10.0 TRANSPORT AND ACCESS

A1 Chapter Alterations

A1.1 This chapter of the ES Addendum updates the ES with respect to the following:

1. **Further details regarding the Application Site access including tracking, visibility and extent of surfacing;**
2. **Designer's response to the Stage 1 Road Safety Audit;**
3. **Further details of measures to be included in a Construction Traffic Management Plan;**
4. **Swept path analysis of the access route crossing Boxal Bridge;**
5. **Original traffic survey data;**
6. **Further detail on the expected traffic movements associated with each phase of development;**
7. **Details of the type and size of vehicles expected to be used during construction;**
8. **Correspondence between the Applicant and WSCC concerning Boxal Bridge; and**
9. **Clarification of terminology used throughout the ES**

Introduction

10.1 This chapter assesses potential environmental effects on and in the vicinity of the ~~Assessment~~ **Application** Site which are attributable to changes in predicted travel patterns associated with the Proposed Development**.**

10.2 The chapter describes the assessment methodology; the baseline conditions currently existing at the ~~Assessment~~ **Application** Site and surroundings; the likely significant environmental effects; the mitigation measures required to prevent, reduce or offset significant adverse effects; and the likely residual effects after these measures have been employed. This chapter has been prepared by Royal HaskoningDHV.

10.3 The assessment has been scoped with and undertaken in liaison with officers at West Sussex County Council.

Planning Policy Context

National Planning Policy Framework (Ref. 10.1)

10.4 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. **Section 4 considers promoting sustainable transport and accepts that transport has an important role to play in facilitating development as well as sustainability and other health objectives. Opportunities for sustainable transport modes should be taken up depending on the nature and location of the site.**

10.5 Section 13 deals with facilitating the sustainable use of materials and at the 6th bullet of paragraph 143 identifies that local planning authorities should:

> ***"Set out environmental criteria, in line with the policies in this Framework, against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse impacts on ……[inter alia] ……traffic"***

Planning Practice Guidance for Onshore Oil and Gas (Ref. 10.7)

10.5a The Planning Practice Guidance for Onshore Oil and Gas (PPG) provides guidance advice on the planning issues associated with the three phases of extraction of hydrocarbons.

10.5b Paragraph 30 of PPG sets out a list of principal environmental matters which planning authorities should take into consideration when considering an application for hydrocarbon extraction. These include, inter alia, 'traffic' (bullet eight). In response, this Chapter is prepared to provide details of traffic associated with exploration activities at the Application Site.

Planning Practice Guidance (Ref. 10.8)

10.5c In March 2014, DCLG updated and revised national planning guidance which was published in the form of the Planning Practice Guidance (PPG) document. The PPG sets out guidance which relates to polices in the NPPF, and proposes that Local Authorities make a judgement as to whether development will generate significant amounts of movement on a case by case basis. Local Authorities are expected to take into account local policies, the scale of the development and potential trip generation, existing transport intensity, proximity to designations, impact on other priorities or strategies, cumulative impacts and the focus of any particular impacts.

West Sussex Transport Plan 2011-2026 (Ref. 10.2)

10.6 The West Sussex Transport Plan (TP) sets out West Sussex County Council's (WSCC) strategy for managing movement within the County as well as the integrity of its transport assets over the next 15 years. It recognises that the main movement of freight is through road haulage, and this will continue to be the case through the lifetime of the TP.

10.7 Whilst supporting freight movement the TP seeks to manage movements in order to mitigate the consequences of noise, emissions and rat running.

10.8 The key aspects of the County's approach to freight management include, inter alia:

- Lorry Route Network – maintaining and promoting a lorry route network for main lorry movements in the County; and
- Minimising Construction Traffic – identifying and assessing lorry routes for construction traffic and sites which require high levels of Heavy Vehicle (HV) movements such as mineral extraction and waste sites.

10.9 This policy sets a clear requirement to maintain freight movements on specified routes as far as possible. A copy of the Advisory Lorry Routes map prepared by WSCC is provided at **Appendix 10.1**.

Assessment Methodology

Approach

10.10 The assessment process comprises three main activities:

i. Determination of baseline conditions;
ii. Determination of baseline conditions with the Proposed Development; and
iii. Determination of baseline conditions with the Proposed Development and cumulatively with other planned developments.

10.11 The outcome of activities (i.) and (ii.) in comparison provide an indication of the net potential environmental transport effects of the Proposed Development and therefore the extent to which mitigation measures may be required. The outcome of activities (i.) and (iii.) in comparison determine the extent to which the Proposed Development will integrate with other developments planned for the area and any further design or mitigation measures which may be required to achieve this.

Assessment Criteria

10.12 The assessment of environmental effects has been carried out in accordance with the "Guidelines for the Environmental Assessment of Road Traffic" published by the Institute of Environmental Assessment (IEA) (now Institute of Environmental Management and Assessment) (Ref. 10.3). Reference has also been made to Volume 11 of the Design Manual for Roads and Bridges (DMRB), published by the former DETR, now Department for Transport (DfT) (Ref. 10.4). These are recommended tools for the appraisal of environmental effects of transport and they identify appropriate standards for

assessment. Reference has also been made to the "Guidance on Transport Assessment" March 2007 published by the Department for Transport (Ref. 10.5)

Methodology

10.13 The approach to determining the nature and extent of effects from the Proposed Development focuses on five main components:

1. Forecast travel demand arising from the Proposed Development for the morning and evening weekday peak hours and over a 24-hour period in the assessment year which is 2014;
2. Transport Modelling to determine changes in travel demand on key movement corridors arising from the Proposed Development in the assessment year;
3. Capacity Assessments where necessary to examine the extent of effects arising from the changes in travel demand on key links;
4. Development of Mitigation Measures which involves the examination of the effects identified and, where these are considered necessary, the development and testing of mitigation measures; and
5. Identification of Residual Effects which remain after mitigation; their quantification and recommendations on possible further measures to minimise these.

10.14 The five components set out above, in combination, provide a robust assessment of the Proposed Development in terms of transport related environmental effects.

Assessment Years

10.15 The Proposed Development is temporary in nature and is therefore most likely to commence and be completed in 2014. Traffic surveys on the roads approaching the ~~Assessment~~ **Application** Site have been surveyed in 2012 / 2013. It has been assumed that traffic growth between the survey dates and 2014 will be negligible. Should further works be undertaken at the ~~Assessment~~ **Application** Site then these would be the

subject of a separate planning application and EIA, if required.

Potential Transport Effects

10.16 The main potential transport effects of the construction and operational phases arise from changes in traffic volumes, or the proportion of HV traffic, on routes in the vicinity of the ~~Assessment~~ **Application** Site, as a direct consequence of the Proposed Development. Changes in traffic volumes could give rise to the following impacts:

- Landscape and Visual (these have been separately assessed in Chapter 8~~.0~~**A**: Landscape and Visual Assessment);
- Air Pollution (see Air Quality Statement submitted in support of the planning application);
- Noise (this has been separately assessed in Chapter **9A** ~~9.0~~: Noise **and Vibration**);
- Severance;
- Driver delay;
- Pedestrian delay and amenity;
- Fear and intimidation;
- Accidents and road safety; and
- Hazardous Loads (no hazardous loads are expected).

10.17 In considering whether effects arising from changes in traffic or HV volumes are likely to be significant and therefore should be investigated in greater detail, the IEA Guidelines suggest that the following screening tests should be applied:

- Test 1: include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
- Test 2: include any other specifically sensitive areas where traffic flows have increased by 10% or more.

10.18 The above guidance is based upon knowledge and experience of environmental effects of traffic and acknowledges that traffic forecasting is not an exact science. The 30% threshold value is based upon this research and experience, with a less than 30% increase generally resulting in imperceptible changes in the environmental effects of traffic. The Guidance considers that projected changes in traffic flow of less than 10% create no discernible environmental effect, hence the second threshold as set out in Test 2. Sensitive receptors to road traffic would include people at home, people in work places, sensitive groups (for example children, elderly and disabled) or sensitive locations (including hospitals, churches, schools, historical buildings). For the purposes of this assessment, Test 1 will be applied.

10.19 Other potential transport effects which are specifically related to the activities proposed include the trafficking of mud onto the public highway and slow moving heavy vehicles which would cause disturbance at a local level. These effects could lead to driver delay and accident and road safety impacts.

10.20 There may also be the need for abnormal loads to be delivered to the ~~Assessment~~ **Application** Site again leading to potential driver delay and accident and road safety impacts.

Magnitude and Significance

10.21 Where the screening test outlined above identifies that transport effects are likely to be significant, the assessment applies a standard approach to expressing the magnitude of these based on guidance contained in DMRB. Environmental effects can be either adverse or beneficial and a description of the magnitude of significance is provided below in **Table 10.1**.

Table 10.1: Magnitude of Significance

Significance	Description
Negligible	No significant effects
Minor	Not noteworthy or material – effects are of low magnitude and frequency and will not exceed relevant quality standards, residual effects will be negligible
Moderate	Noteworthy, material – effects are of moderate magnitude and frequency. Relevant quality standards may be exceeded to limited extent. Possible secondary impacts, residual effects will be minimal.
Major	Effects are likely to be of a high magnitude and frequency with quality standards being exceeded, at times considerably. There may be secondary effects of some magnitude, residual effects will be of some significance.
Substantial	Effects will be of a consistently high magnitude and frequency with Standards exceeded by a significant margin. Secondary impacts also likely to have a high magnitude and frequency. Significant residual effects.

Source: *Ref. 10.4 HA205/08 Table 2.2*

Baseline Conditions

Walking

10.22 The importance of walking in contributing towards sustainable travel patterns has been, and continues to be, a central focus of government policy at all levels. The most recent National Travel Survey (Ref. 10.6) reports in table NTS0306 that the average walking trip length is 0.7 miles.

10.23 There is a public right of way (PROW) running broadly east-west in direction located to the north of the ~~Assessment~~ **Application** Site which connects the village of Kirdford in the west to Kirdford Road to the east of Boxal Bridge. The PROW is approximately 200m from the ~~Assessment~~ **Application** Site at its nearest point. A further PROW is located approximately 500m west of the Assessment Site which commences on Kirdford Road and, running north-south via Barkfold Farmhouse, connects with the east-west running PROW to the north. Both being located to the north of Kirdford Road, neither PROW would be affected by the Proposed Development.

10.24 In terms of walking therefore, the location of the ~~Assessment~~ **Application** Site relative to

existing centres of activity would tend to limit the use of this mode. Furthermore there is limited infrastructure in place to enable journeys to be safely made by foot.

Cycling

10.25 The importance of cycling in contributing towards sustainable travel patterns has been, and continues to be, a central focus of government policy at all levels. The most recent National Travel Survey (Ref. 10.6) reports in table NTS0306 that the average cycle trip length is 2.8 miles. There are a number of settlements within a 2.8 mile cycle ride to the Assessment Site.

10.26 There are no dedicated on or off road cycle routes in the vicinity of the ~~Assessment~~ **Application** Site. However, there is an extensive rural network of roads in the vicinity of the ~~Assessment~~ **Application** Site with low traffic flows, making them suitable for use by cyclists.

10.27 In terms of cycling therefore, the location of the ~~Assessment~~ **Application** Site relative to existing centres of activity including Wisborough Green and Kirdford would provide some limited opportunity for cycling to offer a reasonable alternative to travelling by private car for some people.

Public Transport

10.28 The nearest public transport opportunity is Boxal Bridge which lies within 400m of the ~~Assessment~~ **Application** Site on Kirdford Road as illustrated on **Figure 10.1**. Bus services operating from Boxal Bridge are provided by Compass Bus. **Table 10.2** below provides a summary of these services.

Table 10.2: Public Transport

Service no.	Route	Weekday Frequency		
		Morning (07:00-09:00)	**Evening (16:00-18:00)**	**Daily**
74/74A/75	Petworth – Billingshurst - Coolham – Barnes Green - Horsham	1 per hour (direction Billingshurst) 1 (direction Kirdford)	1 (direction Kirdford)	4 (direction Billingshurst) 4 (direction Kirdford)
64	Loxwood – Wisborough Green – Billingshurst – Broadbridge Heath Tesco - Horsham	-	-	1 service daily each direction Mondays and Thursdays only
69	Alford – Loxwood – Billingshurst – Pulborough – Arundel - Worthing	-	-	1 service daily each direction Tuesdays only

10.29 **Table 10.2** shows that during the weekday peak hours of 08:00 - 09:00 and 17:00 - 18:00 there is one service (service 75) per hour connecting the ~~Assessment~~ **Application** Site to Kirdford (and on to Petworth). Neither the service 64 nor the service 69 operates on a daily basis and both operate off-peak. Given the limited access to the ~~Assessment~~ **Application** Site by public transport, it is considered unlikely that many journeys would be made by this mode. However given the nature of the activities which form the Proposed Development, it is expected that the majority of journeys will need to be made by private vehicles carrying plant, equipment and / or materials and would therefore not lend themselves to be made by public transport.

Highway Network

10.30 The main local vehicular access routes identified in relation to the ~~Assessment~~ **Application** Site are illustrated on **Figure 10.1**.

10.31 The ~~Assessment~~ **Application** Site is currently directly accessed from Kirdford Road which is a single carriageway road that connects Wisborough Green / A272 to the south with Kirdford to the west. The route continues westwards after Kirdford to connect with Petworth. Kirdford Road in the vicinity of the ~~Assessment~~ **Application** Site is rural in nature being derestricted and unlit. It is generally between 4m and 6m wide. RHDHV has corresponded with WSCC regarding weight restrictions on Kirdford Road. WSCC have confirmed that there are no weight restrictions on Kirdford Road including at Boxal Bridge.

10.32 Within Wisborough Green, there are a number of side roads accessed from Kirdford Road together with residential frontage and driveway accesses. The speed restriction is 30mph with limited street lighting. As Kirdford Road enters Wisborough Green it skirts the north of a cricket ground. At this point footways are provided which, when combined with footpaths within Wisborough Green, provide continuous segregated facilities for pedestrians throughout the majority of Wisborough Green.

10.33 Kirdford Road meets Durbans Road and Newpound Lane to form a crossroads within Wisborough Green. At this point Kirdford Road ends. The route to the A272 to the south of Wisborough Green continues along Durbans Road which connects the A272 in the south to the B2133 to the north. Durbans Road within Wisborough Green is of a similar standard as Kirdford Road. There is a parking layby on the western side of Durbans Road extending between its junction with Kirdford Road and the A272. This enables vehicles to be parked safely off the main carriageway along this section.

10.34 The A272 is the main east-west route through West Sussex and the wider region. In the local context it connects Petworth, Petersfield and the A3 to the west of the ~~Assessment~~ **Application** Site with Billingshurst, Haywards Heath and the A23 and A24 to the east of the ~~Assessment~~ **Application** Site. The A272 is a single carriageway road with one lane in each direction. It is predominantly rural in nature being generally derestricted and unlit. There are no continuous footways along the route.

10.35 Beyond these routes, other roads in the area are rural in nature being predominantly unlit, derestricted and of varying widths up to 6m.

10.36 To determine baseline traffic volumes Automatic Traffic Count (ATC) surveys were obtained for the following locations:

- the A272 adjacent to Wisborough Green (June 2012); and
- Kirdford Road adjacent to the Assessment Site (March 2013).

10.37 The data comprises volume and classification of traffic over a 24 hour period and are presented below in **Table 10.3**.

Table 10.3: Baseline Traffic Flows

Location	Time period	Two-way Traffic Volumes		
		Total	LV[2] (<1.5t)	HV[3] (>1.5t)
A272 adjacent to Wisborough Green.	AM Peak (08:00-09:00)	589	530	59[4]
	PM Peak (17:00-18:00)	622	560	62[4]
	24-hour (AAWT)[1]	7089	6380	709[4]
Kirdford Road adjacent to the ~~Assessment~~ **Application** Site.	AM Peak (08:00-09:00)	113	98	14
	PM Peak (17:00-18:00)	121	105	16
	24-hour (AAWT)[1]	1396	1214	183

Note 1: Annual Average Weekday Traffic
Note 2: Light Vehicle
Note 3: Heavy Vehicle
Note 4: HV content estimated based on advice in DMRB TA46/97 (Ref. 10.4)

10.38 During the morning the busiest hour is 08:00 – 09:00. Two-way traffic flows along Kirdford Road in the vicinity of the ~~Assessment~~ **Application** Site, during the morning peak hour reach up to 113 vehicles. There were 14 heavy vehicles (HVs) observed on Kirdford Road during this period. During this period on the A272 there were 589 vehicles observed of which 59 were HVs.

10.39 During the evening the busiest hour is 17:00 – 18:00. During this peak period, two-way traffic flows along Kirdford Road in the vicinity of the ~~Assessment~~ **Application** Site reached up to 121 vehicles. There were 16 heavy vehicles (HVs) observed on Kirdford

Road during this period. During this period on the A272 there were 622 vehicles observed of which 62 were HVs.

10.40 Over the 24 hour weekday average, two-way traffic flows along Kirdford Road in the vicinity of the ~~Assessment~~ **Application** Site reached up to 1396 vehicles of which 183 were HVs. During this period on the A272 a total of 7089 vehicles were observed of which 709 were HVs. **Traffic survey data is provided at Appendix 10.8.**

Accidents

10.41 Personal Injury Collision (PIC) data was obtained from the Sussex Safer Roads Partnership for the adjoining highway network for the most recent five year period available, 1st January 2008 to 31st December 2012. The study area includes:

- the A272 for the extent of the built up areas of Wisborough Green;
- Durbans Road from its junction with the A272 to Kirdford Road; and
- Kirdford Road from its junction with Durban Road to a point 500m west of the ~~Assessment~~ **Application** Site access.

10.42 A plot of accidents with their location and severity is provided at **Appendix 10.2**.

10.43 During the five year study period, there were a total of 11 PICs in the vicinity of the ~~Assessment~~ **Application** Site, seven of which resulted in slight injury and three in serious injury. There was one fatal collision that involved the death of a car passenger and serious injury to the remaining passengers and driver.

10.44 The fatality recorded within the study area occurred at the junction of Durbans Road and Kirdford Road and involved a vehicle turning into Kirdford Road losing control and colliding with a HGV.

10.45 Of the 11 PICs five involved a single vehicle loss of control type collision of which one involved a motorcycle. Two collisions involved the loss of control of a vehicle resulting in

a second vehicle being struck or having to take avoiding action. The remaining four collisions involved a car reversing into a pedestrian, a car hitting the rear of a turning car, two cars clipping wing mirrors and a car hitting a second car when pulling out of a layby.

10.46 In terms of collision clusters which might indicate a deficiency in the highway network which increased traffic volumes might be expected to disproportionately effect, there were no clusters identified within the study area.

Likely Significant Effects

10.47 The main transport effects of the Proposed Development are additional traffic (especially HV movements) on roads leading to the ~~Assessment~~ **Application** Site. Details of expected operations and traffic volumes are provided at **Appendix 10.3**. Parking at the ~~Assessment~~ **Application** Site will be limited to 11 spaces. This is considered appropriate to accommodate the number of workers expected at the ~~Assessment~~ **Application** Site at the busiest time.

Access route

10.48 WSCC's approach to freight management is to keep lorries on the routes identified in their Advisory Lorry Routes' network for as long as possible. In the vicinity of the ~~Assessment~~ **Application** Site, it is only the A272 which forms part of the Advisory Lorry Route network.

10.49 Between the A272 and the ~~Assessment~~ **Application** Site, three alternative routes have been considered comprising:

- Route 1 - Directly via Durbans Road / Kirdford Road;
- Route 2 – via B2133 and Skiff Lane; and
- Route 3 – Kirdford Road from its junction with the A283 at Petworth.

10.50 Route 3 has longest travel distance from the A272 of the three routes and is effectively an alternative route to the A272 between Petworth and Wisborough Green. It is however a much lower standard of highway with a number of substandard features and passes through a number of settlements including Kirdford, Balls Cross and Gunther's Bridge. In this context, and given that the A272 is identified by the local highway authority as the appropriate route for lorries, Route 3 is not considered further.

10.51 An analysis of Routes 1 and 2 is summarised in **Table 10.4** below.

Table 10.4: Summary of alternative access routes

Route 1	Route 2
• Route length from A272 to site = approx. 2km. • 2 way single carriageway of appropriate width to accommodate additional truck movements. • Kirdford Road already serves as a bus route. • 3 Personal Injury Collisions recorded along this route within data provided (3 years up to 31/05/13 - provided at **Appendix 10.4**). • One HGV (goods >7.5t) occurred between Skiff Lane and site, section common to both access routes. • No accommodation works required. • A272 / Durbans Road is subject to a 30mph speed restriction, representing a safer environment for HGV's pulling out onto A272.	• Route length from A272 to site = approx. 9.4km. • B2133 2 way single carriageway of appropriate width to accommodate additional truck movements. • Skiff Lane is a 2 way single carriageway. Accommodation works will be required to safely handle additional HGV movements, in particular alteration to the junction with B2133 which currently cannot accommodate turning HGV traffic. • 9 Personal Injury Collisions recorded along this route within data provided (3 years up to 31/05/13 - provided at **Appendix 10.4**). • One HGV accident (goods >7.5t) occurred between Skiff Lane and site, section common to both access routes. • Avoids impact on Wisborough Green village centre, although impacts on a number of residential properties along its total length. • Personal Injury Collision data provided indicates more collisions occur along this route, exposing HGV's and other drivers to increased risk of collision. • Visibility of B2133 / A272 junction is restricted due to bend in the road, overhanging landscaping and no street lighting, however there are no reported PIC's at this location. • B2133 / A272 junction is subject to national speed restriction. Impacts of slow moving HGV's egressing B2133 should be considered.

10.52 **Table 10.4** demonstrates that Route 1 is considerably shorter than Route 2. The highway standard for Route 1 is suitable for the type and volume of construction traffic proposed. The highway standard for Route 2 is generally suitable for the type and volume of construction traffic proposed. However accommodation works would be needed at the junction of Skiff Lane / B2133 to enable northbound traffic to turn left into Skiff Lane safely, and also at the junction of Skiff Lane and Kirdford Road. Accommodation works may also be required at the junction of the B2133 and A272.

10.53 Notwithstanding the analysis set out in **Table 10.4**; noting that Route 1 passes through the village of Wisborough Green, an independent route safety audit has commissioned (provided at **Appendix 10.5)**. The report concludes:

> ***"It is concluded, taking into account existing traffic flows, additional flows and collision data, that the risk of collisions along the proposed haul route over the limited period, as proposed, will not increase more than marginally. The implementation of the recommendations in Paragraph 4 above would ameliorate the marginal increase."***

10.54 Having regard to the County's approach to freight management which requires lorries to be kept on main routes for as long as possible, combined with the summary set out above and the independent safety audit, it is proposed that all construction traffic, including HVs and abnormal loads **should these be required**, will route to the ~~Assessment~~ **Application** Site via the A272 and then Durbans Road / Kirdford Road. The assessment set out in this section therefore focuses on the A272 and Kirdford Road. **Confirmation that Boxal Bridge is able to accommodate the largest loads anticipated to cross it as a consequence of the Proposed Development is provided at Appendix 10.9. A swept path analysis of the route across the bridge is provided at Appendix 10.10.**

10.54a Should an extreme weather event occur during the course of the temporary works which resulted in flooding on Boxal Bridge sufficient to prevent development related traffic from crossing the bridge, the Applicant would take reasonable endeavours on land within their or the landowner's control, to minimise the flooding issue working with WSCC as the statutory Flood Defense Authority.

Impact Assessment

10.55 The Proposed Development would comprise **the following** phases which are:

- Phase 1 - Construction of access road and well site **comprising:**
  - **Construction**
  - **Mobilisation of Conductor Setting**
  - **Drill and Set Conductor**
  - **Demobilisation of Conductor Setting**
- Phase 2 - Mobilisation and drilling **comprising:**
  - **Main rig mobilisation**
  - **Drilling (vertical)**
- Phase 3~~a~~ – Testing (~~gas~~ **vertical**)
- **Phase 2 - Drilling and demobilisation comprising:**
  - **Drilling (Lateral)**
  - **Main rig demobilisation**
- Phase 3~~b~~ - Testing (~~oil~~ **Lateral**) **comprising:**
  - **Workover rig mobilisation**
  - **Testing (Lateral)**
  - **Workover rig demobilisation**
- Phase 4a – ~~Retention~~**Restoration comprising:**
  - **Workover rig mobilisation**
  - **Restoration**
  - **Workover rig demobilisation**
- Phase 4b – ~~Restoration~~ **Retention**

10.56 A comprehensive Project Description is provided in Chapter 4 of the ES.

10.57 The Socio-Economic chapter sets out the forecast number of jobs that would arise as a consequence of the Proposed Development during each Phase. Based on this forecast, details of expected operations and traffic volumes are provided at **Appendix 10.3**. A car occupancy factor of 1.5 per car has been applied for construction workers which is a typical occupancy rate for construction sites. For the purposes of this Chapter, the job forecasts in ~~the~~ **Chapter 13** Socio-Economic**s** ~~chapter~~ **of the ES** have been rounded up in order to assess a worse case traffic scenario~~,~~**.**

10.58 The Proposed Development comprises the drilling of a vertical exploration well followed by the drilling of a lateral exploration well although the latter is contingent on the success of Phase 2 or 3 of the vertical exploration well. The contingent lateral exploration well will involve the repetition of Phase 2 (mobilisation and drilling) and Phase 3 (testing) if hydrocarbons are discovered in the initial lateral exploration well, and further exploration and data collection in the lateral structures is considered viable. If hydrocarbons are not encountered during the initial vertical exploration well, the lateral exploration well will not be drilled and Phase 4a (restoration) will apply.

~~10.59 The daily traffic volumes for the contingent lateral exploration well will not differ from those proposed for the other phases set out above and which are assessed in this chapter, albeit the duration of the works would be extended should the contingent lateral exploration well go ahead. The Phases associated with the contingent lateral exploration well are therefore not assessed separately in this chapter.~~

10.60 The likely significant effects of each of the ~~four~~ phases described above are discussed in more detail below**. A summary of vehicle movements for each phase is provided in Table 10.11. The type and dimensions of vehicles expected to be used during operations are illustrated at Appendix 10.11.**

Table 10.11: Development traffic flows

Phase	Activity Description	Duration	Light Vehicle (LV) Movements	Heavy Vehicle (HV) Movements	Total 2-way Daily Movements
1	Construction of access road and well site	8 weeks	9	20	29
-	Mobilise Conductor Setting	1 day			
-	Drill and Set Conductor	12 days			
-	Demobilise Conductor Setting	1 day			
2	Main rig mobilisation	3-4 days[1]	38	24	62
	Drilling Mode (vertical)	14 weeks	38	6	44
3	Testing (vertical)	2 weeks	38	6	44
2	Drilling (lateral)	12 weeks	38	6	44
	Main rig demobilisation	3-4 days[1]	38	24	62
3	Workover rig mobilisation	3-4 days[1]	16	20	36
	Testing (lateral)	26 weeks	8	4	12
	Workover rig demobilisation	3-4 days[1]	16	20	36
4a	Workover rig mobilisation	3-4 days[1]	16	20	36
	Restoration	10 weeks	9	20	29
	Workover rig demobilisation	3-4 days[1]	16	20	36
4b	Retention	unknown	2 per week	0	2 per week

Notes:

1 Parameters assume these activities will last 1 week. In terms of traffic movements this assessment assumes that they are completed in 3-4 days rather than 5 days which is a realistic possibility. The assessment is therefore based on higher daily traffic numbers than the parameters suggest.

Phase 1 - Construction of access road and well site

10.61 **Table 10.5** below sets out the forecast construction traffic associated with Phase 1 of the Proposed Development together with an assessment of the change in traffic volumes on the A272 and Kirdford Road.

Table 10.5: Likely Significant Effects of Phase 1

Phase 1: Construction of access road and well site	Time Period	Two-way Traffic Volumes		
		Total	LV (<1.5te)	HV (>1.5te)
Forecast traffic associated with Phase 1 of the Proposed Development	AM Peak (08:00-09:00)	9	7	2
	PM Peak (17:00-18:00)	2	0	2
	24-hour (AAWT)[1]	~~35~~**29**	~~13~~**9**	~~22~~**20**
Percentage change in vehicle movements on A272	AM Peak (08:00-09:00)	1.53%	1.32%	3.40%
	PM Peak (17:00-18:00)	0.32%	0.00%	3.21%
	24-hour (AAWT)[1]	0.4~~9~~**1**%	0.~~20~~**14**%	3.10**2.82**%
Percentage change in vehicle movements on Kirdford Road	AM Peak (08:00-09:00)	7.99%	7.13%	13.89%
	PM Peak (17:00-18:00)	1.65%	0.00%	12.20%
	24-hour (AAWT)[1]	2.51%	1.07%	12.05%

Note 1: Annual Average Weekday Traffic

10.62 **Table 10.5** shows that the maximum expected number of daily two-way HV movements is expected to be 2~~2~~**0** HVs with the corresponding maximum daily two-way Light Vehicle (LV) movements at ~~13~~**9**. During the peak hours, two-way HV movements are not expected to exceed ~~three~~**2** with two-way LV movements not exceeding ~~13~~**7**.

10.63 **Table 10.5** demonstrates that during Phase 1, over a 24-hour weekday period on both routes, there would be a less than 30% increase in traffic volumes compared to baseline traffic volumes. In terms of HV traffic, it is expected that there would be less than a 30% increase in HV volumes compared to the baseline HV volumes.

10.64 The IEA guidance states that changes in traffic volumes of this magnitude would result in imperceptible changes in the environmental effects of traffic. On this basis, it is concluded that so far as changes in traffic volumes and the HV element of those traffic volumes on the A272 and Kirdford Road are concerned, the Phase 1 operations would lead to a negligible impact in terms of changes in road traffic volumes. No further detailed traffic impact analysis is therefore considered necessary.

Phase 2 - Mobilisation and drilling

10.65 **During Phase 2 works, four activities would be undertaken comprising:**

- **Main rig mobilisation**
- **Drilling (vertical)**
- **Drilling (lateral)**
- **Main rig demobilisation**

10.66 **The daily traffic volumes associated with the main rig mobilisation and demobilisation are expected to be the same as are the daily traffic volumes associated with the vertical and lateral drilling activities.**

~~10.67 **Table 10.6** below sets out the forecast construction traffic associated with Phase 2 of the Proposed Development together with an assessment of the change in traffic volumes on the A272 and Kirdford Road.~~

10.67 **Table 10.6 below sets out the average forecast construction during the activities of Phase 2 of the Proposed Development together with an assessment of the change in traffic volumes on the A272 and Kirdford Road.** It should be noted that this presents a worst case scenario as the calculations are based on 8 water tankers accessing and egressing the Application Site for 3 days, then 2 per day thereafter. It is actually anticipated that only 4 water tankers would be required for the first 3 days, then reducing to between 1 and 2 per day.

Table 10.6: Likely Significant Effects of Phase 2

~~Phase 2 - Mobilisation of Drill Rig - set up, drilling mode and dismantling~~	~~Time Period~~	~~Two-way Traffic Volumes~~		
		~~Total~~	~~LV (<1.5te)~~	~~HV (>1.5te)~~
~~Forecast traffic associated with Phase 2 of the Proposed Development~~	~~AM Peak (08:00-09:00)~~	~~14~~	~~20~~	~~2~~
	~~PM Peak (17:00-18:00)~~	~~1~~	~~0~~	~~2~~
	~~24-hour (AAWT)[1]~~	~~68~~	~~40~~	~~28~~
~~Percentage change in vehicle movements on A272~~	~~AM Peak (08:00-09:00)~~	~~2.38%~~	~~3.78%~~	~~3.40%~~
	~~PM Peak (17:00-18:00)~~	~~0.16%~~	~~0.00%~~	~~3.21%~~
	~~24-hour (AAWT)[1]~~	~~0.96%~~	~~0.63%~~	~~3.95%~~
~~Percentage change in vehicle movements on Kirdford Road~~	~~AM Peak (08:00-09:00)~~	~~12.43%~~	~~20.37%~~	~~13.89%~~
	~~PM Peak (17:00-18:00)~~	~~0.83%~~	~~0.00%~~	~~12.20%~~
	~~24-hour (AAWT)[1]~~	~~4.87%~~	~~3.30%~~	~~15.33%~~

Phase 2 - Mobilisation of Drill Rig - set up, drilling mode and dismantling	Time Period	Two-way Traffic Volumes		
		Total	LV (<1.5te)	HV (>1.5te)
Rig Mobilisation / Demobilisation	-	-	-	-
Forecast traffic associated with Rig Mobilisation / Demobilisation during Phase 2 of the Proposed Development	AM Peak (08:00-09:00)	16	14	2
	PM Peak (17:00-18:00)	2	0	2
	24-hour (AAWT)[1]	62	38	24
Percentage change in vehicle movements on A272 - mobilisation	AM Peak (08:00-09:00)	2.72%	2.64%	3.40%
	PM Peak (17:00-18:00)	0.32%	0.00%	3.21%
	24-hour (AAWT)[1]	0.87%	0.60%	3.39%
Percentage change in vehicle movements on Kirdford Road - mobilisation	AM Peak (08:00-09:00)	14.21%	14.26%	13.89%
	PM Peak (17:00-18:00)	1.65%	0.00%	12.20%
	24-hour (AAWT)[1]	4.44%	3.13%	13.14%
Drilling Mode (Vertical and Lateral)	-	-	-	-
Forecast traffic associated with Vertical and Lateral Drilling during Phase 2 of the Proposed Development	AM Peak (08:00-09:00)	15	14	1
	PM Peak (17:00-18:00)	1	0	1
	24-hour (AAWT)[1]	44	38	6
Percentage change in vehicle movements on A272 - Drilling	AM Peak (08:00-09:00)	2.55%	2.64%	1.70%
	PM Peak (17:00-18:00)	0.16%	0.00%	1.61%
	24-hour (AAWT)[1]	0.62%	0.60%	0.85%
Percentage change in vehicle movements on Kirdford - Drilling	AM Peak (08:00-09:00)	13.32%	14.26%	6.94%
	PM Peak (17:00-18:00)	0.83%	0.00%	6.10%
	24-hour (AAWT)[1]	3.15%	3.13%	3.29%

Note 1: Annual Average Weekday Traffic

10.68 **Table 10.6** shows that the maximum expected number of daily two-way HV movements is expected to be 2~~8~~**4** HVs (this corresponds to the first four days only) with the corresponding maximum daily two-way Light Vehicle (LV) movements at **38** ~~40~~. During the peak hours, two-way HV movements are not expected to exceed 2 with two-way LV movements not exceeding 14.

10.69 **Table 10.6** demonstrates that during Phase 2, over a 24-hour weekday period on both routes, there would be a less than 30% increase in traffic volumes compared to baseline traffic volumes. In terms of HV traffic, it is expected that there would be less than a 30% increase in HV volumes compared to the baseline HV volumes.

10.70 The IEA guidance states that changes in traffic volumes of this magnitude would result in imperceptible changes in the environmental effects of traffic. On this basis, it is concluded that so far as changes in traffic volumes and the HV element of those traffic

volumes on the A272 and Kirdford Road are concerned, the Phase 2 operations would lead to a negligible impact in terms of changes in road traffic volumes. No further detailed traffic impact analysis is therefore considered necessary.

Phase 3 ~~a/3b – Testing (gas or oil)~~

10.71 ~~Both Phase 3a and Phase 3b are expected to result in similar daily traffic volumes during peak activities.~~ **Phase 3 comprises the testing of hydrocarbons. For the vertical well, this activity will be undertaken whilst the main rig is on-site. The extended well test (EWT) associated with the lateral well will be undertaken after the main rig has been removed from the Application Site. A smaller, workover rig will be brought to site during this period. Mobilisation/demobilisation of the workover rig may occur twice during the testing period associated with the lateral well as it would not be required during the full 26 week EWT period. Traffic movements associated with these activities will be the same in both instances.** **Table 10.7** below sets out the forecast construction traffic associated with Phase 3 ~~a and Phase 3b~~ of the Proposed Development together with an assessment of the change in traffic volumes on the A272 and Kirdford Road.

Table 10.7: Likely Significant Effects of Phases 3~~a and 3b~~

~~Phase 3a/3b - Short term test and evaluation programme~~	~~Time Period~~	~~Two-way Traffic Volumes~~		
		~~Total~~	~~LV (<1.5te)~~	~~HV (>1.5te)~~
~~Forecast traffic associated with Phases 3a/3b of the Proposed Development~~	~~AM Peak (08:00-09:00)~~	~~3~~	~~2~~	~~1~~
	~~PM Peak (17:00-18:00)~~	~~0~~	~~0~~	~~0~~
	~~24-hour (AAWT)[1]~~	~~6~~	~~4~~	~~2~~
~~Percentage change in vehicle movements on A272~~	~~AM Peak (08:00-09:00)~~	~~0.51%~~	~~0.38%~~	~~1.70%~~
	~~PM Peak (17:00-18:00)~~	~~0.00%~~	~~0.00%~~	~~0.00%~~
	~~24-hour (AAWT)[1]~~	~~0.08%~~	~~0.06%~~	~~0.28%~~
~~Percentage change in vehicle movements on Kirdford Road~~	~~AM Peak (08:00-09:00)~~	~~2.66%~~	~~2.04%~~	~~6.94%~~
	~~PM Peak (17:00-18:00)~~	~~0.00%~~	~~0.00%~~	~~0.00%~~
	~~24-hour (AAWT)[1]~~	~~0.43%~~	~~0.33%~~	~~1.10%~~

Phase 3 - Testing	**Time Period**	**Two-way Traffic Volumes**		
		Total	**LV (<1.5te)**	**HV (>1.5te)**
Testing (vertical well)	-	-	-	-
Forecast traffic associated with testing (vertical well) during Phase 3 of the	**AM Peak (08:00-09:00)**	**15**	**14**	**1**
	PM Peak (17:00-18:00)	**1**	**0**	**1**

Proposed Development	24-hour (AAWT)[1]	44	38	6
Percentage change in vehicle movements on A272 - testing (vertical well)	AM Peak (08:00-09:00)	2.55%	2.64%	1.70%
	PM Peak (17:00-18:00)	0.16%	0.00%	1.61%
	24-hour (AAWT)[1]	0.62%	0.60%	0.85%
Percentage change in vehicle movements on Kirdford Road - testing (vertical well)	AM Peak (08:00-09:00)	13.32%	14.26%	6.94%
	PM Peak (17:00-18:00)	0.83%	0.00%	6.10%
	24-hour (AAWT)[1]	3.15%	3.13%	3.29%
Workover rig mobilisation / demobilisation	-	-	-	-
Forecast traffic associated with Workover rig mobilisation / demobilisation during Phase 3 of the Proposed Development	AM Peak (08:00-09:00)	15	14	1
	PM Peak (17:00-18:00)	1	0	1
	24-hour (AAWT)[1]	36	16	20
Percentage change in vehicle movements on A272 - Workover rig mobilisation / demobilisation	AM Peak (08:00-09:00)	2.55%	2.64%	1.70%
	PM Peak (17:00-18:00)	0.16%	0.00%	1.61%
	24-hour (AAWT)[1]	0.51%	0.25%	2.82%
Percentage change in vehicle movements on Kirdford - Workover rig mobilisation / demobilisation	AM Peak (08:00-09:00)	13.32%	14.26%	6.94%
	PM Peak (17:00-18:00)	0.83%	0.00%	6.10%
	24-hour (AAWT)[1]	2.58%	1.32%	10.95%
Testing (lateral well)	-	-	-	-
Forecast traffic associated with testing (lateral well) during Phase 3 of the Proposed Development	AM Peak (08:00-09:00)	5	4	1
	PM Peak (17:00-18:00)	0	0	0
	24-hour (AAWT)[1]	12	8	4
Percentage change in vehicle movements on A272 - testing (lateral well)	AM Peak (08:00-09:00)	0.85%	0.76%	1.70%
	PM Peak (17:00-18:00)	0.00%	0.00%	0.00%
	24-hour (AAWT)[1]	0.17%	0.13%	0.56%
Percentage change in vehicle movements on Kirdford - testing (lateral well)	AM Peak (08:00-09:00)	4.44%	4.07%	6.94%
	PM Peak (17:00-18:00)	0.00%	0.00%	0.00%
	24-hour (AAWT)[1]	0.86%	0.66%	2.19%

Note 1: Annual Average Weekday Traffic

10.72 **Table 10.7** shows that the maximum expected number of daily two-way HV movements is expected to be 2**0** HVs with the corresponding ~~maximum~~ daily two-way Light Vehicle (LV) movements at ~~4~~**16**. **This is during the workover rig mobilisation and demobilisation periods which last approximately 4 days each.** During the peak hours, two-way HV movements are not expected to exceed 1 with two-way LV movements not exceeding ~~2~~**14**.

10.73 **Table 10.7** demonstrates that during Phase 3~~a and Phase 3b~~, over a 24-hour weekday period on both routes, there would be a less than 30% increase in traffic volumes

compared to baseline traffic volumes. In terms of HV traffic, it is expected that there would be less than a 30% increase in HV volumes compared to the baseline HV volumes.

10.74 The IEA guidance states that changes in traffic volumes of this magnitude would result in imperceptible changes in the environmental effects of traffic. On this basis, it is concluded that so far as changes in traffic volumes and the HV element of those traffic volumes on the A272 and Kirdford Road are concerned, the Phase 3~~a and Phase 3b~~ operations would lead to a negligible impact in terms of changes in road traffic volumes. No further detailed traffic impact analysis is therefore considered necessary.

Phase 4a/4b - Restoration/Retention

10.75 If hydrocarbons are discovered during Phase 2 then these will be tested during Phase 3 to determine if they are commercially viable. If no hydrocarbons are discovered or the hydrocarbons are shown not to be commercially viable, then the site will be restored (Phase 4a). However, should the hydrocarbons prove to be commercially viable the site will be retained (Phase 4b) pending planning permission for appraisal or production. ~~Restoration works (Phase 4a) are expected to last circa 6 weeks. However the main traffic movements are expected to occur during a 1 month period during which time the Assessment Site would be kept secure.~~

10.76 **Table 10.8** below sets out the forecast construction traffic associated with Phase 4a and Phase 4b of the Proposed Development together with an assessment of the change in traffic volumes on the A272 and Kirdford Road.

Table 10.8: Likely Significant Effects of Phases 4a/4b

~~Phase 4a / 4b - Restoration / Retention~~	~~Time Period~~	~~Two-way Traffic Volumes~~		
		~~Total~~	~~LV (<1.5te)~~	~~HV (>1.5te)~~
~~Forecast traffic associated with Phase 4a/4b of the Proposed Development~~	~~AM Peak (08:00-09:00)~~	~~9~~	~~7~~	~~2~~
	~~PM Peak (17:00-18:00)~~	~~3~~	~~0~~	~~3~~
	~~24-hour (AAWT)[1]~~	~~35~~	~~13~~	~~22~~
~~Percentage change in vehicle movements on A272~~	~~AM Peak (08:00-09:00)~~	~~1.53%~~	~~1.32%~~	~~3.40%~~
	~~PM Peak (17:00-18:00)~~	~~0.48%~~	~~0.00%~~	~~4.82%~~
	~~24-hour (AAWT)[1]~~	~~0.49%~~	~~0.20%~~	~~3.10%~~
~~Percentage change in vehicle~~	~~AM Peak (08:00-09:00)~~	~~7.99%~~	~~7.13%~~	~~13.89%~~

~~movements on Kirdford Road~~	~~PM Peak (17:00-18:00)~~	~~2.48%~~	~~0.00%~~	~~18.29%~~
	~~24-hour (AAWT)[1]~~	~~2.51%~~	~~1.07%~~	~~12.05%~~

Phase 4a / 4b - Restoration / Retention	Time Period	Two-way Traffic Volumes		
		Total	LV (<1.5te)	HV (>1.5te)
Phase 4a - Site Restoration	-	-	-	-
Forecast traffic associated with Phase 4a - workover rig mobilisation / demobilisation	**AM Peak (08:00-09:00)**	**15**	**14**	**1**
	PM Peak (17:00-18:00)	**1**	**0**	**1**
	24-hour (AAWT)[1]	**36**	**16**	**20**
Percentage change in vehicle movements on A272 - workover rig mobilisation / demobilisation	**AM Peak (08:00-09:00)**	**2.55%**	**2.64%**	**1.70%**
	PM Peak (17:00-18:00)	**0.16%**	**0.00%**	**1.61%**
	24-hour (AAWT)[1]	**0.51%**	**0.25%**	**2.82%**
Percentage change in vehicle movements on Kirdford Road - workover rig mobilisation / demobilisation	**AM Peak (08:00-09:00)**	**13.32%**	**14.26%**	**6.94%**
	PM Peak (17:00-18:00)	**0.83%**	**0.00%**	**6.10%**
	24-hour (AAWT)[1]	**2.58%**	**1.32%**	**10.95%**
Forecast traffic associated with Phase 4a restoration works	**AM Peak (08:00-09:00)**	**9**	**7**	**2**
	PM Peak (17:00-18:00)	**2**	**0**	**2**
	24-hour (AAWT)[1]	**29**	**9**	**20**
Percentage change in vehicle movements on A272 - Phase 4a restoration works	**AM Peak (08:00-09:00)**	**1.53%**	**1.32%**	**3.40%**
	PM Peak (17:00-18:00)	**0.32%**	**0.00%**	**3.21%**
	24-hour (AAWT)[1]	**0.41%**	**0.14%**	**2.82%**
Percentage change in vehicle movements on Kirdford Road - Phase 4a restoration works	**AM Peak (08:00-09:00)**	**7.99%**	**7.13%**	**13.89%**
	PM Peak (17:00-18:00)	**1.65%**	**0.00%**	**12.20%**
	24-hour (AAWT)[1]	**2.08%**	**0.74%**	**10.95%**
Phase 4b - Site Retention	-	-	-	-
Forecast traffic associated with Retention works	**AM Peak (08:00-09:00)**	**0**	**0**	**0**
	PM Peak (17:00-18:00)	**0**	**0**	**0**
	24-hour (AAWT)[1]	**2**	**1**	**1**
Percentage change in vehicle movements on A272	**AM Peak (08:00-09:00)**	**0.00%**	**0.00%**	**0.00%**
	PM Peak (17:00-18:00)	**0.00%**	**0.00%**	**0.00%**
	24-hour (AAWT)[1]	**0.03%**	**0.02%**	**0.14%**
Percentage change in vehicle movements on Kirdford Road	**AM Peak (08:00-09:00)**	**0.00%**	**0.00%**	**0.00%**
	PM Peak (17:00-18:00)	**0.00%**	**0.00%**	**0.00%**
	24-hour (AAWT)[1]	**0.14%**	**0.08%**	**0.55%**

Note 1: Annual Average Weekday Traffic

10.77 **Table 10.8** shows that the maximum expected number of daily two-way HV movements is expected to be 2~~2~~**0** HVs with the corresponding maximum daily two-way Light Vehicle (LV) movements at 1~~3~~**6**. During the peak hours, two-way HV movements are not expected to exceed ~~3~~**2** with two-way LV movements not exceeding ~~7~~**14**.

10.78 **Table 10.8** demonstrates that during Phase 4a and Phase 4b, over a 24-hour weekday period on both routes, there would be a less than 30% increase in traffic volumes compared to baseline traffic volumes. In terms of HV traffic, it is expected that there would be less than a 30% increase in HV volumes compared to the baseline HV volumes.

10.79 The IEA guidance states that changes in traffic volumes of this magnitude would result in imperceptible changes in the environmental effects of traffic. On this basis, it is concluded that so far as changes in traffic volumes and the HV element of those traffic volumes on the A272 and Kirdford Road are concerned, the Phase 4a / 4b operations would lead to a negligible impact in terms of changes in road traffic volumes. No further detailed traffic impact analysis is therefore considered necessary.

Assessment of Abnormal Loads

10.80 There are no abnormal loads anticipated to be delivered to the Assessment Site**. H** ~~h~~owever there may be some loads **for** which ~~need~~ **an escort /** police escort during the mobilisation or demobilisation of the **rig would be beneficial**. In the absence of suitable mitigation measures, the Proposed Development would lead to a temporary minor adverse effect. Mitigation procedures for this will be set out in a Traffic Management Plan prepared for the Proposed Development (see below for further details).

Assessment of Disturbance

10.81 In terms of disturbance arising from construction traffic, it is anticipated that In the absence of suitable mitigation measures, the Proposed Development would lead to a temporary minor adverse effect. Mitigation procedures for this will be set out in a Traffic Management Plan prepared for the Proposed Development (see below for further details).

Cumulative Effects

10.82 There are not considered to be any projects in the area that need to be assessed cumulatively with this development.

Mitigation Measures

Access - All Phases

10.83 It is proposed to make modifications to the existing field access for the duration of the construction period. The modified access is illustrated on drawing number 3582P18~~A~~**E** which is provided at **Appendix 10.~~6~~12.** The access is designed to safely accommodate the conventional and unconventional Heavy Goods Vehicle (HV) traffic associated with construction works. A Stage Road Safety Audit has been undertaken and this is provided at **Appendix 10.7 with the Designer's Response provided at Appendix 10.13**

*Construction **Traffic** Management Plan - All Phases*

10.84 Notwithstanding the relatively low volumes of traffic movements forecast for the Proposed Development, a **Construction** Traffic Management Plan (**C**TMP) would be prepared with the focus of minimising disturbance which could potentially arise from construction traffic.

10.85 The key elements of the **C**TMP would include:

- **Bringing construction personnel to the Application Site via mini-bus in order to reduce daily vehicle movements;**
- Where identified as necessary for unconventional HV traffic, police presence and assistance with traffic control will be arranged;
- Routing traffic to the ~~Assessment~~ **Application** Site in order to maintain HV traffic on WSCC's advisory lorry route network for as long as possible and thereby minimise the impact of construction traffic on local communities. **In the local**

area this route would be Route 1 as set out in Table 10.4. Signage will be put in place on both approaches to Boxal Bridge warning that traffic should slow and that there is a risk of oncoming traffic being in the middle of the road;

- Provision of a hardstanding area within the ~~Assessment~~ **Application** Site in order to stagger vehicle arrivals and departures and therefore prevent queuing on the highway at the site entrance;
- Scheduling of construction traffic movements (equipment and materials), when possible, to avoid the peak traffic periods at the beginning and end of each **working** day and other sensitive periods, in order to minimise any potential disturbance to local traffic or safety impacts at junctions. **The exact times will be set out in the agreed CTMP and relate to consultation responses to the planning application. Notwithstanding this, the Applicant will liaise prior to commencing on site and throughout work on site with stakeholders including, but not limited to, Kirdford and Wisborough Green Parish Councils in order to understand when events are planned, such as sports events, which are expected to be traffic sensitive and avoid routing HV traffic through the village at such times. By avoiding busy periods, the need to provide temporary parking restrictions on sections of the access route will be avoided;**
- Provision of information to parish councils relating to the construction period, including any unconventional HV traffic which may be scheduled;
- Signage to identify access routes and to inform motorists that the local roads are accommodating construction traffic; ~~and~~
- Wheel ~~washing~~ **cleaning** on site and road sweeping carried out to keep the local highway clear of mud and debris; **and**
- **An enforcement strategy to be agreed with WSCC**.

10.86 It is proposed that the preparation of the **C**TMP would be a planning condition and that the **C**TMP would be prepared and agreed with the Highway Authority prior to commencing activities on site.

Residual Effects

All Phases

10.87 Following the implementation of the mitigation measures outlined in this chapter, residual Transport and Access effects are assessed as being negligible.

Cumulative Effects

10.88 **Table 10.9** identifies the planned developments which are considered as having the potential to lead to cumulative transport effects in combination with the Proposed Development.

Table 10.9: Cumulative Effects

Planning Application Number	Proposals	Status	RHDHV Transport response
13/00593/EIA	Screening for 31ha solar farm – was screened in previous year for a 20ha solar farm.	EIA required (as with previous Screening Request in 2012 for 20ha).	No information is provided regarding means of access for the solar farm. The Applicant's Agent indicates that Crouchlands Farm may be used as a storage point for materials. A review of the local highway network suggests that access to Crouchlands Farm would most likely be via the B2133 / Plaistow Road / Fox Lane / Rickman's Lane. This would mean that traffic associated with the Wisborough Green site and this site would use different routes. There is therefore unlikely to be a cumulative impact.
13/01190/EIA	EIA Screening for 30 houses on land south of Petworth Road opposite Meadowbank, Wisborough Green	Response sent 26 June 2013 – ES not required	No information is provided regarding means of access or vehicle numbers. Given its location, the vehicular access for the residential development would be taken from the A272 and the A272 would form the direct access road for construction and operational traffic associated with the dwellings. The A272 forms the main access route for lorry deliveries accessing the Application Site. There is therefore a potential cumulative impact between the Proposed Development and this proposal if both developments are delivered in the same timescale – there is no indication f when an application will be submitted for the residential site. It is expected that any cumulative impacts would be most noticeable

			during the construction phase of the residential development combination with Phase 1 of the Proposed Development. Lorry numbers associated with both proposals in this event, even in combination, are expected to be low in comparison to lorry numbers already on the A272. The potential for cumulative effects between the Application Site and this proposal could be reduced or avoided by coordination between the two developments to stagger peak construction times at the two sites if necessary. A Construction Traffic Management Plan will be prepared for the Application Site and this is a mechanism whereby the local highway authority could coordinate construction activities.

Summary

10.89 This chapter has assessed the potential environmental effects on and in the vicinity of the ~~Assessment~~ **Application** Site which are attributable to changes in predicted travel patterns associated with the Proposed Development.

10.90 The assessment has been carried out in accordance with the "Guidelines for the Environmental Assessment of Road Traffic" published by the IEA (now Institute of Environmental Management and Assessment). Reference has also been made to Volume 11 of the DMRB, published by the former DETR, now DfT. These are recommended tools for the appraisal of environmental effects of transport and they identify appropriate standards for assessment.

10.91 Transport policy recognises that the main movement of freight is through road haulage, and this will continue to be the case into the foreseeable future. However there is a need to manage movements in order to mitigate the consequences of noise, emissions and rat running.

10.92 Construction traffic would access the Assessment Site via modifications to an existing field access for the duration of the works. The access meets appropriate highway standards with respect to layout and safety. Construction traffic would amount to less

than 30% of total daily traffic volumes on the identified construction traffic access routes. No significant transport effects are therefore expected to arise as a consequence of traffic volumes.

10.93 There is the potential for minor adverse impacts to arise as a consequence of disturbance and the delivery of unconventional loads during construction. A **Construction** Traffic Management Plan ~~(TMP)~~ would be prepared to mitigate this.

10.94 With mitigation measures in place, there are no residual effects identified in relation to Transport and Access during the temporary period of the Proposed Development. A summary of the transport and access related effects are provided in **Table 10.10**.

Table 10.10: Table of Significance – Transport and Access

Potential Effect	Nature of Effect (Permanent/Temporary)	Significance (Major/Moderate/ Minor) (Beneficial/Adverse/ Negligible)	Mitigation / Enhancement Measures	Geographical Importance*							Residual Effects (Major/ Moderate/ Minor) (Beneficial/ Adverse/ Negligible)
				I	UK	E	R	C	B	L	
Phase 1: Construction of the access road and well site											
Changes in traffic volumes	Temporary	Negligible	None required							L	Negligible
~~Abnormal Loads~~	~~Temporary~~	~~Minor adverse~~	~~Traffic Management Plan~~							~~L~~	~~Negligible~~
Changes in HV volumes	Temporary	Negligible	None required							L	Negligible
Phase 2: Mobilisation and drilling											
Changes in traffic volumes	Temporary	Negligible	None required							L	Negligible
Abnormal Loads	**Temporary**	**Minor adverse**	**Construction Traffic Management Plan**							**L**	**Negligible**
Changes in HV volumes	Temporary	Negligible	None required							L	Negligible
Phase 3~~a/3b:~~ Testing ~~(gas and oil)~~											
Changes in traffic volumes	Temporary	Negligible	None required							L	Negligible
Changes in HV volumes	Temporary	Negligible	None required							L	Negligible
Phase 4a/4b: Restoration or Retention											
Changes in traffic volumes	Temporary	Negligible	None required							L	Negligible
Changes in HV volumes	Temporary	Negligible	None required							L	Negligible
~~Abnormal Loads~~	~~Temporary~~	~~Minor adverse~~	~~Traffic Management Plan~~							~~L~~	~~Negligible~~
All Phases											
Disturbance	Temporary	Minor adverse	**Construction** Traffic Management Plan							L	Negligible

*** Geographical Level of Importance**

I = International; UK = United Kingdom; E = England; R = Regional; C = County; B = Borough; L = Local

REFERENCES (Ref)

10.1 Department for Communities and Local Government (2012) National Planning Policy Framework

10.2 West Sussex County Council (2011) *West Sussex Transport Plan 2011-2026*

10.3 The Institute of Environmental Assessment (1994) *"Guidelines for the Environmental Assessment of Road Traffic"*

10.4 Department for Transport (Various*) the Design Manual for Roads and Bridges*

10.5 Department for Transport (2007) *Guidance on Transport Assessment*

10.6 Department for Transport (2011) National Travel Survey.

10.7 Department for Communities and Local Government (2013) *Planning practice guidance for onshore oil and gas*

10.8 Department for Communities and Local Government (2014) *Planning Practice Guidance*

APPENDIX 10.8

KIRDFORD ROAD ATC DATA

16227	LOXWOOD & WISBOROUGH GREEN									
		FEBRUARY 2013								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**85%ile Speed**	**Mean Speed**
Site No: 16227002	Site 2, Kirdford Road, Wisborough Green Road Narrows Sign TQ 03516 26779	Channel: Eastbound	Mon 25-Feb-13	Sun 03-Mar-13	60	4385	657	626	41.3	36.1
		Channel: Westbound	Mon 25-Feb-13	Sun 03-Mar-13		4829	739	690	40.2	35.5

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 25-Feb-13											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	**21**	0	0.0	16	76.2	5	23.8	0	0.0	0	0.0
07:00	**60**	1	1.7	49	81.7	8	13.3	2	3.3	0	0.0
08:00	**68**	1	1.5	58	85.3	6	8.8	3	4.4	0	0.0
09:00	**48**	0	0.0	41	85.4	6	12.5	1	2.1	0	0.0
10:00	**30**	1	3.3	26	86.7	3	10.0	0	0.0	0	0.0
11:00	**49**	5	10.2	35	71.4	9	18.4	0	0.0	0	0.0
12:00	**45**	0	0.0	34	75.6	11	24.4	0	0.0	0	0.0
13:00	**32**	0	0.0	25	78.1	7	21.9	0	0.0	0	0.0
14:00	**41**	0	0.0	34	82.9	7	17.1	0	0.0	0	0.0
15:00	**44**	0	0.0	40	90.9	4	9.1	0	0.0	0	0.0
16:00	**50**	1	2.0	37	74.0	9	18.0	2	4.0	1	2.0
17:00	**35**	0	0.0	29	82.9	5	14.3	0	0.0	1	2.9
18:00	**36**	0	0.0	31	86.1	5	13.9	0	0.0	0	0.0
19:00	**21**	2	9.5	19	90.5	0	0.0	0	0.0	0	0.0
20:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
21:00	**15**	0	0.0	11	73.3	4	26.7	0	0.0	0	0.0
22:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**538**	**9**	**1.7**	**439**	**81.6**	**80**	**14.9**	**8**	**1.5**	**2**	**0.4**
16H,6-22	**603**	**11**	**1.8**	**491**	**81.4**	**90**	**14.9**	**9**	**1.5**	**2**	**0.3**
18H,6-24	**612**	**11**	**1.8**	**500**	**81.7**	**90**	**14.7**	**9**	**1.5**	**2**	**0.3**
24H,0-24	**616**	**11**	**1.8**	**504**	**81.8**	**90**	**14.6**	**9**	**1.5**	**2**	**0.3**

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 26-Feb-13											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	**12**	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
07:00	**78**	2	2.6	62	79.5	13	16.7	1	1.3	0	0.0
08:00	**77**	1	1.3	66	85.7	9	11.7	1	1.3	0	0.0
09:00	**46**	0	0.0	40	87.0	5	10.9	1	2.2	0	0.0
10:00	**49**	1	2.0	37	75.5	8	16.3	3	6.1	0	0.0
11:00	**48**	0	0.0	38	79.2	10	20.8	0	0.0	0	0.0
12:00	**43**	0	0.0	37	86.1	5	11.6	1	2.3	0	0.0
13:00	**41**	0	0.0	32	78.1	8	19.5	1	2.4	0	0.0
14:00	**30**	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
15:00	**43**	0	0.0	33	76.7	10	23.3	0	0.0	0	0.0
16:00	**44**	0	0.0	32	72.7	11	25.0	0	0.0	1	2.3
17:00	**36**	0	0.0	28	77.8	8	22.2	0	0.0	0	0.0
18:00	**40**	0	0.0	36	90.0	4	10.0	0	0.0	0	0.0
19:00	**26**	1	3.9	24	92.3	1	3.9	0	0.0	0	0.0
20:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
21:00	**8**	1	12.5	5	62.5	2	25.0	0	0.0	0	0.0
22:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
23:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
12H,7-19	**575**	**4**	**0.7**	**469**	**81.6**	**93**	**16.2**	**8**	**1.4**	**1**	**0.2**
16H,6-22	**632**	**6**	**1.0**	**518**	**82.0**	**99**	**15.7**	**8**	**1.3**	**1**	**0.2**
18H,6-24	**647**	**6**	**0.9**	**532**	**82.2**	**100**	**15.5**	**8**	**1.2**	**1**	**0.2**
24H,0-24	**652**	**6**	**0.9**	**536**	**82.2**	**101**	**15.5**	**8**	**1.2**	**1**	**0.2**

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 27-Feb-13											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	15	0	0.0	12	80.0	3	20.0	0	0.0	0	0.0
07:00	66	0	0.0	56	84.9	9	13.6	1	1.5	0	0.0
08:00	70	0	0.0	62	88.6	7	10.0	1	1.4	0	0.0
09:00	44	0	0.0	36	81.8	8	18.2	0	0.0	0	0.0
10:00	37	0	0.0	32	86.5	3	8.1	2	5.4	0	0.0
11:00	37	1	2.7	25	67.6	8	21.6	3	8.1	0	0.0
12:00	46	0	0.0	34	73.9	12	26.1	0	0.0	0	0.0
13:00	45	1	2.2	37	82.2	7	15.6	0	0.0	0	0.0
14:00	45	0	0.0	39	86.7	6	13.3	0	0.0	0	0.0
15:00	43	2	4.7	34	79.1	6	14.0	1	2.3	0	0.0
16:00	56	0	0.0	47	83.9	9	16.1	0	0.0	0	0.0
17:00	41	1	2.4	29	70.7	11	26.8	0	0.0	0	0.0
18:00	28	0	0.0	25	89.3	2	7.1	1	3.6	0	0.0
19:00	20	2	10.0	17	85.0	1	5.0	0	0.0	0	0.0
20:00	14	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
21:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
22:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
23:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	558	5	0.9	456	81.7	88	15.8	9	1.6	0	0.0
16H,6-22	620	7	1.1	509	82.1	95	15.3	9	1.5	0	0.0
18H,6-24	628	7	1.1	516	82.2	96	15.3	9	1.4	0	0.0
24H,0-24	634	7	1.1	522	82.3	96	15.1	9	1.4	0	0.0

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 28-Feb-13											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	**5**	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
06:00	**15**	0	0.0	11	73.3	4	26.7	0	0.0	0	0.0
07:00	**63**	0	0.0	55	87.3	7	11.1	1	1.6	0	0.0
08:00	**79**	0	0.0	67	84.8	11	13.9	1	1.3	0	0.0
09:00	**44**	0	0.0	36	81.8	8	18.2	0	0.0	0	0.0
10:00	**53**	1	1.9	44	83.0	6	11.3	2	3.8	0	0.0
11:00	**49**	0	0.0	40	81.6	7	14.3	2	4.1	0	0.0
12:00	**47**	2	4.3	36	76.6	7	14.9	2	4.3	0	0.0
13:00	**46**	0	0.0	37	80.4	6	13.0	3	6.5	0	0.0
14:00	**46**	8	17.4	29	63.0	5	10.9	4	8.7	0	0.0
15:00	**39**	0	0.0	35	89.7	4	10.3	0	0.0	0	0.0
16:00	**54**	2	3.7	44	81.5	7	13.0	0	0.0	1	1.9
17:00	**53**	0	0.0	46	86.8	6	11.3	1	1.9	0	0.0
18:00	**37**	0	0.0	32	86.5	5	13.5	0	0.0	0	0.0
19:00	**15**	1	6.7	12	80.0	2	13.3	0	0.0	0	0.0
20:00	**17**	1	5.9	13	76.5	3	17.7	0	0.0	0	0.0
21:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
22:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**610**	**13**	**2.1**	**501**	**82.1**	**79**	**13.0**	**16**	**2.6**	**1**	**0.2**
16H,6-22	**672**	**15**	**2.2**	**551**	**82.0**	**89**	**13.2**	**16**	**2.4**	**1**	**0.2**
18H,6-24	**694**	**15**	**2.2**	**573**	**82.6**	**89**	**12.8**	**16**	**2.3**	**1**	**0.1**
24H,0-24	**704**	**15**	**2.1**	**580**	**82.4**	**91**	**12.9**	**17**	**2.4**	**1**	**0.1**

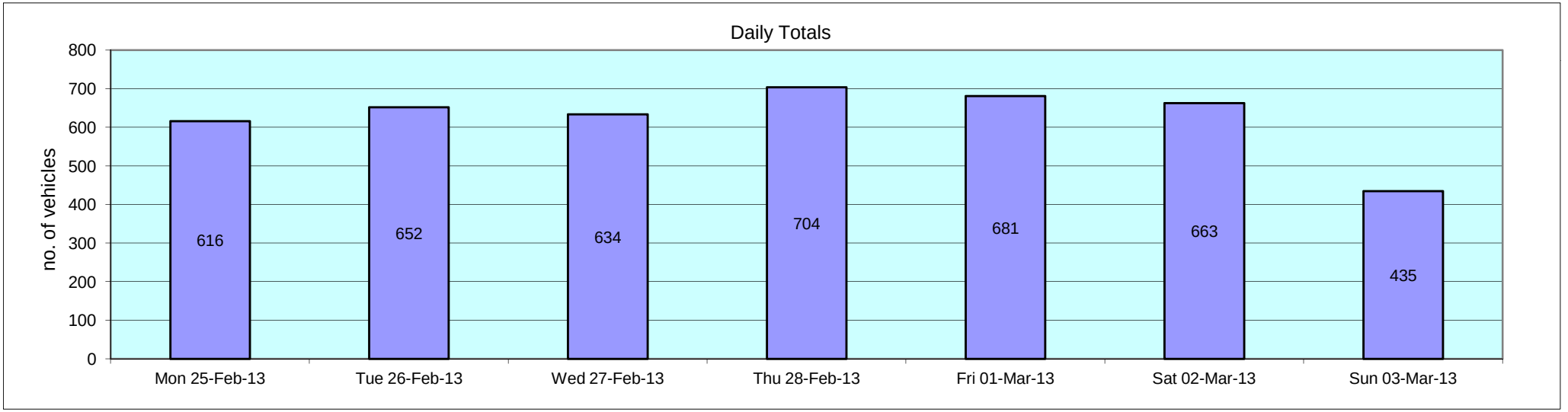
16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002		Location	Site 2, Kirdford Road, Wisborough Green				
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Mar-13											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**9**	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
06:00	**17**	0	0.0	13	76.5	3	17.7	1	5.9	0	0.0
07:00	**55**	1	1.8	47	85.5	5	9.1	1	1.8	1	1.8
08:00	**67**	2	3.0	55	82.1	8	11.9	2	3.0	0	0.0
09:00	**50**	0	0.0	45	90.0	3	6.0	2	4.0	0	0.0
10:00	**43**	1	2.3	37	86.1	3	7.0	2	4.7	0	0.0
11:00	**49**	0	0.0	41	83.7	7	14.3	1	2.0	0	0.0
12:00	**43**	0	0.0	34	79.1	9	20.9	0	0.0	0	0.0
13:00	**47**	0	0.0	35	74.5	11	23.4	1	2.1	0	0.0
14:00	**50**	0	0.0	43	86.0	6	12.0	1	2.0	0	0.0
15:00	**42**	0	0.0	34	81.0	8	19.1	0	0.0	0	0.0
16:00	**61**	0	0.0	53	86.9	7	11.5	1	1.6	0	0.0
17:00	**44**	0	0.0	29	65.9	13	29.6	2	4.6	0	0.0
18:00	**33**	1	3.0	27	81.8	5	15.2	0	0.0	0	0.0
19:00	**33**	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
20:00	**13**	1	7.7	10	76.9	2	15.4	0	0.0	0	0.0
21:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
22:00	**6**	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
23:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
12H,7-19	**584**	**5**	**0.9**	**480**	**82.2**	**85**	**14.6**	**13**	**2.2**	**1**	**0.2**
16H,6-22	**662**	**6**	**0.9**	**547**	**82.6**	**94**	**14.2**	**14**	**2.1**	**1**	**0.2**
18H,6-24	**671**	**6**	**0.9**	**553**	**82.4**	**96**	**14.3**	**15**	**2.2**	**1**	**0.2**
24H,0-24	**681**	**6**	**0.9**	**560**	**82.2**	**99**	**14.5**	**15**	**2.2**	**1**	**0.2**

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Mar-13											
00:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
07:00	**16**	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
08:00	**47**	0	0.0	36	76.6	11	23.4	0	0.0	0	0.0
09:00	**48**	1	2.1	46	95.8	0	0.0	1	2.1	0	0.0
10:00	**53**	3	5.7	45	84.9	5	9.4	0	0.0	0	0.0
11:00	**78**	0	0.0	69	88.5	7	9.0	2	2.6	0	0.0
12:00	**71**	2	2.8	61	85.9	7	9.9	1	1.4	0	0.0
13:00	**50**	3	6.0	40	80.0	4	8.0	3	6.0	0	0.0
14:00	**80**	0	0.0	77	96.3	3	3.8	0	0.0	0	0.0
15:00	**46**	2	4.4	38	82.6	5	10.9	1	2.2	0	0.0
16:00	**35**	2	5.7	30	85.7	3	8.6	0	0.0	0	0.0
17:00	**30**	2	6.7	23	76.7	5	16.7	0	0.0	0	0.0
18:00	**28**	1	3.6	25	89.3	2	7.1	0	0.0	0	0.0
19:00	**31**	0	0.0	31	100.0	0	0.0	0	0.0	0	0.0
20:00	**14**	1	7.1	13	92.9	0	0.0	0	0.0	0	0.0
21:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
22:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H,7-19	**582**	**16**	**2.8**	**504**	**86.6**	**54**	**9.3**	**8**	**1.4**	**0**	**0.0**
16H,6-22	**643**	**17**	**2.6**	**561**	**87.3**	**57**	**8.9**	**8**	**1.2**	**0**	**0.0**
18H,6-24	**653**	**17**	**2.6**	**570**	**87.3**	**58**	**8.9**	**8**	**1.2**	**0**	**0.0**
24H,0-24	**663**	**17**	**2.6**	**579**	**87.3**	**59**	**8.9**	**8**	**1.2**	**0**	**0.0**

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Mar-13											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
06:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
07:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
08:00	15	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
09:00	36	2	5.6	32	88.9	2	5.6	0	0.0	0	0.0
10:00	46	3	6.5	39	84.8	3	6.5	1	2.2	0	0.0
11:00	44	1	2.3	35	79.6	5	11.4	3	6.8	0	0.0
12:00	42	2	4.8	37	88.1	2	4.8	1	2.4	0	0.0
13:00	35	5	14.3	27	77.1	3	8.6	0	0.0	0	0.0
14:00	36	1	2.8	32	88.9	2	5.6	1	2.8	0	0.0
15:00	54	0	0.0	52	96.3	2	3.7	0	0.0	0	0.0
16:00	36	2	5.6	31	86.1	3	8.3	0	0.0	0	0.0
17:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
18:00	23	1	4.4	19	82.6	3	13.0	0	0.0	0	0.0
19:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
20:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
21:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
22:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	397	17	4.3	345	86.9	29	7.3	6	1.5	0	0.0
16H,6-22	421	17	4.0	367	87.2	31	7.4	6	1.4	0	0.0
18H,6-24	429	17	4.0	373	87.0	33	7.7	6	1.4	0	0.0
24H,0-24	435	17	3.9	378	86.9	34	7.8	6	1.4	0	0.0

16227	LOXWOOD & WISBOROUGH GREEN	Site No: 16227002	Location	Site 2, Kirdford Road, Wisborough Green
Mon 25-Feb-13 to Sun 03-Mar-13		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 25-Feb-13	**616**	11	1.8	504	81.8	90	14.6	9	1.5	2	0.3
Tue 26-Feb-13	**652**	6	0.9	536	82.2	101	15.5	8	1.2	1	0.2
Wed 27-Feb-13	**634**	7	1.1	522	82.3	96	15.1	9	1.4	0	0.0
Thu 28-Feb-13	**704**	15	2.1	580	82.4	91	12.9	17	2.4	1	0.1
Fri 01-Mar-13	**681**	6	0.9	560	82.2	99	14.5	15	2.2	1	0.2
Sat 02-Mar-13	**663**	17	2.6	579	87.3	59	8.9	8	1.2	0	0.0
Sun 03-Mar-13	**435**	17	3.9	378	86.9	34	7.8	6	1.4	0	0.0
Total Vehicles											
[--]	**4385**	79	1.9	3659	83.6	570	12.8	72	1.6	5	0.1



16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Eastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Mon 25-Feb-13																
00:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	-	43.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
06:00	**21**	40.1	36.2	4.3	0	0	1	18	2	0	0	0	0	0	0	0
07:00	**60**	40.7	36.3	4.7	0	0	4	48	8	0	0	0	0	0	0	0
08:00	**68**	40.5	36	4.8	0	0	6	54	8	0	0	0	0	0	0	0
09:00	**48**	40.8	36.9	4.1	0	0	1	40	7	0	0	0	0	0	0	0
10:00	**30**	40.6	36.7	4.3	0	0	1	25	4	0	0	0	0	0	0	0
11:00	**49**	39.1	32.3	8	0	7	5	36	1	0	0	0	0	0	0	0
12:00	**45**	44.2	37.9	6.3	0	1	1	30	9	4	0	0	0	0	0	0
13:00	**32**	43.3	37.9	5.2	0	0	1	23	6	2	0	0	0	0	0	0
14:00	**41**	44	37.1	6.7	0	0	6	23	9	3	0	0	0	0	0	0
15:00	**44**	40.2	36.2	4.2	0	0	2	38	4	0	0	0	0	0	0	0
16:00	**50**	40.4	34.6	6.9	0	2	8	34	5	1	0	0	0	0	0	0
17:00	**35**	40.7	36.2	5	0	0	3	27	5	0	0	0	0	0	0	0
18:00	**36**	41.2	37.4	5.1	0	0	1	29	3	3	0	0	0	0	0	0
19:00	**21**	40.6	36.1	5.1	0	0	2	16	3	0	0	0	0	0	0	0
20:00	**8**	-	38.2	7.2	0	0	1	4	2	1	0	0	0	0	0	0
21:00	**15**	41.6	36.5	6.3	0	0	2	10	2	1	0	0	0	0	0	0
22:00	**6**	-	36	3.1	0	0	0	6	0	0	0	0	0	0	0	0
23:00	**3**	-	38.5	5	0	0	0	2	1	0	0	0	0	0	0	0
12H,7-19	**538**	**41.1**	**36.2**	**5.8**	**0**	**10**	**39**	**407**	**69**	**13**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**603**	**41.1**	**36.2**	**5.7**	**0**	**10**	**45**	**455**	**78**	**15**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**612**	**41.1**	**36.2**	**5.7**	**0**	**10**	**45**	**463**	**79**	**15**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**616**	**41.3**	**36.2**	**5.7**	**0**	**10**	**45**	**464**	**82**	**15**	**0**	**0**	**0**	**0**	**0**	**0**

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Eastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Tue 26-Feb-13																
00:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	-	42.9	5.3	0	0	0	1	2	1	0	0	0	0	0	0
06:00	**12**	42.2	37.9	4.3	0	0	0	9	3	0	0	0	0	0	0	0
07:00	**78**	40.8	36.6	4.7	0	0	4	63	10	1	0	0	0	0	0	0
08:00	**77**	40.6	35.3	5.6	0	0	13	54	10	0	0	0	0	0	0	0
09:00	**46**	41.4	36.2	5.7	0	1	3	34	8	0	0	0	0	0	0	0
10:00	**49**	40.7	34.7	7	0	2	8	32	6	1	0	0	0	0	0	0
11:00	**48**	41.2	36.1	5.6	0	0	6	34	7	1	0	0	0	0	0	0
12:00	**43**	40.4	36.3	4.9	0	0	3	35	4	1	0	0	0	0	0	0
13:00	**41**	40.5	36.4	4.4	0	0	2	34	5	0	0	0	0	0	0	0
14:00	**30**	42	37.7	4.4	0	0	0	24	5	1	0	0	0	0	0	0
15:00	**43**	41.8	37	4.9	0	0	2	33	7	1	0	0	0	0	0	0
16:00	**44**	40.9	36.9	4.8	0	0	2	35	6	1	0	0	0	0	0	0
17:00	**36**	40.7	37	4.9	0	0	1	30	4	0	1	0	0	0	0	0
18:00	**40**	39.9	35.1	5.2	0	0	6	31	3	0	0	0	0	0	0	0
19:00	**26**	42.3	37	5.2	0	0	2	18	6	0	0	0	0	0	0	0
20:00	**11**	39.6	34.9	5.7	0	0	2	8	1	0	0	0	0	0	0	0
21:00	**8**	-	39.8	4.7	0	0	0	4	4	0	0	0	0	0	0	0
22:00	**10**	39.9	36.8	3.7	0	0	0	9	1	0	0	0	0	0	0	0
23:00	**5**	-	34	5.3	0	0	1	4	0	0	0	0	0	0	0	0
12H,7-19	**575**	**40.9**	**36.2**	**5.3**	**0**	**3**	**50**	**439**	**75**	**7**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**632**	**41.1**	**36.3**	**5.3**	**0**	**3**	**54**	**478**	**89**	**7**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**647**	**41**	**36.3**	**5.3**	**0**	**3**	**55**	**491**	**90**	**7**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**652**	**41.1**	**36.3**	**5.3**	**0**	**3**	**55**	**493**	**92**	**8**	**1**	**0**	**0**	**0**	**0**	**0**

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Eastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Wed 27-Feb-13																
00:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	**3**	-	36	3.3	0	0	0	3	0	0	0	0	0	0	0	0
06:00	**15**	39.4	34.5	5.6	0	0	3	11	1	0	0	0	0	0	0	0
07:00	**66**	40.8	37.1	4.2	0	0	1	55	9	1	0	0	0	0	0	0
08:00	**70**	42.2	36.4	5.6	0	0	8	48	13	1	0	0	0	0	0	0
09:00	**44**	42.5	37.3	4.8	0	0	2	32	10	0	0	0	0	0	0	0
10:00	**37**	42.4	36.7	5.7	0	0	4	25	7	1	0	0	0	0	0	0
11:00	**37**	39.1	33.5	6	0	1	8	27	1	0	0	0	0	0	0	0
12:00	**46**	41.4	36.7	4.9	0	0	3	35	8	0	0	0	0	0	0	0
13:00	**45**	40.1	35.6	4.9	0	0	5	36	4	0	0	0	0	0	0	0
14:00	**45**	40	36.5	4.4	0	0	1	41	2	0	1	0	0	0	0	0
15:00	**43**	40.4	35.5	5.7	0	1	4	33	5	0	0	0	0	0	0	0
16:00	**56**	41.1	36.8	4.4	0	0	2	45	9	0	0	0	0	0	0	0
17:00	**41**	40.5	36.3	5.4	0	1	1	34	4	1	0	0	0	0	0	0
18:00	**28**	39.7	34.8	5.4	0	0	5	21	2	0	0	0	0	0	0	0
19:00	**20**	42.5	37.4	5	0	0	1	14	5	0	0	0	0	0	0	0
20:00	**14**	39.7	35.8	4.4	0	0	1	12	1	0	0	0	0	0	0	0
21:00	**13**	39	35.2	4	0	0	1	12	0	0	0	0	0	0	0	0
22:00	**5**	-	36	3.2	0	0	0	5	0	0	0	0	0	0	0	0
23:00	**3**	-	36	3.3	0	0	0	3	0	0	0	0	0	0	0	0
12H,7-19	**558**	**40.9**	**36.2**	**5.2**	**0**	**3**	**44**	**432**	**74**	**4**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**620**	**40.8**	**36.2**	**5.1**	**0**	**3**	**50**	**481**	**81**	**4**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**628**	**40.8**	**36.2**	**5.1**	**0**	**3**	**50**	**489**	**81**	**4**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**634**	**40.8**	**36.2**	**5.1**	**0**	**3**	**50**	**495**	**81**	**4**	**1**	**0**	**0**	**0**	**0**	**0**

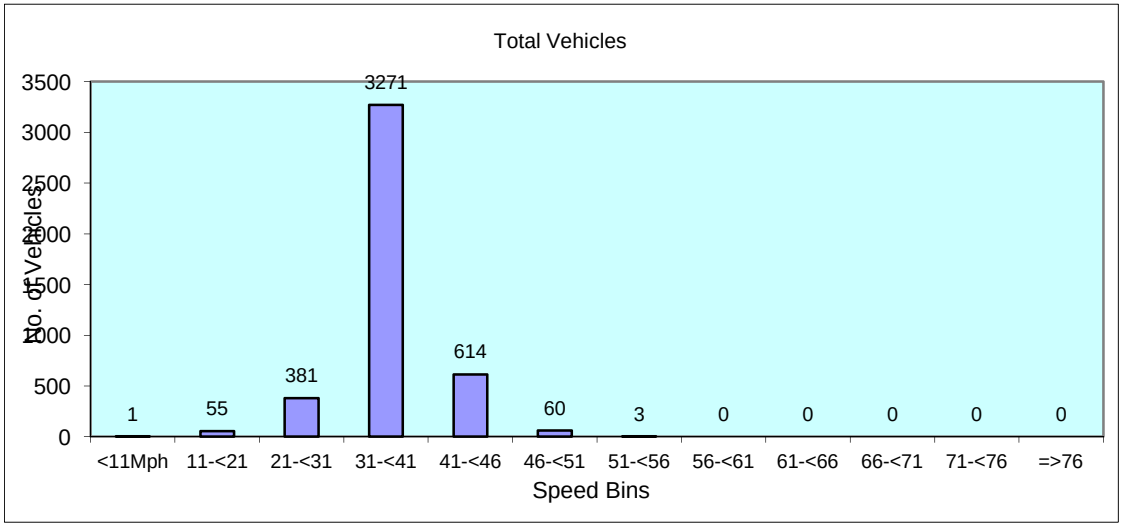
16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Eastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Thu 28-Feb-13																
00:00	**3**	-	36	3.3	0	0	0	3	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**2**	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
05:00	**5**	-	37.5	4.4	0	0	0	4	1	0	0	0	0	0	0	0
06:00	**15**	42.6	36.7	6.1	0	0	2	9	4	0	0	0	0	0	0	0
07:00	**63**	42.6	37.3	4.9	0	0	3	46	13	1	0	0	0	0	0	0
08:00	**79**	40.8	36.8	4.8	0	0	4	63	10	2	0	0	0	0	0	0
09:00	**44**	42.1	37.5	4.1	0	0	0	35	9	0	0	0	0	0	0	0
10:00	**53**	42.2	35.1	8.1	0	6	1	35	11	0	0	0	0	0	0	0
11:00	**49**	40.7	35.2	5.8	0	0	9	33	7	0	0	0	0	0	0	0
12:00	**47**	40.9	36.8	4.7	0	0	2	38	6	1	0	0	0	0	0	0
13:00	**46**	41.9	34.9	6.6	0	0	12	25	9	0	0	0	0	0	0	0
14:00	**46**	40.4	33.2	7.9	0	3	12	25	5	1	0	0	0	0	0	0
15:00	**39**	41.5	35.8	5.8	0	0	6	26	7	0	0	0	0	0	0	0
16:00	**54**	40.6	35.8	5.5	0	0	7	40	6	1	0	0	0	0	0	0
17:00	**53**	40.7	36.9	4.1	0	0	1	44	8	0	0	0	0	0	0	0
18:00	**37**	40.3	36	5.5	0	0	4	29	2	2	0	0	0	0	0	0
19:00	**15**	38.9	34.7	4.6	0	0	2	13	0	0	0	0	0	0	0	0
20:00	**17**	40.9	36.1	5.5	0	0	2	12	3	0	0	0	0	0	0	0
21:00	**15**	41.4	37.5	4.1	0	0	0	12	3	0	0	0	0	0	0	0
22:00	**12**	39.8	36.6	3.6	0	0	0	11	1	0	0	0	0	0	0	0
23:00	**10**	41	37.5	4.2	0	0	0	8	2	0	0	0	0	0	0	0
12H,7-19	**610**	**41.5**	**36**	**5.8**	**0**	**9**	**61**	**439**	**93**	**8**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**672**	**41.5**	**36**	**5.8**	**0**	**9**	**67**	**485**	**103**	**8**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**694**	**41.4**	**36.1**	**5.7**	**0**	**9**	**67**	**504**	**106**	**8**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**704**	**41.4**	**36.1**	**5.7**	**0**	**9**	**68**	**512**	**107**	**8**	**0**	**0**	**0**	**0**	**0**	**0**

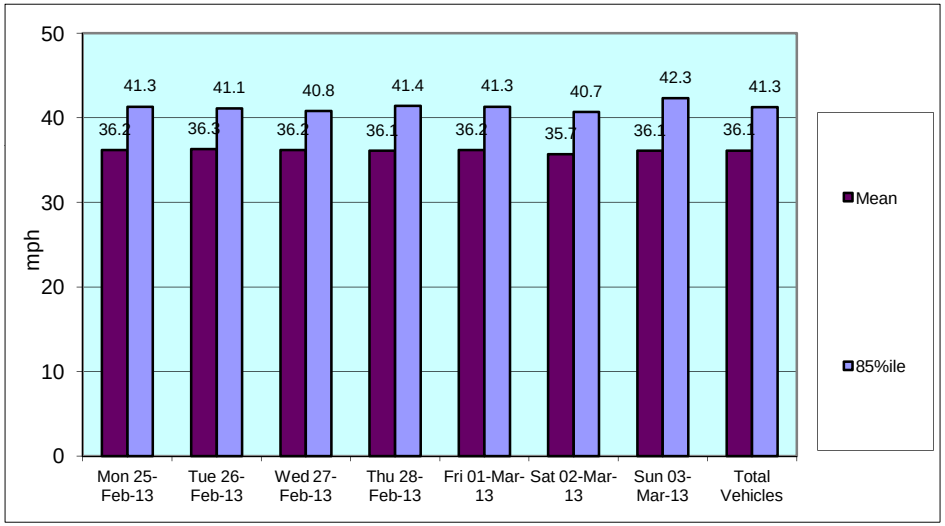
16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Eastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Fri 01-Mar-13																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	**9**	-	37.4	6.1	0	0	1	5	3	0	0	0	0	0	0	0
06:00	**17**	40.2	35.7	5.2	0	0	2	13	2	0	0	0	0	0	0	0
07:00	**55**	41.8	37	5.1	0	0	3	42	8	2	0	0	0	0	0	0
08:00	**67**	41.2	36.3	5.1	0	0	6	50	11	0	0	0	0	0	0	0
09:00	**50**	40.2	35.7	5.3	0	0	6	39	4	1	0	0	0	0	0	0
10:00	**43**	40.6	34.5	6.3	0	0	11	26	6	0	0	0	0	0	0	0
11:00	**49**	41.1	36.4	5	0	0	4	37	8	0	0	0	0	0	0	0
12:00	**43**	40.7	36.6	4.5	0	0	2	35	6	0	0	0	0	0	0	0
13:00	**47**	40.9	36.7	4.5	0	0	2	38	7	0	0	0	0	0	0	0
14:00	**50**	41	35.9	6.1	0	1	5	36	7	1	0	0	0	0	0	0
15:00	**42**	40.4	35.8	5.4	0	0	5	32	4	1	0	0	0	0	0	0
16:00	**61**	41.2	36.6	4.8	0	0	4	47	10	0	0	0	0	0	0	0
17:00	**44**	43	36.6	6.1	0	0	6	27	10	1	0	0	0	0	0	0
18:00	**33**	42.8	37.4	5.3	0	0	2	23	7	1	0	0	0	0	0	0
19:00	**33**	40.4	35.5	5.8	0	0	5	24	3	1	0	0	0	0	0	0
20:00	**13**	39.9	35.6	5.8	0	0	2	9	2	0	0	0	0	0	0	0
21:00	**15**	40.4	36.3	4.7	0	0	1	12	2	0	0	0	0	0	0	0
22:00	**6**	-	36	3.1	0	0	0	6	0	0	0	0	0	0	0	0
23:00	**3**	-	29.3	6.3	0	0	2	1	0	0	0	0	0	0	0	0
12H,7-19	**584**	**41.4**	**36.3**	**5.3**	**0**	**1**	**56**	**432**	**88**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**662**	**41.3**	**36.2**	**5.3**	**0**	**1**	**66**	**490**	**97**	**8**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**671**	**41.2**	**36.2**	**5.3**	**0**	**1**	**68**	**497**	**97**	**8**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**681**	**41.3**	**36.2**	**5.3**	**0**	**1**	**69**	**502**	**101**	**8**	**0**	**0**	**0**	**0**	**0**	**0**

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Eastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Sat 02-Mar-13																
00:00	**5**	-	38.5	6.3	0	0	0	4	0	1	0	0	0	0	0	0
01:00	**2**	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
02:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	-	42.3	8.8	0	0	0	1	0	1	0	0	0	0	0	0
06:00	**7**	-	36	3.1	0	0	0	7	0	0	0	0	0	0	0	0
07:00	**16**	40.4	36.9	3.8	0	0	0	14	2	0	0	0	0	0	0	0
08:00	**47**	43	37.2	5.9	0	0	4	33	6	4	0	0	0	0	0	0
09:00	**48**	40.3	35.9	5.1	0	1	2	40	5	0	0	0	0	0	0	0
10:00	**53**	40.4	35.5	5.9	0	2	3	42	6	0	0	0	0	0	0	0
11:00	**78**	40.4	34.8	6.2	0	2	12	55	9	0	0	0	0	0	0	0
12:00	**71**	40.8	36.2	5.2	0	1	4	56	10	0	0	0	0	0	0	0
13:00	**50**	40	34.5	7	1	2	4	39	4	0	0	0	0	0	0	0
14:00	**80**	40.1	35.4	5	0	0	10	63	7	0	0	0	0	0	0	0
15:00	**46**	39.9	33.9	7.3	0	3	7	32	3	1	0	0	0	0	0	0
16:00	**35**	40.4	35.6	6.1	0	1	3	27	3	1	0	0	0	0	0	0
17:00	**30**	40.6	35.3	6.8	0	2	1	23	4	0	0	0	0	0	0	0
18:00	**28**	42.9	37.7	5.1	0	0	1	20	6	1	0	0	0	0	0	0
19:00	**31**	39.5	35.3	4.4	0	0	3	27	1	0	0	0	0	0	0	0
20:00	**14**	41.7	35.5	6.6	0	0	3	8	3	0	0	0	0	0	0	0
21:00	**9**	-	37.4	6.1	0	0	1	5	3	0	0	0	0	0	0	0
22:00	**4**	-	41.6	4	0	0	0	1	3	0	0	0	0	0	0	0
23:00	**6**	-	34.3	5	0	0	1	5	0	0	0	0	0	0	0	0
12H,7-19	**582**	**40.6**	**35.6**	**5.9**	**1**	**14**	**51**	**444**	**65**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**643**	**40.6**	**35.6**	**5.9**	**1**	**14**	**58**	**491**	**72**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**653**	**40.7**	**35.6**	**5.9**	**1**	**14**	**59**	**497**	**75**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**663**	**40.7**	**35.7**	**5.9**	**1**	**14**	**59**	**505**	**75**	**9**	**0**	**0**	**0**	**0**	**0**	**0**

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green						
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Eastbound												
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Sun 03-Mar-13																	
00:00	**4**	-	37.9	4.6	0	0	0	3	1	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
06:00	**3**	-	32.7	6.3	0	0	1	2	0	0	0	0	0	0	0	0
07:00	**8**	-	39.4	5.6	0	0	0	5	2	1	0	0	0	0	0	0
08:00	**15**	41.4	36.8	5	0	0	1	11	3	0	0	0	0	0	0	0
09:00	**36**	43.1	37	6.2	0	1	2	23	10	0	0	0	0	0	0	0
10:00	**46**	41.4	35.2	7.4	0	3	4	31	7	1	0	0	0	0	0	0
11:00	**44**	41.6	34.5	8.4	0	5	3	28	7	1	0	0	0	0	0	0
12:00	**42**	41.1	35.3	6.4	0	1	6	28	7	0	0	0	0	0	0	0
13:00	**35**	43	35.5	7.9	0	2	5	19	8	1	0	0	0	0	0	0
14:00	**36**	40.3	36	6.1	0	1	2	29	2	2	0	0	0	0	0	0
15:00	**54**	42.9	36.6	5.9	0	0	7	33	14	0	0	0	0	0	0	0
16:00	**36**	40.3	35.3	6.7	0	2	2	28	3	1	0	0	0	0	0	0
17:00	**22**	40	35.8	4.8	0	0	2	18	2	0	0	0	0	0	0	0
18:00	**23**	41.1	37.3	4	0	0	0	19	4	0	0	0	0	0	0	0
19:00	**8**	-	38.8	4.6	0	0	0	5	3	0	0	0	0	0	0	0
20:00	**6**	-	38.1	5.8	0	0	0	5	0	1	0	0	0	0	0	0
21:00	**7**	-	36	3.1	0	0	0	7	0	0	0	0	0	0	0	0
22:00	**8**	-	41	6.7	0	0	0	4	3	0	1	0	0	0	0	0
23:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**397**	**42.2**	**35.9**	**6.6**	**0**	**15**	**34**	**272**	**69**	**7**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**421**	**42.1**	**36**	**6.5**	**0**	**15**	**35**	**291**	**72**	**8**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**429**	**42.3**	**36.1**	**6.5**	**0**	**15**	**35**	**295**	**75**	**8**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**435**	**42.3**	**36.1**	**6.5**	**0**	**15**	**35**	**300**	**76**	**8**	**1**	**0**	**0**	**0**	**0**	**0**

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002						Location	Site 2, Kirdford Road, Wisborough Green				
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Eastbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals																
Mon 25-Feb-13	**616**	41.3	36.2	5.7	0	10	45	464	82	15	0	0	0	0	0	0
Tue 26-Feb-13	**652**	41.1	36.3	5.3	0	3	55	493	92	8	1	0	0	0	0	0
Wed 27-Feb-13	**634**	40.8	36.2	5.1	0	3	50	495	81	4	1	0	0	0	0	0
Thu 28-Feb-13	**704**	41.4	36.1	5.7	0	9	68	512	107	8	0	0	0	0	0	0
Fri 01-Mar-13	**681**	41.3	36.2	5.3	0	1	69	502	101	8	0	0	0	0	0	0
Sat 02-Mar-13	**663**	40.7	35.7	5.9	1	14	59	505	75	9	0	0	0	0	0	0
Sun 03-Mar-13	**435**	42.3	36.1	6.5	0	15	35	300	76	8	1	0	0	0	0	0
Total Vehicles																
[--]	**4385**	41.3	36.1	5.6	1	55	381	3271	614	60	3	0	0	0	0	0



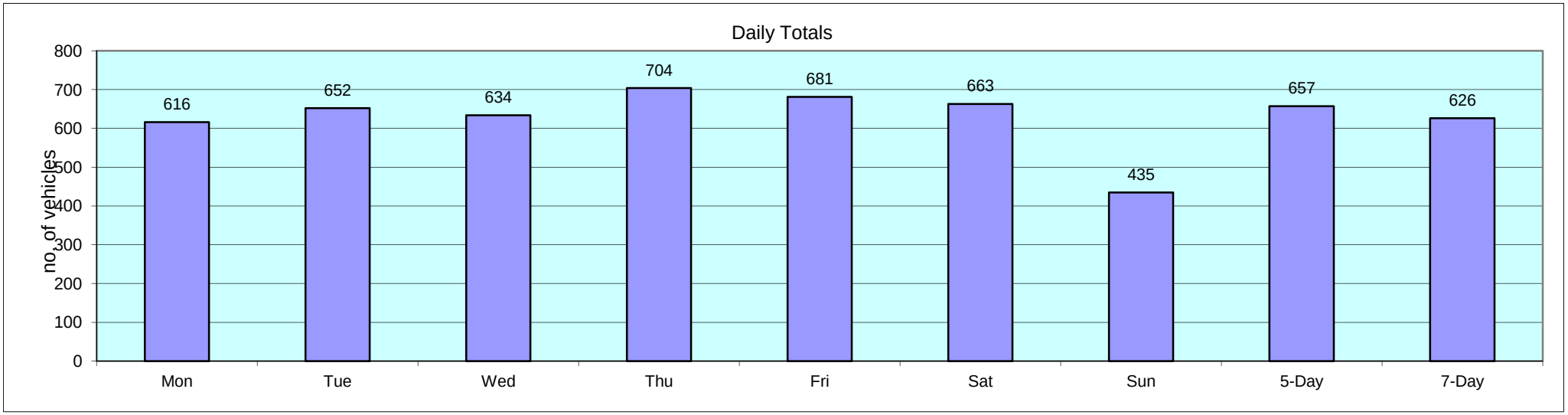


Data produced by Axiom Traffic Ltd

16227	LOXWOOD & WISBOROUGH GREEN		Site No: 16227002 Channel: Eastbound		Location	Site 2, Kirdford Road, Wisborough Green			
TIME PERIOD	Mon 25/02/13	Tue 26/02/13	Wed 27/02/13	Thu 28/02/13	Fri 01/03/13	Sat 02/03/13	Sun 03/03/13	5-Day Av	7-Day Av
Week Begin: 25-Feb-13									
00:00	**1**	1	1	3	0	5	4	1	2
01:00	**0**	0	0	0	0	2	0	0	0
02:00	**0**	0	0	0	0	1	0	0	0
03:00	**0**	0	1	0	0	0	0	0	0
04:00	**0**	0	1	2	1	0	0	1	1
05:00	**3**	4	3	5	9	2	2	5	4
06:00	**21**	12	15	15	17	7	3	16	13
07:00	**60**	78	66	63	55	16	8	64	49
08:00	**68**	77	70	79	67	47	15	72	60
09:00	**48**	46	44	44	50	48	36	46	45
10:00	**30**	49	37	53	43	53	46	42	44
11:00	**49**	48	37	49	49	78	44	46	51
12:00	**45**	43	46	47	43	71	42	45	48
13:00	**32**	41	45	46	47	50	35	42	42
14:00	**41**	30	45	46	50	80	36	42	47
15:00	**44**	43	43	39	42	46	54	42	44
16:00	**50**	44	56	54	61	35	36	53	48
17:00	**35**	36	41	53	44	30	22	42	37
18:00	**36**	40	28	37	33	28	23	35	32
19:00	**21**	26	20	15	33	31	8	23	22
20:00	**8**	11	14	17	13	14	6	13	12
21:00	**15**	8	13	15	15	9	7	13	12
22:00	**6**	10	5	12	6	4	8	8	7
23:00	**3**	5	3	10	3	6	0	5	4
12H,7-19	**538**	**575**	**558**	**610**	**584**	**582**	**397**	**573**	**549**
16H,6-22	**603**	**632**	**620**	**672**	**662**	**643**	**421**	**638**	**608**
18H,6-24	**612**	**647**	**628**	**694**	**671**	**653**	**429**	**650**	**619**
24H,0-24	**616**	**652**	**634**	**704**	**681**	**663**	**435**	**657**	**626**
Am	**08:00**	**07:00**	**08:00**	**08:00**	**08:00**	**11:00**	**10:00**	**-**	**-**
Peak	**68**	**78**	**70**	**79**	**67**	**78**	**46**	**72**	**69**
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**16:00**	**14:00**	**15:00**	**-**	**-**
Peak	**50**	**44**	**56**	**54**	**61**	**80**	**54**	**53**	**57**

16227	LOXWOOD & WISBOROUGH GREEN	Site No: 16227002	Location	Site 2, Kirdford Road, Wisborough Green
		Channel: Eastbound		

TIME PERIOD	Mon 25/02/13	Tue 26/02/13	Wed 27/02/13	Thu 28/02/13	Fri 01/03/13	Sat 02/03/13	Sun 03/03/13	5-Day Av	7-Day Av



16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 25-Feb-13											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**7**	0	0.0	4	57.1	3	42.9	0	0.0	0	0.0
07:00	**34**	0	0.0	29	85.3	2	5.9	3	8.8	0	0.0
08:00	**39**	0	0.0	36	92.3	2	5.1	1	2.6	0	0.0
09:00	**51**	0	0.0	46	90.2	4	7.8	1	2.0	0	0.0
10:00	**43**	0	0.0	40	93.0	2	4.7	1	2.3	0	0.0
11:00	**39**	0	0.0	32	82.1	4	10.3	3	7.7	0	0.0
12:00	**35**	0	0.0	33	94.3	0	0.0	2	5.7	0	0.0
13:00	**39**	0	0.0	29	74.4	3	7.7	7	18.0	0	0.0
14:00	**40**	0	0.0	36	90.0	2	5.0	2	5.0	0	0.0
15:00	**71**	0	0.0	65	91.6	4	5.6	2	2.8	0	0.0
16:00	**63**	2	3.2	58	92.1	2	3.2	1	1.6	0	0.0
17:00	**74**	0	0.0	67	90.5	5	6.8	2	2.7	0	0.0
18:00	**53**	1	1.9	49	92.5	3	5.7	0	0.0	0	0.0
19:00	**41**	1	2.4	34	82.9	4	9.8	2	4.9	0	0.0
20:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
21:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
22:00	**11**	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**581**	**3**	**0.5**	**520**	**89.5**	**33**	**5.7**	**25**	**4.3**	**0**	**0.0**
16H,6-22	**653**	**4**	**0.6**	**581**	**89.0**	**41**	**6.3**	**27**	**4.1**	**0**	**0.0**
18H,6-24	**665**	**5**	**0.8**	**592**	**89.0**	**41**	**6.2**	**27**	**4.1**	**0**	**0.0**
24H,0-24	**669**	**5**	**0.8**	**596**	**89.1**	**41**	**6.1**	**27**	**4.0**	**0**	**0.0**

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 26-Feb-13											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
06:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
07:00	**41**	0	0.0	35	85.4	4	9.8	2	4.9	0	0.0
08:00	**50**	0	0.0	47	94.0	0	0.0	3	6.0	0	0.0
09:00	**45**	0	0.0	39	86.7	4	8.9	2	4.4	0	0.0
10:00	**43**	1	2.3	37	86.1	5	11.6	0	0.0	0	0.0
11:00	**46**	0	0.0	41	89.1	4	8.7	1	2.2	0	0.0
12:00	**42**	1	2.4	36	85.7	3	7.1	2	4.8	0	0.0
13:00	**43**	1	2.3	39	90.7	0	0.0	3	7.0	0	0.0
14:00	**51**	0	0.0	46	90.2	3	5.9	2	3.9	0	0.0
15:00	**62**	0	0.0	56	90.3	2	3.2	4	6.5	0	0.0
16:00	**56**	0	0.0	48	85.7	2	3.6	6	10.7	0	0.0
17:00	**79**	0	0.0	75	94.9	1	1.3	3	3.8	0	0.0
18:00	**68**	0	0.0	65	95.6	1	1.5	2	2.9	0	0.0
19:00	**42**	0	0.0	41	97.6	1	2.4	0	0.0	0	0.0
20:00	**26**	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
21:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
22:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**626**	**3**	**0.5**	**564**	**90.1**	**29**	**4.6**	**30**	**4.8**	**0**	**0.0**
16H,6-22	**715**	**3**	**0.4**	**648**	**90.6**	**34**	**4.8**	**30**	**4.2**	**0**	**0.0**
18H,6-24	**730**	**3**	**0.4**	**663**	**90.8**	**34**	**4.7**	**30**	**4.1**	**0**	**0.0**
24H,0-24	**735**	**3**	**0.4**	**666**	**90.6**	**36**	**4.9**	**30**	**4.1**	**0**	**0.0**

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 27-Feb-13											
00:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
06:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
07:00	**42**	0	0.0	40	95.2	2	4.8	0	0.0	0	0.0
08:00	**39**	0	0.0	33	84.6	3	7.7	3	7.7	0	0.0
09:00	**49**	0	0.0	41	83.7	6	12.2	2	4.1	0	0.0
10:00	**40**	0	0.0	35	87.5	3	7.5	2	5.0	0	0.0
11:00	**44**	0	0.0	43	97.7	1	2.3	0	0.0	0	0.0
12:00	**50**	0	0.0	42	84.0	7	14.0	1	2.0	0	0.0
13:00	**44**	0	0.0	43	97.7	0	0.0	1	2.3	0	0.0
14:00	**43**	0	0.0	35	81.4	4	9.3	4	9.3	0	0.0
15:00	**72**	2	2.8	62	86.1	4	5.6	4	5.6	0	0.0
16:00	**57**	0	0.0	48	84.2	4	7.0	5	8.8	0	0.0
17:00	**67**	0	0.0	62	92.5	5	7.5	0	0.0	0	0.0
18:00	**67**	1	1.5	62	92.5	4	6.0	0	0.0	0	0.0
19:00	**33**	0	0.0	31	93.9	2	6.1	0	0.0	0	0.0
20:00	**21**	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
21:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
22:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
23:00	**11**	1	9.1	9	81.8	0	0.0	1	9.1	0	0.0
12H,7-19	**614**	**3**	**0.5**	**546**	**88.9**	**43**	**7.0**	**22**	**3.6**	**0**	**0.0**
16H,6-22	**683**	**3**	**0.4**	**611**	**89.5**	**47**	**6.9**	**22**	**3.2**	**0**	**0.0**
18H,6-24	**705**	**4**	**0.6**	**631**	**89.5**	**47**	**6.7**	**23**	**3.3**	**0**	**0.0**
24H,0-24	**709**	**5**	**0.7**	**632**	**89.1**	**49**	**6.9**	**23**	**3.2**	**0**	**0.0**

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 28-Feb-13											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	**3**	0	0.0	0	0.0	2	66.7	1	33.3	0	0.0
06:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
07:00	**40**	0	0.0	33	82.5	2	5.0	5	12.5	0	0.0
08:00	**38**	0	0.0	28	73.7	5	13.2	5	13.2	0	0.0
09:00	**46**	0	0.0	45	97.8	1	2.2	0	0.0	0	0.0
10:00	**60**	0	0.0	53	88.3	1	1.7	6	10.0	0	0.0
11:00	**46**	1	2.2	43	93.5	1	2.2	1	2.2	0	0.0
12:00	**53**	2	3.8	40	75.5	6	11.3	5	9.4	0	0.0
13:00	**67**	0	0.0	64	95.5	2	3.0	1	1.5	0	0.0
14:00	**47**	1	2.1	35	74.5	9	19.2	2	4.3	0	0.0
15:00	**54**	0	0.0	46	85.2	3	5.6	5	9.3	0	0.0
16:00	**53**	0	0.0	45	84.9	7	13.2	1	1.9	0	0.0
17:00	**86**	0	0.0	79	91.9	5	5.8	2	2.3	0	0.0
18:00	**61**	1	1.6	53	86.9	6	9.8	1	1.6	0	0.0
19:00	**41**	0	0.0	34	82.9	4	9.8	3	7.3	0	0.0
20:00	**28**	0	0.0	25	89.3	1	3.6	2	7.1	0	0.0
21:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
22:00	**18**	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
23:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**651**	**5**	**0.8**	**564**	**86.6**	**48**	**7.4**	**34**	**5.2**	**0**	**0.0**
16H,6-22	**743**	**5**	**0.7**	**645**	**86.8**	**54**	**7.3**	**39**	**5.3**	**0**	**0.0**
18H,6-24	**764**	**5**	**0.7**	**666**	**87.2**	**54**	**7.1**	**39**	**5.1**	**0**	**0.0**
24H,0-24	**771**	**5**	**0.7**	**670**	**86.9**	**56**	**7.3**	**40**	**5.2**	**0**	**0.0**

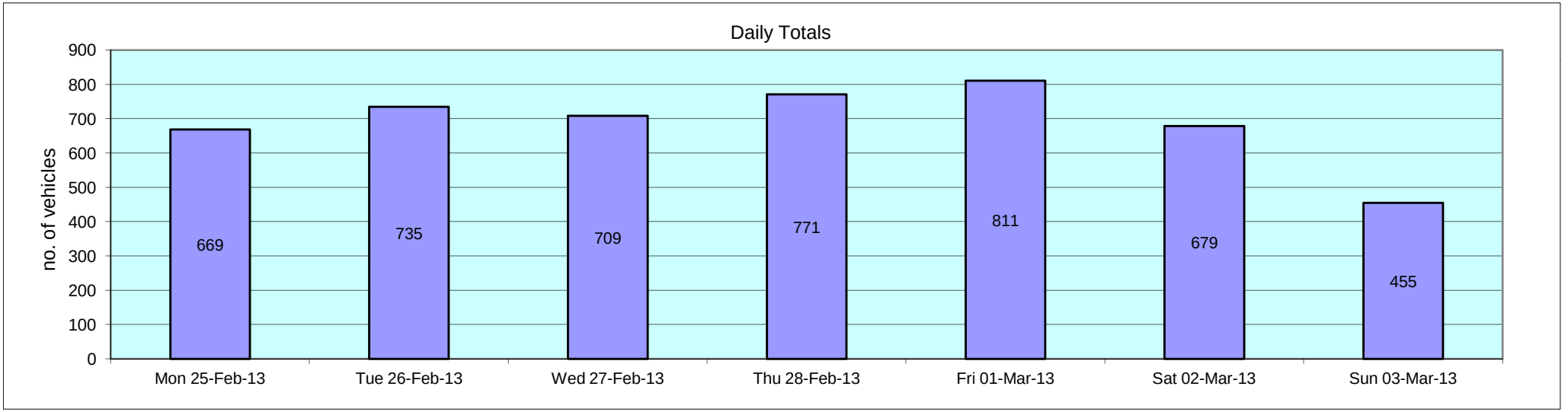
16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Mar-13											
00:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
07:00	**43**	0	0.0	40	93.0	1	2.3	1	2.3	1	2.3
08:00	**36**	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
09:00	**52**	0	0.0	49	94.2	2	3.9	1	1.9	0	0.0
10:00	**62**	0	0.0	58	93.6	0	0.0	4	6.5	0	0.0
11:00	**54**	1	1.9	45	83.3	3	5.6	5	9.3	0	0.0
12:00	**57**	0	0.0	53	93.0	3	5.3	1	1.8	0	0.0
13:00	**55**	0	0.0	52	94.6	3	5.5	0	0.0	0	0.0
14:00	**54**	0	0.0	49	90.7	2	3.7	3	5.6	0	0.0
15:00	**80**	0	0.0	73	91.3	4	5.0	3	3.8	0	0.0
16:00	**79**	2	2.5	70	88.6	3	3.8	4	5.1	0	0.0
17:00	**90**	0	0.0	78	86.7	6	6.7	6	6.7	0	0.0
18:00	**50**	1	2.0	42	84.0	5	10.0	2	4.0	0	0.0
19:00	**46**	0	0.0	44	95.7	2	4.4	0	0.0	0	0.0
20:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
21:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
22:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
23:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**712**	**4**	**0.6**	**644**	**90.5**	**33**	**4.6**	**30**	**4.2**	**1**	**0.1**
16H,6-22	**793**	**4**	**0.5**	**720**	**90.8**	**38**	**4.8**	**30**	**3.8**	**1**	**0.1**
18H,6-24	**807**	**4**	**0.5**	**733**	**90.8**	**38**	**4.7**	**31**	**3.8**	**1**	**0.1**
24H,0-24	**811**	**5**	**0.6**	**735**	**90.6**	**39**	**4.8**	**31**	**3.8**	**1**	**0.1**

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Mar-13											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
06:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
07:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
08:00	**35**	0	0.0	29	82.9	2	5.7	4	11.4	0	0.0
09:00	**77**	1	1.3	69	89.6	2	2.6	5	6.5	0	0.0
10:00	**62**	3	4.8	59	95.2	0	0.0	0	0.0	0	0.0
11:00	**66**	1	1.5	61	92.4	2	3.0	2	3.0	0	0.0
12:00	**52**	2	3.9	45	86.5	2	3.9	3	5.8	0	0.0
13:00	**69**	1	1.5	62	89.9	2	2.9	4	5.8	0	0.0
14:00	**47**	2	4.3	40	85.1	2	4.3	3	6.4	0	0.0
15:00	**46**	1	2.2	42	91.3	2	4.4	1	2.2	0	0.0
16:00	**40**	1	2.5	32	80.0	4	10.0	3	7.5	0	0.0
17:00	**48**	0	0.0	46	95.8	1	2.1	1	2.1	0	0.0
18:00	**35**	1	2.9	31	88.6	3	8.6	0	0.0	0	0.0
19:00	**23**	0	0.0	23	100.0	0	0.0	0	0.0	0	0.0
20:00	**13**	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
21:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
22:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
23:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**587**	**13**	**2.2**	**526**	**89.6**	**22**	**3.8**	**26**	**4.4**	**0**	**0.0**
16H,6-22	**641**	**13**	**2.0**	**577**	**90.0**	**24**	**3.7**	**27**	**4.2**	**0**	**0.0**
18H,6-24	**669**	**13**	**1.9**	**604**	**90.3**	**25**	**3.7**	**27**	**4.0**	**0**	**0.0**
24H,0-24	**679**	**14**	**2.1**	**612**	**90.1**	**26**	**3.8**	**27**	**4.0**	**0**	**0.0**

16227	LOXWOOD & WISBOROUGH GREEN			Site No: 16227002			Location	Site 2, Kirdford Road, Wisborough Green			
Mon 25-Feb-13 to Sun 03-Mar-13				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Mar-13											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	2	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
07:00	21	0	0.0	18	85.7	3	14.3	0	0.0	0	0.0
08:00	12	1	8.3	9	75.0	0	0.0	2	16.7	0	0.0
09:00	24	1	4.2	21	87.5	0	0.0	2	8.3	0	0.0
10:00	28	1	3.6	21	75.0	1	3.6	5	17.9	0	0.0
11:00	34	2	5.9	28	82.4	2	5.9	2	5.9	0	0.0
12:00	56	2	3.6	48	85.7	2	3.6	4	7.1	0	0.0
13:00	35	0	0.0	34	97.1	0	0.0	1	2.9	0	0.0
14:00	34	4	11.8	28	82.4	0	0.0	2	5.9	0	0.0
15:00	40	0	0.0	37	92.5	0	0.0	3	7.5	0	0.0
16:00	48	0	0.0	47	97.9	1	2.1	0	0.0	0	0.0
17:00	40	1	2.5	36	90.0	2	5.0	1	2.5	0	0.0
18:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
19:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
20:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
21:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	396	12	3.0	349	88.1	13	3.3	22	5.6	0	0.0
16H,6-22	432	12	2.8	384	88.9	14	3.2	22	5.1	0	0.0
18H,6-24	445	12	2.7	397	89.2	14	3.2	22	4.9	0	0.0
24H,0-24	455	13	2.9	405	89.0	15	3.3	22	4.8	0	0.0

16227	LOXWOOD & WISBOROUGH GREEN	Site No: 16227002	Location	Site 2, Kirdford Road, Wisborough Green
Mon 25-Feb-13 to Sun 03-Mar-13		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Mon 25-Feb-13	**669**	5	0.8	596	89.1	41	6.1	27	4.0	0	0.0
Tue 26-Feb-13	**735**	3	0.4	666	90.6	36	4.9	30	4.1	0	0.0
Wed 27-Feb-13	**709**	5	0.7	632	89.1	49	6.9	23	3.2	0	0.0
Thu 28-Feb-13	**771**	5	0.7	670	86.9	56	7.3	40	5.2	0	0.0
Fri 01-Mar-13	**811**	5	0.6	735	90.6	39	4.8	31	3.8	1	0.1
Sat 02-Mar-13	**679**	14	2.1	612	90.1	26	3.8	27	4.0	0	0.0
Sun 03-Mar-13	**455**	13	2.9	405	89.0	15	3.3	22	4.8	0	0.0
Total Vehicles											
[--]	**4829**	50	1.2	4316	89.4	262	5.3	200	4.2	1	0.0



16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Westbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Mon 25-Feb-13																
00:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	-	42.3	8.8	0	0	0	1	0	1	0	0	0	0	0	0
06:00	**7**	-	36	3.1	0	0	0	7	0	0	0	0	0	0	0	0
07:00	**34**	40.1	36.4	4	0	0	1	30	3	0	0	0	0	0	0	0
08:00	**39**	39.6	36.2	3.1	0	0	0	38	1	0	0	0	0	0	0	0
09:00	**51**	40.1	36.4	3.8	0	0	1	46	4	0	0	0	0	0	0	0
10:00	**43**	39.4	36	2.9	0	0	0	43	0	0	0	0	0	0	0	0
11:00	**39**	40.7	36.4	4.9	0	0	3	30	6	0	0	0	0	0	0	0
12:00	**35**	39.2	35.1	4.1	0	0	3	32	0	0	0	0	0	0	0	0
13:00	**39**	39.9	35	5.7	0	1	4	31	3	0	0	0	0	0	0	0
14:00	**40**	39.3	35.8	3.3	0	0	1	39	0	0	0	0	0	0	0	0
15:00	**71**	40	35.8	4.4	0	0	5	61	5	0	0	0	0	0	0	0
16:00	**63**	39.9	36.2	4.6	0	0	3	56	1	3	0	0	0	0	0	0
17:00	**74**	40.4	36.2	4.7	0	0	5	61	7	1	0	0	0	0	0	0
18:00	**53**	40.4	36.3	4.5	0	0	3	44	6	0	0	0	0	0	0	0
19:00	**41**	40.5	36.7	4.1	0	0	1	35	5	0	0	0	0	0	0	0
20:00	**14**	41.7	36.2	6	0	0	2	9	3	0	0	0	0	0	0	0
21:00	**10**	38.8	34	6.9	0	1	0	9	0	0	0	0	0	0	0	0
22:00	**11**	40.6	36.5	5.3	0	0	1	8	2	0	0	0	0	0	0	0
23:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	**581**	**40.1**	**36**	**4.3**	**0**	**1**	**29**	**511**	**36**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**653**	**40.1**	**36**	**4.3**	**0**	**2**	**32**	**571**	**44**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**665**	**40.1**	**36**	**4.3**	**0**	**2**	**33**	**580**	**46**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**669**	**40.1**	**36.1**	**4.4**	**0**	**2**	**33**	**583**	**46**	**5**	**0**	**0**	**0**	**0**	**0**	**0**

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 26-Feb-13																
00:00	3	-	36	3.3	0	0	0	3	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
06:00	8	-	36.3	7.6	0	0	2	3	3	0	0	0	0	0	0	0
07:00	41	39.5	34.4	5.8	0	1	6	32	2	0	0	0	0	0	0	0
08:00	50	40.1	36.6	3.5	0	0	0	46	4	0	0	0	0	0	0	0
09:00	45	39.5	35.7	3.7	0	0	2	42	1	0	0	0	0	0	0	0
10:00	43	40.5	36.9	3.7	0	0	0	38	5	0	0	0	0	0	0	0
11:00	46	39.6	35.2	4.6	0	0	5	39	2	0	0	0	0	0	0	0
12:00	42	39.4	34.8	5.2	0	1	4	36	1	0	0	0	0	0	0	0
13:00	43	39.4	35	5	0	1	3	38	1	0	0	0	0	0	0	0
14:00	51	39.3	33.9	5.5	0	0	12	37	2	0	0	0	0	0	0	0
15:00	62	39.4	34.6	5	0	0	10	50	2	0	0	0	0	0	0	0
16:00	56	40	35.6	5	0	1	3	48	4	0	0	0	0	0	0	0
17:00	79	40	36.2	3.8	0	0	2	72	5	0	0	0	0	0	0	0
18:00	68	39.6	35.7	4.2	0	0	4	62	1	1	0	0	0	0	0	0
19:00	42	40.5	36.2	4.7	0	0	3	34	5	0	0	0	0	0	0	0
20:00	26	42.9	37.3	5.4	0	0	2	17	7	0	0	0	0	0	0	0
21:00	13	39.7	35.8	4.5	0	0	1	11	1	0	0	0	0	0	0	0
22:00	14	40.5	36.4	4.8	0	0	1	11	2	0	0	0	0	0	0	0
23:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	626	39.8	35.4	4.6	0	4	51	540	30	1	0	0	0	0	0	0
16H,6-22	715	40	35.6	4.7	0	4	59	605	46	1	0	0	0	0	0	0
18H,6-24	730	40	35.6	4.7	0	4	60	616	49	1	0	0	0	0	0	0
24H,0-24	735	40	35.6	4.7	0	4	60	621	49	1	0	0	0	0	0	0

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Westbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Wed 27-Feb-13																
00:00	**1**	-	26	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
06:00	**5**	-	37.5	4.4	0	0	0	4	1	0	0	0	0	0	0	0
07:00	**42**	39.7	35.6	4.8	0	1	1	38	2	0	0	0	0	0	0	0
08:00	**39**	40.6	36.3	5	0	0	3	31	4	1	0	0	0	0	0	0
09:00	**49**	40.1	36.4	3.8	0	0	1	44	4	0	0	0	0	0	0	0
10:00	**40**	39.2	35.3	3.9	0	0	3	37	0	0	0	0	0	0	0	0
11:00	**44**	41.6	34.9	7.2	0	2	7	27	8	0	0	0	0	0	0	0
12:00	**50**	40.3	35.8	4.9	0	0	5	40	5	0	0	0	0	0	0	0
13:00	**44**	40.9	35.3	7.3	1	1	4	31	6	1	0	0	0	0	0	0
14:00	**43**	40	36.3	3.8	0	0	1	39	3	0	0	0	0	0	0	0
15:00	**72**	39.7	35.1	5.3	1	0	6	62	3	0	0	0	0	0	0	0
16:00	**57**	40.4	36.3	4.4	0	0	3	48	6	0	0	0	0	0	0	0
17:00	**67**	42.1	37.2	5.1	0	0	3	51	11	1	1	0	0	0	0	0
18:00	**67**	41.7	36.1	6.2	0	0	10	45	10	1	1	0	0	0	0	0
19:00	**33**	41.6	36.9	5.1	0	0	2	25	5	1	0	0	0	0	0	0
20:00	**21**	40.6	37.3	4.4	0	0	0	18	2	1	0	0	0	0	0	0
21:00	**10**	41	36	7.3	0	0	2	6	1	1	0	0	0	0	0	0
22:00	**11**	43.3	36.9	6.9	0	0	2	5	4	0	0	0	0	0	0	0
23:00	**11**	39.7	35.8	4.8	0	0	1	9	1	0	0	0	0	0	0	0
12H,7-19	**614**	**40.5**	**35.9**	**5.3**	**2**	**4**	**47**	**493**	**62**	**4**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**683**	**40.6**	**36**	**5.3**	**2**	**4**	**51**	**546**	**71**	**7**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**705**	**40.6**	**36**	**5.3**	**2**	**4**	**54**	**560**	**76**	**7**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**709**	**40.6**	**36**	**5.3**	**2**	**4**	**55**	**562**	**77**	**7**	**2**	**0**	**0**	**0**	**0**	**0**

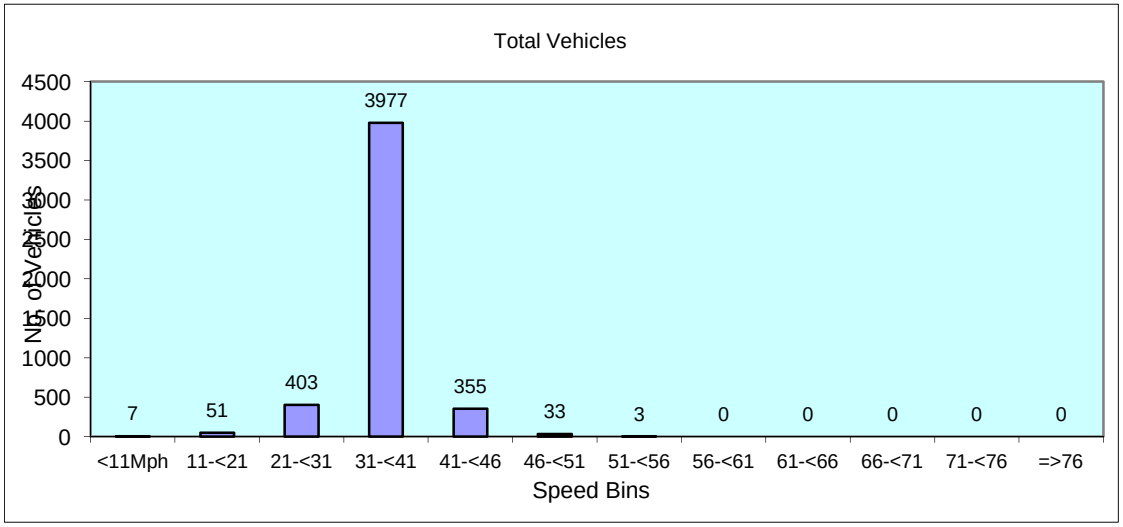
16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green						
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Westbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 28-Feb-13																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
05:00	3	-	32.7	6.3	0	0	1	2	0	0	0	0	0	0	0	0
06:00	9	-	38.5	4.6	0	0	0	6	3	0	0	0	0	0	0	0
07:00	40	39.5	35.4	4.1	0	0	3	36	1	0	0	0	0	0	0	0
08:00	38	39.8	36.1	3.7	0	0	1	35	2	0	0	0	0	0	0	0
09:00	46	39.5	35.7	3.7	0	0	2	43	1	0	0	0	0	0	0	0
10:00	60	39.5	35.8	3.5	0	0	2	57	1	0	0	0	0	0	0	0
11:00	46	38.9	33.4	6.1	0	2	8	36	0	0	0	0	0	0	0	0
12:00	53	38.9	32	7.6	0	6	10	36	1	0	0	0	0	0	0	0
13:00	67	39.4	35.6	3.6	0	0	3	64	0	0	0	0	0	0	0	0
14:00	47	39.3	33	7.2	0	3	10	32	1	1	0	0	0	0	0	0
15:00	54	39.3	33.9	6.2	0	3	6	44	1	0	0	0	0	0	0	0
16:00	53	40.7	36.2	5.7	0	1	3	42	5	2	0	0	0	0	0	0
17:00	86	40.5	36.5	4.5	0	0	4	72	9	1	0	0	0	0	0	0
18:00	61	41.2	36.7	4.6	0	0	3	48	10	0	0	0	0	0	0	0
19:00	41	40.2	36	4.6	0	0	3	34	4	0	0	0	0	0	0	0
20:00	28	40.3	36.6	4.6	0	0	1	24	2	1	0	0	0	0	0	0
21:00	14	39.7	35.8	4.4	0	0	1	12	1	0	0	0	0	0	0	0
22:00	18	42.3	36.3	6.6	0	0	3	11	3	1	0	0	0	0	0	0
23:00	3	-	40.2	7.6	0	0	0	2	0	1	0	0	0	0	0	0
12H,7-19	651	39.9	35.1	5.4	0	15	55	545	32	4	0	0	0	0	0	0
16H,6-22	743	40	35.3	5.3	0	15	60	621	42	5	0	0	0	0	0	0
18H,6-24	764	40	35.3	5.3	0	15	63	634	45	7	0	0	0	0	0	0
24H,0-24	771	40	35.3	5.3	0	15	64	640	45	7	0	0	0	0	0	0

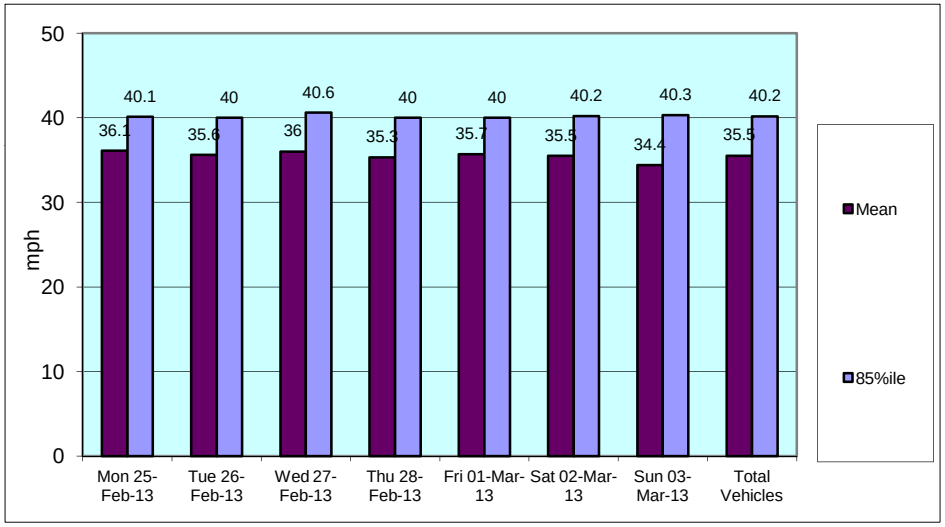
16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green						
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Westbound												
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Fri 01-Mar-13																	
00:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	**5**	-	39.5	8.3	0	0	0	4	0	0	1	0	0	0	0	0
07:00	**43**	39.8	34.7	5.8	0	1	6	33	3	0	0	0	0	0	0	0
08:00	**36**	39.6	36.2	3.1	0	0	0	35	1	0	0	0	0	0	0	0
09:00	**52**	39.8	35.5	4.6	0	0	5	44	3	0	0	0	0	0	0	0
10:00	**62**	39.4	35.7	3.4	0	0	2	60	0	0	0	0	0	0	0	0
11:00	**54**	39	33.4	6	0	2	10	42	0	0	0	0	0	0	0	0
12:00	**57**	39.6	35.7	3.9	0	0	3	52	2	0	0	0	0	0	0	0
13:00	**55**	40	36.2	4	0	0	2	49	4	0	0	0	0	0	0	0
14:00	**54**	40.2	35.8	4.7	0	0	5	44	5	0	0	0	0	0	0	0
15:00	**80**	40.2	36	4.4	0	0	5	68	7	0	0	0	0	0	0	0
16:00	**79**	39.8	35.7	4.2	0	0	5	70	4	0	0	0	0	0	0	0
17:00	**90**	39.5	35.5	4	0	0	6	82	2	0	0	0	0	0	0	0
18:00	**50**	39.5	34.9	4.9	0	0	7	41	2	0	0	0	0	0	0	0
19:00	**46**	40.7	37.1	4	0	0	0	40	5	1	0	0	0	0	0	0
20:00	**17**	39.7	36.4	3.4	0	0	0	16	1	0	0	0	0	0	0	0
21:00	**13**	43.6	38.1	5.7	0	0	1	7	5	0	0	0	0	0	0	0
22:00	**8**	-	35.4	7.1	0	0	2	4	2	0	0	0	0	0	0	0
23:00	**6**	-	37.3	4.2	0	0	0	5	1	0	0	0	0	0	0	0
12H,7-19	**712**	**39.8**	**35.5**	**4.5**	**0**	**3**	**56**	**620**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**793**	**39.9**	**35.7**	**4.5**	**0**	**3**	**57**	**687**	**44**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**807**	**40**	**35.7**	**4.5**	**0**	**3**	**59**	**696**	**47**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**811**	**40**	**35.7**	**4.5**	**0**	**3**	**59**	**700**	**47**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Westbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Sat 02-Mar-13																
00:00	**3**	-	38.5	5	0	0	0	2	1	0	0	0	0	0	0	0
01:00	**4**	-	36	3.2	0	0	0	4	0	0	0	0	0	0	0	0
02:00	**2**	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	**2**	-	31	7.1	0	0	1	1	0	0	0	0	0	0	0	0
07:00	**10**	39.8	35.8	5	0	0	1	8	1	0	0	0	0	0	0	0
08:00	**35**	39.8	35.6	4.5	0	0	3	30	2	0	0	0	0	0	0	0
09:00	**77**	39.6	34.2	6	1	0	14	58	4	0	0	0	0	0	0	0
10:00	**62**	40	34.6	6.6	0	3	7	47	4	1	0	0	0	0	0	0
11:00	**66**	40.1	36.6	3.5	0	0	0	61	5	0	0	0	0	0	0	0
12:00	**52**	39.7	34.2	6.7	0	3	6	40	2	1	0	0	0	0	0	0
13:00	**69**	40.2	36.1	4.5	0	0	4	59	5	1	0	0	0	0	0	0
14:00	**47**	39.8	35	5.5	0	1	5	38	3	0	0	0	0	0	0	0
15:00	**46**	40.1	35.4	6	1	0	3	38	4	0	0	0	0	0	0	0
16:00	**40**	39.7	35.5	5.3	0	1	2	35	1	1	0	0	0	0	0	0
17:00	**48**	40.6	37	4	0	0	0	42	5	1	0	0	0	0	0	0
18:00	**35**	40.7	36.4	5.2	0	0	3	27	4	1	0	0	0	0	0	0
19:00	**23**	39.4	34.6	5.2	0	0	4	18	1	0	0	0	0	0	0	0
20:00	**13**	39.6	35	5.3	0	0	2	10	1	0	0	0	0	0	0	0
21:00	**16**	41.2	37.4	4.1	0	0	0	13	3	0	0	0	0	0	0	0
22:00	**19**	40.4	35.6	5.8	0	0	3	13	3	0	0	0	0	0	0	0
23:00	**9**	-	36.6	5.7	0	0	1	6	2	0	0	0	0	0	0	0
12H,7-19	**587**	**40.1**	**35.5**	**5.4**	**2**	**8**	**48**	**483**	**40**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**641**	**40.1**	**35.5**	**5.4**	**2**	**8**	**55**	**525**	**45**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**669**	**40.2**	**35.5**	**5.4**	**2**	**8**	**59**	**544**	**50**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**679**	**40.2**	**35.5**	**5.4**	**2**	**8**	**59**	**553**	**51**	**6**	**0**	**0**	**0**	**0**	**0**	**0**

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Westbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Sun 03-Mar-13																
00:00	**5**	-	37.5	4.4	0	0	0	4	1	0	0	0	0	0	0	0
01:00	**2**	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
02:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	**2**	-	36	3.5	0	0	0	2	0	0	0	0	0	0	0	0
07:00	**21**	39.7	36.4	3.3	0	0	0	20	1	0	0	0	0	0	0	0
08:00	**12**	38.8	31.2	9.8	0	2	3	6	0	1	0	0	0	0	0	0
09:00	**24**	39.5	34.6	5.9	0	1	2	20	1	0	0	0	0	0	0	0
10:00	**28**	42.1	31.2	10.3	0	6	6	10	6	0	0	0	0	0	0	0
11:00	**34**	40.3	33.4	8.7	1	3	3	23	4	0	0	0	0	0	0	0
12:00	**56**	39.2	32.6	7.4	1	3	12	38	2	0	0	0	0	0	0	0
13:00	**35**	42	35.4	6.7	0	0	8	20	6	1	0	0	0	0	0	0
14:00	**34**	39.4	31.7	7.7	1	0	14	16	3	0	0	0	0	0	0	0
15:00	**40**	40.2	35.3	5.3	0	0	6	30	4	0	0	0	0	0	0	0
16:00	**48**	39.7	34.8	5.2	0	0	8	37	3	0	0	0	0	0	0	0
17:00	**40**	39.5	34.6	5.2	0	0	7	31	2	0	0	0	0	0	0	0
18:00	**24**	40	36.4	4.6	0	0	1	21	1	1	0	0	0	0	0	0
19:00	**14**	42	37.3	5.8	0	0	1	10	2	1	0	0	0	0	0	0
20:00	**8**	-	36	3.1	0	0	0	8	0	0	0	0	0	0	0	0
21:00	**12**	43.8	38.1	6.3	0	0	1	7	3	1	0	0	0	0	0	0
22:00	**12**	39.7	35.8	4.7	0	0	1	10	1	0	0	0	0	0	0	0
23:00	**1**	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
12H,7-19	**396**	**40.1**	**34**	**6.9**	**3**	**15**	**70**	**272**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**432**	**40.3**	**34.3**	**6.9**	**3**	**15**	**72**	**299**	**38**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**445**	**40.3**	**34.3**	**6.8**	**3**	**15**	**73**	**309**	**39**	**6**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**455**	**40.3**	**34.4**	**6.8**	**3**	**15**	**73**	**318**	**40**	**6**	**0**	**0**	**0**	**0**	**0**	**0**

16227	LOXWOOD & WISBOROUGH GREEN				Site No: 16227002					Location	Site 2, Kirdford Road, Wisborough Green					
Mon 25-Feb-13 to Sun 03-Mar-13					Channel: Westbound											
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<11Mph**	**11-<21**	**21-<31**	**31-<41**	**41-<46**	**46-<51**	**51-<56**	**56-<61**	**61-<66**	**66-<71**	**71-<76**	**=>76**
Daily Totals																
Mon 25-Feb-13	**669**	40.1	36.1	4.4	0	2	33	583	46	5	0	0	0	0	0	0
Tue 26-Feb-13	**735**	40	35.6	4.7	0	4	60	621	49	1	0	0	0	0	0	0
Wed 27-Feb-13	**709**	40.6	36	5.3	2	4	55	562	77	7	2	0	0	0	0	0
Thu 28-Feb-13	**771**	40	35.3	5.3	0	15	64	640	45	7	0	0	0	0	0	0
Fri 01-Mar-13	**811**	40	35.7	4.5	0	3	59	700	47	1	1	0	0	0	0	0
Sat 02-Mar-13	**679**	40.2	35.5	5.4	2	8	59	553	51	6	0	0	0	0	0	0
Sun 03-Mar-13	**455**	40.3	34.4	6.8	3	15	73	318	40	6	0	0	0	0	0	0
Total Vehicles																
[--]	**4829**	40.2	35.5	5.2	7	51	403	3977	355	33	3	0	0	0	0	0



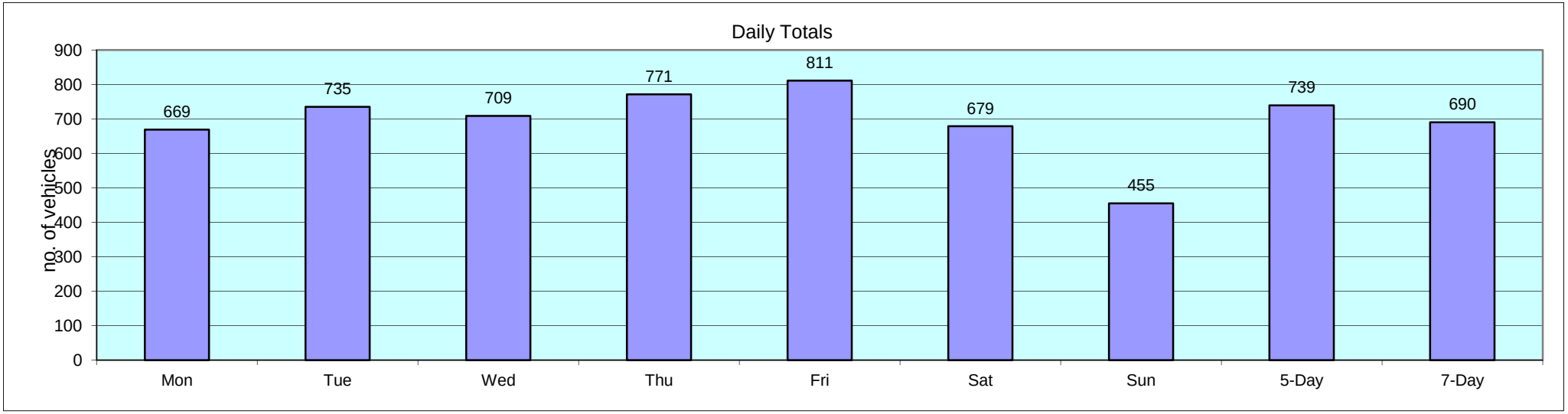


Data produced by Axiom Traffic Ltd

16227	LOXWOOD & WISBOROUGH GREEN		Site No: 16227002 Channel: Westbound		Location	Site 2, Kirdford Road, Wisborough Green			
TIME PERIOD	Mon 25/02/13	Tue 26/02/13	Wed 27/02/13	Thu 28/02/13	Fri 01/03/13	Sat 02/03/13	Sun 03/03/13	5-Day Av	7-Day Av
Week Begin: 25-Feb-13									
00:00	**1**	3	1	1	1	3	5	1	2
01:00	**0**	0	0	1	1	4	2	0	1
02:00	**1**	0	0	0	0	2	1	0	1
03:00	**0**	0	1	0	0	0	0	0	0
04:00	**0**	0	0	2	1	0	1	1	1
05:00	**2**	2	2	3	1	1	1	2	2
06:00	**7**	8	5	9	5	2	2	7	5
07:00	**34**	41	42	40	43	10	21	40	33
08:00	**39**	50	39	38	36	35	12	40	36
09:00	**51**	45	49	46	52	77	24	49	49
10:00	**43**	43	40	60	62	62	28	50	48
11:00	**39**	46	44	46	54	66	34	46	47
12:00	**35**	42	50	53	57	52	56	47	49
13:00	**39**	43	44	67	55	69	35	50	50
14:00	**40**	51	43	47	54	47	34	47	45
15:00	**71**	62	72	54	80	46	40	68	61
16:00	**63**	56	57	53	79	40	48	62	57
17:00	**74**	79	67	86	90	48	40	79	69
18:00	**53**	68	67	61	50	35	24	60	51
19:00	**41**	42	33	41	46	23	14	41	34
20:00	**14**	26	21	28	17	13	8	21	18
21:00	**10**	13	10	14	13	16	12	12	13
22:00	**11**	14	11	18	8	19	12	12	13
23:00	**1**	1	11	3	6	9	1	4	5
12H,7-19	**581**	**626**	**614**	**651**	**712**	**587**	**396**	**637**	**595**
16H,6-22	**653**	**715**	**683**	**743**	**793**	**641**	**432**	**717**	**666**
18H,6-24	**665**	**730**	**705**	**764**	**807**	**669**	**445**	**734**	**684**
24H,0-24	**669**	**735**	**709**	**771**	**811**	**679**	**455**	**739**	**690**
Am	**09:00**	**08:00**	**09:00**	**10:00**	**10:00**	**09:00**	**11:00**	**-**	**-**
Peak	**51**	**50**	**49**	**60**	**62**	**77**	**34**	**54**	**55**
Pm	**17:00**	**17:00**	**15:00**	**17:00**	**17:00**	**13:00**	**12:00**	**-**	**-**
Peak	**74**	**79**	**72**	**86**	**90**	**69**	**56**	**80**	**75**

16227	LOXWOOD & WISBOROUGH GREEN	Site No: 16227002	Location	Site 2, Kirdford Road, Wisborough Green
		Channel: Westbound		

TIME PERIOD	Mon 25/02/13	Tue 26/02/13	Wed 27/02/13	Thu 28/02/13	Fri 01/03/13	Sat 02/03/13	Sun 03/03/13	5-Day Av	7-Day Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

APPENDIX 10.9

BOXAL BRIDGE CORRESPONDENCE

Russell, J.N. (John)

From: Mike Theobald <mike.theobald@westsussex.gov.uk>
Sent: 28 June 2013 08:52
To: Russell, J.N. (John)
Subject: RE: Boxhall Bridge

Hi John

As discussed on Wednesday this movement is acceptable to cross Boxal Bridge.

However, as it meets the STGO requirements the movement will have to be submitted to our abloads team (abloads@westsussex.gov.uk) along with an indemnity form from the haulier.

Any problems, please let me know.

Kind regards
Mike

Mike Theobald | Trainee Technician, Structures, Communities And Infrastructure, West Sussex County Council
Location: Ground Floor, Northleigh, Chichester, PO19 1RH
Internal: 26342 | External: +44 (0) 3302 226342| E-mail: mike.theobald@westsussex.gov.uk

---

From: Russell, J.N. (John) [mailto:john.russell@rhdhv.com]
Sent: 26 June 2013 11:05
To: Mike Theobald
Subject: Boxhall Bridge

Hello Mike

Following our conversation, could I confirm that the heavy load we are looking to move over Boxhall bridge would have a total laden weight of 50t. The vehicle would have two front axles with a maximum axle loading of 9.1 tonnes each and three rear axles with a maximum axle loading of 11.8 tonnes each. We expect to be bringing three of these vehicles to site and then taking them off site again. The vehicle is a standard 2.5m wide vehicle but with overhang would be 3m.

Could I ask you to confirm if these loadings would be ok for crossing Boxhall bridge?

Many thanks

Kind regards

John

John Russell BEng (Hons), CMILT MCIHT
Director Advisory Group (Transport UK South), Transport & Asset Management

T +44 1784 839129 | **M** +44 7825 714000 | **E** john.russell@rhdhv.com | **W** www.royalhaskoningdhv.com
HaskoningDHV UK Ltd., a company of **Royal HaskoningDHV** | Windsor House,37 Windsor Street, Chertsey, Surrey KT16 8AT, United Kingdom
Registered Office: Rightwell House, Bretton, Peterborough PE3 8DW | Registered in England 1336844

APPENDIX 10.10

SWEPT PATH AT BOXAL BRIDGE AND SWEPT PATH AT WISBOROUGH GREEN

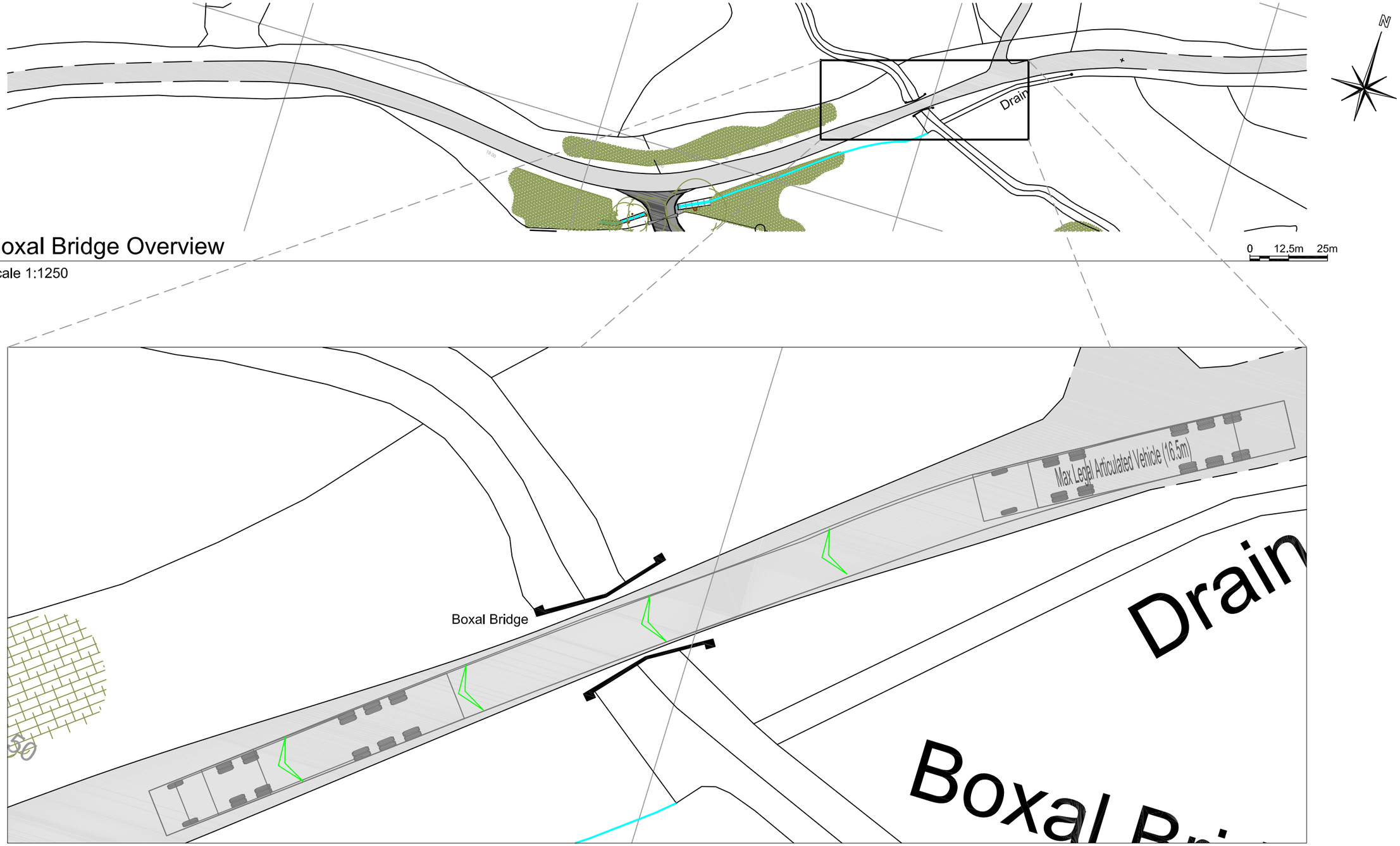
HGV Swept Path through Wisborough Green (to Site)

Scale 1:500

0 5m 10m

R ELLIOTT ASSOCIATES LTD
CONSULTING STRUCTURAL & CIVIL ENGINEERS
t: (01590) 683176 f: (01590) 683533 info@rea-ltd.co.uk www.rea-ltd.co.uk
Dennett House
Brighton Road
Sway
Lymington
Hampshire
SO41 6EB

Client: Celtique Energie Petroleum Boxal Bridge Wisborough Green West Sussex	Drawn By: AJNE	Date: December 2013	Sheet Size: A1
Job Title: Wisborough Green-1	Drawing Title: Swept Path - Wisborough Green (1:500)		
	Drawing Number: 3582 P 25		Revision:



Boxal Bridge Overview

Scale 1:1250

HGV Swept Path at Boxal Bridge

Scale 1:200

R ELLIOTT ASSOCIATES LTD
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REA LIMITED
Dennett House
Brighton Road
Sway
Lymington
Hampshire
SO41 6EB

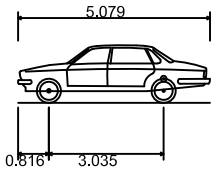
Client: Celtique Energie Petroleum Boxal Bridge Wisborough Green West Sussex	Drawn By: AJNE	Date: December 2013	Sheet Size: A3
Job Title: Wisborough Green-1	Drawing Title: Swept Path at Boxal Bridge (1:1250, 1:200)		
	Drawing Number: 3582 P 24		Revision:

APPENDIX 10.11

VEHICLE TYPES

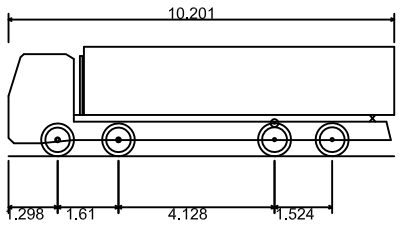
DO NOT SCALE

EXPECTED CONSTRUCTION TRAFFIC



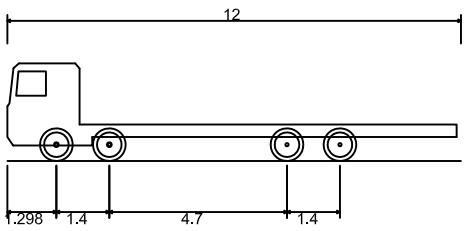
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

TYPICAL LIGHT VEHICLE



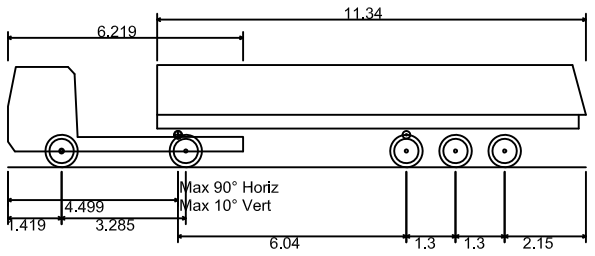
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

TYPICAL 20t TIPPER TRUCK



Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.900m

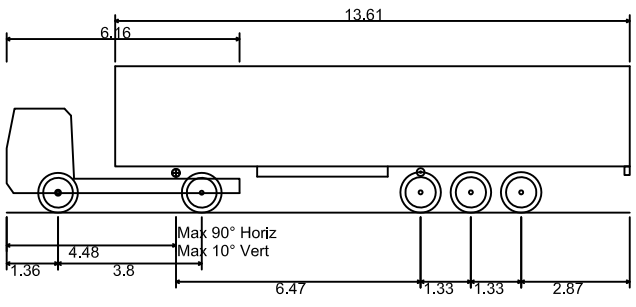
TYPICAL FLATBED DELIVERY LORRY



Overall Length	15.289m
Overall Width	2.500m
Overall Body Height	2.704m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.670m

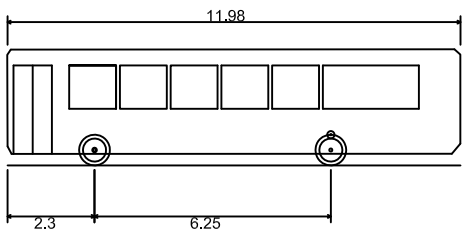
TYPICAL TANKER

FOR COMPARISON



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

FTA DESIGN ARTICULATE VEHICLE



Overall Length	11.980m
Overall Width	2.440m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	10.368m

SINGLE DECK BUS

TITLE: VEHICLE DIMENSIONS	PROJECT	Royal HaskoningDHV Enhancing Society Together	DRAWN: DH; SCALE: N.T.S.; DATE: JUNE 13; CHKD: JNR; DRG No.: 9Y0893/

APPENDIX 10.12

SIGHT LINES AND SITE ENTRANCE PLAN

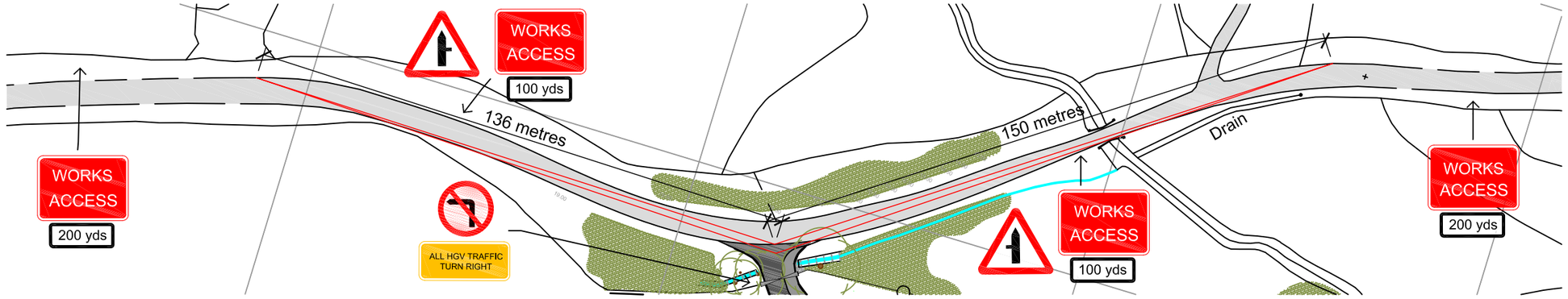
Sightline Justification

85th percentile speed = 40-41mph

Requirements within DMRB manual are:
60kph - 90m visibility
70kph - 120m visibility

Actual requirement is for 64kph (40-41mph) therefore 136m and 150m sufficient

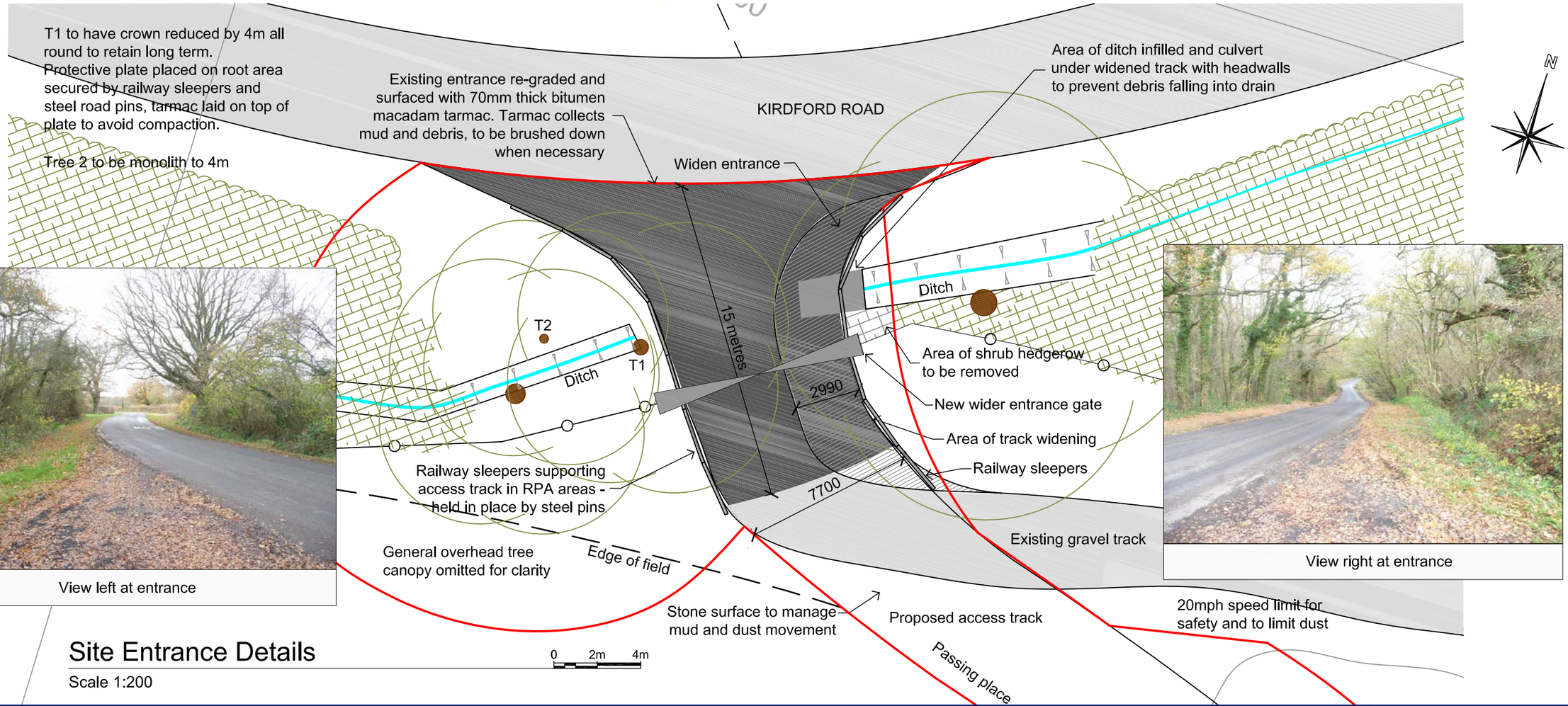
Ref: DMRB Part 6 TD 42/95 Chapter 7 Table 7/1 & Figure 7/2



Sightlines

Scale 1:1250

0 12.5m 25m



Site Entrance Details

Scale 1:200

0 2m 4m

R Elliott Associates Ltd

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Dennett House
Brighton Road
Sway
Lymington
Hampshire
SO41 6EB

Client: Celtique Energie Petroleum Boxal Bridge Wisborough Green West Sussex	Drawn By: AJNE	Date: December 2013	Sheet Size: A3
Job Title: Wisborough Green-1	Drawing Title: Sightlines & Site Entrance Plan (1:1250, 1:200)		
	Drawing Number: 3582 P 18		Revision: E

APPENDIX 10.13

DESIGNER'S RESPONSE TO MATTERS RAISED IN THE ROAD SAFETY AUDIT STAGE 1

Designer's response to matters raised in the Road Safety Audit Stage 1 dated 16th July 2013 (provided at Appendix 10.7)

1. A passing place has been positioned on the access track so that an exiting lorry can wait until the incoming lorry has negotiated the entrance. There is clear visibility for the exiting lorry to view the entrance and move into the passing place to allow the other vehicle to pass. During rig mobilisation, the movement of HGVs will be controlled by banksmen.

2. The first 15 m of access track has a tarmac surface to ensure that any debris is deposited on that stretch of track prior to leaving the site. Site construction will be managed to avoid road vehicles tracking over the exposed soils and excavators will be prevented from tracking soil across the roads. The tarmac will be routinely inspected and brushed when necessary.