage	195m	2.5	<1
Southbourne Surgery	465m	6	2
The Travellers Joy (Public House)	525m	6.5	2
Hairdressers (the Cutting Corner)	580m	7	2.5
Southbourne Infant School	670m	8	2.5
Farm Shop	680m	8	3
Boots Pharmacy	740m	9	3
Southbourne St John the Evangelist Church	810m	10	3
Southbourne Railway Station	900m	11	4
The Cooperative Food	920m	11.5	4
Southbourne Library	970m	11.5	4
Southbourne Village Hall	990m	11.5	4
Tesco Express	1km	12.5	4
St Wilfred, Nutbourne	1km	12.5	4
Nutbourne Railway Station	1km	12.5	4
Green Roots Nursey and Preschool	1.1km	13.75	4
Bourne Community College	1.4km	17.5	6
Hambrook Post Office	1.5km	19	6
Bosham Inn Chichester	1.6km	20	6.5
Chidham Parochial Primary School	1.7km	21	7

Table 1: Distance on Foot and Bike to Local Amenities

3.7 As **Table 1** demonstrates, the local services and amenities within Southbourne itself can be accessed within a 21-minutes' walk or, a 7-minute cycle from the site access.

Bus Services

3.8 The closest bus stop to the site is the Farm Lane Bus Stop which are located approximately 50m east (westbound bus stop) of the site access and 120m east (eastbound bus stop) of the site access. Pedestrian footways that flank either side of the A259 Main Road provide access to this pair of bus stops. Farm Lane Bus Stops provide bus routes to areas including Felpham and Chichester in the east and Havant and Portsmouth in the West. The eastbound bus stop is characterised by a shelter with seating, flagpole with a bus timetable with raised kerbs whilst the westbound bus stop provides a flagpole and bus timetable. A summary of the local bus routes and frequencies are provided in Table 2 below.

Service	Route	Operator	Approximate Frequency		
			Weekdays	Saturday	Sunday
700	Flansham Park / Chichester - Portsmouth	Stagecoach	Every 20 mins		Every 30 minutes
56	Old Bosham - Chichester	Stagecoach	14:59	NA	

Table 2: Summary of Local Bus Services

Rail Services

3.9 Southbourne Railway Station is located approximately 900m northwest of the site access. Residents will be able to access the Railway station via a short 11-minute walk or 4-minute cycle along A259 Main Road then Stein Road. Southbourne Railway Station benefits from a ticket machine, customer help points, cycle storage areas and accessible platforms. Frequent rail services that depart from Southbourne include Southampton Central, Littlehampton, Portsmouth, London Victoria, and Brighton. A summary of the rail services that depart from Southbourne are provided in Table 3 below.

Destination	Approximate Journey Time	Approximate Frequency		
		Weekdays	Saturday	Sunday
Portsmouth and Southsea	25 mins	3 times an hour		
Southampton Central	50 mins	3 times an hour		Hourly
Littlehampton	30 mins	Every 30 minutes		Hourly
Brighton	1hr 20mins	Twice an hour		Hourly
London Victoria	1hr 50mins	Hourly		

Table 3: Rail Services from Southbourne Railway Station

Summary

3.10 The proposed site at Harris Scrapyard and Oak Farm is located within an accessible area. At the site frontage, continuous footways are provided on the northern side of the carriageway that link the local services and amenities within Southbourne to the site. NCN2 travels immediately past the site along Main Road and provides on road routes to Chichester and Havant. Regular bus services to Portsmouth and Chichester are provided at the closest bus stop to the site which is Farm Lane Bus. Southbourne Railway Station is located approximately 900m northwest of the site and provides direct trains to many destinations including Portsmouth, London, and Brighton.

4. SUMMARY AND CONCLUSIONS

4.1 This Highways Pre-Application Scoping Note (HPSN) has been prepared by Paul Basham Associates on behalf of Metis Homes to summarise the discussions undertaken to date regarding the highway and transport aspects of the proposal and identify the work to be undertaken to support the application for the development proposals.

4.2 The site falls within a wider policy allocation 'Policy SB2' of the Pre-Submission Southbourne Neighbourhood Plan (August 2020) for the delivery of a mixed-use development comprising approximately 1,250 homes, a two-form entry primary school, local community centre and sports provision.

4.3 Extensive pre-application discussions have been undertaken with WSCC in relation to the proposed access arrangements and the scope of the transport work to support future planning applications. Subject to further detail to be provided, the principle of the access arrangements is considered acceptable, and the scope of the transport work will be suitably robust to support the planning application for the development proposals.

4.4 As part of the wider site allocation a range of services and facilities will be delivered, however, it is demonstrated that development of the Harris Scrapyard and Oaks Farm site can be delivered, such that future residents would not have reliance upon travel by the private car. As identified, there is a range of services and facilities within a comfortable walk and cycle distance of the site and public transport is readily accessible for longer non-car journeys. The site can therefore be delivered in a sustainable manner, which will be enhanced with the delivery of the services and facilities proposed as part of the wider site allocation.

4.5 In conclusion, the proposed development can be delivered so that the wider site allocation is not prejudiced by the access arrangements. Furthermore, the site is located where residents would not have a reliance upon the private car for travel, even ahead of the delivery of facilities associated with the wider site.

Appendix A

MEETING MINUTES

Meeting: Highway Pre-Application Meeting – Harris Scrapyard and Hoey Land, Southbourne

Date: 22nd April 2021 **Time:** 14:00

Location: Virtual

Attendees:

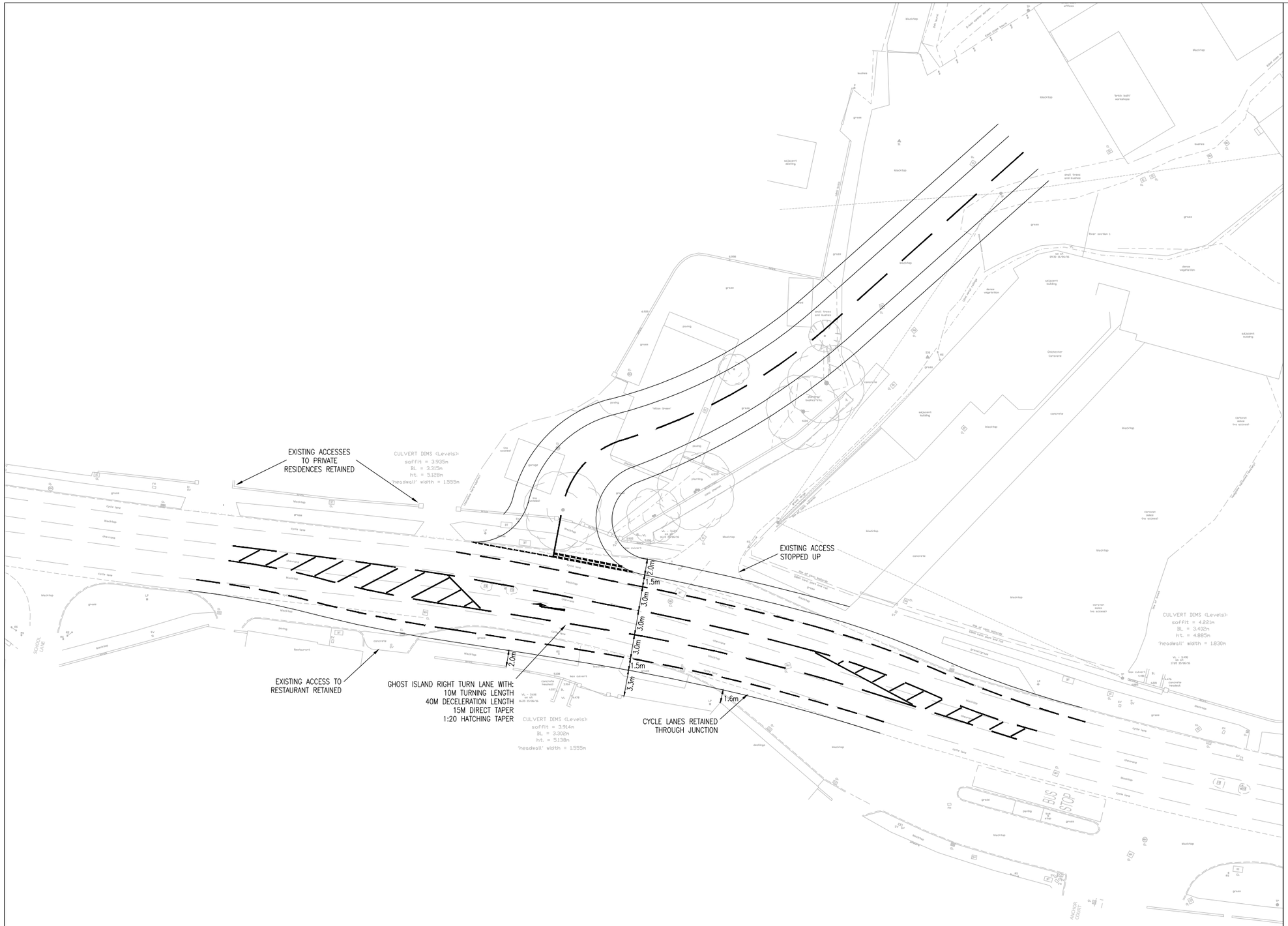
Ian Gledhill (IG)	West Sussex County Council
Alistair Harris (AH)	Metis Homes
Patrick Barry (PB)	Nova Planning
Mark Smith (MS)	Paul Basham Associates
Rob Hardyman (RH)	Paul Basham Associates

	Minutes	Action
1.1	AH introduced the proposed masterplan, which Metis have been working on with the wider consortium. The masterplan has been developed with significant input from the various disciplines and this is being worked up with both Chichester District Council and Southbourne Neighbourhood Plan Group.	RH to forward latest masterplan to IG
1.2	It is identified that phased applications can now be accepted and therefore it is proposed to progress the Harris and Hoey Land as an early phase of development, in a way that would not prejudice the wider allocation.	
1.3	The site forms the area to the south of the railway line and therefore is discrete from the wider allocation and more readily deliverable in advance of the land north of the railway. Whilst it is proposed for this phase of development to come forward independently, it is not expected that there will many similar sized applications, rather a larger application for the remainder of the site plus the strategic infrastructure could be expected.	
1.4	With regards to site access, IG identified that further information would be required to demonstrate that the proposed right turn lane on the A259 could be delivered alongside the proposed traffic signals. This will need to be subject to a Stage 1 Road Safety Audit/Design Audit and appropriate junction modelling. A 3m x-distance on visibility would be acceptable as an 'accepted' departure from standard.	RH/MS to progress design
1.5	IG stated that there was no technical reason to object to access from Inlands Road to the Hoey Land. MS stated that this had been considered to limit the impact of any potential connection between the Hoey and Harris Land on the delivery of the proposed spine road and the associated bridge over the railway.	
1.6	Further detail will be required regarding the existing trip generation of the Harris Scrapyard particularly during the peak hours, to understand whether any reductions in trips during these hours is applicable.	RH

MEETING MINUTES

	Although it was accepted that the alternative site would be considered representative of the trip generation in lieu of any alternative data. IG was also sceptical (especially mindful that no Travel Plan has been prepared) that 15% modal shift from private car use would be achieved and so requested that the Travel Plan "discount" to peak period traffic flows is not applied in any modelling works.	
1.7	The Transport Assessment for the site will need to assess the local impact of the proposed development traffic. It is noted that the strategic impact of the development will be addressed through the identified contributions to the A27 junctions and through CIL.	
1.8	Any local mitigation could be identified in the Transport Assessment, however, depending upon the scale of the works MS suggested that funding could be secured within a S106 which could then be held back to deliver a larger improvement if required when the wider allocation progresses.	
1.9	IG stated that it is likely that improvements from this site would focus on walking and cycling infrastructure, which would also benefit the wider allocation. A cycle route between Chichester and Emsworth (CHEM) has been identified – although details are to be confirmed.	
1.10	The transport work to inform the draft Local Plan remains ongoing and it is expected that this would identify the strategic transport improvements required across Chichester.	
1.11	In terms of timescales, it is proposed to submit an application towards the end of this year.	
1.12	IG confirmed he would be open to further discussions on the proposal and would be happy to review further work ahead of the submission of a planning application. RH/MS would in particular look to submit more detailed access plans including the relationship with the primary masterplan access onto the A259, to demonstrate suitability of the two junctions working in parallel.	
	Date of next Meeting: TBC	

Appendix B



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NORTH

Rev	Description	Date	By	Chkd
-	-	-	-	-

Project Name: HARRIS SCRAPYARD AND HOEY LAND SOUTHBOURNE	Title: A259 MAIN ROAD ACCESS - GA INTERIM STANDALONE ACCESS	paulbasham associates	Client: METIS HOMES Modern Homes. Traditional Values.	Checked By: RH / Checked Date: 09.06.21 / Scale: 1:500 (AT A3 SIZE)
Project Phase: PRELIMINARY				Drawn By: AST / Drawn Date: 09.06.21 / Client Drawing No.: - / PBA Drawing No.: 110.0010.002 / Revision: -

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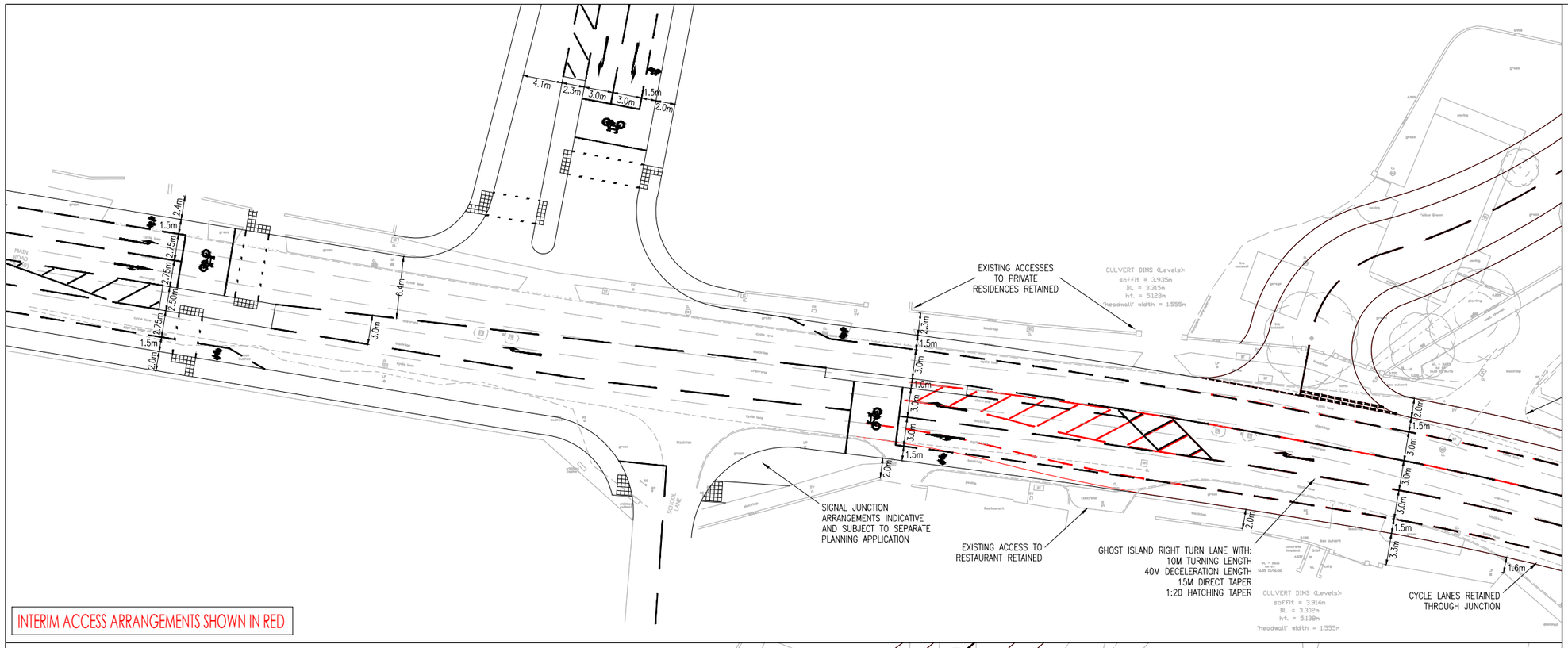
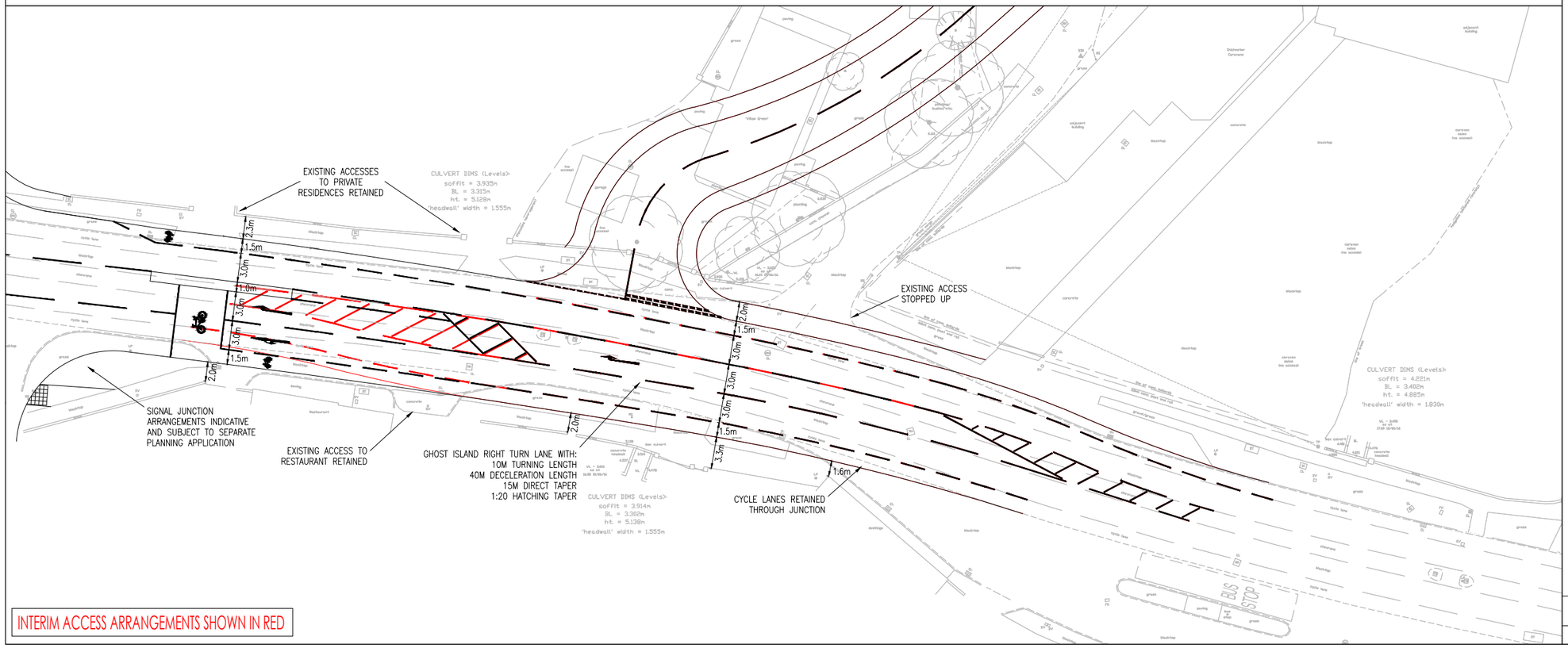
Appendix C





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Rev	Description	Date	By	Chkd
-	-	-	-	-

Project Name: HARRIS SCRAPYARD AND HOEY LAND SOUTHBOURNE	Title: A259 MAIN ROAD ACCESS - GA SHOWING FUTURE RELATIONSHIP WITH PROPOSED ADJACENT SIGNALLED JUNCTION	paulbasham associates	Client: METIS HOMES Modern Homes. Traditional Values.	Checked By: RH / Checked Date: 09.06.21 / Scale: 1:500 (AT A3 SIZE)
Project Phase: PRELIMINARY				Drawn By: AST / Drawn Date: 09.06.21 / Client Drawing No.: - / PBA Drawing No.: 110.0010.005 / Revision: -

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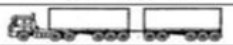
Appendix D

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, East Site (50.843780, -0.895691)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound	
Total	34625	34396	
Mean Speed	32.6	32.7	*
85%	37.4	36.9	*

***Mean speed and VPP 85% is lower than the signed road speed.**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, East Site LOCATION: attached to bus stop post

GRID REFERENCE: 50.843780, -0.895691 DIRECTION: EASTBOUND SPEED LIMIT: 40mph

12 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	37.3	-	
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-	
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	-	
0400	16	11	0	3	1	0	0	0	0	0	0	0	0	1	0	42.8	50.9	
0500	43	36	0	3	0	0	0	0	0	0	0	0	0	3	1	40	45.4	
0600	144	123	0	15	1	0	0	0	0	0	0	0	0	0	5	37	42.3	
0700	435	361	0	58	2	0	1	3	0	0	0	1	0	4	5	35	39.7	
0800	679	619	6	38	2	0	0	1	2	1	0	0	0	3	7	32.2	36.5	
0900	498	425	2	55	5	1	0	2	1	1	0	0	0	2	4	31.2	35.6	
1000	478	427	1	46	1	0	0	0	0	1	0	0	0	0	2	31	34.6	
1100	406	366	1	31	2	1	0	0	1	0	0	0	0	1	3	31	35	
1200	452	406	5	33	1	1	0	1	0	1	0	0	0	4	0	32.2	36.4	
1300	461	401	4	38	0	1	0	4	0	3	0	0	0	3	7	31.1	36.2	
1400	510	461	0	36	0	3	0	1	0	1	0	0	0	3	5	31.7	35.9	
1500	523	473	4	29	2	1	0	2	0	0	0	0	0	5	7	31.1	35.8	
1600	529	470	5	42	1	0	1	1	0	1	0	0	0	2	6	31.4	35.8	
1700	446	406	3	25	0	2	0	0	2	0	0	0	0	3	5	33.5	37.9	
1800	340	307	1	17	0	1	0	1	0	1	0	0	0	6	6	33.7	38.3	
1900	222	203	3	12	0	1	1	0	0	0	0	0	0	1	1	34.8	40	
2000	120	117	0	3	0	0	0	0	0	0	0	0	0	0	0	36.1	39.5	
2100	97	93	0	3	0	0	0	0	0	0	0	0	0	0	1	35.8	40	
2200	52	50	0	1	0	0	0	0	0	0	0	0	0	0	1	36.5	43.6	
2300	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8	44	
07-19	**5757**	**5122**	**32**	**448**	**16**	**11**	**2**	**16**	**6**	**10**	**0**	**1**	**0**	**36**	**57**	**32**	**36.6**	
06-22	**6340**	**5658**	**35**	**481**	**17**	**12**	**3**	**16**	**6**	**10**	**0**	**1**	**0**	**37**	**64**	**32.4**	**37**	
06-00	**6413**	**5728**	**35**	**483**	**17**	**12**	**3**	**16**	**6**	**10**	**0**	**1**	**0**	**37**	**65**	**32.4**	**37.1**	
00-00	**6493**	**5793**	**35**	**492**	**18**	**12**	**3**	**16**	**6**	**10**	**0**	**1**	**0**	**41**	**66**	**32.5**	**37.2**	

13 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	39	-	
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-	
0400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-	
0500	45	39	0	3	0	0	0	0	0	0	0	0	0	3	0	40.9	47.8	
0600	135	119	0	12	1	0	0	0	0	0	0	0	0	0	3	37.1	42.9	
0700	422	355	1	54	1	1	0	0	0	0	0	0	0	4	6	33.3	37.6	
0800	653	588	3	50	3	0	0	2	1	0	0	0	0	3	3	31.8	35.7	
0900	490	430	8	48	1	0	0	1	1	0	0	0	0	0	1	31.9	35.9	
1000	428	378	2	45	2	0	0	1	0	0	0	0	0	0	0	31.1	35.7	
1100	460	412	3	37	2	2	1	0	0	1	1	0	0	1	0	31.9	35.7	
1200	408	363	1	39	0	2	0	0	0	0	0	0	0	2	1	31.9	36.2	
1300	424	373	4	39	1	0	0	1	0	1	0	0	0	1	4	31.6	35.7	
1400	518	469	1	34	2	0	0	4	0	0	0	0	0	2	6	31	35.2	
1500	527	480	5	34	3	1	0	0	0	1	0	0	0	1	2	31.9	36.2	
1600	485	422	5	51	2	0	1	1	0	0	0	0	0	0	3	32.4	37	
1700	495	449	1	31	4	2	0	0	0	1	0	0	0	5	2	32.2	37	
1800	337	310	5	15	0	1	0	1	0	0	0	0	0	3	2	34.4	38.8	
1900	237	214	2	16	1	1	0	0	0	1	0	0	0	2	0	36.2	40.5	
2000	151	142	0	7	0	0	0	0	0	0	0	0	0	2	0	34.7	39.3	
2100	82	76	0	6	0	0	0	0	0	0	0	0	0	0	0	36.7	43.5	
2200	43	37	0	6	0	0	0	0	0	0	0	0	0	0	0	35.7	40.3	
2300	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	34.8	41.2	
07-19	**5647**	**5029**	**39**	**477**	**21**	**9**	**2**	**11**	**2**	**4**	**1**	**0**	**0**	**22**	**30**	**32**	**36.4**	
06-22	**6252**	**5580**	**41**	**518**	**23**	**10**	**2**	**11**	**2**	**5**	**1**	**0**	**0**	**26**	**33**	**32.4**	**36.9**	
06-00	**6311**	**5632**	**41**	**524**	**23**	**10**	**2**	**11**	**2**	**5**	**1**	**0**	**0**	**26**	**34**	**32.5**	**37**	
00-00	**6384**	**5698**	**41**	**528**	**23**	**10**	**2**	**11**	**2**	**5**	**1**	**0**	**0**	**29**	**34**	**32.5**	**37.1**	

14 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-	
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-	
0400	8	5	0	1	0	0	0	0	0	0	0	0	0	1	1	41	-	

0500	42	34	0	4	1	0	0	0	0	0	0	0	0	3	0	40.3	44.9
0600	144	125	0	14	0	1	0	0	0	0	0	0	0	1	3	37.4	42.3
0700	410	339	1	55	2	0	1	1	0	3	0	0	0	3	5	34	38.5
0800	610	524	8	57	7	1	0	1	1	0	0	0	0	2	9	31.3	35.9
0900	421	367	3	40	3	1	0	0	0	0	0	0	0	1	6	31.5	35.4
1000	507	450	2	47	2	1	0	1	1	0	0	0	0	0	3	30.5	34.3
1100	483	431	2	44	3	0	1	0	0	0	0	0	0	0	2	30.7	34.8
1200	481	435	6	35	1	1	0	0	0	0	0	0	0	1	2	31	34.8
1300	472	416	4	37	4	2	1	1	0	0	0	0	0	2	5	31.1	35.7
1400	545	493	1	38	2	0	0	3	0	1	0	0	0	4	3	30.7	35
1500	535	481	3	36	3	2	0	2	0	0	0	0	0	3	5	31.7	35.7
1600	573	500	4	55	2	1	1	0	1	0	0	0	0	4	5	31.5	35.3
1700	486	440	1	36	2	0	0	0	0	0	0	0	0	3	4	33.1	37.8
1800	388	359	3	19	1	0	0	1	0	0	0	0	0	2	3	34.7	39
1900	264	241	0	18	1	0	0	0	0	0	0	0	0	2	2	35	38.8
2000	177	160	0	14	1	0	0	0	0	0	0	0	0	0	2	35.4	41.2
2100	116	110	2	4	0	0	0	0	0	0	0	0	0	0	0	34.8	39
2200	56	54	0	0	0	0	0	0	0	0	0	0	0	1	1	37.1	44.4
2300	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	46.4
07-19	**5911**	**5235**	**38**	**499**	**32**	**9**	**4**	**10**	**3**	**4**	**0**	**0**	**0**	**25**	**52**	**31.7**	**36.2**
06-22	**6612**	**5871**	**40**	**549**	**34**	**10**	**4**	**10**	**3**	**4**	**0**	**0**	**0**	**28**	**59**	**32.1**	**36.8**
06-00	**6704**	**5961**	**40**	**549**	**34**	**10**	**4**	**10**	**3**	**4**	**0**	**0**	**0**	**29**	**60**	**32.2**	**36.9**
00-00	**6771**	**6017**	**40**	**554**	**35**	**10**	**4**	**10**	**3**	**4**	**0**	**0**	**0**	**33**	**61**	**32.3**	**37**

15 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.6
0100	13	11	0	1	0	0	0	0	0	0	0	0	0	0	1	36	49.8
0200	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	42.8	-
0300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	37.3	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0500	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	46.7
0600	61	50	0	10	0	1	0	0	0	0	0	0	0	0	0	36.9	43.1
0700	142	128	1	10	0	0	0	0	0	0	0	0	0	1	2	35.5	40.5
0800	255	223	2	27	0	0	0	0	0	0	0	0	0	1	2	34.3	38.7
0900	390	366	4	15	0	0	0	0	0	0	0	0	0	3	2	32.2	36.7
1000	493	455	3	28	2	1	0	0	0	0	0	0	0	1	3	31.1	35.3
1100	522	477	7	28	0	2	0	0	0	0	0	0	0	5	3	30.4	35.3
1200	490	467	4	17	0	0	0	0	0	0	0	0	0	1	1	31.2	35.4
1300	435	416	1	15	0	0	1	1	0	0	0	0	0	0	1	32.8	37.2

1400	453	430	1	15	1	0	0	0	0	0	0	0	0	5	1	31.6	35.3
1500	420	399	1	15	0	0	1	2	0	0	0	0	0	1	1	31.7	36
1600	337	322	1	13	1	0	0	0	0	0	0	0	0	0	0	33.6	38.3
1700	321	301	2	11	2	0	0	0	0	1	0	0	0	2	2	35.3	39.4
1800	252	227	2	16	1	0	0	1	0	0	0	0	0	1	4	35.3	40
1900	187	177	0	7	1	0	0	0	0	0	0	0	0	0	2	35.9	40.5
2000	132	121	2	7	1	0	0	0	0	0	0	0	0	1	0	35.7	41.4
2100	77	74	1	2	0	0	0	0	0	0	0	0	0	0	0	34.5	39.5
2200	59	56	0	3	0	0	0	0	0	0	0	0	0	0	0	36.9	40.4
2300	42	40	0	1	0	0	0	0	0	0	0	0	0	0	1	36.8	41.5
07-19	**4510**	**4211**	**29**	**210**	**7**	**3**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**21**	**22**	**32.4**	**37.2**
06-22	**4967**	**4633**	**32**	**236**	**9**	**4**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**22**	**24**	**32.7**	**37.6**
06-00	**5068**	**4729**	**32**	**240**	**9**	**4**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**22**	**25**	**32.8**	**37.7**
00-00	**5122**	**4777**	**32**	**244**	**9**	**4**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**23**	**26**	**32.9**	**37.8**

16 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	39.1
0100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	45.2	-
0500	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	36.3	42
0600	46	41	0	4	0	0	0	0	0	0	0	0	0	0	1	37.6	41.7
0700	77	61	1	6	0	1	0	0	0	0	0	0	0	1	7	36.5	43.1
0800	152	133	0	15	1	0	1	0	0	0	0	0	0	0	2	35.6	40.6
0900	239	219	0	16	1	1	0	0	0	0	0	0	0	1	1	34.2	39.4
1000	330	309	3	15	1	0	0	0	1	0	0	0	0	1	0	32.6	37.4
1100	415	393	1	18	0	0	0	1	0	0	0	0	0	1	1	31.9	37
1200	452	423	5	24	0	0	0	0	0	0	0	0	0	0	0	30.4	34.5
1300	385	359	5	19	0	0	0	1	0	0	0	0	0	0	1	31	34.3
1400	358	344	1	10	0	1	0	0	0	0	0	0	0	0	2	31.9	36
1500	317	299	3	14	0	0	0	0	0	0	0	0	0	0	1	32.8	37
1600	303	278	6	14	1	0	0	0	1	0	0	0	0	3	0	33.2	37.8
1700	295	279	4	8	1	1	1	0	0	0	0	0	0	0	1	34.4	38.7
1800	221	205	0	12	2	0	0	1	0	1	0	0	0	0	0	35.1	39.7
1900	164	156	0	7	0	0	0	0	0	1	0	0	0	0	0	37.3	42
2000	101	97	0	2	0	0	0	0	1	1	0	0	0	0	0	36.7	42.4
2100	53	50	0	2	0	0	0	0	1	0	0	0	0	0	0	36.9	42.4
2200	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	42.8

2300	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	37.1	41.8
07-19	**3544**	**3302**	**29**	**171**	**7**	**4**	**2**	**3**	**2**	**1**	**0**	**0**	**0**	**7**	**16**	**32.7**	**37.5**
06-22	**3908**	**3646**	**29**	**186**	**7**	**4**	**2**	**3**	**4**	**3**	**0**	**0**	**0**	**7**	**17**	**33.1**	**38**
06-00	**3950**	**3686**	**29**	**188**	**7**	**4**	**2**	**3**	**4**	**3**	**0**	**0**	**0**	**7**	**17**	**33.2**	**38.1**
00-00	**3998**	**3731**	**29**	**191**	**7**	**4**	**2**	**3**	**4**	**3**	**0**	**0**	**0**	**7**	**17**	**33.2**	**38.1**

17 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	36.1	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0400	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0500	46	34	0	3	2	0	0	0	0	0	0	0	0	5	2	39.9	46.5
0600	139	123	0	13	1	0	0	0	0	0	0	0	0	0	2	37.5	42.3
0700	399	330	2	49	3	0	2	4	0	1	0	0	0	5	3	34.7	38.7
0800	626	551	4	58	2	1	0	0	1	3	0	0	0	2	4	32.7	37.2
0900	477	405	2	59	1	0	0	0	0	0	0	0	0	2	8	31.7	35.8
1000	414	362	7	38	3	1	0	0	0	0	0	0	0	0	3	31.8	35.9
1100	451	385	4	56	2	1	0	1	1	0	0	0	0	1	0	30.1	35.1
1200	439	388	2	35	3	2	0	0	0	1	0	0	0	4	4	30.3	34.3
1300	296	231	4	59	1	1	0	0	0	0	0	0	0	0	0	32	37.7
1400	45	26	1	17	0	0	0	0	0	0	0	0	0	1	0	31.5	39.1
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	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	-	-
07-19	**3157**	**2687**	**26**	**372**	**15**	**6**	**2**	**5**	**2**	**5**	**0**	**0**	**0**	**15**	**22**	**31.9**	**36.7**
06-22	**3296**	**2810**	**26**	**385**	**16**	**6**	**2**	**5**	**2**	**5**	**0**	**0**	**0**	**15**	**24**	**32.1**	**37**
06-00	**3296**	**2810**	**26**	**385**	**16**	**6**	**2**	**5**	**2**	**5**	**0**	**0**	**0**	**15**	**24**	**32.1**	**37**
00-00	**3363**	**2863**	**26**	**389**	**18**	**6**	**2**	**5**	**2**	**5**	**0**	**0**	**0**	**20**	**27**	**32.3**	**37.2**

18-May-21

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	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	0	0	0	-	-	
0200	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	0	0	0	-	-	
0400	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	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1400	166	150	0	12	0	1	0	0	0	0	0	0	0	1	2	30.9	35.9	
1500	516	467	3	34	0	2	0	0	2	0	0	0	0	2	6	31.1	36	
1600	519	464	2	40	1	0	0	2	0	0	0	0	0	3	7	31.8	35.8	
1700	483	439	5	21	0	3	0	4	0	0	0	0	0	4	7	32.7	37.2	
1800	340	319	1	13	1	0	0	0	1	0	0	0	0	1	4	34.9	39.4	
1900	217	202	0	13	1	0	0	0	0	0	0	0	0	0	1	33.6	38.9	
2000	120	107	1	6	0	0	0	0	0	0	0	0	0	2	4	35.2	40.2	
2100	71	66	0	4	0	0	0	0	0	1	0	0	0	0	0	37.4	42	
2200	50	46	0	3	0	0	0	0	0	0	0	0	0	0	1	36	41.2	
2300	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	43.4	
07-19	**2024**	**1839**	**11**	**120**	**2**	**6**	**0**	**6**	**3**	**0**	**0**	**0**	**0**	**11**	**26**	**32.3**	**37**	
06-22	**2432**	**2214**	**12**	**143**	**3**	**6**	**0**	**6**	**3**	**1**	**0**	**0**	**0**	**13**	**31**	**32.7**	**37.6**	
06-00	**2494**	**2272**	**12**	**146**	**3**	**6**	**0**	**6**	**3**	**1**	**0**	**0**	**0**	**13**	**32**	**32.8**	**37.8**	
00-00	**2494**	**2272**	**12**	**146**	**3**	**6**	**0**	**6**	**3**	**1**	**0**	**0**	**0**	**13**	**32**	**32.8**	**37.8**	

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, East Site LOCATION: attached to bus stop post

GRID REFERENCE: 50.843780, -0.895691 DIRECTION: EASTBOUND SPEED LIMIT: 40mph

12 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	1	0	0	3	1	4	0	0	0	0	0	0	0	0	37.3	-
0100	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	41.3	-
0200	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	28	-
0300	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	40.5	-
0400	16	0	0	0	1	3	4	5	2	1	0	0	0	0	0	0	42.8	50.9
0500	43	1	0	0	0	10	20	11	1	0	0	0	0	0	0	0	40	45.4
0600	144	2	2	2	14	48	58	15	2	1	0	0	0	0	0	0	37	42.3
0700	435	2	5	2	65	240	104	16	1	0	0	0	0	0	0	0	35	39.7
0800	679	2	9	19	221	348	75	5	0	0	0	0	0	0	0	0	32.2	36.5
0900	498	0	12	35	173	251	26	1	0	0	0	0	0	0	0	0	31.2	35.6
1000	478	1	4	24	217	209	21	2	0	0	0	0	0	0	0	0	31	34.6
1100	406	2	4	37	140	199	22	2	0	0	0	0	0	0	0	0	31	35
1200	452	1	4	20	138	240	47	2	0	0	0	0	0	0	0	0	32.2	36.4
1300	461	1	9	33	168	211	36	3	0	0	0	0	0	0	0	0	31.1	36.2
1400	510	4	4	28	179	244	49	2	0	0	0	0	0	0	0	0	31.7	35.9
1500	523	3	12	32	181	257	34	4	0	0	0	0	0	0	0	0	31.1	35.8
1600	529	5	5	36	167	272	41	3	0	0	0	0	0	0	0	0	31.4	35.8
1700	446	1	8	4	104	253	66	7	2	0	0	1	0	0	0	0	33.5	37.9
1800	340	1	6	8	65	186	69	4	1	0	0	0	0	0	0	0	33.7	38.3
1900	222	0	3	4	47	103	53	10	2	0	0	0	0	0	0	0	34.8	40
2000	120	0	0	1	12	66	33	5	3	0	0	0	0	0	0	0	36.1	39.5
2100	97	2	1	0	5	46	38	4	1	0	0	0	0	0	0	0	35.8	40
2200	52	1	0	0	8	23	12	6	1	0	1	0	0	0	0	0	36.5	43.6
2300	21	0	0	0	3	7	7	2	0	2	0	0	0	0	0	0	38.8	44
07-19	**5757**	**23**	**82**	**278**	**1818**	**2910**	**590**	**51**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**32**	**36.6**
06-22	**6340**	**27**	**88**	**285**	**1896**	**3173**	**772**	**85**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**32.4**	**37**
06-00	**6413**	**28**	**88**	**285**	**1907**	**3203**	**791**	**93**	**13**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**32.4**	**37.1**
00-00	**6493**	**29**	**89**	**286**	**1908**	**3223**	**821**	**114**	**17**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**32.5**	**37.2**

13 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	36.2	-
0100	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	39	-
0200	5	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	41.6	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36	-
0400	10	0	0	1	1	1	4	2	1	0	0	0	0	0	0	0	38.2	-
0500	45	0	0	0	0	13	20	8	4	0	0	0	0	0	0	0	40.9	47.8
0600	135	1	2	1	7	59	50	12	2	1	0	0	0	0	0	0	37.1	42.9
0700	422	2	6	11	90	245	63	5	0	0	0	0	0	0	0	0	33.3	37.6
0800	653	3	3	17	230	351	48	1	0	0	0	0	0	0	0	0	31.8	35.7
0900	490	1	3	12	187	251	34	1	1	0	0	0	0	0	0	0	31.9	35.9
1000	428	3	11	21	166	194	32	1	0	0	0	0	0	0	0	0	31.1	35.7
1100	460	0	4	19	163	232	38	3	0	0	1	0	0	0	0	0	31.9	35.7
1200	408	1	4	20	132	206	43	1	1	0	0	0	0	0	0	0	31.9	36.2
1300	424	4	2	19	153	212	33	1	0	0	0	0	0	0	0	0	31.6	35.7
1400	518	1	6	31	204	248	25	3	0	0	0	0	0	0	0	0	31	35.2
1500	527	1	3	19	203	246	52	2	0	1	0	0	0	0	0	0	31.9	36.2
1600	485	0	5	25	137	252	60	6	0	0	0	0	0	0	0	0	32.4	37
1700	495	13	15	15	101	287	59	5	0	0	0	0	0	0	0	0	32.2	37
1800	337	0	5	3	65	178	71	13	1	1	0	0	0	0	0	0	34.4	38.8
1900	237	0	2	1	28	109	85	9	3	0	0	0	0	0	0	0	36.2	40.5
2000	151	0	1	1	34	73	37	3	2	0	0	0	0	0	0	0	34.7	39.3
2100	82	0	0	1	10	38	21	12	0	0	0	0	0	0	0	0	36.7	43.5
2200	43	0	0	2	4	21	14	1	1	0	0	0	0	0	0	0	35.7	40.3
2300	16	1	0	0	1	8	6	0	0	0	0	0	0	0	0	0	34.8	41.2
07-19	**5647**	**29**	**67**	**212**	**1831**	**2902**	**558**	**42**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**32**	**36.4**
06-22	**6252**	**30**	**72**	**216**	**1910**	**3181**	**751**	**78**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.9**
06-00	**6311**	**31**	**72**	**218**	**1915**	**3210**	**771**	**79**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**32.5**	**37**
00-00	**6384**	**31**	**72**	**219**	**1917**	**3234**	**798**	**92**	**17**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**32.5**	**37.1**

14 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	36.6	-
0100	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.9	-
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	48.8	-
0300	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	36.8	-
0400	8	0	1	0	0	1	3	1	2	0	0	0	0	0	0	0	41	-

0500	42	1	0	0	0	8	25	5	2	1	0	0	0	0	0	0	40.3	44.9
0600	144	0	2	3	8	58	55	15	2	1	0	0	0	0	0	0	37.4	42.3
0700	410	1	6	4	98	207	87	7	0	0	0	0	0	0	0	0	34	38.5
0800	610	2	16	34	228	276	47	6	1	0	0	0	0	0	0	0	31.3	35.9
0900	421	3	7	14	156	211	29	1	0	0	0	0	0	0	0	0	31.5	35.4
1000	507	3	10	25	239	210	20	0	0	0	0	0	0	0	0	0	30.5	34.3
1100	483	3	4	25	220	207	24	0	0	0	0	0	0	0	0	0	30.7	34.8
1200	481	0	4	31	196	221	29	0	0	0	0	0	0	0	0	0	31	34.8
1300	472	1	10	26	198	196	41	0	0	0	0	0	0	0	0	0	31.1	35.7
1400	545	4	13	31	218	251	26	2	0	0	0	0	0	0	0	0	30.7	35
1500	535	1	13	13	176	291	39	2	0	0	0	0	0	0	0	0	31.7	35.7
1600	573	1	7	25	227	271	36	6	0	0	0	0	0	0	0	0	31.5	35.3
1700	486	1	3	15	138	244	80	4	0	1	0	0	0	0	0	0	33.1	37.8
1800	388	0	4	10	56	215	88	11	2	1	1	0	0	0	0	0	34.7	39
1900	264	0	1	5	42	148	52	13	3	0	0	0	0	0	0	0	35	38.8
2000	177	0	3	4	37	70	50	10	0	3	0	0	0	0	0	0	35.4	41.2
2100	116	0	0	2	20	61	28	4	1	0	0	0	0	0	0	0	34.8	39
2200	56	0	1	0	7	25	15	4	3	0	0	1	0	0	0	0	37.1	44.4
2300	36	0	0	0	5	15	10	5	1	0	0	0	0	0	0	0	37.4	46.4
07-19	**5911**	**20**	**97**	**253**	**2150**	**2800**	**546**	**39**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.2**
06-22	**6612**	**20**	**103**	**267**	**2257**	**3137**	**731**	**81**	**9**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**32.1**	**36.8**
06-00	**6704**	**20**	**104**	**267**	**2269**	**3177**	**756**	**90**	**13**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**32.2**	**36.9**
00-00	**6771**	**21**	**105**	**267**	**2271**	**3193**	**791**	**97**	**17**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**32.3**	**37**

15 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	2	2	6	3	1	0	0	0	0	0	0	0	39.4	44.6
0100	13	0	1	0	1	5	4	0	2	0	0	0	0	0	0	0	36	49.8
0200	7	0	0	0	0	1	4	0	2	0	0	0	0	0	0	0	42.8	-
0300	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	37.3	-
0400	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	37.6	-
0500	11	0	0	0	1	2	6	2	0	0	0	0	0	0	0	0	39.3	46.7
0600	61	0	2	1	8	18	24	6	2	0	0	0	0	0	0	0	36.9	43.1
0700	142	0	3	2	21	64	43	6	3	0	0	0	0	0	0	0	35.5	40.5
0800	255	1	2	5	44	143	49	11	0	0	0	0	0	0	0	0	34.3	38.7
0900	390	0	7	10	123	203	44	3	0	0	0	0	0	0	0	0	32.2	36.7
1000	493	1	7	34	190	227	31	3	0	0	0	0	0	0	0	0	31.1	35.3
1100	522	0	6	55	239	182	39	1	0	0	0	0	0	0	0	0	30.4	35.3
1200	490	0	6	22	208	224	28	2	0	0	0	0	0	0	0	0	31.2	35.4
1300	435	1	2	16	124	228	62	2	0	0	0	0	0	0	0	0	32.8	37.2

1400	453	2	5	6	191	217	30	1	1	0	0	0	0	0	0	0	31.6	35.3
1500	420	0	4	33	137	208	32	4	2	0	0	0	0	0	0	0	31.7	36
1600	337	0	4	10	64	194	59	6	0	0	0	0	0	0	0	0	33.6	38.3
1700	321	1	1	0	44	176	84	12	1	2	0	0	0	0	0	0	35.3	39.4
1800	252	0	5	4	32	123	73	11	3	1	0	0	0	0	0	0	35.3	40
1900	187	0	1	4	22	87	60	11	2	0	0	0	0	0	0	0	35.9	40.5
2000	132	0	1	2	20	58	41	10	0	0	0	0	0	0	0	0	35.7	41.4
2100	77	0	0	3	19	35	15	5	0	0	0	0	0	0	0	0	34.5	39.5
2200	59	0	0	0	3	31	22	2	0	1	0	0	0	0	0	0	36.9	40.4
2300	42	1	0	0	3	16	19	2	0	1	0	0	0	0	0	0	36.8	41.5
07-19	**4510**	**6**	**52**	**197**	**1417**	**2189**	**574**	**62**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**37.2**
06-22	**4967**	**6**	**56**	**207**	**1486**	**2387**	**714**	**94**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.6**
06-00	**5068**	**7**	**56**	**207**	**1492**	**2434**	**755**	**98**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.7**
00-00	**5122**	**7**	**57**	**207**	**1498**	**2447**	**777**	**105**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**32.9**	**37.8**

16 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	0	11	2	0	0	0	0	0	1	0	0	0	38.1	39.1
0100	7	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	37.8	-
0200	4	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	33.7	-
0300	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	39.9	-
0400	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	45.2	-
0500	16	0	1	0	2	3	8	2	0	0	0	0	0	0	0	0	36.3	42
0600	46	0	2	0	2	12	26	4	0	0	0	0	0	0	0	0	37.6	41.7
0700	77	1	4	3	2	31	25	8	2	1	0	0	0	0	0	0	36.5	43.1
0800	152	0	2	4	16	83	34	9	2	1	0	1	0	0	0	0	35.6	40.6
0900	239	0	1	6	47	124	54	7	0	0	0	0	0	0	0	0	34.2	39.4
1000	330	1	6	11	96	162	51	3	0	0	0	0	0	0	0	0	32.6	37.4
1100	415	1	7	24	131	201	50	1	0	0	0	0	0	0	0	0	31.9	37
1200	452	0	6	30	219	172	25	0	0	0	0	0	0	0	0	0	30.4	34.5
1300	385	1	1	19	173	167	22	2	0	0	0	0	0	0	0	0	31	34.3
1400	358	0	4	11	132	173	37	1	0	0	0	0	0	0	0	0	31.9	36
1500	317	0	2	3	108	162	36	6	0	0	0	0	0	0	0	0	32.8	37
1600	303	1	4	5	90	148	43	9	2	1	0	0	0	0	0	0	33.2	37.8
1700	295	0	1	4	62	152	68	6	2	0	0	0	0	0	0	0	34.4	38.7
1800	221	0	2	2	40	108	61	7	1	0	0	0	0	0	0	0	35.1	39.7
1900	164	0	0	1	5	85	57	14	1	1	0	0	0	0	0	0	37.3	42
2000	101	0	0	0	14	43	31	13	0	0	0	0	0	0	0	0	36.7	42.4
2100	53	0	0	1	7	25	14	3	3	0	0	0	0	0	0	0	36.9	42.4
2200	27	0	0	0	1	9	15	2	0	0	0	0	0	0	0	0	38.1	42.8

2300	15	0	0	0	1	8	5	1	0	0	0	0	0	0	0	0	37.1	41.8
07-19	**3544**	**5**	**40**	**122**	**1116**	**1683**	**506**	**59**	**9**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**32.7**	**37.5**
06-22	**3908**	**5**	**42**	**124**	**1144**	**1848**	**634**	**93**	**13**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**33.1**	**38**
06-00	**3950**	**5**	**42**	**124**	**1146**	**1865**	**654**	**96**	**13**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**33.2**	**38.1**
00-00	**3998**	**5**	**43**	**125**	**1149**	**1887**	**669**	**99**	**15**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**33.2**	**38.1**

17 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	1	0	0	3	3	0	1	0	0	0	0	0	0	0	36.1	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36	-
0200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	36.6	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.9	-
0400	7	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	39.2	-
0500	46	0	1	1	0	11	24	5	2	1	0	1	0	0	0	0	39.9	46.5
0600	139	0	2	2	7	60	51	11	5	0	1	0	0	0	0	0	37.5	42.3
0700	399	0	3	5	74	211	99	7	0	0	0	0	0	0	0	0	34.7	38.7
0800	626	0	11	22	178	323	87	4	1	0	0	0	0	0	0	0	32.7	37.2
0900	477	0	10	21	151	255	38	2	0	0	0	0	0	0	0	0	31.7	35.8
1000	414	0	1	12	159	212	28	1	1	0	0	0	0	0	0	0	31.8	35.9
1100	451	1	2	56	214	155	23	0	0	0	0	0	0	0	0	0	30.1	35.1
1200	439	0	7	24	233	157	17	1	0	0	0	0	0	0	0	0	30.3	34.3
1300	296	0	0	17	130	96	44	9	0	0	0	0	0	0	0	0	32	37.7
1400	45	1	2	9	9	14	6	2	1	1	0	0	0	0	0	0	31.5	39.1
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	10	0	1	0	8	0	0	0	1	0	0	0	0	0	0	0	31.6	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	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	-	-
07-19	**3157**	**2**	**37**	**166**	**1156**	**1423**	**342**	**26**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**36.7**
06-22	**3296**	**2**	**39**	**168**	**1163**	**1483**	**393**	**37**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**32.1**	**37**
06-00	**3296**	**2**	**39**	**168**	**1163**	**1483**	**393**	**37**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**32.1**	**37**
00-00	**3363**	**2**	**41**	**169**	**1163**	**1502**	**427**	**43**	**12**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**32.3**	**37.2**

18-May-21

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	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	0	0	0	-	-	
0200	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	0	0	0	-	-	
0400	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	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1400	166	1	4	9	64	79	9	0	0	0	0	0	0	0	0	0	30.9	35.9
1500	516	2	10	35	190	227	50	2	0	0	0	0	0	0	0	0	31.1	36
1600	519	1	11	16	176	269	42	3	1	0	0	0	0	0	0	0	31.8	35.8
1700	483	2	7	23	118	265	67	1	0	0	0	0	0	0	0	0	32.7	37.2
1800	340	1	6	0	49	180	89	14	1	0	0	0	0	0	0	0	34.9	39.4
1900	217	0	3	12	44	111	44	1	2	0	0	0	0	0	0	0	33.6	38.9
2000	120	0	5	4	8	57	39	7	0	0	0	0	0	0	0	0	35.2	40.2
2100	71	0	0	1	8	22	31	9	0	0	0	0	0	0	0	0	37.4	42
2200	50	0	1	0	9	18	19	3	0	0	0	0	0	0	0	0	36	41.2
2300	12	0	0	0	2	3	6	1	0	0	0	0	0	0	0	0	37.7	43.4
07-19	**2024**	**7**	**38**	**83**	**597**	**1020**	**257**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**37**
06-22	**2432**	**7**	**46**	**100**	**657**	**1210**	**371**	**37**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.6**
06-00	**2494**	**7**	**47**	**100**	**668**	**1231**	**396**	**41**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.8**
00-00	**2494**	**7**	**47**	**100**	**668**	**1231**	**396**	**41**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.8**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**34625**	**102**	**454**	**1373**	**10574**	**16717**	**4679**	**591**	**101**	**25**	**4**	**4**	**1**	**0**	**0**	**0**	**32.6**	**37.4**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, East Site LOCATION: attached to bus stop post

GRID REFERENCE: 50.843780, -0.895691 DIRECTION: EASTBOUND SPEED LIMIT: 40mph

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	12-May	13-May	14-May	15-May	16-May	17-May	18-May	1-5.	1-7.
Hour									
0000-0100	9	9	9	14	14	8	0	9	11
0100-0200	5	3	3	13	7	2	0	3.7	6.2
0200-0300	2	5	1	7	4	3	0	2.7	3.8
0300-0400	5	1	4	4	5	1	0	3.3	3.8
0400-0500	16	10	8	5	2	7	0	11.3	8.2
0500-0600	43	45	42	11	16	46	0	43.3	31.4
0600-0700	144	135	144	61	46	139	0	141	106
0700-0800	435	422	410	142	77	399	0	422.3	297.2
0800-0900	**679**	**653**	**610**	255	152	**626**	0	647.3	469.8
0900-1000	498	490	421	390	239	477	0	469.7	407.6
1000-1100	478	428	507	493	330	414	0	471	447.2
1100-1200	406	460	483	**522**	**415**	451	0	449.7	457.2
1200-1300	452	408	481	**490**	**452**	**439**	0	447	456.6
1300-1400	461	424	472	435	385	296	0	452.3	435.4
1400-1500	510	518	545	453	358	45	166	434.8	425
1500-1600	523	**527**	535	420	317	0	516	525.3	473
1600-1700	**529**	485	**573**	337	303	0	**519**	526.5	457.7
1700-1800	446	495	486	321	295	10	483	477.5	421
1800-1900	340	337	388	252	221	0	340	351.3	313
1900-2000	222	237	264	187	164	0	217	235	215.2
2000-2100	120	151	177	132	101	0	120	142	133.5
2100-2200	97	82	116	77	53	0	71	91.5	82.7
2200-2300	52	43	56	59	27	0	50	50.3	47.8
2300-2400	21	16	36	42	15	0	12	21.3	23.7
Totals									
0700-1900	5757	5647	5911	4510	3544	3157	2024	5674.6	5060.7
0600-2200	6340	6252	6612	4967	3908	3296	2432	6284.1	5598
0600-0000	6413	6311	6704	5068	3950	3296	2494	6355.6	5669.5
0000-0000	6493	6384	6771	5122	3998	3363	2494	6428.9	5733.9
AM Peak	800	800	800	1100	1100	800 *			
	679	653	610	522	415	626 *			
PM Peak	1600	1500	1600	1200	1200	1200	1600		
	529	527	573	490	452	439	519		

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, East Site LOCATION: attached to bus stop post

GRID REFERENCE: 50.843780, -0.895691 DIRECTION: WESTBOUND SPEED LIMIT: 40mph

12 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	9	5	0	2	0	0	0	0	0	0	0	0	0	2	0	36.2	-	
0100	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	35.7	-	
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-	
0300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-	
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	-	
0500	28	25	0	2	0	0	0	0	0	0	0	0	0	1	0	39.5	45.7	
0600	154	130	1	19	1	0	0	0	0	0	0	0	0	3	0	37.3	42.2	
0700	397	353	1	42	0	0	0	0	0	0	0	0	0	0	1	35.3	39.6	
0800	553	508	1	31	3	5	1	0	1	1	0	0	0	2	0	33.1	37.2	
0900	402	365	1	29	1	0	0	3	0	0	0	0	0	2	1	32.4	36.4	
1000	439	393	2	38	2	2	0	0	1	0	0	0	0	1	0	31.7	35.5	
1100	418	374	1	37	3	2	0	0	0	0	0	0	0	1	0	31.5	35.5	
1200	450	408	1	35	3	0	0	0	0	0	0	0	0	3	0	31.9	35.6	
1300	459	399	1	48	2	0	0	1	1	2	0	0	0	4	1	31.4	35.8	
1400	512	466	2	39	1	1	0	0	0	0	0	0	0	3	0	31.8	35	
1500	580	529	0	40	1	2	1	3	1	1	0	0	0	2	0	31.7	34.8	
1600	544	496	2	42	0	0	0	1	0	0	0	0	0	1	2	31.8	35.3	
1700	524	484	3	32	0	0	0	1	0	0	0	0	0	4	0	33	36.8	
1800	346	325	1	15	0	0	1	0	0	0	0	0	0	4	0	34.1	37.4	
1900	205	187	0	18	0	0	0	0	0	0	0	0	0	0	0	33.9	38.1	
2000	153	142	1	8	0	0	1	0	0	0	0	0	0	1	0	35.3	39.9	
2100	93	84	0	6	0	0	0	0	0	0	0	0	0	3	0	35.4	39.5	
2200	48	44	1	2	0	0	0	0	0	0	0	0	0	1	0	36.6	41	
2300	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	39	46.7	
07-19	**5624**	**5100**	**16**	**428**	**16**	**12**	**3**	**9**	**4**	**4**	**0**	**0**	**0**	**27**	**5**	**32.4**	**36.2**	
06-22	**6229**	**5643**	**18**	**479**	**17**	**12**	**4**	**9**	**4**	**4**	**0**	**0**	**0**	**34**	**5**	**32.7**	**36.7**	
06-00	**6299**	**5707**	**19**	**483**	**17**	**12**	**4**	**9**	**4**	**4**	**0**	**0**	**0**	**35**	**5**	**32.7**	**36.8**	
00-00	**6363**	**5762**	**19**	**488**	**17**	**12**	**4**	**9**	**4**	**4**	**0**	**0**	**0**	**39**	**5**	**32.8**	**36.8**	

13 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	21	16	0	2	0	0	0	0	0	0	0	0	0	3	0	39.3	49.4	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	47.8	-	
0400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	
0500	30	26	0	3	0	0	0	0	0	0	0	0	0	1	0	39.5	43.6	
0600	128	115	0	10	1	0	0	0	0	0	0	0	0	1	1	37.1	43.1	
0700	400	362	1	32	2	0	0	0	0	0	0	0	0	3	0	34.3	38.6	
0800	536	494	2	35	1	1	0	1	0	0	0	0	0	1	1	33.2	37.1	
0900	410	360	2	45	0	0	0	1	0	1	0	0	0	1	0	32.9	36.6	
1000	428	373	4	41	1	0	1	0	0	5	0	0	0	2	1	31.2	35.3	
1100	457	408	6	38	3	1	0	1	0	0	0	0	0	0	0	31.5	35.3	
1200	480	425	2	45	2	0	0	1	1	0	0	0	0	4	0	31.9	35.6	
1300	458	401	1	48	3	3	0	2	0	0	0	0	0	0	0	31.8	35.5	
1400	480	420	4	48	0	1	1	0	1	0	1	0	0	4	0	31.5	35.8	
1500	569	521	2	40	2	1	0	1	0	0	0	0	0	2	0	32	35.7	
1600	549	492	2	46	1	0	0	0	1	2	0	0	0	5	0	32.9	36.6	
1700	518	485	1	27	0	0	1	0	0	0	0	0	0	3	1	32.6	36.7	
1800	310	289	0	17	0	0	0	1	0	0	0	0	0	3	0	34.3	38.5	
1900	194	181	0	12	1	0	0	0	0	0	0	0	0	0	0	35.4	39.7	
2000	185	177	0	8	0	0	0	0	0	0	0	0	0	0	0	34.7	38.5	
2100	96	88	0	6	0	0	0	0	0	0	0	0	0	2	0	33.4	37.7	
2200	60	56	0	2	1	0	0	0	0	0	0	0	0	1	0	36.1	41.5	
2300	18	17	0	0	0	0	0	0	0	0	0	0	0	1	0	40.4	56.8	
07-19	**5595**	**5030**	**27**	**462**	**15**	**7**	**3**	**8**	**3**	**8**	**1**	**0**	**0**	**28**	**3**	**32.5**	**36.5**	
06-22	**6198**	**5591**	**27**	**498**	**17**	**7**	**3**	**8**	**3**	**8**	**1**	**0**	**0**	**31**	**4**	**32.7**	**36.8**	
06-00	**6276**	**5664**	**27**	**500**	**18**	**7**	**3**	**8**	**3**	**8**	**1**	**0**	**0**	**33**	**4**	**32.8**	**36.8**	
00-00	**6341**	**5720**	**27**	**505**	**18**	**7**	**3**	**8**	**3**	**8**	**1**	**0**	**0**	**37**	**4**	**32.9**	**36.9**	

14 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	14	11	0	1	0	0	0	0	0	0	0	0	0	2	0	39.4	52.1	
0100	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	38.6	-	
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	43	-	
0300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-	
0400	12	9	1	2	0	0	0	0	0	0	0	0	0	0	0	36.9	42.6	

0500	32	27	0	4	0	0	0	0	0	0	0	0	0	1	0	38	43.3
0600	132	112	1	14	1	0	0	0	0	0	0	0	0	3	1	37.8	42.5
0700	393	344	0	48	0	0	0	0	0	0	0	0	0	1	0	34.5	38.5
0800	516	469	2	38	1	1	0	1	0	1	2	0	0	1	0	32.9	37.4
0900	418	362	4	42	1	4	0	2	0	0	0	0	0	3	0	31.8	35.8
1000	442	397	4	36	1	1	0	2	0	0	0	0	0	1	0	31.4	34.9
1100	482	433	2	43	1	0	0	0	0	0	0	0	0	3	0	31.1	34.6
1200	556	497	4	47	2	1	1	0	1	0	0	0	0	3	0	31.3	35.1
1300	454	411	3	35	1	0	1	0	1	0	0	0	0	2	0	31.3	35
1400	565	514	3	42	0	1	0	1	0	1	0	0	0	3	0	31	34.6
1500	606	545	2	51	0	4	0	0	0	1	0	0	0	3	0	31.6	35
1600	578	540	1	31	0	0	0	0	0	1	0	0	0	5	0	31.3	35.4
1700	509	480	0	26	0	0	0	0	1	0	0	0	0	2	0	33.2	36.7
1800	374	347	1	21	1	0	0	0	0	0	0	0	0	4	0	34	37.9
1900	239	223	2	11	1	0	0	1	0	0	0	0	0	0	1	33.8	37.9
2000	182	169	0	11	0	0	0	0	0	0	0	0	0	1	1	35.1	39.4
2100	118	106	0	11	1	0	0	0	0	0	0	0	0	0	0	34.8	38.9
2200	73	72	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	39.4
2300	41	38	0	3	0	0	0	0	0	0	0	0	0	0	0	36.4	46.3
07-19	**5893**	**5339**	**26**	**460**	**8**	**12**	**2**	**6**	**3**	**4**	**2**	**0**	**0**	**31**	**0**	**32**	**35.9**
06-22	**6564**	**5949**	**29**	**507**	**11**	**12**	**2**	**7**	**3**	**4**	**2**	**0**	**0**	**35**	**3**	**32.3**	**36.5**
06-00	**6678**	**6059**	**29**	**511**	**11**	**12**	**2**	**7**	**3**	**4**	**2**	**0**	**0**	**35**	**3**	**32.4**	**36.6**
00-00	**6748**	**6115**	**30**	**521**	**11**	**12**	**2**	**7**	**3**	**4**	**2**	**0**	**0**	**38**	**3**	**32.4**	**36.6**

15 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	34	30	0	2	0	0	0	0	0	0	0	0	0	2	0	39.1	48.8
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0500	20	17	0	1	0	0	0	0	0	0	0	0	0	1	1	35.6	41.2
0600	44	39	0	5	0	0	0	0	0	0	0	0	0	0	0	36.1	42.3
0700	128	113	3	9	1	0	0	1	0	0	0	0	0	1	0	34.8	41.3
0800	256	233	4	17	1	0	0	0	0	0	0	0	0	1	0	34.3	38.3
0900	350	321	4	22	1	0	0	0	0	0	0	0	0	2	0	32.8	37.2
1000	456	431	2	21	1	0	0	0	1	0	0	0	0	0	0	31.6	35.3
1100	512	484	2	23	1	0	0	0	0	0	0	0	0	1	1	31.1	34.7
1200	456	436	1	19	0	0	0	0	0	0	0	0	0	0	0	32.1	35.3
1300	445	425	1	15	1	1	0	0	0	0	0	0	0	2	0	32.4	35.8

1400	459	446	2	9	0	1	0	0	0	0	0	0	0	0	1	32	35.7
1500	435	412	0	19	0	0	0	0	0	0	0	0	0	4	0	31.4	35.5
1600	395	367	2	23	1	0	0	0	0	0	0	0	0	2	0	32.7	36.4
1700	358	342	3	10	0	1	0	1	0	0	0	0	0	1	0	34	37.9
1800	297	278	4	14	0	0	0	0	0	0	0	0	0	1	0	33.4	37.5
1900	180	169	0	10	0	0	0	0	0	0	0	0	0	1	0	35.6	39.6
2000	124	116	0	5	1	0	0	1	0	0	0	0	0	1	0	36.8	42.8
2100	106	104	1	1	0	0	0	0	0	0	0	0	0	0	0	34.7	38.9
2200	65	64	0	1	0	0	0	0	0	0	0	0	0	0	0	35.4	40.3
2300	47	45	0	1	1	0	0	0	0	0	0	0	0	0	0	35.9	40.2
07-19	**4547**	**4288**	**28**	**201**	**7**	**3**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**15**	**2**	**32.4**	**36.5**
06-22	**5001**	**4716**	**29**	**222**	**8**	**3**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**17**	**2**	**32.7**	**36.9**
06-00	**5113**	**4825**	**29**	**224**	**9**	**3**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**17**	**2**	**32.8**	**37**
00-00	**5189**	**4894**	**29**	**227**	**9**	**3**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**20**	**3**	**32.9**	**37.1**

16 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	43.4
0100	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0500	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0600	32	27	1	4	0	0	0	0	0	0	0	0	0	0	0	37.5	45.7
0700	63	58	1	4	0	0	0	0	0	0	0	0	0	0	0	36.8	42.5
0800	132	120	2	9	0	0	0	0	0	0	0	0	0	1	0	35.3	39.4
0900	240	225	2	10	1	0	0	2	0	0	0	0	0	0	0	33.5	38.3
1000	323	310	1	11	1	0	0	0	0	0	0	0	0	0	0	33.4	37.5
1100	459	437	2	13	1	1	0	4	0	0	0	0	0	1	0	31.6	35.6
1200	414	393	0	19	0	0	0	0	0	0	0	0	0	2	0	31.6	35.3
1300	388	370	1	16	0	0	0	0	0	0	0	0	0	1	0	32.3	36.1
1400	377	354	4	17	1	1	0	0	0	0	0	0	0	0	0	32.3	36.3
1500	408	390	1	16	0	0	0	0	0	0	1	0	0	0	0	32.7	36.6
1600	314	297	0	15	0	0	0	0	0	0	0	0	0	2	0	33.5	37.4
1700	288	275	0	12	0	0	0	0	0	0	0	0	0	1	0	33.6	37.4
1800	209	196	1	11	0	0	0	0	0	0	0	0	0	1	0	34.5	39.2
1900	169	162	1	5	0	0	0	0	0	0	0	0	0	1	0	34.4	39.2
2000	122	117	0	5	0	0	0	0	0	0	0	0	0	0	0	35.1	39
2100	54	52	0	2	0	0	0	0	0	0	0	0	0	0	0	36.3	42.5
2200	31	30	0	0	0	0	0	0	0	0	0	0	0	1	0	36	41.2

2300	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	45.3
07-19	**3615**	**3425**	**15**	**153**	**4**	**2**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**9**	**0**	**32.9**	**37**
06-22	**3992**	**3783**	**17**	**169**	**4**	**2**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**10**	**0**	**33.1**	**37.2**
06-00	**4040**	**3830**	**17**	**169**	**4**	**2**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**11**	**0**	**33.1**	**37.4**
00-00	**4087**	**3876**	**17**	**170**	**4**	**2**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**11**	**0**	**33.2**	**37.5**

17 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
0300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0500	39	36	0	2	0	0	0	0	0	0	0	0	0	1	0	38.1	44.3
0600	106	91	0	12	0	0	0	0	0	0	0	0	0	3	0	36.7	42.2
0700	393	352	1	33	2	1	0	1	0	1	0	0	0	1	1	34.6	38.6
0800	490	440	1	43	1	0	0	0	0	2	0	0	0	2	1	33.6	37.2
0900	446	381	2	57	2	1	0	1	1	0	0	0	0	1	0	32.1	36.7
1000	409	348	3	51	2	2	0	1	0	0	0	0	0	2	0	31.2	35.2
1100	405	357	4	35	4	0	1	0	0	3	0	0	0	1	0	30.4	35
1200	405	368	0	33	1	1	0	1	0	0	0	0	0	1	0	30.7	33.9
1300	243	215	1	23	1	2	0	0	0	1	0	0	0	0	0	29.7	33.4
1400	40	38	0	2	0	0	0	0	0	0	0	0	0	0	0	21.9	28.6
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	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	-	-
07-19	**2839**	**2507**	**12**	**277**	**13**	**7**	**1**	**4**	**1**	**7**	**0**	**0**	**0**	**8**	**2**	**31.7**	**36.2**
06-22	**2945**	**2598**	**12**	**289**	**13**	**7**	**1**	**4**	**1**	**7**	**0**	**0**	**0**	**11**	**2**	**31.9**	**36.5**
06-00	**2945**	**2598**	**12**	**289**	**13**	**7**	**1**	**4**	**1**	**7**	**0**	**0**	**0**	**11**	**2**	**31.9**	**36.5**
00-00	**3014**	**2660**	**12**	**295**	**13**	**7**	**1**	**4**	**1**	**7**	**0**	**0**	**0**	**12**	**2**	**32**	**36.7**

18-May-21

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	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	0	0	0	-	-	
0200	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	0	0	0	-	-	
0400	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	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1500	547	493	5	42	1	0	0	0	0	2	0	0	0	4	0	32	35.7	
1600	582	531	5	40	0	2	0	0	0	0	0	0	0	4	0	31.7	35	
1700	518	479	2	30	0	1	0	0	0	1	0	0	0	5	0	33.1	36.7	
1800	309	285	1	21	0	0	0	0	0	0	0	0	0	2	0	33.7	37.2	
1900	231	212	0	15	0	0	0	0	0	0	0	0	0	4	0	34.2	39.3	
2000	152	144	0	7	0	0	0	0	0	0	0	0	0	1	0	35.3	38.8	
2100	69	63	1	4	1	0	0	0	0	0	0	0	0	0	0	34.9	39	
2200	62	56	0	4	0	0	0	0	0	0	0	0	0	1	1	36.9	45.7	
2300	25	23	0	1	0	0	0	0	0	0	0	0	0	1	0	37.8	47.1	
07-19	**2115**	**1928**	**14**	**148**	**2**	**3**	**0**	**1**	**0**	**3**	**0**	**1**	**0**	**15**	**0**	**32.2**	**36**	
06-22	**2567**	**2347**	**15**	**174**	**3**	**3**	**0**	**1**	**0**	**3**	**0**	**1**	**0**	**20**	**0**	**32.7**	**36.7**	
06-00	**2654**	**2426**	**15**	**179**	**3**	**3**	**0**	**1**	**0**	**3**	**0**	**1**	**0**	**22**	**1**	**32.8**	**36.8**	
00-00	**2654**	**2426**	**15**	**179**	**3**	**3**	**0**	**1**	**0**	**3**	**0**	**1**	**0**	**22**	**1**	**32.8**	**36.8**	

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, East Site LOCATION: attached to bus stop post

GRID REFERENCE: 50.843780, -0.895691 DIRECTION: WESTBOUND SPEED LIMIT: 40mph

12 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	1	0	0	6	1	0	0	1	0	0	0	0	0	0	36.2	-
0100	8	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	35.7	-
0200	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	38.5	-
0300	10	0	1	0	0	3	3	1	2	0	0	0	0	0	0	0	38.2	-
0400	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	43.9	-
0500	28	0	0	0	0	10	12	6	0	0	0	0	0	0	0	0	39.5	45.7
0600	154	0	1	0	14	69	53	14	2	1	0	0	0	0	0	0	37.3	42.2
0700	397	0	4	5	42	220	114	11	1	0	0	0	0	0	0	0	35.3	39.6
0800	553	1	2	19	125	324	80	2	0	0	0	0	0	0	0	0	33.1	37.2
0900	402	0	8	11	116	231	32	4	0	0	0	0	0	0	0	0	32.4	36.4
1000	439	0	0	19	162	236	21	1	0	0	0	0	0	0	0	0	31.7	35.5
1100	418	1	4	16	152	220	25	0	0	0	0	0	0	0	0	0	31.5	35.5
1200	450	0	3	13	161	256	17	0	0	0	0	0	0	0	0	0	31.9	35.6
1300	459	0	12	23	164	216	40	4	0	0	0	0	0	0	0	0	31.4	35.8
1400	512	0	1	23	171	292	23	1	1	0	0	0	0	0	0	0	31.8	35
1500	580	0	5	17	205	323	29	1	0	0	0	0	0	0	0	0	31.7	34.8
1600	544	3	1	23	176	307	33	1	0	0	0	0	0	0	0	0	31.8	35.3
1700	524	0	4	12	129	320	56	3	0	0	0	0	0	0	0	0	33	36.8
1800	346	0	2	6	48	238	49	3	0	0	0	0	0	0	0	0	34.1	37.4
1900	205	0	1	8	40	113	40	2	1	0	0	0	0	0	0	0	33.9	38.1
2000	153	0	0	2	29	74	40	5	2	0	1	0	0	0	0	0	35.3	39.9
2100	93	0	0	3	11	51	24	3	0	1	0	0	0	0	0	0	35.4	39.5
2200	48	0	0	3	2	26	12	3	1	0	0	1	0	0	0	0	36.6	41
2300	22	0	0	2	0	7	6	6	1	0	0	0	0	0	0	0	39	46.7
07-19	**5624**	**5**	**46**	**187**	**1651**	**3183**	**519**	**31**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.2**
06-22	**6229**	**5**	**48**	**200**	**1745**	**3490**	**676**	**55**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**32.7**	**36.7**
06-00	**6299**	**5**	**48**	**205**	**1747**	**3523**	**694**	**64**	**9**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**32.7**	**36.8**
00-00	**6363**	**5**	**50**	**205**	**1748**	**3547**	**717**	**75**	**11**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**32.8**	**36.8**

13 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	0	1	2	6	8	1	2	1	0	0	0	0	0	0	39.3	49.4
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	41.5	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.7	-
0300	3	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	47.8	-
0400	7	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	35.2	-
0500	30	0	0	0	3	5	18	4	0	0	0	0	0	0	0	0	39.5	43.6
0600	128	0	1	1	11	59	38	16	1	1	0	0	0	0	0	0	37.1	43.1
0700	400	0	0	10	79	217	87	5	2	0	0	0	0	0	0	0	34.3	38.6
0800	536	2	3	15	102	340	72	2	0	0	0	0	0	0	0	0	33.2	37.1
0900	410	0	4	9	92	262	42	1	0	0	0	0	0	0	0	0	32.9	36.6
1000	428	2	5	19	162	218	22	0	0	0	0	0	0	0	0	0	31.2	35.3
1100	457	0	3	20	167	245	22	0	0	0	0	0	0	0	0	0	31.5	35.3
1200	480	1	3	14	180	251	30	1	0	0	0	0	0	0	0	0	31.9	35.6
1300	458	0	3	11	174	241	28	1	0	0	0	0	0	0	0	0	31.8	35.5
1400	480	0	2	22	195	223	38	0	0	0	0	0	0	0	0	0	31.5	35.8
1500	569	1	3	10	206	316	31	2	0	0	0	0	0	0	0	0	32	35.7
1600	549	0	2	12	130	345	59	1	0	0	0	0	0	0	0	0	32.9	36.6
1700	518	15	2	18	90	341	49	3	0	0	0	0	0	0	0	0	32.6	36.7
1800	310	0	3	8	40	187	68	4	0	0	0	0	0	0	0	0	34.3	38.5
1900	194	0	2	5	18	109	51	6	3	0	0	0	0	0	0	0	35.4	39.7
2000	185	0	1	3	29	106	42	4	0	0	0	0	0	0	0	0	34.7	38.5
2100	96	0	0	2	30	48	16	0	0	0	0	0	0	0	0	0	33.4	37.7
2200	60	0	0	4	8	28	14	2	3	0	1	0	0	0	0	0	36.1	41.5
2300	18	0	0	0	2	6	7	0	0	2	1	0	0	0	0	0	40.4	56.8
07-19	**5595**	**21**	**33**	**168**	**1617**	**3186**	**548**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.5**	**36.5**
06-22	**6198**	**21**	**37**	**179**	**1705**	**3508**	**695**	**46**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**36.8**
06-00	**6276**	**21**	**37**	**183**	**1715**	**3542**	**716**	**48**	**9**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**32.8**	**36.8**
00-00	**6341**	**21**	**37**	**185**	**1720**	**3559**	**747**	**54**	**11**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**32.9**	**36.9**

14 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	2	1	3	3	2	3	0	0	0	0	0	0	0	39.4	52.1
0100	5	0	0	1	0	1	0	2	1	0	0	0	0	0	0	0	38.6	-
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	43	-
0300	4	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	35	-
0400	12	0	0	0	1	6	4	1	0	0	0	0	0	0	0	0	36.9	42.6

0500	32	0	1	0	1	12	15	2	1	0	0	0	0	0	0	0	38	43.3	
0600	132	0	1	2	9	49	54	14	2	1	0	0	0	0	0	0	37.8	42.5	
0700	393	0	0	7	55	240	85	5	1	0	0	0	0	0	0	0	34.5	38.5	
0800	516	0	2	22	124	289	74	5	0	0	0	0	0	0	0	0	32.9	37.4	
0900	418	0	3	19	150	217	27	2	0	0	0	0	0	0	0	0	31.8	35.8	
1000	442	0	5	14	182	221	18	1	0	1	0	0	0	0	0	0	31.4	34.9	
1100	482	1	3	21	203	233	21	0	0	0	0	0	0	0	0	0	31.1	34.6	
1200	556	1	5	34	185	307	24	0	0	0	0	0	0	0	0	0	31.3	35.1	
1300	454	0	2	22	191	217	22	0	0	0	0	0	0	0	0	0	31.3	35	
1400	565	1	6	25	236	280	17	0	0	0	0	0	0	0	0	0	31	34.6	
1500	606	0	4	16	242	317	27	0	0	0	0	0	0	0	0	0	31.6	35	
1600	578	0	2	38	227	277	31	3	0	0	0	0	0	0	0	0	31.3	35.4	
1700	509	0	2	8	123	323	48	5	0	0	0	0	0	0	0	0	33.2	36.7	
1800	374	0	1	15	62	230	59	6	0	1	0	0	0	0	0	0	34	37.9	
1900	239	0	0	8	50	135	44	1	1	0	0	0	0	0	0	0	33.8	37.9	
2000	182	0	1	2	30	85	58	5	1	0	0	0	0	0	0	0	35.1	39.4	
2100	118	0	0	1	21	65	28	1	1	0	1	0	0	0	0	0	34.8	38.9	
2200	73	0	0	1	13	38	16	4	1	0	0	0	0	0	0	0	34.9	39.4	
2300	41	0	2	1	6	14	10	6	2	0	0	0	0	0	0	0	36.4	46.3	
07-19	**5893**	**3**	**35**	**241**	**1980**	**3151**	**453**	**27**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**35.9**	
06-22	**6564**	**3**	**37**	**254**	**2090**	**3485**	**637**	**48**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**32.3**	**36.5**	
06-00	**6678**	**3**	**39**	**256**	**2109**	**3537**	**663**	**58**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.6**	
00-00	**6748**	**3**	**40**	**259**	**2114**	**3559**	**688**	**67**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.6**	

15 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	34	0	0	1	4	9	14	1	4	1	0	0	0	0	0	0	39.1	48.8
0100	6	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	36.9	-
0200	7	0	1	0	0	1	3	0	2	0	0	0	0	0	0	0	39.9	-
0300	3	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	39.6	-
0400	6	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	37.1	-
0500	20	0	1	0	1	9	8	1	0	0	0	0	0	0	0	0	35.6	41.2
0600	44	0	0	2	9	14	15	4	0	0	0	0	0	0	0	0	36.1	42.3
0700	128	0	4	9	15	56	33	9	2	0	0	0	0	0	0	0	34.8	41.3
0800	256	0	0	7	42	147	57	3	0	0	0	0	0	0	0	0	34.3	38.3
0900	350	0	5	12	84	201	48	0	0	0	0	0	0	0	0	0	32.8	37.2
1000	456	0	6	24	158	242	24	1	1	0	0	0	0	0	0	0	31.6	35.3
1100	512	0	5	41	176	263	25	2	0	0	0	0	0	0	0	0	31.1	34.7
1200	456	0	0	16	137	275	28	0	0	0	0	0	0	0	0	0	32.1	35.3
1300	445	0	4	11	133	266	29	2	0	0	0	0	0	0	0	0	32.4	35.8

1400	459	2	1	14	150	258	34	0	0	0	0	0	0	0	0	0	32	35.7
1500	435	0	3	19	176	211	26	0	0	0	0	0	0	0	0	0	31.4	35.5
1600	395	0	5	14	89	243	42	2	0	0	0	0	0	0	0	0	32.7	36.4
1700	358	0	2	6	52	230	66	2	0	0	0	0	0	0	0	0	34	37.9
1800	297	0	4	7	62	176	43	5	0	0	0	0	0	0	0	0	33.4	37.5
1900	180	0	0	1	20	101	52	6	0	0	0	0	0	0	0	0	35.6	39.6
2000	124	0	0	1	15	53	43	8	2	2	0	0	0	0	0	0	36.8	42.8
2100	106	0	1	3	23	43	29	6	1	0	0	0	0	0	0	0	34.7	38.9
2200	65	0	0	0	10	35	18	2	0	0	0	0	0	0	0	0	35.4	40.3
2300	47	0	0	5	2	22	16	1	0	0	1	0	0	0	0	0	35.9	40.2
07-19	**4547**	**2**	**39**	**180**	**1274**	**2568**	**455**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.5**
06-22	**5001**	**2**	**40**	**187**	**1341**	**2779**	**594**	**50**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**36.9**
06-00	**5113**	**2**	**40**	**192**	**1353**	**2836**	**628**	**53**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37**
00-00	**5189**	**2**	**42**	**193**	**1362**	**2858**	**658**	**57**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**32.9**	**37.1**

16 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	1	0	3	8	2	0	0	0	0	0	0	0	0	37.8	43.4
0100	9	0	0	0	1	4	2	1	1	0	0	0	0	0	0	0	38.3	-
0200	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	34.7	-
0300	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	43.5	-
0400	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	42.2	-
0500	9	0	0	0	0	2	4	3	0	0	0	0	0	0	0	0	40.9	-
0600	32	0	1	0	5	4	17	4	1	0	0	0	0	0	0	0	37.5	45.7
0700	63	0	0	2	10	23	23	4	0	0	0	1	0	0	0	0	36.8	42.5
0800	132	0	0	3	17	76	31	3	1	1	0	0	0	0	0	0	35.3	39.4
0900	240	0	2	9	61	118	46	4	0	0	0	0	0	0	0	0	33.5	38.3
1000	323	0	0	10	71	189	50	3	0	0	0	0	0	0	0	0	33.4	37.5
1100	459	0	6	22	153	245	31	2	0	0	0	0	0	0	0	0	31.6	35.6
1200	414	0	3	17	159	209	24	1	1	0	0	0	0	0	0	0	31.6	35.3
1300	388	0	3	19	109	222	32	2	1	0	0	0	0	0	0	0	32.3	36.1
1400	377	0	3	12	108	219	34	1	0	0	0	0	0	0	0	0	32.3	36.3
1500	408	0	3	15	100	248	42	0	0	0	0	0	0	0	0	0	32.7	36.6
1600	314	0	0	12	65	186	47	4	0	0	0	0	0	0	0	0	33.5	37.4
1700	288	0	1	8	60	175	43	1	0	0	0	0	0	0	0	0	33.6	37.4
1800	209	0	0	4	38	116	47	3	0	1	0	0	0	0	0	0	34.5	39.2
1900	169	0	0	7	28	93	39	2	0	0	0	0	0	0	0	0	34.4	39.2
2000	122	0	0	2	16	69	31	3	0	0	1	0	0	0	0	0	35.1	39
2100	54	0	0	1	9	28	9	2	5	0	0	0	0	0	0	0	36.3	42.5
2200	31	0	0	1	4	14	10	2	0	0	0	0	0	0	0	0	36	41.2

2300	17	0	0	0	3	5	6	3	0	0	0	0	0	0	0	0	37.8	45.3
07-19	**3615**	**0**	**21**	**133**	**951**	**2026**	**450**	**28**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**32.9**	**37**
06-22	**3992**	**0**	**22**	**143**	**1009**	**2220**	**546**	**39**	**9**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**33.1**	**37.2**
06-00	**4040**	**0**	**22**	**144**	**1016**	**2239**	**562**	**44**	**9**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**33.1**	**37.4**
00-00	**4087**	**0**	**22**	**145**	**1018**	**2252**	**582**	**53**	**11**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**33.2**	**37.5**

17 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	1	1	1	2	3	0	0	0	0	0	0	0	0	0	32.9	-
0100	4	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	40.8	-
0200	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	33	-
0300	6	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	44.8	-
0400	8	0	1	0	3	2	1	1	0	0	0	0	0	0	0	0	32.4	-
0500	39	0	0	0	3	18	11	7	0	0	0	0	0	0	0	0	38.1	44.3
0600	106	0	0	1	15	43	40	6	1	0	0	0	0	0	0	0	36.7	42.2
0700	393	1	0	10	46	242	89	4	1	0	0	0	0	0	0	0	34.6	38.6
0800	490	1	4	9	89	315	68	4	0	0	0	0	0	0	0	0	33.6	37.2
0900	446	0	3	32	126	227	58	0	0	0	0	0	0	0	0	0	32.1	36.7
1000	409	0	3	24	163	197	22	0	0	0	0	0	0	0	0	0	31.2	35.2
1100	405	3	9	31	163	178	21	0	0	0	0	0	0	0	0	0	30.4	35
1200	405	0	1	16	202	175	11	0	0	0	0	0	0	0	0	0	30.7	33.9
1300	243	1	3	25	124	81	8	1	0	0	0	0	0	0	0	0	29.7	33.4
1400	40	6	7	11	12	3	0	0	0	1	0	0	0	0	0	0	21.9	28.6
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.8	-
07-19	**2839**	**20**	**30**	**158**	**925**	**1418**	**277**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.2**
06-22	**2945**	**20**	**30**	**159**	**940**	**1461**	**317**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**36.5**
06-00	**2945**	**20**	**30**	**159**	**940**	**1461**	**317**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**36.5**
00-00	**3014**	**20**	**32**	**160**	**950**	**1485**	**336**	**26**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**36.7**

11 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	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	0	0	0	-	-	

0200	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	0	0	0	-	-		
0400	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	0	0	0	-	-		
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
1400	159	0	1	17	91	46	4	0	0	0	0	0	0	0	0	0	0	29.5	33.7
1500	547	0	7	13	185	304	38	0	0	0	0	0	0	0	0	0	0	32	35.7
1600	582	0	5	10	226	317	22	2	0	0	0	0	0	0	0	0	0	31.7	35
1700	518	0	1	9	134	317	52	4	1	0	0	0	0	0	0	0	0	33.1	36.7
1800	309	1	3	8	51	200	41	5	0	0	0	0	0	0	0	0	0	33.7	37.2
1900	231	0	0	13	35	128	51	4	0	0	0	0	0	0	0	0	0	34.2	39.3
2000	152	0	2	3	14	92	35	5	0	1	0	0	0	0	0	0	0	35.3	38.8
2100	69	0	0	4	6	41	17	1	0	0	0	0	0	0	0	0	0	34.9	39
2200	62	1	2	1	9	19	17	8	5	0	0	0	0	0	0	0	0	36.9	45.7
2300	25	0	0	1	2	9	8	4	0	1	0	0	0	0	0	0	0	37.8	47.1
07-19	**2115**	**1**	**17**	**57**	**687**	**1184**	**157**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**36**
06-22	**2567**	**1**	**19**	**77**	**742**	**1445**	**260**	**21**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**36.7**
06-00	**2654**	**2**	**21**	**79**	**753**	**1473**	**285**	**33**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**36.8**
00-00	**2654**	**2**	**21**	**79**	**753**	**1473**	**285**	**33**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**36.8**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**34396**	**53**	**244**	**1226**	**9665**	**18733**	**4013**	**365**	**70**	**18**	**6**	**3**	**0**	**0**	**0**	**0**	**32.7**	**36.9**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

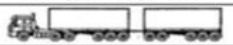
SITE: Main Rd, Southbourne, East Site LOCATION: attached to bus stop post

GRID REFERENCE: 50.843780, -0.895691 DIRECTION: WESTBOUND SPEED LIMIT: 40mph

	Wed	Thu	Fri	Sat	Sun	Mon	Tue		Averages	
	12-May	13-May	14-May	15-May	16-May	17-May	18-May		1-5.	1-7.
Hour										
0000-0100	9	21	14	34	14	8	0		14.7	18.4
0100-0200	8	2	5	6	9	4	0		5	6
0200-0300	5	2	3	7	6	4	0		3.3	4.6
0300-0400	10	3	4	3	5	6	0		5.7	5
0400-0500	4	7	12	6	4	8	0		7.7	6.6
0500-0600	28	30	32	20	9	39	0		30	23.8
0600-0700	154	128	132	44	32	106	0		138	98
0700-0800	397	400	393	128	63	393	0		396.7	276.2
0800-0900	**553**	**536**	**516**	256	132	**490**	0		535	398.6
0900-1000	402	410	418	350	240	446	0		410	364
1000-1100	439	428	442	456	323	409	0		436.3	417.6
1100-1200	418	457	482	**512**	**459**	405	0		452.3	465.6
1200-1300	450	480	556	456	**414**	**405**	0		495.3	471.2
1300-1400	459	458	454	445	388	243	0		457	440.8
1400-1500	512	480	565	**459**	377	40	159		429	425.3
1500-1600	**580**	**569**	**606**	435	408	0	547		575.5	524.2
1600-1700	544	549	578	395	314	0	**582**		563.3	493.7
1700-1800	524	518	509	358	288	8	518		517.3	452.5
1800-1900	346	310	374	297	209	0	309		334.8	307.5
1900-2000	205	194	239	180	169	0	231		217.3	203
2000-2100	153	185	182	124	122	0	152		168	153
2100-2200	93	96	118	106	54	0	69		94	89.3
2200-2300	48	60	73	65	31	0	62		60.8	56.5
2300-2400	22	18	41	47	17	0	25		26.5	28.3
Totals										
0700-1900	5624	5595	5893	4547	3615	2839	*		5602.4	5037.2
0600-2200	6229	6198	6564	5001	3992	2945	*		6219.7	5580.5
0600-0000	6299	6276	6678	5113	4040	2945	*		6306.9	5665.3
0000-0000	6363	6341	6748	5189	4087	3014	*		6373.3	5729.7
AM Peak	800	800	800	1100	1100	800	*			
	553	536	516	512	459	490	*			
PM Peak	1500	1500	1500	1400	1200	1200	1600			
	580	569	606	459	414	405	582			

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, West Site (50.844153, -0.898694)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound	
Total	41787	41569	
Mean Speed	32.7	32.7	*
85%	37.4	36.9	*

***Mean speed and VPP 85% is lower than the signed road speed.**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, West Site LOCATION: attached to telegraph pole

GRID REFERENCE: 50.844153, -0.898694 DIRECTION: EASTBOUND SPEED LIMIT: 40mph

12 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0400	17	12	0	3	1	0	0	0	0	0	0	0	0	1	0	41.6	51.9
0500	43	36	0	3	0	0	0	0	0	0	0	0	0	3	1	38.7	45.7
0600	152	132	0	14	1	0	0	0	0	0	0	0	0	0	5	36.6	42.6
0700	443	369	0	56	2	0	1	3	1	0	0	0	0	5	6	34.3	39.3
0800	680	614	6	42	2	1	0	0	2	1	0	0	0	4	8	32.6	36.5
0900	510	437	5	53	5	2	0	0	2	0	0	0	0	2	4	31.4	35.8
1000	475	419	1	47	2	0	0	0	0	1	0	0	0	0	5	31.3	35.5
1100	408	356	3	37	2	1	0	0	1	1	0	0	0	2	5	31.1	35.8
1200	455	409	3	32	2	0	0	1	0	1	0	0	0	3	4	32	36
1300	458	400	2	41	0	0	0	3	0	3	0	0	0	4	5	31.8	35.7
1400	502	448	1	40	0	4	0	1	0	2	0	0	0	3	3	31.9	35.7
1500	517	460	5	36	2	0	0	1	0	1	0	0	0	3	9	31.4	35.6
1600	521	461	4	45	0	0	0	2	0	1	0	0	0	2	6	32.3	36.2
1700	442	397	4	26	0	0	0	1	1	1	0	0	0	3	9	33	38.1
1800	341	310	0	15	0	0	0	1	0	1	0	1	0	8	5	34.3	38.6
1900	228	208	3	12	0	1	0	0	0	0	0	0	0	1	3	34.8	39.7
2000	122	118	0	4	0	0	0	0	0	0	0	0	0	0	0	35.4	39.6
2100	103	99	0	3	0	0	0	0	0	0	0	0	0	0	1	35.2	40.5
2200	53	52	0	1	0	0	0	0	0	0	0	0	0	0	0	36.7	43.4
2300	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	46.5
07-19	**5752**	**5080**	**34**	**470**	**17**	**8**	**1**	**13**	**7**	**13**	**0**	**1**	**0**	**39**	**69**	**32.2**	**36.6**
06-22	**6357**	**5637**	**37**	**503**	**18**	**9**	**1**	**13**	**7**	**13**	**0**	**1**	**0**	**40**	**78**	**32.5**	**37**
06-00	**6432**	**5710**	**37**	**505**	**18**	**9**	**1**	**13**	**7**	**13**	**0**	**1**	**0**	**40**	**78**	**32.6**	**37.1**
00-00	**6514**	**5778**	**37**	**513**	**19**	**9**	**1**	**13**	**7**	**13**	**0**	**1**	**0**	**44**	**79**	**32.7**	**37.2**

13 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0500	48	42	0	3	0	0	0	0	0	0	0	0	0	3	0	39.7	46.9
0600	141	126	1	10	0	0	0	0	0	0	0	0	0	0	4	36.6	42.7
0700	440	376	2	51	1	1	0	0	0	0	0	0	0	3	6	33.4	38.2
0800	670	601	3	54	3	0	0	1	0	1	0	1	0	4	2	32.4	36.4
0900	487	435	6	41	1	0	0	1	1	0	0	0	0	0	2	32.2	36
1000	429	377	2	44	4	1	0	0	0	0	0	0	0	0	1	31.9	35.8
1100	458	410	3	37	1	2	1	0	0	2	0	0	0	1	1	32.1	35.7
1200	422	371	2	40	1	3	0	0	0	0	0	0	0	2	3	31.9	36.2
1300	419	370	4	36	1	2	0	1	0	1	0	0	0	2	2	31.8	35.5
1400	532	477	1	36	2	2	0	1	1	0	0	0	0	3	9	31.1	35.2
1500	520	476	3	32	2	2	0	0	0	0	0	1	0	1	3	31.8	35.6
1600	491	433	4	45	0	0	1	2	0	0	0	0	0	2	4	32.5	36.8
1700	491	448	2	31	1	0	1	0	1	1	0	0	0	4	2	32.4	37.5
1800	343	314	6	15	1	0	0	1	0	0	0	0	0	3	3	34.6	38.5
1900	247	228	0	16	0	0	0	0	0	1	0	0	0	2	0	35.3	39.8
2000	151	144	0	5	0	0	0	0	0	0	0	0	0	2	0	33.8	38.3
2100	89	82	1	6	0	0	0	0	0	0	0	0	0	0	0	35.9	42.4
2200	46	39	0	5	0	0	0	0	0	0	0	0	0	0	2	34.7	39.9
2300	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	40.5
07-19	**5702**	**5088**	**38**	**462**	**18**	**13**	**3**	**7**	**3**	**5**	**0**	**2**	**0**	**25**	**38**	**32.3**	**36.5**
06-22	**6330**	**5668**	**40**	**499**	**18**	**13**	**3**	**7**	**3**	**6**	**0**	**2**	**0**	**29**	**42**	**32.6**	**36.9**
06-00	**6391**	**5722**	**40**	**504**	**18**	**13**	**3**	**7**	**3**	**6**	**0**	**2**	**0**	**29**	**44**	**32.6**	**37**
00-00	**6466**	**5790**	**40**	**508**	**18**	**13**	**3**	**7**	**3**	**6**	**0**	**2**	**0**	**32**	**44**	**32.7**	**37.1**

14 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51.9	-
0300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0400	9	6	0	1	0	0	0	0	0	0	0	0	0	1	1	37.8	-

0500	43	36	0	4	0	0	0	0	0	0	0	0	0	3	0	40.6	47.8
0600	151	133	0	14	0	1	0	0	0	0	0	0	0	0	3	37.2	43
0700	414	341	2	53	2	0	0	2	1	2	0	0	0	5	6	34.3	38.7
0800	611	533	6	48	6	2	0	1	1	1	0	0	0	1	12	31.7	36.4
0900	450	393	5	42	0	3	0	0	0	0	0	0	0	1	6	31.4	35.3
1000	508	447	3	48	1	0	0	1	1	1	0	0	0	1	5	31	35
1100	482	435	1	42	1	0	1	0	0	0	0	0	0	0	2	31.2	35.2
1200	480	435	5	31	2	1	0	0	0	0	0	0	0	1	5	31.3	35
1300	465	422	4	31	1	2	0	0	0	0	0	0	0	2	3	31.8	36
1400	541	485	6	36	2	1	0	1	0	0	0	0	0	5	5	31.1	35.1
1500	541	487	3	35	0	1	0	2	0	0	0	0	0	3	10	31.3	35.1
1600	579	507	6	55	0	1	1	0	1	0	0	0	0	4	4	31.9	36.2
1700	492	455	0	29	1	0	0	0	0	0	0	0	0	2	5	33.6	37.9
1800	396	371	1	17	0	0	0	1	0	0	0	0	0	1	5	34.5	38.7
1900	275	249	0	21	0	0	0	0	0	0	0	0	0	2	3	34.8	39
2000	181	166	0	12	0	0	0	0	0	0	0	0	0	0	3	35.5	40.7
2100	121	115	2	4	0	0	0	0	0	0	0	0	0	0	0	34.4	39
2200	55	53	0	0	0	0	0	0	0	0	0	0	0	1	1	37.1	43.2
2300	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	45.6
07-19	**5959**	**5311**	**42**	**467**	**16**	**11**	**2**	**8**	**4**	**4**	**0**	**0**	**0**	**26**	**68**	**32**	**36.4**
06-22	**6687**	**5974**	**44**	**518**	**16**	**12**	**2**	**8**	**4**	**4**	**0**	**0**	**0**	**28**	**77**	**32.4**	**36.9**
06-00	**6780**	**6065**	**44**	**518**	**16**	**12**	**2**	**8**	**4**	**4**	**0**	**0**	**0**	**29**	**78**	**32.5**	**37**
00-00	**6852**	**6127**	**44**	**523**	**16**	**12**	**2**	**8**	**4**	**4**	**0**	**0**	**0**	**33**	**79**	**32.5**	**37.1**

15 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	45.4
0100	13	11	0	1	0	0	0	0	0	0	0	0	0	0	1	36	51.5
0200	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	43.1	-
0300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0500	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	47.3
0600	65	54	0	10	0	1	0	0	0	0	0	0	0	0	0	37.3	43.3
0700	155	140	1	10	0	0	0	0	0	0	0	0	0	1	3	35.3	40.6
0800	262	232	3	25	0	0	0	0	0	0	0	0	0	1	1	34.2	38.9
0900	396	370	4	18	0	0	0	0	0	0	0	0	0	3	1	32.5	36.4
1000	499	456	3	30	1	0	0	0	0	0	0	0	0	2	7	31	35.1
1100	531	497	4	22	0	0	0	0	0	1	0	0	0	4	3	30.5	34.8
1200	489	464	5	16	1	0	0	1	0	0	0	0	0	1	1	31.3	35.2
1300	428	404	1	18	1	0	1	1	0	0	0	0	0	0	2	32.4	36.8

1400	456	427	5	15	1	0	0	0	0	1	0	0	0	5	2	31.7	35.8
1500	422	400	1	15	0	0	1	2	0	1	0	0	0	1	1	32.3	36.5
1600	353	332	3	18	0	0	0	0	0	0	0	0	0	0	0	32.2	37
1700	320	304	3	9	0	0	0	0	0	0	0	0	0	1	3	33.7	38.1
1800	263	239	2	17	0	0	0	1	0	0	0	0	0	1	3	34.4	39.3
1900	183	175	0	7	0	0	0	0	0	0	0	0	0	0	1	35.5	40.4
2000	137	127	1	7	0	0	0	0	0	0	0	0	0	1	1	35.4	40.6
2100	74	73	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	40.6
2200	62	60	0	2	0	0	0	0	0	0	0	0	0	0	0	35.9	39.5
2300	41	39	0	1	0	0	0	0	0	0	0	0	0	0	1	36.7	42.1
07-19	**4574**	**4265**	**35**	**213**	**4**	**0**	**2**	**5**	**0**	**3**	**0**	**0**	**0**	**20**	**27**	**32.2**	**36.7**
06-22	**5033**	**4694**	**36**	**238**	**4**	**1**	**2**	**5**	**0**	**3**	**0**	**0**	**0**	**21**	**29**	**32.5**	**37.2**
06-00	**5136**	**4793**	**36**	**241**	**4**	**1**	**2**	**5**	**0**	**3**	**0**	**0**	**0**	**21**	**30**	**32.6**	**37.4**
00-00	**5190**	**4841**	**36**	**245**	**4**	**1**	**2**	**5**	**0**	**3**	**0**	**0**	**0**	**22**	**31**	**32.7**	**37.5**

16 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	42.1
0100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0500	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	37.2	42.8
0600	49	45	0	3	0	0	0	0	0	0	0	0	0	0	1	36.9	41.7
0700	80	64	0	6	0	2	0	0	0	0	0	0	0	1	7	36.5	44.5
0800	152	135	0	14	0	0	1	0	0	0	0	0	0	0	2	35.1	40
0900	249	228	1	14	0	0	0	0	1	0	0	0	0	1	4	33.5	38.3
1000	339	318	3	16	0	0	0	1	0	0	0	0	0	0	1	32.9	37.4
1100	423	400	5	15	0	0	0	1	0	0	0	0	0	1	1	32.3	36.9
1200	458	431	3	23	1	0	0	0	0	0	0	0	0	0	0	30.6	35.1
1300	383	360	3	20	0	0	0	0	0	0	0	0	0	0	0	32.5	36.1
1400	361	348	1	11	1	0	0	0	0	0	0	0	0	0	0	32.6	36.6
1500	329	313	4	11	0	0	0	0	0	0	0	0	0	0	1	32.9	37.2
1600	303	283	4	13	0	0	0	0	1	0	0	0	0	2	0	33.2	37.5
1700	304	288	4	10	0	0	1	0	0	0	0	0	0	0	1	34	38.5
1800	221	211	0	9	0	0	0	0	0	0	0	0	0	1	0	34.7	39.3
1900	166	159	0	6	0	0	0	0	0	1	0	0	0	0	0	35.7	40.3
2000	101	99	0	0	0	0	0	0	1	0	0	0	0	1	0	36.1	41.7
2100	50	47	0	2	0	0	0	0	1	0	0	0	0	0	0	35.9	38.9
2200	29	28	0	0	0	0	0	0	0	0	0	0	0	0	1	35.6	39.9

2300	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	43.4
07-19	**3602**	**3379**	**28**	**162**	**2**	**2**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**6**	**17**	**32.9**	**37.5**
06-22	**3968**	**3729**	**28**	**173**	**2**	**2**	**2**	**2**	**4**	**1**	**0**	**0**	**0**	**7**	**18**	**33.2**	**37.8**
06-00	**4012**	**3771**	**28**	**174**	**2**	**2**	**2**	**2**	**4**	**1**	**0**	**0**	**0**	**7**	**19**	**33.2**	**37.9**
00-00	**4060**	**3816**	**28**	**177**	**2**	**2**	**2**	**2**	**4**	**1**	**0**	**0**	**0**	**7**	**19**	**33.3**	**38**

17 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	34.8	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0400	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0500	46	36	0	3	0	0	0	0	0	0	0	0	0	5	2	39.2	44.9
0600	148	135	0	10	0	0	0	0	0	0	0	0	0	0	3	36.9	41.7
0700	417	352	1	49	2	0	2	2	0	2	0	0	0	3	4	34.6	38.9
0800	637	577	2	48	2	0	0	0	0	2	0	0	0	1	5	32.1	36.5
0900	486	406	2	62	2	0	0	1	0	0	0	0	0	1	12	31.3	35.7
1000	425	364	7	41	5	1	0	0	0	0	0	0	0	1	6	31.8	36.1
1100	455	393	3	48	4	1	0	4	0	0	0	0	0	1	1	30.2	35.1
1200	444	400	1	30	4	1	0	0	0	0	1	0	0	2	5	30.7	34.5
1300	372	316	3	49	2	0	0	0	0	0	0	0	0	2	0	30.9	35.5
1400	474	423	2	43	0	3	0	1	0	0	0	0	0	1	1	31.3	35.2
1500	468	425	4	32	0	1	0	0	0	0	0	0	0	3	3	32.6	36.7
1600	471	429	3	36	0	0	0	0	0	0	0	0	0	0	3	32.4	36.7
1700	476	445	1	23	0	0	0	0	0	0	0	0	0	3	4	33.8	37.8
1800	346	320	3	18	0	0	0	0	0	1	0	0	0	4	0	34.2	38.6
1900	261	244	0	14	0	0	0	0	0	0	0	0	0	3	0	35.1	40
2000	138	127	0	9	0	0	0	0	1	0	0	0	0	0	1	35.5	40.1
2100	100	99	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	40.9
2200	44	42	0	2	0	0	0	0	0	0	0	0	0	0	0	38.1	44.7
2300	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	37	44
07-19	**5471**	**4850**	**32**	**479**	**21**	**7**	**2**	**8**	**0**	**5**	**1**	**0**	**0**	**22**	**44**	**32.1**	**36.6**
06-22	**6118**	**5455**	**32**	**513**	**21**	**7**	**2**	**8**	**1**	**5**	**1**	**0**	**0**	**25**	**48**	**32.5**	**37.1**
06-00	**6185**	**5519**	**32**	**516**	**21**	**7**	**2**	**8**	**1**	**5**	**1**	**0**	**0**	**25**	**48**	**32.6**	**37.2**
00-00	**6254**	**5576**	**32**	**520**	**21**	**7**	**2**	**8**	**1**	**5**	**1**	**0**	**0**	**30**	**51**	**32.6**	**37.4**

18 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0300	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0500	46	39	0	3	0	0	0	0	1	0	0	0	0	3	0	38.1	45.8
0600	156	134	0	16	0	0	1	0	0	1	0	0	0	1	3	36.1	42
0700	435	369	3	45	1	2	2	1	0	0	0	1	0	5	6	34.6	39.5
0800	647	588	0	45	0	0	1	1	0	0	0	0	0	4	8	31.9	36.4
0900	478	396	5	62	1	1	0	0	0	0	0	0	0	2	11	31.5	36
1000	432	385	2	34	1	1	0	2	0	0	0	0	0	2	5	31.2	35.2
1100	452	401	2	39	1	0	0	1	0	0	0	0	0	4	4	31.2	35.2
1200	427	370	3	42	2	1	0	0	0	0	0	0	0	0	9	31.3	35.6
1300	425	387	1	32	1	0	0	0	0	0	0	0	0	0	4	32.2	36.2
1400	488	422	6	51	0	0	0	1	0	0	0	0	0	6	2	31.8	35.7
1500	487	437	2	36	0	0	0	0	0	0	0	0	0	4	8	31.6	35.8
1600	515	458	2	42	1	0	0	5	0	0	0	0	0	2	5	32.8	36.9
1700	500	458	0	34	0	0	0	0	0	0	0	0	0	4	4	33.3	36.9
1800	373	352	1	12	0	0	0	1	0	1	0	0	0	2	4	35.1	38.7
1900	248	230	0	13	1	1	0	0	0	1	0	0	0	1	1	34	39.4
2000	146	136	0	5	0	0	1	0	0	0	0	0	0	4	0	35.2	40
2100	90	85	0	3	0	0	1	0	0	0	0	0	0	0	1	35.2	39.3
2200	54	52	0	1	0	0	1	0	0	0	0	0	0	0	0	37.1	43.4
2300	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	44.6
07-19	**5659**	**5023**	**27**	**474**	**8**	**5**	**3**	**12**	**0**	**1**	**0**	**1**	**0**	**35**	**70**	**32.3**	**36.7**
06-22	**6299**	**5608**	**27**	**511**	**9**	**6**	**6**	**12**	**0**	**3**	**0**	**1**	**0**	**41**	**75**	**32.6**	**37.1**
06-00	**6371**	**5678**	**27**	**512**	**9**	**6**	**7**	**12**	**0**	**3**	**0**	**1**	**0**	**41**	**75**	**32.6**	**37.1**
00-00	**6451**	**5747**	**27**	**519**	**9**	**6**	**7**	**12**	**1**	**3**	**0**	**1**	**0**	**44**	**75**	**32.7**	**37.2**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, West Site LOCATION: attached to telegraph pole

GRID REFERENCE: 50.844153, -0.898694 DIRECTION: EASTBOUND SPEED LIMIT: 40mph

12 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	40.1	-
0100	6	0	0	0	1	1	1	2	0	1	0	0	0	0	0	0	41.8	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.6	-
0300	5	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	38.5	-
0400	17	0	0	0	2	3	6	4	0	2	0	0	0	0	0	0	41.6	51.9
0500	43	0	1	1	5	5	21	10	0	0	0	0	0	0	0	0	38.7	45.7
0600	152	0	4	3	19	50	60	15	1	0	0	0	0	0	0	0	36.6	42.6
0700	443	1	6	5	87	234	93	14	3	0	0	0	0	0	0	0	34.3	39.3
0800	680	0	6	20	187	396	70	1	0	0	0	0	0	0	0	0	32.6	36.5
0900	510	0	3	21	214	236	36	0	0	0	0	0	0	0	0	0	31.4	35.8
1000	475	4	10	15	180	231	33	2	0	0	0	0	0	0	0	0	31.3	35.5
1100	408	4	6	22	160	187	28	1	0	0	0	0	0	0	0	0	31.1	35.8
1200	455	1	5	8	166	235	38	2	0	0	0	0	0	0	0	0	32	36
1300	458	0	13	9	150	256	29	1	0	0	0	0	0	0	0	0	31.8	35.7
1400	502	1	3	17	183	249	46	3	0	0	0	0	0	0	0	0	31.9	35.7
1500	517	2	5	24	201	240	42	3	0	0	0	0	0	0	0	0	31.4	35.6
1600	521	2	4	12	160	295	44	4	0	0	0	0	0	0	0	0	32.3	36.2
1700	442	0	10	16	101	223	88	4	0	0	0	0	0	0	0	0	33	38.1
1800	341	2	5	9	54	191	66	11	1	1	1	0	0	0	0	0	34.3	38.6
1900	228	1	3	3	41	116	54	9	1	0	0	0	0	0	0	0	34.8	39.7
2000	122	0	0	2	21	58	36	1	3	0	1	0	0	0	0	0	35.4	39.6
2100	103	0	1	5	13	49	28	7	0	0	0	0	0	0	0	0	35.2	40.5
2200	53	1	0	0	7	22	16	5	2	0	0	0	0	0	0	0	36.7	43.4
2300	22	0	0	0	2	10	6	3	0	0	1	0	0	0	0	0	38.7	46.5
07-19	**5752**	**17**	**76**	**178**	**1843**	**2973**	**613**	**46**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**32.2**	**36.6**
06-22	**6357**	**18**	**84**	**191**	**1937**	**3246**	**791**	**78**	**9**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**32.5**	**37**
06-00	**6432**	**19**	**84**	**191**	**1946**	**3278**	**813**	**86**	**11**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37.1**
00-00	**6514**	**19**	**85**	**192**	**1956**	**3294**	**844**	**105**	**12**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.2**

13 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	35	-
0100	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	38.7	-
0200	5	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	39.7	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36	-
0400	9	0	0	1	2	1	3	1	1	0	0	0	0	0	0	0	36.5	-
0500	48	0	0	1	3	10	23	8	2	1	0	0	0	0	0	0	39.7	46.9
0600	141	0	3	2	13	61	45	13	3	1	0	0	0	0	0	0	36.6	42.7
0700	440	0	6	6	114	228	83	3	0	0	0	0	0	0	0	0	33.4	38.2
0800	670	0	3	16	236	349	60	3	0	3	0	0	0	0	0	0	32.4	36.4
0900	487	1	1	13	162	272	34	4	0	0	0	0	0	0	0	0	32.2	36
1000	429	0	1	10	172	215	29	2	0	0	0	0	0	0	0	0	31.9	35.8
1100	458	1	2	12	156	256	28	3	0	0	0	0	0	0	0	0	32.1	35.7
1200	422	2	8	10	139	221	39	3	0	0	0	0	0	0	0	0	31.9	36.2
1300	419	2	4	7	161	212	33	0	0	0	0	0	0	0	0	0	31.8	35.5
1400	532	1	9	23	217	249	31	2	0	0	0	0	0	0	0	0	31.1	35.2
1500	520	1	4	11	193	263	47	1	0	0	0	0	0	0	0	0	31.8	35.6
1600	491	0	5	13	155	265	49	3	1	0	0	0	0	0	0	0	32.5	36.8
1700	491	10	17	12	102	275	67	6	2	0	0	0	0	0	0	0	32.4	37.5
1800	343	0	2	4	63	184	79	10	0	1	0	0	0	0	0	0	34.6	38.5
1900	247	0	1	6	48	99	82	7	2	2	0	0	0	0	0	0	35.3	39.8
2000	151	0	0	4	38	78	28	1	2	0	0	0	0	0	0	0	33.8	38.3
2100	89	0	0	1	15	45	18	9	0	1	0	0	0	0	0	0	35.9	42.4
2200	46	1	0	1	3	27	12	2	0	0	0	0	0	0	0	0	34.7	39.9
2300	15	0	0	0	1	9	5	0	0	0	0	0	0	0	0	0	35.9	40.5
07-19	**5702**	**18**	**62**	**137**	**1870**	**2989**	**579**	**40**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**36.5**
06-22	**6330**	**18**	**66**	**150**	**1984**	**3272**	**752**	**70**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**36.9**
06-00	**6391**	**19**	**66**	**151**	**1988**	**3308**	**769**	**72**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37**
00-00	**6466**	**19**	**66**	**153**	**1995**	**3327**	**800**	**83**	**14**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.1**

14 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	36.3	-
0100	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	35.9	-
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	51.9	-
0300	6	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	38.3	-
0400	9	0	1	0	0	3	3	1	1	0	0	0	0	0	0	0	37.8	-

0500	43	0	0	2	2	4	24	9	1	0	1	0	0	0	0	0	40.6	47.8
0600	151	1	1	3	14	54	60	14	3	1	0	0	0	0	0	0	37.2	43
0700	414	1	3	7	74	222	102	5	0	0	0	0	0	0	0	0	34.3	38.7
0800	611	1	12	31	217	293	52	4	1	0	0	0	0	0	0	0	31.7	36.4
0900	450	2	6	20	168	224	26	2	1	0	1	0	0	0	0	0	31.4	35.3
1000	508	1	5	25	223	229	23	1	1	0	0	0	0	0	0	0	31	35
1100	482	3	1	23	191	238	25	1	0	0	0	0	0	0	0	0	31.2	35.2
1200	480	1	5	19	206	216	31	2	0	0	0	0	0	0	0	0	31.3	35
1300	465	0	3	17	182	223	39	1	0	0	0	0	0	0	0	0	31.8	36
1400	541	2	5	21	246	236	29	2	0	0	0	0	0	0	0	0	31.1	35.1
1500	541	0	9	23	211	262	33	3	0	0	0	0	0	0	0	0	31.3	35.1
1600	579	2	11	19	199	295	51	1	1	0	0	0	0	0	0	0	31.9	36.2
1700	492	0	3	8	123	260	91	6	0	1	0	0	0	0	0	0	33.6	37.9
1800	396	0	2	11	65	212	92	11	2	1	0	0	0	0	0	0	34.5	38.7
1900	275	0	0	8	43	151	62	10	1	0	0	0	0	0	0	0	34.8	39
2000	181	0	4	1	35	81	48	9	0	2	1	0	0	0	0	0	35.5	40.7
2100	121	0	2	0	25	66	26	2	0	0	0	0	0	0	0	0	34.4	39
2200	55	0	1	0	7	23	17	4	2	0	0	1	0	0	0	0	37.1	43.2
2300	38	0	0	0	8	14	7	8	1	0	0	0	0	0	0	0	37.1	45.6
07-19	**5959**	**13**	**65**	**224**	**2105**	**2910**	**594**	**39**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**32**	**36.4**
06-22	**6687**	**14**	**72**	**236**	**2222**	**3262**	**790**	**74**	**10**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.9**
06-00	**6780**	**14**	**73**	**236**	**2237**	**3299**	**814**	**86**	**13**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**32.5**	**37**
00-00	**6852**	**14**	**74**	**238**	**2240**	**3316**	**848**	**97**	**16**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**32.5**	**37.1**

15 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	1	4	4	4	1	0	0	0	0	0	0	0	40.1	45.4
0100	13	0	1	0	3	5	2	0	2	0	0	0	0	0	0	0	36	51.5
0200	7	0	0	0	0	1	4	0	1	1	0	0	0	0	0	0	43.1	-
0300	4	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	38.7	-
0400	5	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	36.4	-
0500	11	0	0	0	3	3	3	1	1	0	0	0	0	0	0	0	36.9	47.3
0600	65	0	1	0	9	23	23	7	2	0	0	0	0	0	0	0	37.3	43.3
0700	155	1	4	4	21	62	51	10	2	0	0	0	0	0	0	0	35.3	40.6
0800	262	0	2	3	57	146	47	6	1	0	0	0	0	0	0	0	34.2	38.9
0900	396	0	1	12	112	225	43	2	1	0	0	0	0	0	0	0	32.5	36.4
1000	499	2	6	37	178	245	30	1	0	0	0	0	0	0	0	0	31	35.1
1100	531	0	7	39	262	190	32	1	0	0	0	0	0	0	0	0	30.5	34.8
1200	489	1	4	20	194	242	27	1	0	0	0	0	0	0	0	0	31.3	35.2
1300	428	1	1	15	146	213	49	3	0	0	0	0	0	0	0	0	32.4	36.8

1400	456	0	3	17	184	216	34	2	0	0	0	0	0	0	0	0	31.7	35.8
1500	422	0	3	17	141	217	38	6	0	0	0	0	0	0	0	0	32.3	36.5
1600	353	0	10	21	88	185	46	3	0	0	0	0	0	0	0	0	32.2	37
1700	320	1	3	9	66	178	56	5	1	0	1	0	0	0	0	0	33.7	38.1
1800	263	0	2	5	57	127	61	10	1	0	0	0	0	0	0	0	34.4	39.3
1900	183	0	0	2	34	85	51	9	1	1	0	0	0	0	0	0	35.5	40.4
2000	137	1	0	1	28	52	44	11	0	0	0	0	0	0	0	0	35.4	40.6
2100	74	0	0	0	19	30	20	5	0	0	0	0	0	0	0	0	35.1	40.6
2200	62	0	0	0	10	31	18	2	1	0	0	0	0	0	0	0	35.9	39.5
2300	41	1	0	2	1	13	21	2	0	1	0	0	0	0	0	0	36.7	42.1
07-19	**4574**	**6**	**46**	**199**	**1506**	**2246**	**514**	**50**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**32.2**	**36.7**
06-22	**5033**	**7**	**47**	**202**	**1596**	**2436**	**652**	**82**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**32.5**	**37.2**
06-00	**5136**	**8**	**47**	**204**	**1607**	**2480**	**691**	**86**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37.4**
00-00	**5190**	**8**	**48**	**204**	**1616**	**2494**	**708**	**93**	**15**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.5**

16 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	4	6	3	0	0	0	0	1	0	0	0	0	36.3	42.1
0100	7	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	38.8	-
0200	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	32	-
0300	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	40.9	-
0400	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	44.8	-
0500	16	0	0	0	3	3	8	1	1	0	0	0	0	0	0	0	37.2	42.8
0600	49	0	1	1	5	12	27	3	0	0	0	0	0	0	0	0	36.9	41.7
0700	80	0	6	3	5	27	25	11	3	0	0	0	0	0	0	0	36.5	44.5
0800	152	0	1	4	29	74	33	7	2	1	0	0	1	0	0	0	35.1	40
0900	249	1	2	3	66	125	49	1	2	0	0	0	0	0	0	0	33.5	38.3
1000	339	0	1	12	93	181	49	3	0	0	0	0	0	0	0	0	32.9	37.4
1100	423	0	1	21	144	205	50	2	0	0	0	0	0	0	0	0	32.3	36.9
1200	458	0	5	25	242	157	28	1	0	0	0	0	0	0	0	0	30.6	35.1
1300	383	0	1	10	106	231	33	1	1	0	0	0	0	0	0	0	32.5	36.1
1400	361	0	2	6	120	193	38	2	0	0	0	0	0	0	0	0	32.6	36.6
1500	329	0	2	9	99	171	41	7	0	0	0	0	0	0	0	0	32.9	37.2
1600	303	0	1	5	84	165	43	3	1	1	0	0	0	0	0	0	33.2	37.5
1700	304	0	1	6	64	167	60	5	1	0	0	0	0	0	0	0	34	38.5
1800	221	0	1	3	44	107	60	5	1	0	0	0	0	0	0	0	34.7	39.3
1900	166	0	0	2	26	78	51	8	1	0	0	0	0	0	0	0	35.7	40.3
2000	101	0	0	1	14	51	28	5	1	0	1	0	0	0	0	0	36.1	41.7
2100	50	0	0	0	9	23	13	3	2	0	0	0	0	0	0	0	35.9	38.9
2200	29	0	1	0	5	10	11	2	0	0	0	0	0	0	0	0	35.6	39.9

2300	15	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	37.2	43.4
07-19	**3602**	**1**	**24**	**107**	**1096**	**1803**	**509**	**48**	**11**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**32.9**	**37.5**
06-22	**3968**	**1**	**25**	**111**	**1150**	**1967**	**628**	**67**	**15**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**33.2**	**37.8**
06-00	**4012**	**1**	**26**	**111**	**1157**	**1983**	**644**	**71**	**15**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**33.2**	**37.9**
00-00	**4060**	**1**	**26**	**111**	**1167**	**1997**	**662**	**74**	**17**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**33.3**	**38**

17 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	1	0	0	4	2	1	0	0	0	0	0	0	0	0	34.8	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.8	-
0200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	36.2	-
0300	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	36.3	-
0400	7	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	34.6	-
0500	46	0	1	1	3	8	22	8	2	1	0	0	0	0	0	0	39.2	44.9
0600	148	0	1	3	16	54	61	10	1	1	1	0	0	0	0	0	36.9	41.7
0700	417	0	1	5	70	234	100	7	0	0	0	0	0	0	0	0	34.6	38.9
0800	637	1	3	41	203	316	72	1	0	0	0	0	0	0	0	0	32.1	36.5
0900	486	0	14	18	179	243	30	2	0	0	0	0	0	0	0	0	31.3	35.7
1000	425	2	3	18	145	223	33	1	0	0	0	0	0	0	0	0	31.8	36.1
1100	455	1	1	48	216	160	28	1	0	0	0	0	0	0	0	0	30.2	35.1
1200	444	2	5	18	197	201	20	1	0	0	0	0	0	0	0	0	30.7	34.5
1300	372	1	1	29	165	150	26	0	0	0	0	0	0	0	0	0	30.9	35.5
1400	474	0	5	23	190	229	27	0	0	0	0	0	0	0	0	0	31.3	35.2
1500	468	1	6	8	151	245	50	7	0	0	0	0	0	0	0	0	32.6	36.7
1600	471	0	3	14	159	239	51	3	2	0	0	0	0	0	0	0	32.4	36.7
1700	476	0	4	8	98	275	85	5	1	0	0	0	0	0	0	0	33.8	37.8
1800	346	0	0	16	59	188	75	7	1	0	0	0	0	0	0	0	34.2	38.6
1900	261	0	1	2	49	126	69	10	3	0	1	0	0	0	0	0	35.1	40
2000	138	0	1	2	19	72	38	4	1	0	0	1	0	0	0	0	35.5	40.1
2100	100	0	0	1	14	38	41	4	1	0	0	1	0	0	0	0	36.6	40.9
2200	44	0	0	2	4	10	21	5	2	0	0	0	0	0	0	0	38.1	44.7
2300	23	0	0	1	3	8	6	4	1	0	0	0	0	0	0	0	37	44
07-19	**5471**	**8**	**46**	**246**	**1832**	**2703**	**597**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.1**	**36.6**
06-22	**6118**	**8**	**49**	**254**	**1930**	**2993**	**806**	**63**	**10**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**32.5**	**37.1**
06-00	**6185**	**8**	**49**	**257**	**1937**	**3011**	**833**	**72**	**13**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**32.6**	**37.2**
00-00	**6254**	**8**	**51**	**258**	**1942**	**3031**	**862**	**81**	**15**	**2**	**2**	**2**	**0**	**0**	**0**	**0**	**32.6**	**37.4**

18 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	2	0	5	0	1	0	0	0	0	0	0	0	39.8	-
0100	4	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	31.6	-
0200	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	30.3	-
0300	10	0	0	2	4	2	2	0	0	0	0	0	0	0	0	0	30.6	-
0400	8	0	0	1	2	2	1	1	0	1	0	0	0	0	0	0	37.1	-
0500	46	0	0	2	7	11	17	6	2	0	1	0	0	0	0	0	38.1	45.8
0600	156	0	3	4	24	51	58	14	2	0	0	0	0	0	0	0	36.1	42
0700	435	2	2	9	86	218	101	15	2	0	0	0	0	0	0	0	34.6	39.5
0800	647	1	6	37	203	347	51	2	0	0	0	0	0	0	0	0	31.9	36.4
0900	478	0	11	24	159	241	42	1	0	0	0	0	0	0	0	0	31.5	36
1000	432	1	5	18	177	207	23	1	0	0	0	0	0	0	0	0	31.2	35.2
1100	452	0	3	16	218	182	32	1	0	0	0	0	0	0	0	0	31.2	35.2
1200	427	3	8	14	174	197	29	2	0	0	0	0	0	0	0	0	31.3	35.6
1300	425	0	4	10	138	231	41	1	0	0	0	0	0	0	0	0	32.2	36.2
1400	488	0	3	20	197	224	37	6	1	0	0	0	0	0	0	0	31.8	35.7
1500	487	1	9	17	184	241	34	1	0	0	0	0	0	0	0	0	31.6	35.8
1600	515	0	4	12	144	293	60	2	0	0	0	0	0	0	0	0	32.8	36.9
1700	500	2	1	7	116	310	59	4	1	0	0	0	0	0	0	0	33.3	36.9
1800	373	0	5	3	49	203	106	4	3	0	0	0	0	0	0	0	35.1	38.7
1900	248	1	1	13	51	111	64	6	1	0	0	0	0	0	0	0	34	39.4
2000	146	0	1	3	25	73	34	9	0	1	0	0	0	0	0	0	35.2	40
2100	90	0	1	2	14	38	32	3	0	0	0	0	0	0	0	0	35.2	39.3
2200	54	0	0	0	10	18	18	6	2	0	0	0	0	0	0	0	37.1	43.4
2300	18	0	0	0	3	6	6	2	1	0	0	0	0	0	0	0	37.5	44.6
07-19	**5659**	**10**	**61**	**187**	**1845**	**2894**	**615**	**40**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**36.7**
06-22	**6299**	**11**	**67**	**209**	**1959**	**3167**	**803**	**72**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37.1**
06-00	**6371**	**11**	**67**	**209**	**1972**	**3191**	**827**	**80**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**37.1**
00-00	**6451**	**11**	**67**	**215**	**1990**	**3210**	**852**	**87**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37.2**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**41787**	**80**	**417**	**1371**	**12906**	**20669**	**5576**	**620**	**105**	**27**	**11**	**4**	**1**	**0**	**0**	**0**	**32.7**	**37.4**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, West Site LOCATION: attached to telegraph pole

GRID REFERENCE: 50.844153, -0.898694 DIRECTION: EASTBOUND SPEED LIMIT: 40mph

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	12-May	13-May	14-May	15-May	16-May	17-May	18-May	1-5.	1-7.
Hour									
0000-0100	9	9	10	14	14	8	8	8.8	10.3
0100-0200	6	3	3	13	7	2	4	3.6	5.4
0200-0300	2	5	1	7	4	3	4	3	3.7
0300-0400	5	1	6	4	5	3	10	5	4.9
0400-0500	17	9	9	5	2	7	8	10	8.1
0500-0600	43	48	43	11	16	46	46	45.2	36.1
0600-0700	152	141	151	65	49	148	156	149.6	123.1
0700-0800	443	440	414	155	80	417	435	429.8	340.6
0800-0900	**680**	**670**	**611**	262	152	**637**	**647**	649	522.7
0900-1000	510	487	450	396	249	486	478	482.2	436.6
1000-1100	475	429	508	499	339	425	432	453.8	443.9
1100-1200	408	458	482	**531**	**423**	455	452	451	458.4
1200-1300	455	422	480	**489**	**458**	444	427	445.6	453.6
1300-1400	458	419	465	428	383	372	425	427.8	421.4
1400-1500	502	**532**	541	456	361	474	488	507.4	479.1
1500-1600	517	520	541	422	329	468	487	506.6	469.1
1600-1700	**521**	491	**579**	353	303	471	**515**	515.4	461.9
1700-1800	442	491	492	320	304	**476**	500	480.2	432.1
1800-1900	341	343	396	263	221	346	373	359.8	326.1
1900-2000	228	247	275	183	166	261	248	251.8	229.7
2000-2100	122	151	181	137	101	138	146	147.6	139.4
2100-2200	103	89	121	74	50	100	90	100.6	89.6
2200-2300	53	46	55	62	29	44	54	50.4	49
2300-2400	22	15	38	41	15	23	18	23.2	24.6
Totals									
0700-1900	5752	5702	5959	4574	3602	5471	5659	5708.6	5245.6
0600-2200	6357	6330	6687	5033	3968	6118	6299	6358.2	5827.4
0600-0000	6432	6391	6780	5136	4012	6185	6371	6431.8	5901
0000-0000	6514	6466	6852	5190	4060	6254	6451	6507.4	5969.6
AM Peak	800	800	800	1100	1100	800	800		
	680	670	611	531	423	637	647		
PM Peak	1600	1400	1600	1200	1200	1700	1600		
	521	532	579	489	458	476	515		

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, West Site LOCATION: attached to telegraph pole

GRID REFERENCE: 50.844153, -0.898694 DIRECTION: WESTBOUND SPEED LIMIT: 40mph

12 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	10	5	0	2	1	0	0	0	0	0	0	0	0	2	0	37.3	-	
0100	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	33.7	-	
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	
0300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-	
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-	
0500	27	24	0	2	0	0	0	0	0	0	0	0	0	1	0	40.7	47.3	
0600	157	134	1	14	3	0	0	0	0	1	0	0	0	3	1	37.5	41.8	
0700	395	353	0	29	8	0	0	1	0	1	0	0	0	1	2	34.4	38.7	
0800	543	493	2	37	3	1	1	1	1	1	0	0	1	1	1	32.8	37	
0900	388	352	1	28	3	1	0	1	0	0	0	0	0	2	0	32.8	36.1	
1000	445	389	4	41	2	2	0	1	0	0	0	0	0	3	3	31.4	34.9	
1100	422	373	2	40	3	1	0	1	0	0	0	0	0	0	2	31.8	35.9	
1200	455	412	3	33	3	0	0	1	0	0	0	0	0	2	1	31.8	35.5	
1300	468	403	5	47	2	3	0	2	0	2	0	0	0	2	2	32	36	
1400	507	457	5	39	0	1	1	0	0	1	0	0	0	3	0	31.5	35.5	
1500	583	519	2	50	2	2	1	2	1	0	0	0	0	3	1	31.6	35	
1600	569	517	1	43	1	1	0	1	0	0	0	0	0	3	2	32	35.8	
1700	525	481	4	31	1	1	0	1	0	1	0	0	0	4	1	33.2	37.1	
1800	358	335	3	14	1	0	0	0	0	0	0	0	0	3	2	33.8	37.8	
1900	199	176	0	16	3	0	0	0	0	1	0	0	0	0	3	34.2	38.7	
2000	158	145	1	8	1	0	1	0	0	0	0	0	0	1	1	34.6	39.1	
2100	96	88	0	3	2	0	0	0	0	0	0	0	0	3	0	34.3	39.1	
2200	53	50	1	1	0	0	0	0	0	0	0	0	0	1	0	36.2	40	
2300	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	39	47.3	
07-19	**5658**	**5084**	**32**	**432**	**29**	**13**	**3**	**12**	**2**	**6**	**0**	**0**	**1**	**27**	**17**	**32.4**	**36.4**	
06-22	**6268**	**5627**	**34**	**473**	**38**	**13**	**4**	**12**	**2**	**8**	**0**	**0**	**1**	**34**	**22**	**32.6**	**36.7**	
06-00	**6343**	**5697**	**35**	**476**	**38**	**13**	**4**	**12**	**2**	**8**	**0**	**0**	**1**	**35**	**22**	**32.7**	**36.8**	
00-00	**6407**	**5752**	**35**	**480**	**39**	**13**	**4**	**12**	**2**	**8**	**0**	**0**	**1**	**39**	**22**	**32.7**	**36.9**	

13 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	21	16	0	2	0	0	0	0	0	0	0	0	0	3	0	39.6	50.1	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	-	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	49	-	
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	
0500	29	25	0	1	2	0	0	0	0	0	0	0	0	1	0	40.3	44.2	
0600	126	117	0	4	2	0	0	0	0	0	0	0	0	1	2	36.9	43	
0700	402	363	2	22	10	2	0	0	0	0	0	0	0	2	1	33.7	38	
0800	526	484	2	27	5	3	1	3	0	0	0	0	0	1	0	32.9	36.5	
0900	412	365	2	35	6	0	1	1	0	0	0	0	0	1	1	32.7	36.9	
1000	424	372	5	37	4	1	1	0	0	3	0	0	0	1	0	31.7	35.5	
1100	468	418	6	38	3	1	0	1	0	0	0	0	0	0	1	32	36	
1200	481	428	1	43	2	0	0	1	0	0	0	0	0	4	2	31.8	35.9	
1300	466	408	2	46	3	3	0	3	0	0	0	0	0	0	1	31.7	35.6	
1400	477	419	5	47	1	3	0	0	1	0	0	0	0	1	0	31.9	36	
1500	579	531	2	38	2	1	0	1	2	0	0	0	0	2	0	31.7	35.5	
1600	564	499	3	50	0	3	0	0	1	2	0	0	0	4	2	32.3	36.6	
1700	511	475	1	24	5	1	1	0	1	0	0	0	0	2	1	32.8	36.5	
1800	312	294	2	12	1	1	0	0	0	0	0	0	0	1	1	34.6	38.6	
1900	202	195	0	4	2	0	0	0	0	0	0	0	0	0	1	35.8	39.7	
2000	178	172	0	3	3	0	0	0	0	0	0	0	0	0	0	35.6	39.8	
2100	94	85	0	3	3	1	0	0	0	0	0	0	0	2	0	33.3	37.5	
2200	60	58	0	1	0	0	0	0	0	0	0	0	0	1	0	36.4	45.3	
2300	18	17	0	0	0	0	0	0	0	0	0	0	0	1	0	39.9	54.5	
07-19	**5622**	**5056**	**33**	**419**	**42**	**19**	**4**	**10**	**5**	**5**	**0**	**0**	**0**	**19**	**10**	**32.4**	**36.4**	
06-22	**6222**	**5625**	**33**	**433**	**52**	**20**	**4**	**10**	**5**	**5**	**0**	**0**	**0**	**22**	**13**	**32.7**	**36.8**	
06-00	**6300**	**5700**	**33**	**434**	**52**	**20**	**4**	**10**	**5**	**5**	**0**	**0**	**0**	**24**	**13**	**32.8**	**36.9**	
00-00	**6363**	**5754**	**33**	**437**	**54**	**20**	**4**	**10**	**5**	**5**	**0**	**0**	**0**	**28**	**13**	**32.8**	**37**	

14 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	15	11	0	2	0	0	0	0	0	0	0	0	0	2	0	39	50.6	
0100	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	40	-	
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	-	
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-	
0400	12	9	0	2	0	0	0	1	0	0	0	0	0	0	0	36.6	40.2	

0500	31	27	0	2	1	0	0	0	0	0	0	0	0	1	0	39.1	44
0600	135	115	0	7	10	0	0	0	0	0	0	0	0	2	1	38.6	43
0700	383	344	0	28	4	3	0	0	0	1	0	0	0	2	1	34.2	38.1
0800	499	460	1	31	4	2	0	1	0	0	0	0	0	0	0	32.6	36.9
0900	416	371	3	29	3	4	0	1	1	0	0	0	0	3	1	31.3	35.1
1000	456	411	4	33	1	1	0	1	0	1	0	0	1	3	0	31.2	34.8
1100	506	458	2	40	2	0	0	0	0	0	0	0	0	4	0	30.8	34.6
1200	542	486	5	44	2	0	2	1	0	1	1	0	0	0	0	31.6	35.6
1300	462	417	3	33	4	1	0	0	0	0	0	0	0	2	2	31	34.8
1400	570	516	0	45	0	4	0	2	0	0	0	0	0	3	0	31.1	34.6
1500	627	566	5	45	2	4	0	0	0	0	0	0	0	3	2	31.4	35.1
1600	587	541	4	30	1	2	1	0	0	1	0	0	0	4	3	31.3	35.9
1700	519	484	0	27	2	2	0	0	0	0	0	0	0	3	1	33	37.4
1800	389	361	1	16	5	0	0	0	0	0	0	0	0	4	2	33.9	38.4
1900	247	236	2	5	1	0	0	1	0	0	0	0	0	1	1	34.5	38.6
2000	184	170	0	9	3	0	0	0	0	0	0	0	0	1	1	34.8	39.3
2100	122	109	0	6	4	1	0	0	0	0	0	0	0	0	2	33.8	38.9
2200	73	71	0	0	2	0	0	0	0	0	0	0	0	0	0	34.7	38.3
2300	39	38	0	1	0	0	0	0	0	0	0	0	0	0	0	36.9	43.2
07-19	**5956**	**5415**	**28**	**401**	**30**	**23**	**3**	**6**	**1**	**4**	**1**	**0**	**1**	**31**	**12**	**31.9**	**35.9**
06-22	**6644**	**6045**	**30**	**428**	**48**	**24**	**3**	**7**	**1**	**4**	**1**	**0**	**1**	**35**	**17**	**32.2**	**36.5**
06-00	**6756**	**6154**	**30**	**429**	**50**	**24**	**3**	**7**	**1**	**4**	**1**	**0**	**1**	**35**	**17**	**32.3**	**36.6**
00-00	**6826**	**6211**	**30**	**437**	**51**	**24**	**3**	**8**	**1**	**4**	**1**	**0**	**1**	**38**	**17**	**32.3**	**36.7**

15 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	33	28	1	2	1	0	0	0	0	0	0	0	0	1	0	37.8	46
0100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0500	20	17	0	1	1	0	0	0	0	0	0	0	0	1	0	36.9	41.2
0600	45	42	0	1	1	0	0	0	0	0	0	0	0	0	1	36.1	41.4
0700	127	113	3	3	5	1	0	1	0	0	0	0	0	1	0	35.6	40.3
0800	256	238	5	8	4	1	0	0	0	0	0	0	0	0	0	35.2	39.1
0900	341	317	7	8	6	0	0	0	0	1	0	0	0	2	0	33	36.8
1000	447	419	2	17	7	1	0	0	0	1	0	0	0	0	0	31.7	35.8
1100	525	499	2	17	3	2	0	0	0	0	0	0	0	2	0	31.5	34.6
1200	470	454	1	15	0	0	0	0	0	0	0	0	0	0	0	31.8	35.3
1300	446	422	2	17	1	0	0	0	0	0	0	0	0	2	2	32.2	35.8

1400	437	423	3	10	0	0	0	0	0	0	0	0	0	0	1	31.7	36
1500	451	426	0	18	1	0	0	0	0	0	0	0	0	4	2	31.9	35.4
1600	401	375	2	22	1	0	0	0	0	0	0	0	0	0	1	32.2	36.4
1700	368	353	2	10	0	2	0	1	0	0	0	0	0	0	0	33.2	37.5
1800	300	281	3	13	2	0	0	0	0	0	0	0	0	1	0	33.6	37.6
1900	183	172	0	8	2	0	0	0	0	0	0	0	0	1	0	35.1	39.4
2000	129	121	0	5	1	0	0	1	0	0	0	0	0	1	0	36.1	41.7
2100	108	104	1	0	2	0	0	0	0	0	0	0	0	0	1	33.4	38.6
2200	68	65	0	1	1	0	0	0	0	0	0	0	0	0	1	35.5	40.6
2300	47	44	0	1	1	0	0	0	0	0	0	0	0	0	1	34.8	39.8
07-19	**4569**	**4320**	**32**	**158**	**30**	**7**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**12**	**6**	**32.4**	**36.6**
06-22	**5034**	**4759**	**33**	**172**	**36**	**7**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**14**	**8**	**32.7**	**36.9**
06-00	**5149**	**4868**	**33**	**174**	**38**	**7**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**14**	**10**	**32.7**	**37**
00-00	**5224**	**4935**	**34**	**177**	**40**	**7**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**16**	**10**	**32.8**	**37.1**

16 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	44.5
0100	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	33.2	-
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0500	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0600	32	28	1	1	2	0	0	0	0	0	0	0	0	0	0	38.5	44.6
0700	63	60	1	1	1	0	0	0	0	0	0	0	0	0	0	37.4	42.7
0800	138	129	1	5	2	0	0	0	0	0	0	0	0	1	0	35.9	39.8
0900	238	224	2	7	5	0	0	0	0	0	0	0	0	0	0	34.4	38.9
1000	330	314	3	11	1	1	0	0	0	0	0	0	0	0	0	33.7	38
1100	460	435	3	17	2	1	0	2	0	0	0	0	0	0	0	31.5	35.4
1200	414	390	1	16	5	1	0	0	0	0	0	0	0	1	0	31.2	34.9
1300	396	380	1	11	3	0	0	0	0	0	0	0	0	1	0	32.1	36
1400	384	369	0	13	1	0	0	1	0	0	0	0	0	0	0	32.2	36.2
1500	417	399	2	13	0	1	0	0	1	0	0	0	0	0	1	32.2	36.2
1600	324	308	1	13	0	0	0	0	0	0	0	0	0	2	0	33.4	37.2
1700	287	281	0	4	1	0	0	0	0	0	0	0	0	1	0	33	37.2
1800	211	198	2	9	1	0	0	0	0	0	0	0	0	1	0	33.7	37.4
1900	173	164	1	5	2	0	0	0	0	0	0	0	0	1	0	34.9	39.3
2000	119	111	0	3	3	0	0	0	1	0	0	0	0	0	1	34.6	38.7
2100	60	59	0	0	0	1	0	0	0	0	0	0	0	0	0	35.1	41.8
2200	32	31	0	0	0	0	0	0	0	0	0	0	0	1	0	35.2	39.2

2300	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	43.3
07-19	**3662**	**3487**	**17**	**120**	**22**	**4**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**7**	**1**	**32.8**	**36.8**
06-22	**4046**	**3849**	**19**	**129**	**29**	**5**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**8**	**2**	**33**	**37.2**
06-00	**4095**	**3897**	**19**	**129**	**29**	**5**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**9**	**2**	**33**	**37.2**
00-00	**4144**	**3945**	**19**	**129**	**29**	**5**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**9**	**3**	**33.1**	**37.4**

17 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-
0400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	32.8	-
0500	38	34	1	1	1	0	0	0	0	0	0	0	0	1	0	37.9	45.9
0600	112	100	0	4	2	0	0	0	0	0	0	0	0	3	3	37.5	43.7
0700	390	352	1	26	5	1	0	0	1	0	0	0	0	2	2	34.5	38.5
0800	485	442	3	33	2	1	0	2	0	0	0	0	0	2	0	32.9	36.8
0900	441	378	4	49	3	0	0	2	2	1	0	0	0	1	1	32	36.1
1000	408	347	3	50	1	3	0	0	0	0	0	0	0	4	0	30.9	35.1
1100	418	366	6	39	4	2	0	1	0	0	0	0	0	0	0	30.4	33.9
1200	408	374	1	28	3	0	0	1	0	0	0	0	0	1	0	31.5	34.9
1300	432	378	1	44	3	0	1	1	0	1	0	0	0	2	1	31.3	34.6
1400	507	451	0	50	3	0	0	1	0	0	0	0	0	2	0	31.5	35.1
1500	548	493	2	45	2	1	0	1	0	0	0	0	0	2	2	31.8	35.4
1600	538	486	0	42	2	2	0	0	0	0	0	0	0	4	2	32.6	36.1
1700	479	455	3	19	0	0	0	0	0	0	0	0	0	2	0	33.3	36.8
1800	332	308	2	18	2	0	0	0	0	0	0	0	0	2	0	33.9	37.6
1900	210	202	0	7	0	0	0	0	0	0	0	0	0	1	0	34.5	38.8
2000	166	155	0	9	2	0	0	0	0	0	0	0	0	0	0	33.6	37.8
2100	112	108	0	3	1	0	0	0	0	0	0	0	0	0	0	34	39
2200	69	67	0	1	1	0	0	0	0	0	0	0	0	0	0	36.7	42.8
2300	27	24	0	2	1	0	0	0	0	0	0	0	0	0	0	35.7	41.1
07-19	**5386**	**4830**	**26**	**443**	**30**	**10**	**1**	**9**	**3**	**2**	**0**	**0**	**0**	**24**	**8**	**32.2**	**36.1**
06-22	**5986**	**5395**	**26**	**466**	**35**	**10**	**1**	**9**	**3**	**2**	**0**	**0**	**0**	**28**	**11**	**32.4**	**36.5**
06-00	**6082**	**5486**	**26**	**469**	**37**	**10**	**1**	**9**	**3**	**2**	**0**	**0**	**0**	**28**	**11**	**32.5**	**36.6**
00-00	**6150**	**5548**	**27**	**472**	**38**	**10**	**1**	**9**	**3**	**2**	**0**	**0**	**0**	**29**	**11**	**32.6**	**36.7**

18 May 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	13	12	0	0	0	0	0	0	0	0	0	0	0	1	0	35.6	43.2	
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	68.5	-	
0200	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	37	-	
0300	8	6	0	0	2	0	0	0	0	0	0	0	0	0	0	40	-	
0400	10	7	1	1	0	0	0	0	1	0	0	0	0	0	0	38.7	-	
0500	39	35	0	2	0	0	0	1	0	0	0	0	0	1	0	38.2	42.7	
0600	145	133	0	6	4	0	0	0	0	0	0	0	0	2	0	36.2	40	
0700	412	367	1	29	9	1	0	0	0	1	0	0	0	2	2	33.9	38.3	
0800	520	477	2	34	2	1	1	1	1	0	0	0	0	0	1	31.5	35.8	
0900	408	355	2	47	2	0	0	0	1	0	0	1	0	0	0	32.6	36.4	
1000	428	380	1	40	1	1	0	0	0	0	0	0	0	5	0	31.9	35.7	
1100	444	401	2	36	2	0	0	0	0	1	0	0	0	2	0	31.5	35.3	
1200	441	391	3	38	2	0	1	2	0	1	0	0	0	2	1	31.9	35.3	
1300	447	401	2	40	1	0	0	1	0	0	0	0	0	1	1	32.6	36.2	
1400	510	461	4	34	3	2	1	1	0	0	0	0	0	3	1	31.8	35.3	
1500	553	478	6	61	0	1	0	3	0	1	0	0	0	2	1	31.7	34.9	
1600	573	518	3	44	0	0	1	2	0	0	0	0	0	4	1	32.4	36.3	
1700	526	484	2	30	0	1	2	0	1	0	0	0	0	6	0	32.4	36.5	
1800	310	292	1	13	1	0	0	0	0	0	0	0	0	2	1	33.8	37.7	
1900	244	235	1	4	2	0	0	0	0	0	0	0	0	2	0	34.3	38.4	
2000	192	182	0	5	1	0	0	1	0	0	0	0	0	1	2	34.6	38.8	
2100	130	120	0	5	2	0	0	1	0	0	0	0	0	2	0	33.7	38.7	
2200	68	64	0	3	1	0	0	0	0	0	0	0	0	0	0	34.1	39.6	
2300	27	23	1	1	1	0	0	0	0	0	0	0	0	1	0	37.2	46.2	
07-19	**5572**	**5005**	**29**	**446**	**23**	**7**	**6**	**10**	**3**	**4**	**0**	**1**	**0**	**29**	**9**	**32.3**	**36.1**	
06-22	**6283**	**5675**	**30**	**466**	**32**	**7**	**6**	**12**	**3**	**4**	**0**	**1**	**0**	**36**	**11**	**32.5**	**36.6**	
06-00	**6378**	**5762**	**31**	**470**	**34**	**7**	**6**	**12**	**3**	**4**	**0**	**1**	**0**	**37**	**11**	**32.6**	**36.7**	
00-00	**6455**	**5827**	**32**	**474**	**37**	**7**	**6**	**13**	**4**	**4**	**0**	**1**	**0**	**39**	**11**	**32.6**	**36.7**	

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, West Site LOCATION: attached to telegraph pole

GRID REFERENCE: 50.844153, -0.898694 DIRECTION: WESTBOUND SPEED LIMIT: 40mph

12 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	2	5	2	0	0	1	0	0	0	0	0	0	37.3	-
0100	8	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	33.7	-
0200	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	33.3	-
0300	9	0	0	0	1	3	2	2	1	0	0	0	0	0	0	0	39.6	-
0400	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	43.5	-
0500	27	0	0	0	2	5	11	9	0	0	0	0	0	0	0	0	40.7	47.3
0600	157	0	1	0	8	66	70	10	2	0	0	0	0	0	0	0	37.5	41.8
0700	395	0	2	9	77	211	89	7	0	0	0	0	0	0	0	0	34.4	38.7
0800	543	0	6	18	146	302	70	0	1	0	0	0	0	0	0	0	32.8	37
0900	388	0	1	11	96	247	31	1	1	0	0	0	0	0	0	0	32.8	36.1
1000	445	0	6	12	174	229	22	2	0	0	0	0	0	0	0	0	31.4	34.9
1100	422	2	3	8	163	218	27	0	1	0	0	0	0	0	0	0	31.8	35.9
1200	455	0	3	13	160	249	29	1	0	0	0	0	0	0	0	0	31.8	35.5
1300	468	1	1	31	144	244	44	3	0	0	0	0	0	0	0	0	32	36
1400	507	0	2	27	197	245	34	1	1	0	0	0	0	0	0	0	31.5	35.5
1500	583	0	1	10	254	292	26	0	0	0	0	0	0	0	0	0	31.6	35
1600	569	0	2	11	209	310	36	1	0	0	0	0	0	0	0	0	32	35.8
1700	525	1	1	6	147	294	70	6	0	0	0	0	0	0	0	0	33.2	37.1
1800	358	1	3	5	79	203	59	6	2	0	0	0	0	0	0	0	33.8	37.8
1900	199	1	1	6	38	99	49	5	0	0	0	0	0	0	0	0	34.2	38.7
2000	158	0	1	0	34	83	35	3	1	1	0	0	0	0	0	0	34.6	39.1
2100	96	0	1	2	22	49	18	2	2	0	0	0	0	0	0	0	34.3	39.1
2200	53	0	1	0	8	29	10	3	1	0	0	1	0	0	0	0	36.2	40
2300	22	0	0	1	1	5	9	4	2	0	0	0	0	0	0	0	39	47.3
07-19	**5658**	**5**	**31**	**161**	**1846**	**3044**	**537**	**28**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.4**
06-22	**6268**	**6**	**35**	**169**	**1948**	**3341**	**709**	**48**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.6**	**36.7**
06-00	**6343**	**6**	**36**	**170**	**1957**	**3375**	**728**	**55**	**14**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**32.7**	**36.8**
00-00	**6407**	**6**	**36**	**170**	**1966**	**3396**	**747**	**67**	**16**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**32.7**	**36.9**

13 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	21	0	0	0	3	6	8	1	1	2	0	0	0	0	0	0	39.6	50.1
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.3	-
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	42.8	-
0300	3	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	49	-
0400	6	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	33	-
0500	29	0	0	0	2	3	19	5	0	0	0	0	0	0	0	0	40.3	44.2
0600	126	0	2	0	15	49	45	14	1	0	0	0	0	0	0	0	36.9	43
0700	402	1	0	8	88	225	77	3	0	0	0	0	0	0	0	0	33.7	38
0800	526	0	0	16	134	314	58	2	1	0	0	1	0	0	0	0	32.9	36.5
0900	412	1	0	7	122	233	45	4	0	0	0	0	0	0	0	0	32.7	36.9
1000	424	0	1	17	167	213	26	0	0	0	0	0	0	0	0	0	31.7	35.5
1100	468	0	2	22	147	273	24	0	0	0	0	0	0	0	0	0	32	36
1200	481	0	4	23	172	241	40	0	1	0	0	0	0	0	0	0	31.8	35.9
1300	466	0	1	15	186	230	33	1	0	0	0	0	0	0	0	0	31.7	35.6
1400	477	0	0	23	192	214	44	3	1	0	0	0	0	0	0	0	31.9	36
1500	579	0	3	24	205	309	37	1	0	0	0	0	0	0	0	0	31.7	35.5
1600	564	1	1	28	171	307	56	0	0	0	0	0	0	0	0	0	32.3	36.6
1700	511	2	13	8	109	327	50	2	0	0	0	0	0	0	0	0	32.8	36.5
1800	312	1	1	2	49	185	68	5	0	1	0	0	0	0	0	0	34.6	38.6
1900	202	0	1	4	10	124	56	6	1	0	0	0	0	0	0	0	35.8	39.7
2000	178	0	0	0	26	92	53	7	0	0	0	0	0	0	0	0	35.6	39.8
2100	94	0	1	0	27	51	15	0	0	0	0	0	0	0	0	0	33.3	37.5
2200	60	0	0	3	13	22	10	7	4	0	1	0	0	0	0	0	36.4	45.3
2300	18	0	0	0	2	6	7	0	2	1	0	0	0	0	0	0	39.9	54.5
07-19	**5622**	**6**	**26**	**193**	**1742**	**3071**	**558**	**21**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**32.4**	**36.4**
06-22	**6222**	**6**	**30**	**197**	**1820**	**3387**	**727**	**48**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**32.7**	**36.8**
06-00	**6300**	**6**	**30**	**200**	**1835**	**3415**	**744**	**55**	**11**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**32.8**	**36.9**
00-00	**6363**	**6**	**30**	**201**	**1842**	**3426**	**777**	**62**	**12**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**32.8**	**37**

14 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	1	1	5	3	3	2	0	0	0	0	0	0	0	39	50.6
0100	5	0	0	0	1	1	0	2	1	0	0	0	0	0	0	0	40	-
0200	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	42.3	-
0300	4	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	34.4	-
0400	12	0	0	1	0	5	5	0	1	0	0	0	0	0	0	0	36.6	40.2

0500	31	0	0	0	1	7	18	5	0	0	0	0	0	0	0	0	39.1	44
0600	135	0	1	0	5	53	60	12	3	1	0	0	0	0	0	0	38.6	43
0700	383	0	1	4	82	212	77	5	2	0	0	0	0	0	0	0	34.2	38.1
0800	499	1	2	17	150	269	57	3	0	0	0	0	0	0	0	0	32.6	36.9
0900	416	0	3	11	192	186	21	3	0	0	0	0	0	0	0	0	31.3	35.1
1000	456	0	0	17	215	200	24	0	0	0	0	0	0	0	0	0	31.2	34.8
1100	506	1	4	34	207	239	20	1	0	0	0	0	0	0	0	0	30.8	34.6
1200	542	0	1	23	213	270	33	2	0	0	0	0	0	0	0	0	31.6	35.6
1300	462	1	5	19	198	221	16	2	0	0	0	0	0	0	0	0	31	34.8
1400	570	1	1	22	265	257	24	0	0	0	0	0	0	0	0	0	31.1	34.6
1500	627	0	3	22	253	317	30	2	0	0	0	0	0	0	0	0	31.4	35.1
1600	587	4	6	28	231	272	44	1	0	1	0	0	0	0	0	0	31.3	35.9
1700	519	0	1	5	153	281	77	2	0	0	0	0	0	0	0	0	33	37.4
1800	389	1	3	8	78	212	81	5	1	0	0	0	0	0	0	0	33.9	38.4
1900	247	0	1	1	50	135	53	7	0	0	0	0	0	0	0	0	34.5	38.6
2000	184	1	0	3	37	83	54	6	0	0	0	0	0	0	0	0	34.8	39.3
2100	122	2	1	1	31	61	19	4	2	1	0	0	0	0	0	0	33.8	38.9
2200	73	0	0	1	16	39	14	2	1	0	0	0	0	0	0	0	34.7	38.3
2300	39	0	0	0	3	22	9	5	0	0	0	0	0	0	0	0	36.9	43.2
07-19	**5956**	**9**	**30**	**210**	**2237**	**2936**	**504**	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**35.9**
06-22	**6644**	**12**	**33**	**215**	**2360**	**3268**	**690**	**55**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**36.5**
06-00	**6756**	**12**	**33**	**216**	**2379**	**3329**	**713**	**62**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**36.6**
00-00	**6826**	**12**	**33**	**218**	**2383**	**3349**	**741**	**74**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**36.7**

15 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	33	0	0	0	6	11	10	4	2	0	0	0	0	0	0	0	37.8	46
0100	6	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	37.6	-
0200	7	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	39.1	-
0300	3	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	39.7	-
0400	6	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	40.4	-
0500	20	0	0	0	2	8	9	1	0	0	0	0	0	0	0	0	36.9	41.2
0600	45	0	1	0	5	21	16	2	0	0	0	0	0	0	0	0	36.1	41.4
0700	127	0	2	0	26	51	38	9	1	0	0	0	0	0	0	0	35.6	40.3
0800	256	0	1	2	31	143	71	8	0	0	0	0	0	0	0	0	35.2	39.1
0900	341	0	0	5	102	190	43	1	0	0	0	0	0	0	0	0	33	36.8
1000	447	0	0	27	152	235	31	2	0	0	0	0	0	0	0	0	31.7	35.8
1100	525	0	0	15	226	250	33	0	1	0	0	0	0	0	0	0	31.5	34.6
1200	470	1	2	11	179	249	27	1	0	0	0	0	0	0	0	0	31.8	35.3
1300	446	1	1	9	150	250	33	1	0	1	0	0	0	0	0	0	32.2	35.8

1400	437	0	4	26	158	217	32	0	0	0	0	0	0	0	0	0	31.7	36
1500	451	1	0	8	174	246	20	1	0	1	0	0	0	0	0	0	31.9	35.4
1600	401	1	2	14	136	208	37	3	0	0	0	0	0	0	0	0	32.2	36.4
1700	368	0	4	17	83	201	61	2	0	0	0	0	0	0	0	0	33.2	37.5
1800	300	0	0	3	80	167	44	6	0	0	0	0	0	0	0	0	33.6	37.6
1900	183	0	0	3	23	110	40	7	0	0	0	0	0	0	0	0	35.1	39.4
2000	129	0	0	2	25	51	40	7	3	1	0	0	0	0	0	0	36.1	41.7
2100	108	0	2	2	27	55	21	1	0	0	0	0	0	0	0	0	33.4	38.6
2200	68	1	0	0	12	30	22	3	0	0	0	0	0	0	0	0	35.5	40.6
2300	47	1	0	1	6	25	13	0	0	1	0	0	0	0	0	0	34.8	39.8
07-19	**4569**	**4**	**16**	**137**	**1497**	**2407**	**470**	**34**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**36.6**
06-22	**5034**	**4**	**19**	**144**	**1577**	**2644**	**587**	**51**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**36.9**
06-00	**5149**	**6**	**19**	**145**	**1595**	**2699**	**622**	**54**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**32.7**	**37**
00-00	**5224**	**6**	**19**	**145**	**1606**	**2721**	**653**	**62**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**37.1**

16 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	14	0	0	0	0	6	6	2	0	0	0	0	0	0	0	0	38.3	44.5
0100	10	1	0	0	2	4	3	0	0	0	0	0	0	0	0	0	33.2	-
0200	6	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	33.3	-
0300	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	42.5	-
0400	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	41.9	-
0500	10	0	0	0	0	3	3	4	0	0	0	0	0	0	0	0	41.3	-
0600	32	0	0	0	5	5	17	4	1	0	0	0	0	0	0	0	38.5	44.6
0700	63	0	0	0	5	31	19	7	1	0	0	0	0	0	0	0	37.4	42.7
0800	138	0	0	2	20	63	47	3	1	2	0	0	0	0	0	0	35.9	39.8
0900	238	0	1	0	49	131	52	5	0	0	0	0	0	0	0	0	34.4	38.9
1000	330	0	4	1	75	187	61	2	0	0	0	0	0	0	0	0	33.7	38
1100	460	2	8	3	189	233	23	2	0	0	0	0	0	0	0	0	31.5	35.4
1200	414	0	0	14	187	192	19	2	0	0	0	0	0	0	0	0	31.2	34.9
1300	396	0	2	5	151	201	35	2	0	0	0	0	0	0	0	0	32.1	36
1400	384	0	1	8	137	203	32	3	0	0	0	0	0	0	0	0	32.2	36.2
1500	417	1	2	7	143	228	33	3	0	0	0	0	0	0	0	0	32.2	36.2
1600	324	0	0	10	77	190	42	5	0	0	0	0	0	0	0	0	33.4	37.2
1700	287	0	1	6	70	170	39	1	0	0	0	0	0	0	0	0	33	37.2
1800	211	0	1	4	48	126	29	3	0	0	0	0	0	0	0	0	33.7	37.4
1900	173	0	0	2	29	93	41	8	0	0	0	0	0	0	0	0	34.9	39.3
2000	119	1	0	1	22	69	22	3	0	0	1	0	0	0	0	0	34.6	38.7
2100	60	1	0	2	15	26	8	5	2	1	0	0	0	0	0	0	35.1	41.8
2200	32	0	0	0	4	21	3	2	2	0	0	0	0	0	0	0	35.2	39.2

2300	17	0	0	0	3	5	7	2	0	0	0	0	0	0	0	0	37.7	43.3
07-19	**3662**	**3**	**20**	**60**	**1151**	**1955**	**431**	**38**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**32.8**	**36.8**
06-22	**4046**	**5**	**20**	**65**	**1222**	**2148**	**519**	**58**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**37.2**
06-00	**4095**	**5**	**20**	**65**	**1229**	**2174**	**529**	**62**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**37.2**
00-00	**4144**	**6**	**20**	**66**	**1231**	**2192**	**546**	**71**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**33.1**	**37.4**

17 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	1	0	1	6	0	0	0	0	0	0	0	0	0	36.2	-
0100	4	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	40.7	-
0200	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	36.4	-
0300	6	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	41.4	-
0400	8	0	0	1	2	3	1	1	0	0	0	0	0	0	0	0	32.8	-
0500	38	0	0	1	1	17	10	8	1	0	0	0	0	0	0	0	37.9	45.9
0600	112	0	3	1	9	42	39	17	0	0	0	1	0	0	0	0	37.5	43.7
0700	390	1	1	7	64	223	84	10	0	0	0	0	0	0	0	0	34.5	38.5
0800	485	0	0	11	145	279	46	4	0	0	0	0	0	0	0	0	32.9	36.8
0900	441	0	3	21	135	243	39	0	0	0	0	0	0	0	0	0	32	36.1
1000	408	2	5	25	174	186	16	0	0	0	0	0	0	0	0	0	30.9	35.1
1100	418	0	1	31	208	161	16	1	0	0	0	0	0	0	0	0	30.4	33.9
1200	408	1	4	18	137	232	14	1	1	0	0	0	0	0	0	0	31.5	34.9
1300	432	1	1	6	196	209	19	0	0	0	0	0	0	0	0	0	31.3	34.6
1400	507	1	1	10	205	264	24	2	0	0	0	0	0	0	0	0	31.5	35.1
1500	548	1	4	13	195	299	36	0	0	0	0	0	0	0	0	0	31.8	35.4
1600	538	2	1	8	165	312	49	0	1	0	0	0	0	0	0	0	32.6	36.1
1700	479	0	1	3	117	303	54	1	0	0	0	0	0	0	0	0	33.3	36.8
1800	332	0	0	4	61	209	57	1	0	0	0	0	0	0	0	0	33.9	37.6
1900	210	0	1	2	49	107	43	7	0	0	0	1	0	0	0	0	34.5	38.8
2000	166	0	0	1	45	89	27	3	1	0	0	0	0	0	0	0	33.6	37.8
2100	112	0	0	2	30	56	21	3	0	0	0	0	0	0	0	0	34	39
2200	69	0	0	0	11	31	19	6	1	1	0	0	0	0	0	0	36.7	42.8
2300	27	0	0	1	3	15	5	3	0	0	0	0	0	0	0	0	35.7	41.1
07-19	**5386**	**9**	**22**	**157**	**1802**	**2920**	**454**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**36.1**
06-22	**5986**	**9**	**26**	**163**	**1935**	**3214**	**584**	**50**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**32.4**	**36.5**
06-00	**6082**	**9**	**26**	**164**	**1949**	**3260**	**608**	**59**	**4**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**32.5**	**36.6**
00-00	**6150**	**9**	**26**	**167**	**1953**	**3284**	**632**	**70**	**6**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**32.6**	**36.7**

18 May 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	3	5	3	2	0	0	0	0	0	0	0	0	35.6	43.2
0100	3	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	68.5	-
0200	4	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	37	-
0300	8	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	40	-
0400	10	0	0	0	3	1	3	1	2	0	0	0	0	0	0	0	38.7	-
0500	39	0	0	1	4	10	20	3	1	0	0	0	0	0	0	0	38.2	42.7
0600	145	0	0	0	21	63	56	5	0	0	0	0	0	0	0	0	36.2	40
0700	412	0	2	6	92	227	82	2	0	0	1	0	0	0	0	0	33.9	38.3
0800	520	0	4	27	208	242	39	0	0	0	0	0	0	0	0	0	31.5	35.8
0900	408	0	0	16	124	226	38	4	0	0	0	0	0	0	0	0	32.6	36.4
1000	428	0	0	19	150	227	31	1	0	0	0	0	0	0	0	0	31.9	35.7
1100	444	0	3	19	183	217	19	3	0	0	0	0	0	0	0	0	31.5	35.3
1200	441	1	0	6	174	232	26	1	1	0	0	0	0	0	0	0	31.9	35.3
1300	447	0	1	5	156	242	43	0	0	0	0	0	0	0	0	0	32.6	36.2
1400	510	1	1	12	202	264	28	2	0	0	0	0	0	0	0	0	31.8	35.3
1500	553	0	2	16	204	302	27	2	0	0	0	0	0	0	0	0	31.7	34.9
1600	573	0	1	11	175	333	50	3	0	0	0	0	0	0	0	0	32.4	36.3
1700	526	0	1	20	170	281	50	2	1	0	0	0	0	0	1	0	32.4	36.5
1800	310	1	1	8	57	190	50	2	1	0	0	0	0	0	0	0	33.8	37.7
1900	244	0	0	1	51	130	56	6	0	0	0	0	0	0	0	0	34.3	38.4
2000	192	1	2	4	26	103	51	4	1	0	0	0	0	0	0	0	34.6	38.8
2100	130	0	0	2	37	61	26	4	0	0	0	0	0	0	0	0	33.7	38.7
2200	68	0	0	3	14	34	14	2	0	0	1	0	0	0	0	0	34.1	39.6
2300	27	0	1	1	3	10	7	4	0	1	0	0	0	0	0	0	37.2	46.2
07-19	**5572**	**3**	**16**	**165**	**1895**	**2983**	**483**	**22**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**32.3**	**36.1**
06-22	**6283**	**4**	**18**	**172**	**2030**	**3340**	**672**	**41**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**32.5**	**36.6**
06-00	**6378**	**4**	**19**	**176**	**2047**	**3384**	**693**	**47**	**4**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**32.6**	**36.7**
00-00	**6455**	**4**	**19**	**177**	**2059**	**3404**	**723**	**55**	**7**	**2**	**2**	**0**	**0**	**2**	**1**	**0**	**32.6**	**36.7**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**41569**	**49**	**183**	**1144**	**13040**	**21772**	**4819**	**461**	**70**	**19**	**4**	**5**	**0**	**2**	**1**	**0**	**32.7**	**36.9**

CHARGE SURVEYS
TRAFFIC DATA SPECIALISTS

SITE: Main Rd, Southbourne, West Site LOCATION: attached to telegraph pole

GRID REFERENCE: 50.844153, -0.898694 DIRECTION: WESTBOUND SPEED LI

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages
	12-May	13-May	14-May	15-May	16-May	17-May	18-May	1-5.
Hour								
0000-0100	10	21	15	33	14	8	13	13.4
0100-0200	8	2	5	6	10	4	3	4.4
0200-0300	5	2	3	7	6	4	4	3.6
0300-0400	9	3	4	3	5	6	8	6
0400-0500	5	6	12	6	4	8	10	8.2
0500-0600	27	29	31	20	10	38	39	32.8
0600-0700	157	126	135	45	32	112	145	135
0700-0800	395	402	383	127	63	390	412	396.4
0800-0900	**543**	**526**	499	256	138	**485**	**520**	514.6
0900-1000	388	412	416	341	238	441	408	413
1000-1100	445	424	456	447	330	408	428	432.2
1100-1200	422	468	**506**	**525**	**460**	418	444	451.6
1200-1300	455	481	542	**470**	414	408	441	465.4
1300-1400	468	466	462	446	396	432	447	455
1400-1500	507	477	570	437	384	507	510	514.2
1500-1600	**583**	**579**	**627**	451	**417**	**548**	553	578
1600-1700	569	564	587	401	324	538	**573**	566.2
1700-1800	525	511	519	368	287	479	526	512
1800-1900	358	312	389	300	211	332	310	340.2
1900-2000	199	202	247	183	173	210	244	220.4
2000-2100	158	178	184	129	119	166	192	175.6
2100-2200	96	94	122	108	60	112	130	110.8
2200-2300	53	60	73	68	32	69	68	64.6
2300-2400	22	18	39	47	17	27	27	26.6
Totals								
0700-1900	5658	5622	5956	4569	3662	5386	5572	5638.8
0600-2200	6268	6222	6644	5034	4046	5986	6283	6280.6
0600-0000	6343	6300	6756	5149	4095	6082	6378	6371.8
0000-0000	6407	6363	6826	5224	4144	6150	6455	6440.2
AM Peak	800	800	1100	1100	1100	800	800	
	543	526	506	525	460	485	520	
PM Peak	1500	1500	1500	1200	1500	1500	1600	
	583	579	627	470	417	548	573	

ИIT: 40mph

1-7.

16.3
5.4
4.4
5.4
7.3
27.7
107.4
310.3
423.9
377.7
419.7
463.3
458.7
445.3
484.6
536.9
508
459.3
316
208.3
160.9
103.1
60.4
28.1

———————

5203.6
5783.3
5871.9
5938.4

Appendix E

M & S Traffic

Road Safety Audit Stage 1

Section 278 Works

Inlands Road

Southbourne

West Sussex

Date: 2nd July 2021

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Harris Scrapyard and Hoey Lane, Southbourne.

Report Title Inlands Road, Southbourne, Road Safety Audit Stage 1.

Revision

Status Final

Record of Issue

Document Ref PBA/21/110.0010. /1/MM	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		2nd July 2021
Designers Response	Alex Stephenson	Rob Hardyman		10th August 2021
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Rob Hardyman	-

CONTENTS

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with a new junction off Inlands Road, Southbourne to serve circa 60 dwellings.

The Audit was requested by the design organisation, Paul Basham Associates, Regus Castlemead, Lower Castle Street, Bristol, BS1 on behalf of West Sussex County Council, as the Highway Authority.

1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken in accordance with GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in June 2021 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the afternoon of the 30th June 2021 between 13:45 and 14:30. Weather conditions at the time were overcast and the road surface was dry. Traffic flows were low and free flow speeds were low. There were low-level pedestrian and cyclist movements observed during the site visit.
However, the audit was undertaken in the Covid-19 outbreak.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standard.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous Audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 **PROBLEM**

Location: At the proposed junction.

Summary: Lack of visibility could lead to side impact or rear end shunt collisions

Visibility splays appear to pass over non-highway land and could be restricted by vegetation in these splays. Where insufficient visibility could lead to side impact or rear end shunt collisions.

RECOMMENDATION

It is recommended that the splays should be within the adoptable highway, or that suitable covenants should be arranged, further that the splays should be clear of obstruction and maintained.

3.4 Non-Motorised User Provision

3.4.1 **PROBLEM**

Location: At the proposed junction.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

There is an absence of pedestrian crossing points across the junction including drop kerbs and tactile paving and linking the development to the footway on Inlands Road which is on the opposite side of the carriageway. This may present difficulties particularly for the mobility impaired and may lead to pedestrian trips and falls and present difficulties for the visually and mobility impaired. Or this may lead to pedestrians walking in the carriageway leading to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that crossing points including drop kerbs and tactile paving should be provided, however the siting of any crossing points on Inlands Road needs to provide adequate pedestrian/vehicle intervisibility splays.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

Date: 02/07/2021

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

Date: 02/07/2021

APPENDIX A

List of drawings and documentation submitted for auditing:

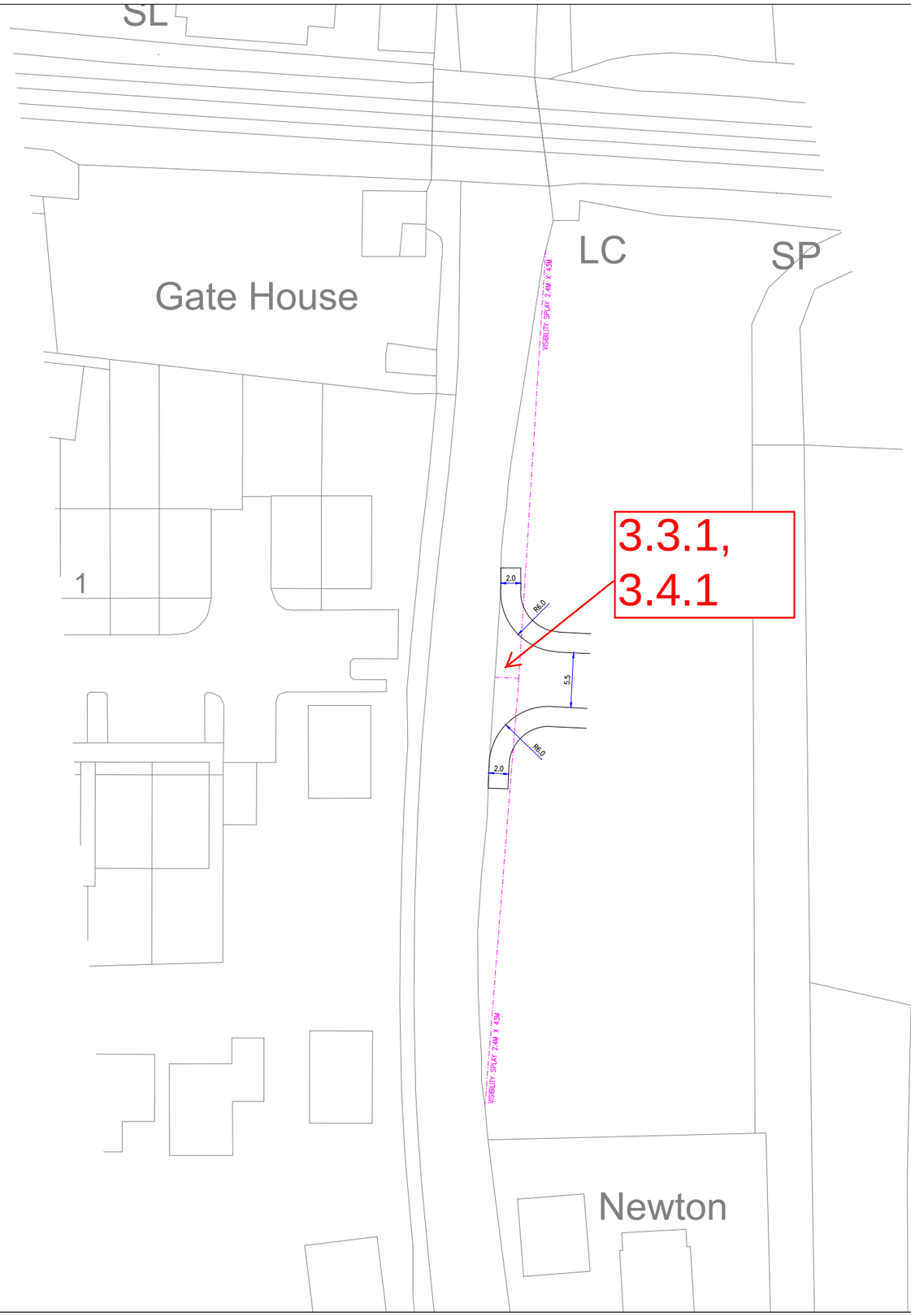
Drawing Number	**Title**
110.0010.001 A	ACCESS DESIGN AND VISIBILITY SPLAYS

Supporting Documentation:

- Road Safety Audit Brief June 2021 Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VISIBILITY SPLAYS

1. VISIBILITY SPLAYS HAVE BEEN SHOWN IN LINE WITH MANUAL FOR STREETS GUIDANCE AND ARE BASED ON THE 30MPH SPEED LIMIT ON INLANDS ROAD.

KEY

VISIBILITY SPLAY 2.4M X 43M

NORTH

Rev	Description	Date	By	Chkd
A	DESIGN UPDATE	02.06.21	BT	RH

Project Name: HARRIS SCRAPYARD AND HOEY LAND SOUTHBOURNE	Title: ACCESS DESIGN AND VISIBILITY SPLAYS	paulbasham associates	Client: METIS HOMES Modern Homes. Traditional Values.	Checked By: RH	Checked Date: 22.03.21	Scale: 1:500 (AT A3 SIZE)
Project Phase: PRELIMINARY				Drawn By: BT	Drawn Date: 22.03.21	Client Drawing No.: -	PBA Drawing No.: 110.0010.001	Revision: A

Paul Basham Associates Ltd
Regus Castlemead, Lower Castle Street, Bristol, BS1 3AG
01179 175810
info@paulbashamassociates.com www.paulbashamassociates.com

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Harris Scrapyard and Hoey Lane, Southbourne - Inlands Road.

Date Audit Completed: 2nd July 2021

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 Visibility splays appear to pass over non-highway land and could be restricted by vegetation in these splays. Where insufficient visibility could lead to side impact or rear end shunt collisions.	It is recommended that the splays should be within the adoptable highway, or that suitable covenants should be arranged, further that the splays should be clear of obstruction and maintained.	All non-highway land required to meet the visibility splays will be offered for adoption and will thereafter be maintained by the Highway Authority.		
3.4.1 There is an absence of pedestrian crossing points across the junction including drop kerbs and tactile paving and linking the development to the footway on Inlands Road which is on the opposite side of the carriageway. This may present difficulties particularly for the mobility impaired and may lead to pedestrian trips and falls and present difficulties for the visually and mobility impaired. Or	It is recommended that crossing points including drop kerbs and tactile paving should be provided, however the siting of any crossing points on Inlands Road needs to provide adequate pedestrian/vehicle intervisibility splays.	Crossing points with dropped kerbs and tactile paving will be provided both across the site access road and across Inlands Road.		

this may lead to pedestrians walking in the carriageway leading to vehicle to pedestrian collisions.				

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA Harris Scrapyard and Hoey Lane, Southbourne, Inlands Road.	
On behalf of the Design Organisation I certify that: **1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation**	
Name	Rob Hardyman
Signed	
Position	Associate
Organisation	**Paul Basham Associates Ltd**
Date	10th August 2021

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA Harris Scrapyard and Hoey Lane, Southbourne - Inlands Road.	
On behalf of the Overseeing Organisation I certify that: **1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and** **2) The agreed RSA actions will be progressed.**	
Name	
Signed	
Position	
Organisation	
Date	

M & S Traffic

Road Safety Audit Stage 1

Section 278 Works

A259 Main Road (Ghost Island Option)

Southbourne

West Sussex

Date: 6th July 2021

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Harris Scrapyard and Hoey Lane, Southbourne.

Report Title A259 Main Road, Southbourne (Ghost Island Option), Road Safety Audit Stage 1.

Revision

Status Final

Record of Issue

Document Ref PBA/21/110.0010/1/MM	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		6th July 2021
Designers Response	Alex Stephenson	Rob Hardyman		10th August 2021
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Rob Hardyman	-

CONTENTS

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with the provision of a new ghost island junction on the A259 main Road, Southbourne to serve an initial development of 185 dwellings.

The Audit was requested by the design organisation, Paul Basham Associates, Regus Castlemead, Lower Castle Street, Bristol, BS1 on behalf of West Sussex County Council, as the Highway Authority.

1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken in accordance with GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in June 2021 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the afternoon of the 30th June 2021 between 14:40 and 15:15. Weather conditions at the time were overcast and the road surface was dry. Traffic flows were moderate and free flow speeds were moderate. There were low level pedestrian flows and cyclist movements observed during the site visit. However, the audit was undertaken in the Covid-19 outbreak.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standard.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous Audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 **PROBLEM**

Location: The scheme.

Summary: Ponding of surface water could lead to loss of control collisions.

The carriageway is being widened and new kerblines are being introduced, where no details of carriageway drainage or carriageway vertical profiles and horizontal profiles have been provided for assessment. Ponding on the carriageway or water moving across the carriageway at junctions could lead to loss of control collisions.

RECOMMENDATION

It is recommended that drainage details should be provided for assessment at Stage 2 Safety Audit.

3.1.2 **PROBLEM**

Location: Proposed right turn lane and widening.

Summary: Insufficient construction details could lead to overshoot collisions.

No construction details were provided for assessment of the Polished Stone Value (PSV) of the carriageway surface and the extents of surfacing. Inappropriate tie-ins or significant changes in Polished Stone Values could lead to lead to differential braking or overshoot collisions, particularly under severe braking conditions.

RECOMMENDATION

It is recommended that surfacing details including the PSV (polished stone value) of surfacing should be provided for assessment at Stage 2 Safety Audit.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: A259 junction.

Summary: Lack of visibility could lead to side impact or rear end shunt collisions

Parking was observed associated with Chichester Caravans see figure 1 below, where parked vehicles could restrict visibility. Insufficient visibility could lead to side impact or rear end shunt collisions.

Figure 1: Parking in visibility splay.

RECOMMENDATION

It is recommended that parking restrictions are introduced to protect the splays.

3.3.2 PROBLEM

Location: A259 junction.

Summary: Insufficient capacity or queuing could lead to driver frustration and rear end shunt or side impact collisions.

No details of expected flows and the capacity of the junction have been provided for assessment. Insufficient capacity could lead to congestion where excessive queuing could lead to driver frustration and the use of inappropriate gaps which could lead to rear end shunt, head on or side impact collisions.

RECOMMENDATION

It is recommended that the junction should operate without excessive queuing and that a Picady or similar model should be provided for assessment.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed junction with the A259.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

There is an absence of a pedestrian crossing points across the junction including drop kerbs and tactile paving. This may present difficulties particularly for the mobility and visually impaired and may lead to pedestrian trips and falls.

RECOMMENDATION

It is recommended that crossing points including drop kerbs and tactile paving should be provided.

3.4.2 PROBLEM

Location: The scheme.

Summary: Lack of pedestrian facilities could lead to rear end shunt or vehicle to pedestrian collisions.

There are pedestrian attractors on the southern side of the A259 including a bus stop where no pedestrian crossing points exist to enable safe crossing movements. The proposed development may generate additional pedestrian movements that cross the A259.
A lack of suitable crossing facilities could lead to rear end shunt or vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that pedestrian refuges are installed either side of the proposed access road.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

Date: 06/07/2021

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

Date: 06/07/2021

APPENDIX A

List of drawings and documentation submitted for auditing:

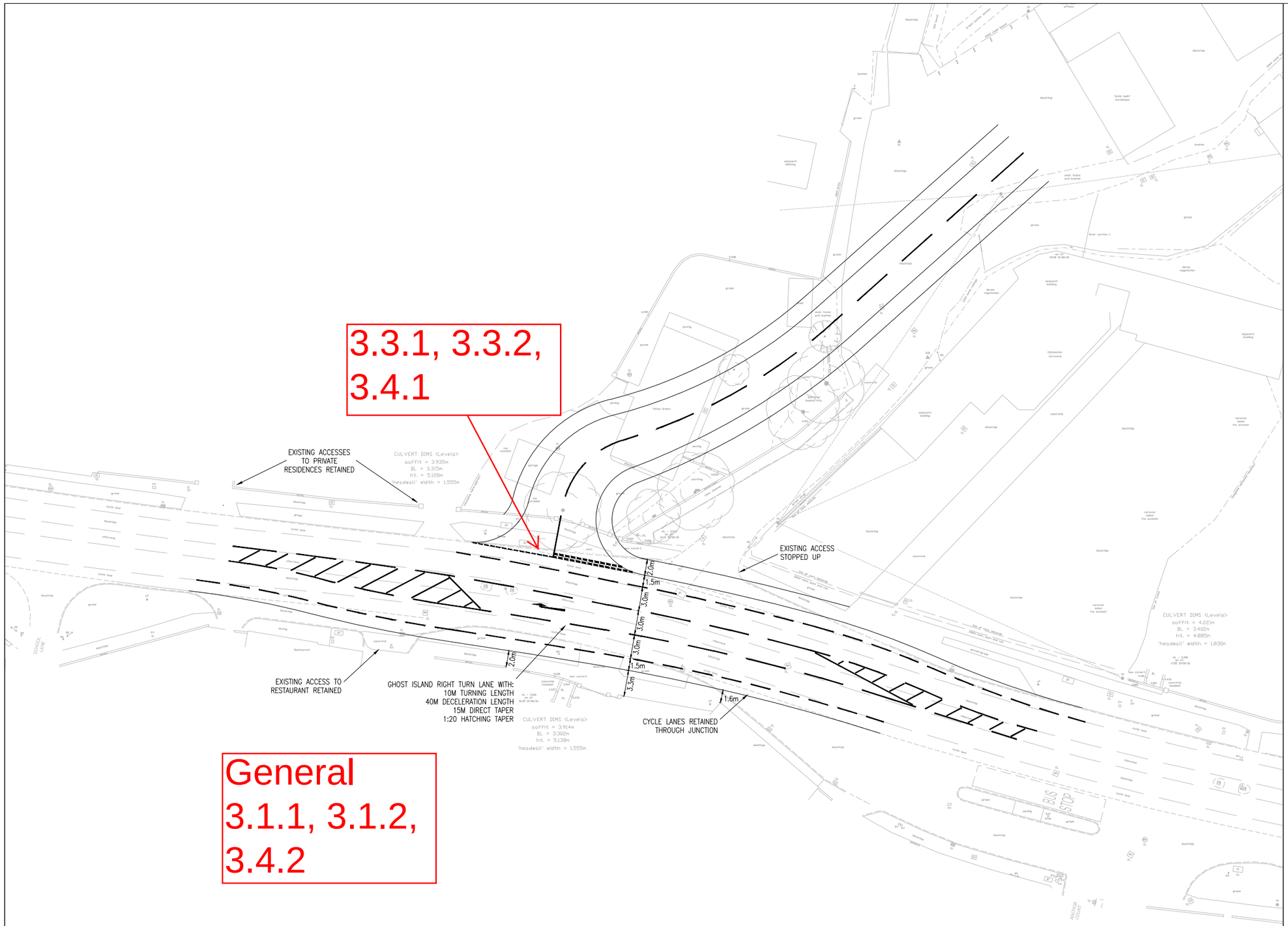
Drawing Number	Title
110.0010.002	A259 Main Road Access – GA Interim Standalone Access Arrangements
110.0010.003	A259 Main Road Access – Tracking Interim Standalone Access
110.0010.004	A259 Main Road Access – Visibility Interim Standalone Access
110.0010.005	A259 Main Road Access – GA Showing Future Relationship with Proposed Adjacent Signalled Junction
110.0010.006	A259 Main Road Access – Tracking Showing Future Relationship with Proposed Adjacent Signalled Junction
110.0010.007	A259 Main Road Access – Visibility Showing Future Relationship with Proposed Adjacent Signalled Junction

Supporting Documentation:

- Road Safety Audit Brief June 2021 Paul Basham Associates.
- Emails from Rob Hardyman PBA to confirm that the Caravan business will remain and that the footway will not go across the southern service road on the A259.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

NORTH

Rev	Description	Date	By	Chkd
-	-	-	-	-

Project Name: HARRIS SCRAPYARD AND HOEY LAND SOUTHBOURNE	Title: A259 MAIN ROAD ACCESS - GA INTERIM STANDALONE ACCESS	paulbasham associates	Client: METIS HOMES Modern Homes. Traditional Values.	Checked By: RH / Checked Date: 09.06.21 / Scale: 1:500 (AT A3 SIZE)
Project Phase: PRELIMINARY				Drawn By: AST / Drawn Date: 09.06.21 / Client Drawing No.: - / PBA Drawing No.: 110.0010.002 / Revision: -

Paul Basham Associates Ltd
Regus Castlemead, Lower Castle Street, Bristol, BS1 3AG
01179 175810
info@paulbashamassociates.com www.paulbashamassociates.com

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Harris Scrapyard and Hoey Lane, Southbourne (A259 Main Road)

Date Audit Completed: 6th July 2021

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.1.1 The carriageway is being widened and new kerblines are being introduced, where no details of carriageway drainage or carriageway vertical profiles and horizontal profiles have been provided for assessment. Ponding on the carriageway or water moving across the carriageway at junctions could lead to loss of control collisions.	It is recommended that drainage details should be provided for assessment at Stage 2 Safety Audit.	This recommendation is accepted, a drainage strategy will be developed at the detailed design stage.		
3.1.2 No construction details were provided for assessment of the Polished Stone Value (PSV) of the carriageway surface and the extents of surfacing. Inappropriate tie-ins or significant changes in Polished Stone Values could lead to lead	It is recommended that surfacing details including the PSV (polished stone value) of surfacing should be provided for assessment at Stage 2 Safety Audit.	Construction details will be provided at the detailed design stage and appropriate PSV values will be specified.		

to differential braking or overshoot collisions, particularly under severe braking conditions.				
3.3.1 Parking was observed associated with Chichester Caravans see figure 1 below, where parked vehicles could restrict visibility. Insufficient visibility could lead to side impact or rear end shunt collisions.	It is recommended that parking restrictions are introduced to protect the splays.	This visibility splay is in the non-primary direction and the presence of a traffic island to the east of the access junction means that vehicles would not be travelling/ overtaking using the north side of the road. Visibility to the south side of the road would not be obscured by these parked vehicles.		
3.3.2 No details of expected flows and the capacity of the junction have been provided for assessment. Insufficient capacity could lead to congestion where excessive queuing could lead to driver frustration and the use of inappropriate gaps which could lead to rear end shunt, head on or side impact collisions.	It is recommended that the junction should operate without excessive queuing and that a Picady or similar model should be provided for assessment.	The junction has now been modelled and this exercise has demonstrated that the junction would operate with significant reserve capacity for all turning movements during all time periods.		
3.4.1 There is an absence of a pedestrian crossing points across the junction including drop kerbs and tactile paving. This may present difficulties particularly for the mobility and visually impaired and may lead to pedestrian trips and falls.	It is recommended that crossing points including drop kerbs and tactile paving should be provided.	A crossing point with dropped kerbs and tactile paving will be provided over the site access.		

3.4.2 There are pedestrian attractors on the southern side of the A259 including a bus stop where no pedestrian crossing points exist to enable safe crossing movements. The proposed development may generate additional pedestrian movements that cross the A259. A lack of suitable crossing facilities could lead to rear end shunt or vehicle to pedestrian collisions.	It is recommended that pedestrian refuges are installed either side of the proposed access road.	Either a new pedestrian refuge will be provided to the east of the site access, or the existing traffic island will be upgraded to a pedestrian refuge island. Opportunities for providing a pedestrian island to the west of the site access will be explored.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA Harris Scrapyard and Hoey Lane, Southbourne - A259 Main Road.	
On behalf of the Design Organisation I certify that: **1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation**	
Name	Rob Hardyman
Signed	
Position	Associate
Organisation	**Paul Basham Associates Ltd**
Date	10th August 2021

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 RSA Harris Scrapyard and Hoey Lane, Southbourne - A259 Main Road.	
On behalf of the Overseeing Organisation I certify that: **1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and** **2) The agreed RSA actions will be progressed.**	
Name	
Signed	
Position	
Organisation	
Date	

Appendix F

Rob Hardyman

From: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Sent: 16 August 2021 09:35
To: Rob Hardyman
Cc: Mark Smith; Patrick Barry; Alistair Harris; Adam O'Brien; Mike Burton
Subject: RE: PRE-40-21 - Harris Land

Morning Rob, thanks for the various plans and RSAs.

I've passed this to colleagues for their initial views. There's a couple of initial comments from me on this though.

A Design Audit will be required for the proposed A259 right turn lane access. This will need to include the proposed final signalised access arrangement. Whilst I recognise that the signals won't be delivered as part of the Harris Land proposals, it still needs to be demonstrated that one access doesn't impinge the delivery of the other. Obviously if the Audit identifies design issues with the signalised junction that aren't related to or caused by the Harris Land access, it won't be expected for these to be resolved as part of the current pre application enquiry.

Modelling has been completed for the Harris Land right turn lane. Has any modelling been undertaken for the proposed final signalised access arrangement? There's a notably short right turn lane at the signals. It would be helpful to have some certainty that the signals will work alongside the proposed right turn lane.

There should be a more definite solution in respects of problem 3.4.2 within the Harris Land A259 access. Any solution should be deliverable as part of the respective development and not reliant on main phase of development to the west.

I note that final access arrangements have been presented (i.e. traffic signals for the main parcel of land with a right turn lane for the Harris land). It's understood that the initial phase of development to the main site will take access via a right turn lane on the A259 that will subsequently be replaced with the traffic signals. Details of this interim arrangement don't appear to have been presented. Nevertheless there appears more than adequate space to accommodate two separate right turn lanes for the respective land parcels.

What is proposed in terms of the existing access for the Chichester Caravans site? It's unclear if this site forms part of the development proposals or whether this use and associated access is being retained; the Designers Response to problem 3.3.1 implies the access is being retained. If this is the case, then the access for the Caravan site must be clearly shown. If relevant (i.e. that the access is being retained), confirmation should be provided that the Auditor considered the operation of the Caravan site access alongside that proposed for the Harris Land.

I'll of course forward any further comments received in due course.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT| Principal Planner – County Highways (Development Management) - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Rob Hardyman <r.hardyman@paulbashamassociates.com>
Sent: 11 August 2021 11:34
To: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Cc: Mark Smith <mark@paulbashamassociates.com>; Patrick Barry <patrick@novaplanning.co.uk>; Alistair Harris <Alistair.Harris@metishomes.co.uk>; Adam O'Brien <Adam.OBrien@metishomes.co.uk>; Mike Burton <Mike.Burton@metishomes.co.uk>
Subject: PRE-40-21 - Harris Land

Good morning Ian,

I hope that you are well.

Further to our meeting on Harris Scrapyard, we have been progressing our work on the access designs and also reviewing the modelling of each access, to assist in agreeing the principle of each access arrangement.

For this work we have undertaken Stage 1 Road Safety Audits for each access design, including the scenario where the right-turn lane for the Harris Scrapyard site could be operational alongside the signal junction which would serve the wider site allocation. The details of the audits are summarised below and set out in the attached.

We have also undertaken modelling of each junction, for a 2026 Assessment year and as you will see the junctions operate with significant reserve capacity.

Proposed Junction Arrangements
We've prepared a general arrangement and visibility drawing of the proposed site access to Inlands Road (110.0010.001A). This shows a simple priority junction arrangements with 43m visibility splays.

We've also prepared general arrangement, visibility and tracking drawings of the proposed site access to the A259 Main Road (110.0010.002-004). These drawings show a ghost island right turn lane junction with 120m visibility splays and demonstrate that the junction can be manoeuvred through by a large refuse vehicle.

We've also prepared further general visibility and tracking drawings of the proposed site access to the A259 Main Road, this time co-existing with a signalled crossroads to the east which is planned to provide access to the wider allocation (110.0010.005-007). These drawings demonstrate that delivery of a ghost island junction access does not prejudice the potential future delivery of a signalled crossroads to the west and that both junctions can coexist with one another. The signalled junction is indicatively drawn however is a reasonable representation of the likely future access junction for the wider allocation.

Road Safety Audits
We've commissioned Stage 1 RSAs on both access junctions, including an additional RSA on the A259 Main Road junction coexisting with the signalled junction. The RSA Briefs are attached.

These RSA results are also attached, including our designer's response to each. The results show that there is no fundamental safety issue with the proposed arrangements.

We will be introducing crossing points with dropped kerbs and tactile paving at both accesses, and will also be exploring the potential for introducing pedestrian refuge islands on the A259 Main Road.

Junction Modelling

We've modelled both the Inlands Road and the A259 Main Road junctions. The trip generation and distribution of the proposed development are based on the agreed figures in the Pre-app Scoping Note, attached. Baseline traffic flows have been informed by the attached ATCs and TEMPro factors have been used to provide 2026 traffic flows using the Chichester 009 study area within which the site is located.

The modelling results for the Inlands Road/ Site Access junction are as shown below.

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue	Delay	RFC	Queue	Delay	RFC
Forecast 2026 Assessment Year + Proposed Development						
Site Access	0.0	6.35	0.04	0.0	6.04	0.02
Inlands Road	0.0	5.56	0.02	0.0	5.65	0.04

The modelling results for the A259 Main Road/ Site Access junction are as shown below.

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue	Delay	RFC	Queue	Delay	RFC
Forecast 2026 Assessment Year + Proposed Development						
Site Access	0.6	21.71	0.38	0.3	15.56	0.21
Inlands Road	0.0	6.82	0.02	0.0	6.47	0.03

The modelling exercise shows that both access junctions would be expected to operate with significant reserve capacity and with minimal queuing or delay.

The full modelling results are attached.

Summary
An access strategy has been developed which involves a simple priority junction from Inlands Road and a ghost island priority junction from the A259 Main Road. The ghost island priority junction is compatible with a potential future signalled crossroads to its west.

The RSA for each junction indicates that there are no fundamental safety concerns, and the modelling results indicate that each junction would operate with significant reserve capacity.

We would appreciate your agreement that the proposed access strategy would provide safe and suitable access to the proposed development.

Kind regards

Rob Hardyman
Associate
Transport Planning
BSc (Hons) MSc MCIHT

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From: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Sent: 27 April 2021 14:34
To: Rob Hardyman <r.hardyman@paulbashamassociates.com>
Cc: Mark Smith <mark@paulbashamassociates.com>; Alistair Harris <Alistair.Harris@metishomes.co.uk>; Patrick Barry <patrick@novaplanning.co.uk>; Adam O'Brien <Adam.OBrien@metishomes.co.uk>
Subject: RE: PRE-40-21 - Harris Land

Hello Rob, thanks for these. I content that the minutes fairly reflect our discussion.

Just as an update, further public consultation is proposed this summer regarding the CHEM route. The designs will be finalised once the consultation process is complete.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT| Principal Planner – County Highways (Development Management) - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Rob Hardyman <r.hardyman@paulbashamassociates.com>
Sent: 23 April 2021 11:57
To: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Cc: Mark Smith <mark@paulbashamassociates.com>; Alistair Harris <Alistair.Harris@metishomes.co.uk>; Patrick Barry <patrick@novaplanning.co.uk>; Adam O'Brien <Adam.OBrien@metishomes.co.uk>
Subject: PRE-40-21 - Harris Land

Hi ian,

Thank you again for your time yesterday, it was very helpful to run through your comments.

Please find attached a copy of our meeting note. If there is anything you would like to add please let me know.

We are grateful for your offer to review further work and I expect we will be back in touch shortly to discuss matters further.

Kind regards

Rob Hardyman
Associate
Transport Planning
BSc (Hons) MSc MCIHT

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VAT: 980 0742 22

Rob Hardyman

From: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Sent: 23 August 2021 07:44
To: Rob Hardyman
Cc: Mark Smith; Patrick Barry; Alistair Harris; Adam O'Brien; Mike Burton
Subject: RE: PRE-40-21 - Harris Land

Follow Up Flag: Follow up
Flag Status: Completed

Morning Rob, I've received initial comments back from the Traffic Signals team on the proposed access arrangements. They've understandably reviewed the Traffic Signals component primarily. In making their comments, they have identified various aspects that may influence the operation and interaction with the Harris Land access, and the modelling of the two junctions.

- The biggest concern with the proposal is how far back queuing traffic wishing to turn right will be. Looking at the proposal, the stacking capacity prior to the stop line appears to be minimal and the situation could arise where drivers will queue through the right turning lane for the uncontrolled junction, affecting the ability of vehicles to enter and exit this side road.
- It appears construction will take place on the existing verge; has a shared/segregated footway been considered, utilising Toucan crossings, rather than keep cyclists on the carriageway?
- Is there a reason why the western stop line appears to be so far back from the northern side road? This will result in high intergreens which could lead to driver frustration.
- There is no indication as to where eastbound traffic waits to turn into School Lane to the south.
- Why is the eastbound nearside lane left turn only? The inconsistency in use of the near side lane for each direction may cause confusion for drivers.
- If the westbound right turn is a dedicated stage, an additional island will be required to allow installation of a near side signal head for this right turning movement.
- The proposal requires dimensions being added, to ensure minimum clearances are met; such as distance between kerb lines for the staggered crossing/distances between pedestrian studs & stop lines/footway widths/lane widths etc. If the islands require widening, this may impact the modelling results and capacity of the junction.

As an aside, it would be beneficial if further joint discussions can be had with the promoters of other land parcels within the strategic site, just to make sure there is consistency in some of the assumptions being applied and in terms of the design and modelling of the offsite works; I'm aware that the signals aren't of course being delivered by the Harris or Hooey Land parcels. It would be unhelpful to advance discussions with the Harris Land parcel based on certain assumptions only then for these to be changed by a 3rd party. If there is at least an agreed base, then this will avoid any abortive work going forward.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT| Principal Planner – County Highways (Development Management) - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
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Subject: RE: PRE-40-21 - Harris Land

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I've passed this to colleagues for their initial views. There's a couple of initial comments from me on this though.

A Design Audit will be required for the proposed A259 right turn lane access. This will need to include the proposed final signalised access arrangement. Whilst I recognise that the signals won't be delivered as part of the Harris Land proposals, it still needs to be demonstrated that one access doesn't impinge the delivery of the other. Obviously if the Audit identifies design issues with the signalised junction that aren't related to or caused by the Harris Land access, it won't be expected for these to be resolved as part of the current pre application enquiry.

Modelling has been completed for the Harris Land right turn lane. Has any modelling been undertaken for the proposed final signalised access arrangement? There's a notably short right turn lane at the signals. It would be helpful to have some certainty that the signals will work alongside the proposed right turn lane.

There should be a more definite solution in respects of problem 3.4.2 within the Harris Land A259 access. Any solution should be deliverable as part of the respective development and not reliant on main phase of development to the west.

I note that final access arrangements have been presented (i.e. traffic signals for the main parcel of land with a right turn lane for the Harris land). It's understood that the initial phase of development to the main site will take access via a right turn lane on the A259 that will subsequently be replaced with the traffic signals. Details of this interim arrangement don't appear to have been presented. Nevertheless there appears more than adequate space to accommodate two separate right turn lanes for the respective land parcels.

What is proposed in terms of the existing access for the Chichester Caravans site? It's unclear if this site forms part of the development proposals or whether this use and associated access is being retained; the Designers Response to problem 3.3.1 implies the access is being retained. If this is the case, then the access for the Caravan site must be clearly shown. If relevant (i.e. that the access is being retained), confirmation should be provided that the Auditor considered the operation of the Caravan site access alongside that proposed for the Harris Land.

I'll of course forward any further comments received in due course.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT| Principal Planner – County Highways (Development Management) - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Rob Hardyman <r.hardyman@paulbashamassociates.com>
Sent: 11 August 2021 11:34
To: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Cc: Mark Smith <mark@paulbashamassociates.com>; Patrick Barry <patrick@novaplanning.co.uk>; Alistair Harris <Alistair.Harris@metishomes.co.uk>; Adam O'Brien <Adam.OBrien@metishomes.co.uk>; Mike Burton <Mike.Burton@metishomes.co.uk>
Subject: PRE-40-21 - Harris Land

Good morning Ian,

I hope that you are well.

Further to our meeting on Harris Scrapyard, we have been progressing our work on the access designs and also reviewing the modelling of each access, to assist in agreeing the principle of each access arrangement.

For this work we have undertaken Stage 1 Road Safety Audits for each access design, including the scenario where the right-turn lane for the Harris Scrapyard site could be operational alongside the signal junction which would serve the wider site allocation. The details of the audits are summarised below and set out in the attached.

We have also undertaken modelling of each junction, for a 2026 Assessment year and as you will see the junctions operate with significant reserve capacity.

Proposed Junction Arrangements
We've prepared a general arrangement and visibility drawing of the proposed site access to Inlands Road (110.0010.001A). This shows a simple priority junction arrangements with 43m visibility splays.

We've also prepared general arrangement, visibility and tracking drawings of the proposed site access to the A259 Main Road (110.0010.002-004). These drawings show a ghost island right turn lane junction with 120m visibility splays and demonstrate that the junction can be manoeuvred through by a large refuse vehicle.

We've also prepared further general visibility and tracking drawings of the proposed site access to the A259 Main Road, this time co-existing with a signalled crossroads to the east which is planned to provide access to the wider allocation (110.0010.005-007). These drawings demonstrate that delivery of a ghost island junction access does not prejudice the potential future delivery of a signalled crossroads to the west and that both junctions can coexist with one another. The signalled junction is indicatively drawn however is a reasonable representation of the likely future access junction for the wider allocation.

Road Safety Audits
We've commissioned Stage 1 RSAs on both access junctions, including an additional RSA on the A259 Main Road junction coexisting with the signalled junction. The RSA Briefs are attached.

These RSA results are also attached, including our designer's response to each. The results show that there is no fundamental safety issue with the proposed arrangements.

We will be introducing crossing points with dropped kerbs and tactile paving at both accesses, and will also be exploring the potential for introducing pedestrian refuge islands on the A259 Main Road.

Junction Modelling

We've modelled both the Inlands Road and the A259 Main Road junctions. The trip generation and distribution of the proposed development are based on the agreed figures in the Pre-app Scoping Note, attached. Baseline traffic flows have been informed by the attached ATCs and TEMPro factors have been used to provide 2026 traffic flows using the Chichester 009 study area within which the site is located.

The modelling results for the Inlands Road/ Site Access junction are as shown below.

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue	Delay	RFC	Queue	Delay	RFC
Forecast 2026 Assessment Year + Proposed Development						
Site Access	0.0	6.35	0.04	0.0	6.04	0.02
Inlands Road	0.0	5.56	0.02	0.0	5.65	0.04

The modelling results for the A259 Main Road/ Site Access junction are as shown below.

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Site Access	0.6	21.71	0.38	0.3	15.56	0.21
Inlands Road	0.0	6.82	0.02	0.0	6.47	0.03

The modelling exercise shows that both access junctions would be expected to operate with significant reserve capacity and with minimal queuing or delay.

The full modelling results are attached.

Summary

An access strategy has been developed which involves a simple priority junction from Inlands Road and a ghost island priority junction from the A259 Main Road. The ghost island priority junction is compatible with a potential future signalled crossroads to its west.

The RSA for each junction indicates that there are no fundamental safety concerns, and the modelling results indicate that each junction would operate with significant reserve capacity.

We would appreciate your agreement that the proposed access strategy would provide safe and suitable access to the proposed development.

Kind regards

Rob Hardyman
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From: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Sent: 27 April 2021 14:34
To: Rob Hardyman <r.hardyman@paulbashamassociates.com>
Cc: Mark Smith <mark@paulbashamassociates.com>; Alistair Harris <Alistair.Harris@metishomes.co.uk>; Patrick Barry <patrick@novaplanning.co.uk>; Adam O'Brien <Adam.OBrien@metishomes.co.uk>
Subject: RE: PRE-40-21 - Harris Land

Hello Rob, thanks for these. I content that the minutes fairly reflect our discussion.

Just as an update, further public consultation is proposed this summer regarding the CHEM route. The designs will be finalised once the consultation process is complete.

Kind regards

Ian Gledhill

Ian Gledhill BSc MCIHT| Principal Planner – County Highways (Development Management) - Planning Services, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
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From: Rob Hardyman <r.hardyman@paulbashamassociates.com>
Sent: 23 April 2021 11:57
To: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Cc: Mark Smith <mark@paulbashamassociates.com>; Alistair Harris <Alistair.Harris@metishomes.co.uk>; Patrick Barry <patrick@novaplanning.co.uk>; Adam O'Brien <Adam.OBrien@metishomes.co.uk>
Subject: PRE-40-21 - Harris Land

Hi ian,

Thank you again for your time yesterday, it was very helpful to run through your comments.

Please find attached a copy of our meeting note. If there is anything you would like to add please let me know.

We are grateful for your offer to review further work and I expect we will be back in touch shortly to discuss matters further.

Kind regards

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